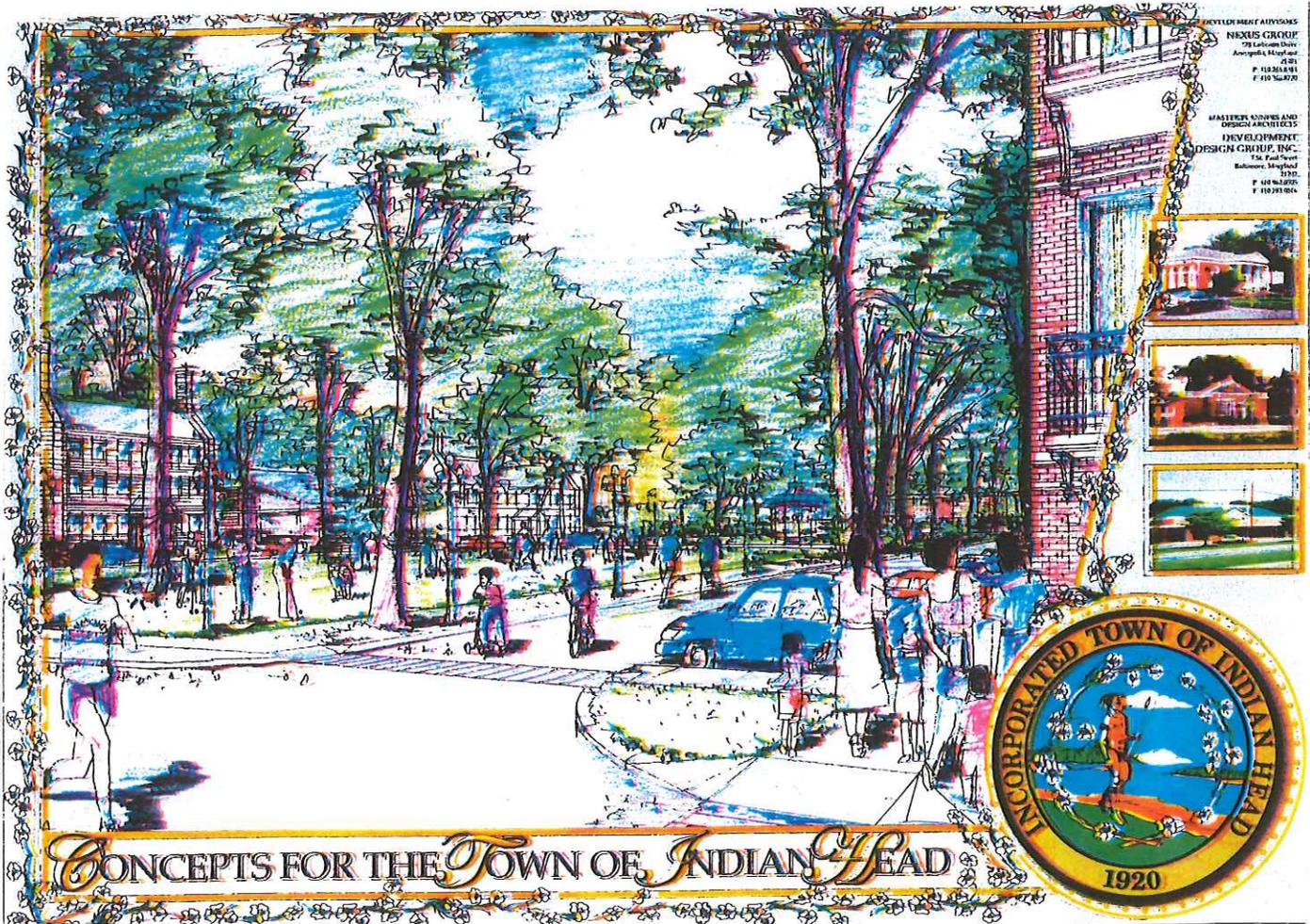


INDIAN HEAD – NEW HORIZONS

THE PLAN FOR THE FUTURE OF DOWNTOWN



Original Plan 2002 – Update December 2005

*A Design For A New Tomorrow – Downtown Indian Head
Design, Concepts and Strategies To Make It A Reality*

*Prepared by the Town of Indian Head
In cooperation with its citizens*

**Looking Forward
Indian Head and its Downtown
December 2005**

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ACKNOWLEDGEMENTS

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Margie A. Posey, Vice Mayor

Mary E. Thompson, Councilwoman

Warren Bowie, Former Mayor

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John Bloom

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Sally Jameson

Raymond King

Ann Knott

Commissioner Levy

James Lyon

Abbott Martin

Commissioner Mayer

Nancy McGuigan

Senator Mac Middleton

Steve Mitchell

Peter Murphy

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Pastor Philip Perry

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Bert Posey

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<i>John Bloom</i>	<i>Jack Kontgias</i>	<i>Bill Sebrell</i>
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<i>Edward Cummings</i>	<i>Nancy McGuigan</i>	<i>Jason Smith</i>
<i>Jocelyn Denyer</i>	<i>Doug Meeker</i>	<i>Vern Smith</i>
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<i>Ann Frank</i>	<i>Margie Posey</i>	<i>Jim Wheeler</i>
<i>Tom Griffin</i>	<i>John Reckewey</i>	<i>Jane Wood</i>
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Report prepared by: Ronald N. Young, Town Manager
Cover Illustration by: Development Design Group, Inc.

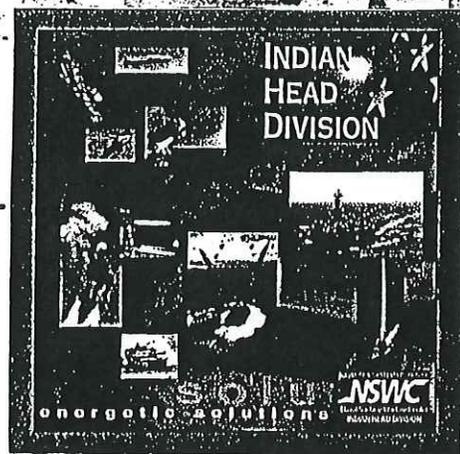
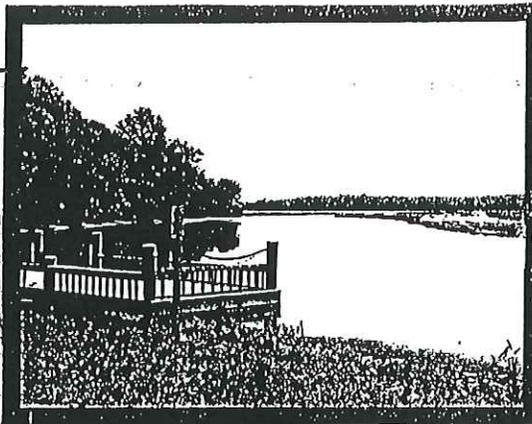
Special thanks to the following companies or organizations whose drawings, art work or materials were used in the preparation of this report: Nexus Group, Development Design Group, M&M Investors, Hungerford Associates, Loiederman Soltesz Associates, Arch Plan, Inc., Hyatt Palma, The Faux Group, Elm Street Development, Lawrence Abell & Associates, Cerberus LLC, Lessard Group Inc. and the Maryland Department of Planning. Special thanks to Larry Duket for his work on Infill Development and various charts. Additional photographs by Ron Young and Larry Duket.

LOOKING FORWARD INDIAN HEAD AND IT'S DOWNTOWN

"IT'S FUTURE"

Based On

"THE WAY WE WERE"



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0 500 1,000 2,000 3,000 4,000
Feet



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Town of Indian Head



0 400 800 1,600 Feet

1 inch equals 800 feet

Source: 2001 MD Property View Dataset

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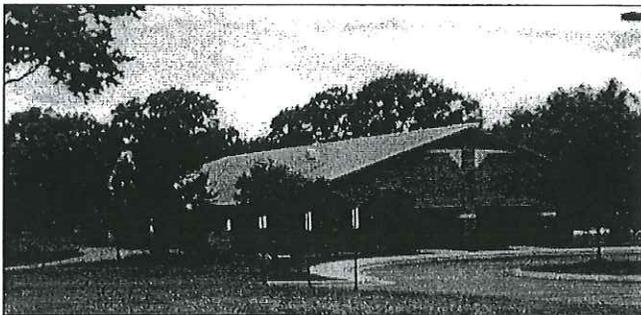




Indian Head: Strong Roots, A Positive Future

Enjoying a prime location along the Potomac River and Mattawoman Creek, Indian Head is only 22 miles from the Nation's Capital and just a 25 minute drive south on MD Route 210 off of I-495/95. Indian Head also falls within the fourth largest industrial/commercial corridor known as the Chesapeake Crescent.

Indian Head can trace its roots back to 1654 when the second Lord Baltimore, Cecilius Calvert, made a manor grant to his friend and council member, Captain Thomas Cornwallis. This grant embraced 5,000 acres. It was bounded by the Potomac River and Mattawoman Creek. However it was the U.S. Navy who gave it its real boost when in 1890 the Navy relocated its proving ground to Indian Head from Annapolis. Today the Naval Surface Warfare Center, Indian Head Division is the largest employer in Charles County and Indian Head has approximately 4,000 residents, exclusive of residents residing on the Base.



THE VILLAGE GREEN

There are many unique features about the Town. The Village Green park, situated on 9.5 acres in the heart of Indian Head, is central to many of the Town's activities. The Pavilion is its focal point. This year-round facility includes an indoor/outdoor stage, a large multi-purpose room that holds up to 265 dinner guests and 400 for theater-style seating, as well as a commercial kitchen. This facility is available for seminars, conferences, festivals and wedding receptions. Also located on the Village Green is the newly renovated Senior Community Center, once the Town's post office. It serves the senior citizen population weekdays as a senior center, and is available for use by non-profit service organizations for meetings and registrations.

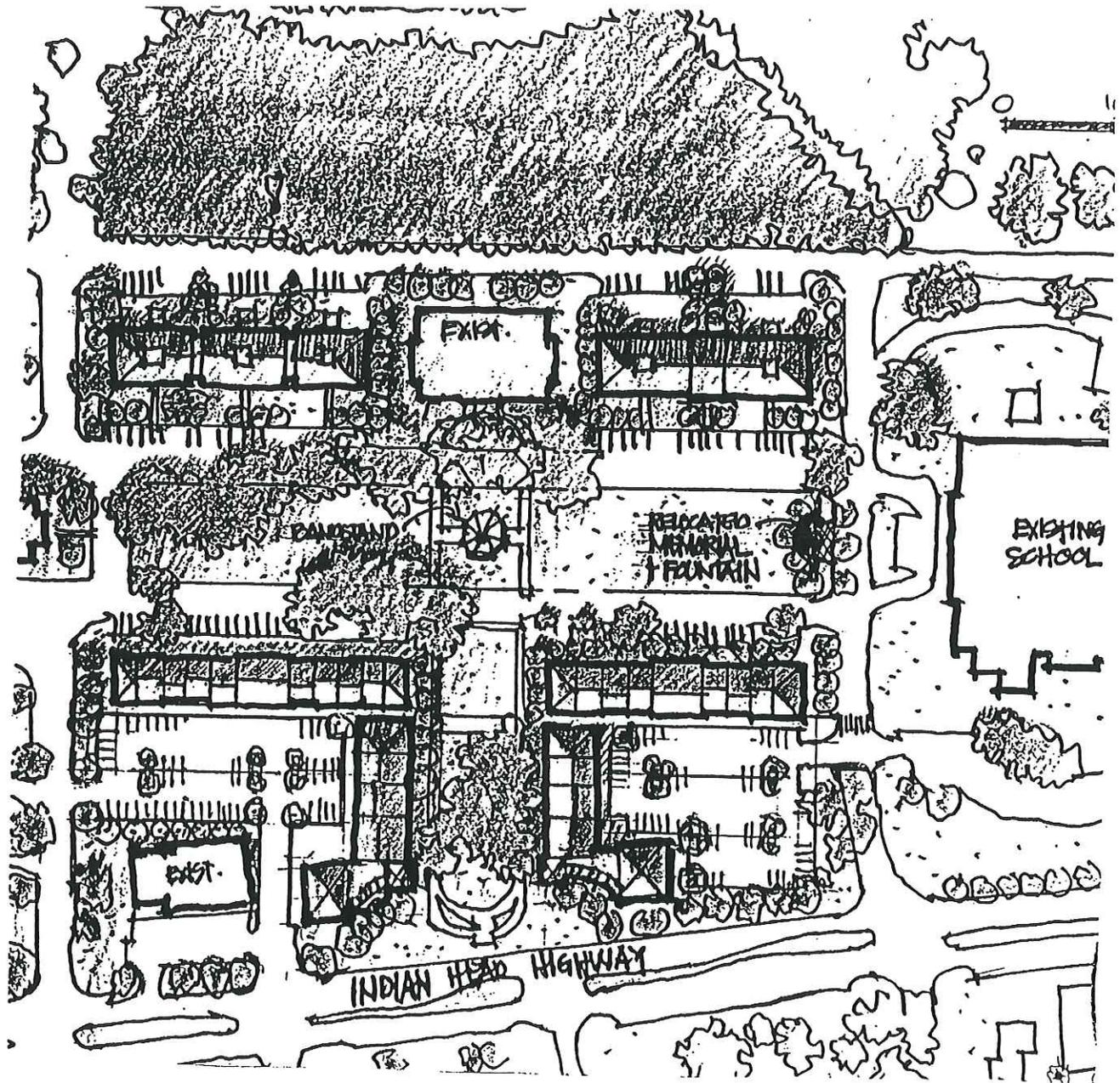
WATER AMENITIES

Recreation opportunities abound in the Indian Head vicinity and miles of waterfront await the boating and fishing enthusiasts. Parkland and hiking trails beckon to those with outdoor interests. A bike trail is being planned along the Indian Head Central Railroad track.



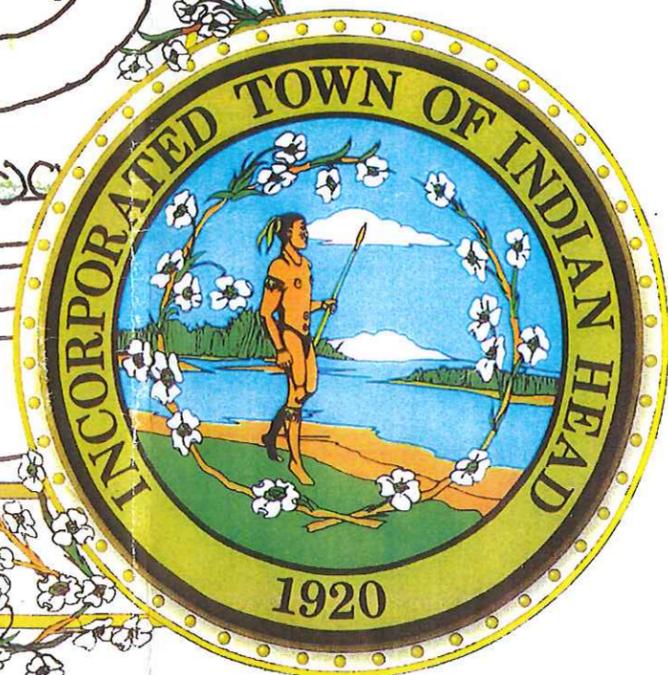
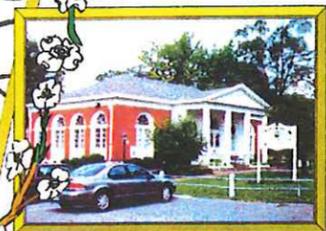
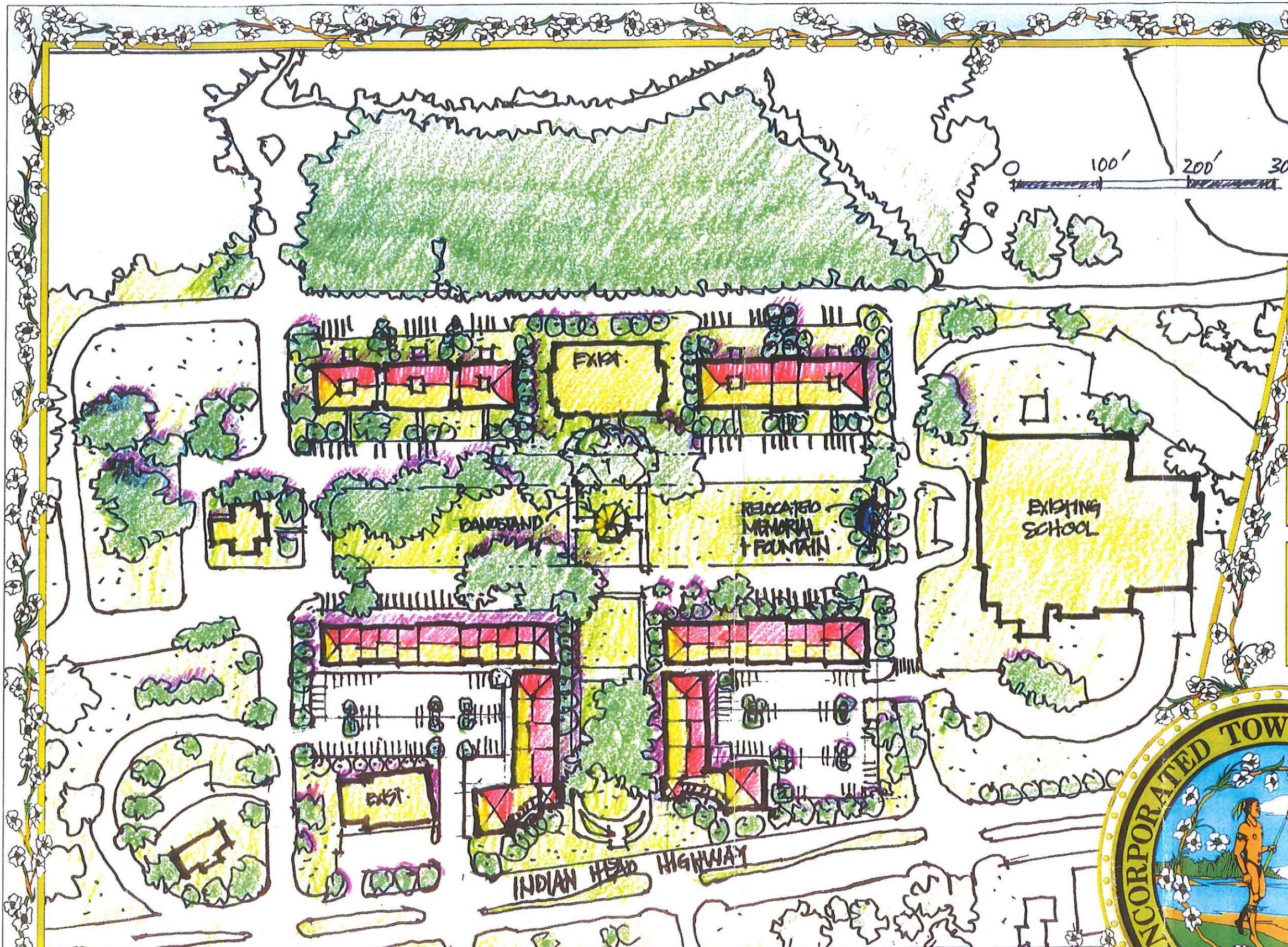
INDIAN HEAD TOWN CENTER

What Will It Look Like?

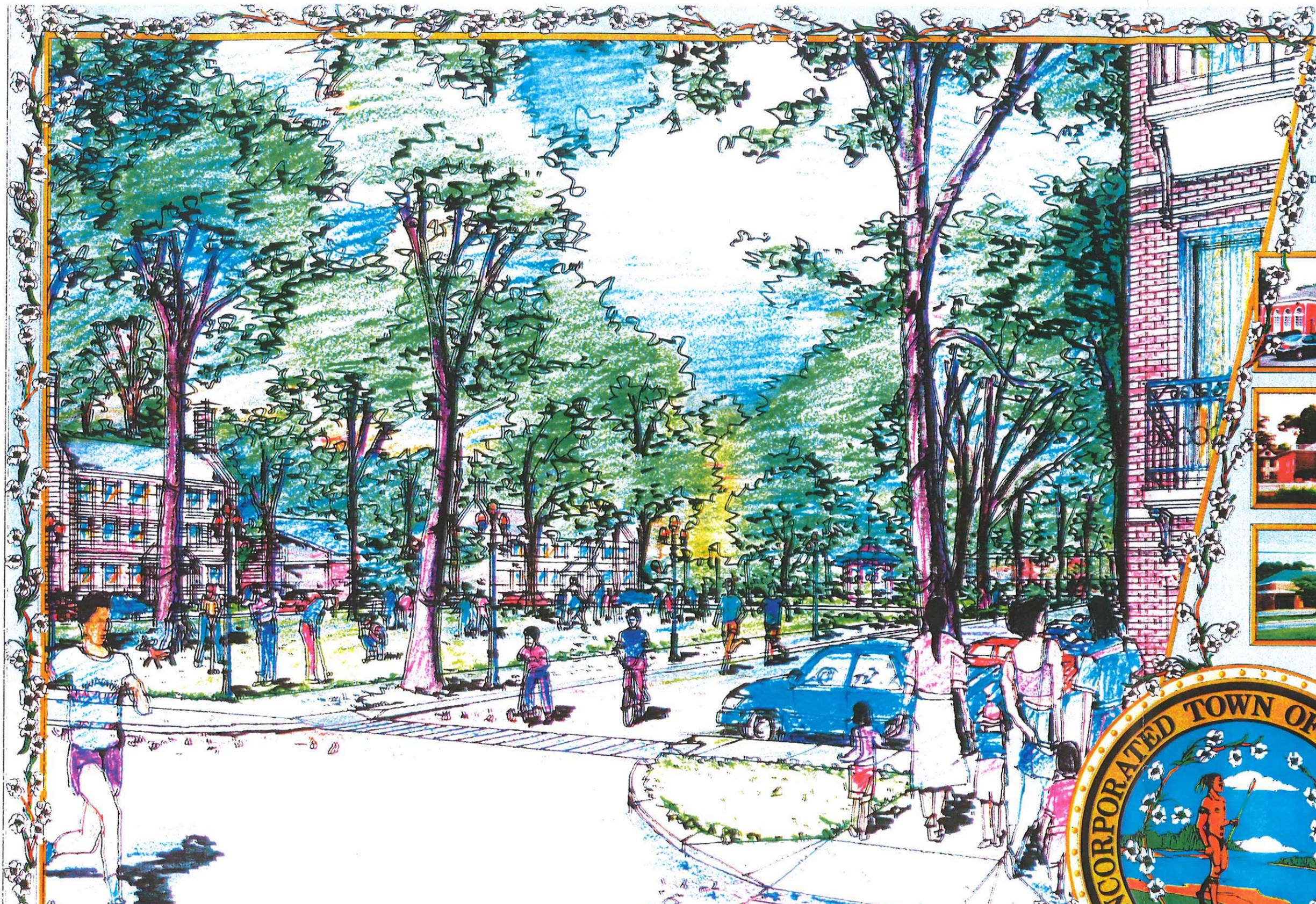


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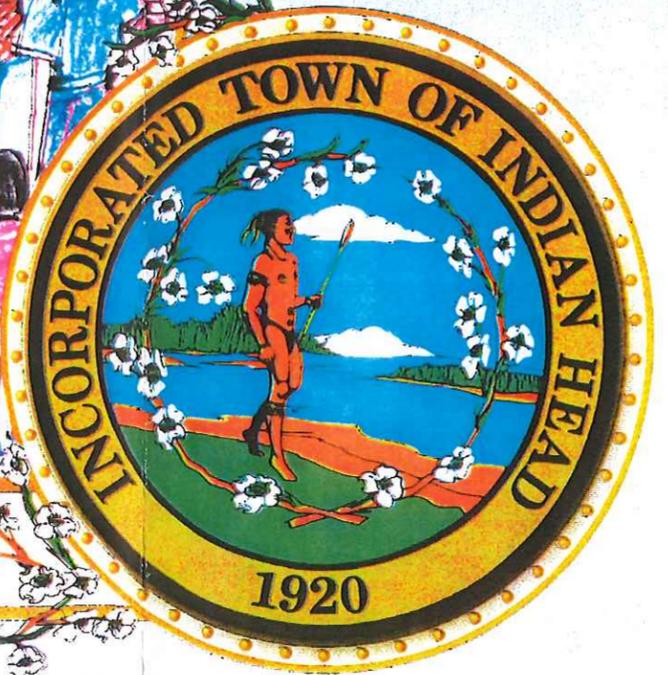
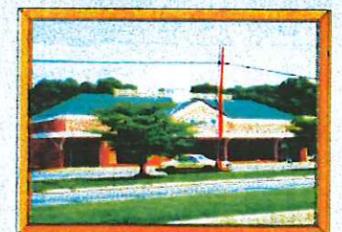
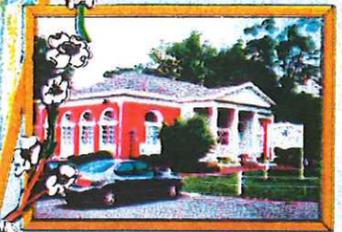


CONCEPTS FOR THE TOWN OF INDIAN HEAD



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CONCEPTS FOR THE TOWN OF INDIAN HEAD

Plan Overview

KEY FEATURES

This is a plan for a *New Downtown* for Indian Head. It builds on the existing infra-structure and historic features of the town and the Naval Base. It defines a bold and exciting future for the downtown, all of Indian Head, the Base and this region of the county. It includes:

- Creating a new vitality as a place to live, shop, work and play.
- Enhanced physical and economic vitality of the downtown and surrounding areas.
- Development of the vacant parcels between Pye Street and Potomac Street.
- Redevelopment or rehabilitation of the existing properties in this same area.
- Pedestrian-oriented streetscapes with ornamental lighting, park benches, etc.
- Improved and concentrated land use pattern with mixed uses.
- Expanded and upgraded parking.
- Reconfigured and expanded open space network.
- Enhanced development of parks and recreation activities.
- The creation of a town center on the Village Green that promotes economic development while preserving the fabric of the Village Green.
- The creation of a Boardwalk Promenade along the Potomac.
- The further development of festivals and special activities in Indian Head.
- Landscaping on Rt. 210 from the Town limits to the Naval Base.
- Expansion of street lighting and sidewalks.
- Redoing-upgrading buildings and building fronts along Rt. 210.
- Creating an arts center – arts district.
- Bring a grocery store to Town.
- Attracting upscale housing to Indian Head.
- Development of senior housing in the downtown.
- Accommodating businesses from the base.
- Attracting a hotel conference center.
- Exploring the possibility of a museum(s) that celebrates the unique traditions of the Navy and Native American Influences.
- Establishing and featuring water accessibility and activities.
- Implementing the plan-short and long term actions.

TIME FRAME

This is a short-term plan that began in 2002. The update is for the next five years. The continued success of the plan is going to depend on extraordinary cooperation and support from the Town, the county, the school board, the Naval Base, the state and federal government and equally as important – the citizens of the Town. *Special attention is given to supporting actions necessary to implement this plan.*

- Expanding town, county and Federal government and civic facilities in the downtown.
- Modifications to streetscapes, sidewalks, park and school areas and parking in the downtown.
- The maximum cooperation and partnering between the base and the town that can be achieved under the pressures of these unique times.
- Development of the Cook Inlet and Robinson Terminal properties.
- Redevelopment and development of portions of the 210 corridor.
- Creating a well planned town center.
- Making Indian Head as an attractive destination point.

The plan also identifies priorities, offers preliminary cost estimates and notes key land parcels and key actions necessary to implement the plan.

ORIGINS OF THE PLAN

This plan for the future of downtown Indian Head is the first step in implementing the New Horizons Plan for Indian Head. It was completed in November of 2002 after the Brainstorming session held at the Community Center in May of 2002. It is a compilation of ideas from that meeting, from discussions with various individuals, business and civil leaders, town officials, staff and consultants.

This update version was completed in December 2005 after the second Community Identity Day.

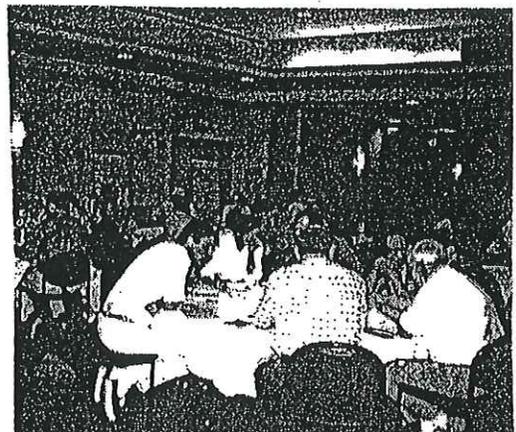
The plan for the new downtown was prepared by the town manager who brought to it his expertise in downtown redevelopment and planning. It was aided greatly by Nexus who brought forth creative ideas, drawings and an intense interest in supporting the concept and redeveloping much of the project.

The geographic focus of this downtown plan is the area on Indian Head Highway between Pye Street and Potomac Street. It also includes vacant areas of the town and concentrated redevelopment along Rt. 210.

In order to create and insure the sustainability of this downtown it is important to look at the comprehensive plan and the zoning of the entire town, growth areas, infill and development and redevelopment opportunities.

It is equally important to establish a town identity that the citizens, the town, the county, the Naval Base and our representatives in Annapolis and Washington believe in and will work for.

The focus of this plan is to lay out viable opportunities for the Town to create a “real” downtown with quality supportive neighborhoods.



Community Identity Day II

The following are suggestions from the second Community Identity Day. We apologize if anything was missed. The fact that anything is listed here is not an endorsement by the town but merely reflects that it was suggested.

The town should be a destination point emphasizing or promoting the following:

- Tourism
- Waterfront
- Museum
- Historical Tours
- Bus Tours
- Excellent Restaurants
- Town Center
- Specialty Shops

The town should promote festivals. The following were suggested:

- Bluegrass
- Wildlife
- Fall Festival
- Waterfront Festival
- 4th of July with Carnival
- Regatta
- Art Festival
- Kite Flying Festival
- BBQ Cook-Off
- Boardwalk Festival
- Indian Head Appreciation Day
- Taste of Indian Head Festival
- Circus
- Base Festival
- Crab Festival
- Dance Festival
- Community Picnic
- Carriage Rides
- Mens Day
- Concert Series

Water Recreation

- Water Taxi
- Floating Casino
- Riverboat Tours

- Canoe Tours
- Water Tours
- Public Access to Potomac
- Move Forward with Boardwalk
- Glass Bottom – Dance Boat
- Observation Deck

Museums – Cultural Centers

- Heritage
- Navy Ordinance
- Indian
- Cultural Center
- Information Center
- Outdoor Theatre
- Nature Center
- Art Museum
- Plaza in Front of Art Center
- Planetarium

Recreation

- More Athletic Fields for All Sports
- Country Club
- Tennis Courts
- Community Center
- Amusement Park
- Skateboard Park
- Basketball Court
- Bowling Alley
- Senior Recreation
- Chess/Dominoes
- Dancing Facility
- Golf Course
- Swimming Pool
- Marina
- Water Park
- Dog Park
- 24-Hour Gym
- Pavilion – Stage
- Picnic Tables
- Shuffleboard Courts
- Campground

Business

- Grocery Store
- Good Restaurants
- Natural Foods
- Specialty Shops
- Internet Café
- Bakery
- More Office Space
- Bistro
- Marine Supply Store
- Waterfront Development
- Cultural Development
- Book Store
- Other Retail
- Professional Services
- Movie Theatres
- Art Studios
- Piano Bar
- Build on Energy Market

Aesthetics

- Enhance Entrance Feature (You've Arrived)
- Landscape 210 – Water Theme
- Sidewalks
- Old Town Street Lighting
- Expand Façade Program
- Extend Town Ownership of 210
- Road Upgrades
- Old Town Charm – Town Center – Along 210
- Trails and Bike Paths
- Traffic Circles or Roundabouts
- Renovate Buildings

Well Planned Growth

- Upscale Housing
- Business – Jobs
- Expand Mixed Use
- Make 210 Pedestrian Friendly
- Senior Housing
- Young Professional Housing
- Master Plan for Water/Sewer/Streets and Sidewalks

Traffic

- Take over all of 210 by Town
- Traffic
- Park & Ride in town
- Trolley for getting around town
- Parking Enforcement
- Bus shelter
- Bridge to South

Vision – Define Objectives

- More people
- More business
- More tourism
- Image branding
- Marketing Plan/Strategy
- Ongoing Town Vision – Identity
- Friendliest Town in Maryland

Update Website – Friendly, Easy to Use

- Attractions
- Quality of Life
- Schools
- Town Meetings
- Meeting Minutes
- Video Concept for Future
- Coming Events
- Services
- Links to Other Sites
- Video History of Town

Efforts to Promote the Role of Older Homes

- Incentive Program
- Tax Abatement Plan
- Incentives for Young Professionals
- Promoting – Reuse and mixed use

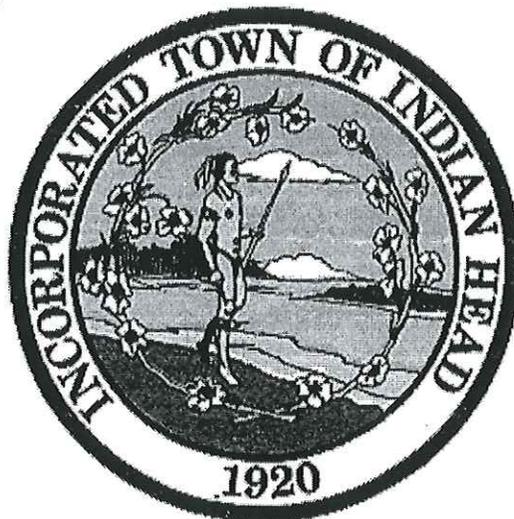
Government Enhancements

- Part Time Grant Writer
- Part Time Police Officer
- Marine Officer
- Part Time Economic Development Employee
- Code Enforcement - Expanded

- 4-year Term for Council / Staggered Terms
- Voter Drive

Additional Suggestions

- Create a dialogue between the National Harbor and Indian Head as destination points
- Better dialogue with the base
- Create Indian Head Business Associations
- Tourism Development Commission
- Indian Head Economic Development Commission
- Start local business in correlation with base
- Promote hospitality industry
- Permit expilite program
- Drug clean up
- Minor League sports team
- Better Christmas, Season and Event decorations
- Promote Community Gardening
- Develop Town brochure
- Free library
- Adopt a highway or street for late cleanup
- Request Navy to move fence for better access to Boardwalk



The Mayor and Council thank all the participants of the Community Identity Days for their time and their ideas.

Progress Since 2002

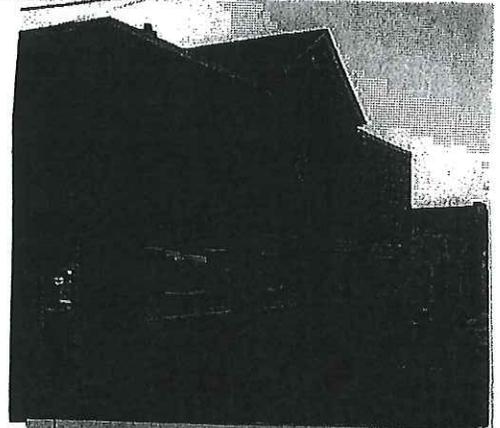
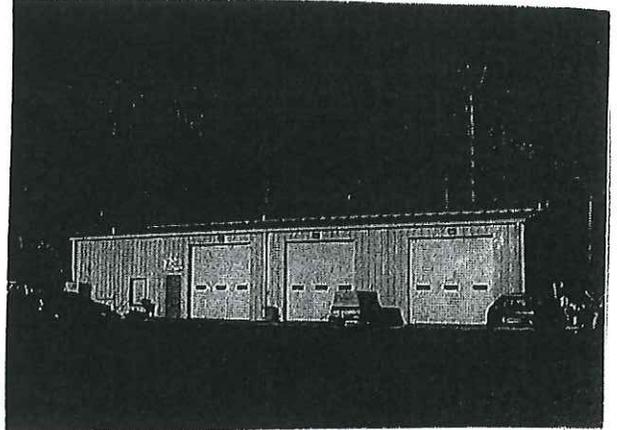
Public Works – A new public works building and yard were constructed at the waste water treatment plant site. It consists of three large bays where all city trucks can be worked on, a modern office, employee eating and restroom-shower facilities, better storage and a much larger yard.

