

BRYANS ROAD

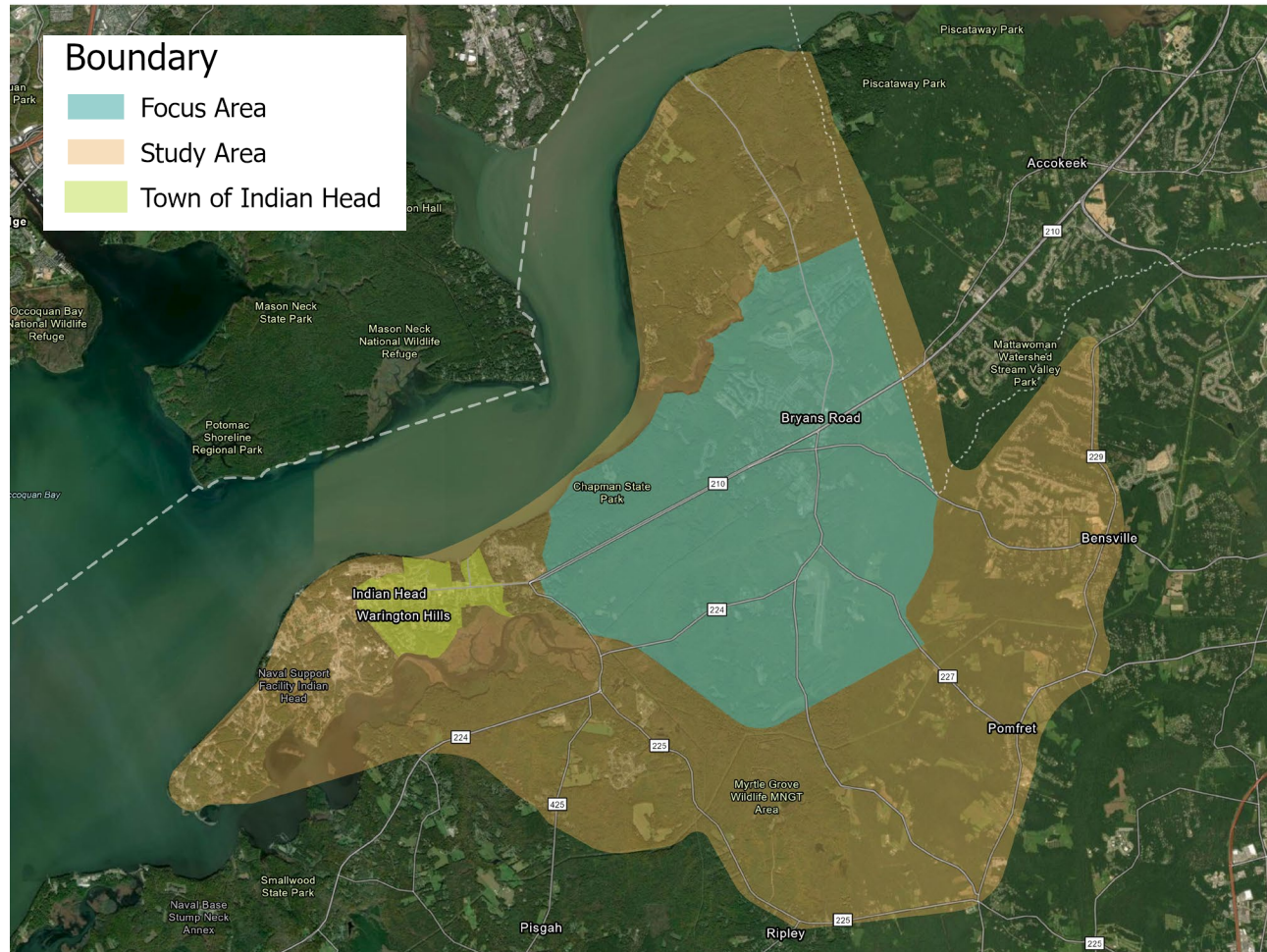
SUB-AREA PLAN



FUTURE LAND USE CONCEPT PLAN

March 10, 2022





BRYANS ROAD SUBAREA PLAN

The Charles County Department of Planning and Growth Management is developing a subarea plan to guide future land use decisions for the Bryans Road area. The plan will be:

- Informed by community and stakeholder engagement, demographic and market conditions, environmental conservation constraints, and opportunities.
- Coordinated with planning activities of county, state, and federal agencies.
- Balanced with a mix of environmental, economic, and community development tools to achieve the goals of the County Comprehensive Plan.
- Equitable and reinforce the heritage and cultural resources of the region.

THE CORE STUDY AREA is approximately a 2-mile radius from the intersection of MD 210 and MD 227. The plan is influenced by a larger area stretching from Prince George's County line to Indian Head between the Potomac River and Port Tobacco Creek.



COMMITTED TO COMMUNITY ENGAGEMENT

throughout the planning process

- www.bryansroadplan.com
- 25+ community interviews
- Half-day tour
- Intro briefings for Planning Commission and Board of County Commissioners
- “Preview Meeting” (January 17)
- **2nd Public Meeting – Planning Concepts (tonight)**
- 3rd Public Meeting – Draft Plan (mid April)



Planning & Development History

**Pre-
1970s**



Large lot
suburban
and
agricultural
uses

**1970s –
1990s**



Building
boom finds
Charles
County

2001



Bryans Road &
Indian Head
Subarea Plan

2006



County
comp plan
continues
designation
of western
county as
development
district/area

2016



County
comp plan
establishes
Watershed
Conservation
District and
cancels cross
county
connector

2021



Employment
area created
near
Maryland
Airport

2022



Bryans Road
small area
plan
developed

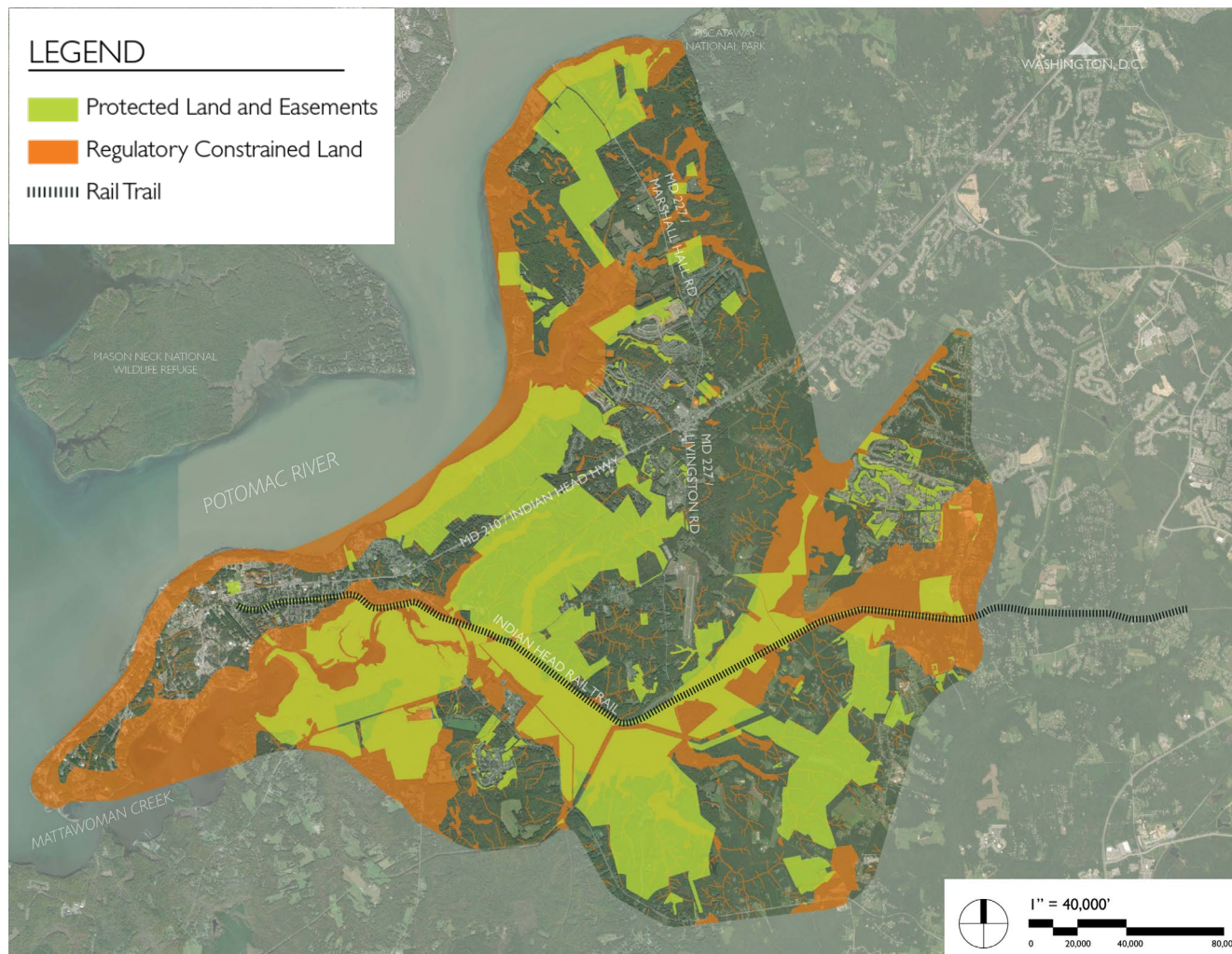


PLANNING & DEVELOPMENT

What we heard...

