

Appendix A Zoning Districts

BASE ZONE REGULATIONS

AGRICULTURAL CONSERVATION ZONE - AC

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

RURAL CONSERVATION ZONE - RC

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

RURAL CONSERVATION DEFERRED DEVELOPMENT DISTRICT - RC(D)

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

RURAL RESIDENTIAL ZONE - RR

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

VILLAGE RESIDENTIAL ZONE - RV

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

VILLAGE COMMERCIAL ZONE - CV

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

LOW- DENSITY SUBURBAN RESIDENTIAL ZONE - RL

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

MEDIUM - DENSITY SUBURBAN RESIDENTIAL ZONE -RM

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

HIGH - DENSITY RESIDENTIAL ZONE - RH

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

RESIDENTIAL/OFFICE ZONE - RO

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

NEIGHBORHOOD COMMERCIAL ZONE - CN

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

COMMUNITY COMMERCIAL ZONE - CC

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

CENTRAL BUSINESS ZONE - CB

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

BUSINESS PARK ZONE - BP

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

GENERAL INDUSTRIAL ZONE - IG

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

HEAVY INDUSTRIAL ZONE -IH

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

Appendix B Brief History of Bryans Road

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Grants/Patent Tracts:

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



Historic Sites:

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

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

Source: Northwest Charles County Comprehensive Plan, 1981.