



# BRYANS ROAD

## SUB-AREA PLAN

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**Part 1: Existing Conditions**  
**March 2022**

DRAFT FOR PUBLIC COMMENT



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## Introduction

The Bryans Road community in western Charles County includes and is surrounded by a unique mix of historic villages and areas of cultural significance, large residential subdivisions, federal facilities, and disinvested commercial properties at various scales, all nestled between the Potomac River to the west and farms and forested lands to the east. Further east is the well-developed Waldorf area, which operates as the commercial center of the county and the primary north-south artery to Washington, D.C., and its employment-rich suburbs; just south of Bryans Road is the Town of Indian Head and Naval Support Facility Indian Head.

Although previously intended as a moderate-density, mixed use town center, the County and community's vision for the area has evolved. Now, a small "rural village" is envisioned with a mix of shops and services to support a smaller number of residents than may have been envisioned when the last Bryans Road subarea plan was adopted in 2021. In vision and concept, the rural village and its residents should be well connected to and mindful of preserving the area's high quality environmental assets: Mattawoman Creek and the Potomac River; Chapman State Park and Piscataway Stream Valley Park; honor its heritage of African American and Piscataway communities; and provide a high-quality of life for families and seniors who have chosen to live in an area that is fundamentally rural, albeit with increasingly suburban characteristics. Community and economic growth should be focused on responsibly redeveloping and strengthening existing neighborhoods and facilities.

This Bryans Road subarea plan further articulates the vision described above and establishes goals, objectives, and action items to be pursued by county and state agencies, community organizations, and residents of the area. Only through their collective action can the vision be realized.



## Organization of the Plan

The first part of this document provides background information on the Bryans Road sub-area plan such as community history, demographics, and prior plans and studies conducted for the area. The second part describes the important issues that the community raised, which are the core of the plan. The third part is the plan itself – recommendations for consideration by the Planning Commission and Board of County Commissioners.

For users accessing this plan electronically, embedded links provide access to background documents and websites providing more detail about a specific topic. Sources of data are cited throughout the report. Where no citation exists, a datapoint is the subject of analysis prepared specifically for this plan.

The core geography of the Bryans Road subarea plan lies within an approximately 1.5-mile radius of the intersection of Livingston Road and Indian Head Highway. This includes the “development district” as it is currently shown in the County’s comprehensive plan and extends east to Pomonkey and the Maryland Airport, south to (but not including) Chapman State Park, north to the Prince George’s County line and west along Marshall Hall Road to the Strawberry Hills community. The core area is influenced by a broader study area that includes extends to many of the vital environmental and cultural resources of the region including the Mattawoman Creek and Potomac River, Piscataway National Park, and the Moyaone Reserve, and south to the Town of Indian Head. Most of the recommendations in the subarea plan relate to the core study area.

Figure 1. Area of Study





## PART 1. THE BRYANS ROAD COMMUNITY

Bryans Road – as it is now known – was established as a rural farming community (primarily tobacco) in the late 1600s, but the earliest settlements were those of the indigenous Piscataways nearly 16,000 years earlier. The area remained heavily rural until the 1890s when the Naval Proving Ground was established and began to develop as a suburb like other parts of the Southern Maryland region when Indian Head Highway (MD 210) was constructed during World War II. In the post-war suburban residential construction “boom,” Bryans Road grew significantly and in typical auto-oriented suburban fashion. By 1980, the population of Bryans Road was approximately 6,100. At the 2020 census, the population was 8,650, with growth occurring at a slightly greater pace than Charles County as a whole.

Demographically, the Bryans Road area has a greater percentage of African American residents, skews slightly less wealthy than the rest of Charles County in terms of median housing value and household income, and has lower computer ownership and broadband connectivity.

Table 1. Demographics

Characteristic	Bryans Road	Charles County
Residents Older than 65	14%	13%
African American Residents	62%	50%
Foreign-Born Residents	7.5%	8.1%
Households Owning a Computer	87%	92%
Households with Broadband Subscription	83%	88%
Residents with Bachelor’s Degree or Higher	27%	29%
Median Household Income	\$93,258	\$100,003
Median Property Value	\$274,000	\$313,300

Source: 2020 Census

### Planning & Land Use/Development History

Charles County has undergone tremendous growth in the past 40 years, although it was not until the 1990 Comprehensive Plan that the county began an aggressive posture of growth management. Over several comprehensive plan updates and small area plans, growth and development of the Bryans Road community has been a subject of intense debate. At times, Bryans Road has been slated for higher-density development (by suburban standards) and a node of activity between Waldorf and Indian Head, and within a reasonable commute to Washington, D.C., and federal facilities in southern Prince George’s County. At other times, a much less dense and conservation-oriented approach has been planned for Bryans Road.

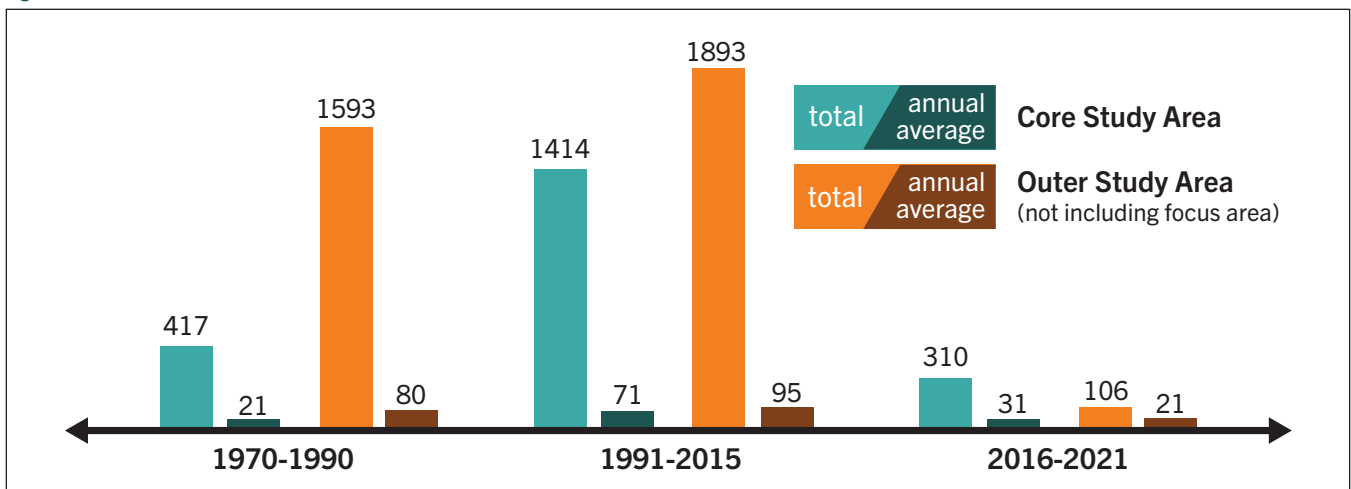
In December 2001, the Board of County Commissioners approved a Sub-Area Plan for Bryans Road and Indian Head designating approximately 2,000 acres centered on the MD 210/MD 227 intersection as the Bryans Road “Town Center.” The Town Center is where higher density residential development and associated commercial and services uses would be encouraged. The plan envisioned community open space surrounded by restaurants and shops, a concentration of office and employment developments, and new

roads to create small development blocks and a pedestrian and bicycle friendly environment. Created with a 20-year horizon, the 2001 plan was to be supported by the since-cancelled Cross County Connector – a four-lane highway that would have connected MD 210 with Waldorf, generally following the current alignment of Billingsley Road. The Cross County Connector would have significantly increased the trade area of Bryans Road, bringing additional income that would have supported the town center vision. The added income also could have supported the types of retail, restaurants, and services that are sought today by area residents. The 2006 Comprehensive Plan effectively adopted the land uses in the 2001 Sub-Area Plan and retained Bryans Road in the County’s development district.

In 2016, the Board of County Commissioners set forth a new planning approach for Bryans Road and western Charles County with environmental preservation at the forefront. The Cross County Connector was removed from the County’s comprehensive plan, and approximately 21,000 acres in the Bryans Road area were placed into a Watershed Conservation District. This classification dramatically scaled back the amount of development that could occur in the area, limiting most new residential development to one unit per 20 acres. While these changes were heartily supported by environmental activists, many property owners and organizations representing the African American community opposed the changes as they devalued properties and made intergenerational wealth transfer more difficult.

The 2016 plan, however, did have the desired effect of directing growth into the core study area which is roughly within a 2-mile radius from the intersection of MD 210 and MD 227. In total, new residential construction in the overall study area dropped dramatically after 2016 in the outer study area. From 1990 to 2015, 1.3 residential units were built outside of the Bryans Road core for each unit built within the core study area. Between 2016 and 2021, that ratio flipped with 1.5 residential units were built within the core study area for each unit built further away. As of October 2021, there are approximately 250 lots which have been recorded in a subdivision but not yet constructed, most of which are in the core study area.

Figure 2. Number of Residential Units Constructed 1



Not surprisingly, land consumption slowed, too, since 2016 with an average of 38 acres per year being developed compared with 77 acres per year between 1991 and 2016 over the entire study area.

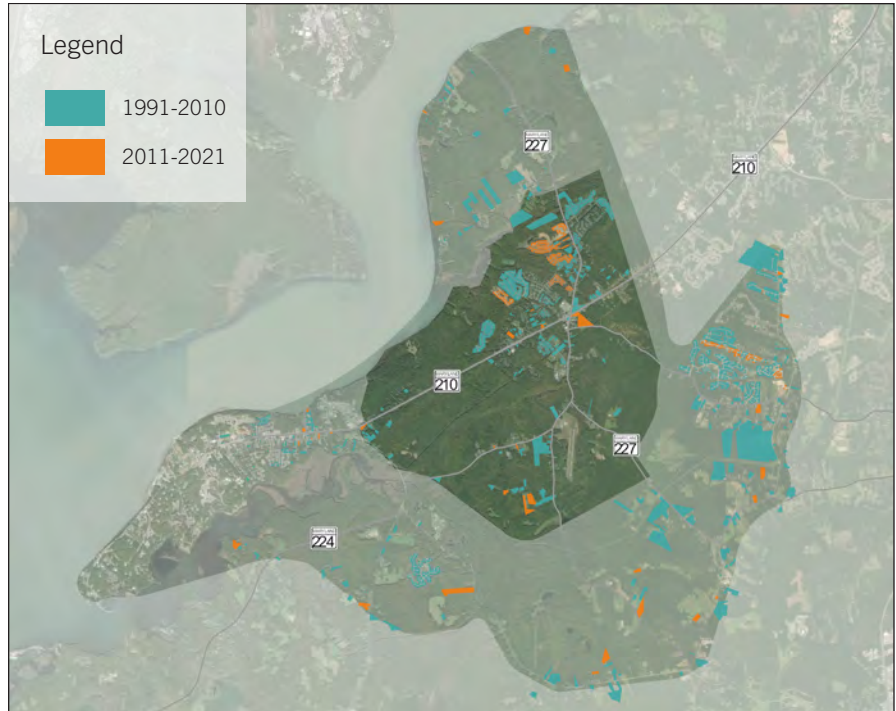
<sup>1</sup>Based on analysis of Maryland Department of Assessment and Taxation master property file.

In 2021, the Board of County Commissioners began to rethink plans for the area. In October 2021, an amendment to the comprehensive plan changed the designation of 558 acres surrounding Maryland Airport for employment-oriented land uses. This Bryans Road subarea plan considers whether further changes should be made to encourage redevelopment or permit new development in the context of other policy goals.

Meanwhile, land preservation has been a priority in the Bryans Road area. Today, slightly more than 3,846 acres (39%) of the total land area in the core study area are protected by ownership of a local, state, or federal agency for purpose of environmental conservation, or through a forest conservation easement; 6,804 acres are protected in the outer study area bringing the total to nearly 60% of all lands which cannot be developed in Bryans Road. Among many others over the past two decades, two very significant properties have been acquired for conservation: Chapman’s Landing, a 2,200-acre site of forest and historic farm straddling Route 210 from the Potomac River to Mattawoman Creek, and 154 acres just west of Maryland Airport once planned as a technology park near Maryland Airport.

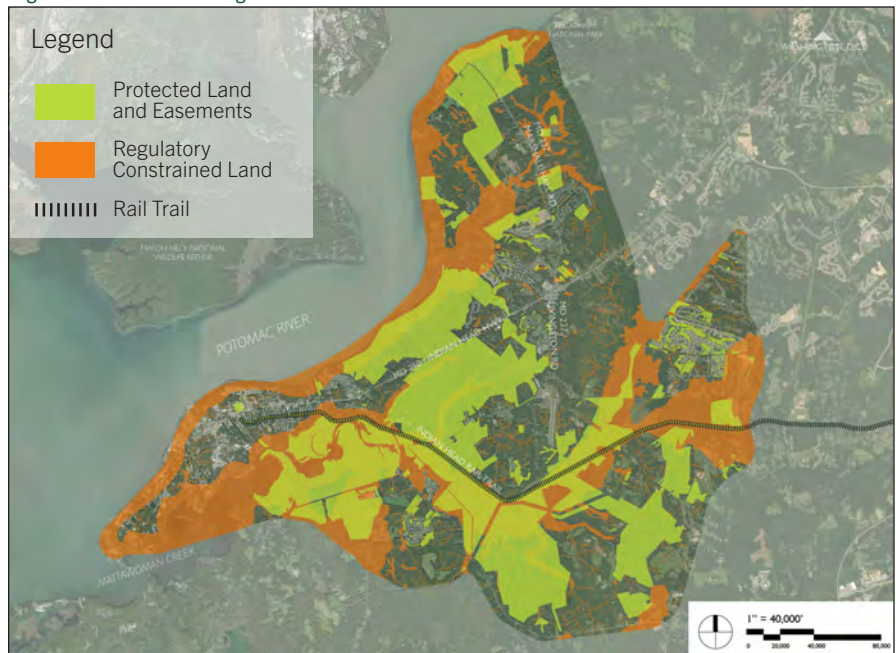
In addition, by regulatory measures related to steep slopes and wetlands, Chesapeake Bay Critical Area designation, etc., hundreds, if not thousands, of acres are effectively precluded from development.

Figure 3: Development Activity



Residential development has slowed significantly in the Bryans Road and surrounding areas since 2011 (shown in orange) compared to the prior twenty years (shown in blue.)

Figure 4: Protected and Regulated Land



Significant swaths of land in the Bryans Road are precluded or constrained from development in the Bryans Road area.

## Mobility & Connectedness

Bryans Road has a built-out network of roads sufficient to manage current development and some future growth; however, other forms of mobility and connectedness – the ability to walk or bike, use transit service are limited. Internet connectivity via broadband is less widely available and subscribed to in Bryans Road than elsewhere in Charles County.

### ROADS

Bryans Road is primarily served by two main roads: MD 210 and MD 227. MD 210 crosses Bryans Road along a slightly skewed east-west axis and connects it to Washington, D.C., to the north and Indian Head to the south. MD 227 crosses Bryans Road along a North-South axis and connects to Piscataway Park to the north, and the town of La Plata to the south. Both roads are owned and operated by the Maryland Department of Transportation State Highway Administration (MDOT SHA). South of MD 227 (Marshall Hall Road), approximately 10,800 vehicles travel MD 210; north of MD 227 traffic volume nearly doubles to 20,310. By way of comparison, US 301 carries approximately 51,000 vehicles per day through Waldorf and nearly 33,000 per day through La Plata. Secondary state-owned roads in the area (MD 224, MD 227, and MD 228) carry between 4,000 and 8,000 vehicles per day with higher volumes approaching Indian Head Highway.

A 2019 study conducted for a proposed residential development in the area as part of the county's adequate public facilities process found that the intersection of MD 210/MD227 operated within the MDOT SHA's level of service standards; however, Charles County's standards are more stringent and any future development in the area may require capacity improvements at or approaching the intersection. In addition, Charles County is currently designing a potential realignment of Billingsley Road to intersect MD 210 approximately 1/3 mile north of MD 227. This will address a longstanding safety issue and improve traffic operations in the area. Traffic safety is a significant issue along MD 210 with speeds well exceeding posted limits in Bryans Road; four fatal and 186 injury-involved crashes between 2015 and 2021 have occurred in the area, most notably at the intersection of MD 210 with MD 227. Further north in Prince George's County, automated speed enforcement cameras were authorized by the General Assembly to help control speeding. Similar roadway conditions – long stretches of flat, wide-open roadway with few traffic signals – exist approaching Bryans Road as well.

### BICYCLE AND PEDESTRIAN FACILITIES

Safe spaces for pedestrians and bicyclists are very disjointed throughout Bryans Road and especially approaching the main commercial area. Of the four main roadways approaching the shopping center, less than one-third of the approaching frontage within 1000 feet has sidewalks. No marked bicycle lanes exist in the immediate area nor connecting to the Indian Head Rail Trail, a significant recreational facility in the region. Nearby subdivisions do not have internal sidewalks either; however, none would likely be required under county building codes except along the frontage of primary roads.



*Courtesy of getty.com*

<sup>2</sup> MDOT SHA Traffic Volume Map, 2020

<sup>3</sup> Bryans Village Residential Development Traffic Impact Study, January 2019; Traffic Concepts, Inc.



## TRANSIT SERVICES

Transit service to the area is provided by VanGo, a county-operated system. Two routes travel through the Bryans Road area:

- **The Bryans Road route** runs between La Plata and Bryans Road. It services the Bryans Road Shopping Center and the College of Southern Maryland. The route has a 120-minute headway between buses.
- **The Indian Head route** runs between Waldorf and Indian Head. It makes a connection with the Bryans Road route. The route has a 60-minute headway between buses.

All routes travel via transfer point in either Waldorf or La Plata. Ridership through the Bryans Road area is sparse; most trips are made by individuals who do not own or cannot operate a vehicle. There is no commuter-oriented bus service between the Bryans Road/Indian Head area and Washington, D.C.

Figure 5: Areas of Missing Sidewalk

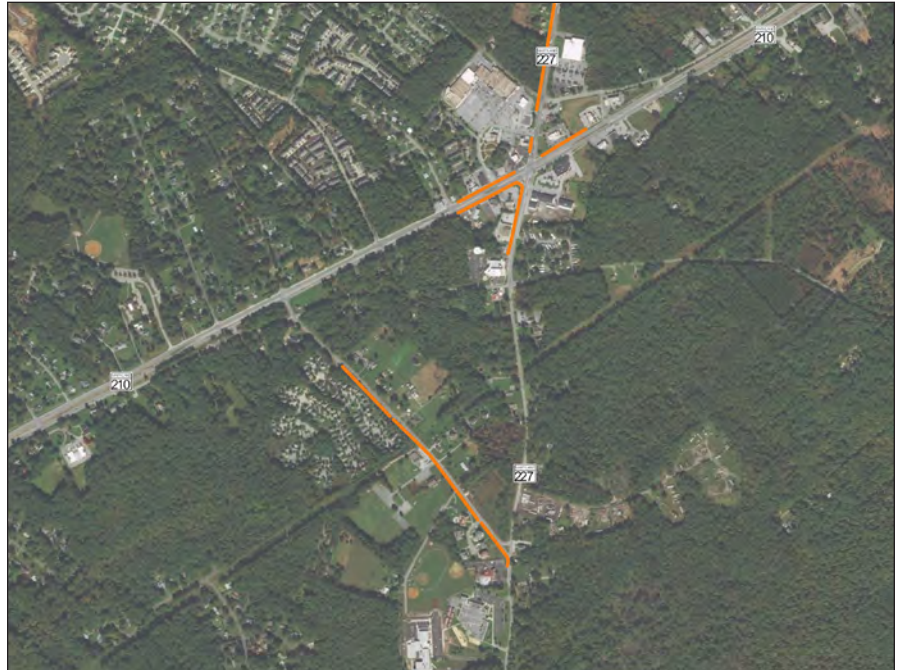
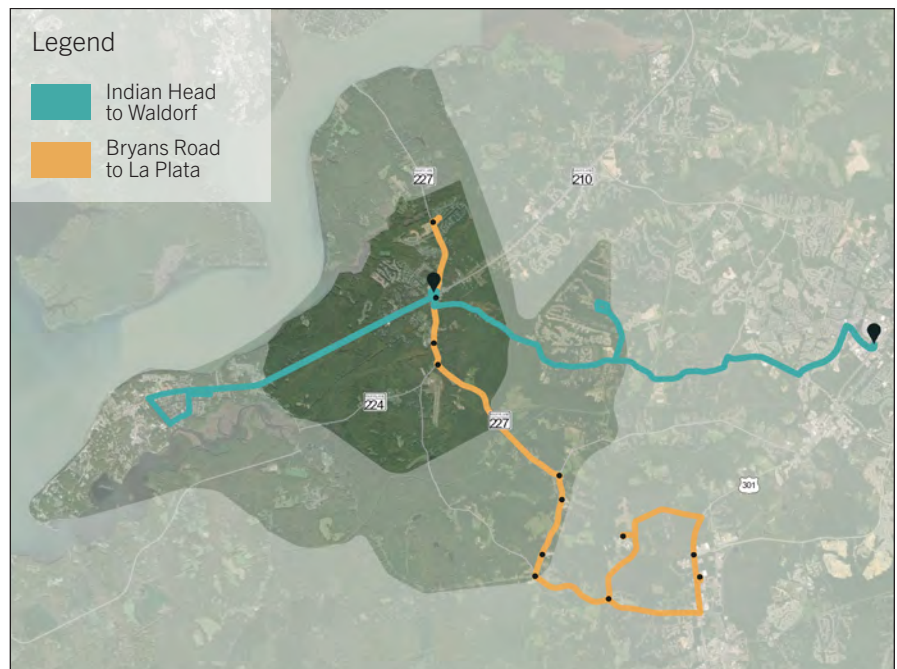


Figure 6: Bus Routes



## TELECOMMUNICATIONS

Direct, physical access to goods and services is no longer just a function of the ability to drive, bike, or walk. Access to high-speed internet now brings telemedicine, online ordering and delivery services, distance learning, and other daily needs directly into the home, or facilitates commerce and economic development for certain types of firms. While official maps from the Federal Communications Commission indicate that at least 98 percent of all households in the Bryans Road area have access to high-speed internet through a traditional cable or fiber optic system, the real situation on the ground is far more nuanced. Cell towers have dead spots, and cable or fiber lines are in place along main roads but do not connect into many subdivisions, residences on large rural lots, and many businesses scattered across the area. Good data on the real scope of the problem is difficult to attain. While this problem is not unique to Bryans Road or to rural areas generally, the lack of reliable high-speed internet does inhibit community connectedness and exacerbates the lack of transit/micro mobility service in the area.



*Photos courtesy of getty.com*



## WHAT WE HEARD

Stakeholders in the area understood that, as a largely rural area, mobility other than by private automobile is likely to be challenging; however, it was also believed that solutions are available that have not been adequately explored and investments not yet made to improve the situation. For example, the one- to two-hour wait between trips on VanGo and fixed routes were perceived to be antiquated and insufficient to the mobility challenges faced especially by senior citizens. The lack of sidewalks or safe shoulders along county and state roads is of particular concern, especially approaching the intersection of MD 210/MD 227. Stakeholders also articulated concerns regarding speeding and crashes along MD 210, especially north of MD 227.

Residents expressed that the difficulty of reliable high-speed internet access was felt significantly during the year-long school closures due to the pandemic, and that even more routine online services (shopping, for example), which require less bandwidth can be problematic at times.

## Water Resources and Environmental Conservation

Bryans Road is home to some of Maryland’s highest quality water resources, important fisheries, and significant ecological communities. Many of these areas overlap with environmental constraints that limit the use of land and can help to direct conservation efforts. Older developed areas of Bryans Road have been the focus of restoration efforts to meet water quality improvement goals.

### WATER RESOURCES

Bryans Road drains to the Lower Potomac River, which is one of the major tributaries of the Chesapeake Bay. The subarea includes portions of five smaller watersheds, with the Mattawoman Creek comprising the largest percentage (Table 1). Mattawoman Creek is one of the most productive spawning areas for anadromous fish (shad and herring) in Maryland and its estuary provides critical habitat for fisheries and supports a diverse tidal fish community. Mattawoman Creek is also prized for its largemouth bass fishery, providing important recreational and economic benefits to the region.

Bryans Road includes 289 miles of tidal and non-tidal stream, as well as significant areas of open water (Mattawoman Creek and Pomonkey Creek) and associated wetland complexes. The State of Maryland has designated all streams in Bryans Road for recreational use and nontidal, warm-water aquatic life use (Use I), while the open water tidal areas are designated for recreational use, estuarine and marine aquatic life use, and shellfish harvesting (Use II).

Figure 7. Watershed

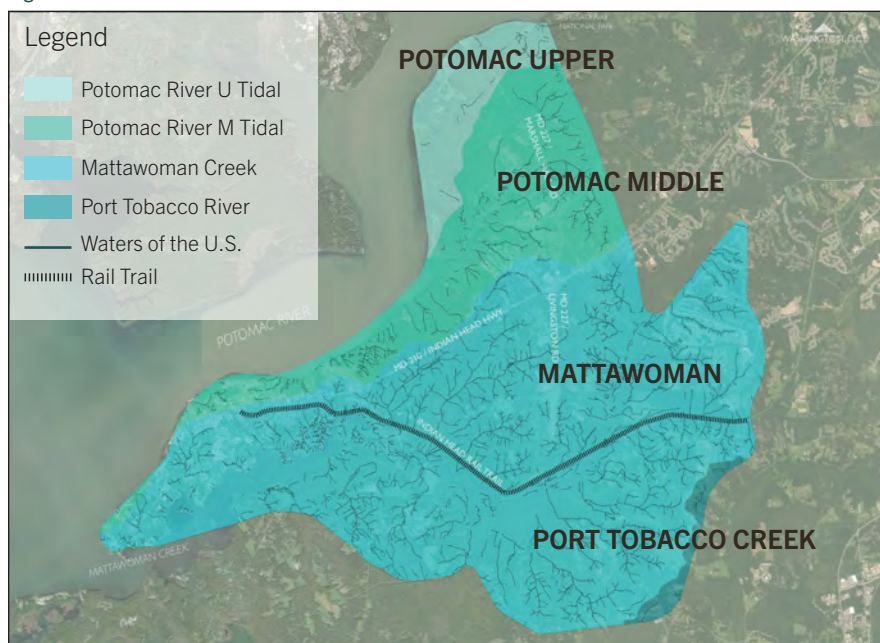


Table 2: Bryans Road Watersheds

WATERSHED	ACRES WITHIN BRYANS ROAD STUDY AREA	% OF BRYANS ROAD IN WATERSHED
Mattawoman Creek	24,034	72%
Nanjemoy Creek	2	1%
Port Tobacco Creek	491	1%
Potomac River Middle Tidal	6,845	20%
Potomac River Upper Tidal	2,136	6%

<sup>6</sup> Mattawoman Case Study (maryland.gov)

<sup>7</sup> Designated Use Classes for Maryland’s Surface Waters (state.md.us)

Some stream segments within the Mattawoman Creek watershed in Bryans Road have also been designated as Tier II High Quality Waters, meaning that their existing water quality is significantly better than the minimum requirements established by the Maryland Department of the Environment (MDE). The Tier II designation requires all permitted activities upstream of these waterways to undergo a review process to determine if the proposed activities would degrade these high-quality waters. Importantly, some of the Tier II waters within Bryans Road have been identified by MDE as lacking any additional capacity to receive new pollutant discharges and maintain the existing level of quality. In addition, a 1,228 acre wetland near the Mattawoman Creek estuary has been identified by MDE as a Wetland of Special State Concern, which are nontidal wetland habitats designated for special protection by the State due to their exceptional ecological and educational value.

