

## Chapter 4 Implementation

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

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

**Table 6**      **Implementation Actions**

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

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

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

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

## **Land Acquisition**

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

## **Regulations and Guidelines**

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

### **Town Center Core Mixed Use Zoning District**

*Boundaries:* See Conceptual Land Use Plan Map

*Uses*

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

**P=Permitted. N = Not Permitted.**

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

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

*Setbacks*

Front:

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

Residential buildings: Minimum setback 12 to 18 feet.

Side: Zero required.

Rear: 10 feet minimum.

*Maximum Lot Coverage by buildings:* 70 percent

*Building Orientation*

Building frontages should face streets wherever possible.

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

### *Height*

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

Other buildings: Maximum 4 stories.

### *Parking*

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

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

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

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

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

### *Transition Areas*

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

### *Open Space*

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

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

### *Architecture*

Consistent architecture should be used throughout the Town Center Core.

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

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

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

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

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

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

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

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

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

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

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

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

#### *Setbacks*

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

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

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

*Maximum Lot Coverage by buildings:* 60 percent.

#### *Building Orientation*

Building frontages should face streets.

#### *Height*

Maximum 3.5 stories.

#### *Parking*

On street parking permitted on all streets.

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

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

### *Environmentally Sensitive Areas*

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

### *Open Space*

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

### *Architecture:*

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

The following architectural features are encouraged: stoops and porches.

## **Transportation**

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

#### *Outside Town Center Core*

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

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

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

#### *Town Center Core*

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

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

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

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

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

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

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

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

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

### Streetscape Plan for MD 210

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

### Access Management

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

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

### **Pedestrian-Bicycle Facilities**

As discussed in Chapter 3, the following are recommended:

#### *Town Center Core*

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

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

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

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

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

#### *Outside the Town Center Core*

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

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

### **Key Next Steps**

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

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

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



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