Arts Center – The old public works building has been completely renovated. The Chesapeake Bay Floating Theater has been successfully operating and performing there. The upstairs has been renovated for art classes. It is awaiting an outside staircase. One day when the community affairs office can be relocated that space could serve as an arts gallery. Plans have already been developed for redoing the streetscape in front of the center and for that entire block.

Facade Improvement Program – The Town established a facade program to encourage the improvement of the face of the commercial buildings on Indian Head Highway. The Town matched up to \$4,000 on a fifty-fifty basis for owners that upgraded the facades of their property. Over a dozen storefronts have participated in this program.

Woodland Village – At the writing of this report the Woodland Village project is under construction. New public and private water and sewer lines have been installed. Stormwater is under construction. The contract has been awarded for new curb and gutter, new streets and sidewalks. The Town is applying for an additional grant for street lights. Work should be completed, with the exception of lights, in the Spring of 2006.

The work in Woodland Village and on the Wastewater Treatment Plant is being made possible because of grants from MDE, MDHCD, EPA and Charles County.



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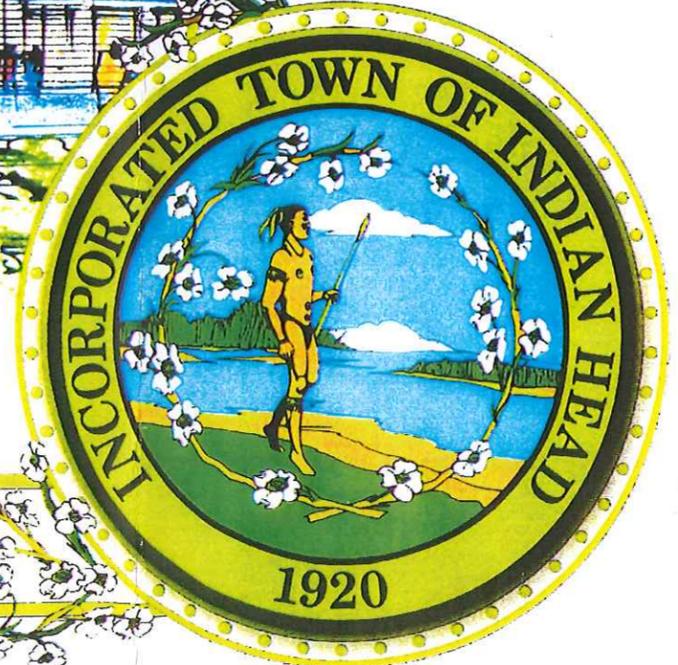
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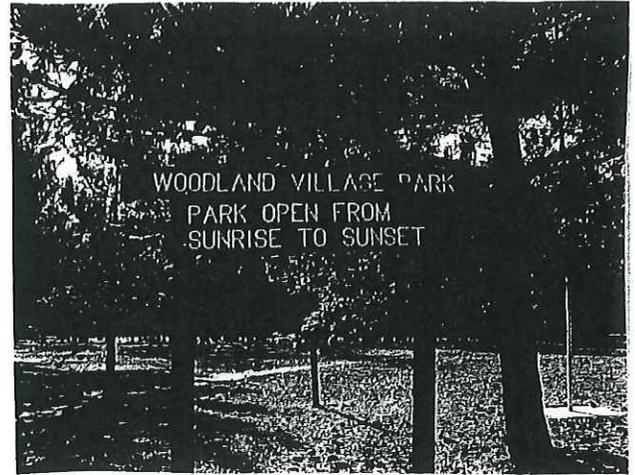
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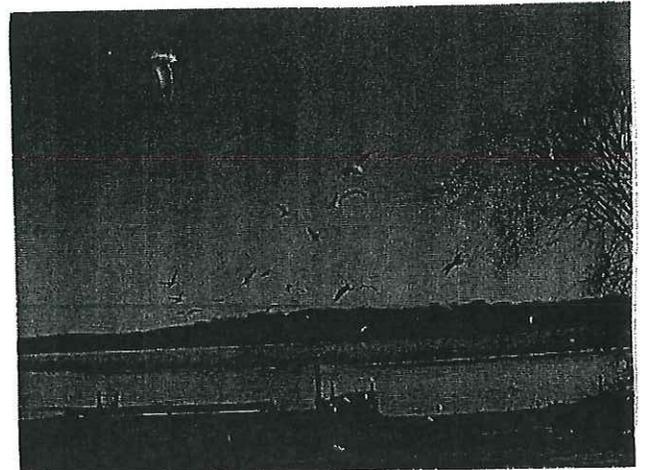
CONCEPTS FOR THE TOWN OF INDIAN HEAD

Woodland Village Park – The Town received a fifty thousand dollar grant to make improvements in the park. These include paving a parking lot, pathway and basketball court. The rest will be spent on play equipment, picnic tables, grills, etc. Work should be done in the Spring of 2006.



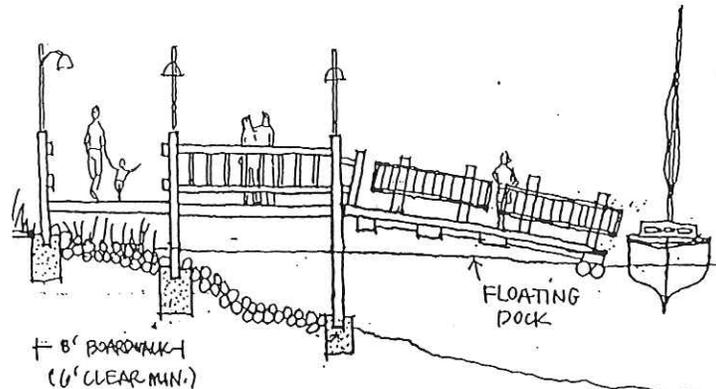
Mattingly Park – We have received bids on the improvements for the fishing pier, boat ramp, shoreline improvements, etc. We are awaiting final approval from Critical Areas to proceed with these park improvements. Work should be completed in the Spring of 2006.

Boardwalk – The Town received \$400,000 as part of a land swap for various properties. A portion of this money is being used to hire CoastWatch who is doing engineering and design work on shoreline improvements and boardwalk. Using preliminary design we applied to SHA for a matching grant for improvements and boardwalk construction. We received a \$1.2 million dollar grant that may be increased based on final costs.



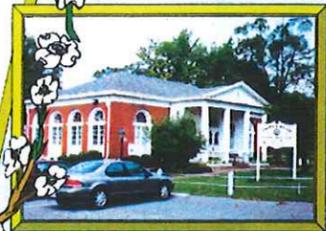
Subject to all approvals, by the summer of 2006, the boardwalk will be constructed from the Navy property to John Parrans property. There will be access through the River Watch park.

As part of the project we hope to restore the tidal basin and have the boardwalk go around it as an educational walk. As properties develop upstream the boardwalk should continue to and through the Robinson Terminal property. Eventually it is hoped that a small marina can be constructed at the “new dock” on the Navy base and at the Robinson Terminal property. A special Impact Fee of an additional \$3,250 has been imposed on all new construction on the north side of Indian Head Highway.



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POTOMAC RIVER

MARINA

GAZEBO

BOARDWALK

TOILET FACILITY

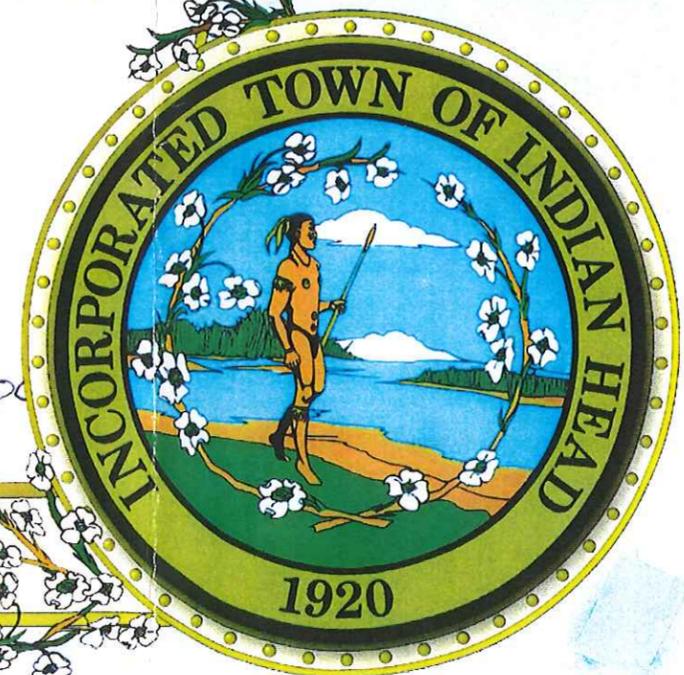
HOTEL (48 ROOMS)

CONDOMINIUM APARTMENTS
(6 STORIES x 8 UNITS)

PARKING LOT FOR 130 SPACES



CONCEPTS FOR THE TOWN OF INDIAN HEAD



INDIAN HEAD DEVELOPMENT

TOWN OF INDIAN HEAD, MARYLAND

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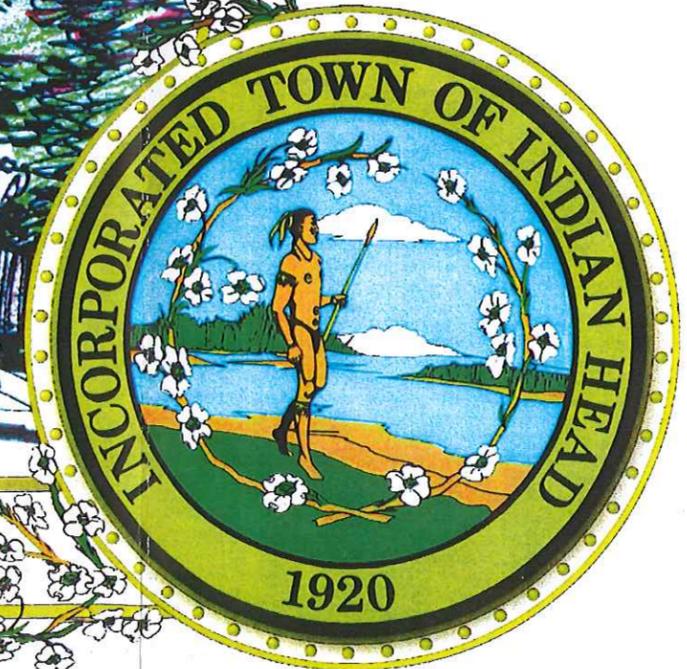
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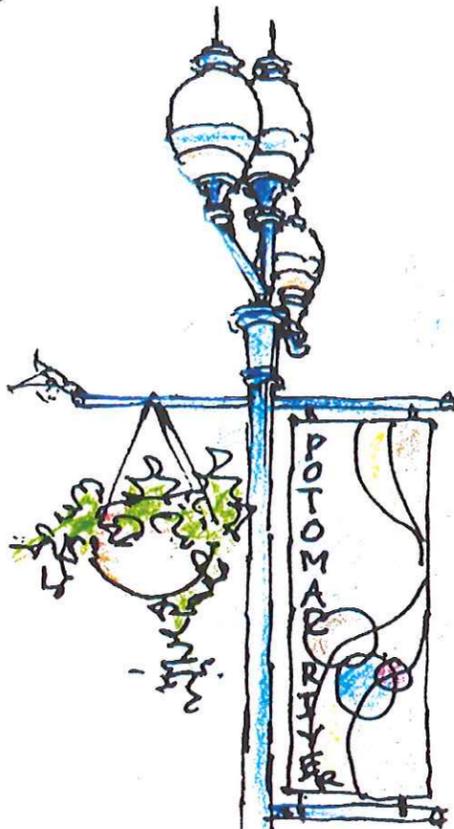
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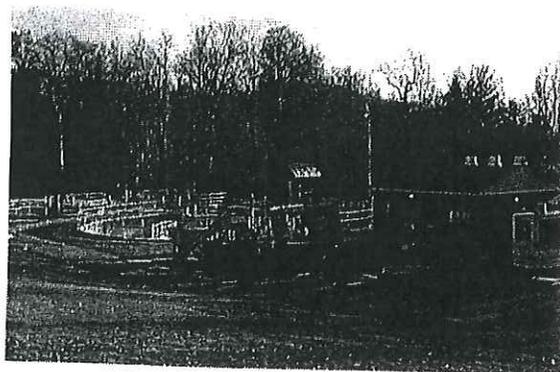
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CONCEPTS FOR THE TOWN OF INDIAN HEAD

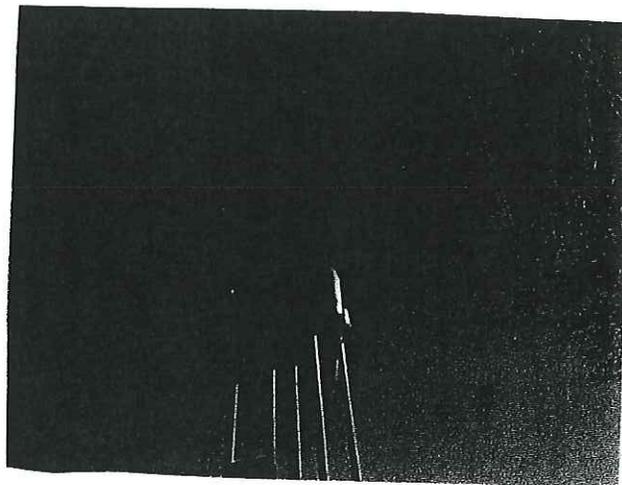


Wastewater Treatment Plant – The town is in the process of upgrading the wastewater treatment plant for BNR (Biological Nutrient Removal) and ENR (Enhanced Nutrient Removal). The present costs are about \$14 million dollars. The town has received the bids and are working on the financing with MDE (Maryland Department of the Environment). The plant should be under construction by the spring of 2006.



Water/Wastewater – The maintenance of the water towers has been contracted to Utility Services, Inc. This contract is being paid for by leases to cell phone companies on the towers.

The wastewater treatment plant and wells have been contracted to Southern Maryland Water and Wastewater Services, Inc. They were initially contracted to MES. This arrangement proved unsatisfactory and the present contract is with the Elder's who previously worked for the town.



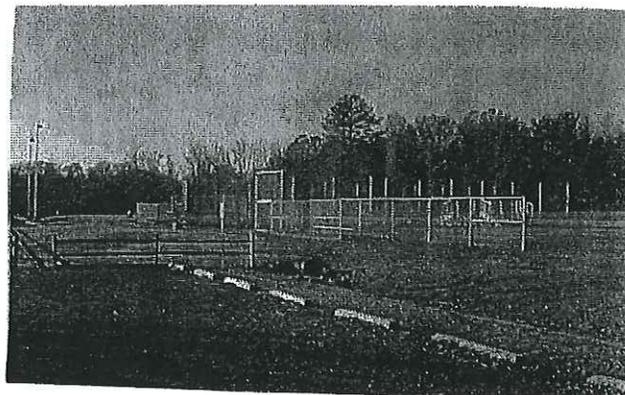
Parks – The Charlie Wright complex has been completed after years of delay. It is providing multiple ball fields and parking to the town. It will be usable in the spring of 2006.

The town has also obtained River Watch Park which is a passive nature park but which will include the aforementioned boardwalk.

As part of the development of Riverwatch Commons a new park will be constructed around the new water tank or tower 2. It should be completed by 2007.

The town is also in the process of upgrading the equipment in all of the town's parks.

Streets/Sidewalks – The town has basically completed a five year plan to repave all of the streets. A number of speed humps have also been constructed.



**Indian Head Division
Naval District Washington
West Region**

Potomac River

**Future Riverfront
Park Area**

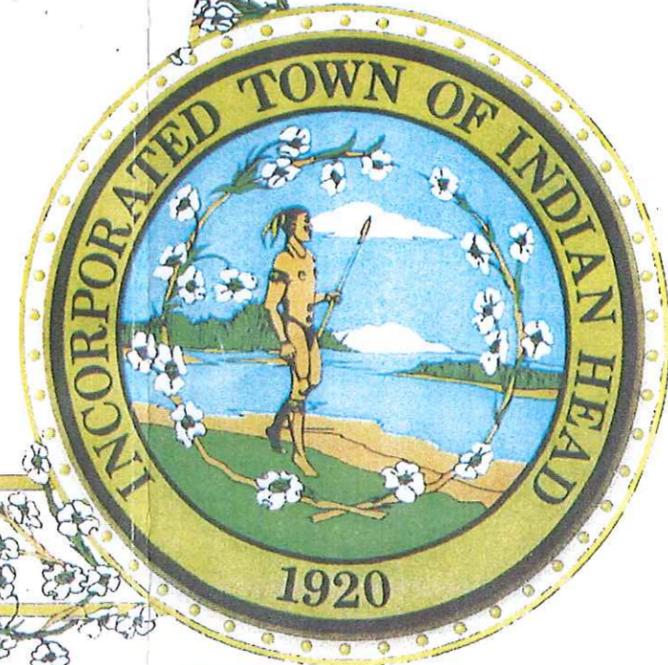
**Village Green
Parcel**

Indian Head Highway

**Diffenbach
Court parcel**

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CONCEPTS FOR THE TOWN OF INDIAN HEAD

Street maintenance is an ongoing issue. There are already some streets that need repaving or reconstruction. The number needing repaving on a cyclical basis should decrease slightly allowing some funds to be diverted on a regular basis towards town sidewalks.

A sidewalk funding program is included in the capital budget. All new development should be required to install sidewalks even down to single houses.

Streetlights – Streetlights have been installed in River Watch. They have been approved for Villages of Potomac at Indian Head and will be included as part of River Watch Commons. They are also planned for Woodland Village.

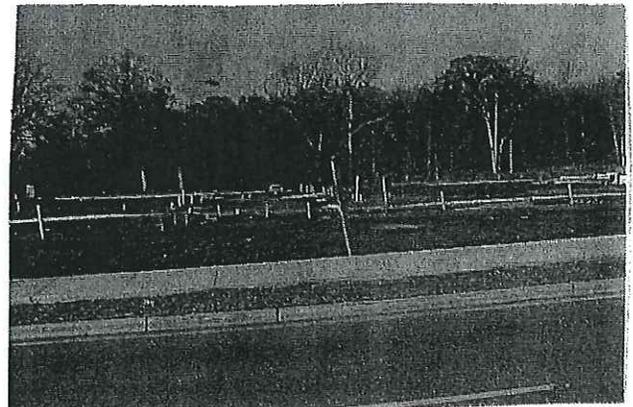
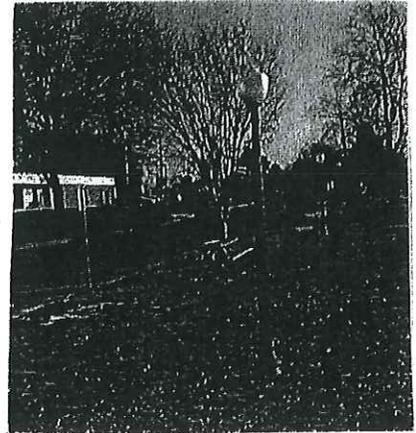
There are issues with SMECO but future street lights should be of the ornamental type on the Village Green with sodium vapor lights. A street lighting plan should be part of the sidewalk plan.

River Watch – All 78 of the houses in River Watch are complete or under construction. All work in this project should be complete by the spring of 2006. This project should immediately add about 30 million dollars to the towns' assessable base.

The trail to the river, the stormwater ponds, the south ravine and all other improvements should be completed by the spring of 2006.

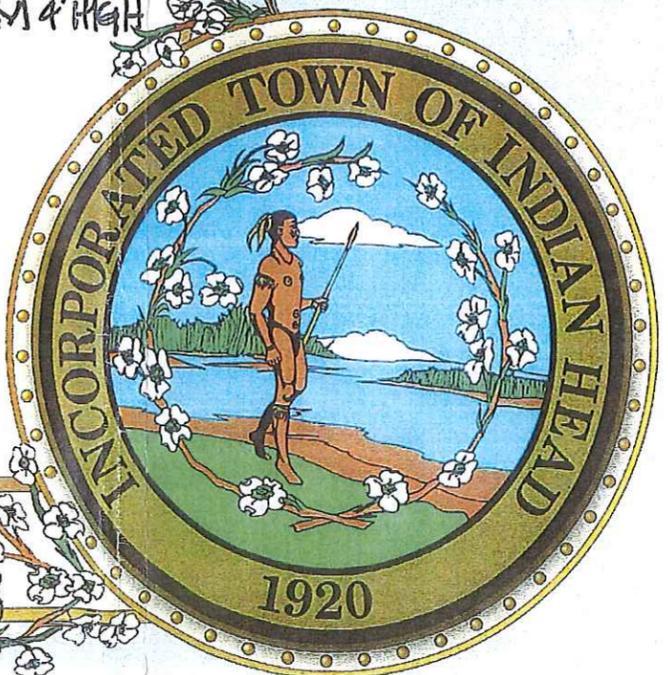
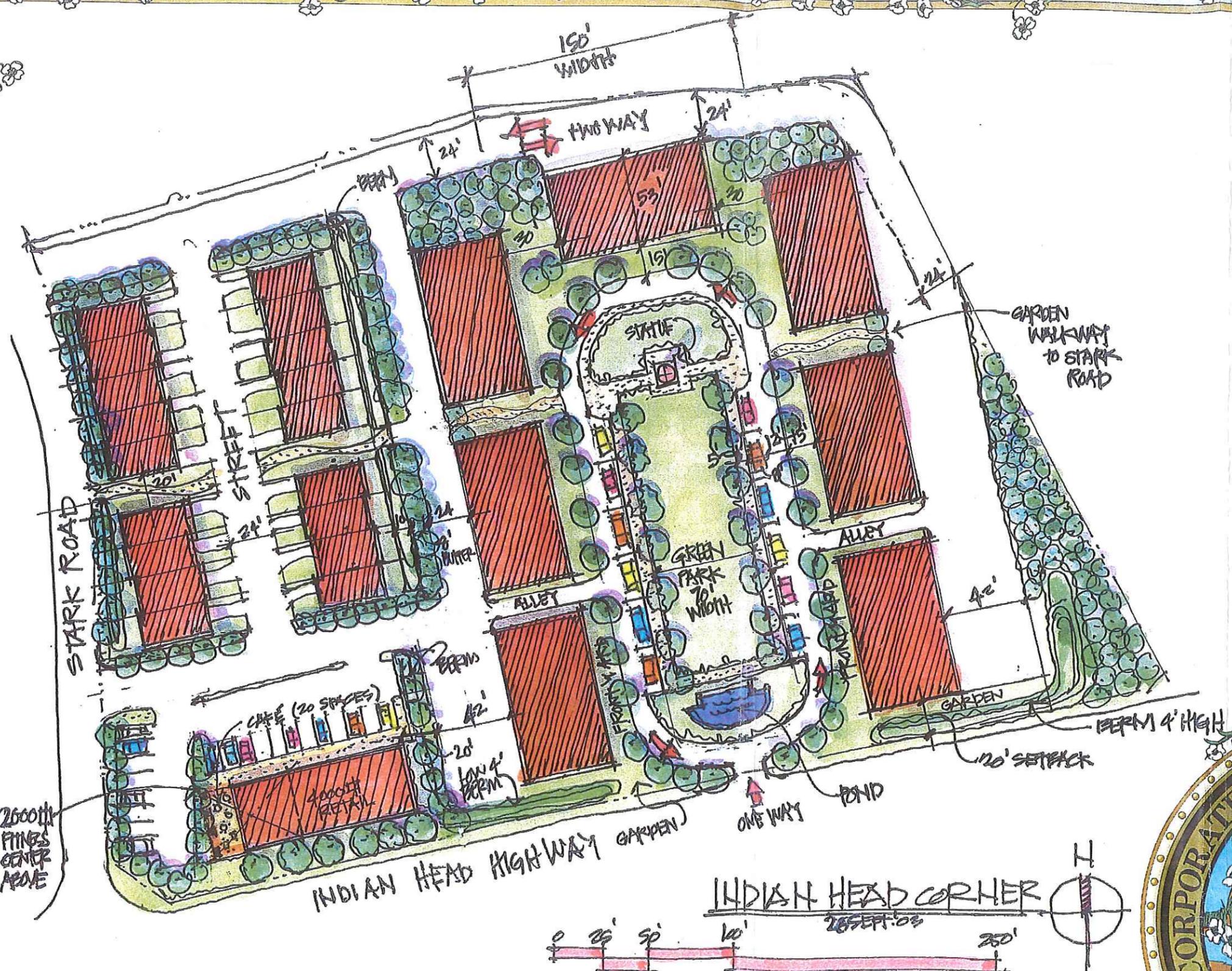
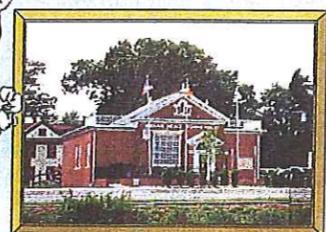
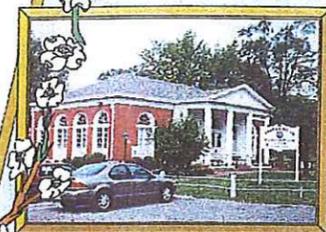
Villages of Potomac at Indian Head – The site work is finished and the first units are under construction. Nearly half of the 76 units have been sold. It is projected that this project will be completed by the spring of 2007. We were able to get the state to waive paying for the land.

River Watch Commons – This is a 70 unit development in the new water tower site. Site clearing will begin at the latest in early 2006. Access will be off of River Watch Boulevard.



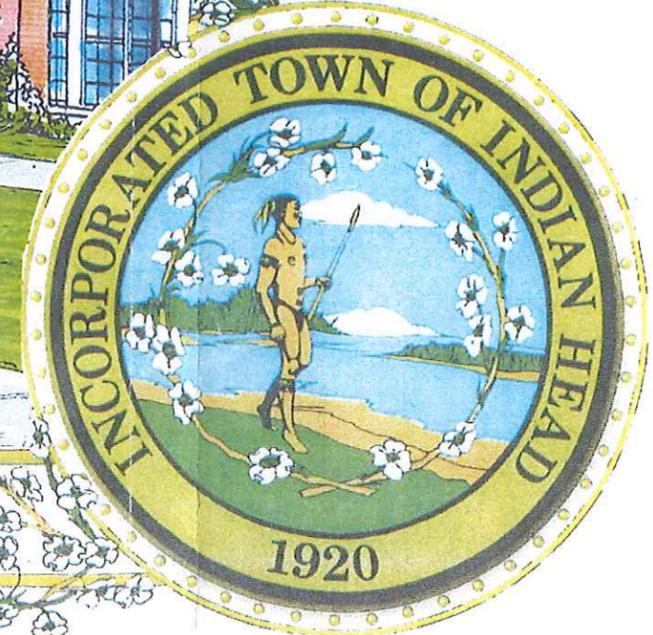
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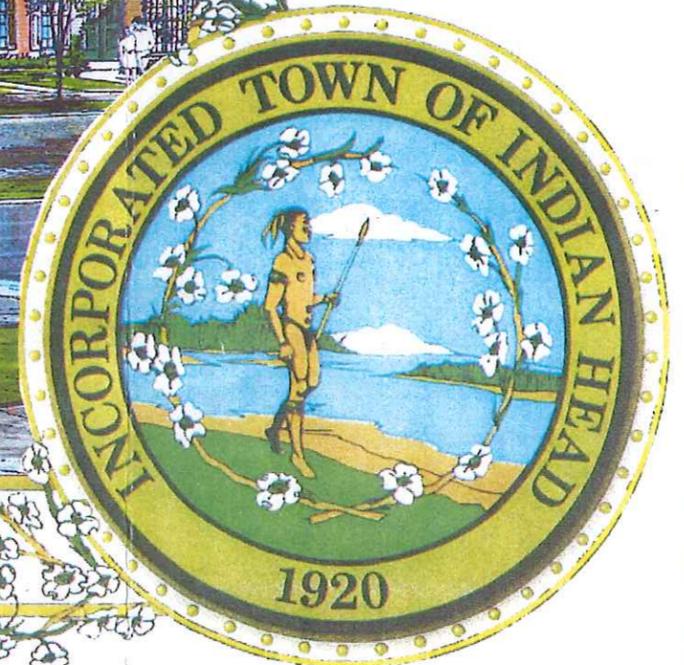
CONCEPTS FOR THE TOWN OF INDIAN HEAD

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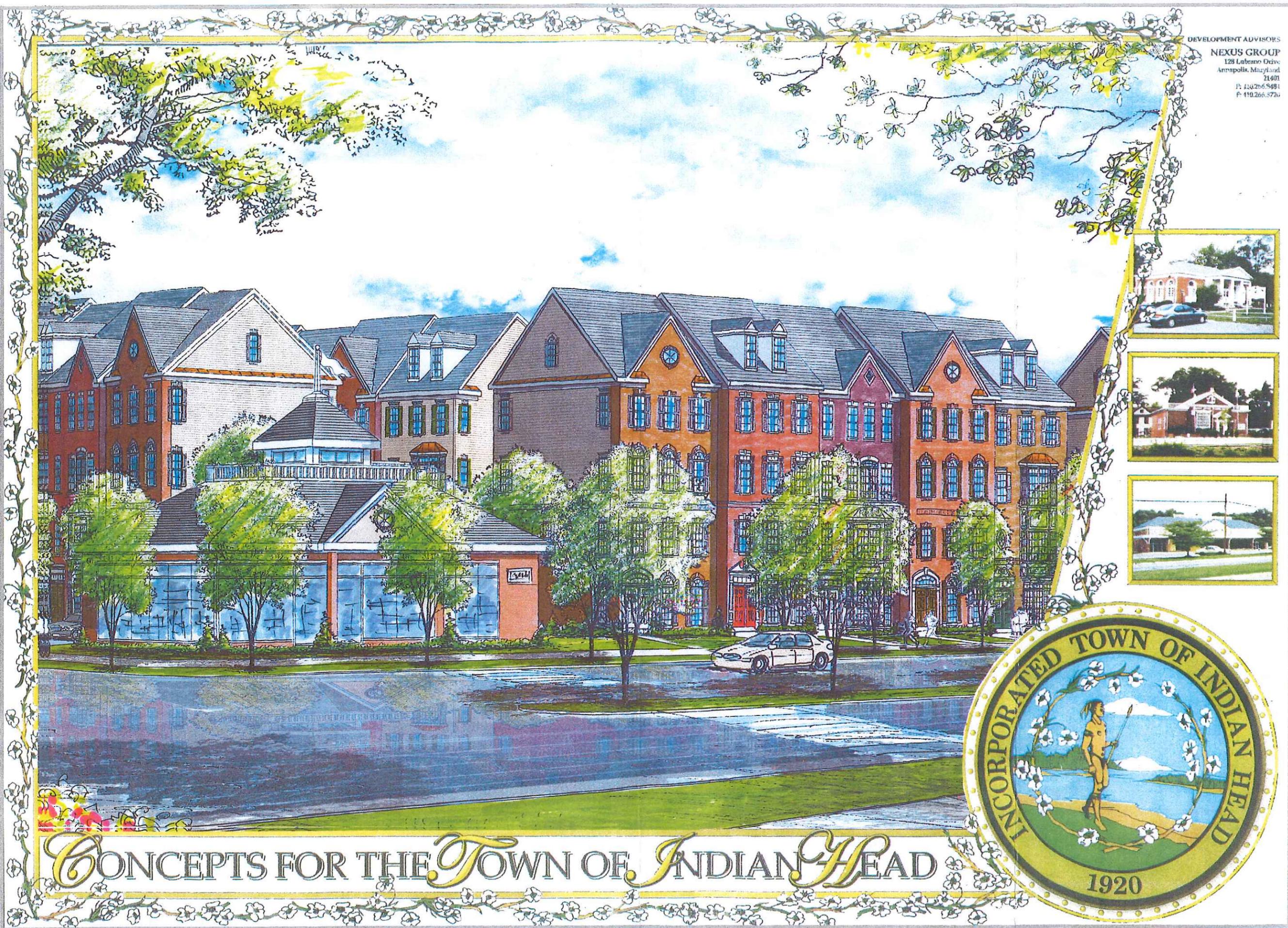


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CONCEPTS FOR THE TOWN OF INDIAN HEAD



The water tower park will be constructed as part of this project. Estimated completion would be the end of 2007.

Henderson Property – This is planned for give or take 100 high end, river view, condo units. Plans are being developed. Estimated time for the beginning of the project would be mid to late 2006.

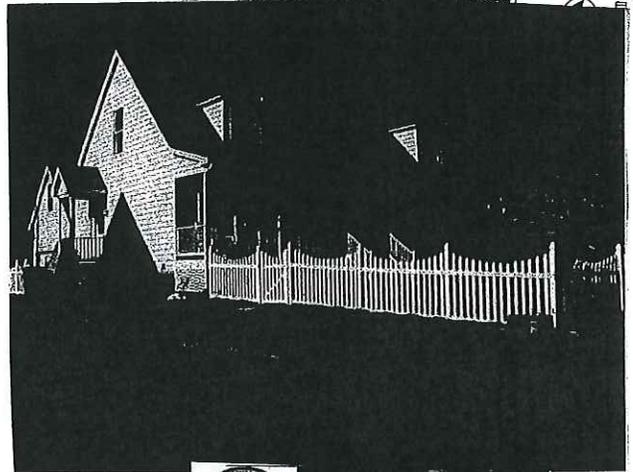
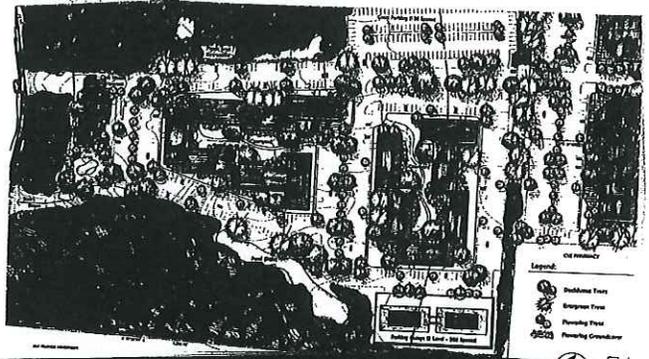
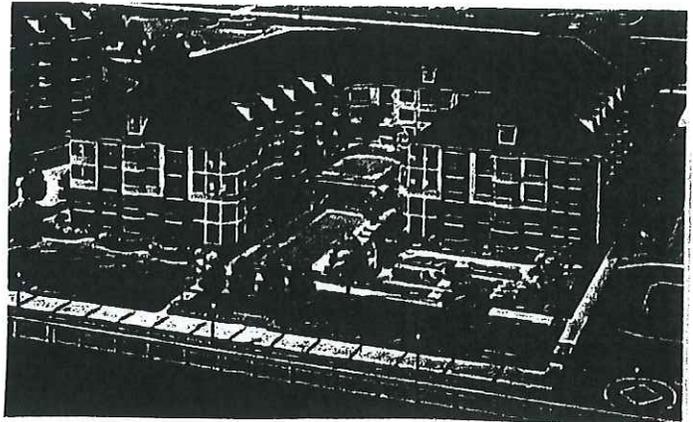
Robinson Terminal Property – Discussion and negotiations relating to this property have been ongoing for several years. The property would probably contain a warehouse facility, 250 to 300 condo units and additional commercial space on Indian Head Highway. There is no estimated beginning time on this project.