Every two years, MDE develops a list of waterbodies in the State that are considered impaired. In other words, water quality assessments show they do not meet established standards to attain their designated uses, such as recreation or aquatic life use. Table 2 lists the impaired waterbodies in Bryans Road. In some cases, total maximum daily loads (TMDLs) have been developed to quantify the pollutant reductions required to meet water quality standards, while in other cases a TMDL may need to be developed in the future. Note that while Nanjemoy Creek and Port Tobacco Creek also have impairments, they are not included in the table because the land area of these watersheds within Bryans Road is negligible.

Table 3: Impaired Waters in Bryans Road

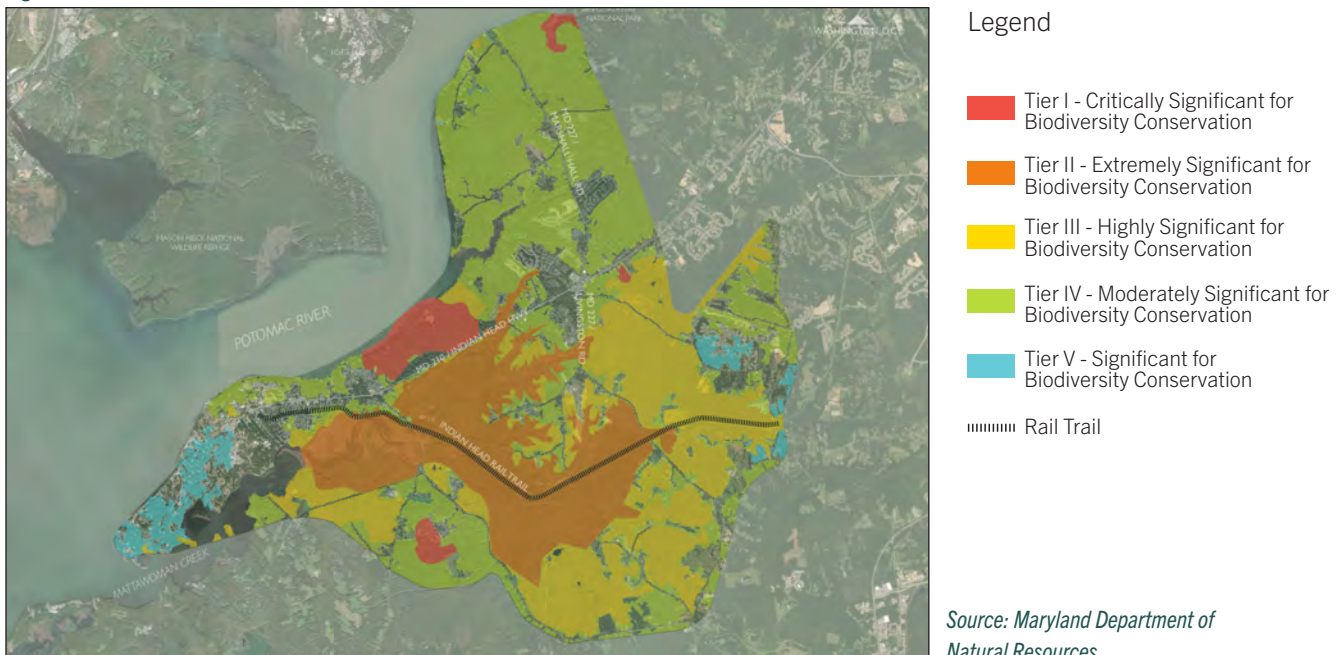
WATERBODY	IMPAIRMENT SOURCE	CAUSE OF IMPAIRMENT	STATUS
Potomac River Upper Tidal	Habitat alteration	Channelization	Listed in 2018
Potomac River Upper Tidal	Sulfate	Urban runoff/ storm sewers	Listed in 2018
Potomac River Upper Tidal	Total suspended solids	Urban runoff/ storm sewers	Listed in 2018
Potomac River Upper Tidal	Chloride	Urban runoff/ storm sewers	Listed in 2018
Potomac River Middle Tidal	PCBs in fish tissue	Upstream source	TMDL approved in 2008
Potomac River Middle Tidal	PCBs in fish tissue	Upstream source	TMDL approved in 2008
Mattawoman Creek	PCBs in fish tissue	Source unknown	Listed in 2014
Mattawoman Creek	pH	Atmospheric deposition	Listed in 2014
Mattawoman Creek	Chloride	Urban runoff/ storm sewers	Listed in 2014
Mattawoman Creek	Nitrogen	Agriculture	TMDL approved in 2012

### ECOLOGICAL COMMUNITIES

Charles County is the most forested county in eastern Maryland, and the third most forested in the entire State. Not surprisingly, Bryans Road contains significant forest resources that include large contiguous forest tracts as well as a rare natural community known as Shell-Marl Ravine Forest on Chapman’s Landing. Because of a unique combination of soils, topography, and location, this type of forest contains rare and diverse flora and fauna. Approximately 73 percent of Bryans Road is covered by tree canopy, including forested areas as well as patches of trees and individual trees in developed areas.

The Maryland Department of Natural Resources (MD DNR) operates several programs, such as the Biodiversity Conservation Network (BioNet) and GreenPrint, which identify areas across the State that are significant to the protection of species, natural communities, and other ecologically significant areas. Bryans Road contains numerous lands identified as important for conservation through these programs. These include 1,834 acres of land categorized as Critically Significant for Biodiversity Conservation (Tier 1), 0.6 acres of land categorized as Extremely Significant for Biodiversity Conservation (Tier 2) and 11,608 acres of land categorized as Highly Significant for Biodiversity Conservation (Tier 3) through BioNet. The types of lands included in the BioNet system include large, unbroken tracts of forest that support successful breeding of Forest Interior Dependent Species of birds, as well as communities that support rare, threatened, or endangered plant and animal species. The Maryland DNR Wildlife and Heritage Division has documented 14 rare species at Chapmans Landing. Bryans Road also contains 20,791 acres identified as GreenPrint hubs (contiguous forest) and corridors (linear forest features connecting hubs) having high ecological value for wildlife. MD DNR has also identified three waterfowl concentration and staging areas along the Potomac River in Bryans Road that warrant protection from development of water-dependent facilities (i.e., docks, piers, bulkheads, marinas, etc.).

Figure 8. Bio Tiers



<sup>8</sup> Charles County land Preservation, Parks and Recreation Plan, 2017

<sup>9</sup> Chesapeake Conservancy 2013-2014 high resolution land cover dataset

<sup>10</sup> 2001 Bryans Rd Subarea Plan

## ENVIRONMENTAL CONSTRAINTS

The core geography of the Bryans Road subarea plan lies within an approximately 1.5-mile radius of the intersection of Livingston Road and Indian Head Highway. This includes the “development district” as it is currently shown in the County’s comprehensive plan and extends east to Pomonkey and the Maryland Airport, south to (but not including) Chapman State Park, north to the Prince George’s County line and west along Marshall Hall Road to the Strawberry Hills community. The core area is influenced by a broader study area that includes extends to many of the vital environmental and cultural resources of the region including the Mattawoman Creek and Potomac River, Piscataway National Park, and the Moyaone Reserve, and south to the Town of Indian Head. Most of the recommendations in the subarea plan relate to the core study area.

In addition to the presence of significant water and natural resources in Bryans Road described above, several other environmental characteristics constrain how the land can effectively be used in the subarea. Typical environmental characteristics that render land as “unbuildable” are: located in a floodplain, has slopes greater than 15 to 25 percent, is located in a wetland or riparian buffer, or is subject to natural hazards. These and other environmental constraints in Bryans Road include:

- **Steep Slopes:** While the topography of Bryans Road is generally rolling, there are some extensive areas of steep slopes especially along the stream valleys. Charles County maintains a spatial data-set of areas with slopes greater than 15 percent. Within Bryans Road, there are 4,714 acres of land that fall into this category.
- **Floodplains, Wetlands, and Riparian Buffers:** Bryans Road includes 8,490 acres of wetlands, most of which are concentrated along the stream valleys, estuaries, and/or river. Charles County’s Resource Protection Zone encompasses the 100-year floodplain, non-tidal wetlands contiguous with or within 25 feet of a stream channel or 100-year floodplain, and a buffer.
- **High Water Table:** The dominant soils in the subarea are the Beltsville Series. These are moderately deep and moderately well drained but have severe limitations for septic drain fields.
- **Soils of Special Geotechnical Concern:** A large 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, known locally as “slippery” soils. There have been cases of cracked foundations in some subdivisions in this area due to these soils.
- **Critical Area:** All 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 is subject to the County’s Critical Area Programs.
- **Community Flood Risk:** The MD DNR Chesapeake and Coastal Service has identified several areas with High or Very High flood risk in Bryans Road. The process for identifying these Coastal Community Flood Risk Areas includes ranking residential areas from very low to very high risk based on probability of exposure to a flood event, population density, and social demographics (age, income, and language proficiency).

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<sup>11</sup> 2005 Estimating Residential Development Capacity

<sup>12</sup> 2001 Bryans Road Subarea Plan

<sup>13</sup> 2001 Bryans Road Subarea Plan

## CONSERVATION AND RESTORATION EFFORTS

Slightly more than 3,846 acres (39%) of the total land area in the core study area are protected by ownership of a local, state, or federal agency for purpose of environmental conservation, or through a forest conservation easement; 6,804 acres are protected in the outer study area bringing the total to nearly 60% of all lands which cannot be developed in Bryans Road. Among many others over the past two decades, two very significant properties have been acquired for conservation: Chapman's Landing, a 2,200-acre site of forest and historic farm straddling Route 210 from the Potomac River to Mattawoman Creek, and approximately 200 acres known as Pomonkey Forest, which had been planned as a technology park near Maryland Airport. Numerous agencies and organizations have a specific interest in the protection of Mattawoman Creek given its significant ecological value and recreational and economic benefit. Significant research and planning, public policy and regulatory efforts, and public and private investments have gone into maintaining or improving water quality over the past twenty years, including a 2011 report by the Interstate Commission on Integrating Priorities and A Sustainable Watershed Using the Watershed Resources Registry in the Mattawoman Creek Watershed; and a 2012 report by the Maryland Department of Natural Resources, The Case for Protection of the Watershed Resources of Mattawoman Creek, which makes recommendations for management initiatives to protect the Mattawoman ecosystem. The County's adopted Land Preservation, Parks, and Recreation Plan (LPPRP) also contains priority projects and preservation areas in the Mattawoman and beyond.

On a countywide scale, requirements for environmental site design, erosion and sediment control, forest conservation, and stormwater management have been improved in the land development process, as a way to protect existing natural resources from impacts when land is converted for urban use.

The County's Municipal Stormwater Restoration Plan adopted in December 2017 is the compliance document for the County's municipal separate storm sewer system (MS4) Discharge Permit under the National Pollutant Discharge Elimination System (NPDES) Program. The plan identifies the causes of impairments in the County's watersheds and lays out strategies for reducing pollutant loads locally and to the Chesapeake Bay, so that designated uses can be achieved. Major sources of pollution identified in this plan include:

- **Septic systems** in the Mattawoman Creek watershed, numbering approximately 3,000, need to be upgraded to enhanced denitrification technology or connected to the sewer system, as the high water table facilitates the movement of nitrogen from these systems into local waterways. Specific areas of concern in Bryans Road are north of MD 210 to the west of MD 227.
- **Shoreline erosion** is one of the greatest sources of sediment and turbidity to the Chesapeake Bay and its tributaries. Along the Potomac River between Indian Head and the Prince George's County line, historical shoreline change rates vary from 0 to -2.0 feet/year. This relatively modest rate is due to the slumping high banks and reduced fetch exposures; however, a few residential properties have unstable banks, and concerns exist about top-down erosion from land development.

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<sup>14</sup> Assessment and Shoreline Management Plan for Reaching NPDES Municipal Separate Storm Sewer System Permit (MS4) Goals for Charles County, Maryland (charlescountymd.gov), P 8

- **Stormwater runoff** from buildings, roads, parking lots and other paved surfaces is a major contributor to stream degradation. Concerns include the increased volume and velocity of runoff that occur as lands are developed, contributing to downstream flooding and stream erosion as well as loss of habitat. The mix of pollutants—including nutrients, sediment, bacteria, metals, chloride, and toxics—associated with this runoff also contribute to impairments. Of particular concern are urban areas that were developed before the adoption of Maryland’s stormwater management requirements for water quality treatment. Charles County’s MS4 permit requires the “restoration”—through the installation of best management practice (BMPs)—of 20 percent of these currently untreated impervious areas in each permit cycle. In Bryans Road, approximately 667 acres of impervious surfaces covered in the County’s permit have no runoff treatment, while another 212 acres have inadequate runoff treatment.

The 2017 Municipal Stormwater Restoration Plan identifies impervious restoration efforts such as new bio-retention facilities, filtration systems, stormwater pond retrofits, wetland creation, and dry swales, as well as “alternative” projects such as stream restoration. The master list of watershed restoration projects can be found in Appendix A of the restoration plan; those specific to the Bryans Road area are shown below. Other local watershed plans such as the 2016 Lower Patuxent River Watershed Assessment also identify specific restoration projects for implementation. Some recent restoration efforts in Bryans Road include:

- Nearly 200 septic improvements were made between 2000 and 2015, one-fifth of which were connections to the sewer system or technological upgrades of existing septic facilities. The balance were septic pump outs performed by the County.
- Dry swale and enhanced filter systems were installed near the Bryans Road Shopping Center, which improved treatment for nearly 10 acres of impervious surface.

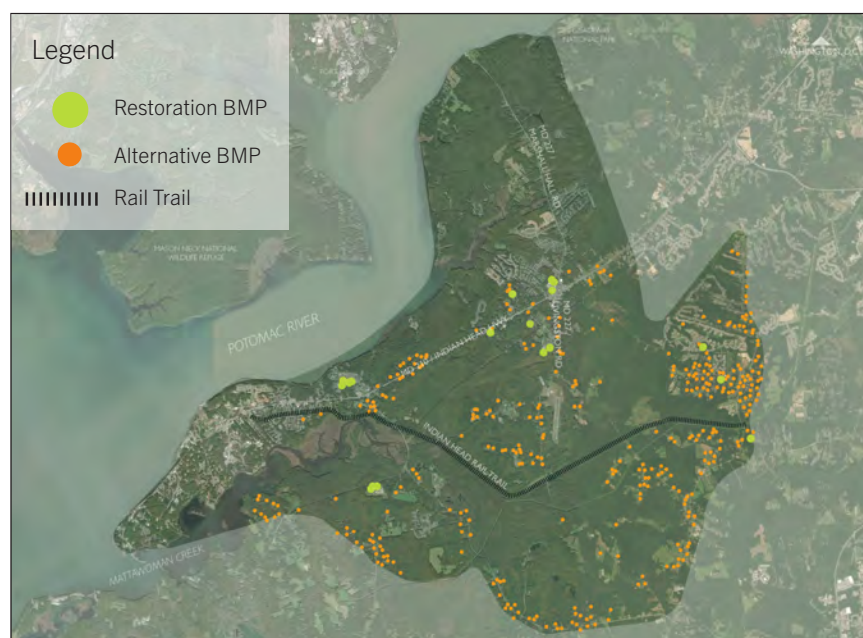


Figure 9. Potential Restoration Projects Map



- Commencement of stream restoration projects at the Ruth B. Swann Park.
- A living shoreline, a new stormwater pond, and 21 bioswales were installed in Potomac Heights.
- To bioretention facilities were installed at General Smallwood Elementary School.

### NANJEMOY-MATTAWOMAN RURAL LEGACY AREA

In November 2021, acting at the recommendation of the Charles County Commissions, the Maryland Board of Public Works established the Nanjemoy-Mattawoman Rural Legacy Area (RLA). The 40,000-acre RLA extends from the Potomac River north to a boundary that roughly follows MD 6 (Port Tobacco Road) and MD 344 (Chicamuxen Road). The area was prioritized for RLA designation based on a variety of criteria including natural resources, agricultural lands, and active forestry timberlands, as well as the county's planning and land-use strategies, cultural and historic resources, and proximity to the Chesapeake Bay Critical Area. With the RLA designation, Charles County can access additional state resources to purchase conservation easements.



## WHAT WE HEARD

From longtime residents to new arrivals, there is a deep reverence for the farms, forests, and waterways in and surrounding Bryans Road. It is recognized that the value of conservation extends beyond ecological benefit; the Mattawoman Creek and Potomac River are economically important to the area both as a tourism destination and for retaining NSF Indian Head as a viable military facility.

While there is no shortage of land preservation and environmental restoration projects that could be undertaken, concern was expressed that there is no dedicated funding source for such efforts in western Charles County.

Concern was also raised about failing septic systems, invasive species, highly erodible soils, and that regulatory systems are not well enough enforced to prevent erosion and sediment control.

Finally, several stakeholders expressed an interest in improving access to public lands so that the benefits of conservation can be felt more widely.

## Community Resources and Services

One measure of a community's health is the extent to which public services, service organizations, and faith-based institutions are available to complement and/or supplement that which is available by businesses in area. When neighbors help neighbors and there is a strong sense of community identity, a community is more cohesive; when public agencies, non-profit organizations, and private businesses can work in partnership, synergies can be realized to meet the basic needs of daily living, enhance the quality of life, and make a community stronger.

The Bryans Road area has a wealth of resources and services, some of which are well-known and well-utilized; other resources are less well-known, less accessible, or struggle in terms of financial and human means to fully realize their mission. This section summarizes the public and private resources available to the community.

### EDUCATION

Bryans Road is served by the usual educational institutions one might expect to find in a largely rural environment, albeit one with some suburban characteristics. Kindergarten through twelfth grade is provided at JC Parks Elementary School, Matthew Henson Middle School, and McDonogh High School, respectively. School capacity is somewhat of a concern in parts of Charles County, although according to state capacity standards only Matthew Henson Middle School is overcrowded. As a result of the overcrowding, most new residential construction is restricted in the area. A new middle school for western Charles County is included in the school system's capital improvement program to be operational in school year 2026 which should alleviate the overcrowding.

In addition to K-12 schools, the College of Southern Maryland offers workforce and professional development courses such as Computer-Aided Design, Government Procurement, and Social Entrepreneurship, at the Velocity Center in Indian Head and a full offering of courses at its main campus in La Plata. The Potomac Branch of the Charles County Public Library is open Monday – Saturday.



*Potomac Branch Library*

### SOCIAL & RECREATIONAL

- BRSC Community Outreach Center provides monthly social events, holiday celebrations, and resource days. The center is staffed entirely by volunteers.
- Indian Head Senior Center offers many daily activities such as bingo, line dancing classes, sing-alongs, bridge, ceramics, knitting, safety and nutrition lectures, watercolor painting, billiards, and holiday celebrations. Any Charles County resident 60 years or older must register annually to participate in activities. Lunch is served daily for a small donation.

- Several public parks are available for passive and active recreation including Chapmans State Park, Ruth B. Swann Memorial Park, Piscataway National Park, Mattawoman State Natural Environmental Area, and Mason Springs Conservancy, as well as ballfields and playgrounds at each of the schools.
- Little League baseball, t-ball, softball, swimming, wrestling, football, soccer, and cheerleading are all available for youth in the area.
- Indian Head Rail Trail, 13.4 miles long, traverses east from Indian Head to connect to White Plains. Dispersed along the trail's length are parking and access at multiple locations.



*Indian Head Rail Trail*

### SERVICE ORGANIZATIONS

- The Loyal Order of Moose, American Legion, and Bee Hive PHA Masonic Lodge are all active in the Bryans Road Area.
- The Bryans Road Volunteer Fire Department (BVFD) was organized in 1962 and is supported by a ladies auxiliary. BVFD also has a community hall available for rental.

### HEALTH & WELLNESS

Most primary care health services are available in La Plata, White Plains, and Waldorf; the Charles Regional Medical Center (hospital) is in La Plata. A few independent physician and dentist offices are in the study area; periodic health clinics are provided to residents at the Senior Center and at the BRSC Community Outreach Center.

### GOVERNMENT SERVICES

Most governmental services are provided in Waldorf or La Plata, the county seat.

*Pomonkey School**Moyaone Reserve Historic District*

## Historic and Cultural Resources

Identifying and preserving historic and cultural resources is a key part of maintaining community identity. Cultural resources also provide a connection to the area's heritage and can be used to stimulate economic development through heritage tourism.

The Bryans Road area is rich in historic and cultural resources that are a source of great pride for many residents, and there are several organized efforts to preserve and promote those lands, landmarks, and ways of life. There are approximately 25 historic sites in the Bryans Road planning area listed on the Maryland Inventory of Historic Sites. Most of these sites are privately owned. Efforts are underway to designate Southern Maryland as a National Heritage Area, with Indian Head Highway (MD 210) through Bryans Road being a big part of that.

Among the most significant historical and cultural resources and communities are:

- **The land and waterways now known as Piscataway Park** have been the tribal homeland of the Piscataway People of Southern Maryland. Though many of the Piscataway descendants have moved away from their traditional lands, the heaviest concentration remains in Charles, Prince George's, and St. Mary's Counties. Their homeland centers on what is today Piscataway Park. The tribal homeland was first mapped by Captain John Smith in 1608. Conflict began to grow in the 1660s when the English began encroaching on Piscataway villages; this colonial expansion led to the first established treaty in 1666 between Lord Baltimore and the Tribal Leadership. A number of treaties followed, but all were eventually broken by the expansion of the settlers. Yet through it all, the Piscataway persevered and are here today. On January 9, 2012, the Piscataway Conoy Tribe was officially recognized by the State of Maryland. The Chiefdom encompassed most of what is now Southern Maryland, including under the Piscataway umbrella semi-independent nations ranging from Yeocomico near the mouth of the Potomac River to the Tauxenents near modern-day Washington, D.C. For Piscataways, this land is the burying place of countless ancestors, the place where the fundamentals of Piscataway society and culture were forged.

- **The Pomonkey Historic District** is a significant African American community in Charles County. It was established in 1868 as the location of a Freeman’s Bureau school and continued to grow into the late twentieth century, encompassing the time between Emancipation and passage of federal civil rights legislation. Its pattern of development, from the establishment of what is now Metropolitan United Methodist Church in 1868, to the founding of fraternal organizations and construction of major educational institutions in the early twentieth century, to the establishment of notable commercial ventures and newer and larger schools in the mid- to late twentieth century, is representative of the African American experience in Charles County.

Located at the intersection of Livingston Road (MD 227) and Metropolitan Church Road, Pomonkey is a rural crossroads community comprised of widely scattered development with a mix of residential, educational, institutional, and commercial buildings dating from the early to late twentieth century. The approximately 78-acre district includes three educational buildings, two social halls, and three residences associated with the other properties. There are also several sites associated with earlier educational buildings, as well as the sites of a grange hall and a community health building.

The historic district includes Heritage House, a museum housing artifacts and history of the local black community, and the Pomonkey High School, which was the first African American public high school in Charles County. In 2017, the Maryland Department of Planning’s African American Heritage Preservation Grant Program awarded \$100,000 for the Pomonkey High School Alumni Association to begin restoration of the school to become a cultural center and museum. Although not in Pomonkey, the family home of J.C. Parks, Superintendent of African American public schools in Charles, is located along MD 210 just north of the Bryans Road Shopping Center.



## WHAT WE HEARD

Advocates, activists, and community leaders for historic communities and sites and cultural resources have expressed immense pride in the heritage of Bryans Road and surrounding areas. However, there is a feeling that the area lacks cohesion and a sense of place that could amplify those historic and cultural resources. There is some excitement that the Southern Maryland Heritage area could bring momentum to efforts led by aging volunteers, which would in turn relieve concern that the historic and cultural resources could deteriorate.

Representatives of the Piscataway Conoy Nation and African American heritage communities expressed concern that their communities have been forgotten, marginalized, or pushed aside among the vast development that has occurred in Charles County.

<sup>15</sup> Source: Interview with members of the Mount Vernon Ladies Association in October 2021, supplemented with information from Wikipedia.

- **Mount Aventine Mansion** was a grand manor house built by Nathaniel Chapman's great-grandson, Pearson, around 1840, after a fire damaged the original house near the river. The mansion, one of the best examples of 19th century homes in Southern Maryland, commands a prominent overlook and spectacular view of the Potomac River, was added to the National Register of Historic Places in 1966. Mount Aventine is located in Chapman State Park acquired by the State of Maryland in 1998 as part of Program Open Space. Chapman State Park stretches from the Potomac River to Mattawoman Creek.



*Marshall Hall*

- **The Moyaone Reserve Historic District** encompasses a residential landscape of roughly 1,320 acres that spans parts of western Charles County and southern Prince George's County. This landscape is characterized by a topographically diverse terrain that creates a distinctive setting for residential development. It offers scenic hilltops, hidden valleys, and plenty of level ground for home building, and within its boundaries are 124 houses that contribute to the significance of the historic district, reflecting a range of late twentieth-century residential forms and styles.



*Marshall Hall Amusement Park (permanently closed in 1980)*

- Located in the historic viewshed of Mount Vernon (George Washington's estate) is **Marshall Hall**, part of the Piscataway Park operated by the National Park Service. Soon after the Civil War, the site became a highly frequented picnic ground because of its proximity to Mount Vernon. Steamship lines originally established to ferry tourists from Washington D.C. and Alexandria to/from Mount Vernon, discovered a new source of revenue in the park across from the historic estate. The area became one of the first amusement parks in the Washington, D.C., area in the 1890s, offering numerous "appliances of entertainment" (as one deed described them) for visitors who wanted to do more than picnic. Preservation efforts by the Mount Vernon Ladies Association led Congress to mandate that views from Mt. Vernon had to be protected to resemble the days when George Washington sat on his colonnaded porch and looked across the Potomac.

<sup>16</sup> Quick Facts: Bryans Road CDP, Maryland. [www.census.gov](http://www.census.gov) accessed on December 23, 2021

<sup>17</sup> Analysis of master parcel file, Maryland Department of Assessment and Taxation, December 2021

## Housing, Community & Economic Development

As a largely rural area, housing and employment options in Bryans Road are limited. Bryans Road functions largely as a bedroom community for jobs in Washington, DC, and its suburbs, as well as to local job centers in Waldorf and La Plata. There are few local employers of significant size in the area; housing is largely suburban subdivision style of single-family homes on lots of varying sizes. Commercial and professional services are scarce in Bryans Road with most activity occurring to the east in Waldorf.

### HOUSING

Housing in the Bryans Road area is largely single-family units on large lots, although over the past 20 years lot sizes have become smaller as environmental regulations have emphasized cluster development and conservation of forested areas and best practices for stormwater management. According to the 2020 census, owners occupy 84 percent of housing units and the median housing value is \$274,000. There are just over 2,900 households in Bryans Road.

Approximately 19 percent of all housing units in Bryans Road have been built since 2011; 55 percent have been built since 1990. Nearly all the housing in Bryans Road is single-family detached and market rate, although there are approximately 100 townhome units located near the Bryans Road Shopping Center. There is no housing in Bryans Road specifically reserved for occupancy by senior citizens.

### RETAIL / COMMERCIAL DEVELOPMENT

Residents identify the US 301 corridor in Waldorf as the closest destination for quality options for everyday shopping – grocery, pharmacy, retail, and restaurants; however, residents also expressed admiration and appreciation for the locally owned and operated small businesses in Bryans Road including High Noon Southern Fine Cuisine, Bodi Oasis Wellness Spa & Salon, Chuck’s Butcher Shop, and Bryans Road Building Supply Company. A Food Lion located on MD 227 at Matthews Road is perceived to be inferior to the Safeway grocery store, which closed in 2018 at the Bryans Road Shopping Center. The shopping center was built in the 1970s and recently underwent a “facelift.” The Safeway was replaced by a self-storage center. When a “night out” or special occasion calls for dinner or entertainment, residents identify Old Town Alexandria in Virginia and National Harbor in Prince George’s County as the most likely destinations.

