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*G*lenn Dale  
Seabrook  
Lanham

ADJACENT  
& VICINITY

Approved Sector Plan and  
Sectional Map Amendment

March 2010



The Maryland-National Capital Park and Planning Commission  
Prince George's County Planning Department  
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# Abstract

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TITLE:	Glenn Dale-Seabrook-Lanham and Vicinity Approved Sector Plan and Sectional Map Amendment
AUTHOR:	The Maryland-National Capital Park and Planning Commission Prince George's County Planning Department
SUBJECT:	Sector Plan and Sectional Map Amendment for Glenn Dale-Seabrook-Lanham and Vicinity (portion of Planning Area 70)
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ABSTRACT:	<p>This document is the Approved Sector Plan and Approved Sectional Map Amendment (SMA) for Glenn Dale-Seabrook-Lanham and Vicinity (portion of Planning Area 70). The sector plan and SMA amend portions of the 1998 <i>Approved Master Plan and Sectional Map Amendment for Glenn Dale-Seabrook-Lanham and Vicinity (Planning Area 70)</i>. Developed with the assistance of the community, this document recommends goals, policies, strategies, and actions pertaining to development patterns, zoning, environmental infrastructure, transportation systems, public facilities, parks and recreation, economic development, historic preservation, and community character. The SMA proposes zoning changes to implement the recommendations of the sector plan.</p>



Glenn Dale-Seabrook-Lanham & Vicinity  
Approved Sector Plan & Sectional Map Amendment  
March 2010

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT  
14741 GOVERNOR ODEN BOWIE DRIVE  
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The Commission has three major functions:

- The preparation, adoption, and, from time to time, amendment or extension of the General Plan for the physical development of the Maryland-Washington Regional District;
- The acquisition, development, operation, and maintenance of a public park system; and
- In Prince George's County only, the operation of the entire county public recreation program.

The Commission operates in each county through a Planning Board appointed by and responsible to the county government. All local plans, recommendations on zoning amendments, administration of subdivision regulations, and general administration of parks are responsibilities of the Planning Boards.

The Prince George's County Department of Planning (M-NCPPC):

- Our mission is to help preserve, protect, and manage the county's resources by providing the highest quality planning services and growth management guidance and by facilitating effective intergovernmental and citizen involvement through education and technical assistance.
- Our vision is to be a model planning department of responsive and respected staff who provide superior planning and technical services and work cooperatively with decision-makers, citizens, and other agencies to continuously improve development quality and the environment and act as a catalyst for positive change.

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The County Council has three main responsibilities in the planning process: (1) setting policy, (2) plan approval, and (3) plan implementation. Applicable policies are incorporated into area plans, functional plans, and the General Plan. The Council, after holding a hearing on the plan adopted by the Planning Board, may approve the plan as adopted, approve the plan with amendments based on the public record, or disapprove the plan and return it to the Planning Board for revision. Implementation is primarily through adoption of the annual Capital Improvement Program, the annual Budget, the water and sewer plan, and adoption of zoning map amendments.

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# Foreword

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The Prince George's County Planning Board is pleased to make available the *Glenn Dale-Seabrook-Lanham and Vicinity Approved Sector Plan and Sectional Map Amendment*.

Policy guidance for this plan came from the 2002 *Prince George's County Approved General Plan* and the 1993 *Approved Master Plan and Sectional Map Amendment for Glenn Dale-Seabrook-Lanham and Vicinity (Planning Area 70)*. The goals, concepts, and guidelines document, which outlined many of the major issues within the planning area and provided structure for the planning process, was presented to the Planning Board and District Council in May 2008.

The public participation program consisted of a wide range of community-based meetings, forums, open houses, and other programs that were held to actively engage citizens, property owners, business interests, a community advisory group, civic and homeowners associations, and students in the planning process.

During the planning process, we asked area residents and property owners to envision how their community can participate in the county's growth and to propose the changes necessary to make that happen. We are continuing this effort countywide through the *Envision Prince George's* initiative to engage a broad cross section of stakeholders in developing a shared vision for the county's future direction and growth.

This plan contains recommendations for land use, environmental infrastructure, green infrastructure, transportation systems (including roads, transit, and trails), public facilities, parks and recreation, commercial and employment centers, community character, urban design, historic preservation, and living areas. A vision and goals describing future desirable conditions, policies stating the intent upon which government decisions are evaluated, and strategies providing a general course of action to achieve the stated goals are provided for each plan element. The sectional map amendment proposes zoning changes to allow implementation of the land use concepts in the sector plan.

On October 6, 2009, the District Council and the Planning Board held a joint public hearing on the preliminary sector plan and proposed sectional map amendment. The Planning Board adopted the plan with modifications per PGCPB Resolution No. 09-171(C) dated January 2010. The District Council approved the sector plan through passage of CR-21-2010 in March 2010.

Sincerely,



Samuel J. Parker, Jr., AICP  
Chairman  
Prince George's County Planning Board





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# Plan Highlights

## Vision

The Glenn Dale-Seabrook-Lanham area will continue to be a lower-density suburban community comprising stable single-family neighborhoods, successful commercial and employment centers, and open space amenities. Quality-of-life improvements will establish a unique area identity defined by:

- Walkable, safe, and attractive neighborhoods with well-designed and maintained homes.
- A range of vital pedestrian-oriented commercial areas that serve resident needs.
- Well-defined and inviting gateways at key community entry points.
- A community forest formed by parks, open spaces, green streetscapes, and private yards.
- Historic buildings, sites, neighborhoods, and landscapes that communicate the area's past and provide a context for the future.
- Preserved and restored watersheds, wetlands, and environmentally-sensitive areas.
- An expanded and interconnected park and recreation system.
- A network of pedestrian and bicycle trails that connect to important destinations within and outside the sector plan area.
- Accessible, high-quality public facilities that meet current and future demands.
- Roadway, signalization, and pedestrian crossing improvements that consider the needs of a variety of users.
- Community amenities that encourage use of alternative forms of transportation.

- A mixed-use, transit-oriented community center that serves as a model for successful community-scaled redevelopment.

## Summary of Plan Recommendations

The following section summarizes the sector plan's key recommendations.

### Community Design and Identity

#### Living Areas

- Maintain and strengthen the character of existing neighborhoods.
- Improve connections between neighborhoods and community destinations.
- Provide buffers between neighborhoods and incompatible nonresidential uses.
- Design residential infill to be compatible with existing neighborhood scale and character.
- Ensure that new residential construction and improvements are consistent with recommended design principles.

#### Gateway Areas

- Create community gateways that establish a sense of arrival and convey a unique community character. Gateway improvements will enhance the visual and physical characteristics of Annapolis Road (MD 450), Greenbelt Road (MD 193), Martin Luther King, Jr. Highway (MD 704), and Glenn Dale Boulevard (MD 193).

#### Streetscapes and Public Spaces

- Improve the appearance of the public realm and enhance pedestrian comfort by providing street

## PLAN HIGHLIGHTS

trees, landscaping, lighting, street furniture, and continuous sidewalks along major corridors.

- Provide covered bus shelters along bus routes.

### Historic Preservation

- Preserve historic sites and communities through local and National Register historic designations and other state and local programs.
- Preserve scenic and historic landscapes.
- Promote community awareness of the cultural and economic benefits of historic preservation.

### Natural Resources/Environment

- Preserve, restore, and enhance wetlands and watersheds.
- Ensure that development does not negatively impact the Folly Branch watershed.
- Protect and expand the community forest, consisting of parks and open spaces.
- Encourage energy-efficient “green” building techniques.
- Minimize noise, air, and light pollution.

### Parks, Recreation, and Open Space

- Protect and maintain the existing park and recreation system.
- Ensure safe, green connections between community open space and neighborhoods.
- Develop new park amenities through the acquisition of the USDA Plant Introduction Station, Kovar Parker, Heilig, Dudley, and Sampson properties.
- Create a park, recreation, and open space plan for the former Glenn Dale Hospital site and adjoining USDA Plant Introduction Station, Dudley, and Sampson properties.
- Expand the Glenn Dale Community Center.

## Transportation

### Roadways

- Continue to implement recommendations from the 1993 *Approved Master Plan and Sectional Map Amendment for Glenn Dale-Seabrook-Lanham and Vicinity (Planning Area 70)* for local roadway improvements.
- Work with the State Highway Administration to investigate reconfiguration of or improvements to the Capital Beltway/MD 450/MD 564 interchange.
- Develop access management strategies to reduce traffic congestion along major sector plan area corridors.
- Implement traffic-calming measures to reduce speeding in residential neighborhoods.

### Transit

- Work with MARC to improve the Seabrook MARC station.
- Work with Washington Metropolitan Area Transit Authority to provide improved bus service, especially to the Seabrook MARC station, Washington Business Park, and sector plan area commercial centers.
- Designate the Washington Business Park as a transportation demand management district.

### Bicycle, Trails, Sidewalk, and Pedestrian Safety Improvements

- Provide a comprehensive network of sidewalks, trails, and bicycle paths that safely link community destinations, neighborhoods, and open space amenities.
- Improve pedestrian safety at key locations, including the Good Luck Road/Greenbelt Road (MD 193) intersection and the Whitfield Chapel Apartments.
- Ensure safe and convenient pedestrian connections between neighborhoods and schools.



## Public Facilities

- Construct a new District VIII police station along Glenn Dale Boulevard (MD 193).
- Build a new branch library at the Glenn Dale Community Center.

## Commercial and Employment Areas

- Focus commercial, office, and industrial redevelopment within existing commercial and industrial zones.
- Limit the growth of auto-oriented businesses.
- Support the establishment of local business associations.
- Develop design guidelines for commercial areas.
- Complete a streetscape design and improvement plan for Lanham Severn Road.
- Develop a new countywide business park zoning district that would be applied within the sector plan area at the Washington Business Park.
- Improve pedestrian connections between neighborhoods and commercial areas.
- Establish an area farmers market to provide locally- and regionally-grown products.

## Future Land Use

- Maintain the current densities of residential neighborhoods.
- Ensure that development and redevelopment of commercial and employment areas occur within existing commercial and industrial zones.

- Implement land use changes at three strategic locations to carry out the policies of the 2002 *Prince George's County Approved General Plan*:
  - Short-Term: Develop a new major open space amenity on the former Glenn Dale Hospital Site, U.S. Department of Agriculture Plant Introduction Station, and adjoining properties.
  - Short-Term: Create a transit-oriented, mixed-use community center along Lanham Severn Road that focuses on the Seabrook MARC station.
  - Long-Term: Develop a mixed-use corridor node near Vista Gardens Marketplace at the eastern terminus of the Annapolis Road (MD 450) Corridor.

## Implementation

- Coordinate with governmental, private sector, nonprofit, and community partners to implement sector plan action strategies.
- Develop a program of short-term and long-term strategies that are timed to complement each other.
- Promote desired future land use changes through the following rezonings:
  - R-T (Townhouse) and R-R (Rural-Residential) to C-S-C (Commercial Shopping Center) at Vista Gardens Marketplace
  - C-O (Commercial Office) to C-M (Commercial Miscellaneous) on two properties on Duvall Street



# Introduction and Plan Principles

The Glenn Dale-Seabrook-Lanham sector plan area includes three suburban communities located just east of the Capital Beltway and north of US 50. The development history of this area follows a typical suburban pattern: early settlements along rail and streetcar lines in the late nineteenth and early twentieth centuries, with rapid residential and commercial growth following World War II and the construction of major highways, including the Capital Beltway in the early 1960s. The area's proximity to Washington, D.C., and Baltimore made it an attractive location for commuters, both by car and rail. The land-use patterns that resulted from rapid growth have brought a standard suburban form and character to the area, defined primarily by extensive neighborhoods of single-family homes and linear commercial development along major highway corridors.

In the late twentieth century, the long-term impacts of suburban development began to be felt in communities throughout America: extreme auto-dependence, traffic-choked arterial and collector streets, neighborhoods without safe and comfortable connections to commercial and employment areas, and formerly viable commercial and office centers abandoned in favor of newer developments on open land, eroding the local retail base. The Glenn Dale-Seabrook-Lanham area has suffered many of these impacts, highlighting the need for comprehensive planning that will address these issues; create a rich network of neighborhoods, open spaces, commercial and employment centers; propose transportation options to improve the existing infrastructure; and make the sector plan area an even more pleasant and desirable community in the Washington, D.C., metro area.

## Purpose of the Plan

Authorized by the Prince George's County Council, a sector plan provides a comprehensive framework for decision-making in a sector plan area. The sector planning process involves a variety of stakeholders, including residents, property owners, and business owners, and allows them to articulate their values and aspirations for their community through extensive public discussion. The lengthy planning process gives community members and professional staff the opportunity to identify issues and highlight areas in which the Prince George's County Planning Department and associated government agencies should coordinate efforts to preserve community character or work to shape needed change (see the Procedural Sequence Chart for sector plans in Appendix 1 on page 245).

The framework established by a sector plan includes strategies and an implementation plan that will serve as guidance for local and state decision-makers. Plan strategies include short-to long-term recommendations that represent the desires of community stakeholders and the professional judgment of Planning Department staff. Implementation tools include a sectional map amendment (SMA), which is a rezoning of area properties in order to implement the recommendations of a sector plan.

In May 2008 in Council Resolution CR 53-2008, the Prince George's County Council directed the Prince George's County Planning Department, a division of The Maryland-National Capital Park and Planning Commission, to prepare a sector plan and concurrent SMA for the Glenn Dale-Seabrook-Lanham area. This 2010 sector plan update is the fourth comprehensive plan for the area, following the 1964, 1977, and the 1993 Glenn Dale-Seabrook-Lanham and vicinity master plan. This plan updates the 1993

Glenn Dale-Seabrook-Lanham and vicinity master plan and also serves as a vehicle to implement the recommendations of the 2002 General Plan.

### Structure of the Plan

This 2010 sector plan update, while embracing many of the individual goals and objectives of the 1993 Glenn Dale-Seabrook-Lanham and vicinity master plan, identifies and emphasizes the interrelationship between plan elements. Recommendations for one plan element may overlap and complement those of another plan element. Also, recommendations within each plan element are generally prioritized to help decision-makers focus efforts on resolving the most important issues within the sector plan area.

Most plan chapters open with sections that briefly identify key findings and challenges for each plan element, allowing the reader to quickly become oriented to the plan chapter. Chapters then continue with a discussion of existing conditions and conclude with recommendations that contain goals, policies, and strategies for each plan element. This 2010 sector plan update also includes an implementation matrix that delineates the anticipated time frame and responsible parties for each strategy.

The plan element chapters and implementation action plan are followed by the SMA, which contains text and graphics discussing zoning changes needed to implement plan recommendations. With plan approval, each zoning change contained within the SMA will constitute a legal amendment to the official Prince George's County zoning map.

Plan appendices contain more detailed information about existing conditions data and recommendations presented in many of the plan elements, along with specific information about the plan approval process.

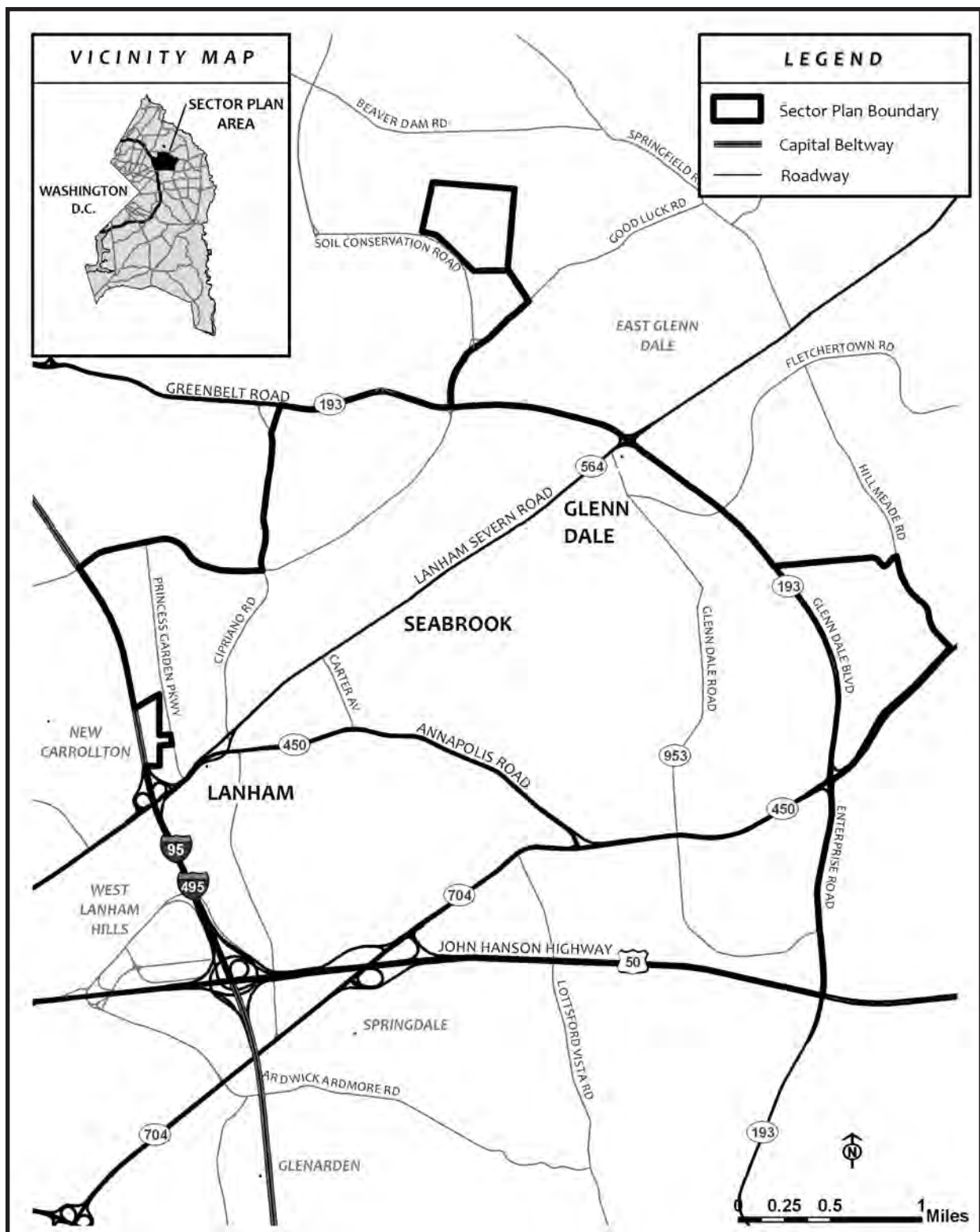
### Sector Plan Area

The Glenn Dale-Seabrook-Lanham area covers approximately 10.9 square miles of Planning Area 70 and includes portions of three councilmanic districts (see Map 1 on page 7 and Map 2 on page 8), which includes Districts 3, 4, and 5). Located six miles northeast of the District of Columbia, the sector plan

area lies in the central portion of Prince George's County and is bordered by two major regional highways, the Capital Beltway to the west and US 50 (John Hanson Highway) to the south.

The plan context map (Map 3 on page 9) shows the sector plan area in relation to other planning projects in northern Prince George's County completed within the last 15 years.

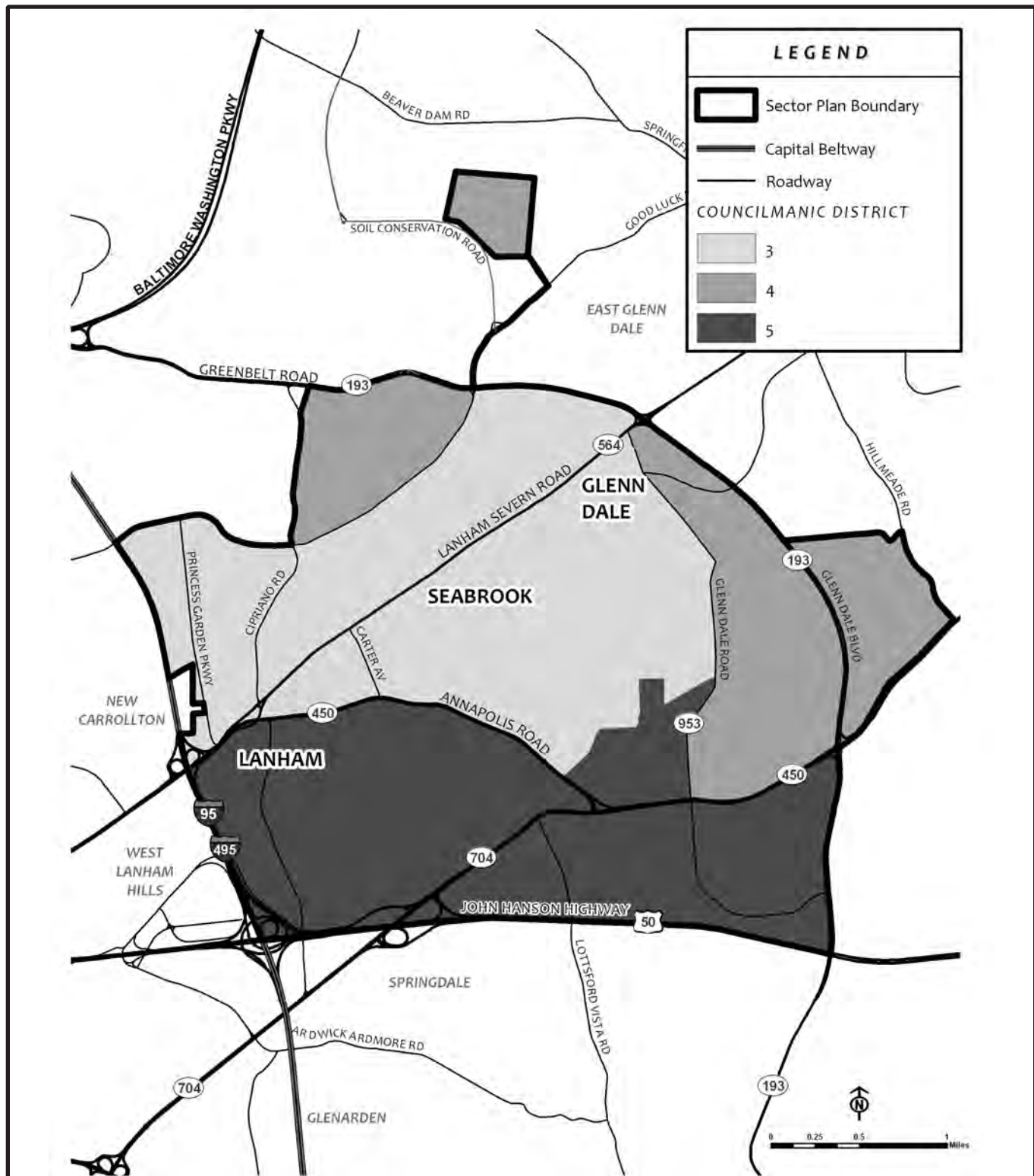
**MAP 1**  
**SECTOR PLAN BOUNDARY**



Source: M-NCPPC

MAP 2

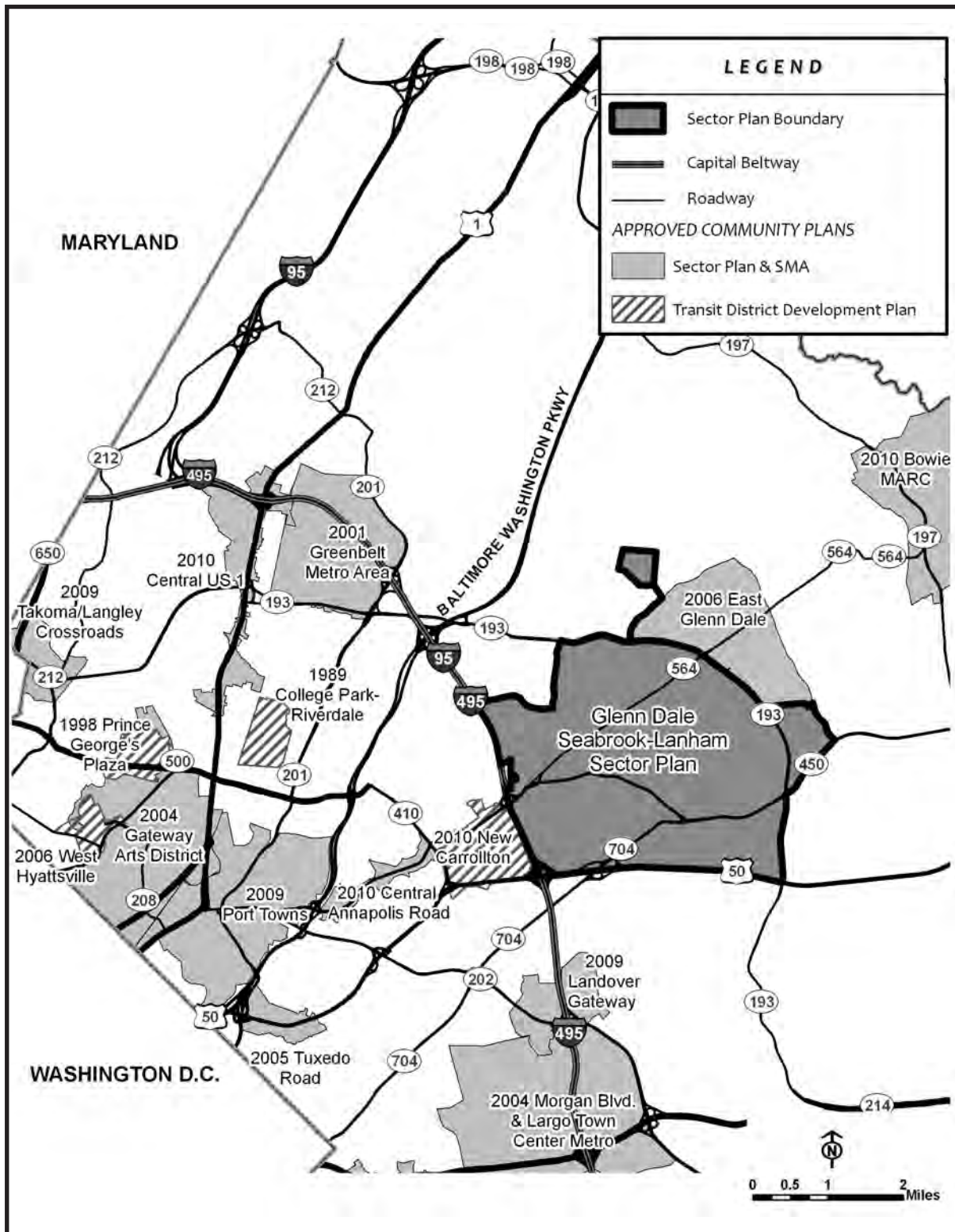
BOUNDARIES OF COUNCILMANIC DISTRICTS



Source: M-NCPPC



### MAP 3 PLAN CONTEXT MAP



Source: M-NCPPC



The sector plan area for this 2010 sector plan update differs from the Glenn Dale-Seabrook-Lanham sector plan area addressed in the 1993 Glenn Dale-Seabrook-Lanham and vicinity master plan. The earlier plan included a 2.3-square-mile area east of Greenbelt Road (MD 193). A sector plan was prepared for East Glenn Dale in 2006. Future updates of both plans should be undertaken as a unified sector planning process. All recommendations made in this 2010 sector plan update pertain only to the area within the new planning boundaries for Glenn Dale, Seabrook, and Lanham. However, this sector plan has considered the 2006 *Approved Sector Plan and Sectional Map Amendment for East Glenn Dale Area* recommendations for portions of Planning Area 70.

Additional information about the sector plan area can be found in the population, housing, and land-use trends chapter (See Chapter 3 on page 29).

## Relationship to Other Planning Studies and Legislation

### 1993 Glenn Dale-Seabrook-Lanham and Vicinity Master Plan

The 1993 Glenn Dale-Seabrook-Lanham and vicinity master plan acknowledged the sector plan area's basic suburban character and focused on shaping future development to create community centers and interconnect land uses. Highlights of the plan are summarized in Table 1 on pages 10, 11, and 12.

<b>Table 1</b> <b>1993 Glenn Dale-Seabrook-Lanham and Vicinity Master Plan</b> <b>Key Recommendations</b>	
<b>Plan Element</b>	<b>Recommendations</b>
Environmental Envelope	<ul style="list-style-type: none"> <li>• Create an open space network through park acquisition or dedication; subdivision control of floodplains, wetlands, and stream buffers; and tax credits for scenic easements.</li> <li>• Improve stormwater management.</li> <li>• Protect natural features through public/private partnerships, land banking, or purchase of development rights.</li> </ul>
Circulation and Transportation	<ul style="list-style-type: none"> <li>• Improve roadways throughout the sector plan area.</li> <li>• Improve bus service from employment areas to rail stations.</li> <li>• Use shopping center parking lots for park-and-ride facilities.</li> <li>• Improve pedestrian access to the MARC station.</li> </ul>
Living Areas	<ul style="list-style-type: none"> <li>• Provide a variety of densities and housing types.</li> <li>• Ensure that infill development conforms to existing neighborhood character.</li> <li>• Limit nonresidential expansion into neighborhoods, and provide adequate buffering.</li> <li>• Connect living areas to employment centers, public facilities, etc., through a trails network.</li> <li>• Improve code enforcement.</li> </ul>
Commercial Areas and Activity Centers	<ul style="list-style-type: none"> <li>• Concentrate commercial uses in activity centers that also include social/public activities and public spaces; reduce isolated commercial zoning.</li> <li>• Create adequate buffers between commercial and adjacent residential areas.</li> </ul>

**Table 1 (cont'd)**  
**1993 Glenn Dale-Seabrook-Lanham and Vicinity Master Plan**  
**Key Recommendations**

<i><b>Plan Element</b></i>	<i><b>Recommendations</b></i>
Employment Areas	<ul style="list-style-type: none"> <li>• Retain existing employment areas.</li> <li>• Ensure accessibility by transit, and encourage the use of transportation demand management strategies.</li> </ul>
Public Facilities	<ul style="list-style-type: none"> <li>• Retain all existing schools.</li> <li>• Plan for future elementary schools at (1) southwest corner of Glenn Dale Boulevard (MD 193) and Annapolis Road (MD 450); and (2) south side of Greenbelt Road west of Forbes Boulevard.</li> <li>• Build a new library at Eastgate Shopping Center or adjacent to the proposed elementary school at Glenn Dale Boulevard (MD 193) and Annapolis Road (MD 450).</li> <li>• Build a new police station on MD 193 south of Daisy Lane.</li> </ul>
Parks, Recreation, and Trails	<ul style="list-style-type: none"> <li>• Develop a continuous system of trails for hiking, biking, and equestrian uses; use shared lanes with highways, stream valley parks, utility rights-of-way; and plan for trails in new residential, commercial, and employment development.</li> <li>• Acquire land for new parks.</li> <li>• Acquire land for recreational uses along three major streams: Folly Branch, Lottsford Branch, and Bald Hill Branch.</li> <li>• Ensure provision of parkland in conjunction with new development.</li> </ul>
Historic Preservation	<ul style="list-style-type: none"> <li>• Continue surveys of historic resources in sector plan area.</li> <li>• Provide financial incentives (public and private sectors) to encourage preservation of historic resources.</li> <li>• Create neighborhood preservation organizations.</li> </ul>
Urban Design	<p><b><i>Residential</i></b></p> <ul style="list-style-type: none"> <li>• Ensure that infill development complements the existing neighborhood pattern.</li> <li>• Maintain the residential character of buildings converted to nonresidential uses.</li> <li>• Provide landscape buffering between residential areas and incompatible uses.</li> <li>• Line arterials and collectors with street trees.</li> <li>• Provide sidewalks, trails, and bus shelters.</li> </ul> <p><b><i>Commercial</i></b></p> <ul style="list-style-type: none"> <li>• Encourage shared driveways to reduce curb cuts.</li> <li>• Promote architectural compatibility within activity centers through comprehensive development plans.</li> <li>• Encourage the provision of public open spaces.</li> <li>• Screen parking lots, and provide buffers between commercial and residential areas.</li> <li>• Provide sidewalks and crosswalks.</li> </ul>

**Table 1 (cont'd)**  
**1993 Glenn Dale-Seabrook-Lanham and Vicinity Master Plan**  
**Key Recommendations**

<i>Plan Element</i>	<i>Recommendations</i>
	<p><b>Employment</b></p> <ul style="list-style-type: none"> <li>• Develop large parcels under an employment park concept.</li> <li>• Encourage the provision of public open spaces.</li> <li>• Ensure compatible infill development.</li> <li>• Screen parking.</li> </ul>
<i>Source:</i> M-NCPPC	

Many of the 1993 Glenn Dale-Seabrook-Lanham and vicinity master plan elements contain highly specific recommendations and guidelines for properties, roads, and facilities. During the 16 intervening years, notable recommendations have been implemented, including:

- The creation of the Folly Branch Stream Valley Park and Trail.
- The development of the Annapolis Road (MD 450) side path to Seabrook Road.
- Surveys of historic resources in the sector plan area, including Marietta and the former Glenn Dale Hospital.
- Roadway improvements along Greenbelt Road (MD 193) and Annapolis Road (MD 450).

The 2010 sector planning process recognized that many of the issues and recommendations identified in 1993 are still valid today. Moreover, not only must a community-based vision be defined, but also a prioritized implementation strategy or action plan must be advanced and actively pursued.

### **2002 Prince George's County Approved General Plan**

The 2002 General Plan instituted a new way to conceptualize development in the county. The county's land area was divided into three "policy tiers"—the Developed Tier, the Developing Tier, and the Rural Tier—and a number of "centers" and "corridors" in which development should be

concentrated to take advantage of public investments in transportation facilities. Allowable land uses and proposed densities vary according to policy tier.

The sector plan area falls within the Developing Tier, which is located outside the Capital Beltway and contains the area's most recent suburban development. The 2002 General Plan's vision for Developing Tier areas involves "a pattern of low- to moderate-density suburban residential communities, distinct commercial centers, and employment areas that are increasingly transit serviceable."<sup>1</sup> Table 2 on page 13 identifies goals for the Developing Tier.

The 2002 General Plan's new centers and corridors designations replaced the 1993 Glenn Dale-Seabrook-Lanham and vicinity master plan activity center categories. The 2002 General Plan offers the following definitions:

- **Center:** Areas that are appropriate for concentrations of medium- to high-intensity, mixed-use, and pedestrian-oriented development. The majority of the centers have rail transit facilities . . . as the key feature.<sup>2</sup>
- **Corridor:** The land within one-quarter mile of both sides of designated high-volume transportation facilities, such as arterial roads.<sup>3</sup> . . . Development should occur at designated

<sup>1</sup> 2002 *Prince George's County Approved General Plan*, p. 36.

<sup>2</sup> *Ibid*, p. 47.

<sup>3</sup> *Ibid*, p. 104.

**Table 2**  
**2002 Prince George's County Approved General Plan Developing Tier Goals**

Maintain low- to moderate-density land uses (except in centers and corridors).
Develop compact, higher-intensity mixed uses in centers and corridors.
Reinforce existing suburban residential neighborhoods.
Reinforce planned commercial centers as community focal points.
Develop compact, planned employment areas.
Preserve and enhance environmentally sensitive areas.
Increase utilization of transit.
Balance the pace of development with the ability of the private sector to provide adequate transportation and public facilities.
Encourage contiguous expansion of development where public facilities and services can be more efficiently provided.
<i>Source:</i> M-NCPPC, 2002 Prince George's County Approved General Plan

Corridor nodes and be planned as transit-oriented development.<sup>4</sup>

In the 2002 General Plan, the Seabrook MARC station area is a future community center, which is the lowest-density type of center. Portions of Annapolis Road (MD 450) and Greenbelt Road (MD 193) are designated corridors.

This 2010 sector plan update reinforces the 2002 General Plan recommendations and explores the appropriate intensity and mix of uses for the Seabrook MARC station area and the portions of Annapolis and Greenbelt Roads designated as corridors. The sector plan update attempts to address the question of where future development is appropriate and what form it should take, along with considerations of needed infrastructure, including roadways, transit, trails, recreational amenities, and public facilities.

### 1992 Maryland Growth, Resource Protection, and Planning Act

This legislation was enacted to encourage economic growth, limit sprawl development, and protect the state's natural resources. It establishes consistent general land use policies to be locally implemented throughout Maryland. These policies are stated in the form of eight visions:

1. Development is concentrated in suitable areas.
2. Sensitive areas are protected.
3. In rural areas, growth is directed to existing population centers, and resource areas are protected.
4. Stewardship of the Chesapeake Bay and the land is a universal ethic.

<sup>4</sup> *Ibid*, p. 50.

5. Conservation of resources, including a reduction in resource consumption, is practiced.
6. To assure achievement of items one through five above, economic growth is encouraged, and regulatory mechanisms are streamlined.
7. Adequate public facilities and infrastructure under the control of the county or municipal corporation are available or planned in areas where growth is to occur.
8. Funding mechanisms are addressed to achieve these visions.

The eight visions are a set of guiding principles that describe how and where growth and development should occur. The act acknowledges that the comprehensive plans prepared by counties and municipalities are the best mechanism to establish priorities for growth and resource conservation. Once priorities are established, it is the state's responsibility to support them.

### 1997 Smart Growth and Neighborhood Conservation Act

This act builds on the foundation of the eight visions adopted in the 1992 act, as amended. The act is nationally recognized as an effective means of evaluating and implementing statewide programs to guide growth and development.

The loss of open space, decline and abandonment of older communities, the cost of supporting an increasingly dispersed population, and the deteriorating health of the Chesapeake Bay led the Maryland General Assembly to enact the 1997 Smart Growth and Neighborhood Conservation Act. Smart Growth aims to limit sprawl and give people the opportunity to live in a variety of healthy, safe communities that fit diverse, healthy lifestyle choices.

The legislative package collectively referred to as the Neighborhood Conservation and Smart Growth Initiative comprises five major components:

- Priority funding areas
- Rural legacy
- Live near your work

- Brownfields
- Job creation tax credits

A significant aspect of the initiative is the Smart Growth Area legislation requiring that state funding for projects in Maryland municipalities and other existing communities and industrial and planned growth areas designated by counties will receive priority funding over other projects. The cornerstone of Smart Growth, the establishment of priority funding areas, ensures that existing communities continue to provide a high quality of life for their residents.

An employer-assisted housing program, Live Near Your Work, uses state, local, and private resources to help people purchase homes near their place of employment. Live Near Your Work helps increase the rate of homeownership, introduces a mix of incomes into communities, and encourages people to use alternative modes of transportation for their daily commutes.

In an effort to encourage the cleanup and redevelopment of abandoned or underutilized properties with contamination or the perception of contamination, the Brownfields Voluntary Cleanup and Revitalization Program streamlines the cleanup process, offers developers and lenders certain limitations on liability, and provides economic incentives for redevelopment.

Originally passed in 1996, the Jobs Creation Tax Credit Act encourages mid-sized and small businesses to invest in priority funding areas by providing tax credits to targeted growth sector businesses.

Finally, the Rural Legacy program protects rural greenbelts and regions rich in natural and cultural resources from sprawl through the purchase of easements and development rights. Rural Legacy encourages jurisdictions and land trusts to develop land preservation plans and to work across jurisdictional boundaries.

In 2000, Maryland passed Smart Codes legislation that makes it easier to rehabilitate buildings, revitalize existing communities, and create new communities that emulate the characteristics of our



most vibrant communities, providing guidelines for infill development and “smart neighborhoods.”

### 2009 Smart, Green, and Growing Legislation

This legislation, effective October 1, 2009, replaces the state’s eight existing planning visions set forth in the 1992 and 1997 acts with 12 new visions in order to guide growth and development in Maryland. Local jurisdictions are required to include these visions in their comprehensive plan and implement them through the adoption of applicable zoning and subdivision ordinances and regulations. The Maryland growth, resource protection, and planning policy is the following:

1. **Quality of Life and Sustainability:** A high quality of life is achieved through universal stewardship of the land, water, and air, resulting in sustainable communities and protection of the environment.
2. **Public Participation:** Citizens are active partners in the planning and implementation of community initiatives and are sensitive to their responsibilities in achieving community goals.
3. **Growth Areas:** Growth is concentrated in existing population and business centers, growth areas adjacent to these centers, or strategically selected new centers.
4. **Community Design:** Compact, mixed-use, walkable design consistent with existing community character and located near available or planned transit options is encouraged to ensure efficient use of land and transportation resources and preservation and enhancement of natural systems, open spaces, recreational areas, and historical, cultural, and archeological resources.
5. **Infrastructure:** Growth areas have the water resources and infrastructure to accommodate population and business expansion in an orderly, efficient, and environmentally sustainable manner.
6. **Transportation:** A well-maintained, multimodal transportation system facilitates the safe, convenient, affordable, and efficient movement of people, goods, and services within and between population and business centers.
7. **Housing:** A range of housing densities, types, and sizes provides residential options for citizens of all ages and incomes.
8. **Economic Development:** Economic development and natural resource-based businesses that promote employment opportunities for all income levels within the capacity of the state’s natural resources, public services, and public facilities are encouraged.
9. **Environmental Protection:** Land and water resources, including the Chesapeake and coastal bays, are carefully managed to restore and maintain healthy air and water, natural systems, and living resources.
10. **Resource Conservation:** Waterways, forests, agricultural areas, open space, natural systems, and scenic areas are conserved.
11. **Stewardship:** Government, business entities, and residents are responsible for the creation of sustainable communities by collaborating to balance efficient growth with resource protection.
12. **Implementation:** Strategies, policies, programs, and funding for growth and development, resource conservation, infrastructure, and transportation are integrated across the local, regional, state, and interstate levels to achieve these visions.

The Maryland Department of Planning (MDP) is required to prepare and publish a report on the statewide impacts of Adequate Public Facilities Ordinances (APFO) on or before January 1<sup>st</sup> every two years; in order for the state to accomplish this, the bill requires local jurisdictions to submit a report to MDP every two years if an APFO results in a restriction in a priority funding area (PFA).

The bill authorizes local jurisdictions to establish transfer of development rights programs within PFAs and to assist a local jurisdiction in the purchase of land for public facilities in PFAs. Proceeds from the sale of these development rights must be used for land acquisition and public facility construction

in the PFA. A public facility includes recreational facilities, transportation facilities, transit-oriented development, and schools and educational facilities.

### Plan Principles

This 2010 sector plan update emerged from an 11-month-long public participation process that included six communitywide meetings, nine community advisory group meetings, and meetings with various neighborhood associations (see Chapter 2 on page 19). The issues, challenges, and opportunities identified in these meetings provide a foundation for the principles and policies that drive this 2010 sector plan update. Each major principle relates to a specific theme that arose in the public process, and its associated policies provide broad guidance for county decision-makers. Specific goals and recommendations can be found in the plan element chapters that follow.

As in other areas of Prince George's County, local decision-makers must balance the interests of the county as a whole, council districts, neighborhoods, and business and property owners. Planning for the Glenn Dale-Seabrook-Lanham area requires careful weighing of these competing interests, especially when addressing issues such as infrastructure improvements, transportation improvements, and provision of public facilities. Through implementation of the sector plan, local decision-makers can ensure that the successful realization of particular goals does not impair the implementation of other goal strategies. Ideally, sector plan strategies will allow decision-makers to address many sector plan area issues simultaneously.

### Sector Plan Principles

#### *Establish a Unique Sense of Place and Community*



- Enhance commercial and employment areas through landscaping, streetscape elements, sidewalks, and pedestrian connections to nearby neighborhoods.
- Improve the appearance of arterial roads through shade tree plantings and green medians.
- Develop walkable, mixed-use centers at the Seabrook MARC station and Vista Gardens vicinity.

#### *Create Attractive and Vital Commercial Centers that Serve the Needs of the Community*



- Promote convenience retail, restaurant, and service uses.
- Encourage improved landscaping, façade design, pedestrian connections, and outdoor dining opportunities, as existing shopping centers refresh their properties.
- Limit future growth of auto-oriented commercial uses and strip retail.



- Seek opportunities to create new community gathering spaces for outdoor activities.
- Partner with local business associations for marketing campaigns and physical improvements.

### *Strengthen and Protect Neighborhoods*



- Create safe, comfortable, and attractive neighborhood streets through the use of green streetscape elements and continuous sidewalks.
- Discourage “cut-through” traffic in neighborhoods, and reduce vehicle speed through traffic-calming devices.
- Ensure adequate buffering and screening between neighborhoods and incompatible uses.

### *Develop Interconnected Transportation Options for Better Access, Mobility, and Health*



- Continue to develop a network of pedestrian and bicycle trails that connect destinations within the sector plan area.
- Work with state and county agencies to improve bus service and MARC ridership in the sector plan area.
- Follow “complete streets” principles, which include consideration of pedestrian and bicycle facilities in all roadway construction and retrofitting projects.

### *Develop a Network of Green Infrastructure that Provides Environmental and Recreational Benefits*



- Increase the percentage of urban tree canopy coverage.
- Expand the interconnected park system through new land acquisitions.
- Complete trail connections between local and regional open spaces, neighborhoods, and community destinations.
- Require stormwater filtration areas on public and private properties.

### *Protect Historic Resources to Enhance Community Character and Communicate the Area's Heritage*



- Recognize historic properties through regulatory and nonregulatory methods.
- Continue to survey and document the area's historic resources.
- Ensure that new development respects historic character.
- Promote public awareness of the cultural and economic benefits of local historic resources.