- There is a strong desire to move past a binary debate of “development” vs. “environment” in this subarea plan.
- Property owners need to earn a return on their investment, build intergenerational wealth, etc., while also preserving environmental values of the area.
- Preserve rural character of the area.
- Focus on redevelopment of commercial properties.
- Place strict environmental controls on new development





WATER RESOURCES & ENVIRONMENTAL CONSERVATION

What we heard...

- Mattawoman Creek is among the highest quality watershed in the Chesapeake Bay region. Every effort should be made to preserve it.
- Public lands are not accessible for recreational use by area residents.
- Failing septic systems threaten the health of the watershed.
- Environmental activities are a major driver of tourism.



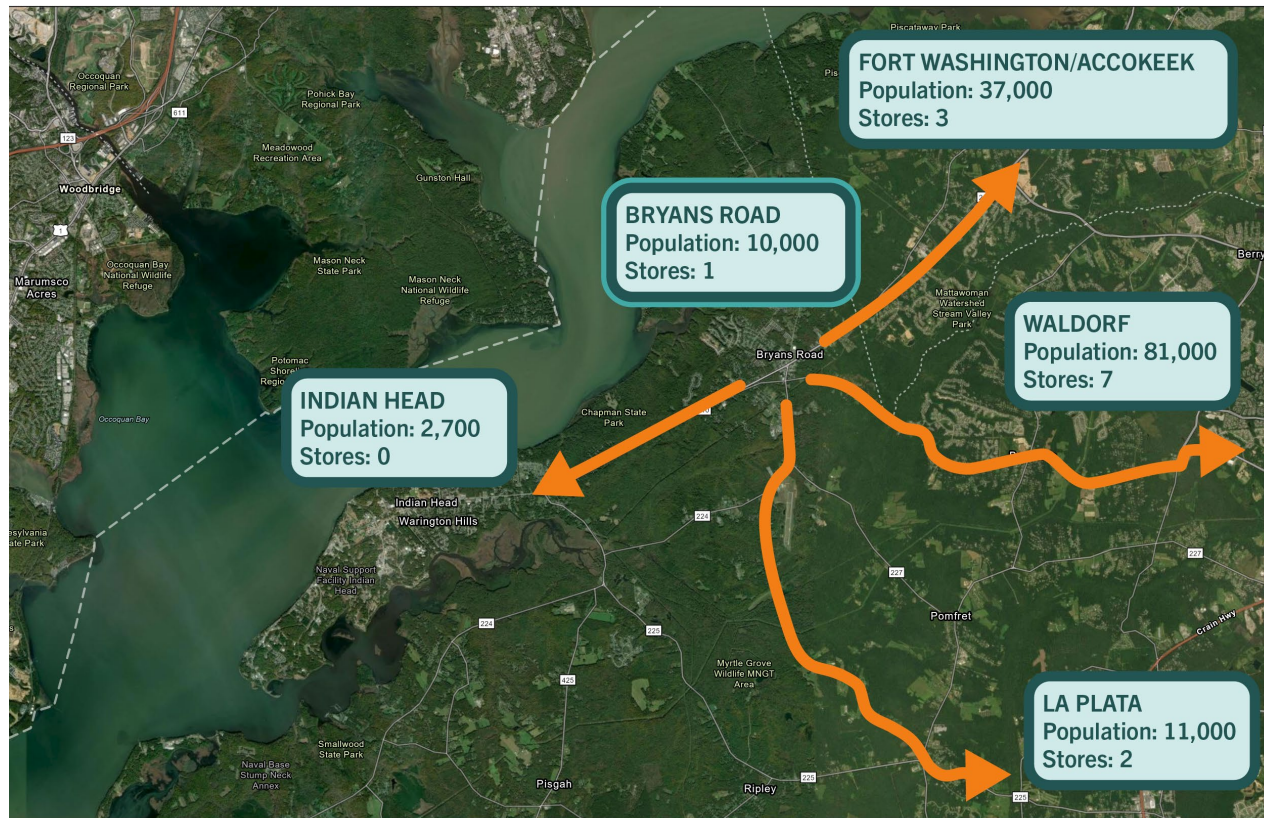
HISTORIC & CULTURAL RESOURCES

What we heard...

- There is immense pride in the history and cultural communities of the area, including the historically African-American village of Pomonkey and the Piscataway community.
- Sites like the historic Pomonkey High School, Marshall Hall, Piscataway National Park all deserve to be accessible and promoted to the public.
- Volunteers and activists are getting older; concern that stewardship of local history will not be carried on.



Photo sources (from left to right, top to bottom): Project staff, Maryland Park Service, Office of the Governor, Project staff, National Parks Service, National Parks Service, Charles County PGM, Project staff, National Parks Service



HOUSING, COMMUNITY & ECONOMIC DEVELOPMENT

What we heard...

- Loss of the Safeway in 2018 was more than the loss of a grocery store; it was another indication to the community and to investors that Bryans Road is falling behind in terms of services and amenities.
- Watershed Conservation District was unfair to property owners and overly broad in its application.
- Lack of housing diversity in terms of cost, size and type.
- “Aging in place” is a concern.
- Support redevelopment of Bryans Road Shopping Center.



Photo Sources (from left to right): Project staff, Project staff, unknown, Caruso Homes



Consultant Analysis of Existing Conditions

BRYANS ROAD
SUB-AREA PLAN



Growth is Significantly Constrained

BRYANS ROAD
SUB-AREA PLAN

Market Conditions



Housing Types and Prices



%



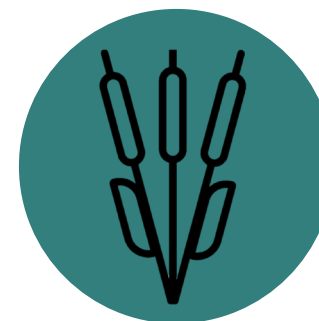
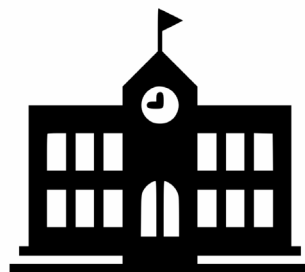
Economic Conditions &
Absorption Rate



60% Protected from Development

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

Adequate Public Facilities



25-30% Highly Regulated

Steep slopes, buffers,
wetlands, soils, etc.



10-15% Potentially Developable

Residential, commercial,
industrial, mixed use, etc.



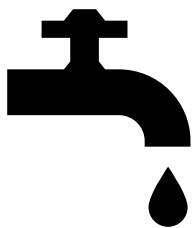
Population growth is needed to retain and attract new services, restaurants, grocery store, etc.

- Land use policy decisions have reduced market potential.
- Economic shifts to online shopping, grocery delivery, etc. have reduced “foot traffic.”
- Changes at NSF Indian Head have reduced pass-by traffic.
- Business closures and lack of new investment has resulted.



There is Capacity to Grow Responsibly

BRYANS ROAD
SUB-AREA PLAN



Water lines extend along major roadways within the core study area.

Water permit allows for growth in the core study area.

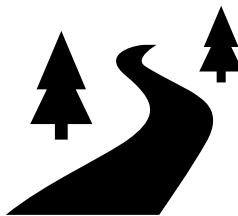
New storage tower planned near Strawberry Hills.



County sewer plan shows much of core study area as “planned for sewer.”

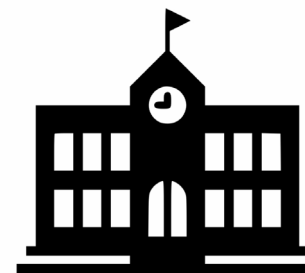
County has treatment capacity for growth; pumping stations will be needed.

Aging septic systems need to be addressed.



MD 210 at Livingston/Marshall Hall Roads can be challenging for certain turning movements but can be improved with signal timing and striping.