Strauss Avenue – A total redevelopment plan has been completed for the western part of Strauss Avenue. Approximately forty single family units have already been approved. The figure could easily approach one hundred. Plans are being developed for storm water run off, street connection, sidewalks and street lights.

Knotts Subdivision – This is an area where some redevelopment can occur. Eleven waterfront lots have been approved. Additionally five other subdivision lots have been approved. There is the potential for about ten more. Seventh Street could possibly develop in the future and there is interest in portions of it presently.

Sixth Street is being widened as each new home is built on it. At some point the town may need to complete it and repave it.

Communications – A quarterly newsletter has been started. It is nearly self supporting with advertising. It has been well received. We also started a twice a month radio show each Thursday at 10:00am and replayed Sunday at 11:00am. It is on AM 930. In addition we were able to get radio communication for our employees. We have done minor upgrades to our webpage.



CALENDAR OF EVENTS

Town Meeting
1st Monday every month
@ 7:30 p.m. Village Green Pavilion

Tel: 410-326-8100. For two Fridays each month on Channel 12 following the meeting.

Talk of the Town
Radio Show
Every 1st, 3rd, and 5th (as approved) Thursday of the month @ 10:00 a.m. on WYOB Station

10:00 AM
Recreation Committee Meeting
Thursday's show at 11:00 a.m.

Community Action Committee (CAC)
Meeting at 11:30 a.m.
(1st Community Action Office) 2nd Tuesday every month

After Hours
Open House
Open House
Open House
Open House

Event continued Page 11

NEW DEVELOPMENT

The Planning Commission had one of its regular meetings and in Henderson, Henderson Village was approved for the Old School Site (Picture on page 4). It will consist of 14 double-stacked condominiums and a commercial space on the corner of East and Indian Head Highway. The buildings facing Indian Head Highway and East will have 100 percent brick front.

Also approved at the meeting were two site plans on Strauss Avenue for the South Street and Oak Street. These will all be single family homes. A plan for the redevelopment of Strauss Avenue from South Poplar Avenue to the edge of Town is being developed. It will serve as a guideline for the redevelopment of property in the area. It appears that 100 Year Yards may be sold out by Spring. The Water Tower Site is being planning for additional loading and a playground.

OTHER HAPPENINGS

Final approval is expected any day for Woodland Village so the project can be bid. Moons surveys are being completed and we request that anyone who has not returned their survey do so. A grant has been applied for to renovate Woodland Village Park and additional grants will be submitted in the future to make with the arena, library and playground.

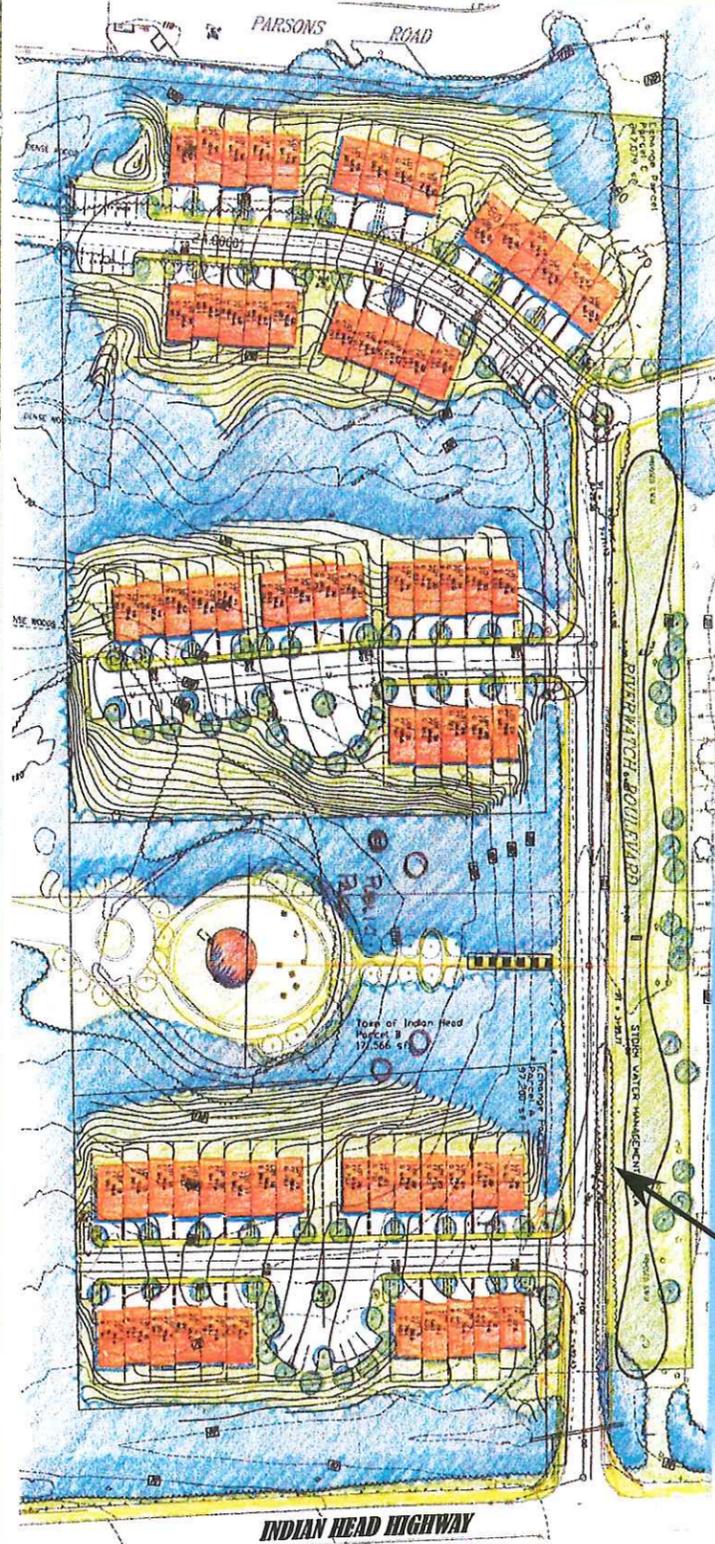
Final approval to put Identity Park out for bids should be coming shortly. Bidding improvements, a two way bus ramp, parking areas and steps and a wall should be part of this bid. Additional funds are being sought to complete the park.

The Town has submitted a proposal and made a presentation to the State to be eligible to be designated a "Trolley Plaza" as part of the Governor's new program. We are one of ten stations and hope to be one of the three in five towns selected.

Shoreline studies are in progress on the Potomac in order to prove to the State a large portion necessary for this project and will be making right-of-way for the trail. Enclosed document delivers—river bank have been secured and additional grant funds will be sought.

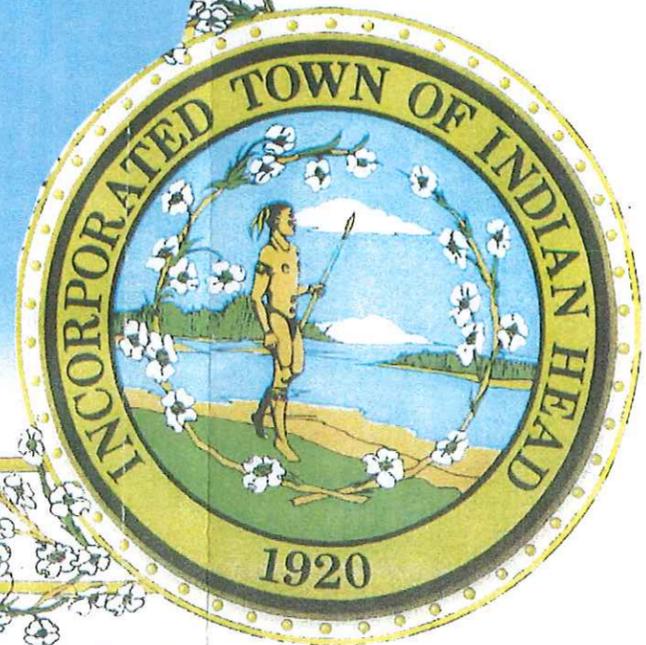
The Town hopes to hold another Community Identity Day in the near future to update citizens on the progress since the last Community Identity Day and to facilitate new ideas for the Town. The Town Message will update the Five-Year Plan at the meeting.

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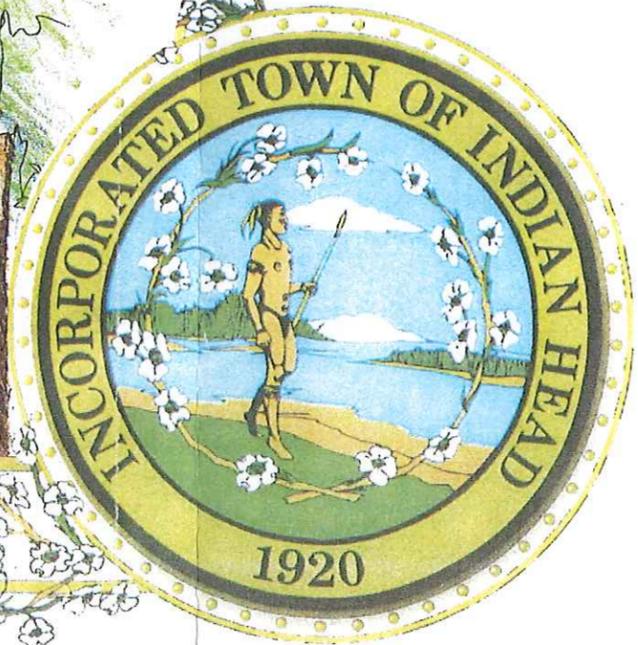
View from Indian Head Highway

Site Plan



CONCEPTS FOR THE TOWN OF INDIAN HEAD

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CONCEPTS FOR THE TOWN OF INDIAN HEAD

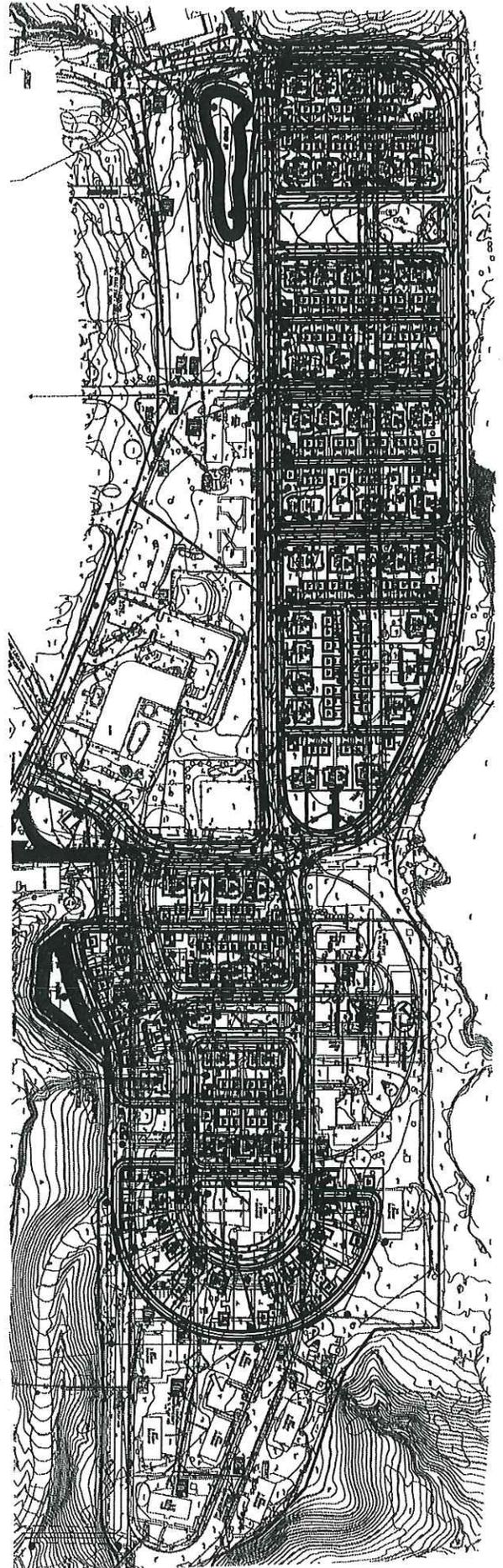
Town Center – This was delayed because of BRAC. Now that BRAC is behind us we are requesting Congressman Hoyer to assist in getting the restriction removed from the property so that the town center can be developed.

Grocery Store – We contacted every grocery chain and independent that we knew of who might develop in this area. The only possible hope at this time is Food Lion.

Grocery chains are concerned with the number of roof tops in the area. We are approaching the required number for Food Lions smaller stores. The town will continue to pursue this. In order to obtain an independent grocery store, we may need to allow the limited sale of beer and wine. The town will also pursue this possibility.

Cook Inlet Property – The Eskimo tribe that owns this property and the agents that represent them refuse to entertain any serious talk with the town relating to this property. They have also refused discussions with developers. The town must persist in these discussions until progress is made.

Military Housing – The base is going to tear down the existing apartments and reconstruct base housing. There will be 136 new units built as part of a public-private partnership for principally marine housing. The area will be fenced off from the base and will be incorporated into the town. It will have a secure entrance. The housing will be attractive and upgraded from existing military housing.

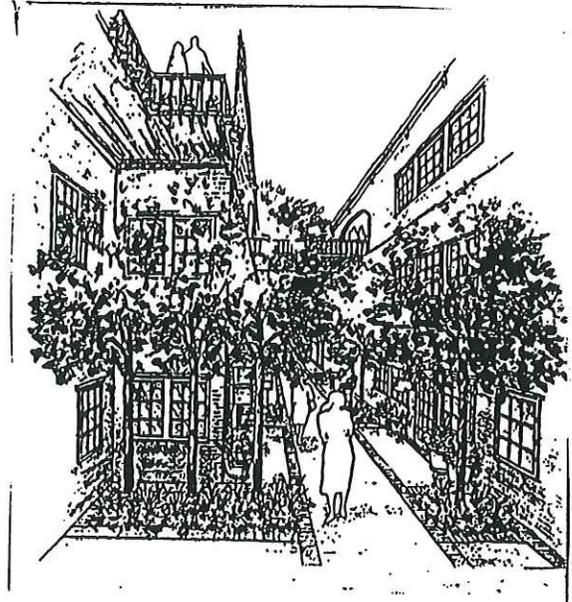


A Picture of the Town

Major Features of the Downtown Plan

1. Enhanced Landscaping

Indian Head Highway (Rt. 210) from the town limit to the base should be landscaped with trees, shrubs, grasses, flowers and enhanced lighting. When you arrive at the town entrance, you should be struck by the thought that "I am some place special." Landscaping should emphasize that we are a waterfront town.

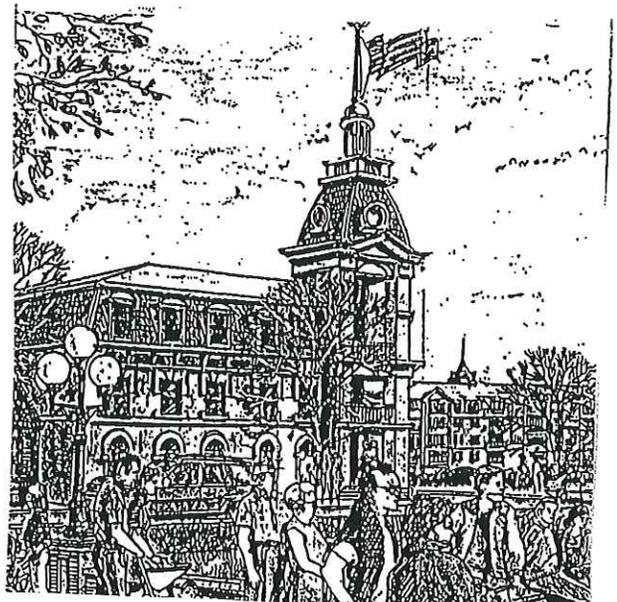


2. More Civic and Government Facilities

Town facilities should be expanded as needed. The county, state and federal government should be requested to consider opportunities to locate satellite offices here.

3. Mixed Use (Traditional) Town Center

Additional office and residential space should be developed in a mixed use pattern in the downtown and surrounding areas. Retail shops should be recruited that meet the needs of residents and that also attract tourists and county residents from outside the town borders. The design should be neotraditional. A bright lively town center will be the catalyst for larger development opportunities. We should retain a small town feel with low rise buildings.



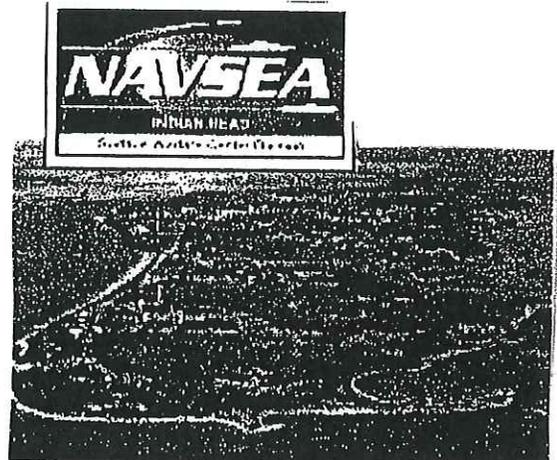
4. More Residential

There is a need for upscale residential housing in Indian Head. There is an additional need for elderly housing and housing for singles and working families, teachers, nurses, police and firemen. This can be provided in the town center and along Rt. 210 between the highway and the river.



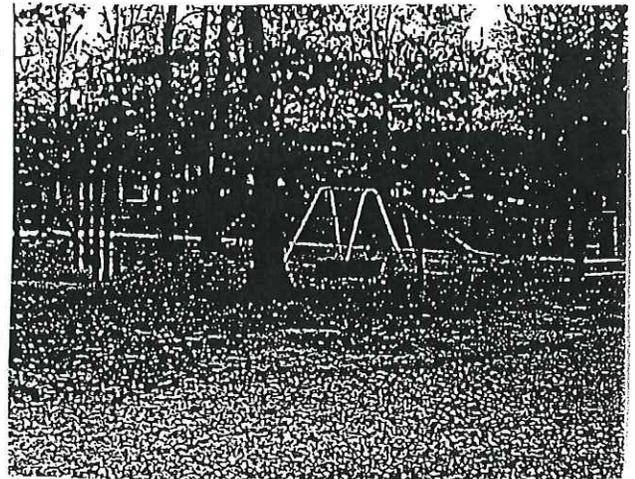
5. Base Connections

The Naval Surface Warfare Center and the town are inseparable. The town would not have existed without the base. Ensuring that they are mutually beneficial is of utmost importance. It is important that the town provide services and opportunities for the military and civilian employees of the base. Every effort should be made by both parties to enhance the other.



6. More and Better Use of Open Space

Waterfront access on both the Mattawoman and the Potomac needs to be expanded. Recreational opportunities for all of Indian Head citizens, particularly the youth and senior activities need to be expanded. Fishing, boating, hiking and other natural outdoor activities can be broadened and become centerpieces of attraction for Indian Head. The waterfront connection will stimulate major economic development and provide bountiful recreational opportunities.



7. Creating a Downtown

It is essential that a downtown be created in Indian Head. The Village Green can serve as the focal point of that downtown featuring retail, office, residential, recreational and cultural opportunities. It can be developed in a manner that makes it the centerpiece of activity in western Charles County. The existing areas along Rt. 210 and Potomac Street to Pye Street should be an extension of and mutually supportive with the new town center.



8. Cultural Arts Center

The old public works building can serve as a focal point for arts in western Charles County. A "Black Box" theater, office for an arts organization, art classes and an art gallery could all be accommodated in this building. The Black Box Theater is now operating. Soon art classes should be available on the second floor.

Other older buildings and the new "town center" present opportunities for movie theaters, art stores, antique shops and a museum. These could be major attractions for the town.



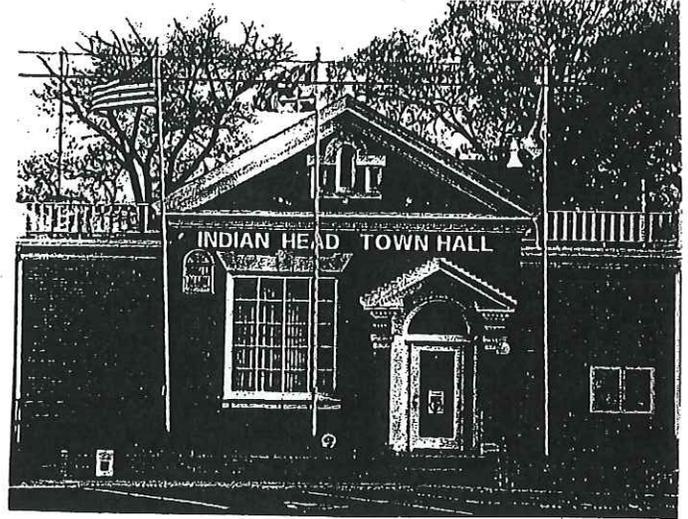
“The focus of this plan is to create a real downtown.”



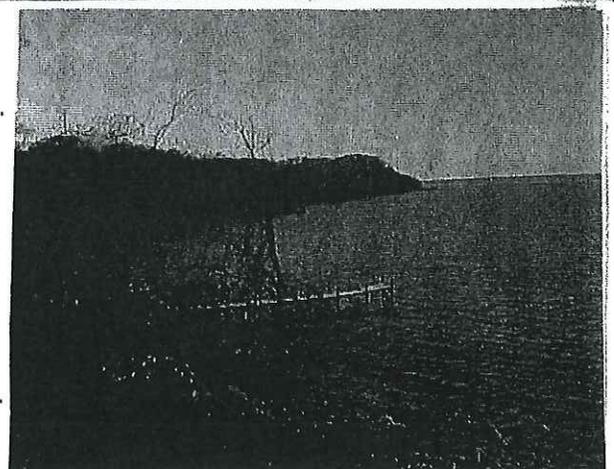
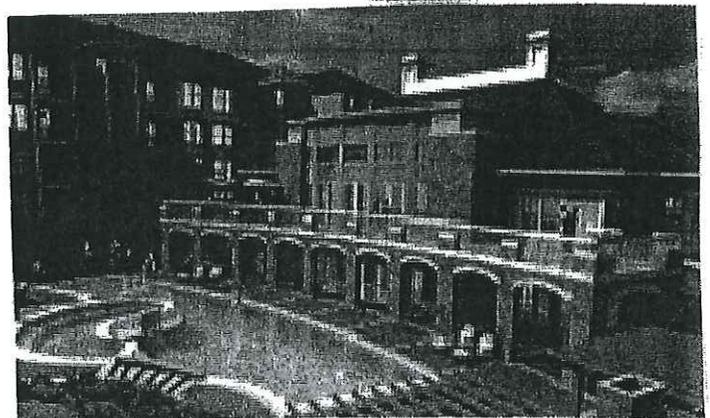
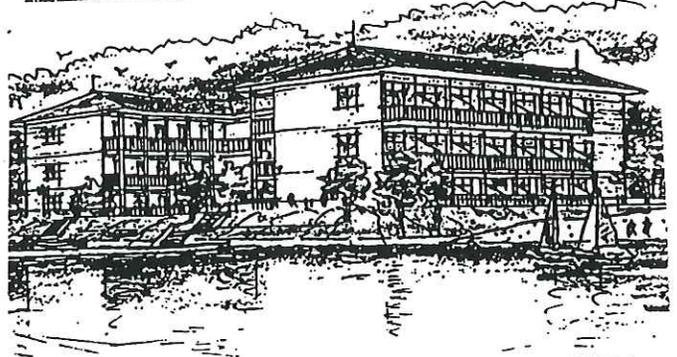
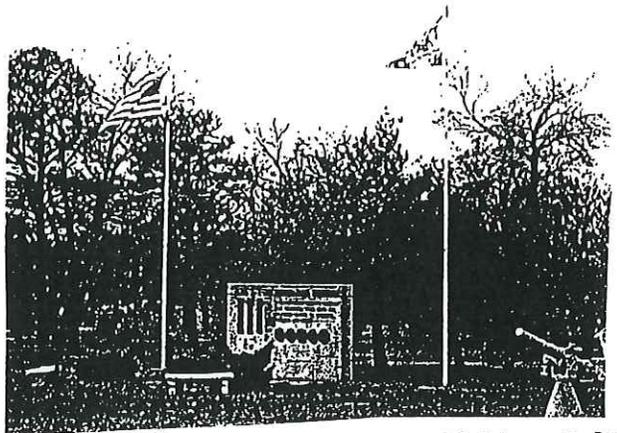
Key Concepts of the Plan

The key concept of the plan is to develop a new town center and to upgrade and enhance the existing structures between the base and Potomac Street on Indian Head Highway. This new town center will include:

- A relocated Police-Community Activities complex as part of the Pavilion.
- A smaller but enhanced Village Green anchored on the east and west by the Senior Center and the Indian Head Elementary School.
- Senior housing on the base side of the Pavilion and directly across the Village Green. Both facing each other and adjacent to the present senior center.
- New office development on the school side of the Pavilion with parking in the rear.
- New office development on Indian Head Highway between the Post Office and the central entrance to the Village Green and from the other side of the entrance to the VFW memorial.
- New shops and restaurants facing each other and the park entranceway from Indian Head Highway to the Village Green Center and facing Mildred Rice Road.
- Two or three story buildings with store fronts and designed in a small town "historic" theme.
- Office, classroom and residential space on the second and third floors.
- Consideration of live work units with work space on the first floor and living quarters on upper floors.



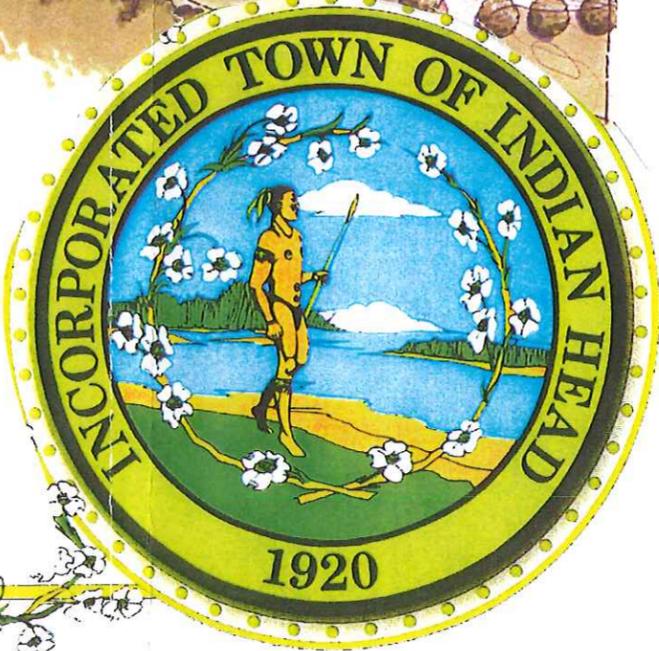
- Apartment rentals for young professionals, police, firemen, teachers, nurses and scientists.
- Relocation of the “VFW” and “Firemen” monuments to the central green to create a center plaza and to promote their visibility.
- Street level retail, restaurants, movie theaters and museum space.
- Parking in interior blocks, behind commercial buildings and on Charlie Wright Complex. New city lot behind present public works building.
- Roundabouts at Indian Head Highway and Lackey Drive and at the entrance of the Robinson Terminal property.
- Development of the Cook Inlet, Henderson and Robinson Terminal properties.
- Hotel Conference Center.
- Completion of Mattingly Park.
- Building of the Boardwalk Promenade.
- Landscaping and redevelopment at Rt. 210 from the town entrance to the base.
- Redevelopment of the western end of Strauss Avenue.
- Redevelopment of the commercial areas of Rt. 210 to create a more attractive, walk able and usable area.

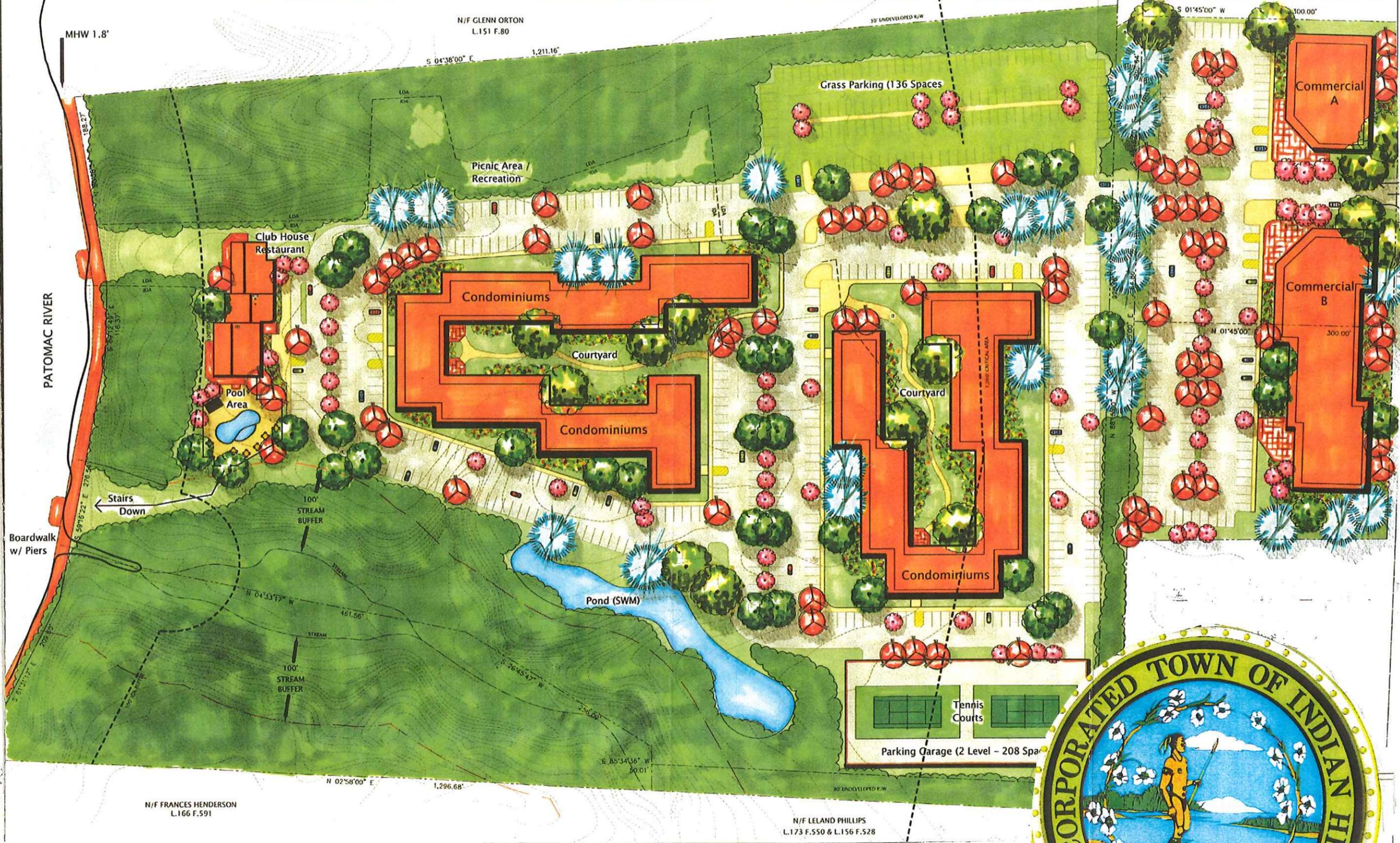




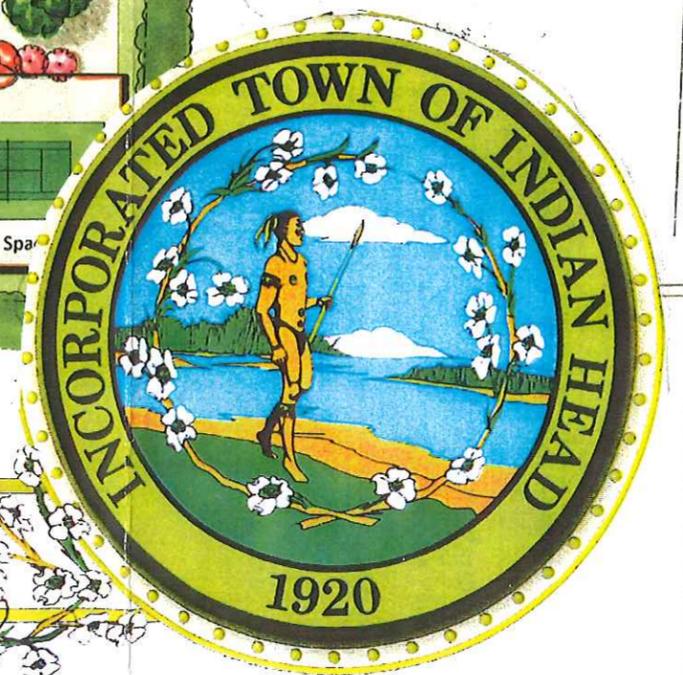
TABULATION:

UNITS	PARKING
A - 12 PER FLOOR X 5 FLOORS = 60 UNITS	99 SPOTS 15 LEVEL
B - 10 PER FLOOR X 5 FLOORS = 50 UNITS	50 SPOTS 15 LEVEL
OFFICE = 8 UNITS	113 SPOTS 15 LEVEL
C - TOWNHOMES = 22 UNITS	44 GARAGE + 44 DRIVEWAY
TOTAL	172 UNITS 167 PARKING / 244 REQUIRED





CONCEPTS FOR THE TOWN OF INDIAN HEAD



Summary

Downtown Indian Head and the surrounding areas bordered by the Potomac River, Mattawoman Creek and the Naval Surface Warfare Center provide unique opportunities for growth and for the development of a town center. The Village Green affords the opportunity for shops, museums, office, arts and entertainment and a restaurant surrounding a beautiful town square park.

The Naval Base, the town history focusing on the Native American beginnings and the water frontage on both sides of the town provide the opportunity to make Indian Head a destination. A beautiful small town, walkable, with water based activities, shopping, dining and cultural activities.

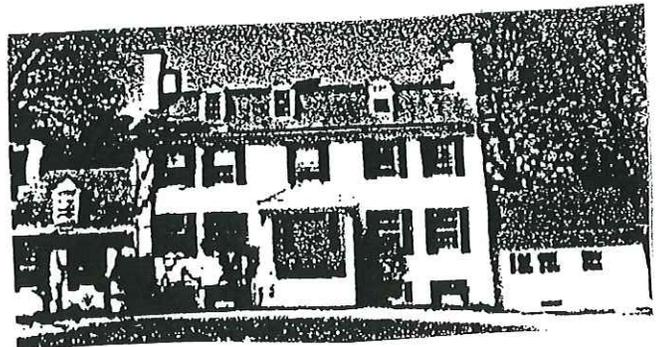
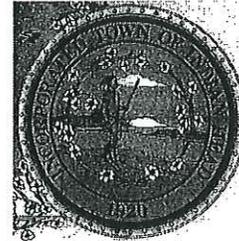
Other than a few individuals, initial public sentiment evidenced little faith in the town's future. There seemed to be little consensus or faith in a direction for the town or that projects would actually be implemented. The Mayor and Council and the majority of the participants in Community Identity Day did not accept that sentiment and started the process for a "new day: and "New Horizons" for Indian Head.

