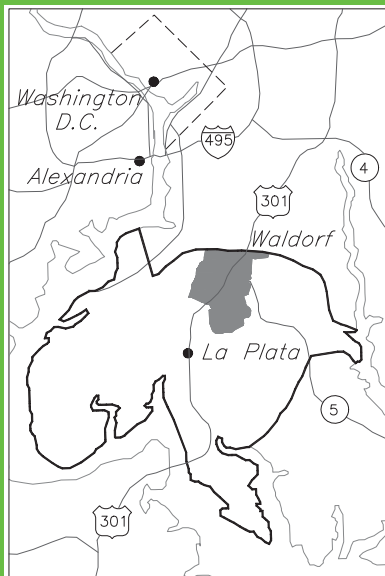


Waldorf Sub-Area Plan

Adopted April 2004



Acknowledgments

County Commissioners of Charles County

Murray D. Levy, President

Wayne Cooper

Robert J. Fuller

William D. Mayer

Allan R. Smith

Planning Commission

JoAnn Ptack, Chair

Bobbie Wise, Vice
Chair

Duncan Creelman

Thomas Datcher

Raymond F. Detig

Jon Johnson

Charles McPherson

Ernest "Ernie" Cruea
(former member)

Carolyn Woodside (former
member)

Staff

Eugene T. Lauer, County
Administrator

Roy E. Hancock,
Director, Planning and
Growth Management

Steve Magoon, Planning
Director

Kipling Reynolds, Senior
Planner

Karen Wiggen,
Environmental Planner

Mary Grant, Planner

Evelyn Estevez, Secretary

Citizens' Work Group

Lorrie Anderson

William Cooke

Barry S. Cramp

Ronald G. Cunningham,
Chair

Raymond F. Detig

Tommy Edwards

James L. Erdman

Captain Samuel Graves

Swynice Hawkins
(served through 2000)

Rick Hamilton

Brad Howard

Bud Humbert

Kathy Levanduski
(served through 2000)

Mike Middleton

Mary Short

Bobby Stahl

Consultant Team

Environmental Resources Management, Annapolis, Maryland

Torti-Gallas and Partners=CHK, Silver Spring, Maryland

Parsons Brinckerhoff, Quade & Douglas, Baltimore, Maryland

Randall Gross, Development Economics, Washington D.C.

COUNTY COMMISSIONERS OF CHARLES COUNTY, MARYLAND

RESOLUTION NO. 2004- 69

WHEREAS, as prescribed by the 1997 Charles County Comprehensive Plan, the Waldorf Sub-Area Plan was created to guide future land use and development within the portion of the County designated as the Waldorf Sub-Area; and

WHEREAS, a sixteen-member Waldorf Sub-Area Workgroup was appointed by the Charles County Commissioners in order to foster community development in Waldorf; and

WHEREAS, public workshops were held on September 28, 1999, November 6, 1999 and November 20, 2002, to solicit public input in the development of the Waldorf Sub-Area Plan; and

WHEREAS, the Waldorf Sub-Area Workgroup forwarded a draft plan entitled, *Waldorf Sub-Area Plan, Work Group Recommended Plan, July, 2003*, to the Charles County Planning Commission; and

WHEREAS, a public hearing was held on September 8, 2003 by the Charles County Planning Commission in order to receive public comment on the Waldorf Sub- Area Plan; and

WHEREAS, subsequent work sessions were held by the Charles County Planning Commission on October 20, 2003, November 17, 2003 and December 1, 2003 to review public comments on the Waldorf Sub-Area Plan; and

WHEREAS, the Charles County Planning Commission forwarded a subsequent draft entitled, *Waldorf Sub-Area Plan, Planning Commission Recommended Plan, November, 2003* to the County Commissioners (consisting of the *Waldorf Sub-Area Plan, Work Group Recommended Plan, July, 2003* along with several amendments and typographical

Page 1

corrections), recommending adoption as an amendment to the Charles County Comprehensive Plan; and

WHEREAS, a public hearing was held on March 1, 2004 before the County Commissioners of Charles County in order to receive public input on the Waldorf Sub-Area Plan; and

WHEREAS, the public record was held open until March 16, 2004, 4:30 p.m.; and

WHEREAS, public comments were received requesting changes to land use designations shown on the July 2003 version of the proposed land use map; and

WHEREAS, a subsequent work session was held by the Charles County Commissioners on April 20, 2004 to review public comments on the Waldorf Sub-Area Plan; and

WHEREAS, the Charles County Commissioners concurred with certain portions of the public comments regarding land use designations and requested that the plan reflect these modifications; and

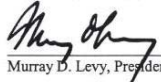
WHEREAS, the Waldorf Sub-Area Plan is consistent with the 1997 Charles County Comprehensive Plan; the Economic, Growth, Resource Protection and Planning Act of 1992; and the Smart Growth Areas Act of 1997 by fostering development in the Town Center and guiding future development activities in a coherent manner; and

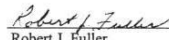
NOW, THEREFORE, BE IT RESOLVED, this 18th day of June, 2004, by the County Commissioners of Charles County that the document consisting of text, maps, and charts, entitled *Waldorf Sub-Area Plan, April, 2004* (shown in Attachment A), is hereby

Page 2

adopted as an amendment and update to the 1997 Comprehensive Plan of Charles County in accordance with Article 66B of the Annotated Code of Maryland.

COUNTY COMMISSIONERS OF
CHARLES COUNTY, MARYLAND


Murray D. Levy, President


Robert J. Fuller


Wayne Cooper


Wm. Daniel Mayer


Allan R. Smith


ATTEST: Linda Rollins, Clerk

Page 3

ATTACHMENT A

Waldorf Sub-Area Plan, April, 2004

Page 4

Executive Summary

Charles County's 1997 Comprehensive Plan addresses land use, growth management, and development for the whole county. The Comprehensive Plan noted that detailed plans were needed for parts of the county experiencing rapid growth or facing special issues. These detailed "Sub-Area Plans" would offer an opportunity to examine issues and explore opportunities in greater detail than was possible in the Comprehensive Plan.

This Waldorf Sub-Area Plan (the Plan) has been developed to guide future land use and development in the Waldorf area of Charles County. The Plan addresses land use and development, transportation, environment, open space, and public facilities such as parks and schools. The Plan also establishes a "vision" for the area; an overall image of what the Waldorf area should be and how it should look in the future. The planning horizon for the Plan is 20 years, but the vision elements address a 20 to 50 year horizon.

Located approximately 20 miles south of Washington D.C., the Waldorf Sub-Area covers approximately 35 square miles (22,320 acres), a little under eight percent of Charles County's land area. Waldorf is the major center of population, employment and commerce both in Charles County and in Southern Maryland. As of 2000, the Sub-Area was home to nearly half the population of Charles County, approximately 56,600 people out of a County population of 120,500.

The Sub-Area is part of Charles County's "Development District" which the County has designated as its principal center of population, services, and employment. The incorporated Town of La Plata lies immediately south of the Waldorf Sub-Area. Because the Town has planning authority within the town boundaries, the Plan makes no specific recommendations for land in the Town. Nevertheless, efforts were made to ensure that the Sub-Area Plan's recommendations are compatible with and supportive of the Town of La Plata.

A "vision" for Waldorf emerged from public workshops held early in the planning process. Key components are:

- Create an attractive "place" or "places" in Waldorf that can serve as a town center or activity nodes for the community;
- Make Waldorf a more balanced business community, attracting more economic activity from outside Charles County. Create the environment to attract a broader range of retail/employment uses;
- Keep Waldorf's business/commercial area in the US 301 corridor;
- Create a complete road network, integrated with transit and accessible by pedestrians/cyclists; and
- Create more recreation opportunities.

As of 2003, the Sub-Area is approximately 45 percent developed. The US 301 corridor, which runs through the Sub-Area, is Charles County's and Southern Maryland's major retail, business, and employment corridor. As of 1999, the corridor had an estimated total of 3.2 million square feet of retail space, including the only enclosed shopping mall in Southern Maryland, and over 2.0 million square feet of office space. Included in the Sub-Area is the entire planned community of St. Charles, a large, mixed use Planned Unit Development covering a little over 37 percent of the Sub-Area.

The Sub-Area's population is projected to increase to almost 90,000 people by 2020. Job growth is projected to continue through 2020, though at a slower rate compared to population growth (25 percent versus 58 percent).

The Sub-Area lies in three major subwatersheds of the Lower Potomac River Basin: Zekiah Swamp Run, Mattawoman Creek, and Port Tobacco. All three watersheds contain important environmental resources, and are also on Maryland's list of impaired waters (known as the 303(d)) list.

Transportation and traffic are vital issues for Waldorf, affecting business, employment, and residents' quality of life. The primary focus of attention is US 301, the primary commuting route, the "Main Street" for local businesses, and a thoroughfare for regional traffic. Many of US 301's signalized intersections are projected fail by 2020 due to increasing traffic. After many years of study, in 2002 Charles County adopted a Transportation Strategy that includes a recommendation for a limited US 301 upgrade and the preservation of right-of-way for a western US 301 bypass alternative in the long-term.

Since the Sub-Area is located within the Development District, it is ultimately intended to be fully served by public water and sewer. Most existing development in the Sub-Area has public service. Nine elementary, four middle, and two high schools are located in or adjacent to the Sub-Area. In 2001, taking all nine elementary schools together, elementary enrollment was essentially in balance with capacity (5,046 enrollment versus 5,011 capacity). There are approximately 670 acres of recreation land in and close to the Sub-Area, approximately 30 percent of the state-recommended goal for recreation land per 1,000 population.

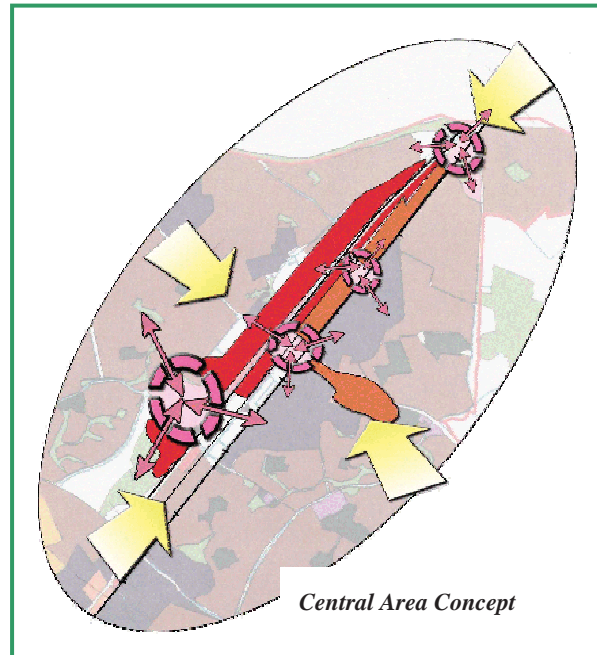
Waldorf is Southern Maryland's premier commercial center, but traffic problems, a lack of sense of place, and the growth of other centers could drain economic activity away from Waldorf and limit its future potential preeminent position. The Plan addresses land use, sense of place, traffic and related issues to achieve a vision for maintaining Waldorf as *the* center for Southern Maryland; more than a place to work and shop, a place for people to reside, build, and celebrate their community. The Plan has the following objectives as land use themes.

- Create activity centers as focal areas for Waldorf with supporting land uses around them.
- Maintain US 301 as a viable business corridor, but limit new areas of strip commercial development.
- Create areas of mixed use in Waldorf's central area (the area between Western Parkway/St. Patricks Drive and MD 5/St. Charles Parkway).
- Encourage mixed use development on large, key, undeveloped tracts.
- Encourage redevelopment of older highway-oriented commercial areas as mixed use areas.
- Allow for redevelopment of community-oriented business areas into mixed use areas.
- Encourage new residential development in Waldorf.
- Promote diverse, well-located employment areas.
- The build-out of residential neighborhoods outside Waldorf's central area at established densities with supporting community facilities, open space, and convenience commercial uses.
- Create an open space and recreation network for the entire Sub-Area.
- Coordinate land use with transportation and facilities planning.

The Plan's organizational concept for Waldorf's Central Area has three main components (see inset, next page):

- Retain Waldorf's major business corridor as the premier regional business center for Southern Maryland (red/dark shade areas).
- Create community mixed use areas (orange/light shade areas) along Waldorf's older commercial and business areas. These areas are envisioned as pedestrian-friendly, local community-oriented mixed use areas emphasizing community-oriented retail, employment, and service uses and residential.

- Create four Activity Centers (the four circles on the inset) as focal areas for the town. They are located off US 301 where they can be pedestrian friendly and be true centers for the community. The centers are spaced apart so that they can develop a unique character, function as transit hubs and serve their surrounding areas.
 - *Waldorf Center* at the intersection of Old Washington Road and MD 5 Business would build on this area's historic and community serving functions.
 - *Acton Center* at Old Washington Road and Acton Lane would provide a focus for surrounding employment and service uses.
 - *Towne Center* is the area around the mall and, being the largest activity center in the area, is envisioned as the center for the entire Waldorf area.
 - *Waldorf Gateway* at US 301 and MD 5 would be the gateway to Waldorf.



Other proposed land use categories for the Sub-Area include: *Opportunity Mixed Use* areas, five large undeveloped or underdeveloped areas east and west of US 301; *Employment areas* accounting for approximately 3,400 acres, or 15 percent of the Sub-Area; *Residential* and *Residential Transition* areas; and eight *Neighborhood Commercial* areas.

The transportation component of the vision for Waldorf is to create a complete road network, integrated with transit and accessible by pedestrians and bicyclists. The following principles guide the Plan's transportation element:

- Provide system capacity enhancements; new roads, interchanges, road connections, sidewalks, and bicycle routes, with particular emphasis on major north-south alternative routes to US 301, and facilitating crossing between Waldorf's east and west sides.
- Separate through and local motor vehicle traffic to the extent possible.
- Provide transportation choices that serve a range of users: cars, transit users, bicyclists and pedestrians. The Plan incorporates the County's 2002 Transit Development Plan and includes a pedestrian and bicycle network plan.
- Increase connectivity (the number of roads and road connections), thereby creating more of a "grid network" in the Sub-Area.
- Encourage mixed use development that changes the pattern of travel demand and makes the best use of system capacity.
- Accept a certain level of congestion in certain places at certain times.
- Create streets that are attractive and that serve multiple users (pedestrians and bicyclists as well as cars). The Plan pays special attention to Old Washington Road as it serves three activity centers and a community mixed use area.
- Careful attention to the design of US 301 in an upgrade.
- Parking strategies to support land use goals.

The Plan's roads network plan incorporates projects from the County's March 2002 Transportation Strategy. One Town of La Plata project, the MD 6 connector, is also included. The Plan also recommends two modifications and three deletions of road projects in the County Comprehensive Plan. The first modification would revise the Comprehensive Plan's Eastern Parkway concept by extending Post Office Road to Acton Lane (as a major collector), with major or perhaps minor

collector connections to White Oak Road and to MD 5. The second modification would revise the Turkey Hill Road upgrade project in the Comprehensive Plan by extending Middletown Road to US 301 via only a portion of Turkey Hill Road.

The Plan's recommendations for the natural environment focus on three objectives:

- Improving stream conditions, water quality and the health of the biological communities.
- Improving stormwater management to reduce to the extent possible the negative environmental impacts of stormwater runoff, and
- Increasing and maintaining a healthy urban forest to improve air quality and aid in absorption of rain run-off.

Major recommendations include: increasing vegetated buffers around streams; replanting buffer areas currently cleared of natural vegetation; in urban areas use preferred best management practices to improve stormwater management; in non-urban areas use low impact site development practices; investigate the potential use of "green" building and architectural techniques; adopt strategies to keep 100 percent of the Sub-Area Forest Conservation requirements in the Sub-Area; and consider adopting urban forest canopy coverage goals.

New schools will be needed in the Sub-Area especially as St. Charles continues to develop to the south. A new high school complex with future elementary and middle schools is currently planned off Mill Hill Road just west of the Sub-Area. The Plan is not expected to result in additional demand for schools over and above what is currently contemplated to meet projected growth. The Plan is also not expected to have any significant impact on other public facilities including water and sewer, public safety, fire and emergency services, or library above and beyond the impacts associated with the growth already envisioned to occur in the area.

With only three true parks in the Sub-Area, all on the east side, and a fourth (Laurel Springs) on the southern edge, the Sub-Area lacks sufficient parkland to serve an area with a projected 2020 population of close to 90,000. The Plan recommends the following: acquire land for a community park and for a multi-purpose regional park west of US 301; continue to plan for major recreational trails; create urban open spaces, plazas, pocket parks, and recreational areas; and continue to pursue a centrally located major countywide indoor recreation facility.

Implementing the Sub-Area Plan will require collaboration among a broad range of interested parties: the citizens and businesses of the Waldorf Sub-Area, Charles County Government, as well as various Federal State and local entities including the Town of La Plata. Key implementation actions include:

- Dedicate planning staff to Waldorf to help implement the plan, and create a Waldorf Center committee or working group to help implement the Activity Center.
- New or amended zoning districts (text and maps) including Activity Centers, Community Mixed Use Areas, and Opportunity Mixed Use Areas. Revisions to Community Commercial (CC) and Central Business (CB) districts, and possible revisions to Residential Office district.
- Identify and acquire sites for transit centers, public spaces, and public parking in Activity Centers.
- Continue to implement projects in the County's Transportation Strategy, and incorporate the Sub-Area Plan road, pedestrian, and bicycle recommendations into transportation planning.
- Acquire land for a community park and a regional park west of US 301. Continue to plan for major recreational trails and to pursue a major countywide indoor recreation facility.
- Consider increasing the width of required vegetated buffers around streams. Incorporate stormwater management best management practice recommendations. Investigate the potential use of "green" building techniques and strategies to keep as much of the forest conservation requirements as possible within the Sub-Area.

Table of Contents

Executive Summary.....	ES-1
Planning Context for the Sub-Area Plan.....	1-1
Introduction	1-1
The Sub-Area within Charles County	1-1
Surrounding Areas	1-4
The Planning Process	1-4
Issues and Challenges	1-5
Description of the Sub-Area	2-1
Land Use and Development	2-1
Population and employment.....	2-3
Historic Sites	2-5
Environment.....	2-7
Transportation	2-9
Roads	2-9
Pedestrian and Bicycle Circulation	2-14
Town of La Plata.....	2-15
Public Facilities	2-15
Sewer and Water	2-15
Public Schools.....	2-16
Public Safety, Fire and Emergency Services	2-16
Library	2-17
Recreation and Open Space	2-17
The Plan	3-1
A Vision for the Waldorf Sub-Area	3-1
Land Use	3-3
Central Area Concept.....	3-6
Activity Centers	3-8
Community Mixed Use Areas.....	3-15
Business Corridor Mixed Use Areas.....	3-17
Opportunity Mixed Use Areas	3-20
Employment Areas	3-21
Residential Transition Areas	3-21
Residential and Low Density Residential Areas	3-21
Neighborhood Commercial Areas	3-22
Institutional and Parks.....	3-22
Transportation	3-23
Roads	3-23
Transit	3-30
Pedestrian and Bicycle Circulation	3-31
Environment.....	3-33
Historic Preservation	3-35
Public Facilities	3-35
Sewer and Water	3-35
Schools.....	3-35
Other public facilities.....	3-36
Recreation and Open Space	3-36
Implementation.....	4-1
Organization and Management	4-1
Land Use and Zoning	4-2
Activity Centers	4-5
Transportation	4-6
Roads	4-6
Pedestrian-Bicycle network	4-6
Recreation and Open Space.....	4-7

Environment.....	4-8
Historic Preservation.....	4-8
Funding.....	4-9
Key Next Steps.....	4-9
Glossary.....	G-1

Appendices

Appendix A	Summary of 1999 Issue Identification and Design Workshops.....	A-1
Appendix B	2003 Existing Zoning Districts.....	B-1
Appendix C	A Brief History of Waldorf.....	C-1
Appendix D	Results of Research on Comparable Places and Models for Waldorf.....	D-1

List of Tables

Table 2-1	Waldorf Sub-Area Existing Land Use, 2002.....	2-1
Table 2-2	Greater Waldorf Area Projections Summary for Population, Dwelling Units and Jobs.....	2-5
Table 2-3	US 301 Average Daily Traffic 2001 and 2020.....	2-10
Table 2-4	VanGO Ridership Data.....	2-12
Table 2-5	Park and Ride Locations in the Sub-Area.....	2-14
Table 2-6	Recreation Land In and Close to the Waldorf Sub-Area.....	2-17
Table 3-1	Waldorf Sub-Area Proposed Land Use.....	3-3
Table 3-2	Proposed Land Use Categories for the Waldorf Sub-Area.....	3-5
Table 3-3	Waldorf Sub-Area Plan Road Improvements.....	3-25
Table 4-1	Zoning District Outline for the Activity Center, Community Mixed Use, and Opportunity Mixed Use Districts.....	4-3
Table 4-2	Implementation Actions and Funding.....	4-10

List of Figures

Figure 1-1	Waldorf Sub-Area Location.....	1-2
Figure 1-2	Sub-Area Boundary.....	1-3
Figure 1-3	Waldorf Sub-Area Plan Process.....	1-5
Figure 2-1	Existing Land Use.....	2-2
Figure 2-2	Current Zoning, Generalized.....	2-4
Figure 2-3	Historic Sites.....	2-6
Figure 2-4	Watersheds and Major Streams.....	2-8
Figure 2-5	Transit Routes.....	2-13
Figure 3-1	Proposed Land Use Concept.....	3-4
Figure 3-2	Central Area.....	3-7
Figure 3-3	Activity Center Concepts.....	3-9
Figure 3-4	Waldorf Center.....	3-10
Figure 3-5	Acton Center.....	3-12
Figure 3-6	Business Corridor Mixed Use.....	3-19
Figure 3-7	Proposed Roads and Improvements.....	3-24
Figure 3-8	Bridge Design.....	3-27
Figure 3-9	Old Washington Road Typical Proposed Street Sections.....	3-28
Figure 3-10	Proposed Light Rail Stations.....	3-30
Figure 3-11	Major Pedestrian-Bicycle Routes.....	3-32
Figure 3-12	Recreation and Open Space.....	3-37

List of Charts

Chart 2-1	Recommendations of La Plata Plans Relevant for the Waldorf Sub-Area Plan.....	2-15
Chart 3-1	Summary of Research on Comparable Places and Models for Waldorf.....	3-2

Chapter 1 Planning Context for the Sub-Area Plan

Introduction

This Waldorf Sub-Area Plan (the Plan) has been developed to guide future land use and development in the Waldorf area of Charles County, Maryland. The Plan addresses land use and development, transportation, environment, open space, and public facilities such as parks and schools. The Plan also establishes a “vision” for the area; an overall image of what the Waldorf area should be and how it should look in the future.

Located approximately 20 miles south of Washington D.C., the Waldorf Sub-Area covers approximately 35 square miles (22,320 acres), a little under eight percent of Charles County’s land area (Figures 1-1 and 1-2). Waldorf is the major center of population, employment and commerce both in Charles County and in Southern Maryland. As of 2000, the Sub-Area was home to nearly half the population of Charles County, approximately 56,600 people out of a County population of 120,500. The Sub-Area’s population is projected to increase to almost 90,000 people by 2020.

The Sub-Area Within Charles County

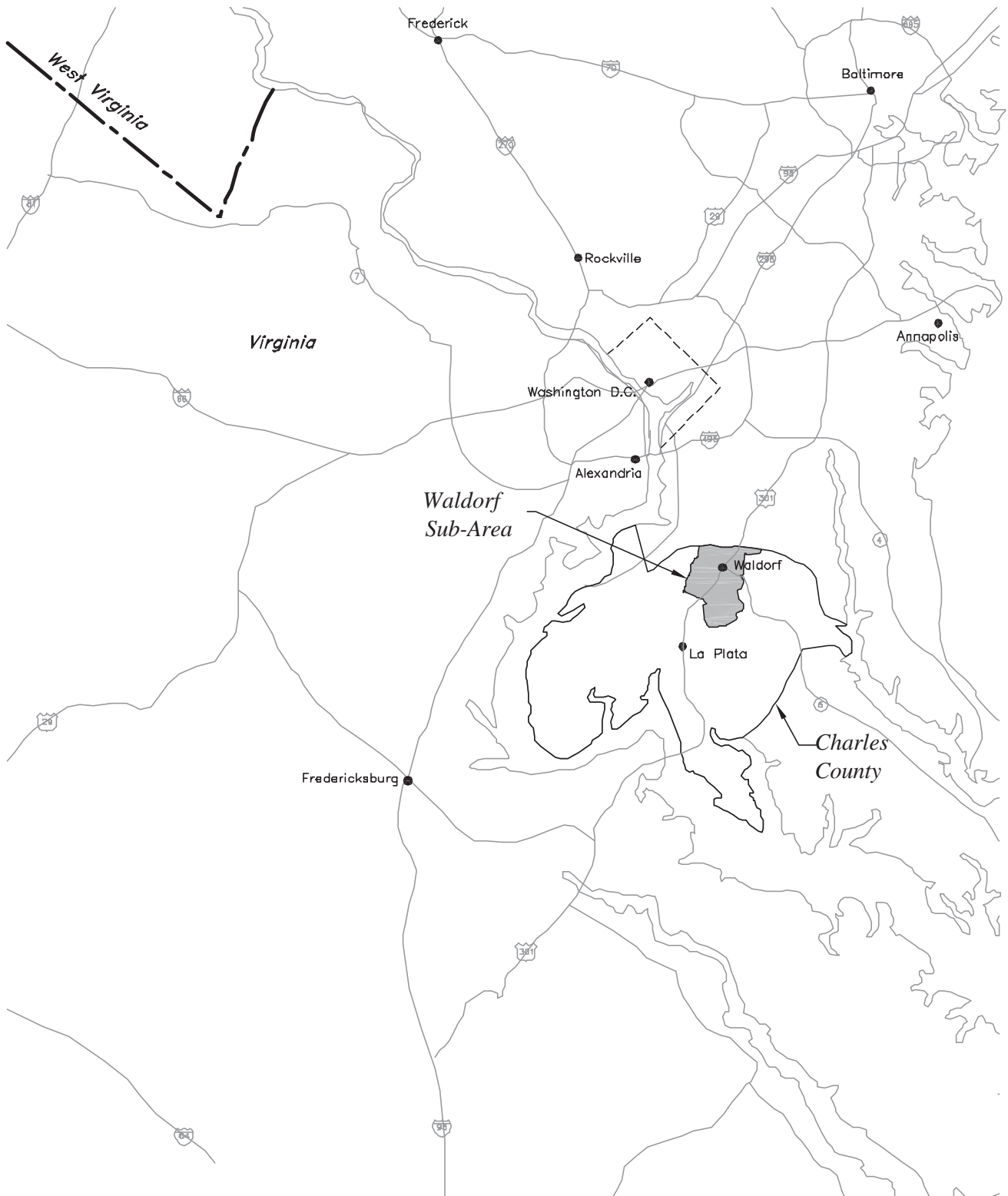
The Waldorf Sub-Area is part of Charles County’s Development District. Located in the north and northwest part of the County, and covering approximately 83 square miles, the Development District has been designated by the County as its principal center of population, services, and employment. The Development District is planned to accommodate 75 percent of the County’s future population growth.

In 1997 the County adopted a Comprehensive Plan that addresses land use, growth management, and development for the whole county. The Comprehensive Plan noted that detailed plans were needed for parts of the county experiencing rapid growth or facing special issues. These detailed “Sub-Area Plans” would offer an opportunity to examine issues and explore opportunities in greater detail than was possible in the Comprehensive Plan. The Comprehensive Plan divided the Development District into three sub-areas: Waldorf, Central, and Bryans Road-Indian Head. The County adopted the Bryans Road-Indian Head Sub-Area Plan in 2001 and this Waldorf Sub-Area Plan is the second one to be prepared.

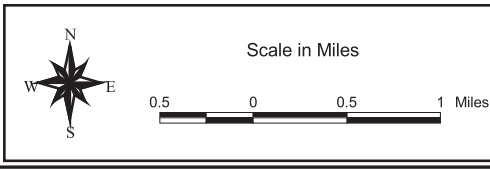
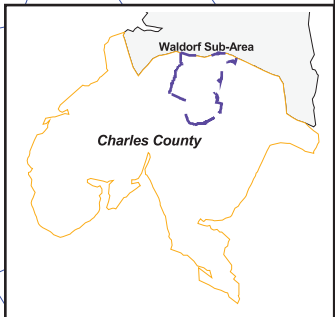
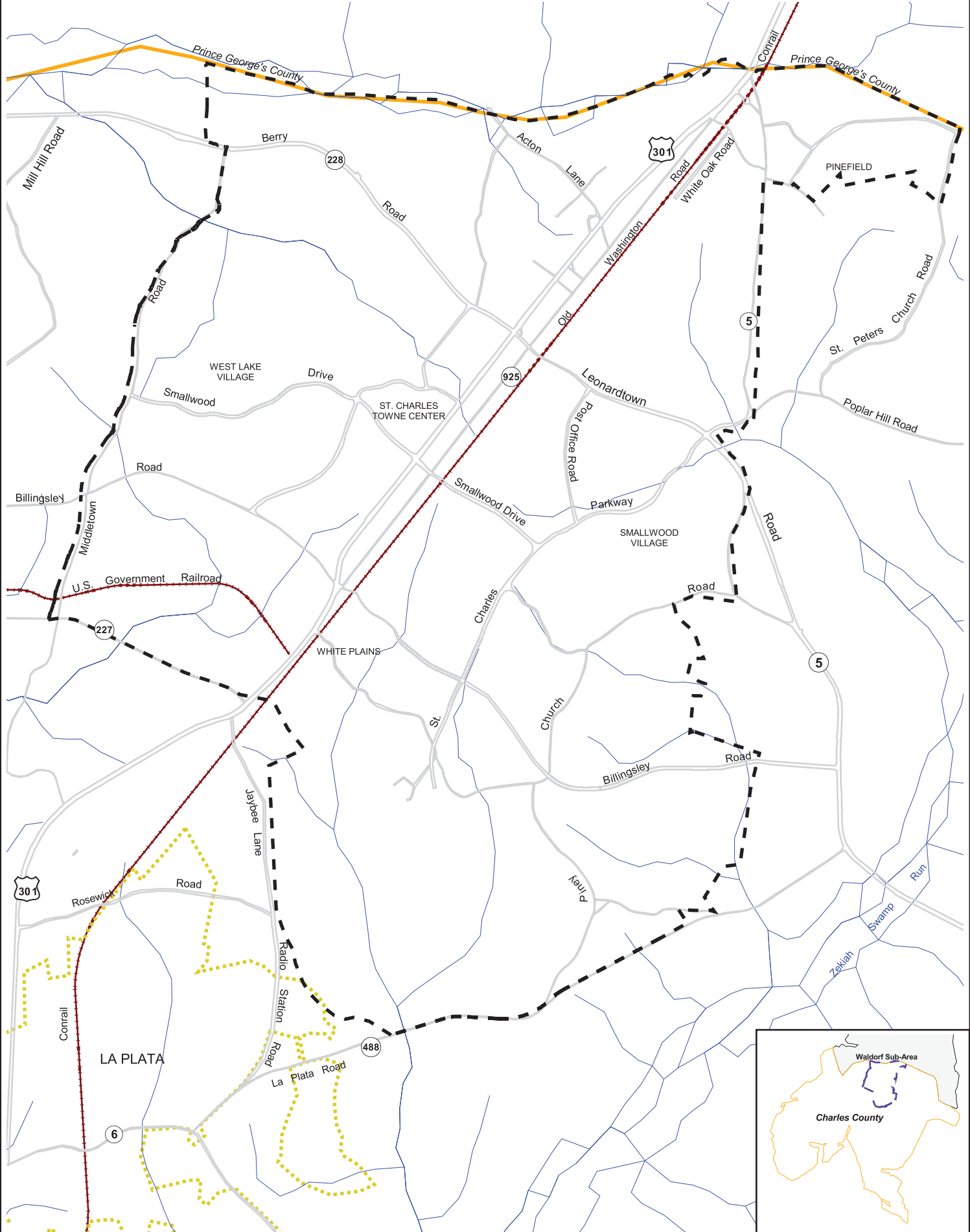
The Sub-Area Plan is prepared within the context of Charles County’s growth management program which includes the Comprehensive Plan, Comprehensive Water and Sewer Plan, Land Preservation and Recreation Plan, and Zoning and Subdivision Regulations.

The Town of La Plata lies immediately south of the Waldorf Sub-Area, actually abutting the Sub-Area near Radio Station Road. Because the Town has planning authority within the town boundaries, the Plan makes no specific recommendations for land in the Town and the Plan has no legal authority within the Town. Nevertheless, efforts were made to ensure that the Sub-Area Plan’s recommendations are compatible with and supportive of the Town of La Plata.

Figure 1-1
Waldorf Sub-Area Location
Charles County, Maryland



15 0 15
Approximate Scale in Miles



Waldorf Sub-Area Plan
 Figure 1-2
Sub-Area Boundary
 1-3



Surrounding Areas

The Waldorf Sub-Area anchors the eastern side of Charles County's Development District. West of Sub-Area lies the central portion of the Development District, which is planned for mostly residential development.

South of the Sub-Area, between the Sub-Area and the Town of La Plata, is an area designated Rural Residential in the Comprehensive Plan, and planned mostly for low density residential development. South of this area is the Town of La Plata. The Town has engaged in major planning efforts since the late 1990s including a Vision Plan for Greater La Plata (2000), a Plan for the Future of Downtown La Plata (2001) and an updated Comprehensive Plan (2001).

East of the Sub-Area is a large rural area designated Rural Conservation in the Comprehensive Plan and planned for low-density residential development and preservation of the rural environment. Much of this area is in the County's state-designated Zekiah Swamp Run Rural Legacy Area.

The area north of the Sub-Area is in Prince George's County. Much of the area adjoining the Waldorf Sub-Area is in Prince George's County's Rural Tier, a policy area designated in the 2002 General Plan for rural low growth. The area on both sides of MD 5/US 301 is in the General Plan's Developing Tier and is further designated as a possible future Development Center called Brandywine. The west side of US 301 was a special study area in Prince George's County's 1993 Subregion V Master Plan that recommended a mix of residential, employment, and retail uses.

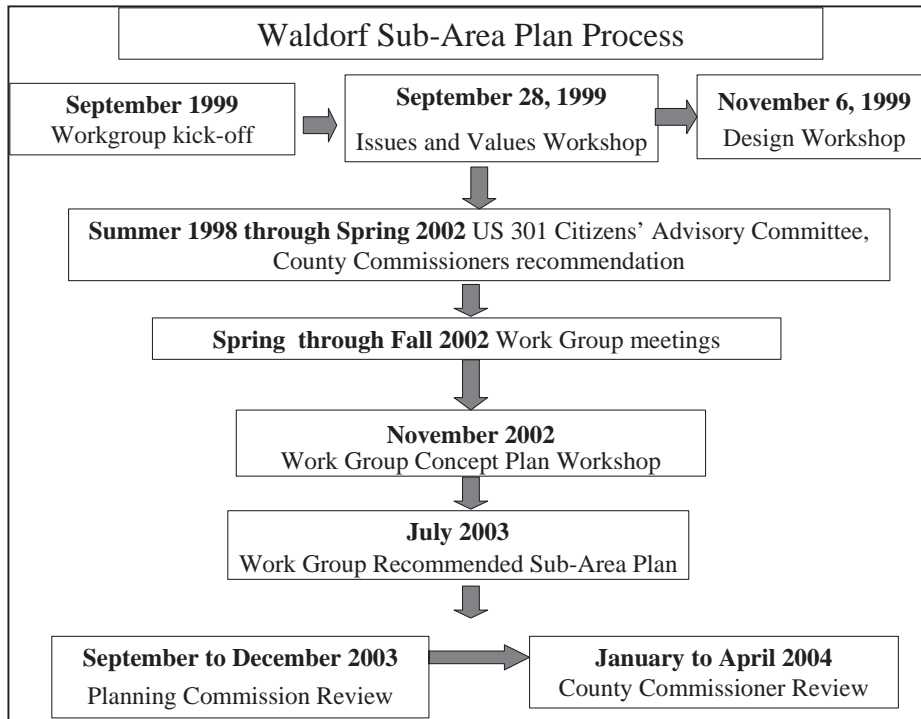
The Planning Process

The Sub-Area Plan process took place over an approximately four year period (Figure 1-3). The County's Department of Planning and Growth Management, with the assistance of a team of consultants, prepared the plan. The County Commissioners appointed a Citizens' Work Group to represent interest groups and affected parties, and assist in developing the plan. The Waldorf Work Group began work on the Plan in 1999. Two large, public visioning workshops were held in September and November 1999.