### EMPLOYMENT

Much of Bryans Road was built as a bedroom community to Naval Support Facility (NSF) Indian Head (and its predecessors); today, the workplaces of employment-age residents are more dispersed. While it is difficult to ascertain where Bryans Road residents travel for employment, based on discussions with residents and county staff, it is apparent that a large contingent of residents is employed by federal agencies and contractors; many others are employed by local and state agencies in Charles County and Prince George’s counties. Agricultural employment is a dwindling share of the employment base in western Charles County, and there are few, if any, non-retail firms with more than 25 employees in Bryans Road.

Approximately 558 acres surrounding the Maryland Airport were recently designated for “employment-related” land uses. If the land is re-zoned and developed, the Charles County Department of Economic Development believes that light industrial or flex space would be most likely to occur, however, there are no specific development plans in place.

### NSF INDIAN HEAD AND THE TOWN OF INDIAN HEAD

Although not in the core study area, NSF Indian Head is an important economic force in western Charles County and to some extent the Southern Maryland region. As described by staff at the NSF, there is an eclectic mix of research, testing, development, and production functions at the base. The number of personnel assigned to NSF Indian Head is approximately 3,800 of which 2,700 are civilian employees of the Department of Defense, 475 are contractor personnel, and 625 are military. The workforce is highly educated and tends to work a traditional 8-hour day. With few amenities in the area, workers tend to leave the area at the end of the day. The base has a convenience store selling dry goods but no commissary; the planned grocery store in Indian Head (see below) is part of a larger effort by the Military Alliance Council to strengthen community facilities and make NSF Indian Head an attractive place to work and live.

The Town of Indian Head, just south of Bryans Road, has recently shown momentum in its revitalization efforts. In 2020, The Velocity Center opened, providing conference and meeting space, shared workspace, and a makerspace. The Velocity Center is a tangible result of partnerships between the College of Southern Maryland, Naval Support Facility, and Charles County Department of Economic Development to develop a space to educate, train, expand, and retain the talent in Southern Maryland.



*Velocity Center*



Renovation of the Algonquin Building in Indian Head is being undertaken by local business owners for a grocery, Oasis Fresh Food Market, planned to open in 2022, with affordable housing units on the second floor. The Black Box Theater, opened in 2004, and Indian Head Center for the Arts is a community resource that provides social engagement through movie nights, meetings, and live theater, music, dance, and readings. More than 200 homes have been built since 2015 and plans are under development for a boardwalk and waterfront park along the Potomac River. Strong political leadership and the support of the Indian Head Military Alliance Council are uniting residents, civic organizations, and businesses to support and advocate for the town and the Naval Support Facility.



## WHAT WE HEARD

- The loss of the Safeway in 2018 was more than the loss of a grocery store; residents felt that it was another indication that Bryans Road is falling behind and being forgotten.
- The lack of housing options in Bryans Road including a place for seniors to retire or convalesce is a concern for longtime residents of the area.
- Many residents acknowledged that commercial development that occurs along US 301 in the vicinity of Waldorf, MD, doesn't fit with the character of the western part of Charles County, however, they do feel that improved retail and restaurant options are needed and can be accommodated within the existing commercial areas of Bryans Road and Indian Head.
- Many residents and business stakeholders were supportive (or at least, not opposed) to reclassifying Maryland Airport for employment-oriented land uses; however, most are unconvinced that there is real development potential.



**NOTE TO READER:**

*This section should be viewed as the considered opinion of the project consultant based on a review of existing conditions, economic and environmental analysis, and comments received through stakeholder engagement. The consultant team is led by Mead & Hunt with support from Floura Teeter Landscape Architects, Valbridge Property Advisors, and the Center for Watershed Protection.*

*This analysis is not necessarily the opinion of the Charles County Department of Planning and Growth Management and is concurrently submitted to PGM and the community for review and comment.*

## PART 2. ANALYSIS OF EXISTING CONDITIONS

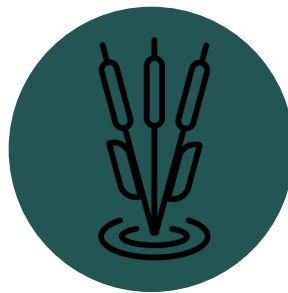
The Bryans Road area is rich in environmental, historic, and cultural resources and has maintained much of its rural character in the 40+ years since major population growth began in Charles County. As several residential subdivisions have been constructed within a one mile of the crossroads of MD 210 and MD 227, the population grew to approximately 8,650. However, in the past ten years Bryans Road has stagnated by virtue of land use policy decisions and economic shifts in western Charles County.

Cancellation of the Cross County connector from Waldorf to MD 210, designation of more than 30,000 acres of land as an ultra-low density watershed conservation district, when combined with existing environmental protections and very restrictive “school seat allocation policy” has dramatically reduced the amount of development that can occur in the Bryans Road Area. Under current zoning, only 500 – 600 units of housing can be built within 1.5 miles of the MD 210 and MD 227 and as practical matter, only 10 – 15% of all land in the Bryans Road is available for development. To the positive, that development which has occurred in the past fifteen years has been denser and consumed less raw land which is an important indicator of environmentally-responsible development in the Mattawoman watershed. Improvement in county development regulations, land preservation, environmental restoration has also contributed to maintaining the “Tier I” high-quality status of Mattawoman watershed.



**60% Protected  
from Development**

County, state and federally-owned lands; conservation easements, etc.



**25-30% Highly  
Regulated**

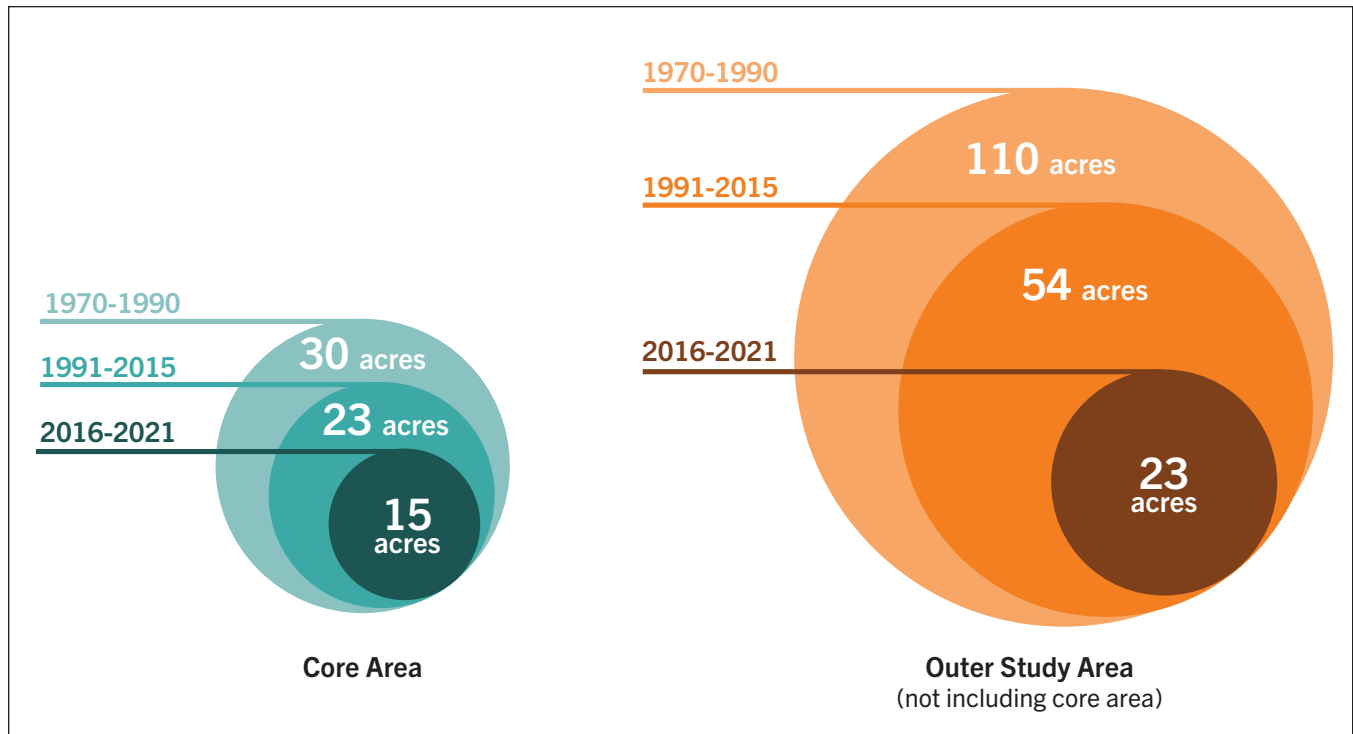
Steep slopes, buffers, wetlands, soils, etc.



**10-15% Potentially  
Developable**

Residential, commercial, industrial, mixed use, etc.

Figure 10. Annual Land Consumption for Residential and Commercial Development



On the economic front, Naval Support Facility Indian Head which once supported as many 7,000 military and civilian jobs was been pared back to approximately 3,800 on-base personnel. The economic strength of NSF that once extended to Bryans Road is less impactful today due to smaller headcount and to programming decisions that have the base tending to be more transient contractor positions. These positions do not necessarily lead to long-term residency in the area and result in a “get in, get out” commuting pattern that does not support the local service economy as it once did.

Community leaders in Bryans Road have pointed to recent efforts in the Town of Indian Head as a model for community and economic revitalization. The Town of Indian Head has continued to capture economic spin-off benefits through the Velocity Center and recent establishment of the US Bomb Technicians Association’s east coast headquarters; however, scale of those opportunities is not as large as it once was. It is important to note that is Indian Head is an independent municipality with its own elected officials, taxing authority, and strong connection to the naval base through the Military Alliance Council. While the Town of Indian Head has been able to generate attention and mobilize resources for revitalization, Bryans Road lacks a signature institution and cohesive advocacy for community and economic development to achieve the same focus.

While housing demand remains strong overall in Charles County, the above restrictions and the lack of a significant economic generator make it nearly impossible for Bryans Road to grow and support the types of amenities that are enjoyed in the rest of the county’s development district. Even though the average household income is quite high, there are simply not enough residents to support a high-quality, full-ser-

vice grocery store, multiple sit-down restaurants, and retail and professional services that residents of the area desire. In summary, Bryans Road is at-risk of becoming an island of disconnected subdivisions with an aging housing stock that does not grow in value. This will further cycle the area into disinvestment and commercial vacancies, ultimately requiring more public investment to stabilize Bryans Road.

### An Environmentally Responsible Growth Target

A target population of approximately 11,500 residents (up from 8,650) would make Bryans Road a far more viable and vibrant place from a community and economic development perspective – and is far less than current forecasts by regional and state planners through the Metropolitan Washington Council of Governments. An environmentally responsible, community-sustaining growth scenario to increase the population of Bryans Road will require approximately 700 – 750 new residential units in addition to the 250 residential lots which have already been subdivided and can be constructed “by right.” On average, this this may result in approximately 40 new homes being constructed per year.

	Existing population plus current zoning and redevelopment	Growth Scenario (Any Year)			Agressive growth with potentially adverse environmental consequences
		Environmentally responsible, community sustaining growth	20%	30%	
Total Population	9,515	10,380	11,245	12,629	
New Residents	865	1,730	2,595	3,979	
Persons per HH (Census)**	2.69	2.69	2.69	2.8	
New DUs to achieve target pop	322	643	965	1,364	
Already recorded Lots	250	250	250	250	
Net New Lots Needed	72	393	715	1,171	
Annual DUs Constructed	13	16	39	57	

DU=Dwelling Unit  
HH=Household

Current Population = 8,650

\*MWCOG Regional Forecast – Charles County apportionment between 2020-2045.

\*\* MWCOG forecast uses lower uses 2.8 residents per HH

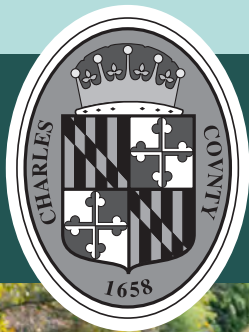
This growth cannot and should not occur overnight. A well-planned approach that includes responsible environmental controls and sufficient road, school, water, and sewer infrastructure should be in place concurrent with new residential development. Heightened mitigation of development impacts, land preservation, environmental education, and restoration of prior impacts should also occur as new development is permitted. To attain a diverse range of housing types and affordability, the burden of environmental controls and restoration needs to be carried through both public and private investment, not simply added to the cost of new development. Opportunities for families to enjoy the vast environmental resources of the area should also be encouraged, and housing created that allows seniors to age in their community.

What is needed for Bryans Road to be a sustainable village is not a wholesale change in policy, but a course correction that allows private investment and targeted public actions to occur harmoniously.



## **PART 3. THE BRYANS ROAD SUBAREA PLAN**

Normal text



# BRYANS ROAD

## SUB-AREA PLAN

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### Part 2: The Plan

DRAFT FOR PLANNING  
COMMISSION BRIEFING  
JUNE 27, 2022



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## Introduction

The Bryan's Road Subarea Plan starts from one premise. Environmental conservation and community development can be reinforcing objectives. The health and beauty of the Mattawoman Creek watershed, and history and culture of the area are essential elements of what makes Bryans Road an attractive place to live. Equally essential to the quality of life in Bryans Road is amenities enjoyed by similar communities in the region: sit-down restaurants, pools and recreational activities, a grocery store with variety and fresh, healthy foods, and easy access to medical and professional services. This plan aims squarely at both objectives through strategies that will strengthen the residential and commercial core of Bryans Road, balanced with strategies that will protect and enhance the environment, culture and heritage of Bryans Road.

Public investments in community facilities are proposed in this plan to demonstrate the commitment of Charles County government to Bryans Road and other communities in the western part of the county. But public investments can only go so far to bring the desired amenities to the area. Government does not build grocery stores or restaurants, but government can make the conditions right for the private sector to make those investments. Charles County can strengthen the position of Bryans Road to be viable for the types of businesses that are desired through tax policy, infrastructure development, and land use planning that creates a sufficient market to support commercial development. As such, the land use element of this plan would anticipate growth of approximately 30% above the 8,500 or so residents who live in Bryans Road today.

All the residential growth areas in this plan are within 1.5 miles of the MD 210 (Indian Head Highway) and MD 227 (Livingston Road); none comes within one-third of a mile of the Mattawoman Creek. New residential growth in this plan must be supported by growth controls such as developing within the constraints of existing and planned infrastructure, strategically using the County's adequate public facilities ordinance, maintaining strict environmental and subdivision regulations, and providing incentives that support infill development and redevelopment of existing commercial properties. Targeted acquisition of easements to protect forests, farmlands and stream buffers is also a key Smart Growth strategy for Bryans Road.

This plan is designed to strengthen the core of Bryans Road while preserving and enhancing the unique natural and cultural assets that can make it a great place to raise a family. Both objectives can be met through focused investments and balanced planning practices while implementing this plan.



## Planning for Growth & Community Development

The land use plan guides how and where Bryans Road should evolve over the long-term (typically ten to twenty years) to accommodate growth of housing, jobs, commercial activity, and community facilities.

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### Planning for Growth & Community Development

Strengthening the Core of Bryans Road

Preserving and Enhancing our Culture, Environment and History

Making it Happen: Plan Summary & Implementation



## Future Land Use Plan Summary

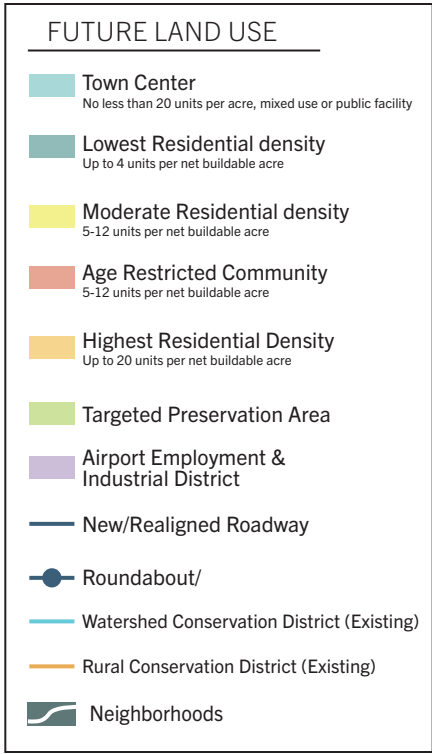
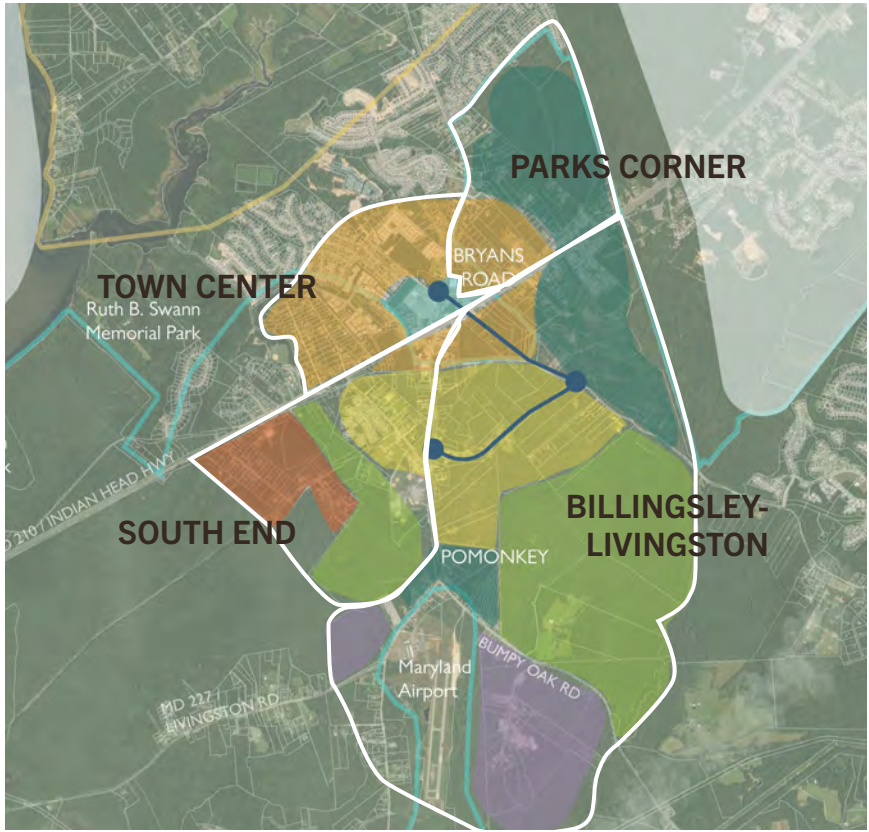
As indicated in the summary of existing conditions, opportunities for residential growth are significantly constrained with 60% of all lands in Bryans Road are protected from development by private conservation easements, or county, state, and federal ownership for conservation purposes. Another 25–30% of the land in and around Bryans Road is highly regulated through laws that prohibit building on steep slopes, stream buffers, wetlands, and other sensitive habitats. That leaves only 10–15% of the land available for development of residential, commercial, industrial or community facilities projects. Growth is also constrained by market conditions: the type and price of housing and people’s willingness to pay, the number of people searching for homes and the absorption rate (how many new homes can be purchased and occupied each year), population growth, and the regional and national economy; and growth is constrained by land use policies such as zoning and adequate public facilities requirements.

In that context, even a growth target of 30% new residents over the next 15–20 years will be difficult to attain. As has been the trend in Bryans Road and elsewhere the metropolitan Washington region, more housing will need to be built on smaller parcels of land. It is estimated that between market and environmental constraints it is likely that only 1200–1300 homes would be built, even if the area is zoned to allow more. Already, it is estimated that there are approximately 300–400 lots that are subdivided and could be built upon if the market were right and adequate public facilities existed in the western part of the County.

The proposed land use plan for Bryans Road implements the growth target with four guiding principles:

- Minimize potential impact to environmentally sensitive areas by using environmental science to determine where development should be permitted.
- Work within existing and planned infrastructure (water, sewer, roads, and schools)
- Focus on areas close to existing and proposed community facilities
- Support opportunities for flexibility in the scale, phasing, and type of development permitted.

Four neighborhoods are described in the land use plan as shown in Map 1: Parks Corner to the northwest of MD 210 and MD 227; Billingsley-Livingston to the east of MD 210; the South End to the south and east of MD 210 and MD 227; and, Town Center which includes and surrounds the existing Bryans Road Shopping Center. Essentially, the proposed land use map is structured with the highest density and mix of uses at the Town Center, with density decreasing and very small amounts of commercial land as development radiates from the core.



Map 1. Bryans Road Subarea Plan "Neighborhoods"

### WHAT IS A LAND USE PLAN? HOW DOES IT DIFFER FROM ZONING?

A land use plan (also referred to as a Future Land Use Map) shows a vision of how and where an area might evolve over the long-term (typically ten to twenty years) to accommodate growth of housing, jobs, commercial activity, and community facilities. A land use plan usually also shows the general location of new roads or changes to existing roads, areas targeted for environmental conservation, and potential locations for new public facilities. The Future Land Use Map:

- must be recommended by the Planning Commission to and adopted by the Board of County Commissioners.
- is an amendment to the County's Comprehensive Plan.
- does not affect the property rights of existing property owners.

A land use plan is typically followed by re-zoning of properties. Re-zoning typically defines the permissible uses of property in each zoning category, describes the physical characteristics of how development should occur (minimum lot size, height, and size of structure, etc,) and sets requirements for how the land must be developed (limits on tree clearing, amount of land dedicated to open space, etc.). Rezoning does not affect how property is currently used but may affect what can be built on the property in the future.

## DESCRIPTION OF LAND USE CATEGORIES

The description of land use categories below is intended to be general in nature; a re-zoning of the area following adoption of the Bryans Road Subarea Plan will give greater definition to each land use category, what can and cannot be built in the area, and how the design of the land and buildings should look and feel.

Land use categories also indicate a targeted amount of open space that should be incorporated in each area so classified. Open space requirements can be met through environmental conservation (retaining forested areas, stormwater facilities, etc.) and/or through active uses such as playgrounds, ballfields, and civic spaces.

<p><b>LOWEST DENSITY RESIDENTIAL</b></p>	<p>These areas should be targeted for four dwelling units per net buildable acre with a target open space requirement of 40%.</p>	<p><b>AIRPORT EMPLOYMENT &amp; INDUSTRIAL</b></p>	<p>This area will allow for employment and industrial uses that would support general aviation (small aircraft) needs, light manufacturing with storage and distribution, and flexible space of office, research, and development. Enhanced environmental regulations should be applied to protect streams and forested areas, including minimization of paved area.</p>
<p><b>MODERATE DENSITY RESIDENTIAL</b></p>	<p>These areas should be targeted 5–12 dwelling units per net buildable acre with a target open space requirement of 30%.</p>	<p><b>TOWN CENTER</b></p>	<p>The target for residential development in the town center should be 20 units per acre, allow a mix of commercial and public facility uses. The intended mix of commercial uses should orient towards sit-down restaurants, personal, medical, and professional services, etc. Automotive stores and facilities, drive-through restaurants, gas stations, and convenience-type stores should not be permitted in the Town Center.</p>
<p><b>HIGHEST DENSITY RESIDENTIAL</b></p>	<p>These areas should be targeted 16–20 units per net buildable acre with a target open space requirement of 20%. Some allowance should be made for small-scale commercial development integrated into a subdivision area provided that the use is appropriate, there is no parking required, and the character of the area is maintained.</p>	<p><b>OPEN SPACE &amp; CONSERVATION</b></p>	<p>These areas are intended to remain undeveloped and could be targeted for conservation easements. Alternatively, the provisions of the Watershed Conservation District could be applied to these areas.</p>
<p><b>AGE TARGETED RESIDENTIAL</b></p>	<p>Age targeted communities should allow for a range of housing types such as cottages, apartments, or assisted living suites. Allowance should be made for personal and professional services that bear a relationship to the residential component.</p>		

## COMMERCIAL DEVELOPMENT

This plan recommends no net new acreage for commercial development (office, shopping, etc.). The total amount of land currently designated for commercial uses should be more than sufficient for the retail and service needs of the Bryans Road community. When conducting a thorough rezoning of the area, the Department of Planning and Growth Management should carefully consider any net new acreage for retail development and closely examine permissible uses. Specific areas to examine should include all areas west of Matthews Road, and in the area bound by MD 210 (Indian Head Highway), MD 227 (Livingston Road), and Metropolitan Church Road. Community facilities should be permitted in these areas.

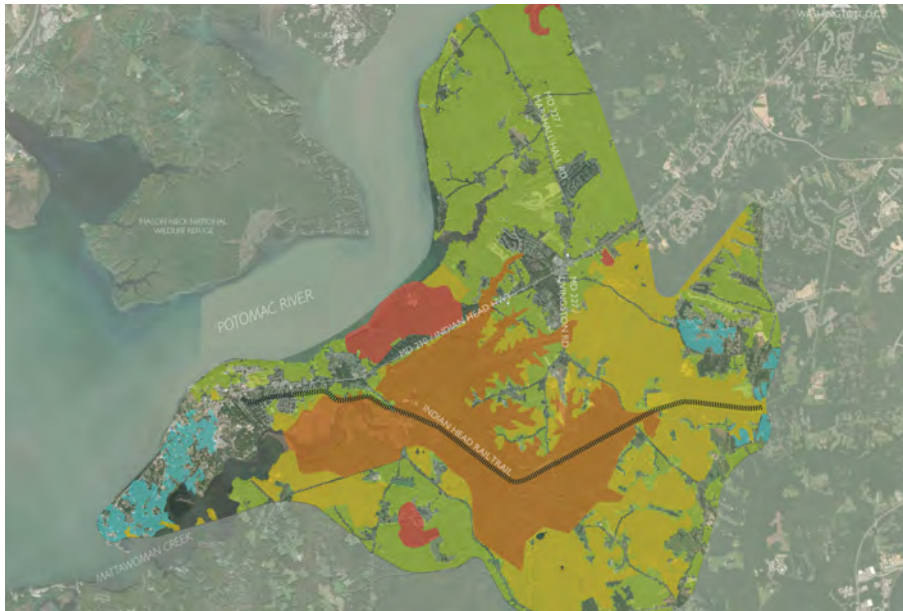
## URBAN DESIGN REQUIREMENTS

While other subarea plans include prescriptive urban design requirements especially for commercial areas, this plan makes no specific recommendations. In Bryans Road, a practical design approach is warranted. “New Urbanist” principles like shallow setbacks, continuous building edges, “live-work” type buildings with residential above retail, expensive streetscape treatments, and the like along MD 210 would be nice to have but development approvals should not be conditioned on them. Instead, the focus of regulatory review and enhancements should be on environmental design and conservation. To the extent that enhanced urban design goals are desirable, the County should find a means of offsetting other development fees and charges such as traffic mitigation requirements.

## Guiding Principles Define the Areas for Growth and Development

### USE ENVIRONMENTAL SCIENCE TO DETERMINE DEVELOPMENT AREAS

The Maryland Department of Natural Resources (DNR) Biodiversity Conservation Network (BioNet) provides a consolidated set of information for government agencies to use for various land protection needs, such as the location of habitats of the state’s rarest plants and animals, high quality and rare natural communities and other living resources of conservation concern. BioNet rates every piece of undeveloped land for its significance to maintaining biological diversity. To the extent that small pieces of Tier 3 land are within a growth area, conservation requirements of the future zoning ordinance can be used to protect these resources. Nearly all of the land proposed for growth and development is in BioNet Tiers 4 through 5, which are the least significant areas for conservation but still require careful environmental design.