Mt. Aventine – Its Future

A hotel-conference center in harmony with nature. Mt. Aventine symbolizes the tradition of change. Part of a land grant in 1693, the property was not developed until 1751. In the mid-eighteen hundreds, various sections of the house were built including the two story addition with the existing center hall design.

Stables, barns and other out buildings also still exist affording the opportunity for unique guest rooms away from the main house. An excellent site for an environmentally designed hotel-conference center only twenty miles from Washington, D.C. reachable by road or by boat.

A great opportunity for those get away from it all conferences where work, relaxation and the enjoyment of nature merge.



Chapman's Landing

Miles of waterfront along the Potomac are protected forever as are the forests and wildlife of this two thousand plus acres. Yet within this natural landscape lies the possibility of developing a few corporate headquarters that blend with nature. Just as the Chesapeake Bay Foundation chose to build on the water symbolizing its marriage to the Bay there are many clean environmentally sensitive organizations that could locate on the Potomac in just as compatible a manner.

These companies would be built out of the critical area, out of the view shed of Mount Vernon and yet enjoy the beauty of the river. They would further serve as protectors of Chapman's Landing by being there and watching to see that the land is properly utilized. They would also provide jobs and add a tax base to an area that very much needs both. As Indian Head and the surrounding area experiences truly "Smart Growth," local services and jobs would be available eliminating thousands of car trips and the air pollution created by those trips.

The environment and the economy can both benefit by very selective development creating a balance that serves everyone.

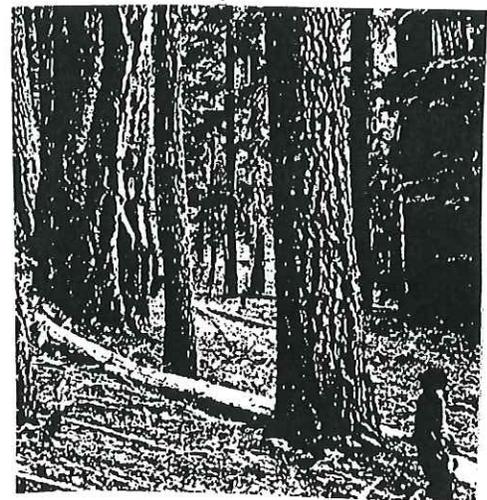
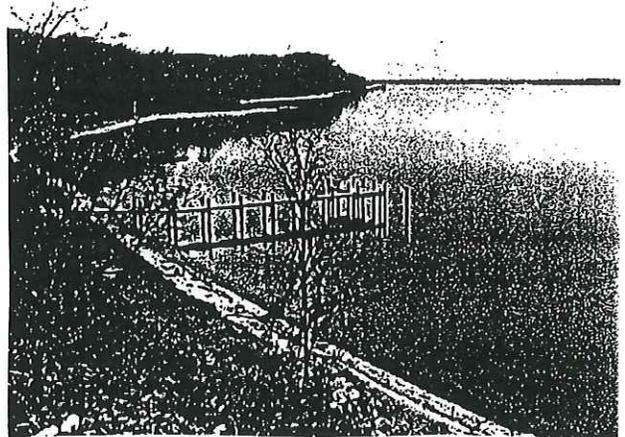
Village Green – Town Center

Unique centerpiece for continued growth and enjoyment.

Significant outdoor pedestrian spaces for recreation, gathering and special events within this existing environment.

Creating a new vitality as a place to live, shop and work.

The waterfront connection will stimulate major economic development.

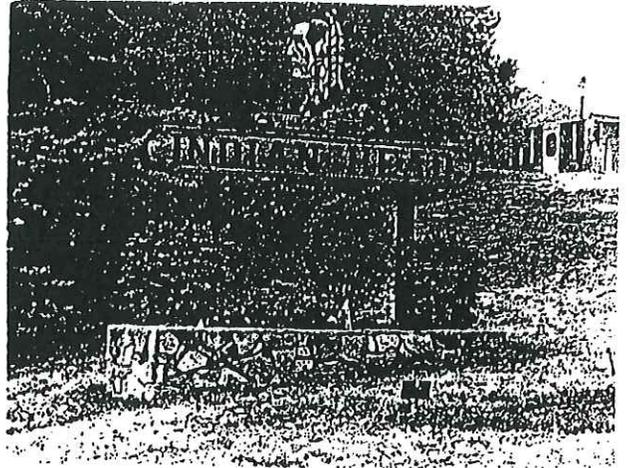


A bright lively town center will be the catalyst for larger development opportunities.

Small town feel with low-rise buildings (two to three story) buildings.

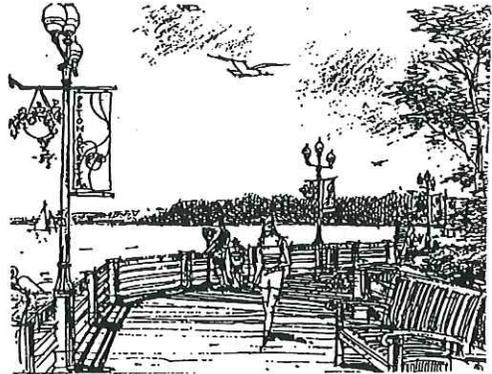
Celebrating the unique traditions of the Naval and Native American influences.

Preserving the fabric of the Village Green while encouraging economic development.



Boardwalk Promenade

Provide an attractive well designed boardwalk along the Potomac will greatly enhance Indian Head's efforts to become a destination point. It should, at a minimum, stretch about a half a mile. It should accommodate several fishing piers, opportunities for strolling or cycling, bird watching, boat watching and possibly a small marina and a drop off and pick up point for a water taxi. The emphasis will be on education, nature, fishing and water transportation, all of which will enhance the economic vitality of the Town and will also provide multiple public access points to the Potomac.



Mattingly Park – Slavin's

Development will proceed on this project to create opportunities for fishing boats, kayaks, canoes, pier fishing and nature walks. A kayak-canoe rental facility has been recently completed with provisions for a concession operation. Parking will be designed in an attractive and environmentally sensitive way.



DEVELOPMENT ADVISORS

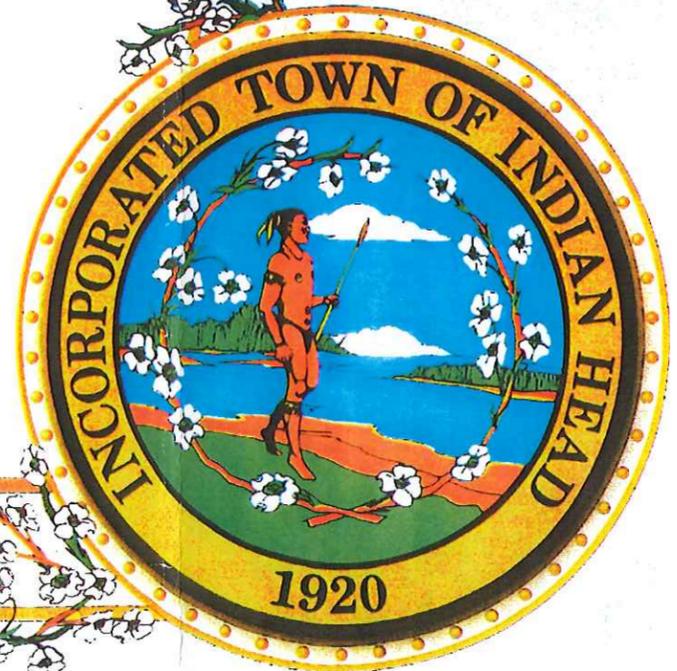
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CONCEPTS FOR THE TOWN OF INDIAN HEAD

Village Town Center



*So many times I walked by
there you sat so beautiful and demure*

BUILDING THE TOWN CENTER

As a result of the mixed use zoning adopted in 2004 and because the town owns the property the town of Indian Head has a unique opportunity to develop a new town center around the existing Village Green. This presents the opportunity for the town to not only create a “downtown” but to use it as an anchor for the redevelopment of all that property at the “top of the hill” along 210.

Some very unique features of the layout of the Village Green make it very adaptable for a town center while retaining the park character and function of the green as it has been used for the past several decades.

The town center developed at this site meets the broadest definitions of infill. The west end of the center is anchored by the Senior Center or old Post Office. The west end is anchored by the elementary school. The north side of the Village Green is anchored by the Village Green Pavilion. Facing south it centers on the fountain and the two walkways leading from 210.

Center Park: The center park area of the Green should remain intact as a park but with several added features. The fountain should remain as should the circular design of the walkways. The VFW monuments and the Firemen monument should be moved to this central area. An architect should be brought in to design the display of these monuments along with flag poles for the town, county, state and US Flags. This could become an attractive and well visited site to better memorialize veterans and firemen. The present sites do not attract many visitors.

An outdoor pavilion or amphitheater could be constructed at the east end of the park to be used for outdoor concert series, movies, children’s plays, civic and non profit events and many other uses.

At the west end of the park a small roofed pavilion for chess, checkers, dominoes, etc. could be constructed for seniors. A shuffleboard

court and other passive type activities could be planned around the use of the senior center and potential assisted living facilities to be built in the area.

Entering the Village Green Town Center: An attractive roundabout could be constructed at 210 and Lackey Drive. This would serve to both slow traffic as it approaches the Base and to direct it towards the town center. Those continuing to the Base would track around the circle and on into the Base.

The circle with high curbs for protection of the center space could be an attractive feature of the downtown and entrance to the Base and the Town Center. It would be a good location for the capsule from the old Lackey High School or for some other major feature possibly noting that the base is directly behind it.

The appropriate time for this roundabout to be constructed would be when the town center is built. It could be an amenity that is built by the developer as part of the planning and building of the town center.

Parking: There is ample opportunity to create as many as four hundred (400) parking spaces that could be used to support the town center and the park areas. New parking has been created as part of the new county park. In addition diagonal parking could be created along the north side of Walter Thomas Road and the south side of Mildred Rice Road. Parking could also be facilitated in parking lots behind and in the center of the town center development and along Dr. Mitchell Drive by the elementary school. In addition after 10:00 am parking could be allowed on Indian Head Highway (210) on the north lane going towards the Base.

Uses: The site to the east of the pavilion would be perfect for assisted living. It would be adjacent to the pavilion and to the Senior Center. It would be near the Post Office and the park

area in front of it could be developed for uses for seniors. It would also have bus service available and would be in walking distance to the professional offices and shops in the town center.

Very few assisted living facilities have these types of facilities and activities within walking distance so that residents can truly remain part of the community. Indian Head residents as they age could also choose to stay part of the community in which they lived most of their lives.

The eastern entrance of the pavilion could be closed in and used for expanded town offices and for the location of the community police officer or a town officer should the town choose to go that direction in the future. An entrance to the pavilion could remain there but the main entrance would be the front of the building.

The parking lot to the east of the pavilion could be developed as one or more office buildings to serve base contractors or other businesses we might attract to town. It would be beneficial to the town if we could persuade the county to locate a few government offices here.

On the south side of Mildred Rice Road there are a whole realty of uses that could be accommodated. Behind the Post Office facing Mildred Rice Road a second assisted living facility or some other form of senior housing could be built.

All along Mildred Rice Road and facing it could be two and three story buildings with shops, restaurants and professional offices on the first floor. They would stop at the sidewalk entrances and then face the sidewalk between Indian Head Highway and Mildred Rice Road. The park area between the sidewalks would be great for outdoor dining. The upper floors above all the shops and professional offices would be perfect for first class young professionals' condos or apartments.

The site at the corner of Lackey and 210 would be excellent for a two story museum. It could be a combination Navy Ordinance and Indian museum. A small 2 screen movie theatre could be built next to the museum that would be available for museum use in the daytime and as a movie theatre in the evenings. Each screen could be 75 to 100 seats and could feature independent, classic and foreign films that do not show anywhere else in Charles County. It would contribute to making Indian Head a destination point.

The shops facing the sidewalk area and rounding the corners on Mildred Rice Road would be ideal for coffee shops, restaurants, gift shops and other small retail establishments. The shops facing Indian Head Highway and on the eastern part of Mildred Rice Road would work well for doctors, lawyers, dentists, accountants and real estate type offices.

Architecture: The buildings should be built to have an old town feel. Two, three and possibly four stories should be required depending on the location and style. The fronts should all have brick, glass and wood. No aluminum siding should be permitted. The architectural style could vary giving it the feel of an already established town. Street lighting should be uniform to that being established for the town or similar to the light poles and fixtures already used near the Village Green Pavilion. It is recommended that the sidewalks be brick or concrete bricks with a concrete base so that they remain level for seniors and others. Require trees along the street fronts.

It is important that this town center be attractive, user friendly, safe, easy to access and unique.

Developer Participation: The development of the town center is definitely going to require partnerships. Indian Head has not in recent years been an attractive area for commercial

development. This will hopefully change as new higher price housing develops. It is still going to take some incentive for the Town to find a developer or developers to build at this location.

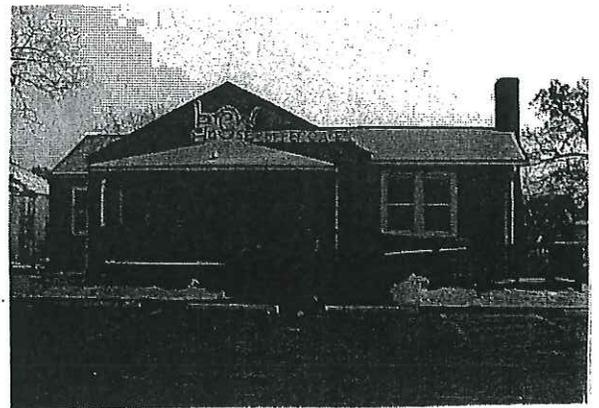
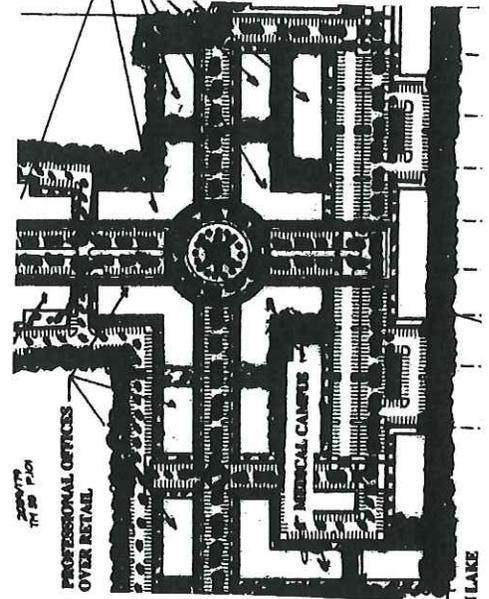
One possibility would be for the town to “trade” the property for a number of required or desirable amenities.

- Build the roundabout at Lackey and 210
- Build all of the necessary infrastructure to support the town center and existing buildings such as the senior center, pavilion and school
- Build the shell building for the museum
- Build the outdoor “pavilion” or “band shell”
- Build the shuffleboard courts and chess/checkers/dominos facility
- Do the brick walks
- Design and relocate the VFW and Firemans monument around the fountain

These would be reasonable trade offer for the land involved and town center would create an immediate increased tax base and would contribute to the water/sewer capital fund via the associated changes.

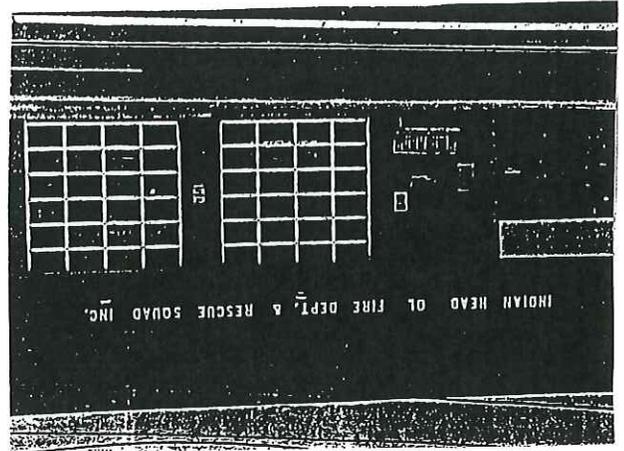
Adjacent Areas: An active town center would encourage development of nearby properties. The boarded up buildings outside of the Base gate should move before or concurrently with the development of the town center.

The townhouses in the next block facing Indian Head Highway could be converted to retail or commercial use or could remain residential. The next block east presently consists of five single family homes. This is an excellent block for total redevelopment. It would be desirable at some point to see the one story building next to the five house removed. It would be desirable for the five companies to have this property.



Indian Head Fire Company

This facility and the dedicated volunteers are vital to Indian Head. The Town should work with the Fire Company to meet their future needs to ensure the continuation of this very important safety service. It would be in the best interest of the town and the fire company if some assistance could be provided in acquiring the property immediately to the west of the fire station.

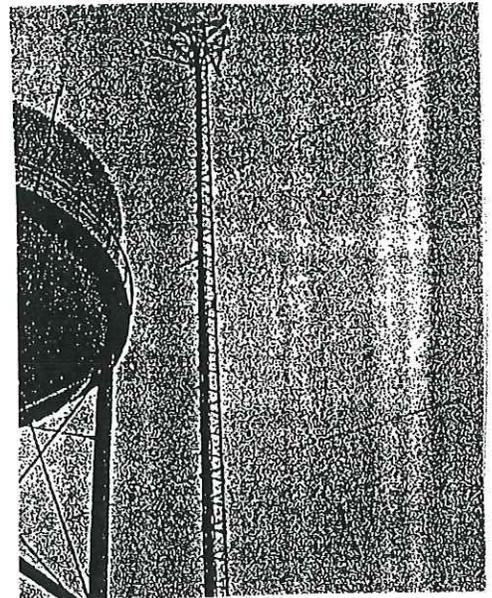


Communications

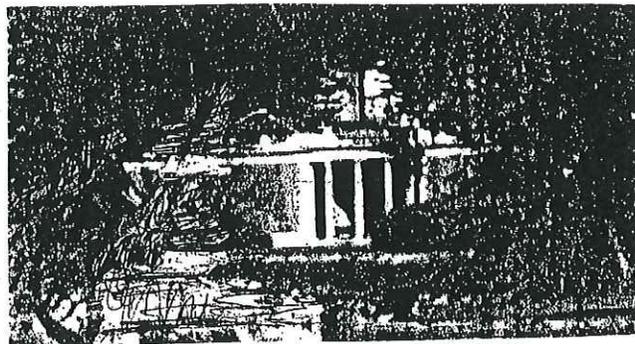
The Town needs to expand and regularly update its web page. This could become a more useful tool for the town and its citizens.

Museum

A two in one museum as part of the town center would be a real plus for the town and would add an additional feature to the town as a destination point. The first floor could be a Naval Museum featuring the history and activities at NAVSEA. The second floor could be a unified Algonquin Native American Museum featuring the history of the area and the origin of the area from which the town and the base were derived. The proposed veteran's museum could be part of a museum complex.



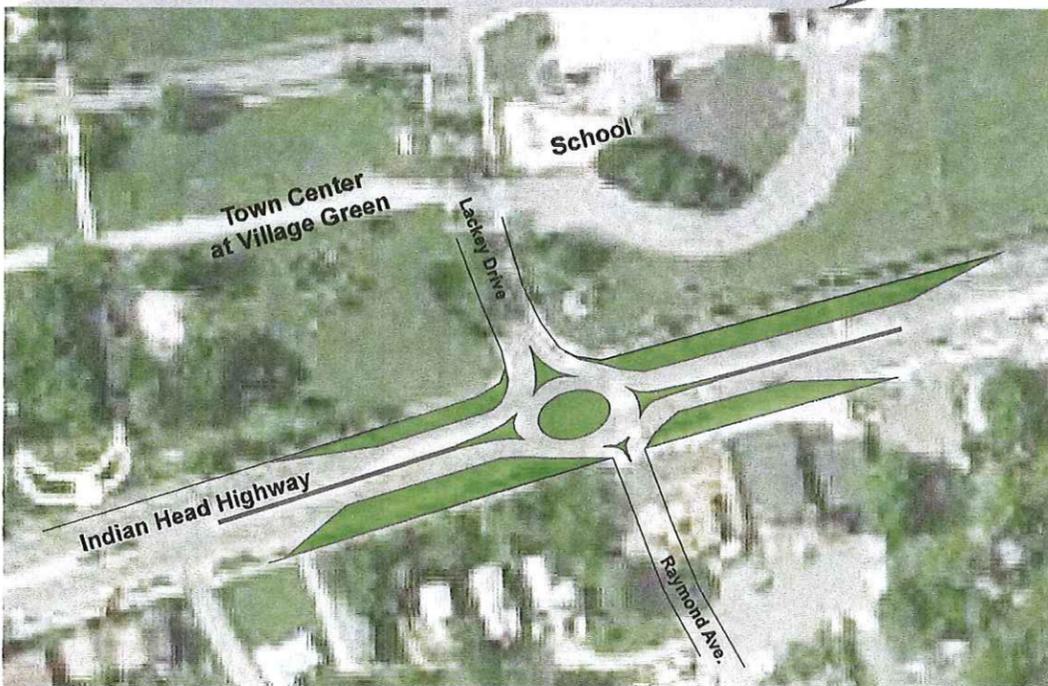
The generosity of a donor and participation by the state and federal government will be necessary to make this a reality.



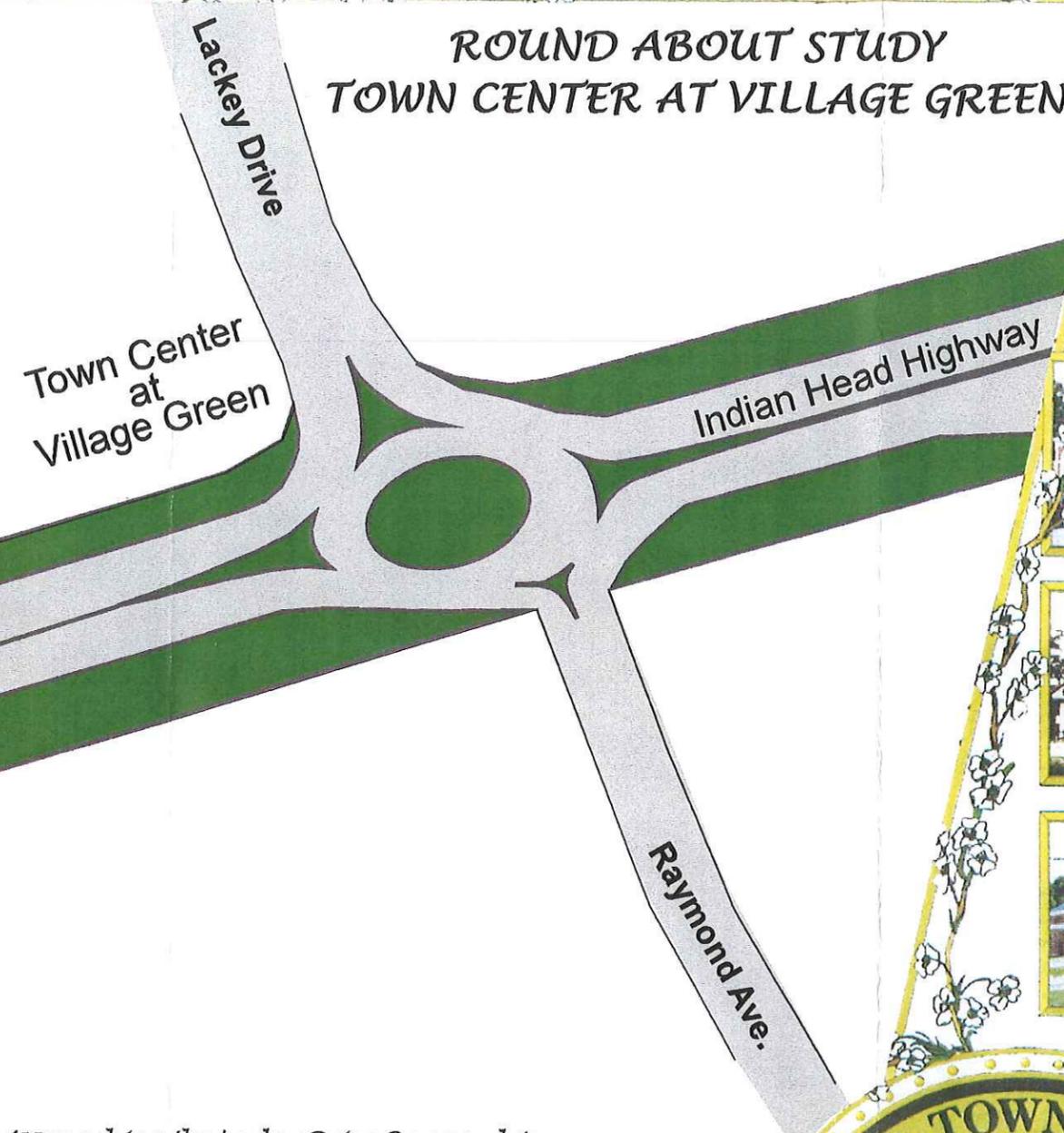
ROUND ABOUT STUDY TOWN CENTER AT VILLAGE GREEN



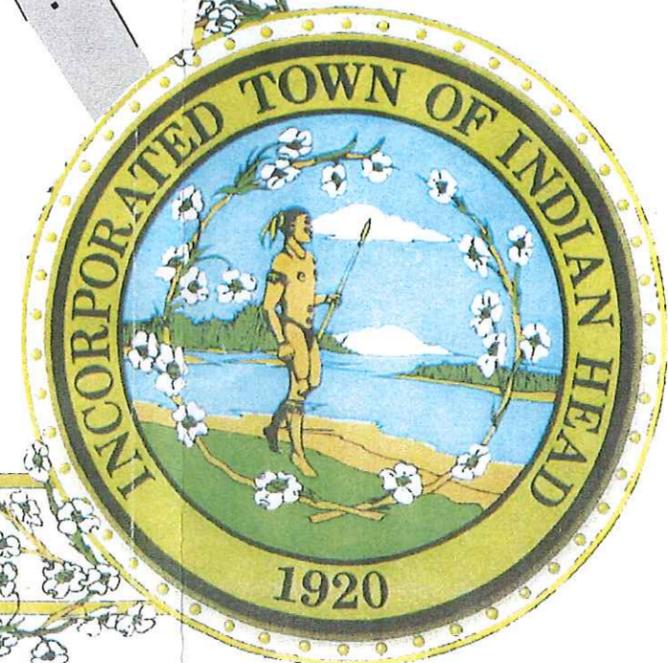
BEFORE



AFTER



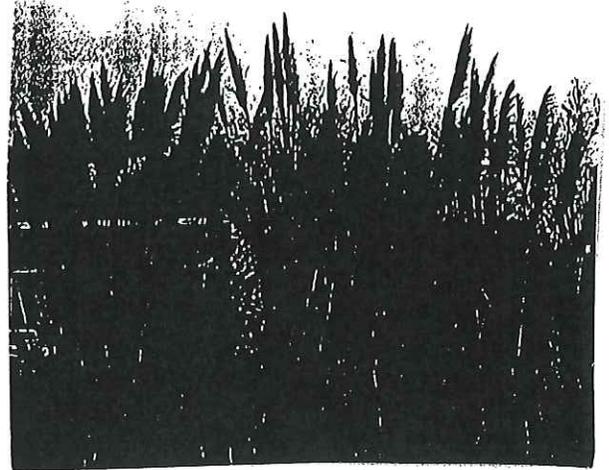
Approaching the Lackey Drive-Raymond Avenue intersection with Indian Head Highway, the Highway could be reduced in both directions from two lanes to one. This may allow adequate room to construct a round about within the existing right-of-way. This would permit the flow of traffic in and out of the Town Center without stops. Similar treatment may be suitable for the intersection of Indian Head Highway and River Lane (Robinson Terminal).



CONCEPTS FOR THE TOWN OF INDIAN HEAD

Landscaping – Design Guidelines

When coming down Indian Head Highway, one should instantly know they have reached “someplace special” upon entering the town limits of Indian Head. The landscaping should be well designed to make a statement that you are in a water oriented town. Natural grasses, trees, large rocks, driftwood and well designed and placed lighting could all contribute to this. Just as important are design guidelines for both existing and new building along the highway.



Senior Housing

Senior or assisted living housing on the town center would greatly enhance the town center but more importantly, would provide the availability of housing in Indian Head rather than having to move to another community. The site just to the west of the town Pavilion would be an excellent location for a assisted living complex of 50-75 units as would the area directly across from it. The site directly across the Village Green could accommodate an additional senior housing complex.



This location is adjacent to the Senior Center, is near the bus stop and post office, would be a short walk to shops and restaurants and would be surrounded by community and recreational activities. This location would virtually eliminate the need for an automobile without making the residents virtual prisoners to their housing. The proposed condo units on the Henderson Property and the Robinson Terminal property would also be excellent for seniors.

Arts and Entertainment

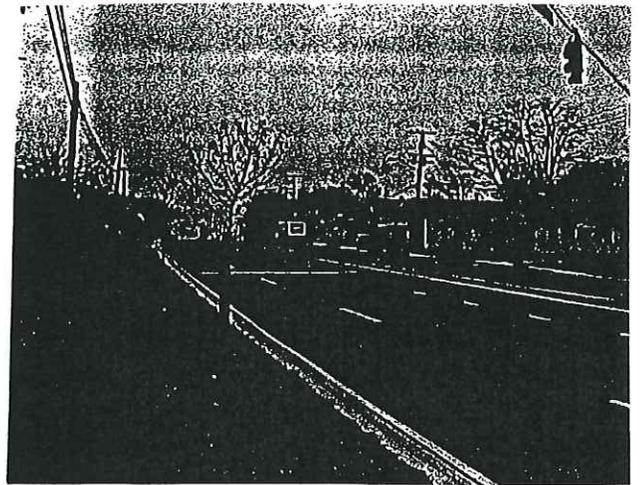
The "Black Box" theater has been a welcome addition to the town. This whole building complex could house a number of arts facilities that could become an attraction to all of Charles County. The upstairs for art classes and eventually the community affairs office could become a gallery space.

The town center could further house a museum, several small movie theaters, art shops and restaurants with entertainment. Charles County does not presently have an Arts and Entertainment District. Downtown Indian Head could become the home for these activities.



Undeveloped Properties on the Potomac Side of 210

The Henderson, Harran, Pervine, Robinson Terminal property, the Cook Inlet Property could be combined to create mixed use development that would provide several hundred new upscale housing units, office and retail space, as well as recreation amenities including access to the Potomac.



Storefront Rehabilitation Program

The Mayor and Council have implemented a storefront program to become an incentive for remodeling, painting, improved signage to make the buildings along Indian Head Highway more attractive. This is a matching program up to established limits and the availability of funds. It is working successfully and should be confirmed.

Recreation Complex

The Charlie Wright complex has been completed creating additional recreation facilities for the youth of the community. Ball diamonds, soccer fields, tennis courts and other such facilities are a much needed addition. Opening the base to facilities such as the swimming pool which are located there and which were constructed in partnership with the base is important. The same is true with the golf course.

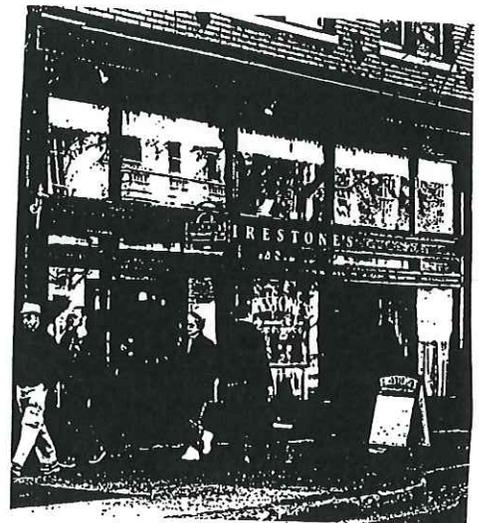
Shuffleboard courts and outdoor chess, checkers and domino tables would create additional activities for seniors. Movie theaters, art centers, fishing piers, hiking trails and other such facilities would create more activities for citizens of all ages.

Restaurants

The need for a cluster of and variety of restaurants is needed in Indian Head. The choice and availability of restaurants is limited. The more quality and variety of restaurants available, the bigger the draw they become to those from outside the area.

Grocery Store

Probably the most often mentioned need of the residents of Indian Head is for a grocery store. At present the nearest one is five miles away. Discussions have been and are underway to bring one back to town. New residential units with a focused business center should make it possible for a grocery store to be successful here. The town will continue to work towards obtaining a store.



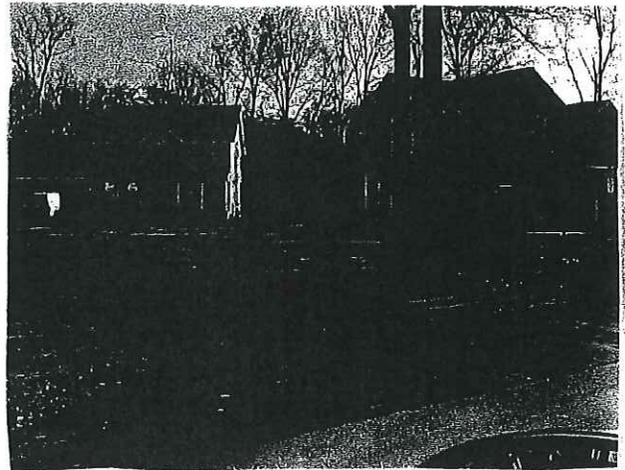
Retail

At Community Identity Day, a long list of desirable businesses were suggested. Among those were a coffee-bagel shop, clothing stores, gift and art shops, ice cream parlor, movie theaters, a health club, barber and hairdresser shops, a doctor, dentist and lawyers offices and a bank facility.



Smart Neighborhoods – Infill

The town received a grant from the Maryland Department of Planning to review the Department's Models and Guidelines and to consider zoning modifications that would permit more compact, walkable communities and that would make infill more desirable and easy to accomplish.

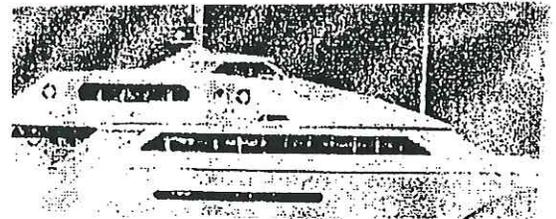


Police

As the town grows and enacts many of the recommendations in this study, the necessity for increased police will increase. This could be accomplished through establishment of town public safety officers, security services, the county shared officer program or a full scale town police force.

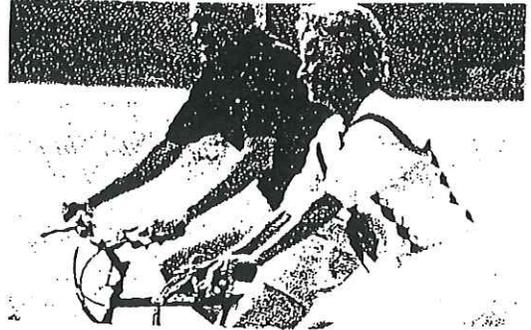
Water Taxi

The town should continue to explore the feasibility of a water taxi for both foot passengers and automobiles to cross the river to Virginia and up the river to Washington.



Hiker/Biker Trail

A long proposed project between the town, Navy and county. The vision is to install an 8-10 foot wide trail system along the rail lines. Parking and restroom facilities would be provided at both ends. It would be advantageous to retain the rail lines so as not to eliminate future need for passenger or freight use.