### *Ensure the Provision of High-Quality Public Facilities to Serve Existing and New Development*



- Revise public safety district service boundaries to improve response times.
- Construct new, state-of-the-art facilities for public safety operations and a branch library.
- Build new schools to reduce existing overcrowding and alleviate future growth pressures.

- Renovate or replace aging facilities.
- Seek efficiencies through collocation of public facilities.

### *Support Land Use Policies that Promote a Sustainable, Walkable Community*



- Implement land-use policies that support walkable centers of neighborhood-serving retail, services, and employment.
- Promote land-use policies that retain residential densities.
- Encourage mixed-use, transit-oriented development at the Seabrook MARC station in the long-term.

## Plan Approval

The Preliminary Glenn Dale-Seabrook-Lanham and Vicinity Sector Plan and Proposed Sectional Map Amendment received permission to print from the Planning Board on July 23, 2009. After this date, copies of the draft plan were printed and distributed to the public. The draft plan was also posted on the plan web page for further public review.

The Planning Board and the District Council held a joint public hearing on October 6, 2009, to receive public comment on the preliminary plan. The Preliminary Glenn Dale-Seabrook-Lanham and vicinity plan was adopted by the Planning Board in December 2009 and approved by the County Council in March 2010.

# Public Participation

Effective sector plans are grounded in a comprehensive understanding of the character, values, and concerns of the community that they are intended to guide. The Glenn Dale-Seabrook-Lanham and vicinity sector plan is based on an extensive 11-month public outreach program that provided residents and business stakeholders multiple opportunities to offer input on community issues and give feedback on preliminary plan recommendations.

The public participation process encompassed three phases (see Table 3), with the goal of the first two phases being to engage stakeholders in a series of discussions about their community and to understand what they desire to see in the future for the Glenn Dale-Seabrook-Lanham area. The third phase provided opportunities for participants to review and discuss plan recommendations and graphics before they were submitted to the Planning Board and the County Council for approval.

The public participation process included a variety of outreach methods and an extensive set of activities, including six communitywide meetings, a series of meetings with a community advisory group (CAG), a plan web page, and several opportunities for youth engagement. Over the course of this process, a set of principles and priorities emerged that serves as the foundation for this 2010 sector plan update.

## Preplanning Activities

Prior to plan initiation in May 2008, members of the planning team held a series of meetings with county officials, neighborhood/civic associations, and representatives of state agencies to obtain background information on the sector plan area and a preliminary overview of area issues. These meetings included:

- Residents and property owners.
- Sector plan area civic associations and homeowners associations.

**Table 3**  
**Public Participation Process**

<b><i>Phase I: Preplanning</i></b> <i>January 2008–May 2008</i>	<ul style="list-style-type: none"> <li>• Meetings with residents, property owners, civic associations, and homeowner associations.</li> </ul>
<b><i>Phase II: Plan Development</i></b> <i>June 2008–November 2008</i>	<ul style="list-style-type: none"> <li>• Initial communitywide kickoff meeting.</li> <li>• Community advisory group meetings (9).</li> <li>• Outreach to DuVal High School students.</li> <li>• Student photo contest.</li> </ul>
<b><i>Phase III: Preliminary Plan Recommendations</i></b> <i>December 2008–April 2009</i>	<ul style="list-style-type: none"> <li>• Communitywide meetings to review preliminary recommendations (4).</li> <li>• Meetings with civic associations.</li> </ul>

- Prince George’s County Council members and staff from District 3, District 4, and District 5.
- Prince George’s County Department of Public Works and Transportation staff.
- Maryland State Highway Administration staff.

### Glenn Dale-Seabrook-Lanham and Vicinity Approved Sector Plan Web Page

The planning team created a web page that was hosted on The Maryland-National Capital Park and Planning Commission’s (M-NCPPC) web site for Prince George’s County. This web page included information about the purpose of the plan, public meetings, maps and other graphics, and plan documents. Additionally, it allowed viewers to register for e-mail “alerts” about upcoming plan activities and to send comments to the planning team. Stakeholders were invited to use these features throughout the planning process to provide feedback about issues, meetings, and preliminary plan recommendations.

### Student Outreach

The sector plan update incorporated a student outreach component in its public participation

process as a result of the Prince George’s County Planning Board’s desire to engage youth in planning for the future of their communities. Members of the planning team visited DuVal High School (the area high school) in the fall of 2008 and made presentations about land use planning. Team members also worked with Mr. Raymond Miller, principal of DuVal High School, and Ms. Laurie Hunt, DuVal High School art teacher, to create a student photo contest that asked DuVal students to photograph places in the Glenn Dale-Seabrook-Lanham area that exemplified community character and things they valued about their community.

Nine students submitted photos, and in January 2009, a panel of judges drawn from M-NCPPC staff selected the top entries. The following student photos were awarded prizes before the Prince George’s County Planning Board in March 2009.

The grand prize-winning photo (*Monica Ruis, “Little House at Marietta”*) is featured on the cover of the 2010 *Glenn Dale-Seabrook-Lanham and Vicinity Approved Sector Plan and Sectional Map Amendment*, and the other winning photos are featured on the following pages.

## Award Recipients



*Monica Ruis*  
*“Little House at Marietta”*  
*Grand Prize Winner*





*Calvin Crawley  
"Glenn Dale Hospital"  
Second Place*



*Monica Ruis  
"View from the Entrance of Marietta"  
Third Place*



*LaShea Marshall  
"Thomas Seabrook Playground"  
Fourth Place*

## Honorable Mention



*Lanaé Alston  
"Marietta"*



*Danielle Edwards  
"Playground at Seabrook"*



*Chisom Njebu*  
*"Glenn Dale Hospital: Covered Walkway"*



*Monica Ruis*  
*"No Trespassing Path"*



*Aaron Samuels*  
*"Through the Eyes Of a Child"*

### Communitywide Kickoff Meeting

The initial communitywide meeting was held on June 26, 2008, at the Glenn Dale Community Center. Approximately 130 area stakeholders attended this kickoff meeting, along with Council Members from Districts 3, 4, and 5. The meeting was designed to review key policies and recommendations of the 1993 *Approved Master Plan and Sectional Map Amendment for Glenn Dale-Seabrook-Lanham and Vicinity* (Planning Area 70) and the 2002 *Prince George's County Approved General Plan*, generate a discussion about current sector plan area issues, and identify participants' aspirations for their community's future.

Planning team members brought a preliminary set of goals to the meeting that had been identified through the preplanning process. Participants were asked to comment on the preliminary goals, provide revisions and additional goals, if needed, and prioritize these issues.

Participants identified, through a voting exercise, the following as their top three issues (see Table 4 on page 23 for the voting results):

- The future of the former Glenn Dale Hospital site.
- The need for transportation improvements for pedestrians (e.g., sidewalks and crosswalks).
- The need for additional open space and trails in the community.

**Table 4**  
**June 2008 Issues Identification Exercise**

<i>Issue</i>	<i>Number of Votes</i>
1. The future of the former Glenn Dale Hospital site	535
2. Difficulty in crossing Lanham Severn Road	410
3. Need for sidewalks on Cipriano Road and Lanham Severn Road	365
4. Need for more green space and trails in the sector plan area	360
5. Improve code enforcement	335
6. Speeding traffic on residential streets	325
6. Need for more sidewalks and bike safety improvements	325
7. Need traffic signal on MD 564 between Seabrook and MD 193	300
8. Traffic along MD 450 and MD 564 corridor in Lanham	225
9. Need to upgrade commercial property standards (go greener)	200
9. Street repairs on Old Pond Drive	200
10. Stormwater management/flooding issues along Bald Hill Road	170

### Kickoff Meeting: Breakout Groups

Breakout groups were formed to discuss three of the high-priority issues and potential solutions to these issues. Group comments are summarized below.

#### Former Glenn Dale Hospital Site Concerns

- Preserve historic architecture and character.
- Prevent the waste of a historic resource—deterioration of vacant buildings and vandalism.
- Ensure compliance with asbestos safety regulations in any future development.
- Improve property marketability.
- Ensure that new development is low density and considers the impact of traffic on the surrounding neighborhoods.

- Balance permanent open space with the remaining historic buildings on the property.
- Increase employment opportunities.
- Include a continuing care retirement community in future development of area.
- Improve area amenities through new development/benefit the community.

#### Pedestrian and Bicycle Concerns

- Increase the number of bike trails, especially connecting to neighborhoods.
- Separate bike trail lanes from pedestrian trail lanes.
- Develop separate bike lanes on roadways.





*Workshop participants discuss transportation issues in the small-group exercise.*

- Provide center turn lanes as traffic-calming features.
- Provide continuous sidewalks, especially along Greenbelt Road (MD 193), Glenn Dale (MD 193), and Lanham Severn Road (MD 564).
- Connect Glenn Dale Elementary School to a pedestrian/bicycle trail.
- Install pedestrian-activated traffic signals and crosswalks near schools.
- Encourage businesses to provide bicycle racks/ bicycle parking.
- Maintain existing trails.

### *Neighborhood Traffic/Speeding*



*Community members prioritize issues through the dot-voting exercise.*

- Change the location of lane narrowing on Good Luck Road.
- Prohibit the use of turn lanes as passing lanes on Cipriano Road, Good Luck Road, and Lanham Severn Road.
- Reduce speed along Lanham Severn Road, especially through the residential area west of 93<sup>rd</sup> Avenue.
- Widen Lanham Severn Road, or control speed with new traffic signals.
- Retain the turning lanes on Lanham Severn Road near the MARC station.
- Provide traffic calming measures along Cipriano Road, and ensure safe pedestrian crossings at intersections.



*A resident offers her comments on major sector plan area issues.*

### **Community Advisory Group Meetings**

Drawn from a cross-section of area residents, business owners, and property owners, the CAG was established to represent the interests of the community and help the planning team explore area issues. This was a working group that served as a sounding board for planning team recommendations, providing greater insight into the physical and social environment of the area and offering feedback on early plan ideas.



*CAG members discuss Seabrook MARC area issues with a member of the planning team.*

Fifteen members comprised the CAG, which met on a regular basis from August 2008 to November 2008. All CAG meetings were open to the public. Meetings were organized by plan element topics with a presentation by a planning team member and CAG members, then discussing the topic further with staff members.

### Civic Association Meetings

During the course of the planning process, team members attended several civic and homeowners association meetings to update these groups on plan progress. Many groups requested additional information from the planning team on development anticipated to occur in or near their neighborhoods. One of these was the Seabrook Acres Neighborhood Association (SANA), which includes homeowners from the area north of Lanham Severn Road and the Seabrook MARC station. Given that the 2002 Prince George's County General Plan designates the Seabrook MARC station as a future "community center," the planning team identified the MARC station and the commercial areas and neighborhoods adjacent to it as an area of special interest. Planning team members visited SANA on March 11, 2009, to solicit additional input on issues particular to the Seabrook MARC station area and to discuss potential short- and long-term urban design, transportation, and land use solutions.

## Communitywide Preliminary Plan Recommendations Meetings

### General Meeting (December 2008)

Held on December 4, 2008, the first preliminary plan recommendations meeting sought to provide attendees with the planning team's initial thoughts on issues discussed at the June kickoff meeting and throughout the course of the fall CAG meetings.

The planning team conducted extensive outreach for this meeting, contacting businesses in commercial nodes, civic associations, homeowners associations, and interested individuals. Notices were posted on the project web page. This meeting was organized in an open house format, with planning team members manning stations focused on various plan elements and issues: (1) commercial centers, (2) the former Glenn Dale Hospital and the U.S. Department of Agriculture property, (3) transportation (roads, transit, and trails), (4) public facilities, and (5) parks and recreation.



*Citizens discuss plans with Council Member Eric Olson.*

Meeting participants viewed draft plan graphics and discussed concerns one-on-one with planning team members. The planning team used the participants' feedback to develop draft plan chapters in the early months of 2009.

### Preliminary Transportation Recommendations (March 2009)

Since transportation modes and connectivity are such important issues for this 2010 sector plan update, the planning team determined that an

additional communitywide meeting was needed to discuss these issues. Several members of the team, including a transportation engineer and a trails expert, returned to the community on March 26, 2009, to verify preliminary transportation recommendations. Fifty-six residents and business owners attended this meeting. A lively question-and-answer session followed a presentation of general issues and specific recommendations for the area's major roadway corridors and neighborhoods. At this meeting, residents generally concurred with the planning team's recommendations for future roadway, transit, and trails improvements.

### Preliminary Urban Design Recommendations (April 2009)

During the months of March and April, the planning team worked with a consultant to develop draft urban design scenarios for two of the sector plan focus areas, the Seabrook MARC station, and the Vista Gardens Marketplace area (see Chapter 11 on page 199 for additional information). These two areas represent places within the sector plan area where change is most likely to occur over time.

The consultant team presented these draft design concepts to the public, explaining the fundamental principles that underlie the scenarios and asking for feedback on these design ideas. Over 30 residents and business owners attended this meeting, many of whom had very specific questions about the design scenarios. Participants generally agreed with the Seabrook MARC focus area scenario but raised several important questions about the Vista Gardens concept (see Table 50 on page 200). At the conclusion of this meeting, the planning team determined that revised design scenarios would be presented for additional comment at the next community meeting.

### Preliminary Plan Recommendations Final Meeting (April 2009)

The final meeting on preliminary plan recommendations was held at DuVal High School on April 30, 2009 (see Public Meeting Agenda on page 27). This meeting encompassed all plan elements, with project staff presenting major recommendations from each element. As with the December 2008 meeting, members of the planning team conducted widespread

outreach through e-mail, flyers, posters, and visits to local businesses. Approximately 120 people attended this meeting, including county and state elected officials.

The meeting began with a staff presentation of the eight main principles of the plan and associated policies. Meeting attendees then participated in a question-and-answer session and finally visited multiple stations to focus more specifically on each plan element. Stations included:

- Natural resources/environment
- Public facilities
- Historic preservation
- Parks and recreation
- Transportation (including trails)
- Urban design

Each station displayed presentation boards highlighting key issues identified by the community and major recommendations for a particular plan element. Recommendations for each plan element were grouped into short-term strategies (1–5 years) and long-term strategies (5–20 years) to help meeting participants understand priority items and the need for incremental steps to many of these improvements. Feedback on the recommendations and new questions/concerns were noted for later consideration by the planning team. (Two examples of the presentation boards are provided on Public Meeting Agenda on page 27.)

### Public Hearing

The preliminary plan received the Planning Board's permission to print on July 23, 2009, and a joint public hearing between the Planning Board and the County Council was held on October 6, 2009, to receive comment on the draft document. Revisions to the preliminary plan, based on public comment, were made prior to the Planning Board's consideration of adoption. The sector plan was adopted by the Planning Board and approved by the District Council in spring 2010.



**PUBLIC MEETING: APRIL 30, 2009**

**Community Meeting:  
Preliminary Plan  
Recommendations**

Thursday, April 30, 2009  
DuVal High School  
6:30pm - 9:00pm

**AGENDA**

I. Welcome

II. Staff Presentation: Preliminary  
Plan Recommendations

III. Open House: Breakout Groups

- Urban Design
- Transportation (including trails)
- Historic Preservation
- Parks and Recreation
- Environment
- Public Facilities

IV. Announcements

V. Adjournment



Natural Resources



Parks and Recreation



Historic Preservation



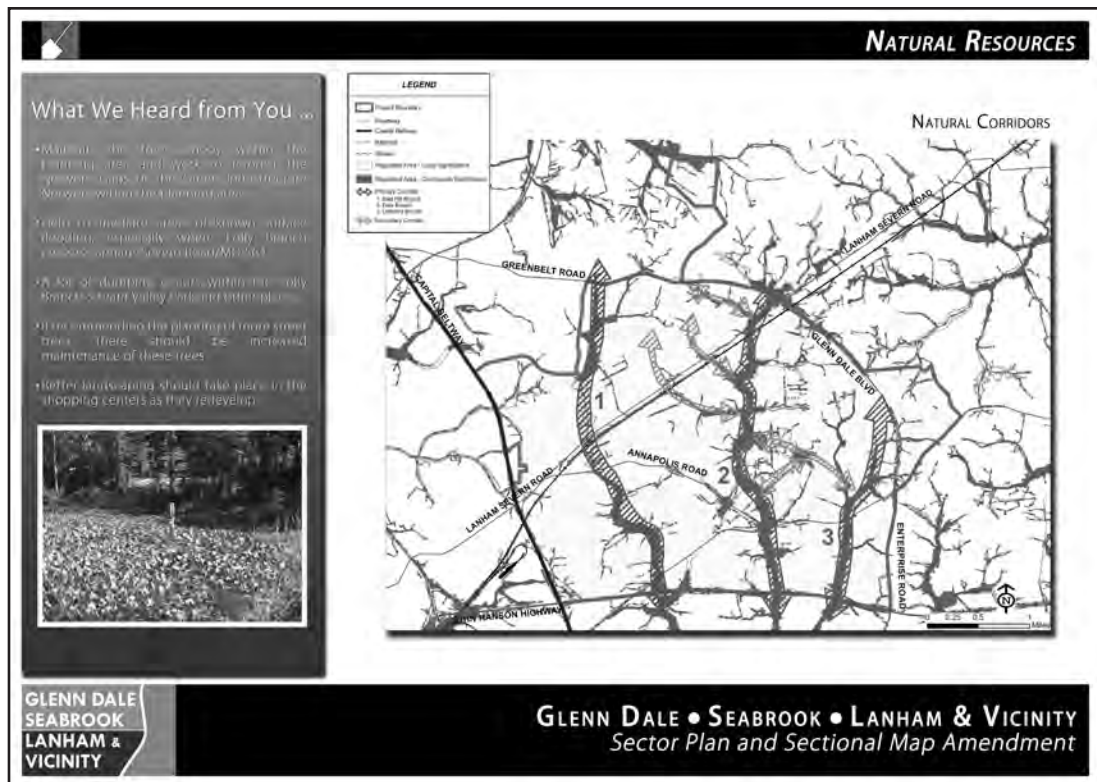
Urban Design



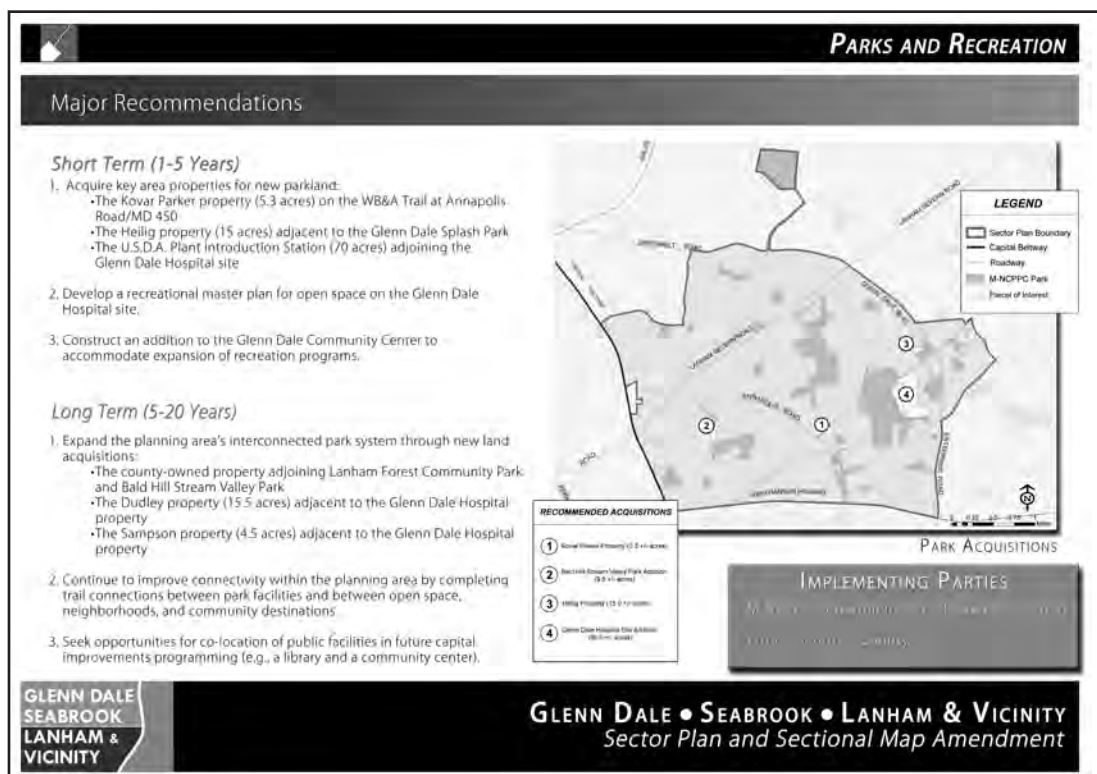
**GLENN DALE  
SEABROOK  
LANHAM &  
VICINITY**

**GLENN DALE • SEABROOK • LANHAM & VICINITY**  
Sector Plan and Sectional Map Amendment

## Meeting Agenda



Natural Resources Presentation Board



Parks and Recreation Presentation Board

# Population, Housing, and Land Use Trends

The Glenn Dale-Seabrook-Lanham area exemplifies the late twentieth-century story of suburban growth based on automobile travel, outlying buildable land, and household prosperity after World War II. Most of the sector plan area's neighborhoods and commercial centers were developed between 1950 and 2000. As mature suburbs in the Washington, D.C., metro area, Glenn Dale, Lanham, and Seabrook's fundamental land use patterns are well established: neighborhoods of single-family homes and linear commercial development along major highway corridors.

Understanding the sector plan area's historical patterns of physical and demographic growth will help shape plans to guide future expansion. Data on population, housing, and land use trends show how the community arrived at existing conditions, how the community can and is expected to grow in the future, and what facilities will need to be provided for an expanding population.

## The Sector Plan Area and the Region

Located in the north central portion of Prince George's County, the Glenn Dale-Seabrook-Lanham area covers approximately 10.9 square miles just outside the Capital Beltway. The sector plan area boundaries are defined by three major freeways and arterials: I-95/I-495 to the west, Greenbelt Road (MD 193) to the east, and US 50 (John Hanson Highway) to the south (see Map 4 on page 30).

Given its proximity to the Capital Beltway and Washington, D.C., the Glenn Dale-Seabrook-Lanham communities offer a convenient and desirable

location for homes and businesses. Many commuters also pass through the sector plan area from nearby suburban communities. The sector plan area is traversed by two major east/west roadways, Annapolis Road (MD 450) and Lanham Severn Road (MD 564), and the Penn Line of the Maryland Transit Administration's MARC train, which provides weekday service between Washington, D.C., and Baltimore.

The Glenn Dale-Seabrook-Lanham area lies within the Prince George's County "policy tier" known as the Developing Tier.<sup>1</sup> Located outside the Capital Beltway, this group of communities is characterized by suburban growth patterns and limited transit options. As Developing Tier communities, Glenn Dale, Seabrook, and Lanham traditionally functioned as bedroom communities for Washington, D.C., and Baltimore workers, although this is changing with increased suburban employment growth. Most of the commercial uses within the sector plan area serve only local populations; no regional commercial center exists in the area. However, the sector plan area contains the Washington Business Park, located on the northern side of Martin Luther King Jr Highway (MD 704), and lies adjacent to the NASA Goddard facility, which is located on the northern side of Greenbelt Road (MD 193) near the Cipriano Square Shopping Center, which are both regional employment centers.

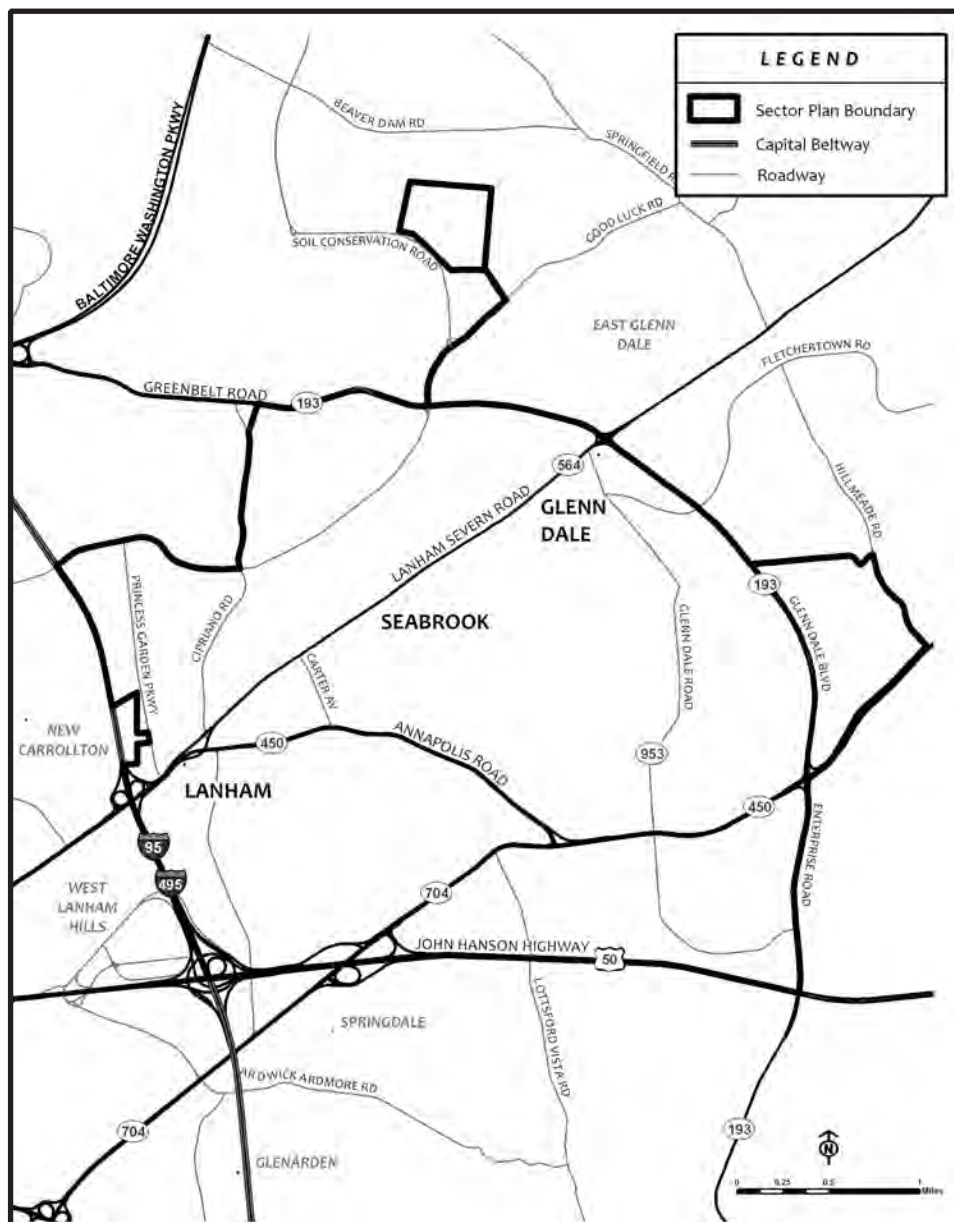
## Key Findings

- The sector plan area's population increased rapidly during the 1990s, but growth has slowed since 2000.
- Population projections show low growth rates in the sector plan area over the next two decades.

<sup>1</sup> Terminology established by the 2002 Prince George's County Approved General Plan.



## MAP 4 SECTOR PLAN BOUNDARY



Source: M-NCPPC

- In 2000, the sector plan area had a higher percentage of children under 17 and adults aged 35 to 54 than Prince George's County as a whole.
- The majority of sector plan area households in 2000 were family households (i.e., persons related by blood or marriage), and almost 70 percent of these were traditional married-with-children households.
- In 2000, the sector plan area had higher median household and median family incomes than the county as a whole.
- Over three-quarters of sector plan area residents worked in professional and service jobs in 2000.
- New housing units in the sector plan area continue to be created through a combination of greenfield and infill development. There was an



annual average of 173 new single-family detached houses and townhouses constructed between 2000 and 2008.

- No multifamily units have been built in the sector plan area during the past two decades.
- The average sales prices of homes in the sector plan area increased significantly between 2002 and 2007.
- Residential land uses cover over 40 percent of the land area, and most of these are single-family homes.
- Commercial and employment land uses, which typically are found along arterial corridors, comprise less than eight percent of the sector plan area.
- A limited number of sector plan area properties are available for development under existing zoning, subdivision, and environmental regulations.

## Population

### Population Data Sources

The population data used in this chapter were obtained from three sources: (1) the 1990 and

2000 U.S. Census Bureau web site for the Glenn Dale, Seabrook, and Lanham communities; (2) the 1993 *Approved Master Plan and Sectional Map Amendment for Glenn Dale-Seabrook-Lanham and Vicinity (Planning Area 70)*; and (3) population projection models run in 2008 by the Research Section of the Countywide Planning Division of the Prince George's County Planning Department. Although the U.S. Census Bureau data are almost a decade old, it still can be used to understand general social and economic characteristics of the sector plan area. The Census Bureau administers the American Communities Survey (ACS), an annual intercensal data-gathering project, but ACS data were not available for the sector plan area communities. It is expected that many of the demographic findings will change to some degree once the 2010 census findings are released in 2011.

The planning team analyzed census data according to census tracts and block groups. Tract and block group boundaries changed slightly between the 1990 census and the 2000 census, so the two sets of data include slightly different populations. Tracts and block groups that lie partially outside the sector plan area generally were omitted from the analysis, as inclusion of these data could alter findings. When aggregate numbers from tract and block group data could not be used, Glenn Dale CDP and Lanham-Seabrook CDP data were used instead.<sup>2</sup>

Table 5 Population Growth, 1990–2000			
Area	Total Population		
	1990	2000	% Change
Glenn Dale-Seabrook-Lanham	22,239	28,264	27.1
Bowie	37,589	50,269	33.7
Prince George's County	729,268	801,515	10.0
Source: U.S. Census Bureau			

<sup>2</sup> "CDP" stands for "Census Defined Place," a data area term used by the U.S. Census Bureau.

### Area Population

In 1990, the sector plan area included 22,239 persons. By 2000, this figure had increased by 27 percent to 28,264 residents. The annual growth rate exceeded that of Prince George's County, which only experienced a one percent average annual growth rate during this decade. However, the sector plan area's annual growth rate was similar to that of the adjacent city of Bowie, which had a large amount of developable land and grew at a rate of 33.7 percent during the 1990s (see Table 5 on page 31). The high growth rate during the 1990s most likely relates to the availability of land and the construction of new residential subdivisions, particularly in the eastern portion of the sector plan area near Glenn Dale Boulevard (MD 193).

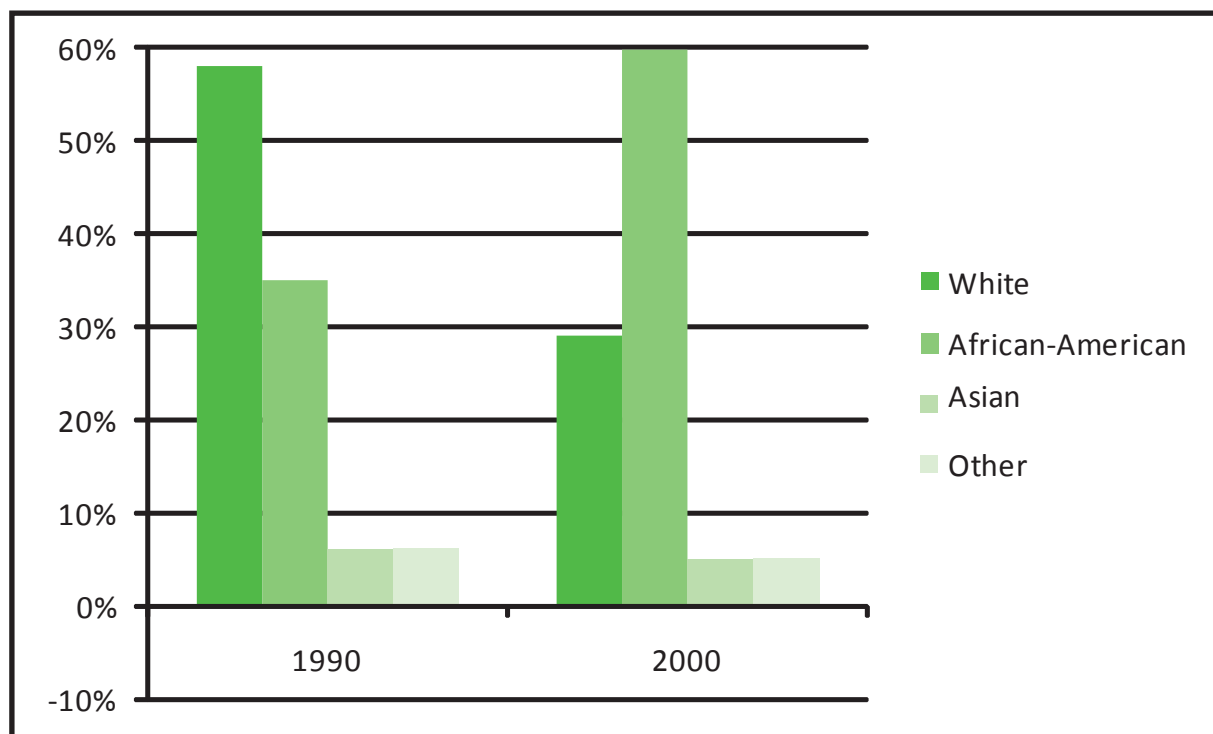
### Racial/Ethnic Composition

The Glenn Dale-Seabrook-Lanham sector plan area's racial and ethnic composition generally

parallels that of Prince George's County, which has a large African-American population. In 2000, the sector plan area's population was 61 percent African-American and 29 percent white; similarly, the county's population was 62 percent African-American and 27 percent white in 2000 (see Figure 1).

The racial composition of the sector plan area changed significantly during the 1990s. During this decade, the African-American population increased by 23 percent in the sector plan area. This large increase caused the sector plan area to shift from predominantly white (58 percent) in 1990 to predominantly African-American (61 percent) in 2000. Growth in the African-American population occurred mainly in the northeastern part of the sector plan area, near Good Luck Road and in the residential communities north of the former Glenn Dale Hospital site. The county also experienced an increase in the African-American population during the same decade but at a much smaller rate of eight percent.

**FIGURE 1**  
**RACIAL COMPOSITION FOR THE SECTOR PLAN AREA, 1990–2000**



Source: U.S. Census Bureau

The sector plan area's Hispanic/Latino population also grew during the 1990s, doubling from two percent in 1990 to four percent in 2000. This paralleled a broader trend in the county, which saw its Hispanic/Latino population increase from four percent to seven percent during the same period. The sector plan area's Hispanic/Latino population in 2000 was concentrated in the southwestern part of the sector plan area along Whitfield Chapel Road, in the central part of the sector plan area east of Seabrook Road, and in the area near the intersection of Good Luck Road and Greenbelt Road (MD 193).

The influx of African-American and Hispanic/Latino residents in the sector plan area during the 1990s shows that the Glenn Dale-Seabrook-Lanham area is changing in character, moving from a traditional majority-white suburb to a more diverse community. As nonwhite populations often are undercounted in census reports, it is possible that the area may have a larger number of nonwhite residents than reported in 2000.

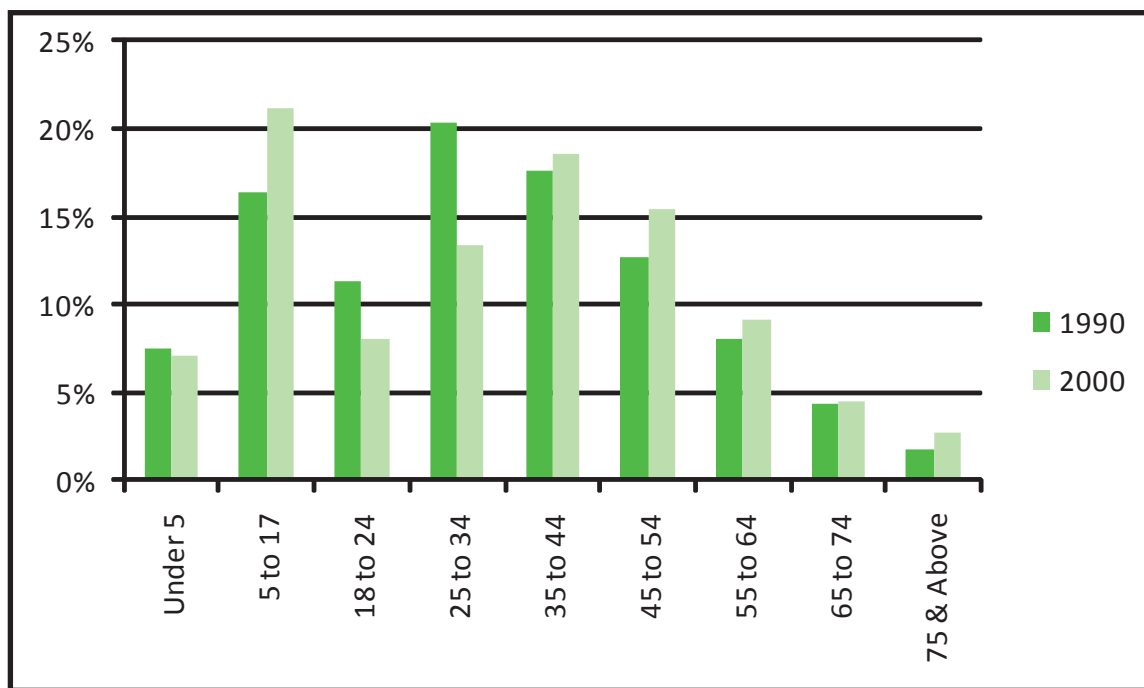
### Age Composition

In 2000, the median age in the Glenn Dale community was 34.5; in Lanham and Seabrook, the median age was slightly higher at 35.8. This was similar to the median age of 33.3 in Prince George's County in 2000. The sector plan area's population in 2000 was fairly evenly distributed by age group, with the majority of its residents falling between the ages of 25 and 54 (see Figure 2 on page 33 and Table 6 on page 34).

In 2000, over one-quarter of the sector plan area's population was under the age of 18. The number of children in sector plan area households grew during the 1990s, increasing from 23.9 percent of the total population to 28.2 percent in 2000. Some of this may be attributable to the number of new single-family houses built in the sector plan area during the decade; single-family homes tend to attract families with children. However, the occurrence of larger numbers of children in this age group is a national trend, seen across the country as the "echo boomer" generation born in the 1980s and early 1990s.

**FIGURE 2**

### AGE COMPOSITION FOR THE SECTOR PLAN AREA, 1990–2000



Source: U.S. Census Bureau

During the 1990s, however, the number of teenagers and young adults declined, dropping from almost one-third of the population in 1990 to just over 21 percent in 2000. Although this may reflect younger students and workers leaving the area for opportunities elsewhere, it should be noted that this population group shrank in communities across the country during the 1990s. This young adult group, or the “baby bust” generation born in the 1970s, is smaller than its parent generation of baby boomers.

more housing products targeted to single-individual households and households without children (e.g., higher-density “urban” housing, such as townhouses and multifamily units).

### Household Composition

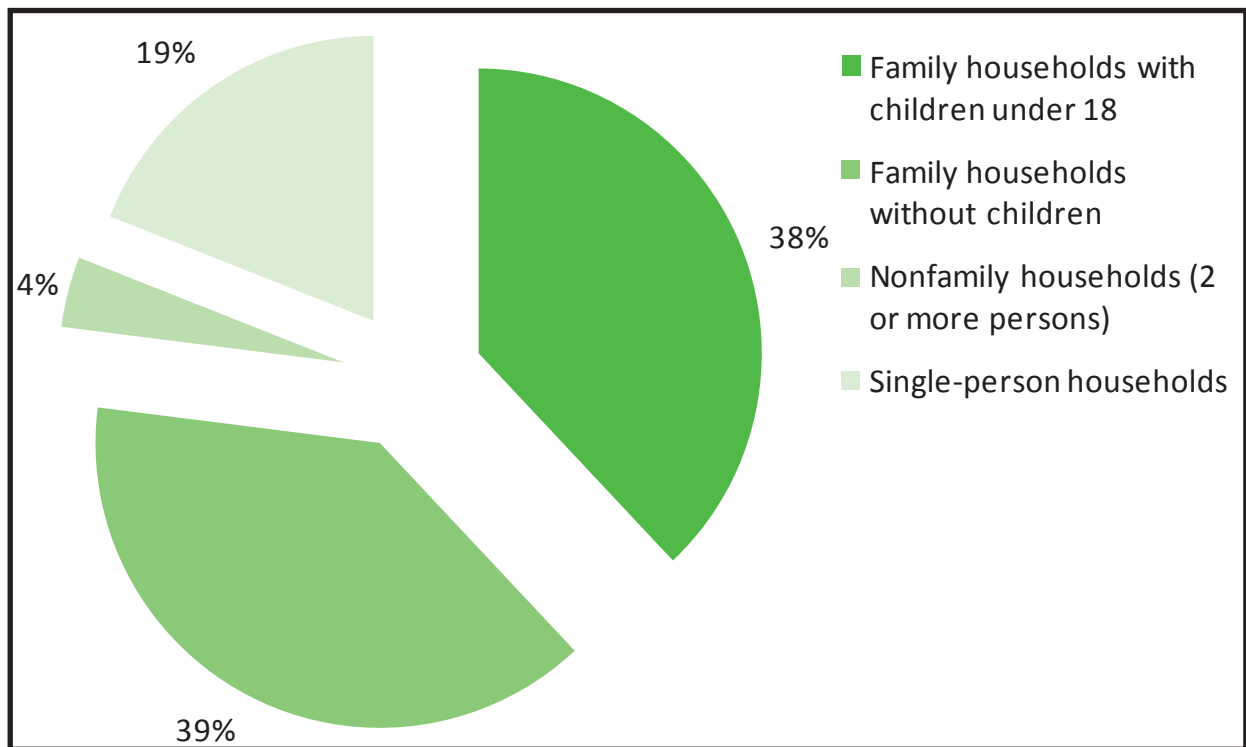
The number of households in the sector plan area grew by 15 percent from 1990 to 2000. In 2000, the average household size was almost three persons, with the average family household (containing persons related by blood or marriage but not necessarily with children) having 3.36 individuals. Over 77 percent of the 9,687 sector plan area households in 2000 were family households. Of these family households, 45 percent contained children under the age of 18. Married couples with children comprised 69 percent of these households, and 31 percent were single-parent households (see Figure 3 on page 35).

<b>Table 6 Age Composition in Sector Plan Area and Prince George’s County, 2000</b>		
<b>Age Group</b>	<b>Sector Plan Area (%)</b>	<b>Prince George’s County (%)</b>
Under 5 years	7.1	7.2
5 to 17	21.1	19.5
18 to 24	8.0	10.4
25 to 34	13.4	15.7
35 to 44	18.6	17.3
45 to 54	15.4	13.7
55 to 64	9.1	8.4
65 to 74	4.5	4.6
75 years & above	2.7	3.1
<b>Source:</b> U.S. Census Bureau		

The number of senior citizens (adults over the age of 65) in the sector plan area increased during the 1990s, climbing from just over 6 percent in 1990 to 7.2 percent in 2000. This may, to some extent, reflect aging in place. The senior population and 55 to 64 group in the sector plan area probably will continue to increase over the next decade, as the large generation of baby boomers reaches retirement age.

The age composition of the sector plan area in 2000 resembled that of Prince George’s County as a whole, with two notable exceptions; the sector plan area had a greater proportion of children under the age of 17 and adults aged 35 to 54 than the county. These numbers suggest that the single-family suburban character of the Glenn Dale-Seabrook-Lanham area attracts a larger number of families with children than other areas of the county that have

**FIGURE 3**  
**HOUSEHOLD TYPE FOR THE SECTOR PLAN AREA, 2000**



Source: U.S. Census Bureau

The sector plan area also had a sizable number of single-person households. In 2000, 18.6 percent of all sector plan area households consisted of one householder. Twenty percent of these single-person households were occupied by persons 65 and older. The number of single-person households in the sector plan area was fewer than those in Prince George's County as a whole, where single-person households comprised 24.1 percent of all households. The number of senior households, however, was comparable; 20.4 percent of all single-person households in the county were occupied by individuals 65 and older.

The sector plan area's household composition in 2000 reflects the community's suburban nature. The Glenn Dale-Seabrook-Lanham area's percentage of households containing the traditional family structure of married couples with children is 38 percent, which substantially exceeds the national figure of 23.5 percent. Conversely, in 2000, the sector plan area proportionally contained single-person

households at a level of 19 percent, which was far fewer than the national percentage of 25.8 percent. Subdivisions of single-family homes tend to attract families with children, and the large number of single-family units in the sector plan area may explain the large number of married-couple-with-children households and the smaller share of single-person households. The relatively small number of housing alternatives, including townhouses and multifamily units, may discourage many single persons and families without children from living in the area.

### Income Profile

The sector plan area generally is wealthier than the county as a whole. In 1999, the sector plan area's median household and family incomes were higher than those of Prince George's County. The Lanham-Seabrook community's median household income was 114 percent of the county's median household income, and the Glenn Dale community's median household income was 146 percent of the



county's median. During the 1990s, county median household incomes grew at a rate of 21 percent. In the Lanham–Seabrook community, median household incomes grew at a comparable rate—22 percent over the decade. In the Glenn Dale community, however, median household incomes increased at a rate much faster than those in the county and in neighboring Lanham–Seabrook; Glenn Dale median household incomes grew 34 percent during the 1990s.