Department of Natural Resources  
Biodiversity Index

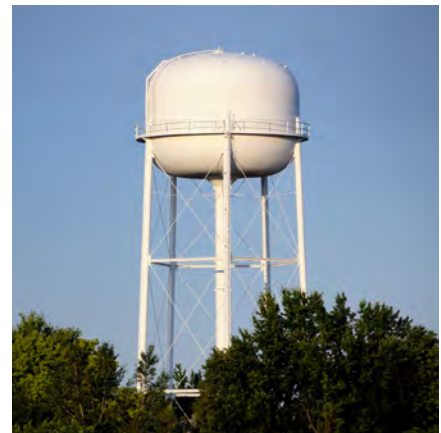
#### Legend

- Tier I - Critically Significant for Biodiversity Conservation
- Tier II - Extremely Significant for Biodiversity Conservation
- Tier III - Highly Significant for Biodiversity Conservation
- Tier IV - Moderately Significant for Biodiversity Conservation
- Tier V - Significant for Biodiversity Conservation
- Rail Trail

Source: Maryland Department of Natural Resources. Use of BioNet as an analytical tool is not intended to imply endorsement or this plan by DNR.

### WORK WITHIN EXISTING AND PLANNED INFRASTRUCTURE

There are four elements of infrastructure that are critical to growing smart in Bryans Road: water, sewer, roads, and schools. According to the Department of Public Works Utilities Division, residential growth of 1200–1300 over the next ten to twenty years can generally be supported by existing and planned water sources and sewer systems, although some pumping station capacity may be required depending on the specific area of development.<sup>1</sup> Existing road capacity meets county and state standards, although some roadway realignment and operational improvements may be required to improve safety and



<sup>1</sup> The County’s capital improvement program includes funding for a new 2MG Water Tower to (FY2024) and waterline upgrades and interconnections in communities along Marshall Hall Road to increase system redundancy, water pressure, and fire suppression capabilities.

alleviate peak-hour congestion. School capacity is the most significant obstacle to permitting development in the western part of the County; however, the capital improvement program includes funds to open a new elementary and middle school by FY2026 that will alleviate overcrowding in western Charles County.

### FOCUS ON AREAS CLOSE TO EXISTING AND PROPOSED COMMUNITY FACILITIES

All the growth proposed in the land use plan is within one mile of at least three important community facilities such as: JC Parks Elementary and Matthew Henson Middle Schools, Potomac Branch Library, churches, small businesses along MD 210, the Bryans Road Shopping Center, US Post Office and grocery store. While walking and bicycling are not expected to be commonplace, the proximity of communities to these facilities does make it possible to do so — and further demonstrates this plan’s commitment to Smart Growth.

### SUPPORT OPPORTUNITIES FOR FLEXIBILITY IN THE SCALE, PHASING, AND TYPE OF DEVELOPMENT PERMITTED

Regulations for the design of each neighborhood should encourage creativity by developers to meet the plan’s overall objectives of environmental conservation and community development. Many of the existing urban design guidelines are expected to be retained from prior plans, however, they should come with more flexibility that allows smaller scale development to occur. The County should encourage that the next few subdivisions to move forward occur nearest to the Town Center while allowing for environmental and infrastructure planning to occur further away from the core.



*Proximity of planned growth areas to key community facilities.*



## NEIGHBORHOOD: Town Center

### EXISTING CONDITIONS

The Town Center area of Bryans Road includes the Bryans Road Shopping Center and commercial properties situated opposite Matthews and Marshall Hall Roads, as well as the neighborhoods along South Hampton Drive and Matthews Road west of the shopping center. Most of the area is already developed with single family detached residences on less than ¼ acre per lot or townhomes organized in a grid or loop network. A small community of affordable housing sits just south of the shopping center. Much of the vacant land north and west of shopping center has already been subdivided and is awaiting building permit allocations per the County’s adequate public facilities ordinance. The area just south of MD 227 to South Hampton Drive is also within the Town Center neighborhood.

There are few environmentally significant resources in the Town Center area. A stream restoration project was completed between the shopping center and Ruth B. Swann Park in 2020; impervious surface removal or bioretention facilities have been proposed but not yet advanced to construction. The infrastructure for the Town Center area is fully developed.

#### Biodiversity Significance



#### LEGEND

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- Tier II - Extremely Significant for Biodiversity Conservation
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- Tier IV - Moderately Significant for Biodiversity Conservation
- Tier V - Significant for Biodiversity Conservation

#### Protected and Regulated Lands



#### LEGEND

- Protected Land and Easements
- Regulatory Constrained Land
- Rail Trail
- Targeted Development Area

**Current Land Uses:** medium and high density single-family residential, shopping center, fast food restaurants and gas stations/ convenience stores, other retail uses.

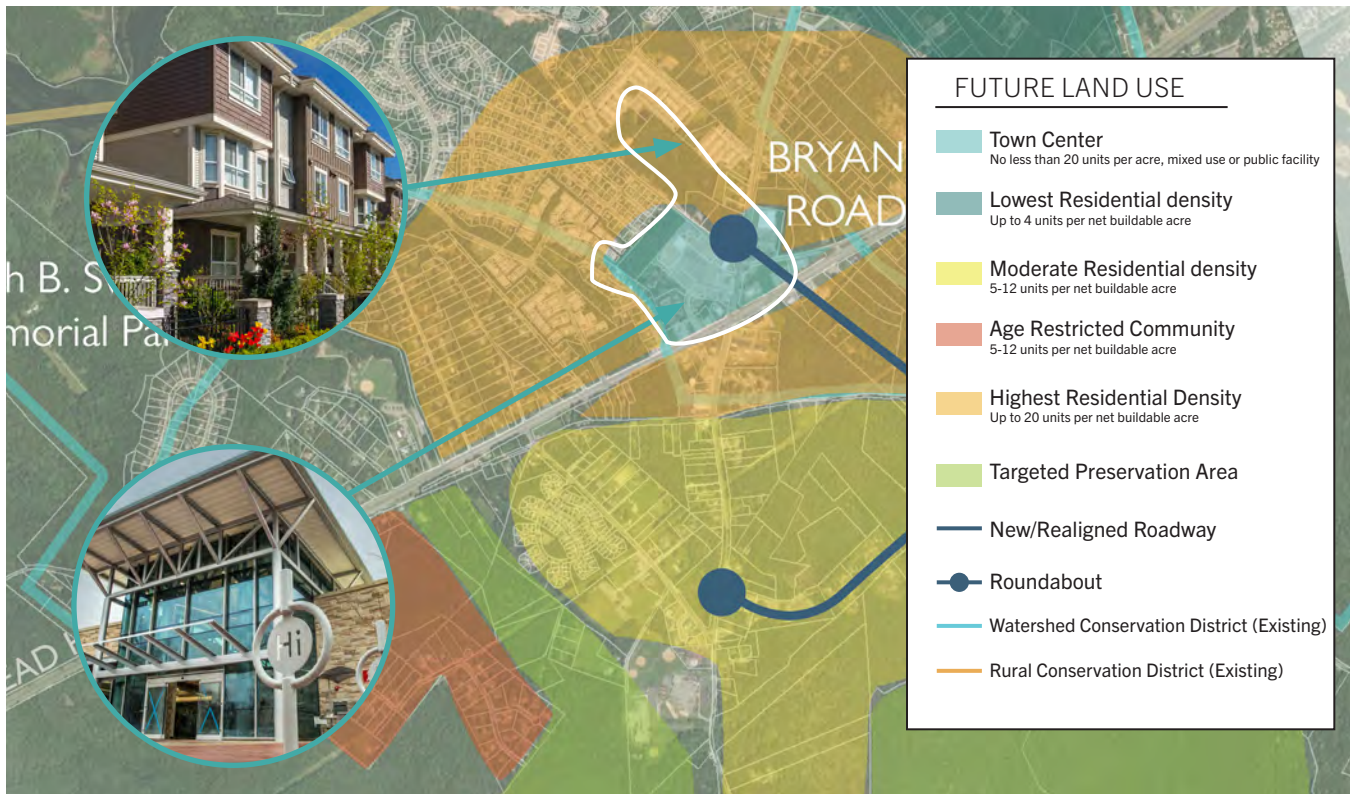
**Current Zoning:** Core Residential Retail, Medium and High Density Suburban Residential, Core Mixed Retail, Core Retail Residential.

 <b>WATER</b> Served	 <b>SEWER</b> Served	 <b>ROADS</b> Overlapping Needs Depending on other development
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## Town Center Recommendations

At most there is 20 acres of net developable land remaining in the Town Center other than that which has already been subdivided and property that is currently zoned for commercial use. This land could yield as many as 300 additional lots for high density residential units. This level of density (or greater, if warranted) is encouraged because it is the least environmentally significant and most walkable to shopping and community facilities.

It is strongly recommended that the County and owners of major commercial properties in the Town Center work together to create a cohesive development plan that can accommodate the proposed multigenerational community facility (see page 24) which should be the anchor of the Town Center. Efforts to further subdivide or re-subdivide the Bryans Road Shopping Center or properties in the triangle between Marshall Road, Matthews Road, and MD 210, or to waive certain design and use requirements, should be resisted until the County and property owners agree on a development plan for the entire commercial core. A mix of high residential (multistory) and commercial uses should be allowed, but “residential above retail” development should be incentivized rather than required as is currently in the zoning code. If the shopping center is every fully redeveloped, Bucknell Road should be extended through the property to Marshall Hall Road.



Targeted growth area in Town Center neighborhood



*Above is a conceptual layout for the Town Center neighborhood. The layout does not constitute endorsement by the primary property owners.*

#### IN TOWN CENTER IT IS RECOMMENDED THAT:

- Further subdivision of the Bryans Road Shopping Center property and waiver of existing design requirements should not be permitted until a redevelopment plan is jointly agreed upon by the property owners and Department of Planning and Growth Management.
- Minimum parking requirements should be reduced in the commercial portions of the Town Center, and instead focus on tree canopy and stormwater treatment in design of the parking area.
- The street frontage along MD 210 should be improved with streetscape, pedestrian, and traffic safety enhancements.
- The County should find ways to activate and program the park that was created along Olde Village Drives and organize development around the park to the extent possible.
- A better pedestrian connection should be created from the South Hampton Estates subdivision to the Bryans Road Shopping Center.

## NEIGHBORHOOD: Parks Corner

### EXISTING CONDITIONS

The Parks Corner area of Bryans Road is so named for its connection to JC Parks, the first Superintendent of African American schools in Charles County and whose family home is located along Matthews Road just north of Marshall Hall Road. The area is largely forested between the Strawberry Hills subdivision and Matthews Road and a few unnamed streams run through the area. Despite the natural features, BioNet rates the Parks Corner area as being only moderately significant from a biodiversity perspective. Along Matthews Road are several commercial operations; further north along Shiloh Church Road to the Prince George’s County line are scattered site residential properties and a small subdivision.

#### Biodiversity Significance



#### LEGEND

- Tier I - Critically Significant for Biodiversity Conservation
- Tier II - Extremely Significant for Biodiversity Conservation
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- Tier IV - Moderately Significant for Biodiversity Conservation
- Tier V - Significant for Biodiversity Conservation

#### Protected and Regulated Lands






#### LEGEND

- Protected Land and Easements
- Regulatory Constrained Land
- Rail Trail
- Targeted Development Area

**Current Land Uses:** Single family residential, forests and streams, commercial

**Current Zoning:** Watershed Conservation District; Core Residential Retail surrounded by Medium Density Residential

 <p><b>WATER</b></p> <p><b>Currently served</b> From Marshall Hall Road and Indian Head Highway</p>	 <p><b>SEWER</b></p> <p><b>Currently served</b> From Marshall Hall Road and Indian Head Highway</p>	 <p><b>ROADS</b></p> <p><b>Approaching Capacity</b> On MD 210 at Marshall Hall Road</p>
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## Parks Corner Recommendations



*Targeted growth area in Parks Corner*

The recommended development area for the Parks Corner is approximately 225 acres although it is estimated that only 145 acres could be developed based on environmental constraints such as stream buffers and forest conservation requirements. On the western edge of Parks Corner, it is recommended to extend the street grid across Strawberry Drive to the point of a wide stream buffer; on the other side of the stream a more typical suburban development style is envisioned at up to four units per developable acre. If possible relative to environmental constraints, it is recommended that at least one of the streets connect from Strawberry Hills to the new subdivision. Behind the Food Lion property, a street grid is also envisioned with up to 20 units per developable acre. Although the Parks Corner area could potentially yield as many as 840 lots, it is recommended that growth allocations in the area keep the number of dwelling units to no more than 300.

### IN PARKS CORNER IT IS RECOMMENDED THAT:

- Subject to the concurrence of the property owner, the JC Parks property should be placed in a preservation easement and maintained to serve as a gateway to the Parks Corner community.
- Development should be oriented towards MD 210 and linked to an intersection with the proposed extension of Billingsley Road to mitigate potential traffic impacts that would otherwise occur on Marshall Hall Road at MD 210. Consideration should also be given to extending Shiloh Church Road to Matthews Road to limit access to MD 210 only at signalized intersections.
- A 35% open space requirement be established, and pathways be constructed from new residential areas to Strawberry Hills Park.
- Special attention be paid to high “shrink/swell” soils and other geotechnical concerns in land development projects; emphasis should be placed on controlling the volume and velocity of stormwater runoff in this area.

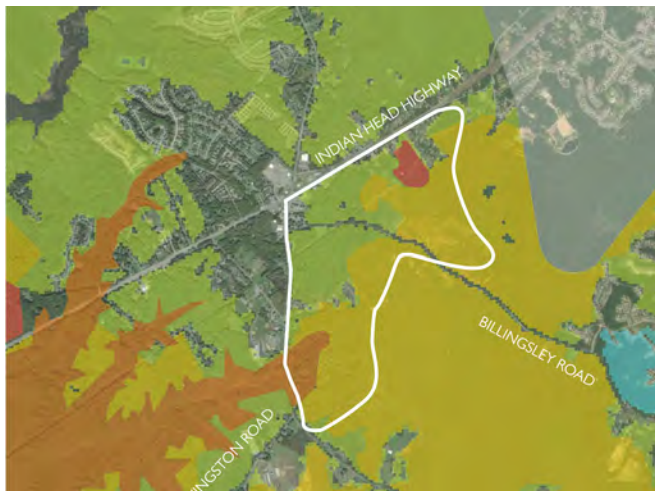
## NEIGHBORHOOD: Billingsley-Livingston

### EXISTING CONDITIONS

The Billingsley-Livingston area of Bryans Road is situated along and between MD 227 and MD 228 east of Indian Head Highway. At the southeastern edge of the Billingsley-Livingston area is the Pomonkey Historic District and just further southeast is the Maryland Airport. In 2021, the Board of County Commissioners established an “airport employment and industrial district” of approximately 558 acres surrounding the airport. Along both roadways are several single-family residences and blighted commercial properties on one to five acre lots; a mobile home community is situated at the intersection of Billingsley and Livingston Roads.

Mattawoman Creek runs across the eastern edge of the Billingsley-Livingston area. While conservation easements are in place as a stream buffer on the eastern edge of the creek, no land preservation efforts have occurred on the western bank of the Mattawoman. Much of the Billingsley-Livingston area is forested and a few unnamed streams run through the area; however, most of the proposed development area is rated by BioNet as only “moderately significant” for conservation. Some of the area along Billingsley Road was previously proposed for residential subdivision but those plans have since expired.

#### Biodiversity Significance



#### LEGEND

- Tier I - Critically Significant for Biodiversity Conservation
- Tier II - Extremely Significant for Biodiversity Conservation
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- Tier IV - Moderately Significant for Biodiversity Conservation
- Tier V - Significant for Biodiversity Conservation

#### Protected and Regulated Lands



#### LEGEND

- Protected Land and Easements
- Regulatory Constrained Land
- Rail Trail
- Targeted Development Area

**Current Land Uses:** Low-density single-family residential, forests and streams, commercial

**Current Zoning:** Watershed Conservation District; Community Commercial; Planned Mobile Home Park; Core Development/Residential

<p><b>WATER</b> <b>Served In-Part</b> Extension of water would be needed along Billingsley Road</p>	<p><b>SEWER</b> <b>Planned</b> Extension of sewer would be needed along Billingsley Road</p>	<p><b>ROADS</b> <b>Improvements Needed</b></p> <ul style="list-style-type: none"> <li>Realign Billingsley Road to intersection MD 210</li> <li>New minor collector road between Billingsley and Livingston</li> </ul>
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## Billingsley-Livingston Recommendations



The Billingsley-Livingston neighborhood is the largest recommended development area in Bryans Road at approximately 200 acres but it is likely that only +/- 130 acres could be developed based on environmental constraints such as stream buffers and forest conservation requirements. A large section of the area is intended to remain within the Watershed Conservation District with Catchpenny Place serving as the approximate dividing line with the development area. Four ‘neighborhoods’ are recommended in the Billingsley-Livingston area with density increasing as development approaches the intersection of MD 210 and Livingston Road. Nearest to MD 210 would be a traditional street grid with up to 20 units per acre on either side of Billingsley Road which is to be extended. Moderate density residential would occur on either side of a new minor collector road between Billingsley and Livingston Roads. Two lower density neighborhoods would occur on the outer edge of the development area, one of which may connect only to Livingston Road to avoid a stream crossing. A pathway should connect the two neighborhoods.

### IN BILLINGSLEY-LIVINGSTON IT IS RECOMMENDED THAT:

- Most development should be oriented towards the Billingsley Road extension to MD 210 and the proposed roundabout which are recommended to be constructed independent of any new development in the area. The extension will relieve existing traffic pressure on the intersection of MD 210 and MD 227. No other new access points should be allowed to MD 210. No more than 250 new residential units in the Billingsley-Livingston area should be permitted until the Billingsley Road extension to MD 210 is funded for construction.

- Construction of the Billingsley Road extension should include a 12–14' shared use pathway that could ultimately extend along land previously acquired for the Cross County Connector.
- Subdivisions between Billingsley Road and Livingston Road should feed to a new minor collector road with roundabouts on either end. The roundabouts should be designed and constructed by the county; the collector road would be built concurrent with development in the area. A specific alignment should be established to reserve this right of way some of which already functionally occurs as Catchpenny Place to the north. The minor collector should include incorporate a shared use path that encourages walking to the two schools and the Pomonkey Forest.
- The proposed roundabout at Livingston Road should be aligned with Metropolitan Church Road to the extent possible and become a placemaking opportunity and gateway to the Pomonkey Historic District.
- A 35% open space requirement be established, except in the highest density neighborhood near MD 210 where a 15–20% requirement would appropriate.
- Land preservation easements should be acquired to create a wide stream buffer along the Mattawoman Creek, like the buffer created by the conservation easements on the east side of the creek.
- The county should ensure that new residential development occur outside of the Runway Protection Zone<sup>2</sup> for Maryland Airport.

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<sup>2</sup> Runway protection zones are a trapezoidal area “off the end of the runway end that serves to enhance the protection of people and property on the ground” in the event an aircraft lands or crashes beyond the runway end. Runway Protection Zones underlie a portion of the approach closest to the airport. The primary purpose of the RPZ is the protection of people and property on the ground.



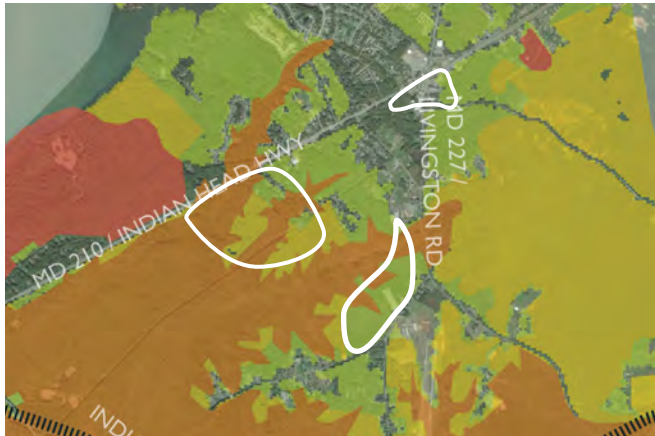
## NEIGHBORHOOD: South End

### EXISTING CONDITIONS

The South End of Bryans Road is defined as the area along east of MD 210, north of Laurel Drive to Livingston Road and west of Maryland Airport. Of the four areas being considered for new development, the South End has the greatest amount of biodiversity which should be conserved; this includes the 220-acre Pomonkey Forest, much of which is held in easement granted by the Board of County Commissioners to the Conservancy for Charles County. Several unnamed streams run through the area and forest cover is significant.

There are two residential subdivisions in the South End, one along Laurel Drive with approximately 35 homes on one to two acre lots; and the Brawner Estates community off of Metropolitan Church Road with approximately 100 homes on lots of less than ¼ acre each. The Masters Child Church and several residential properties front MD 210 until approaching the intersection of Livingston Road where there are several commercial properties. Similarly, there are several small commercial properties along Livingston Road approaching Hungerford Road, along with the Bryans Road Volunteer Fire Department. Key places in the Pomonkey Historic District are located in the South End: Pomonkey School, Metropolitan Church and an associated cemetery. Other structures in the historic district are on the opposite side of Livingston Road.

#### Biodiversity Significance



#### LEGEND

- Tier I - Critically Significant for Biodiversity Conservation
- Tier II - Extremely Significant for Biodiversity Conservation
- Tier III - Highly Significant for Biodiversity Conservation
- Tier IV - Moderately Significant for Biodiversity Conservation
- Tier V - Significant for Biodiversity Conservation

#### Protected and Regulated Lands






#### LEGEND

- Protected Land and Easements
- Regulatory Constrained Land
- Rail Trail
- Targeted Development Area

**Current Land Uses:** Single family residential, forests and streams, churches, and a few commercial properties

**Current Zoning:** Nearly all of the South End is in the Watershed Conservation District (including the two residential subdivisions). Office-residential and commercial businesses also permitted in along MD 210 and Hungerford Road and at the intersection of Metropolitan Church Road and Livingston Road.

 <p><b>WATER</b> Served Service varies by location</p>	 <p><b>SEWER</b> Served Except southernmost area along MD 210</p>	 <p><b>ROADS</b> Approaching Capacity On MD 210 at Livingston Hall Road</p>
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## South End Recommendations



*Targeted growth area in South End*

The recommended development envelope for South End consists of approximately 60 acres in three small pockets, although it is likely that only 40 acres could be built upon. Along MD 210 just north of Laurel Road, it is recommended that a senior living community be permitted on approximately 20 acres of property owned by St. Mary's Star of the Sea. Where Old Hungerford Road diverges from MD 210, approximately 30 undeveloped acres could be converted from commercial uses to higher residential use; and on the southwestern corner of Livingston Road and Bumpy Oak Road, approximately 20 acres could be available for low-density residential development. Apart from the senior living community, approximately residential 100 lots could be created. A 30% open space requirement is recommended for these areas.

### IN SOUTH END IT IS RECOMMENDED THAT:

- Efforts continue to preserve and protect the Pomonkey Historic District and Pomonkey Forest, and to advance the concept of a Pomonkey Center for Cultural and Environmental Education (see page 29).
- No new access points should be allowed to/from MD 210; new residential development in the area should be accessed via Hungerford Road.
- Flexibility should be permitted in the type of age-targeted or senior living community that could be developed on the land owned by St. Mary's Star of the Sea, ranging from cottage-style houses to independent or assisted congregate housing. Allowance should be made in this area to permit supporting medical and professional services.

- A trail or shared use pathway should connect from the senior living community into (and through) Pomonkey Forest to the Pomonkey School area and then along the new residential collector roadway that continues to Billingsley Road. This would create a continuous path from the residential subdivisions in Billingsley-Livingston to the schools, Pomonkey and to a proposed highly visible pedestrian crossing of MD 210 to Ruth B. Swann Park.
- The county should ensure that new residential development occur outside of the Runway Protection Zone for Maryland Airport.



## Strengthening the Core of Bryans Road

People and places are the core of Bryans Road.

This section describes how we can provide support for members of our diverse community, improve mobility and connectedness, and create great places throughout Bryans Road.

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Planning for Growth & Community Development

### **Strengthening the Core of Bryans Road**

Preserving and Enhancing our Culture, Environment and History

Making it Happen: Plan Summary & Implementation



## Big Idea



### Creating a Multigenerational Community Facility

Western Charles County needs a hub for community connections, enrichment, and engagement of people of all ages and walks of life. A multigenerational community facility can breathe life into the Bryans Road commercial area. With a library at its core, the facility could also provide access to technology, a senior center, some recreation activities, and access to public services — and breathe life into renewal of the town center. Multigenerational facilities are becoming the norm across the country. This is not only because it is more cost-effective to build, operate and maintain one place, but because they build trust within communities as a neutral and visible space that is accessible to all. With services that span from early morning through late into the

evening, a multigenerational facility also brings “foot traffic” that strengthens the market for restaurants and retail in the Town Center.

Investment by multiple agencies including the Charles County Public Libraries, Department of Parks, Tourism, and Recreation, and the Department of Community Services, is necessary to bring this vision to life. A logical first step is to conduct a feasibility study to better define what services could be offered, what space is needed, which sites would be available and appropriate, and the cost of the project. A design and construction schedule of three to five years is realistic once a decision is made to proceed with the project and funding is allocated.

## Big Idea



### Investing in Affordable Senior Housing

Many families in Charles County are struggling with housing costs – whether seeking to purchase their first home, find an affordable apartment, maintain an existing home in good condition, or keep up with property taxes and utility bills. For older residents, the challenge is heightened by living on fixed income, higher medical expenses, and social isolation when they can no longer drive or have limited internet access. Programs like Habitat for Humanity, Rebuilding Together, or state-supported occupational therapy and rehabilitation can provide “stop gap” solutions to keep seniors in their homes longer; however there is also a broader need for housing that is targeted to the older residents of Bryans Road and western Charles County whether it be low-income senior apartments, cooperative housing, assisted living, or skilled nursing care.

There are both for-profit and non-profit developers of affordable housing for seniors that can be recruited to come to the Bryans Road area. Organizations like Episcopal Communities & Services (ECS), Catholic Charities, The Enterprise Foundation, Homes for America, and others will respond and assess opportunities when they are called on to do so by local leaders. Because the need for affordable senior housing is so great across the nation, it requires local leaders to “recruit” these organizations, help them find and permit sites, and partner with them throughout the development process. The Department of Planning and Growth Management, the Department of Community Services and community leaders should create an organized effort to bring affordable senior housing to Bryans Road.

## Additional Recommendations to Strengthen the Core of Bryans Road

### CHANGE VAN GO TO AN “ON-DEMAND, AT-THE-CORNER” SERVICE

Rural areas are difficult to serve with transit because there is a very small pool of potential riders and key destinations are far apart. The two VanGo routes serving Bryans Road (connecting to Indian Head, La Plata and Waldorf) operate on limited hours and with 60–120 minutes between each bus. Routes only travel on the main roadways making it difficult to access the service for most residents because the walking distance to a main road can be quite far. Charles County should transition VanGo in the Bryans Road area to a more flexible service that deviates from the fixed route on request by a customer (typically scheduled in advance.)

**Lead Agency: Department of Planning and Growth Management, Transit Division**

### STRENGTHEN REGIONAL TRANSIT SERVICES IN THE MD 210 CORRIDOR

As the pandemic recedes and more employees return to regular work schedules, MDOT should explore cost-effective options to restore transit service in the MD 210 corridor. Prior services such as the WMATA W-19 route to the Southern Avenue Metrorail station provided an important connection the growing to the Navy Yard and southwest waterfront area of Washington DC for many residents of western Charles County. As an alternative to restoring the W-19, MTA’s commuter bus route #650 could be realigned to meet the above need en route to its final destination at L’Enfant Plaza.

**Lead Agency: MDOT Maryland Transit Administration**

### CONSTRUCT MISSING SIDEWALK SEGMENTS

To make roads safer for all users, sidewalks should be constructed along the south side Metropolitan Church Road between Livingston Road MD (227) and Indian Head Highway (MD 210), on east Livingston Road between Matthew Henson Middle School, along Marshall Hall Road (MD 227) and Matthews Road to the furthest residential subdivision. These projects are listed as “under consideration” in the county’s FY23–27 capital improvement plan but not funded for design and construction; the County should also include these projects in its annual funding request to MDOT.