A major issue for the Plan was the land use implications of the County's decision on whether to support an upgrade or bypass for US 301. Work on the Sub-Area plan continued through Fall 2000 but was put on hold pending the US 301 Citizens' Advisory Committee recommendation on US 301 to the County Commissioners (made in September 2001) and the County Commissioners decision on US 301 (made in March 2002). The Waldorf Work Group recommenced work on the Sub-Area Plan in Spring 2002 and presented a Concept Plan at a public meeting in November 2002 following which the Work Group developed a full Sub-Area Plan in June 2003.

The Work Group held its last meeting on June 18, 2003 and recommended forwarding the Sub-Area Plan, with final changes, to the Planning Commission. This revised Plan was issued in July 2003. The Planning Commission held a public hearing on the Plan on September 8, 2003 and, following work sessions, on December 1, 2003 forwarded the Plan with amendments to the County Commissioners. The County Commissioners received a presentation on the Plan in January 2004, held their own public hearing on March 1, 2004 and adopted the Plan on April 20, 2004.

Figure 1-3 Waldorf Sub-Area Plan Process



Issues and Challenges

The Sub-Area Plan is “issue driven”, in the sense that it focuses most attention on the issues and challenges participants in the planning process identified as being important. These were identified at the important public workshops held in the Fall of 1999; an Issues and Values held in September and an all-day Design Workshop held in November (see Appendix A for a detailed summary of these workshops). These issues and challenges have changed little. The top issues were and remain:

- **Traffic.** How will the transportation system best serve the community?
- **The economy.** How to attract more and better quality jobs and make beneficial use of undeveloped land?
- **Role and position.** What kind of town can and should Waldorf be?
- **Adequate public facilities.** How to ensure that roads, schools, emergency services, parks, libraries etc. are in place to serve development?
- **Development.** What housing density and non-residential development intensity is appropriate for Waldorf?

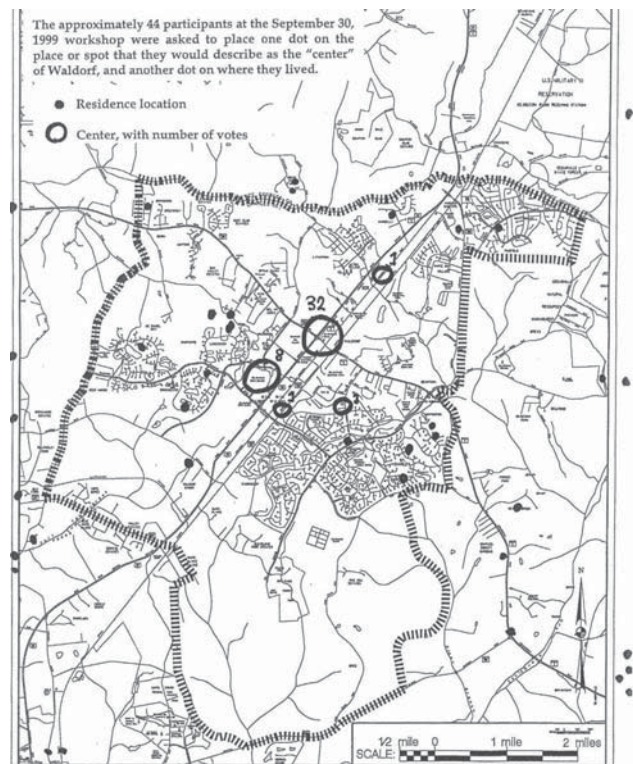
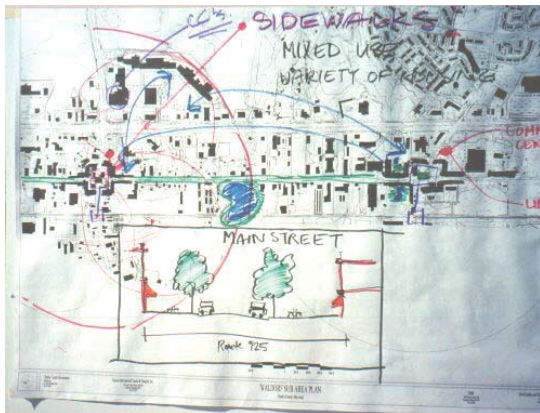
Particularly interesting results emerged from two of the exercises at the workshops. In the first exercise participants were asked to draw a line on a map around what they thought of as the approximate boundaries of the “town” of Waldorf. In the second exercise participants were asked to place a dot on the place or spot they would describe as the “center” of Waldorf.

Altogether the results were consistent with the general perception that Waldorf, like many other largely post World War II places in the U.S., lacks a “sense of place”. The results showed great variation in what participants consider Waldorf to be. Based on the first exercise, many people

consider Waldorf to be much smaller than the sub-area boundary, but quite a few participants think it an even larger place. With respect to the center of Waldorf, the largest number of participants identified the center as at or very close to the intersection of US 301 and MD 5 Business (Leonardtwn Road). While this location is near to the former train station location around which the village of Waldorf originally developed, the area today is dominated by busy roads and has few of the functions of a town center.

The vision for Waldorf that emerged from the 1999 public workshops has also changed little, and can be summarized as follows:

- Create an attractive “place” or “places” in Waldorf that can serve as a town center or activity nodes for the community;
- Make Waldorf a more balanced business community attracting more economic activity from outside Charles County. Create the environment to attract a broader range of retail/employment uses;
- Keep Waldorf’s business/commercial area in the US 301 corridor;
- Create a complete road network, integrated with transit and accessible by pedestrians/cyclists; and
- Create more recreation opportunities.



Top left: participants at one of the break-out sessions at the Waldorf design workshop, Fall 1999. Bottom left: resident-generated concept sketch from the workshop that the Concept Plan uses in the plans for Old Washington Road and the Waldorf Center activity center. Above: At the Issues and Values Workshop, participants identified what they thought of as the “center” of Waldorf.

Chapter 2 Description of the Sub-Area

Land Use and Development

The Waldorf Sub-Area comprises approximately 35 square miles (22,320 acres), located entirely within the unincorporated area of Charles County. The Sub-Area had a population of approximately 56,600 in 2000, according to the US Census.

Waldorf was first established in 1872 as a stop along the Baltimore and Potomac Railroad line. The impetus for Waldorf's transformation from a local village into a regional service center was the construction of Crain Highway in the 1920s and 1930s. Further influencing Waldorf's development was the legalization of slot-machine gambling in June of 1949. Between 1949 to 1968, twenty-one motels were built along a fourteen-mile stretch of US 301 with a total of 600 rooms. Modern residential development on a large scale came to Waldorf in 1970 when the U.S. Department of Housing and Urban Development guaranteed loans for the construction of St. Charles located just south of old Waldorf.

As of 2003, the Sub-Area is approximately 45 percent developed (see Figure 2-1, Existing Land Use, and Table 2-1). Most existing development is in the central and northern parts of the Sub-Area especially:

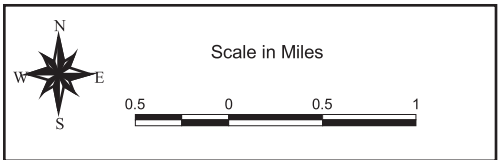
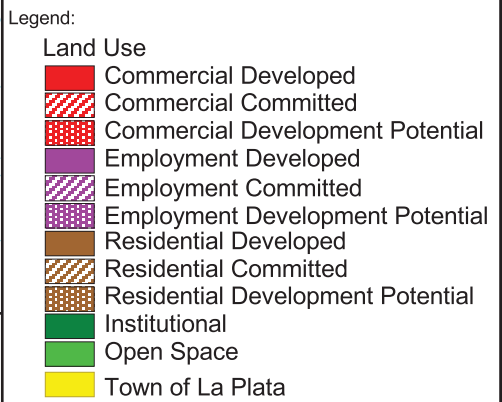
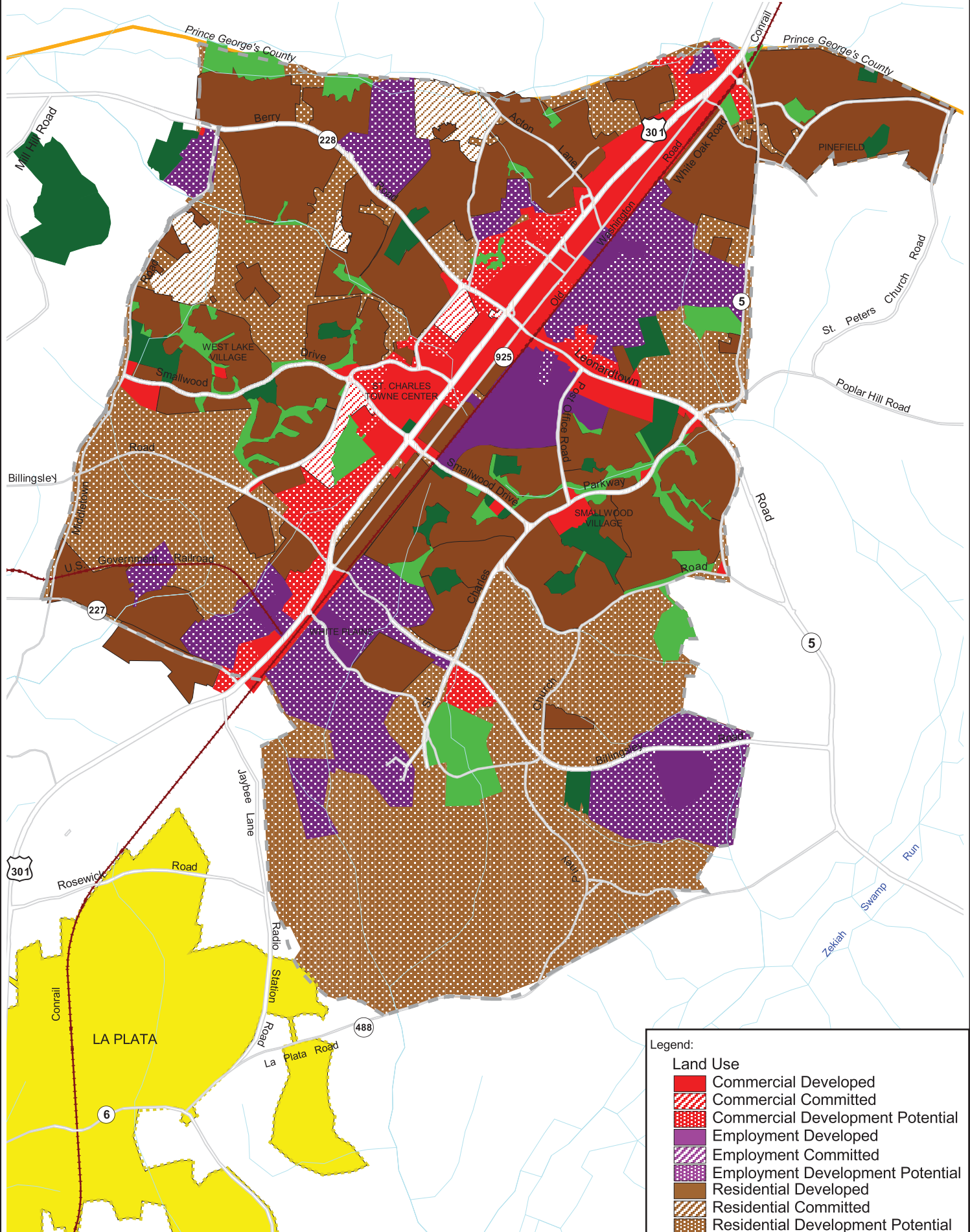
- Along US 301 and Old Washington Road,
- The northeast part of the Sub-Area (the Pinefield and White Oak neighborhoods),
- The northwest part of the Sub-Area (MD 228 [Berry Road] corridor, Acton Lane and Hamilton Road areas), and
- The developed portions of St. Charles, especially the Villages of Smallwood and Westlake.

Table 2-1 Waldorf Sub-Area Existing Land Use, 2002

Land Use	Acres				Percent
	Developed	Committed	Development Potential	Total	
Commercial					
Developed	1,404				6.3%
Committed		150			0.7%
Development Potential			765		3.4%
Commercial Total				2,319	10.4%
Employment					
Developed	658				2.9%
Committed		30			0.1%
Development Potential			2,770		12.4%
Employment Total				3,458	15.4%
Residential					
Developed	6,676				29.9%
Committed		360			1.6%
Development Potential			7,313		32.8%
Residential Total				14,349	64.3%
Institutional	510			510	2.3%
Open Space				962	4.3%
Roads	722			722	3.2%
Sub-Area Total	9,970	540	10,848	22,320	100.0%

Notes: In the Land Use column, "Developed" means built. "Committed" means land committed to a specific development through a site plan or final subdivision plan. "Development potential" means land planned or zoned for a land use but not yet committed to a specific development plan. The roads category includes the roads shown in white on Figure 2-1.

Sources: ERM, Charles County Dept. of Planning and Growth Management.



Waldorf Sub-Area Plan
 Figure 2-1
Existing Land Use
 2-2

The US 301 corridor is Charles County's and Southern Maryland's major retail, business, and employment corridor. As of 1999, the corridor had an estimated total of 3.2 million square feet of retail space, including St. Charles Towne Center, the only enclosed shopping mall in Southern Maryland, and over 2.0 million square feet of office space. The corridor contains 11 business parks, the most developed of which is St. Charles Business Park south of MD 5 Business.

Included in the Sub-Area is the entire planned community of St. Charles. St. Charles is a large, mixed use Planned Unit Development that functions under approvals originally granted in the 1974 County Zoning Ordinance. St. Charles covers approximately 8,300 acres, a little over 37 percent of the Sub-Area. St. Charles is approximately 60 percent complete (with approximately 14,700 dwelling units built out of an approved future build-out total of 24,730). St. Charles is divided into five villages: Smallwood, Westlake, Fairway, Piney Reach, and Wooded Glen (See Concept Plan to right). Smallwood and Westlake are essentially complete, Fairway is under active development and Piney Reach and Wooded Glen are to be developed in the future.



Source: American Community Properties Trust, 2001

Current zoning in the Sub-Area is shown on Figure 2-2. Appendix B contains summary descriptions of Charles County's Zoning Districts.

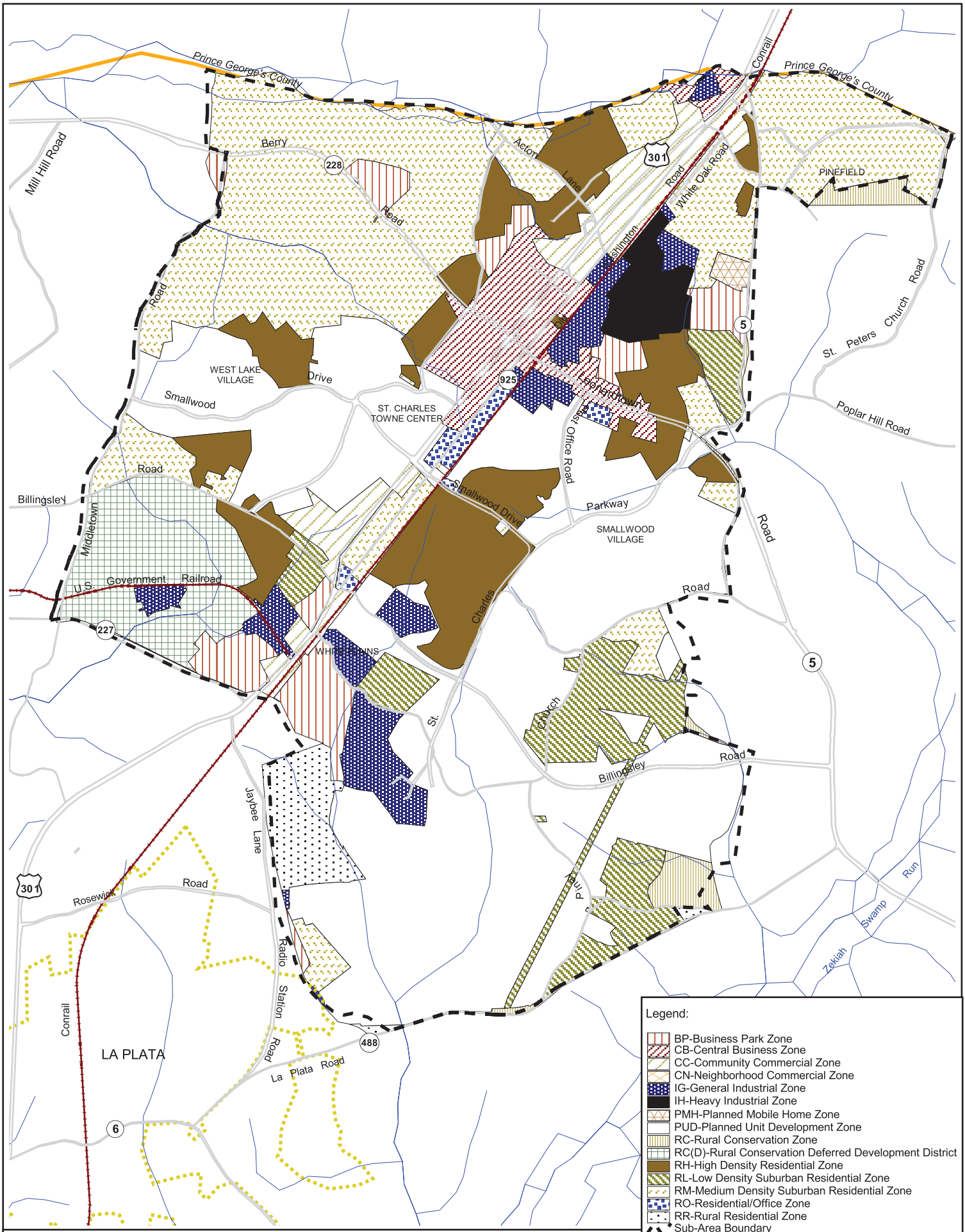
Population and employment

The 2000 population of the Sub-Area was approximately 56,600 (Table 2-2). The population grew by around 11,400 people or 25 percent between 1990 and 2000, faster than Charles County as a whole, which grew by approximately 19 percent. Overall, the Sub-Area absorbed almost 60 percent of the County's population growth between 1990 and 2000. Population projections are for continued growth, with approximately 32,500 more people expected to be living in the Sub-Area by 2020, representing an annual average growth rate of 2.3 percent.

As of 2000 there were approximately 28,000 jobs in the Sub-Area. Job growth is projected to continue through 2020, though at a slower rate compared to population growth (25 percent versus 58 percent). Waldorf's projected jobs/population growth is slow, but fairly typical for suburbanizing areas on the fringe of metropolitan areas. In contrast, the Suburban Washington Region is projected to grow by 21 percent both for jobs and population between 2000 and 2020. Southern Maryland as a whole is projected to have 40 percent population growth and 23 percent job growth.

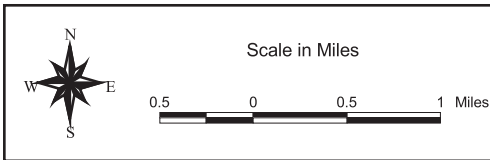
The area in nearby Prince George's County¹ had been expected to also grow rapidly (though starting from a smaller population and employment base), but under Prince George's County's 2002 General Plan this growth is not expected to be as rapid. Nevertheless, by 2020, the greater Waldorf Area (the Sub-Area plus nearby Prince George's County) is expected to have over 100,000 people and over 40,000 jobs making it one of the largest population centers in Maryland.

¹ Defined as a wedge extending from MD 210 in the west, north to TB, and east to Horsehead.



- Legend:**
- BP-Business Park Zone
 - CB-Central Business Zone
 - CC-Community Commercial Zone
 - CN-Neighborhood Commercial Zone
 - IG-General Industrial Zone
 - IH-Heavy Industrial Zone
 - PMH-Planned Mobile Home Zone
 - PUD-Planned Unit Development Zone
 - RC-Rural Conservation Zone
 - RC(D)-Rural Conservation Deferred Development District
 - RH-High Density Residential Zone
 - RL-Low Density Suburban Residential Zone
 - RM-Medium Density Suburban Residential Zone
 - RO-Residential/Office Zone
 - RR-Rural Residential Zone
 - Sub-Area Boundary
 - Town of La Plata

Source: MdProperty View 2001
 Prepared by Charles County PGM, and ERM
 Note: This is not an official Zoning Map
 See Appendix B for Descriptions of Zoning Districts



Waldorf Sub-Area Plan
 Figure 2-2
Current Zoning, Generalized
 2-4

Table 2-2 Greater Waldorf Area Projections Summary for Population (Pop), Dwelling Units (DUs), and Jobs

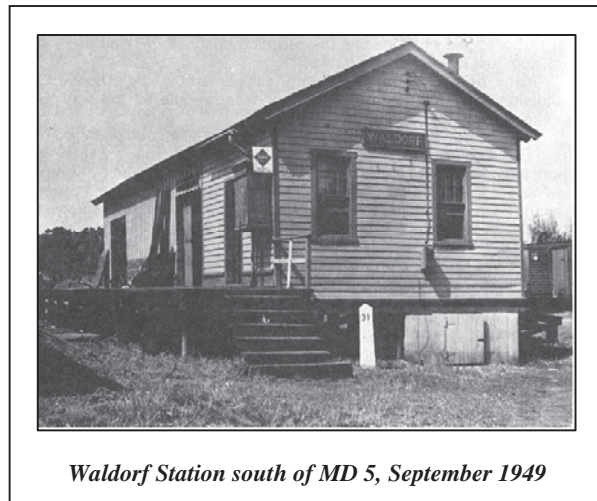
	1990			2000			2010			2020		
	DUs	Pop.	Jobs	DUs	Pop.	Jobs	DUs	Pop.	Jobs	DUs	Pop.	Jobs
Waldorf Sub-Area	15,292	45,200	19,991	20,199	56,627	28,079	26,459	71,371	32,584	33,827	89,197	35,002
Nearby Prince George's County	1,909	5,674	1,613	2,112	6,046	2,964	4,928	13,686	4,973	7,649	20,838	7,885
Greater Waldorf Area	17,201	50,874	21,604	22,311	62,673	31,043	31,387	85,057	37,557	41,476	110,035	42,887

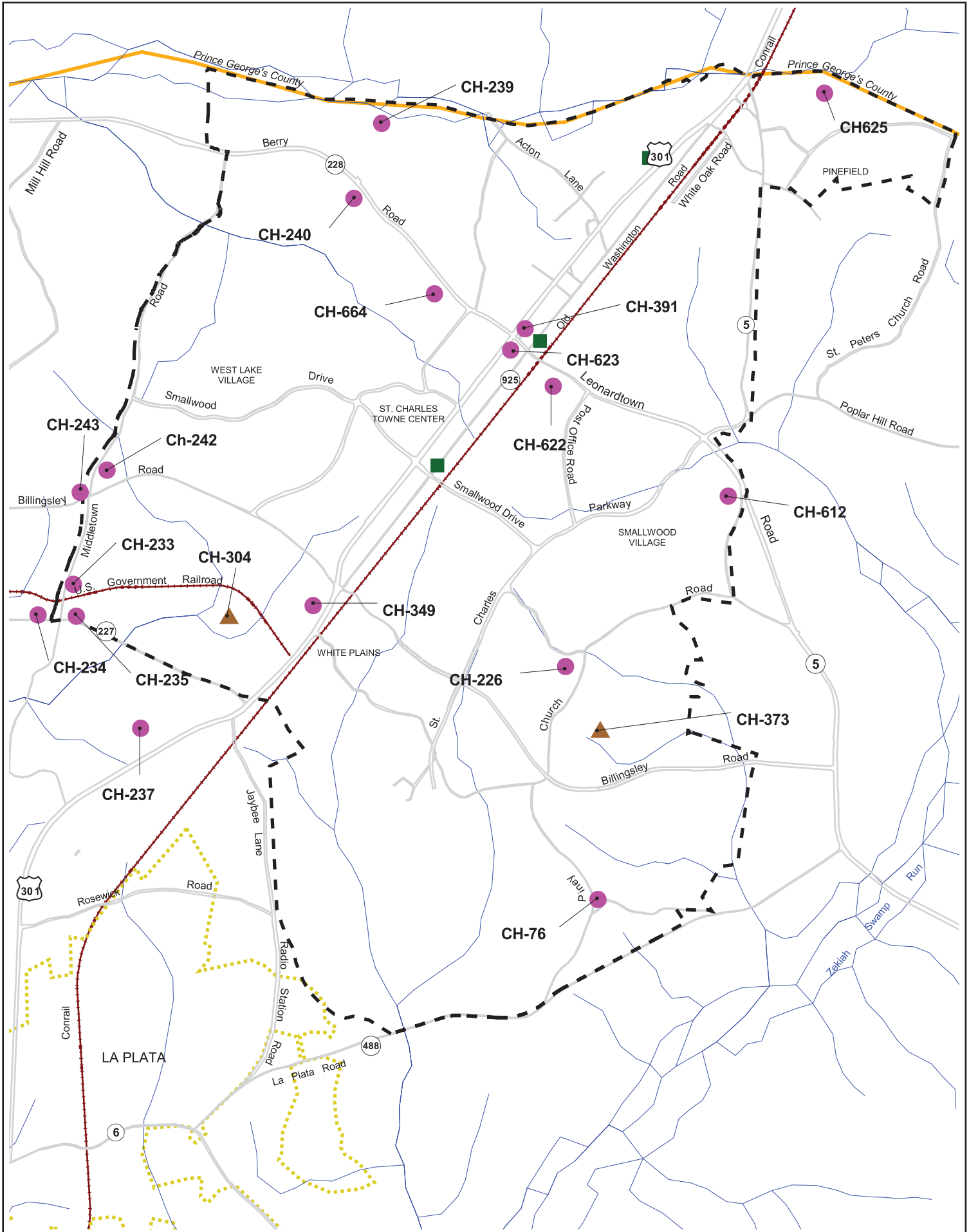
	Change 2000 - 2020					
	DUs	%	Pop	%	Jobs	%
Waldorf Sub-Area	13,628	67%	32,570	58%	6,923	25%
Nearby Prince George's County	5,537	262%	14,791	245%	4,922	166%
Greater Waldorf Area	19,165	86%	47,361	76%	11,845	38%

Sources: 2000 Census; Charles County TAZ projections Dec 28, 1998; ; Prince George's County Planning Area Projections Rounds 5.2 and 6.1.

Historic Sites

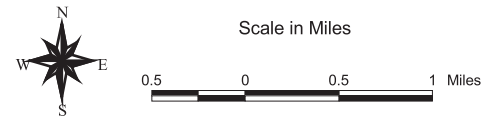
There are approximately 20 historic sites in the Sub-Area that are listed on the Maryland Inventory of Historic Sites (Figure 2-3). Spye Park (CH 304) and Widow's Pleasure (CH-373) are listed in the National Register of Historic Places. Three additional sites/areas have been identified as potentially historic but have not been surveyed. These are the Wigwam building, a residential area on Old Washington Road north of Smallwood Road, and a cluster of residential and commercial structures east of Old Washington Road and north of MD 5 Business. Appendix C lists all historic sites in the Sub-Area and includes a brief history of Waldorf.





Waldorf Sub-Area Plan
 Figure 2-3
Historic Sites
 See Appendix C for Site Names
 2-6

- Legend:
- Historic Site
 - ▲ Entered in the National Register of Historic Places
 - Potential Sites (Unsurveyed)
 - Sub-Area Boundary
 - CH-76 Charles County Inventory Number



Environment

The Sub-Area lies in three major subwatersheds of the Lower Potomac River Basin. A little over 52 percent of the Sub-Area, mostly east of US 301 is in the Zekiah Swamp Run watershed, 35 percent is in the Mattawoman Creek, and 13 percent is in the Port Tobacco (Figure 2-4). All three watersheds contain important environmental resources including wetlands of Special State Concern, rare plants, and productive fish nurseries. All three watersheds are also on Maryland's list of impaired waters (known as the 303(d) list for including excess nutrients and sediments in all three watersheds, biological impairments in the Mattawoman and Zekiah Swamp Run, and heavy metals found in the Zekiah. Sources of these pollutants include soil erosion (nutrients and sediment), vehicle use (heavy metals and sediment), building materials (heavy metals), and fertilizer, plants, and animals (nutrients).



Mattawoman Creek. Over 35 percent of the Sub-Area drains to this valuable resource.

Pollutants are carried to streams by water run-off from rainfall or melting snow. Impervious surfaces such as buildings and pavement limit the amount of rainfall that can infiltrate into the ground and increases the amount of run-off that goes directly into streams. The increased volume of run-off has the effect of streambank erosion, stream downcutting, increased turbidity and more frequent inundation. The Sub-Area currently has slightly over ten percent impervious cover², which the Center for Watershed Protection suggests is the threshold before streams and their biota become negatively impacted. Methods to improve ground infiltration of run-off in areas with a high percentage of impervious surface exist and are further discussed in Chapters 3 and 4.

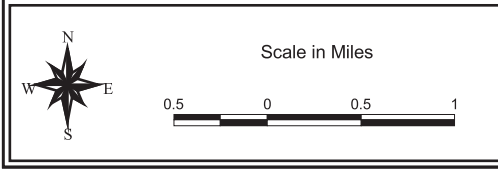
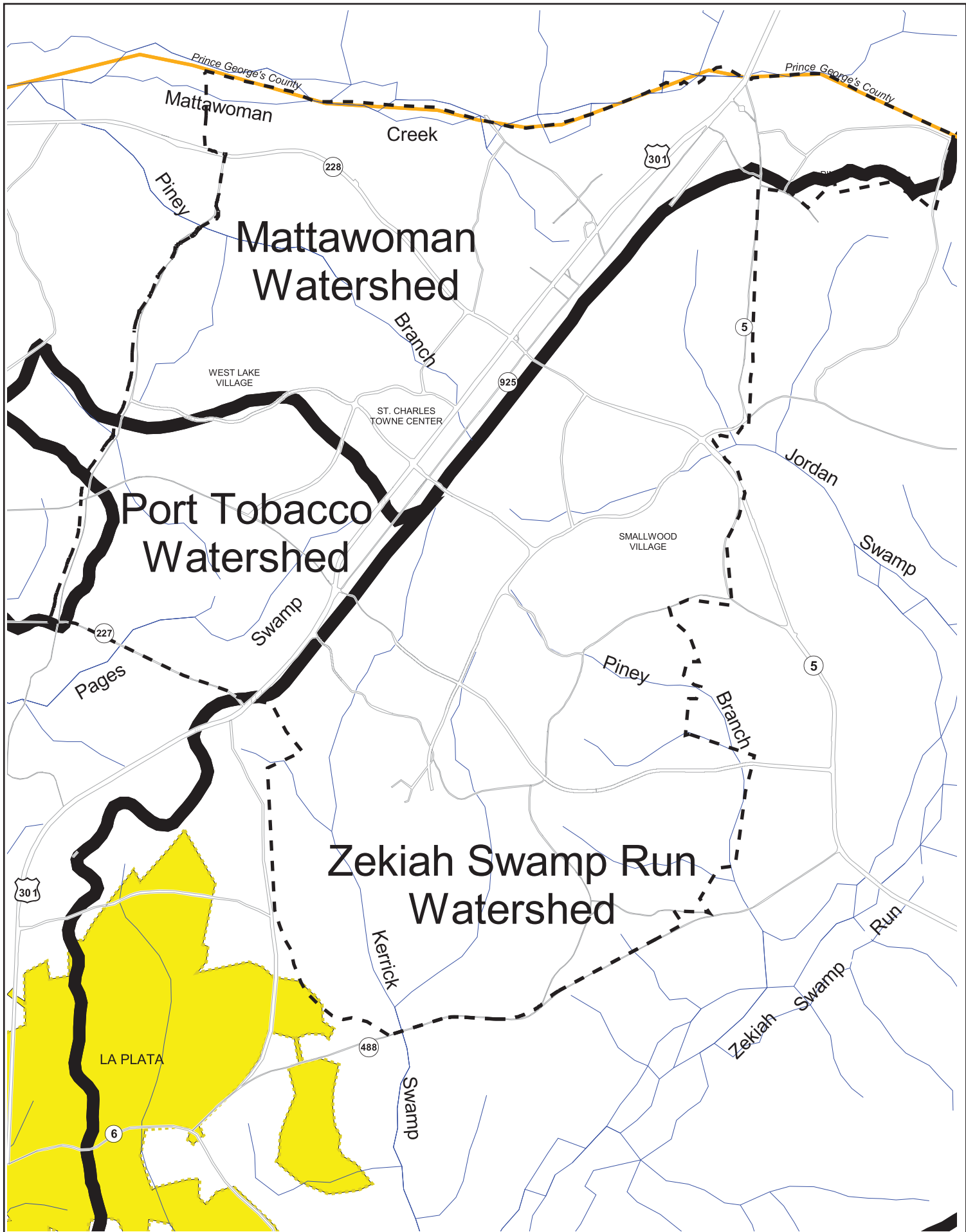
The Port Tobacco River, several tributaries to Zekiah Swamp Run, and Mattawoman Creek all have their headwaters in the Waldorf Sub-Area. These include Piney Branch³, Jordan Swamp, and Kerrick Swamp (Figure 2-4). The condition of the headwater streams greatly affects the water quality of the lower rivers and creeks and is a determining factor of watershed quality.

All waters on Maryland's 303(d) list require that the Environmental Protection Agency approve a Total Maximum Daily Load (TMDL) as a regulatory mechanism to reduce and eliminate the impairment. The Port Tobacco River watershed TMDL was approved in 1999 to reduce its nutrient impairment. The Mattawoman Creek watershed is scheduled to have a TMDL developed and approved in 2003.

Elevations in the Sub-Area range from 230 feet above sea level just east of Middletown Road and 220 feet near the St. Charles Towne Center, to 100 feet above sea level in the Kerrick Swamp valley just west of MD 488. The topography of the area generally includes very gentle slopes although, moderate slopes are found along the larger stream valleys of the Sub-Area including the valleys of Mattawoman Creek, Piney Branch (both the one in the Mattawoman watershed and the one in the Zekiah watershed), Pages Swamp and Kerrick Swamp. Most of these larger stream valleys also have floodplains. Wetlands are associated with streams in the Sub-Area; however there are also many small pockets of isolated non-tidal wetlands through the Sub-Area.

² Based on Maryland Dept. of Planning 1997 land use/land cover data. The area of each land use was totaled and then multiplied by percent of impervious cover assigned to each land use category using updated 1999 figures.

³ There are two Piney Branches in the Sub-Area, one flowing to the Mattawoman, the other to Zekiah Swamp Run.



Waldorf Sub-Area Plan
 Figure 2-4
**Watersheds and
 Major Streams**
 2-8

Legend:

- Watershed Boundary
- Sub-Area Boundary
- Streams
- Town of La Plata

Dominant soils in the Sub-Area are the Beltsville Series. These are level to moderately sloping, loamy and sandy soils, moderately well drained, and only moderately deep to a hard, dense, root-inhibiting fragipan. Along the US 301 corridor north of MD 5 are soils in the Leonardtown Series. These soils are level to gently sloping, poorly to moderately well drained, loamy soils that are moderately deep to a dense, root-inhibiting fragipan.

Maintaining an urban forest is important to environmental quality including improving air quality and aiding in absorption of rain run-off. Most of the undeveloped land in the Sub-Area is wooded. The largest remaining contiguous wooded area is the undeveloped portion of St. Charles, just north of La Plata. For the development which occurred between 1993 and 2002, approximately 64 percent of the required forest conservation in the Sub-Area was maintained on site, while 36 percent was sent off-site, to locations outside the boundaries of the Development District. This reflects a total of about 160 acres of forest conservation easements which were created inside the Sub-Area. Outside of the Development District, an additional 180 acres of easements were created for the development which occurred inside the Sub-Area. The acreage amounts do not equate to the same proportions as the percentages, as a 2:1 ratio is required outside the Development District.

Several watershed organizations work within the Sub-Area with the intent of improving the water quality of the streams, creeks and rivers. These include the Lower Potomac Tributary Team, formed in 1995 by the Maryland Department of Natural Resources, the Wicomico Scenic River Commission which encompasses the Zekiah Swamp watershed and was formed in 1994 by the Commissioners of Charles and St. Mary's Counties, and the Port Tobacco River Conservancy formed in 2001 by private citizens.