The median household and family incomes of the Glenn Dale community have been higher than the Lanham–Seabrook community for several decades. In 1989, the Lanham–Seabrook community median household income totaled only 86 percent of the Glenn Dale median household income. By 1999, this figure had decreased to 78 percent. Glenn Dale also had a much larger proportion of households earning over \$100,000 in 1999: 31.9 percent to 19.9 percent in the Lanham–Seabrook community. Similarly, fewer households in the Glenn Dale community earned less than \$20,000 than in the Lanham–Seabrook community in 1999. However, both communities had comparable numbers of middle-income households (households earning between \$50,000 and \$99,999) in 1999—45.1 percent of all households in the Glenn Dale community and 45.3 percent of all households in the Lanham–Seabrook community (see Table 7 and Figure 4 on page 37).

This disparity may be attributable largely to patterns of new development in the past decades within the sector plan area. Newer subdivisions with larger single-family homes have been built in the Glenn Dale community, particularly along Greenbelt Road (MD 193) and the southeastern portion of the sector plan area. These new residential neighborhoods with larger and more expensive homes may have attracted larger numbers of residents with higher incomes. Neighborhoods within the Lanham–Seabrook community generally contain smaller, older homes. Moreover, the Lanham–Seabrook community had far fewer vacant parcels for the construction of new homes. Much of the Lanham–Seabrook community is approaching a buildout state, so the pattern of income differences within the sector plan area likely will remain in the near future (see Map 5 on page 38).

### Individuals and Households Living in Poverty

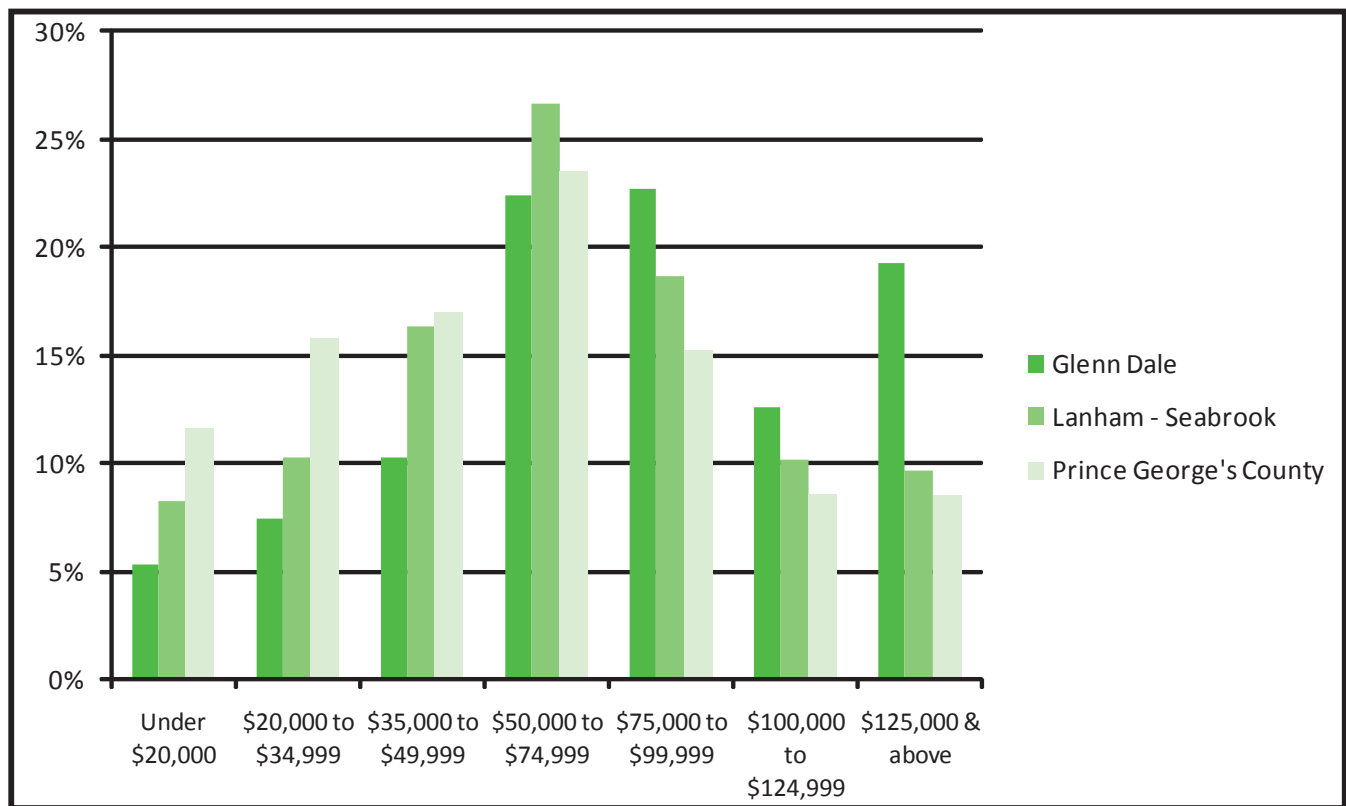
Despite the fact that the sector plan area is generally more affluent than the county as a whole, many of its residents lived in poverty in 1999. In general, poverty rates increased for all age groups in the sector plan area between 1989 and 1999, with the largest increases occurring among the senior citizen population. By 1999, Glenn Dale–Seabrook–Lanham's senior population was more likely to be living in households below the poverty line than senior citizens in the county as a whole (see Table 8 on page 38).

In 1999, the percentage of households living in poverty in the Glenn Dale and Lanham–Seabrook communities was approximately the same—4.5 percent of households in Glenn Dale and 4.8 percent of households in Lanham–Seabrook. However, in Glenn Dale, over two-thirds of these households were headed by single parents, compared to only 38 percent in Lanham–Seabrook. In the Lanham–Seabrook community, over one-third of households in poverty were married-couple households with children. Only 11.4 percent of households in poverty in Glenn Dale were married couples with children. This difference suggests that, in the Glenn Dale community, married-couple families with children tend to have higher incomes.

Table 7 Median Household and Family Incomes, 1999		
Area	Median Household Income	Median Family Income
Lanham–Seabrook	\$63,450	\$70,084
Glenn Dale	\$80,851	\$85,448
Bowie	\$76,778	\$82,403
Prince George’s County	\$55,526	\$62,467

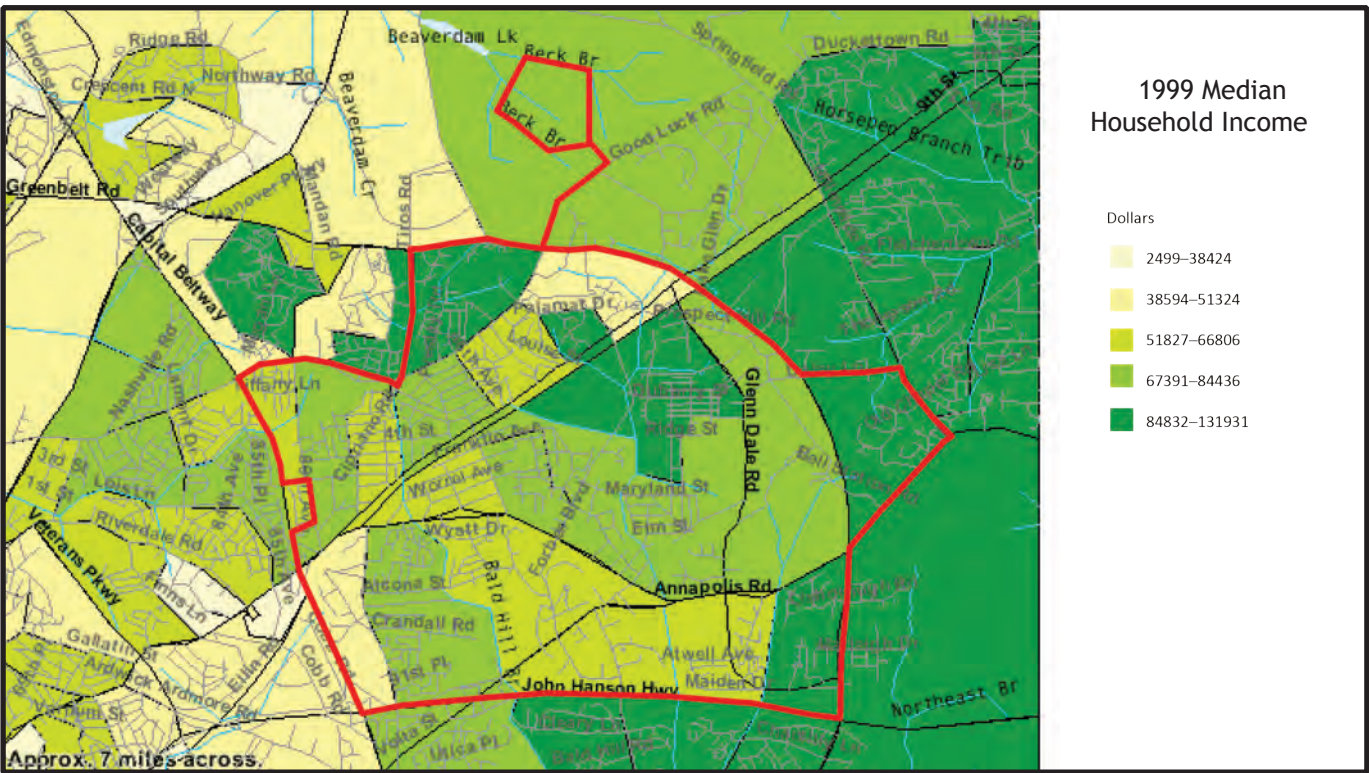
Source: U.S. Census Bureau

**FIGURE 4**  
**MEDIAN HOUSEHOLD INCOME, 1999**



Source: U.S. Census Bureau

MAP 5  
MEDIAN HOUSEHOLD INCOME DISTRIBUTION, 1999



Source: Image courtesy of the U.S. Census Bureau

Table 8 Poverty Rate by Age, 1989 and 1999				
Age	Glenn Dale-Seabrook-Lanham (%)		Prince George's County (%)	
	1989	1999	1989	1999
Under 18	4.7	6.0	7.0	9.6
18 to 64	2.9	4.1	5.2	7.0
65 and older	3.8	7.8	7.3	6.9

Source: U.S. Census Bureau

Educational Attainment

In general, residents of the sector plan area have higher degrees of educational attainment than those of the county as a whole. Approximately 90 percent of residents have at least a high school diploma, and almost one-third hold a bachelor’s degree or higher. In Prince George’s County, only 85 percent of residents are high school graduates, and 27 percent

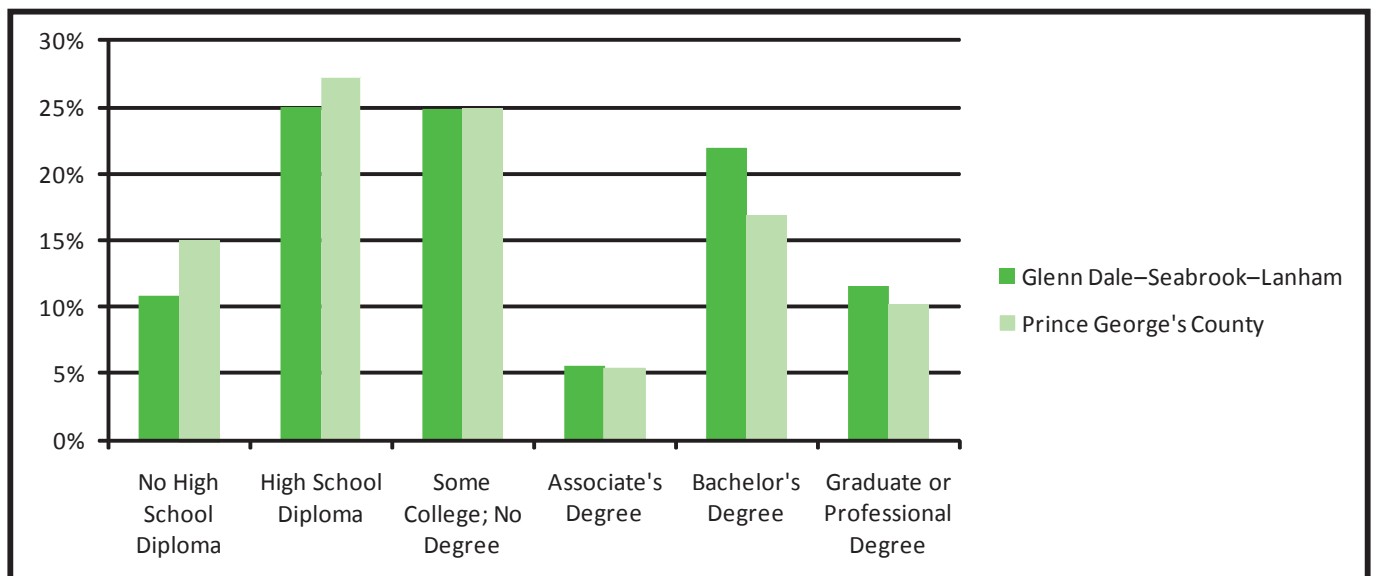
have at least a four-year college degree (see Table 9 and Figure 5 on page 39).

Within the sector plan area, educational attainment varies according to community. The majority of Glenn Dale and Lanham–Seabrook residents have at least a high-school diploma (92 percent for Glenn Dale and 88 percent for Lanham–Seabrook), but the relative level of college education

differs between the two areas. In 1999, over ten percent more Glenn Dale residents held bachelors and graduate/professional level degrees than those in Lanham–Seabrook. The difference was particularly pronounced at the advanced degree level: over 18 percent of Glenn Dale residents had earned a graduate or professional degree, in comparison to only 11.5 percent of Lanham–Seabrook residents (see Table 9 and Figure 5 on page 39).

This difference in educational attainment within the sector plan area may be related to differences in household income and employment. Just as households within the Glenn Dale area tend to have higher incomes, the same households contain individuals with undergraduate and advanced degrees. Higher educational levels generally correlate with higher incomes; therefore, it is not surprising that the Glenn Dale community has a greater number of residents with higher levels of education.

**FIGURE 5**  
**EDUCATIONAL ATTAINMENT, 1999**

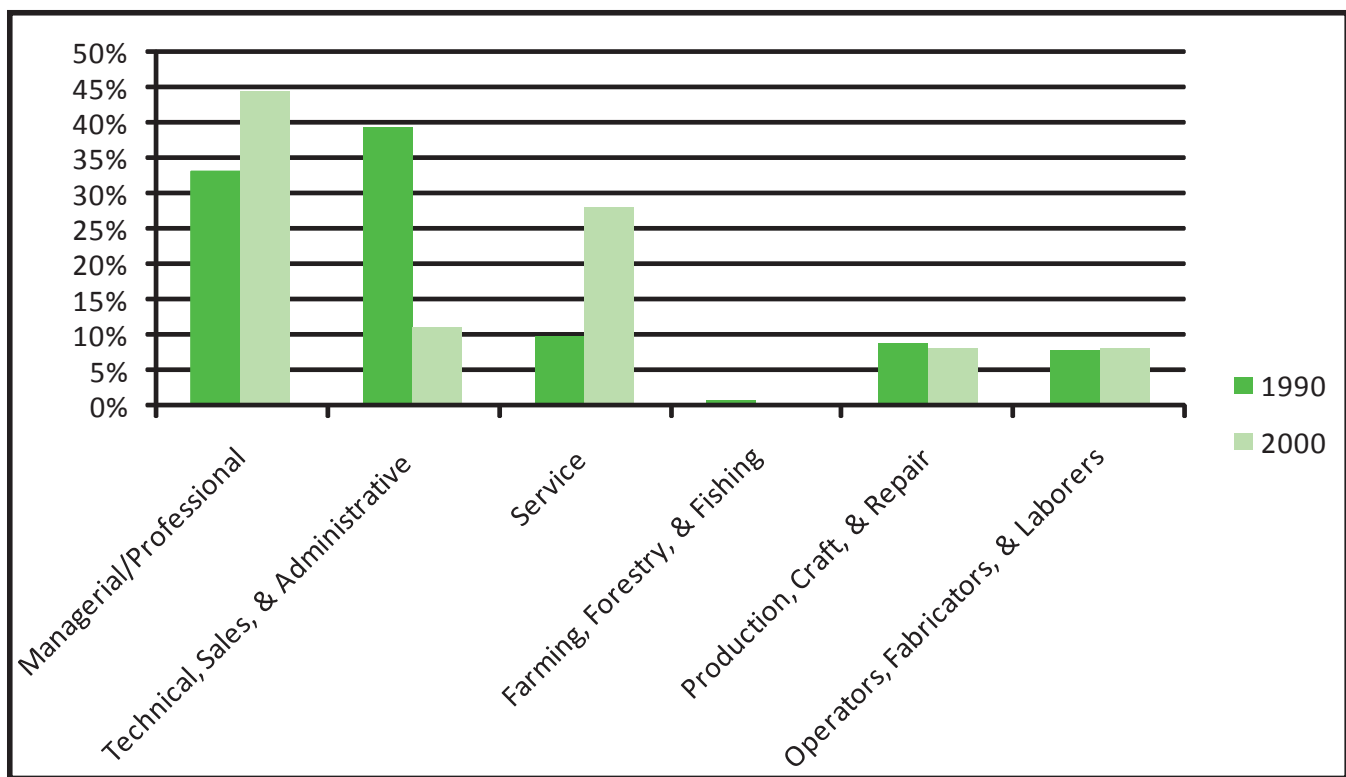


Source: U.S. Census Bureau

Table 9 Educational Attainment Within the Sector Plan Area, 1999		
Education Level	Glenn Dale	Lanham - Seabrook
No high school diploma	8.1%	12.5%
High school diploma	18.7%	26.3%
Some college; no degree	25.0%	23.3%
Associate's degree	5.8%	5.7%
Bachelor's degree	24.3%	20.7%
Graduate/professional degree	18.2%	11.5%

Source: U.S. Census Bureau

**FIGURE 6**  
**RESIDENT OCCUPATIONS FOR THE SECTOR PLAN AREA, 1990 AND 2000**



Source: U.S. Census Bureau

## Employment

Residents in the sector plan area experienced many of the shifts associated with the broader employment market during the last decades of the twentieth century. The number of residents holding jobs in service industries almost tripled during the 1990s, while those in manufacturing operations declined. In addition, the number of residents employed in managerial and professional occupations grew by 33 percent, which may correlate with increases in residents with higher education and households with higher incomes (see Figure 6).

## Population Projections

Although population projections can serve as a useful tool for planning purposes, projections are not predictions. Instead, projections take a base number, recognized trends, and conditions and create numerical models based on these data. Projections

cannot account for unexpected future events, such as new migration patterns or changes in regional or national economics and should only be taken as rough estimates of future conditions. Generally, the reliability of projections after ten years declines with each successive year.

Population projections suggest that the sector plan area will not continue to grow at the rates seen during the past two decades, as its communities are nearing buildout under current zoning regulations. Whereas the sector plan area population increased by 27 percent between 1990 and 2000 and by 17 percent between 2000 and 2005, the projection model shows a dramatic slowing of population growth between 2005 and 2010, extending out to 2020. After 2020, the projections show a decline in the sector plan area population (see Table 10 on page 41).

The sector plan area's growth rates during the 1990s and the early 2000s reflect the construction



of new housing—particularly in the form of single-family home subdivisions in the eastern part of the sector plan area—that was facilitated by the national housing bubble during the same period. However, this period of rapid construction has slowed in recent years, declining precipitously during the current market recession. This national trend, combined with the unavailability of large tracts of land for new housing in the sector plan area, may explain the minimal growth rates featured in the population projection model.

**Table 10**  
**Sector Plan Area Population Projections,**  
**2005–2030**

<i>Year</i>	<i>Population</i>	<i>% Change</i>
2005	33,278	---
2010	33,637	1.08
2015	33,728	0.27
2020	33,741	0.04
2025	33,664	-0.22
2030	33,406	-0.77

*Source:* M-NCPPC, Prince George's County Planning Department, Countywide Division, 2009

## Housing

Housing policy plays a major role in defining a community's physical and demographic character. Policies relating to land use and residential density help determine which types of housing will be built, and the types of housing generally influence which household types will choose to reside in a particular community. For example, policies that support the provision of a variety of housing unit types (e.g., single-family detached, townhouses, and multifamily units) tend to create communities attracting residents who are diverse in age, household composition, and income levels. Policies that support single-family residential development often produce communities that attract large numbers of family households.

Examining the types, ages, values, and styles of the Glenn Dale-Seabrook-Lanham sector plan area's housing stock helps tell the story of the community's evolution. Housing data—in conjunction with population and land use data—reveal a suburban area populated mainly with single-family homes

and family households. Over time, the community has moved from small neighborhoods concentrated around railroad stations to auto-oriented residential areas on larger lots in subdivisions (see Chapter 4 on page 57). The sector plan area's housing characteristics reflect national, state, and county trends for late twentieth-century suburban development, residential construction focused on producing units for families in response to post-World War II housing demand and the subsequent "baby boomer" generation. These trends created fundamental neighborhood patterns within the sector plan area that will see little major change in the next decades.

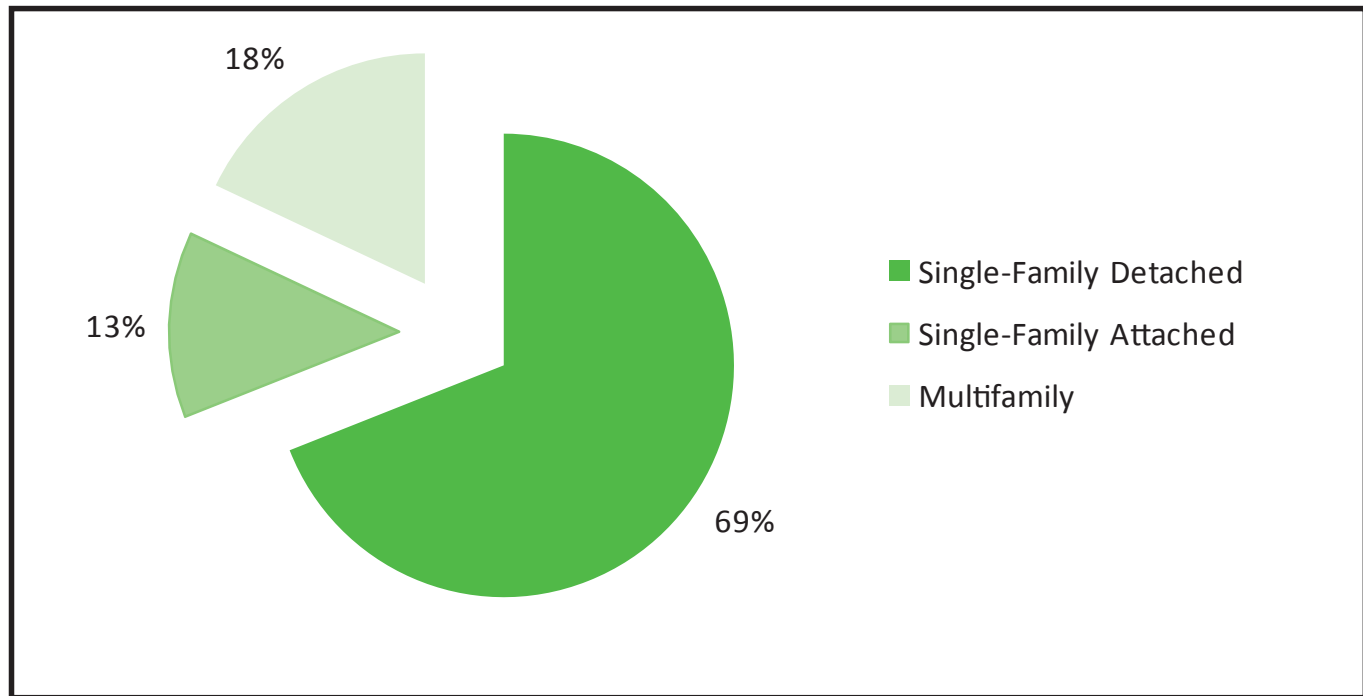
## Housing Characteristics

### Number and Type of Housing Units

The Glenn Dale-Seabrook-Lanham sector plan area contained approximately 10,741 housing units in 2007. Single-family homes dominated the housing types; 82 percent were single-family units (single-family detached and townhouses) and only 18 percent were multifamily units. Of the single-family units, 69 percent were single-family detached homes (see Figure 7 on page 42).

The majority of these single-family homes accommodate family households. In 2000, almost 60 percent of sector plan area housing units had seven or more rooms, reflecting a community comprising homes built for families. Homes in the Glenn Dale area were larger than those in the Seabrook and Lanham areas; almost two-thirds of homes in Glenn Dale had seven or more rooms, whereas only 53 percent of homes in the Seabrook and Lanham communities had seven or more rooms. Homes in Lanham and Seabrook tended to have between three and six rooms, meaning that these housing units had a smaller number of bedrooms.

**FIGURE 7**  
**RESIDENTIAL UNIT TYPE FOR THE SECTOR PLAN AREA, 2007**



**Source:** M-NCPPC Cooperative Forecast 7.1 (2007)

Although the Glenn Dale-Seabrook-Lanham sector plan area contains more family-with-children households than the national average, it still has many households that do not fit this model. Almost one-fifth of sector plan area households are single-individual households, and one-fifth of these are composed of persons 65 or older. Additionally, almost 40 percent of sector plan area households are families without children. The presence of these alternative types of households, as well as continued increases in the senior population due to the aging of the baby boomers, suggests that demand may exist for housing unit types other than single-family detached residences.

### **Age of Housing Stock**

The age of housing within the sector plan area varies, with some historic residences dating back to the late eighteenth and early nineteenth centuries (see Chapter 5 on page 85). The majority of housing units within the sector plan area, however, were constructed in the late twentieth century.

Census 2000 identifies 1972 as the median year of construction for all housing units within the sector plan area. The oldest neighborhood housing units were built in Seabrook and Lincoln Vista, and the newest housing units measured by Census 2000 were built in the Glensford/Lottsford neighborhood in the southeastern portion of the sector plan area (median year of construction: 1989). Since 2000, additional units have been built within the sector plan area, the majority of which were constructed on new subdivision lots in the sector plan area's eastern portion.

### **Occupancy, Tenure, and Vacancy Rates**

Most households in the Glenn Dale-Seabrook-Lanham sector plan area live in owner-occupied housing. In 2000, 78 percent of units were owner-occupied. In comparison, owner-occupied units constituted only 62 percent of Prince George's County's housing types. This rate remained essentially the same throughout the early years of the twenty-first century; in 2007, 77 percent of all sector

plan area housing units were owner occupied. This high owner-occupancy rate can be attributed to the continued construction of single-family residential units within the sector plan area.

High rates of homeownership tend to produce low vacancy rates. This holds true for the Glenn Dale-Seabrook-Lanham sector plan area, where the vacancy rate was 3.6 percent in 2000. Low vacancy rates also indicate market demand for area homes. Economic changes since 2000, however, may have increased sector plan area vacancy rates. Housing foreclosures within the sector plan area are discussed below.

### **Building Trends**

The Maryland-National Capital Park and Planning Commission (M-NCPPC) building permit records show that sector plan area residential construction has continued throughout the past two decades. During the 1990s, the Glenn Dale area experienced a 25.2 percent increase in the number of housing units; during the same period, the Lanham and Seabrook communities saw an increase of only 7.8 percent. This is not surprising, given that the Seabrook and Lanham communities had fewer undeveloped lots than the eastern part of the sector plan area.

Construction has been confined to single-family detached and townhouse units; no multifamily units have been constructed since 1990. Figure 8 on page 44 depicts residential construction between 1990 and 2008. Following regional and national trends, the sector plan area rate of residential construction increased after 1998, peaking in 2003 and declining noticeably since that time. This decline may be due to a softening regional housing market, but it also may be attributable to limited land available for new residential construction (see Figure 8 on page 44).

### **Housing Cost**

#### **Housing Price**

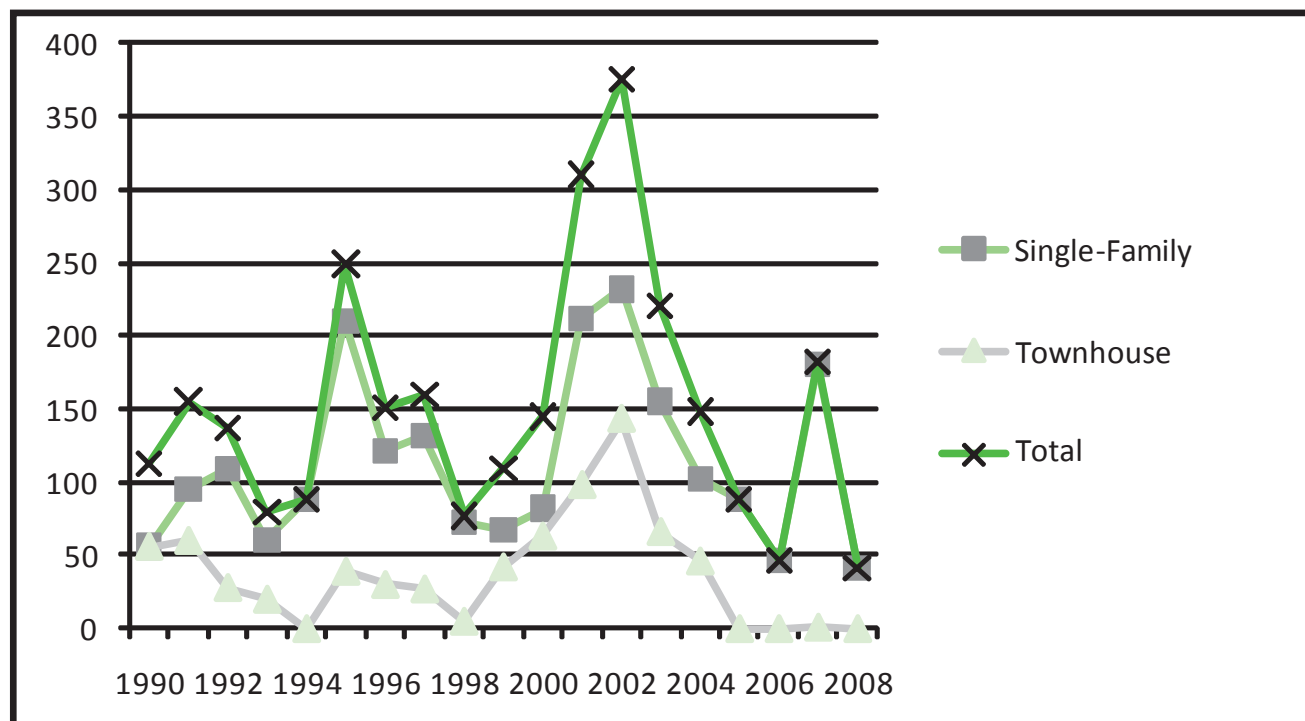
Sector plan area communities have household and family incomes that exceed county and state medians. This higher income level goes hand in hand with higher-than-average home prices. In 2007, the average residential sales price was over \$358,000 for the Lanham and Seabrook communities and

almost \$647,000 for the Glenn Dale community. This represents large increases from 2002 average values, especially for the Glenn Dale area (see Table 11 on page 44).

Figure 9 on page 45 shows median values of residential sales since 2002 for sector plan area communities. Although residential construction and sales have declined since 2002, the median value of home sales has increased steadily during this time. Data are not available for 2008 or 2009, but current national and regional economic conditions may have halted this trend. The high price of homes, particularly in the Glenn Dale area, may make it difficult for young couples/families, single individuals, and persons with incomes below the area median income to purchase homes in the sector plan area.

FIGURE 8

RESIDENTIAL CONSTRUCTION FOR THE SECTOR PLAN AREA, 1990–2008



Source: M-NCPPC building permit data, 2009

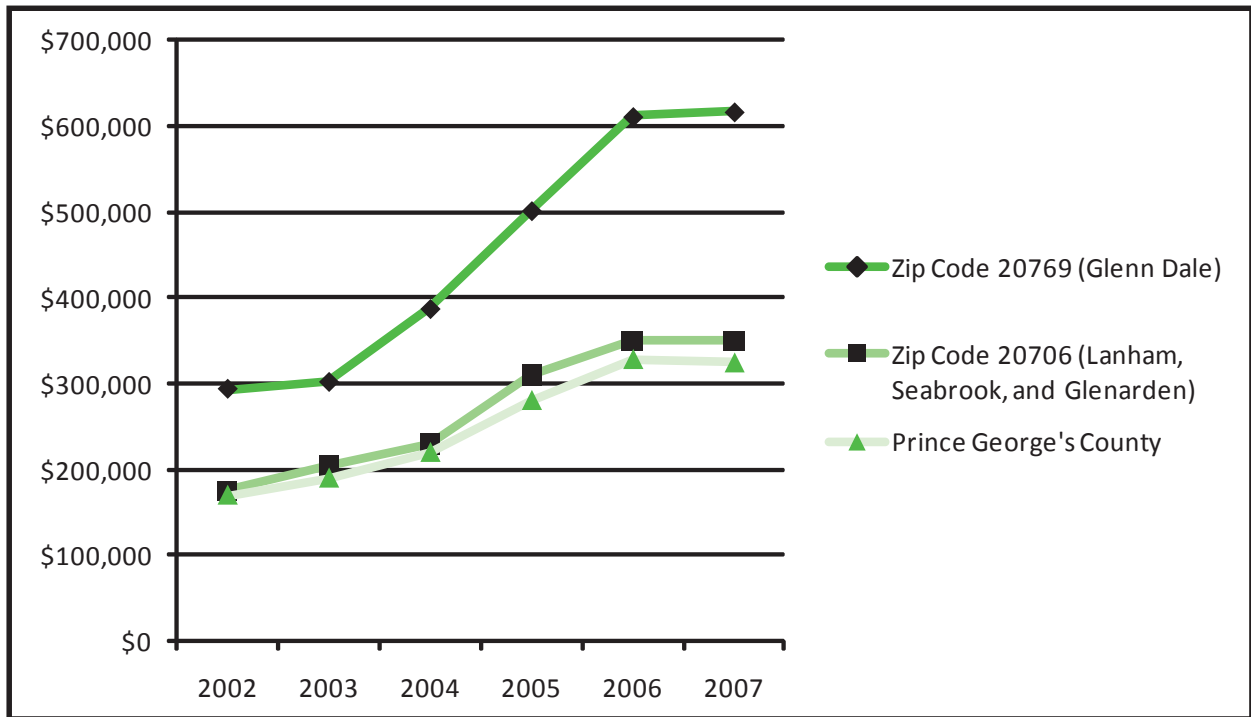
**Table 11**  
Average Residential Sales Price, 2002 and 2007

Sales	Zip Code	
	20706 (Lanham, Seabrook, and Glenarden areas)	20769 (Glenn Dale area)
Total Sales in 2002	478	183
Mean Sales Price in 2002	\$205,596	\$283,436
Total Sales in 2007	382	89
Mean Sales Price in 2007	\$358,328	\$646,773
Mean Sales Price Percentage Change, 2002–2007	74.2%	128%

Source: Maryland Department of Planning

FIGURE 9

## MEDIAN VALUE OF RESIDENTIAL SALES FOR THE SECTOR PLAN AREA, 2002–2007



Source: Maryland Department of Planning

### Housing Cost Burden

Housing is considered “affordable” if monthly housing costs do not exceed 30 percent of monthly gross household income. In 2000, 27 percent of Glenn Dale-Seabrook-Lanham area households (both renter and owner households) paid more than 30 percent of their gross income for housing expenses. This was lower than the average for both Prince George’s County (34 percent) and the State of Maryland (35 percent). Additionally, over 10 percent of renters and almost 9 percent of homeowners paid more than 50 percent of their monthly incomes for housing costs.

Although housing cost burden is not as pronounced an issue in the sector plan area as in other Washington, D.C., and Baltimore metropolitan communities, the data suggest that some affordability issues do exist within the Glenn Dale-Seabrook-Lanham sector plan area.

Prince George’s County is part of the Washington metropolitan statistical area (MSA), so the same income guidelines apply as in Washington, D.C., and other D.C. metropolitan communities. In 2008, the area median income (AMI) for the MSA was \$99,000 for a family of four. This means that a family of four with a household income of \$79,200 (80 percent of AMI) would qualify for affordable units in the sector plan area.

### Foreclosures

In 2007 and 2008, Prince George’s County had the highest foreclosure rate in Maryland, with foreclosures increasing by 57 percent in 2008. Many of these foreclosure actions, including 58 bank repossessions, 130 auction notices, and 269 default notices, affected homes within the sector plan area. These foreclosure actions were not confined to a particular portion of the sector plan area. Map 6 on page 46 shows that foreclosures were scattered evenly throughout sector plan area neighborhoods of different ages and home values.



## MAP 6

### FORECLOSURES 2007–2008



Source: State of Maryland

## Land Use

“Land use” refers to the function of a property or the activities/conditions “on the ground” at a given time. Land uses may change over time, often due to market/economic conditions (for example, agricultural uses that change to residential uses with the cessation of farming operations and the construction of housing). Land use and zoning are not synonymous; rather, land use reflects actual conditions, and zoning is the government’s mechanism to regulate land use. Zoning districts may permit a variety of land uses determined to be complementary, such as different housing densities within a single residential district or commercial uses within industrial districts. Zoning may or may not reflect an existing land use and can be used as a tool to promote land use change; the county may change the zoning on a particular piece of property to encourage the development of a use that does not exist or to limit or expand what may be done with the existing use (see Map 7 on page 54 and Table 15 on page 53).

### Residential Uses

Residential uses compose the largest percentage of the sector plan area’s land uses (see Table 14 on page 52). Most of these residential uses are single-family detached homes. The M-NCPPC/Prince George’s County’s land use table differentiates residential uses by density. In 2008, residential uses were located on over 41 percent of the sector plan area’s properties. Almost 83 percent of these residential uses were identified as “Residential Low” (single-family detached) uses. “Residential Low-Medium” uses (mainly single-family detached and townhouse units), located primarily off Good Luck Road, near Vista Gardens Marketplace, and along Glenn Dale Road south of Annapolis Road (MD 450), constituted another 8.8 percent of residential uses. Higher-density “Residential Medium” uses (primarily townhouses) constituted only 1.4 percent of sector plan area residential uses, and “Residential Medium-High” (townhouses and multifamily units) formed another 2.7 percent. Most of these residential uses are found in the northern part of the sector plan area. “Rural” residential uses, defined as residential densities less than or equal to 0.5 dwelling units

per acre, occupied over four percent of the sector plan area’s residential land. These low-density residential areas are located primarily in the eastern/southeastern portion of the sector plan area.

### Commercial Uses

In 2008, the sector plan area had over 1.2 million square feet of retail space in nine shopping centers. Smaller retail uses also were located along Greenbelt Road (MD 193), Annapolis Road (MD 450), and within the Washington Business Park. In addition, there were 69 office buildings scattered throughout the sector plan area, with concentrations in the Washington Business Park near the NASA Goddard facility in the Greenbelt Road (MD 193) area and along MD 450 near the Enterprise Shopping Center. These buildings contained over 1.5 million square feet of office space (see Chapter 10 on page 187). In total, commercial land uses covered 3.2 percent of the sector plan area’s acreage in 2008.

### Industrial Uses

In 2008, the sector plan area had few industrial uses. Light industrial and heavy industrial uses were located on 23 parcels covering approximately 0.5 percent of the sector plan area’s properties. Industrial uses were concentrated in the Washington Business Park off Annapolis Road (MD 450) and along Smith Avenue south of the Seabrook MARC station. Additionally, many of the properties in the Washington Business Park constituted a different type of industrial use—office operations for light or heavy industrial uses. These “industrial office” uses were located on 73 parcels within the business park and covered four percent of the sector plan area’s acreage.

### Vacant Land

The sector plan area includes almost 1,000 acres of undeveloped parcels identified as having either “Forest” or “Bare Ground” uses.<sup>3</sup> Scattered throughout the sector plan area, these properties have no identified structures and contain either tree cover or grassy areas. Many of these parcels amount to unprotected open space that could be developed

<sup>3</sup> The State of Maryland does not recognize “vacant” or “undeveloped” as a land use.

in the future. Although these properties technically are vacant land, this does not mean that they all are potential development sites. Some of these parcels lie along sector plan area creeks/waterways and are protected from development by existing county regulations.

### Land Use Changes Since 1993

Census and land use data show that a significant amount of development has occurred in the sector plan area over the past 15 years. However, a direct comparison between current sector plan area land use data and 1993 land use data cannot be made due to two factors:

- Land use data found in the 1993 Glenn Dale-Seabrook-Lanham and vicinity master plan included data from the current East Glenn Dale sector plan area (i.e., the 1993 plan covered all of Planning Area 70).<sup>4</sup>
- Prince George's County's land use categories have changed between 1993 and the present in response to amendments to the state's land use classification system.

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<sup>4</sup> GIS data layers do not exist for the 1993 Glenn Dale-Seabrook-Lanham and vicinity master plan, so differentiating between the two sector plan areas is difficult.

**Table 12**  
**Land Uses Within Sector Plan Areas, 2008**

<i>Land Use</i>	<i>1993 Master Plan (Planning Area 70)</i>		<i>2006 East Glenn Dale Sector Plan</i>		<i>2008 Glenn Dale- Seabrook-Lanham Data</i>	
	<i>Acres</i>	<i>% of Total Land Area</i>	<i>Acres</i>	<i>% of Total Land Area</i>	<i>Acres</i>	<i>% of Total Land Area</i>
Developed	5,130.6	60.3	1,283.3	87.7	5,884.3	84.6
Residential	2,702.8	32.2	870.1	59.5	2,852.8	41.0
Commercial	337.6	4.0	8.7	0.6	500.3	7.2
Parkland	498.9	5.1	36.0	2.5	886.7	12.8
Undeveloped	3,253.4	39.7	180.7	12.3	1,068.0	15.4

*Source:* M-NCPPC

**Table 13**  
**Land Use Changes, 1993–2008**

<i>Land Use</i>	<i>1993 Master Plan (Planning Area 70) Acreage</i>	<i>2008 Planning Area 70 Land Use Acreage*</i>	<i>Percentage Change, 1993 - 2008</i>
Developed	5,130.6	7,167.6	39.7
Residential	2,702.8	3,722.9	37.7
Commercial	337.6	509.0	50.8
Parkland	498.9	922.7	84.9
Undeveloped	3,253.4	1,248.7	(61.6)

\*Includes combination of data from 2006 East Glenn Dale sector plan and 2008 Glenn Dale-Seabrook-Lanham totals. 2008 total acreage (8,416.3) exceeds the 1993 total acreage (8,384) by 32.3 acres. This disparity may be attributable to a difference between the way surface water was counted in 1993 and 2006/2008.

*Source:* M-NCPPC

However, Tables 12 and 13 summarize land use data contained in the 1993 Glenn Dale-Seabrook-Lanham and vicinity master plan, the 2006 East Glenn Dale sector plan and 2008 land use data for the Glenn Dale-Seabrook-Lanham area to draw rough comparisons between developed and undeveloped land area totals and broad land use categories (“residential,” “commercial,” and “parkland”). Data show an approximately 40 percent increase in developed land area in Planning Area 70 communities between 1993 and 2008, with substantial growth in residential (37.7 percent

increase), commercial (50.8 percent increase), and parkland (84.9 percent increase) uses. Much of the new residential development has occurred in the eastern and southeastern portions of the sector plan area near Glenn Dale Boulevard/Enterprise Road (MD 193) and Annapolis Road (MD 450). New commercial development includes portions of Eastgate Shopping Center along Greenbelt Road (MD 193) and Vista Gardens Marketplace at the Annapolis Road (MD 450)/Martin Luther King Jr Highway (MD 704) intersection. The majority of the parkland increase is attributable to large additions to

the Folly Branch Stream Valley Park, which expanded from four acres in 1992 to over 300 acres in 2008.

### Zoning

Prince George's County regulates land use, site development, and building characteristics through its Zoning Ordinance (Subtitle 27 of the County Code). The Existing Zoning Map on page 55, reflects the existing zones attributed to properties within the sector plan area. In 2008, land within the Glenn Dale-Seabrook-Lanham sector plan area fell into 16 different zoning districts, including 7 residential districts, 5 commercial districts, and 2 industrial districts (see Table 15 on page 53 and Map 8 on page 55. For a more detailed description of Prince George's County zoning categories, see the Guide to Zoning web page at <http://www.pgplanning.org/page530.aspx>).

### Residential Zoning

As with land use categories, the county differentiates residential districts by density. Over 60 percent of the sector plan area is zoned for residential uses. Single-family detached homes are permitted by right in all of the sector plan area's general residential districts, with lot size requirements ranging from one dwelling unit per acre in the Residential Estate (R-E) Zone to one dwelling unit per 6,500 square feet in the One-Family Detached Residential (R-55) Zone.