**Lead Agencies: MDOT State Highway Administration; Department of Public Works**

### IMPROVE ACCESS TO THE INDIAN HEAD RAIL TRAIL

Better access to the Indian Head Rail Trail is needed within the greater Bryans Road area. An excellent location for a small pull-off and parking lot is at Bumpy Oak Road near Lilly Pond where fishing and canoeing is popular. All the adjacent land south of the Rail Trail is owned by the Department of Natural Resources. A potential funding source for this project is the MDOT SHA Scenic Byways program or the Transportation Alternatives Program.

**Lead Agency: Department of Recreation, Parks, and Tourism**

### ANALYZE THE POTENTIAL OF IMPROVED BROADBAND CONNECTIVITY

Charles County has partnered with Think Big Networks, a private company, to construct a new fiber optic network to rural parts of the county including Nanjemoy and Cobb Neck. Other areas of the County are under consideration for a similar partnership, especially as new federal funds become available to expand connectivity to underserved areas. It is recommended that the County undertake a preliminary analysis of existing high-speed internet services in Bryans Road, market potential, and right-of-way constraints to determine if Bryans Road could be well positioned as one of the next areas to partner with Think Big Networks.

**Lead Agency: Department of Information Technology**

### FORMALIZE A RELATIONSHIP WITH THE BRSC COMMUNITY RESOURCE CENTER

The Bryans Road community is fortunate to have volunteers filling gaps in social and health services, community resources, food distribution, youth activities and more since 2018 through the Community Resource Center (CRC) at Bryans Road Shopping Center. These efforts have been mostly organic and implemented through partnerships with other community-based organizations. Charles County government should take a larger role in supporting the work of the CRC through operating resources to purchase supplies and materials and hire a full-time activities director. The CRC could also serve as the home of a “leadership committee” of Bryans Road activists to steer and advocate for this plan.

**Lead Agency: Department of Community Services**

### EMBRACE THE MD 210 TECHNOLOGY CORRIDOR

Building on recent momentum in Indian Head, the County is considering designation of MD 210 as a corridor for incubation and growth of technology companies. The designation could lead to specific incentives and enhanced marketing to attract additional targeted technology companies and complimentary support services.

**Lead Agency: Department of Economic Development**

### USE PUBLIC INCENTIVES AND INVESTMENTS FOR COMMERCIAL REVITALIZATION

Charles County’s commercial property improvement and rehabilitation tax credit defers and phases in new real estate property taxes that result from increased property value due to property renovations. One limitation of the program is that the increase in assessed value must be greater than \$100,000 meaning that many of the smaller commercial properties along Indian Head Highway (MD 210) and Livingston Road (MD 227) would have to make an investment that is disproportionate to the assessed value of the property. Charles County should explore ways to close the gap in this tax credit eligibility so that smaller commercial properties. In the alternative, Charles County could provide façade improvement grants or make frontage improvements that make the area more attractive and commercially viable.

**Lead Agency: Department of Economic Development**



## IMPROVING TRAFFIC OPERATIONS AND SAFETY

A few roadway improvements would improve traffic operations, safety, and congestion in the core of Bryans Road.

- **MD 210 at MD 227.** Preliminary analysis indicates that the westbound approach on MD 227 at MD 210 is approaching an unacceptable condition by county and state standards of traffic congestion. In the near term, optimizing the timing of signals to balance traffic in all directions would mitigate this issue. Striping the center lane to also function as a right turn lane would improve this condition.

**Lead Agency: MDOT State Highway Administration**

- **Billingsley Road Realignment to MD 210.** A long-term solution to congestion at MD 210 and MD 227 is to extend Billingsley Road to Indian Head Highway (MD 210) beginning just west of Catchpenny Place. Much of the right-of-way for this project already exists. A shared use path (typically 10–12' wide) should be constructed adjacent to the Billingsley Road realignment and further studied as part of other improvements currently being considered further east on Billingsley Road. The County's capitol improvement program includes some of funding needed to design and construct this project.

**Lead Agency: Department of Public Works**

- **Deceleration Lanes Along MD 210 Southbound.** South of Camp Hedges Place, there is no southbound deceleration lane or shoulder for right turns into the businesses fronting MD 210. This causes confusion to motorists resulting in sudden stops and rear-end collisions. MDOT SHA should study this issue and make improvements if necessary.

**Lead Agency: MDOT State Highway Administration**



## Preserving and Enhancing our Culture, Environment and History

This section describes a cross-cultural approach to preserve and tell the stories of our shared history; and provides proactive strategies that will protect the Mattawoman Creek and rural landscape as Bryans Road continues to grow.

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Planning for Growth & Community Development

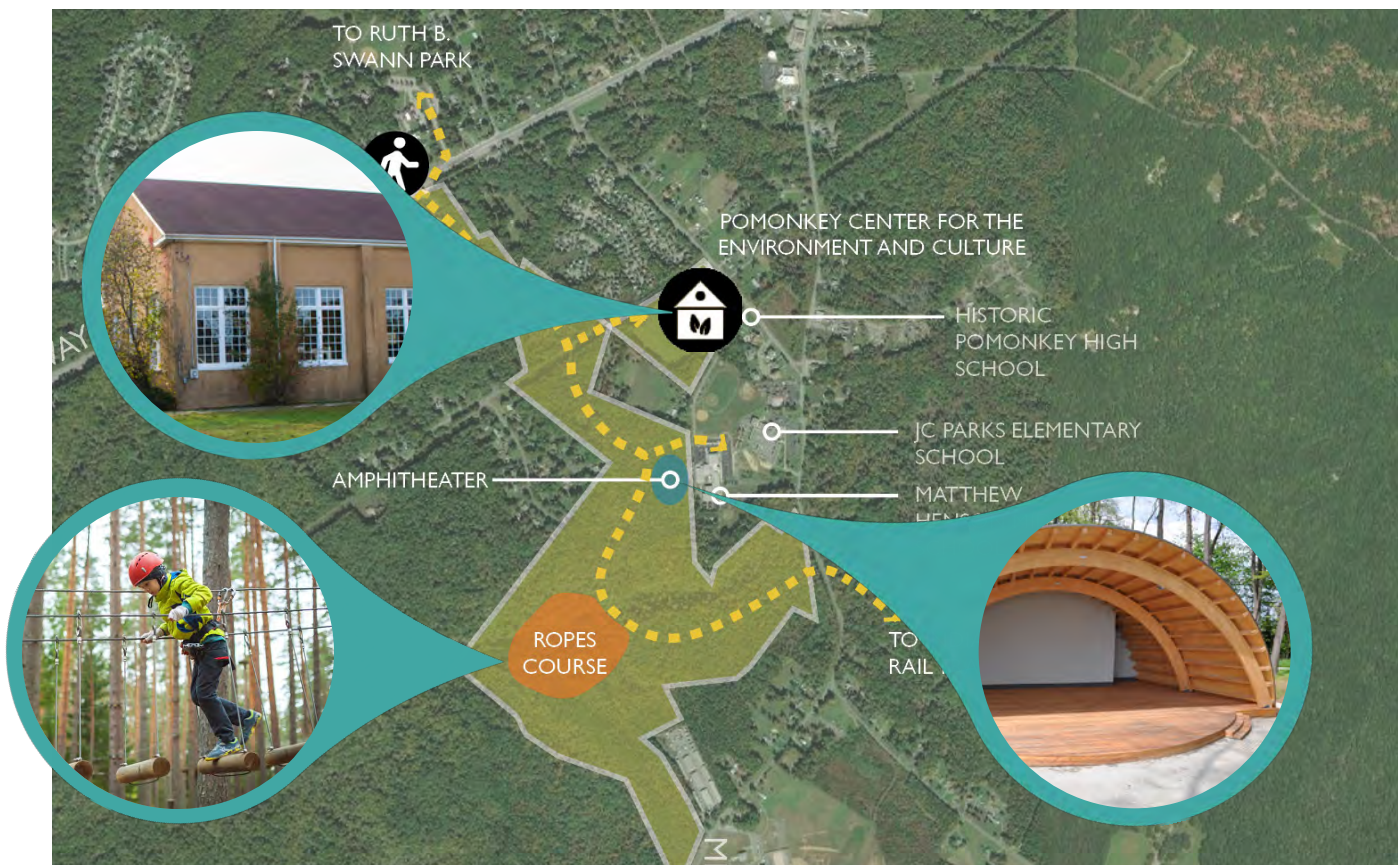
Strengthening the Core of Bryans Road

**Preserving and Enhancing our Culture, Environment and History**

Making it Happen: Plan Summary & Implementation



## Big Idea



### Establish the Pomonkey Center for Cultural and Environmental Education

For many years, it has been the dream of a small group of committed citizens to restore the former Pomonkey High School—the first African American public high school in Charles County—to be a cultural center and museum. This plan supports the vision of cultural preservation and recommends creating the Pomonkey Center for Cultural and Environmental Education at the former high school which sits at the southeastern edge of the Pomonkey Forest. When the forest was placed into conservation easement and transferred to the Charles County Conservancy in 2018, an environmental education center was included in the easement as an acceptable “conservation purpose.” Bringing together both the cultural and environmental education elements envisioned by the Pomonkey High School Alumni

Association and the Conservancy could yield a long-term opportunity for purposeful restoration of the high school. In addition, a role should be considered for the Piscataway People to use the space to tell their story of the land. The Pomonkey Center for Cultural and Environmental Education would provide an ideal location for indoor/outdoor space for programs, festivals, meetings and retreats, overnight camping for school groups, and a small ropes course.

Work on this project should be led through a partnership among Pomonkey High School Alumni Association, Accokeek Foundation, Charles County Conservancy, Charles County Public Schools, Departments of Parks, Recreation, and Tourism, and others.

## Big Idea



### Create an Environmental Benefits District for Bryans Road

Environmental conservation in Bryans Road need not be limited to managing the potentially adverse impacts of development. Consider instead that new development could be the catalyst for improving the health of the Mattawoman Creek and other watersheds, improving access to natural resources, and retrofitting environmental infrastructure to the best available technologies and best management practices, by adjusting development fees and charges to target environmental conservation as the highest priority. The County should also evaluate whether certain activities which may have an adverse environmental impact (such as sand/gravel mining, timbering, take-offs/landings at airports, tire disposal, etc.) could be assessed a fee to support the environmentally beneficial activities such as stream restoration, impervious surface removal, or invasive species management. The environmental benefits district could also pursue grants and partnerships that are directed to the highest priority environmental conservation activities. Finally, the environmental benefits district could also include or take the form of an “overlay zone” where regulations allow site planning

flexibility and require that development proposals be evaluated in terms of their effectiveness in minimizing alteration of existing topography, vegetation, and the landscape setting for historic structures. Howard County’s “residential — environmental development district” could be looked to as a model. As part of the site plan flexibility, developers might be incentivized or encouraged to take additional steps to protect the environment by implementing one or more actions in a “Green Playbook” designed specifically for the Bryans Road area. The Green Playbook might include actions such as rainwater harvesting, use of permeable pavements, community gardens and composting areas, native plants in lieu of large lawns, reduced driveway sizes or use of concrete tire tracks rather than fully paved driveways, and off-the-grid solutions such as solar panel installation, solar streetlights, and micro wind turbines.

The Charles County Resilience Authority and Department of Planning and Growth Management should be charged with evaluating the opportunities for an Environmental Benefits District.

## Additional Recommendations for Preserving and Enhancing our Culture, Environment and History

### IMPROVE TRANSPARENCY OF WATER QUALITY MONITORING OF THE MATTAWOMAN CREEK

The Maryland Department of Natural Resources (DNR) and US Geological Survey (USGS) routinely collect data on stream health in the Mattawoman Creek. For many years, this data was uploaded to the website for both agencies; however, very little information has been reported since 2018. The County should encourage DNR and USGS to regularly update water quality data so that it can be used to inform land use and environmental restoration decision-making.

**Lead Agencies: Department of Planning & Growth Management; Maryland Department of Natural Resources**

### ENCOURAGE CODE ENFORCEMENT, COMMUNITY CLEAN-UP & INVASIVE SPECIES REMOVAL

Charles County's stormwater permit includes a requirement to proactively remove litter and debris throughout the watershed. The County currently operates an aggressive litter control program which utilizes three full-time crews who remove debris from County-maintained right-of-way throughout the workweek; however, these efforts can be supplemented by individual volunteers and community groups interested in environmental conservation. In addition, the county can provide information to property owners and users of the Indian Head Rail Trail and other natural resource areas, on how to identify and remove invasive species that are choking trees and native plants along Mattawoman Creek. The County's Illicit Discharge Detection and Elimination Program should continue to survey industrial and commercial properties on a regular basis and work with property owners to address items not properly stored outdoors that could be sources of water pollution such as used tires, scrap metal, and appliances.

**Lead Agency: Department of Public Works, Environmental Resources Division**

### BE AGGRESSIVE IN UPGRADING SEPTIC SYSTEMS

On-site sewage disposal systems (otherwise known as septic systems) pose among the greatest threats to the health of the Mattawoman Creek watershed. When the County has sought funding from the Chesapeake Bay Restoration Fund to connect properties to a sewer line or upgrade to the best available technology in these communities, bureaucratic wrangling has ensued with MDE because the many of the properties are not located in a "Priority Funding Area" (PFA) under the state's Smart Growth law. While this public policy problem is not unique to Bryans Road, it does have an acute impact on public health area because of the high-water table. The County should make special efforts to document areas where septic systems are a concern to water quality and/or public health. Taking a programmatic rather than a property-by-property approach should help to expedite the State's PFA exception process for property owners applying for the State grants to connect their onsite septic systems to the public sanitary sewer.

**Lead Agencies: Department of Planning & Growth Management; Health Department; Maryland Department of the Environment**

### ADDRESS CURRENT FLOODING ISSUES & PROTECT AGAINST FUTURE PROBLEMS

The Strawberry Hills community and other areas Bryans Road experiences significant flooding during heavy rainfalls, and high shrink/swell soils in the area have been known to cause building foundations in the area to fail. There may be inaccuracies in the 100-year floodplain mapping and as a result development may be encroaching into the floodplain. It is recommended that the County complete a floodplain analysis to provide computations for major drainage courses of 30 acres or more that are not mapped by FEMA studies. Although additional mapping may help protect property owners against future flooding, more immediate solutions are needed to address flooding in the Bryans Road area through drainage evaluation studies. The County has engaged and should continue to engage environmental planning and engineering expertise to identify and carry out such measures as may be identified by such evaluations.<sup>3</sup>

**Lead Agencies: Department of Planning & Growth Management; Department of Public Works; Department of Emergency Services**

### FOCUS ON HIGH IMPACT STORMWATER MANAGEMENT PROJECTS

The 2017 Municipal Stormwater (SWM) Restoration Plan identifies impervious restoration efforts such as new bioretention facilities, filtration systems, stormwater pond retrofits, wetland creation, and dry swales, as well as “alternative” projects such as stream restoration in the Mattawoman Creek watershed. Several sizable projects have been installed over the past ten years including dry swale and enhanced filter systems near the Bryans Road Shopping Center, submerged gravel wetlands at the General Smallwood Elementary School, and over 1,700 linear feet of shoreline stabilization at Potomac Heights. The 2017 plan identified several small scale “best management practices” in the concept phase and three stream restoration projects to soon be constructed in the Ruth B. Swann Memorial Park. As feasible, it is recommended that the focus of SWM efforts be on projects that have secondary benefits such as improving public access to recreational opportunities. In addition, the County should consider adding bioswales within the public right of way (including, with permission, on MDOT SHA right of way.)

**Lead Agencies: Department of Planning & Growth Management; Department of Public Works; MDOT State Highway Administration**

### CONTINUE EFFORTS IN SUPPORT OF THE POMONKEY HISTORIC DISTRICT

Establishment of the Pomonkey Historic District in 2020 was a significant milestone in recognizing the foundational efforts of the African American community in Bryans Road, as are the efforts to restore the Pomonkey School. The County should continue to work with property owners and interested community groups to commemorate, preserve, and revitalize key historic structures, including seeking grants and promoting tax credits offered through the Maryland Historical Trust and others.

**Lead Agency: Department of Planning & Growth Management**

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<sup>3</sup>For additional information, see the Charles County Nuisance and Urban Flood Plan dated October 2020

### CONTINUE TO SUPPORT DESIGNATION OF SOUTHERN MARYLAND AS A NATIONAL HERITAGE AREA

In early 2022, the Southern Maryland Heritage Area Consortium completed a feasibility study for designation as a National Heritage Area (NHA). The study found that “due to the significance, concentration, and integrity of the places and living traditions found in Southern Maryland, this region meets the necessary criteria for NHA designation. Southern Maryland’s history is readily visible in the small communities, rural landscapes, waterways, and coastline of the region.” Charles County should continue to support and advocate for the NHA and residents, organizations, and attractions in Bryans Road should participate in activities to earn the designation.

**Lead Agency: Department of Recreation, Parks, and Tourism**

### ENCOURAGE CONTINUED RECOGNITION OF THE PISCATAWAY PEOPLE IN COMMUNITY FACILITIES AND ACTIVITIES

Southern Maryland is the homeland of the Piscataway People with the first settlements dating back thousands of years. Through continued archaeological discovery, development of interpretive works, and educational activities, the public will gain a deeper understanding of the people who lived in the Chesapeake region for centuries before the arrival of Europeans. As new public and community facilities are built such as schools, libraries, and parks, efforts should be made to incorporate culturally appropriate themes which recognize the contributions of the Piscataway People. Efforts to identify critical archaeological sites and landscapes of significance to the Piscataway cultural heritage should continue.

**Lead Agency: Department of Planning & Growth Management**

### BRIGHTEN GATEWAYS & INSTALL TOURISM SIGNING

Bryans Road has much to offer residents of the region and beyond in recreational and heritage tourism activities. Many of these sites are difficult to find and do not have welcoming entrances. Websites, brochures, and marketing efforts for these sites and activities tend to happen organically by the sponsoring organization or regional marketing organizations like the Southern Maryland Heritage Area. What is needed is clear and well-placed signage directing people to the historic, cultural, and environmentally important sites throughout the area. To do so, the County should work proactively with MDOT State Highway Administration to extend the Tourist Area and Corridor Signing Program to the Bryans Road area.

Additionally, monumental signage and improved landscaping at each of the major approaches to Bryans Road. Funding for these activities could be supported by a grant from the MDOT SHA Scenic Byways program.

**Lead Agency: Department of Recreation, Parks, and Tourism**

### ENCOURAGE DEVELOPMENT OF “BED & BREAKFAST” STYLE LODGING AND CAMPGROUNDS IN WESTERN CHARLES COUNTY

Visitors to the many cultural and environmental sites in Western Charles County have very few, if any options on where to stay, with only one small hotel in Indian Head, and no private campgrounds or bed and breakfast style facilities listed on travel and tourism websites. A limited number of campsites are available at Smallwood State Park, but a review of availability for summer 2022 finds that much of the summer inventory is already booked by early May. In support of ecotourism and agritourism, the county should explore and encourage the establishment of lodging options for Western Charles County.

**Lead Agency: Department of Economic Development**

### PROVIDE A NEW TRAILHEAD FOR THE INDIAN HEAD RAIL TRAIL

Better access to the Indian Head Rail Trail is needed within the greater Bryans Road area. An excellent location for a small pull-off and parking lot is at Bumpy Oak Road near Lilly Pond where fishing and canoeing is popular. All the adjacent land south of the Rail Trail is owned by the Department of Natural Resources. A potential funding source for this project is the MDOT SHA Scenic Byways program or the Transportation Alternatives Program.

**Lead Agency: Department of Recreation, Parks, and Tourism**

### CONSTRUCT NEW KAYAK & CANOE DOCK FACILITIES

Many visitors to the area and inexperienced paddlers are not comfortable hiking through the woods or along a trail to find an informal launch point for waterborne recreation. The Department of Recreation, Parks, and Tourism currently intends to install a kayak launch at Masons Springs, located at the intersection of Livingston and Hawthorne Roads. Kayak launches should also be explored at Chapman State Park and Ruth B. Swann Memorial Park and at Lilly Pond or somewhere else on the eastern edge of the rail trail.

**Lead Agency: Department of Recreation, Parks, and Tourism**

### CONTINUE LAND PRESERVATION EFFORTS

The County should continue land preservation efforts for properties over 50 acres in size or adjacent to existing protected lands through programs such as Rural Legacy, Maryland Agricultural Land Preservation Foundation, Purchase of Develop Rights (PDR), Transfer of Development Rights (TDR). Properties along the western edge of Mattawoman Creek should be high priority targets for conservation.

**Lead Agency: Department of Planning & Growth Management**



### PROTECT THE MT. VERNON VIEWSHED AND INDIGENOUS CULTURAL LANDSCAPES

Much of the Bryans Road area is within the “area of primary concern” for protecting views from the historically significant Mount Vernon estate of General and President George Washington. Preliminary analysis indicates that only buildings exceeding 60’ in height in the proposed Town Center area would potentially be visible across the Potomac River. Still, the county should maintain its current practice of reviewing development projects to ensure that there is no impact to the viewshed. Properties critical maintaining the tree canopy in the Mount Vernon viewshed should be targeted for conservation easements. Additionally, the County should work with the tribal communities and Accokeek Foundation to support ongoing efforts to document significant aspects of the landscape from the perspective of native communities. These Indigenous Cultural Landscapes (ICLs) are places or areas valued by Native communities because of their long and complex relationship with the land. ICLs may include landscape features, archaeological sites, or environmental resources. In collaboration with conservation partners, Charles County should continue efforts in the Bryans Road area to document and develop conservation strategies to protect significant or endangered ICLs.

**Lead Agency: Department of Planning & Growth Management**



## **Making it Happen: Plan Summary & Implementation**

Over the next 10+ years, we can grow smart, protect our cultural, environment and heritage, and bring people together to achieve the full potential of Bryans Road. This section identifies the county and state agencies, businesses, community leaders and organizations, and others that need to work together and mobilize resources to implement the Bryans Road subarea plan.

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Planning for Growth & Community Development

Strengthening the Core of Bryans Road

Preserving and Enhancing our Culture, Environment and History

**Making it Happen: Plan Summary & Implementation**



The recommended growth of residential units in Bryans Road is not intended to be absolute. Growth controls, phasing, and conditions specific to Bryans Road should be established to ensure that the Guiding Principles are being followed and that the improvements described in this plan are being provided. While residential development is important for the vitality of Bryans Road, it is equally important to ensure that the needed infrastructure improvements and desired community amenities come online in a reasonable timeframe. The Department of Planning and Growth Management should track and annually report to the Planning Commission on development approvals in Bryans Road and the status of implementing the programs, policies, and projects in this plan. A description of responsible agencies and level of effort required for implementation is provided below.

	Involved Agencies													Expenditure Type (if any)				Potential County Fiscal Impact (if any)	
	Capital Services	Community Services	County Administration	Economic Development	Health	Planning & Growth Mgmt	Public Libraries	Public Schools	Public Works	Rec, Parks & Tourism	Resilience Authority	State/Federal	Other Party	County Operating	County Capital	State/Federal	Private	None/Low	Potentially Significant
<b>Land Use Plan -- Parks Corner</b>																			
As a condition of any development to the west of Matthews Road, the JC Parks House must be preserved and serve as a gateway to the Parks Corner community.						PZ										HT	DV		
Development should be oriented towards MD 210 and linked to an intersection with the proposed extension of Billingsley Road.						PZ										HW	DV		
Consideration should also be given to extending Shiloh Church Road to Matthews Road to manage access to MD 210 only at controlled intersections						PZ										HW	DV		
Pathways be constructed from new residential areas to Strawberry Hills Park						PZ											DV		
Special attention be paid to "slippery soils" and other geotechnical concerns in land development projects; emphasis should be placed on controlling the volume and velocity of stormwater runoff in this area						PZ											DV		
<b>Land Use Plan -- Billingsley-Livingston</b>																			
Development should be oriented towards the Billingsley Road extension to MD 210 and the proposed roundabout which are recommended to be constructed independent of any new development in the area.						PZ											DV		
Construct the Billingsley Road extension including a 12-14' shared use pathway that could ultimately extend to the properties previously acquired for the Cross County Connector						PZ													
Construct minor collector between Billingsley Road and Livingston concurrent with development. The minor collector should include incorporate a shared use path that encourages walking to the two schools and the Pomonkey Forest						PZ										HW	DV		
The roundabout at Livingston Road should be aligned with Metropolitan Church Road to the extent possible and become a placemaking opportunity and gateway to the Pomonkey Historic District						PZ										HW			
A 35% open space requirement be established, except in the highest density neighborhood near MD 210 where a 15-20% requirement would appropriate						PZ													
Acquisition of land preservation easements should be targeted to create a wide stream buffer along the Mattawoman Creek						PZ										NR, AG			
Ensure that new residential development occur outside of the Runway Protection Zone for Maryland Airport						PZ										AV			
<b>Land Use Plan - South End</b>																			
Efforts continue to preserve and protect the Pomonkey Historic District and Pomonkey Forest, No new access points to MD 210 be permitted should residential development occur in the area bordered also by Hungerford Road						PZ										HT	CC, MP		
Flexibility should be permitted in the type of age-targeted or senior living community that could be developed						PZ										HW			
A trail or shared use pathway should connect from the senior living community into (and through) Pomonkey Forest to the Pomonkey School area and new collector roadway that continues to Billingsley Road; create a highly visible crosswalk across MD 210 to Ruth B. Swann Park						PZ										HW	DV		
Ensure that new residential development occur outside of the Runway Protection Zone for Maryland Airport.						PZ										AV			
<b>Land Use Plan - Town Center</b>																			
Eliminate minimum parking requirements in the commercial portions of the Town Center, and instead focus on tree canopy and stormwater treatment in design of the parking area.						PZ										HW			
Rationalize the street frontage along MD 210 for parking, streetscape, pedestrian, and traffic safety																	MP		
Find ways to activate and program the park that was created along Old Village Drive and organize development around the park to the extent possible																	DV		
Create a better pedestrian connection from the South Hampton Estates subdivision to Bryans Road Shopping Center																	DV		

- Involved Agencies**
- AV MDOT Maryland Aviation Administration
  - ED Maryland State Department of Education
  - EN Maryland Department of the Environment
  - HC Maryland Department of Housing & Community Development
  - HT Maryland Historical Trust
  - HW MDOT State Highway Administration
  - IT Maryland Department of Information Technology
  - LB Maryland State Library Association
  - NR Maryland Department of Natural Resources
  - SO MDOT Secretary's Office
  - TR MDOT Maryland Transit Administration
- County**
- CE Code Inspections & Enforcement
  - HA Housing Authority
  - PZ Planning & Zoning
  - RD Roads Division
  - TR Transit Division
- State/Federal**
- AG Maryland Department of Agricultural
  - AN Maryland Department of Aging

- Other Party**
- DV Developer (of affected properties)
  - CC Charles County Conservancy
  - MP Multiple Potential Community-Based Partners
  - TB Thing Big Networks

- Expenditure Type**
- Operating Budget** indicates that this would be an ongoing expense to the appropriate agency.
  - Capital Budget** indicates that this project requires some combination of property acquisition, engineering, and construction which would take multiple years to complete through the County's capital improvement program.
  - State/Federal** indicates that the project/program could be either state-funded or a from federal pass-through formula or discretionary grant program.
  - Private** indicates that this would be a developer-led improvement or support could be provided by another party.