Billingsley Road realignment to MD 210 helps capacity and safety.



Elementary & High Schools meet state capacity standards.

New middle school planned for SY25-26 will alleviate overcrowding.



60% of all lands are in conservation.

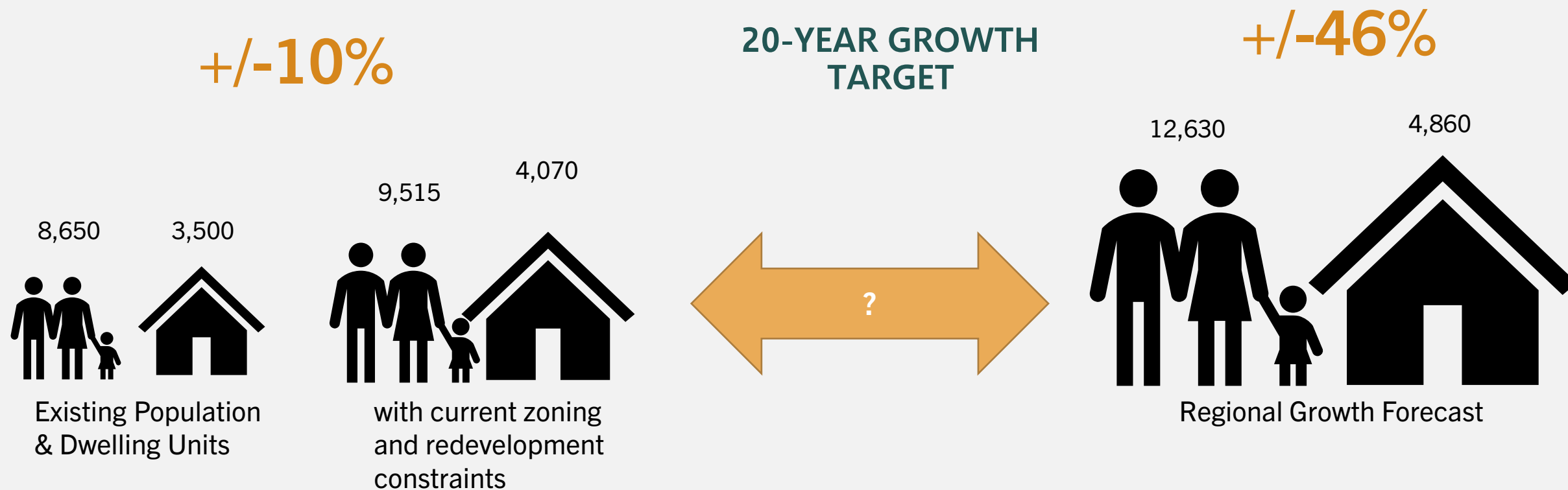
Nanjemoy-Mattawoman Rural Legacy Area recently created



Looking Ahead

BRYANS ROAD
SUB-AREA PLAN







How do we get goods and services more accessible to residents in the near term?

How do we increase the economic viability of redevelopment projects to achieve the village concept?

Is some growth more than “existing, committed, and redeveloped” necessary to achieve the desired services and amenities?

GOAL:

Stabilize area through programmatic efforts to preserve housing stock, make public investments in redevelopment, and facilitate access to services/resources.

GOAL:

Find an environmentally-responsible way to grow population in the core study area to support additional services and amenities.

GUIDING PRINCIPLES

- Minimize potential impact to environmentally sensitive areas
- Work within existing and planned infrastructure (water/sewer, roads, schools)
- Focus on areas close to community facilities
- Support opportunities for flexibility in scale, phasing, and type of development etc.



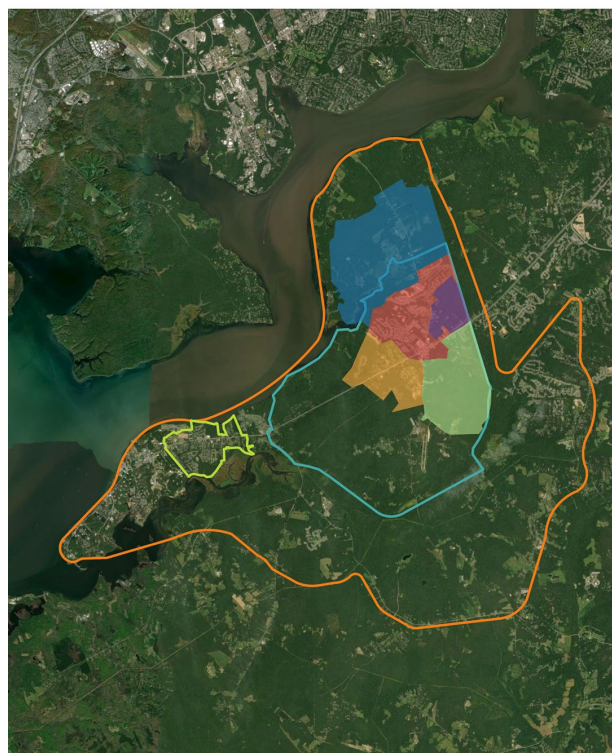
Assessing Potential Growth Areas



Study Area

Establishment based on:

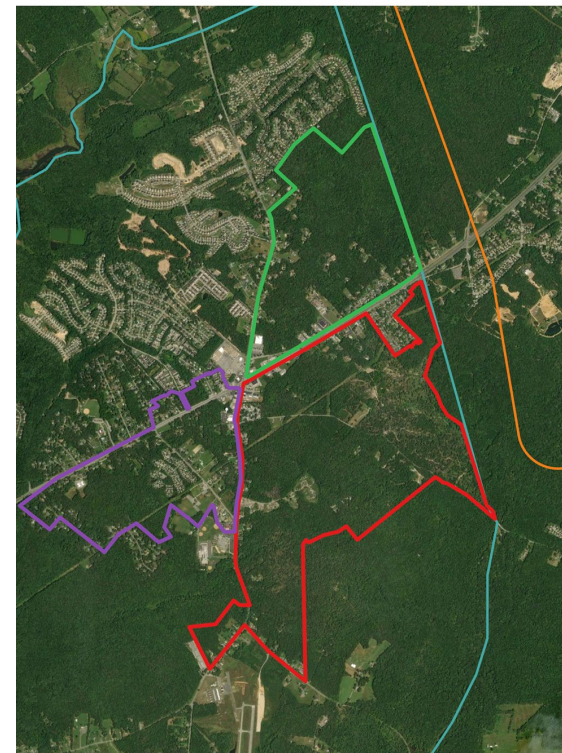
- Census designation
- Natural features



Potential Growth Areas

Screening based on:

- Proximity to Community Facilities
- Protected and Regulated Lands



Targeted Growth & Redevelopment Areas

Focused on:

- Biodiversity Index
- Existing water and sewer
- Contiguous parcels



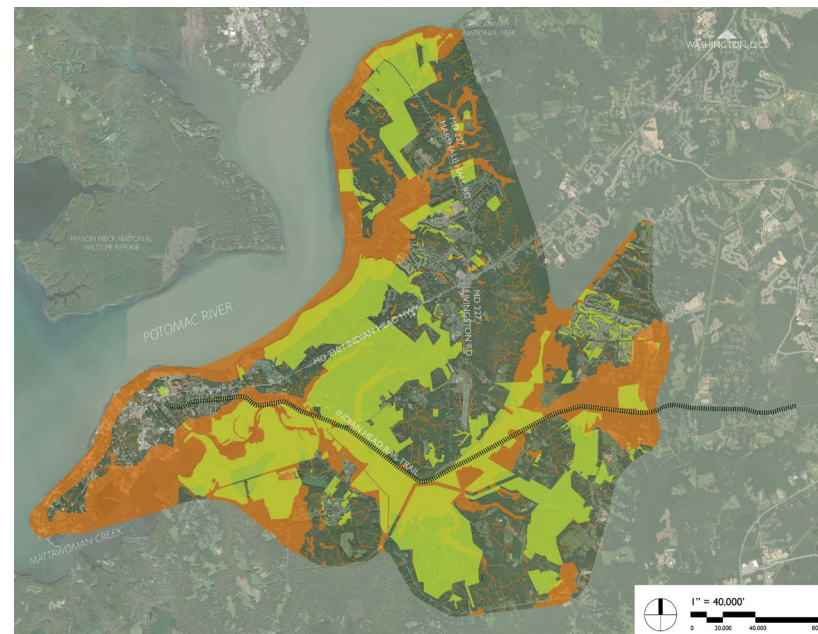
Initial Screening of Potential Growth Areas

Consider areas within +/- one mile of community facilities.