The sector plan area has few higher-density residential zoning districts. Townhouse and two- and three-family units are allowed in the Residential Townhouse (R-T) Zone and the Multifamily Medium Density Residential (R-18) Zone. Multifamily (apartment) units are permitted by right only in the R-18 Zone. A series of townhouse and multifamily units located near the intersection of Glenn Dale Road (MD 193) and Annapolis Road (MD 450) compose a Comprehensive Design Zone (CDZ), which allows higher residential densities in exchange for a public benefit, such as clustered open space or pedestrian paths. Higher-density zoning districts are generally, like the sector plan area's higher-density land uses, located near commercial centers in the Greenbelt Road and Annapolis Road corridors.

### Commercial Zoning

Only 3.9 percent of the sector plan area is zoned for commercial uses. Commercial districts range from zones allowing small retail and office uses to a higher-intensity zone that permits the construction of larger retail centers. Three commercial districts predominate: Commercial Office (C-O), Commercial Miscellaneous (C-M), and Commercial Shopping Center (C-S-C). Most of the sector plan area's C-O district properties lie along Annapolis Road (MD 450) near the Enterprise Shopping Center, along Lanham Severn Road (MD 564), and within the Greenbelt Executive Center (located at the intersection of Greenbelt Road (MD 193) and Good Luck Road). C-M districts constitute almost one-third of the sector plan area's commercial zoning districts. This zone permits a wide range of commercial uses, including vehicle sales and service, small retail establishments, professional offices, restaurants, banks, day care centers, medical and veterinary clinics, and entertainment facilities. C-M properties are concentrated primarily along Lanham Severn Road (MD 564) near the Lanham Shopping Center, the Eastgate Shopping Center, the Seabrook MARC station, and to the southeast of the Bell Station Road–Glenn Dale Boulevard (MD 193) intersection.<sup>5</sup> Properties zoned C-S-C (area retail centers) are found near major intersections along sector plan area arterials, with the exception of the Seabrook Station Shopping Center that sits across Lanham Severn Road (MD 564) from the Seabrook MARC station. The concentration of these commercial uses along major roadways isolates them from residential neighborhoods but also contributes to traffic congestion in the sector plan area, as people must access these linear commercial areas and nodes through limited highway routes (see Chapter 8 on page 137).

### Industrial Zoning

The sector plan area has a limited number of industrially zoned properties. Most of the properties zoned as Light Industrial (I-1) and Heavy Industrial (I-2) are clustered in the Washington Business Park area between Annapolis Road (MD 450), Martin

<sup>5</sup> The Bell Station Road/Glenn Dale Boulevard property owner had submitted an application for rezoning at the time of plan writing.



Luther King, Jr. Highway (MD 704), and US 50. The disparity in land use acreage devoted to industrial uses (35.7 acres) and industrial zoning acreage (479.5 acres) suggests that many of the businesses located within these industrial zones are not true industrial uses but commercial operations.<sup>6</sup>

### Open Space Zoning

Unlike many other jurisdictions, Prince George's County does not have a zoning district devoted exclusively to public open space. Open space within the sector plan area falls into two zoning districts: Reserved Open Space (R-O-S) and Open Space (O-S). The names of these districts mask the fact that they technically are considered residential districts under the county's Zoning Ordinance. Although each zone's primary intent is to protect open space resources, very low-density residential development is permitted in both zones; the R-O-S district is the most restrictive, allowing only one dwelling unit per 20 acres, and the O-S district permits one dwelling unit per 5 acres. With the exception of the former Glenn Dale Hospital site, some stream valley park parcels, and the USDA Plant Introduction Station property, most of the sector plan area's smaller parkland does not have R-O-S or O-S zoning. Instead, neighborhood parks tend to be included in residential zoning districts.

### Future Population and Land Use Trends

The pace of residential development has slowed over the past five years, as the majority of the sector plan area has become built out. A limited number of properties exists for future development. Large tracts of undeveloped land still remain in the eastern portion of the sector plan area, but much new development will occur as infill or as redevelopment of existing properties. The single-family residential nature of the sector plan area will persist, with the potential for conversion of agricultural or private open space properties to residential subdivisions, infill construction on single properties, or teardowns and new construction within existing neighborhoods. Commercial development will be restricted

by the lack of large available parcels, although redevelopment opportunities may exist on some commercial properties that have a car-oriented character.

Many of the above population and land use trends and issues will be discussed in the following chapters of this 2010 plan update. The connection between land use choices and other plan elements will be explored in depth, and detailed policies and recommendations will be provided to help shape a desirable future for the Glenn Dale-Seabrook-Lanham community.

<sup>6</sup> The Prince George's County Zoning Ordinance permits a variety of commercial uses within the Light Industrial (I-1) and Heavy Industrial (I-2) Zones, such as professional offices and services, retail stores, and vehicle sales and repair.

**Table 14**  
**Existing Land Use for the Sector Plan Area, 2008**

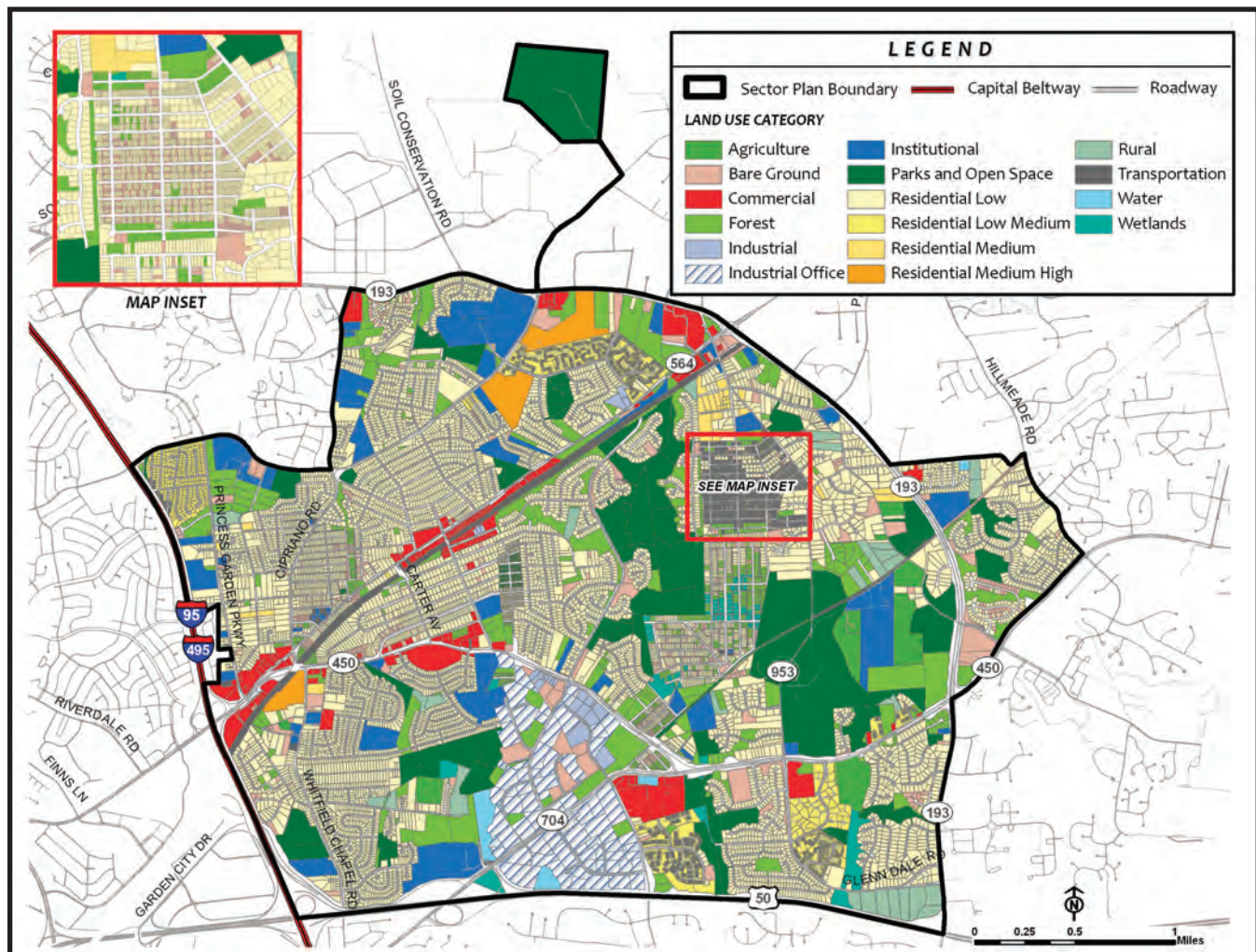
<i>Land Use</i>	<i>Acreage</i>	<i>Number of Parcels</i>	<i>Percentage of Land Area</i>
Agriculture	99.3	9	1.4
Bare Ground	261.8	914	3.8
Commercial	224.1	174	3.2
Forest	714.7	911	10.3
Industrial	35.7	23	0.5
Industrial Office	276.2	73	4.0
Institutional	1441.3	74	20.7
Parks and Open Space	886.7	221	12.8
Residential Low (0.5 – 2 DU/acre)	2,362.4	8,636	34.0
Residential Low-Medium (2 DU/ac – 3 DU/ac)	250.4	1,702	3.6
Residential Medium (3 DU/ac – 8 DU/ac)	40.8	21	0.6
Residential Medium-High (8 DU/ac – 20 DU/ac)	76.8	3	1.0
Rural (less than or equal to 0.5 DU/ acre)	122.4	28	1.8
Transportation	67.7	37	1.0
Water	27.2	4	0.4
Wetlands	64.3	149	0.9
<b><i>TOTAL</i></b>	<b>6,951.8</b>	<b>12,979</b>	<b>100%</b>

*Source:* M-NCPPC GIS data (2008)

**Table 15**  
**Sector Plan Area Zoning Districts, 2008**

<i>Zoning District</i>	<i>Acreage</i>	<i>Percentage of Land Area</i>
Residential Estate (R-E)	222.7	3.2
Rural Residential (R-R)	1,683.1	24.4
One-Family Detached Residential (R-80)	1,190.7	17.3
One-Family Detached Residential (R-55)	739.1	10.7
Residential Townhouse (R-T)	234.9	3.4
Multifamily Medium-Density Residential (R-18)	75.8	1.1
Residential Urban (R-U)*	39.8	0.6
<b><i>Residential District Subtotal</i></b>	<b>4,186.0</b>	<b>60.7</b>
Commercial Office (C-O)	86.7	1.3
Ancillary Commercial (C-A)	1.0	0.01
General Commercial (C-G)	14.6	0.2
Commercial Shopping Center (C-S-C)	87.4	1.3
Commercial Miscellaneous (C-M)	82.5	1.2
<b><i>Commercial District Subtotal</i></b>	<b>272.2</b>	<b>3.9</b>
Light Industrial (I-1)	317.7	4.6
Heavy Industrial (I-2)	161.8	2.3
<b><i>Industrial District Subtotal</i></b>	<b>479.5</b>	<b>6.9</b>
Reserved Open Space (R-O-S)	569.9	8.3
Open Space (O-S)	239.7	3.5
<b><i>Open Space Subtotal</i></b>	<b>809.6</b>	<b>11.8</b>
Right-of-Way	1,148.2	16.7
<b><i>TOTAL</i></b>	<b>6,985.6</b>	<b>100.0</b>
*The Residential Urban (R-U) district is a Comprehensive Design Zone intended to permit increased residential density and clustered open space.		
<b>Source:</b> M-NCPPC		

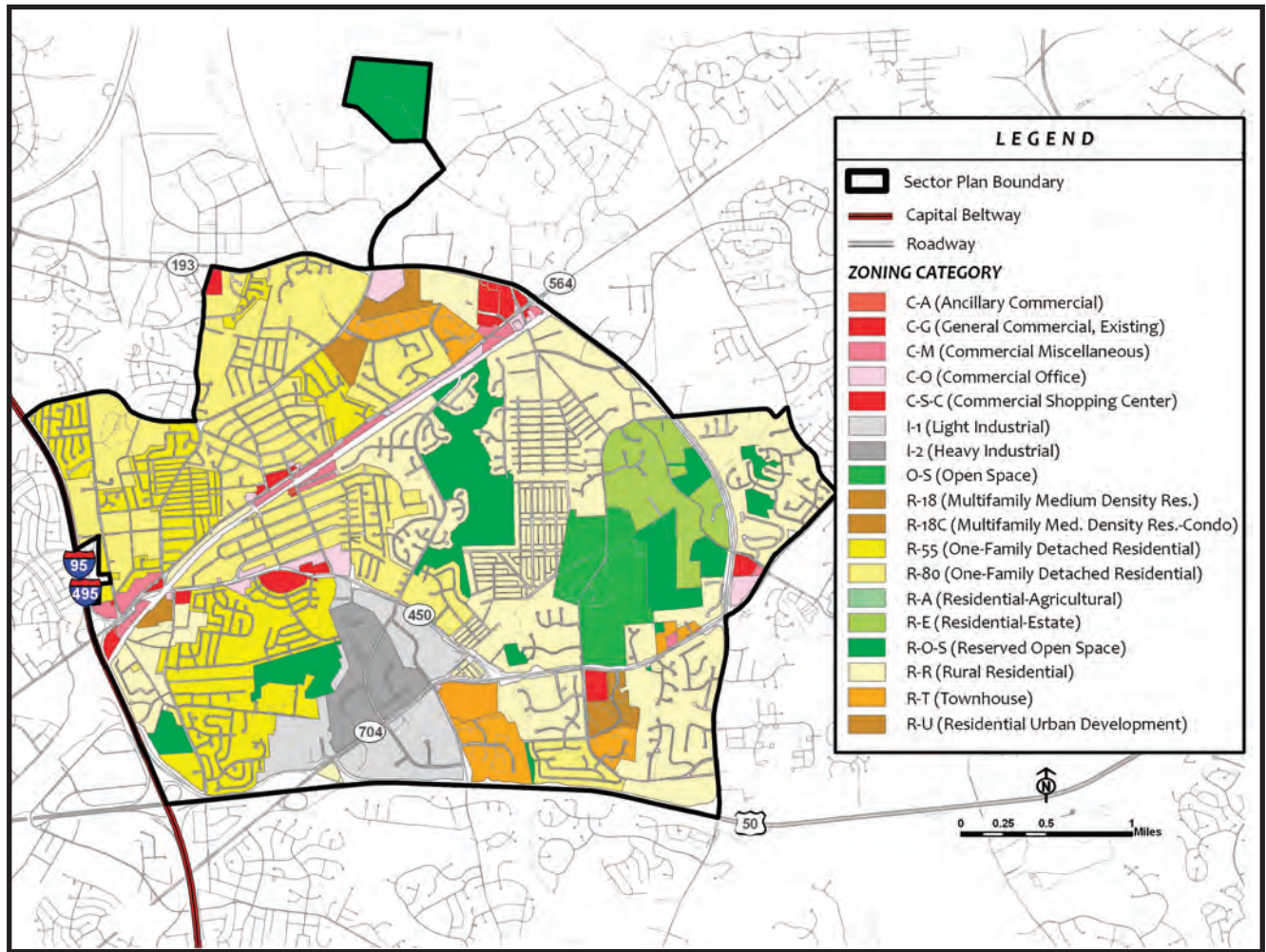
## MAP 7 EXISTING LAND USE



Source: M-NCPPC, 2009



**MAP 8**  
**EXISTING ZONING**



Source: M-NCPPC





# Community Design and Identity

Design plays an important role in shaping and defining the built environment. A community's design character, which typically reflects a collection of design choices over time, often forms the core of its identity. Design is not just about style or visual beautification; instead, it encompasses a broader range of considerations, including how spaces interrelate, how the arrangement of spaces and objects affect activity, and how these elements express community values. Design choices affect the way we experience our environment at a range of scales—from single lots to streets, neighborhoods, and whole communities.

Design preferences change over time, and with these changes come adjustments in how we understand and use the built environment. The Glenn Dale-Seabrook-Lanham sector plan area contains neighborhoods of various ages that have different physical characteristics. The majority of sector plan area neighborhoods and commercial centers were constructed in the latter half of the twentieth century, following a suburban design model that focused on the need to accommodate the automobile. The scale of these areas differs from those of older neighborhoods, and use patterns within areas of different ages often stand in contrast to each other. As public interest in community design principles used before World War II has been renewed nationwide, new development models that emphasize context, connectivity, walkability, smooth transitions, attractive public realms, design that enhances neighborhood character and cultural and environmental resources, have begun to find favor again.

The following chapter contains an analysis of changes in the Glenn Dale-Seabrook-Lanham community's characteristics over time and a discussion of design solutions that can address what we now perceive as deficiencies in late

twentieth-century suburban design. This plan's residential and commercial design principles value such things as gridded streets with sidewalks and trees, neighborhood centers containing retail and civic spaces, and new residential development that possesses a sense of place. Application of these design principles to new development and property improvements within the sector plan area can help establish a strong community design identity.

## Key Findings

- The majority of the sector plan area comprises groups of stable residential neighborhoods constructed after World War II.
- Pre-World War II neighborhoods tend to possess gridded streets and mature street trees.
- The eastern portion of the sector plan area contains lower residential densities and has a more rural identity.
- Many subdivisions do not connect to adjacent residential neighborhoods and community green spaces.
- The majority of sector plan area neighborhoods lack continuous sidewalks.
- Residential infill development is occurring in several neighborhoods throughout the sector plan area, but some of this recent development is out of scale with existing neighborhood character.
- Some townhouse and multifamily development is disconnected from surrounding neighborhoods.
- Transitions between residential and commercial areas often are abrupt and do not protect homes from negative impacts of adjacent commercial uses.

- Most of the sector plan area’s commercial centers have a suburban, auto-oriented design that features prominent surface parking lots.
- Pedestrian amenities, such as street trees, street furniture, human-scaled lighting, and covered bus shelters, are missing from most commercial corridors within the sector plan area.

### Major Challenges

- Transforming disconnected subdivisions into neighborhoods with defined centers and edges.
- Improving the appearance of commercial areas along arterial corridors.
- Connecting existing higher-density residential development to surrounding neighborhoods and commercial areas.
- Developing safe and comfortable pedestrian connections between neighborhoods, public open space/recreational amenities, and other community destinations.

### Existing Conditions

#### Development Patterns

The sector plan area’s present physical form is the result of development trends common to many suburban communities throughout the Washington, D.C., metropolitan area. Much of the development pattern has been influenced by factors external to the sector plan area: the proximity to Washington, D.C., and Baltimore, the construction of major transportation routes running through the sector plan area, and the development of large suburban employment centers in nearby planning areas.

The graphics on pages 59 and 60 depict changes in the built environment of the sector plan area between 1938 and 2005. These images are based on aerial photography of Prince George’s County and provide snapshots of different eras that, when viewed together, provide a clear history of suburban growth within the Glenn Dale-Seabrook-Lanham sector plan area.

More detailed information on sector plan area development history, including early settlements, the

influence of the railroad and the highway, and the construction of major institutional uses, can be found in Table 16 on page 66.

### Neighborhood Identity

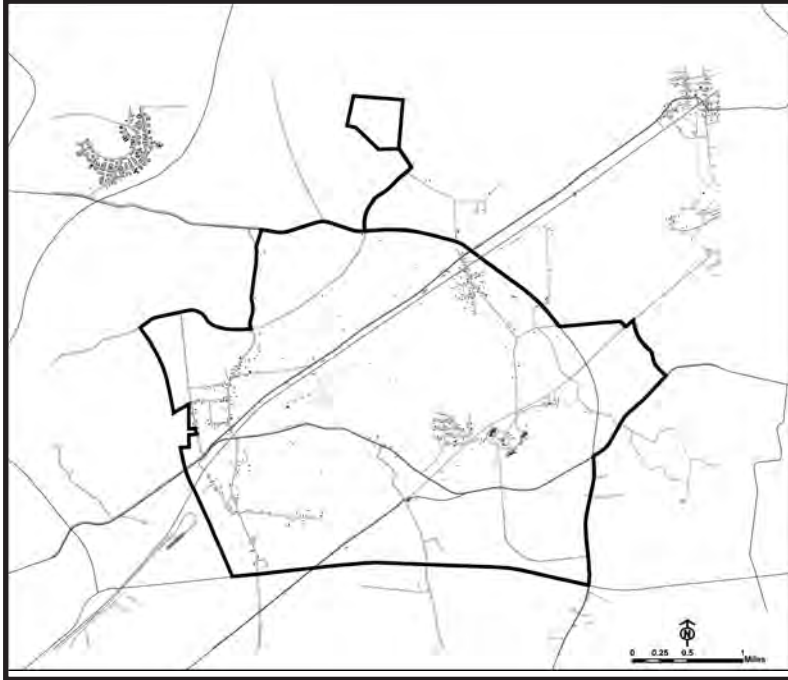
#### Neighborhood Form

Neighborhood form is determined by the physical elements of a residential area—street patterns, unit footprints, housing densities, and open spaces. Differences in neighborhood form often reflect development trends of different eras, and neighborhood form can be a clue to an area’s age. Before World War II, residential neighborhoods tended to be built with gridded streets, smaller and denser housing units, and neighborhood open spaces; the smaller scale reflecting a world in which the automobile did not yet dominate. After the war, however, the need for additional housing units and the availability of outlying land prompted rapid suburban development centered around the concept of easy automobile access. Neighborhoods became less human-scaled and more self-contained, without defined centers containing small public spaces or commercial areas.

The majority of the sector plan area’s residential units were built during the late twentieth century and follow typical suburban growth patterns, such as larger units on larger lots set along curvilinear streets with few sidewalks and limited access points. Some older neighborhoods have traditional gridded forms with smaller residential lots, such as those located near the Seabrook MARC station and the historic Lincoln Vista neighborhood. Newer subdivisions, particularly those located in the southeastern portion of the sector plan area, tend to be isolated residential pods, rather than well-defined neighborhoods with lower housing densities, curvilinear streets, and one or two connections to arterials or connectors.

## HISTORIC DEVELOPMENT PATTERNS

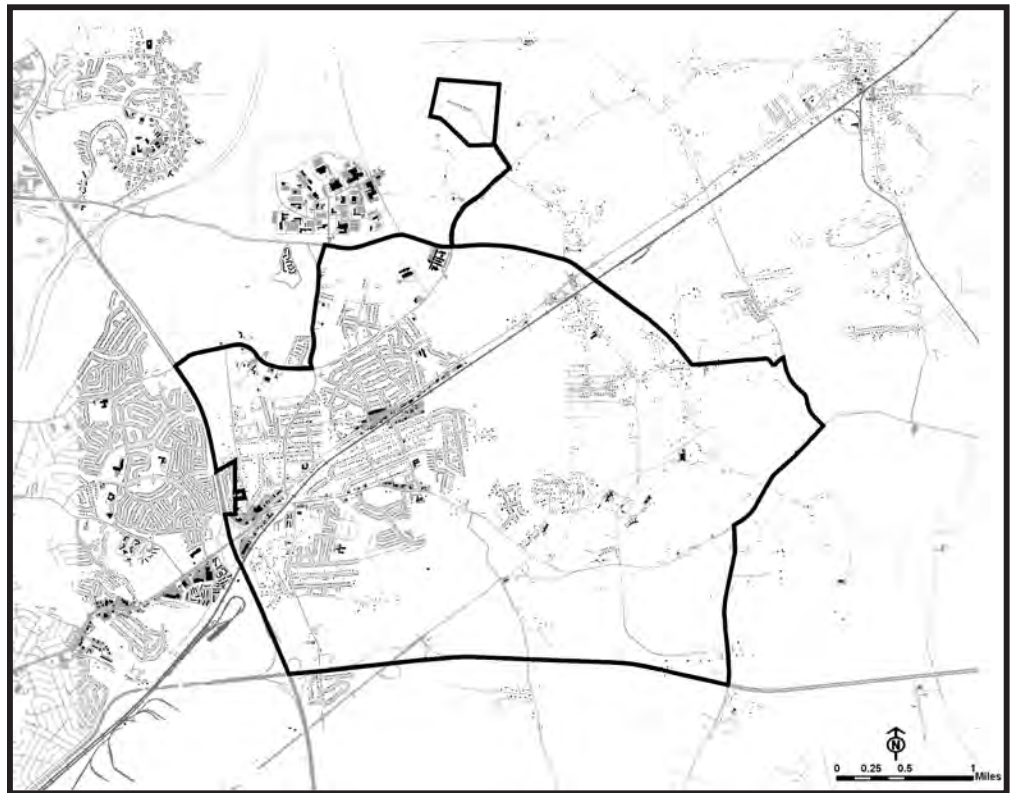
*The Sector Plan Area in 1938*



*Early development clustered in small communities along major transportation routes, including two major rail lines running northeast to southwest through the sector plan area.*

*The Sector Plan Area in 1965*

*By the late 1960s, development patterns had been transformed by the presence of major suburban roadways, including the Capital Beltway running along the western boundary of the sector plan area. Numerous single-family residential neighborhoods sprang up in response to easy roadway access to Washington, D.C.*



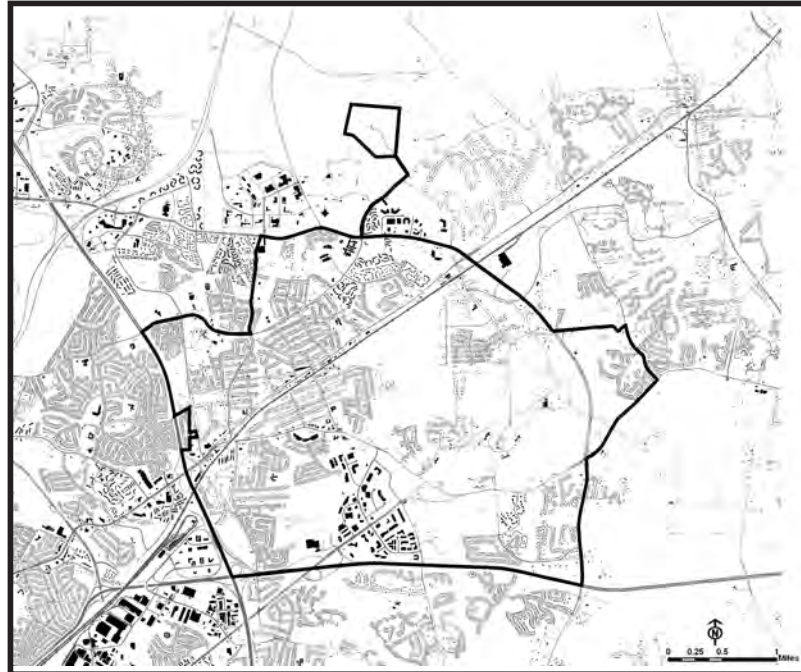


Differences in neighborhood form over time can be seen by looking at street patterns. The first Selected Neighborhood Streets graphic on page 61 depicts major residential neighborhoods in 1965. Most neighborhoods contain a network of small blocks connected by streets in a grid pattern. Access

to nearby commercial areas and major roadways can be achieved through multiple routes. The second graphic on page 61, however, shows street patterns of some of the sector plan area's newer residential subdivisions in 2005. Houses tend to be clustered around culs-de-sac, and access points are minimal.

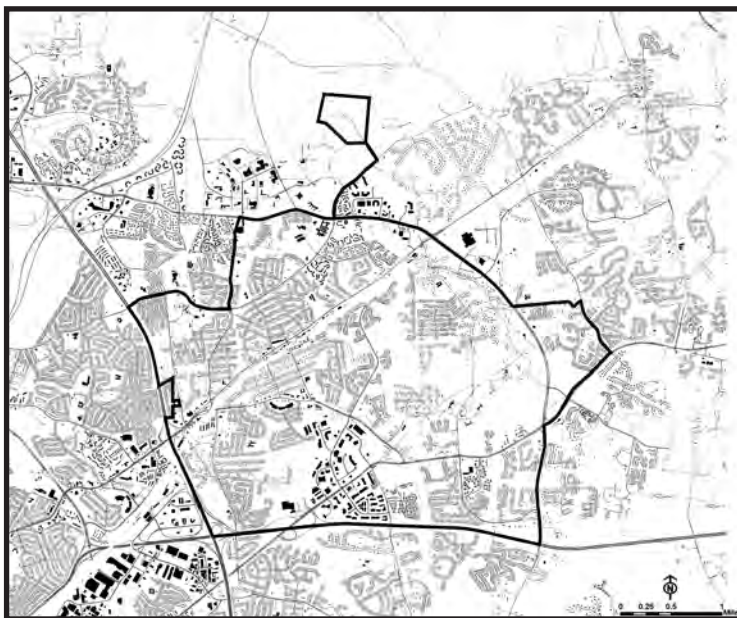
### HISTORIC DEVELOPMENT PATTERNS

*The Sector Plan Area in 1993*



*Suburban development continued in the late twentieth century, with additional residential construction and the creation of multiple commercial and employment centers along major roadways.*

*The Sector Plan Area in 2005*

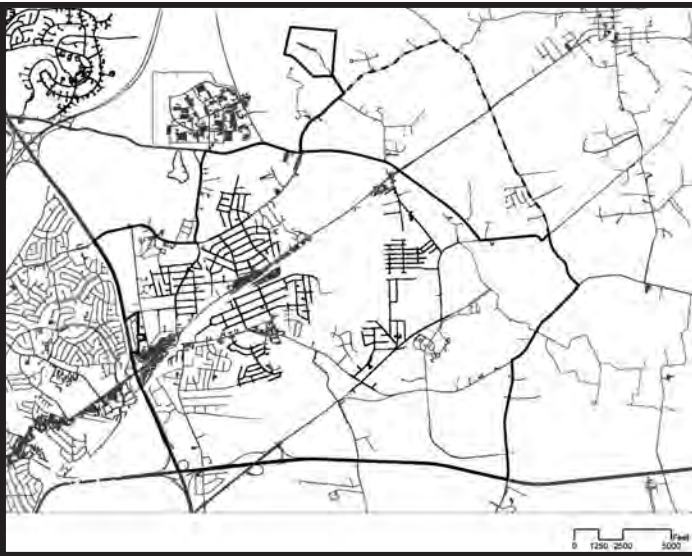


*By 2005, the basic form of the sector plan area was well-established with groups of stable, single-family residential neighborhoods, arterial corridors with commercial and employment uses, institutional uses, large open space areas along stream valley corridors, and older agricultural properties in the eastern portion of the sector plan area.*



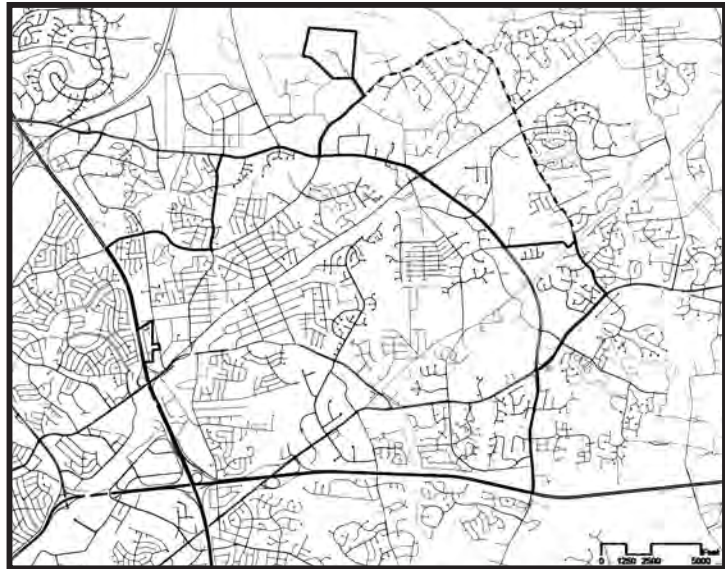
## SELECTED NEIGHBORHOOD STREETS

*Selected Neighborhood Streets, 1965*



*Older neighborhoods within the sector plan area generally have gridded streets and multiple access points.*

*Selected Neighborhood Streets, 2005*



*Neighborhood form changed during the late twentieth century to subdivisions with curvilinear streets, culs-de-sac, and limited connections to nearby areas.*

### Living Areas

Although historic and contemporary neighborhoods exist within the sector plan area, the 1993 *Approved Master Plan and Sectional Map Amendment for Glenn Dale-Seabrook-Lanham and Vicinity (Planning Area 70)* divided the area into 12 distinct living areas for the purpose of making planning recommendations. The plan defined a living area as “the basic components which form a community,” containing “a variety of residential housing types, local public facilities (schools,

parks, fire station, etc.), quasipublic facilities (religious institutions, etc.) and locally oriented retail and service commercial uses to serve the convenience needs of local residents.”<sup>1</sup> Living areas are differentiated according to physical character; each living area contains housing units of similar age and densities, street patterns, and urban design characteristics. Although living areas by

<sup>1</sup> 1993 *Approved Master Plan and Sectional Map Amendment for Glenn Dale-Seabrook-Lanham and Vicinity (Planning Area 70)*, pp. 4–55.

plan definition should include a variety of uses and facilities, the 1993 Glenn Dale-Seabrook-Lanham and vicinity master plan actually identified few living areas with distinct neighborhood centers, in large degree due to the suburban residential nature of the sector plan area.

This 2010 sector plan update retains the concept of living areas to analyze neighborhood form and character. Like the 1993 sector plan areas, the 2010 living areas contain residential areas with similar densities, forms, and designs. Boundaries between living areas are determined by changes in physical form or the location of roadways, rail lines, or natural features (e.g., streams or topographical changes). The plan update, however, identifies only 11 living areas, primarily because residential growth has occurred along the Glenn Dale Boulevard (MD 193) corridor in the years since 1993, diminishing the differences between two areas identified in the 1993 Glenn Dale-Seabrook-Lanham and vicinity master plan as having distinct neighborhood characters. These 11 living areas are shown in Map 9 on page 64. The gray-shaded area in the southern portion of the sector plan area that does not contain a living area designation is the Washington Business Park area, which contains only commercial and industrial uses.<sup>2</sup>

The 2010 living areas designations help promote an understanding of the sector plan area's existing physical character and development patterns. Many neighborhood characteristics and existing design issues extend across related living areas. The 11 living areas generally can be described as follows:

- *Living Area 1 (LA 1):* Contains smaller, medium-density, single-family units generally set along gridded streets.
- *Living Area 2 (LA 2):* Contains a variety of single-family homes, including newer subdivisions near Greenbelt Road (MD 193).
- *Living Area 3 (LA 3):* Contains smaller, lower-density, single-family homes lining gridded streets, one of the older residential neighborhoods in the sector plan area.
- *Living Area 4 (LA 4):* Contains a variety of housing types, including single-family, townhouses, and multifamily units, set along curvilinear streets.
- *Living Area 5 (LA 5):* Contains smaller, medium-density, single-family units and multifamily units in neighborhoods with both gridded and curvilinear streets.
- *Living Area 6 (LA 6):* Contains smaller single-family units along gridded streets; one of the older neighborhoods in the sector plan area.
- *Living Area 7 (LA 7):* Contains single-family subdivision units set in curvilinear streets; form is determined to some extent by Folly Branch Stream Valley Park (which defines its eastern edge).
- *Living Area 8 (LA 8):* Contains older single-family residential properties (some historic) and newer large-lot residential development; also includes large open space areas on the former Glenn Dale Hospital site and the U.S. Department of Agriculture Plant Introduction Station.
- *Living Area 9 (LA 9):* Contains a variety of single-family units, including those in the historic Lincoln Vista neighborhood and newer subdivision properties.
- *Living Area 10 (LA 10):* Contains new single-family units in isolated subdivisions interspersed with some older single-family homes in the Daisy Lane area.
- *Living Area 11 (LA 11):* Contains some of the newest residential development in the sector plan area, including single-family subdivisions and higher-density townhouse units near Vista Gardens Marketplace.

### Community Design Issues

Most of the neighborhoods in the sector plan area are stable with good housing stock and well-maintained private spaces. The design of both private and public residential space tends to be representative of its time, with less attention to a human-scaled public realm and more emphasis placed on private spaces. Most of the urban design

<sup>2</sup> Similarly, the Prince George's County Trap and Skeet Center, a large sector plan area parcel located to the north of Greenbelt Road (MD 193) off Good Luck Road, was not evaluated because it contains no residential uses.

issues within the sector plan area are not unique to Glenn Dale, Seabrook, or Lanham but arise as consequences of a broader late twentieth-century trend of focusing more on private spaces and accommodating automobiles in the design of the built environment.

Major residential urban design issues within the Glenn Dale-Seabrook-Lanham sector plan area include:

1. Limited connections to adjacent neighborhoods and community destinations.

The self-contained nature of some sector plan area neighborhoods limits residents' access to adjacent areas. "One-way-in, one-way-out"

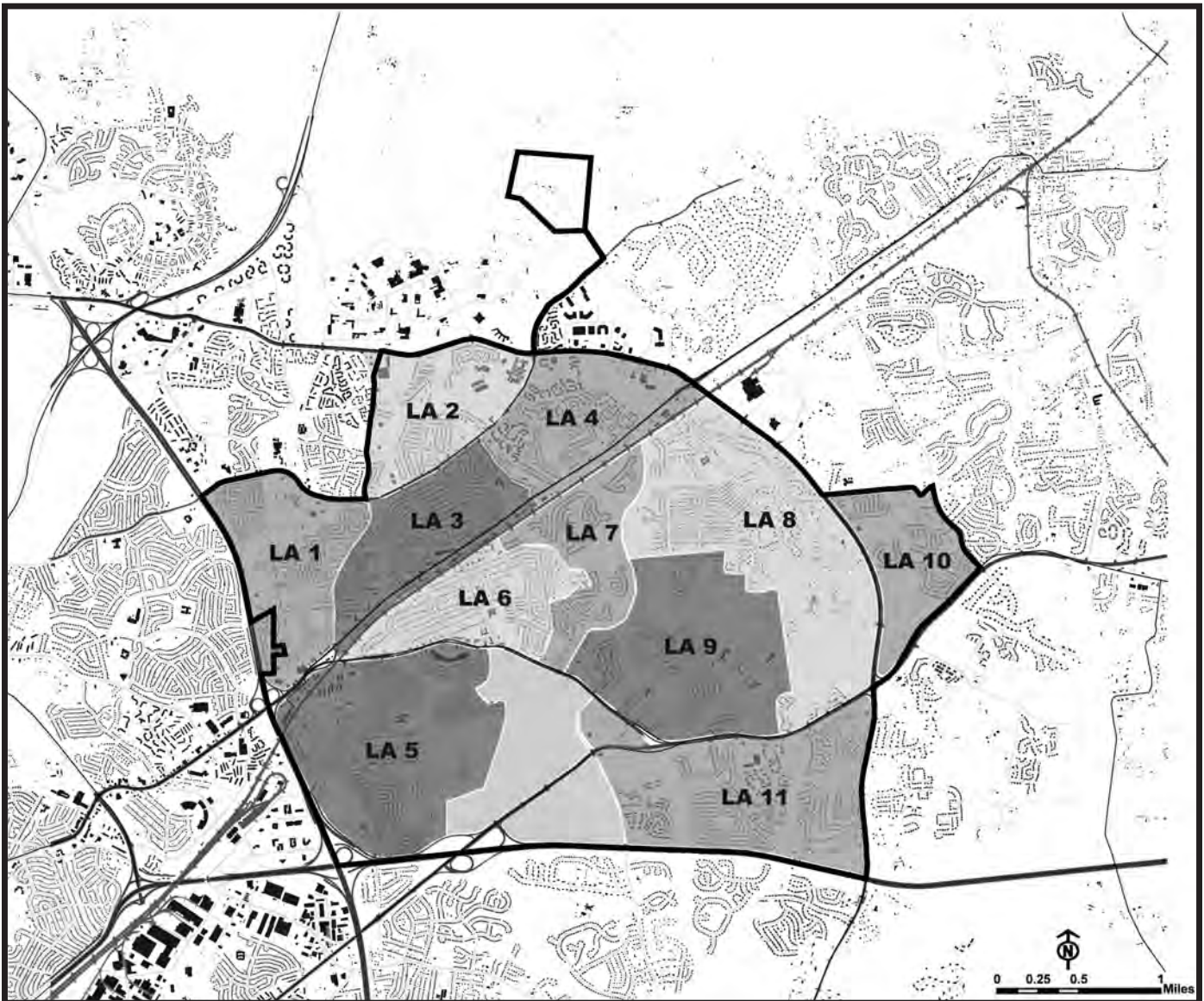
subdivisions have no street connections to neighboring residential areas, commercial centers, or public spaces, and residents must make longer car trips to these destinations because there are no direct roadways or pedestrian routes. In addition, many of the sector plan area's medium-density residential units (i.e., townhouses and multifamily complexes) are isolated from their surrounding neighborhoods, due in part to concerns about the effects on nearby single-family units.



*Many sector plan area neighborhoods have no sidewalks.*



MAP 9  
LIVING AREAS



Source: M-NCPPC

The lack of continuous sidewalks throughout the sector plan area also contributes to poor residential connectivity and unsafe pedestrian conditions. Some neighborhoods have piecemeal sidewalks, but many have vegetated swales or curb-and-gutter streets that do not include sidewalks. The lack of sidewalks forces pedestrians to walk in the street or discourages pedestrian activity altogether.

## 2. Lack of distinct neighborhood identity in newer developments.

Many of the sector plan area's newer residential developments are subdivisions with homogeneous designs that lack well-defined centers found in older neighborhoods, such as a public green space or community facility (e.g., a school or community center). Newer developments also generally lack physical ties to a broader community history, which can help create neighborhood identity. The sector plan area's newer subdivisions tend to be similar in nature, with few distinguishing features that give a unique character with which residents can identify.

## 3. Inadequate buffering from incompatible uses.

Although not a widespread problem throughout the sector plan area, some neighborhood edges are not well-buffered from adjacent commercial or employment areas. In many cases, rear or side yards abut commercial parking or loading areas, and little screening exists.

## 4. Incompatible residential infill.

Some sector plan area neighborhoods are beginning to see infill on vacant lots or demolition and replacement units. In recent decades, residential trends have tended toward the construction of larger units, with more individual bedrooms and bathrooms, larger kitchen and family areas, and multicar garages. Smaller units from the 1940s, 1950s, and 1960s often are seen as inadequate for the needs of contemporary families. New homes in existing neighborhoods, thus, tend to be larger than those around them, which can create juxtapositions that detract from neighborhood character. Moreover, many newer housing units have modern designs that contrast sharply with general neighborhood design characteristics. Such variations in scale, massing, and design elements can erode neighborhood design identity.

## 5. Limited street trees and green elements in public spaces.

The majority of the sector plan area's neighborhoods possess attractive private spaces, with yards containing shade trees, ornamental trees, and other landscaping elements. Public streets and publicly owned rights-of-way in residential areas, however, often lack street trees and landscaping that would improve the appearance of the public realm and enhance pedestrian conditions.

## Commercial and Employment Areas

The sector plan area has a limited number of commercial and employment uses, which generally are confined to major arterial corridors. These include seven shopping centers, a number of office and industrial uses in the Washington Business Park area, small office and retail uses in the Greenbelt Executive Center off Good Luck Road, and several properties zoned Commercial Miscellaneous (C-M) along Lanham Severn Road (MD 564), Annapolis Road (MD 450), and Glenn Dale Boulevard (MD 193) near the shopping centers. Most shopping centers and employment areas were built before 1990 and follow standard suburban forms for office buildings, retail centers, and light industrial uses (see Table 16 on page 66). Like the sector plan area's residential neighborhoods, these commercial and industrial properties are products of their time, designed mainly to accommodate users arriving by automobile.

## Community Design Issues

Although several of the area's shopping centers are low performing or underutilized, none of them exhibit a high level of vacancies or abandonment (see Chapter Map 9 on page 64). Additionally, several centers have undergone façade renovations as owners have attempted to refresh their properties in order to remain competitive. Most design issues associated with these shopping centers relate to their configurations and connections to the public realm, not the condition of their buildings.

Design issues for other commercial and industrial properties—particularly those falling within C-M zoning districts—also relate to configuration and connections. Most of these properties were built in linear strips along major roadway corridors, with



front parking areas and individual curb cuts. As with shopping centers, few of these properties were designed with pedestrian considerations, which limit human-scaled design. Moreover, the design of sector plan area commercial and industrial properties often places minimal emphasis on interfaces with adjacent

properties and the public realm. The graphics on page 67 show the configuration and connections of the Lanham Shopping Center and Vista Gardens Marketplace shopping center

<b>Table 16</b> <b>Age of Commercial and Employment Areas</b>	
<i>Name</i>	<i>Year(s) of Construction</i>
<b><i>Retail Centers</i></b>	
Enterprise Shopping Center	1957
Seabrook Station Shopping Center	1960
Lanham Shopping Center	1968
Eastgate Shopping Center (initial phase)	1981
Cipriano Square	1983
DuVal Village	1998
Vista Gardens Marketplace	2005
<b><i>Employment Areas</i></b>	
Washington Business Park	Late 1970s/early 1980s
Greenbelt Executive Center	1990s
<b>Source:</b> Prince George's County Shopping Center Directory (2008) and M-NCPPC data	

## THE LANHAM SHOPPING CENTER



*The Lanham Shopping Center, constructed in 1968 at an interchange along the Capital Beltway, embodies late twentieth-century commercial center design (i.e., linear siting along a major roadway, isolation from surrounding uses, few safe pedestrian connections, and buildings set back on the property behind large parking lots).*



## VISTA GARDENS MARKETPLACE



*The planning area's largest and newest (2005) shopping center, Vista Gardens Marketplace, contains three large retail stores and several smaller outbuildings. The center design shows little departure from that of earlier decades.*

Major urban design issues within the sector plan area's commercial and employment areas include:

1. Buildings set back from the street.

Most sector plan area commercial and industrial properties, including shopping centers, office uses, and small commercial operations, contain one- or two-story buildings set back from a major roadway behind a front parking or landscaped area. In the case of shopping centers, these parking areas may be very large, as the zoning code requires them to construct one space per 250 square feet of floor space.<sup>3</sup> For example, Vista Gardens Marketplace, the largest shopping center in the sector plan area, has 2,127 spaces in a surface parking lot.<sup>4</sup>



*Most sector plan area commercial centers contain buildings set behind large parking areas.*

Parking ratios generally are meant to accommodate cars on the busiest shopping days of the year (i.e., the days after Thanksgiving and Christmas) and typically result in partially empty lots at most other times. In addition to being visually unappealing, these large surface parking areas discourage pedestrian access and fail to create a defined street wall that would give the commercial area a stronger sense of place.