	Involved Agencies												Expenditure Type (if any)				Potential County Fiscal Impact (if any)		
	Capital Services	Community Services	County Administration	Economic Development	Health	Planning & Growth Mgmt	Public Libraries	Public Schools	Public Works	Rec, Parks & Tourism	Resilience Authority	State/Federal	Other Party	County Operating	County Capital	State/Federal	Private	None/Low	Potentially Significant
<b>Strengthening the Core of Bryans Road</b>																			
Create a Multigenerational Community Facility																HC, AN,			
Invest in Affordable Senior Housing	HA																MP		
Change "Van Go" Routes to "On-Demand, At-the-Corner" Service						TR													
Strengthen Regional Transit Services in the MD 210 Corridor						TR										TR			
Construct Missing Sidewalk Segments																HW			
Improve Access to the Indian Head Rail Trail																NR			
Develop Broadband Connectivity																			
Formalize a Relationship between the County and the BRSC Community Outreach Center																		MP	
Embrace the MD 210 Technology Corridor																			
Use Public Incentives and Investments for Commercial Revitalization																HC			
Improve Traffic Safety and Operations																HW			
<b>Preserving and Enhancing our Culture, Environment, and History</b>																			
An Environmental Benefits District for Bryans Road						PZ										NR, AG			
Pomonkey Center for Cultural and Environmental Education						PZ										NR, HT	MP		
Encourage Code Enforcement, Community Clean-Up, & Invasive Species Removal						CE											MP		
Be Aggressive in Upgrading Septic Systems																EN			
Address Current Flooding Issues & Protect Against Future Problems						PZ													
Focus on High Impact Stormwater Management Projects						PZ													
Continue to Support Designation of Southern Maryland as a National Heritage Area						PZ										HT			
Encourage Continued Recognition of the Piscataway People in Community Facilities & Activities						PZ											MP		
Brighten Gateways & Install Tourism Wayfinding Signage									RD							HW	MP		
Encourage Development of Bed & Breakfast Style Lodging & Campgrounds						PZ										NR			
Provide a New Trailhead for the Indian Head Rail Trail																NR			
Construct New Kayak & Canoe Dock Facilities																NR			

- Involved Agencies**
- County**
    - CE Code Inspections & Enforcement
    - HA Housing Authority
    - PZ Planning & Zoning
    - RD Roads Division
    - TR Transit Division
  - State/Federal**
    - AG Maryland Department of Agricultural
    - AN Maryland Department of Aging
    - AV MDOT Maryland Aviation Administration
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    - EN Maryland Department of the Environment
    - HC Maryland Department of Housing & Community Development
    - HT Maryland Historical Trust
    - HW MDOT State Highway Administration
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    - LB Maryland State Library Association
    - NR Maryland Department of Natural Resources
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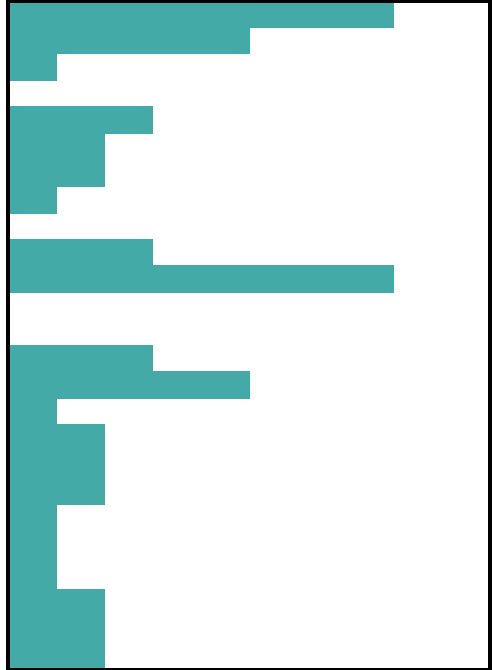
**Expenditure Type**

**Operating Budget** indicates that this would be an ongoing expense to the appropriate agency.

**Capital Budget** indicates that this project requires some combination of property acquisition, engineering, and construction which would take multiple years to complete through the County's capital improvement program.

**State/Federal** indicates that the project/program could be either state-funded or a from federal pass-through formula or discretionary grant program.

**Private** indicates that this would be a developer-led improvement or support could be provided by another party.



## Project Team

### DEPARTMENT OF PLANNING AND GROWTH MANAGEMENT

Jim Campbell, AICP, Chief of Planning and Zoning  
Charles Rice, AICP, Assistant Chief of Planning and Zoning  
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Amy Blessinger, AICP, Planner III (Project Manager)  
Karen Wiggen, Planner III  
Ashley Hudson, Planner I

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Tim Drummond, Department of Recreation and Parks  
Doria Fleisher, Community Engagement Coordinator  
Tina M. Kozloski, Media Services Division  
Kenneth Wayne Thompson, Charles County Public Library  
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### CONSULTANT PROJECT STAFF

#### **Mead & Hunt**

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Christine Kirsch, Graphic Design  
Sean Liu, Geographic Information Systems  
Roshan Singh, PE, Transportation  
Jennifer Satterhwaite, Historic and Cultural Resources  
Mark Sauer, Land Development

#### **Floura Teeter Landscape Architecture**

Megan Maffeo, Landscape Architecture and Community Facilities  
Joe Ignatius, Parks and Recreation

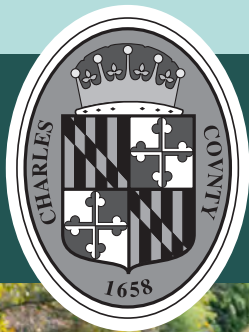
#### **Center for Watershed Protection**

Karen Capiella, Environmental Protection

#### **Valbridge Property Advisors**

Ed Steere, Economic Development

The Department of Planning and Growth Management and the consultant project staff wish to thank the extraordinary participation of community leaders in preparing the Bryans Road Subarea Plan.



# BRYANS ROAD

## SUB-AREA PLAN

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### Appendix

Summary of Public Engagement



**Bryans Road Sub Area Plan**  
**Community Preferences/ Feedback Report**  
**DRAFT June 27<sup>th</sup>, 2022**

**Summary of Community Preferences/ Feedback**

The planning process for the Bryans Road Sub Area Plan includes various opportunities to engage the public and collect opinions to identify community issues, concerns, opportunities, and needs. These opportunities for public input identified preferences for future development of Bryans Road. The following is a listing of those methods utilized to obtain opinions and to measure preferences.

- I. Bryans Road Sub Area Virtual Public Meeting – January 19,2022
- II. Bryans Road Sub Area in Person Public Meeting – March 10, 2022
- III. Existing Conditions and Consultant Analysis: Survey Results
- IV. Existing Conditions and Consultant Analysis: Feedback
- V. Bryans Road Sub Area in Person Public Meeting – May 5th, 2022
- VI. Concepts for Community Strength and Enhancement: Survey Results
- VII. Concepts for Community Strength and Enhancement: Feedback
- VIII. Comments Sent by Emails

The results of each of the public involvement activities are included in this document. As the process continues, results are prepared, reviewed, and analyzed to compile this document. The following includes actual results and preliminary interpretation of those results.



I. **Bryans Road Sub Area Virtual Public Meeting – January 19,2022:** Public Input

The following includes public input as collected from Bryans Road citizens during the Virtual Bryans Road Sub Area Public Meeting that took place on January 19<sup>th</sup>, 2022. Comments include verbal and chat submissions recorded.

**Verbal Comments**

<b>Community Resources &amp; Services</b>
“Infrastructure (roads) not built with housing. Roads, sewer need to be ready for extra traffic. Need agreement with PG county/MDOT regarding improvements to Indian Head Highway.”
“Need for more quality and variety in dining options. Need recreational activities for young people.”
“Referenced climate change studies previously sent to staff. Native plant ecosystems and carbon sequestration. Homeowners’ resources for lawns to reduce stormwater.”
“Natural resources.”
“Lost Safeway. Food Lion insufficient in size and variety. Need a Dry Cleaners.”
“Need more bus stops and bus routes. Covered bus stops. Free standing emergency room.”
“Need a mixed-use walkable community. Vertical rather than horizontal but are there restrictions due to Mount Vernon Viewshed? Need to hold developers to this standard and work on strategies to make this more viable.”
“Conservation. Environmental protection. Higher quality commercial, i.e., grocery store and restaurant. Chain restaurants. Bus station.”

<b>Housing Community &amp; Economic Development</b>
“Useable post office. Parking is insufficient.”
“Interested in seeing other communities as benchmark.”
“Disagrees. No growth. Send to Indian Head to support redevelopment there. Keep BR as a village.”
“Workforce and senior housing.”
“Visually improved corridor along 210 tree-lined parkway. High design standards. No sea of asphalt. Landscaping by county, developers, SHA (lots of agreement on this point).”
“No more rooftops in Charles County. Can’t afford more rooftops. Doesn’t pay for itself. Need redevelopment. No interest in developing mixed use by developers. Must be a way to encourage mixed use.”
“Love Bryans Road. Transportation and traffic. Need more public transportation into DC. Food desert. Need more than Food Lion. Rec for youth. After school development.”

<b>Mobility &amp; Connectedness</b>
“Roads are neglected. Intersection of MD210 is a joke. Intersection by firehouse is unsafe. Look at county ROW for improvements near Billingsley.”
“IHRT connection is ok but a nice trail along powerline to rail trail would be nice. Livingston Road is dangerous for bikes.”
“Ferry transportation.”
“Build on things that connect us as neighbors -trails, outdoor recreation, cultural resources, story walks.”
“Upgrade to town instead of a village. More residents with quality buildings would help get quality establishments and better quality of life in Bryans Road.”
“Work on redevelopment of commercial area. Make it more welcoming to get businesses. Fix run-down buildings. Don’t need three liquor stores.”

<b>Historic &amp; Cultural Resources</b>
“Need to work with Chapmans and focus on that. Good draw. Needs more volunteers. Study should have emphasis on this and bass fishing.”
“Is there a way for RPT to develop programs, interpretation, community involvement, understanding of history, connecting through cultural resources?”
“Chapmans is a little-known resource but good opportunity for everyone to get involved.”
“Chapman Forest original reason was preservation of natural resources. Need for streetscapes and attractive high-quality development. Quality not quantity. Keep natural resources high quality as well.”
“History in the area is rural. Network of historical cultural resources is wider than Bryans Road. Mallows Bay. People will be coming, and services need to be there for tourists for newly emphasized resources. Include Thomas Stone House. Chapmans. Include river and what happened there.”
“Need a hub for these resources. Need outdoor education center near schools.”
“Coordinate with Southern Md National Heritage Area.”

<b>Environmental Resources</b>
“Move away from binary discussion. Hard to image stricter controls in Charles County. PC taking initiative to look at fact-based, baseline discussion.”
“Important bird areas need to be kept intact. DNR did studies in support of WCD to ensure environmental attributes not degraded.”
“Parks - Ruth B. Swann – Chapmans – Piscataway Park -lots of local people support these parks.”

<p>“Good work done so far. Good ideas. Been here since 2000. She has observed a lot of growth in Waldorf i.e., increased services. We are left with what we have - more housing, less services, more crime. What is next in planning process? Where do we go from here?”</p>
<p>“208-acre parcel Pomonkey Forest. Intention of environmental center on this property. Include cultural Resources including indigenous peoples. Through Piscataway Eyes.”</p>
<p>“Science on impervious surface is settled. Indian Head using a new aquifer. Concern over water resources. Study needs to consider this.”</p>
<p>“Reference studies on Mattawoman.”</p>

**Chat Comments**

<p>“Army Corps of Engineers DENIED the permit (cross county connector).”</p>
<p>“How did the downzoning affect our generational wealth transfer?”</p>
<p>“Can we get another store in Bryans Road food lion be pack?”</p>
<p>“Can we get access to DC, the airports and/or the subway.”</p>
<p>“Needed amenity: outdoor education center, esp. for children, at Pomonkey Forest.”</p>
<p>“We need, quality grocery, shopping, restaurants and child friendly recreation options.”</p>
<p>“Where is the grocery store in Indian Head?”</p>
<p>“Great points about public transportation, healthcare access and mixed-use growth. We have amazing natural and cultural resources here in Bryans Road. Our families and citizens need safe ways to access them - sidewalks, hiker/biker trails, outdoor education centers, investment in Pomonkey School and Piscataway cultural sites, etc.”</p>
<p>“Wegman's!”</p>
<p>“Those facilities can't handle the increase in population.”</p>
<p>“Those facilities can't handle the increase in population.”</p>
<p>“I believe La Plata has three grocery stores. Weiss, Safeway, and Giant. LaPlata also has some smaller specialty food stores such as Hancock Farms and The Market at the Charles.”</p>
<p>“Why is the population similar but there is nothing here!!”</p>
<p>“The broken concrete of the shopping center and the medians of 210 indicates a lack of investment in local residents.”</p>
<p>“La Plata is an incorporated town; Bryans Road is not. For your 11,000/10,000 comparison, what are the boundaries? Is it the zip code 20616 vs. Town Of La Plata? How do they compare in area, acreage, square miles?”</p>
<p>“Super Fresh in Indian Head.”</p>

<p>“Super Fresh needs to be re-imagined.”</p>
<p>“Great points - I echo the need to invest in our many current facilities and redeveloping mixed use amenities without expanding our industrial footprint.”</p>
<p>“Marshal Hall Road from 210 down to the Potomac River should have a bike / walking trail along the road.”</p>
<p>“What's the timeframe for the Ferry?”</p>
<p>“I wonder if Bryans Road could incorporate?”</p>
<p>“Absolutely we have lots of cultural resources, which means we Do have an identity! We just need to access it!”</p>
<p>“More houses cost more in county services than they bring in, in revenue.”</p>
<p>“We need to develop a beach area for residents.”</p>
<p>“Did anyone discuss The Pomonkey School?”</p>
<p>“No timeframe on Ferry transportation, yet. Meetings with Northern Virginia Ferry Association, Indian Head Town and Base, MAC, and Tri-County Council. We are in the very beginning of these conversations.”</p>
<p>“Southern Maryland National Heritage Area.”</p>
<p>“Marshall Hall Landing / boat ramp, great area for public beach with playground and hiking trails.”</p>
<p>“At the beginning, one of the planning team mentioned WCD decreasing multigenerational wealth for African Americans. Please explain.”</p>
<p>“How do you believe changing our homes to industrial is a benefit?”</p>
<p>“At the beginning, one of the planning team mentioned WCD decreasing multigenerational wealth for African Americans. Please explain.”</p>
<p>“The WCD put restrictions on individual property owners under a certain amount of acreage, yet developers to build new neighborhoods.”</p>
<p>“But the majority of homeowners are NOT developing and can build up to a point on their acreage in WCD.”</p>
<p>“Industrial zoning opens us up to being next door to businesses and industries that are NOT conducive to peaceful, safe residential life.”</p>
<p>“But the majority of homeowners are NOT developing and can build up to a point on their acreage in WCD.”</p>
<p>“If your land is not subdivided you are very limited on what you can construct. Many people that own land on the western side of Charles County are Black and lost property value because of this.”</p>
<p>“Oh, you mean me. I'm a Black homeowner and a realtor. I would know the rationale to bulldoze over all of us on the false logic that we need to change zoning to "build for the future" is insulting.”</p>
<p>“The study should include potential impacts of airport on future of BR.”</p>
<p>“The airport can drop property values. The lead pollution alone is a hazard.!”</p>
<p>“How do we find out the outcome and decision from Planning Commission along with the timeframes.”</p>

“But our commissioners voted to change zoning to enable an EXPANSION of the airport = more pollution.”

II. **Bryans Road Sub Area in Person Public Meeting:** March 10, 2022

On March 10th, 2022, a second Public Meeting was held to discuss the Existing Conditions of Bryans Road. The following is a link where citizens can watch the meeting and hear the portion of the Q&A between the consultant and Bryans Road citizens.

[Bryans Road Sub Area Plan Community Open House \(cablecast.tv\)](#)

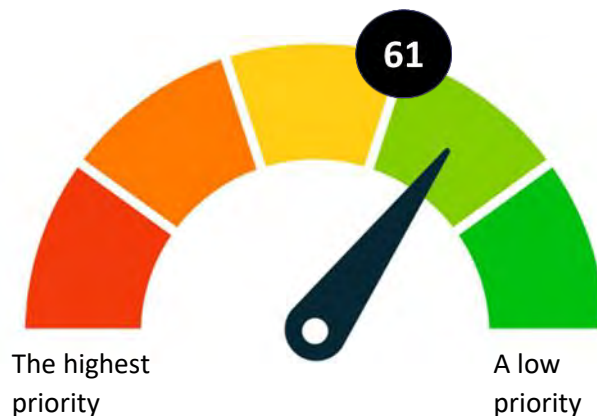
III. **Existing Conditions and Consultant Analysis:** Survey Results

The following includes the Existing Conditions Community Survey responses as collected from 64 Bryans Road citizen respondents during March 2022.

Mobility Connectedness

Bryans Road has a built-out network of roads sufficient to manage current development and some future growth; however, other forms of mobility and connectedness – the ability to walk or bike, use transit service are **limited**. Internet connectivity via broadband is **less widely available** and subscribed to in Bryans Road than elsewhere in Charles County.

**Do you agree or disagree with the above statement?**



### Planning and Development History

In 2016, the Board of County Commissioners set forth a new planning approach for Bryans Road and western Charles County with environmental preservation at the forefront. The Cross County Connector was removed from the County's plan, and 21,000 acres in Bryans Road were placed into a Watershed Conservation District. This scaled back the amount of development that could occur, limiting most new residential development to one unit per 20 acres. While these changes were heartily supported by environmental activists, many property owners and others opposed the changes.

#### **Establishment of the Watershed Conservation District was...**



### Water Resources and Environmental Conservation

Mattawoman Creek is one of the most productive spawning areas for shad and herring in Maryland and provides critical habitat for fisheries and supports a diverse tidal fish community. Mattawoman Creek is also prized for its largemouth bass fishery, providing important recreational and economic benefits to the region. Nearly 60% of all lands cannot be developed in Bryans Road as they are held in public ownership or through environmental conservation easements. Another 20 – 25% is very difficult to develop because of environmental regulations. This leaves 10 – 15% of the Bryans Road area that can be developed for new housing or commercial and employment uses.

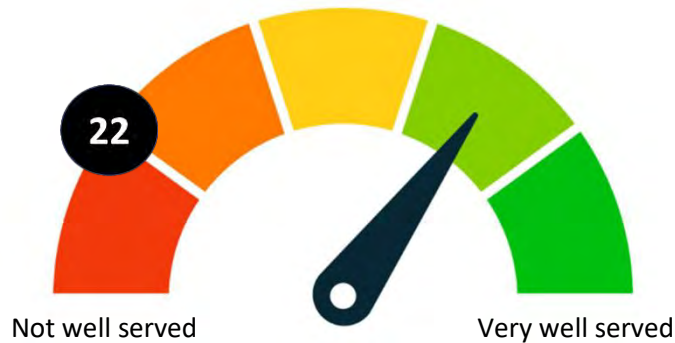
**Preserving the Mattawoman Creek and protecting land from further development should be \_\_\_\_\_ of the Bryans Road subarea plan.**



### Community Resources and Services

One measure of a community's health is the extent to which public services, service organizations, and faith-based institutions are available to complement and/or supplement that which is available by businesses in area. When neighbors help neighbors and there is a strong sense of community identity, a community is more cohesive; when public agencies, non-profit organizations, and private businesses can work in partnership, synergies can be realized to meet the basic needs of daily living, enhance the quality of life, and make a community stronger. The Bryans Road area has a wealth of resources and services, some of which are well-known and well-utilized; other resources are less well-known, less accessible, or struggle in terms of financial and human means to fully realize their mission.

**Bryans Road is \_\_\_\_\_ by community-based organizations that provide social, recreational, health care, and other services.**



### Direction of Bryans Road

In the past ten years Bryans Road has stagnated by virtue of land use policy decisions and economic shifts in western Charles County.

**Do you agree or disagree with this statement?**



Community Strength and Focus

Bryans Road lacks a signature institution and cohesive advocacy for community and economic development to achieve the same focused revitalization efforts as are being seen in Indian Head

**Do you agree or disagree with this statement?**



Not enough residents to support services we desire

While housing demand remains strong overall in Charles County, the restrictions on building new homes and the lack of a significant economic generator make it nearly impossible for Bryans Road to grow and support the types of amenities that are enjoyed in the rest of the county. Even though the average household income is quite high, there are simply not enough residents to support a high-quality, full-service grocery store, multiple sit-down restaurants, and retail and professional services that residents of the area desire.

**Do you agree or disagree with this statement?**





Responsible Growth Target

An environmentally responsible, community-sustaining growth scenario to increase the population of Bryans Road will require approximately 700 – 750 new residential units in addition to the 250 residential lots which have already been subdivided and can be constructed “by right.” On average, this may result in approximately 40 new homes being constructed per year.

**How do you feel about 40 new homes being built each year?**



Potential to Be Disconnected and Disinvested

Bryans Road is at-risk of becoming an island of disconnected subdivisions with an aging housing stock that does not grow in value. This will further cycle the area into disinvestment and commercial vacancies, ultimately requiring more public investment to stabilize Bryans Road.

**Do you agree or disagree with this statement?**



Top Priorities for Bryans Road

Many stakeholders have said that the loss of the Safeway in 2018 was more than the loss of a grocery store; residents felt that it was another indication that Bryans Road is falling behind and being forgotten.

**How do you prioritize the issues below as being important to revitalizing Bryans Road?**

- 1 Improved retail and restaurant options are needed and can be accommodated within the existing commercial areas of Bryans Road and Indian Head.
- 2 We need more reasons for families to move to Bryans Road and more housing to accommodate them.
- 3 Securing new employment opportunities by allowing development near the airport.
- 4 The lack of housing options in Bryans Road including a place for seniors to retire or convalesce is a problem. We should be doing more to help our seniors stay in Bryans Road if that is what they want.

**IV. Existing Conditions and Consultant Analysis: Feedback**

The following includes the feedback comments from citizens who attended the March 10<sup>th</sup>, 2022, In Person Public meeting to discuss the Existing Conditions of Bryans Road. Comments are categorized based on each section presented: **Mobility and Connectedness; Planning and Development History; History and Culture; Community Resources and Services; Water Resources and Environmental Conservation; Other Comments.**

<b>Existing Conditions – Mobility and Connectedness</b>
Transportation strategies should address support for schools to improve the ability of students to access work-based learning opportunities.
Every effort should be made to explore alternate transit strategies for school age children. A common concern expressed by education professionals, especially in Western Charles County is the difficulty students face finding transportation to take advantage of work-based learning opportunities which are often required as a part of the curriculum.
The points made seem to have been well researched and reflect reality
Public transit and accessibility through crosswalks and hiker-biker trails to access public lands are certainly lacking.

It seems like the growth has made some of the once quaint roadways and shops like the Post Office less convenient and more dangerous than they were for the size of the community using them when they were built.
Zero sidewalks, bike lanes, and metro options.
Pedestrian and bicycle facilities are inadequate. Metro bus service should be extended.
Lack of public transit (every 2 hours not starting until 8am) means we must drive our son to CSM, and my husband always must drive to work. Not safe for biking or walking to shopping center.
Improving internet infrastructure would bring employment opportunities to the community with a shift in remote work as well.
My development only has Fios for internet. Because of this there is no market competition. So, the prices are inflated. The potential for mobility is there but nonexistent
A simple transit bus would suffice, bike and walking trails around the area. The internet service is horrible. I would love better Wi-Fi signal strength.
No public transportation out of the area
Desperately in need of public transportation to get around county and connect to DC.
We need to develop further as the economy and development has increased.
Bryans Road does not have sufficient public transportation, nor does it have sufficient broad bandwidth access. All too often internet connectivity and cellular service is near impossible to get and stay connected too. I'm assuming there are not enough sufficient cellular towers. Something needs to be improved for the community
Need more bike lanes
There is no connectivity
Removal of the Cross County Connector was a disservice to the Bryans Road area. Development was premised on the existence of this road. There still exists the ability to construct the road (even a scaled back version of the road) in a manner that supports the Bryans Road community but also protects the areas environmental assets.
IT connectivity is essential for this community to thrive.
Mobility is severely negatively impacted by the rapid growth of Bryans Road. 55% of the homes have been built since 1990. We are growing faster than the Charles County entity. We need to slow down.
The Mount Vernon Viewshed inhibits our ability to put up tall internet/phone towers.
Having said thus, when I built in Marshall Hall (Bryans Road), I knew the limitations, but I chose to be surrounded by nature with the understanding that destruction of the natural resources to provide more roads and amenities was not a tradeoff that I wanted.
I earned my masters and then doctorate by sitting outside the library and using that internet connection - until Verizon Fios, the internet was horrible in Marshall Hall. Sharing our lives with nature brings the benefits of nature, but also requires a little give on our part. Once the forest and wetlands are developed, they are no longer.

Numerous infrastructure additions/restorations are needed to allow growth in BR
There is no form of mobility and connectedness in the Bryans Road area
Bike trails and transit could be better than it is currently.
We need more internet options; we need walking biking and exercise trails like Waldorf and Laplata. The county and its environmentalist members continue to disenfranchise Bryans Road
Need more community sidewalks and streetlights. Too many are walking on the roads and cannot see them.
Needs to be upgraded
We are not commercially developed like other cities such as Waldorf & there seems to be continued promise of growth with no action. Therefore, we typically travel to these other areas more frequently rather than staying within our own city. This requires more resources for mobility & connectedness in itself
The area needs additional choices.
Put in bike lanes, build sidewalks
There should options of communication/internet providers as well a communication tower with broader service
With the growth happening in Bryans Rd. I do not agree that we have adequate roadways. However, I do not agree that we need additional public transportation in the area. I do agree with connectivity issues regarding walking and biking trails.
The mobility and connectedness in Bryans Road are horrible and need changing.
Marshall Hall Road should have walking lanes on both sides, or at least one side. There should be more options in the newer neighborhoods for broadband, cable, etc.
I am completely disappointed in the current management of roads in Bryans Road. It is ridiculous that the former Sub-Area plan developed over 20 years ago was scrapped, and there was no interest into coming up with a plan for Bryans Road until community residents like myself have complained about the county mistreating the residents on the western side. The plans for the Town Centre and Cross County connector would have accommodated residents that have purchased homes within the last 20 years. The town center would have provided ample retail establishments and emergency services that Bryans Road needs. Other services residents needed could have been met by having a safe way of travel to the eastern side of the county. Billingsley road is a dangerous road to travel, and it appears as if the County does not consider the number of deaths and accidents that have occurred over the years by residents residing in Bryans Road and on the eastern side traveling to the western side. The cross-county connector would've provided safety and efficiency. This was scrapped by the commissioners who put the needs of environmentalist before residents. In 2016, the WCD was signed by two devout environmentalist who put their personal interest of preservation before the actual needs of the residents. The third commissioner signed the WCD with promises to promote her political career even after she was told by the Economic Development Department that it was not a wise decision and signing would be detrimental to the residents that pay taxes. We have suffered by the hands of people that put their personal interests before the needs of the community. There are talks right now regarding a water ferry route connecting Woodbridge, VA to National Harbor, and Washington DC. The way the commissioners and the county appease only Waldorf or La Plata, I am more than certain they will not even give this any attention for Bryans Road. We have a boat launch at the end of Marshall Hall Road. Stop saying this is Federal land because the DOT and National Park Service leaves most of county issues with the county. They primarily want to be advised on what the county wants to do. It is the least the county can do after so much damage has been done to our community. Please stop making false

statements like Waldorf is the primary connector to Washington, D.C. Statements like that further damage Bryans Road. It's no secret that County residents use MD-228 to MD-210 to get to and from D.C. or VA. The county keeps steering things to US-301. When things are printed like that in reports, retail developers and investors will continue to lay eyes on Waldorf. There isn't even a sign on MD-210 that states there is access to US-301 from MD-210 via Livingston Road or Hawthorne Road. Please don't use the excuse of it being a state regulated road. It's your job as the county to petition the state to get the signage. Stop pointing fingers and do something. If that is needed to provide better traffic counts, then the county should be on board with it instead of making excuses. If traffic is needed, then prepare for additional traffic lights so that concerns will be addressed before they even become concerns from people that just want to complain about something new being implemented. It's time to stop making excuses and using antiquated thinking and terminology in these reports and virtual sessions. You are further damaging the perception of Bryans Road by doing such.