- JC Parks Elementary School
- Matthew Henson Middle School
- Potomac Branch Library
- Ruth B. Swann Memorial Park
- Bryans Road Shopping Center
- Food Lion
- Small businesses along MD 210
- Post Office
- Volunteer Fire Department
- Churches

Eliminate from consideration any protected lands and avoid heavily regulated lands.

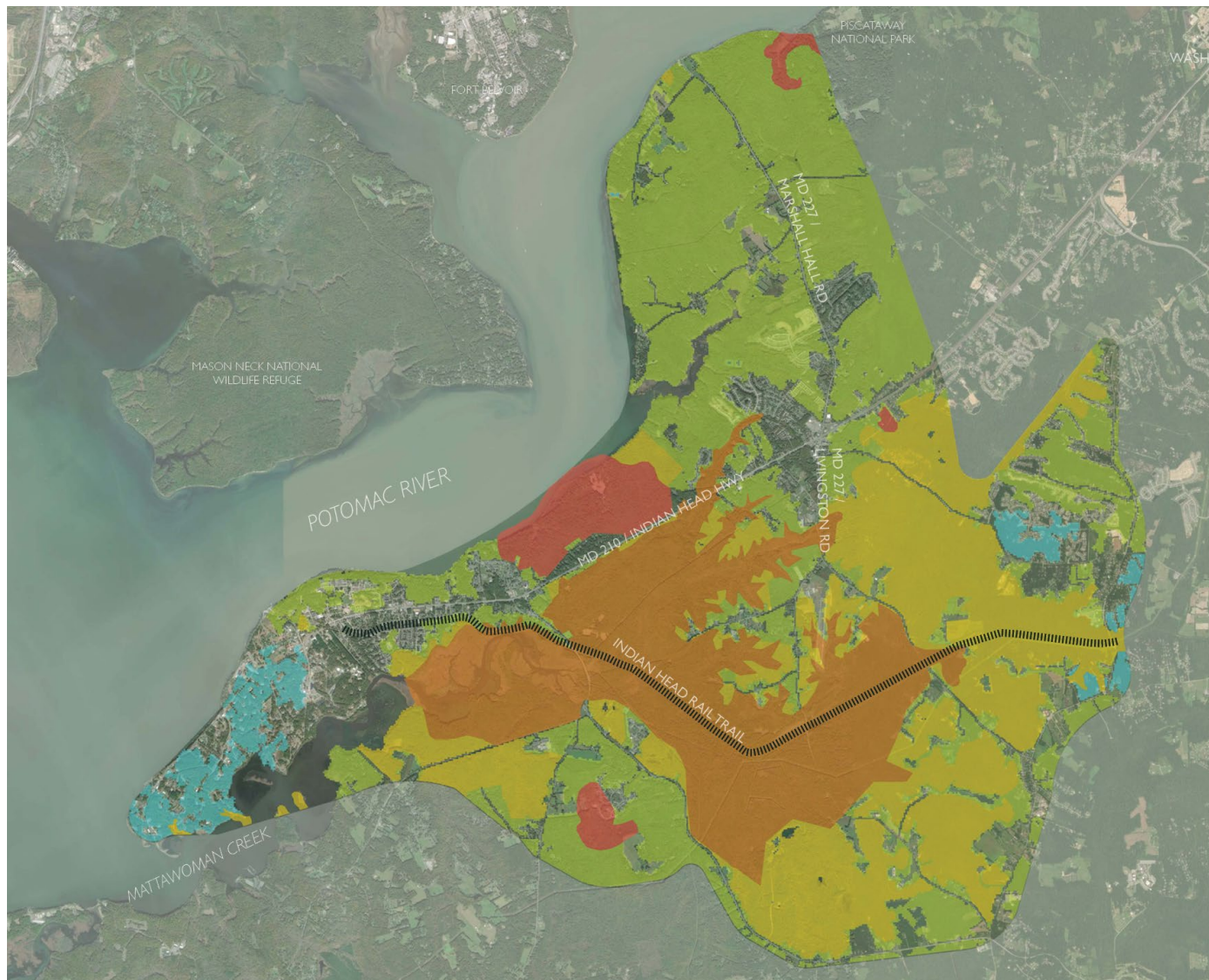


LEGEND

- Protected Land and Easements
- Regulatory Constrained Land
- Rail Trail



Detailed Screening for Targeted Growth Areas



Minimize potential impact to environmentally sensitive areas.

DEPARTMENT OF NATURAL RESOURCES BIODIVERSITY INDEX

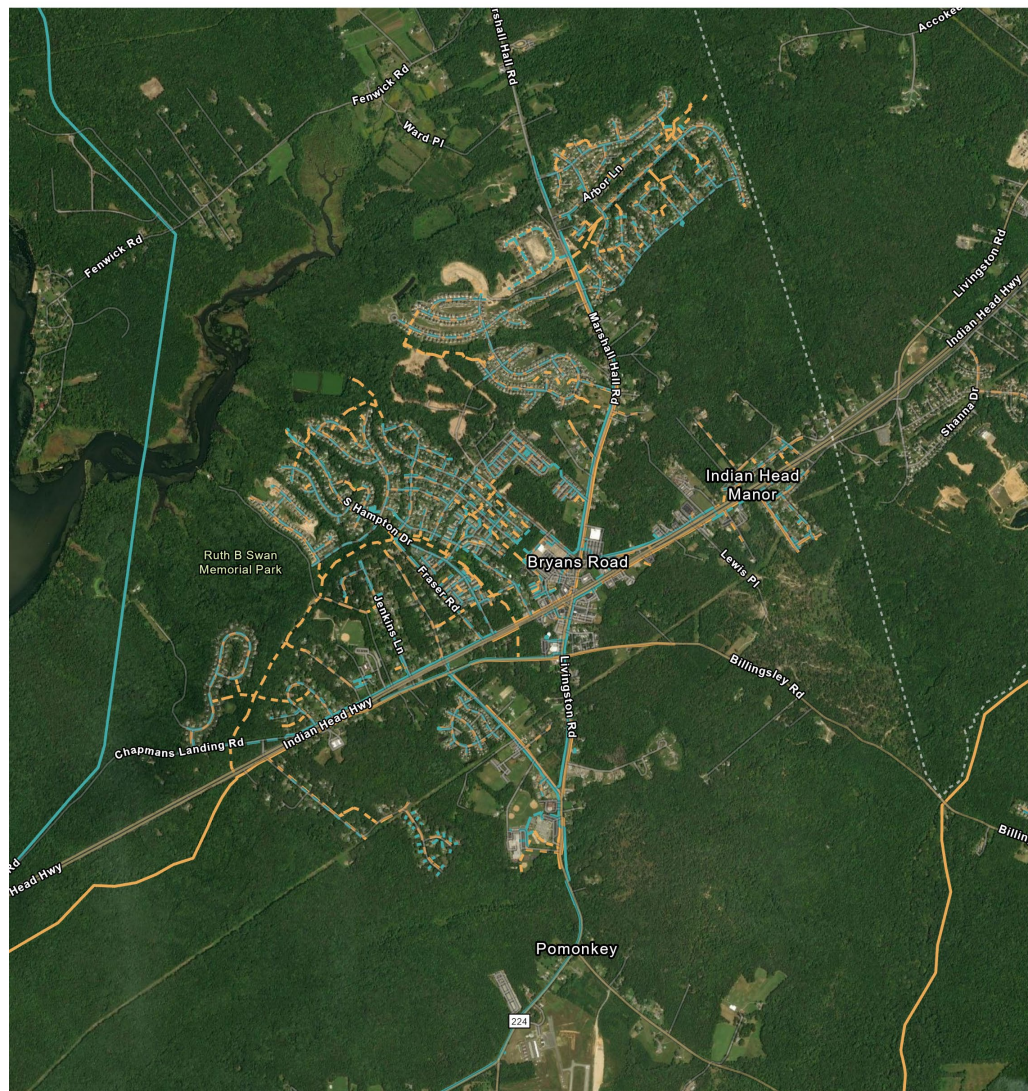
LEGEND

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

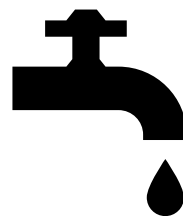
----- Rail Trail



Detailed Screening for Targeted Growth Areas



Maximize existing infrastructure.



Stay within 1/2 mile of an existing water main.



Can water and sewer system accommodate within treatment and pumping capacity?



Can traffic be accommodated with minor improvements to the primary road network?



Proposed Future Land Use Map

BRYANS ROAD
SUB-AREA PLAN



Land Use

Shows a long-term vision of how and where an area will evolve over the next 20 years to accommodate expected population and job growth.