2. Minimal landscaping along parking lot edges and within parking lots.

Parking lots on commercial and industrial properties in the sector plan area often contain minimal landscaping. The obvious result of this practice is a bare, harsh hardscape area along major roadways that detracts from the sector plan area's appearance. The absence of street trees or shrubs to screen the parking area also creates an unfriendly environment for pedestrians and discourages access to the centers on foot. The lack of shade and the increased heat effects from asphalted areas tend to make these surface parking areas uncomfortable for all users.



*Many older sector plan area commercial centers have minimal parking lot landscaping.*

3. Numerous curb cuts along busy roadways.

Particularly in the case of Annapolis Road (MD 450) near the Capital Beltway and Lanham Severn Road (MD 564) near the Seabrook MARC station, individual commercial properties contain driveways (and sometimes multiple driveways) connecting directly to arterial roadways. Individual curb cuts increase traffic congestion, as cars on higher-speed arterials must slow to accommodate users entering and exiting driveways that are located very close to each other. This is particularly problematic in the MD 450 corridor just east of the Capital Beltway, where multiple driveways complicate an already difficult traffic situation created by an unusual roadway configuration and interstate interchange (see Chapter 8 on page 137).

<sup>3</sup> Subtitle 27, Section 27-568 of the Prince George's County Code.

<sup>4</sup> Prince George's County Shopping Center Directory (2008), M-NCPPC Research Section.



*Multiple curb cuts within short distances can cause traffic congestion.*

4. Lack of human-scaled design.

All of the sector plan area's shopping centers and most of its larger office and industrial properties are built at a scale designed for automobiles. These shopping centers have large front parking areas, little landscaping, and signage designed to be read from passing vehicles. The scale of these open areas overwhelms the pedestrian. In addition, individual stores often are assimilated into boxy "blocks" with minimal façade articulation (i.e., doors and windows). Large expanses of blank walls at ground level decrease pedestrian comfort.

5. Limited pedestrian connections.

The scale of the sector plan area's shopping centers and employment centers may discourage pedestrian access, but the lack of sidewalks and pedestrian pathways within these areas also detract from their walkability. As discussed above, many parts of the sector plan area do not have continuous sidewalks, and when sidewalks exist, they often lack street trees, pedestrian-scale lighting, and other amenities that promote pedestrian comfort. Additionally, individuals using public transportation to access these business centers often find themselves confronted with poor connections between bus stops (or, in the case of the Seabrook MARC station, the train platform) and the business areas (see Chapter 8 on page 137).

6. Unattractive signage within shopping centers and commercial areas.



*Some commercial signage is visually unappealing.*

Signage is one way that businesses distinguish themselves within commercial areas. Signage should reflect a business' unique identity; however, signage for multiple businesses within a shopping center or those located closely together along a linear corridor can create visual disharmony if their sizes, styles, and colors are not compatible. In addition, signs at a scale designed to be read from passing vehicles can contribute to visual clutter along arterial roadways. Signs within some shopping centers, such as Cipriano Square and along Annapolis Road (MD 450) near the Capital Beltway, often are inconsistent and visually unappealing.

7. Poor buffering from adjacent residential uses.



*Abrupt transitions occur between neighborhoods and nonresidential uses.*



As discussed above, many commercial and employment areas directly border the edges of residential subdivisions or neighborhoods. The transition between uses may be very abrupt. In some cases, no buffering is provided; in others, a fence exists, but parking/loading areas extend out to the property line. Neighboring residential properties are not substantially protected from the noise, lighting, and other effects of activities occurring on the commercial or industrial property.

### *Design Recommendations for Specific Commercial Properties in the 1993 Glenn Dale-Seabrook-Lanham and Vicinity Master Plan*

The 1993 Glenn Dale-Seabrook-Lanham and vicinity master plan contained a series of specific design recommendations for Seabrook Station Shopping Center and Eastgate Shopping Center. Design-oriented recommendations for other commercial properties were included in a separate chapter discussing commercial centers and “activity areas.” Although conditions have changed in some areas due to different transportation plans and commercial area improvements, many of these design recommendations remain valid in 2010 and will be carried forward in the sector plan’s urban design recommendations.

### **Gateway Areas**

Gateways are another method of conveying community character. Gateways should impart the sense of arrival at a well-defined place and typically are designed to depict unique aspects of this place. Gateways usually are found along major highways at key entrance points to a community but also can be associated with natural features.

The Glenn Dale-Seabrook-Lanham sector plan area currently has no specific or definable gateway elements, since it consists of a number of individual residential communities. However, several major areas could function as gateways, such as the Annapolis Road (MD 450) corridor just east of the Capital Beltway, Greenbelt Road (MD 193) near the NASA Goddard facility, Martin Luther King Jr Highway (MD 704) near US 50, and the intersection of Glenn Dale Boulevard (MD 193) and MD 450 in the southeastern corner of the sector plan area.

### **The Public Realm**

Shared public and semipublic spaces, such as streets, sidewalks, and open spaces, form an area’s public realm. The public realm is the “face” of a community, a highly-visible network of spaces that frame the built environment and help define community character. Investments in the public realm not only enhance an area’s appearance but also promote pedestrian activity and bring economic benefits.

Suburban building trends of the late twentieth century tended to discount the importance of the public realm, resulting in neighborhood streets without sidewalks, roadways without street trees, and public spaces (such as parks, schools, and community centers) often safely accessible only by car. The Glenn Dale-Seabrook-Lanham sector plan area bears the legacy of these building trends throughout its neighborhoods and along its major roadways. In general, streetscape improvements, such as networks of continuous sidewalks linking residential, commercial, and institutional areas; street trees along major corridors; and covered bus shelters, improved lighting, and street furniture in commercial/employment centers, will enhance the neighborhood pedestrian environment.

### **Areas of Special Interest**

Over the long term, few major changes are anticipated in the sector plan area. Residential neighborhoods for the most part appear to be stable, with housing in good condition and well-maintained private spaces. Commercial and employment centers also appear stable, with low-to-modest vacancy rates and evidence of continued investment in property upgrades. The majority of changes in the coming decades will involve retrofitting the automobile-oriented suburban environment to become more pedestrian-friendly by including some new single-family residential subdivisions and infill in existing neighborhoods and developing additional open space amenities. Overall, the character of the sector plan area will remain that of a pleasant, lower-density, residential suburb.

However, a limited number of sites exist for redevelopment that will maximize public



infrastructure investments and promote the type of “smart growth” envisioned for Developing Tier communities in the county’s 2002 *Prince George’s County Approved General Plan*. These areas include the potential for mixed-use redevelopment at the Seabrook MARC station and in the area immediately north of Vista Gardens Marketplace. Specific design scenarios and recommendations for these focus areas are discussed in detail in Chapter 11 on page 199.

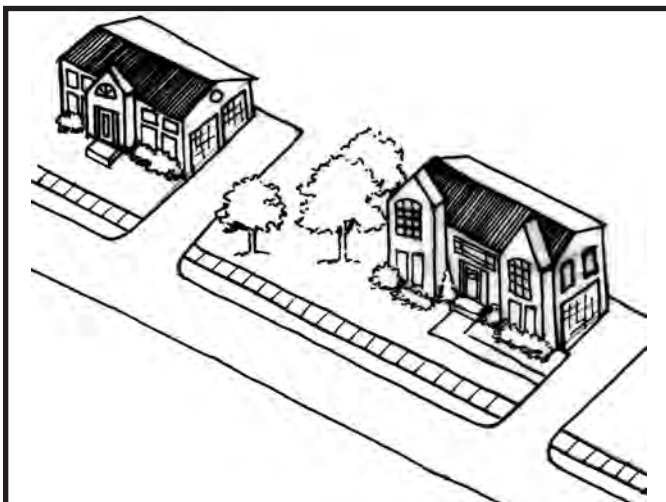
## Recommendations

The following recommendations reflect design principles that should be applied to address issues identified in the sector plan area. The first two sections contain general recommendations for residential and commercial/employment areas; the final section contains specific recommended improvements for several of the sector plan area’s major commercial properties. Some of the following design principles are already standard, as they are achieved through various regulatory requirements in the Prince George’s County Code. Others, however, are guidelines intended to influence new residential construction and future “updates” of commercial properties.

### Residential Design Principles for New Construction

#### Site and Street Design

##### Ensure uniform setbacks.



*Residential buildings should be oriented to the street and have uniform setbacks.*

Homes on adjacent parcels on the same street should be located approximately the same distance from property lines (this is known as a “setback”). Setbacks ensure the creation of open space on the lot and prevent buildings from encroaching upon neighboring properties. Similar setbacks help establish a sense of rhythm and form that defines a residential street.

##### Orient buildings to the street.

The main façade of all homes should face a public street. This ensures uniform access from the street and creates the formal public “face” of the neighborhood. Houses should not turn their sides or rears to the street, as these are less formal, private spaces. Private space areas should be located in side or rear yards away from the public street.

##### Incorporate landscaping and other devices to screen utility and service features.

All buildings, including homes, have utility and service features, such as HVAC units and trash disposal areas. These are secondary elements of the property and should not be visible from the public right-of-way or interfere with property access or use. Utility devices, trash areas, and other service features should be screened from view with landscaped elements, such as shrubs, trees, or fencing that is compatible with neighborhood character.

##### Provide pedestrian pathways and common open space within townhouse and multifamily complexes.



*Interior open space should be provided in higher-density residential complexes.*

Higher-density residential units should be designed around common areas, such as small community green spaces or courtyards. Buildings should be clustered on the property to maximize the area of these open spaces. Open space placement, however, should not impair a building's relationship with the street. Buildings set in the middle of open spaces or behind large open spaces adjacent to the street are not desirable, as they detract from the street wall. Open spaces should be accessible and functional, with pedestrian pathways connecting to the residential buildings.

### Buffer adjacent nonresidential uses.

Neighboring nonresidential land uses can create incompatibilities that interfere with the use and enjoyment of residential properties. Appealing transitions should be provided between residential and nonresidential properties, with elements that screen commercial/industrial parking and loading areas and reduce noise and light impacts on residential properties. Buffers can be created using trees, shrubs, and other landscaping elements; berms; or fencing that is compatible with neighborhood character.

### Place parking to the rear of multifamily or townhouse buildings and avoid large parking areas.

On-site parking areas for higher-density residential uses should be limited in size and placed to the rear of buildings to avoid creating large parking areas that detract from the streetscape in residential areas. Side or front yards should not be used for on-site parking, even if these areas are not hard-surfaced. Landscaping elements, such as trees and green islands, can be used to break up the hardscape of parking areas and make them more comfortable for users. Additionally, landscaping elements should be used to create an edge between the parking area and residential units that helps ease the transition between different environments. The use of pervious paving is strongly recommended.

### Eliminate direct driveway access to arterial roadways.

Residential driveways should not connect directly to arterial roadways, as cars exiting driveways onto higher-speed, multilane streets can create safety hazards. Instead, driveways should connect to

neighborhood streets or internal access drives that join arterials at a limited number of intersections.

### Provide continuous sidewalks on both sides of residential streets.



*Sidewalks should be provided on both sides of residential streets.*

When adequate right-of-way exists on both sides of neighborhood streets, sidewalks should be provided. Sidewalks should be continuous throughout the neighborhood to minimize the need for pedestrians to walk in the roadway or cross streets to get to sidewalk areas. Residential sidewalks should connect to neighborhood open space, schools, and commercial/employment areas.

### Incorporate pedestrian-scaled lighting along streets, and ensure that lighting on individual lots does not intrude onto neighboring properties.

Street lighting should be at a human scale and illuminate all sidewalk areas along a neighborhood street. Light should be directed toward the sidewalk and should have minimal spillover onto residential properties. Street lights should not shine directly onto homes or private areas of residential properties.

### Provide street trees along residential streets.

Streets can be made more visually appealing and comfortable for pedestrians through the addition of street trees. Street trees reduce heat effects, help filter pollutants from stormwater, and provide a visual edge to the street that helps define neighborhood character. Street trees should be appropriate for their region and should be hardy

enough to withstand weather changes, pollution, and disease.



*Street trees enhance neighborhood appearance and pedestrian comfort.*

### Create small neighborhood open spaces.

Late twentieth-century subdivision design typically results in pod-like developments that contain only one way in and one way out. Although some residents feel that this enhances the safety of their streets, these limited access points make it difficult to reach neighboring areas on foot or by car. Residential areas should connect to adjacent properties to provide additional access points and avoid the creation of isolated areas. Additionally, developing connections between existing subdivisions and/or requiring road stubs for future connections can help knit together residential subdivisions into defined neighborhoods.



*Small open spaces contribute to neighborhood identity.*

As a community amenity, pocket parks, plazas, or other small open spaces can help anchor a neighborhood and create a distinct visual identity. These common open spaces are important elements of the public realm and serve as part of a community's green infrastructure. All neighborhood open spaces should have adequate pedestrian connections to residential sidewalks.

### Building Design

**Use high-quality materials with harmonious colors and textures that are compatible with neighborhood character.**

Residential units should be constructed with high-quality materials that are appropriate for the building's context. Consideration should be given to regional character and the general design of existing residences. Material colors and textures should contribute to a harmonious design that complements buildings on adjacent properties. All building façades should be given similar design treatment in terms of materials, although secondary façades (e.g., the rear of a single-family house) may receive less articulation because they are not highly visible from the public right of way.

**Maintain existing neighborhood scale, massing, and rhythm.**

Residential infill should be sensitive to existing neighborhood characteristics. The "feel" of a neighborhood is established partially through the scale and massing of its residential units and their relationships with each other and the street. Residential units should continue the



rhythm established by setbacks and complement buildings on adjacent properties. Houses should not be disproportionate to the surrounding built environment and overwhelm units on neighboring properties.



*Infill housing should not be disproportionate to existing residences.*

**Avoid placing garage doors on front façades.**



*Front-facing garage doors emphasize design for automobiles and detract from the street environment.*

A building's front façade is its public face and should receive more detailed design treatment than other sides of the building, as its appearance contributes to the character of the public realm. Buildings with garage doors on front façades present large blank spaces to the street and emphasize design meant to accommodate cars, not people. Garage doors should be located on side or rear façades, where they are not highly visible from the public right of way.

**For townhouse and multifamily units:**

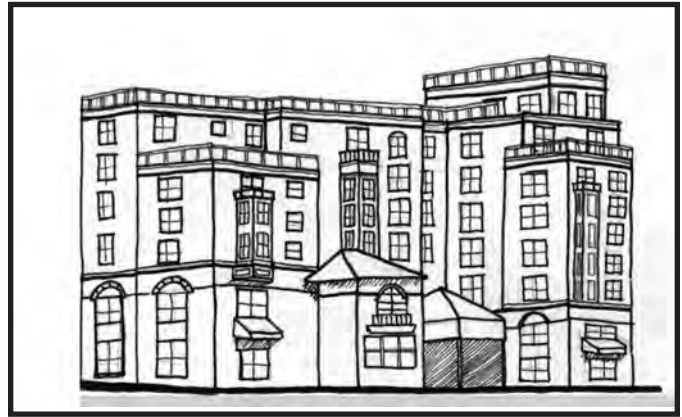
1. Avoid large, undifferentiated buildings with a single entrance.

Long expanses of relatively blank walls at street level should be avoided, as this diminishes pedestrian comfort and detracts from the public realm. Blank façades can be avoided through the use of multiple front entrances, with direct sidewalk access for many individual ground-floor units; stoops and porches; projecting bays; varying materials and textures; and

door and window placement that yields a “stacking” effect and gives the impression of differentiated units.

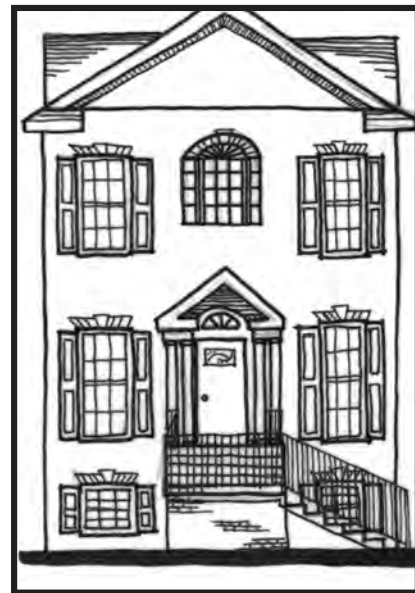
2. Vary massing and rooflines and use setbacks/stepbacks to create amenities.

Variations in massing, rooflines, setbacks, and upper-floor stepbacks can be used to create visual interest and amenities in multistory townhouse and multifamily units. These variations can break up long façades and produce spaces, such as balconies or patios for upper-story residential units or landscaped areas for ground-floor units.



*Variations in massing and rooflines can create residential amenities, such as balconies and patios.*

3. Raise first-floor units above street level for privacy.



*Raising ground floor units above the street level provides greater privacy for residents.*

Ground-floor units should be raised three feet above street level to provide privacy for occupants. Windows and doors should overlook the street so as to elevate interior spaces above eye level. Design may incorporate “stoops” or shallow stairs providing direct access to these units.

## Commercial/Employment Center Design Principles

### Site and Street Design

#### Orient buildings to the public street.

Commercial and employment development should frame a network of public streets, creating a well-defined street wall that encourages pedestrian activity. Buildings should be built to or close to the front lot line to maximize pedestrian interaction with ground-floor uses. Buildings that turn away from the street or are located behind large parking areas discourage pedestrian access and diminish the design character of the commercial/employment area.

#### Place parking areas to the rear of commercial/employment properties.

Parking areas are accessory features and should be relegated to secondary spaces in the site design. Rear parking areas are preferable, as they reduce the parking area’s visibility from a public street and allow buildings to form a distinct street wall on the front of the lot. If a commercial/employment property is large enough to justify structured parking (i.e., a parking deck), the parking structure should be lined with small retail or office units along the street frontage.

#### Provide landscaped parking areas.

Parking areas should not occupy prominent spaces in a site’s design due to their secondary, supportive function. This, however, does not mean that they should not receive design treatment.

Landscaping should be incorporated into parking areas to soften edges and screen surface lots from public streets and internal pathways, making these pedestrian areas more attractive and comfortable for users. Landscaping also can visually break up large areas of empty space and reduce heat effects in summer months. Landscaping elements can include trees, shrubs, and ornamental plantings; however,

no landscaping elements should obscure building entrances or walkways.

#### Create internal pedestrian pathways that connect parking areas to building entrances.



*Pedestrian pathways should link parking areas to building entrances.*

Special attention should be paid to moving pedestrians safely from parking areas to building entrances. Traditional parking lot design forces pedestrians to walk along parking aisles, creating potential conflicts with vehicles trying to exit and enter parking spaces. Separate pathways should be provided to remove pedestrians from the vehicular aisle area. These pathways should connect directly to pedestrian crosswalks and sidewalks that lead to building entrances.

#### Incorporate internal access drives to reduce the number of curb cuts onto major roadways.

Internal traffic should be considered in the context of circulation patterns on adjacent properties and roadways. Access points for vehicles should be minimized to reduce the number of driveways connecting to roadways, which often lead to traffic hazards. Internal connections should be provided to allow vehicles to travel between adjacent commercial properties without having to enter a major roadway, then exit again within a short distance. These internal access drives should, like parking areas, include appropriate landscaping elements.

#### Provide adequate screening for utility and service features.

Commercial and employment uses require service and utility areas that, like parking areas,



are secondary elements of a property. These areas should not be visible from the public right-of-way and should not block building access, views, or pedestrian pathways. Screening devices, such as walls and fences, may be used, but these should be compatible with the design character of the commercial/employment area and adjacent properties.

### Create small areas of accessible open space as a public amenity.

A small public green space or plaza can be an important amenity within a commercial or employment area. This outdoor space invites pedestrian use and creates a small center for the commercial/employment development. Small plazas or green spaces with seating areas can provide important spaces for impromptu outdoor dining and socializing, community activities, or public art. These areas should easily be visible from a public street (which will help attract users to the private development), with good sidewalk connections and nearby pedestrian crosswalks.

### Provide functional and attractive outdoor lighting.



*Lighting standards can contribute to design identity.*

Outdoor lighting should provide adequate illumination for building entrances, walkways, and parking areas. Lighting, however, should be sensitive to impacts on adjacent properties and have minimal

spillage onto neighboring areas or into the sky. Lighting standards and fixtures should be human-scaled and compatible with the design character of the commercial/employment area.

### Ensure security and safety.

Site design should include consideration of safety issues for all areas. All parking lots and building entrances should have high degrees of visibility, along with appropriate lighting and walkways. The use of Crime Prevention Through Environmental Design techniques is strongly encouraged. Consideration also should be given to accessibility by public safety or emergency personnel and equipment.

### Buffer residential uses.



*Buffers should be provided between residential and nonresidential uses.*

Commercial/employment service areas and rear parking areas often abut residential properties, bringing noise, intrusive lighting, odors, and unattractive views to these neighboring areas. The interface between these different uses should be buffered to reduce negative impacts on the residential area. Buffers may include landscaped features, berms, and walls or fences that are compatible with the design of the commercial/employment area and the character of the nearby neighborhood.

### Provide streetscape improvements that enhance the character of the public realm and support private investment.



*Streetscape improvements contribute to pedestrian-friendly environments.*

Streetscape improvements promote an active public realm, as continuous sidewalks, crosswalks, street trees, planting strips, ornamental vegetation, lighting, and street furniture create a safe and pleasant environment for users who wish to shop, dine, and socialize in commercial/employment areas. Streetscape improvements encourage private investment, providing an attractive framework that supports the private buildings, spaces, and activities of commercial and employment centers. Streetscape improvements for commercial/employment areas also should include covered bus shelters and underground utility lines, where feasible.

### Building Design

#### Use high-quality materials with compatible colors and textures.

Buildings should be constructed of high-quality, durable materials that are appropriate for the regional context and complement the design character of nearby properties. Colors and textures should create visual interest and contribute to a harmonious design. Materials may vary according to the importance of a particular façade in the overall design. For example, a less expensive material may be used on façades not readily visible from the public right of way. Vinyl siding, stucco, plastic, fiberglass, plywood, or false veneers are strongly discouraged.

#### Employ consistent design on all façades.

Although it is permissible to vary materials on different façades, the overall design should have internal compatibility. Façades receiving lesser degrees of design treatment should continue basic design elements found on the more public façades. All façade design should be compatible with the character of neighboring properties.

#### Incorporate rhythmic, human-scaled fenestration.

Human-scaled doors and windows are important design elements that help create the face of a building. Doors and windows indicate a building's interior organization and help establish its overall design character. Doors and windows should be placed in ways that create visual interest through a unified design but not in ways that lead to visual monotony.

#### Use design elements to break up long façades.



*Varying design elements help break the monotony of long street façades.*

Long, blank façades are unfriendly to pedestrians, discourage street-level activity, and should be avoided. Windows, doors, changes in textures, varying rooflines, and vertical elements can be used to break long façades into smaller units that seem more porous and inviting to pedestrians. These units should not be overly repetitive, however, as this tends to diminish the identity of individual commercial/employment uses.

#### Ensure a high degree of ground-floor transparency.



*Ground-level retail uses should have large storefront windows.*

Ground-level windows and doors are very important for retail uses, as they generate visual interest and allow pedestrians to view merchandise displays. At least 75 percent of the storefront area located between two and ten feet above street level should be composed of doors or windows of clear or lightly-tinted glass. Each ground-floor retail use should have its own entrance and display window(s).

### Coordinate upper-floor design and street-level design.

All levels of a building should contribute to the overall design, although street-level units may receive more elaborate design treatment. A building's upper floor design elements should be organized to emphasize ground-floor entrances and other important design features. Upper floors should not be blank walls or otherwise contrast sharply with ground-level design.



*Outdoor dining areas can enhance street life in commercial centers.*

### Allow for areas in which building activities “spill out” onto the sidewalk.

Transitional areas between building interiors and the public sidewalk often provide important activity areas for commercial uses. Minor setbacks from the front lot line can be used to create small exterior spaces for merchandise displays or outdoor dining areas. This outside activity often has the effect of drawing users into a retail store or restaurant.

### Screen rooftop equipment.

As with ground-level utilities and service areas, rooftop equipment should be screened from view from public rights-of-way. This can be achieved through the use of a parapet or other screening device that does not detract from the overall design of a building.

### Create a unified signage system in commercial and employment centers.

Buildings that are part of the same shopping center or employment park should have coordinated

signage that emphasizes the visual design character of the center. Signs do not have to have the same lettering but should be of similar sizes and shapes and allow the display of the business name and/or logo. Signs for ground-floor commercial uses should be attached flat to the front façade or project a minimal number of inches into the public right-of-way. In some instances, awnings displaying business names or logos may be appropriate. Additionally, a monument sign bearing the name of the commercial or employment center may be desirable at each center entrance. Signs should not obscure design features, windows, or entrances. Signs with internal illumination, LCD screens, or flashing/scrolling effects are not appropriate for commercial or employment uses.

### Promote energy-efficient design.

If feasible, building design should incorporate energy-saving elements, such as solar panels, wastewater recycling, water-saving fixtures, and energy-efficient windows, insulation, and HVAC systems. Certification by the United States Green Building Council's Leadership in Energy and Environmental Design program or a similar program is strongly encouraged (see Chapter 6 on page 101).

### Design Recommendations for Specific Commercial Properties

The following section contains urban design recommendations for many of the sector plan area's retail and office centers, including Cipriano Square, Eastgate Shopping Center, Enterprise Plaza, Lanham Shopping Center, the Greenbelt Executive Center, and the triangular commercial area lying in the northeastern corner of the Annapolis Road (MD 450) and Glenn Dale Boulevard (MD 193) intersection. (Recommendations for the Seabrook MARC station area and Vista Gardens Marketplace are omitted from this section, as they are special mixed-use redevelopment focus areas discussed in detail in Chapter 11 on page 199.)

The discussion of each center includes a brief identification of existing design issues, identification of potential improvements, and graphics showing what the center could look like with these design improvements. In most cases, recommendations



reflect a series of short-term actions focusing mainly on landscaping and pedestrian improvements. Major redevelopment of these sites is not envisioned. All graphics depict *possible* improvements and should not be taken as mandatory site design or development plans.

## Cipriano Square

### Existing Design Issues



*Existing building façade.*

- Poor parking lot placement.
- Lack of pedestrian connections within parking lot.
- Minimal tree plantings throughout.
- Unsafe pedestrian crossings across Greenbelt Road (MD 193) and Cipriano Road.

### Potential Improvements



*Potential façade improvements.*



*Rendering of parking lot and street improvements at Cipriano Square.*

- Install crosswalks with special paving on all legs at:
  - Greenbelt Road (MD 193) between NASA and the retail area.
  - Greenbelt Road (MD 193) and Cipriano Road.
  - Cipriano Road and Green Oak Terrace.
- Provide pedestrian refuges along Greenbelt Road (MD 193).
- Create outdoor dining areas.
- Reconfigure the parking lot to allow for better vehicular and pedestrian circulation.
- Construct sidewalks throughout the parking lot for improved pedestrian access.
- Provide additional tree plantings within the parking lot and retail area.

## Eastgate Shopping Center



*Existing stormwater management pond and parking lot.*

### Existing Design Issues:

- Flooding and unattractive stormwater management facilities.
- Poor internal vehicular circulation within the parking lot.
- Poor pedestrian connections within the parking lot.

### Potential Improvements:



*Potential stormwater management improvements.*

- Properly maintain and plant stormwater management facilities to create a visual amenity.

- Improve crosswalk design to provide pedestrian connections into the shopping center.
- Reconfigure the entrance into shopping center and parking lot layout.

## Enterprise Plaza

### Existing Design Issues:



*Existing shopping center entrance.*

- Poor vehicular circulation within parking lot.
- Poor connectivity across Annapolis Road (MD 450) into the retail area.
- Inconsistent signage throughout shopping center.

### Potential Improvements



*Potential crosswalk improvements.*



- Install special paving in crosswalks and pedestrian refuges at the Carter Avenue and Annapolis Road (MD 450) intersection.
- Provide sidewalk connections into the shopping center.
- Encourage unified signage throughout the shopping center.

## Lanham Shopping Center and Vicinity

### Existing Design Issues



*Existing median area.*

- Difficult exit out of retail—no left turns onto Annapolis Road (MD 450).
- Lack of sidewalks within retail and along sections of Annapolis Road (MD 450).
- Poor connectivity between uses.
- Poor connectivity across Annapolis Road (MD 450) into retail area.
- Not pedestrian-friendly.
- Limited street trees and landscaping; the area has an industrial feel.
- Residential (Whitfield Chapel Apartments) and retail uses disconnected by railroad tracks.

### Potential Improvements



*Potential landscape improvements.*

- Construct gateway signage or feature at the Capital Beltway, Annapolis Road (MD 450), and Lanham Severn Road (MD 564) interchange.
- Install additional parking lot plantings and retrofit existing planters in the shopping center.
- Provide sidewalks to connect retail uses within the shopping center.

## Greenbelt Executive Center

### Existing Design Issues



*Existing streetscape.*

- Lack of sidewalks.
- Unsafe pedestrian crossings across Greenbelt Road (MD 193) and Good Luck Road.
- Undeveloped and underutilized land.

## Potential Improvements



*Potential sidewalk improvements.*

- Install sidewalks along Good Luck Road and Greenbelt Road (MD 193).
- Install crosswalks with special paving on all legs and pedestrian refuges at the intersection of Greenbelt Road (MD 193) and Good Luck Road.
- Conduct a safety study for improving pedestrian conditions at the intersection of Greenbelt Road (MD 193) and Good Luck Road.

## MAP 10

### MD 450/MD 193/BELL STATION ROAD TRIANGLE



Source: M-NCPPC

## MD 450/MD 193 Intersection

Another commercial center exists in the triangle formed by Annapolis Road (MD 450), Glenn Dale Boulevard (MD 193), and Bell Station Road (see Map 10 on page 82). This property currently contains Bell Station Center, a three-building professional office/medical complex, a bank, and a gas station along Annapolis Road (MD 450).

The 1993 Glenn Dale-Seabrook-Lanham and vicinity master plan identified this area as an emerging small commercial center and presented several recommendations to guide its future development. These include commercial/service uses for the northern part of the area and office uses in the south. The 1993 Glenn Dale-Seabrook-Lanham and vicinity master plan recommendations for this area respond to its high visibility along two major roads, the potential impacts on the site due to its location, and the accessibility of the site from Annapolis Road (MD 450).

Many of the 1993 recommendations remain valid for this commercially-zoned triangle. The following recommendations should be carried forward:

- The site should continue to develop in a comprehensive manner with well-designed vehicular and pedestrian circulation. Connections should be provided to adjacent residential and commercial areas.
- Any new development on the currently vacant portion of the site should be oriented toward Annapolis Road (MD 450) to ensure consistency with existing development.
- Access to the site should be limited to points along Annapolis Road (MD 450) and Bell Station Road.
- Buffering and screening should be provided on the western edge of the site along Glenn Dale Boulevard (MD 193) and the northern portion of the site along Bell Station Road to reinforce the green character of these roadways.
- No signage should be placed along Glenn Dale Boulevard (MD 193).





# Historic Preservation

The spirit of Prince George's County is built upon and reflected in its past. Historic resources are tangible links with the past and help give a community a sense of identity, stability, and orientation. In the effort to preserve the county's heritage and community character, geographical areas possessing historical, architectural, and aesthetic values are of paramount importance in the development of the county. In the face of ever-increasing extensions of highways and modern residential and commercial developments, areas with an unusual concentration of distinctive historical, architectural, and archeological values are threatened by destruction, neglect, or impairment. It is in the public interest to provide a sense of community identity and preserve these historic resources that represent and reflect elements of the county's cultural, social, economic, religious, political, architectural, and aesthetic heritage.

## Key Findings

- The sector plan area contains a variety of historic resources that coexist with modern subdivisions and commercial areas, including plantation farmhouses, turn-of-the-century railroad towns, and summer "retreat communities."
- The sector plan area includes 15 county historic sites, 10 county historic resources, and 2 properties listed in the National Register of Historic Places.
- Previous historic resources survey work collected important documentation on buildings, structures, and sites within the sector plan area. This work will be continued and expanded under the goals, policies, and strategies set forth in the 2010 *Approved Historic Sites and Districts Plan* amendment.

## Major Challenges

- Insufficient preservation awareness, coupled with a perception that preservation restricts property rights and impairs the preservation of area historic resources.
- Applications for county preservation grants exceed the amount of funds available.
- Area landscapes often are seen as development opportunities rather than preservation opportunities.
- The need for improved maintenance of some of the sector plan area's historic resources by property owners and stewards.
- The need for monitoring and enforcement to ensure that a historic area work permit (HAWP) has been obtained and that completed work is performed pursuant to the permit requirements.

## Sector Plan Area History

Glenn Dale, Seabrook, and Lanham originated as rural farms settled by families moving inland from port towns along the Patuxent and Potomac Rivers. These early eighteenth-century settlements lay along roads that connected to the prosperous colonial port towns. Portions of present-day Annapolis Road (MD 450) and Enterprise Road (MD 193) follow early transportation routes between Upper Marlboro, Bladensburg, and Annapolis.

The rural nature of the area changed after the Civil War with the introduction of the railroad. In the late 1860s, the Baltimore and Potomac Railroad constructed a line between Baltimore and southern Maryland that included a spur running from Bowie through the sector plan area to Washington, D.C. The first trains ran on this line in 1872. Over time, the spur became the most heavily traveled portion of the

railroad. This line transformed the area, prompting the development of several small communities near the new railroad stations.

Initially conceived as a rural summer retreat for Washington families, Seabrook was platted in 1871 by Thomas Seabrook, a building engineer for the Pennsylvania Railroad Company. A small community grew up around the train station, with cottages, commercial buildings, and a schoolhouse being constructed by the end of the nineteenth century.

In 1871, John Glenn and Edmund B. Duvall (owner of the nearby Marietta estate) platted another small community along the rail line in the eastern portion of the sector plan area. Originally known as Glennville (and later Glenn Dale), this community developed a church, school, post office, sawmill, commercial buildings, and residences over the next three decades. At the turn of the twentieth century, a group of African-American farmers began to settle on land just north of Glenn Dale. This community, known as Brookland, centered around Dorsey Chapel (which was in continuous religious use until 1971).

Lanham, in the western portion of the sector plan area, also grew because of the railroad line. Like Seabrook, its first residences were summer homes for Washingtonians. By the late nineteenth century, it had grown into a small village containing stores, a post office, a school, and a church.

The rate of development in these communities increased with the construction of the Washington, Baltimore, and Annapolis Electric Railway in 1908. This rail line connected Baltimore and Washington, with six stops in the sector plan area. Suburban development sprang up around these stations, notably the new settlement of Lincoln, which was planned by the Lincoln Land Development Company in 1908 as a vacation retreat and garden suburb for African-Americans.

Although the railroad lines facilitated transportation from the small suburban communities to Washington and Baltimore, major road improvements in the 1920s also helped draw new residents to the sector plan area. Additionally, institutional uses became prevalent in the area; in 1919, the U.S. Department of Agriculture (USDA) constructed the Plant Introduction Station in Glenn

Dale, and in 1930, the District of Columbia purchased almost 200 acres of land that was developed in 1937 as Glenn Dale Hospital, a renowned tuberculosis sanatorium. Easy access to the area's two major cities prompted continued residential development that increased after World War II, when several federal installations were constructed near the sector plan area, including the Goddard Space Flight Center and the Beltsville Agricultural Research Center. By the late twentieth century, most of the sector plan area's rural landscape had been transformed into today's residential suburbs.

### Historic Preservation Commission

The Historic Preservation Commission (HPC) is the official government body overseeing historic preservation activities in Prince George's County. The HPC is required by Section 29-105 of the County Code to have a specialized membership that is appointed by the County Executive and confirmed by the County Council—three members with training in architecture, history, or preservation; three members with training in real estate, business, home building, or law; and three other members.<sup>1</sup>

The primary functions of the HPC include:

- Overseeing the county's inventory of historic resources.
- Recommending new historic sites or historic districts to the Planning Board and District Council.
- Reviewing plans for exterior alterations, demolition, and new construction through the HAWP process.
- Providing advice and assistance to property owners on preliminary plans for rehabilitation and new construction.
- Reviewing and commenting upon development proposals that would impact historic resources.
- Serving as a source of information on preservation techniques, programs, and funding.

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<sup>1</sup> One member must be selected from the Prince George's County Historical and Cultural Trust Board, another from the Minority Building Industry Association, and another from the Prince George's County Board of Realtors.

The HPC also has the power to recommend preservation programs and legislation to the County Council and Planning Board and to administer programs offering financial incentives for preservation. A listing of available financial programs is found in Appendix 2 on page 247. In addition to the functions of the HPC, the Prince George's County Historical and Cultural Trust, Prince George's County Historical Society, and Prince George's Heritage, Inc., also play important historic preservation roles (see Appendix 2 on page 247).

## Historic Preservation Tools and Strategies

### Local Designation

The Historic Preservation Ordinance protects historic resources from inappropriate alterations through designation as a historic site or as a contributing component of a historic district. Designation results in application of the Prince George's County Historic Preservation Ordinance, which requires a HAWP for most exterior work on a historic resource. Review of the proposed work by the HPC, using design standards established by the Secretary of the Interior, ensures protection of important architectural features and the property's setting. Local designation also gives the HPC the authority to require work on historic properties that are in a state of continuing deterioration (known as "demolition by neglect"). Working with the county's Department of Environmental Resources, the HPC may require repairs or stabilization work performed on behalf of the property owner and charged to the owner.

Under Subtitle 29 of the Prince George's County Code, the HPC may deny a HAWP application for demolition. This denial prevents a property owner from obtaining a demolition permit for a historic site or contributing property in a historic district.

### Archeological Review

The archeology component of the county's historic preservation program calls for a specialized approach to protecting resources. The ability to predict with reliability where archeological sites are located is an important goal of the county's program. In early 2004, the Prince George's County Planning

Board issued an initiative to protect archeological sites during the development process. The Planning Board expressed a particular interest in investigating the possible existence of slave quarters and graves, as well as archeological evidence of the presence of Native American people.

In November 2005 the County Council passed, and the County Executive signed, new regulations (Sections 24-104 and 24-121 (18)) that required review of all subdivision developments to determine whether archeological investigations should occur on development properties. The new regulations also implemented the Planning Board's *Guidelines for Archeological Review*.

Section 24-104 provides for the protection of archeological sites that are significant to the understanding of the history of human settlement in Prince George's County. Section 24-121 provides for the preservation in place of archeological sites identified in accordance with the *Guidelines for Archeological Review*.

The results of the archeological investigations have made substantial contributions to the understanding of the county's history, including slave life and the life ways of Native Americans. These discoveries have also enabled the county to protect historic landscapes and sites that would otherwise be lost forever.

Additional tools and strategies for historic preservation involving development review, subdivision regulations, special exceptions, architectural conservation districts, and preservation easements are further described in Appendix 2 on page 247.

### Existing Conditions

Although late twentieth-century development has eradicated many buildings, structures, and landscapes of the sector plan area's early settlements, Glenn Dale, Seabrook, and Lanham still contain several examples of historic resources that embody the area's rural and railroad history. Most of these resources are privately-owned, single-family residences. The area's most historically significant property is the federal-style house known as Marietta (circa 1813). The property is owned by

The Maryland–National Capital Park and Planning Commission (M-NCPPC) and is operated as a historic house museum.

### Historic Resources

In Prince George’s County, a historic property can be recognized at the county level and at the federal level as follows:

- Designation as a historic site (or as a contributing structure of a historic district) under the county’s Historic Preservation Ordinance.
- Listing as a county historic resource under the county’s Historic Preservation Ordinance.
- Listing in the National Register of Historic Places (as an individual property or as part of a National Register historic district) administered by the National Park Service.

The Glenn Dale-Seabrook-Lanham sector plan area contains historic properties recognized at both county and federal levels. Although these properties have historic designation, they are only protected from inappropriate alterations and/or demolition if they are designated county historic sites (see Map 11 on page 91).

### Properties Listed in the National Register of Historic Places

The National Register of Historic Places is a list of properties acknowledged by the federal government as worthy of recognition and preservation. The National Register is maintained by the Secretary of the Interior and administered by the National Park Service. Properties listed in the National Register include districts, sites, buildings, structures, and objects that are significant to the nation, the state, or the local community. The National Register honors properties individually and within historic districts and serves as a planning tool.

Listing in the National Register provides the following benefits in preserving historic properties:

- The prestige of national recognition that a property is of significance in American

history, architecture, archeology, engineering, and/or culture. Nomination involves a multistep review process that includes professional evaluations of the significance of the property.

- Consideration in the planning for federally and state-assisted projects. Procedures require careful consideration of any impacts on National Register properties by projects involving federal and state funds, licenses, permits, or tax benefits. There is no review for a project that uses private funds and does not require state or federal permits or licenses.

Listing in the National Register does not guarantee the preservation of a property nor does it place limits on property rights unless property owners have applied for federal funding. There are no standards imposed on maintenance or improvements, and government permission is not required for the alteration or the demolition of a listed property.

The sector plan area contains two properties listed in the National Register of Historic Places: Marietta, an elegant federal-style house built for U.S. Supreme Court Associate Justice Gabriel Duvall, now owned by M-NCPPC and operated as a house museum; and the Thomas J. Calloway House, a private residence located in the Lincoln neighborhood, which constituted an early twentieth-century African-American retreat community.



*Marietta*



### *Prince George's County Inventory of Historic Resources*

The Prince George's County Inventory of historic resources is based on a series of surveys first performed by M-NCPPC from 1973 to 1975, then updated by the Prince George's County historic preservation staff for the 1981 and 1992 Historic Sites and Districts Plans. Additional surveys are underway for the 2010 update to the 1992 *Prince George's County Historic Sites and Districts Plan*. A property included in this inventory is considered a "historic resource," which may be significant in national, state, or local history; architecture; archeology; or culture. Historic resources, designated as such through the 2010 Historic Sites and Districts Plan, are considered unclassified and are not subject to requirements for HAWPs or prevention of demolition by neglect until reviewed at a public hearing conducted by the HPC to make findings that the property meets ordinance-based criteria for designation as historic sites.

The sector plan area contains ten properties listed in the inventory of historic resources (see Table 17 on page 92).

### *Properties Protected by the Prince George's County Preservation Ordinance*

Fifteen individual historic properties in the sector plan area are protected by the county's Historic Preservation Ordinance (Subtitle 29), which authorizes the nine-member county HPC to evaluate proposed historic sites. Properties designated as historic sites must meet specific criteria for historic, cultural, archeological, and/or architectural significance found in Subtitle 29-104.

To be determined historically or culturally significant, a property must:

- Exemplify the cultural, economic, social, or historical heritage of the county and its communities.
- To be determined architecturally significant, the property must:
- Embody the distinctive characteristics of a type, period, or method of construction.
  - Represent the work of a master craftsman, architect, or builder.
  - Possess high artistic values.
  - Represent a significant and distinguishable entity whose components may lack individual distinction.
  - Represent an established and familiar visual feature of the neighborhood, community, or county, due to its singular physical characteristics or landscape.
- Since 1992, a number of properties not included in the inventory of historic resources have been surveyed and documented, but the properties could only be classified as historic sites through a master plan amendment to include them on the inventory of historic resources. In 2008, a new provision was added to the Historic Preservation Ordinance to allow such documented properties to be listed as historic sites upon public hearing by the HPC, followed by a joint public hearing by the Planning Board and the District Council. This provision enables properties to be designated as historic sites more quickly than through master plan amendments.
- The Historic Preservation Ordinance also authorizes the HPC to review proposed work on historic sites. Subtitle 29 of the Prince George's County Code applies to designated historic sites and historic districts and requires that a HAWP be obtained from the HPC and authorizes the HPC to "issue, deny, or issue with conditions" HAWPs. A HAWP is required for:
- Alterations of, or new construction on, designated properties.

- Grading, excavating, or construction that substantially modifies the environmental setting of a designated property.
- Erection of signs on a designated property.
- Demolition of a designated property.
- Acts that do not constitute ordinary maintenance but modify, alter, or otherwise affect the exterior features of a historic site, historic resource, or building within a county historic district.

All proposed changes are evaluated against the Secretary of the Interior's *Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings* (see Appendix 2 on page 247), which have been adopted by the HPC.

Any changes made to a designated historic site or a property within a historic district without a HAWP may be subject to a civil penalty (fine) of \$500 for each day of violation and/or other remedies permitted under law.

Additional information about the Prince George's County Historic Preservation Ordinance and historic site and historic district designation can be found in Appendix 2 on page 247.