It very bad, need a fix! Suggestion is this if we go ahead and build a link to interstate 95 and add bridge over Potomac River and then run it with connection to Bryan's Road area then proceed to Waldorf area and link with a 301/5 bypass.... Ways to improve connections is as follow upgrade md 228 with this connection to interstate 95....

"Elsewhere in Charles County" in this context may really mean Waldorf. There are very many rural areas in the county where mobility and connectedness are limited.

#### **Existing Conditions –Planning and Development History**

A clear statement, in layman's terms, regarding the current condition of the watershed as a result of the implementation of the Watershed Conservation District (WCD) will be helpful to the on-going dialogue around this contentious issue.

Specifically, it is not clear in the documents if the condition of the environmental resources the WCD was implemented to protect are better, worse, the same or not determinable.

For all the meetings I was able to attend those of us who live in the community were heard and our concerns addressed but I did hear other concerns such as property transfer raised after the fact.

Creation of the WCD was supported by the majority of citizens at the hearings I attended and was thus supported by in some form by the Planning Commission and the majority of the County Commissioners.

The comments above are highly biased and deceptive. They are based on a public relations plan by the development industry devised to give a false representation of public sentiment.

The Watershed Conservation District has increased housing values and quality of life for most residents. Further efforts are needed to capitalize on the tourism that will be attracted to these rich natural resources; our greatest assets

As a relatively new resident, I don't know enough about it but have heard people say many, particularly African American families, lost the ability to pass land wealth on to their families because of this.

The WCD was established with a broad-brush approach without analysis of the impacts. Given this shotgun approach it appears the primary goal was to limit growth in Bryans Road rather than protecting the environment.

Personally, while I do agree that land is an important source of intergenerational wealth transfer, there is also a global crisis with regards to climate change. Finding a balance between maintaining carbon sinks like forests and

green spaces, while also keeping this in mind, could potentially be a net positive on land values as one of few attractive green communities in the DC area.

There must be a better way. Bryans Road falls along the 210 corridors. I am for saving the environment but There must be a way to develop the community as well as protect the environment.

Repeal, reevaluate and reimplement

These vast restrictions have hurt the area far great than other areas within the county. Yes, should be considered but those who live here should vote.

I have not yet read the report. However, something needs to be done to improve the quality of life in Bryans Road. I should be able to spend my dollars in my city. However, there are no sufficient eating establishment, grocery stores or other options to purchase necessities. This is disheartening. I feel like we are a community, forgotten.

The history section of the report is 100% true.

I've noticed a significant rise in my property value since moving into the community in 2020. This is due to builders such as Caruso and Dan Ryan being able to build single family homes. My household would like more amenities such as a sit-down restaurant and recreation center. However, I recognize that this may not come to pass if changes are not made to the Watershed Conservation plan.

The water should protection has affected the new construction areas that were approved prior to the passing of the watershed protections. Homeowners should be able to put a pool in their backyard.

Further Development should be permitted to encourage more amenities being provided such as better grocery stores and dining.

Bryans Road is a "Village Center" because of a need. The people need a place to share with nature. The environment needs the benefits it renders. Charles County needs a tourist attraction that does not cost an arm and a leg. The community needs to educate the children in sufficient school space. The current population needs to know that the wells are not being negatively affected by the cones of depression and the overall huge impact of water needed by the developments. The 'beginnings of life" need wetlands and healthy creeks to be spawned/grow.

I remember very large groups of persons asking for the rural-type nature of Bryans Road. I remember the disagreement being between two groups in general - those who could make money building and those who were advocating for a quality of life.

Also, my house is worth way more in its rural-type setting. I don't pay fees to a housing association, and I don't have rules by which I must obey. I have a way of life that my co-employees from DC envy when they visit. I've been asked repeatedly to sell my house and land --- I choose quality of life over making more money from my land.

Regardless of the shade of my skin, I am better off being surrounded by nature and my house will sell for more than if it was surrounded by hundreds of other houses.

Please let's continue to protect this environment. Without our voice, the developers will continue to cut down trees and fill in wetland - for temporary profit --- What better profit to hand this land down to future generations as-is.

Most property owners, not just African Americans, were against the WCD move. The environmentalists were ecstatic!

I understand protecting our environment however I don't understand the need for that many acres to be unable to be developed. Preserving the watershed cannot be the only focus.

More variety of retail, recreation, and eateries are needed based on the amount of people that now live in Bryans Road.

Providing resources in Indian Head could serve both communities. There are many existing spaces that could stand to be reinvented.

The WCD hurt Bryans Road and has denied all the resident's equitable rights. Especially those who live in Subdivision (Potomac Overlook, Marshall Grove Estates, South Hampton, Bryans Crossing) to name a few. We were promised nicer amenities to have the WCD come and take all we were promised way by the county and environmentalists. We in Bryans Road we lied to.

Some of the communities were restricted from using the land they owned to build necessary buildings

Agree 100% with this statement it did very little honestly to preserve the environment & wildlife & did a great amount of harm to the homeowners p to open tree Ty value. We paid for land we are not receiving full access to. This was not an attempt to save or preserve the environment it was an attempt for the builders & developers to save money & cut corners. They put the label of preserving the environment as a cover. The areas they so called preserved are minute on a scale of environmental preservation.

Business development has been killed due to the Watershed classification.

Regarding preservation, I feel it is necessary to preserve areas. It would be great if we can preserve some areas and make surrounding areas more useful with community/recreation centers, playgrounds, and public parks. I do not agree with the need to build more residential homes without amenities to support our youth.

This something that needs to be revisited. There is no reason why we don't have other options out in a growing community.

The WCD hurt new and future homeowners and businesses in Bryans Road. This resulted in the community having less growth and hinders new development and future growth for new communities and businesses in the area.

The environmentalist does not live in our area and should not have an opinion or say in what development should or should not take place.

We need to be open and honest about the real reasons regarding the planning and development of Bryans Road. The commissioners and planning and growth have unanimously stated that they do not want another Waldorf. Waldorf is not the only area that houses quality retail and commercial entities. We also have La Plata; however, Waldorf is primarily an African American populated area, which the county does not want another area as such. That's the primary reason why statements are made about Bryans Road being another Waldorf with it being over 60% African American populated. No one in Bryans Road has stated they wanted an additional Waldorf. The County, Commissioners, and Planning and Growth have stated this. We in Bryans Road only want equal and fair treatment and attention. That is what we are asking for which is our right if we are paying taxes like everyone else in Charles County. The only fair treatment and equal attention given is to people living on US-301 and

environmentalist that in some cases live five states over from us and pay no taxes but some of the commissioners and department heads are linked to these people and organization, and the priority is to please them and not the people that live in Bryans Road or the western side. Life is about balance. My question is who in the county is fighting for the resident needs and not their own? It seems the environmentalists have full support. It's obvious because the WCD was signed and sealed even when some commissioners declined to sign the document, which I have copies of it after it was scrubbed from public viewing. The commissioners couldn't even come to an agreement with this. The State and even Federal Government have been notified. You've been warned. We in Bryans Road care about green spaces and the environment but that does not mean you should put our economic growth in jeopardy. We should not have the same tax rates as someone living in Waldorf or La Plata with the little amenities that we were stripped of. Remember, you all said no the Town Centre. You all have steered everything to Waldorf and even put it in the report Waldorf is the counties "central hub for retail", which is a legal of way of stating you must go to Waldorf to get the things you need. This is steering and makes Bryans Road perceived as a stigmatized (highly black, low class) area and it's not. People are now paying close to \$800,000 for homes and households can possibly make a combined salary of \$300K but the county still has the mindset of when people purchased homes for \$99,000 over 20 years ago. Stop publishing statements like Bryans Road is a "rural village" when it is only 16 miles from a major city - Washington, DC. Statements like that put in reports scare retail developers. The correct term is "suburban community" if you want to describe Bryans Road. This is how residential developers describe and market Bryans Road when they build homes. The county needs to take heed to that terminology. Again, you are further damaging us by placing that terminology in reports that's accessible to the public.

From what I seen damage is done and why must we be hurting with traffic when an interstate 95 connection should be enable a connection for Bryans Road and to Waldorf!

I don't understand why the last section suggests more residential growth without addressing problems with infrastructure such as lack of a grocery store. The report should provide details on why Safeway and other establishments have remained closed.

**Existing Conditions -- History & Culture**

Bryans Road is home to rich cultural assets, including native Piscataway lands and Pomonkey School, Charles County's first black high school. Bryans Road's recent designation as an Equity Emphasis Area by the Washington Metropolitan Council of Governments represents a unique opportunity to refine our community's distinct character...a character that will attract more eating and shopping opportunities and encourage relocation investment in the existing footprint of Bryans Road.

Again, being new here I had difficulty finding these areas even as I was Actively looking for them! And once I did find some of them, I felt I was trespassing and didn't belong because of all the overgrowth and the lack of any signage directing or welcoming me, and the disrepair that these buildings and areas were in once I found them. Many look-like abandoned properties and I didn't always feel safe or welcome once I eventually found some of them.

We could do a better job in making such places accessible.

Community events to promote history and culture would be great. The problem is no one know who to reach out to for these events or how to get information

I agree finding a balance to preserve our community heritage and cultural is needed and should be in consideration by those who live on Bryan's Road not others outside of it.



If we are doing well, I'd like to know how. I don't see it at all.
I'm not well educated on the historic and cultural resources in Bryans Road. However, from a historic standpoint, I understand that Native Americans and African Americans have been treated as well as other ethnic counterparts. So, I take their concerns very seriously.
In the past forty-some years, I have never known an environmental or cultural group to limit its help. They will take help from every shade of skin or heritage background. The more diverse the group, the more those efforts are affected by those doing the work. I know of multiple environmental and cultural groups that are pleading for workers. Please pass on names and I'd be glad to share the need.
Again, let's get a little help from the County. The community must also organize and develop a plan to preserve our past.
The home of J. C. Parks, Supervisor of Charles County Colored Schools from 1919 to 1961, is located on Rt. 210 in the heart of the Bryans Road commercial district and has been forgotten as a historical, cultural resource! His daughter Lillian Parks presently resides in the home and should be contacted about the home, her father's contributions to African American education in the county, and possibilities for the site.
Also, Heritage House is an educational/cultural center located in La Plata and owned by the African American Heritage Society of Charles County, Inc. The society feels that the J. C. Parks Home and its surrounding property should be maintained and preserved as a historic and cultural site for future generations to learn about and enjoy.
We need more options aside from preservation to promote community heritage.
Although I have not heard this brought up... CONSIDER CHANGING THE VERY CONFUSING TOWN NAME!
There are no landmarks preserved in Bryans Road, the county has done nothing to preserve anything for the Piscataway Conoy Nation or Africa Americans. Charles County leadership is majority comprised of racist. They only take care of landmarks in La Plata
Not familiar with many historical and cultural events in this area
I have no additional comments.
I have been living in Bryans Rd. Since 2006. I have not seen 1 organized event in the city without promotes the history or provide any type of event to the community to share such culture. We have no culture here.
Bryans road needs to protect the historic and cultural resources in the community better.
What history are we referring to? Preserving means maintaining. Nothing is properly maintained in Bryans Road. If its historical, it can also look beautiful. Beautifying the infrastructure and historical buildings is something that Charles County only does for La Plata. Remember, we are primarily African American over here.

<b>Existing Conditions -- Community Resources &amp; Services</b>
If you do not own a car, it is not always safe or easy to access these resources. There is no safe way for a pedestrian to cross 210 in Bryans Road.
The report points out the real need for additional community services in Western Charles County.

Certainly, the lack of a local public governance structure leaves us at the whim of the county commissioners to serve as our advocates.
There may be many resources out there, but people are unable to get to them conveniently, either because they don't have a car or there is not a safe place for them to walk and even walking to the public transportation is too difficult
There is a lack of programs and activities for school age children.
As someone who has lived in quite a few locations around the world, I think turning the area into a sustainable town is a great idea. Improving cycling infrastructure and public transportation opportunities would help us stay in line with areas like Copenhagen and Tokyo.
If I need something I go to Waldorf. I literally don't know much about the area because. I don't think the effort is put in to educate the community. Community outreach and education would be good
Those communities, churches and organizations on Bryan's Road are doing good but could use resources that are provided for other areas within the county!
There is nothing in Bryan's Road to meet the above needs
During the pandemic, I did notice quite a few churches serving those in need with food and hygiene products. However, since I have moved to Bryans Road in 2020, I have not been made aware of any community resources and services.
I brought my now 90-year-old father to live with me. Social Services visited. The Veterans Administration visited. The pharmacist (Med Surg Pharmacy) ordered supplies for me. The church (Community Church) made seating accommodations for him.
When I was raising children, the area provided wonderful opportunities for sports and nature endeavors.
Transportation has improved with the addition of the Red Bus (or whatever the correct term is) and the small new taxi companies.
The internet has made it possible to buy anything that I don't want to travel to Waldorf to see. The persons who moved to Waldorf seek that kind of life. Here on the Western side- we seek a type of solitude and back-to-nature type of life. Many of us own chickens and small gardens..... I grow and can food items. It is a wonderful life.
Volunteers are fine but cannot do the total job. It is time County Government paid a little attention to the needs of Western Charles.
I think residents are still underserved in this area either because these services are unknown or nonexistent.
Urgent Care needed (BR Medical center rarely takes walk-ins).
Need to attract restaurants in existing spaces.
Storage facilities should not be allowed in shopping centers.
The WCD restricts medical facilities and as well type senior centers or youth centers. Why is the county always restricting Bryans Road? It is unfair.

More resources are needed in this area
The community & resources are underdeveloped as mentioned before in addition to these new communities are just being thrown up with these high HOA fees for literally nothing. We have no community centers or recreational centers, basketball courts, pools, libraries, true tracks & developed walking paths & even sidewalks in some areas, limited streetlights etc.
There is a lack of resources to serve all members of the community.
Bryans Rd. does not have recreational activities. We need more activities in the area for our youth, such as a recreational center.
Bryans roads need more help from the community resources and services section.
Much improvement can be made
If someone needs medical attention, then they may die before they get to a hospital if you live in Bryans Road. There are no medical (primary care or dentistry) facilities OF QULAITY in Bryans Road. The WCD has made it nearly impossible for these places to be constructed. There should not have been any restrictions on these facilities being constructed. Having a drink at a restaurant is one thing, but the health of residents should be top priority by the county and to put various stipulations and restrictions on these facilities into binding policy to prohibit newly constructed facilities shows that the county does not care if the people on the western side has adequate health care facilities. This is something that I will be raising to the Federal Government's attention through my colleges at HUD and NIH because the current Governor of MD supports this behavior by Charles County. The people making these policies and the county administrator are his friends.
Build an interstate 95 connection with service to Bryan's Road and Waldorf... plus 301/5 bypass.
Like mobility and accessibility, Bryan's road is not as well served as Waldorf, but neither are other rural areas of Charles County.

<b>Existing Conditions -- Water Resources &amp; Environmental Conservation</b>
A clear statement, in layman's terms, regarding the current condition of the watershed because of the implementation of the Watershed Conservation District (WCD) will be helpful to the on-going dialogue around this contentious issue.
Specifically, it is not clear in the documents if the condition of the environmental resources the WCD was implemented to protect are better, worse, the same or not determinable.
Part of my bias for the Matt woman is because I believe it has potential commercial value in addition to the environmental options.
We must build a plan for the public good - not the private ownership - of the land. The county commissioners would be wise to preserve the forests of Charles County as a public good. Improvement of local parkland services would provide greater public access for Bryans Road residents as well as recreation for residents in less forested areas of Charles County and beyond.
If it's one of the best places for a vast variety of fish, we MUST protect it as others continue to dry up or become polluted.

<p>Prohibiting development in the Mattawoman watershed is not the only way to preserve its water quality. Designating areas outside watershed WCD will not materially affect its water quality. Environmental preservation should be science based.</p>
<p>There are enough housing units. Until there's another grocery store, another school, sidewalks, and better public transit, building more housing units only serves developers.</p>
<p>My grandfather (who has since passed) dedicated his retirement to protecting the Mattawoman watershed, as well as other green spaces like Chapman's Landing in the community. I'm a bit biased, but I also highly value our natural resources.</p>
<p>Just like anything in life do not put all the eggs in one basket. Come up with creative solutions</p>
<p>I prefer further development besides housing. Maybe more shops and activities.</p>
<p>Believe in preserving the water but also do believe that the laws and policies that exist for such should be cited by those who own land and homes in Bryan's Road. This is a decision that must be voted on and decided NOT by those who do NOT live on Bryan's Road. Law makes are here for the people and serve those within that community ONLY. Each area of the county is different in values, growth, urban Sustainability, etc.</p>
<p>Balance with the basic needs of the community. There has got to be an option that allows preservation of Mattawoman creek and bring needed development to the community.</p>
<p>Total agree</p>
<p>Conservation should not be at the expense of vital amenities for residents who already live in the community or who will become part of already approved development neighborhoods. The addition of new communities requires minimum infrastructure to support the new households... Such as grocery stores, dining, etc.</p>
<p>Once we destroy this environmental benefit, we will never have enough money to get it back. Persons all over the world visit our county because of our natural resources. Bryans Road offers a huge benefit to tourism. We should embrace and enhance this free benefit rather than build houses that do not bring in enough money to support the social and economic benefits received.</p>
<p>I think that 10% has been filled to date: There has been 19% of the houses built in Bryans Road since 2011 and 55% since 1990 - and the development after the report was made (coming down 227 to Marshall Hall), the development that is pending off River Road, ...</p>
<p>Protection of our environment should always be of concern; but there are sufficient Law and Regulations in place that would allow growth.</p>
<p>Based on all the residential land now occupied in Bryans Road, there needs to be more retail, recreation, and eateries that are commensurate with residential ownership.</p>
<p>Another excuse to further disparage Bryans Road. The Mattawoman Creek begins in PG County and comes Waldorf where tremendous construction is currently going on. Why did they not implement the WCD over there? This is a huge problem. Why do they continue to disparage Bryans Road?</p>
<p>I have no additional comment.</p>

There needs to be a balance created. It would be ideal to preserve a significant portion and create more amenities for the Bryans Rd. Community. We do not need more housing as the area isn't providing for the growth in new residential areas at present.

The water resources and environmental conservation section should be looked at and taking into consideration, but it should not be a major priority or hinder growth for communities or businesses.

There should be limits but the Bryans Road residents should have a say in what takes place. Conservation is good, but there should still be development to accommodate the growth of the area.

So, the Mattawoman creek starts in PG County (Brandywine) and Waldorf near the "city-like "planned development of Waldorf Station and near the Pinefield Community. The county prefers to possibly dump all that construction debris, pollution, and toxic materials into the beginning of the Mattawoman but then say Bryans Road is causing its demise and we are on the creek's backend? It's a lie, and again I have the original plan and all amendments before it was scrubbed for public viewing. If the Mattawoman was so important to Charles County, then the county would have implemented the WCD right where the creek begins but instead the county approves for a major retail and residential development that will really damage the creek. It's more about creating funds for the county and again adhering to the personal interests of the commissioners and Planning and Growth management head, which is a devout environmentalist that has a college education in fighting for the environment. That's fantastic. Again, who's fighting for smart growth and the needs of the residents? on the Western side?

Company call omega has been raping the bay and any shad are doom unless steps are unable to stop omega! I haven't seen single shad in a while as a fisherman how bad it gotten...

#### **Existing Conditions -- Other Comments**

1. A clear statement, in layman's terms, regarding the current condition of the watershed because of the implementation of the Watershed Conservation District (WCD) will be helpful to the on-going dialogue around this contentious issue.

Specifically, it is not clear in the documents if the condition of the environmental resources the WCD was implemented to protect are better, worse, the same or not determinable.\_

2. Given the fact that Bryans Road is a Development District and a Priority Funding Area, the county should feel obligated to provide a full and complete economic analysis of the economic impacts of the implementation of the Watershed Conservation District (WCD).

The Economic Development Office's technical memorandum titled, Current Conditions and Economic Assessment of Bryans Road, dated April 2020 stated, "A separate and distinct analysis is currently underway by the Planning and Growth Management Department (PGM) to assess the economic impacts of the entire Watershed Conservation District." The consultant retained by the county to prepare the Bryans Road Subarea plan has been clear the implementation of the WCD was an overreach. As result of the implementation of the WCD, development has slowed and the potential to pass down generational wealth on affected properties has been negatively impacted. Further, some business owners have halted or abandoned plans because of the implementation of the WCD.

3. The county's current position and expected economic impacts of the Maryland Airport should be confirmed as a part of Bryans Road Subarea Plan.

The Economic Development Office's technical memorandum titled, Current Conditions and Economic Assessment of Bryans Road, dated April 2020 stated, "The airport area rezoning effort is underway. This area has the potential to become a key economic generator for western Charles County."

4. Inclusion in the Subarea Plan of a coordinating planning document and matrix of relevant and obsolete studies that are relevant to Bryans Road would help with transparency, consistent messaging and decision making.\_

It would be helpful if the county staff took the opportunity to identify all previous studies related to Bryans Road and to develop a matrix that would identify which or aspects of those studies are still relevant and which studies or aspects of those studies are not relevant. This will help to manage (but not totally stop) the tendency for individuals to "cherry pick" reports or parts of reports they believe are relevant. At a minimum the county's position on relevant data would be clear.

5. The county should consider the elimination of the need for 2 story retail in the design guidelines.

This requirement is regularly expressed in the business community as an expensive and unnecessary requirement that impedes development.

6. High level traffic conditions at key intersections tied to recommended development scenarios should be modeled and potential infrastructure investments by the county and state should be identified and included in the capital program.\_

The existing conditions report states, "A 2019 study conducted for a proposed residential development in the area as part of the county's adequate public facilities process found that the intersection of MD 210/MD227 operated within the MDOT SHA's level of service standards; however, Charles County's standards are more stringent and any future development in the area may require capacity improvements at or approaching the intersection." The planning process should be more specific so that county investment can be coordinated with planned development so that developers do not bear a disproportionate level of this potential cost.

7. Identify actions, challenges, status, and potential next steps for economic development strategies that could leverage the area's natural resources such as a possible water ferry, connection of a boardwalk to Indian and Mount Aventine.

These types of initiatives are discussed periodically, and it would be helpful to have one coordinated reference document where they are listed. While these are likely very long-term projects, with significant challenges, listing these types of initiatives would inform a comprehensive study of the Bryans Road and surrounding area.

8. Create a high-level Development Planning document for recommended development scenarios with generic timelines and an accompanying development process flow chart that includes all development considerations.\_

The creation of a potential high level development timeline should include the gauntlet of factors such as traffic, school capacity, stormwater management, county, and state approvals etc..... This will be a very useful tool to help manage stakeholder expectations.

9. The county should explore potential public-private development models that could be employed to implement a coordinated and comprehensive Bryans Road development strategy.

Given the number of county agencies that need to be coordinated as well as the variety of land ownership interests in the area, a lead development management entity is an approach used by other municipalities on similar projects.

10. Transportation strategies should address support for schools to improve the ability of students to access work-based learning opportunities.

Every effort should be made to explore alternate transit strategies for school age children. A common concern expressed by education professionals, especially in Western Charles County is the difficulty students face finding transportation to take advantage of work-based learning opportunities which are often required as a part of the curriculum.

Overall, it seems fair, balanced, and most likely an accurate analysis. I believe there is potential to better market the value of the unique environmental resources in western Charles and with county government support work in synergy with Indian Head to look comprehensively at both areas so that development and marketing to businesses was complementary supporting the needs of both communities.

The report covered most of the issues dealing with an improved development plan for Bryan's road. The analysis was based on a good understanding of the current situation.

I believe that too many parts of this survey are written from the development industry's perspective, dramatically skewing the results.

Some random questions in no order that may touch on some of these items specified above: Why is Indian Head Highway the most dangerous road in the state (country?) and what is being done to fix that? That may be one contributing factor to fewer traffic and therefore customers here in town. People intentionally avoid it because of its danger. Why are there so many liquor stores in the area, with one literally on each corner at the intersection? And can we not link one to the Food Lion and/or another store, so people can shop at the same place without having to make several separate trips? I've seen other liquor stores attached that way, so you can shop for food and liquor without going outside, which again might drive more traffic to both businesses. Or selling beer and wine in the grocery store would help too! Where is the town center or town green, where we can have more cultural celebrations to bring together and celebrate the community? July 4th and Piscataway Day and others that would bring culture to the town instead of the town having to go in search of culture. I think a Metro stop at National Harbor, and a ferry - or even extending the Water Taxi that currently goes to Mt Vernon - to come across the water to Marshall Hall or Piscataway Park could help connect us to DC and cut down on commuter traffic up 210, keeping people closer to home and bringing others through town as well on their way there, as well as making it a more attractive place to want to come and live because there are so many options to get around. We also need more sidewalks or bike lanes, not just rail trails, which I also do like, so you cannot just get from point A to point B but can stop and shop or visit along the way.