The County is participating in a study with the U.S. Army Corps of Engineers to analyze development scenarios for the year 2020 and build-out for the Mattawoman Creek watershed. The goal is to determine which development scenarios will help to maintain a healthy and productive Mattawoman Creek and estuary while accommodating projected population growth, and then to implement the recommendations.

Transportation

Transportation and traffic are vital issues for Waldorf, affecting business, employment, and residents' quality of life. Traffic was identified as the number one issue for the Sub-Area Plan at the 1999 public workshops. As a post-war, automobile-age community, motor vehicles carry the vast majority of trips through Waldorf and dominate the transportation system. However, alternative modes of transportation (transit, walking, and bicycling) are increasingly important components of the system.

Roads

Major Roads

US 301

The major roads in the Sub-Area are US 301, MD 5, and MD 228 (Figure 1-2). US 301 is the major north/south roadway serving the Waldorf Sub-Area. This roadway holds great significance within Waldorf as the primary commuting route, the "Main Street" for local businesses, and as the thoroughfare for regional traffic. Projected Average Daily Traffic (ADT) for US 301 indicates large increases in traffic through 2020 (Table 2-3).

Table 2-3 US 301 Average Daily Traffic 2001 and 2020

US 301 Location,	2001 ADT	2020 ADT No-Build	Percent Increase
US 301 north of Acton Lane	62,300	84,100	35
US 301 north of MD 228	65,500	81,000	24
US 301 north of Smallwood Drive	53,100	76,100	43
US 301 north of Billingsley Road	47,000	68,800	46
US 301 south of Marshall Corner Road	38,700	65,300	69

Source: State Highway Administration, Travel Forecasting Section, 2001 Average Daily Traffic Count Data

The US 301 Southern Corridor Transportation Study Draft document found that according to traffic demand forecasts many of the signalized intersections along US 301 within the Sub-Area boundary would fail in 2020. Failing levels are a result of increased traffic levels exceeding the capacity that the roadway was designed to handle. The forecasted failing intersections are: MD 5; Sub Station Road; Acton Lane; MD 228; St. Patricks Drive; Smallwood Drive; Billingsley Road; MD 227, and St. Charles Parkway.

US 301’s problems are well documented and have been debated and studied since the 1980s. The two primary concepts for US 301 through Waldorf have been:

- A Waldorf Bypass (on the east or west side) that would carry through traffic, preserving capacity in the existing roadway to serve local and business traffic, and
- An upgraded roadway (few or no signals) on the existing alignment through the middle of Waldorf controlling roadway access.

The 1990 Washington Bypass Study prepared by the Maryland State Highway Administration (SHA) concluded that the primary needs for US 301 were to address inter-county and commuter traffic, not interstate travel (thereby rejecting the idea of US 301 functioning as an eastern bypass for Washington D.C.). This study was followed by a US 301 Transportation Study which begun in 1993, and created the US 301 Task Force. In 1996, the US 301 Task Force recommended that a western Waldorf Bypass be constructed along with other transportation improvements to increase the mobility throughout the southern region. In 1998, the US 301 Southern Corridor Transportation Study was initiated but has been placed on hold. In 2001, a Charles County-appointed Citizens Advisory Committee recommended an upgraded roadway be pursued. However, in March 2002 the Charles County Commissioners adopted a Transportation Strategy that includes a recommendation for a limited US 301 upgrade and the preservation of right-of-way for a western bypass alternative in the long-term.

MD 5 has been separated into two sections. MD 5 (formerly known as Mattawoman-Beantown Road) and MD 5 Business. MD 5 is a dual lane, north/south roadway that goes through Charles County from the Prince George’s County line to St. Mary’s County. The 2001 Average Daily Traffic (ADT) for the MD 5/US 301 intersection was 78,075. MD 5 Business is a 4-lane, east/west roadway that runs between the US 301/MD 228 intersection and the MD 5/St. Charles Parkway intersection. The 2001 ADT for the MD 228/US 301/MD 5 Business intersection was 64,500.

MD 228 (Berry Road) begins at southbound US 301, continues into Prince George’s County before ending at Indian Head Highway (MD 210). This 4-lane roadway provides east/west transportation for residents traveling to Indian Head Highway. The 2001 ADT for the roadway between Western Parkway and Middletown Road is 40,275. Also, 1998 traffic data indicates that the US 301 and MD 228 intersection was identified as a High Accident Location by SHA. SHA identifies High Accident Locations as areas that have a significantly higher rate of accidents than the statewide average for similar roadways.

Other important roads

Other important roads in the Sub-Area are:

- Smallwood Drive, a dualized east/west roadway that connects St. Charles Parkway to Middletown Road for residential and commercial purposes. Based on 1998 statistics from SHA, the US 301 and Smallwood Drive intersection was identified as a High Accident Location.
- St. Charles Parkway is a dualized roadway located east of US 301 that connects DeMarr and MD 5 Business. This road primarily serves residential areas with some commercial located throughout.
- Billingsley Road begins at MD 5 and travels westward across the county before terminating at MD 227 (Livingston Road). This dualized roadway provides connections for commuters traveling from the northeastern side of the County to the northwestern (Bryans Road) area.
- Acton Lane is a dualized, east/west connector that travels from MD 925 to the Prince George's County line where the name changes to Gardner Road. This roadway serves as a gateway to Prince George's County for residents that live in the northeast section of Waldorf. A future section will be improved from MD 925 to MD 5.
- Post Office Road is located on the east-side of US 301 and connects MD 5 Business and St. Charles Parkway. It serves a combination of residential and commercial users.
- MD 227 (known as Marshall Corner Road near the Sub-Area) begins at US 301 and travels through the northwestern side of the County, and terminates at Marshall Hall at the Potomac River. Residential development is primarily located along this roadway.
- Western Parkway provides a segmented alternate north/south travel route between Pierce Road and Brookside Place and Hamilton Road (east of MD 228) and the St. Charles Towne Center. Currently, this is not a continuous road. However, the County plans to complete this parkway from MD 228 to US 301 at Mattawoman Lane.
- Old Washington Road is a dualized, north/south road that runs parallel to US 301 from MD 5 to south of Billingsley Road. It provides an alternate to travel along US 301 for residents of the community. The Old Washington Road/MD 5 Business intersection is heavily congested at peak hour.

Overall, Waldorf's road network is incomplete and inefficient. Too much traffic, both local and through traffic, is traveling on the few roads that run continuously through the area. The major contributors to traffic congestion in Waldorf are the lack of alternative north-south routes to US 301, the limited number of east-west routes, and the number of signalized intersections. There are, for example, 13 signalized intersections along US 301 within the Sub-Area.



The Old Washington Road/ MD 5 Business intersection is heavily congested especially during lunch and the evening peak hour timeframes.

Transit

Transit is increasing in importance in both Waldorf and Charles County overall. Both commuter and regular bus service is available. Three bus systems serve the area: the Commuter Express Bus lines, the Metro-bus lines, and the local (County) bus lines (see Figure 2-5). As of July 2002, approximately 120 daily bus trips were being made along these routes. The increased level of transit service is directly related to the growing population within the Sub-Area and the region. Many people that live in the area, work elsewhere and travel via transit to either the Branch Avenue metro station or into Washington, D.C. As discussed below, the park and ride locations are reaching capacity, another indicator that more people are using transit.

VanGO is the in-county transit service provided by the Charles County Department of Community Services, Housing and Community Development Division. VanGo operates both fixed route and demand responsive services. Roads with VanGO service in Waldorf are shown on Figure 2-5. The system hub is the St. Charles Towne Center, and the majority of the buses are 16-seaters. The demand responsive services complement the fixed route services, providing services for seniors and persons with disabilities that live in Charles County. Service changes that expanded some and deleted other routes occurred at the end of 1999. They resulted in increased ridership throughout the system. An increase of 204% in ridership has occurred from FY 1999 to FY 2002 (Table 2-4).

Table 2-4 – VanGO Ridership Data

	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	FY 2002
Deviated Fixed Route		42,360	58,670	70,782	146,326	227,362
Demand Responsive		18,460	22,065	25,718	20,336	18,770
Total Riders	57,577	60,820	80,735	96,500	166,662	246,132

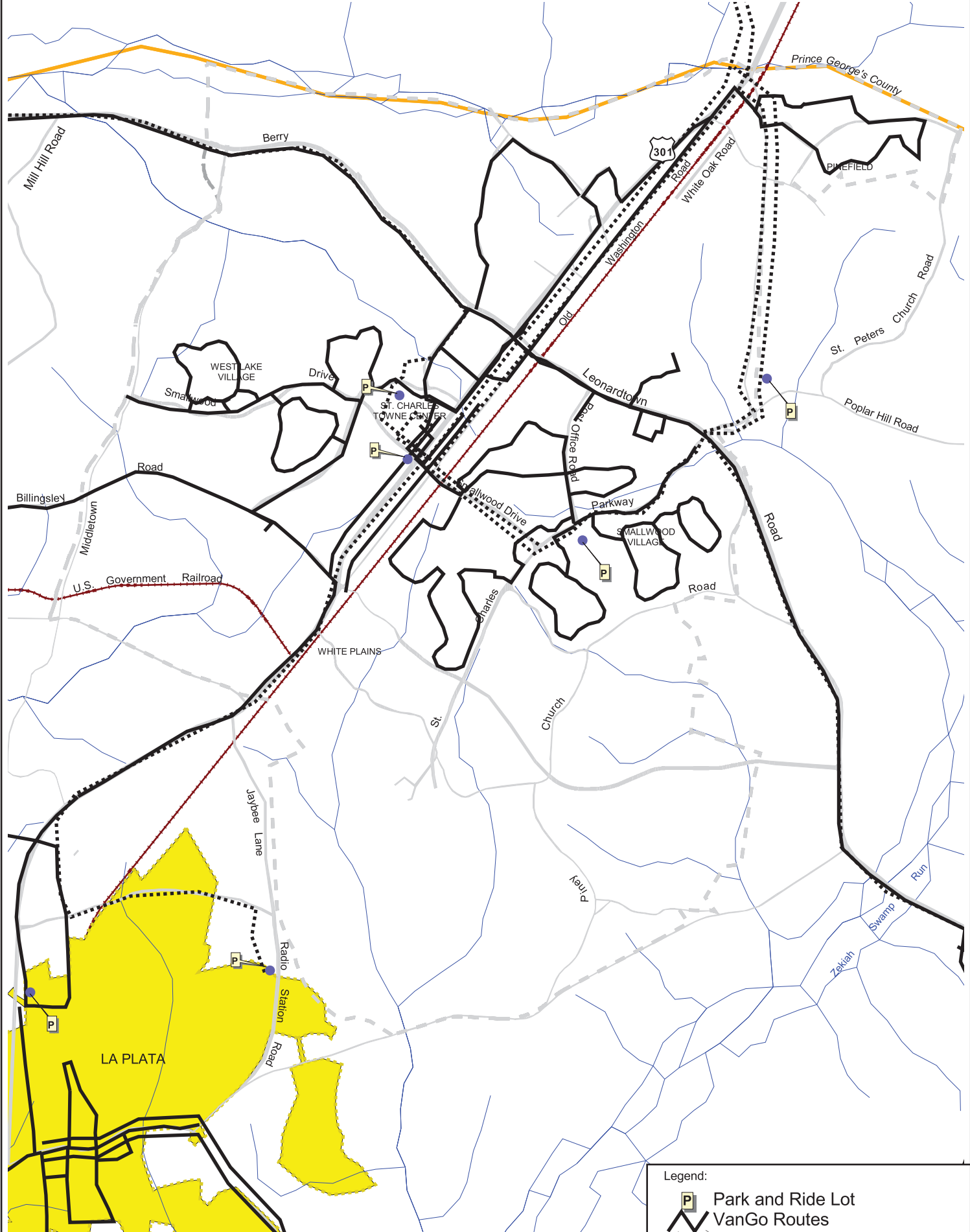
Source: Charles County Transportation Development Plan, Final Report, January 2003







Charles County's Transit Development Plan (TDP) (January 2003) creates a blueprint for transit development in the County over the next five years. Improving the efficiency of the current system is a top priority as well as increasing service frequency and expansion of services to growth areas of the County.

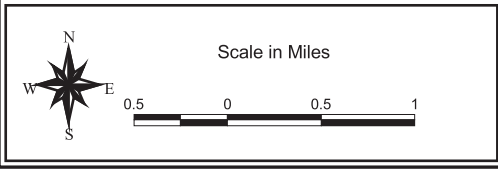
Light rail

Charles County has long supported the idea of rail service from the County to the Washington area. Among the recommendations of the 1996 US 301 Transportation Study Task Force Report was a suggestion to conduct a light rail alignment study and to identify and preserve a transit corridor for future use. The study acknowledged that light rail would not likely be feasible before the 2020 timeframe and that implementation should only occur when land uses were in place that would be more supportive of transit than the existing land use patterns.

In 2001, the MTA in conjunction with Charles and Prince George's Counties initiated a new feasibility study, the Transit Service Staging Plan (TSSP). The TSSP is primarily a ridership modeling effort to forecast the potential transit ridership for 2025 and the interim years of 2005, 2015 and 2020. It will also include investigations into multi-modal alternatives to improve the existing transit services in Southern Maryland and Prince George's County. The Charles County Commissioners also recommended studying multi-modal alternatives to improve existing transit services.



- Legend:
-  Park and Ride Lot
 -  VanGo Routes
 -  Commuter Routes
 -  Town of La Plata
 -  Railroads
 -  Roads



Waldorf Sub-Area Plan
 Figure 2-5
Transit Routes
 2-13

Park and Ride

Currently, there are four park and ride facilities located in the Waldorf Sub-Area with two additional lots in La Plata (Figure 2-5, and Table 2-5). The MTA is currently investigating additional park-and-ride locations in Charles County.

Table 2-5 Park and Ride Locations in the Sub-Area

Location	Capacity	Percent Utilized
MD 5	546	74%
US 301 at Smallwood Drive	425	100%
St. Charles Towne Center	265	98%
Smallwood Village Center	370	100%

Source: Maryland Transit Administration's Parking Facility Manual, December 2001

Pedestrian and Bicycle Circulation

Portions of Waldorf are served by pedestrian and bicycle facilities (sidewalks and trails) but, overall, Waldorf lacks a comprehensive pedestrian-bicycle facilities network. Until recently little attention was paid to pedestrian and bicycle circulation versus the needs of automobiles.

St. Charles has a well-developed system of sidewalks and trails. Some of Waldorf's older residential neighborhoods, such as Pinefield and White Oak Village, and an increasing number of new ones (such as Wexford) also have sidewalks. However, they tend to serve only the individual neighborhoods, and do not interconnect with each other to form a true network. The main barriers to creating a true pedestrian-bicycle network in Waldorf are:

- **Distance and separation of uses.** Most of Waldorf developed in the post-war, automobile age at a low density, suburban scale where uses tend to be too far apart for the average pedestrian. Studies have consistently shown that people will generally walk only up to five minutes or one quarter of a mile to access services. There are few areas of concentrated development, such as Smallwood Village where a mix of uses lie within walking distance of each other.
- **Lack of sidewalks in commercial and employment areas.** Waldorf's retail and employment area, the main "public realm", is spread over an approximately four-mile long section of US 301 and MD 925. Very little of this area has sidewalks, pedestrian crossings, bicycle lanes, or bicycle parking.
- **Difficulty of safely crossing main roads.** Crossing main roads such as US 301 is dangerous for walkers and cyclists because of the lack of facilities, distances, and automobile-scale and orientation (signal timing, free turn lanes, intersection radii).



The Conrail line near White Oak Road, looking south

Town of La Plata

This Sub-Area Plan does not address the Town of La Plata because it is outside of the boundaries of the Sub-Area. The Town, however, has clear interests in plans around the Town and the Chart 2-1 lists recommendations from the Vision Plan for Greater La Plata, Plan for the Future of Downtown La Plata, and Comprehensive Plan that are of relevance for the Sub-Area Plan.

Chart 2-1 Recommendations of La Plata Plans Relevant for the Waldorf Sub-Area Plan.

- Build a La Plata Parkway to carry through traffic around the town (shown on the east side).
- Support extension of Rosewick Road to US 301 and to St. Charles Parkway.
- Support for upgrade of Jaybee Lane from US 301 to Radio Station Road.
- Transform US 301 through La Plata as a business boulevard.
- Preserve right-of-way for eventual extension of light rail service to the town.
- Conceptual Land Use 50 year vision shows Corridor Office Park and Flex and Light Industrial uses at the north and south of Rosewick Road near the southern boundary of the Sub-Area Plan. The Town has zoned these areas MUD-3 (Mixed Use District Residential/Commercial/Industrial).

Transportation Network Strategy

In March 2002 Charles County adopted a Comprehensive Transportation Network Strategy guided by four principles, to:

1. Provide timely transportation infrastructure to accommodate the county's growth.
2. Coordinate transportation planning with land use planning.
3. Maximize choice, and
4. Minimize negative impacts of transportation projects on neighborhoods and businesses.

The Strategy addresses state roads, county roads, transit, and other transportation options. This Strategy is incorporated into the Sub-Area Plan's transportation element in Chapter 3.

Public Facilities

Sewer and Water

Since the Sub-Area is located within Charles County's Development District, it is ultimately intended to be fully served by public water and sewer, and most existing development in the Sub-Area has public service.

There are no wastewater treatment plants in the Sub-Area. Charles County's major interceptor sewer follows Mattawoman Creek to the Mattawoman wastewater treatment plant located in western Charles County. The second major interceptor follows Piney Branch to the Mattawoman interceptor. These interceptors serve the entire Sub-Area including the east side of US 301 (in the Zekiah Swamp Watershed) from where sewerage is pumped over to the Mattawoman Creek interceptor. The Piney Branch interceptor has little additional capacity and additional sewer capacity is needed to serve future development in the Sub-Area.

Long term plans are to serve the southern part of the Sub-Area by one or possibly two new interceptors that would run more directly west towards the Mattawoman wastewater treatment plant, and reduce reliance on the current network of pumping stations. Options under consideration are to follow Old Womans Run and/or a route generally following Billingsley Road. The County Commissioners adopted the 'Alternative B' sewer interceptor concept in the mid-1990s to supply the White Plains area with sewer. This sewer interceptor would have been located just south of Billingsley Road, west, turning north at Middletown Road. The interceptor was to be constructed by the development community, but never came to fruition, due to the high cost of construction.

The Sub-Area relies on groundwater to meet all its water supply needs. The Waldorf Area water system is served by 14 wells with one new well scheduled to come on line in 2003. Current water usage is approximately 5.2 millions of gallons per day (mgd), below the permitted allocation of 6.3 mgd. Additional groundwater withdrawal is from a small number of private wells in the Sub Area.

Waldorf has a well developed water system, consisting of system loops, allowing continuous water supply to most areas during line interruptions for maintenance. The County's 1994 Comprehensive Water and Sewer Plan created three interconnection zones in Waldorf, Bryans Road, and Bensville to serve the entire development district. Interconnection between the Waldorf and Bensville zones is currently underway.

The Patapsco Aquifer system is the only remaining relatively untapped ground-water source in the southern Maryland tri-county area (except for northwestern Charles County where it is currently being pumped.) As a result of falling water levels in the other southern Maryland aquifers, the Patapsco is a primary target for new ground water appropriations. The Maryland Geological Survey is currently assessing the future availability of ground water in this aquifer to guide the State allocation policy for supplying the future water demands of southern Maryland.

Public Schools

The following schools are located in or adjacent to the Sub-Area:

Elementary: Arthur Middleton, Berry, C. Paul Barnhart, Dr. Gustavus Brown, Eva Turner, J.P. Ryon, Jenifer, Samuel Mudd, and Wade.

Middle: Benjamin Stoddert, John Hanson, Mattawoman, and Somers.

High: Thomas Stone, and Westlake.

Berry Elementary and Mattawoman Middle are located just west of the Sub-Area. School district boundaries do not match the Sub-Area boundary. However, in 2001, taking all nine elementary schools in the Sub-Area together, elementary enrollment was essentially in balance with capacity (5,046 enrollment versus 5,011 capacity). Several schools were below capacity and only Dr. Gustavus Brown and Samuel Mudd were more than ten percent over capacity.

Public Safety, Fire and Emergency Services

The District Three station of the Charles County Sheriff's Department is located in Waldorf on Substation Road in the former Maryland Department of State Police, Waldorf Barrack building. The Maryland Department of State Police, Waldorf Barrack moved to La Plata in 2001.

Fire stations and rescue squads are located on Old Washington Road (Company 3), and on Smallwood Road near Westlake High School (Company 12). A rescue squad is located in Smallwood Village (Company 9), and a medical unit (Company 60) on Billingsley Road.

Library

The P.D. Brown Memorial Library branch of the Charles County Public Library is located in the Smallwood Village Center.

Recreation and Open Space

There are approximately 670 acres of recreation land in and close to the Sub-Area (Table 2-6). The State recommended goal for recreation land is 30 acres per 1,000 population. In 1998, according to Charles County's Land Preservation and Recreation Plan, Charles County as a whole provided 24.2 acres per 1,000 population. As of 2000, the total of 670 acres of recreation land in and close to the Sub-Area equated to 11.8 acres per 1,000 population. The 390 acres of public parks and useable open space in schools within the Sub-Area equated to 6.9 acres per 1,000 population.

Table 2-6 Recreation Land In and Close to the Waldorf Sub-Area

	Acres*	
Public parks within the Sub-Area	282	
Robert D. Stethem Memorial Sports Complex		56
Pinefield Community Park		20
White Plains Regional Park		206
Gymnastics and dance center		<1
Public schools within the Sub-Area	108	
<i>Elementary and Middle</i>		
Arthur Middleton (ES)		8
Benjamin Stoddert (Middle)		6
C. Paul Barnhart (ES)		4
Daniel of St. Thomas Jenifer		6
Dr. Gustavus Brown (ES)		6
Dr. Samuel Mudd (ES)		7
Eva Turner (ES)		4
J.P. Ryon (ES), John Hanson Middle (dual facility)		14
William B. Wade (ES)		7
Pinefield (future school site)		20
<i>High</i>		
Westlake		14
Thomas Stone		12
<i>Private Neighborhood and Community Association Owned Land (St. Charles):</i> Adams Lake, Bannister Neighborhood Center, Huntington Community Center, Lambeth Lake, St. Paul's Lake, Wakefield Community Center, Wakefield Lake	53	
	227	
Parks and schools close to the Sub-Area		
Laurel Springs Regional Park		207
Berry Elementary/Mattawoman Middle (dual facility)		20
Bensville Regional Park (95 acres scheduled to open 2004)		Future
North Point High School (scheduled to open 2005)		Future
Total Recreation Land	670	

* Acres for schools is useable open space.

Source: Charles County Land Preservation and Recreation Plan, 1999; ERM

There are no public parks within the Sub-Area west of US 301. Charles County has sought land for parks west of US 301 but cost has been prohibitive. Westlake Village does have an open space network, including its neighborhood centers, but the only public recreation land in the MD 228 corridor is at schools (at Daniel of St. Thomas Jenifer and at the Berry Elementary/Mattawoman Middle complex). Bensville Regional park (scheduled to open in 2004) will provide some relief on the west of US 301.

In addition to recreation land there are some large tracts of dedicated open space, mostly in St. Charles and along Mattawoman Creek (see Figure 2-1).

Chapter 3 The Plan

This Chapter describes the plan for the Waldorf Sub-Area. The Plan reflects the vision for the Sub-Area that emerged from the planning process, especially the public workshops and meetings and the work of the Citizens' Work Group. The plan forms the framework and guidance for future policy decisions on land use, infrastructure, and capital investments.

The planning horizon for the Sub-Area Plan is 20 years. However, the vision elements of the plan go beyond 2020, to a 20 to 50 year horizon.

A Vision for the Waldorf Sub-Area

As described in Chapter 1, the vision for Waldorf that emerged from the 1999 public workshops has informed the entire Sub-Area plan process. The vision is to:

- Create an attractive “place” or “places” in Waldorf that can serve as a town center or activity nodes for the community;
- Make Waldorf a more balanced business community attracting more economic activity from outside Charles County. Create the environment to attract a broader range of retail/employment uses;
- Keep Waldorf’s business/commercial area in the US 301 corridor;
- Create a complete road network, integrated with transit and accessible by pedestrians/cyclists; and
- Create more recreation opportunities.

Is this vision realistic and achievable given Waldorf’s unique context and existing development pattern? How and in what form can the vision be made real?

The Citizens Work Group worked paid much attention to these questions. In particular the Group investigated comparable places to determine what kinds of places could serve as models for moving Waldorf toward the vision. Chart 3-1 summarizes the findings of the Group’s research with additional detail provided in Appendix D. The main conclusions were as follows:

- Waldorf is Southern Maryland’s premier commercial center, but traffic problems, a lack of sense of place, and the growth of other centers (e.g. Lexington Park, Prince Frederick, Brandywine) could drain economic activity away from Waldorf and limit its future potential preeminent position.
- Waldorf is unique; no places stand out in all respects as directly comparable to Waldorf.
- Many places share one or more of Waldorf’s attributes.
- Waldorf can apply the experience and practice of other places, as long as the application relates to Waldorf’s unique situation and conditions. Many of these places are in Maryland, such as Bowie, Laurel, Silver Spring, and Glen Burnie (Table 2 of Appendix D includes others).

Based on these conclusions, the Plan addresses land use, sense of place, traffic and related issues to achieve a vision for maintaining Waldorf as *the* center for Southern Maryland; more than a place to work and shop, a place for people to reside, build, and celebrate their community.

Chart 3-1 Summary of Research on Comparable Places and Models for Waldorf (See Appendix D for additional detail)

1. The Waldorf Sub-Area is a large (approximately 35 square miles), but is not huge compared to other “places” in Maryland.
2. With its current population of approximately 57,000 Waldorf already ranks among the 10 most populous places in Maryland, Waldorf’s area population by 2020 will likely be 100,000 plus.
3. Waldorf’s current density (population per square mile) is among the lowest in Maryland, but large portions of the Sub-Area (approximately 55 percent) are undeveloped. As development continues, Waldorf’s density will increase but will likely remain at the lower end for Maryland.
4. Waldorf is a regional center for Southern Maryland, which has a projected population of almost 0.4 million. Waldorf’s regional retail status will likely continue; the only other large centers are Lexington Park and Prince Frederick, which because of their location will remain secondary, and the impetus for large development in Brandywine is slowing.
5. Because of its regional status, Waldorf’s business district is larger than would be supported by the resident population alone. The business district has a dispersed physical form: low density, large distances between buildings, high dependence on cars, free surface parking.
6. Waldorf’s business district is mostly retail. The employment sector is growing but there is no large single employer or employment campus. Waldorf is not an employment center for the region in the same way as it is a retail center. There is very little residential in the business district.
7. Waldorf is Southern Maryland’s premier commercial center, but traffic problems, a lack of sense of place, and the growth of other centers (e.g. Lexington Park, Prince Frederick, Brandywine) could drain economic activity away from Waldorf and limit its future potential preeminent position. The Plan addresses land use traffic and the sense of place issues to achieve a vision for maintaining Waldorf as *the* center for Southern Maryland, and enhancing Waldorf as more than a place to work and shop; a place for people to reside, build, and celebrate their community.
8. Waldorf has limited municipal functions: few government offices or functions (it is unincorporated and is not a county seat); no college campus; no large recreation or entertainment centers. Compared to other places in Maryland, this differentiates Waldorf from all incorporated towns (e.g. Frederick, Gaithersburg, Bowie) and many unincorporated places (e.g. Columbia, Silver Spring, Ellicott City, Towson).
9. Waldorf is an automobile-era town. Waldorf was very small until the 1950’s, and very little remains from before the 1950s. This makes Waldorf more comparable to places in the western or southern U.S. (Southern California, e.g. Ontario) than places in the Northeast.
10. Waldorf has unique socio-economic characteristics: family-oriented, fairly high median household income, large population of commuters, and moderate education levels.

Land Use

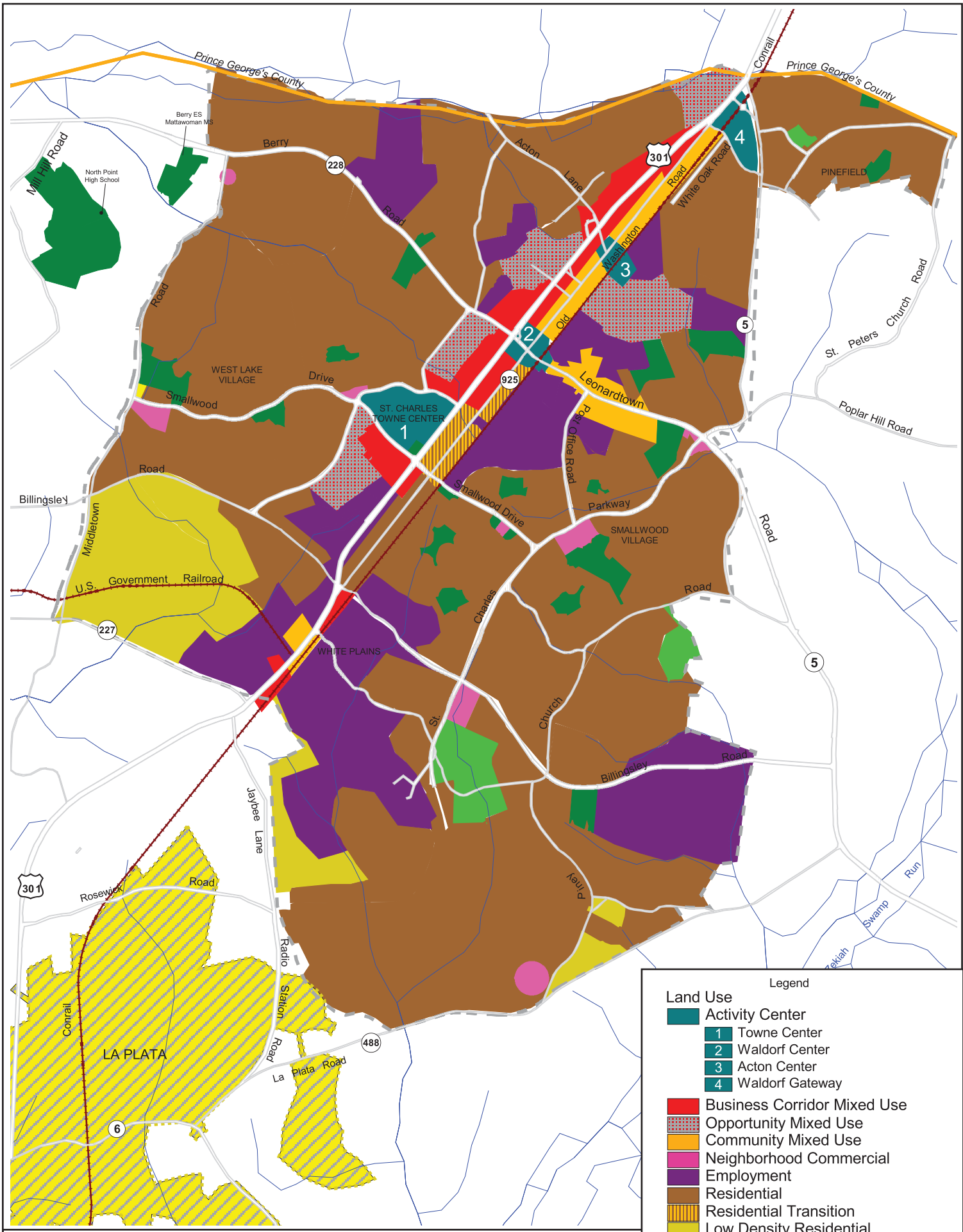
The Plan has the following objectives as land use themes. These objectives are incorporated into the Proposed Land Use Concept (Figure 3-1 and Table 3-2) with explanatory detail given in Tables 3-1 and 3-2, and in this section of the Sub-Area Plan. Figure 3-1 is not a duplicate of a zoning map. Rather, it presents a *generalized* pattern of desired land uses reflecting the Sub-Area Plan's goals. After the Sub-Area Plan is adopted, the Land Use Concept would be the basis for zoning map and text changes needed to implement the plan. The objectives for land use are:

- Create activity centers as focal areas for Waldorf with supporting land uses around them.
- Maintain US 301 as a viable business corridor, but limit new areas of strip commercial development.
- Create areas of mixed use in Waldorf's central area (the area between Western Parkway/St. Patricks Drive and MD 5/St. Charles Parkway).
- Encourage mixed use development on large, key undeveloped tracts.
- Encourage redevelopment of older highway-oriented commercial areas as mixed use areas.
- Allow for redevelopment of community-oriented business areas into mixed-use areas.
- Encourage new residential development in Waldorf.
- Promote diverse, well-located employment areas.
- The build-out of residential neighborhoods outside Waldorf's central area at established densities with supporting community facilities, open space, and convenience commercial uses.
- Create an open space and recreation network for the entire sub-area.
- Coordinate land use with transportation and facilities planning.

Table 3-1 Waldorf Sub-Area Proposed Land Use (see Figure 3-1)

Land Use	Acres	Percent
Activity Center	381	1.7%
Business Corridor Mixed Use	555	2.5%
Opportunity Mixed Use	696	3.1%
Community Mixed Use	447	2.0%
Neighborhood Commercial	197	0.9%
Employment	3,364	15.1%
Residential	13,269	59.4%
Residential Transition	154	0.7%
Low Density Residential	1,520	6.8%
Institutional	566	2.5%
Parks	329	1.5%
Roads ¹	842	3.8%
Sub-Area Total	22,320	100.0%

¹ Roads acreage includes the roads shown in white on Figure 3-1 plus estimated acreage for proposed roads on Figure 3-7.



Legend

Land Use

- Activity Center
 - 1 Towne Center
 - 2 Waldorf Center
 - 3 Acton Center
 - 4 Waldorf Gateway
- Business Corridor Mixed Use
- Opportunity Mixed Use
- Community Mixed Use
- Neighborhood Commercial
- Employment
- Residential
- Residential Transition
- Low Density Residential
- Institutional
- Parks
- Town of La Plata

Scale in Miles

0.5 0 0.5 1

Waldorf Sub-Area Plan
Figure 3-1
Proposed Land Use Concept
3-4

Table 3-2 Proposed Land Use Categories for the Waldorf Sub-Area (see Figure 3-1)

Land Use Category	Objectives	Changes from existing land use or zoning
1. Activity Centers: <ul style="list-style-type: none"> • Towne Center • Waldorf Center • Acton Center • Waldorf Gateway 	<ul style="list-style-type: none"> • Pedestrian-friendly, mixed use areas (commercial, residential and employment) that are lively 18 to 24 hours a day, and <i>serve as focal areas for the Town as a whole.</i> • A different character for each center. Served by transit. 	Encourages high density mixed-use development in areas currently used or zoned for commercial use.
2. Community Mixed Use Areas <ul style="list-style-type: none"> • Old Washington Road and MD 5 north and east of Waldorf Center. • White Plains 	Pedestrian-friendly, <i>local community-oriented</i> mixed-use areas emphasizing community-oriented retail, employment, and service uses and residential.	Encourages mixed-use development in areas currently used or zoned for commercial use.
3. Business Corridor Mixed Use Areas The major US 301 business corridor	<ul style="list-style-type: none"> • Retain existing suburban business area but make these areas more visually attractive and with a stronger architectural presence. • Improve how these areas function in terms of access, circulation, and parking. • Allow for redevelopment and intensification including mixed-use development. 	<ul style="list-style-type: none"> • Provides incentives for (but does not require) redevelopment into mixed-use developments by adding residential and employment uses. • Some existing areas recommended as Opportunity Mixed Use Areas. • West side of US 301, north of Billingsley Road recommended for employment.
4. Opportunity Mixed Use Areas Five large undeveloped or underdeveloped areas east and west of US 301.	Allow for creativity in these key areas that can bring mixed-use or other diverse types of development, incorporating community-enhancing features such as art, recreation, and entertainment.	<ul style="list-style-type: none"> • Discourages strip commercial development. • Provides incentives for creative projects that can enhance the Sub-Area and benefit the community.
5. Employment Areas	Provide well-located employment areas to encourage economic development and job creation.	<ul style="list-style-type: none"> • Large areas in White Plains were converted to employment in 2002 comprehensive rezoning. • Area south and east of Acton Center designated as Opportunity Mixed Use. • New employment area west side of US 301, north of Billingsley Road. Also small area east side US of 301.
6. Residential Transition Areas MD 925 south of Waldorf Center	Residential area that allows for conversion from residential to non-residential uses.	No change. Current zoning may allow too much commercial activity; may need increased emphasis on retaining residential character.
7. Residential Areas	Build-out of residential neighborhoods outside Waldorf’s central area at established densities with supporting community facilities, open space, and convenience commercial uses.	No major changes. Small area east side of US 301, north of Billingsley Road recommended for employment.
8. Low Density Residential Areas South of Billingsley Road	Low density residential area.	No changes. Density in this area was lowered in 2001 comprehensive rezoning that affected 14,000 acres in the development district.
9. Neighborhood Commercial Areas Eight areas including Smallwood Village Center and Gateway Plaza (intersection of St. Charles Parkway and MD 5).	Convenience shopping areas for neighborhoods	These are existing or previously designated areas, with the exception of a proposed new Neighborhood Commercial Area at MD 228 and Middletown Road.
10. Institutional and Parks	Schools and parks for the Sub-Area. Plan shows future facility locations only where known.	See also Figure 5 for major proposed open space corridors and focus area for new parkland.