Naval Housing

The Navy, here and elsewhere, seems to be moving towards public private partnership for housing. The town should work with the Navy in any appropriate way to assist in bringing more and better housing to the area and to provide a quality of life in Indian Head that enhances the desirability of living in the area.



Town Naval Partnerships

Regular meetings between the Base and the Town should be reactivated. Both partners could benefit from stronger relationships and sharing of resources and ideas.

Annexation

By law the Town can only annex areas contiguous to it and where the property owners or residents are supportive of it. The Town should consider all areas within one mile that meet these requirements and that would prove beneficial to the Town and residents of the area and where adequate services can be provided.



Design Guidelines

The town needs to develop and adopt design guidelines so that planned growth respects the past and insures that new and old buildings complement each other. It is important to recognize that the design of a building affects not just the appearance of that building, but of the community as well.

Code Violations

Both the "carrot and stick" are needed to enhance the redevelopment, health and aesthetics of the community. While we want to promote the town and property owners to work together in partnership to improve the community, enforcing code violations is equally important for those few owners who choose not to keep their properties in proper condition. The town will enforce building and livability codes.

Office Centers

There are several locations where new office space can be developed that will bring additional jobs to Indian Head and provide space for contractors that need to move from the base. The town center, the old school property and several locations along Rt. 210 would support these activities. The Base has plans for an engineering center in its future plans. If possible, it would be supportive of town plans to locate this facility off base.

Communities

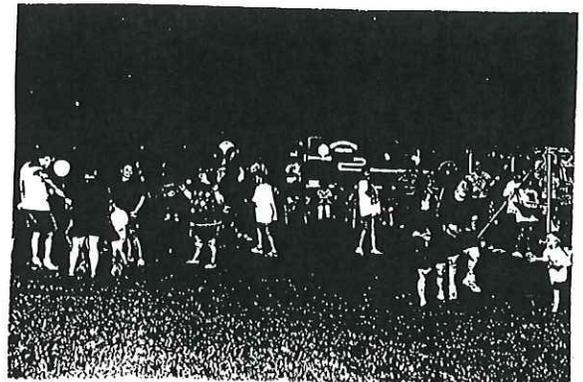
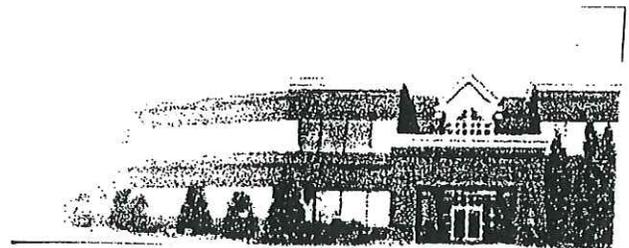
No town is more successful than the combined strength of its individual neighborhoods or communities. Homeowner associations need to be reactivated and neighborhood groups should be encouraged to strengthen their individual neighborhoods and to work with the town. A "Neighborhood Council" should be considered.

Code of the Town of Indian Head

COUNTY OF CHARLES
STATE OF MARYLAND

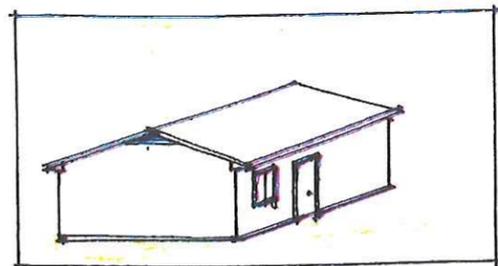
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THE BOPPING BOX IN NEED OF UPGRADE



CONCEPTS FOR THE TOWN OF INDIAN HEAD

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PLANT TREES
 FOR LAYERS &
 OVERLAP

ADD CURBS TO
 VARY FOOTLINE

INCREASE PACE
 & ADD BRACKETS

SMALL WINDOWS
 IN PLANE WALLS
 FOR SCALE &
 DETAIL

HANDER HEAD
 TRIM & WINDOWS
 W/ MIMICRY &
 TOPSAIL



KIT OF PARTS UPGRADE
 TO SIMPLE BOX

INCREASE LINEAR FOOTAGE W/
 METAL ROOF FOR COLOR

ADD VERTICAL ELEMENTS
 LIKE FIREPLACE & WALL
 TRELLIS

CREATE LAYERS WITH
 TRELLIS

WHICKEY BARRELS FOR
 AUTHENTIC MATERIALS

PANERS FOR OUTDOOR
 CAFE SPACES + FINISHES

WOOD GLASS DOOR FOR
 SCALE

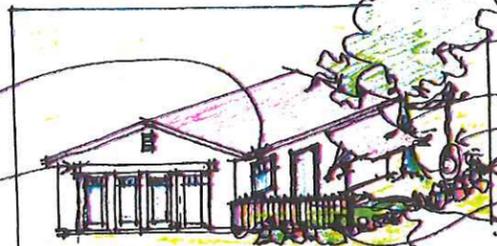
ADD HORIZONTAL BASE
 TO SECURE TO GROUND
 PLANE



CONCEPTS FOR THE TOWN OF INDIAN HEAD

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KIT OF PARTS UPGRADE TO SIMPLE BOX

CHINESE TREES
 W/ OVERHANGING
 BRANCHES

CALLICAMUNICAL
 W/ WOOD STRUTS

TIKE SMILING

LOW SPIND WALLS

PICKET FENCES
 TO FOOTLINE
 SPACE

DETAIL IN
 WINDOWS

FEATHERED
 WALLS



CONCEPTS FOR THE TOWN OF INDIAN HEAD

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ADD ROOF
 GABLE DETAIL

ADD FEATHER
 SIDING &
 WINDOWS

INCREASE
 ROOF PITCH

FRONT
 PORCHES &
 SYMMETRIC
 PORCHES

UPGRADE
 SIDING



KIT OF PARTS
 UPGRADE TO
 SIMPLE BOX

ADD FEATHER
 WEATHERVANE

ADD PORCHES
 FOR FOOTLINE

ADD PORCH
 TO VARY MASS

ADD DETAIL TO
 PORCHES

VARIED SCENE
 WALKWAYS
 OF NATURAL
 MATERIALS

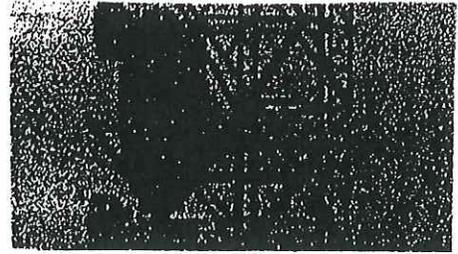
ADD RAINWATER
 TO DRAIN TO
 GARDEN



CONCEPTS FOR THE TOWN OF INDIAN HEAD

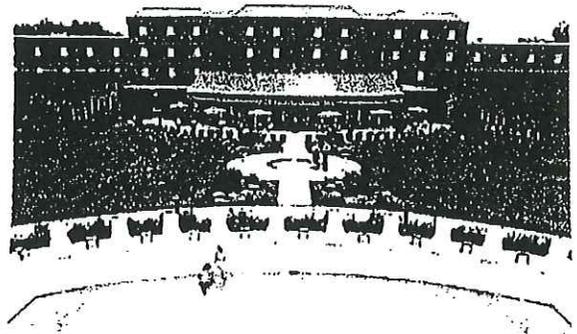
Cell Phone Companies

The town is presently working with two cell phone companies to locate here on existing towers for both the benefits of our residents in receiving better service and better competition as well as for the financial benefit of the town. The town should continue pursuing any company in this business.



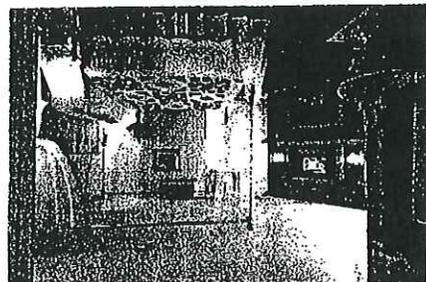
Hotel Conference Center

A hotel conference center with water view and/or water access would be an additional attraction in making Indian Head a destination point. A great view, availability of water activities, boat service and an attractive town center would all be draws for "get away" conferences and hotel stays that would service small conference and visitors from the nearby metropolitan area.



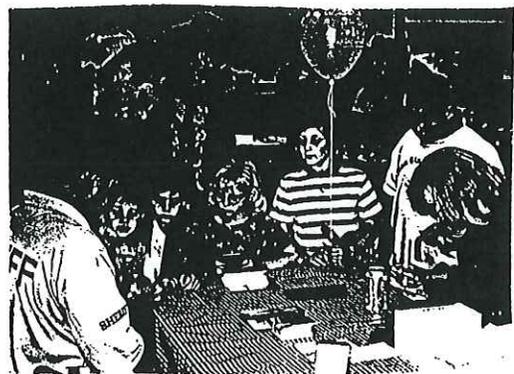
Bed and Breakfast

As more and more attractions develop here there are a few buildings that could be converted to Bed and Breakfast facilities. These facilities would well accommodate those visitors who prefer the intimacy of the family style living arrangements and the comfort and feel of being part of a neighborhood.



Special Events

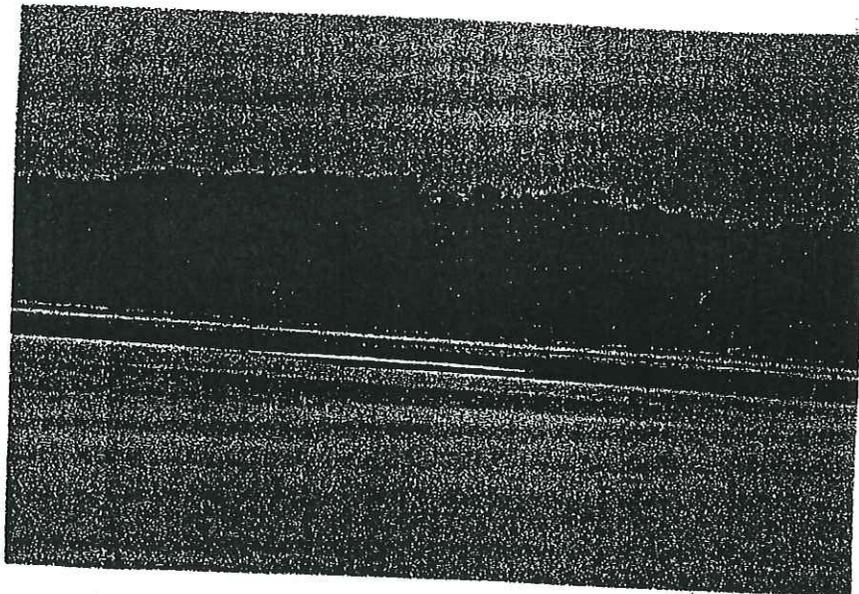
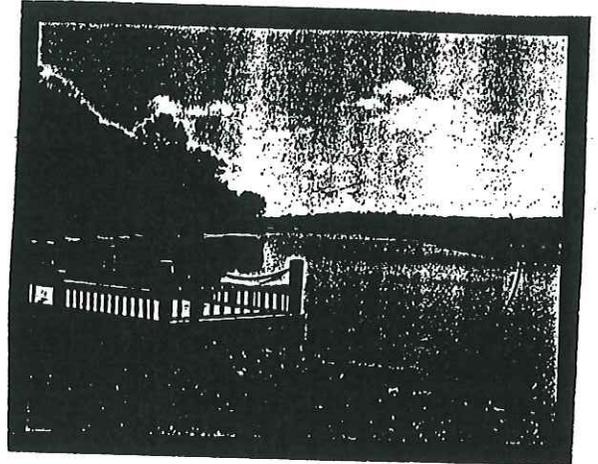
Events like the July 4th celebration, the flea market, the children's Halloween Party, the Christmas Tree Lighting and the Bases' Octoberfest are examples of Special Events that can provide entertainment for the town's residents and draw outside visitors to the town. As the town center and other development progresses, expansion of such activities become more important in attracting visitors to the town and making it more of a destination point.



Such events create excitement, sell the town as a place to live and visit and create business to support local merchants.

Water Access

We have already talked about the Boardwalk Promenade. Our goal is to obtain access to the Potomac wherever reasonably possible. The Robinson Terminal Property and the Ammar Property are two such locations. We also have access to the Mattawoman at Slavin's Park. All of these together should become a real draw for the town with boating in every form from kayak to cabin cruisers. Fishing, bird watching, a pleasant stroll, jogging or hiking on the trails and a boardwalk will all be added features due to the water access. For others it may be a picnic or just a pleasant afternoon or evening look at the people, the water and the sunrise or sunset.

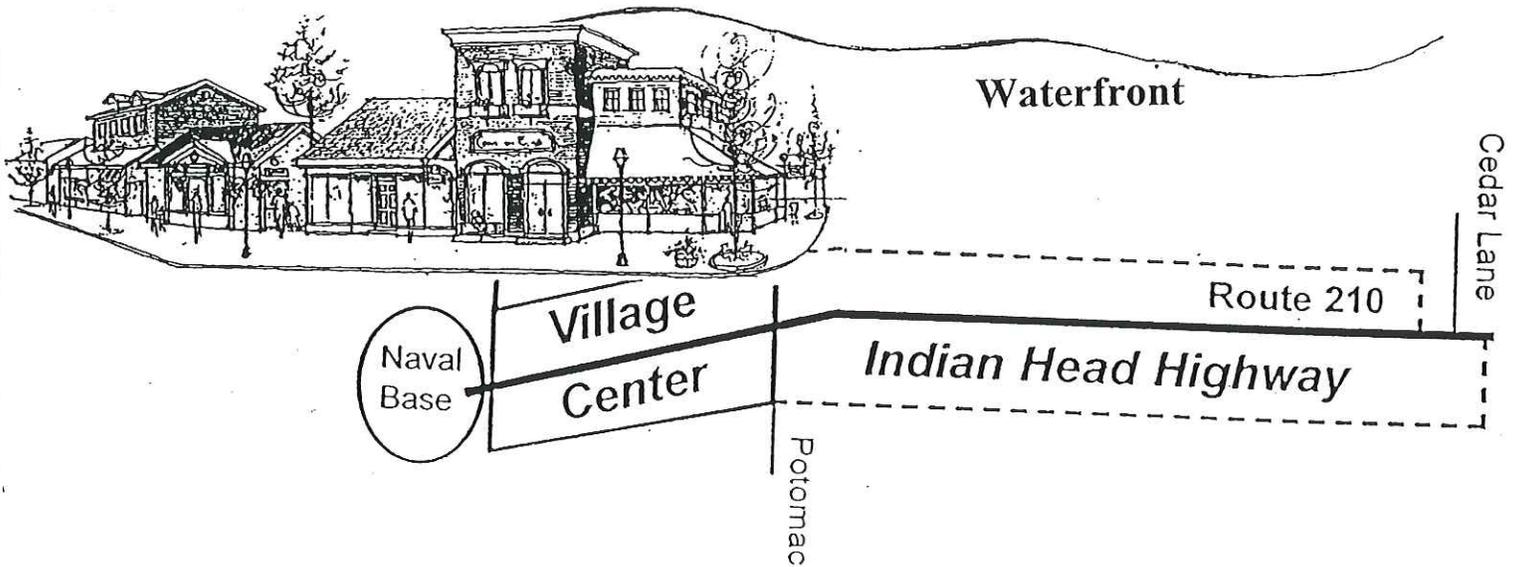


Pro-Action Government

Indian Head is fortunate in having government leaders that recognize the importance of developing a multifaceted community that addresses the needs of its residents. Retail, office, new high quality residential development, tourism, the arts and recreation opportunities are all needed and supported by the town officials. The attitude is not to sit back and pray but to “make things happen.” They are prepared to be aggressive and flexible in creating incentives and partnering to address the needs and recommendations of this plan.

Several Distinct Sectors

Downtown Indian Head Development Sectors



The Village Center Sector

The Village Center should be developed around the Village Green anchored by the Pavilion, the school and the senior center. It should include office space, retail shops, restaurants and, possibly, movie theatres and a museum. It should, unlike the Hyatt Palma Study recommendations, definitely include residential development. Senior housing can be incorporated near the senior center and condo and/or apartment units should be accommodated on the upper floors. The Village Center around the Village Green should be built like a traditional downtown.

The areas along Route 210 should be developed as an extension of the Village Center. All that area along Rt. 210 from the base to Potomac Street should be part of the downtown. It too affords the opportunity for mixed use. The ground floors should be office, retail, antiques, government and art uses. The old school site can house a much needed grocery store, a financial institution and other restaurant, office and retail space.

The entire village center – downtown should be pedestrian oriented. Upgraded sidewalks, “historic” street lighting, on and off street parking, distinctive landscaping, public art and civic features such as gazebos, fountains and memorials. All buildings should be “street front” oriented but many may also be accessible from interior parking lots.

The arts center should be further developed in the old public works building and adjacent buildings.

We have had a good start but further incentives and enforcement of codes should be used to upgrade every building in the downtown (as well as in the entire town).

The “village center” should be easily accessed from the base, from new development and from existing neighborhoods.

The “village center” should be designed to serve the needs of town residents, those outside the town from the primary trade area, base workers and tourists.

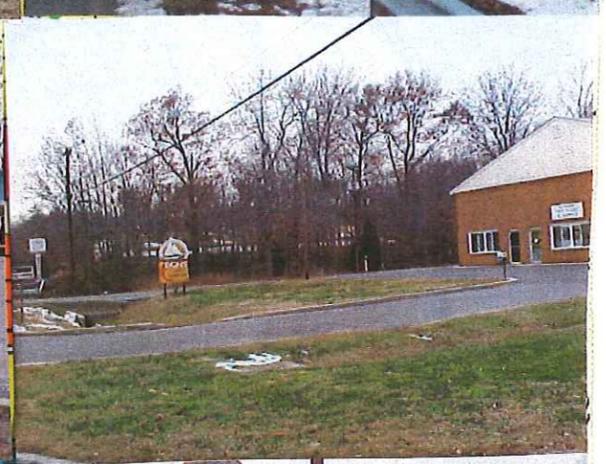
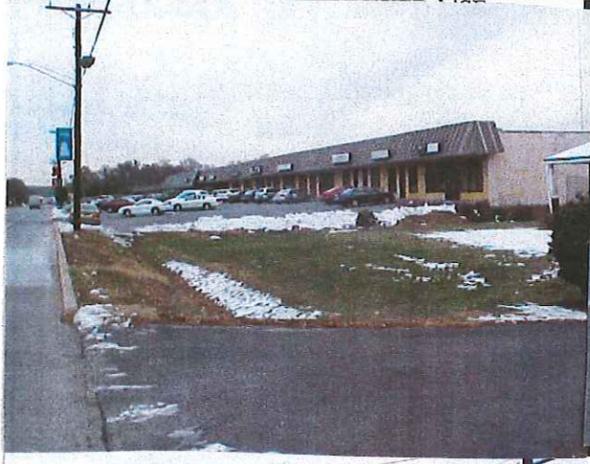
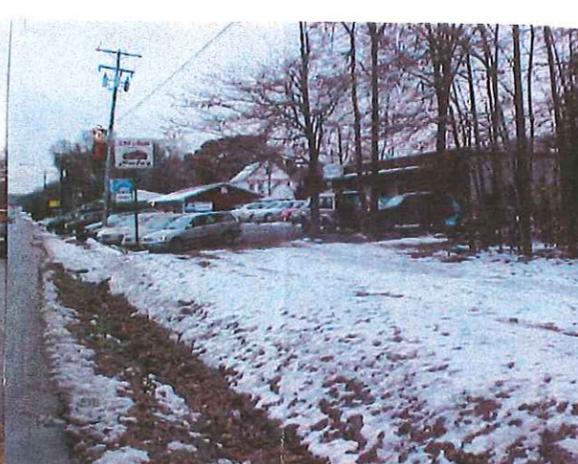
Highway District Sector

The Highway District along Route 210 needs major upgrading in terms of landscaping and building renovations. The town will develop a plan for the corridor so that when residents or visitors when reaching Indian Head will know they have “arrived” at someplace special. The town has further created an incentive program to encourage businesses in both the village center and along the highway to upgrade their building fronts.

The highway district will be more car oriented than the Village Center but should still be walkable. It can accommodate businesses that require more space and a heavier volume of car traffic. More room exists here for larger office complexes, automobile services and fast food restaurants. All should still meet design standards. All buildings for example should have brick as a major component of the façade.

It would be desirable if multiple story buildings would be permitted with high quality condos or apartments permitted on the upper floors. The first floor of the general commercial area should be required to be commercial in some form. Move the buildings closer to the street, require sidewalks and better landscaping as part of any development.

The present highway corridor is not attractive, detracts from the feel of a real town and is discouraging to the development of first class retail or office space. The future is now. If change is not encouraged the town best hope is more of what is already there.





The Waterfront Sector

New housing located near the river with water access, condos, restaurants, and a hotel conference center can all be located on or near the Potomac River. Marinas and water transportation are all distinct possibilities. Attractive facilities both active and passive along the river can contribute heavily to making Indian Head a more viable town.

Waterfront housing will sell for a much enhanced price and will have a positive effect on all other housing in town. The properties along the river should be top of the line single family homes or condos.

The town should require rights of ways for the town for all shoreline property and should create well located access points to the river.

The planned boardwalk will create excellent views, educational and recreational opportunities. Eventually a marina at each end of the boardwalk will greatly enhance the town.

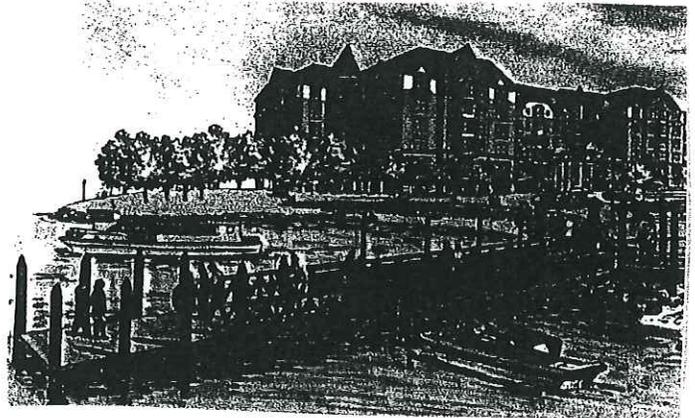
ACHIEVING THE PLAN

Support and cooperation between the private sector and all levels of government is extremely important to make this plan a success. Most of the development and improvements will come from the private sector. A win-win scenario must be achieved. Indian Head has very unusual constraints with environmental issues, property ownership and infrastructure problems. Developers and builders must receive support and cooperation in order to entice them to take on a myriad of issues that have left the town in the position it presently finds itself. On the other hand, developers are going to have to develop in a manner that enhances the town and, in addition, are going to have to fund many of the infrastructure needs of the town.

Real Estate Challenges – There are only a few medium-sized development parcels in Indian Head. All are owned by people or companies that do not live here. Obtaining them is key to the plan. Discussions are in progress and offers have been made. Finding the key to bringing them into the plan is essential.

Many smaller undeveloped properties can also contribute to the success of the plan. Interest in these properties is growing. There are also numerous vacant and dilapidated buildings in town. Through incentives and enforcement, the rehab and reuse of these buildings is essential.

Streetscape and Water Amenities – Through proffers, grants, redevelopment projects and town initiatives, the funding and upgrade of streets, sidewalks, lighting, boardwalk and Village Green amenities must be achieved. Indian Head must not only be a “special” place, it must look “special.” When arriving at the Town limits, it must be immediately apparent that you have arrived at someplace “special.”



Parking

Parking is essential to the plan. The yard behind the public works building will be converted to a town parking lot. Parking can be achieved at the Village Green behind and on the interior areas of the Town Center. Diagonal parking can be created on both Walter Thomas Road and Mildred Rice Road. Additional parking can be placed along the edge of the Charlie Wright Complex and to the rear of the school property. All together 700 to 1,000 spaces can be achieved in the Town Center area.

Utility Improvements

The Town is still waiting on a federal grant which when combined with state money and town bonds will allow the Town to make much needed improvements in Woodland Village and at the wastewater plant. Other upgrades of existing sewer lines and pump stations are an absolute necessity. Several of these improvements will be made as part of the development of the Town Center and tracts along the river. As the assessable base increases, the Town will have to program other improvements and will also continue to pursue grants and low interest loans.

Town Buildings

A new public works facility is being constructed. The existing building will be rehabbed to contain art facilities and town offices. The shed at Slavin's Park has been renovated and will be used for boating activities. As this plan progresses, a community policing—community events facility may have to be constructed near or as part of the Village Green Pavilion.

Management and Promotion

A reality is that existing staff will have to absorb the responsibility of coordinating with Town commissions and developers to get the plan off the ground. Success breeds success. While additional personnel would be ideal, it is not feasible at this time.

As the Town Center develops, the boardwalk and art activities are created, a museum is built and it will become more and more important to market the Town. Brochures, tours, marketing pieces, etc., could be contracted out. The expansion of volunteer committees to promote additional festivals and special events will become a priority. While events such as these add to the quality of life of local residents, they also become a means of attracting others to "discover" Indian Head and to come and spend dollars here.

INDIAN HEAD HIGHWAY

Ownership

It is still recommended strongly that at some point the town accept all of 210, with the town limits, as a town street. There are many advantages to controlling it. While considered a highway, it is a highway that ends. Other than serving the base it does not function as a highway.

If it is a town street the town can do any or all of the following:

1. Narrow it and place parking along it.
2. Build a roundabout on it.
3. Landscape it as the town likes.
4. Allow more access points for business development.
5. Control traffic speed.
6. Allowing encroachments in the pull-off lanes for design, traffic calming or other purposes.

Development

It is an unattractive roadway with grade B and C development. It can be a mixture of both highway and pedestrian use. Buildings should be moved forward as new development occurs and multi storied buildings with mixed use should be permitted. The following two illustrations show what it looks like and what it could look like.

There is minimal need for commercial space but requiring that all first floors in the GC Zoning be commercial would give plenty of room for growth and at the same time would permit attractive development with first class condos or rentals on the upper floors. Many of these could be converted back to commercial in the future should the need arise.

Roundabout – Landscaping

There are two logical areas for roundabouts on 210. Both of these could be constructed by developers should the development proceed. The first would be in front of the Robinson Terminal property. It would be an attractive entrance feature, would serve for traffic calming and could be an attractive area with commercial development all around it. The second would be at the western side of the school. Again it would serve to slow down traffic and would direct people into the town center or around it unto the base.

Art Center Plaza

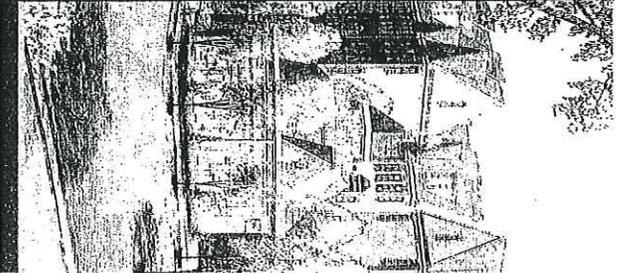
This would be an attractive feature for the arts center, would create more accessible parking and would better promote the use of the building in this area.

Town Center

School

PARKING

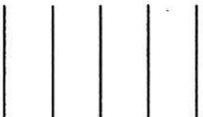
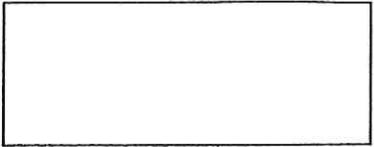
ONE LANE



BACK OUT LANE

Brick Sidewalk

ARTS
CENTER



Phasing Plan

Immediate Action

- Distribute Plan to elected officials at all levels.
- Contact Congressman Hoyer officials to release easements on property for the Town Center.
- Continue pressuring Cook Inlet and Robinson Terminal to move forward with plans for their properties.
- Complete Woodland Village. File for grant for street lighting.
- Market Slavin's shed for canoeing/kayaking/concessions.
- Complete stairway to second floor of art center. Work with Alliance for the Arts and/or others for art/craft classes on second floor.
- Hire a landscape architect to develop a plan for Rt. 210.
- Continue incentive plan for façade improvements on Rt. 210.
- Approve Comprehensive Plan – 5 year plan
- Continued enforcement of building codes and rental ordinance.
- Woodland Village Park
- Annexation of Base

Phase One – First Year

- Begin the boardwalk and shoreline improvements.
- Construction of Mattingly/Slavin's improvements.
- Wastewater Treatment Plant construction.
- Approve plans move forward on Henderson Property Development.
- Begin construction of Potomac Commons.
- Seek developer/developers for Town Center.
- Continue development of Strauss Avenue.
- Construction of military housing.

Phase Two – Second and Third Years

- Development of the Eskimo Tract.
- Development of senior housing on the Village Green.
- Begin construction of retail and young professional housing on the Village Green.
- Completion of the boardwalk.
- Begin landscaping of Rt. 210.
- Redevelopment of 210 properties on the Hill.
- Begin street lighting and storm water improvements.

Phase Three – Years Four and Five

- Completion of the Town Center.
- Completion of Rt. 210 improvements.
- Construct roundabout at Rt. 210 and Lackey Drive and Rt. 210 and Robinson Terminal.
- Secure funding for museum.
- Develop promotional materials.
- Complete all other aspects of the plan.
- Build marinas at both ends of the boardwalk.

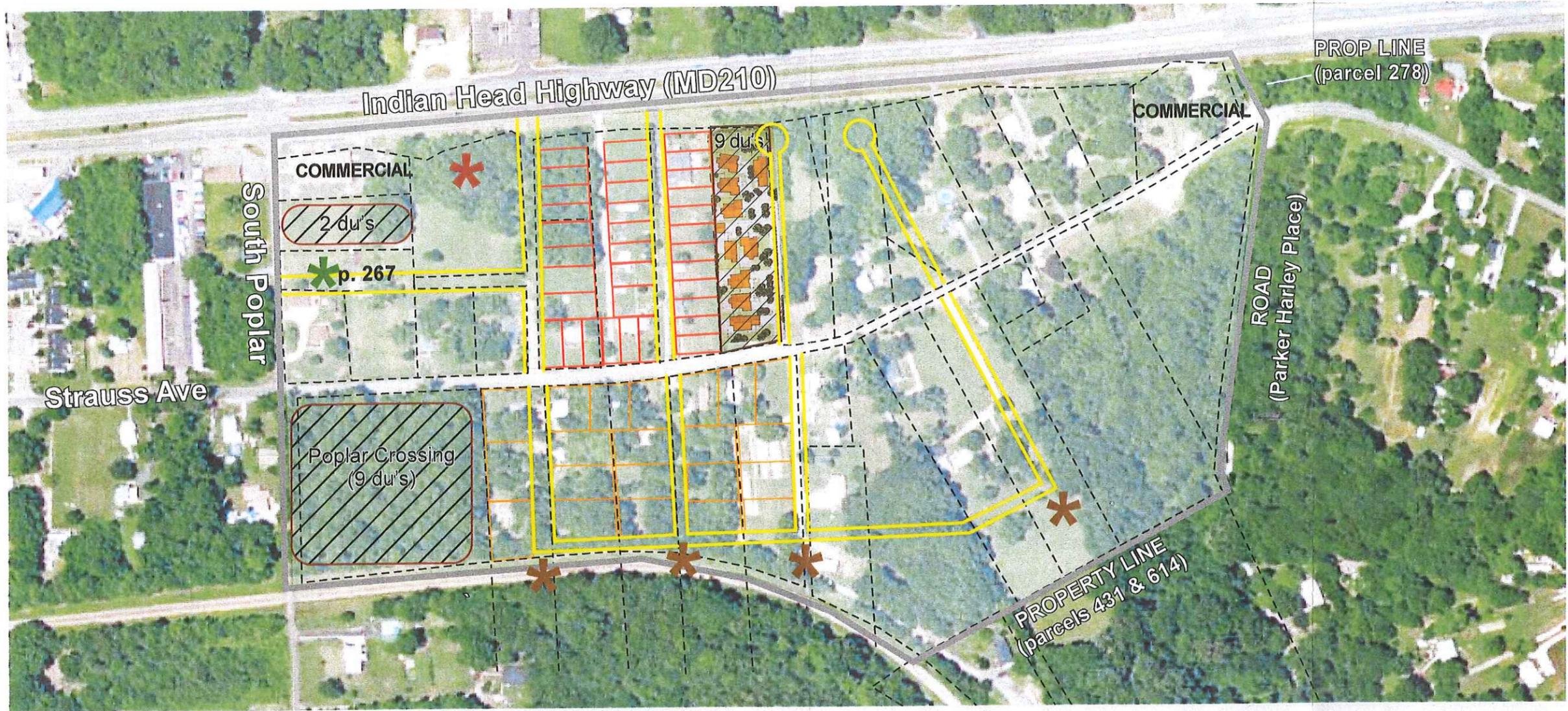
The Plan for the Future of Downtown Indian Head

	Cost Estimate	Funding Source
1. Complete Slavin's/Mattingly Park	\$ 500,000	State/Town
2. Potomac Shoreline Improvements/Boardwalk	\$ 5,000,000	State/Developers/Town
3. Wastewater/Sewer Upgrades	\$14,000,000	State/Federal/Town/Developers
4. Economic Incentives for Commercial Building Upgrades	\$ 20,000	Town
5. Landscape Rt. 210	\$ 250,000	State/Town/Developers
6. Road Improvements	\$ 500,000	State/Town/Developers
7. Museum	\$ 2,000,000	Federal/State/County/Town/Donor
8. Town Office Expansion	\$ 500,000	State/Town
9. Promotion – Marketing	\$ 50,000	State/Town
10. Street Lights – Sidewalks	\$ 500,000	Town/Private
11. Village Green Improvements	\$ 250,000	Private/Developers/Town

**THE PLAN FOR THE FUTURE
OF DOWNTOWN INDIAN HEAD**

APPENDIX A

STRAUSS AVENUE, STUDY



100ft

Strauss Avenue Redevelopment Area: Community Streets

redevelopment area

Recent Development

Conceptual Streets

This Street Plan is generally based on:

- 1) Existing platted rights-of-way, as interpreted from State tax maps and assessment data.
- 2) Existing drives, paths, or informal roads.
- 3) Property lines that form extensions of 1 or 2.

- ✱ Large, vacant, compact parcel. Good access and visibility from MD210.
- ✱ Parcel 267 is important for connecting South Poplar with the platted r.o.w. that exists in the interior of the block.
- 3 parcels of 40' x 100' (illustrative layout on select parcels north of Strauss; minimum 4,000 sq ft)
- parcel - minimum 8,000 sq ft lots (illustrative layout on select parcels south of Strauss)
- ✱ Temporary cul-de-sac for emergency vehicles, until through-street is feasible.

North of Strauss
Typical Block
parcels 40'x100'

INTRODUCTION: INFILL DEVELOPMENT

In April, 2004, the Town of Indian Head adopted a new Zoning Ordinance. This was an important step in the on-going implementation of the Town's Comprehensive Plan and the Plan for the Future of Downtown (both are hereafter referred to as the "Plan").

One distinguishing feature of the new Ordinance is the incorporation of flexible development options. The Ordinance, for example, now allows mixed land uses in the downtown area, along MD Rt. 210, and on the Potomac River shoreline. In certain zoning districts, traditional rigid lot restrictions have been replaced with design-based judgments that are applied (case-by-case) in the Town's official review processes. The Ordinance gives the Town and the developer the flexibility to work towards a range of decisions about setbacks, lot sizes, bulk of structures, lot yield, placement of streets, and mixture of land uses.