- Residential
- Commercial
- Mixed Use
- Industrial
- Conservation

Zoning

Permissible Uses: Dog Kennel, Restaurant, Single Family Dwelling, Butcher Shop, Gas Station, Apartment Building

Physical Characteristics: Lot sizes, minimum/maximum height and size of structure, setbacks from property line, placement of driveways, etc.

Requirements: % of lot devoted to open space, amount of parking, environmental restrictions, planned development/subdivision requirements, etc.

Future Land Use Map

Must be recommended by Planning Board to, and approved by, Board of County Commissioners.

Does not affect current property uses or rights.

Is followed by re-zoning which also does not affect current property uses or rights.

Must also be recommended by Planning Board to, and approved, by Board of County Commissioners.

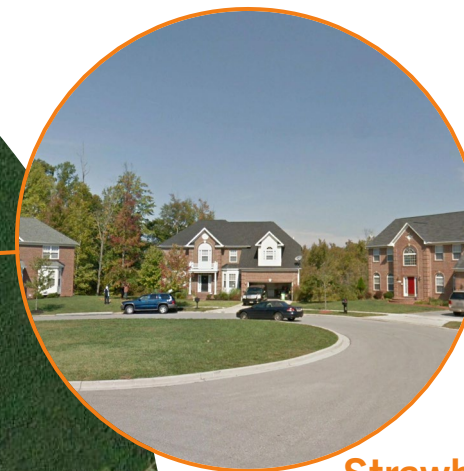


Land Use Design and Density



Marshall Grove Estates

5 DUs per NBA



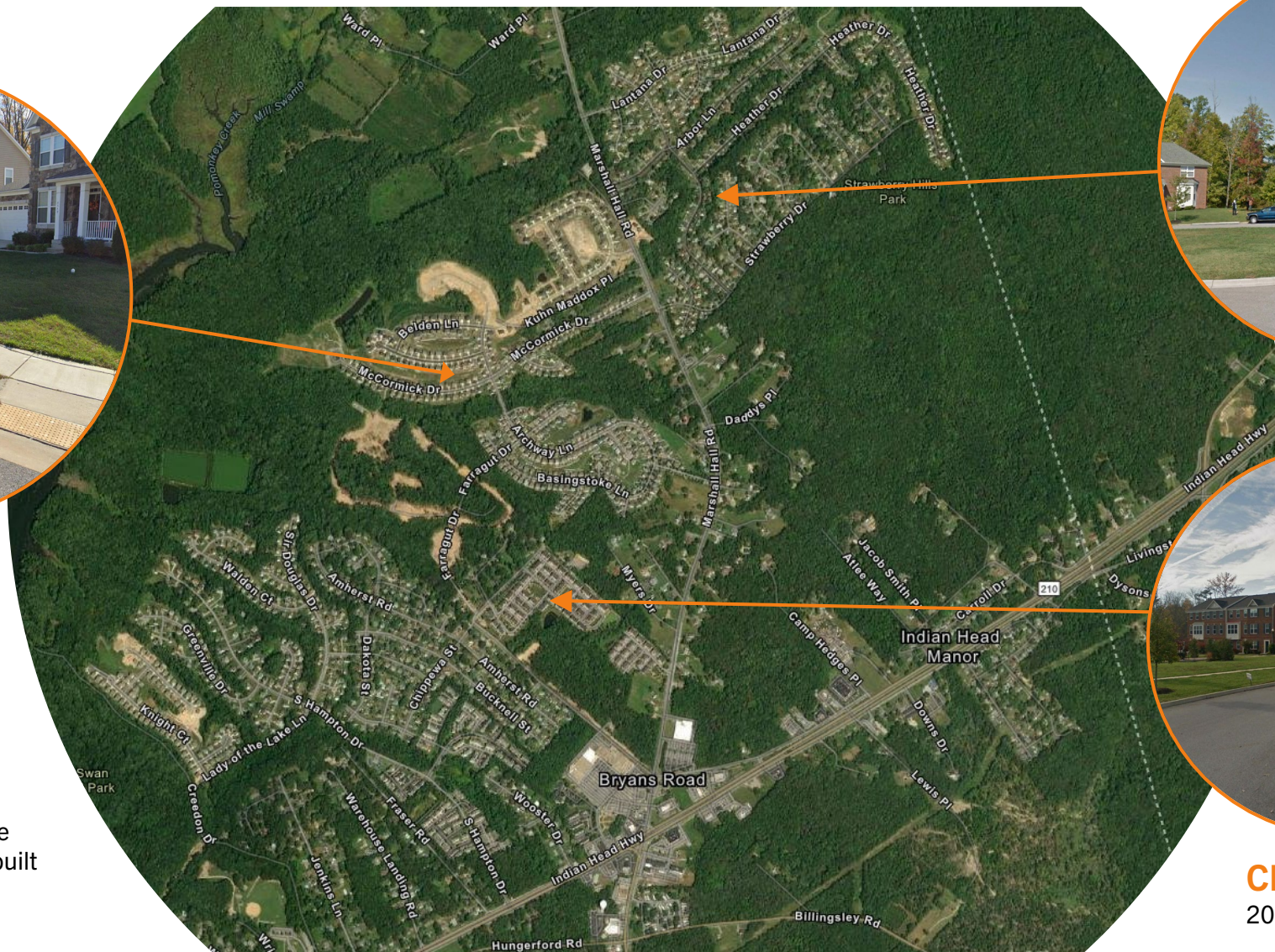
Strawberry Hills

3 DUs per NBA



Chelsea Manor

20 DUs per NBA














Net Buildable Acre (NBA) means the amount of land that can actually be built on *after* all zoning and regulatory requirements have been met



DRAFT

FUTURE LAND USE

-  Town Center
No less than 20 units per acre, mixed use or public facility
-  Lowest Residential Density
Up to 4 units per net buildable acre
-  Moderate Residential Density
5 - 12 units per net buildable acre
-  Age Restricted Community
5 - 12 units per net buildable acre
-  Highest Residential Density
Up to 20 units per net buildable acre
-  Airport Employment District
-  Targeted Preservation Area
-  New/Realigned Roadway
-  Roundabout
-  Watershed Conservation District (Existing)
-  Rural Conservation District (Existing)





Biodiversity Significance



LEGEND

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

Protected and Regulated Lands



LEGEND

- Protected Land and Easements
- Regulatory Constrained Land
- Rail Trail

Zoning



Watershed Conservation

with commercial and smaller lot residential near Indian Head Highway

Water



Currently served

From Marshall Hall Road and Indian Head Highway

Sewer



Planned

Septic Tier 2

Roads



Minor Improvements

Signal timing optimization would improve existing condition



Planning Information

Area Size	+/- 225 acres
Net Buildable Acres	+/- 146 acres
Proposed Land Use	High Density Residential Low Density Residential Open Space (35%)
Max Potential Dwelling Units +/- 840	Likely Dwelling Units +/- 280

FUTURE LAND USE

- Town Center
No less than 20 units per acre, mixed use or public facility
- Lowest Residential Density
Up to 4 units per net buildable acre
- Moderate Residential Density
5 - 12 units per net buildable acre
- Age Restricted Community
5 - 12 units per net buildable acre
- Highest Residential Density
Up to 20 units per net buildable acre
- Targeted Preservation Area
- New/Realigned Roadway
- Roundabout
- Watershed Conservation District (Existing)
- Rural Conservation District (Existing)



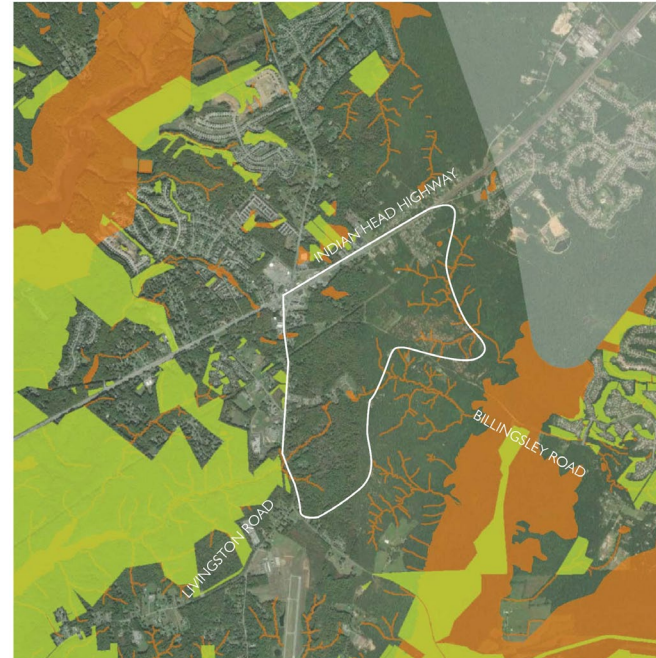
Biodiversity Significance



LEGEND

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

Protected and Regulated Lands



LEGEND

- Protected Land and Easements
- Regulatory Constrained Land
- Rail Trail

Zoning



Watershed Conservation

with mix of commercial, low density residential, and mobile homes scattered throughout.