Central Area Concept

“Suburban business districts should be encouraged to move beyond automobile-accessible places that are merely places to work and shop. They have the potential to become places where people also reside, build, and celebrate their community.” Urban Land Institute, 2001¹.

Waldorf’s Central Area is not rigidly defined in this Plan. Charles County’s Comprehensive Plan includes much of the developed portions of the Sub-Area in an “Urban Core” where higher density development is encouraged. The Central Area in this Sub-Area Plan is, generally, the US 301 business corridor between Billingsley Road and the Prince George’s County line. The organizational concept for Waldorf’s Central Area has three main components (see Figure 3-2).

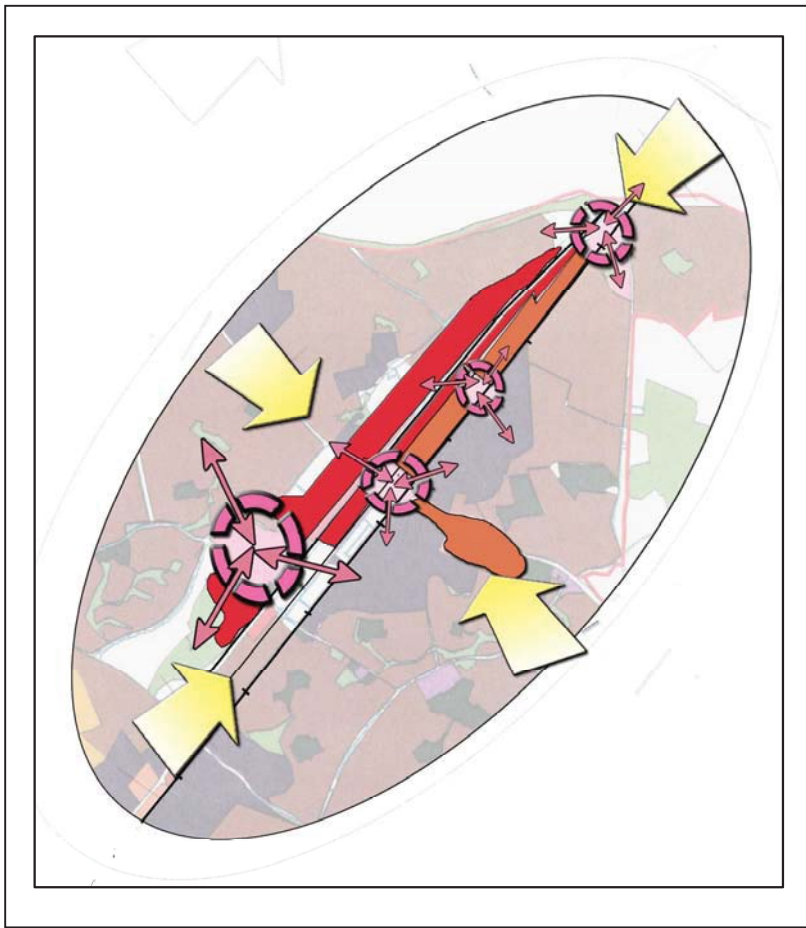
- Retain Waldorf’s major business corridor as the premier regional business center for Southern Maryland. These areas are represented on Figure 3-2 in the red/dark hatch.
- Create four Activity Centers (the four circles on Figure 3-2) as focal areas for the town. They are located off US 301 where they can be pedestrian friendly and be true centers for the community. The centers are spaced apart so that they can develop a unique character, function as transit hubs and serve their surrounding areas.
- Create community mixed use areas (orange/light hatch areas) along Waldorf’s older commercial and business areas



The old Waldorf School built in 1930 is one of the last remaining vestiges of the original village of Waldorf. Located in the proposed Waldorf Center activity center, it was rehabilitated in 2002 as a family support center.

¹ Transforming Suburban Business Districts, Urban Land Institute, 2001.

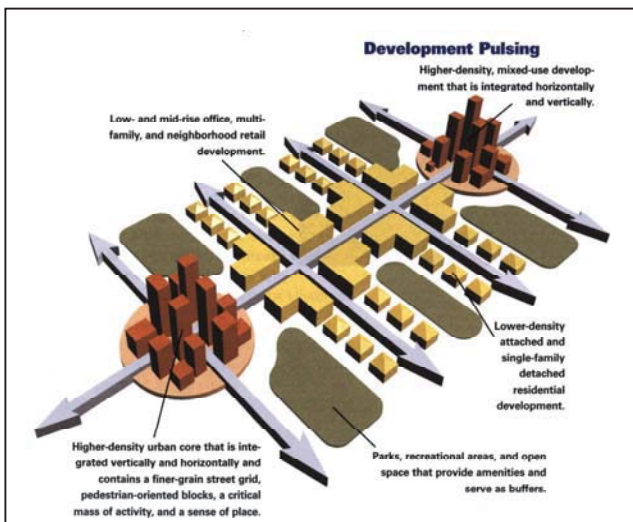
Figure 3-2
Central Area Concept



*Central Area Concept,
key elements*

1. *Retain the Business Corridor (red/dark hatch) as Southern Maryland's premier business center and regional attractor*
2. *Create four Activity Centers (circles) as focal areas for the town, located off US 301 where they can be pedestrian friendly and be true centers for the community: north to south Waldorf Gateway, Acton Center, Waldorf Center, Towne Center.*
3. *Create community mixed-use areas (orange/light hatch) along Waldorf's older commercial and business areas.*

In 2000 the Urban Land Institute (ULI), a non-profit education and research institute, studied Waldorf as an "emerging" suburban center". Among its published recommendations for suburban centers in general were to establish pulse nodes of development and to prune back retail-zoned land. ULI's concept diagrams are shown below and to the right. The Sub-Area plan's Central Area Concept (above) adapts ULI's recommendations to Waldorf's real situation.



Source: Beyard, Michael D., and Pawlukiewicz, Michael. Ten Principles for Reinventing America's Suburban Strips, 2001. Reproduced with permission of the Urban Land Institute.

1. Activity Centers (the number refers to the land use category in Table 3-2)

Activity centers are the places that have the most potential to help achieve the component of the Sub-Area Plan vision that calls for creating an attractive place or places that can serve as a town center or activity nodes for Waldorf (see Figure 3-3). These areas do not currently exist as activity centers, with the possible exception of St. Charles Towne Center which is not only Waldorf's major retail center, but also serves as the site for community events such as fairs and carnivals. Until the mid 1950s when US 301 was built, the intersection of Old Washington Road and MD 5 was Waldorf's, albeit small, activity center. The land use objectives for activity centers are:

- Create activity centers as focal areas for the town.
- Develop pedestrian-friendly, mixed use areas that are lively 18 to 24 hours a day.
- Incorporate residential uses.
- Build transit into activity center design.
- Create a different character for each activity center.

In the activity centers the public and private sectors would need to work closely together to help create the kinds of places people desire. The four proposed activity centers are:

Waldorf Center at the intersection of Old Washington Road and MD 5 would build on this area's historic and community serving functions such as the Old Waldorf School, the Jaycees building, and community banks. At this center the Plan encourages office and residential use as well as entertainment uses such as restaurants and live theater.

Acton Center at Old Washington Road and Acton Lane would provide a focus for surrounding employment and service uses, and would have a different character compared to Waldorf Center.

Figures 3-4 and 3-5 illustrate how the objectives for activity centers would be translated into specific plans for Waldorf Center and for Acton Center. Incorporating a series of key elements and design principles, these two pages are intended to give a feel for the type of development character that is desired and show how this character can be achieved in a real setting. The plans should be used by the public and private sectors in guiding their decision making for these areas.

Towne Center is the area around the mall and, being the largest activity center in the area, is envisioned as the center for the entire Waldorf area. At Towne Center the Plan encourages addition of a retail Main Street, better use of O'Donnell Lake for recreation and community enjoyment, space for large public gatherings and celebrations, and adding housing. Towne Center is part of the St. Charles Planned Unit Development and the current PUD zoning would have to be amended to encourage these types of development

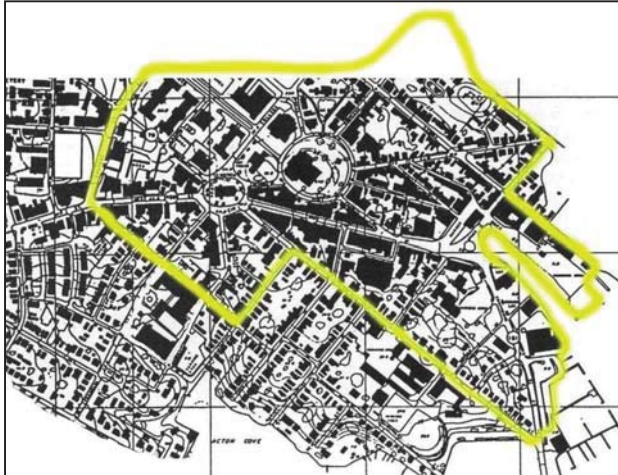
Waldorf Gateway at US 301 and MD 5 would be the gateway to Waldorf. A specific private-sector development plan (called Waldorf Crossing) has been proposed for part of this center. This center is relatively underdeveloped and offers opportunities for new development and redevelopment as a mixed retail and residential center, perhaps also with office uses, closely related to a transit center.



Residential density could be high in this center, with a mix of single family and multi-family unit types relating to surrounding residential areas.

*O'Donnell Lake east of the mall in Waldorf.
The lake and surrounding area could be a
major recreational asset.*

Figure 3-3 Activity Center Concepts



Activity Centers need to be fairly small and concentrated. Downtown Annapolis (see left, highlighted area) is approximately 125 acres. The proposed activity center at Old Washington Road and MD 5 is approximately 80 acres, Waldorf Gateway is approximately 140 acres.

Residential densities could be dense on some Activity Center sites; 50 to 60 dwelling units per acre.

Among the concepts that would bolster Towne Center as a regional center are a festival market place, space for large public gatherings and celebrations, a retail “Main Street”, and housing. Towne Center is part of the St. Charles Planned Unit Development. The current PUD zoning would have to be amended to permit the types of development shown in these images.



Village of Waugh Chapel, Crofton



Bowie Town Center



Artists impression, courtesy American Community Properties Trust

Figure 3-4 Waldorf Center

Proposed Activity Center at Old Washington Road and Leonardtown Road

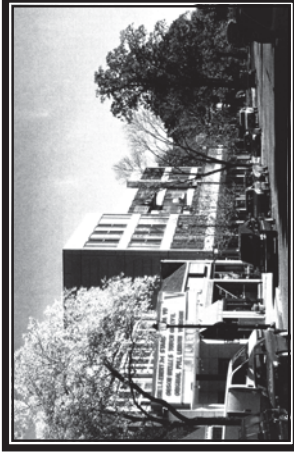
Waldorf was first established in 1872 as a stop along the Baltimore and Potomac Railroad line. Initial development was clustered at the intersection of the railroad tracks and Leonardtown Road. Until the mid 1950s when US 301 was built, the nearby intersection of Old Washington Road and Leonardtown Road was Waldorf's only, albeit small, activity center.

Although many of the Waldorf Center's former community-serving functions have relocated or been overtaken by other places, Waldorf Center remains the historic core of Waldorf. The potential exists to create a focal area building on Waldorf Center's historic and continuing community-serving functions such as the Old Waldorf School, Jaycees building, and basic services such as community banks, grocery store, and eating and drinking establishments.

Waldorf Center would be an ideal location for restaurants, entertainment uses such as live theater, as well as educational, government, and institutional uses.

Architecture and Place

These images are intended to give a feel for the development character and features that would be desired in Waldorf Center.



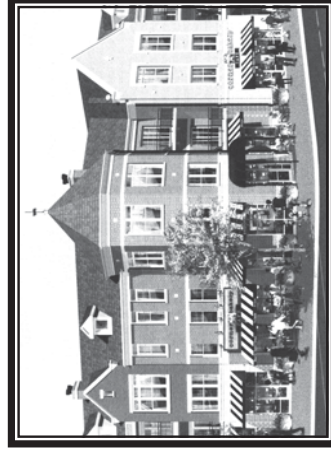
Attractive streets, entertainment use, on street parking



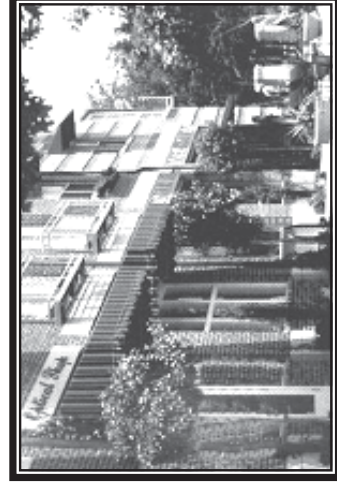
Pedestrian scale, low vehicle speeds, alleys and walkways



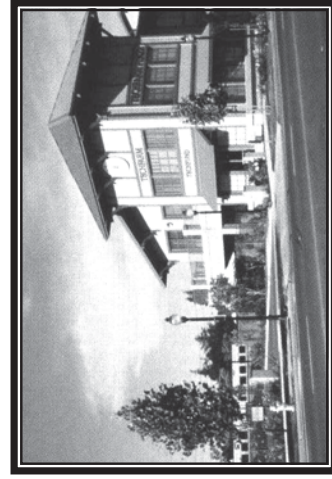
Public spaces, street furniture and amenities



Street level activity, first floor retail, urban density 3-5 stories in height



Quality architecture, attention to detail (windows, facades, and roofs)



Transit center; Park & Ride, bus, and future light rail

Objectives

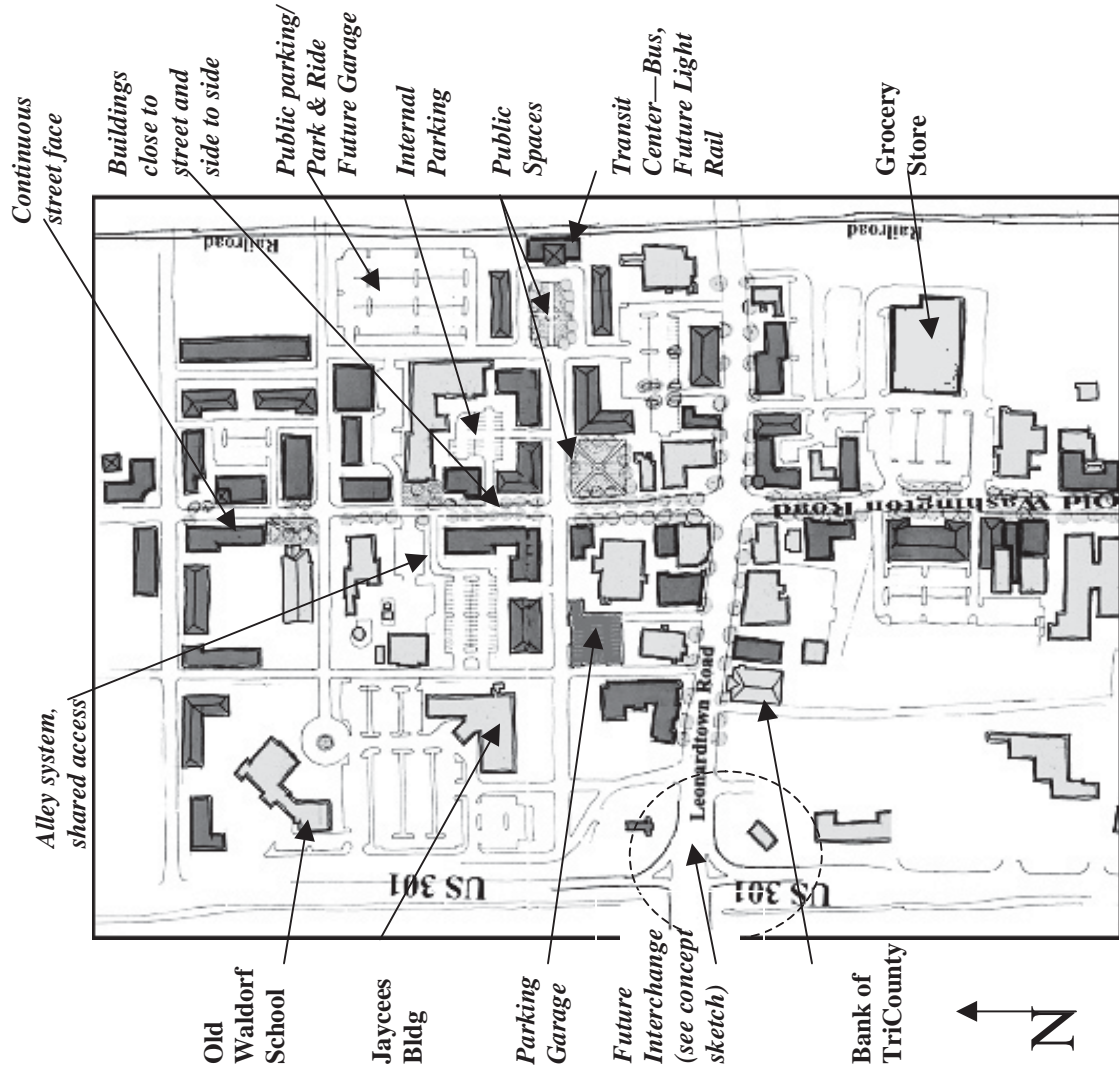
- Focal area for Waldorf
- Mixes of uses: commercial, service, residential, and institutional
- Lively 18 hours a day
- Pedestrian-friendly
- Attractive streets
- Easy to get around on foot or by car
- Public places
- Served by transit

Design Principles

- Dense urban character (50 to 60 dwelling units per acre on some sites)
- First floor retail
- Attractive, pedestrian-friendly built environment
- Quality architecture
- Use regionally appropriate and period architecture as inspiration (see architectural note at Appendix C for descriptions)
- Public spaces with special features such as monuments and art
- Route alternatives for internal circulation
- Low vehicle speeds
- Green buildings
- Alternative strategies for on-site parking
- Consistency with site design guidelines and standards of the County's Site Design and Architectural Review Board.

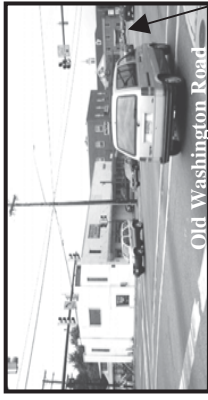
Waldorf Center, cont.

Waldorf Center Concept Plan



Perspective Views

Application of design principles to potential redevelopment: southwest corner of Old Washington and Leonardtown Roads

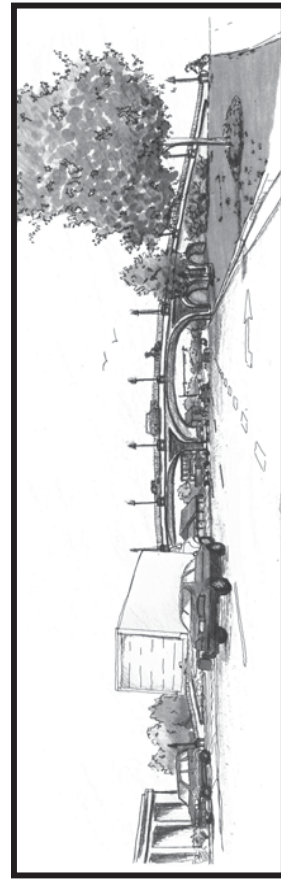


Bank of Tri County

Relatively tall buildings 3-5 stories in height

Continuous street face (facades averaging 60 to 70 percent of block frontage)

High quality architecture: attention to walls, windows and doors, parapets and cornices, roofs and signage



Bridge concept for US 301. Careful attention needs to be paid to interchange design for the proposed upgrade.

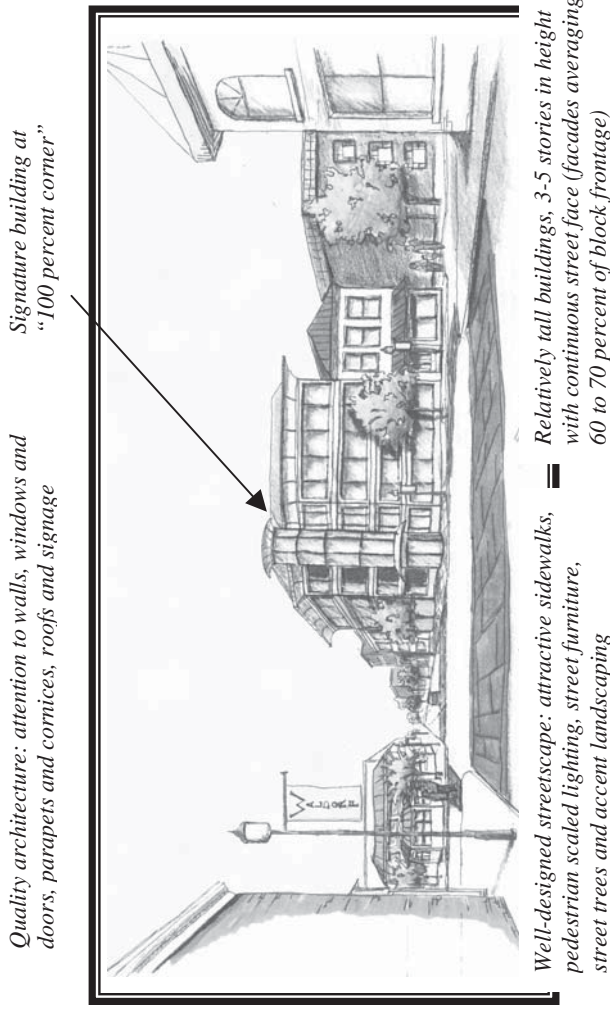
Figure 3-5 Acton Center Proposed Activity Center at Old Washington Road and Acton Lane

Application of design principles to potential redevelopment: northeast corner of Old Washington Road and Acton Lane

Acton Center would be located around the intersection of Old Washington Road and Acton Lane, a little over one mile north of Waldorf Center. The area around the intersection is currently unassuming and lacking in special character. The largest use is Walmart in the north west quadrant. Several factors make Acton Center a good location for an activity center:

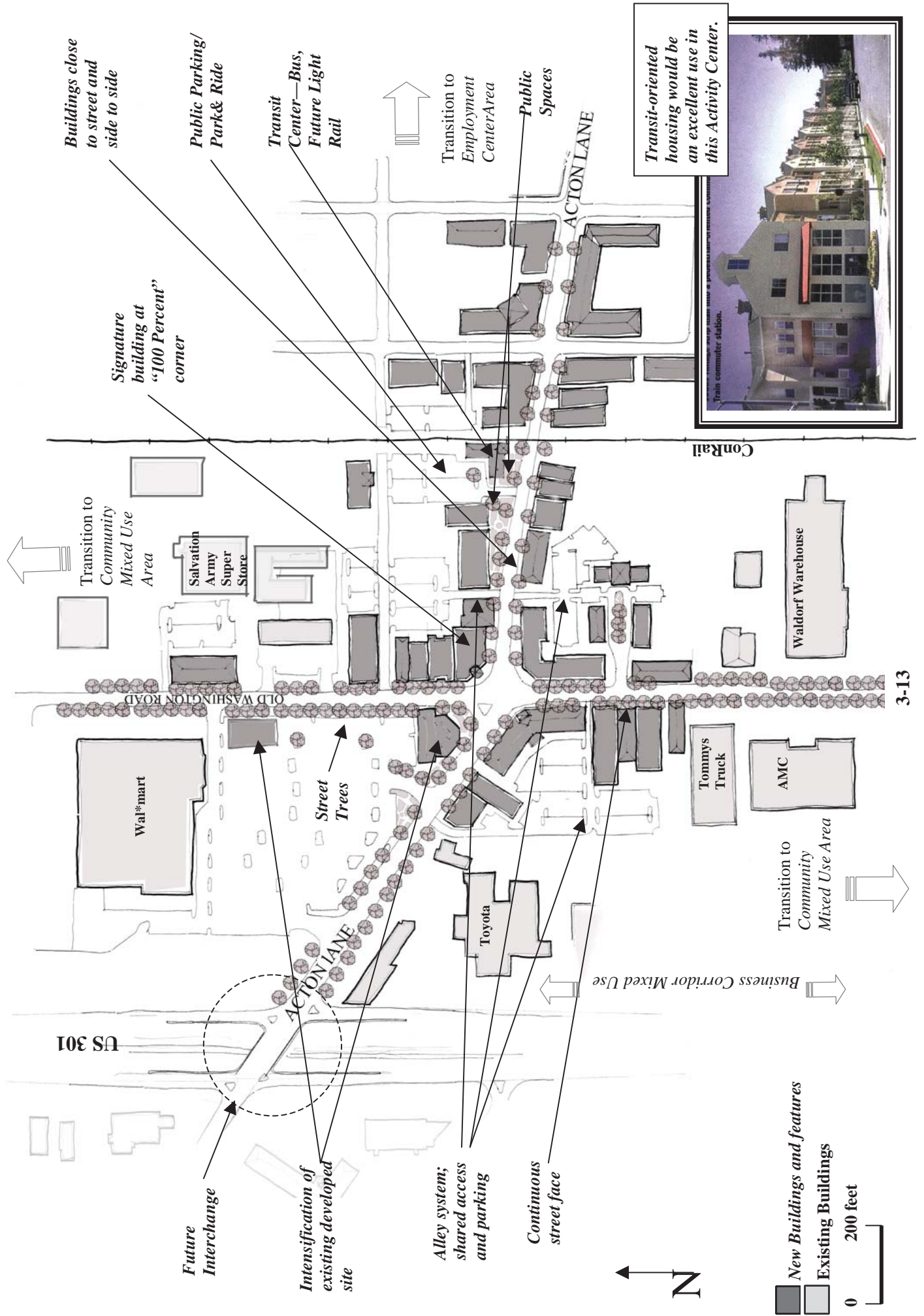
- **Road access.** Existing roads are Old Washington Road and Acton Lane. Planned improvements are i) interchange at US 301 and Acton Lane ii) extension of Post Office Road north of Leonardtown Road, as recommended in this Sub-Area Plan (see also below under Transportation).
- **Transit.** Bus and future light rail. VanGO currently runs on Old Washington Road. The ConRail line runs parallel with Old Washington Road, and Charles County supports future commuter rail along this line. Acton Center is well located for transit use as it is located approximately mid-way between Waldorf Gateway and Waldorf Center activity centers.
- **Opportunity areas.** Land in the center that could be developed or redeveloped consistent with the objectives and design principles for activity centers.
- **Mix of supporting uses around the center:** i) existing residential areas to the north (White Oak); ii) large area east of the railroad currently used for sand and gravel processing, but designated in the Land Use Concept as a large employment area; iii) future residential areas west of the employment area, as designated in the Land Use Concept; and iv) community mixed use areas to the north and south.

The objectives and design principles for Acton Center would be the same as for Waldorf Center. Acton Center, however, would likely have a different character compared to Waldorf Center: smaller, more employment and service oriented, with a smaller residential emphasis.

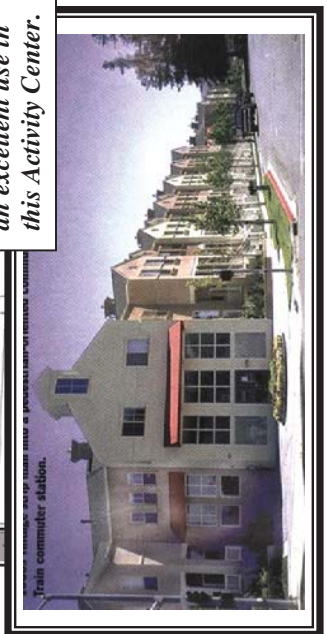


Existing Conditions: looking north up Old Washington Road from south of Acton Lane

Acton Center Concept Plan



Transit-oriented housing would be an excellent use in this Activity Center.



Activity Center Implementation

Creating activity centers is the Sub-Area Plan's single most important recommendation, and will require the most direct effort and intervention on the part of the public sector. Of the four recommended centers, direct government action should focus first on Waldorf Center (the Center identified by most of the public as "the" center of Waldorf), and then on Acton Center.

Key elements of implementation are: organization; use of the concept plans in this Sub-Area Plan; zoning; acquiring key land parcels; facilitating land assemblage; and managing parking.

Organization. An activity center committee or working group is envisioned comprised of property owners, business representatives, a representative of the Site Design Architectural Review Board and key county and state agencies. The committee's role would be to work with planning staff to help make the activity center happen, including serving as a sounding board for ideas and initiatives.

Use of the Concept Plans. The concept plans in this Sub-Area Plan (Figures 3-4 and 3-5) should be used as "guidance plans" for activity centers. They are illustrative plans, intended to depict the type, pattern, and character of development that is desired. To illustrate objectives and principles the plans show some redevelopment of existing buildings some of whose owners may not be planning to redevelop. Market factors and the decisions of private property owners will dictate the location, timing, amount, and type of development. These will more than likely result in different development proposals and ideas than that portrayed in the Plan. This does not matter, however, provided the development that does occur is consistent with the Plan's key elements and design principles, as shown in the concept plans. Through public/private partnerships, land use regulations, and the site design, development, and architectural review process, the County can guide proposals for development to ensure that they follow these elements and principles. The result will be development that is consistent with the Plan's overall vision and intent.

Zoning. Activity Centers could not be built today under Charles County's current zoning and land development regulations. Zoning will need to be put in place to allow for the proposed development. Table 4-1 in Chapter 4 gives preliminary guidance on the scope, coverage, and direction for zoning in activity centers and other parts of the Sub-Area.

Residential densities up to 50 to 60 dwelling units per acre are envisioned for some sites in Activity Centers (see photographs on page 3-20). By right density would be lower with the opportunity to increase density through purchase of development rights from transfer of development rights (TDR) sending areas, thereby also supporting rural preservation in the County.

Land acquisition. In town centers, public ownership or control of key parcels of land is an essential ingredient of success. In Waldorf, and Acton Centers for example, land for a transit station should be acquired now, while it is available. Even if rail transit is not feasible until long in the future, in the short term the site could be used for bus transit and for public parking for Waldorf Center. Similarly land for a public plaza/open space should be reserved.

Facilitate land assemblage. Activity centers are in older parts of Waldorf where ownership patterns are fragmented making redevelopment problematic. Government can act as a facilitator, encouraging property owners to combine properties into larger, more developable tracts.

Managing parking. Without adequate parking activity centers will not develop to the desired intensity. Parking needs to be managed so that a good supply of off-site parking is available as an alternative for sites unable to achieve both the desired building intensities and provide sufficient on-site parking. Developers who cannot meet their building and parking requirements on-site (because their parcels are too small, for example), could satisfy their parking requirement by purchasing spaces in publicly developed parking areas. This concept is discussed further in Chapter 4.

Storm drains. In some older areas storm drains may be undersized to permit desired development (16 inch pipes where 30 to 60 inch pipes may be needed. This type of major infrastructure is a county function and government will need to assist with capital projects paid for, perhaps, by special benefit assessments or by tax increment financing.

2. Community Mixed Use Areas

Community Mixed Use Areas are Waldorf's older commercial and business areas that developed along Old Washington Road and MD 5 mostly north and east of the original center of town, which was at the intersection of these two roads. Until the 1950s, when US 301 was built, Old Washington Road² was Waldorf's "Main Street".

The businesses in these areas tend to have more of a local community focus versus the more regionally-oriented uses along US 301. Uses include car repair shops (versus the car dealerships on US 301), a funeral home, plumbing offices, back offices (offices that do not need a visible or prominent location), local restaurants, bars, some scattered housing, and even some recreational uses such as the County's gymnastics and dance recreation center.

These areas currently have the same zoning as the Business Corridor Mixed Use Areas. Several areas especially along Old Washington Road retain somewhat of a "Main Street" feel; older buildings with shallow front and side setbacks. Old Washington Road itself has a narrow road section; two travel lanes with shoulders or turning lanes. Old Washington Road carries heavy traffic, especially during the mid day peak hour. The land use objectives for Community Mixed Use are:

- Create pedestrian-friendly, local community-oriented mixed-use areas.
- Achieve a mix of uses especially residential, community-oriented retail, employment, and service uses.
- Create lower intensity transition areas between activity centers.
- Improve the functioning and aesthetics of these areas.

The design principles for Community Mixed Use Areas are described on the next page.



Existing conditions looking south down Old Washington Road from south of Acton Lane. This area would be a Community Mixed Use Area.

² Part of the old Crain Highway begun in the 1920s to connect Southern Maryland with Baltimore.

Design Principles for Community Mixed Use Areas

- Create a semi-urban character:
 - Buildings two to three stories in height.
 - Residential densities up to 20 to 30 units per acre on some sites (increases from base density through purchase of development rights).
 - Semi-continuous street face (facades up to 50 percent of block frontage).
 - Buildings close to the street.
 - Medium to high lot coverage (up to 50 percent).
 - On street parking.
 - Parking to side or rear of buildings. Limited parking in front of buildings.
- Attractive, pedestrian friendly streetscape, similar elements to activity centers but toned down (e.g. concrete sidewalk versus accent paving, limited street furniture, little accent landscaping).
- Mixed architectural character; attention to the same elements as in activity centers, but toned down.
- Preservation and adaptive reuse of early 20th century buildings, where possible.
- Freestanding commercial signs permitted with guidelines.
- Green areas/pocket parks.
- Interconnected uses, through alleys and rear parking areas.
- Main road vehicle speeds of 30 mph: safe for bicycles.

Images from Laurel, MD illustrating the design principles



3. Business Corridor Mixed Use Areas

Business Corridor Mixed Use Areas areas extend continuously, with small breaks, for approximately four miles in a strip along both sides of US 301 from the Prince George's County line to St. Charles Towne Plaza south of Smallwood Drive, with additional areas in White Plains. These areas are dominated by highway-oriented uses such as shopping centers, plazas, car-dealerships, home improvement stores and department stores (e.g, Lowes, Home Depot, Walmart), many of which have both a local and regional draw. There are some large (over 100-acre) vacant tracts along US 301 that have zoning that would permit new Business Corridor Mixed Use Areas.

With such a long commercial strip, competition for consumer dollars favors newer developments with the best vehicle access. New developments do not so much gain new market share but capture more of the existing market share. This makes it harder for older, less attractive parts of the corridor to redevelop or attract higher-end uses. The land use objectives for Business Corridor Mixed Use Areas are:

- Recognize and support these areas as an important element of Waldorf's and the region's economy.
- Retain the suburban business character, but make these areas more visually attractive and with a stronger architectural presence especially viewed from US 301.
- Encourage high quality development that attracts investment and reinforces the corridor's economic importance and vitality.
- Limit downzonings or creation of nonconforming uses but do not expand these areas with new areas of strip commercial development.
- Improve how these areas function in terms of access, circulation, and parking.
- Allow for and provide incentives to encourage redevelopment and intensification of parts of the corridor into mixed-use developments by adding residential and employment uses.

The design principles for Business Corridor Mixed Use Areas are described on the next page. Figure 3-6 shows how some of the design principles could be applied to the redevelopment or intensification of parts of the corridor.