The regulatory flexibility and higher densities in the Zoning Ordinance function as developer incentives. The incentives can be used by Town approving authorities as a tool to obtain high quality development, with pedestrian scale and other characteristics associated with traditional neighborhoods.

Flexibility allows better site design and encourages innovative means to achieve the land uses and densities recommended in the adopted Plan. In certain parts of Town, permitted zoning density and flexible regulations make the prospect of neighborhood infill development economically attractive to owners of underutilized and vacant parcels.

Infill development refers to development on vacant parcels within a larger area that is generally already developed. It also includes additional development on parcels that are under utilized in terms of market and zoning potential, such as a one acre lot in a medium or high density zone, with only one house on it.

Infill development is supported by State, Charles County, and Town plans and programs. It is a means to reduce pressure for developing rural lands, while reinforcing, expanding, or otherwise improving the built environment of existing neighborhoods. Infill raises the property tax base in areas that the Town has already determined should be developed and in areas already supported through infrastructure investments and services.

The new Zoning Ordinance, along with State and County growth policy, create a regulatory environment suitable for infill development, particularly on underused parcels. This study examines a small area in Town along the eastern end of Strauss Avenue to identify issues and discuss practical planning options for infill development in Indian Head. The area was selected because there are many lots which are appropriately zoned and large enough for additional subdivision; recent market activity in the immediate area suggests that quality homes on small lots are viable; there is land owner interest in infill subdivision; and infill in this area is supported by the Town's Comprehensive Plan and Zoning Ordinance.

DESCRIPTION OF STUDY AREA

Property Data and Aerial Photography

This study contains MD Department of Assessments and Taxation (DAT) data for each Sub-Area including parcel number, address, year built, value, principle residence, and land area. There are a few parcels for which the official numerical data or the tax map appears incorrect. These anomalies in the data are noted in the tables, but they do not affect the basic findings and recommendations of this study.

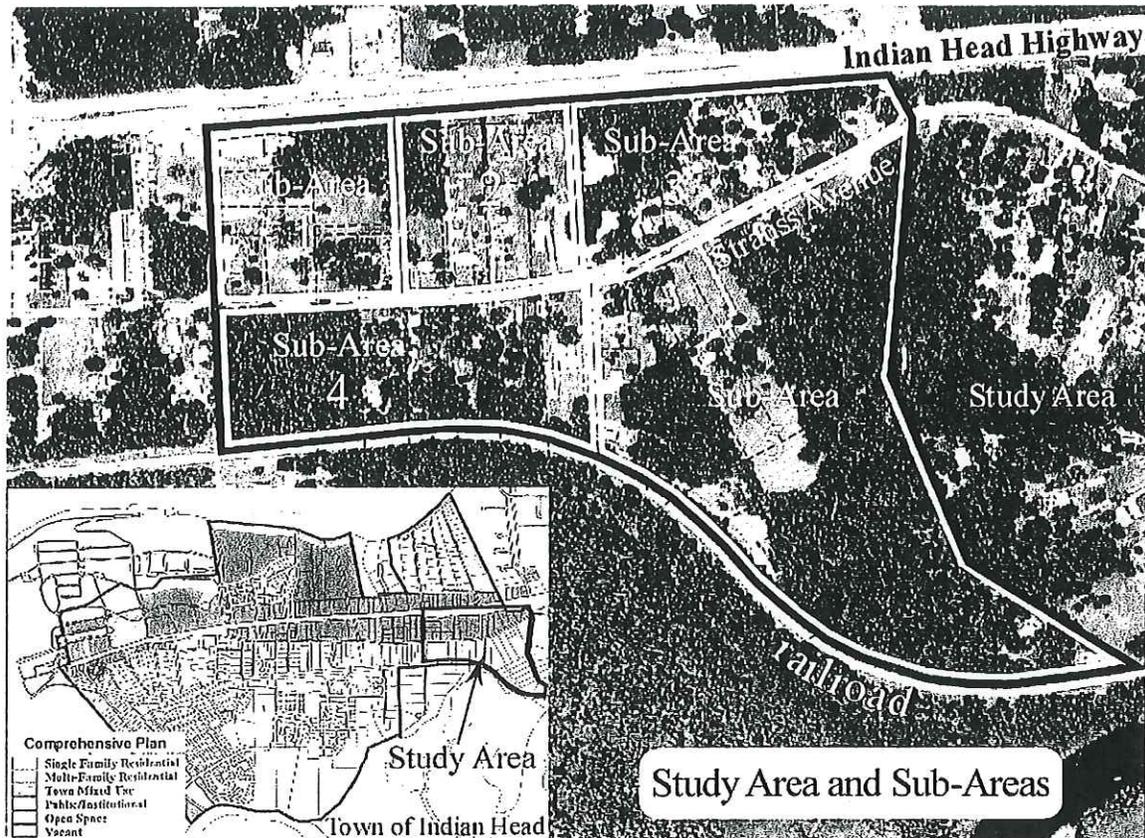
The aerial photography used in the study was taken in 2001. The resolution of the original image is one meter. The parcel boundaries and images match fairly well, but the illustrations in this Report are not intended as a replacement for official plats, professional surveys, or legal instruments.

The Strauss Avenue Study area

The Strauss Avenue study area is outlined in red on the following map. The small inset map shows the location of the study area within the Town of Indian Head. The study area is bounded on the north by MD Rt. 210, Indian Head Highway, and on the south by the Navy railroad right-of-way. The eastern edge of the study area is the municipal boundary of the Town of Indian Head and the western boundary is South Poplar Drive. Strauss Avenue runs in an east-west direction thru the center of the study area.

There are five (5) Sub-Areas, outlined below in white and numbered 1 through 5. These Sub-Areas are used to simplify the viewing of images and associated property data. Sub-Areas 1, 2, and 3 (north of Strauss Avenue) are planned and zoned for mixed use development and are generally developed (albeit at far below the zoning maximum) with single family residences and a couple of commercial properties. Most of the parcels in Sub-Areas 2 and 3 have frontage along both Strauss Avenue and MD Rt. 210.

Sub-Areas 4 and 5 (south of Strauss Avenue) are planned and zoned for single family residential. With 29 lots, only seven are developed as principle residences, seven are non-principle residences, and over half are vacant. Much of the land in Sub-Areas 4 and 5 is forested and the southern part of Sub-Area 5 may be located within the Chesapeake Bay Critical Area.



Summary of Findings on the Study Area

Following, is a summary of findings based on aerial images, property data, planning goals, zoning regulations, and land use considerations. A detailed description of each Sub-Area is contained later in this study.

A. Property Data

1. There are 49 parcels in the study area (a few minor parcels and parcels no longer in the DAT data base are not counted). All but thirteen have infill development potential based on their size and zoning. Only a few of these have practical impediments to infill based on current land use and development. The southern part of Sub-Area 5 may have Chesapeake Bay Critical Area restrictions.
2. Many of the parcels would require access to Strauss Avenue.
3. Nearly half of the parcels in the study area are configured as large lots. Twenty-two parcels are over one acre; seven are located north of Strauss Avenue (where the zoning is high density mixed use).
4. Sub-areas 1, 2, and 3 (all north of Strauss Avenue, with mixed use zoning) contain 20.51 acres, of which, about 15.5 acres appear feasible for infill. Sub-Areas 4 and 5

(south of Strauss Avenue) also contain substantial acreage for infill, but lot regulations are not flexible and the planned and permitted density is much lower than north of Strauss Avenue. Also, there may be development constraints in the forested areas. Still, see number 7, below.

5. Nearly all parcels are configured with their shortest dimension situated along the street frontage. This makes the location of the access or service street critical within the infill subdivision process.

6. Parcels that have frontage along MD Rt. 210 are within the Highway Corridor Overlay Zone. These parcels are suited for new business and commercial development, as well as neighborhood-based shopping and services. This study recognizes the Town's difficulty in attracting such uses, but the possibility of incorporating mixed uses as part of the infill process should at least be noted.

7. Parcel 258 in Sub-Area 4 is noteworthy. Up until 2004, it contained 3.27 acres of forestland. It appears on the tax map as a single parcel. Tax data, however, shows that this area is subdivided into 11 small lots (many in the 8,000-to-10,000 square foot range). In 2004, two 8,000 sq. ft. lots were developed with single family homes (but not as principle residences), valued at \$230,990 and \$244,220. Undeveloped lots on parcel 258 were valued at around \$40,000 each. In early 2005, this property continued to develop under the name Poplar Crossing.

8. The lot dimensions, building height, maximum density, and minimum tract size required for land in the mixed use zoning district creates strong economic incentives for infill subdivision activity north of Strauss Avenue (Sub-Areas 1, 2, and 3).

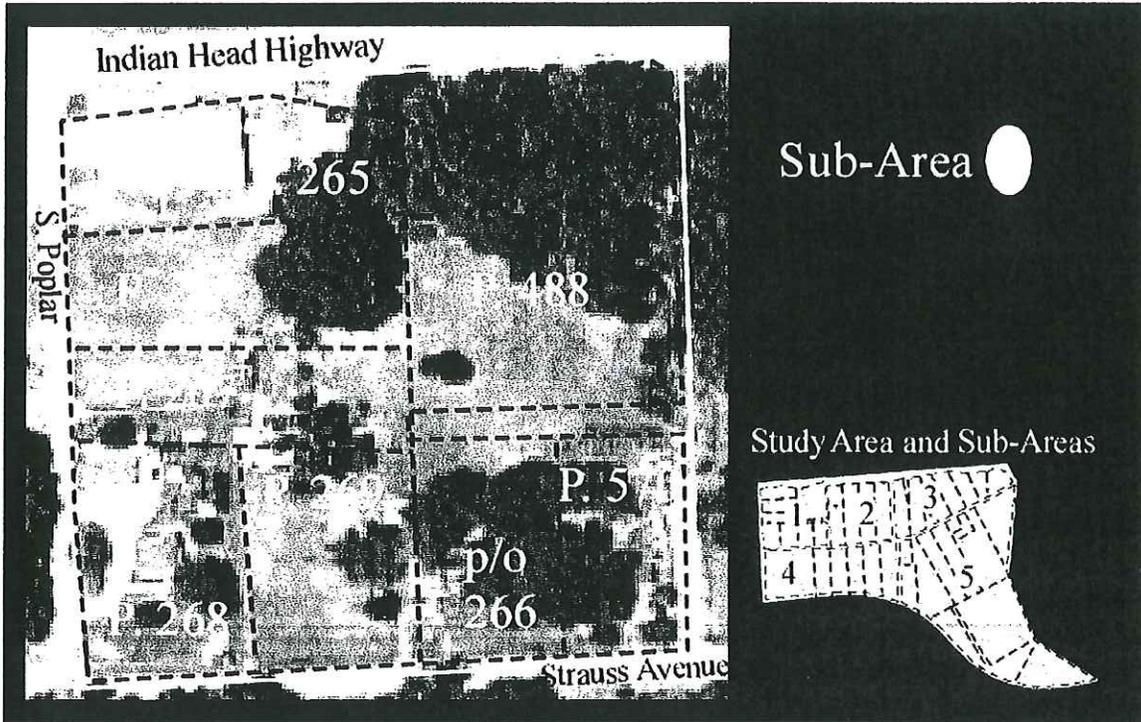
9. Applications for infill subdivision activity will be driven by property owner choices. The economic incentives and flexible regulatory framework, especially in mixed use zones, will be catalysts for infill. In addition to these forces, it should be noted that many of the homes in the study area are old. Discounting homes constructed in 2004 and 2005 on Parcel 258, the average age of a home in the study area is nearly 70 years. As owners are faced with costs of upgrade and maintenance on aging structures, this may add pressure for infill development in order to pay for the cost of upgrades, or to tear down and start anew, or to simply move and sell to a developer. Finally, of 30 parcels used for residential, 11 are not principle residences and 5 of these are located north of Strauss, in the mixed use zoning district. A non-principle residence status suggests there would be less resistance to act on economic incentives to subdivide, as opposed to a parcel used as a principle residence, where emotional attachment and necessity are more likely to be factors in not subdividing.

10. The Plan and Zoning Ordinance describe the mixed use zone (i.e., the zoning in the area north of Strauss Avenue) as including multi-family units and attached dwellings. However, within the study area, there is a need to protect community character when the neighborhood undergoes infill development. Appendix A: Infill Design Guidelines

includes references to attached and multi-family designs that are compatible with single family detached neighborhoods.

B. Sub-Areas Reviewed

Below, each Sub-Area is shown with aerial photography, tax map boundaries, and property data.



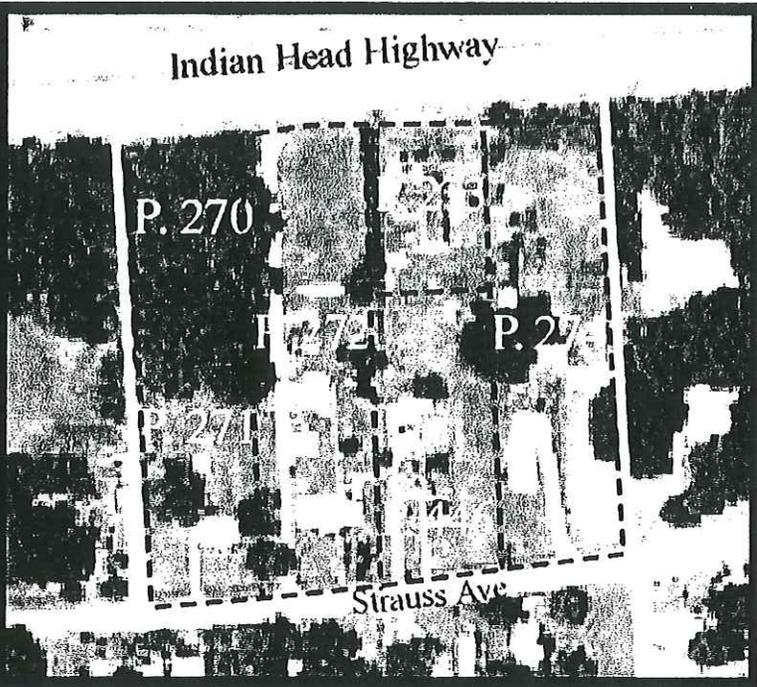
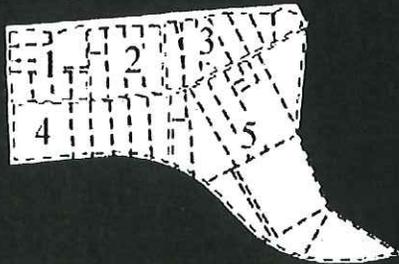
Sub-Area 1:

Contains 8 parcels. Parcel 266 exists as two separate (and non-adjacent) lots. Note that parcel 267 is listed with 1.13 acres, but this size is not reflected by the parcel shape, nor comparable to other lots in the Sub-Area; it is estimated to be 24,000 sq. ft. DAT has no data for Parcel 269. There appears to be a paper right-of-way between parcels 488 and 570. Parcel 265 is commercial. Some parcels have ample areas for infill (for example, parcels 266, 269 and 488).

Parcel No.	Address	Year Built	Value (\$)	Principle Residence	Area
265	4665 Indian Head Hwy	1968	248,200	No	30,056 sf
266	4680 Strauss Ave	n/a	40,920	No	26,400 sf
p/o 266	4680 Strauss Ave	1918	86,290	Yes	22,000 sf
267	6 S. Poplar La	1939	117,200	Yes	est. 24,000 sf (listed: 1.13 ac)
268	4660 Strauss Ave	1949	147,310	Yes	28,380 sf
269	No DAT data				est. 28,000 sf
488	Strauss Ave	n/a	162,320	No	78,743 sf
570	4700 Strauss Ave	1930	107,120	Yes	25,831 sf

Sub-Area

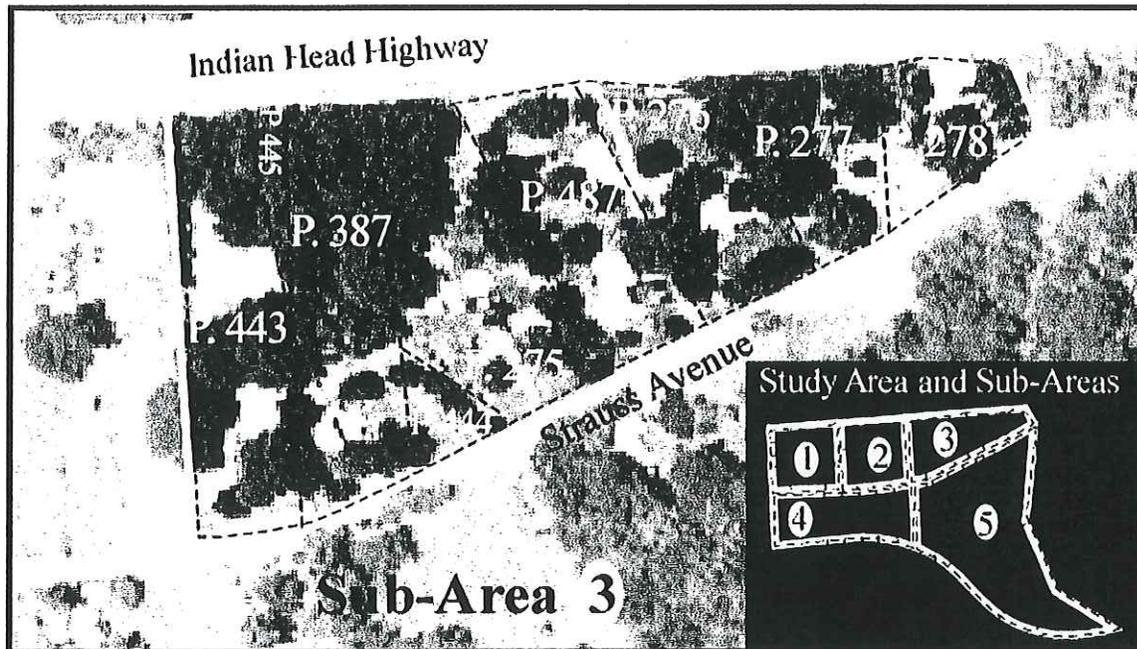
Study Area and Sub-Areas



Sub Area 2:

Contains 6 parcels. Parcels 270, 271, 272, and 274 appear to have room for infill. The area is residential, but only two parcels are used as principle residences.

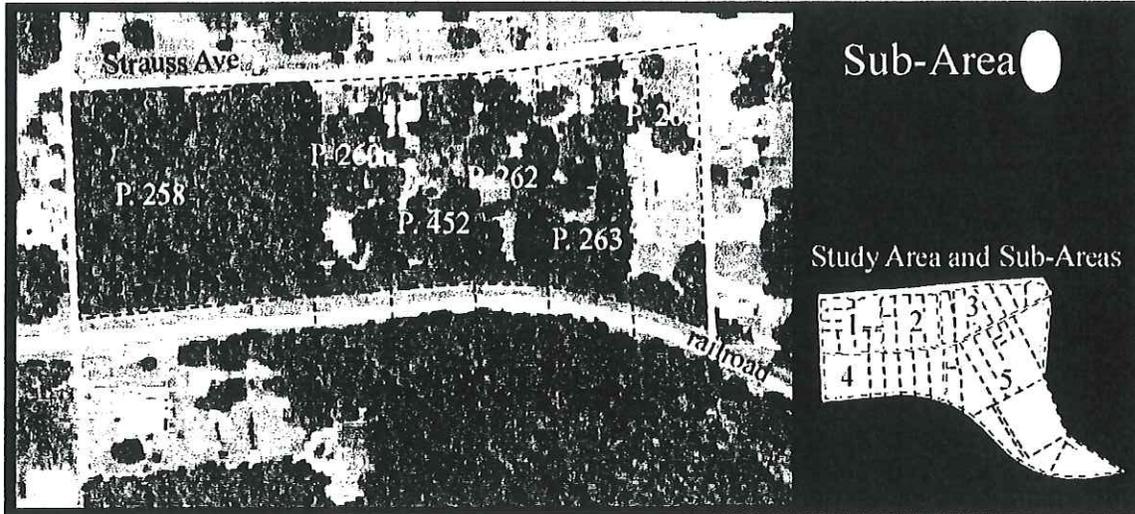
Parcel No.	Address	Year Built	Value (\$)	Principle Residence	Area
270	(Rockville)	n/a	41,230	No	32,670sf
271	4710 Strauss Ave	1955	123,000	No	36,300sf
272	4720 Strauss Ave	1963	154,880	Yes	1.54 ac
273	4785 Indian Head Hwy	1962	190,870	Yes	29,620sf
274	(Waldorf)	1930	84,930	No	1.5 ac
446	(Alexandria, Va.)	1922	91,540	No	36,154sf



Sub-Area 3:

Contains 7 parcels (Parcels 444 and 445 have no data and are not counted. These pie shaped areas may have been merged with one of the adjacent lots.) Parcel 387 is listed as 2.37 acres, but this does not match with the parcel shape; it is estimated to be 1.4 acres in size. Infill potential appears to exist on parcels 443, 387, 275, 276, 277, and 487.

Parcel No.	Address	Year Built	Value (\$)	Principle Residence	Area
275	4800 Strauss Ave	1936	109,250	Yes	1.33 ac
276	4820 Strauss Ave	1949	136,020	Yes	38,000sf
277	4830 Strauss Ave	1940	110,400	Yes	24,820sf
278	4840 Strauss Ave	1925	82,020	No	17,075sf
387	4770 Strauss Ave	1930	101,370	Yes	est. 1.4 ac (2.37 ac listed)
443	4760 Strauss Ave	1931	108,920	Yes	1.02 ac
444	n/a	n/a	n/a	n/a	n/a
445	n/a	n/a	n/a	n/a	n/a
487	4810 Strauss Ave	1916	134,250	Yes	34,673sf

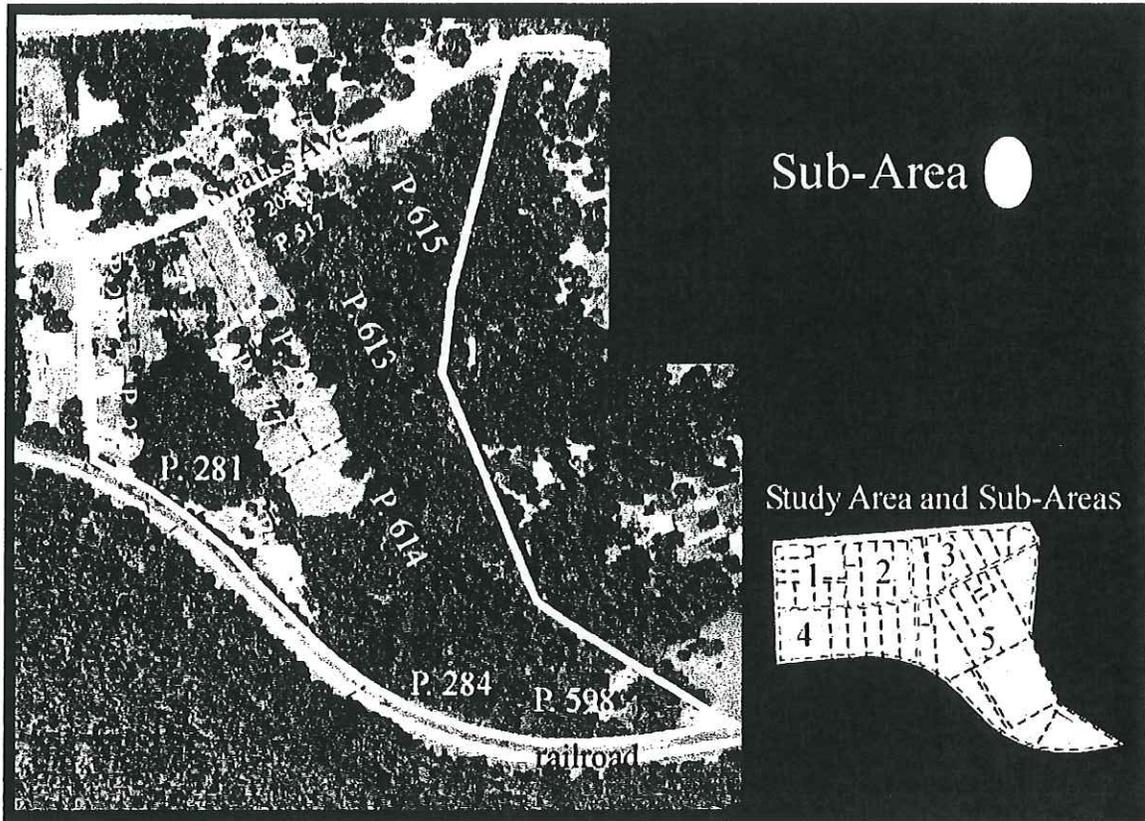


Sub-Area

Study Area and Sub-Areas

Sub-Area 4:					
Contains 16 parcels. All are large lots, but parcel 258 is further subdivided.					
Parcel No.	Address	Year Built	Value (\$)	Principle Residence	Area
258	Although not shown on tax maps, tax records indicate that parcel 258 is further subdivided into 11 small lots; two were developed as non-principle residences in 2004. In 2005 this parcel was built-out as Poplar Crossing. Details appear in the next table below.				3.27 ac (combined acreage of 11 lots)
260	4705 Strauss Ave	1917	95,540	Yes	1.00 ac
262	4725 Strauss Ave	1920	125,475	No	2.00 ac
263	4745 Strauss Ave	1912	91,890	No	2.00 ac
264	4105 Gibby Pl	1915	110,070	Yes	2.00 ac
452	4715 Strauss Ave	1920	102,610	Yes	2.46 ac

Sub Area 4 Parcel 258 (Detailed Data)					
Parcel 258 Sub Parcels	Address	Year Built	Value (\$)	Principle Residence	Area
1	South Glymont (Strauss Ave)	2004	244,220	No	8,804
2	South Glymont (Strauss Ave)	2004	230,990	No	14,488
3	South Glymont (Strauss Ave)	n/a	40,040	No	8,800
4	South Glymont (Strauss Ave)	n/a	40,030	No	8,689
5	Arthur Ross Pl (Corner)	n/a	40,100	No	10,006
6	Arthur Ross Pl	n/a	40,070	No	9,480
7	Arthur Ross Pl	n/a	40,340	No	14,980
8	Arthur Ross Pl	n/a	40,410	No	16,256
9	Arthur Ross Pl	n/a	40,110	No	10,333
A	Arthur Ross Pl	n/a	41,120	No	30,537
Dedicated Area	South Glymont (Strauss Ave)	n/a	1,500	No	10,161



Sub Area 5:

Contains 13 parcels. The eastern and southern edges of the Sub Area are the boundaries of Town, and the area begins to resemble the town's rural setting in Charles County.

Parcel No.	Address	Year Built	Value (\$)	Principle Residence	Area
203	4795 Strauss Ave	1930	130,550	Yes	18,750 sf
279	4120 Gibby Pl	1971	123,480	No	1.1 ac
280	4100 Gibby Pl	1940	112,360	Yes	18,817 sf
281	4765 Strauss Ave	1912	81,170	Yes	1.77 ac
282	4785 Strauss Ave	1938	152,550	Yes	2.0 ac
284	n/a	n/a	5,920	No	1.0 ac
377	4775 Strauss Ave	1918	83,060	No	2.0 ac
431	4150 Gibby Pl	Unk	278,120	Yes	1.47 ac
517	No DAT data				
598	4205 Parker Harley Pl	n/a	70,070	No	1.9 ac
613	Strauss Ave.	n/a	40,360	No	3.43 ac
614	Strauss Ave.	n/a	6,550	No	5.11 ac
615	Strauss Ave	n/a	41,430	No	3.35 ac

SUMMARY OF PLANNING ISSUES

Street Layout

Within Town, the design, lot yield, and overall character of development within infill subdivisions will be affected by the placement of the street that would connect the new lots to existing streets. Most parcels in Town are small and relatively narrow, thus street location can either foreclose or promote the achievement of the Plan's recommendations for infill. On a long and narrow lot, an access street down the center of the parcel could produce lots that are too narrow for single family structures or that have unusable yards, or may produce only half the number of new single family detached lots of an alternative design.

If access streets are down the center of each infill parcel, the community will end up with as many new street cuts as there are parcels undergoing infill. If access streets are located on a side yard line, the possibility exists of a having a shared access street with future infill on the adjacent parcel, and the number of new access cuts into the existing street can be reduced by one-half. If there are multiple adjacent parcels in a given area suitable for infill, the ideal approach would be to design the entire area with a unified site plan that could conceivably result in just one cut into the existing street.

The Town has an interest under the Comprehensive Plan and Zoning Ordinance in how and where new access streets are located on an infill parcel. From a planning perspective, the Town will be guided (and legally supported) by the land use recommendations of the Plan and rules of the Ordinance. The developer (or owner) will want to maximize density, and in the case of infill, the Town will want to conserve neighborhood character, as envisioned in the Plan and Ordinance.

The access street serving infill development may end up being the primary tool that drives the density, design, and character of infill development. The location of a new street on one lot undergoing subdivision can affect the quality of development both on-site and within the larger neighborhood. If each lot owner has free reign to place a service drive anywhere along the frontage, the resulting pattern of development could be visually chaotic and less safe than if optimal access solutions were devised ahead of time and in a coordinated and comprehensive fashion.

The Town could require that access streets be shared between two adjacent parcels (where each parcel would ultimately contribute one half of the street right-of-way). Or, it could call for infill plans that address multiple lots, requiring a comprehensive design plan covering several parcels as well as concurrence among several owners. Or, the Town can simply follow a piecemeal approach and see what results when property owners apply for subdivision.

The ideal approach (a comprehensive design for multiple parcels) assumes a common interest held by adjacent parcel owners to subdivide for infill, to work cooperatively (with

each other and the Town), and to proceed under a common time frame. It also requires more detailed planning.

Still, in areas having multiple parcels suitable for subdivision, a project-by-project approach is inadequate to insure that infill development is orderly, efficient, safe, and well-designed throughout the neighborhood. With each piecemeal decision on an application to subdivide, the Town forecloses alternative site plans and design options that may have produced, over the longer term, a better neighborhood.

Appendix B includes a Master Infill Plan that can be used to plan for streets and alleys among several parcels or blocks undergoing infill.

Infill Design Guidelines

Guidelines are needed to insure quality layout of homes, design of buildings, and overall integration with the existing Strauss Avenue neighborhood. Guidelines are needed to ensure that reasonable-cost architectural elements add variety to repetitive building forms, create interesting outdoor space and pedestrian scale, and produce orderly and attractive infill. See Appendix A: Infill Design Guidelines.

RECOMMENDATIONS FOR STUDY AREA

The following specific recommendations are supplemented with Appendix A: Infill Design Guidelines, and Appendix B: Master Plan for Infill.

1. North of Strauss Avenue:

a. Maintain single family detached character within new infill projects, but recognize that attached housing that “looks like single family detached” may also be compatible.

b. Encourage well-designed subdivision and site plans. The area north of Strauss is planned and zoned for up to 20 dwelling units per acre and allows mixed uses. By staying focused on the goal of infilling with single family detached dwellings, practical limitations to lot shape and size will have the effect of creating an upper limit of approximately 8-to-10 dwelling units per acre, although higher unit yields could be achieved with creative designs (see Appendix A: Infill Design Guidelines).

c. For proposed mixed use projects, use MD Rt. 210 for commercial traffic. Strive for maximum density in the residential component, using attached dwellings and multi-unit structures. Provide landscaping buffers to protect the single family neighborhood and require pedestrian trails to link commercial with the existing neighborhood.

d. Each applicant for infill subdivision should be required to either:

1) Provide a street and alley pattern that conforms to a multi-parcel Master Plan for Infill, or other schematic that lays out a comprehensive and efficient pattern of grid streets and/or alleys for the study area (see Appendix B Schematic Infill Master Plan); or

2) Place the access street (one-half street width) to one side of the parcel, perhaps deeded as a private HOA-funded street. Once the street is built, the abutting parcel is required to use it for access for future infill. The HOA covenants would permit access to this street by future lots on the abutting parcel. The abutting parcel would provide the "second-half" of the street width. The covenants would provide for cost and maintenance sharing, and require all infill lots served to pay for upgrades needed to prevent the overburdening of the street. The abutting parcel would be made an intended beneficiary of the covenants with respect to the original street, with rights to enforce the relevant terms of the covenants.

The purpose of this "sharing" concept is to reduce possible cuts into Strauss Avenue by 50% over the longer term.

Each applicant for infill subdivision of a parcel abutting, or near, the private access street created under number d 1), must design for, use, and support the access as outlined above. The applicant of this second parcel would be denied separate access to Strauss Avenue for an infill project, unless a showing is made as to impossibility, hardship, or relevant defect in the covenant.

e. Each applicant for infill subdivision should adhere to Town Infill Design Guidelines (see Appendix A).

2. South of Strauss Avenue

a. Land use is restricted to residential, and densities are set by the zoning ordinance at 8,000 sq. ft. per lot (approximately 5 units per acre). The Ordinance dictates design standards (e.g. lot width, depth, coverage, etc.), thus, the Town and developer have less flexibility than north of Strauss Avenue.

b. Strive for grid patterned streets and resist curvilinear designs that may be proposed on the larger lots in this area.

c. Keep units out of the Critical Area and other sensitive areas by allowing clustered development on the larger parcels (2 acres or greater).

d. Minimize new street cuts into Strauss Avenue (see 1d, above).

e. Each applicant for infill subdivision should adhere to Town Infill Design Guidelines (see Appendix A).

3. An Illustrative Infill Example

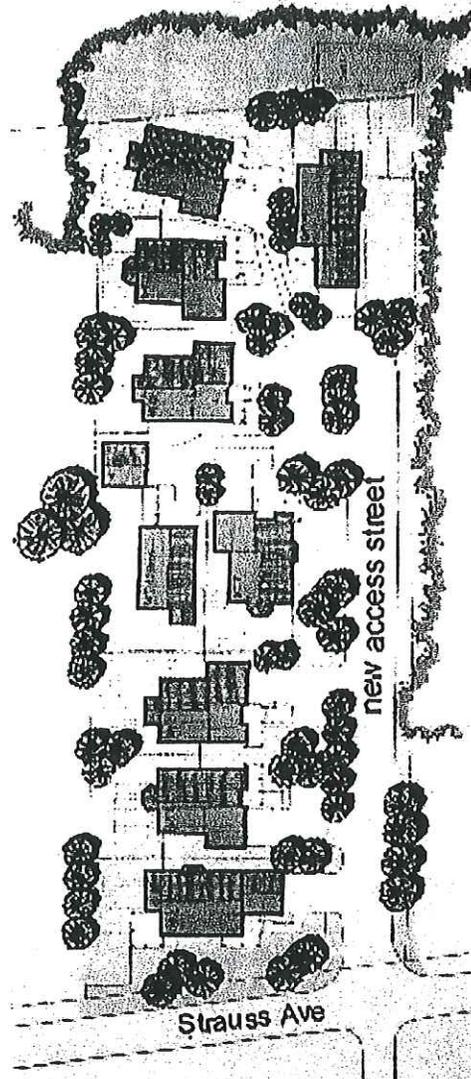
Below is an illustration of subdivision and infill development on a typical parcel on Strauss Avenue. A one-acre parcel is developed into nine single family detached units.

Assuming this parcel is in the mixed use zone, it could theoretically hold up to 20 attached dwellings. Instead, the parcel is designed for single family detached homes in keeping with the neighborhood, with lots that average 4,000 square feet. Note that the street is located along the side yard of the original parcel, thus making possible a design that is both economically viable in terms of density and consistent with the Plan and the neighborhood in terms of land use.

Currently, the smallest parcel used for a principle residence in the study area is 8,689 square feet. This parcel and other lots in the 8,000-to-10,000 sq. ft. range are found south of Strauss Avenue.