Water



Served In-Part

Extension of water would be needed along Billingsley Road

Sewer



Planned

Extension of sewer would be needed along Billingsley Road

Roads



Improvements Needed

- Realign Billingsley Road to intersection MD 210
- New minor collector road between Billingsley and Livingston



Billingsley-Livingston

BRYANS ROAD SUB-AREA PLAN



Planning Information

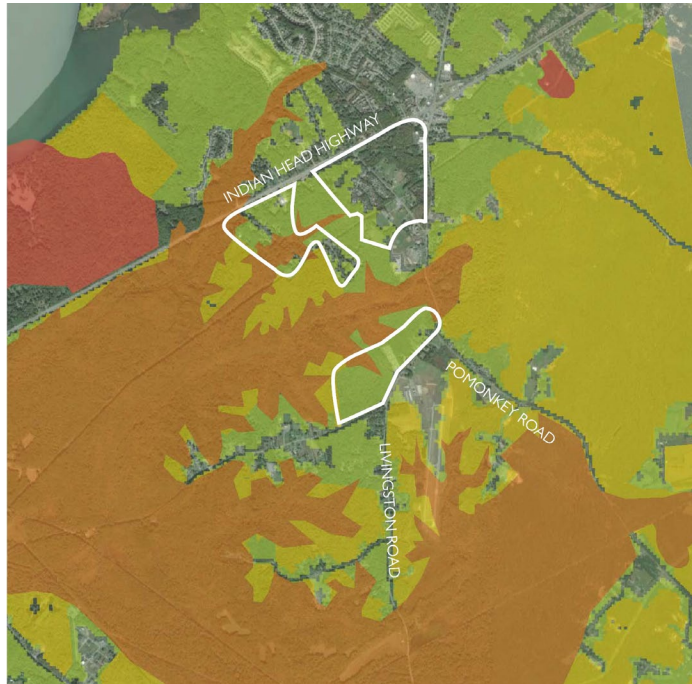
Area Size	+/- 322 acres
Net Buildable Acres	+/- 129 acres
Proposed Land Use	High Density Residential Moderate Density Residential Low Density Residential Open Space (48%)
Max Potential Dwelling Units +/- 2,240	Likely Dwelling Units +/- 740

FUTURE LAND USE

- Town Center
No less than 20 units per acre, mixed use or public facility
- Lowest Residential Density
Up to 4 units per net buildable acre
- Moderate Residential Density
5 - 12 units per net buildable acre
- Age Restricted Community
5 - 12 units per net buildable acre
- Highest Residential Density
Up to 20 units per net buildable acre
- Targeted Preservation Area
- New/Realigned Roadway
- Roundabout
- Watershed Conservation District (Existing)
- Rural Conservation District (Existing)



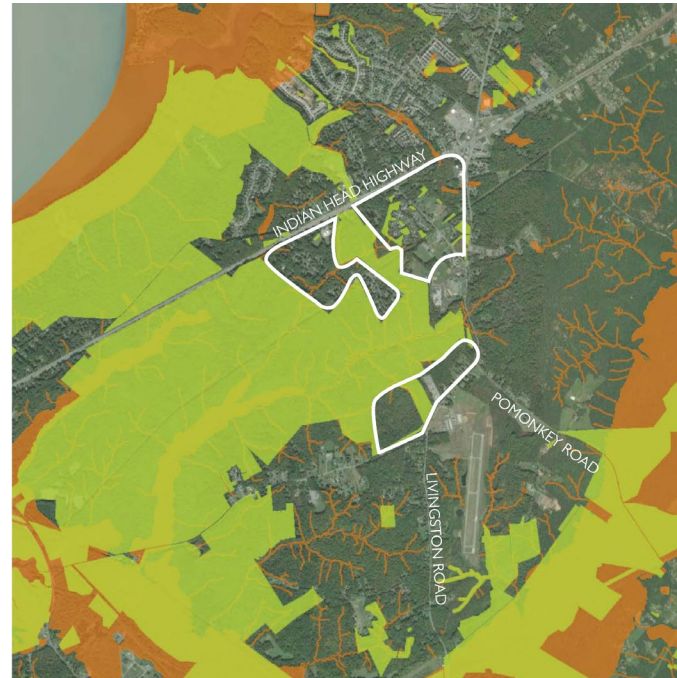
Biodiversity Significance



LEGEND

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

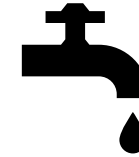
Protected and Regulated Lands



LEGEND

- Protected Land and Easements
- Regulatory Constrained Land
- Rail Trail

Water



Served

Sewer



Served

Roads



Minor Improvements

Signal timing optimization would improve existing condition

Zoning



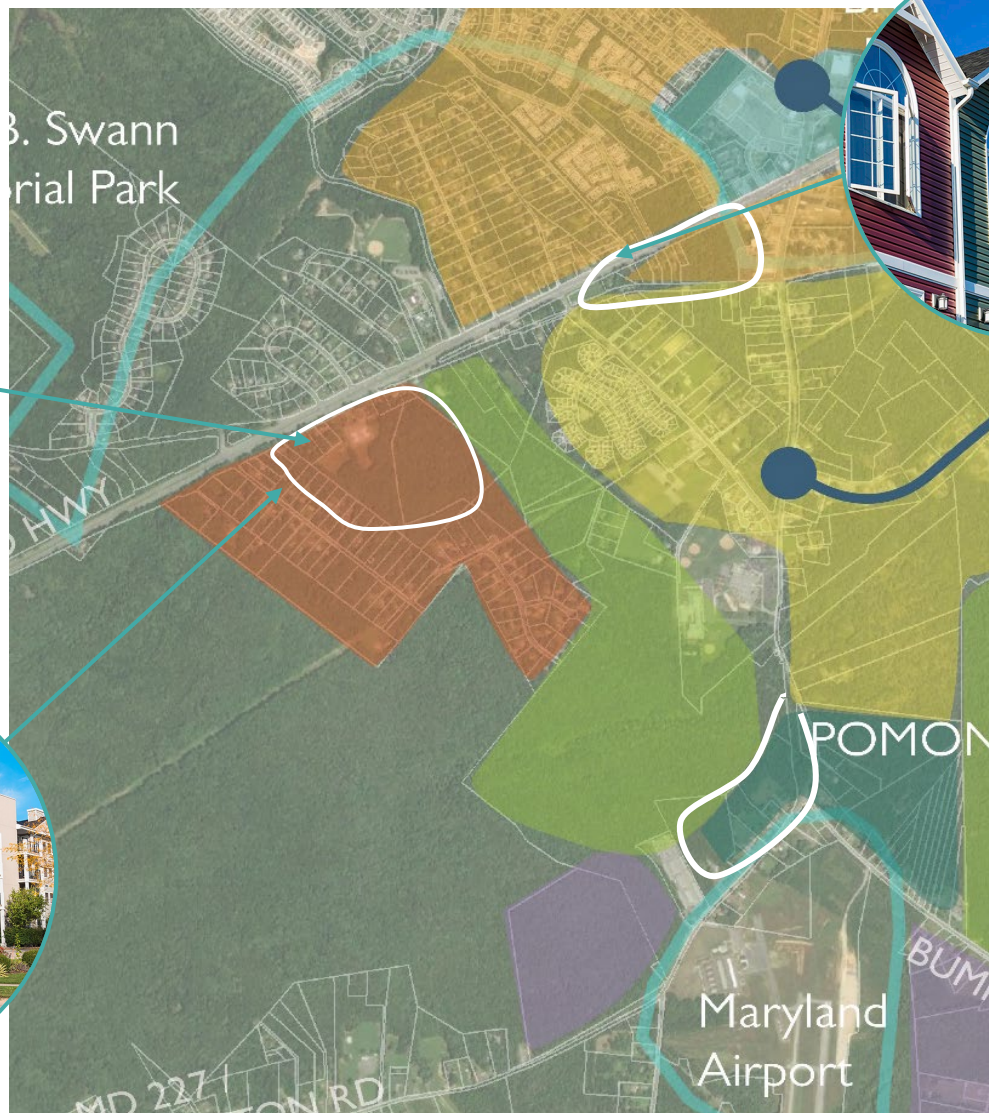
Watershed Conservation

with mix of commercial, residential and office approaching MD 210/MD 227



South End

BRYANS ROAD SUB-AREA PLAN



Planning Information

Area Size	+/- 40 acres
Net Buildable Acres	+/- 24 acres
Proposed Land Use	High Density Residential Moderate Density Residential Age Restricted Residential Open Space (40%)
Max Potential Dwelling Units +/- 280	Likely Dwelling Units +/-130