Existing conditions along US 301. These areas would be Business Corridor Mixed Use Areas in the Plan's Land Use Concept

Design Principles for Business Corridor Mixed Use Areas

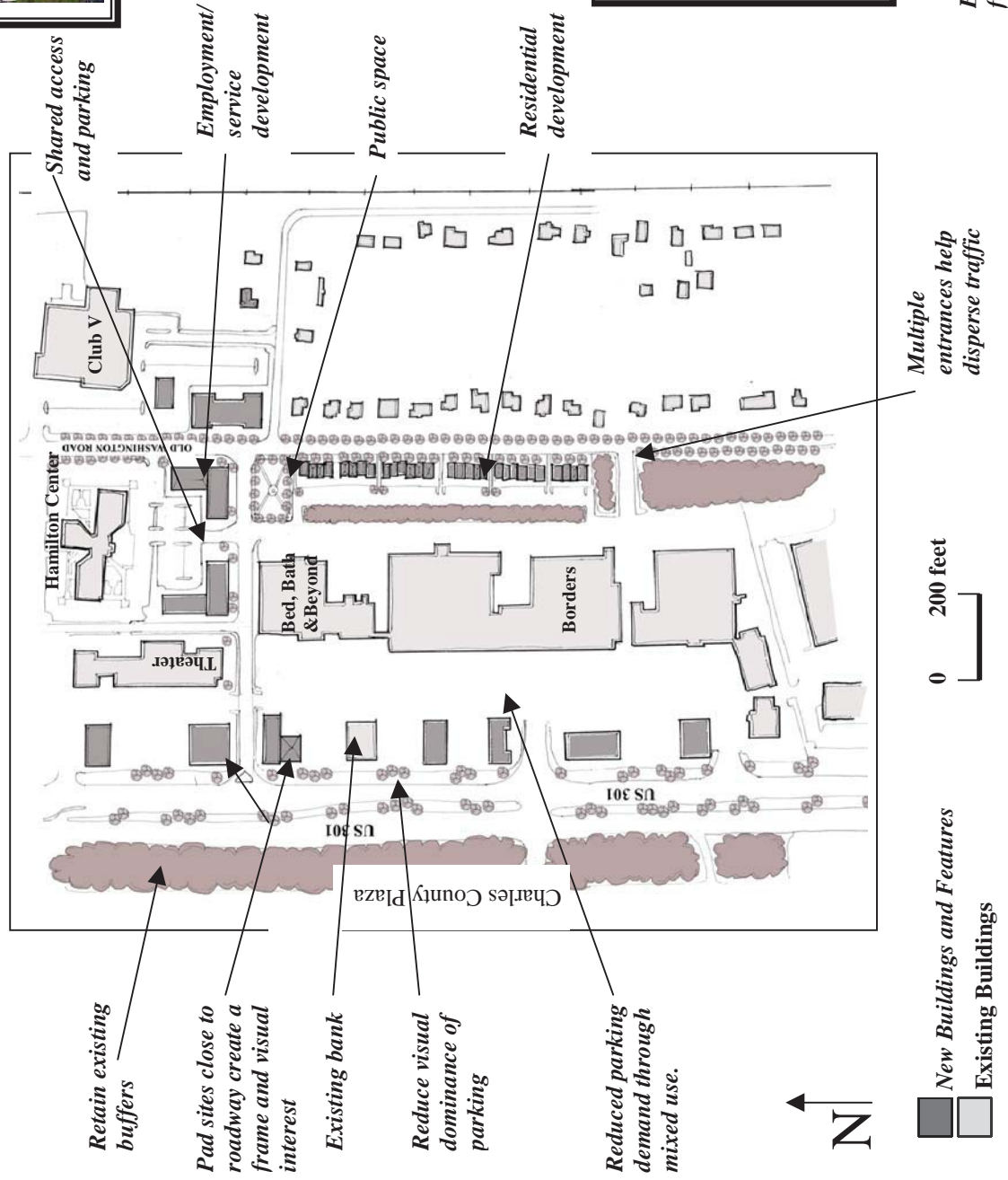
- Retain the suburban business character, but improve aesthetics and architectural presence.
 - Height as currently permitted (up to 40 feet).
 - Encourage buildings, including pad sites, to locate at the front setback line near to the roadway where they can create a frame and visual interest, especially north of MD 228/MD 5.
 - Retain existing wooded or landscaped buffers, especially south of MD 228/MD 5.
 - Discourage using the US 301 frontage for storm water management facilities.
 - Reduce the visual dominance of parking. Reduce parking demand through shared parking, transit, mixing of uses.
 - Consolidate signage to reduce visual clutter.
- Consolidate entrances, reduce curb cuts, interconnect parcels through shared driveways and drive aisles.
 - Where uses fill the entire block between US 301 and Old Washington Road, create entrances from both roads.
 - Create inter-parcel pedestrian circulation where possible.
- Encourage attractive and interesting building facades and architecture, such as the Wigwam bakery.
 - Pay close attention to highway design in US 301 upgrade: bridge design, medians, barriers, entrance monuments, signage, and lighting (US 301 Corridor Theme).
 - Careful integration of big box architecture with adjoining uses.

Images illustrating the design principles. Top three from Waldorf, bottom from Annapolis.



Figure 3-6 Business Corridor Mixed Use

This figure illustrates application of some of the design principles for Business Corridor Mixed Use areas. Portions of the corridor such as Shopper's World, below, may be suitable for redevelopment and intensification into mixed-use developments by adding residential and employment uses.



Employment, service and residential uses would be suitable for portions of the Business Corridor Mixed Use areas.

4. Opportunity Mixed Use Areas

Opportunity Mixed Use Areas are five large undeveloped or underdeveloped areas east and west of US 301 (see Figure 3-1).

These areas combined total approximately 700 acres, and are currently zoned to allow for commercial, business, or employment development. Because of their scale and important location in the US 301 corridor, these areas have the potential for creative mixed use or diverse types of employment or residential development that could also incorporate community-enhancing features such as entertainment, recreation and art.

Market studies would be needed to determine the highest or best possible uses of these areas, and these were not prepared for this Plan. Therefore, rather than second guess the market and predetermine the specific type of use that should be on these sites, this Plan designates them as “Opportunity Mixed Use Areas”.

Because these areas are currently zoned mostly for commercial and business development, these areas could also be developed as a continuation of the strip commercial development that dominates the US 301 corridor today. Such strip commercial development, however, would be contrary to the vision for Waldorf and the objectives of this Sub-Area Plan.

To encourage the desired types of development, incentives will need to be written into the zoning regulations to allow for and facilitate creative projects that can enhance the Sub-Area and benefit the community, as well as to discourage strip commercial development. Residential densities between 30 and 50 dwelling units per acre are envisioned on some sites (see photos below). Base density would be lower but could be increased through purchase of development rights from TDR sending areas.

Opportunity Mixed Use areas provide opportunities for creative mixed-use and diverse types of employment or residential development



▲ Courthouse Hill, Arlington VA: townhouse density 29 dwelling units per acre



▲ Lakeside apartments in Smallwood Village, density 44 dwelling units per acre



5. Employment Areas

Employment areas account for approximately 3,360 acres, or 15 percent of the Sub-Area (Table 3-1 and Figure 3-1). These areas conform to existing employment areas or areas zoned for future employment use (the IG, IH and BP zoning districts). Large areas in White Plains were rezoned for employment use in the 2001 comprehensive rezoning as part of the County's strategy to encourage economic development. One new employment area is recommended, approximately 270 acres mostly on the west side of US 301 north of Billingsley Road, plus a small area on the west side of US 301. This large area is currently zoned for commercial use but has large areas of wetlands, the headwaters to Pages Swamp, a tributary of the Port Tobacco River.

Approximately 660 employment acres, around 20 percent, are currently developed, mostly in Business Park North between MD 5 and Smallwood Road. The remaining approximately 2,700 acres of employment land offer many opportunities for employment development in support of the vision to make Waldorf a more balanced business community with higher end jobs producing more economic in-flow beyond Charles County.

6. Residential Transition Areas

The Land Use Concept identifies a residential transition area along Old Washington Road south of MD 5. This is one of Waldorf's oldest residential areas but, located between US 301 and Business Park North, it is under development pressure. The area north of Smallwood Drive is a potential historic site (see Figure 2-3). Portions of this area are currently zoned for residential use and portions are zoned RO Residential Office. The Residential Office is intended to provide for both residential and "low intensity commercial uses compatible with existing dwellings" (Code §297-90), but the range of permitted commercial uses is quite broad including business services, specialty retail, and medical offices. Property owners and residents may consider that the current zoning allows too much commercial activity if retaining residential character is to be emphasized, in which case a greater emphasis on retaining residential uses could be made.

7 and 8. Residential and Low Density Residential Areas

Residential areas take up around 70 percent of the Sub-Area. These areas are predominantly areas of low to medium density single-family detached housing, with some smaller medium and higher density residential areas. A little less than 50 percent of these areas are currently developed. The bulk of the undeveloped areas are in the Middletown Road and McDaniel Road areas and in the future villages of St. Charles.

Charles County has paid a great deal of attention in recent years to the appearance and design of residential areas and full site design and architectural guidelines and standards for residential development became effective in January 2003. The residential areas outside Waldorf's central area would be expected to build out at established densities following the new guidelines and standards with supporting community facilities, open space, and neighborhood commercial uses.

Three low-density residential areas are on the southern edge of the Sub-Area. The potential development density in the area west of US 301 was lowered in the 2001 Comprehensive Rezoning that affected 14,000 acres in the development district. This area and the two low-density areas east of US 301 are expected to remain as low density, with no public sewer, at least until the next major land use policy review.

9. Neighborhood Commercial Areas

The Land Use Concept Plan (Figure 3-1) shows eight Neighborhood Commercial Areas. These are convenience shopping and service areas for neighborhoods, and they vary in size and in the breadth of services they offer. Seven of the eight are existing or were previously designated on county land use plans. The five existing areas are: Smallwood Village Center, Gateway Plaza at the intersection of St. Charles Parkway and MD 5, the area west of the intersection of Smallwood Drive and St. Patrick's Drive, the area by Westlake High School, and a small area south of Smallwood Drive between US 301 and St. Charles Parkway. The other three areas are shown in their *general location only* on Figure 3-1 as their specific location is subject to change. Two areas are proposed to serve future development in St. Charles in Fairway and Piney Reach. The third area would be at MD 228 and Middletown Road, and provide for neighborhood commercial uses to serve the MD 228 corridor.



Gateway Plaza is a successful Neighborhood Commercial Area that is appropriately scaled and designed for its function

10. Institutional and Parks

The Land Use Concept shows existing schools and parks in the Sub-Area, but shows future facility locations only where they are known, such as the future high school site near Piney Church Road. The Recreation section of the Plan, below, discusses major proposed open space corridors and focus area for new park land.

Transportation

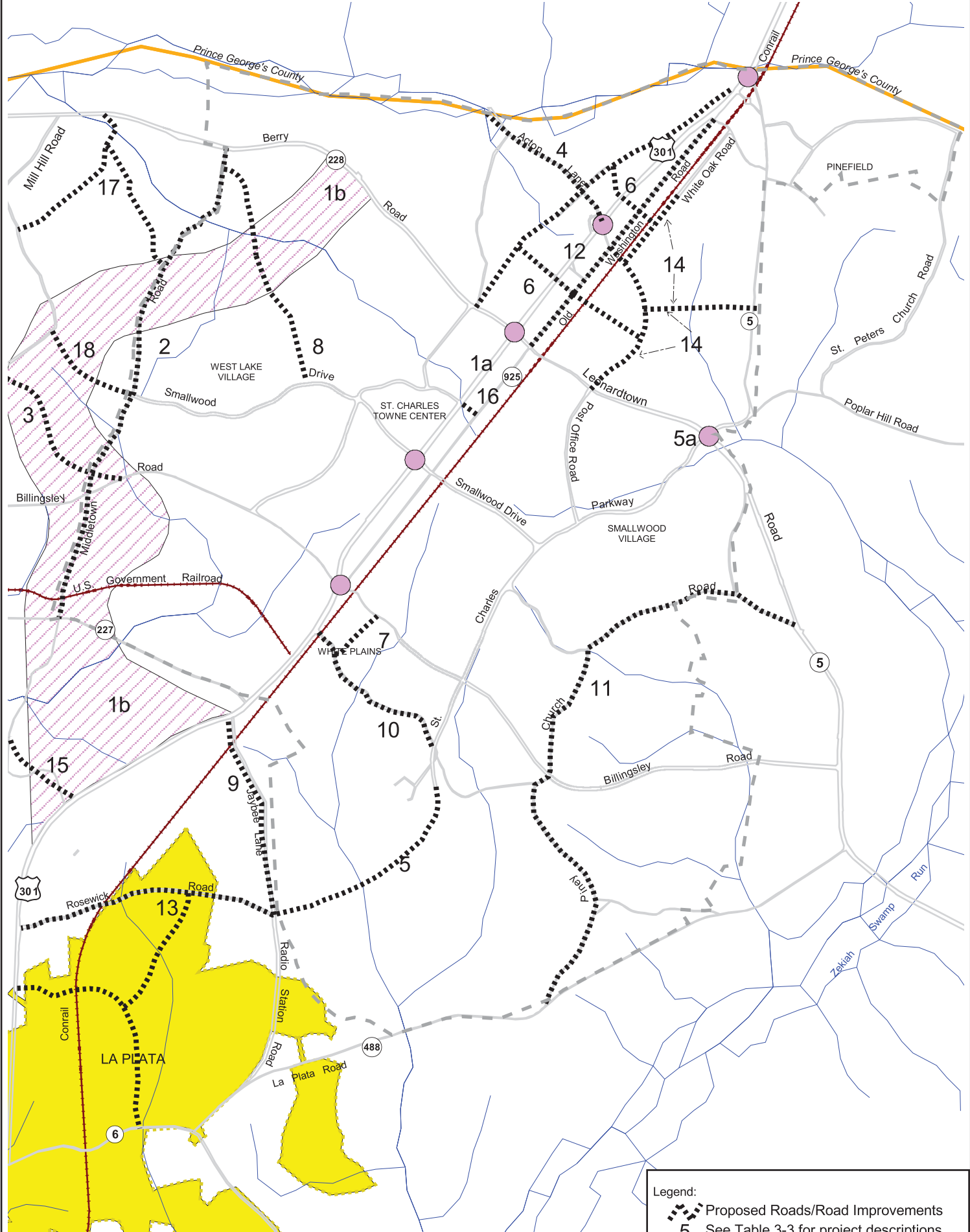
The transportation component of the vision for Waldorf is to create a complete road network, integrated with transit and accessible by pedestrians and bicyclists. The following principles guide the transportation element to support and help implement the development vision and proposed land use concept.

- *Provide system capacity enhancements*; new roads, interchanges, road connections, sidewalks, and bicycle routes. Particular emphasis is on:
 - Major north-south alternative routes to US 301, and
 - Facilitating crossing between Waldorf's east and west sides.
- *Separate through and local motor vehicle traffic to the extent possible.*
- *Provide transportation choices* that serve a range of user groups:
 - Roadway alternatives for cars
 - Mode alternatives: car, transit, bicycle, walking.
- *Increase connectivity* (the number of roads and road connections), thereby creating more of a "grid network" including minor roads, inter-parcel and inter-development connections. This provides different ways to get to places, and relief when one route is unavailable. Redundancy in the system is an asset.
- *Emphasize transit* : bus (both local and regional) and light rail (long term).
- *Encourage mixed-use development* that changes the pattern of travel demand and makes the best use of system capacity by spreading out beyond peak hours the time when trips occur.
- *Recognize that congestion may be acceptable in certain places at certain times*, for example, heavy traffic at peak hours encourages slower vehicle speeds in activity centers which improves conditions for pedestrians.
- *Create streets that are attractive and that serve multiple users (pedestrians and bicyclists as well as cars)* especially in community mixed use areas such as Old Washington Road.
- *Pay careful attention to the design of US 301 in an upgrade*; the appearance of bridges and overpasses will have a great impact on Waldorf.
- *Encourage parking strategies to support land use goals*, for example, shared parking, on-street parking, public parking facilities, reduce some parking requirements.

Roads

Figure 3-7 shows how the transportation principles are incorporated into the Sub-Area's roads network plan. Table 3-3 gives project details for the roads plan. Most of the projects are from Charles County's Transportation Strategy adopted in March 2002, with one Town of La Plata project, the MD 6 connector, also included. As shown on Table 3-3, this Sub-Area Plan recommends two modifications and two deletions of existing road plans in the County Comprehensive Plan.

The first road modification (#14 on Table 3-3) would revise the Comprehensive Plan's Eastern Parkway concept by extending Post Office Road to Acton Lane (as a major collector), with major or perhaps minor collector connections to White Oak Road and to MD 5. This plan directs traffic to and from the proposed interchange at Acton Lane (providing support to the activity center) and to MD 5 rather than to White Oak Road and Substation Road as shown in the Comprehensive Plan.



Legend:

- Proposed Roads/Road Improvements
5 See Table 3-3 for project descriptions
- Interchanges
- Bypass Corridor
- Sub-Area Boundary
- Railroads
- Town of La Plata

Scale in Miles
0 0.5 1

Waldorf Sub-Area Plan
Figure 3-7
Proposed Roads and Improvements
3-24

Table 3-3 Waldorf Sub-Area Plan Road Improvements (See Figure 3-7)

Number (see Figure 3-7)	Project	Comments
	Charles County Transportation Strategy (March 2002)	Most of these projects were drawn from the 1997 Charles County Comprehensive Plan.
1a	US 301 Mainline upgrade: 5 interchanges, access management.	The County Commissioners' recommendation must go through the National Environmental Policy Act (NEPA) process.
1b	US 301 Bypass corridor (Turkey Hill Road to MD 228).	
2	Middletown Road upgrade to four lanes from MD 228 to MD 227.	
3	Cross County Connector (Billingsley Road) completion (MD 5 to MD 210).	Upgrade to four lanes.
4	Acton Lane upgrade (US 301 to Prince George's County line).	
5	Extension of St. Charles Parkway to US 301 via Rosewick Road.	
5a	Interchange at MD 5/MD 5 Business/St. Charles Parkway.	
	Other 1997 Charles County Comprehensive Plan projects	Projects not included above.
6	Holly Lane and Holly Tree Lane extensions from Western Parkway to Eastern Parkway.	Envisioned as overpasses of US 301 (not interchanges) allowing local traffic to cross US 301 between interchanges. Extension to Eastern Parkway involves a railroad crossing. If this is not feasible, eastern terminus should be Old Washington Road.
7	Graphics Drive extension.	Cross County Connector to Demarr Road
8	McDaniel Road extension (Smallwood Drive to Middletown Road).	
9	Jaybee Lane upgrade (between Radio Station Road and US 301).	
10	Demarr Road upgrade (US 301 to St. Charles Parkway).	
11	Piney Church Road, Renner Road upgrade (MD 488 to MD 5)	
12	Old Washington Road reconstruction (MD 5 to Substation Road).	
	Town of La Plata projects	
13	MD 6 north to US 301, with branch up to Rosewick Road (MD 6 connector)	These projects directly relate to the Sub-Area plan. The Town has other projects that are important for local circulation in town.
	New Sub-Area Concept Plan Recommendations	
14	Extension of Post Office Road to Acton Lane (major collector), with minor collector connections to White Oak Road and MD 5	Modification of Eastern Parkway concept in the Comprehensive Plan (project C3)
15	Middletown Road to US 301 extension via part of Turkey Hill Road	Modification of Turkey Hill Road upgrade in Charles County Comprehensive Plan (project C-16). Recommended only if a separate western US 301 bypass (Project 1b) is not feasible.
16	Pedestrian overpass connecting the east and west sides of US 301 between its intersection with MD 5 and Smallwood Drive.	Location shown on Figure 3-7 is at St. Patrick's Drive mid way between proposed interchanges at Smallwood Drive and MD 5/MD 228.
	Supportive Projects Outside the Sub-Area	
17	Improvements to Mill Hill Road, Davis Road, Lexington Drive for new county high school.	Projects under design as of Spring 2003. Mill Hill Road will connect with the Cross County Connector.
	Sub-Area Concept Plan Modifications to Charles County Comprehensive Plan	
	Delete connection between US 301 and MD 925 south of Smallwood Drive (Project # - Mid Range Project C-8).	Avoids an additional access point onto US 301. If it is retained, make a right-in, right-out only.
	Delete extension of St. Patrick's Drive from Billingsley Road to US 301	Project would have wetland impacts and involve a railroad crossing. Connection not needed if other projects are built.
18	Extend Smallwood Drive to Mill Hill Road. Alignment to be determined. This is a revision of the project to extend Smallwood Drive to MD 228.	Replace extension to MD 228 with Middletown Road upgrade, extension of McDaniel Road to Smallwood Drive and Mill Hill Road/Cross County Connector connection.

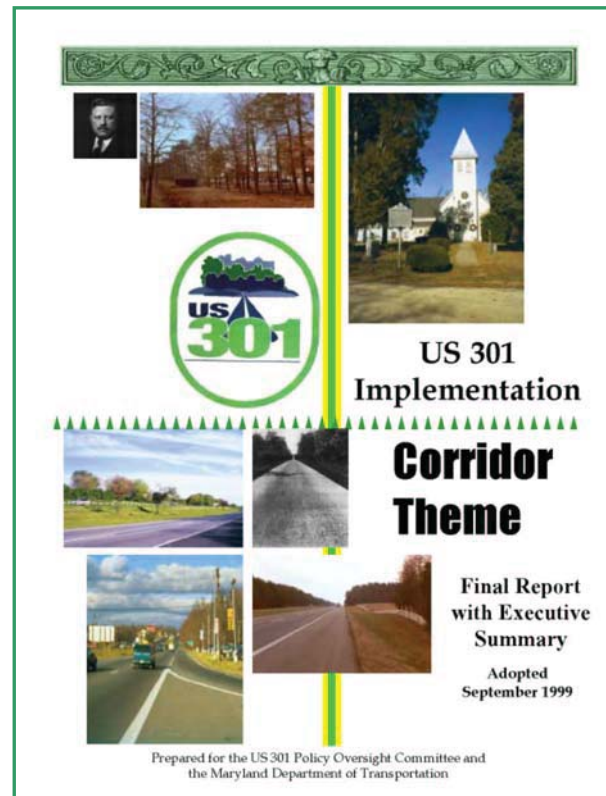
The second modification (#15 on Table 3-3) would revise the Turkey Hill Road upgrade project in the Comprehensive Plan by extending Middletown Road to US 301 via only a portion of Turkey Hill Road. This would create a more direct connection between US 301 and Middletown Road tying in more directly with the proposed Middletown Road upgrade (#2 on Table 3-3). However, this project is recommended only if a separate western US 301 bypass is not feasible, because a bypass and a US 301/Middletown Road connection road would be very close to each other and serve similar functions.

A new project would be a pedestrian overpass of US 301 between MD 5 and Smallwood Drive (#16 on Table 3-3). Although this overpass is strictly a pedestrian/bicycle project, it is also included in this roads section of the Sub-Area plan as it should be built in conjunction with the interchange projects at US 301/MD 228 and US 301/Smallwood Drive. The overpass will ensure a safe east-west crossing of US 301 for pedestrians and cyclists.

US 301

Addressing traffic needs on US 301 is Waldorf's most important transportation issue. As noted on Table 3-3, the County Commissioners' 2002 recommendation for an upgrade and a western bypass must go through the federal National Environmental Policy Act (NEPA) process to qualify the project for federal funding. The Commissioners' decision had a major effect on the Sub-Area Plan land use concept, especially in the Town Center area, and lays the foundation for the NEPA process. As planning for an upgrade on US 301 continues, careful attention must be paid to design issues. The visual effect of bridges and overpasses, in particular, will have a great impact on Waldorf (see Figure 3-8).

The US 301 Implementation Corridor Theme prepared in 1999 for the US 301 Policy Oversight Committee and the Maryland Department of Transportation contains design recommendations for inside the US 301 right-of-way as well as design and development recommendations for outside the right-of-way. These recommendations have been incorporated into the Sub-Area Plan. Planners and designers should continue to use the Corridor Theme in future planning for US 301.



Old Washington Road

An important principle for transportation in Waldorf is to create streets that are attractive and serve multiple users (pedestrians and bicyclists as well as cars). Old Washington Road is a particularly important street in the Sub Area Plan as it serves three activity centers and a community mixed use area. The appearance and function of Old Washington Road will greatly affect the look, feel, and quality of the adjoining development. Figure 3-9 shows the application of goals and design principles to proposed typical road sections for the Activity Centers and Community Mixed Use areas along Old Washington Road. These include on-street parking (in some areas), sidewalks, cross walks, and transit stop, street trees, center turn lanes, and wider lane widths for bicycles.

Figure 3-8 Bridge Design

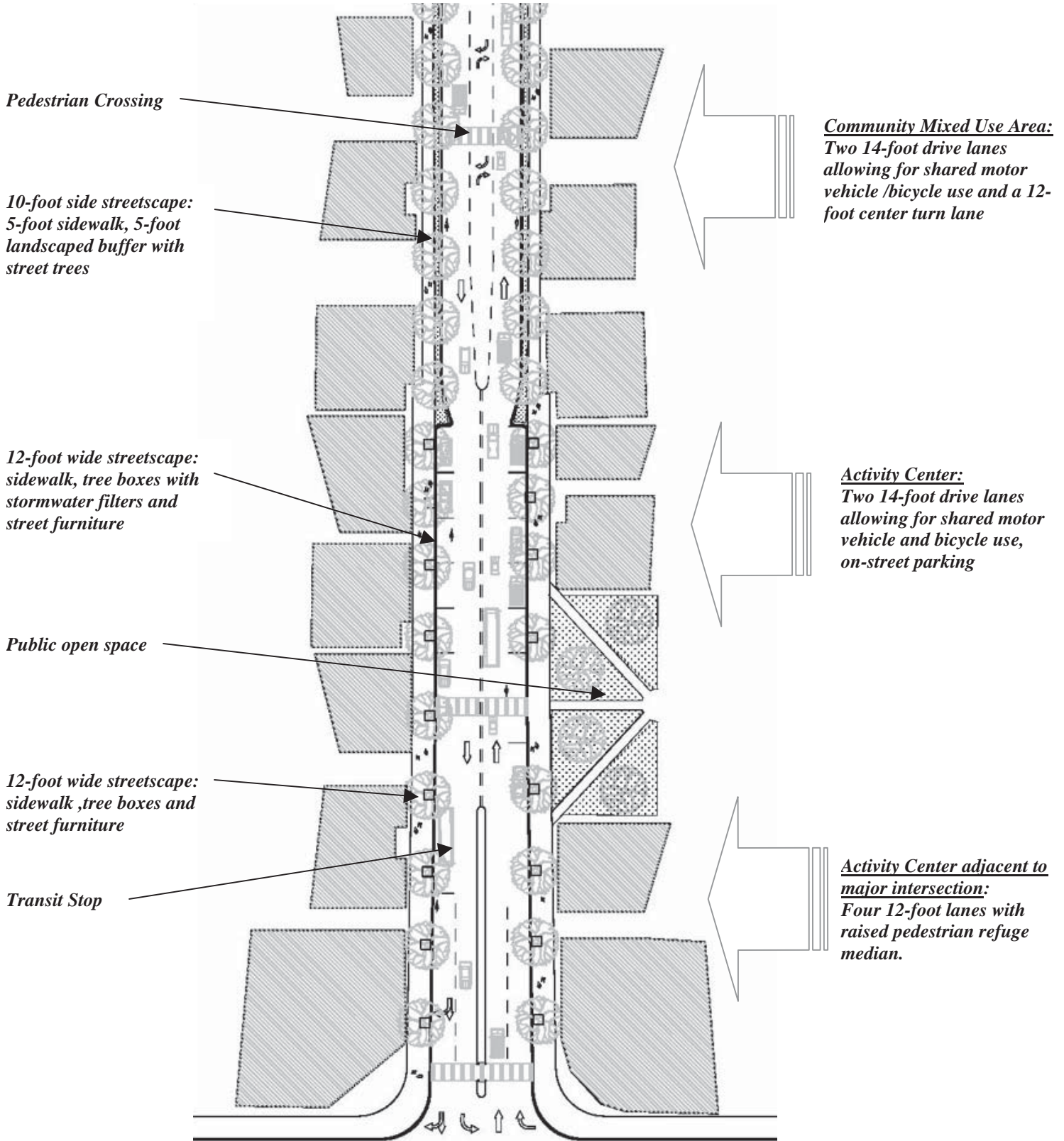


Bridge and interchange design will have a great impact on Waldorf, not only on US 301 mainline but also where ramps connect with cross streets, several of which are proposed Activity Centers. To the left is a bridge concept for urban areas prepared for the US 301 Transportation Study and incorporated into the US 301 Corridor Theme. Below is a concept sketch for the Sub Area Plan for the US 301 Acton Lane intersection. The pictures at the bottom of the page show an aerial view of an overpass at the US 301 MD 228 intersection and the bridge at Dulaney Valley Road over the Baltimore Beltway

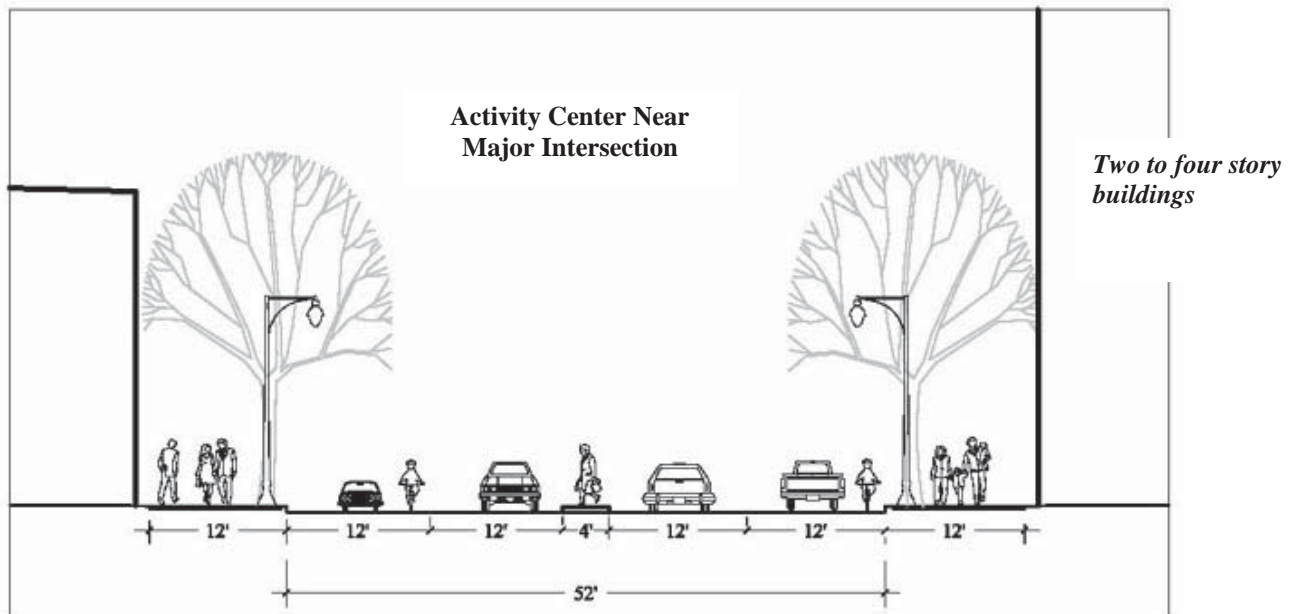
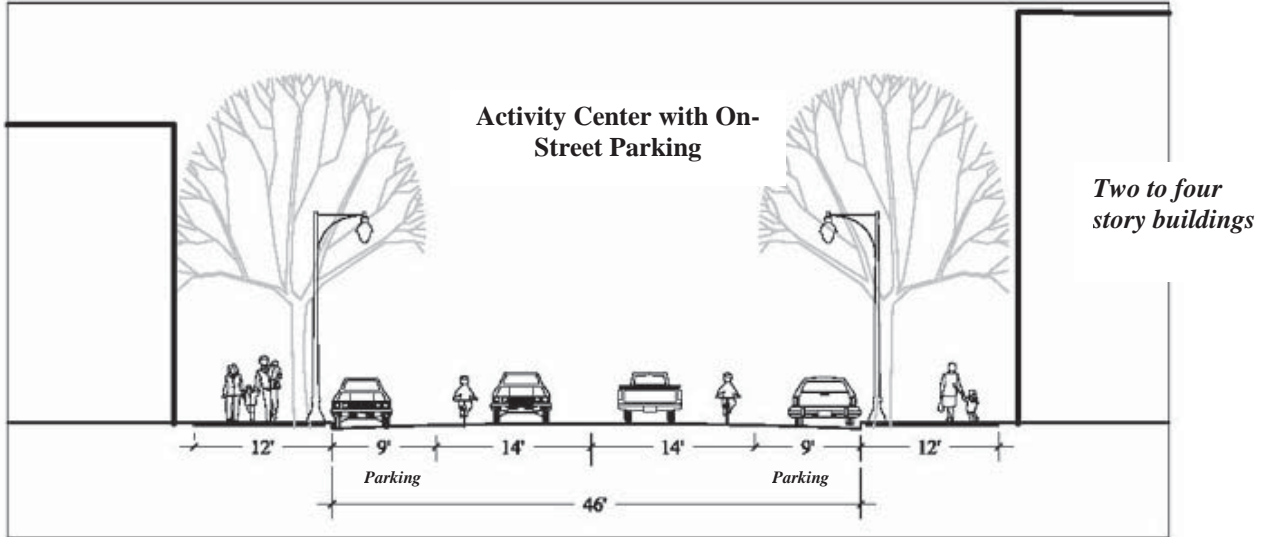
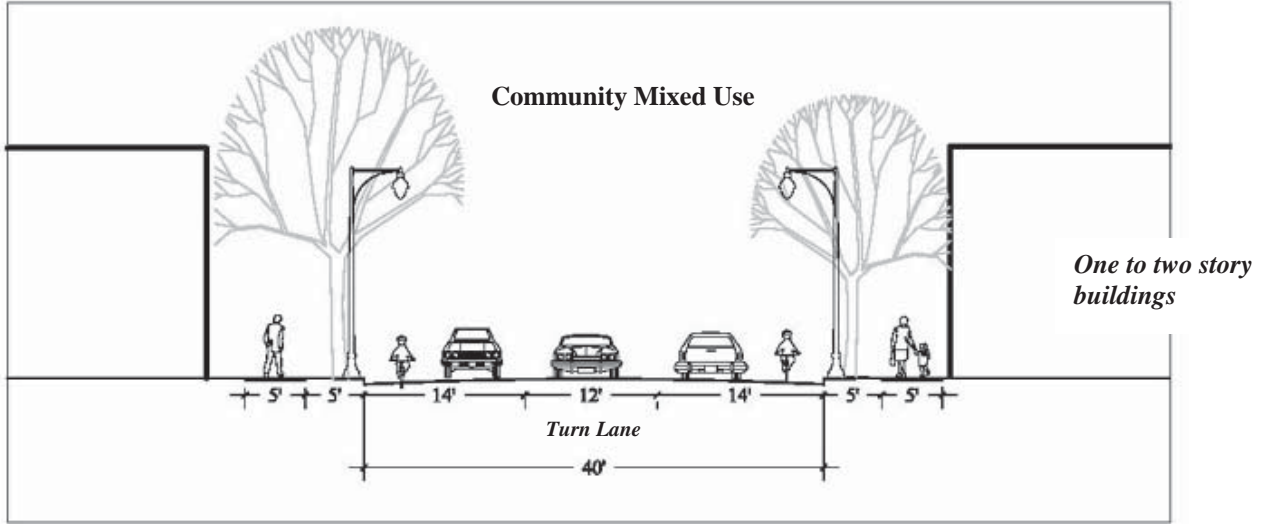


**Figure 3-9 Old Washington Road Typical Proposed Street Sections
Plan View**

This figure shows the application of goals and design principles to proposed typical road sections for the Activity Centers and Community Mixed Use areas along Old Washington Road. Old Washington Road has a narrow right-of-way. The proposed roadway sections range from 40 feet to 52 feet in width. Streetscape and sidewalk would be within the right-of-way where available or in a sidewalk easement.