### Historic Communities

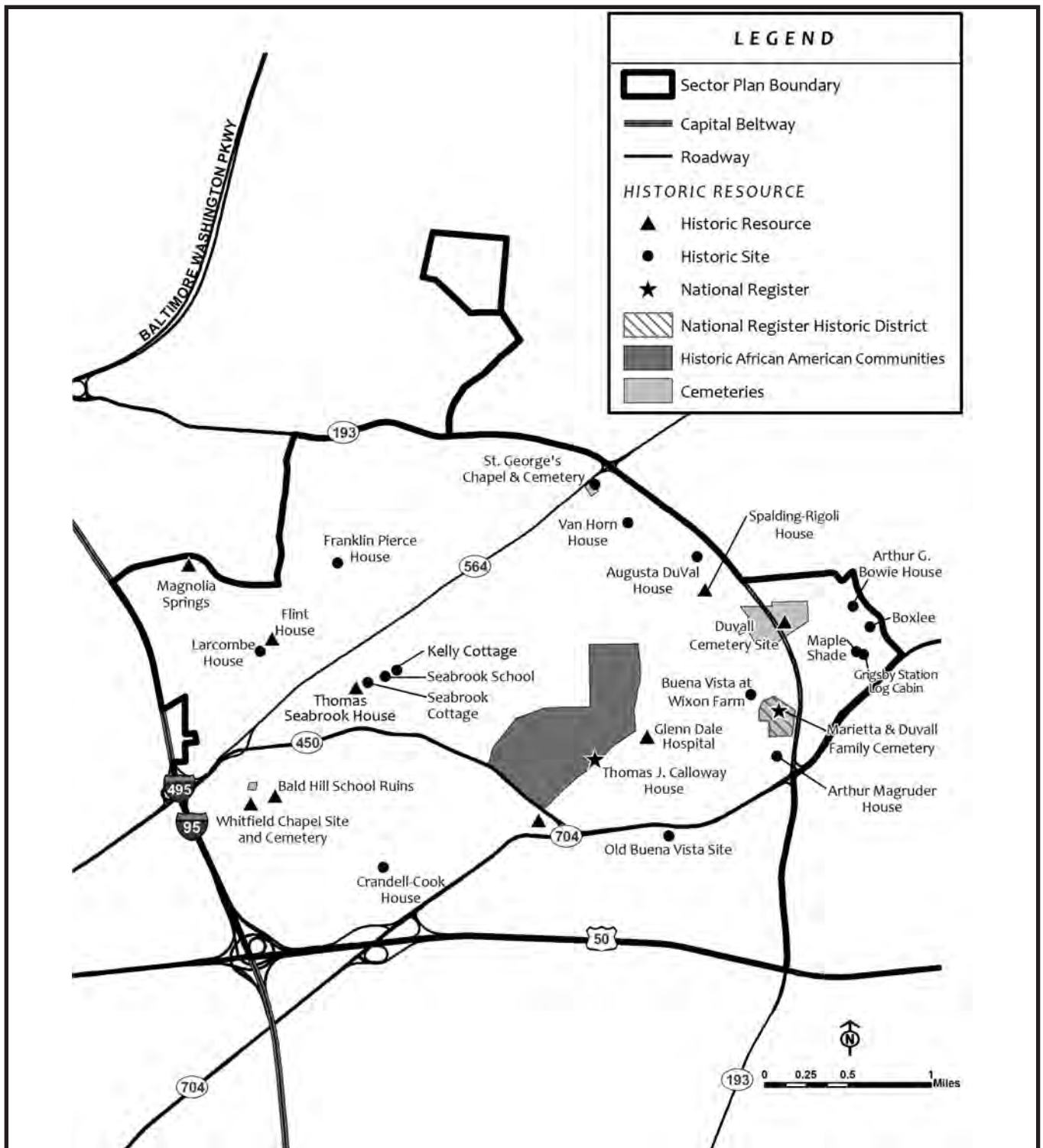
Although not a formal category under the county's Historic Preservation Ordinance, "historic community" refers to terminology found in the 1992 Historic Sites and Districts Plan. Historic communities are discrete areas of similar historic resources surveyed together. The basis for the survey typically relates to an area's history as a single subdivision or small settlement. Historic community surveys may be used as the basis for designating a local historic district under the Historic Preservation Ordinance. Three historic communities exist in the sector plan area—the area around the Seabrook railroad station, the area along Glenn Dale Road to the south of the intersection of Lanham Severn Road and Glenn Dale Boulevard, and the former Lincoln subdivision. Each area contains at least one formally-designated historic site or historic resource.

### Environmental Settings

A property's environmental setting refers to the land associated with a historic site. The environmental setting is considered an important part of the property's historic integrity and may include:

- Outbuildings, paths, roadways, and cemeteries.
- Landscape features, such as fields, gardens, pastures, and waterways.
- Vistas to and from the historic resource.

MAP 11  
HISTORIC RESOURCES\*



Source: M-NCPPC

\* See Table 17 on pages 92–93

**Table 17**  
**Glenn Dale-Seabrook-Lanham Historic Resources**

<i>Property</i>	<i>Year of Construction</i>	<i>National Register of Historic Places</i>	<i>Prince George's County Historic Site</i>	<i>Prince George's County Inventory of Historic Resources</i>
Arthur G. Bowie House	1909		•	
Arthur Magruder House	circa 1912		•	
Augusta DuVal House	circa 1894		•	
Bagelmann House	1919-1921			•
Bald Hill School Ruins	circa 1860			•
Boxlee	1923		•	
Buena Vista at Wixon Farm	1850s		•	
Crandell–Cook House	Early 19 <sup>th</sup> century; 1901		•	
Duvall Cemetery	N/A			•
Flint House	1923–1924			•
Franklin Pierce House	circa 1907			•
Glenn Dale Hospital	1934	Pending and expected by mid-2011		•
Grigsby's Station Log Cabin	Early 19 <sup>th</sup> century		•	
Kelly Cottage	circa 1880		•	
Larcombe House	circa 1890			•
Magnolia Springs	N/A			•
Maple Shade	18 <sup>th</sup> century; 1860; 1890s		•	
Marietta (with law office & cemetery)	1813–1830	•	•	
Old Buena Vista Site	N/A		•	
Robert Cook House	1924–1928			•
Seabrook Cottage	circa 1880		•	
Seabrook School	1896		•	
St. George's Chapel & Cemetery	1892		•	
Thomas J. Calloway House	1910	•		
Thomas Seabrook House	circa 1880			•



**Table 17 (cont'd)**  
**Glenn Dale-Seabrook-Lanham Historic Resources**

<i>Property</i>	<i>Year of Construction</i>	<i>National Register of Historic Places</i>	<i>Prince George's County Historic Site</i>	<i>Prince George's County Inventory of Historic Resources</i>
Van Horn House	1893		•	
Whitfield Chapel Site & Cemetery	1921			•
<i>Source</i> M-NCPPC				

The HPC has the ability to determine the extent of a historic resource's environmental setting at the time of designation as a historic site or when changes to the property are proposed through the HAWP process. The entire parcel of land within the boundaries existing at the time the property is designated is considered its environmental setting, unless otherwise specified on the master plan or reduced by the HPC. The environmental setting includes, but need not be limited to, walkways, driveways, trees, gardens, lawns, rocks, pastures, cropland, and waterways. The environmental setting establishes the limits of the HPC's review under the HAWP process.

### Major Historic Preservation Issues

#### Enforcement

The Historic Preservation Section of M-NCPPC's Countywide Planning Division has received citizen complaints about enforcement issues on several properties within the Glenn Dale-Seabrook-Lanham sector plan area. Concerns include work being performed without obtaining a HAWP and the enforcement measures necessary to ensure that work permitted under a HAWP has been completed pursuant to the specified permit requirements.

Citizen associations also have been concerned with the deterioration of several historic properties within the sector plan area due to the property owner's failure to perform maintenance work. One example is the Arthur Magruder House, which was moved from its original site and is temporarily resting on a flatbed truck located on land at the

intersection of Annapolis Road (MD 450) and Glenn Dale Boulevard (MD 193). This property has been off its foundation awaiting transport for over a year at the time of plan writing. This case, as well as other residential historic sites falling into disrepair, may constitute "demolition by neglect," a situation in which an owner fails to perform maintenance over a long period of time, resulting in the destruction of a structure. Subtitle 29 prohibits demolition by neglect, and the HPC has the authority to require corrective action for historic sites and contributing properties within historic districts. Noncompliance may result in the county performing the corrective action, as well as seeking other remedies in law and equity.

#### Former Glenn Dale Hospital Property

The 210-acre former Glenn Dale Hospital property, which is situated along Glenn Dale Road, was conveyed by the District of Columbia to M-NCPPC in 1995. The former tuberculosis hospital and sanatorium campus, which consists of 21 buildings, occupies the central portion of the property. Construction of the hospital buildings dates from 1933 to 1959. The hospital was operational until 1982, and the buildings are currently vacant. Many of the former hospital buildings, which are masonry in construction and classified as colonial revival in architectural design, are severely deteriorated.

In 1994, prior to the formal conveyance of the property to M-NCPPC, the Maryland General Assembly approved House Bill 113 requiring that 150 undeveloped acres of the property be retained as park land. The bill also enables M-NCPPC to either sell or lease the remaining 60 acres, which served as

the former hospital campus, to a private developer for the construction of a Continuing Care Retirement Community (CCRC). If M-NCPPC is unable to proceed with the sale or lease of the subject 60 acres for use as a CCRC, the bill stipulates that M-NCPPC shall retain the remaining 60 acres of the property until the General Assembly approves an alternative use. Finally, the bill also enables the District Council to amend the current Open Space zoning regulations to permit the CCRC use.

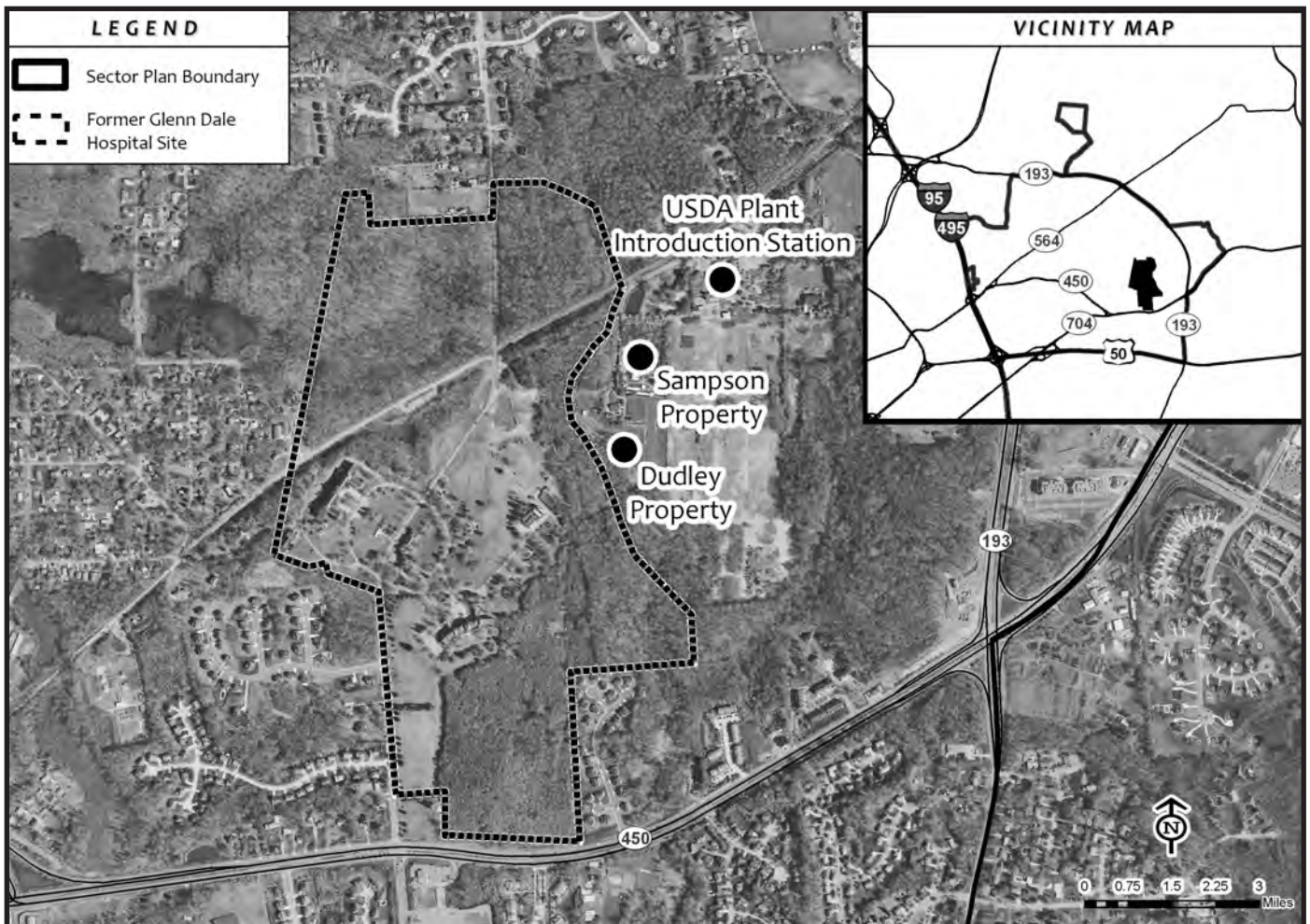
The property is currently identified as a historic resource by the 1992 Historic Sites and Districts Plan (see Map 11 on page 91 and Table 17 on page 92). In 2009, a preliminary draft of a National Register nomination was prepared for the property. The nomination provides a detailed inventory and assessment of the former hospital buildings. Future inclusion of the property as part of the National Register could enable a potential developer of a CCRC to access federal tax credits offsetting the costs of adaptive reuse and restoration of specific contributing buildings.

The former Glenn Dale Hospital property is adjacent to the 70 acre former USDA Plant Introduction Site, the 15.5 acre Dudley property and 4.5 acre Sampson property (See Map 12 on page 95). Together, these properties form a unique opportunity to create a new 240-acre park to serve residents of the surrounding Glenn Dale, Seabrook, and Lanham communities and Prince George's County. The regional park would also provide a passive and open space setting for a future CCRC.

M-NCPPC is currently seeking the conveyance of the USDA property. The Dudley and Sampson properties form future acquisition opportunities. Coordinating park facility planning, design, and programming for the former Glenn Dale Hospital property and adjoining USDA and private properties will be essential, including the potential development of an internally located and privately managed CCRC.

## MAP 12

## FORMER GLENN DALE HOSPITAL SITE



Source: M-NCPPC

Pursuant to HB 113, M-NCPPC may in the future release a Request for Proposal (RFP) seeking a qualified CCRC developer. The RFP would address both, the relationship of the subject 60-acre CCRC development opportunity with the surrounding future park and the results and potential application of the preliminary National Register nomination.

### Recommendations

**Goal 1:** *Maintain the integrity and character of the sector plan area's historic resources.*

**Policy 1:** *Protect historic properties by ensuring implementation of the county's Historic Preservation Ordinance.*

### Strategy:

Ensure that the sector plan area's historic sites are protected through enforcement of the county's Historic Preservation Ordinance.

Properties designated as local historic sites receive special protection under the Prince George's County Historic Preservation Ordinance. The requirement that owners obtain a HAWP for most proposed work on a historic site ensures HPC review of actions that could prove damaging to important architectural features or a property's environmental setting. Although civil penalties are assessed for failure to obtain a valid HAWP, enforcement actions sometimes do not occur.

The Prince George's County HPC and the Historic Preservation Section of M-NCPPC's Countywide Planning Division should work closely with the county's Department of Environmental Resources (DER) to ensure adequate enforcement and monitoring of the HAWP requirements. This may involve discussions and activities with staff that are designed to help their understanding of the importance of historic features, advise them on working with historic materials, and ensure the proper application of the Secretary of the Interior's *Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings*. DER staff also should understand the scope and possible conditions associated with HAWPs and the procedural requirements from the time of the property owner's application to implementation.

**Policy 2: Encourage local designation of qualified properties to place them under the protection of the Historic Preservation Ordinance.**

### Strategies:

Support historic designation of properties within the sector plan area that may qualify as local historic sites.

The county's HPC should consider historic site designation for any historic resources within the sector plan area that may qualify based on criteria set forth in the Historic Preservation Ordinance. Designation as a historic site will help protect these properties from unsympathetic alterations and assist in maintaining community character.

Additional sector plan area properties will be recommended for designation as historic sites in the forthcoming update to the 2010 Historic Sites and Districts Plan.

Investigate the possibility of local designation for properties that comprise historic communities within the sector plan area.

Areas considered as historic communities in the 2010 Historic Sites and Districts Plan may be eligible for designation as a local historic district. The HPC should conduct further evaluations of the Lincoln, Seabrook, and Glenn Dale historic community properties to determine their eligibility for protection under the county's Historic Preservation Ordinance.

Members of the public may request evaluation for historic district status under the Historic Preservation Ordinance. After an area is documented, the HPC would hold a public hearing to review the documentation and staff recommendations and receive public testimony. If the proposed district is found to possess enough integrity to merit designation, the HPC may designate it as a historic district. Appeal of the HPC decision is up to the zoning hearing examiner, then final action would be taken by the District Council.

Areas found not to qualify as a historic district, however, may qualify as an architectural conservation district (see Appendix 2 on page 247). Properties included in an architectural conservation district do receive protection from inappropriate changes under design review conducted by M-NCPPC staff. Residents must initiate a request for this type of designation, which must be approved by the District Council.

**Policy 3: Encourage adaptive use of historic buildings and structures.**

### Strategies:

Evaluate opportunities for adaptive use of historic buildings and structures in the sector plan area.

Reuse of historic buildings provides both economic and environmental advantages. For example, rehabilitation is more labor intensive than new construction and, therefore, produces 20 percent more jobs than created by the expenditure for new construction. Rehabilitation requires less consumption of natural resources and reuse of existing buildings and also reduces the burden on landfills where demolition and construction debris accounts for 15 to 25 percent of total waste.

Reuse of existing and historic buildings presents an important opportunity in community planning and policy. Substantial incentives are available, ranging from federal, state, and local tax credits and preservation easements to flexibility in code interpretation.

Acquire the USDA Plant Introduction Station.

M-NCPPC should seek to acquire the USDA's Plant Introduction Station, located near the former



Glenn Dale Hospital site, in the event the federal government decides to surplus the property. Once used for the growth and study of plants by USDA scientists, this 70-acre parcel has been vacant for more than a year. Strategic acquisition of this property would provide multiple public benefits:

- The opportunity to preserve an important regional, horticultural heritage resource.
- A major open space parcel that complements the adjacent former Glenn Dale Hospital site and adds to existing Department of Parks and Recreation resources.
- The ability to retain the semirural character of the Bell Station Road area through public ownership, which protects the area against private suburban residential development.

**Goal 2: Identify and evaluate additional historic resources in the sector plan area.**

**Policy:** Continue to survey the sector plan area's historic buildings, cultural landscapes, and archeological sites, and determine their eligibility for local and/or national historic designation.

**Strategies:**

Continue historic survey work within the sector plan area, giving consideration to newly eligible properties and properties that have recently become 50 years old.

Survey work has been carried out in the sector plan area as part of the update to the 2010 Historic Sites and Districts Plan. Most properties—with the exception of a few, highly unique contemporary properties—must be at least 50 years old to qualify as “historic,” according to National Register eligibility standards. As time passes, other properties will age into this category and may merit survey work. The ongoing survey work in the Glenn Dale-Seabrook-Lanham area should evaluate such buildings, structures, and landscapes, identifying them as historic resources, where appropriate.

Prepare a National Register nomination for the former Glenn Dale Hospital in order that qualified developers of a CCRC may take advantage of federal, state, and local rehabilitation tax credits and other financial incentives

that may be available for National Register-listed properties.

M-NCPPC, as part of an RFP-seeking, qualified developer undertaking the construction of a CCRC on the former Glenn Dale Hospital property, will include the results of the preliminary National Register nomination and background regarding the potential availability and application of federal tax credits to assist with preservation and adaptive reuse of contributing buildings.

**Goal 3: Ensure that development review and infrastructure planning include consideration of historic resources.**

**Policy 1: Interpret building codes with sensitivity to historic resources.**

**Strategy:**

Ensure that contemporary building code standards do not negatively impact the adaptive use of historic properties.

Many modern building codes contain safety requirements that, if implemented, would damage the historic spaces, features, and finishes of older properties. Common examples include wider stairwell widths, building-wide sprinkler systems, security systems, and the requirement for multiple means of egress in the event of a fire. Several states, including Maryland, have implemented special building codes for certified historic properties. The Maryland Building Rehabilitation Code, designed to encourage revitalization and rehabilitation by minimizing the costs of code compliance, includes a section devoted to historic buildings. Alternate compliance options are available for building code provisions that would conflict with historic preservation goals.

The historic preservation M-NCPPC staff should work with Prince George's County building inspectors and officials to ensure shared understanding of historic preservation goals and the importance of preserving key exterior architectural features in historic buildings and structures. When inspectors have latitude in their interpretation of codes, requirements should be to the benefit, not detriment, of historic properties.

Alterations to buildings may be subject to the Americans with Disabilities Act. However, there are special rules and minimum access requirements where an alteration “would threaten or destroy the historic significance” of a historic building. Historic buildings include those eligible for listing in the National Register of Historic Places or designated under state or county law (see 28 Code of Federal Regulations Sec. 36.405). To use the minimum requirements, consultation is required with the Maryland Historical Trust State Historic Preservation Officer.

***Policy 2: Ensure that existing historic resources are preserved or enhanced when reviewing development applications.***

***Strategy:***

Continue to support special requirements in the county’s zoning and subdivision regulations for properties abutting historic resources.

***Policy 3: Ensure that the design and siting of public facilities and roadways adjacent to historic resources respect historic character.***

***Strategy:***

Link area historic sites and historic resources to existing and planned public trails.

Many of the sector plan area’s historic properties lie adjacent to or near existing and proposed pedestrian and bicycle trails. Ensuring that these trails provide access to historic resources will enhance recreational opportunities and promote public appreciation of these properties.

***Goal 4: Enhance community understanding of the importance of the area’s historic resources.***

***Policy 1: Support property nominations to the National Register of Historic Places.***

***Strategy:***

Support nominations to the National Register of Historic Places for appropriate properties within the sector plan area.

M-NCPPC’s ongoing survey of sector plan area historic properties may identify several properties that qualify for listing in the National Register. The listing highlights the importance of a property’s history, architecture, and setting, and often can help the public understand broader preservation goals and practices. However, obtaining National Register listing is a lengthy, detailed process that typically requires the services of a preservation consultant. This need for professional services can prove daunting for a property owner and may deter pursuit of listing. The Prince George’s County HPC should support eligible nominations to the National Register and offer technical assistance to owners who wish to prepare nominations.

***Policy 2: Provide preservation information and assistance to owners of historic properties.***

***Strategies:***

Provide technical assistance to owners of historic resources.

Most owners of historic properties are not preservation specialists and often need professional advice on specific rehabilitation/restoration issues. M-NCPPC’s Historic Preservation Section includes architectural historians, preservation planners, and an archeologist who can provide technical assistance to owners of historic resources. Staff is available to assist property owners with completing HAWPs, design and technical advice, site investigations, and general preservation guidance and advice. Staff also directs property owners to a network of preservation specialists, consultants, and craftspeople in the greater Washington, D.C., area who can address the historic property owner’s individual concerns. In addition to offering “on call” services, M-NCPPC

continues to produce a series of educational documents offering technical advice on specific preservation issues.

*Continue to ensure that the results of historic properties survey work are made accessible to the public.*

Although the primary purposes of M-NCPPC's historic resources survey work are to provide updates to the Prince George's County Inventory of Historic Resources and evaluate properties for local and National Register designation, the survey also can serve the broader public. Information obtained during the survey should be made available to assist property owners in making informed decisions about their properties; to respond to informational requests about the history of various Prince George's County communities, including the Glenn Dale-Seabrook-Lanham sector plan area; and to promote awareness of the importance of historic preservation and its beneficial impact on the community.

*Continue the interpretive plaque program that recognizes area historic properties.*

Designation as a historic site is accompanied by the opportunity to apply for a historic property plaque. These plaques provide a tangible marker for the public of a property's historic significance as a county historic site. Plaques are awarded by the HPC at a special reception during Historic Preservation Week in May. Owners of historic sites are encouraged to obtain and display this plaque.

***Policy 3: Support community preservation groups and strengthen preservation education programs.***

***Strategy:***

*Work with community preservation groups to implement preservation programs and produce guidance publications for property owners.*

Several local historic preservation organizations that serve as preservation advocates exist within Prince George's County. M-NCPPC should develop stronger partnerships with these groups to form a broad and unified preservation coalition that can create educational programs, events, and informational materials to boost public awareness

of preservation issues. Programs and publications should focus on broad preservation goals but also help individuals understand the relationships between historic resources and their contexts (i.e., their physical settings, historical eras, development patterns, and social history) and how particular area resources relate to each other. This may include the creation of programs and documentation that focus upon important themes, such as African-American history, railroad settlements, recreation, and agriculture (important themes for the Glenn Dale-Seabrook-Lanham sector plan area).

***Goal 5: Promote public awareness of the economic benefits of historic preservation.***

***Policy 1: Publicize the availability of tax credits for eligible properties.***

***Strategies:***

*Publicize the availability of federal and state tax credits and preservation easements.*

The Historic Preservation Section should work with local preservation advocacy groups to publicize the availability of federal, state, and local tax and other financial incentives for preservation. Owners may also qualify for preservation loan programs when such funds are available. These programs may serve as incentives for owners of eligible properties to seek National Register designation (see Appendix 2 on page 247).

Federal and state tax credit information should be distributed to owners when applications are made for work to be done on properties that are at least 50 years old. Information also should be disseminated to property owners who may qualify for these tax incentives, together with local real estate agents, bankers, and real estate attorneys, all of who might work with individuals seeking to purchase or rehabilitate historic properties. Care should be taken to advise the property owner that rehabilitation work must comply with the Secretary of the Interior's Standards for Rehabilitation in order to take advantage of these incentive programs. Property owners are encouraged to contact M-NCPPC historic preservation staff and submit applications for tax credits prior to the commencement of work.

Continue to offer local preservation grants and tax incentives.

Recognizing that the preservation and maintenance of a historic property may require more effort and expense than for a nonhistoric property, the Prince George's County's local property tax credit and historic property grant program serve as important financial incentives for historic property owners. Property owners are encouraged to explore existing grant opportunities for the acquisition, rehabilitation, preservation, and restoration of historic property within the county. Additional information about this program can be found in Appendix 2 on page 247.

### ***Policy 2: Support heritage tourism planning.***

#### ***Strategy:***

Work with the county to support heritage tourism initiatives.

Heritage tourism is defined as “traveling to experience the places, artifacts, and activities that authentically represent the stories and people of the past and present. It includes cultural, historic, and natural resources.”<sup>2</sup> Cultural heritage tourism has a wide range of potential benefits, a strong market potential, and has seen a surge in popularity and implementation in various places in recent decades. Many local government agencies, preservation groups, and economic development advocates within Prince George's County have a very positive view of heritage tourism, since it can be a powerful engine of economic growth, while helping improve the quality of life for local communities.

In recent decades, the process of suburbanization, rapid development, and regional competition have threatened the stability of the economic base of areas within the county, thus putting in peril the traditionally high quality of life these places have enjoyed. There is countywide interest in turning to tourism as an important and effective way to diversify the area's economy, as well as to attract people and investment.

The Glenn Dale-Seabrook-Lanham sector plan area's collection of historic resources can be

marketed as part of a heritage tourism effort aimed at national and local audiences. These resources can encompass a wide variety of structures, events, ways of life, and historical themes including architecture, historic sites, art and music, sense of place, and themed festivals and events.

Promoting heritage tourism may include encouraging visitation and appreciation of existing historic resources through a coordinated signage/wayfinding system, importing preservation “themes” into area trails planning, emphasizing connections between recreational spaces and area historic properties, and ensuring that the sector plan area's historic resources have a presence in M-NCPPC's and the county's printed and on-line informational material.

<sup>2</sup> National Trust for Historic Preservation, 2008



# Natural Resources/ Environment

An area's natural resources contribute to its sense of identity. "Green" elements, such as open spaces, waterways, and woodland areas, both frame and shape development and offer a range of benefits including animal habitats, cooling microclimates, drinking water, pollutant filtration, recreational opportunities, and community beauty. Over time, however, development can encroach upon these natural elements, fragmenting landscapes and wildlife corridors, impairing natural drainage systems, and damaging local ecosystems. The growing recognition of the importance of resource conservation has led to widespread efforts to protect these fragile resources from the impacts of development.

The Glenn Dale-Seabrook-Lanham sector plan area is, to a large extent, defined by its water and woodland resources. Three major watersheds extend "fingers" through the area, and large tracts of open space provide green infrastructure in the eastern and central portions of the sector plan area. Suburban development over the past five decades has eroded the integrity of many of these resources, and evidence of development impacts can be found throughout the sector plan area in the form of impaired water quality, erosion, and periodic flooding. The rate of new development within the sector plan area, however, will slow over the next decade, as fewer parcels are available for development under existing zoning regulations. Important opportunities exist for implementation of conservation measures that will enhance the ecological functions of natural systems within the Glenn Dale-Lanham-Seabrook sector plan area.

## Key Findings

- All streams within the sector plan area have "poor" or "very poor" water quality ratings due

mainly to the lack of stormwater controls and sedimentation.

- Large contiguous tracts of woodland cover exist within the sector plan area.
- Areas with both groundwater and surface flooding issues are known to exist, especially within the Folly Branch watershed.
- Area waterways and the existing trails network—particularly the stream valley corridors—provide important wildlife habitat and connectivity for wildlife and human cohabitation.
- The sector plan area is part of the Washington metropolitan region, an Environmental Protection Agency (EPA)-designated nonattainment area for air quality.

## Major Challenges

- Addressing flooding in known problem areas.
- Reducing the amount of stormwater runoff, and retrofitting areas through the use of innovative stormwater management practices.
- Reclaiming and restoring previously disturbed wetlands and stream corridors.
- Maintaining and enhancing the existing tree canopy coverage within the sector plan area.

## Existing Conditions

### Topography/Landscape Character

The Glenn Dale-Seabrook-Lanham sector plan area lies in the central part of Prince George's County, which is located in the Atlantic Coastal Plain physiographic region of Maryland. This area is underlain by unconsolidated deposits of gravel, sand, silt, and clay. The topography ranges from gently

rolling to nearly level. The dominant hydrologic soil groups in the sector plan area are Group C, which consists of mostly sandy, clay loam and has generally low infiltration rates for rainwater when they are fully saturated. The stream valleys in the area contain mostly Group D soils that have low infiltration rates, are mostly composed of clay, and have a high runoff potential. The sector plan area's relatively low topographical relief, generally developable soils, and location near employment centers have made it a prime place to locate development in the county.

### Waterways and Wetlands

#### Surface Water

A watershed is the topographic division between two bodies of water, and the Glenn Dale-Seabrook-Lanham sector plan area consists of three major watersheds—Folly Branch, Bald Hill Branch, and Lottsford Branch—which all flow to the Patuxent River. The area also contains three watersheds with smaller drainage areas, including Horsepen Branch, Brier Ditch, and Lower Beaverdam Creek. Water quality assessments have been performed by the Prince George's County Department of Environmental Resources (DER) in all six area watersheds; all watersheds rank as either poor or very poor when evaluated for benthic invertebrates ("small bugs" found in the streams that react to pollutants) and habitat quality (see Table 18 on page 103).<sup>1</sup>

The degraded conditions of these streams can be attributed to the high levels of impervious surfaces, such as asphalt and concrete, within their respective watersheds and the fact that much of the area within these watersheds was developed prior to the current stormwater management regulations. These surfaces create an impermeable layer that prevents rainfall from filtering back into the ground and, thus, leads to high volumes of stormwater runoff. Accumulations of runoff have several negative effects: (1) stormwater running across impervious surfaces often picks up pollutants, such as oil, grease, and sediment; (2) pollutant-laden stormwater flows off the land into existing stormwater management infrastructure systems (if they exist) and subsequently into streams, degrading water quality; and (3) because impervious

areas without stormwater controls lack anything to slow the water's velocity as it travels downhill, stream systems eventually receiving this influx of water become severely eroded.

#### Wetlands



*Folly Branch*

Wetlands comprise 2.3 percent of the Glenn Dale-Seabrook-Lanham land area. These are marshes, wet meadows, bogs, and other natural features that serve as important areas for water filtration and plant and wildlife habitat. Wetlands are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support vegetation typically adapted for life in saturated soil conditions. These areas aid in flood control and water quality improvement by trapping and filtering out water pollutants. The sector plan area contains an extensive amount of nontidal wetlands, especially along the stream valley corridors. Folly Branch, Lottsford Branch, and Bald Hill Branch all have large floodplain areas that host wetland fringes, which serve as important habitats for many plants and animals.

These environmentally sensitive areas are protected under the Prince George's County Code. During the review of development applications, wetlands are identified and negative impacts are avoided or minimized when avoidance is not an option. Mitigation of negative environmental impacts is also a requirement as part of the state permitting process.

<sup>1</sup> Scale includes "good," "fair," "poor," and "very poor" ratings. Prince George's County has no streams rated "good."

**Table 18**  
**Habitat and Benthic IBI Water Quality of Major Watersheds**

<i>Basin</i>	<i>Watershed Name</i>	<i>Benthic Index of Biological Integrity*</i>	<i>Habitat</i>
Patuxent	Bald Hill Branch	Very Poor	Poor
	Folly Branch	Very Poor	Poor
	Horsepen Branch	Poor	Very Poor
	Lottsford Branch	Very Poor	Poor
Potomac	Brier Ditch	Poor	Very Poor
	Lower Beaverdam Creek	Very Poor	Very Poor
<p>*Standardized by the Maryland Department of Natural Resources, the Benthic Index of Biological Integrity (IBI) is a method of assessing the health of streams in the state. Benthic macroinvertebrates (i.e., “small bugs”) are sampled from the stream, and the composition of the species present provides information on the overall health of the system based on the macroinvertebrates’ sensitivity to pollution.</p>			
<p><b>Source:</b> 2005 Countywide Green Infrastructure Plan</p>			

## Habitats and Biodiversity

Water resource areas, such as the three major stream valleys running through the sector plan area, provide rich wildlife habitat. Waterways and their associated buffer areas function as wildlife corridors, offering valuable links between open spaces and animal habitats. The sector plan area’s trail network, particularly within the stream valley parks, also provides important habitat connections for area wildlife. When development is proposed in the sector plan area, care should be taken to preserve large, contiguous blocks of woodlands.

## Rare, Threatened, and Endangered Species

The Maryland Department of Natural Resources houses the Maryland Natural Heritage Program (NHP), the state agency which holds primary responsibility for the management and protection of rare, threatened, and endangered species in Maryland. According to current NHP data sources, no state- or federal-listed plants or animals of rare, threatened, or endangered status exist within the Glenn Dale-Seabrook-Lanham sector plan area. However, to ensure the maintenance of any supporting habitats of potentially listed species

within the sector plan area, each subdivision proposal must be reviewed by the Maryland NHP to verify the presence or absence of any listed species on the relevant property.

## Urban Forest

The term “urban forest” includes trees located on public or private lands in cities and towns. These trees may grow individually, in small groups, or in forested conditions. The urban tree canopy offers many community benefits, including reducing the overall temperature of built spaces, providing oxygen, removing pollutants from the air, and, when strategically planted or preserved, improving water quality by absorbing pollutants from stormwater runoff. Trees also provide beauty and a sense of proportion to the built environment. “Urban forestry” refers to the practice of preserving and managing these trees in developed areas. Urban forestry does not seek to re-create forests as they existed prior to development; instead, its goals include ensuring tree canopy coverage that intercepts rain water, helps reduce overall temperatures, and provides oxygen in developed areas.

### Existing Woodlands

The most significant portion of forest cover within the sector plan area exists within stream valleys, on parkland, in areas of regenerating agricultural fields, and within small woodlots. The dominant forest cover type is the yellow poplar association, and a red oak association also exists. The yellow poplar association includes sweetgum, sycamore, elm, and red maple species, typical of wet or lowland areas; the red oak association includes white oak, red maple, hickory, beech, and Virginia pine species.

Woodlands provide invaluable environmental and aesthetic benefits to the sector plan area. The 2002 *Prince George's County Approved General Plan* recognizes the importance of woodland conservation and provides a tree cover objective for Developing Tier communities such as the Glenn Dale-Seabrook-Lanham area—38 percent urban tree canopy and forest cover in the Developing Tier in 2025. In 2009, the sector plan area contained approximately 2,225 acres of tree and forest cover—27 percent of the sector plan area.

### Green Infrastructure

The 2005 *Approved Countywide Green Infrastructure Plan* was developed to protect, enhance, and/or restore important environmental features of countywide significance.<sup>2</sup> The plan emphasizes the importance of maintaining connections between environmentally-significant areas for ecosystem protection for future generations. The designated local green infrastructure network for the sector plan area is shown on Map 13 on page 106.

Within the plan, environmentally sensitive areas are divided into three assessment categories:

- **Regulated Areas:** Areas containing environmentally sensitive features such as streams, wetlands, buffers, the 100-year floodplain, and steep slopes. These areas currently are protected in the land development

process through local, state, or federal regulations.

- **Evaluation Areas:** Areas containing nonregulated environmentally sensitive features such as unique wildlife habitats. These are considered high-priority preservation areas for on-site woodland and wildlife habitat protection.
- **Network Gaps:** Areas critical to the connection of “regulated” and “evaluation” areas that are targeted for restoration in order to support the overall function and connectivity of the green infrastructure network.<sup>3</sup>

These classifications affect the development review process in Prince George's County, as properties within different categories receive differing levels of consideration according to the category's importance in the overall green infrastructure network. Table 19 on page 105 defines these levels of review.

The three primary green infrastructure corridors in the sector plan area are the Bald Hill Branch, Folly Branch, and Lottsford Branch corridors. All three corridors support stream systems that generally flow north to south through the majority of the sector plan area and eventually on to the Patuxent River and the Chesapeake Bay. Secondary corridors are areas where connectivity is critical to the long-term viability of the primary corridors. The secondary corridors shown in Map 14 on page 107 represent the best opportunities for preserving and/or reestablishing connectivity for wildlife and their supporting habitat within the sector plan area.

### Area Environmental Issues

#### Stormwater Management

In residential suburban communities like Glenn Dale, Seabrook, and Lanham, the greatest threat to water quality is nonpoint source pollution. This type of pollution does not come from a specific “point,” like an industrial discharge; instead, pollutants enter the area's water systems at many points through stormwater runoff. Impervious surfaces are problematic because they do not allow water

<sup>2</sup> According to the *Countywide Green Infrastructure Plan*, “countywide significance” is “based on the presence of environmentally sensitive features, size, connectivity, and contiguity.” (p. 5).

<sup>3</sup> Prince George's County 2005 *Approved Countywide Green Infrastructure Plan* (p. 1).



to filter into the ground; rather, they cause water to accumulate into runoff flows that can carry large numbers of pollutants, such as oil, fertilizer, and pesticides, into area waterways. Development that creates more impervious surfaces and lawns (instead of trees and other vegetation) results in greater runoff during and after storms and also leads to increased risk of erosion, sedimentation, and flooding in stream valleys. Fertilizers and other chemicals also can increase nitrogen and other nutrients in area waterways and water bodies, leading to harm to animal species and excessive algae growth known as eutrophication. Excessive algae growth is problematic because as the algae decomposes it consumes oxygen, resulting in a disruption of the natural processes in the stream. Surface areas in watersheds that contain more than ten percent impervious surfaces are known to lead to degraded water quality. This sector plan area contains three different watersheds, none of which have an impervious surface number greater than ten percent, but they are approaching this percentage. The sector plan area contains approximately 1,456 acres of impervious surfaces (approximately 17.5 percent of the sector plan area), which is a misleading calculation because the sector plan area is composed of portions of six watersheds. While it is important to calculate impervious surface percentages, it should be done on a watershed basis and not on a sector plan area basis. Future planning efforts should address the imperviousness within each watershed to better address water quality issues.

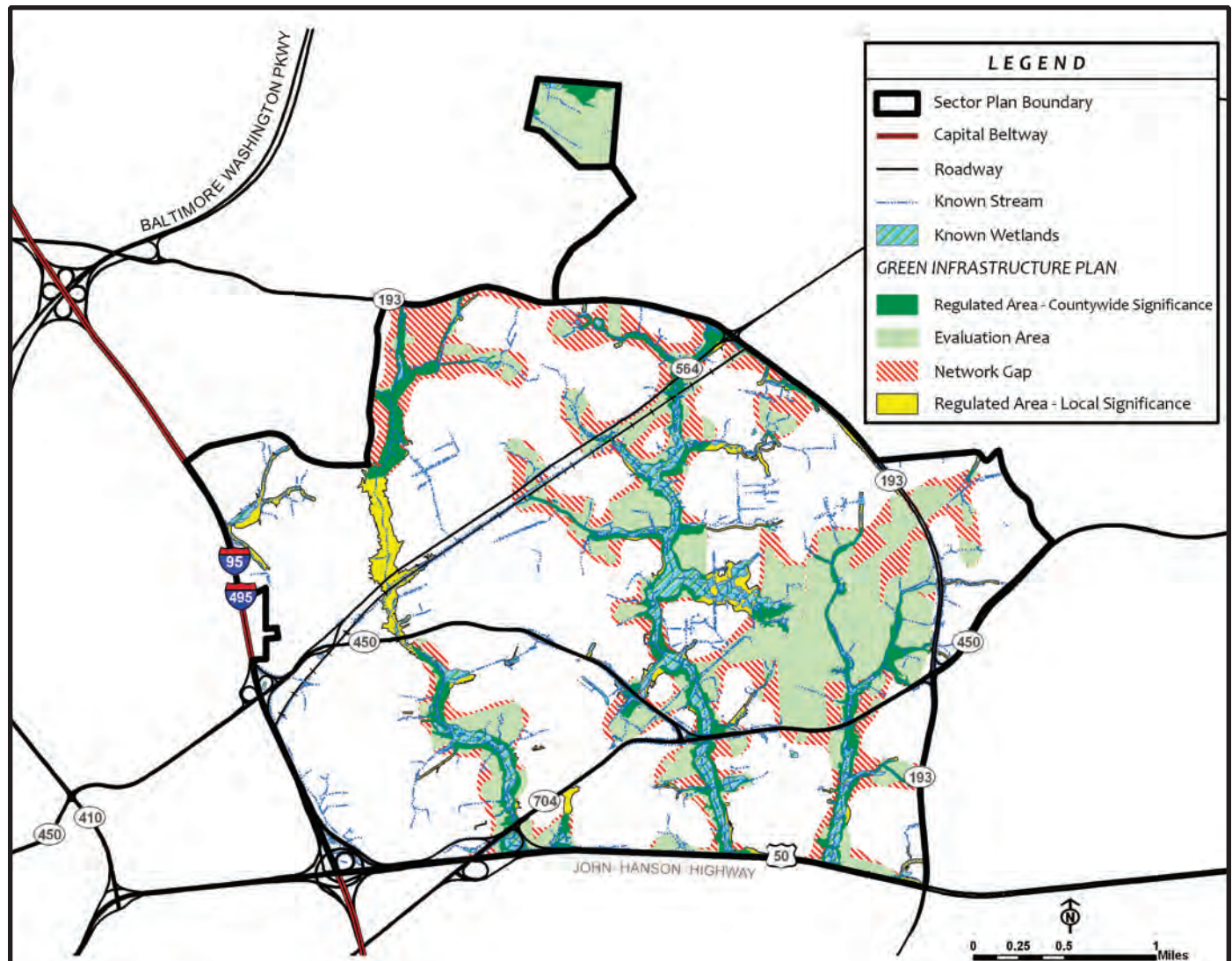
The sector plan area is affected not only by nonpoint source pollution within its boundary but also by nonpoint source pollution from new development outside the sector plan area (i.e., upstream from the sector plan area within the same watershed). Despite this fact, how impervious surfaces are designed and how stormwater runoff is treated both within and outside the sector plan area can result in positive changes for the receiving streams. Subtitle 4 of the Prince George's County Code requires stormwater management plans for proposed development. Additionally, Subtitle 24 of the County Code requires all properties regulated by the Subdivision Ordinance to provide on-site stormwater management. Each property or group of properties must have a storm drainage and stormwater management concept plan reviewed and approved by the DER. Additionally, special buffers are required for perennial streams and wetlands to reduce the impact of stormwater flows.

The Stormwater Management Act of 2007 is administered by the Maryland Department of the Environment and affects local county stormwater authority. The Stormwater Management Act will require the use of environmental site design or the use of nonstructural best management practices to the maximum extent practicable on development sites. The new regulations will require Prince George's County to update its stormwater ordinance.

