

BRYANS ROAD SUB-AREA PLAN

Appendix Summary of Public Engagement

RECOMMENDED FOR BOARD OF
COUNTY COMMISSIONERS ADOPTION
FEBRUARY 27, 2023

Bryans Road Sub Area Plan
Community Preferences/ Feedback Report
DRAFT June 27th, 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 19th, 2022. Comments include verbal and chat submissions recorded.

Verbal Comments

Community Resources & Services
“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.”

Housing Community & Economic Development
“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.”

Mobility & Connectedness
“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.”

Historic & Cultural Resources
“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.”

Environmental Resources
“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>

“Super Fresh needs to be re-imagined.”
“Great points - I echo the need to invest in our many current facilities and redeveloping mixed use amenities without expanding our industrial footprint.”
“Marshal Hall Road from 210 down to the Potomac River should have a bike / walking trail along the road.”
“What's the timeframe for the Ferry?”
“I wonder if Bryans Road could incorporate?”
“Absolutely we have lots of cultural resources, which means we Do have an identity! We just need to access it!”
“More houses cost more in county services than they bring in, in revenue.”
“We need to develop a beach area for residents.”
“Did anyone discuss The Pomonkey School?”
“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.”
“Southern Maryland National Heritage Area.”
“Marshall Hall Landing / boat ramp, great area for public beach with playground and hiking trails.”
“At the beginning, one of the planning team mentioned WCD decreasing multigenerational wealth for African Americans. Please explain.”
“How do you believe changing our homes to industrial is a benefit?”
“At the beginning, one of the planning team mentioned WCD decreasing multigenerational wealth for African Americans. Please explain.”
“The WCD put restrictions on individual property owners under a certain amount of acreage, yet developers to build new neighborhoods.”
“But the majority of homeowners are NOT developing and can build up to a point on their acreage in WCD.”
“Industrial zoning opens us up to being next door to businesses and industries that are NOT conducive to peaceful, safe residential life.”
“But the majority of homeowners are NOT developing and can build up to a point on their acreage in WCD.”
“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.”
“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.”
“The study should include potential impacts of airport on future of BR.”
“The airport can drop property values. The lead pollution alone is a hazard.”
“How do we find out the outcome and decision from Planning Commission along with the timeframes.”

"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 10th, 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.**

Existing Conditions – Mobility and Connectedness

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.

<p>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.</p>
<p>Most property owners, not just African Americans, were against the WCD move. The environmentalists were ecstatic!</p>
<p>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.</p>
<p>More variety of retail, recreation, and eateries are needed based on the amount of people that now live in Bryans Road.</p>
<p>Providing resources in Indian Head could serve both communities. There are many existing spaces that could stand to be reinvented.</p>
<p>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.</p>
<p>Some of the communities were restricted from using the land they owned to build necessary buildings</p>
<p>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.</p>
<p>Business development has been killed due to the Watershed classification.</p>
<p>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.</p>
<p>This something that needs to be revisited. There is no reason why we don't have other options out in a growing community.</p>
<p>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.</p>
<p>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.</p>
<p>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</p>

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.

Existing Conditions -- Community Resources & Services

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.

<u>Existing Conditions -- Water Resources & Environmental Conservation</u>
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.

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.
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.
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.
Just like anything in life do not put all the eggs in one basket. Come up with creative solutions
I prefer further development besides housing. Maybe more shops and activities.
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.
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.
Total agree
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.
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.
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, ...
Protection of our environment should always be of concern; but there are sufficient Law and Regulations in place that would allow growth.
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.
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?
I have no additional comment.

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...

<u>Existing Conditions -- Other Comments</u>
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

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.

Bryans Road has the potential to be a very strong and influential community. We need the support of our leaders.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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 been 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 5th, 2022, a third Public Meeting was held to 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 \(cablecast.tv\)](https://www.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?



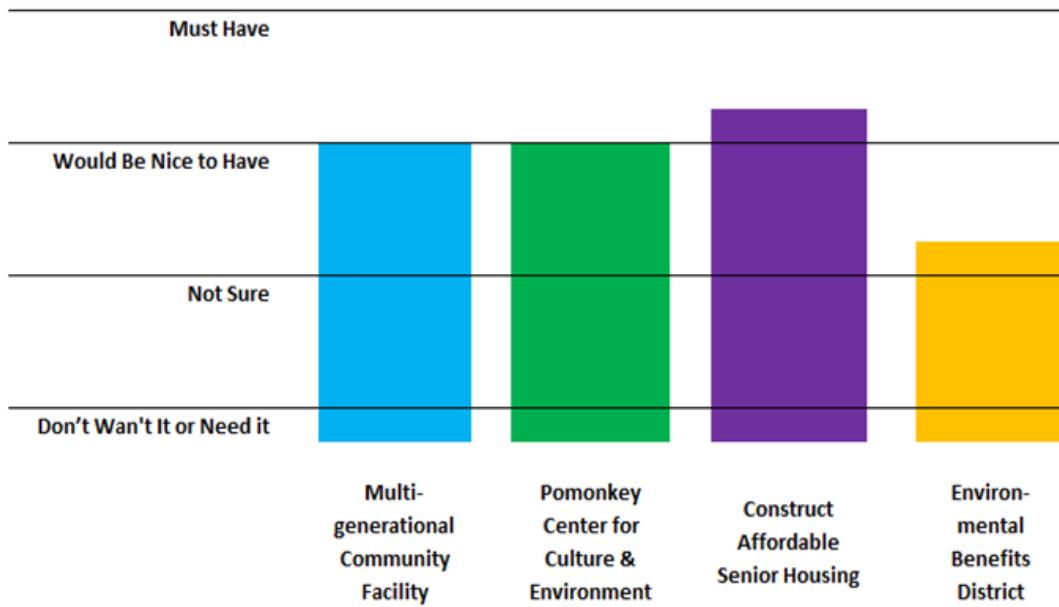
Idea Presented

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

<u>What else should we do, think about, improve, or change in the Bryans Road Subarea Plan as you understand it?</u>
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

Here are my revised (and final) suggestions for Bryans Road:

1. Van-Go adding landmarks and art centers to the bus route
2. The community being allowed to use Bryans Road Park for outdoor events
3. The community being allowed to plant a small flower garden at the park for education and leisure

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.

To Whom it May Concern:

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.

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.

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 [Santa Clara, California](#) working to *close* 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.

The Washington Metropolitan Council of Governments has identified the area around the airport as an **Equity Emphasis Area** and advocates for extra pollution control. As any public servant committed to [#Placemaking](#) is aware, the heart of every community is the vision it holds for its public spaces.

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