**Figure 3-9 Old Washington Road Typical Proposed Street Sections
Section View**



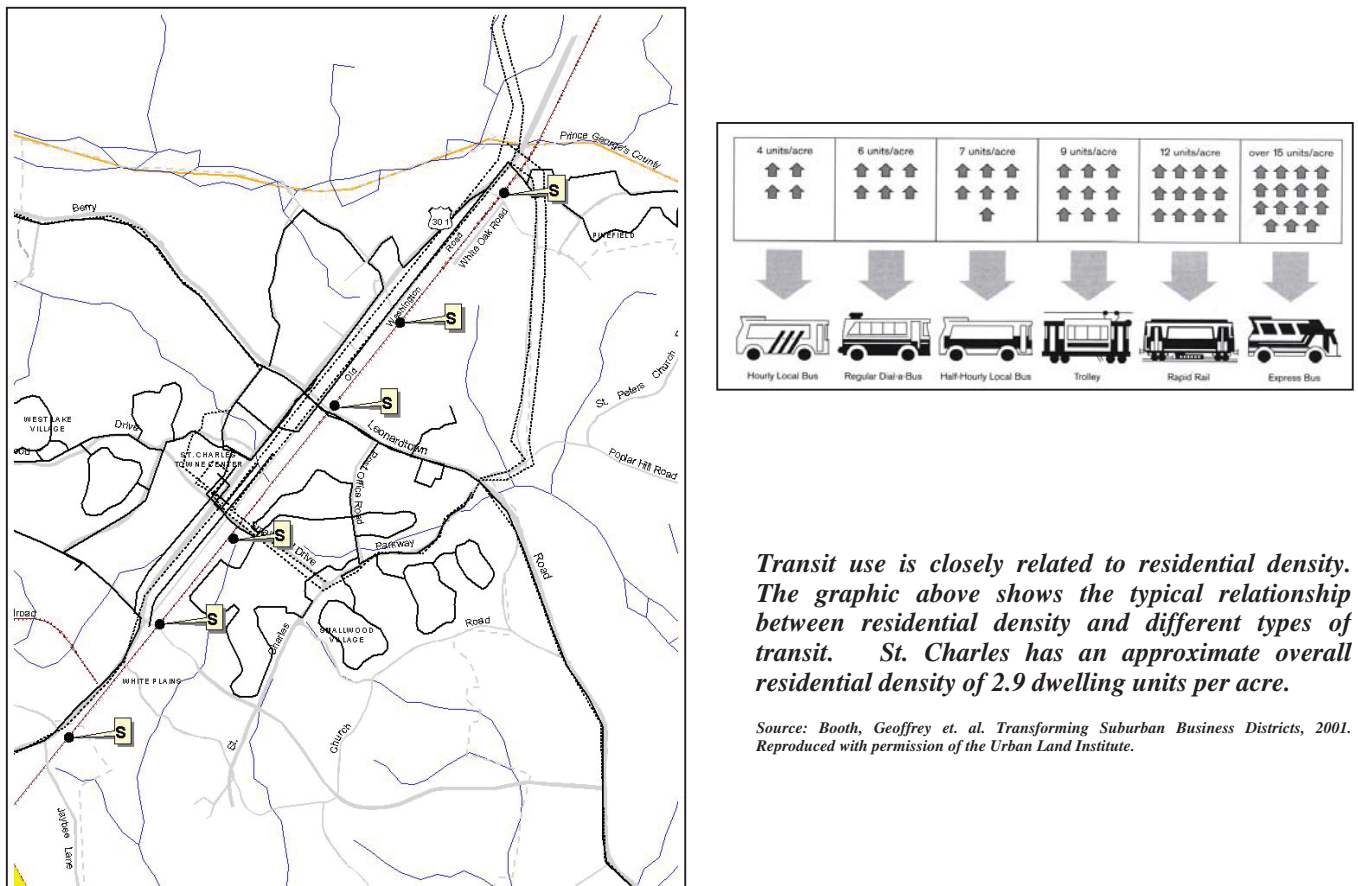
Transit

The Sub-Area Plan envisions an increased role for transit especially meeting travel demand within Waldorf and supporting development in activity centers. The Sub-Area Plan assumes bus transit as the dominant mode in the near term. Charles County's Transit Development Plan (TDP) (October, 2002) is the blueprint for transit development in the County over the next five years. Among the TDP's specific recommendations that would improve bus service in Waldorf are:

- Bus stop enhancements such as shelters and lighting,
- A kiosk at St. Charles Towne Center to better educate the public about VanGO services,
- A feeder bus service to park and ride locations, and
- Local weekend service that would offer the current demand responsive service on Saturdays, as dictated by demand with reduced services on Sundays.

Planning for future light rail along the Conrail line should continue. The Maryland Transit Administration's Transit Service Staging Plan (TSSP), when complete, will give a better understanding of potential transit ridership in Charles and Prince George's Counties. Concept plans for the Activity Centers (Figures 3-4 and 3-5) incorporate sites for bus and future rail transit. These sites need to be reserved now before they become more difficult and costly to obtain. Future transit plans should show light rail stations at activity centers including Waldorf Gateway (in place of Substation Road as shown on current plans); and at Acton Center (see Figure 3-10).

Figure 3-10 Proposed Light Rail Stations



Transit use is closely related to residential density. The graphic above shows the typical relationship between residential density and different types of transit. St. Charles has an approximate overall residential density of 2.9 dwelling units per acre.

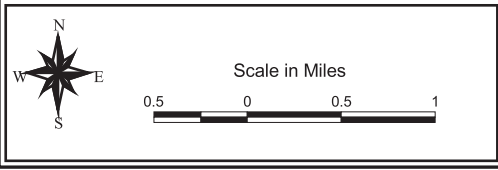
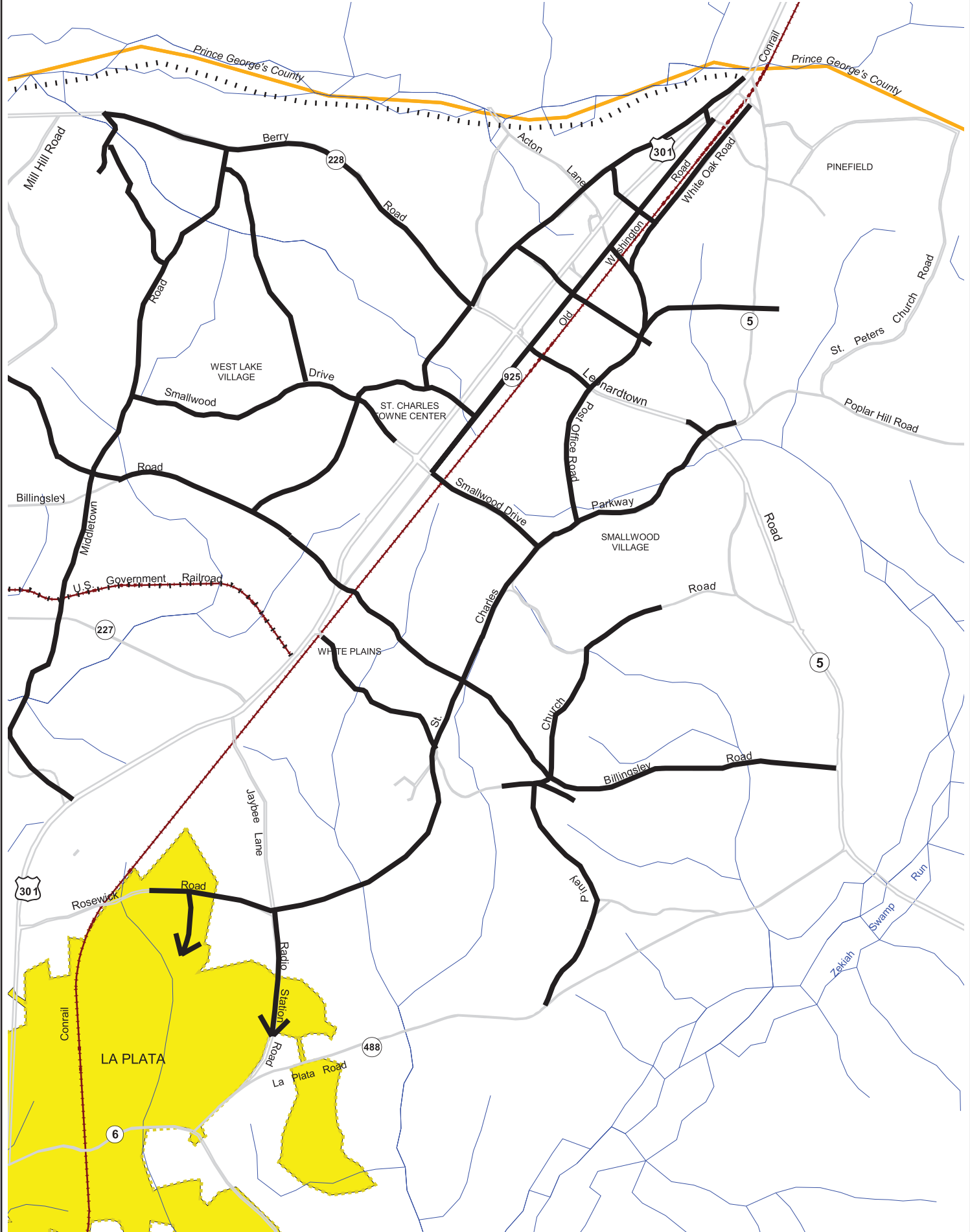
Source: Booth, Geoffrey et. al. Transforming Suburban Business Districts, 2001. Reproduced with permission of the Urban Land Institute.

Pedestrian and Bicycle Circulation

A good pedestrian and bicycle circulation system has many benefits including relieving the need to always having to use a car, allowing persons without cars, (including children, low income persons, and the elderly) to circulate, reducing automobile traffic, and providing opportunities for healthy exercise. As noted in Chapter 2, the main barriers to creating a useful functional pedestrian-bicycle network are, distance and separation of uses, lack of pedestrian-bicycle facilities in commercial and employment areas, and the difficulty of safely crossing main roads. To overcome these barriers the Sub-Area Plan proposes a comprehensive pedestrian-bicycle facilities network. Developing it will require concerted effort including retrofitting many existing roads, but it is achievable. Key elements of a strategy to develop a network are as follows (see also Figure 3-11):

1. **Activity Centers.** These mixed-use nodes should incorporate pedestrian-friendly design and links to transit, as described above under activity centers. From these centers there should be pedestrian-bicycle connections to surrounding neighborhoods and uses.
2. **Routes along major roads.** MD 925, MD 228, Acton Lane, Cross County Connector (Billingsley Road), McDaniel Road, Middletown Road, Piney Church Road, Post Office Road, Post Office Road extended (Eastern Parkway modification, number 14 on Table 3-3), St. Charles Parkway, St. Patrick's Drive, Smallwood Drive, Western Parkway, and White Oak Road.
3. **Connections between the east and west sides of US 301.** Figure 3-11 shows four connections: Holly Lane, Holly Tree Lane, Cross County Connector, and a pedestrian overpass of US 301 between St. Patricks Drive and MD 925 making a connection between future light rail transit station and St. Charles Towne Center. Except for the Cross County Connector, these connections provide safe alternatives to the planned interchanges that will have high traffic volumes and where providing safe pedestrian or bicycle access would be very costly. In the case of the Cross County Connector there is no reasonable alternative, so that bicycle access through the interchange with US 301 should be provided.
4. **Connections between the major network and important destinations.** Destinations include schools, parks and recreation facilities, neighborhood centers, employment centers, and open space corridors.
5. **Links to open space corridors.** The potential exists to connect a pedestrian-bicycle network to a number of open space corridors thereby offering the potential for connections between on-road facilities and for recreational trails. The greatest potential is along the main stem and tributaries of:
 - Kerrick Swamp in the southern part of the Sub-Area
 - Piney Branch in the northwest part of the Sub-Area.
 - Port Tobacco Creek in the southwest part of the Sub-Area.Additional potential is along the main stem and tributaries of Mattawoman Creek, Jordan Swamp, and the upper reaches of Piney Branch near Robert Stethem Memorial Park.
6. **Regional Connections.** Connections to the Town of La Plata via St. Charles Parkway and the Kerrick Swamp corridor, to the Bryans Road-Indian Head Sub-Area via the US Navy Railroad and, potentially, along Mattawoman Creek. The Tri-County Council for Southern Maryland's Regional Trail and Bikeway System Study, incorporates 10 bicycle touring routes throughout Southern Maryland including three through Waldorf (see also below under Recreation).

Bicycle-pedestrian facility design should be tailored to the road function, available right-of-way, safety, and cost; for example, shared use paths in neighborhood areas, on-road bicycle lanes in more urban areas. Decisions on the types of facilities to use should be based on bicycle and pedestrian level-of-service-measures (a quantitative measure of how comfortable a pedestrian or bicyclist feels under different conditions).



Waldorf Sub-Area Plan
 Figure 3-11
Major Pedestrian-Bicycle Routes
 3-32

Legend:

-  Pedestrian-Bicycle Routes
-  Major Trails
-  Major Roads
-  Town of La Plata

Environment

As noted in Chapter 2, the Sub-Area is comprised of all headwater streams which are sensitive to impacts from development and greatly affect the water quality of the lower rivers and creeks (see Figure 2-4). Development in the Sub-Area, therefore, especially impervious surfaces (roads, paving, buildings), has an important bearing on the health of all three watersheds. As the Waldorf Sub-Area is currently the most intensely developed area in the County and is the County's future designated growth area, environmental protection needs to a key element of the Concept Plan. Headwater streams, non-tidal wetlands and canopy coverage are the most important environmental resources of the Sub-Area. The following objectives for this element of the Sub-Area Plan are intended to offset pollutant contributions of existing and new urban development:

- Improve stream conditions, water quality and the health of the biological communities in the Waldorf Sub-Area,
- Improve stormwater management to reduce to the extent possible the negative environmental impacts of stormwater runoff, and
- Increase and maintain a healthy urban forest to improve air quality and aid in absorption of rain run-off.

Many federal, state, and local regulations are already in place to protect environmental resources. The following actions are designed to implement the above objectives and to supplement these regulations:

- **Consider increasing vegetated buffers around streams.** The U.S. Army Corps of Engineers and the Mattawoman Creek Watershed Citizens Advisory Committee are currently preparing a Mattawoman Creek Watershed Management Plan, which may provide guidance on buffers for first order streams.
- **Replant buffer areas currently cleared of natural vegetation.** These riparian areas serve as buffer zones by controlling nutrient and sediment runoff that affects water quality. Replanting can be achieved through the joint efforts of landowners, public agencies and private organizations.
- **In the Sub-Area's urban land use areas use preferred urban best management practices to improve stormwater management and to reduce pollution and erosion impacts of stormwater runoff.** The urban land use areas are the activity centers, business corridor mixed use, other mixed use areas and the employment areas. Preferred best management practices include infiltration trenches, bio-retention, and bio-infiltration such as in depressed, landscaped parking lot islands or tree box filters. Charles County revised its stormwater management ordinance in 2001 to meet the latest state requirements.
- **In land use areas other than urban, incorporate low impact site development practices to improve stormwater management and reduce the negative effects of runoff.** Low impact practices include natural storm water wetlands, dispersed infiltration and conservation landscaping (or BayScaping), pervious paving, and dry wells or rain barrels to catch roof run-off. Conservation landscaping, for example, avoids large expanses of lawn that require intensive maintenance practices such as fertilizing, mowing and dethatching, and replaces these areas with lower maintenance plants that do not require constant fertilizing and mowing, such as perennial groundcovers, shrubs and trees. As a result less fertilizer is available to run-off into streams and less fossil fuel is burned by mowing¹.

¹ For more information on low impact development site design see. [Better Site Design: A Handbook for Changing Development Rules in Your Community](#), 1998, prepared by the Center for Watershed Protection, Ellicott City, MD.

- **Retrofit areas in need of improved stormwater management.** Many parts of the Sub Area have older stormwater management facilities that may need upgrading and/or maintenance and repair. This is a statewide issue, but an additional problem in Charles County is that many stormwater management facilities are owned by homeowners' associations with limited expertise or financial resources. The County's Homeowners' Association Task Force report (2001) recommended instituting a comprehensive program of inspection and maintenance for all private and public stormwater management and storm drain facilities in the County.
- **Investigate the potential use of "green" building and architectural techniques.** In green roofing construction, for example, roofs are covered in plant material and absorb rain that would normally drain off the roof into downspouts, then into pipes and eventually into streams. Other green building techniques include using recycled materials, eliminating harmful chemicals for cleaner indoor air, recycling stormwater for industrial uses or toilet flushing, and maximizing solar exposure. Green building techniques are gradually becoming better known and more mainstream though the increased cost and liability considerations remain barriers to widespread use.
- **Adopt strategies to keep 100 percent of the Sub-Area Forest Conservation requirements in the Sub-Area and consider adopting urban forest canopy coverage goals.** Between 1993 and 2002, about 36 percent of the required forest conservation in the Sub-Area was sent off-site, primarily outside the Development District. The "urban forest" is comprised of trees that line streets, shade parking lots and are near homes and businesses. As the Sub-Area becomes more developed, and tracts of forest become more scarce, the urban forest within the Sub-Area becomes an increasingly important filter that cleans air pollutants, saves air conditioning energy costs by shading, and absorbs rain runoff. These trees also provide climate moderation and visual relief. The American Forests organization recommends an average of 40 percent forest canopy coverage for urban and suburban areas.
- **Create corridors of trees between isolated forest patches and plant trees where trees are lacking.** Trees are especially needed near roads and large expanses of asphalt, where heat radiation from paved surfaces can be intense
- **Foster community education about watershed issues.** This can be accomplished in part through organizations already active in the Sub-Area such as the Lower Potomac Tributary Team, the Wicomico Scenic River Commission, and the Port Tobacco River Conservancy.



Left, Mattawoman Creek (left) near US 301. 35 percent of the Sub-Area drains to the Mattawoman. Trees along the Mattawoman and in "urban forests" (right) such as near Charles County Plaza serve multiple benefits cleaning the air of pollutants, absorbing rain runoff, reducing noise and dust from US 301 and providing visual relief.

Historic Preservation

Known historic resources are listed in Chapter 2, and a historic overview is included in Appendix C. The historic preservation component of this Sub-Area Plan is to preserve key historic sites, to promote public education about Waldorf's unique history and development, and to encourage the adaptive reuse of buildings with historic character that are over 50 years in age.

Sites listed on or eligible for listing on the National Register of Historic Places as well as those historic sites protected under a historic preservation easement should be preserved insofar as possible through harmonious and careful design.

The Plan also encourages the adaptive reuse of existing buildings over 50 years old, especially in the Waldorf Activity Center, in Community Mixed Use areas, and in Residential Transition areas.

Public Facilities

Sewer and Water

The Sub-Area plan's land use concept would have little impact on water and sewer planning. As noted in Chapter 2, the Sub-Area is located within Charles County's Development District and is ultimately intended to be fully served by public water and sewer. The Sub-Area Plan envisions the continued expansion of the public water and sewer service area in the Sub-Area as new development occurs, emanating outward from its core.

The Sub-Area Plan's emphasis on activity centers and mixed use development with higher intensity and density than currently allowed would result in a redistribution of growth and development within the Sub-Area and the development district rather than a significant amount of net new growth. Therefore the Plan is not expected to result in additional demand for water or for sewer service over and above what is currently contemplated.

Schools

No new schools are currently planned within the Sub-Area but new schools will be needed, especially as St. Charles continues to develop to the south. St. Charles has reserved a high school site south of Billingsley Road east of Piney Church Road that is shown on the Proposed Land Use Concept map. The new North Point High School is planned for a site off Mill Hill Road just west of the Sub-Area. This will be a large facility with countywide functions including a convocation center and a community service center. The school is scheduled to open in 2005. A future elementary school and a future middle school will also be housed on this site.

Under the Land Use Concept Plan, new residential areas and mixed use areas including a residential component would be created in the US 301 corridor. This residential development would affect school enrollment but it would be expected to have a "redistributive" effect rather than result in additional new pupil enrollment in the County. In other words, the number of students from new residential areas created in the proposed plan would be expected to have gone to other county schools if the proposed plan were not adopted. The net effect of the Plan, therefore, would be that some of the existing schools in the Sub-Area would experience increased enrollment, but with less enrollment occurring at other schools in the County.

The amount of new enrollment in the new residential areas would depend on a number of factors including housing density and the types of households attracted to the housing. The new residential areas are in Waldorf's more "urban" areas and would be expected to be particularly attractive to young people and the elderly; households who have fewer school-age children (lower pupil generation rates) compared to family households. In the future, enrollment from new residential

areas could help populate schools in older areas that might otherwise experience falling enrollment as the populations in those older neighborhoods age.

Therefore the Plan is not expected to result in additional demand for schools over and above what is currently contemplated to meet projected growth.

Other public facilities

This Sub-Area Plan is not expected to have any significant impact on other public facilities including public safety, fire and emergency services, or library above and beyond the impacts associated with the growth already envisioned to occur in the area.

A Waldorf West library branch is proposed to be located on the proposed new North Point High School complex off Mill Hill Road just west of the Sub-Area. The County's 1997 Comprehensive Plan identified the need for a new fire station in the vicinity of the MD5/Poplar Hill Road intersection.

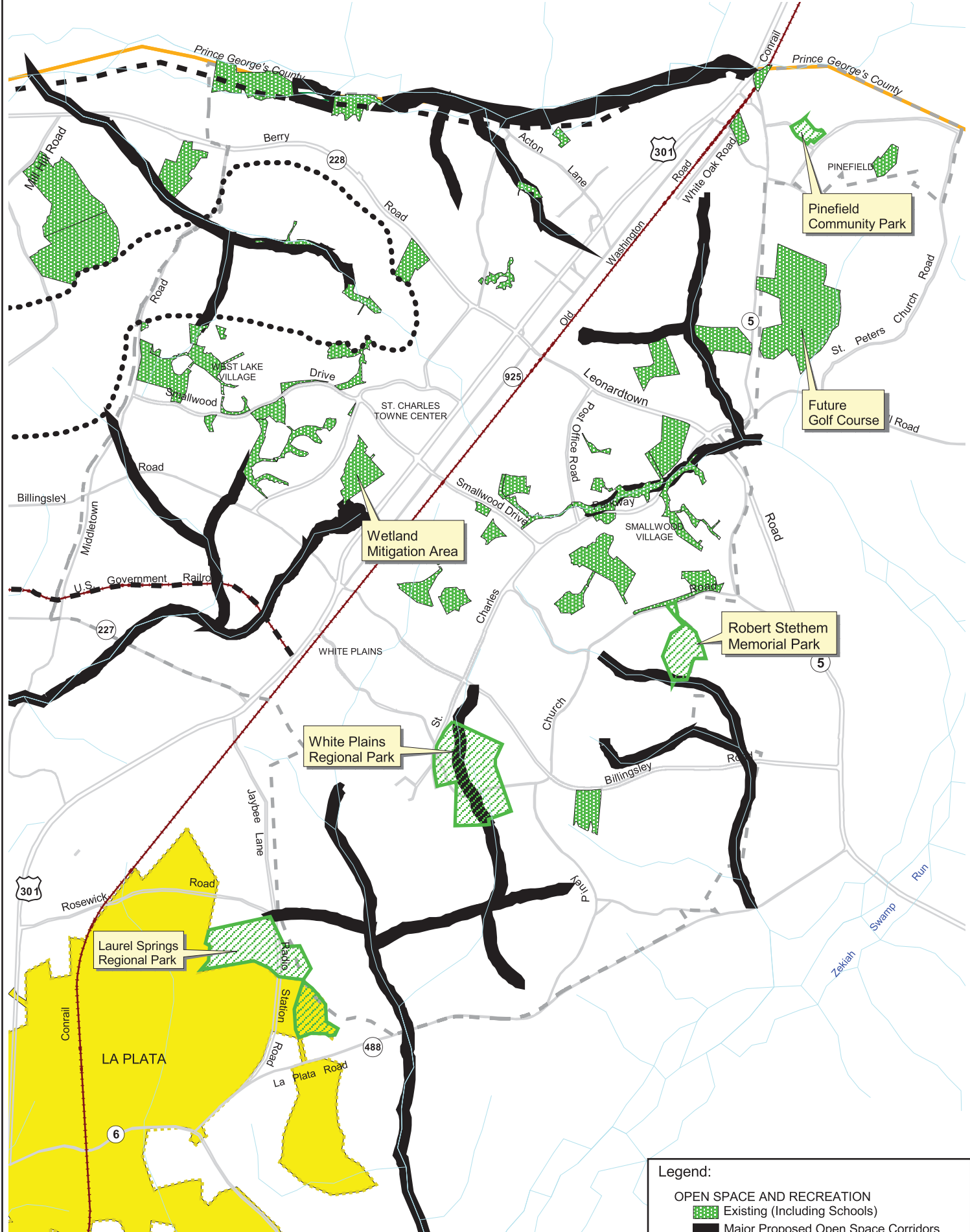
Individual development projects are subject to the county's Adequate Public Facilities Ordinance that requires public facilities such as schools and roads to be adequate before development can proceed.

Some public facilities such as government offices, educational facilities, recreation centers, libraries, and cultural centers are ideally located in activity centers. Here they are accessible to large numbers of people via different transportation modes and generate life and spin-off economic activity that supports shops, restaurants and the like. Activity centers should be prime candidates when considering locations for future public facilities.

Recreation and Open Space

The Waldorf Sub-Area lacks sufficient recreation land. As noted in Chapter 2, there are approximately 670 acres of recreation land in and close to the Sub-Area, which equates to 11.8 acres per 1,000 population, but this is well below the 24.2 acres per 1,000 total county population Charles County provided in 1998 (Table 2-3). With only three true parks in the Sub-Area, all on the east side, and a fourth (Laurel Springs) on the southern edge, the Sub-Area simply lacks sufficient park land to serve an area with a projected 2020 population of close to 90,000. Charles County overall has a good deal of recreation land but much of it is in the rural areas. Other important issues for the Sub-Area are the lack of recreation land west of US 301, and the limited opportunity for indoor recreation. The following actions are recommended to increase recreational opportunities in the Sub-Area (see Figure 3-12).

- **Acquire land for a community park west of US 301.** This park should be at least 20 acres within the Sub-Area, and accessible to the MD 228 corridor. Figure 3-12 shows the focus area for this park, the area within which, ideally, this park should be located for the population to be served.
- **Acquire land for a multi-purpose regional park (150 to 200 acres) west of US 301.** This park would help meet the long-term needs of the Sub-Area, especially the west side and also serve the future needs of the central portion of the development district. Sites could be sought within the Sub-Area (most likely south of MD 228), or west of Middletown Road, perhaps near the new North Point High School. Figure 3-12 shows the focus area for this park.
- **Continue to plan for major recreational trails.** The County has been actively planning two trails in the Sub-Area; the US Government Railroad from White Plains to Indian Head, and a trail along Mattawoman Creek that would begin near the Waldorf Gateway Activity Center proposed in this Plan and eventually extend to Indian Head.



Legend:

- OPEN SPACE AND RECREATION
 - Existing (Including Schools)
 - Major Proposed Open Space Corridors
 - Parks
 - Focus Area for New Parkland
 - Sub-Area Boundary
 - Town of La Plata
 - Major Trails

Scale in Miles

0.5 0 0.5 1

Waldorf Sub-Area Plan
 Figure 3-12
Recreation and Open Space
 3-37

- **Create urban open spaces, plazas, pocket parks, and recreational areas.** Opportunities should be taken to create such spaces especially in Activity Centers and Community Mixed Use areas and, where appropriate, in other areas such as Business Corridor Mixed Use and Residential Transition areas. These areas need not be large, but are strongly encouraged from a design perspective. The concept plans for the Activity Centers (see Figures 3-4 and 3-5) show, conceptually, where these spaces might be created. Special attention should be paid to the urban recreation/entertainment potential at O'Donnel Lake. This area is probably the only place in Waldorf where this kind of place could be created (see Figure 3-3).
- **Continue to pursue a centrally located major countywide indoor recreation facility.** The need and desire for indoor recreation facility in Waldorf was identified in the early 1990s. The County's gymnastics and dance center on Old Washington Road is a good example of a centrally located facility, but the vision is for a major countywide recreation facility that might include a community center, gymnasium, skating rink, and swimming pool.
- **Make passive recreational/environmental educational use of the large wetland mitigation area near St. Charles Towne Plaza** (see Figure 3-12). This area is close enough to St. Charles Towne Center such that it could be a tremendous amenity. Special arrangements and permits may be needed from the US Army Corps of Engineers (which approved the area's boundaries) to permit such use of the area.
- **Complete the proposed Sub-Area open space network.** The Sub-Area Plan also envisions creating a more extensive open space network primarily along the major stream corridors that run through the Sub-Area (see Figure 3-12). Only portions of this open space would be open to the public, though there would be some opportunities for trail connections, for example between White Plains and Laurel Springs Regional Parks. This open space network would also have environmental benefits (see above under Environment).
- **Develop the pedestrian-bicycle network proposed in this Sub-Area plan.** The Sub-Area Plan's pedestrian-bicycle network, in addition to its transportation benefits, would also have strong potential recreational benefits (see Figure 3-11).

Chapter 4 Implementation

Implementing this Sub-Area Plan will require collaboration among a broad range of interested parties: the citizens and businesses of the Waldorf Sub-Area, Charles County Government, as well as various Federal, State and local entities including the Town of La Plata. This chapter brings together the implementation actions from Chapter 3 and, where necessary, gives additional detail regarding the recommendations.

Organization and Management

Staff will be needed to implement the Sub-Area Plan, especially for the Plan's central area: the activity centers, business corridor mixed-use areas and community mixed use areas. These are the Waldorf's most "public" areas where the vision is to create more attractive and interesting development and destinations for the community. These are also the areas that have many competing interests and the more complex design and development issues.

While zoning and land use regulations can set the stage for the kinds of development envisioned in the plan, neither regulations nor the private sector alone can create it. Because of the competing interests, a broad partnership of groups and people is needed to work together and develop detailed implementation plans and actions. This partnership needs to include citizens, local interest groups, landowners, business owners, shopping center representatives, and planning and economic development agencies.

Many places much smaller than Waldorf are incorporated and have their own governments that provide organization and management for their central areas. Since Waldorf is not incorporated, staff dedicated to fill this role must come from some other agency or organization. There are different organizational models but generally some form of government agency usually plays a lead role. Lexington Park, for example, unincorporated like Waldorf, has had a "Director of the Lexington Park Plan" since 2000. The Charles County Department of Planning and Growth Management's Planning Division is the branch of County government currently best suited to play this role. In the future it may be determined that a different organization is needed.

Key roles for organization and management are:

- Lead and help coordinate the strategic planning needed to implement the plan; what needs to be done first, what second and so on.
- Ensure that all actions and decisions affecting Waldorf (such as development, transportation, capital projects) are consistent with the Plan's overall vision, and to ensure that one action does not preclude or work counter to future implementation of another key plan element.
- Help coordinate decision-making among public agencies as they affect the Plan.
- Take initiatives to further plan implementation: coordinate plans of different parties; seek grant funds such as community legacy funds, transportation enhancement funds;
- Develop regulatory changes needed for the plan.

Land Use and Zoning

The types of mixed-use development envisioned in this Plan could not be built in their entirety under Charles County's current zoning and land development regulations without large numbers of discretionary approvals, variances, waivers or other adjustments to rules and regulations.

New Zoning Districts

Three zoning districts are envisioned to implement the plan's land use concept: an Activity Center District, a Community Mixed Use District, and an Opportunity Mixed Use District. These could be entirely new districts, or existing districts could be modified to achieve the objectives of the plan. For example the Opportunity Mixed Use District might be implemented by a modified TOD or MX zone. Table 4-1 gives preliminary guidance on the scope, coverage, and direction for these districts. Using this table as a starting point together with the design principles in Chapter 3 (including the concept plans for Waldorf and Acton Centers), zoning and site development regulations 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. The regulations are designed to encourage and facilitate the best kinds of development for Waldorf's central area.

Other Zoning Actions

A number of other zoning actions would be needed to implement the plan: revisions to Community Commercial (CC) and Central Business (CB) districts; mapping the proposed Neighborhood Commercial Area near Middletown Road; possible revisions to Residential Office district; and reviewing administrative and procedural processes. Revisions to Community Commercial (CC) and Central Business (CB) districts would allow for redevelopment of Business Corridor Mixed Use Areas consistent with the design principles for these areas as set forth in Chapter 3. These revisions should include, for example,

- Broadening the list of permitted uses to include some kinds of residential use.
- Encourage buildings, including pad sites, to locate at the front setback line near to the roadway where they can create a frame and visual interest,
- Reducing parking demand through shared parking and mixing of uses.

A careful review should be made of administrative, procedural, and approval procedures as they apply to Waldorf with the objective of encouraging and facilitating the best kinds of development for Waldorf's central area. Processes need to be established that provide assurance to investors and developers that proposals for development consistent with the Sub-Area Plan will be approved. There is a difficult balance to be achieved here. On the one hand careful review is needed so that future development is consistent with the Plan; and careful review takes time. On the other hand, overly complex submittal and approval procedures will discourage many developers from trying anything new or different, for fear of getting tied up in the process and losing time and money.

One option would be to make the new zoning districts as mapped districts and replace County Commissioner review of development with review by the Planning Commission and Charles County's Site Design and Architectural Review Board (SDARB). The SDARB was created in 1999 to establish architectural standards for Charles County. Standards for residential development became effective in January 2003, and standards and guidelines for commercial areas have been drafted.

Table 4-1 Zoning District Outline for the Activity Center, Community Mixed Use, and Opportunity Mixed Use Districts

	Activity Center	District	
		Community Mixed Use	Opportunity Mixed Use
Boundaries	Per Waldorf Sub-Area Plan land use concept (Figure number)		
Permitted Uses¹	<i>P = Permitted. C = permitted with conditions N = Not Permitted</i>		
Residential	P	P	P
	P	P	P
	N	N	P
Service oriented commercial	P	P	P, as part of a coordinated plan
Retail sales	P	P	P, as part of a coordinated plan
	N		P, as part of a coordinated plan
Restaurants	P	P	P
	C, conditions designed to promote planned community character.		P, as part of a coordinated plan
	N	C, conditions designed to promote planned community character.	P, as part of a coordinated plan
Motor vehicle operations	C, conditions designed to promote planned community character.	C, conditions designed to promote planned community character.	C, conditions designed to promote planned community character.
Recreation, amusement and entertainment	P	P	P
Industrial	C	P	P, as part of a coordinated plan
	N	P	P, as part of a coordinated plan
Residential density	50-60 ¹	20-30 ¹	30-50 ¹

¹ As discussed in Chapter 3, base densities should be set lower than these densities with the opportunity to increase density up to what is shown in the table through purchase of development rights from transfer of development rights (TDR) sending areas. Maximum densities will only be achieved on certain sites, not across the entire district.

		District	
		Activity Center	Community Mixed Use
Setbacks		Front façades should be set back within six feet of the frontage line along a minimum 70 percent of the lot width. ² Zero required	Front façades should be set back within six feet of the frontage line along a minimum 50 percent of the lot width. ² Zero required
	Side	Zero required	6 feet, or 0 feet as part of a coordinated plan
	Rear	Zero required	10 feet, or 0 feet as part of a coordinated plan
Lot coverage by buildings	Maximum (percent)	70	50 to 60
Height	(maximum)	Five to eight stories	40 feet, or five to eight stories as part of a coordinated plan
Parking		On street parking permitted where street width permits Credit on-street parking, and nearby off-site shared parking (including garages) towards parking requirements for uses. Parking areas should be shared and interconnected wherever possible using the Activity Center Concept Plans for Waldorf Center and Acton Center as a guide.	
Architecture		Off-street parking spaces should be located at the side or rear of buildings	Flexible parking locations as part of a coordinated plan
Open Space		Refer to design principles and architecture and place images in Chapter 3 of the Sub-Area Plan. Refer to residential and commercial area site design guidelines and standards prepared by Charles County's Site Design and Architectural Review Board Encourage public gathering spaces especially plazas. Permit as part of open space requirements.	Public gathering spaces should be incorporated into plans.

¹ The 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 area. The use categories are based on categories in the Charles County Zoning Ordinance.

² Six feet is given as a general standard. Setbacks from different streets may need to be adjusted depending on the character that would be established in a hierarchy of streets within an activity center.