However, the Town's Comprehensive Plan and Zoning Ordinance envision much higher density development (and mixed uses) north of Strauss Avenue, thus smaller lots would not be unexpected or undesirable from a land use, Comprehensive Plan, or zoning perspective.

This illustration approaches a maximized infill development scenario for single family detached homes. Again, they key to achieving the lot yield is the location of the new street. While street location has no effect on the acreage remaining for development, a street down the parcel's center would result in lots and yard space that are too narrow for single family detached lots, or fewer lots.



Note that if the parcel to the east (not shown) is proposed for subdivision, this parcel's right to use the new access street arises. This issue would depend on the legal status of the street. If it was dedicated to the Town, the Town could permit its use if standards were met. If the street is a private drive intended to serve only the nine new lots, the adjacent parcel would have to provide its own access point on Strauss Avenue, possibly leading to unsatisfactory results over time. It should be noted that these nine new lots could support maintenance of a short private street through a Home Owners Association.

More illustrations and examples are include in Appendix A.



 PROPOSED AREA FOR "INFILL MASTER PLAN"
(see 5 Sub-Area Maps: aerials, tax maps, and parcel data)

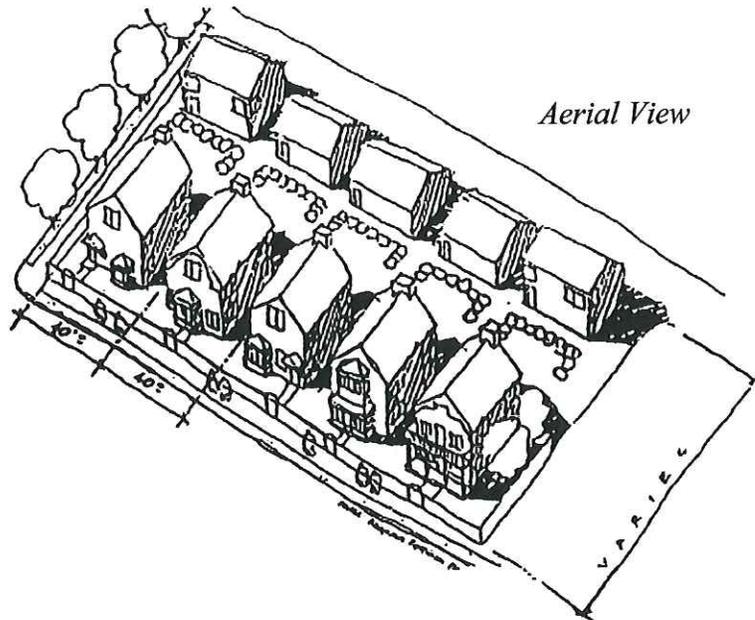
I. DESIGN GUIDELINES: SINGLE FAMILY DETACHED DWELLING UNITS

Single family detached dwelling units configured on small lots may reach densities of 10 to 25 dwelling units per acre. Single family detached dwellings can occur on small lots ranging from 2,500 to 4,000 square feet. All dwellings have orientation to a primary street or a major pedestrian connector or open space linking the dwelling to the street, maintaining a swelling-to-street relationship for security and visibility purposes.

SITE DESIGN AND PARKING

Intent: Density can be accomplished with two site design configurations: a) small lots with alley access for parking and b) cluster arrangements. In both case, "repetition with variety" is a required design principle for building types. Where similar building or floor plans are used in a development project, architectural components are changed on each building to create variety.

A. Small Lots in a Grid Street Pattern

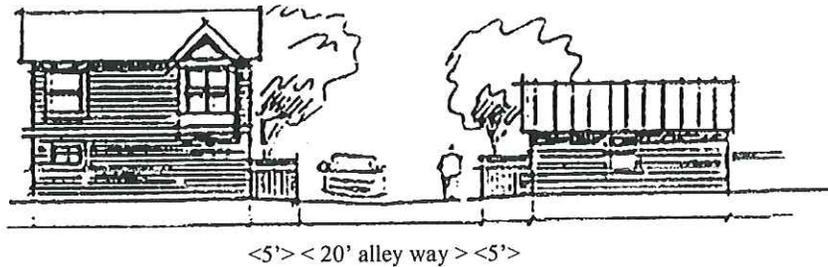


Setbacks for Primary Residential Building: per the Zoning Ordinance

Orientation: Major pedestrian entry and building front are to be oriented toward the street.

Access and Curb Cuts: If alleys are provided (or exist), vehicle access is to be from the alley with no curb cuts to the primary street. Otherwise, curb cuts are to be no wider than one vehicle width per dwelling unit.

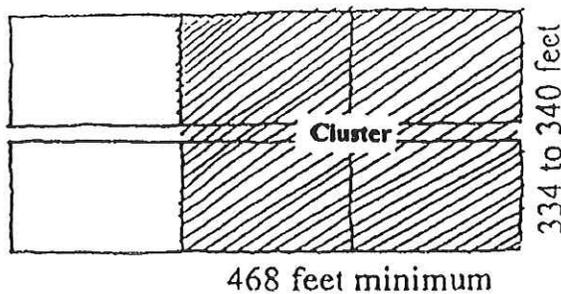
Off-Street Parking: Off-street parking is limited to 1.5 spaces for two-bedroom units, and 2.0 spaces for three or more bedroom units. On-site garages with access from the primary pedestrian street can be either attached or detached. Attached garages should have a minimum setback from the front residential wall of 50% of the depth of the residential building, or ten feet, whichever is greater. Detached garages are to be located a minimum of six feet behind the rear wall of the residential building. On-site garages with access from an alley (attached and detached), should be set back from the alley five feet to provide maneuvering room.



Cross Section of Yard with Alley and Garage

B. Cluster Arrangement

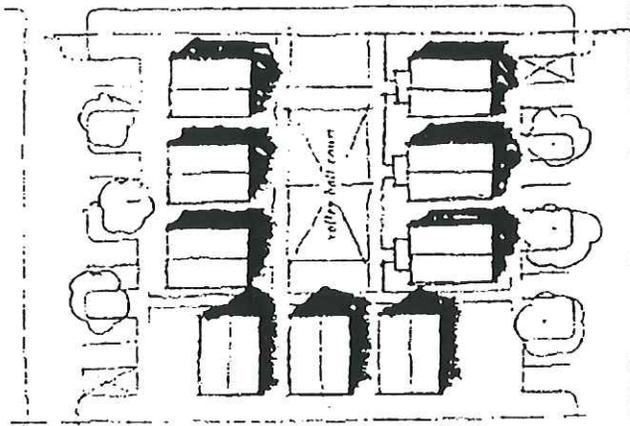
Intent: Detached residential dwellings of cottage and/or bungalow scale are appropriate for cluster configurations where open space can be aggregated for better efficiency in providing recreational space, and natural feature protection areas for trees, tree clusters, and wetlands. Buildings are clustered around a common open space and/or an arrangement of private open spaces aggregated together in a "commons".



Six blocks for infill development (3.5 acres total). Homes clustered on four blocks, and two blocks used for common open space.

Setbacks: If buildings are in a cluster with the front building facades oriented inward to a common open space, setbacks of buildings adjacent to the street are to be treated as side yards. Rear yard setbacks are ten feet minimum if the front building facade abuts an aggregate open space area within the cluster.

Orientation: Buildings are oriented around a common open space area, composed of joint-use and individual dwelling open space areas. The commons is oriented toward the primary pedestrian street, either directly or via a pedestrian connector.



Cluster Arrangement

Access and Curb Cuts: Vehicular access is limited to a joint-use twenty-four feet wide driveway that serves common parking areas on-site. If an alley exists, alley access is preferred.

Off-street Parking: Off-street parking is provided in shared or cooperative parking lots with common access drive(s); in garages served by a common access alley; and may be oriented to the side and/or rear of the cluster, with all common parking areas abutting and perpendicular to the pedestrian street. This is the street to which the main building entry or a main pedestrian walkway from that entry is oriented. On corner lots, the primary pedestrian street is the street with the address, front building facade, and/or main pedestrian access to the building. Parking shall not occupy more than 30 percent of the site along the primary street frontage and not more than 75 percent of the secondary street frontage. If an alley exists, access to parking from the alley is preferred. Off-street parking is limited to 1.5 spaces per dwelling with two bedrooms or less; and 2.0 spaces per dwelling with three or more bedrooms.

Open Space: Open space is aggregated for the benefit of all cluster dwellings, consisting of the following hierarchy of open space: a minimum of 120 square feet of attached private open space for the rear or front facades of each dwelling unit, inclusive of decks, patios, and other pedestrian only areas; and, an additional common open space shared by all dwellings equal to the sum of a minimum of 50% of the total ground level building area of each cluster dwelling. Pedestrian walk-ways are required to connect common and

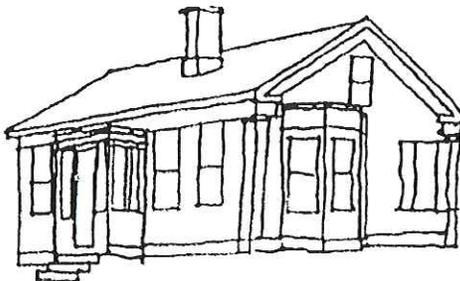
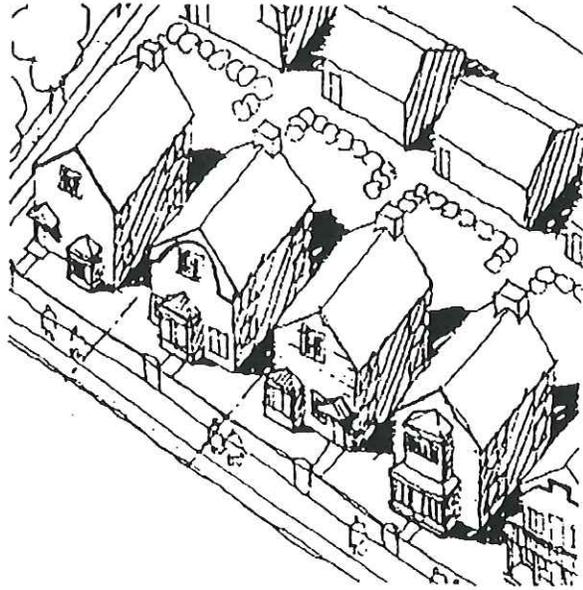
individual open space areas to the primary pedestrian street: and can be included in the common open space calculation.

C. DESIGN GUIDELINES FOR BUILDINGS

Height: Per the Zoning Ordinance

Repetition with Variety: Groups of detached houses shall include architectural variety through front facade treatments, building attachments such as porches and decks, bay windows and trim details. Variation of architectural elements can add market appeal where cost effective repetition of basic building designs is used.

Building Styles: A variety of styles are encouraged for small lot detached building development. These can include one and one-and-one-half story cottages and bungalows; one-and-one-half to two story farmhouses, Victorian and Queen Anne (complete and "Poor-man's" versions), and New England Salt Box style. New England Salt Box, Northwest Farmhouse and Poor-man's Victorian/Queen Anne provide local design styles that can be cost effective and attractive with interchangeable building attachments.



New England Salt Box: A simple rectangular box with lower roof pitch (6/12 or lower), wide fascia band, and attached bays for windows and entries, and horizontal siding.

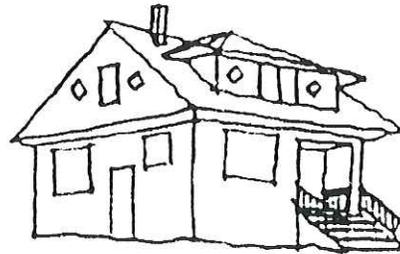
Pioneer Rectangular Box: Two-story narrow and high rectangular box with steeper roof pitches (6 1/2 or greater), highlighted by covered entry porch, entry hood, and varying types of one and/or two story shallow bays attached to sides; one story extensions for kitchens and side rooms.





Simplified Victorian Box: Two-story simplified Victorian with hip roof; one and/or two-story bays, covered entry with second level porch, wide fascia band, horizontal siding.

Shingle Style Simplified: Strong geometric form, shingle siding, moderate pitch roofs, some circular forms.

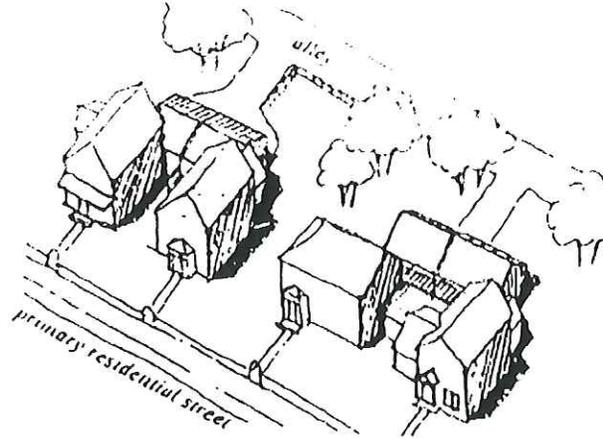


Craftsman Style Simplified: Shingle or bevel siding, natural materials including stone, dormers, use of metals and heavy timbers.

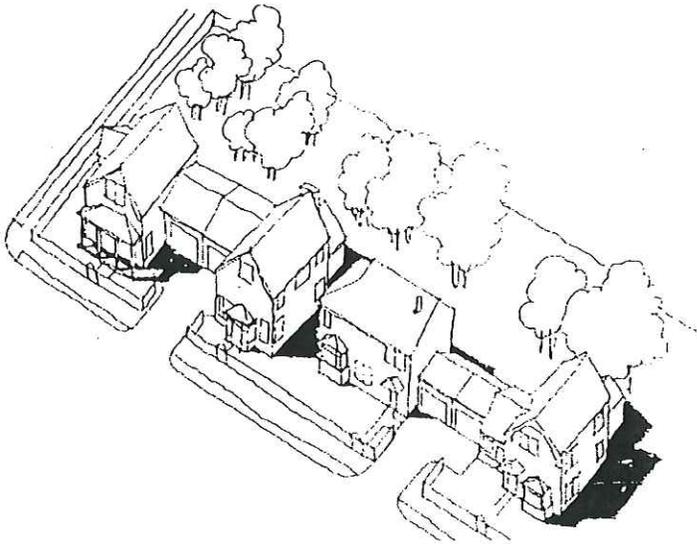


II. DESIGN GUIDELINES: SEMI-ATTACHED SINGLE FAMILY DWELLING UNITS

Single family type dwellings are categorized as semi-detached when physically connected to adjacent dwellings at secondary or ancillary building parts such as garages, carports, trellises, porches, covered decks, storage areas, and gateways. Semi detached dwellings provide single family detached characteristics while enabling more efficient organization of open space and the protection of site features such as trees and tree clusters, wetlands, and other natural features



Key benefits of semi-attached dwellings include:



- shared driveways for single car garages from either the street or alley will reduce the paved area;
- compact arrangement of dwellings and garages enables more usable site area for open space and landscaping;
- semi-attached and attached single family dwellings are suitable for infill development along the edges of and within existing neighborhoods.

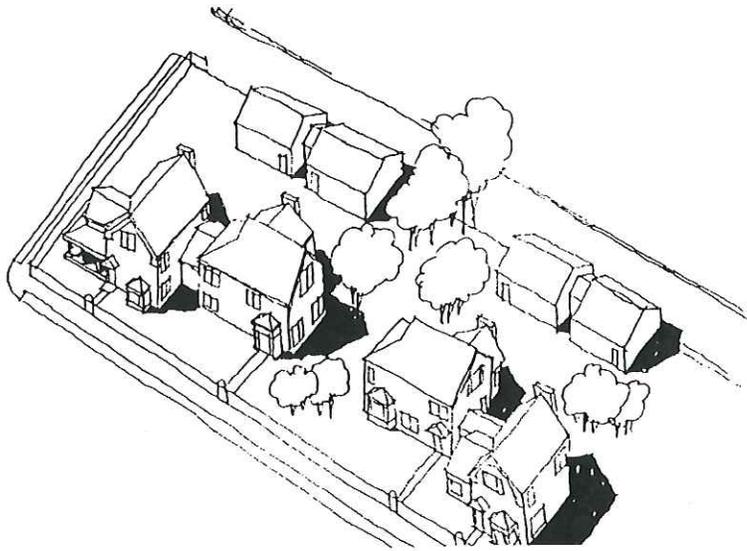
SITE DESIGN, PARKING, BUILDING DESIGN (see next section on Bungalow Dwellings)

III. DESIGN GUIDELINES: ATTACHED BUNGALOW DWELLING UNITS

Single family type dwellings attached at common walls separating habitable space within each unit and designed as single family detached or bungalow type dwellings are defined as Attached Bungalow Dwellings. Bungalows are one to one-and-a-half story houses or cottages conventionally constructed as detached dwellings.

A. SITE DESIGN AND PARKING

Intent: Semi-attached and Attached Bungalow Dwellings are intended to replicate a single family detached building type and protect existing natural site features and/or provide more useable open space within the development. These building types are appropriate for block grid configurations with or without alley vehicle access.



Setbacks: Setbacks under the Zoning Ordinance are not applicable where the buildings are attached. Buildings are to be connected by a garage, trellis, porch, or covered deck in semi-attached dwellings and by common walls separating livable areas in attached bungalow dwellings.

Orientation: Major pedestrian entry and building front are to be oriented toward the primary pedestrian street.

Access and Curb Cuts: Vehicular access can be from either the primary pedestrian meet or the alley, if provided. Where dwellings are attached at the garage walls, both dwellings are required to share the same driveway approach to the attached garages, using an eleven foot wide drive approach where feasible.

Off-street Parking: See Part I.A. Block Grid Street Pattern requirements.

Open Space: Existing natural features such as trees, stream and buffers, wetlands, and habitat can be retained as part of site design in both block grid and cluster configurations. In block grid configurations of semi-attached dwellings, the less useable side yard setbacks can be reduced to provide flexibility for special site conditions.

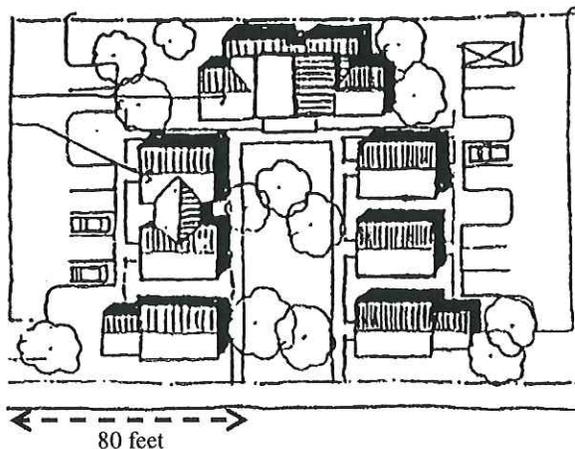
B. BUILDING DESIGN: See Part I.C. Design Guidelines for Buildings

IV. DESIGN GUIDELINES: MULTIPLEX DWELLING UNITS

A multiples home dwelling is to be a single large house-type structure, limited to a single front facade shared entry, and the option of additional common side and/or rear entries. Multiplex homes are to range in dwelling units from two to eight within the single "house" structure.

SITE DESIGN AND PARKING

Intent: Multiplex homes are intended to protect and promote a single family detached Neighborhood, while accommodating higher permitted density.



Single family detached units can be mixed with multiplex units

Orientation: Multiplex homes are suitable for both block grid and cluster arrangements. In block grid arrangements, they can be located on corner lots in developments with smaller scale dwellings in between. They can be repeated in a block grid arrangement similar to single family detached dwellings. In cluster arrangements, they can be combined with different scales and building types around a common open space.

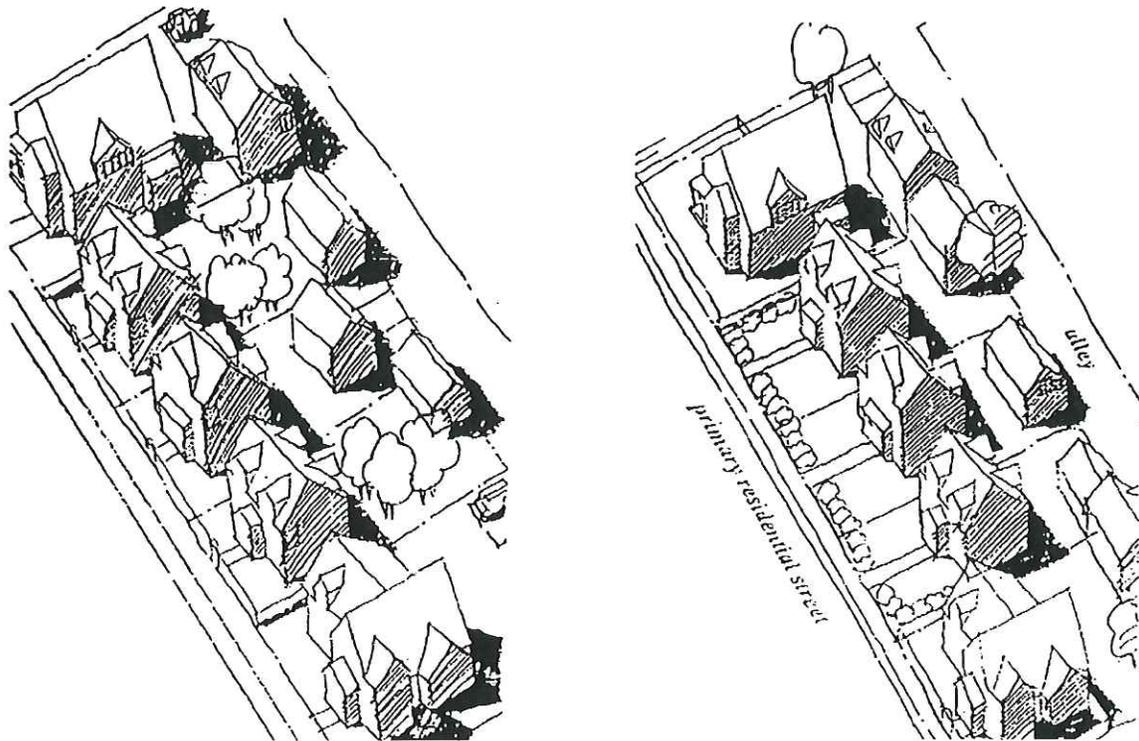
Cluster Arrangement Standards: See part I.B. Cluster Arrangements

Setbacks: Side yard setbacks are 5 feet to the property line and 6 feet to an adjacent building.

Access and Curb Cuts: See part I.A. Grid Street Pattern

Off-street Parking: Off-street parking is 1.5 parking spaces per one and two bedroom units; 2.0 parking spaces for three bedrooms and above; and 1.0 space per studio. Parking is provided in the rear of the site, in covered carports or garages detached from the main residential building by a minimum of six feet and/or in open parking stalls. A single driveway access 24 feet in width provides access to rear yard parking facilities. Alley access to rear parking facilities is preferred.

Open Space: Open space is provided in front and rear yard setbacks. More efficient and useable open space can be arranged with varied front yard setbacks for groups of two or more multiples homes, forming minor common areas or private yards that have the appearance of larger commons or yards.

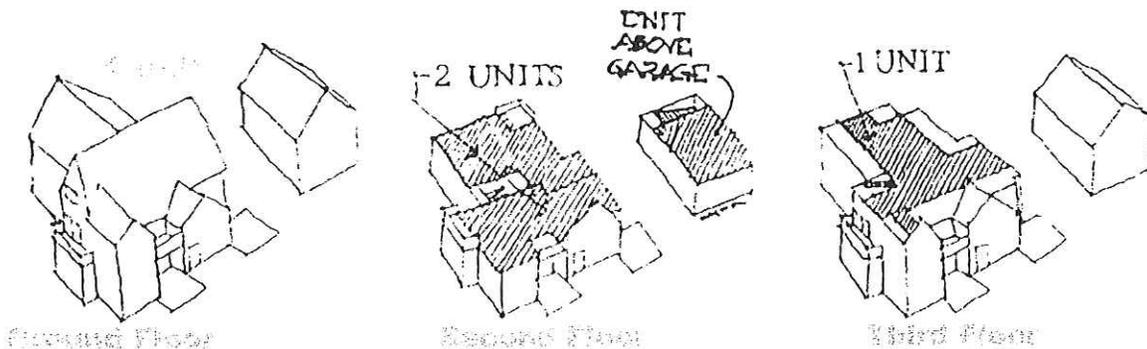


Two five-plexes and three duplexes are situated on each block. In right hand block, duplexes have larger setbacks that, along with the front sitting 5-plexes, create interesting outdoor space. Lots are 60' by 110' with alley access.

BUILDING DESIGN

Height and Bulk: Multiplex homes can accommodate two to eight dwelling units per individual building. Multiplex homes have a maximum height of 35 feet or two-and-one-half habitable stories. Each building has a common entry on the front facade. Each unit within the building has its own exterior open space, a minimum of 64 square feet, located on the ground level and/or on exterior decks.

The diagram below depicts a two and one-half story multiplex home and the distribution of units. In the example, one large unit, with more bedrooms, is located on the ground floor, with two smaller units located on the second level, and one on the third level. A studio or artist's unit is above the garage.



Roof Design: Roof pitches are a minimum 5/12 to accommodate the one-half story third floor. Designs are to resemble large single family homes and can use basic massing and attachments found in historic regional architectural examples.

Repetition with Variation: Larger buildings can engender variety with changes in roof pitches, porches, decks, bays and bay windows, dormers, and hood entries even where a basic building design is repeated.

Outdoor Semi-private Protected Spaces: A preferred hierarchy of semi-protected outdoor spaces can be established. For example: a main porch on the front and/or side of the building shared by all units; side porches or decks shared by two units; and outdoor garden or picnic areas shared by two units or more on the ground level.

Materials and Colors: In larger buildings (four or more units), changes in material and colors by story can reduce scale impacts. Examples include using one material for the ground floor and another material for upper stories. Color variations of the same type, with the ground floor different from upper stories, are also useful in reducing scale impact and adding interest and variety.

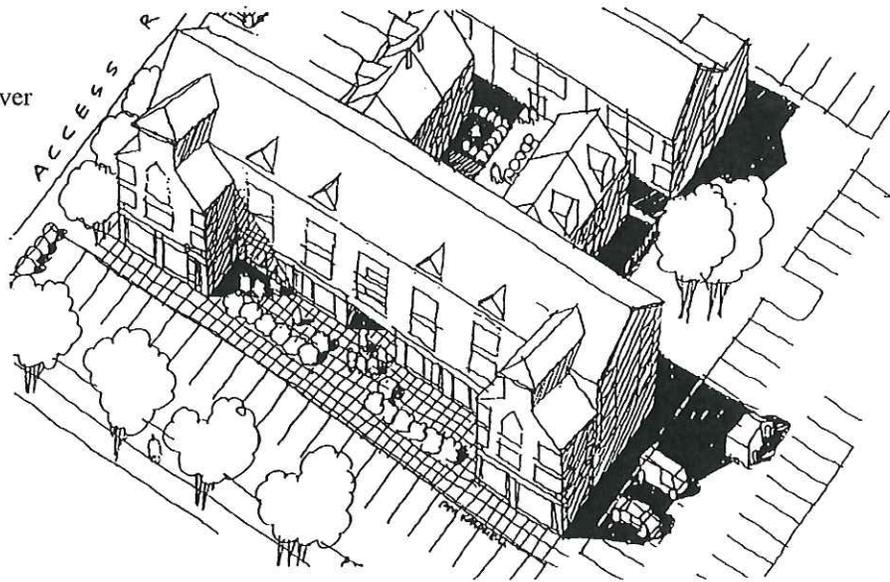
V. DESIGN GUIDELINES: MIXED USE COMMERCIAL AND MULTI-FAMILY DWELLING UNITS

Dwelling units that are an integral part of a multi-use building, i.e., commercial, office, retail uses, and are arranged vertically above, or next to, another use are mixed use dwellings. Residential above retail, live/work, and artist lofts are common terms for this category.

SITE DESIGN AND PARKING

Intent: Dwelling units can be integrated with different land uses, providing additional housing in traditionally non-residential areas, increased night-time activities in day-time business areas, more immediate access to services for residents, and live-work and/or owner-occupied business/residences.

Mixed Use – Residential Over
Commercial



Orientation:

Mixed Use Multiple Family Dwellings can be oriented in different ways depending on the specific site conditions and zoning. This section provides examples of various applications of the mixed use concept.

Off-street Parking: Residential and commercial parking are to be shared. Retail parking should be oriented to the rear or sides of buildings. If parking is located in the front yard, between the building and the primary street, the parking lot width is a maximum of 45 feet.

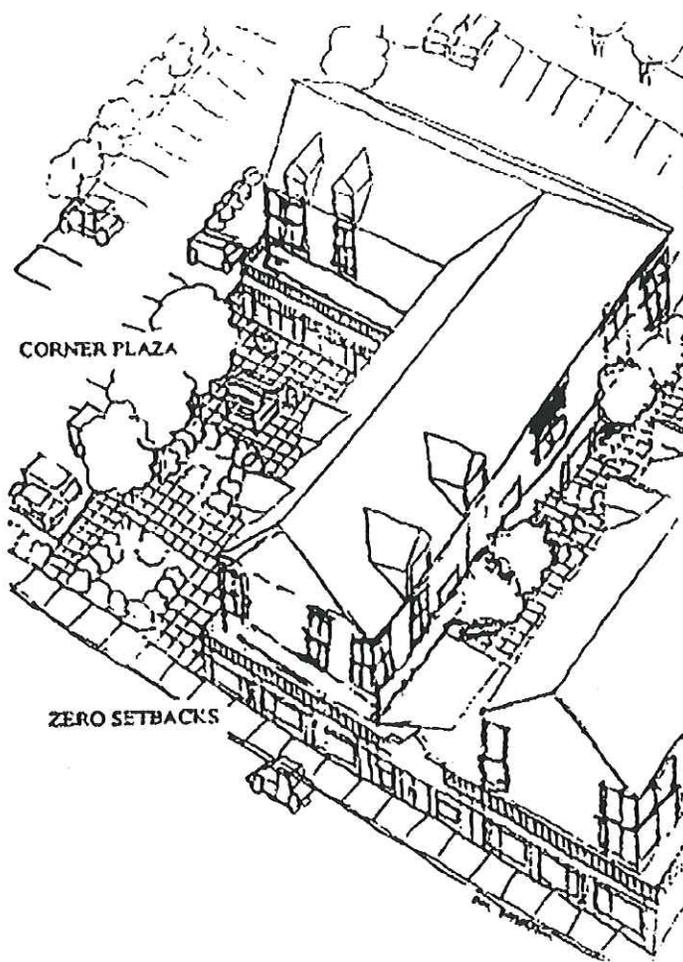
Open Space: Useable open space for pedestrian activities is to be provided on-site that is equal to 25% of the paved vehicular-use surface area for each commercial development

phase. Open space is to connect commercial-use building(s) and adjacent parking lot in a courtyard or plaza arrangement.

BUILDING DESIGN

Buildings are to have commercial uses on the ground floor, 40 to 60 feet in depth for retail uses, with 1 to 2 stories of residential uses above.

Residential attached to Mixed use: Residential dwellings without retail at ground floor may be attached to the side and/or rear of the main commercial/residential building; a useable open space area equal to 20% of the habitable residential building square footage should be provided. The illustration below depicts a pedestrian plaza that is contiguous to a front yard parking lot; and multiplexes attached to the rear with an open space courtyard.

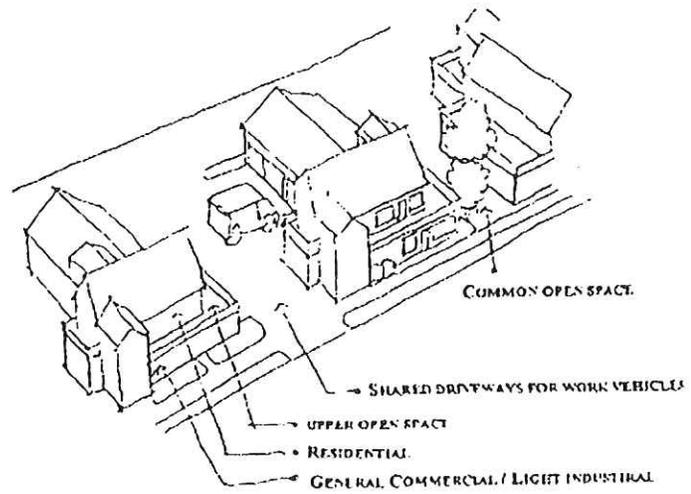


Zero Setback along primary street: The illustration depicts a zero setback for commercial uses along the primary street; a south and west facing pedestrian plaza contiguous to a side yard parking lot, meeting the 25% vehicular surface area rule; and a residential courtyard serving the housing units exclusively.

Live-Work Arrangements: Live-Work Arrangements for owner-occupied business/residences are depicted below with shared driveways and garage entries for work vehicles for at least every two buildings; a 20% of residential floor area open space requirement on the upper level. An additional option

locates the work vehicle parking and storage area in the center of the block, accessible by an alley, with the residential units above businesses oriented to the primary street.

Signage: Significant Mixed use commercial-multiple family dwellings shall have the same signage requirements as described for Neighborhood Commercial districts. Signage shall not interfere with the primarily residential nature of the area.



VI. DESCRIPTION OF INFILL HOUSING TYPES AND LOT ARRANGEMENTS

Workable Housing Types and Lot Arrangements for Infill Development

Conventional Lots

A typical residential lot is a square or rectangle and may range from 6,000 to 12,000 square feet in size. Lot frontage is typically 60 to 100 feet wide. Sometimes it is difficult to maintain a rectangular size, particularly when lots must accommodate sharp turns at the corners of a subdivision or when a curving street or cul-de-sac is provided. Two common variations on the conventional lot are pie shaped lots and flag lots.

Zero Lot Line Houses

Zero lot line houses are characterized by narrow but deep lots. Instead of providing two side yards that might each only be five feet wide, one side of the dwelling is located on a side property line which transfers more useable outdoor space to the other side of the house. The homeowner is granted an easement (usually five feet or so) across the neighbor's lot to provide for periodic maintenance of the exterior of the house and to provide for drainage off of the roof. Zero lot line lots typically range in size from 3,000 to 5,000 square feet at densities of five to seven (or even ten) units per gross acre. Lots can be 40 to 50 feet wide and 80 to 100 feet deep.

Wide-Shallow Lots

Another alternative to providing housing on smaller lots is a homesite that is 55 to 70 feet wide and only 55 to 70 feet deep. In this way, houses are oriented more parallel to the street rather than perpendicular. These are also called "theater lots" because the mass of the house faces the street and creates the illusion of a larger dwelling than is actually the case. According to the Urban Land Institute, the optimum size for a wide-shallow lot is 57 feet wide by 80 feet deep, allowing a 20 foot driveway in the front for two cars and a 25 to 30 foot rear yard.

Zipper Lots

Zipper lots are a derivation of the wide-shallow lots. Under ideal conditions, which include straight streets and flat terrain, zipper lots can produce densities of up to 10 units per acre. In the zipper lot concept, the rear lot line jogs to vary the depth of the rear yard and to concentrate usable space on one side of the lot. The other side of the lot (left shallow) is located against the blank wall of an adjacent house.

Alternative Width Lots

Alternative width lots combine narrow and wide lots to offer a more varied streetscape. An almost limitless number of variations are possible under this approach. The odd lot approach to development provides a mixture of unit plans and sizes, as well as an ability to attract diverse target markets.