<b>Table 19</b>	
<b>Green Infrastructure Assessment Categories</b>	
<b><i>Category</i></b>	<b><i>Development Review</i></b>
Regulated Area	Preservation required; impacts to regulated features are approved only where necessary for road crossings and public utilities
Evaluation Area	Consideration must be given to on-site resources and their priority for preservation/conservation
Network Gap	Evaluated to determine whether the areas can aid in creating critical connections within green infrastructure network and/or to restore areas and enhance ecological functioning of network
<b>Source:</b> 2005 Countywide Green Infrastructure Plan	

# MAP 13

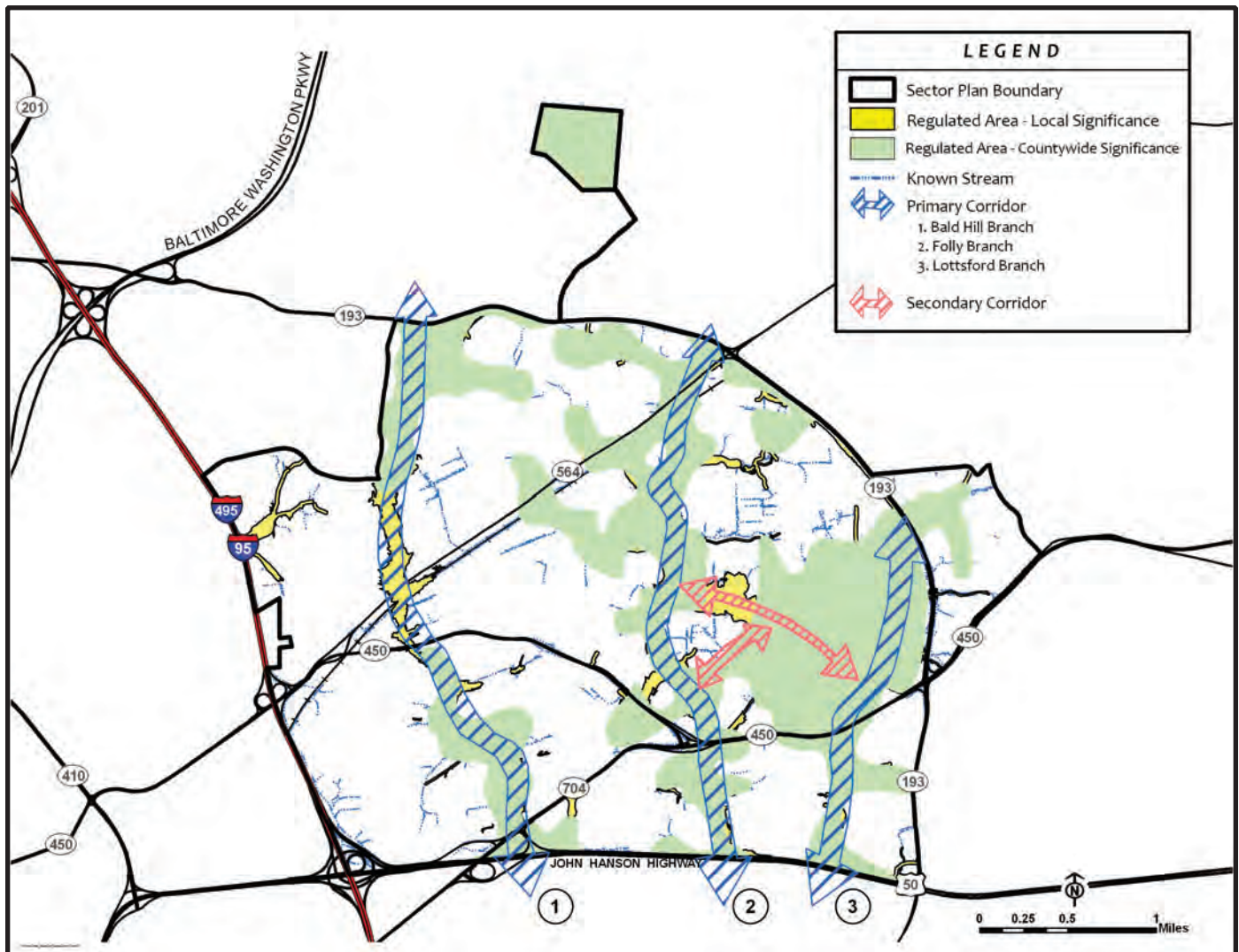
## GREEN INFRASTRUCTURE NETWORK



Source: M-NCPPC

## MAP 14

## PRIMARY AND SECONDARY GREEN INFRASTRUCTURE CORRIDORS



Source: M-NCPPC



## Flooding

Periodic surface and ground flooding exists in several locations within the sector plan area, with the majority of surface flooding issues occurring within the Folly Branch watershed. This watershed is extensive, and Folly Branch itself carries a large quantity of water, especially during storms. Aerial photography and field visits by DER staff confirm that large expanses of fringe wetlands line the mainstream of Folly Branch, indicating a large volume of water storage within the stream valley. Many platted lots exist within the floodplain that were created prior to County Code restrictions on subdividing lots that are fully within the floodplain. The county's floodplain ordinance (Subtitle 4) protects areas within the defined 100-year floodplain, which is delineated at the time of development review application. The floodplain used for development review purposes differs from the Federal Emergency Management Agency (FEMA) 100-year floodplain because it considers future development in the floodplain, whereas the FEMA floodplain limits only address existing conditions. New development is required to place buildings above the floodplain elevation, and new residential development is required to provide a 25-foot-wide building setback from all 100-year floodplain limits. Limited renovations/improvements to existing properties in the floodplain are allowed, and these improvements must be elevated.

Flooding after large storm events, especially flooding in residential basements, occurs throughout the sector plan area but more frequently and severely in the central section and along streams. These areas are most likely to contain soils with seasonally high water tables, which can lead to perched groundwater due to an impermeable clay layer located a few feet below the ground surface.<sup>4</sup> These are also areas where stormwater management was not required when they were developed. The impermeable soils within the sector plan area exhibit moderate to severe constraints for development of basements, which are highly susceptible to water seepage and may flood during the spring and winter months. New residential subdivisions that propose basements are

required to perform water table testing to ensure that newly created basements will not flood.

## Air Pollution

Under the Clean Air Act Amendments of 1990, the Washington, D.C., metropolitan area is considered an air quality nonattainment area by the EPA. Air quality issues in the region and the sector plan area result mainly from nitrogen oxide gases and volatile organic compounds that are mostly by-products of burning gasoline and coal. When heated by summer days and increasingly warm urban areas, these gases combine to create ozone, a chemical compound that can be detrimental to the health of humans, animals, and plants. In urbanized areas, ozone often forms from the mixing of vehicle exhaust in the atmosphere and the heating effect of the earth.

## Noise

Noise is generally defined as any form of unwanted sound from man-made or natural sources. Noise is a composite of all background sounds emanating from point and nonpoint sources and can vary considerably due to elevations, the existence of barriers or structures, and project design. In general, the noise environment of the sector plan area falls within the parameters set by the state of 65 dBA Ldn for residential outdoor activity areas and 45 dBA Ldn for indoor living areas on residential properties.<sup>5</sup>

The majority of noise in the sector plan area originates from highway traffic. Noise sources include the Capital Beltway (I-95/495) and John Hanson Highway (US 50), both of which are classified as freeways, Martin Luther King Jr Highway (MD 704), Annapolis Road (MD 450), and Lanham Severn Road (MD 564), all of which are classified as arterials. All of the mentioned roads are possible sources of noise generation that can exceed 65 dBA Ldn. Acceptable indoor noise levels can be achieved through the use of appropriate building materials including, where needed, special windows and doors with higher sound transmission ratings.

<sup>4</sup> "Perched" means that groundwater is unable to penetrate a layer of impermeable soil to reach the water table and thus "perches" on top of it just below the soil surface.

<sup>5</sup> Code of Maryland Regulations, Title 26, Subtitle 2, Chapter 3, Section 3.



### Light Pollution

Light pollution is defined as light that causes a glow in the night sky from artificial sources, such as street lights, lights from commercial uses, and lights from residential sources. Light pollution also includes “light spillover,” when one property is more brightly lit than an adjacent one. High light levels negatively affect both humans and wildlife populations. Studies have shown that humans get less sleep and sleep less soundly where there are light intrusions. High and disparate light levels affect wildlife movements and the habits of normally nocturnal animals. Reducing light pollution serves to lower overall energy costs by directing the correct light levels in the right places, reducing the need for higher wattage fixtures. Containing light spillover may help prevent crime, as constant light levels across properties/areas reduce the amount of time the human eye needs to adjust to different light levels.<sup>6</sup>

The main sources of light pollution in the sector plan area are existing commercial uses, particularly auto-related uses along Annapolis Road (MD 450) and Lanham Severn Road (MD 564) near the Capital Beltway.

### Maintaining Existing Woodlands

The sector plan area’s woodlands have been decimated over time by development. Residential and commercial projects involve necessary lot clearing that removes the majority of on-site trees and vegetation to allow for building construction and to ensure proper drainage. Such clearing affects not only the property under development but also properties adjacent to it. The loss of woodlands also has significant environmental consequences, such as alteration of drainage patterns, loss of pollutant infiltration, increased heat, and potential erosion.

Tree conservation plans are required with all development applications unless a site is less than 40,000 square feet in size or has fewer than 10,000 square feet of existing woodlands. Activities that disturb fewer than 5,000 square feet of woodlands are also exempt. The exemptions only apply to properties that do not currently have an approved

tree conservation plan. These plans must identify existing woodlands, nonwoodland vegetation, and existing constructed and natural features. Priority areas are identified for preservation and include streams and wetlands and their associated buffers, as well as the 100-year floodplain. The regulations contain fines for woodland destroyed without a permit or in violation of a tree conservation plan. If trees are to be planted to meet the woodland conservation requirements, a bond must be posted to ensure completion.

Subtitle 23 of the Prince George’s County Code requires the planting and protection of street trees along county roadways as part of private development projects. In addition, the *Prince George’s County Landscape Manual* contains standards for planting street and shade trees on residential, commercial, and industrial properties (including parking lots). The Landscape Manual requirements do not result in additional forests being planted; however, they do provide much-needed tree canopy on developed portions of a site.

### Energy Consumption/Green Building

In the United States, buildings account for approximately 12 percent of national water consumption, 39 percent of carbon dioxide emissions, and 71 percent of electricity consumption.<sup>7</sup> Rising energy costs and concerns about environmental sustainability have prompted the use of “green” building practices, which aim to reduce resource consumption by promoting efficient building siting, design, construction, landscaping, operation, and maintenance. Green building typically includes elements, such as the use of recycled construction materials; the reuse of wastewater; energy-efficient windows, insulation, and HVAC systems; green roofs (roofs containing a layer of plant material that helps cool the environment); and solar panels. The incorporation of green elements usually reduces operating and life-cycle costs and improves a building’s longevity. Depending on the market and potential users, the use of green building techniques may increase marketability. Studies have shown that occupant productivity is increased and absentee rates are reduced in buildings that have more ambient

<sup>6</sup> This principle can be found in the widely-accepted Crime Prevention Through Environmental Design Guidelines.

<sup>7</sup> U.S. Green Building Council, <http://www.usgbc.org/>.

light, cleaner indoor air quality, and access to open space.

The United States Green Building Council has established the Leadership in Energy and Environmental Design (LEED) program, a nationally recognized program designed to promote the use of green building techniques (see Appendix 5 on page 269). LEED involves a rating system for the design, construction, operation, and maintenance of high-performing green buildings. This system evaluates such building elements as indoor air quality, water efficiency, recycling, and energy-efficient lighting, along with site elements, such as landscaping and location near existing infrastructure and transit. Points are assigned per building element, and the number of points received determines the building's level of LEED certification (from lowest to highest): "Certified," "Silver," "Gold," and "Platinum."



Many jurisdictions have adopted incentives or requirements for green buildings, including expedited development review, reduced permitting and application fees, and tax credits. In Prince George's County, a 2007 Executive Order—part of the Going Green Initiative—mandates that all new county buildings or those undergoing major renovations achieve LEED Silver certification.<sup>8</sup> This leadership should translate to more buildings in the county achieving some level of LEED certification.

<sup>8</sup> Prince George's County, Prince George's County Goes Green Executive Order, <http://www.princegeorgescountymd.gov/Government/AgencyIndex/GoingGreen/order.asp>.

## Recommendations

**Goal 1: Restore and enhance water quality in areas that have been degraded.**

**Policy 1: Decrease the amount of pollutants from both storm and nonstorm events entering sector plan area wetlands and waterways.**

### Strategies:

Require the use of conservation landscaping techniques that reduce water consumption and the need for fertilizers or chemical applications. These techniques include planting native plant stock, utilizing efficient irrigation, mulching, soil preparation, and appropriate planning, design, and maintenance.

The capture and reuse of rain water is highly encouraged. These principles coupled together can help to reduce the amount of water necessary for maintaining landscaped areas and will help to increase the water and pollutant uptake by landscaped areas. Designing landscaped areas to intercept stormwater will also help to increase the self-sustaining nature of these areas.

Provide educational opportunities for residents and businesses regarding proper lawn fertilization techniques. M-NCPPC should work in coordination with the county's DER to create an educational outreach program.

Educating homeowners about proper fertilizing and lawn maintenance techniques helps reduce the amount of unnecessary fertilizer that eventually ends up in local waterways. An education program for homeowners will help to reduce nonpoint nutrient pollution of the county's tributaries and eventually the Chesapeake Bay.

Develop a trash removal strategy for urban stormwater management and storm drainage programs.

M-NCPPC should coordinate with the Department of Public Works and Transportation to create a consistent program. The DER can increase the circulation of brochures regarding littering and dumping to citizens of the county.

**Policy 2: Preserve, enhance, or restore the vegetated buffers around wetlands and waterways.**

**Strategy:**

Target priority areas such as grassed stream buffers for forest planting or enhancement.

Increasing the stream buffer via tree planting helps buffer the stream against the negative effects of stormwater runoff. The roots of trees help stabilize stream banks and take up the nutrients and pollutants contained in stormwater runoff. The tree canopy provides shade, while the trees themselves provide habitat for wildlife. Increasing the forested riparian buffers around the streams in Prince George's County shall decrease the negative effects from stormwater runoff. This shall be coordinated through the development review process or through voluntary programs. As development sites are reviewed on a case-by-case basis, the type of existing stream buffers should be evaluated. Enhancing the stream buffer by concentrating tree plantings there is highly encouraged.

**Goal 2: Prevent flooding associated with new and redevelopment.**

**Policy 1: Ensure stream corridors are clear of debris, both manmade and natural, in known flooding areas.**

**Strategy:**

At the time of a development proposal, evaluate stream corridors for blockages, especially in the Folly Branch watershed.

Keeping stream corridors clear of blockages helps keep water flowing downstream within the stream channel instead of being backed up into the floodplain and potentially into areas adjacent to the floodplain. Culverts, stream banks, and channels shall be assessed for woody debris and trash blockages that could potentially cause flooding in large storm events. The maintenance of stream corridors will help prevent unnecessary flooding along streams.

**Policy 2: Ensure that the quantity of stormwater discharged from a site post-development does not exceed predevelopment conditions.**

**Strategies:**

Implement stormwater management techniques on development sites to mitigate the negative impacts of development.

Techniques such as green roofs, bioretention, rain gardens, and infiltration areas are methods that can be employed to best mimic predevelopment conditions on a site. This should be addressed at time of conceptual stormwater management plan approval.

In the Folly Branch watershed, require verification of typical groundwater levels on-site prior to development.

The grading of a site shall not negatively impact the groundwater hydrology in a manner that increases flooding in below-ground structures. This verification will help guide the best type of development for the site, while preventing flood water damage to the structure.

Create an electronic database of flooding complaints in order to identify areas of known flooding to avoid future problems.

This comprehensive tool will help guide how development occurs on a property within an area of known flooding and how it should be housed and maintained by DER. In known groundwater flooding areas, houses with basements should be limited, or other mitigation techniques should be implemented.

**Goal 3: Preserve, enhance, and restore the existing tree canopy within the sector plan area.**

**Policy 1: Focus tree and forest preservation and restoration efforts in appropriate areas.**

**Strategies:**

Prioritize on-site tree preservation within the local green infrastructure network, if applicable.

The local green infrastructure network has been identified in order to prioritize the area's most

valuable ecological resources. Maintaining existing or enhancing tree cover in this area will help to sustain these natural areas for future generations. The network gap areas have been identified in order for reforestation/afforestation to occur, contributing to the overall health of the local green infrastructure network.

**Support shade tree plantings for roadways, residential streets, and parking lots.**

These tree plantings can contribute to the enhancement of the urban tree canopy while mitigating heat island effects by creating patches of shading in the urban environment.

**Support forest protection and restoration efforts on parkland.**

Areas of parkland used for passive recreation should be planted in a diverse mix of native trees in order to contribute to the future forest cover of the sector plan area.

***Policy 2: Encourage the application of urban forestry principles to landscaping and reforestation efforts, while increasing opportunities for incorporating tree planting into the existing landscape.***

***Strategies:***

Utilize the following key principles when implementing landscape and reforestation/afforestation efforts:

- Use native plant species for landscape projects.
- Plant a mixture of overstory trees and understory trees and shrubs.
- Prevent the use of nonnative plant species.

The use of these key principles can contribute to restoring and enhancing the forest cover that once used to dominate the sector plan area.

**Encourage residents, community associations, and businesses to apply for funding from county programs such as ReLeaf, an initiative to provide funding for communities to plant trees on public property.**

The county sponsors two tree give-away events: the annual Gorgeous Prince George's Beautification

Program and the annual Arbor Day celebration. These programs help contribute to the aesthetic and environmental well-being of a community.

**Increase the percentage of urban tree canopy by planting trees and other vegetation, especially along roadways, in median strips, and within residential communities.**

Ensure that root space is sufficient for long-term survival. These street tree plantings can also be designed as a stormwater amenity by using recessed planting boxes or open space grates around the trees. This method will help intercept stormwater from surrounding impervious surfaces while providing a source of water for the trees.

**Undertake a comprehensive study of the Folly Branch watershed.**

The sector plan recognizes that flooding and existing environmental conditions within the Folly Branch watershed are significant issues. DER and the M-NCPPC Planning Department staff will conduct a comprehensive study of the Folly Branch watershed, including an investigation of existing flooding and stormwater problem areas. The study will recommend a wide range of private and public actions necessary to address watershed conditions.

***Policy 3: Ensure that no net loss of forest cover occurs within the boundaries of the sector plan area.***

***Strategies:***

**Require a minimum of ten percent tree canopy coverage on all new and redevelopment projects.**

Encourage the preservation of existing specimen trees (75 percent of the diameter of the champion tree or over 30 inches in diameter at breast height). These trees enhance both the site's aesthetics and its microenvironment.

**Require on-site tree preservation to the maximum extent possible before considering off-site options.**

All attempts at preserving tree canopy through off-site mitigation shall be attempted within the sector plan area before elsewhere in the county is allowed. Fee-in-lieu monies collected for conformance with the Woodland Conservation and



Tree Preservation Ordinance should be directed to specific county tree programs.

**Goal 4: Utilize innovative stormwater management best practices to mitigate the negative impacts of stormwater runoff.**

**Policy 1: Require stormwater to be treated nonstructurally to the maximum extent practicable.**

**Strategies:**

Require environmental site design stormwater management techniques to be used on-site to the maximum extent practicable.

Environmental site design techniques build on the idea that stormwater is dealt with on a site either by evapotranspiration through vegetation, infiltration back into the ground, or reused graywater in associated buildings. Techniques such as rain gardens, bioretention and infiltration areas, innovative stormwater outfalls, underground stormwater management, green streets, cisterns, rain barrels, grassed swales, and stream stabilization shall be utilized. The Maryland Stormwater Design Manual shall be utilized for correct design and installation for each project.

Require that large tracts of impervious surfaces be disconnected through the use of careful site design.

This can be achieved by utilizing areas of alternative (pervious) pavers, soil amendments and conditioning, bioretention islands, rooftop gardens, and other landscaping techniques. These techniques mimic the original predevelopment land conditions and will help mitigate the negative effects of stormwater runoff.

Promote use of areas designed to increase infiltration within required open or green space.

Open space areas like ball fields and grassed plazas can contain an underground area that can promote infiltration or contain a cistern. These areas are meant to retain rainfall by promoting infiltration back into the ground instead of conveying the water into the nearby stream systems. Other options for less intensely used open space areas are to create

linear wetland cells that can act as treatment for nearby stormwater runoff.

**Goal 5: Address issues of energy conservation, light pollution, air pollution, and noise impacts within the sector plan area.**

**Policy 1: Increase opportunities for utilizing green building opportunities in the sector plan area.**

**Strategies:**

Encourage the use of green building techniques as designated by the U.S. Green Building Council or a green building program equivalent.

New building designs should incorporate the latest environmental technologies in project buildings and site designs. As redevelopment occurs and where appropriate, existing buildings should be reused and redesigned to incorporate energy and building material efficiencies. These strategies help to create more sustainable conditions of developed areas.

Support the development of a countywide green building program that provides incentives for reducing the overall impacts of buildings on the environment and cleaner, healthier buildings to support the health and wellness of county residents and employees.

A green building program will not only allow for more sustainable development in the county but also will increase opportunities for the creation of more green jobs.

**Policy 2: Reduce light pollution and intrusion into residential communities and environmentally sensitive areas.**

**Strategies:**

Encourage the use of lighting technologies for athletic fields, shopping centers, gas stations, and vehicle sales establishments that reduce light intrusion on adjacent properties, so that safe and even light levels are maintained.

Require the use of full cutoff optic light fixtures.

These types of fixtures put light on the ground below the fixture only and do not allow for light intrusion into the sky. They direct light to the ground

in a direct, tight pattern. These fixtures will help to reduce the negative effects of light pollution, which not only obscures the night sky but also can cause light to trespass onto neighboring properties.

Require a detailed lighting plan to be submitted for all new projects that considers existing light levels.

These lighting plans shall be submitted at the time of development review in order that each site shall be reviewed. Verification of light levels shall ensure that current nighttime light levels are not exceeded and do not negatively contribute to the light pollution in this area.

***Policy 3: Reduce air pollution to support community health and wellness and champion nonmotorized transportation alternatives.***

### ***Strategies:***

Design new and redevelopment projects to minimize the need for motor vehicle trips and prevent conditions that may create local air pollution nuisances.

A comprehensive analysis of the surrounding area in the development review process will help to give a bigger picture of the area. Developing in areas that have existing services can help to reduce the need for automobile trips.

Provide an improved, continuous network of sidewalks and bikeways to facilitate safe pedestrian use and access.

As development sites are reviewed, the surrounding area should be analyzed for comprehensive sidewalk and bikeway connections.

Provide park-and-ride lots along major roads for carpools, vanpools, and transit users.

These areas are especially important around the Seabrook MARC station, where people are most likely to be commuting. Encourage the use of carpools and vanpools to decrease the amount of automobile traffic within the sector plan area.

***Policy 4: Reduce adverse noise impacts to meet State of Maryland noise standards.***

### ***Strategies:***

Evaluate development and redevelopment proposals using Phase I noise studies and noise models.

Provide adequate setbacks for projects located adjacent to existing and proposed noise generators and roadways of arterial or freeway classification or greater.

Provide noise attenuation measures when noise issues are identified.

Provide sound barriers between incompatible uses.

Restrict hours of operation for uses that produce excessive noise.

# Parks, Recreation, and Open Space

**P**arks, trails, and other open space resources compose an area's "green infrastructure," together forming a network that provides public spaces for recreation, community beauty, animal habitat, and stormwater management. This green infrastructure differs from a community's "gray" infrastructure, which includes roads, utilities, and public facilities. The open space network is not just confined to parkland or trails; it also encompasses portions of a community's public realm, such as the tree-lined streets and sidewalks that connect open space resources.

An open space network can be thought of as a fundamental framework for a community, providing attractive and comfortable "natural" connections between open spaces that support and enhance the community's built environment. As such, parks, pedestrian/bike trails, stream corridors, and tree-lined streets should be understood as a system, not as a collection of isolated green areas.

As interest in walkable communities has been renewed, the importance of parks and open space has grown in community estimation. The post-World War II suburban model of development featured single-family homes with large green yards; this model essentially substituted private yards for public open space. Often beyond comfortable walking distance for neighborhood residents, suburban parks frequently were not built as neighborhood-serving amenities. Today, more individuals recognize the health benefits of recreational activities and seek comfortable, accessible open space facilities. Networked open spaces bring multiple benefits. They provide places for active and passive recreation; encourage community users to walk to other destinations, such as commercial/employment areas, schools, or transit centers; and add value to adjacent neighborhoods, improving the entire community's quality of life.

## Key Findings

- Park and recreation facilities are evenly distributed throughout the sector plan area.
- The sector plan area has a small overall parkland deficit, based on standards defined by the 2002 *Prince George's County Approved General Plan*.
- Under these standards, the sector plan area has a surplus of regional parkland but a deficit of local parkland.
- Stream valley parks and trails are major open space amenities in the sector plan area.
- Prince George's County has a range of tools for open space acquisition, including direct purchase, environmental mitigation, and mandatory dedication as part of the subdivision development process.

## Major Challenges

- Much of the sector plan area has been developed, and few large tracts of land exist for future parkland development.
- The widespread existence of stream valley wetlands makes the creation of trails difficult, due to location and potential destruction of wetland environment.

## Existing Conditions

### Parks and Recreation Facilities

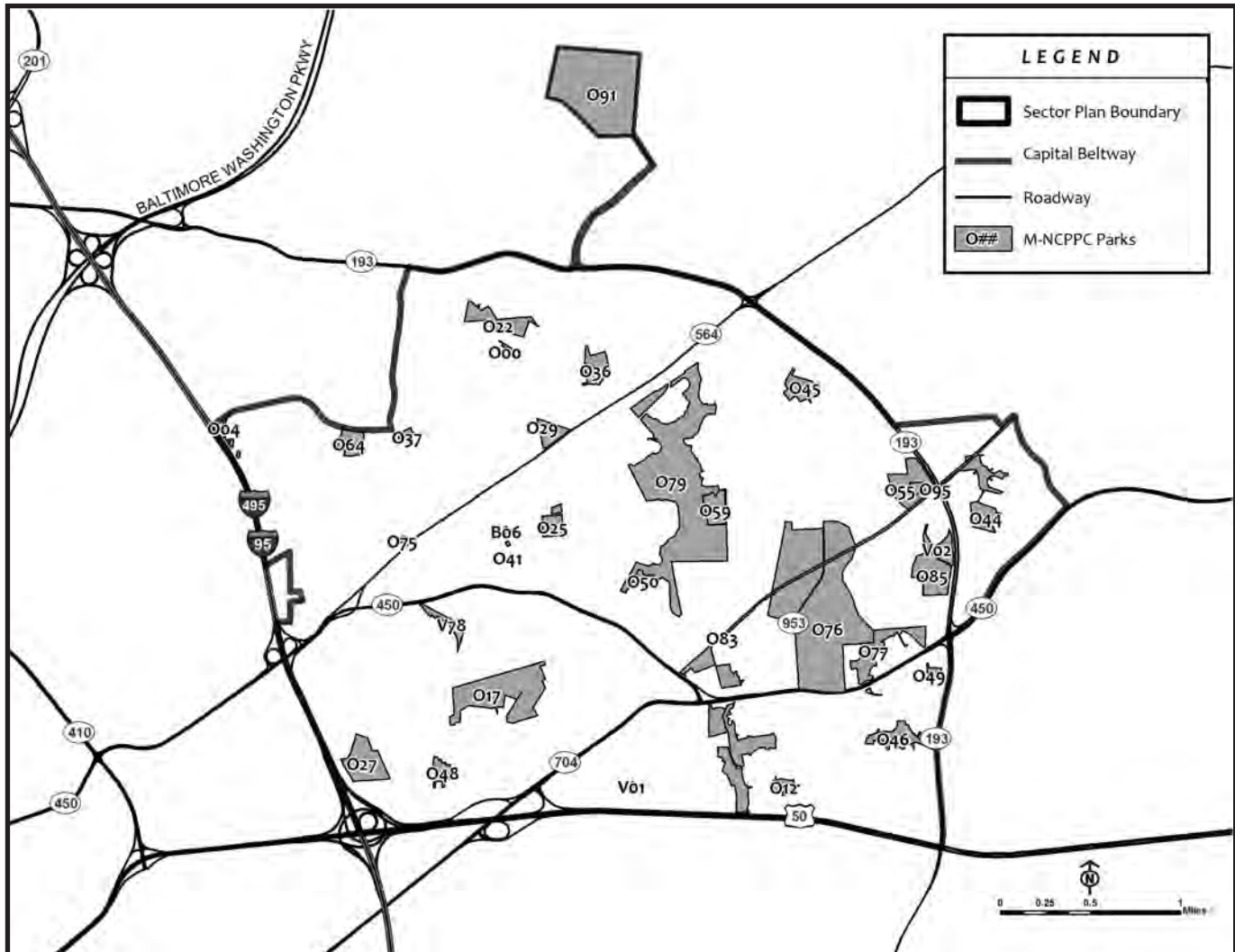
Prince George's County contains almost 26,000 acres of The Maryland National Capital Park and Planning Commission (M-NCPPC) parkland, with almost one-third of the holdings developed for active or passive recreational uses. Just over four percent of this public open space lies within the Glenn Dale-Seabrook-Lanham sector plan area. Over 600 acres of

open space have been added since the 1993 *Approved Master Plan and Sectional Map Amendment for Glenn Dale-Seabrook-Lanham and Vicinity (Planning Area 70)*, although one-third of this total can be attributed to including the former Glenn Dale Hospital site on the list of park facilities. The other large parkland

development since 1993 is the Folly Branch Stream Valley Park, which increased from slightly over four acres in 1992 to almost 308 acres in 2008. An inventory of existing parks and recreation areas are shown on Map 15 and listed in Table 20 on page 117.

### MAP 15

#### EXISTING PARK AND RECREATION RESOURCES



Source: M-NCPPC



**Table 20**  
**Existing Park and Recreation Resources**

<b>Park ID #</b>	<b>Name</b>	<b>Acreage</b>	<b>Park ID #</b>	<b>Name</b>	<b>Acreage</b>
B06	Seabrook Schoolhouse Historic Site	0.4628	055	Glenn Dale Community Center Park	22.2084
000	Good Luck Heights Neighborhood Minipark	0.4501	064	Good Luck Community Center Park	10.1416
004	Dresden Green Neighborhood Playground	2.4463	075	Hynesboro Park Neighborhood Minipark	0.5165
012	Glenn Dale Estates Neighborhood Park	5.3390	076	Glenn Dale Hospital Site	205.5234
017	Lanham Forest Community Park	64.9381	077	Lottsford Branch S.V.P.	26.6025
022	Presley Manor Neighborhood Park	17.8283	079	Folly Branch S.V.P.	307.7551
025	Thomas Seabrook Neighborhood Park	9.7299	083	WB&A Railroad Trail	30+/- Ac. of 104.57
027	Whitfield Chapel Community Park	26.7077	085	Marietta Manor Historic Site	23.6877
029	Gaywood Neighborhood Park/School	8.8686	091	Prince George's Sports Center	116.8210
036	Woodstream Neighborhood Park	13.1558	095	Glenn Dale Aquatic Center at Glenn Dale Community Center Park	2.67
037	Cipriano Neighborhood Park	3.0350	050	Glenwood Park Neighborhood Park at Folly Branch S.V.P.	8.14
041	Seabrook Neighborhood Recreation Center	0.3444	059	Lincoln-Vista Community Park at Folly Branch S.V.P.	36.0
044	Camelot Community Park	23.8264	V01	Sports Division Offices at Forbes Office Park	0.43
045	Glenn Dale Neighborhood Park	11.9570	V02	Gabriel's Run Neighborhood Park	10.156
046	Holmehurst Neighborhood Park	11.9602	V78	Bald Hill S.V.P.	86.2729
048	Tabbs Neighborhood Park	7.1528			

**Note:** The Sports Division Offices have been removed.

**Source:** M-NCPPC

Public open space within Prince George's County is categorized by size and function. Classifications are shown in Table 21 on page 118.

<b>Table 21</b> <b>Park Classifications</b>			
<i><b>Name</b></i>	<i><b>Facility Types</b></i>	<i><b>Service Area</b></i>	<i><b>Acreage</b></i>
Neighborhood Park and Recreation Areas	Mini-parks, playgrounds, parks, recreation centers, and park/schools	Serve immediate vicinity	Less than 20
Community Park and Recreation Areas	Community centers, parks, recreation centers, and cultural centers	Serve a larger area but are still considered to be “local parks”	Between 20 and 200
Regional Park and Recreation Areas	Stream valley parks, regional parks, cultural arts centers, and service facilities	Serve an entire region of the county	More than 200
Countywide Park and Recreation Areas	River parks, historic sites/landmarks, hiker/biker/equestrian trails, unique natural features, conservation areas, and service facilities	Serve the entire county	N/A
Urban Park and Recreation Areas	Urban parks and urban nature centers	Serve residents with severely limited access to outdoor nature areas	N/A
Special Park and Recreation Areas	Aquatic facilities, ice rinks, golf courses, shooting centers, athletic complexes, equestrian centers, airports, marinas, and reclamation areas	Serve the entire county	N/A
<b>Source:</b> M-NCPPC			

<b>Table 22 Neighborhood Park and Recreation Areas</b>		
<b>Map #</b>	<b>Name</b>	<b>Acreage</b>
1	Good Luck Heights Neighborhood Mini-Park	0.45
2	Dresden Green Neighborhood Playground	2.45
3	Glenn Dale Estates Neighborhood Park	5.34
4	Presley Manor Neighborhood Park	17.82
5	Thomas Seabrook Neighborhood Park	9.73
6	Gaywood Neighborhood Park and School	8.87
7	Woodstream Neighborhood Park	13.16
8	Cipriano Neighborhood Park	3.04
9	Seabrook Neighborhood Recreation Center	0.34
10	Glenn Dale Neighborhood Park	11.96
11	Holmehurst Neighborhood Park	11.96
12	Hynesboro Neighborhood Mini-Park	0.52
13	Gabriel's Run Neighborhood Park	10.02
14	Tabbs Neighborhood Park	7.15
15	Holmehurst West Neighborhood Park	2.33
16	Glenwood Park Neighborhood Park	8.14
<b>Total neighborhood park acreage:</b>		<b>113.28</b>
<i>Source:</i> M-NCPPC		

### Neighborhood Park and Recreation Areas

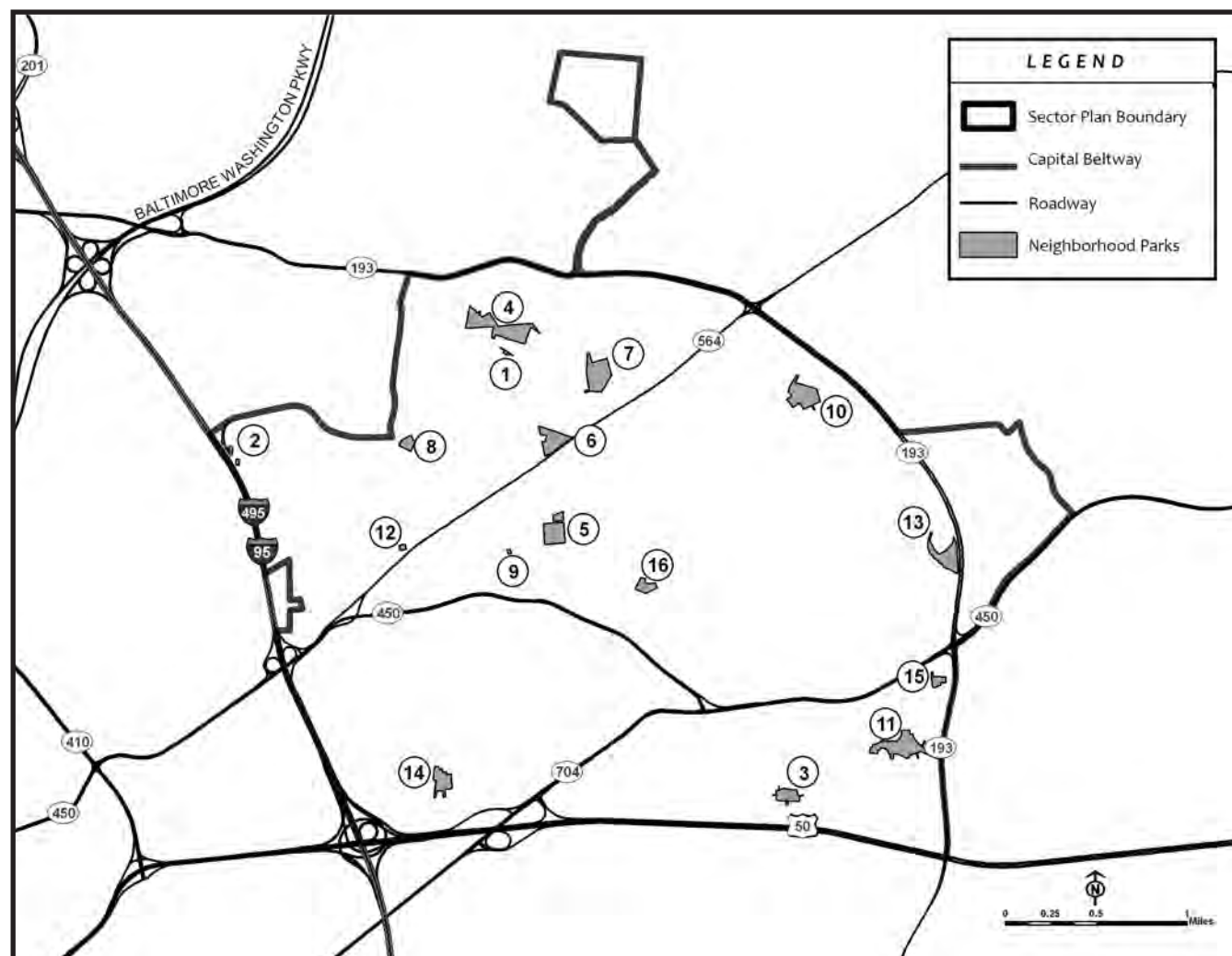
Neighborhood parks are the smallest parks in the M-NCPPC system, ranging from miniparks, under an acre in size, to parks just under 20 acres. These parks serve as their name implies, providing open space and recreational opportunities for their immediate communities. Facilities found in neighborhood parks typically include playground equipment, athletic fields/areas for open play, picnic shelters, and

landscaping. The Glenn Dale-Seabrook-Lanham sector plan area contains 16 neighborhood park facilities.

Neighborhood park facilities are listed in Table 22 on page 119 and Map 16 on page 120 shows the distribution of these parks within the sector plan area. Most neighborhood parks are located in the northern and eastern portions of the sector plan area.

## MAP 16

### NEIGHBORHOOD PARKS\*



Source: M-NCPPC

\*See Table 22 on page 119.

### Community Park and Recreation Areas

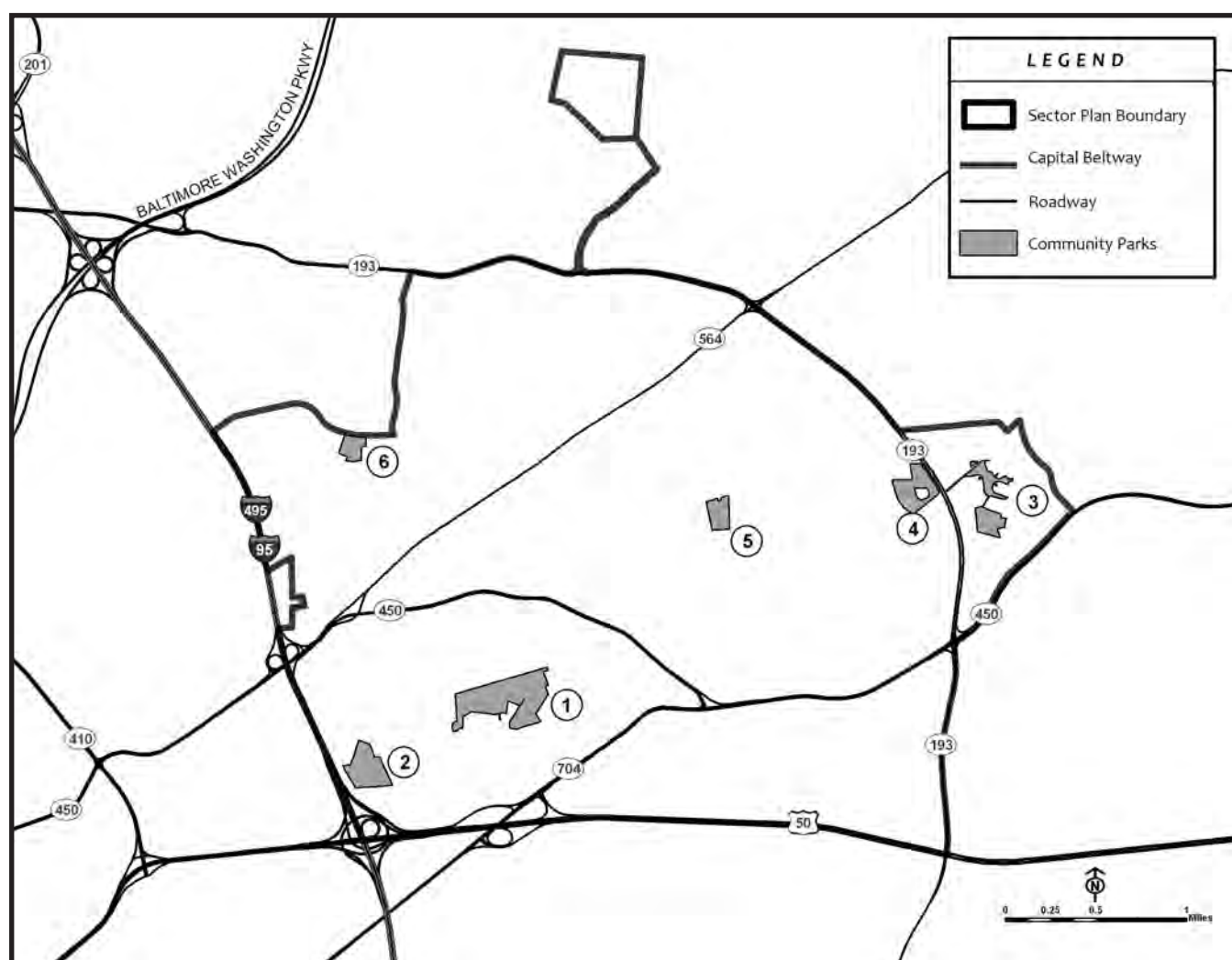
Community parks are larger than neighborhood parks and are intended to serve multiple neighborhoods. Community centers and recreation centers also fall within this category. Sizes range from 20 acres to 200 acres per facility. Like neighborhood parks, these facilities typically include playground

equipment, athletic fields/areas for open play, picnic shelters and facilities. Typically, though, there are more of these amenities at a community park than at a neighborhood park. The sector plan area includes six community parks, four of which are connected to other recreation amenities—Lanham



## MAP 17

### COMMUNITY PARKS\*



Source: M-NCPPC

\*See Table 23 on page 122.

Forest Community Park is adjacent to Bald Hill Branch, Camelot Community Park and Glenn Dale Community Center Park lie along the Washington, Baltimore & Annapolis (WB&A) Trail, and Lincoln-Vista Community Park is adjacent to the large Folly Branch Stream Valley Park. Most of the community

parks in the Glenn Dale-Seabrook-Lanham area are relatively small and are located in the southwestern and eastern portions of the sector plan area.

Map 17 on page 121 illustrates the location of community parks in the sector plan area, which are listed in Table 23 on page 122.

<b>Table 23 Community Parks and Recreation Areas</b>			
<b>Map #</b>	<b>Name</b>	<b>Location</b>	<b>Acreage</b>
1	Lanham Forest Community Park	Bald Hill Branch	64.94
2	Whitfield Chapel Community Park	5214 Whitfield Chapel Road	26.71
3	Camelot Community Park	WB&A Trail	23.83
4	Glenn Dale Community Center Park	WB&A Trail	22.21
5	Lincoln-Vista Community Park	Folly Branch Stream Valley Park	36.0
6	Good Luck Community Center Park	8601 Good Luck Road	10.14
<b>Total Community Park Acreage:</b>			<b>183.83</b>
<b>Source:</b> M-NCPPC			

### Regional Parks and Recreation Areas

Regional parks include M-NCPPC-owned lands over 200 acres in size, cultural centers, and/or parkland. Regional parks are designed to serve large portions of Prince George's County and typically contain a variety of unique facilities, such as campgrounds, nature centers, boating areas, and trails. These parks usually include large amounts of undeveloped land left open for passive recreation and natural resource preservation.