FUTURE LAND USE

- Town Center
No less than 20 units per acre, mixed use or public facility
- Lowest Residential Density
Up to 4 units per net buildable acre
- Moderate Residential Density
5 - 12 units per net buildable acre
- Age Restricted Community
5 - 12 units per net buildable acre
- Highest Residential Density
Up to 20 units per net buildable acre
- Targeted Preservation Area
- New/Realigned Roadway
- Roundabout
- Watershed Conservation District (Existing)
- Rural Conservation District (Existing)



Biodiversity Significance



LEGEND

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

Protected and Regulated Lands



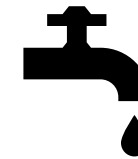
LEGEND

- Protected Land and Easements
- Regulatory Constrained Land
- Rail Trail

Zoning



Water



Sewer



Roads



Mixed

Commercial and residential uses permitted.

Served

Served

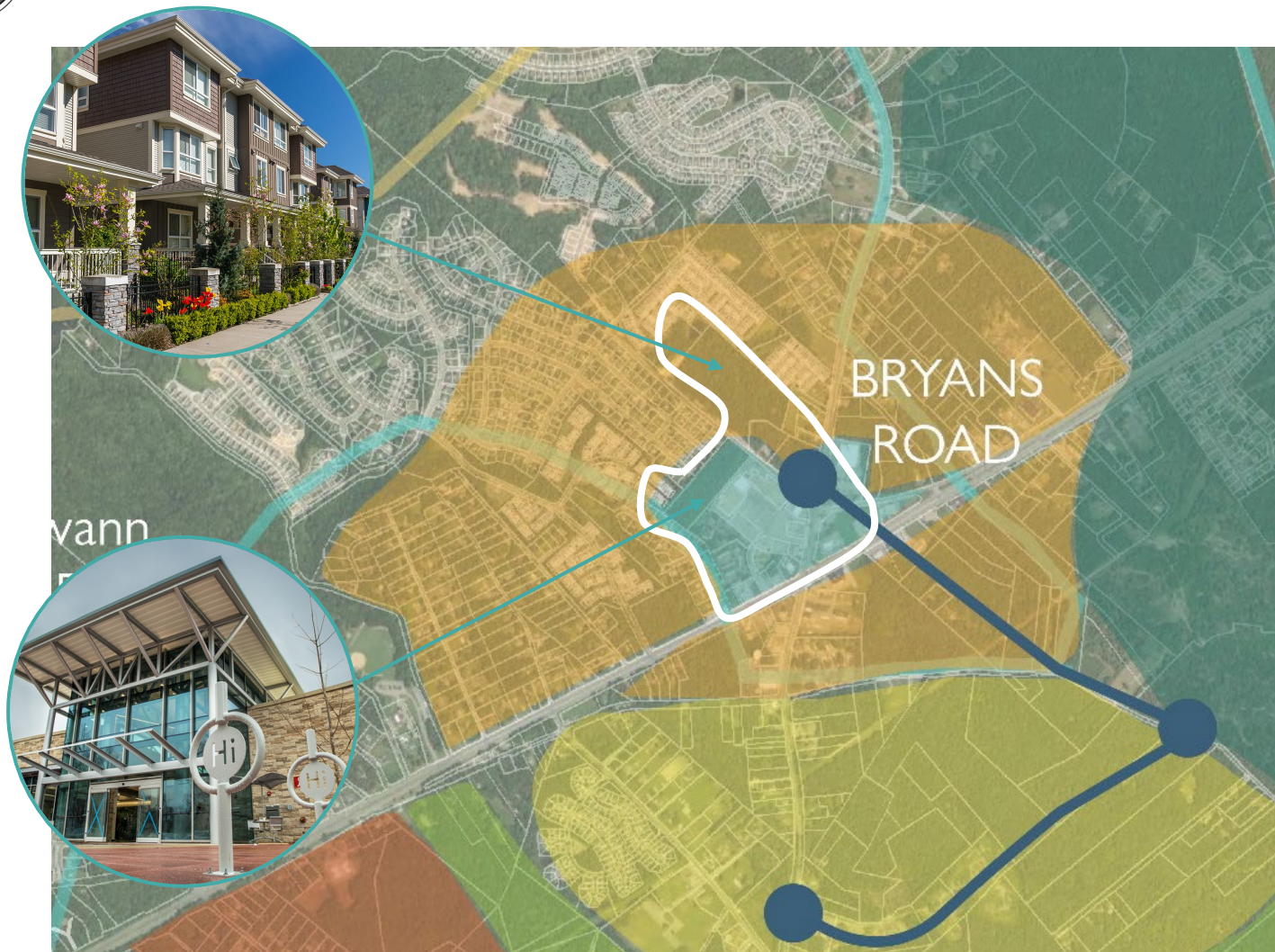
Overlapping Needs

Depending on other development



Town Center

BRYANS ROAD SUB-AREA PLAN



Planning Information

Area Size	+/- 28 acres
Net Buildable Acres	+/- 18 acres
Proposed Land Use	Very flexible mixed use including high density residential, commercial, public facilities, etc.
Max Potential Dwelling Units +/- 360	Likely Dwelling Units +/-120

FUTURE LAND USE

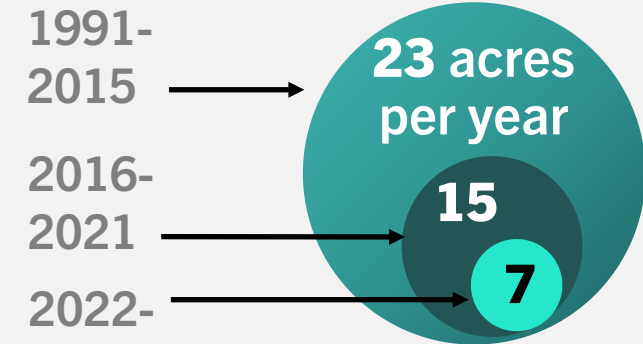
- Town Center
No less than 20 units per acre, mixed use or public facility
- Lowest Residential Density
Up to 4 units per net buildable acre
- Moderate Residential Density
5 - 12 units per net buildable acre
- Age Restricted Community
5 - 12 units per net buildable acre
- Highest Residential Density
Up to 20 units per net buildable acre
- Targeted Preservation Area
- New/Realigned Roadway
- Roundabout
- Watershed Conservation District (Existing)
- Rural Conservation District (Existing)



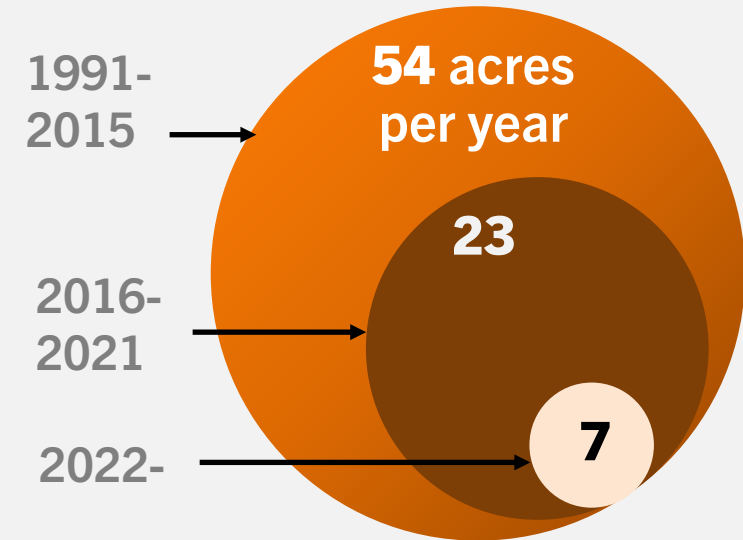
Summary

Land Consumption

	Net Buildable Acres	Max DUs	Est DUs
Livingston/Billingsley	173	2240	740
South End	24	280	130
Parks Corner	146	840	280
Town Center	18	360	120
Total	361	3730	1270
20 year Average (Max Build Out)	18	185	N/A
Likely build out based on constraints	7	N/A	64



FOCUS AREA



OUTER AREA



Potential Impacts, Solutions & Enhancements

BRYANS ROAD
SUB-AREA PLAN



Impacts, Solutions & Enhancements

BRYANS ROAD
SUB-AREA PLAN

ENVIRONMENTAL

TRANSPORTATION

SCHOOLS

PUBLIC FACILITIES

WATER & SEWER

EQUITY



Land Development Impacts

- Erosion and sedimentation caused by land disturbance
- Larger impervious surface area
- Interruption of groundwater recharge and natural drainage patterns
- Displaced wildlife habitat
- Higher carbon emissions from buildings and autos



Planning Approach

- Compactness and proximity
- Introduce environmental controls concurrently with proposed future land use plan
- Maximize existing infrastructure
- Grow equitably



Existing Regulations

- Stormwater Management
- Erosion & Sediment Control
- Forest Conservation
- Wetlands and Waters of the United States
- Sewer & Septic
- Landscaping
- Architectural
- Rare, Threatened & Endangered Species



We recognize that preserving the Mattawoman Creek is of the utmost importance when balancing property rights and the need for new development. Any new development in the area should be held to a higher standard of site design and meaningfully contribute to environmental education, preservation, and restoration.