Personally, development including greenspace and old growth trees would be a bonus. Additionally, construction "at the top of the hill" (namely the Timber Ridge and Marshall Grove developments) has negatively impacted the

<p>flood zones along Fenwick Road. I'm sure the developers will say differently, but there has been a significant increase in flooding over the past couple years, which directly coincides with the construction of those developments removing trees/decreasing water absorption and it happens to be directly uphill from the flood prone areas. If you want the community on board, these risks need to be heavily mitigated and addressed, lest Bryans Road encounter the same issues as Ellicott City.</p>
<p>Bryans Road has the potential to be a very strong and influential community. We need the support of our leaders.</p>
<p>Fair questions being posed but, require more regarding development of businesses and less on land growth for new homes. We homeowners in this area need new laws with more incentives for commercial business to come to Bryan's Road other than food lion and family dollar.</p>
<p>With more houses, we should have more sit-down restaurants, more grocery options, more options for fitness and overall living. Just building more houses without these other considerations just cause for economic value decreasing. I shouldn't have to go to PG Co. Or Waldorf to shop and eat.</p>
<p>Please consider canvassing the neighborhoods in Bryans Road to get feedback from residents who either don't have access to internet or don't know how to navigate the internet to answer survey questions. Additionally, there are little to no amenities in the new homes being built in Bryans Road. Representatives from the developers claim that we have no amenities due to the Watershed Conservation Act, and that's why we can't have a basketball court or a neighborhood community center.</p>
<p>The consultant appears to value development over improving the quality of those already living in Bryans Road. There have been way more than 40 houses per year going up in Bryans Road - I do not trust that the number would be limited to 40 - I would agree to more houses if those houses were to be built on acreage rather than tiny parcels of land. I also would agree if those houses had individual wells and did not use community wells. The houses should not take the place of forest and certainly not wetlands. The infrastructure (schools in particular) should accommodate the growth and right now it does not even accommodate what we have.</p>
<p>The persons moving to Bryans Road chose to live in the area the way it is. There is a trade-off. We cannot be a Waldorf without becoming a Waldorf. Persons who have lived and grown up here value the environment - perhaps we need to teach our new arrivals the benefits rather than soliciting their input for the destruction of a way of life that few others enjoy.</p>
<p>County Government has limited growth in BR with the WCD. Restrictions must be removed. You can have growth and still be good stewards of the environment. Support the Airport.</p>
<p>If you know that the county has disparaged Bryans Road, why would you implement policies that make Bryans Road totally undesirable place to live. Also, if Charles County continues to allow environmentalists as well as outsiders to have a say. Then The citizens of Bryans Road should be exempt of paying ANY PROPERTY TAXES. The environmentalists need to pay since they have a say in what Bryans Road has or doesn't have. We deserve far better, and we should not have to fight Charles County to get it.</p>
<p>If you build in Bryans Road, they will come. We need a good grocery store and more good places to eat, not just fast food.</p>
<p>This area is suffering due to poor political decisions. Something must be done to stimulate growth in this area. All development should not be focused on Waldorf or along 301. Bryans Road deserves growth also.</p>



There are enough homes currently in the area. Before we begin to build more, let's take a moment and take better care of the residents who are already here and have invested their money in the city. We need more recreational facilities, another grocery store instead of a storage unit. A few restaurants would be great to have in the city and truly a place we can be comfortable sending our children out into the world in.
Bryans road existing conditions are terrible
If further development is going to happen, we need to have better amenities, food choices, an additional grocery stores, and walking trails along Marshall Hall Road
It's sad that the public will have to come in and invest in their community rather than the county using the high taxes that we pay, but hardly any improvements of the area. We are treated like the unruly stepchildren of the county
If u want more growth, then build an interstate 95 connection and link it to Bryan's Road and Waldorf .... Also, if we are adding more than u need build a new high school for Bryan's Road area.... But remember when outer beltway was. A dream .... Well interstate 95 connector and link it to 301/5 bypass with it connecting and running with 301 north to 50 then running that to ice would almost get us to an outer beltway... ply help us out with traffic problems in Brandywine/Waldorf on 301 and even white plains is getting bad.... and have u seen Lapita on high volume 301 days.... Rough times.... this is my thoughts on this .... interstate 95 connector that connect to Bryan roads and ending at Waldorf 301/5 bypass.... Almost would be what would be a western 301 bypass if Matta woman eco folks didn't murder it! Like we already doing damage by not doing it!
I find this questionnaire extremely leading towards support of residential growth in Bryan's road. The report itself appears accurate in its background. But the recommendation in the report seems to be coming out of nowhere. It didn't make sense to me until I got halfway through this questionnaire and see there is little room to dissent with the recommendation or suggest otherwise. For example, question 11 is leading in that it requires the subject to prioritize 4 statements but 3 of which I disagree with. I'm very disappointed and find this survey quite biased.
There are too many liquor and tobacco stores within a 1-mile radius of MD 210 & 227

#### V. Bryans Road Sub Area in Person Public Meeting – May 5th, 2022

On May 5<sup>th</sup>, 2022, a third Public Meeting was held to the discuss the Concepts for Community Strength and Enhancement of Bryans Road. The following is a link where citizens can watch the meeting and hear the portion of the Q&A between the consultant and Bryans Road citizens.

[Bryans Road Sub Area Plan: May 5, 2022 \(cablecast.tv\)](#)

VI. **Concepts for Community Strength and Enhancement: Survey Results**

The following includes the Concepts for Community Strength and Enhancement Community Survey responses as collected from 85 Bryans Road citizen respondents during May 2022.

Planning Process Engagement

How much do you know about the Bryans Road Subarea Plan and work that has been done to date?



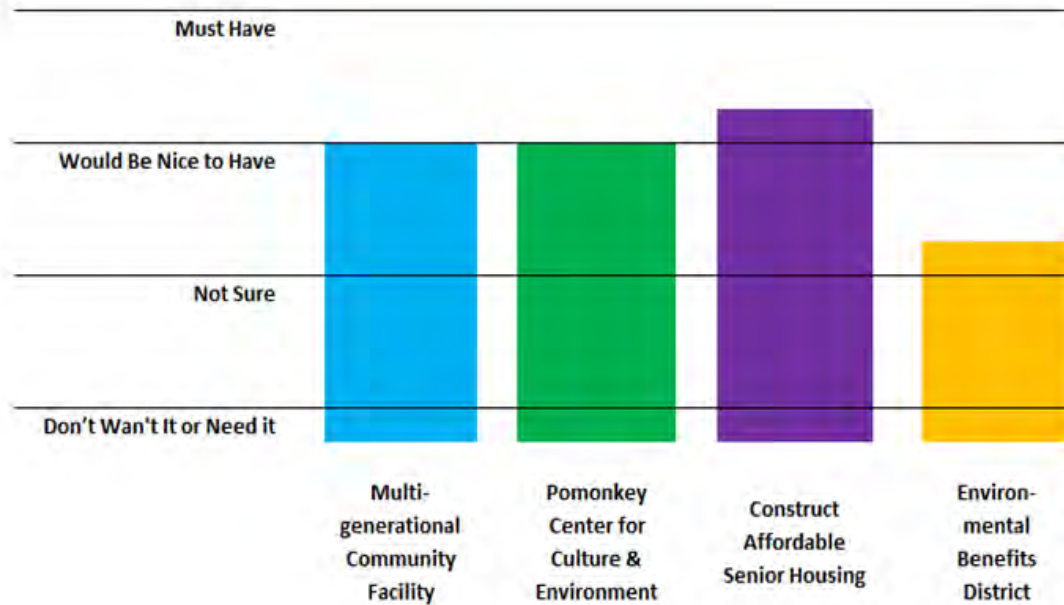
Idea Presented

Based on what you know about the Bryans Road Subarea Plan, how would you describe your feelings about the work and ideas presented thus far?



## Four Big Ideas for Bryans Road

How do you feel about the concept of...?



## Eight Things We Can Do Now for Bryans Road

How do you prioritize these ideas as being important to revitalizing Bryans Road?

**From a scale of 1-8; 1 being of most importance**

- 1 Form a leadership committee for Bryans Road
- 2 Get ready for broadband
- 3 Advance the MD 210 Technology Corridor Concept
- 4 Bring people together with outdoor activities and festivals.
- 5 Introduce Bryans Road and all that it has to offer to the region (signage, gateways, marketing).
- 6 Construct a new trailhead for the Indian Head Rail Trail
- 7 Change VanGo to "On-Demand, At-the-Corner"
- 8 Formalize a relationship with the BRSC Community Center

VII. **Concepts for Community Strength and Enhancement: Feedback**

The following includes the feedback comments from citizens who attended the May 5th, 2022, In Person Public meeting to discuss the Concepts for Community Strength and Enhancement of Bryans Road.

<b><u>What else should we do, think about, improve, or change in the Bryans Road Subarea Plan as you understand it?</u></b>
Be more open to the people who live in the community. Communication is limited. How do we get the information on what is going on, when the meetings are to discuss the changes in Bryans Road?
We need more shopping that would include retail and grocery
Consider amenities for the area. Dining options, grocer
No more housing, except senior housing until a grocery store is added.
Focus on the residents. I pay taxes to Charles County that won't develop my community, but other communities benefit i.e., Waldorf
Have architectural standard for new buildings and new post office location
More quality shopping experience more job opportunities for teens more activities for youth and removal of the cube smart storage.
A grocery store with more options than food lion has
We need another grocery store
Build a technology park.
Better restaurants, stores, coffee places. More grocery store options. Shame I must go to PG COUNTY to get coffee or have a variety of grocery stores.
Bring in new businesses that are not fast food. Also, clean up the main intersection to make it more appealing.
Share more information
Upgrade, expand and develop the "commercial intersection" of 227/210. Invite more attractive retailers and youth activities to Bryans Road, remove the large storage complex and invite a grocery chain to open a branch, re-introduce the previous plan of a "village" with up-to-date amenities. Partner with local artists to create a Bryans Road mural on the water tower above the firehouse, plant trees on the median of 210, widen, repave, add a bike lane, and complete sidewalk to 227!
Improve traffic patterns - control growth
everything is about development. how about leave it be?
Make the area walkable/bikeable with asphalt trails near the road.
Community gardens/food plots, stormwater management, greenspaces
Get grocery store and more retail. Even some government buildings would help.

Construct an arts center. Install connector rail to DC Metro.
Need to concentrate on the traffic issues as a priority
Please donate to the Bryans Road Committee so they have the resources they need to bring the community together.
Please add landmarks, libraries, and the Mattawoman Creek Art Center to the Van-Go bus route. Charles County Libraries are important because they offer a lot of educational and creative outlets that need to be more accessible to the community. The Van-Go would provide better access to people who lack adequate transportation. Also, I hope the Pomonkey Center for Culture and the Environment keeps the promise of its name: providing cultural and environmental education. As well as leading initiatives/festivities that allow the community to participate in conservation work and cultural tradition.
Change: The Pomonkey Plan should only include Pomonkey and not Piscataway. Pomonkey is rich in its own history.
Improve and expand the roads
Add more sit-down restaurants and a good grocery store
Need to greatly improve communication to the community
Right now, Bryans Road looks like a dumpster. People dump their mattresses and such behind the post office and down the back roads. Food lion wood line is nothing but trash. Bryans Road Subarea plan needs to address this issue as well.
Incorporate walking/biking lanes on Marshall Hall Road to the river
Leave more open areas for public use
Completely clean up Bryans Road, bring in a premier market, better options for food and retail. Invest money in the Marshall Hall boat ramp and make a boardwalk for residents and visitors to enjoy
Build a community/ recreation center for the area children to have a safe place for learning, sports, and recreation.
Please make plan feasible enough to become a reality in the next couple of years. Please consider the possibility of overcrowding. Please make more quality/natural architecture and landscaping. Please create a community garden for residents to learn agriculture/gardening.
Better communication with community.
Another Grocery store and a Recreational Facility
More stores
Secure healthier, quality grocery and retail options.
State and County Road improvement
More grocery stores options for the area, like an Aldi's. More shopping options in general and more options for fast food; Chick-Fil-A will be great in the Bryans Road Shopping Center

I'm not sure what the plan is for the Bryan's Road trailer park...but I've lived here 27 years, and if it goes there's a lot of people that won't know where to go including myself that's affordable for slim a senior and it really worries me.
Eliminate new housing, follow comprehensive plan, and transit oriented development.
Improve for the youth
Increase the number of businesses with healthy options
Keep doing what you are doing. Thanks for paying attention to Bryans Road. FINALLY!!!!
Consider how the various types of row house and townhouse communities "age," as to quality of life for the residents, after about 10 yrs.
Lobby for metro rail and station for commuters.
A family bar restaurant would be nice
Minimize high density housing, increase low density housing
Protecting Mattawoman Creek, Walkable Community, More kids.
I don't understand the need for an Environmental Overlay Zone. The surrounding WCD is sufficient as well as current State and County regs to protect the environment. If the County wants additional environmental protections, they should consider financial incentives. In the future, speakers should have to identify where they live. Politicians running for office and their supporters should not control the meeting.
More interested in education and access to technology for our children
Identify the exact area where in Bryan's Road that the new homes will be built. Will the land of current landowners be impacted? What is being done to encourage business growth in the Bryan's Road?
Stop trying to build anything! There are already too many people crowded into this area. I am all for something focused on affordable senior housing or adult living car homes but everything else is not wanted as far as I am concerned.
Plan needs a clear, succinct Statement of the Problem/Issue. And another succinct Statement of Recommendations. Plan needs MUCH more stakeholder input. Last Summary I saw online said it was a "Summary of 64 Respondents." 64 out of a pop of 8,650 from the 2020 Census! Not representative! Making time for more data gathering from the folks who live/work here would help. Identify stakeholder individuals & groups, QUANTIFY them, and group their inputs. Current study is too general in this area. Also, need more rigorous research: 1) why CAN'T "good data" be obtained re. the scope of the telecommunications problems—have the Telecom/ISP providers been consulted? 2)Why CAN'T we figure out/extrapolate where BR residents work—has the Bureau of Labor Statistics been consulted? 3)Also, the Cross County Connector was mentioned as being "cancelled"--it would be good to know the rationale for the cancellation (does Rte. 228 serve same purpose), since it was initially touted as being an economic generator for the area. Need to know more. 4) p. 21 footnote cites Wikipedia as a source— Wikipedia!! That's a venue that anyone can go in and edit--probably not a good source for a formal white paper. The preceding items may be reasons why there have been so many revisits to the approved plans over the years (2001, 2016, 2021, and again now.) Bottom line, it would be nice to see a more rigorous representation, something on the order of the Charles County MD Disparity Study of 2021. Right now, I feel foggy about the BR Plan.

### VIII. Comments Sent by Emails

The following includes the overall feedback comments from citizens who submitted concerns, comments, and questions sent by email regarding the Bryans Road Sub Area Plan. Please note, that names of respondents will remain anonymous.

Anonymous Submissions
<p>Here are my revised (and final) suggestions for Bryans Road:</p> <ol style="list-style-type: none"><li>1. Van-Go adding landmarks and art centers to the bus route</li><li>2. The community being allowed to use Bryans Road Park for outdoor events</li><li>3. The community being allowed to plant a small flower garden at the park for education and leisure</li></ol> <p>An addition, it would be nice if there could be a small community cottage added to the Bryans Road area. Nothing unnecessarily spacious. If it has a kitchen for communal cooking and a gathering room for paint nights or holiday meals, or whatever the community would like to plan. The cottage should feel like a second home for the community. And the architecture should be harmonious with the woodland area.</p>
<p>To Whom it May Concern:</p> <p>Charles County has spent many months and paid thousands of taxpayer dollars to consultants for developing a plan for the future of our Bryans Road Community. With all this investment of resources, however, a most critical determinant of our community's future has been omitted from study: that of a proposed 550-acre expansion of the Maryland Airport beside our Bryans Road schools.</p> <p>The proposed expansion of the Maryland Airport less than one mile away from J.C. Parks Elementary and Matthew Henson Middle Schools would directly impact Bryans Road's children and thus, of course, must be included in a determination of a plan for Bryans Road's future.</p> <p>Increased daily flights at the airport would pose significant public health threats that warrant due study. The planes utilizing the airport drop pollutants on the Bryans Road community that include carcinogenic jet fuel exhaust and lead particles from piston engine aircraft. The leaded Avgas utilized by piston engine aircraft is the largest source of airborne lead in the country and has resulted in commissioners of counties like <a href="#">Santa Clara, California</a> working to <i>close</i> their small airports. As we have sadly learned from the neglect of public officials in communities like Flint, Michigan, there is no level of lead that is safe for children. The study of cognitive, behavioral, and developmental impacts of lead poisoning must be included if increased piston engine aircraft in Bryans Road's skies are to be considered in its future.</p> <p>The Washington Metropolitan Council of Governments has identified the area around the airport as an <b>Equity Emphasis Area</b> and advocates for extra pollution control. As any public servant committed to <a href="#">#Placemaking</a> is aware, the heart of every community is the vision it holds for its public spaces.</p>

As a number of citizens have come together and outlined in the attached top five [Bryans Road Community Citizen Recommendations](#), it is clear that Bryans Road is a neighborhood rich in public spaces that could be the key to its economic future. Its streams and forests at the gateway to the National Marine Wildlife Sanctuary of the Nation's Capital and within the View-Shed of Mount Vernon are the assets we must protect and promote to provide recreation for residents and for tourists from the rest of Charles County and beyond. A plan that promotes public access through covered bus stops, sidewalks, hiker-biker trails, and outdoor classrooms and playscapes at the county-owned Pomonkey Forest would refine our community's distinct character and encourage relocation investment in the existing footprint of Bryans Road.

To spend thousands of taxpayer dollars on a plan for Bryans Road that does not consider the addition of a 550-acre industrial airport facility outside our community's schoolhouse would make a farce of the entire community engagement process. Such a plan for our future - by the complete admission of those commissioning its development— contains absolutely no analysis of how an airport would alter that future. A plan such as this contains no study of how an expanded airport might diminish the natural and cultural assets that are our community's greatest strengths.

A plan for Bryans Road that purports public engagement but fails to honestly study potential threats to the public good, therefore, is not a communal plan at all.

While you discuss different ideas with your team, do you mind if I make a list of (practical) outdoor activities that could be held at the park if it becomes operable again? These activities could be marketed through apps like Eventbrite or Meetup. We would just have to get the residents to join the group, so they'll always get alerts and be able to network amongst themselves.

I watched parts of the meeting and it was very informative! I now have a clearer idea of the issue. I also see why my idea for the bookstore is not feasible currently.

Two major points that resonated with me:

- Instead of tearing down nature to build more mass housing, invest in the history and culture of the area (I agree!).
- Find out what infrastructure the citizens would support (I agree!).

Here is what could be done. There are a lot of cultural and historical treasures in Bryans Road, but they are kind of fading away into obscurity. Maybe there could be a Bryans Road trolley dedicated to visiting all the historical landmarks. This would be enriching for locals and visitors. Bryans Road having its own social media page could help organize this.



I still believe that a Bryans Road Park for events and leisure would be very helpful to bring together commerce and history. It could be a gathering place for farmers' markets, small business owners, and historical festivities.

Both ideas may help increase foot traffic which could support any future stores. I think Bryans Road needs more of a balance of education, culture, and consumerism. Right now, it all feels like consumerism.

Furthermore, if building a park at the shopping center is not possible currently (understandable) how about just making the Bryans Road trolley and having events at the historical landmarks! That would garner attention and more support for the community. That is a great way to build on what we already have!

Thanks so much for hosting the presentation this evening. I found it very informative and really enjoyed it and learned quite a bit!

I am new to the area, having moved from New England this past summer. We are renting, trying to learn the area before we decide where we want to settle and buy. We happened to find a place in Bryans Road with a view of the river and are thrilled and would love to find a similar place of our own one day. But of course, these other amenities are also very necessary and strong points of consideration when we do decide to purchase a place.

I did not speak up in the presentation as a relative newcomer, as I thought those who have been here longer should be heard but wanted to share some thoughts and comments with you, without taking up too much time on the phone call or in the comments. I'll try to keep them to short bullets but please feel free to reach out if you want more detail:

#### Community Resources

- Access to DC, the Metro, Airports and Amtrak - no safe place to park your car overnight to take advantage of living so close without having to drive everywhere
- I think someone mentioned a b
- I'm told a bus runs here but it's not safe and doesn't really get you anywhere North, where many people work. To commute to DC would take close to 2 hours.
- A Medical Center and a Movie Theatre would be great to have access to locally instead of having to drive 30 minutes away, especially in an emergency. I'm not even sure where our closest hospital would be.
- We've tried to walk the rail trail, section by section, but don't know where to park in between Indian Head and Waldorf where we can safely leave our car. Is it ok to park on the sides of the roads that intersect?

- Safer bike routes. The Potomac Heritage Trail runs right through Bryans Road, but the roads have no sidewalks and some of those roads are barely wide enough for 2 cars, with blind corners that make it super unsafe for either biking or walking.
- A bike trail to DC, or even National Harbor and Alexandria. I know the PHT is there but something more direct, perhaps using parts of the PHT, so people could commute by bike instead of having to drive everywhere.
- Just a thought from a visit to Argentina while my daughter was studying abroad: Bus Only lanes in the middle of 210, in that 'green' area, to alleviate some of the traffic there.
- Coffee shops and Pizza Places and a place to hear Live music. We literally have a liquor store on each of the 4 corners in the center of town here, but nowhere we can go to have dinner and a drink and listen to music!

Housing, Community

Mobility and Connectedness

Historic and Cultural

- I've tried to find and enjoy some of the many historic places nearby and was surprised how difficult it was to find many of them. And then once I find them when I approach, I feel like I am trespassing, unwelcome, where I am not supposed to be, not welcome, or if they are even open or safe. They feel uninviting. And finally, once I arrive, I'm disappointed at the state of some of these historical locations (Marshall Hall for example) which are literally little more than ruins! The roads and trees leading up to them are a mess, people leave trash all around, and other people are sitting in their cars watching you and making you feel uncomfortable.

Water Resources and Environmental

- Ferry service and/or Water Taxis from Bryans Road / Marshall Hall to VA, DC, National Harbor, and even down to Indian Head, Quantico, the Chesapeake, and places south
- Public access to resources and waterways, for swimming and paddle boats too. Even here in my own subdivision, while there are areas open to all, some neighbors put "Private Property Keep Out" signs up. Our landlord told us we could ignore them, and some of our other neighbors, who had already been here over 3 years, didn't know the access was available to them until we started using it, because of the signs!
- A place to keep your boat in the water, instead of having to bring it back and forth whenever you use it. Only people who live on the water can do it now. Why not have a mooring where locals can store their boats?

I hope this information is helpful! Again, I enjoyed the presentation and am loving getting to know the area! Please keep me in the loop for the next presentation, and I am very interested in the Ferry Service studies - how can I find out more about that and some of the other studies discussed tonight?

Thanks very much!

A user has expressed concern about the Post Office. I would also like to express concern about the move of the Post Office, but I would also like to request that the Post Office have a Self-Service Kiosk for afterhours service.

Hi All

I wanted to add some additional thoughts and ideas on the BR Plan.

From what I have read it looks like one general goal is to have an identity for the area that would attract economic progression.

One of the available options I see is:

- There is the existing Rail Trail on southeast end of the study area
- It is quite a draw from all over
- I read a story written by columnist in the Washington Post about his ventures there and how much he enjoys it
- Just recently, when I was heading into local BBQ place, I was asked outside by a person with Virginia tags and 2 bikes - "How is the food" while he headed in
- The existing Potomac Heritage Trail is on the northwest end
- It is used by many cyclists - I see them frequently - individuals and groups/clubs
- There are few large, organized rides during the year
- If a safe right-a-way was established between these two it very well could make Bryans Road Village Center into a designation spot
- Several years ago, when the Rail Trail was just getting going, I went to a presentation by a National Park Service representative in Indian Head
- She showed the many places that have turned stagnant, neglected areas (way worse than BR - shuttered mining areas and such) into thriving tourist designations

From being a contractor for over 25 years and knowing many other local contractors in the building trades I will share this idea. I see the government-subsidized office spaces that have been recently built in Indian Head they both look to target IT and research hopefully they will be successful only downside I can see is that there was the Charles County Approved Tech Center by MD Airport that never made it and a study showed very little chance of such a venture succeeding in that area

I would say a commercial and/or industrial complex for work areas, storage and sales of services related to the building trades has a good chance of success.

Building like Theodore Green Center in White Plains. Those are the prominent workers and employers in the area there are many locals who do some of the finest work in the Metro area.

Many of these businesses are working from backyards, vehicles, and such.

In these 2 submissions I have been stressing that the new BR Plan use what is the best feature of the area - open spaces that are near DC area.

I am hoping you can see this concept and break from the Charles County habit of sprawling developments that the taxpayers have been subsidizing

Hello, I am terribly upset that the Open House for the Bryans Road Community Open House is being moved to a virtual setting "due to health concerns".

The Bryans Road sub area plan is too important for the health of our County to hold this open house virtually. Due to health concerns, I think a virtual component to the open house is necessary, but virtual meetings are in no way comparable to meetings in person. We have the tools to meet in person, our courts are held with a mix of in-person and virtual attendees. The federal government up the road in Washington DC, the current hotspot for the omicron variant of Covid-19, is doing its work in public with mask mandates.

If it is too dangerous to hold this Open House in person now, you should delay it until it is safe to be held in person! Clearly since you have already delayed it for a week, the timeline for the creation of the plan is not written in stone.

If the timeline is not flexible, can you please cite the code that documents the need for the Open House to be held during a specific period.

I strongly urge the County and Consultants acknowledge that a virtual open house does not provide the community with an adequate forum to participate in the creation of this plan, and either:

- 1: postpone the open house until it can 'safely" be held in person or
- 2: Hold the open house in person with a virtual component, on the scheduled date, with mask mandates. (I would also urge proof of full vaccination for all in person attendees but recognize there might be legal reasons that would prevent such a requirement.)

If a virtual meeting is in fact an adequate substitute for an in-person meeting, then providing the virtual option for those who are not willing to wear a mask, or who have other concerns that prevent them from attending in person should resolve the problem.

If you insist on holding the Open House in a virtual format, it calls into question how vital our input is to this open and transparent process.

Greetings,

Can you please email me more information about the upcoming meeting scheduled for Wednesday, January 12, 2022?

I currently reside in the Bryans Road area for a little over 15-years and it's about time this area is getting some attention.

Preferably, an IHOP, Silver Diner Dollar Tree, clothing stores, just to name a few will be welcoming in our area. Also, a "Vendors' Village" would really be nice in the area. Give local vendors in the area a place to showcase his/her business. This would be like the store located in Terre Haute, IN.

I live in the Moyaone. I reviewed the upcoming plans for Bryan's Road but was too late to participate in the survey monkey.

I'm concerned about traffic on 210, which is currently horrendous during rush hour. Maybe there is a way to boost public transport or ridesharing to reduce traffic.

Also hope that local medical services will be boosted as well because an influx of seniors (and people of all ages) will surely need it. There's not much for local medical services as is.

Thank you for your consideration.

Do you have some printed information for folks in Bryans Road area? Also, have you been in contact with Metropolitan Methodist Church members? That is an old church with lot of community involvement.

Our farm extends into Charles County on Barry's Hill Rd.

I want to share my views, concerns, and thoughts on the BR Plan.

First my overall view of it as of now is:

- It is a backwards thinking concept of land planning using none of the existing assets in the area to create a better quality of life for the residents.
- I asked at several hearing and meetings that a new BR plan be initiate from what is proposed so far. I would just as soon see the old one continues most of the worst parts of it have already been implemented, so it cannot make it any worse the new proposals would just add more worst parts.
- As a taxpayer my overall view is that it is a waste of our money

My concerns about the procedures being used to contrive this plan are:

- Mead Hunt has the naive theory that they can spend half day in the area and interview 25, out of the tally they used of 10,000 area residents, to set the basic goals of the plan one basic goal of - there must be more housing built is just not going to be accepted by the residents - it was one of the worst parts in the existing failed plan.
- Mead Hunt's statement about something in the range of 250 units would probably be all that will build in so many years was very deceptive there are more than that approved and being built on end of Matthews Road
- The idea of correcting the road system in the area by drawing lines and timing a light was borderline insulting.
- The Generational Wealth issue being a main driver of the plan has to be evaluated this was brought up during the WCD hearings as a rallying cry by a person using this as a platform to run for County Commissioner - I saw the same person at the Firehouse promoting it several people tried to find these many holdings that were to be affected - they could not be verified these properties need to be identified to see if they are in this study area if not - that point does not belong in this Plan.

- From my personal experience of buying property in the Critical Area before the Plan existed - after it was implemented the value of all the Critical area properties that people lived on went way up this should be studied and explained to see if the thousands who will have their wealth increased by the WCD zoning outweighs any of these unsubstantiated tracts.
- All the parts that would use the existing assets were just glossed over: Rail Trail connection, Welcome/nature center, and Community center.
- Only issue that looked like it got studied was where to build more housing.
- There are many more, but I figure you have the gist of views.

My thoughts are:

- I am Conservation Chair for Southern Maryland Audubon Society; I represent the organization on the behalf of their over 600 members in the region.
- I also represent SMAS on the Steering Committee of Smarter Growth Alliance for Charles County - they want to keep the informed of the Plan as of now I can only report the BR Plan will result in diminishing what is the best of the area.
- The Mead Hunt concept of overriding the existing Comp Plan resulting in public hearings -will most likely create a rerun of the confrontational hearing of the existing Comp Plan

one example is - instead of having WS tiers conform to the WCD - as the Comp plan mandates- they are proposing to have the WCD conform to the WS tier.

- I am sure you are aware of this part of the approved Comp Plan.
- To me this is just incompetence on the part of Mead Hunt- I hope it is not intentional
- I do not want to see, what looks like will be a controversial mess dumped on you and your colleagues.
- You are our county employees, and I am sure you want the best for Charles County and the Bryans Road area.
- I want to share my insight and experience to give you a heads-up to try and get this Plan's vision heading in the direction people will approve of!!
- Your Asst Director Jason Growth has gone through this process. I have known him for many years, and he may be someone you can confer with on these concerns. I trust his judgement to smooth this out some.
- I just want to see a decent Plan come out of this without unhealthier divisions