Activity Centers

Creating activity centers is the Sub-Area Plan's single most important recommendation, and will require the most direct effort and intervention on the part of the public sector. Of the four recommended centers, direct government action should focus first on Waldorf Center (the Center identified by most of the public as "the" center of Waldorf), and then on Acton Center. The other two centers are each controlled by a single private owner or entity, where the governmental role in implementation would be primarily as a facilitator. Waldorf and Acton Centers, however, have more complex ownership patterns and will need more direct intervention on the part of government. Waldorf Center can serve as a model for future centers. Key next steps in for Waldorf Center should be as follows (refer also to Figure 3-4):

- **Create a Waldorf Center committee or working group.** This committee would be comprised of property owners, business representatives, a representative of the Site Design Architectural Review Board and key county and state agencies. The committee's role would be to work with planning staff to help make the activity center happen, including serving as a sounding board for ideas and initiatives, and advocating for the Center as needs arise. Like any town center ongoing management will be needed; the committee is envisioned as an ongoing effort whose role may change over time.
- **Use the Sub-Area Plan as a roads guidance plan for the center.** Figure 3-4 shows an interconnected road network for Waldorf Center. Aside from Old Washington and Leonardtown Roads, this network is developed from what is now a disconnected array of private alleys and driveways. The main roads of the network need to be public, and the plan indicates where, through the development process, public roads will need to be created. In some cases, where right-of-way is limited, the network could rely on two-lane roads without on-street parking, alleys or shared access easements. The goal is connectivity as illustrated in Figure 3-4.

Figure 3-8 shows the proposed street section for Old Washington Road through the activity center.

- **Ensure that the design for the interchange at US 301 and Leonardtown Road respects the activity center plan.**
- **Adopt zoning and land development regulations for the activity center.** See Table 4-1 above under Land Use and Development.
- **Acquire key land for a transit station.** Although rail transit is not planned for the immediate future, land for a station should be acquired now. In the short term the site could be used for bus transit and for public parking for Waldorf Center. A Maryland Transit Administration Transit Service Staging Plan to forecast future potential transit ridership is currently underway, see Chapter 2.
- **Manage parking and use parking as a development incentive.** Without adequate parking the activity center will not develop to the desired intensity. The rule of thumb in town centers across the country is that parking can be no more than five minutes from a destination. A good supply of off-site parking is essential to town center development, because it will be difficult for sites to achieve both the desired building intensities and provide sufficient on-site parking.

To create a supply of off-site parking, a capital improvement project is recommended where the county would develop a public parking lot on a key property, perhaps the transit station site. Developers who cannot meet their building and parking requirements on-site (because their parcels are too small, for example), could satisfy their parking requirement by purchasing spaces in the county-developed parking lot. These spaces would be available to the general public, and

function in the same way as on-street parking spaces. Money paid to the county for these spaces would be used to develop additional parking as it is needed, or for other projects.

Parking facilities could also be developed by private entities, but public sector participation is often needed when redevelopment or revitalization efforts begin in an area.

- **Acquire land for a public plaza/open space.** Public spaces help create value, but sites need to be reserved before redevelopment occurs so that they remain under public control. Figure 3-4 shows the preferred location for the key space.
- **Determine whether sewer and water lines are adequate for the activity center.** This area is one of the oldest in Waldorf. The increased intensity may require new or parallel lines that will require shared funding.
- **Facilitate assembling small parcels into larger tracts suitable for comprehensive development.** To address the fragmented ownership patterns, the County or the EDC could act as a facilitator in encouraging property owners to combine their properties into larger, more developable tracts, or facilitate consolidation by a third party.

Transportation

Roads

Charles County's Transportation Strategy (March 2002) is an effective blueprint for future road development, and the county is implementing that strategy for state roads, county roads, and developer-funded roads. With the additions set forth in this Sub-Area plan an adequate future network will be in place. Special attention needs to be paid to design, especially bridge and interchange design along US 301 (see Figure 3-9).

Pedestrian-bicycle network

Developing a comprehensive pedestrian-bicycle facilities network will be a significant effort, but is achievable. Key elements of a strategy to develop a network are as follows:

1. Incorporate the major components of the Sub-Area pedestrian-bicycle network into the planning process (see Figure 3-11).
2. As development occurs, ensure through the development review process that connections to the network are made.
3. Retrofit existing roads to accommodate pedestrians and cyclists. This should occur over time as road projects occur.
4. Make use of pathways (asphalt trails) that can serve both cyclists and pedestrians. Pathways make sense in Waldorf because of the large distances between uses. Distance will continue to limit pedestrian use of a Sub-Area wide network. Uses that are too far apart for pedestrians, however,



Portion of the first bicycle lane in Charles County on Middletown Road near MD 228, completed in 2002

are readily accessible to cyclists¹. Sidewalks should still be used where appropriate, but many segments of the network may best be completed with a single dual-purpose pathway rather than a sidewalk and a separate pathway.

5. Tailor the design of facilities to the road function, available right-of-way, safety, and cost. A pathway in lieu of a sidewalk, for example, may be very appropriate for parts of the network. A mix of facilities is envisioned including:
 - On-road bicycle lanes (e.g. Middletown Road) provided they are continuous for reasonably long distances (having only a few short sections would be confusing).
 - Pathway separated from traffic (e.g. St. Charles Parkway).
 - Shared vehicle-bicycle lanes (e.g. Old Washington Road, see Figure 3-8).
 - Use of shoulders in lieu of a separate pathway (e.g. Holly Lane).
6. Require sidewalks and/or trails for all development in the Sub-Area, unless there will be very little or no public use. Consider requiring that when a waiver is given to the need to provide sidewalks, a fee-in-lieu be paid the county to provide needed facilities nearby.

Recreation and Open Space

This plan recommends developing a community and a regional park in Waldorf. Land cost is the chief challenge to acquiring land for parks in Waldorf, as it has been in the past. Without an adequate supply of parks, however, Waldorf will become a less attractive place to live and raise a family and become less attractive to businesses seeking a good living environment for their employees. A good park and open system raises land values and is critical to Waldorf's future competitiveness as *the* center for Southern Maryland.

The County's Land Preservation and Recreation Plan (1999) identifies some additional funding sources to support land acquisition and recreation facility development needs including a Park and Recreation impact fee and developer fees-in-lieu of recreation land. These recommendations, despite the fact that they have been recommended for many years, have never been adopted. In any case, they would be unlikely to bring in the amount of money necessary to acquire parks in Waldorf in the short term. A more successful approach may be to seek citizen support for a dedicated fund for parkland acquisition, which could be funded through a supplementary property tax or through a special bond issue. A number of communities around the country have supported such taxes when the funds are targeted towards a specific purpose such as open space or farmland preservation. Given the political risks in proposing higher taxes some communities poll voters willingness to support such measures before they are



Pinefield Community Park, a 20-acre park that is a great asset to this community in north east Waldorf

¹ Cyclists can easily cover a mile in five to six minutes.

formally proposed. The Trust for Public Land, for example, has conducted several such polls and found general support for bond issues targeted for open space.

Environment

Several of the recommendations for the environment in Chapter 3 are being considered by the U.S. Army Corps of Engineers in the Mattawoman Creek Watershed Management Plan currently in process and in the Chesapeake Bay Agreement 2000 goals for riparian buffers and urban forest canopy coverage to be set in 2003. These recommendations, especially for storm water management best management practices, urban forest canopy, and retaining Waldorf's forest areas, should be reconsidered when the study is complete, and where warranted, incorporated into the County's zoning and land development regulations. Table 4-2 summarizes the Sub-Area Plan's key recommendations.



Storm water management pond serving the US 301 MD 5 intersection at the northern edge of the Sub-Area.

Historic Preservation

Implementing the Sub-Area Plan's historic element will rely on a number of strategies. Preservation of key historic sites (those listed on or eligible for listing on the National Register of Historic Places such as Spye Park and the Old Waldorf School) will be by the owners of these properties using federal, state, and local preservation incentives. Development on adjacent properties can affect the environmental and historic settings of historic sites. These settings are typically very important to the integrity of the historic site, and should be preserved insofar as possible through the subdivision and site development process.

State and local preservation tax incentives are available to assist in the rehabilitation and adaptive reuse of buildings with historic character that are over 50 years old. These incentives should be promoted with special attention should be paid to buildings in the Waldorf Activity Center, in Community Mixed Use areas, and in Residential Transition areas.

Public education about Waldorf's history is also important. Programs that provide public education about Waldorf's history, development and architecture, as well as broader historic preservation issues should be supported. Successful preservation and adaptive reuse projects should be promoted in local newsletters and papers.

Funding

There is no single dollar cost for implementing the Sub-Area Plan. The Sub-Area Plan is in essence an ambitious long-range policy and design plan that will take 30 plus years to fully implement. Assigning specific costs to such a broad ranging, long-term effort would be highly speculative. Further, depending on some of the policy options chosen, costs could vary greatly. Funding considerations were not ignored, however. A number of suggestions and ideas were considered and rejected simply because they would cost too much and would have very little chance of being funded². The plan does have some costly line items, especially for transportation and parks, and these have been retained because from a policy perspective they are essential to the success of the plan.

Table 4-2 summarizes the key actions recommended in the Plan and identifies which parties or agencies would be responsible for implementation. The table also summarizes the Plan's major cost centers and identifies potential funding sources. The County would not be responsible for funding the entire Plan. Funding for specific items in the plan would be addressed on a strategic basis through implementation.

Key Next Steps

The following actions from Table 4-2 should be the first steps in implementing the Waldorf Sub-Area Plan.

1. Dedicate planning staff to Waldorf.
2. Create a Waldorf Center working group of property owners, businesses, and key county and state agencies.
3. Create new zoning districts (text and maps) for Activity Centers, Community Mixed Use Areas, and Opportunity Mixed Use Areas.
4. Review administrative and procedural processes as they apply to Waldorf with a goal of facilitating creative development projects.
5. Acquire land for transit centers, public spaces, and public parking in Activity Centers.
6. Continue to pursue projects in the County's Transportation Strategy.
7. Incorporate Sub-Area Plan road, pedestrian, and bicycle recommendations into County transportation planning.
8. Investigate funding options for parkland acquisition for Waldorf.
9. Review the Plan's environmental recommendations in light of the Mattawoman Creek Watershed Management Plan, when complete, and other relevant plans and begin implementation of the environmental actions as described in Table 4-2.
10. Foster community education about watershed issues.

² Examples include undergrounding US 301 through Waldorf, building a second county hospital, and creating a more ambitious pedestrian –bicycle network than is proposed in this plan.

Table 4-2 Implementation Actions and Funding

Action	Key Features	Agency/Department	Cost Category	Primary Funding Sources
Organization and management				
Dedicate planning staff to Waldorf.	Staff would help implement the plan: coordinate planning; acquire grant funds; liaise with private sector.	Charles County Department of Planning and Growth	Minor/Intermediate (depending on number of staff)	County, grants
Liaise with the private sector and the Economic Development Commission	Help educate the private sector about the vision and opportunities under the new zoning.	County Commissioners		
Create a Waldorf Center committee or working group.	See above under Activity Centers.			
Land Use and Zoning				
New or amended zoning districts (text and maps) for Activity Centers and Community Mixed Use Areas.	<ul style="list-style-type: none"> - Would allow a mix of uses including residential. - Addresses density, setbacks, height limits, floor area ratios, parking, access, landscaping, and stormwater management requirements. 	Charles County Department of Planning and Growth	Minor	County, grants
New zoning district for Opportunity Mixed Use Areas.	<ul style="list-style-type: none"> - Limits the suite of uses that are currently permitted by right (such as strip commercial). - Strong incentives for creative, mixed-use projects. 			
Revisions to Community Commercial (CC) and Central Business (CB) districts.	Would allow for redevelopment of Business Corridor Mixed Use Areas consistent with the design principles for these areas.			
Map proposed Neighborhood Commercial Area near Middletown Road.	Ensure zoning would result in a true neighborhood-oriented center, not an area of strip commercial development.			
Possible revisions to Residential Office district.	Possible stronger emphasis on retention of residential character in these areas by limiting the range of permitted non-residential uses.			
Review administrative and procedural processes as they apply to Waldorf.	Revise provisions to facilitate creative projects rather than make these more difficult compared to ordinary projects.			

Action	Key Features	Agency/Department	Cost Category	Primary Funding Sources
Activity Centers				
Acquire land for transit centers.	One site in each activity center (1 to 2 acres). Initial use could be for bus transit and activity center shared parking (see below), with later potential use for light rail station.	Charles County Department of Planning and Growth Management (PGM),	Major	County, Maryland Transit Administration
Identify and acquire sites for public spaces and public parking, and, if necessary, shared stormwater management facilities.	Providing shared facilities allows for more efficient site development consistent with activity center design principles.	County Commissioners, Department of Public Facilities, Economic Development Commission, Maryland Transit Administration	Major	County, Tax Increment Financing; public cost recovered through increased development and higher property values.
Privately developed parking facilities are also possible.				
Investigate capacity of storm drain systems in relation to desired development.	Implement public-private strategies to provide adequate drainage.		Intermediate/Major	County, private sector
Educate property owners and private sector developers regarding Sub-Area Plan objectives.	Provide Sub-Area Plan and Architectural and Site Design Guidelines and standards		Minor	County
Focus initial public sector efforts on Waldorf Center.	Create a Waldorf Center committee or working group.		n/a	n/a
Transportation				
Continue to implement projects in the County's Transportation Strategy (March 2002).		Charles County Department of Planning and Growth Management (PGM), County Commissioners,	Major	County, State, Federal, Private Sector
Incorporate Sub-Area Plan road recommendations into County transportation planning.	Conduct an alignment study for the Post Office Road to Acton Lane extension (Eastern Parkway as amended in this Sub-Area Plan). Review and incorporate proposed Old Washington Road sections (Figure 3-8) into the County's Design Manual.	Department of Public Facilities, Site Design Architectural Review Board, Maryland Transit Administration.	Minor/intermediate	(development process, road clubs) except for transit.
Continue to use the Corridor Theme in future planning for US 301.	Pay special attention to interchange design (see Figure 3-9).		Minor/intermediate	

Action	Key Features	Agency/Department	Cost Category	Primary Funding Sources
Transportation, cont. Adjust bus routes and service in response to needs, expanding hours, routes and frequency of services.	Pay particular attention to activity centers and employment centers as they develop and evolve.		Major	County, State, Federal, Private Sector
Revise County and state transit plans to show light rail stations at activity centers.	Waldorf Crossing and at Acton Center.		Minor	(development process, road clubs) except for transit.
Incorporate the Sub-Area Plan pedestrian and bicycle routes into County transportation planning.	See Figure 4 in Concept Plan for these routes. Decisions on the types of facilities (shoulders, bicycle lanes) to use should be based, in part, on bicycle and pedestrian level-of-service measures, which provide a quantitative measure of how comfortable a pedestrian or bicyclist feels under different conditions.		Intermediate/major	
Add pedestrian and bicycle crossings of major roads to transportation plans.	Concept Plan envisions mid-interchange road overpasses of US 301 at Holly Lane, Holly Tree Lane, and a dedicated pedestrian-bicycle overpass at Smallwood Drive or St. Patricks Drive.		Major	
Recreation and Open Space Acquire land for a community park (at least 20 acres) west of US 301.	Site should be within the Sub-Area, and accessible to the MD 228 corridor.	Charles County Department of Planning and Growth	Major	County, State (Federal). Special bond issue?
Acquire land for a regional park (150 to 200 acres) west of US 301.	Sites could be sought within the Sub-Area (most likely south of MD 228), or west of Middletown Road, perhaps near the new North Point High School.	Management (PGM), Department of Public Facilities, County Commissioners		
Continue to plan for major recreational trails.	Trails along the US Government Railroad from White Plains to Indian Head, and along Mattawoman Creek have been identified.			County, public/private partnership
Continue to pursue a centrally located major countywide indoor recreation facility.	Concept includes a community center, gymnasium, skating rink, and swimming pool.			Private sector
Use the subdivision and land development process to complete the Sub-Area plan open space network.	See Figure 3-12 in the Concept Plan for this network.		Minor	

Action	Key Features	Agency/Department	Cost Category	Primary Funding Sources
Environment				
Consider increasing the width of required vegetated buffers around streams.	Refer to guidance on this from the final Army Corps of Engineers Mattawoman Creek Watershed Management Plan and modify the regulations accordingly.	Charles County Department of Planning and Growth Management (PGM),	Major/minor (depending on location)	County, private sector
Incorporate stormwater management best management practice (BMP) recommendations.	Review methods to implement stormwater BMPs (such as a stormwater management ordinance or other) and incorporate accordingly.	County Commissioners, Department of Public Facilities.	Major/minor (depending on effect)	County, private sector
Identify ways to improve stormwater management in existing developments.	<ul style="list-style-type: none"> - Retrofit areas in need of improved stormwater management. - Replant stream buffer areas currently cleared of natural vegetation. - Modify maintenance practices, that will allow vegetative buffers to be established around existing stormwater ponds (for example, mow only twice a year within 25 feet of the pond and plant shrubs and trees between 25 and 50 feet). 		Major/minor (depending on method)	County, private sector, homeowners' associations.
Investigate the potential use of "green" building and architectural techniques.	Develop incentives that promote green building practices.			
Investigate strategies to keep as much of the forest conservation requirements as possible within the Sub-Area and review the benefits of adopting an urban forest canopy coverage goal.	Review the Forest Conservation Ordinance for ways to promote this practice.		Major/minor (depending on technique)	County, private sector
Foster community education about watershed issues.	Foster educational outreach associated with the Tributary Strategies currently under development by the Maryland Tributary Teams.	Lower Potomac Tributary Team, Wicomico Scenic River Commission, the Port Tobacco River Conservancy.	Minor	County, volunteer, non-profit
Historic Preservation				
Promote federal, state, and local preservation incentives.	For key historic sites and for the rehabilitation/adaptive reuse of buildings over 50 years old.	PGM, Historic Preservation Advisory Council	Minor	Federal, state, and local.

Action	Key Features	Agency/Department	Cost Category	Primary Funding Sources
Historic Preservation, cont. Protect environmental and historic settings of historic sites.	Applies primarily to development on adjacent sites.	PGM, Historic Preservation Advisory Council	Minor	Private sector.
Promote public education about Waldorf's history	Covers Waldorf's history, development and architecture, as well as successful preservation and adaptive reuse projects.		Minor	County, state.

Glossary

The glossary explains planning terms that may not be familiar to the general public. The definitions apply only to the terms as used in this Sub-Area Plan.

Activity Center	Mixed use area serving as a focal point for a larger area and containing mix of business, residential, retail, service and public uses.
Build-out	Full development of an area so that little or no vacant land remains.
Central Area	The US 301 business corridor between Billingsley Road and the Prince George's County line.
Development District	Area designated in the County Comprehensive Plan as the principal center of population, services and employment for the County.
Green building techniques	Types of construction and site design that reduce the negative effects of development on the natural environment.
Market share	A percentage of the demand for goods and services.
Mixed use area	Combination of integrated residential, employment, service and/or retail uses on one site or in one concentrated area.
Watershed	An area of land that drains to a particular stream.

Appendix A Summary of 1999 Issue Identification and Design Workshops

1. Waldorf Issues and Values Workshop, September 28, 1999. Summary of break-out group reports.

Each of the approximately 45 attendees participated in one of four break-out groups to discuss the following questions: *How can we make Waldorf a better place? What kind of community do we want? What is needed in the different parts/areas of Waldorf? Where can it happen? Where are the opportunities?* Each break-out group addressed these questions from a different perspective. We summarize each group's discussion below. The groups' flip-chart notes follow.

Image Appearance Town Center Group

This group reported that the components of a town center for Waldorf should include public uses, such as churches and a library, be walkable and not congested, and have amenities (such as a park or open space). A meeting/event facility, perhaps a conference/hotel facility, would be an excellent use. Good design and architecture are important considerations: medium/high-rise development would be an acceptable component, if well designed. Residential uses would be desirable, being part of the "mix" that makes a town center vibrant. The group's preferred location for a town center was at/near the intersection of MD 5 and MD 925. However, the group allowed for the possibility of more than one "center".

Transportation Group

The transportation group wanted to see good, proactive transportation planning that shows vision and incorporates a regional perspective. The transportation system should be multi-modal and inter-connected; accommodating cars, transit (buses, light-rail, park-n-ride), pedestrians, and bicycles. Problems with the existing system include the number of curb cuts along US 301, and the lack of alternative routes or options to having to drive on US 301. Possible models for Waldorf were US 50 through Kent Island and Smallwood Village Center.

Land Use, Recreation, And Environment Group

This group advocated a recreation and open space system for Waldorf including dispersed, neighborhood parks, a centralized indoor/outdoor multi-purpose recreation facility, passive parks, and conservation areas. Given the county's reliance on ground water, planned development must have an assured long-term water supply. With respect to land use, the group saw the need for a mix of uses, including industry and jobs, but felt that some parts of the Waldorf study area should be removed from the development district. The group emphasized the need for improved residential subdivision design, including landscaping, sidewalks, and street-lights.

Business, Economic Development, Industrial Land Group

To attract business Waldorf needs to present a clear vision of where it is going and put in place the physical infrastructure (roads, water, sewer, utilities), to support that vision. The present jumble pattern of commercial/retail/office/ industrial uses in the same area discourages quality development and does not present a good image for Waldorf, that will attract higher-end businesses and employers. "Islands" of quality employment uses, close to, but not directly on, US 301 should be part of the vision for Waldorf. More quality land for business development is needed, served by utilities. Other communities have vibrant, good-looking downtowns. Why not Waldorf?

Flip-Chart Notes from breakout groups

Image, Appearance Town Center Group

1. Good Town Center components

- church
- public library
- town halls
- walkable
- “up-scale” commercial/businesses (professional, civic, office)
- village green/public space

2. Central Meeting/Event Facility

3. Pedestrian-Oriented Design

- “relate to people” example: Medical Center Pembroke Square

4. Condensed Development

- design/architecture
- garage parking – ok to maintain design

5. Public Transit Access

6. “High Rise” development, ok

- pedestrian-orientation and access
- high density residential
- need to keep center “alive”
- mixed

7. Conference Center

- feature of town center: integrated with community to provide access to business
- economically might require hotel

8. Art

9. Park/Greenery/Village Center

10. No clutter

- US 301 as example
- Set up design standards for landscaping and design

11. Where is the Town Center?

- a) Ought to be at Rt 5 and 925, where red dots are (map exercise)
 - free of traffic congestion
 - issue: will Town Center work off of US 301? (Rt 5 and 925 is off US 301)
 - Improvements will be needed to 925, Sidewalks
 - Grid pattern to 301
 - “Cambridge” buildings – (brick medical building)
 - Light Rail stop?
- b) Shopping Mall suggested as alternate location, but not supported by group as a whole. Boundaries would be O’Donnel Lake, St. Patricks Drive ; Smallwood Drive; Mall
- c) More than one town center?
 - East and West, or North and South orientation?
 - Light Rail – transit oriented development as a component.
 - Could detract from Central Waldorf, where problems need to be fixed now.

Transportation Group

1. Vision

- Proactivity : Good Planning
- Pedestrian Accommodations
 - Spatial integrity
 - Able to “Walk around”
- Transportation system inter-connectivity
- User friendly e.g., Vango one-a-day token, etc.
- Provide employment/shopping/residential uses in proximity
- Multi-level transportation system : cars/bike/pedestrians. Consider the elderly and their needs
- Regional perspective for all directions

2. What’s Wrong?

- Too many access points to US 301
- Not enough north/south connections
- Local & express traffic conflicts
- Crossing 301 is impossible for autos and pedestrians
- High percent of thru-trucks
- No publicity for transportation alternatives
- Not enough park-n-ride lots
- No buses on weekend
- Lack of implementation: planned, engineered but incomplete projects (western parkway)
- No vision/provision for potential rail users.
- Little option for non-motorized transportation
- No regional plan/perspective

3. Problem Areas

- Post Office Rd extension (Eastern Parkway)
- 301-5-228-925 area
- St. Charles Parkway ends. Need to extend to Radio Station Road
- Western Pkwy incomplete.

4. Smart examples

- Frontage Roads
- US 50 on Kent Island
- Smallwood Village

Land Use, Recreation, and Environment Group

1. Recreation

- Need for dispersed, neighborhood facilities
- Need for diversity of facilities (i.e. trails, natural areas) cultural
- Need for passive recreation opportunities
- Need for a centralized, indoor/outdoor facility (possibly serving as teen center)
- Need for teen facilities/activities
- Need transportation links, , pedestrian-friendly (sidewalks, trails,) “connectivity = community”.

2. Land Use Issues

- Balanced plan for resource management, community facilities
- Need for diversified land use including industry, jobs
- South of Billingsley Road should be in conservation

3. Environment Issues

- Need for passive parks
- Respect sensitive resources
- Need for wildlife corridors
- Need for natural areas preservation
- Need for inventory of open space
- Limited groundwater supply in the county, address the carrying capacity issue.

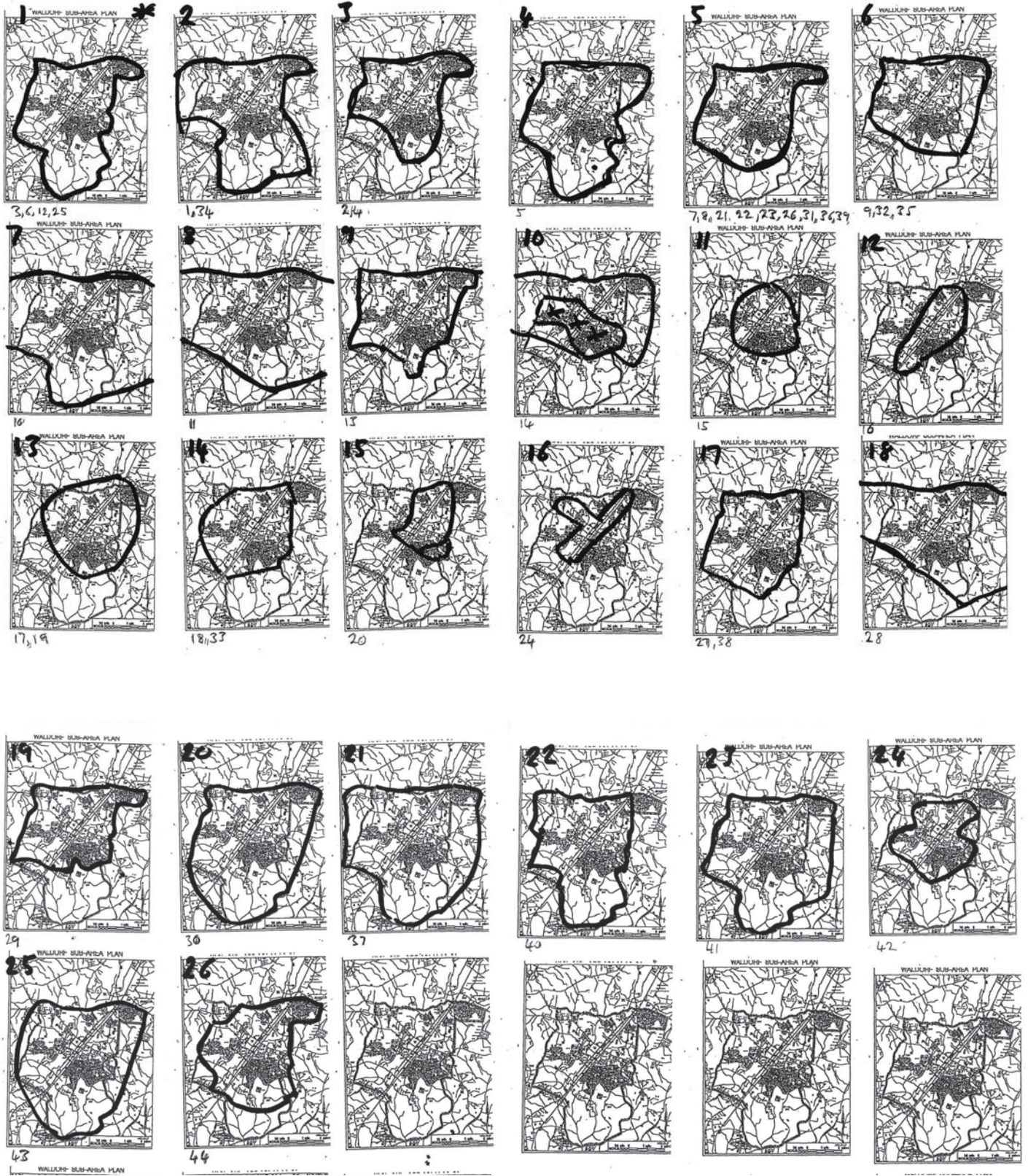
Business, Economic Development, Industrial Land Group

- Public utility (water and sewer) services lacking in some areas
- What should Waldorf be? Industrial parks? Homey small town?
- Need to provide good jobs so people don’t need to leave the county
- Need to offer enough land to provide businesses (large tenant) with campus-like office park
- Facilitate specialized business areas, reduce the jumble pattern of commercial/retail/office/ industrial in the same area;
- Residential density caps are encouraging sprawl; there is a place for higher density
- Technology has made it less necessary for business to be located close to primary clients,.
- County lost business park land in Berry; need to make up the loss.
- Bringing in business is critical; helps keep residential taxes low
- Attracting “higher end” businesses is difficult. Some retailers will not consider Waldorf because demographics (income, education) do not meet their criteria.
- Build roads parallel to US 301 and orient buildings toward them (eastern and western parkways).
- What kind of businesses do we want to attract?
- Rockville (Vienna, Roslyn) are examples of what works; concentrated development in downtown “islands”.
- Smallwood Village – didn’t bring quality – good idea, but poorly implemented (“the mall killed it”).
- What should a US 301 by-pass be like? Trucks? Limited access?

Perceptions of Waldorf

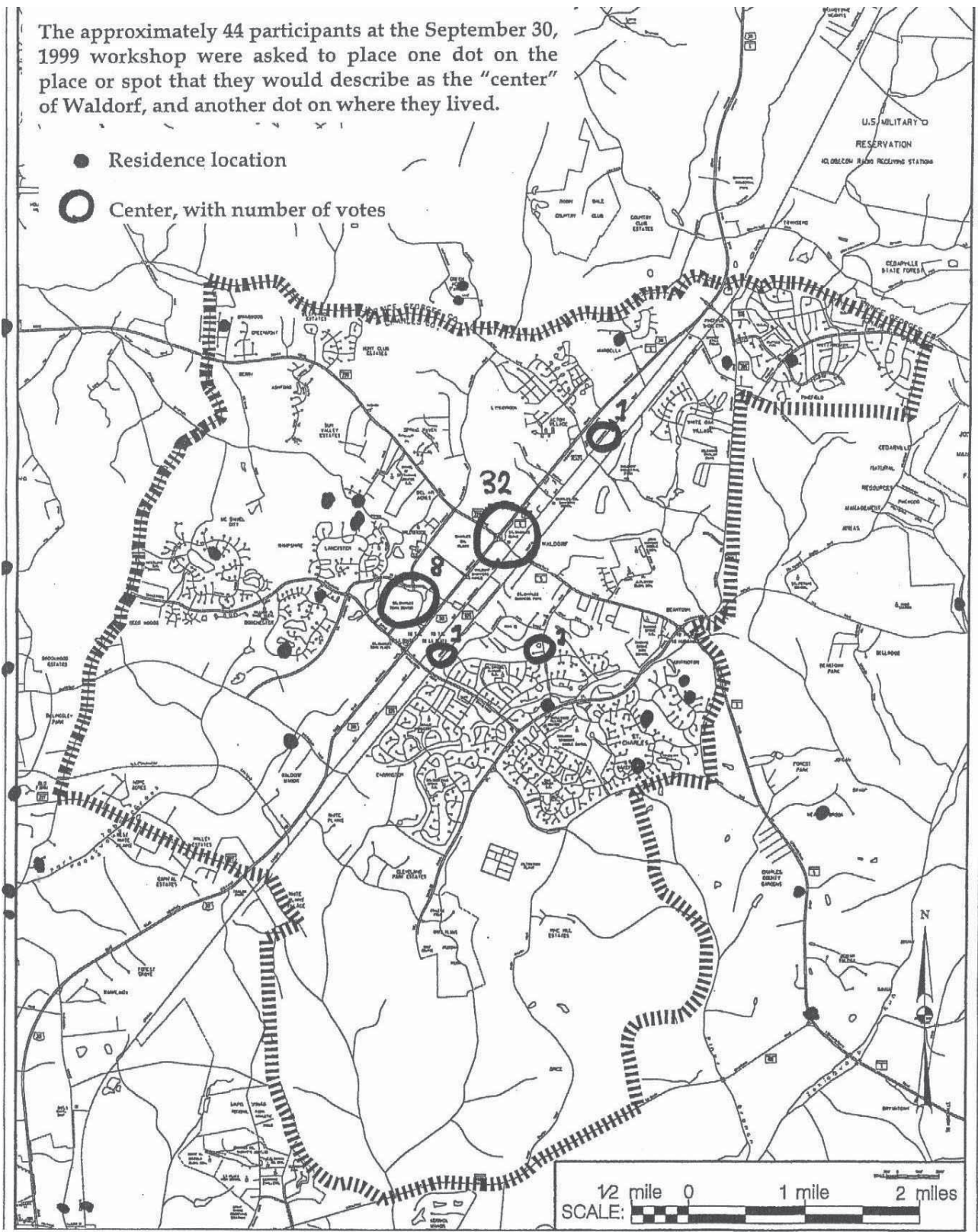
Participants at the September 30, 1999 workshop were asked to draw a line around what they thought of as the approximate boundaries of the “town” of Waldorf. We wanted get a sense of what people thought of as Waldorf; is the sub-area boundary larger than “Waldorf”, or does Waldorf even extend beyond the sub-area boundary?

The starred map on the next page shows the Waldorf Sub-Area Plan boundary. The other maps show how participants responded to the question. The numbers under the maps are the respondent number. For example, 4 respondents thought the actual sub-area plan boundary met their perception of Waldorf’s boundaries, and 2 respondents drew the boundaries as shown on the next map to the left. The most commonly drawn boundaries were Map number 5, with 9 responses. There were 44 responses in all.



The approximately 44 participants at the September 30, 1999 workshop were asked to place one dot on the place or spot that they would describe as the "center" of Waldorf, and another dot on where they lived.

- Residence location
- Center, with number of votes



Issue Ranking Results from September 28, 1999 Waldorf Sub-Area Plan Work Group Meeting. 45 participants.		Score (all issues scored) (1)	Average Score Max =5	Rank	Score (top 5 issues) (2)	Rank
Issue #						
2	Traffic. How will traffic function to best serve community, business, and through traffic needs? (Loop/parallel road system to provide alternatives to US 301, access control).	214	4.8	1	123	1
7	Economy. Need for more and better quality industry/employment opportunities, facilitate use of undeveloped employment/industrial land tracts.	202	4.5	2	89	2
1	Role/position. Need to identify Waldorf's future regional, economic, geographic role/position.	170	3.8	10	52	3
22	Adequate Public Facilities. Public facilities in place in concert with development, especially schools	123	2.7	22	48	4
18	Housing density/development intensity. Need to develop appropriate standards for Waldorf	175	3.9	7	34	5
20	Environment. Greater integration of environment (streams, natural areas) into physical fabric of the area.	169	3.8	12	30	6
4	Community. Need central/special place for people to meet/ give sense of place (Wolftrap, Prince George's Equestrian Center).	171	3.8	9	29	7
11	Business District. Future function of US 301 Commercial Strip; better defined arrangement of land uses, e.g.grouped uses such as an office park district, auto sales/repair district.	178	4.0	5	28	8
17	Fire/police/emergency service. Need for more support. Volunteer fire dept. will not be able to maintain current high service level.	181	4.0	4	25	9
16	Traffic. Need to improve heavily travelled "rural" standard roads e.g. Middletown Road	170	3.8	10	24	10
10	Transit. Improved public transportation to outside locations (light rail).	175	3.9	7	23	11
8	Better neighborhoods. Better design/amenities:continuous sidewalks, streetlights, economically mixed/integrated	164	3.6	13	23	11
14	Business District. Need for redevelop/improve appearance of certain areas, improved design, arrangement/use of parking	176	3.9	6	21	13
6	Access management to protect flow of traffic along developing roads: MD 5, MD 228, Billingsley, St. Charles Pkwy.	182	4.0	3	17	14
5	Improved bicycle/pedestrian connections. Relieve need to always use car	147	3.3	16	14	15
15	Community. Need for better communication: inform population (high level of transience) of community offerings and services.	136	3.0	20	12	16
19	Shopping. Need to attract more upscale shopping, as alternative to current predominant discount shopping.	129	2.9	21	11	17
13	Community. Need for schools to function as neighborhood centers.	146	3.2	17	10	18
12	Water/fire safety. Need to extend public water to churches, schools, communities outside the development district.	138	3.1	19	10	18
9	Transit. Need more public transportation within Waldorf.	155	3.4	14	8	20
21	St. Charles. How should an area plan for Waldorf relate to the PUD?	145	3.2	18	8	21
3	Recreation. Need for more facilities	152	3.4	15	6	22
23	Cultural resources. Libraries, museums, community resources	44	1.0	23	2	23
	(1) Respondents ranked importance of each issue on a scale of 1 to 5. 5=very important, 1=not important					
	(2) Respondents picked top 5 issues. Top issue scored as 5, next as 4, next as 3 etc.					