Environmental Benefits District

- Funded by transfer tax or building permit surcharge? Per takeoff/landing fee? Other sources?
- For use on watershed improvement projects, land acquisition, etc.
- Commit to specific public investments
- Build from model of Resilience Authority



Site Development Tools

- No parking minimums
- Reduced clearing
- Alternative pavements
- Reduced street widths
- Parking lot canopy
- No downspouts
- Microgrid
- Electric charging readiness



On average, regulations imposed by government at all levels account for **24.3%** of the final price of a new single-family home built for sale. Of this, **60%** -- **14.6%** of the final sale price — results from regulations imposed during the lot's development.

Source: Paul Emrath, Ph.D. "Government Regulation in the Price of a New Home." *Housing Economics*, 2016.

Adoption of the Watershed Conservation District had a significant impact on African American and Native American property holders. Restoring their property rights will build intergenerational wealth and preserve history and culture.

Source: Interviews with community stakeholders.



\$336/month

in mortgage payments on \$300,000 home.

Takeaway: Raising fees or adding requirements should be considered relative to goals for housing diversity.



40 — 60% reduction

in property value due to downzoning

Takeaway: Restoring development capacity will restore ability to sell land and transfer wealth to future generations.

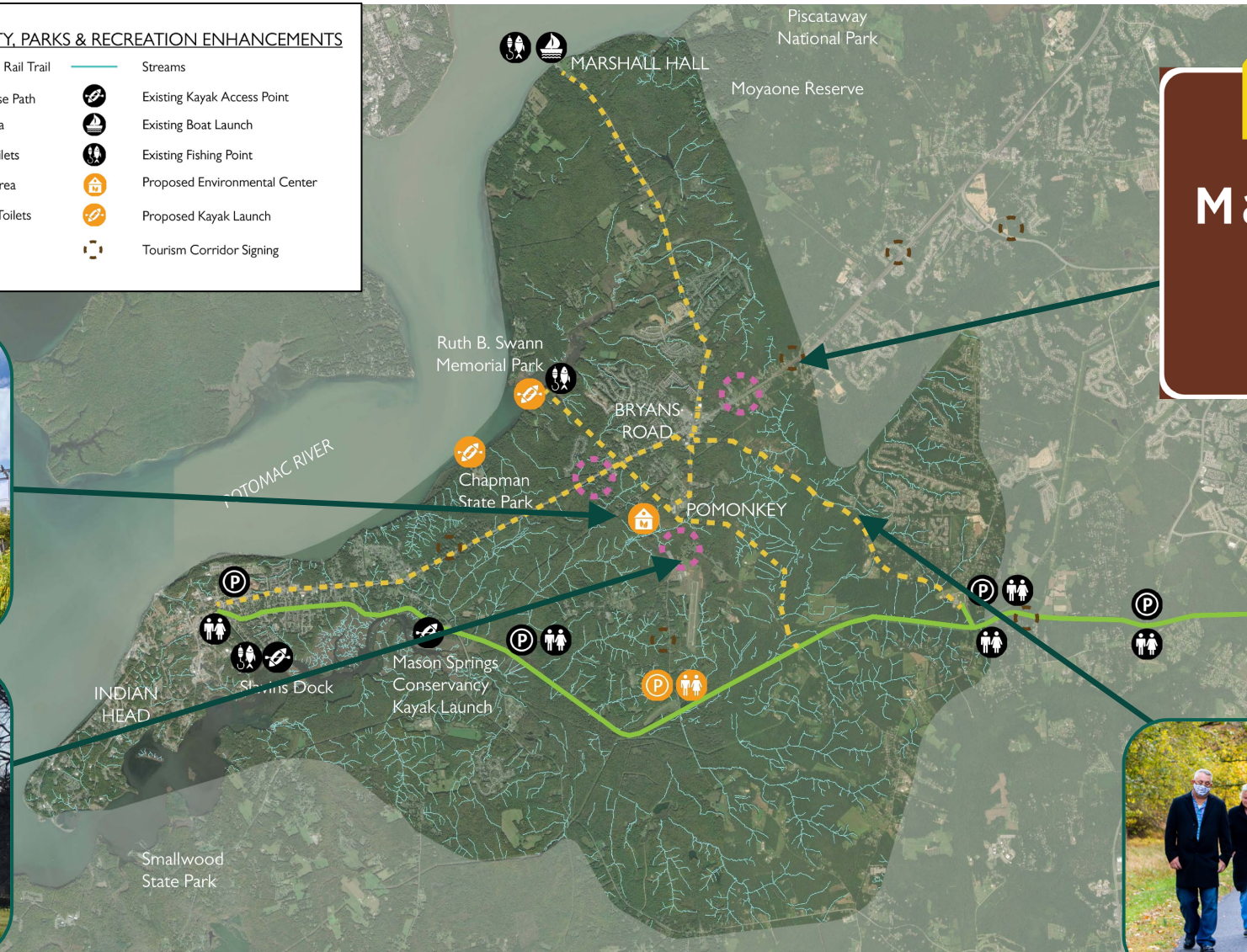


Improving Access to Parks, Historic, & Cultural Sites

BRYANS ROAD SUB-AREA PLAN

BRYANS ROAD COMMUNITY, PARKS & RECREATION ENHANCEMENTS

- | | |
|---------------------------------|-------------------------------|
| Existing Indian Head Rail Trail | Streams |
| Proposed Shared Use Path | Existing Kayak Access Point |
| Existing Parking Area | Existing Boat Launch |
| Existing Portable Toilets | Existing Fishing Point |
| Proposed Parking Area | Proposed Environmental Center |
| Proposed Portable Toilets | Proposed Kayak Launch |
| Gateway Feature | Tourism Corridor Signing |



Marshall
Hall





Potential School Impacts & Improvements

At the likely build-out of residences over 20 years:

125 elementary school students

80 middle school students

100 high school students

These students are already accounted for in Charles County school projections.

A new middle school to serve the western part of Charles County is planned to open in school year 2026-2027





Potential Transportation Impacts & Mobility Improvements

BRYANS ROAD
SUB-AREA PLAN



- Realign Billingsley Road to intersect with MD 210 (approx. 2/3 miles)
- Connect Billingsley Road to Livingston Road
- Intersection improvements at MD 210 and Livingston Road



- Add sidewalks near Bryans Road Shopping Center and along Metropolitan Church Road
- Add shared use path connection from Indian Head Rail Trail to Marshall Hall Road (with Billingsley Road improvements)
- Protected bicycle lane on shoulder of MD 210 between MD 227 and Town of Indian Head
- Adjust VanGo for “deviated fixed route” service



Summary & Next Steps

BRYANS ROAD
SUB-AREA PLAN





Summary



- To retain and strengthen existing businesses, and add new services and amenities, Bryans Road needs to grow.
- Growth should be more than is permitted now (+/-10%) but less than the regional forecast (46%).



20-year target

+/- 3000 residents
+/- 1270 dwelling units



- Preserving rural landscape and Mattawoman Creek is a high priority, as is equitable development.
- Existing and planned infrastructure can accommodate growth.
- Diverse housing types meet different market needs and support various types of services and amenities



Future Land Use Map

- is compact
- minimizes potential impact to environmentally sensitive areas
- does not rely on major new infrastructure
- supported by a package of environmental and community enhancements



PLANNING PROCESS

January



“Preview” of
existing
conditions
analysis

March



Planning
concepts to
be presented
at public
meeting

Mid-April



Refined concepts
and consultant
recommendations

May



Draft Plan
submitted to
Planning
Commission