Cluster Housing

Cluster housing is a technique for achieving higher densities with single family dwellings. Units are "clustered together" and share some common open space as opposed to having entirely private yards. This does not preclude the opportunity for some private outdoor space associated with each unit. The densities that may be achieved under cluster housing may range from eight to fourteen dwellings per acre depending upon the size of the unit, the number of automobiles to be accommodated and the open space requirements. Frequently, clustered housing is associated with an amenity such as a water feature, a park, or other natural attraction that is shared by more than one house. The individual dwelling sizes can technically be of any size. However, units would tend to be somewhat smaller to mid-sized (1,200 to 1,800 square feet).

Urban Cottages (Small Lot Single Family Dwellings)

Urban cottages, or small lot single family dwellings, represent a potentially significant product line to address medium-density housing to accommodate future small households. (They are often clustered around common open space.) Due to increasing land prices, small lot singles in the future can be expected to be located on smaller lots of approximately 3,500 square feet each, with units in the range of 1,200 to 1,500 square feet.

Townhouses

Townhouses and rowhouses are essentially the same product. They are single family attached dwellings with a common wall between units. They are typically narrow and have generally ranged from 22 to 32 feet wide. Townhouses are becoming more attractive to suburban locations because, as a rule, they are more affordable than detached single family dwellings. This product remains the most popular type of housing between the single family detached home and various forms of rental apartments or multi-family dwellings. They can be sold or rented and thereby appeal to many markets.

Rowhouses are typically developed in clusters of two to ten units and represent an attractive form of ownership housing as an alternative infill real estate product. Rowhouses and townhouses are typically purchased by the occupant (as opposed to rented) and are sold in fee simple title as opposed to condominium ownership. Fee simple ownership is possible because dwelling units are not "stacked one above the other" and therefore only one dwelling occupies each parcel. Under different scenarios, the units may have a private green area and share a common open space. Parking for each unit is provided on the first level with housing above. Rowhouses and townhouses can be effectively designed to densities of 12 to 18 units per acre. Since small project size is easily accommodated by this housing type, it should be an effective means for developing transitional sites on the margins of established neighborhoods.

Stacked Townhouses

Stacked townhouses are similar in form to rowhouses. The distinction is that units are stacked one above another. Building heights can range from two to four stories and are typically constructed of wood frame materials, although the exterior may be of any

number of finished materials. The units are stacked one above another and are generally accessible by stairways rather than an elevator. Each unit is in effect accessible directly from the exterior. In the form of stacked townhouse ownership units, a condominium (or cooperative) form of ownership is necessary since more than one dwelling unit occupies the same given piece of ground. Units may range in size from rather small flats (i.e., starting at 600 square feet) and including fairly generous two-story units which may range as high as 1,500 to 2,000 square feet. Stacked townhouses can achieve densities of approximately 15 to 22 units per acre depending upon whether the automobile is parked in a garage underneath the dwelling or in a surface parking area adjacent to the dwellings. Unit size can range from 1,500 to 2,200 square feet in new construction and lower on converted buildings such as lofts.

Garden Apartments

Garden density multi-family housing includes a wide variety of housing types over the past several decades. A typical garden apartment is two to three stories in height, does not contain an elevator and has 10 or more units located within a single building. Economics have forced recent garden apartment projects to densities of 18 to 22 (or even 40) units per acre. They represent the most common form of housing for the segment of the population that rents its home.

Mixed-Use (Commercial and Housing)

Mixed-use development with uses stacked vertically is a very old form of urban development. Most vertical mixed-use development has historically been retail shops with housing above. Many of the older inner-city commercial districts contain older buildings with housing above and shops below. New, vertical mixed-use development requires a location with a high degree of "street level romance and attraction" able to support high retail and housing rents (or condominium purchase prices). Renovation of existing, but under-utilized vertical mixed-use, offers a stronger short-term opportunity than new development because of the reduced costs and older building (versus new construction) allows for rents and proportionately less debt.

Various Types of Owner and Renter Housing

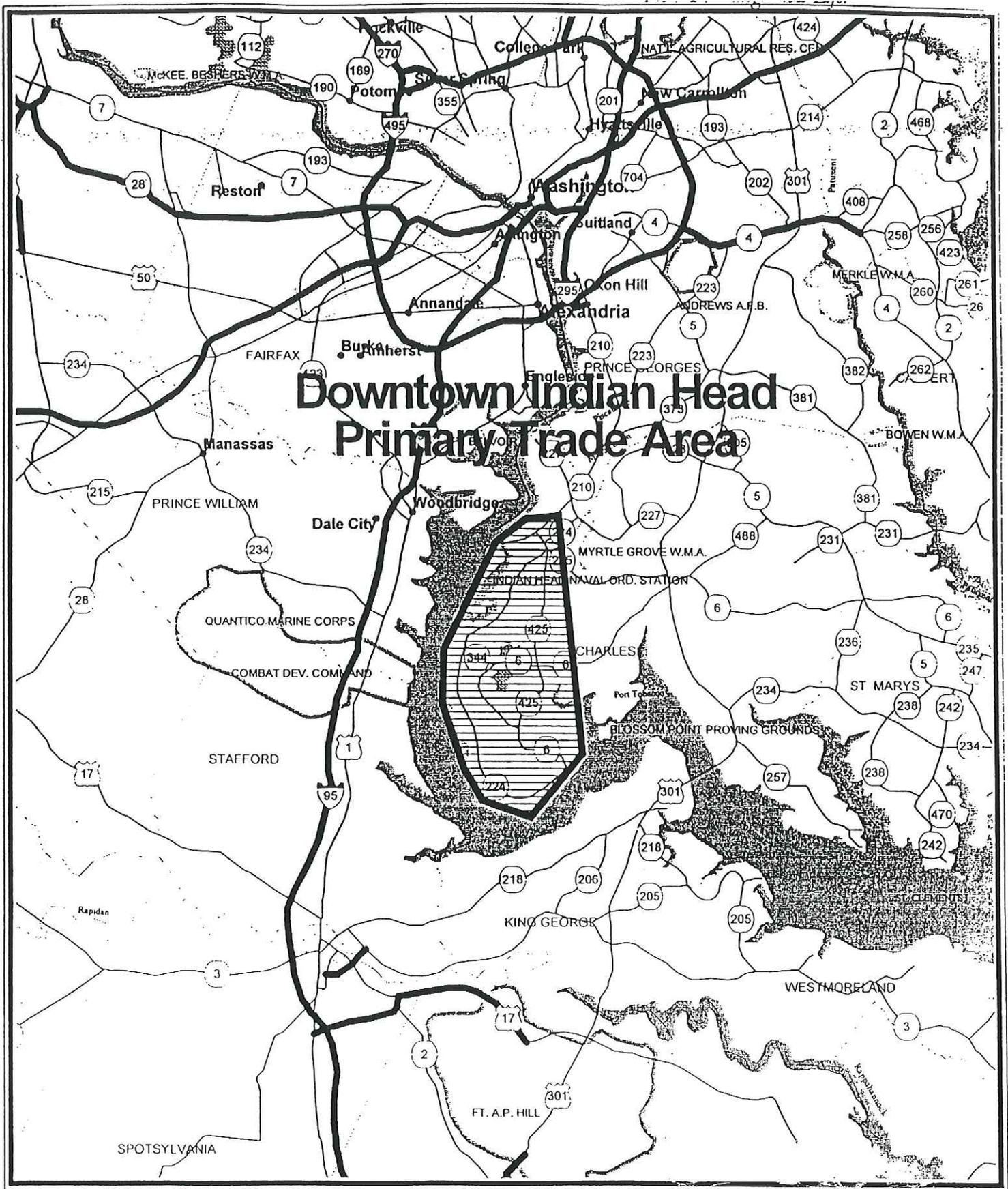
Housing Product Preference	Net Density Lot Size (sq. ft.)	Lot Width (ft.)	Unit Size (sq. ft.)	Rent/Own
Estate Size Single Family Lot	1 to 2 per acre 20,000 and larger	120 to 170	3,500 to 5,000	Owner
High End Subdivision Single Family Lot	3 to 4 per acre 10,000 and larger	90 to 100	2,000 to 3,500	Owner
Standard Single Family Subdivision Lot	5 to 7 per acre 6,000 to 9,000	60 to 80	1,600 to 2,200	Owner
Small Single Family Lots and Cluster Housing*	7 to 10 per acre 4,500 to 6,000	45 to 60	1,200 to 1,800	Owner
Attached Housing (e.g., Patio Homes, Zero Lots)	10 to 12 per acre 3,500 to 4,500	35 to 55	1,400 to 1,900	Owner
Town Houses and Row Houses	12 to 18 per acre 2,000 to 3,500	16 to 35	1,400 to 1,600	Owner or Renter
Stacked Low-Rise Ownership Housing	12 to 30 per acre NA	NA	1,500 to 2,200	Owner
Garden Apartments	16 to 24 per acre NA	NA	450 to 1,300	Renter
Low-Rise High Density Housing	20 to 50 per acre NA	NA	450 to 1,600	Owner or Renter
Mid-Rise (4 to 6 stories) High Density	40 to 80 per acre NA	NA	450 to 2,000	Owner or Renter
High Rise (over 6 stories) High Density	60 to 250 per acre NA	NA	450 to 3,000	Owner or Renter

*Includes Zero Lot Line Homes, Zipper Lots, Alternate Width Lots and "Z" Lots, as well as arrangements such as Clustered Small Urban Cottages.

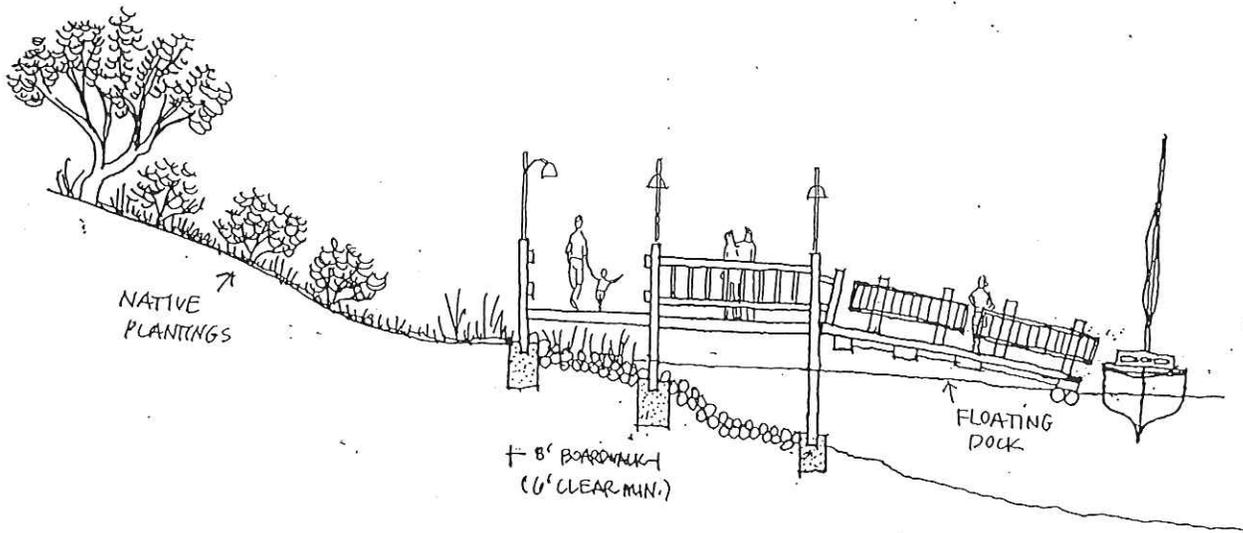
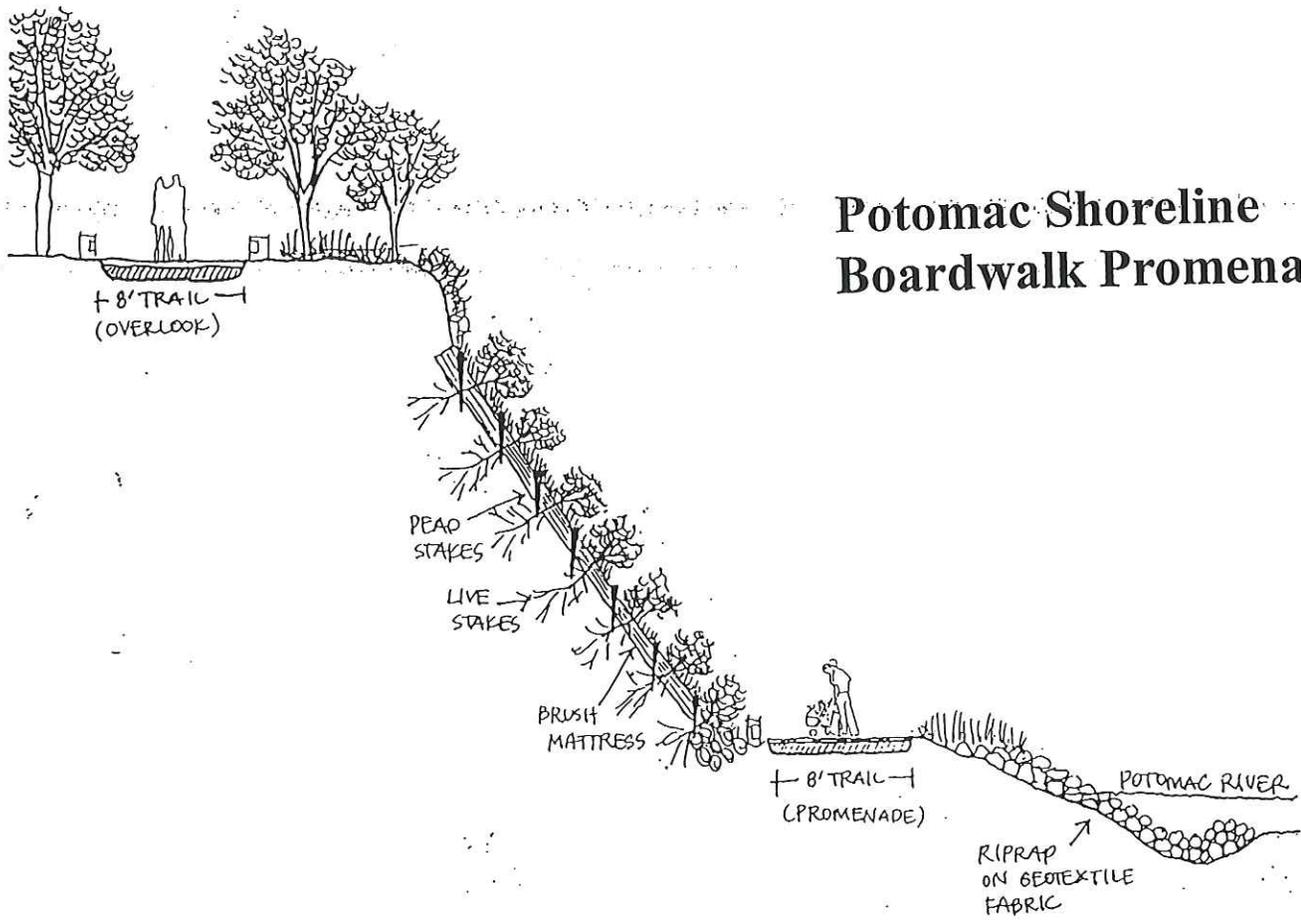
**THE PLAN FOR THE FUTURE
OF DOWNTOWN INDIAN HEAD**

APPENDIX B

**LAND USE PLAN
ZONING MAP
PRIMARY TRADE AREA
POTOMAC SHORELINE – BOARDWALK PROMENADE
DOWNTOWN MIX USE
DEMOGRAPHICS**



Potomac Shoreline Boardwalk Promenade



Indian Head, MD



Housing & Shelter

Total Houses	1418	Median Year Built	1966
Owner Occupied	59.0%	Renter Occupied	41.0%
Avg Rooms per House	-6	Avg Bedrooms per House	3
Median Home Value	\$92400	Median Rent	\$550

Utilities

Gas Heat	4.4%	Public Water	96.4%	Public Sewer	95.5%
Oil Heat	48.1%	Well Water	3.3%	Septic Tank	4.1%
Electric Heat	44.8%	Other Water	0.3%	Other Sewer	0.4%
Other Heat	2.7%				

Demographics

Total Population	3506	0 - 18 yrs	30.1%	19 - 64 yrs	62.0%	65 & Over	7.9%
Born Instate		39.1%	Born out of state				60.9%
Per Capita Income	\$14424	Median Household Income	\$35250	Median Family Income			\$37188

Industry

Retail Trade	15.0%	Finance, Insurance, Real Estate	3.3%
Construction	8.9%	Communications, Public Utilities	1.7%
Transportation	2.2%	Agriculture, Forestry, Fisheries	1.7%
Wholesale Trade	3.0%	Public Administration	25.6%
Manufacturing	10.9%	Business & Repair	5.1%
Personal Services	2.7%	Entertainment	0.7%
Health Services	4.1%	Education	6.0%
Mining	0.3%	Other	8.6%

Education

Public Elementary School	83.6%	Public Secondary School	94.1%	Public University	84.4%
Private Elementary School	16.4%	Private Secondary School	5.9%	Private University	15.6%

School District Information

BOARD OF EDUC, CHARLES COUNTY
 PO BOX D
 LA PLATA, MD 20646
 301-932-6610

Lowest Grade: PK
 Highest Grade: 12
 # of Schools: 31
 # of Teachers: 1091.80
 # of Students: 19547
 Stud/Teach Ratio: 17.90

Core Expenditure per pupil: \$3802
 Current Expenditure per pupil: \$5721
 Total Expenditure per pupil: \$6052
 Instruction Spending: 58.30%
 Support Services Spending: 35.50%
 Non-Instruction Spending: 6.10%

Transportation & Commuting

Car or Carpool	91.0%	Bus	1.5%
Rail	0.0%	Walked	2.9%
Streetcar / Subway	0.1%	Other	3.5%
Rush Hour	7:00am to 7:29am	Avg time to work (min.)	27

Airports

MARYLAND	Public General Aviation Airport	4 mi. from downtown
BUDS FERRY	Private Airport	

DOWNTOWN INDIAN HEAD
MARYLAND
PRIMARY TRADE AREA

SITE: Polygon
Latitude: 38,18,13
Longitude: 77,27,39

Polygon Points: 11
Degrees North: 38.30
Degrees West: 77.46

SNAPSHOT	1990 CENSUS	1996 UPDATE	2001 FORECAST
Population	13863	15213	16332
Households	4630	5110	5506
Families	3595	3954	4250
Median Age	30.2	32.3	33.9
Per Capita Income	\$ 13662	\$ 16977	\$ 17834
Median Household Income	\$ 35840	\$ 43275	\$ 45518
Average Household Income	\$ 40282	\$ 49136	\$ 51610
Average Household Size	2.93	2.92	2.91

ANNUAL PERCENT CHANGE FOR 1996-2001

TRENDS	Area	State	National
Population	1.43	1.04	1.00
Households	1.50	1.04	1.01
Families	1.45	1.08	1.03
Median Age	0.99	1.03	0.82
Per Capita Income	0.99	0.76	-0.69
Average Household Size	-0.05	0.03	0.01

HOUSEHOLDS BY INCOME	1990 CENSUS		1996 UPDATE		2001 FORECAST	
	Number	%	Number	%	Number	%
Less than \$15,000	767	17	647	13	644	12
\$15,000-\$24,999	669	15	560	11	542	10
\$25,000-\$34,999	740	16	643	13	660	12
\$35,000-\$49,999	969	21	1144	22	1227	22
\$50,000-\$74,999	922	20	1248	24	1361	25
\$75,000-\$99,999	335	7	529	10	641	12
\$100,000-\$149,999	88	2	278	5	355	6
\$150,000+	38	1	61	1	74	1

POPULATION BY AGE	1990 CENSUS		1996 UPDATE		2001 FORECAST	
	Number	%	Number	%	Number	%
0-4	1132	8	1275	8	1275	8
5-14	2138	15	2331	15	2515	15
15-19	1075	8	1085	7	1182	7
20-24	1128	8	1018	7	1029	6
25-34	2699	19	2712	18	2440	15
35-44	1876	14	2387	16	2837	17
45-64	2462	18	2855	19	3321	20
65-74	856	6	918	6	984	6
75-84	412	3	518	3	587	4
85+	86	1	114	1	160	1

RACE AND ETHNICITY	1990 CENSUS		1996 UPDATE		2001 FORECAST	
	Number	%	Number	%	Number	%
White	9176	66	10343	68	10968	67
Black	4377	32	4459	29	4862	30
Asian/Pacific	108	1	171	1	208	1
Other Races	202	1	240	2	294	2
Hispanic (any race)	165	1	221	1	253	2

NOTE: 1990 census income is in 1989 dollars. 1996 and 2001 income amounts are in 1995 dollars.

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Downtown Indian Head

Table DP-1. Profile of General Demographic Characteristics: 2000

Geographic Area: Indian Head town, Maryland

[For information on confidentiality protection, nonsampling error, and definitions, see text]

Subject	Number	Percent	Subject	Number	Percent
Total population.....	3,422	100.0	HISPANIC OR LATINO AND RACE		
SEX AND AGE			Total population.....	3,422	100.0
Male.....	1,661	48.5	Hispanic or Latino (of any race).....	58	1.7
Female.....	1,761	51.5	Mexican.....	16	0.5
Under 5 years.....	285	8.3	Puerto Rican.....	19	0.6
5 to 9 years.....	345	10.1	Cuban.....	1	-
10 to 14 years.....	325	9.5	Other Hispanic or Latino.....	22	0.6
15 to 19 years.....	253	7.4	Not Hispanic or Latino.....	3,364	98.3
20 to 24 years.....	209	6.1	White alone.....	1,869	54.6
25 to 34 years.....	529	15.5	RELATIONSHIP		
35 to 44 years.....	645	18.8	Total population.....	3,422	100.0
45 to 54 years.....	343	10.0	In households.....	3,421	100.0
55 to 59 years.....	122	3.6	Householder.....	1,222	35.7
60 to 64 years.....	105	3.1	Spouse.....	531	15.5
65 to 74 years.....	138	4.0	Child.....	1,257	36.7
75 to 84 years.....	101	3.0	Own child under 18 years.....	1,015	29.7
85 years and over.....	22	0.6	Other relatives.....	217	6.3
Median age (years).....	31.4	(X)	Under 18 years.....	106	3.1
18 years and over.....	2,293	67.0	Nonrelatives.....	194	5.7
Male.....	1,067	31.2	Unmarried partner.....	112	3.3
Female.....	1,226	35.8	In group quarters.....	1	-
21 years and over.....	2,172	63.5	Institutionalized population.....	-	-
62 years and over.....	322	9.4	Noninstitutionalized population.....	1	-
65 years and over.....	261	7.6	HOUSEHOLD BY TYPE		
Male.....	108	3.2	Total households.....	1,222	100.0
Female.....	153	4.5	Family households (families).....	888	72.7
RACE			With own children under 18 years.....	541	44.3
One race.....	3,334	97.4	Married-couple family.....	531	43.5
White.....	1,904	55.6	With own children under 18 years.....	300	24.5
Black or African American.....	1,303	38.1	Female householder, no husband present.....	280	22.9
American Indian and Alaska Native.....	61	1.8	With own children under 18 years.....	197	16.1
Asian.....	49	1.4	Nonfamily households.....	334	27.3
Asian Indian.....	5	0.1	Householder living alone.....	258	21.1
Chinese.....	21	0.6	Householder 65 years and over.....	71	5.8
Filipino.....	9	0.3	Households with individuals under 18 years.....	594	48.6
Japanese.....	-	-	Households with individuals 65 years and over ..	201	16.4
Korean.....	13	0.4	Average household size.....	2.80	(X)
Vietnamese.....	1	-	Average family size.....	3.26	(X)
Other Asian ¹	-	-	HOUSING OCCUPANCY		
Native Hawaiian and Other Pacific Islander.....	1	-	Total housing units.....	1,311	100.0
Native Hawaiian.....	1	-	Occupied housing units.....	1,222	93.2
Guamanian or Chamorro.....	-	-	Vacant housing units.....	89	6.8
Samoa.....	-	-	For seasonal, recreational, or		
Other Pacific Islander ²	-	-	occasional use.....	-	-
Some other race.....	16	0.5	Homeowner vacancy rate (percent).....	3.4	(X)
Two or more races.....	88	2.6	Rental vacancy rate (percent).....	3.9	(X)
<i>Race alone or in combination with one or more other races:</i> ³			HOUSING TENURE		
White.....	1,981	57.9	Occupied housing units.....	1,222	100.0
Black or African American.....	1,336	39.0	Owner-occupied housing units.....	802	65.6
American Indian and Alaska Native.....	101	3.0	Renter-occupied housing units.....	420	34.4
Asian.....	61	1.8	Average household size of owner-occupied units.....	2.75	(X)
Native Hawaiian and Other Pacific Islander.....	4	0.1	Average household size of renter-occupied units.....	2.89	(X)
Some other race.....	30	0.9			

- Represents zero or rounds to zero. (X) Not applicable.

¹ Other Asian alone, or two or more Asian categories.

² Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

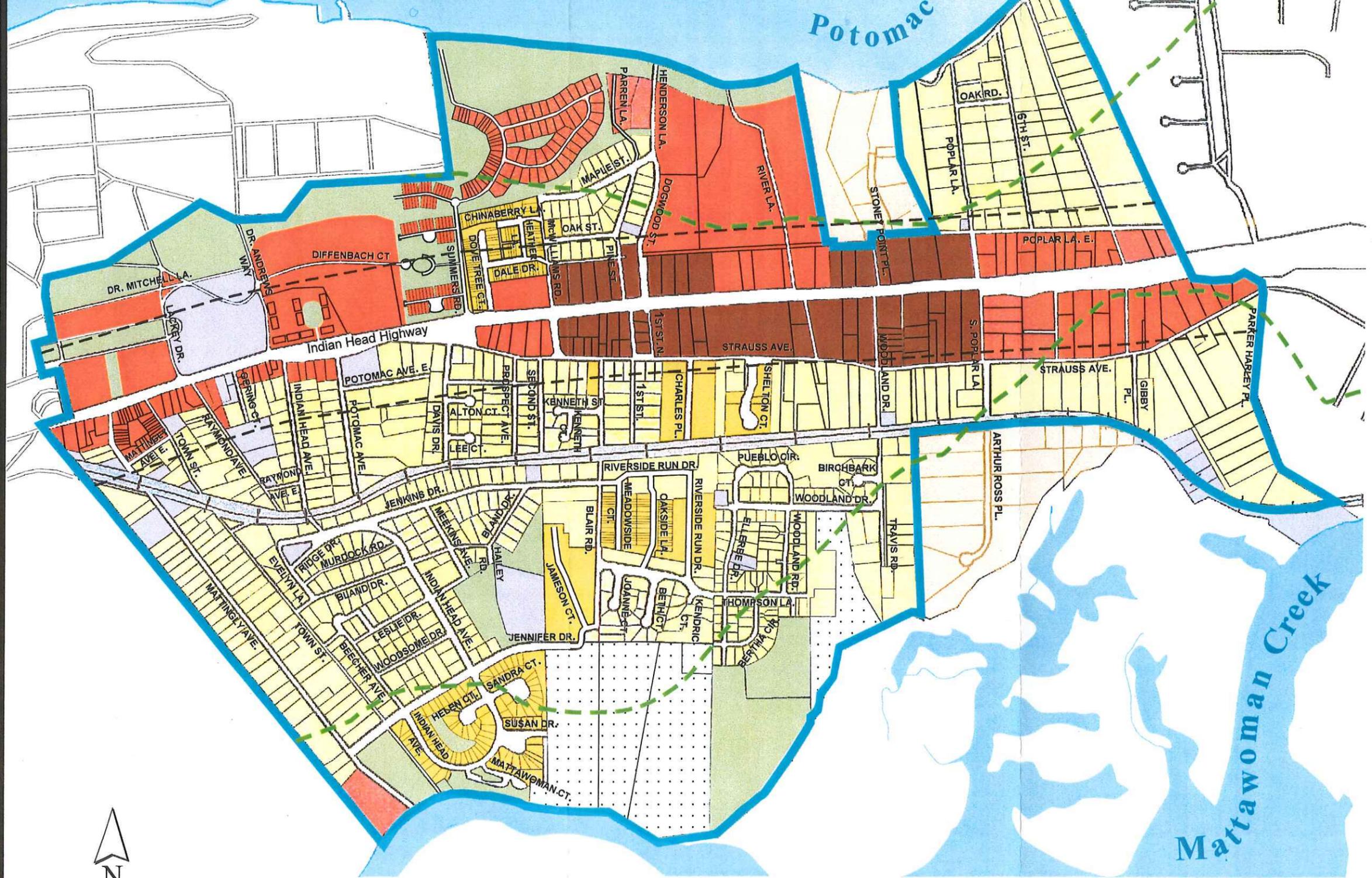
³ In combination with one or more of the other races listed. The six numbers may add to more than the total population and the six percentages may add to more than 100 percent because individuals may report more than one race.

Source: U.S. Census Bureau, Census 2000.

Zoning Districts

-  R-1 SINGLE FAMILY RESIDENTIAL
-  R-2 SINGLE FAMILY RESIDENTIAL
-  R-M MULTI-FAMILY RESIDENTIAL
-  TCMX TOWN MIXED USE
-  GC GENERAL COMMERCIAL
-  OS OPEN SPACE
-  HIGHWAY CORRIDOR AREA
-  CHESAPEAKE BAY CRITICAL AREA LINE (SEE CRITICAL AREA MAP)
-  PUBLIC/INSTITUTIONAL
-  CORPORATE LIMITS

Town of Indian Head 2006 Comprehensive Zoning Map

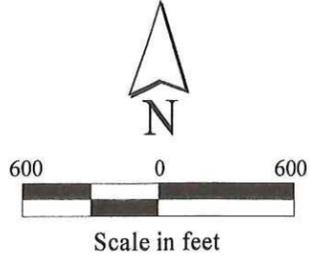


We, the undersigned, do hereby certify on this ____ day of _____, 2006, that this Map is an official copy of the Comprehensive Zoning Map for the Town of Indian Head, Maryland, adopted in accordance with Article 66B of the Annotated Code of Maryland.

Dennis J. Scheesele, Mayor (date)

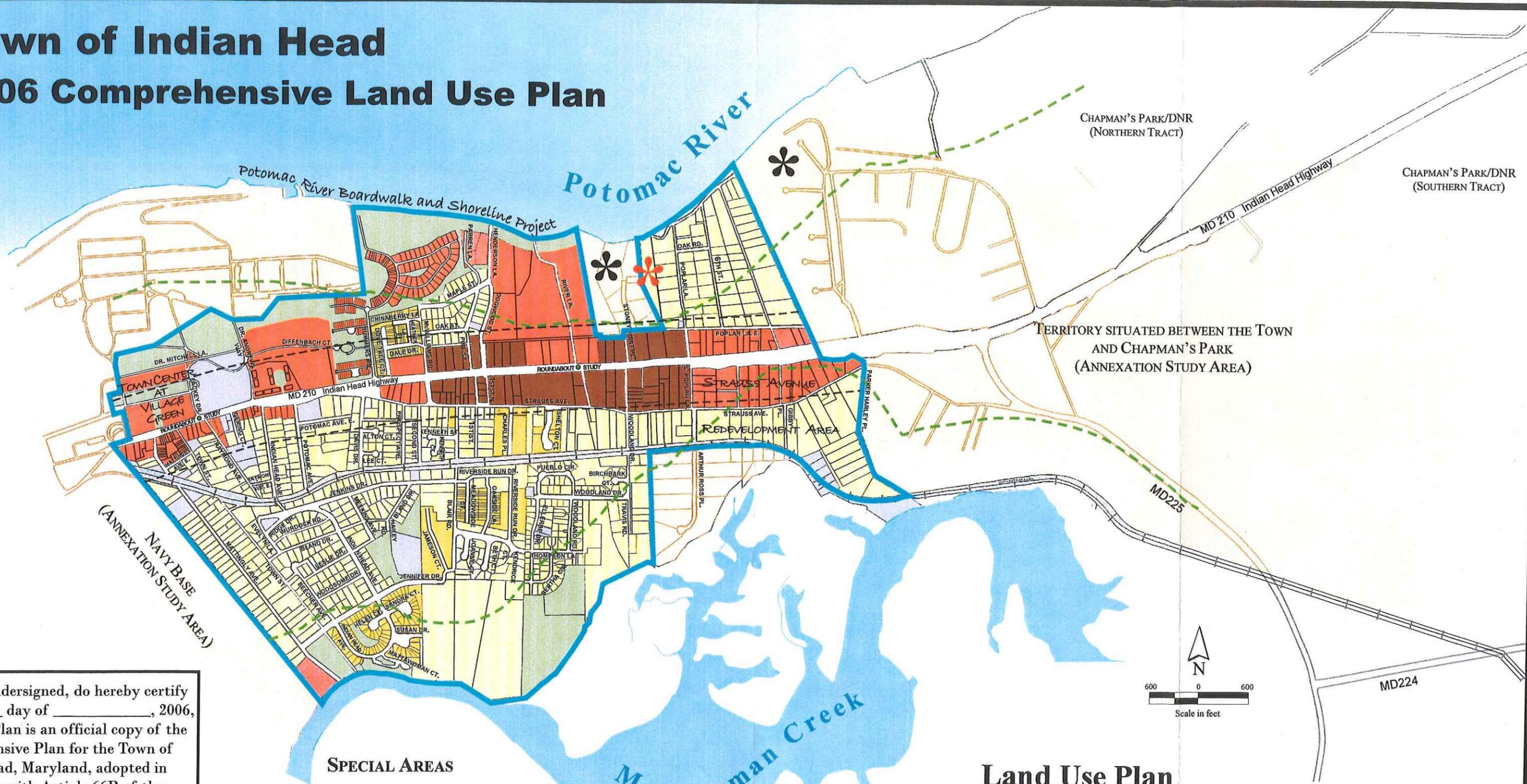
Margie A. Posey, Vice Mayor (date)

Mary E. Thompson, Council (date)



Town of Indian Head

2006 Comprehensive Land Use Plan



We, the undersigned, do hereby certify on this ___ day of _____, 2006, that this Plan is an official copy of the Comprehensive Plan for the Town of Indian Head, Maryland, adopted in accordance with Article 66B of the Annotated Code of Maryland.

Dennis J. Scheessele, Mayor (date)

Margie A. Posey, Vice Mayor (date)

Mary E. Thompson, Council (date)

- | | | | | | |
|---|--|---|---------------------------|---|------------------------------------|
|  | DESIGNATED NEIGHBORHOOD BUSINESS AREAS
(FOR COMMERCIAL, OFFICE, R&D, AND MIXED USES) |  | SINGLE FAMILY RESIDENTIAL |  | OPEN SPACE |
|  | DESIGNATED PRIORITY FINDING AREA |  | MULTI-FAMILY RESIDENTIAL |  | POTENTIAL ANNEXATION - STUDY AREAS |
|  | CHESAPEAKE BAY CRITICAL AREA LINE (SEE OFFICIAL CRITICAL AREA MAP) |  | TOWN MIXED USE |  | HIGHWAY CORRIDOR AREA |
|  | MUNICIPAL TERRITORY: POTENTIAL USE OF GROWTH ALLOCATION |  | GENERAL COMMERCIAL |  | MUNICIPAL BOUNDARY |
|  | IF ANNEXED: POTENTIAL USE OF GROWTH ALLOCATION |  | PUBLIC/INSTITUTIONAL | | |
|  | TOWN CENTER AT VILLAGE GREEN | | | | |
| | POTOMAC RIVER BOARDWALK AND SHORELINE PROJECT | | | | |
| | STRAUSS AVENUE REDEVELOPMENT AREA | | | | |

Land Use Plan