2. Summary of Waldorf Sub-Area Plan Design Workshop, Saturday November 6, 1999

The workshop was held at the Charles County Community College, Center for Business and Industry Conference Center 9:00 a.m. to 3:00 p.m.

1. Welcome

Steve Magoon, Charles County Planning and Growth Management, and Ron Cunningham, Chairman of the Waldorf Sub-Area Plan Work Group) welcomed the approximately 50 attendees, county staff, and the consultant team.

2. Consultant Presentations

The consultant team gave its assessment of the sub-area in relation to the identified issues and values, presenting findings and observations, and identifying opportunities and questions.

David Blaha, ERM Project Director, first gave a recap of the sub-area plan status. He then reviewed the results of the previous workshop held on September 30, 1999 and additional information in participants' welcome packets. He then gave an overview of current land use and environmental issues and opportunities for Waldorf.

He said that population and housing projections for the sub-area through 2020 are for rapid growth of around 70 to 80 percent. However, job growth, while considerable at around 40 percent, would still lag population growth, thereby exacerbating the area's jobs-housing imbalance. One challenge for the sub-area plan was to create the conditions that would increase the area's attractiveness for job growth. Comparing Waldorf to other large towns in Maryland with similar populations (such as Rockville, Columbia, Frederick) he said that if Waldorf developed as projected it would have a similar residential density to Frederick's current density. Referring to a land use map, he showed that large areas of Waldorf are developed or committed, but that a number of large, important tracts in key locations were available for development or redevelopment and could significantly affect the sub-area. He pointed out that Waldorf is located on upland, framed by three sensitive streams the Zekiah Swamp Run, Mattawoman Creek, and the Port Tobacco. The county's Land Preservation and Recreation Plan states that on a per capita basis the Waldorf area has less recreation and open space land than other parts of the county.

Randall Gross, ERM's economic consultant, gave a market and economic overview. He identified as key issues the lack of high-end office park land and building space and the lack of a balanced business/community hub. Projected growth in the sub-area's retail "market area" (an area considerably larger than the sub-area itself) could translate into demand for an additional 250,000 to 450,000 square feet of retail space by 2020; a fairly modest amount compared to the existing inventory of around 3.2 million square feet. He said that demand for high-end office space was strong based on stated interest and an over 95 percent occupancy rate. He compared Waldorf, currently a retail hub with limited economic in-flow beyond Charles County, to more "balanced nodes" which typically have uses such as institutional anchors or service hubs, and at least one "100 percent corner" (higher end, retail and other mixed uses) that generate economic in-flow.

George Walton, Parsons Brinckerhoff, presented traffic and transportation issues. He pointed out the important links between transportation and land use and the need to integrate planning for both. Waldorf's key traffic problems were morning and evening peak period traffic, Saturday traffic, local and through movements sharing facilities, especially US 301, and the lack of alternative transportation options. He outlined the broad range of alternatives that can be considered to address such problems,

described four concepts currently being considered as options for upgrading US 301, and the eastern and western bypass concepts

Neal Payton, Torti Gallas CHK, presented ideas and opportunities for town center development, showing slides of attractive, pedestrian-scaled, mixed-use projects currently being built around the country. He stressed the idea of compact, walkable neighborhoods, developments based on the principle of the “five minute walk”, and the importance of mixing uses at sufficient density to create places where people like to congregate. He showed how neighborhoods could be grouped to create larger “villages” that can then be linked by transit. He noted that people will walk longer than five minutes for “quality” transit, i.e., rail or express bus. He urged the audience to consider options that will help make Waldorf into an attractive place. These might include redeveloping less successful shopping centers into mixed-use destination-type places, alternative options for interchanges including “cut and cover” (where one road goes under another and is covered so that the road going over is at grade; Dupont Circle in Washington D.C. as an example), and employment centers that help make a town because they are integrated into the area’s retail and service fabric. Finally, he presented a concept plan his firm had prepared for a site on US 301 at the north end of Waldorf’s that illustrated some of the ideas in his presentation.

3. Break-out Session Group Reports and Recommendations

Participants divided into four groups: two Town Center groups; a Land Use, Recreation, and Environment group; and a Market, Economics, and Development group. The groups worked for two hours addressing their areas of interest. The groups then reconvened in a plenary session to hear reports from the other groups, summarized as follows:

a. Land Use, Recreation, and Environment Group

Environment

- Reconsider zoning, site design requirements in environmentally sensitive areas.
- Examine/reconsider stormwater management regulations and practices, especially for undeveloped parts of the sub-area that will drain to the Zekiah Swamp.
- Long term maintenance of stormwater management facilities, most of which are privately (homeowner association) owned.

Recreation

Needs:

- Multi-purpose ball-fields (lit). Participants expressed a preference for smaller “community oriented” parks in addition to larger “regional facilities”.
- Community centers. Participants said that existing centers were too small.
- Major indoor/outdoor community center, central location, served by transit. Secure land now, build in phases (location that should be explored further is White Plains Regional Park, a county-owned site with good access).
- Passive recreation (trails, nature-viewing etc.)

Opportunities:

- Integrate planning for recreation facilities with other facilities planning (schools, library etc.)
- Review subdivision/land development regulations for recreation requirements.
- Undeveloped, redevelopable sites e.g. former Stardust site.

Land Use

Potential by-pass. If a bypass is selected:

- Tightly limit commercial/industrial development at interchanges (since development follows roads).
- If an eastern by-pass is selected rural conservation land use must be retained.

Participants noted that both the eastern and western by-pass options pass through environmentally sensitive areas.

Neighborhoods

- Future residential development should incorporate sidewalks, streetlights.
- Consider bicycle lanes/facilities (e.g., along St. Charles parkway to White Plains Regional Park).
- Increase visibility, attractiveness of VanGo stops.

b. Market, Economics and Development Group

Employment Centers

- Develop the concept of employment areas or “islands” along US 301 which would be the through route serving these areas. Areas are White Plains, St. Charles Town Center-Mall area, MD 228/MD 5 area, Northern Gateway Area.
- Each of these areas will have a different character: not all businesses want/need to be in an urban, town center-type of development. Some technology oriented firms value easy access, availability of parking over a town center setting.

US 301

- Great concern that US 301 upgrade options could destroy Waldorf’s business core and severely impact the county’s economy.
- Interchanges/overpasses need to be very carefully designed; in other communities they have hurt local business. The two sides of US 301 should remain connected.
- If a bypass is selected it should have limited access.

Specific Sites/Areas

- Former Stardust site will likely attract a big-box.
- Area between Billingsley Road and Smallwood Drive. A key opportunity area for high-quality development to complement surrounding areas, partially affected by wetlands.
- MD 925. Explore potential as Waldorf’s Main Street.
- Large industrial land north of MD Business 5 between railroad and MD 5/205. Important area, but for full value needs to be integrated to the town center.
- Incorporate planning for planned new high school/community facilities complex into planning for this sub-area (Sites currently under consideration include some within the Waldorf sub-area and some west of the sub-area).

c. Town Center Groups

Town Center Group 1 spoke of a town center for Waldorf offering an opportunity to begin the redesign of a classic example of a sprawl community. The opportunity is timely because of the current, positive economic environment, where funding for public improvements may be available.

Group 1 favored one principal town center focused on the MD 5/MD 925 intersection, while acknowledging other opportunities for centers. Elements include:

- Incorporation of a higher density mixed-use core. Density not viewed as a problem, provided development is well designed and provides non-automobile options.
- A major obstacle is heavy traffic on MD 5. Concept incorporates roads connecting MD 925 with future frontage roads along US 301.
- Cut-and-fill interchange (see explanation on page 2) at MD 5/US 301. Additional expense must be considered along with the potential return on investment.
- Transit an essential element.
- Need for public investment (state and local) to make it happen.
- Need for land assembly of small parcels, creation of an “entrepreneurial environment”.

Group 2

This group discussed transit options in detail (light rail, trolley, or bus and distances between stops) as well as whether because of Waldorf's size there should be more than one town center. This group focused on MD 925 as Waldorf's Main Street.

Elements include:

- Higher end employment and services (such as law offices, restaurants)
- Diversity of housing and population
- A center made attractive by its density, mixed use and uniqueness
- Vertical development.
- Entertainment (plaza, bandstand)
- Building off existing development such as Pembroke Square.
- Community facilities (such as a library, community center).

Appendix B 2003 Existing Zoning Districts

BASE ZONE REGULATIONS

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.

PLANNED UNIT DEVELOPMENT – PUD

This zone recognizes the existing Planned Unit Development of St. Charles.

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.

VILLAGE COMMERCIAL ZONE - CV

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

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 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.

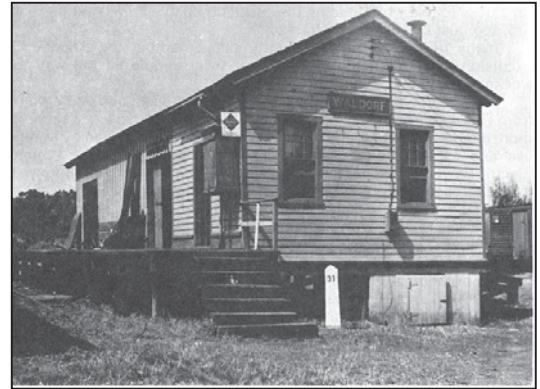
VILLAGE RESIDENTIAL ZONE - RV

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.

Appendix C A Brief History of Waldorf

Waldorf was first established in 1872 as a stop along the Baltimore and Potomac Railroad line. Originally known as Beantown Station, for the nearby community of Beantown, after 1880, when the first post office was established, the railroad village was renamed Waldorf. The name apparently is from the great-grandson of John Jacob Aster, who was a resident of Walldorf, Germany. His great-grandson built a trading post and named the area Waldorf.

The village grew quickly and by 1880, less than ten years after its establishment, Waldorf supported two general stores, a restaurant and a hotel. The village also boasted a few necessary tradesmen including an undertaker, painter and blacksmith. In that year, the total population was 57. Initial development was clustered at the intersection of the railroad tracks and Leonardtown Road.



Waldorf Station south of Route 5, September 1949

Among the most important events contributing to Waldorf's transformation from a local village into a regional service center and tourist destination was the construction of Crain Highway in the 1920s and 1930s. Originally known as the Southern Maryland Trunk Line, the road was renamed after its most fervent supporter, state Senator Robert Crain of Mt. Victoria. Construction began in 1922 but progressed slowly. In 1937, the State Roads Commission obtained federal funding to build a bridge crossings over the Potomac River at Morgantown (now the Governor Harry Nice Bridge). The bridge was opened in December 1940 and quickly transformed the county. The new highway soon became a major north-south travel route along the east coast. Restaurants, automobile dealerships, gas stations and motels, catering to the increased volumes of traffic established themselves in and around the town of Waldorf. Further influencing Waldorf's development was the legalization of slot-machine gambling in June of 1949. Between 1949 to 1968, twenty-one motels were built along a fourteen-mile stretch of U.S. 301 with a total of 600 rooms. At the height of the gambling era revenue from slot machine licensing fees provided a full one-quarter of the county's income.

Residential development followed the demise of the gambling era in Charles County. By the early 1970s, people fleeing the inner cities and older suburbs of Washington, D.C. began to seek more bucolic areas to resettle. Modern residential development on a large scale came to Waldorf in 1970 when the U.S. Department of Housing and Urban Development guaranteed \$24 million in loans for the construction of the St. Charles Community located just south of old Waldorf. This series of planned communities focused on the construction of five residential villages incorporated into a park-like settings and serviced by schools, shops, churches, libraries, community halls, retail shopping, and playgrounds. The community was planned to house approximately 20,000 families in a range of housing types, including detached single-family dwellings, townhouses, garden apartments, and condominiums. The construction of St. Charles fueled enormous growth in the county's population.

Today, the former town center at the intersection of Route 5 and Route 925 retains vestiges of the pre-gambling-era town including the former Waldorf Movie Theater located at the southwest corner of Route 5 and 925, Calvary United Methodist Church on Route 5 east of the railroad tracks, and the original post office which stands on the south side of Route 5 and now houses the Double Eagle Tavern. There are also many reminders of Waldorf's era of prosperity when U.S. 301 was known as "The Strip" and "Little Nevada."

Architectural Note

From the time of its settlement in the late 19th century until the early 20th century, Waldorf was built in a vernacular Victorian architectural style. Gradually this was replaced by the influence of several nationally popular styles including Craftsmen, Colonial Revival and Art Deco. The Craftsmen style was the most widely adopted for residential architecture along Old Washington Road.

Commercial architecture during the Victorian period usually consisted of one or two-story gabled structures. After the turn of the 20th century, typical main street architecture began to be constructed consisting of a one, two and three-story storefront facade structures.

Typically buildings were one or two stories in height. Wood was the predominant building material up until the early 20th century after which time brick, stucco and molded concrete block became popular.

Historic Sites Within and Immediately Adjacent to the Waldorf Sub-Area (See Figure 2-3 for locations)

<i>Maryland Historic Inventory Number</i>	<i>Site Name</i>	<i>Address</i>
CH-76	Piney Church	Piney Church Road
CH-226	St. Paul's Episcopal Church ¹	Piney Church Road
CH-233	William Marshall Property I ¹	4480 Middletown Road
CH-234	William Marshall Property II ¹	4555 Middletown Road
CH-235	Charles H. Stonestreet Property ¹	4350 Middletown Road
CH-237	White Plains Livestock Farm ¹	4855 Crain Highway
CH-239	Phillip A. Sassacer Property ¹	2205 Tara place
CH-240	Lemoine Wilkerson Property ¹	10915 Berry Road
CH-242	Wald Property ¹	4250 Middletown Road
CH-243	Billingsley/Latimer Property ¹	3785 Middletown Road
CH-304	Spye Park	Griffith Lane
CH-349	Hargraves Cemetery (MHT)	White Plains
CH-373	Widow's Pleasure	Piney Church
CH-391	Old Waldorf School (Easement)	3070 Crain Highway
CH-612	Renner Farm	Renner Road
CH-622	Calvary United Methodist Church	3235 Leonardtown Road
CH-623	Old Waldorf Theater	3103 Leonardtown Road
CH-624	Waldorf Store and Post Office	Leonardtown Road
CH-625	Tippett House	12694 Country Lane
CH-664	Oakland Cemetery	Berry Road/Chestnut Drive

¹-Determined not eligible for the National Register by the Maryland SHPO as part of the US 301 Transportation Study

Appendix D Results of Research on Comparable Places and Models for Waldorf

1. The Waldorf Sub-Area is a large (approximately 35 square miles), but is not huge compared to other places in Maryland (see Table D-1).
- 2.
3. Current Sub-Area population is approximately 57,000. Ranks Waldorf among the 10 most populous places in Maryland (see Table, page D-3). Projected¹ population for Waldorf for 2020 is 89,000. Build-out number could be 100,000 plus.
4. Waldorf's current density (population per square mile) is among the lowest in Maryland, but large portions of the Sub-Area (approximately 55 percent) are undeveloped. As development continues, Waldorf's density will increase but will likely remain at the lower end for Maryland.

Table D-1 Area and Populaton

	Area (square miles)	Population 2000
Waldorf Sub-Area	35	56,600
Columbia	27	88,200
Ellicott City	32	56,400
Eldersburg	40	27,700
Frederick City	20	52,800

5. Waldorf is a regional center for southern Maryland (plus southern Prince George's County). Waldorf's regional retail status will likely continue. The only other large centers are Lexington Park and Prince Frederick, but because of location will remain secondary. Impetus for large development in Brandywine is slowing².

	Population 2000	Projected Population 2020
Southern Maryland (Calvert, Charles, St. Mary's)	281,000	390,000

6. Because of its regional status, Waldorf's business district is larger than would be supported by the resident population alone. District size is approximately 4.5 square miles (depending on where the line is drawn; there is no standard way of defining size/boundary of a business district). The business district has a dispersed physical form: low density, large distances between buildings, high dependence on cars, free surface parking.
7. Waldorf's business district is mostly retail. The employment sector is growing but there is no large single employer or employment campus; Waldorf is not an employment center for the region in the same way as it is a retail center. There is very little residential in the business district.
8. Waldorf has limited municipal functions: few government offices or functions (it is unincorporated and is not a county seat); no college campus; no large recreation or entertainment centers. Compared to other places in Maryland, this differentiates Waldorf from all incorporated towns (e.g. Frederick, Gaithersburg, Bowie) and many unincorporated places (Columbia, Silver Spring, Ellicott City, Towson).

¹ County projection

² Designated as a "possible" center in Prince George's County General Plan (Preliminary, February 2002).

9. Waldorf is an automobile-era town³; Waldorf was very small until the 1950's, and very little remains from before the 1950s except for a few buildings in the town center (Old Washington Road and Leonardtown Road) and residential areas along Old Washington Road, south of the center. This makes Waldorf more comparable to places in the western or southern U.S. (Southern California, e.g. Ontario) than places in the Northeast.
10. Waldorf has unique socio-economic characteristics: family-oriented, fairly high median household income, large population of commuters, moderate education levels.

Conclusions

Profile: Waldorf is a growing northeast US town. Current population around 56,000, ultimate population of 80,000 to 100,000. Little governmental, or education functions. No strong historical sense to build on. Retail center for a region of 300,000 people. Large, dispersed, retail oriented, business district.

1. No places stand out in all respects as directly comparable to Waldorf.
2. Many places share one or more of Waldorf's attributes.
3. Waldorf can apply the experience and practice of other places, as long as the application relates to Waldorf's unique situation and conditions.

Potential: "Suburban business districts should be encouraged to move beyond automobile-accessible places that are merely places to work and shop. They have the potential to become places where people also reside, build, and celebrate their community." ULI, 2001.

³ Railroad station 1872, Washington Road (connecting La Plata and Waldorf) 1910. Crain Highway to Waldorf in 1930s. Governor Harry Nice Bridge in 1940. Oldest existing building in town, the Old Waldorf School, was built in 1930.

Places in Maryland Comparable to Waldorf in Terms of Population or Area

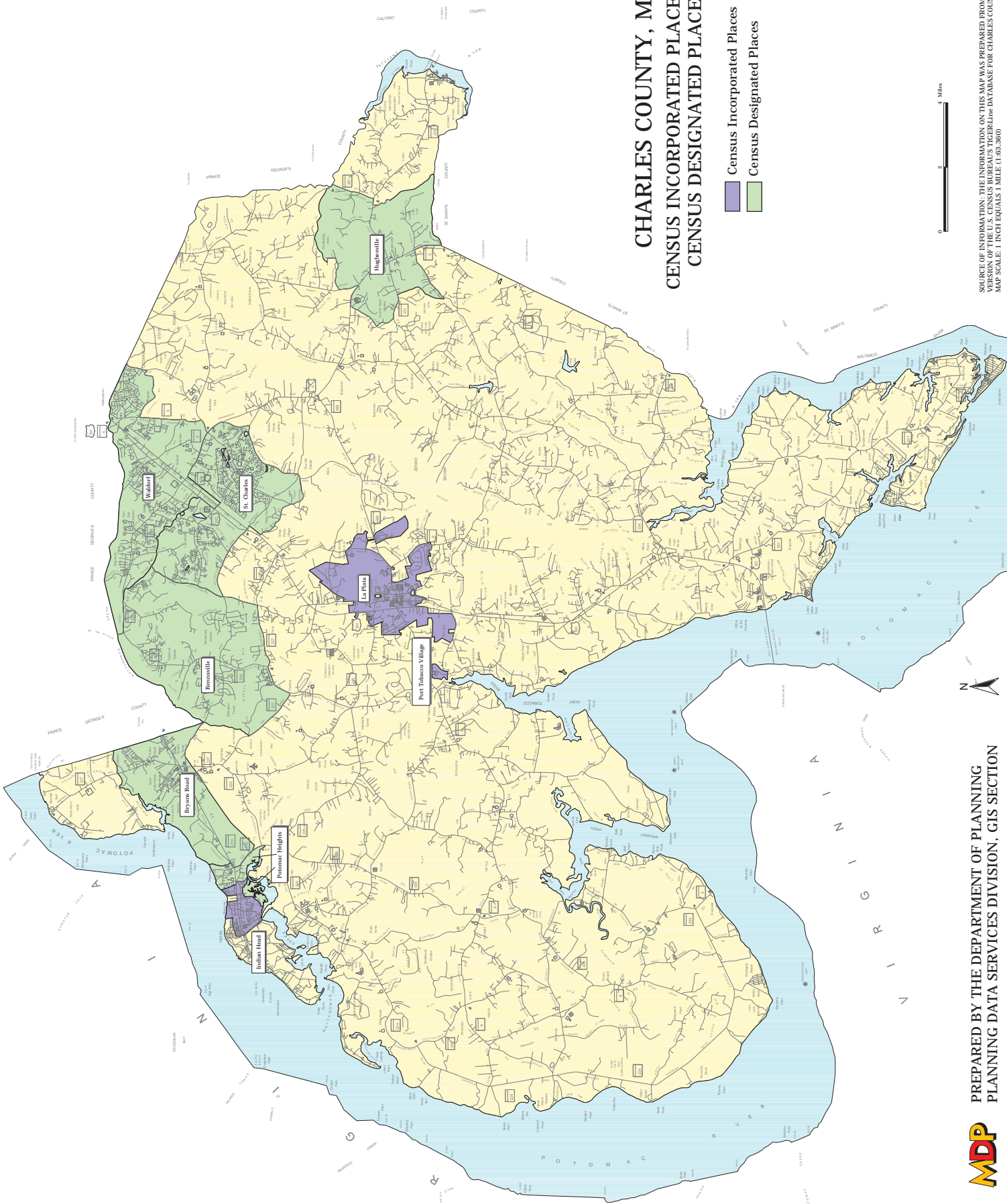
	Population 2000	Area Sq Miles	Pop/sq mile	Unincorporated	Population 2000	Area Sq Miles	Pop/sq mile
				Waldorf Subarea	56,627	35	1,618
Baltimore city	651,154	80.8	8,058	Columbia CDP	88,254	27.6	3,202
Frederick city	52,767	20.4	2,584	Silver Spring CDP	76,540	9.4	8,124
Gaithersburg city	52,613	10.1	5,216	Dundalk CDP	62,306	13.3	4,690
Bowie city	50,269	16.1	3,122	Wheaton-Glenmont CD	57,694	10.2	5,635
Rockville city	47,388	13.4	3,524	Ellicott City CDP	56,397	32.0	1,761
Hagerstown city	36,687	10.7	3,442	Germantown CDP	55,419	10.8	5,144
Annapolis city	35,838	6.7	5,326	Bethesda CDP	55,277	13.1	4,206
College Park city	24,657	5.4	4,538	Towson CDP	51,793	14.0	3,689
Salisbury city	23,743	11.1	2,146	Aspen Hill CDP	50,228	10.5	4,799
				Potomac CDP	44,822	25.2	1,780
				Catonsville CDP	39,820	14.0	2,844
				Bel Air South CDP	39,711	15.7	2,528
				Essex CDP	39,078	9.5	4,104
				Glen Burnie CDP	38,922	12.2	3,182
				North Bethesda CDP	38,610	9.0	4,282
				Montgomery Village CD	38,051	6.5	5,875
				Woodlawn CDP	36,079	9.6	3,759
				Oxon Hill-Glassmanor C	35,355	9.0	3,912
				Severn CDP	35,076	14.0	2,511
				Chillum CDP	34,252	4.0	8,527
				Suitland-Silver Hill CDP	33,515	5.6	6,008
				St. Charles CDP	33,379	11.8	2,829
				Olney CDP	31,438	13.0	2,420
				Parkville CDP	31,118	4.2	7,352
				Randallstown CDP	30,870	10.3	2,996
				Pikesville CDP	29,123	12.4	2,348
				Perry Hall CDP	28,705	7.0	4,105
				South Gate CDP	28,672	6.3	4,544
				Severna Park CDP	28,507	12.9	2,210
				Carney CDP	28,264	7.0	4,043
				Eldersburg CDP	27,741	40.1	692
				Milford Mill CDP	26,527	7.0	3,804
				Clinton CDP	26,064	11.8	2,209
				Bel Air North CDP	25,798	16.4	1,577
				Lochearn CDP	25,269	5.6	4,537
				Middle River CDP	23,958	7.7	3,101
				Fort Washington CDP	23,845	13.6	1,756
				Arnold CDP	23,422	10.8	2,169
				Edgewood CDP	23,378	17.9	1,304
				North Potomac CDP	23,044	6.5	3,522
				Greater Landover CDP	22,900	4.1	5,561
				Reisterstown CDP	22,438	5.0	4,461
				Waldorf CDP	22,312	12.8	1,746
				Elkridge CDP	22,042	7.9	2,800
				Fairland CDP	21,738	5.0	4,355

Places in Maryland Comparable to Waldorf in Terms of Population or Area, Sorted by density (pop.sq mile)

Incorporated	Population 2000	Area Sq Miles	Pop/sq mile	Unincorporated	Population 2000	Area Sq Miles	Pop/sq mile
Baltimore city	651154	80.8	8,058	Chillum CDP	34,252	4.0	8527.2
Annapolis city	35838	6.7	5,326	Silver Spring CDP	76,540	9.4	8123.6
Gaithersburg city	52613	10.1	5,216	Parkville CDP	31,118	4.2	7352.1
College Park city	24657	5.4	4,538	Suitland-Silver Hill CDP	33,515	5.6	6008.1
Rockville city	47388	13.4	3,524	Montgomery Village CD	38,051	6.5	5875.1
Hagerstown city	36687	10.7	3,442	Wheaton-Glenmont CD	57,694	10.2	5635.1
Bowie city	50269	16.1	3,122	Greater Landover CDP	22,900	4.1	5560.9
Frederick city	52767	20.4	2,584	Germantown CDP	55,419	10.8	5144.0
Salisbury city	23743	11.1	2,146	Aspen Hill CDP	50,228	10.5	4799.3
				Dundalk CDP	62,306	13.3	4689.6
				South Gate CDP	28,672	6.3	4543.9
				Lochearn CDP	25,269	5.6	4537.1
				Reisterstown CDP	22,438	5.0	4461.3
				Fairland CDP	21,738	5.0	4355.3
				North Bethesda CDP	38,610	9.0	4281.5
				Bethesda CDP	55,277	13.1	4205.8
				Perry Hall CDP	28,705	7.0	4104.8
				Essex CDP	39,078	9.5	4104.1
				Carney CDP	28,264	7.0	4042.8
				Oxon Hill-Glassmanor C	35,355	9.0	3911.9
				Milford Mill CDP	26,527	7.0	3804.4
				Woodlawn CDP	36,079	9.6	3758.6
				Towson CDP	51,793	14.0	3688.7
				North Potomac CDP	23,044	6.5	3522.1
				Columbia CDP	88,254	27.6	3202.0
				Glen Burnie CDP	38,922	12.2	3182.1
				Middle River CDP	23,958	7.7	3100.9
				Randallstown CDP	30,870	10.3	2996.1
				Catonsville CDP	39,820	14.0	2843.9
				St. Charles CDP	33,379	11.8	2829.3
				Elkridge CDP	22,042	7.9	2799.9
				Bel Air South CDP	39,711	15.7	2528.2
				Severn CDP	35,076	14.0	2511.3
				Olney CDP	31,438	13.0	2420.1
				Pikesville CDP	29,123	12.4	2348.4
				Severna Park CDP	28,507	12.9	2209.8
				Clinton CDP	26,064	11.8	2208.6
				Arnold CDP	23,422	10.8	2168.7
				Potomac CDP	44,822	25.2	1780.2
				Ellicott City CDP	56,397	32.0	1760.9
				Fort Washington CDP	23,845	13.6	1756.4
				Waldorf CDP	22,312	12.8	1746.0
				Waldorf Subarea	56,627	35	1617.9
				Bel Air North CDP	25,798	16.4	1577.0
				Edgewood CDP	23,378	17.9	1303.9
				Eldersburg CDP	27,741	40.1	692.2

Table D-2 Places with Elements of Potential Application or Consideration for Waldorf

Elements	Place	Notes	Source
Main Street planning	Laurel, MD		
Streetscape	Bethesda, MD	Good example of placemaking, but very different market,	
Redevelopment planning, organization	Silver Spring, MD	Proactive public-private partnership	
Main Street style addition to mall	Bowie Town Center, MD, White Marsh, MD		
Dispersed business district	College Boulevard, KS	Business District six sq. miles. Strong employment (includes 3.6 million sf Sprint HQ)	ULI, 2001, p 91
Scale (28 square mile business district)	Buckhead, Atlanta, GA	Much bigger scale than Waldorf “Beverly Hills of the East”	ULI, p 171
Redevelopment of surface parking lots near transit station	Pleasant Hill, CA		ULI, p. 181
High density mixed use residential neighborhood. Physical focal point for the town	Addison Circle, near Dallas TX	55 dwelling units/acre (net). Denser than likely achievable in Waldorf	ULI p. 66
Redevelopment along major highway, introductions of mixed use	US Route 1, many locations MD and VA, e.g. Howard County; Edgewood, Harford County	US 301 bigger scale than much of Route 1.	
Creation of a mixed use center in a low density suburban district. (32 acre site)	South Park Suburban Business District, Phillips Place, South of downtown Charlotte, NC		ULI, p 24
Infill housing, one block from metro station	Arlington, VA		
Transformation of retail center into mixed use	Chatanooga, Eastgate Mall	Affluent area, very strong housing market.	
Transportation, traffic management			
Bus transit	Annapolis, MD, Columbia, MD		
Municipal parking structure	Glen Burnie, MD	Annapolis more dense than Waldorf.	
Providing minor roads, interconnectivity	Many examples, Lexington Park, MD, Waldorf Center, Traditional neighborhood design		
Pedestrian-bicycle facilities	Many examples: Tri-County Council Regional bicycle plan, Anne Arundel County Pedestrian-Bicycle Master Plan		



CHARLES COUNTY, MD CENSUS INCORPORATED PLACES & CENSUS DESIGNATED PLACES

- Census Incorporated Places
- Census Designated Places



PREPARED BY THE DEPARTMENT OF PLANNING
PLANNING DATA SERVICES DIVISION, GIS SECTION



SOURCE OF INFORMATION: THE INFORMATION ON THIS MAP WAS PREPARED FROM THE 2000 VERSION OF THE U.S. CENSUS BUREAU'S TIGERLINE DATABASE FOR CHARLES COUNTY. MAP SCALE: 1 INCH EQUALS 1 MILE (1:63,360)

figure 1.1 Categories of Suburban Business Districts

	Compact	Fragmented	Dispersed
Floor/area ratio	2.5 and above	0.5 to 2.5	Up to 0.5
Building coverage	0.5 or more of lot area	0.25 to 0.5 of lot area	Up to 0.25 of lot area
Lot area	Less than one acre	Greater than one acre	Generally exceeds 10 acres
Street layout	Grid	Superblock	Superblock
Land value	High	Medium	Low
Buildings dominate space	Yes, buildings built to street alignment	No, buildings set back from road and separated by surface parking lots	No, buildings set back from road; often one to two stories in height in campus/park setting
Parking	Structured—managed	Surface—managed	Surface—unmanaged
Transportation choice	Wide, frequently includes light- and heavy-rail transit	Limited, usually car and bus	Very limited, usually car with infrequent transit, if any
Pedestrian linkages and interconnection of development	Extensive, encourages pedestrian activity	Limited, often no linkages; layout encourages patrons to drive to adjoining developments	Very limited, developments far apart and not within walking distance
Examples	Rosslyn, Arlington County, Virginia	Tysons Corner, Fairfax County, Virginia	College Boulevard—Overland Park, Kansas City, Kansas

Source: Geoffrey Booth, Urban Land Institute, 2001.



Figures and pictures on pages D-7 to D-9 from *Transforming Suburban Business Districts*, ULI, 2001.

figure 5.3 Comparative Data—Examples of Suburban Business Districts (SBD)

	Southfield, Detroit, Michigan	College Boulevard, Kansas City, Kansas/Missouri	Westport, St. Louis, Missouri
Metropolitan population	4.4 million	1.7 million	2.6 million
Host city population	79,000	150,000	24,000
Metropolitan employment (jobs)	2.24 million	1.00 million	1.32 million
SBD employment (jobs)	100,000	50,000	35,000
SBD as percent of metropolitan employment	4.5%	5%	3%
Area of suburban business district (square miles/acres)	4.5/2,900	5/3,200	4/2,500

**Commercial/Industrial Land Use
(million square feet)**

	Southfield, Detroit, Michigan	College Boulevard, Kansas City, Kansas/Missouri	Westport, St. Louis, Missouri
Office	27.0	13.0	4.2
Industrial	NA	NA	16.0
Retail	2.4	1.5	0.3
Total	29.4	14.5	20.5
Hotel rooms	377+	3,000	510+
Multifamily	NA	8,200	6,700

Source: Richard Ward, Development Strategies, Inc., 2001.

figure 3.1 Development Form and Attributes of Business Districts

Business District Type	Central Business District	Compact Suburban Business District	Fragmented Suburban Business District	Dispersed Suburban Business District
Development density	High	Medium	Low	Very low
Spatial separation between buildings	Very low	Low	High	Very high
Parking cost	Subject to charge	Subject to charge	Free	Free
Dominant parking type	Garages (restricted access)	Garages (restricted access)	Surface parking (restricted access)	Surface parking (unrestricted access)
Quality of transit service	Citywide Frequent	District-centric Less frequent	Local Infrequent	Local Very infrequent
Pedestrian orientation	Very strong	Strong	Weak	Very weak
Dependence on cars for access	Low	Moderate	High	Very high
Choice in mode of transit	Very good	Good	Poor	Very poor

Source: Geoffrey Booth, Urban Land Institute, 2001.

figure 8.1 The Essential Elements of Place Making

Element	Example
Composition of physical form(s)	The French Quarter in New Orleans is a unique and memorable urban district by virtue of its intensity of use and density, spatial order, distinctive architectural continuity, and clearly defined edges and entrances. Reston Town Center in Reston, Virginia, through its physical configuration featuring a traditional main street, plaza, and fountain, has created a memorable place of distinction.
Distinctive open spaces	Memorable cities possess great public spaces, for example, Boston's Public Garden, London's Piccadilly Circus, and New York streets such as Fifth Avenue.
Pedestrian scale and connectivity	It is reasonable to expect pedestrians to walk distances of up to four blocks (1,600 feet) depending on climate and the quality of the pedestrian environment. Despite the dominance of the automobile and the Internet, the physical and social characteristics of people and their interest in walking, gathering, celebrating, and eating have not changed significantly in our contemporary society.
Access	Suburban business districts grew as a consequence of location, highway access, and ease of parking. These factors represent the underlying requirements for the economic feasibility of suburban business districts and are principal elements in the perception of the quality of modern places. Desirable places can surmount poor or weak vehicular circulation and limited parking.
Mixed land uses	Memorable urban environments and the perception of place are characterized by intense pedestrian activity in attractive settings for the better part of the day and evening. Historic centers such as Boston, with its in-town residential neighborhoods, and new business centers such as Reston Town Center, which has introduced housing within its center, are highly regarded places. While planners and designers can create the stage or framework for place, only mixed land uses, including residential uses, will bring the actors to the stage on a 24-hour/seven-day basis.
Landscape environment	Climate, topography, water, and plants play important roles in the creation of place. The late James Rouse, developer of Columbia and the festival markets, found through his experience that "people seek beauty and delight." Alan Ward, author of <i>American Designed Landscapes</i> , suggests that "... elements of the natural environment, including climate and landscape, are a powerful part of place" and that "... meaningful landscapes are narrative and tell you about place." ¹
Connectivity to adjoining neighborhoods	Connections to adjoining neighborhoods can lend strength to a suburban business district by drawing on the attributes of neighboring businesses and residents.
Partnership	The creation of place in suburban business districts requires a partnership between the public and private sectors. Both CityPlace in West Palm Beach and downtown San Diego brought together the expertise and financial resources of the public and private sectors in a winning formula to create enduring, inviting, and valuable places.

¹Interview with Alan Ward, principal, Sasaki Associate, author of *American Designed Landscapes* (Washington, D.C.: Spacemaker Press, 1998), November 2000.

Source: Richard Galehouse, Sasaki and Associates, 2001.