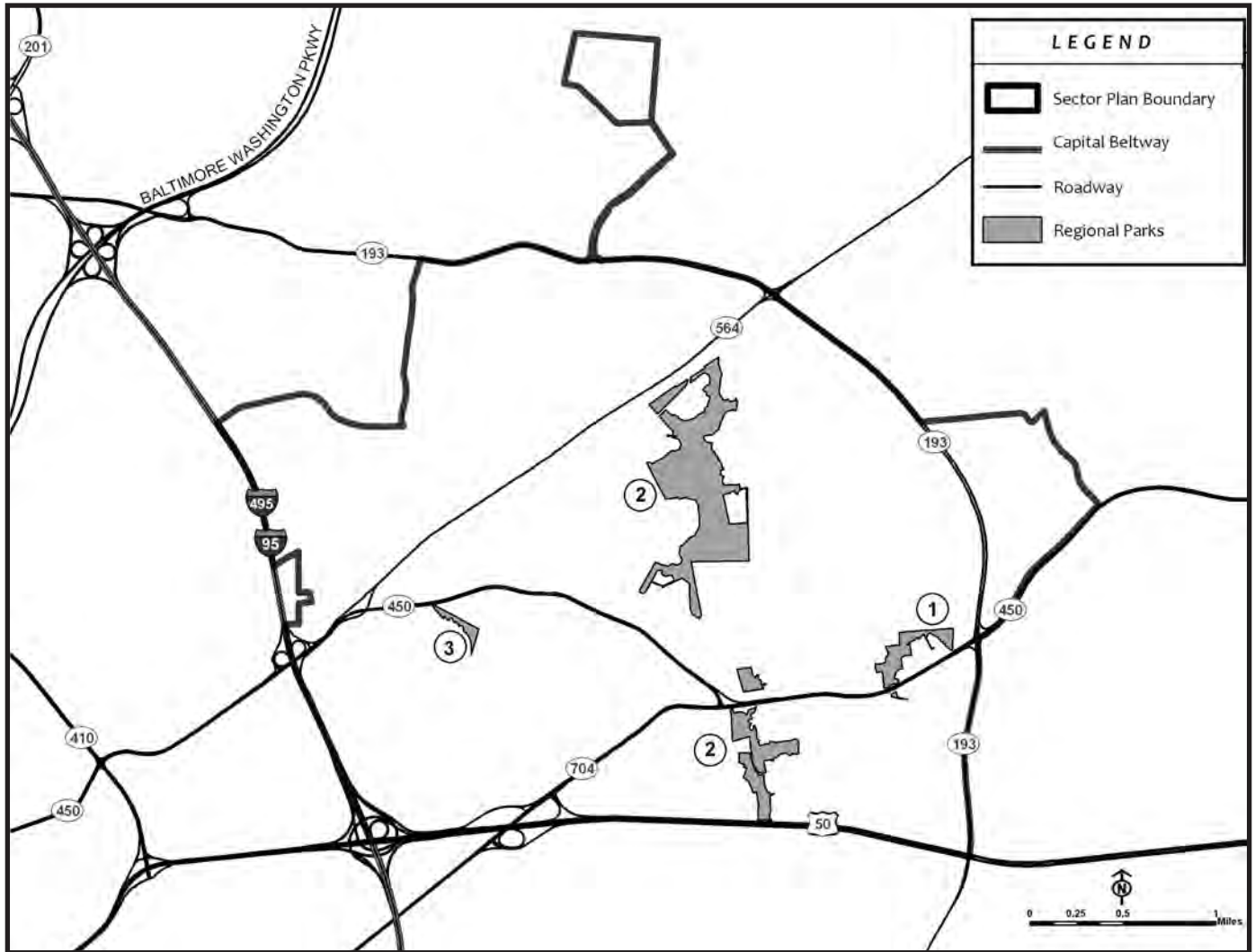
The county has five developed 200-acre-plus parks; none is located within the Glenn Dale-

Seabrook-Lanham area. However, three regional parks can be found in the eastern portion of the sector plan area. The former Glenn Dale Hospital site qualifies as a regional park due to its acreage, but it contains no park facilities currently accessible by the public.

Regional parks located in the sector plan area are shown on Map 18 and listed in Table 24 on page 123. The majority of this acreage is located within the Folly Branch Stream Valley Park, where M-NCPPC has been acquiring acreage for the past two decades.

# MAP 18

## REGIONAL PARKS\*



Source: M-NCPPC

\*See Table 24 on page 123.

Table 24 Regional Parks and Recreation Areas		
	Name	Acreage
1	Lottsford Branch Stream Valley Park	26.60
2	Folly Branch Stream Valley Park	307.76
3	Bald Hill Stream Valley Park	86.27
<b>Total Stream Valley Park Acreage</b>		<b>420.63</b>
Source: M-NCPPC		

### *Countywide Park and Recreation Areas*

Countywide parks contain special features and facilities designed to serve all county residents. These may be river parks, historic sites/resources, trails, unique natural features, conservation areas, or service facilities. Three countywide park resources are located within the Glenn Dale-Seabrook-Lanham sector plan area (i.e., Marietta, the Seabrook School, and the WB&A Trail).

### *Urban Park and Recreation Areas*

Urban park facilities function as their name implies; they serve county residents with limited access to outdoor nature areas. These facilities are located primarily within the Capital Beltway in the Developing Tier, where higher-density development creates a more urban setting. No urban parks are found in the Glenn Dale-Seabrook-Lanham area.

### *Special Park and Recreation Areas*

This park facility classification serves all county residents and includes unique resources, such as aquatic facilities, ice rinks, golf courses, shooting centers, athletic complexes, equestrian centers, airports, marinas, and reclamation areas. The sector plan area contains two of these special resources—the Glenn Dale Aquatic Center at the Glenn Dale Community Center Park and the Prince George's County Trap and Skeet Center, a public shooting facility located north of Glenn Dale Boulevard (MD 193) off Good Luck Road.

### *Trails*

Trails form an important part of an area's green infrastructure, by offering opportunities for recreational activities separated from automobile interference, such as walking and biking; preserving open space that enhances community character; helping to link wildlife habitats, aiding in stormwater filtration; and serving as nonvehicular transportation corridors. The sector plan area contains the beginnings of an extensive trails network that eventually will link public open space, neighborhoods, and commercial/employment areas together, a unique opportunity that will bring a high degree of connectivity to the community.

The 1993 Glenn Dale-Seabrook-Lanham and vicinity master plan recommended the development of several major east/west trails through the area, including the 5.6-mile WB&A Trail, which has been constructed along an abandoned rail line between the Patuxent River and the intersection of Annapolis Road (MD 450) and Martin Luther King Jr Highway (MD 704) in the south central portion of the sector plan area. This trail connects to the MD 450 sidepath (pedestrian and bicycle trail) and two equestrian trails (see Map 19 on page 125). Additionally, it is adjacent to the former Glenn Dale Hospital site and the former Glenn Dale Community Center and Splash Park. The WB&A Trail is the area's best-known trail and is seen as a community amenity. Plans exist to extend this trail across the Patuxent River into Anne Arundel County.

Stream valley park trails also constitute a major component of M-NCPPC's planned trails network. In 1993, the Folly Branch Stream Valley Park included only four acres of open space; between 1993 and 2009, over 300 acres were added to this park. Linear parks along floodways and drainageways play important environmental and recreational roles in the park system and provide opportunities for the creation of extensive trails running alongside or near the waterways. Additional stream valley parks have been created, such as the Lottsford Branch Stream Valley Park and the Bald Hill Stream Valley Park, and future trails are planned through these important open spaces.

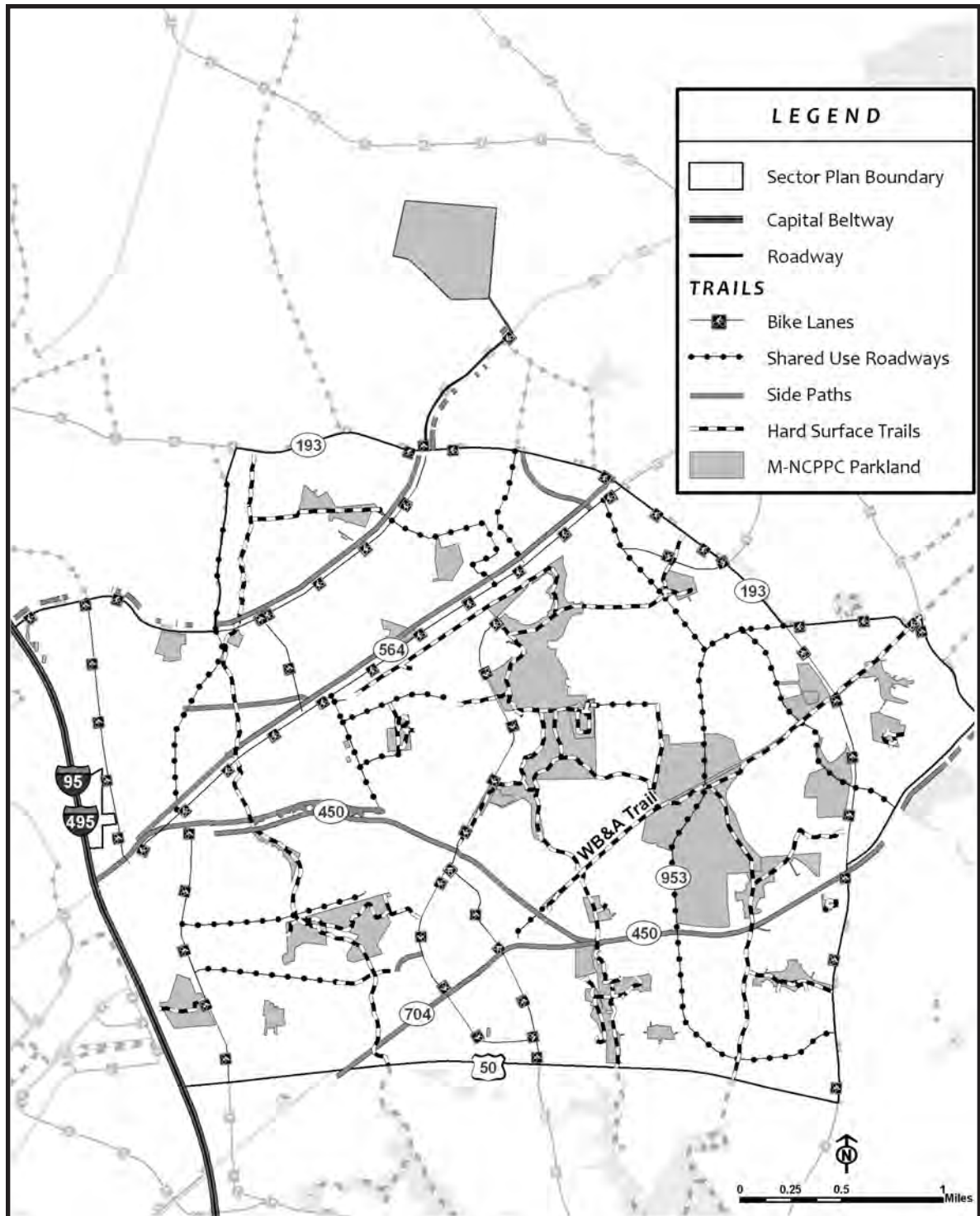
See Chapter 8 on page 137 for more information about the sector plan area's trails system.

### *Private Open Space and Recreation Facilities*

The sector plan area also contains open space and recreation facilities that are available to residents of particular subdivisions. Owned by homeowners associations, these facilities offer recreation alternatives to public open space within the Glenn Dale-Seabrook-Lanham area. Most of these private open spaces are limited in size, and recreational amenities range from simple playgrounds and open areas to more elaborate facilities containing a clubhouse, athletic courts, and a pool. User fees in the form of homeowners association dues are required for access to these private spaces.



MAP 19  
TRAILS MAP



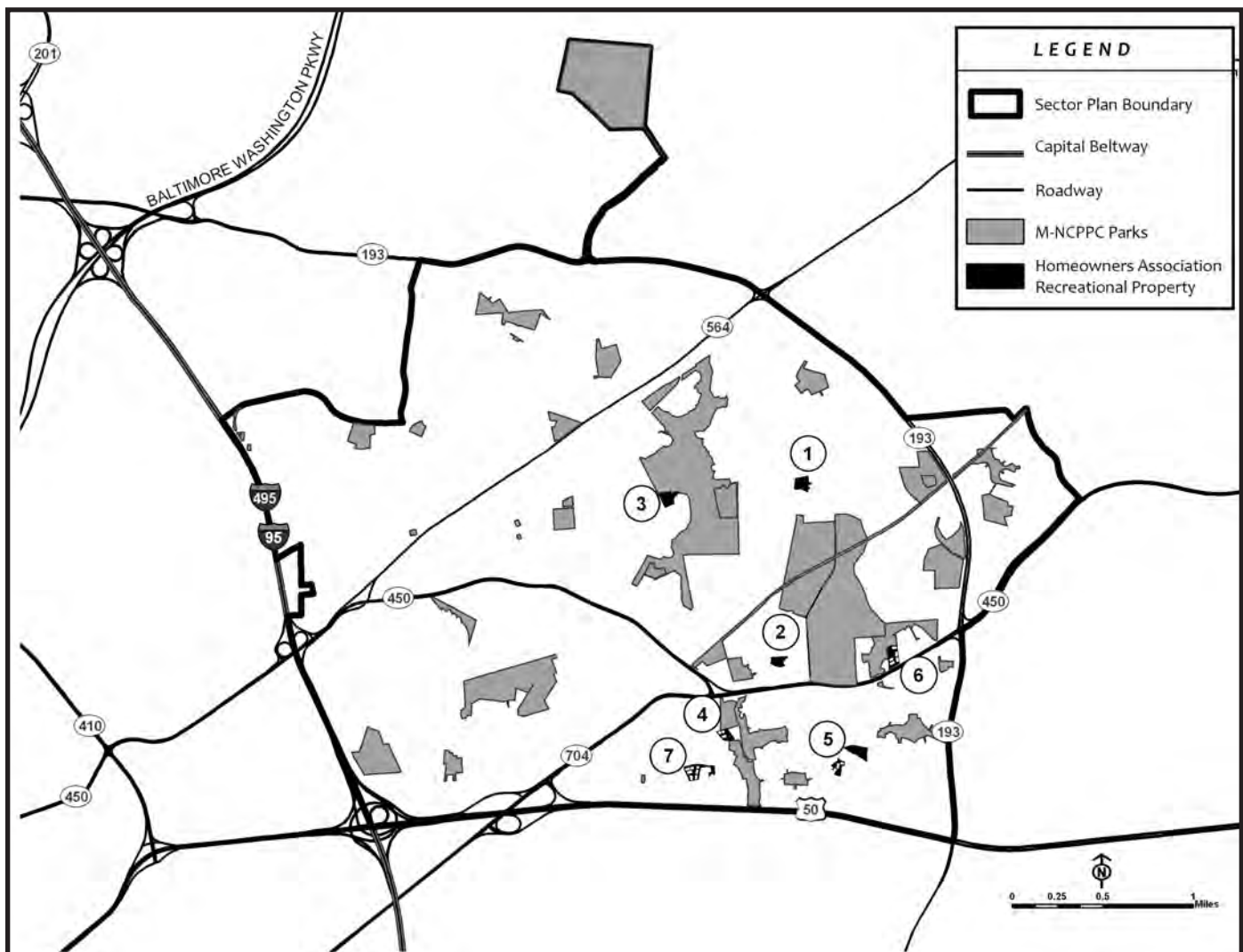
Source: M-NCPPC

Details of Map 20 on page 126, which are listed in Table 25 on page 127, depict these private recreational facilities. These are located mainly in the eastern portion of the sector plan area in more recent

subdivision developments. A notable feature of several of these private recreational spaces is their proximity to existing public open space in the form of stream valley trails.

### MAP 20

#### PRIVATE RECREATIONAL SPACE\*



Source: M-NCPPC

\*See Table 25 on page 127.

<b>Table 25</b>			
<b>Private Open Space and Recreation Facilities</b>			
<i>Map #</i>	<i>Name</i>	<i>Amenities</i>	<i>Acreage</i>
1	Glenn Dale Greens Homeowners Association Facility	Playground	4.16
2	Glendale Woods Homeowners Association Facility	Playground	2.51
3	Glenn Estates Community Association Facility	Clubhouse, 2 tennis courts, pool	3.08
4	Heather Glen Manor Homeowners Association Facility	Basketball half court	2.08
5	Lottsford Homeowners Association Facility	Clubhouse, 2 tennis courts, basketball full court, basketball half court, pool	3.92
6	Sinclair Woods Homeowners Association Facility	Playground	3.03
7	Vista Gardens Homeowners Association Facility	2 playgrounds	2.44
<b>Total private open space acreage:</b>			<b>21.22</b>
<i>Source:</i> M-NCPPC			

## Recreation Programs

Sector plan area recreation facilities offer a variety of programs for all age groups. At the Glenn Dale Community Center and the Good Luck Community Center, residents may use the gyms, work out in the fitness centers, or use facility meeting spaces. Fee programs are divided by age group (adults/young adults, children/youth, seniors, and mixed ages) and include the following:

- Glenn Dale Community Center

- Arts and crafts classes
- Fitness and dance classes
- Sports lessons
- Summer camps
- Swimming at the Glenn Dale Splash Park
- Martial arts classes

- Special senior programming
- Preschool programming
- Good Luck Community Center
  - Fitness and dance classes
  - Sports lessons
  - Cheerleading classes

In addition, the Prince George's Sports Center off Good Luck Road offers trap and skeet shooting, and the M-NCPPC sponsors tours, exhibits, and war reenactments at Marietta, a historic property on Bell Station Road.

## Level of Service

Level of service (LOS) standards are one method of measuring the adequacy of parkland resources. Prince George's County identified the following standards as part of the 2002 General Plan:

- Local parks: Minimum of 15 acres per 1,000 people or the equivalent amenity in parks and recreation service.
- Regional, countywide, and special parks: Minimum of 20 acres per 1,000 people.

Using M-NCPPC's 2005 sector plan area population estimate of 33,278 persons (see Chapter 3 on page 29) to calculate existing LOS, the Glenn Dale-Seabrook-Lanham sector plan area fails to meet the service standard for local parks. Under the 2002 General Plan standards, the sector plan area has a deficit of 246 acres of local parkland. This, however, is mitigated to some degree by the surplus in the sector plan area of regional and countywide recreational facilities—particularly the stream valley parks and the WB&A Trail. In total, the sector plan area in 2005 had only a 58-acre deficit in parkland under the standards adopted by the 2002 General Plan (see Table 26).

The 2002 General Plan standards also can be used with population projections to determine how much parkland will be needed to accommodate future residential development. If current 2002 General Plan standards are applied to the M-NCPPC sector plan area population projection of 33,406 persons in 2030 (assuming no new parkland is added), a deficit will still exist. This deficit of 62 acres is a very small increase from current totals due to the limited projected rate of growth in the sector plan area within the next two decades (see Chapter 3).

For decades, service standards, such as those in the 2002 General Plan, were accepted as the sole measure of parkland level of service. However, recent planning thought has begun to focus more on questions of local and regional parkland accessibility, especially in urbanized/developed areas. People will readily walk five minutes (approximately one-quarter mile) to access an open space amenity, and if this walk is safe and comfortable, many are willing to walk ten minutes or so (approximately one-half mile). Many larger parks contain unique facilities that typically are reached only by bicycle or automobile.

When service radii of one-quarter mile and one-half mile are mapped for public and private parkland and recreational amenities in the sector plan area, it becomes clear that the Glenn Dale-Seabrook-Lanham area contains a variety of facilities that provide good service to area residents. If a one-quarter mile service radius for all park/recreation facilities is overlaid on areas with residential zoning, only the following areas are not within a short walk to an existing park or trail:

- Princess Garden Parkway between Annapolis Road (MD 450) and the Washington Bible College area.
- The northern portion of Whitfield Chapel Road.
- The Vista Gardens area.
- Portions of the Lincoln Vista neighborhood.

**Table 26**  
**Levels of Service**

<i><b>Year</b></i>	<i><b>Projected Area Population*</b></i>	<i><b>Existing Parkland (in acres)</b></i>	<i><b>Public School Acreage Counted as Parkland</b></i>	<i><b>Total Existing Park Resources (in acres)</b></i>	<i><b>Parkland Needs per General Plan Standards (in acres)</b></i>	<i><b>Parkland Surplus or Deficit (in acres)</b></i>
2005	33,278	1,038	69	1,107	1164	(-58)
2030**	33,406	1,038	69	1,107	1169	(-62)
* Population projections from M-NCPPC data						
** 2030 figures assume no new parkland has been acquired and put into service between 2005 and 2030						
<b>Source:</b> M-NCPPC						



- Portions of the residential subdivisions in the southeastern corner of the sector plan area.
- Portions of Good Luck Road and 96th Avenue down to Lanham Severn Road (MD 564).
- Portions of Glenn Dale Road (MD 193) south of Prospect Hill Road.
- Greenbelt Road (MD 193) east of Good Luck Road and west of the Eastgate Shopping Center.

However, if a one-half-mile service radius is applied, only four residential areas can be seen as underserved by park and recreation facilities:

- Whitfield Chapel Road at the Whitfield Chapel Apartments.
- The residential area north of Vista Gardens.
- Princess Garden Parkway north of MD 450.
- Greenbelt Road (MD 193) east of Good Luck Road and west of the Eastgate Shopping Center.

Mapping these service radii does not take into account any barriers to park access. Some users may be discouraged by having to cross busy arterials or collectors or find the streetscapes near the open space facilities uncomfortable (e.g., no street trees for shade, discontinuous sidewalks, and so on). Another barrier may be lack of street connections across natural features or drainage areas. These barriers to access may reduce park use or encourage vehicular travel to these open space amenities.

### Demand for Parks and Recreation Facilities

Children and senior citizens usually constitute the largest groups of park and recreation facility users. The sector plan area's high number of children under 17 (over 28 percent of the population in 2000) suggests a widespread need for parks containing facilities for active recreation. Although the Glenn Dale-Seabrook-Lanham's suburban character provides many private spaces for play (i.e., residential yards), many youth group sports require larger playing areas and/or formal recreation programs. The sector plan area does not contain a large percentage of senior citizens (only 7.2 percent of the population was age 65 or older in 2000), but as the

large "baby boomer" generation reaches retirement, the percentage of adults 65 years and older will grow in the next decade. This increase may lead to additional demand for park and recreation facilities but of a different kind: senior citizens tend to search for passive recreational amenities, such as walking trails, parks with seating areas, and programs targeted to older adults. These demographic trends create the challenge of balancing the needs of a wide range of users in future parks planning.

### Providing New Park and Recreation Resources

The sector plan area's developed nature generally precludes the acquisition of large parcels of open space for new park resources throughout the sector plan area. Land for new parks and trails typically is acquired by direct purchase through the county's capital improvements program, through mandatory dedication under the county's Zoning Ordinance, or through environmental mitigation projects.

#### Direct Purchase

Direct purchase is the most well-known method of acquiring new parkland. In order to purchase a parcel, the Department of Parks and Recreation must have funds programmed in M-NCPPC's capital budget as part of a six-year Capital Improvements Program (CIP) (see Appendix 6 on page 273). Once funded, a project goes into the department's work program for future construction/development.

#### Mandatory Dedication of Parkland

Section 24-134 of Subtitle 24 of the Prince George's County Code requires developers of residential subdivisions to dedicate a percentage of land to M-NCPPC for open space. The amount of land required for dedication varies according to the density of the proposed subdivision. Some exemptions are given for cluster subdivisions, townhouse developments, or recreational community development. This land dedication may be used for passive or active recreation (see Table 27 on page 130).

The state legislature also has authorized Prince George's County to impose a fee-in-lieu of mandatory parkland dedication if a developer is unable to meet the ordinance requirements due to topographical/physical constraints of the property (i.e., its physical

features render it unsuitable for parkland) or if the subdivision already is adequately served by open space.<sup>1</sup> The fee-in-lieu of dedication equals five percent of the land’s market value.

It also is possible to provide recreational facilities instead of land dedication or a fee. Section 24-135 of the Prince George’s County Code permits this as long as the facilities will be superior to what would have been provided under mandatory land dedication, and restrictive covenants will ensure access to the facility for future residents.

<b>Table 27 Mandatory Parkland Dedication*</b>	
<b><i>Project Density</i></b>	<b><i>Required Land Dedication</i></b>
1–4 dwelling units per net acre	5%
4–7.5 dwelling units per net acre	7.5%
7.5–12 dwelling units per net acre	10%
More than 12 dwelling units per net acre	15%
* Under Subtitle 24, § 24-134 of the Prince George’s County Code	
Source: Prince George’s County Code	

### Environmental Mitigation

Open space also may be obtained under the county’s Nontidal Wetland Protection Ordinance.<sup>2</sup> Development that will impact regulated wetland areas is required to submit a mitigation plan that provides for off-site “replacement” of the disturbed wetland.<sup>3</sup> Mitigation activities include the creation of new wetlands or the enhancement of existing wetlands through the preservation of buffer areas, wildlife ponds, or farmed areas.

Required mitigation can add passive open space to the county’s park system, creating or enhancing

<sup>1</sup> Subtitle 24, Section 24-135 of the Prince George’s County Code.

<sup>2</sup> Subtitle 4, Sections 4-356 through 4-379 of the Prince George’s County Code.

<sup>3</sup> According to Subtitle 4, Section 4-371, wetland replacements should be done in kind and at a 1:1 ratio.

areas vital to local ecosystems and providing a range of environmental benefits. Additional information on wetlands mitigation can be found in Chapter 6 on page 101.

### Recommendations

**Goal 1: Protect and enhance the area’s open space system and recreational opportunities.**

**Policy 1: Continue to identify opportunities to acquire new open space in the sector plan area to meet the needs of existing residents and future development.**

#### Strategies:

Continue to seek opportunities for direct purchase of new parkland in the sector plan area.

Although the sector plan area overall contains an evenly distributed system of public open spaces, a parkland deficit exists under the 2002 General Plan standards. This is particularly pronounced for local parkland. M-NCPPC should continue to identify important parcels that could be purchased to enhance the existing park system. Priority should be given to properties that lie adjacent to existing park resources and/or help complete connections within the open space network.

Currently identified opportunities include:

- The Kovar Parker property located along the WB&A Trail (5.3 acres, acquired).
- The Heilig property adjacent to the Glenn Dale Splash Park (15 acres, acquired).
- The Dudley property near the former Glenn Dale Hospital site (15.51 acres).
- The U.S. Department of Agriculture (USDA) Plant Introduction Station (70 acres) that will be surplussed by the federal government.
- The Sampson property adjacent to the former Glenn Dale Hospital site (4.5 acres).
- A parcel within Bald Hill Branch, owned by Prince George’s County, which would connect Lanham

Forest Community Park with Bald Hill Stream Valley Park (9.5 acres).

**Identify publicly held properties that may be appropriate for future parkland.**

Existing M-NCPPC-owned properties offer potential for contributing to the open space network. Creating a new park or recreation facility on land already in public ownership is much easier than finding suitable land to purchase. Review of M-NCPPC- and county-owned property already occurs, but outside agencies own several parcels within the sector plan area that could become important components of the park system. If these properties are surplus in the future, M-NCPPC should consider acquisition. Special attention should be paid to parcels that are located in underserved areas or that connect to existing open space facilities.

One opportunity exists in the immediate future; the USDA Plant Introduction Station, which, due to its proximity to the former Glenn Dale Hospital site, could help create another major regional park amenity. An additional long-term opportunity may be acquisition of the county-owned property adjoining Lanham Forest Community Park and Bald Hill Stream Valley Park.

**Identify potential parkland or recreational facilities that can be obtained through mandatory dedication during the development review process.**

The county's Zoning Ordinance currently requires open space dedication for proposed subdivisions. If dedication is infeasible, the developer may pay a fee-in-lieu of this requirement or provide an equivalent or superior recreational facility. M-NCPPC shall identify important parcels that could be added to the system through this subdivision requirement, whether as direct land dedication or purchase through fees obtained from this requirement. In addition, the M-NCPPC should identify portions of the sector plan area with a deficit of recreational facilities that could be addressed through this ordinance requirement and provide developers with this information for subdivision planning.

**Create a master plan of recreation for the former Glenn Dale Hospital site.**

The former Glenn Dale Hospital site is an important open space asset in the sector plan area. Although currently unused, 150 acres of its open space are available for park use under Maryland House Bill 113 (see Chapters 5 on page 85 and 11 on page 199). This property offers the potential for a major regional park amenity, especially if combined with the purchase of the USDA Plant Introduction Site. An updated master plan for this site will include a variety of recreational opportunities and focus on creating key connections to nearby neighborhoods and the adjacent WB&A Trail.

***Policy 2: Expand existing recreational facilities and develop new facilities to serve user needs.***

***Strategies:***

**Expand the Glenn Dale Community Center.**

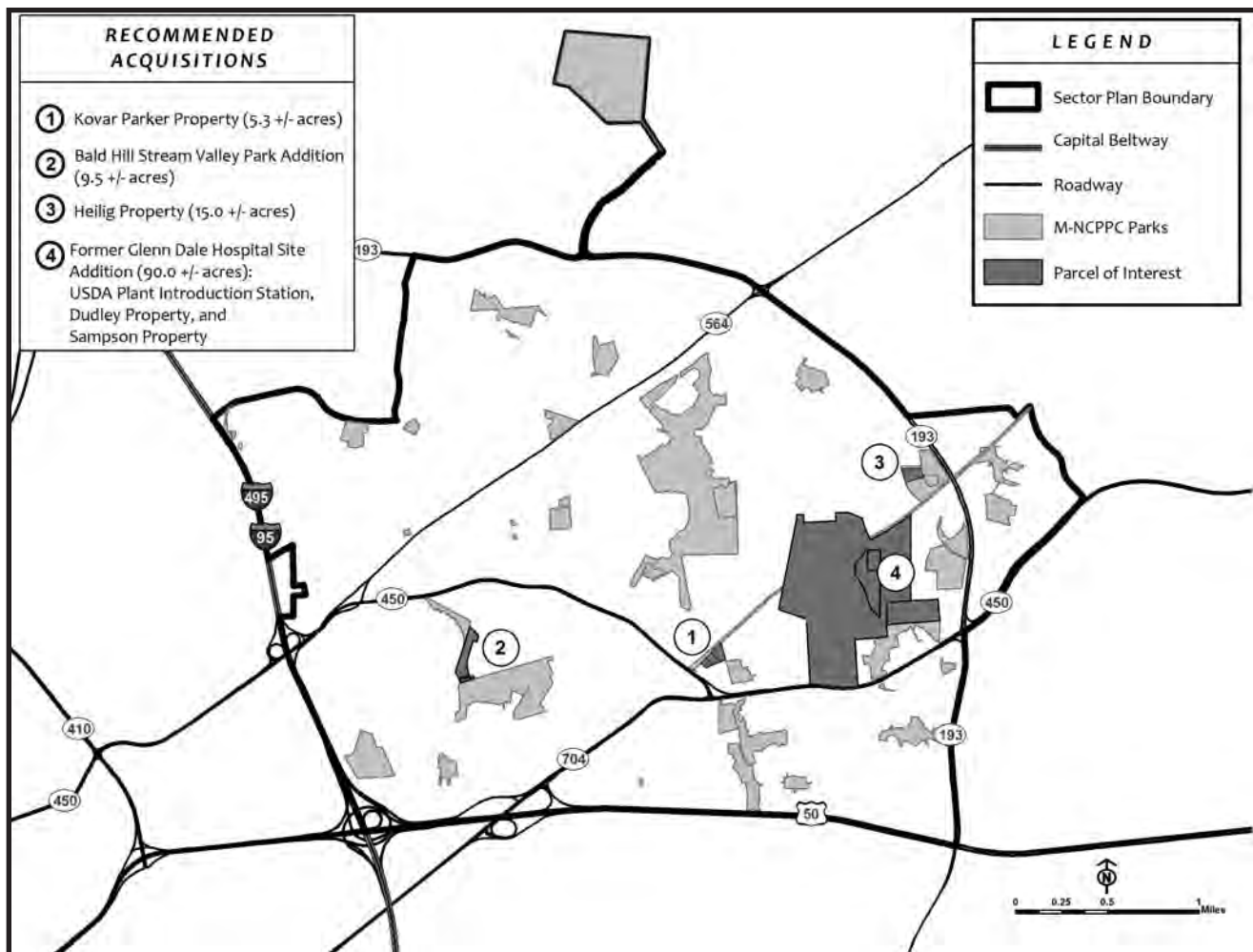
The Glenn Dale Community Center serves the eastern part of the sector plan area, providing a 22-acre park, recreation center, and splash pool facility adjacent to the WB&A Trail. This center offers a variety of programming, including sports and fitness activities, day camps for children, and cultural events. Funding is projected in the CIP outer years for a 1,500-square-foot addition to the heavily used center.

**Identify alternative sources of funding for land acquisition, facility development, and recreational programming.**

Funding for park and recreation development and programming currently comes from the county's general fund and annual capital budget. Land acquisition and facility development must be programmed within a six-year CIP, and in FY 2010, no new parks projects are being added to the CIP due to the current economic climate. M-NCPPC's Department of Parks and Recreation should investigate alternative sources of capital and operational funding, including public-private partnerships, relevant grants, and private donations.

## MAP 21

### POTENTIAL PARK/OPEN SPACE ACQUISITIONS



Source: M-NCPPC

Encourage residents and community organizations to submit recommendations for facilities and programming.

During 2008 and 2009, the Department of Parks and Recreation has been conducting a system needs assessment. This ongoing effort will identify and prioritize needs for facilities and programming throughout the county. Residents have a voice in this evaluation effort through public forums, scheduled throughout the county, at which input is being solicited. Sector plan area residents and community groups can contribute to this needs assessment by submitting recommendations for new and/or expanded facilities and programming to M-NCPPC. Although not all statements of need can be addressed,

these recommendations will help the Department of Parks and Recreation better understand user desires and expectations.

**Policy 3: Provide facility maintenance to ensure ongoing quality.**

**Strategy:**

Continue to provide regular maintenance to park and recreation facilities.

Developing new facilities and programming is one way to meet user needs, but creating an excellent park system also involves maintaining existing



facilities. Funding often is easier to obtain for highly visible capital improvements; however, regular park maintenance is an important component of the parks system. The Department of Parks and Recreation is committed to the ongoing maintenance of area parks and will continue to evaluate and prioritize maintenance practices to ensure high quality parks and recreation facilities.

**Goal 2: Provide an open space system that is accessible to all residents and serves a variety of users.**

**Policy 1: Work toward a long-term goal of providing a park amenity convenient to all sector plan area residents.**

**Strategy:**

Pursue a long-term goal of providing public open space convenient to all sector plan area residents.

The 2002 General Plan standards for parkland level of service consider the total acreage provided per 1,000 persons. These standards fail to account for park access, which strongly influences the level of park use. Parks that are located close to neighborhoods and that can easily be accessed by pedestrians along safe, comfortable streets typically will see more everyday use. The ability of residents to reach open space and recreational facilities on foot enhances a park's value, as good pedestrian access means that more users who do not have access to a vehicle can use the park on a regular basis. This is especially important for children and senior citizens. Walk-to park facilities also can devote less acreage to parking and more to green space, as it can be assumed that many users will choose to access the park on foot.

Overall, parks within this sector plan area are well distributed, and most lie within one-half mile of residential neighborhoods (the maximum distance that individuals typically are willing to walk). Under the 2002 General Plan standards, however, the sector plan area suffers from a deficit of local park space, which is the type of park that generally sees the most daily use. Neighborhood and community parks typically contain playground equipment, athletic fields, shelters, and passive recreation areas that

serve a variety of users. These park types function as neighborhood recreation centers and play a major role in creating neighborhood identity.

**Policy 2: Ensure comfortable pedestrian connections to all parks, recreation, and open space facilities.**

**Strategy:**

Create comfortable pedestrian routes to all parks and recreation facilities.

Creating walkable park facilities also includes consideration of routes that pedestrians use to access the parks. Facilities may be within walking distance for residents when radii are drawn on a map, but conditions on the ground should be checked for actual barriers to access, such as arterials or collectors that are difficult to cross, lack of sidewalks, railroad tracks, poor connections across drainage areas, and so on. M-NCPPC's Department of Parks and Recreation should continue to work with the Transportation Planning Section of Countywide Planning and the county's Department of Public Works and Transportation to ensure that transportation planning takes special-park access needs into consideration in their respective work programs.

**Policy 3: Provide a balance between passive and active open space.**

**Strategy:**

Provide opportunities for both passive and active recreation throughout the sector plan area.

Parks serve a variety of user groups through a range of recreational opportunities. Some user groups, such as children and young adults, expect parks to provide active recreation, whereas older users often visit parks for more passive experiences (e.g., walking, picnics, socializing, and so on). As park space is limited, the needs of these user groups can conflict at some facilities. Demand for playing fields, courts, and equipment also competes against the environmental benefits that passive open space provides, such as water filtration, wildlife habitats and corridors, wetlands protection, environmental education, and aesthetic enhancement of the

community. These interests must be balanced in facilities and program planning. All parks should, to the degree feasible, contain both passive and active recreational opportunities, and management practices should be adopted that allow use of existing active facilities to be maximized.

***Policy 4: Develop a variety of recreational options based on community needs and interests.***

***Strategy:***

Survey residents and park users to help provide a variety of recreation options based on community needs and interests.

Park planning should respond to the needs of sector plan area residents. These needs will be assessed by regular park and recreation surveys. Park users may be asked to complete surveys at program completion, and internet-based surveys may be administered for specific sector plan areas or general system issues. Additionally, a formal, comprehensive survey should be professionally administered at least once every decade. Survey results should be shared with M-NCPPC and county transportation and environmental staff to help with trails and other joint planning efforts.

***Goal 3: Ensure that the open space network links to neighborhoods and community destinations.***

***Policy 1: Create new connections between open space and neighborhoods, schools, commercial centers, and employment areas.***

***Strategy:***

Identify opportunities to complete trail connections between existing open space facilities and between open space facilities and neighborhoods.

The sector plan area contains a number of trails that, when expanded in the long term, will form a green network between community destinations. M-NCPPC's Transportation Section and the Department of Parks and Recreation already have developed plans for an extensive trail network within the Glenn Dale-Seabrook-Lanham area (see Map 26 on page 153). Many of the Department of Parks

and Recreation's planned land acquisitions will help complete this network, providing strategic connections between existing open spaces. Trails planning also should consider connections between open space and neighborhoods, commercial centers, and transit centers to encourage walking and reduce the number of automobile trips within the sector plan area.

***Policy 2: Improve access to existing trails.***

***Strategy:***

Improve access to existing trails through direct purchase of strategic parcels and acquisition of conservation easements.

Many existing trails in the sector plan area need improved access, especially for pedestrians coming from residential neighborhoods. Although some of these connections may be created through direct purchase, it also may be possible to work with property owners to obtain conservation easements that will allow small paths across private parcels to link with the greater trails system.

***Policy 3: Ensure that planning considers connections to regional recreational amenities.***

***Strategy:***

Create connections to regional recreational amenities.

The M-NCPPC's Department of Parks and Recreation and Transportation Planning Section's long-term goals for the trails network involve connections to regional recreation facilities. While some of the trails within the sector plan area are considered to be local, it also links to existing and future regional trails within the county and the greater Washington area. M-NCPPC continues to work together with other county governments, community partners, and regional recreation nonprofit groups to develop these connections to other open space systems in Anne Arundel, Montgomery, Charles, and Calvert Counties.

**Goal 4: Promote efficiency in park system operations.**

**Policy 1: Expand park and open space resources without acquiring additional land.**

**Strategies:**

Seek opportunities for collocation with other public facilities.

As discussed above, acquiring private parcels for new park and recreation amenities typically is more costly than seeking to locate these new facilities on land already owned by M-NCPPC or Prince George's County. The 2002 General Plan advocates collocation of public facilities to achieve capital and operational efficiencies. Siting new parks and recreation facilities with other public facilities can create complementary groups of public space and help reduce acquisition and development costs.

Continue to pursue opportunities that will enable joint planning and use of educational and recreational facilities.

Many community parks and recreation departments have addressed increased playing field and playground needs by forming partnerships with area school systems to allow for joint use of school facilities. M-NCPPC's Department of Parks and Recreation works in partnership with the Prince George's County Board of Education to plan and construct facilities that jointly serve the county's education, park, and recreation needs. Continuation of this partnership will enable both M-NCPPC and the Board of Education to develop both cost-effective and complementary facilities.

**Goal 5: Ensure that the planning and provision of park and recreation facilities support county development policies and priorities.**

**Policy 1: Coordinate parkland acquisition and facilities planning with ongoing county plans.**

**Strategy:**

Continue to coordinate parkland acquisition and facility planning.

Open space and recreation planning intersects with a number of different sector plan areas, such as natural resources/environment, transportation, urban design, housing, public facilities and services, historic preservation, and, to some degree, economic development. M-NCPPC is in a unique position to continue to coordinate multijurisdictional facility planning, design, and land assembly. All parkland acquisition and facilities planning for the Glenn Dale-Seabrook-Lanham area will continue to benefit from this ongoing coordination as the sector plan recommendations are implemented.





# Transportation

A transportation network can be thought of as a system of interrelated parts that function together to provide access and mobility to a variety of users. The automobile-oriented mindset of the mid- to late-twentieth century has yielded to a new concept of multimodal transportation that will effectively serve all users, from vehicle drivers to cyclists and pedestrians, and provides a variety of transportation options, such as transit, trails, and bicycle paths. The relationship between land use and transportation requires that a community's land use decisions should drive transportation planning. Therefore, local and regional transportation system planning involves developing a comprehensive understanding of how land use decisions affect the choices of travelers and the functioning of the transportation network.

An excellent transportation system will provide multimodal opportunities and take the needs of cars, trucks, buses, bicycles, and pedestrians into account in the planning process for all projects. Trade-offs between mobility and access are necessary, as choices must be made between enhancing regional travel and ensuring access to community destinations. The planning process also will recognize the key relationship between transportation and land use. Transportation policies and investments should be integrated with strategic land use choices to ensure efficient use of existing pedestrian facilities, roadways, and transit systems; reduced commuting times; fewer vehicle miles traveled; lower capital costs; and improved public health.

## Key Findings

- Speeding occurs on neighborhood streets and main roadways throughout the sector plan area.
- The area defined by the joining of the Capital Beltway (I-95/I-495), Lanham Severn Road (MD 564), and Annapolis Road (MD 450) has

a high degree of traffic congestion and poses operational challenges.

- Limited pedestrian crossings exist within the sector plan area.
- Much of the sector plan area has discontinuous and/or poorly-maintained sidewalks.
- Roadways throughout the sector plan area lack bicycle lanes.
- The sector plan area contains the beginnings of an extensive trail network.

## Major Challenges

- Area priority projects, especially on roadways maintained by the State Highway Administration, must compete with other federal and state projects for funding.
- Transit service improvements are limited by the sector plan area's low residential densities.
- Development occurring in nearby communities may continue to increase traffic passing through the sector plan area.

## Existing Conditions

The Glenn Dale-Seabrook-Lanham sector plan area contains a multilayered transportation network composed of regional highways, local streets, public transportation routes, sidewalks, and local and regional trails. Bordered on the west by the Capital Beltway, on the south by US 50 (John Hanson Highway), and bisected by the MARC rail line, this network serves local traffic, along with commuters to Washington, D.C., and Baltimore who pass through the sector plan area (see Map 22 on page 139).

The sector plan area's road network is heavily utilized during peak periods, with many major arterials at or near capacity, especially in the Lanham

area. Congestion arises from commuters trying to access employment areas and the Capital Beltway, along with the area's MARC rail station and the New Carrollton Metro Station. Other transportation issues include continued traffic growth within neighboring sector plan areas and the region as a whole, cut-through and speeding traffic on local streets, poor pedestrian connections to area destinations, limited bicycle facilities, and infrequent transit service.

### Existing Plans

#### ***1993 Approved Master Plan and Sectional Map Amendment for Glenn Dale-Seabrook-Lanham and Vicinity (Planning Area 70)***

The 1993 Glenn Dale-Seabrook-Lanham and vicinity master plan focused mainly on recommendations for new roads in the sector plan area to accommodate projected future development, with some consideration given to expanded bus service and sidewalk improvements for pedestrians. Major transportation objectives from this plan include:

- Reducing existing traffic congestion.
- Providing efficient access to residential, commercial, and employment areas.
- Developing sufficient capacity to accommodate traffic generated by new development.
- Supporting a mass transit system of bus and rail service.
- Linking residential areas to commercial facilities, employment centers, and recreational amenities through pedestrian trails and bicycle paths.

The 1993 Glenn Dale-Seabrook-Lanham and vicinity master plan recommendations were made in a time of rapid growth in the area, when the population had grown by over nine percent during the 1980s and was about to increase by 27 percent during the next decade. New roadway improvements were of paramount importance to accommodate the growing population's need for access to new homes, employment, and commercial centers.

Many of the 1993 Glenn Dale-Seabrook-Lanham and vicinity master plan recommendations involving roadways were identified as "intermediate initiatives"

or "later initiatives," meaning that no funds were programmed for them by the county or state in 1993, as an immediate need did not exist for these improvements. Most of the "intermediate" and "later initiatives" have not been implemented. Table 28 on page 140 identifies proposed 1993 improvements and their implementation status as of 2009.

Transit concerns received cursory treatment in the 1993 Glenn Dale-Seabrook-Lanham and vicinity master plan. The plan did state that "increased use of public transportation is encouraged to facilitate traffic movement, improve the quality of commuting trips, and recoup public investment in the commuter rail and Metrobus systems"; however, few recommendations were made.<sup>1</sup> The plan acknowledged MARC's intentions to add additional parking spaces to the Seabrook MARC station and increase the number of train cars operating on the Penn Line. Additionally, it called for direct bus service linking employment and residential areas to rail stations, expanding bus service to the Washington Business Park, and encouraging private developers of employment areas to provide shuttle bus service to rail stations.

All trail recommendations were located in the parks and recreation section, and many recommendations related to recreational uses. Major trail recommendations included:

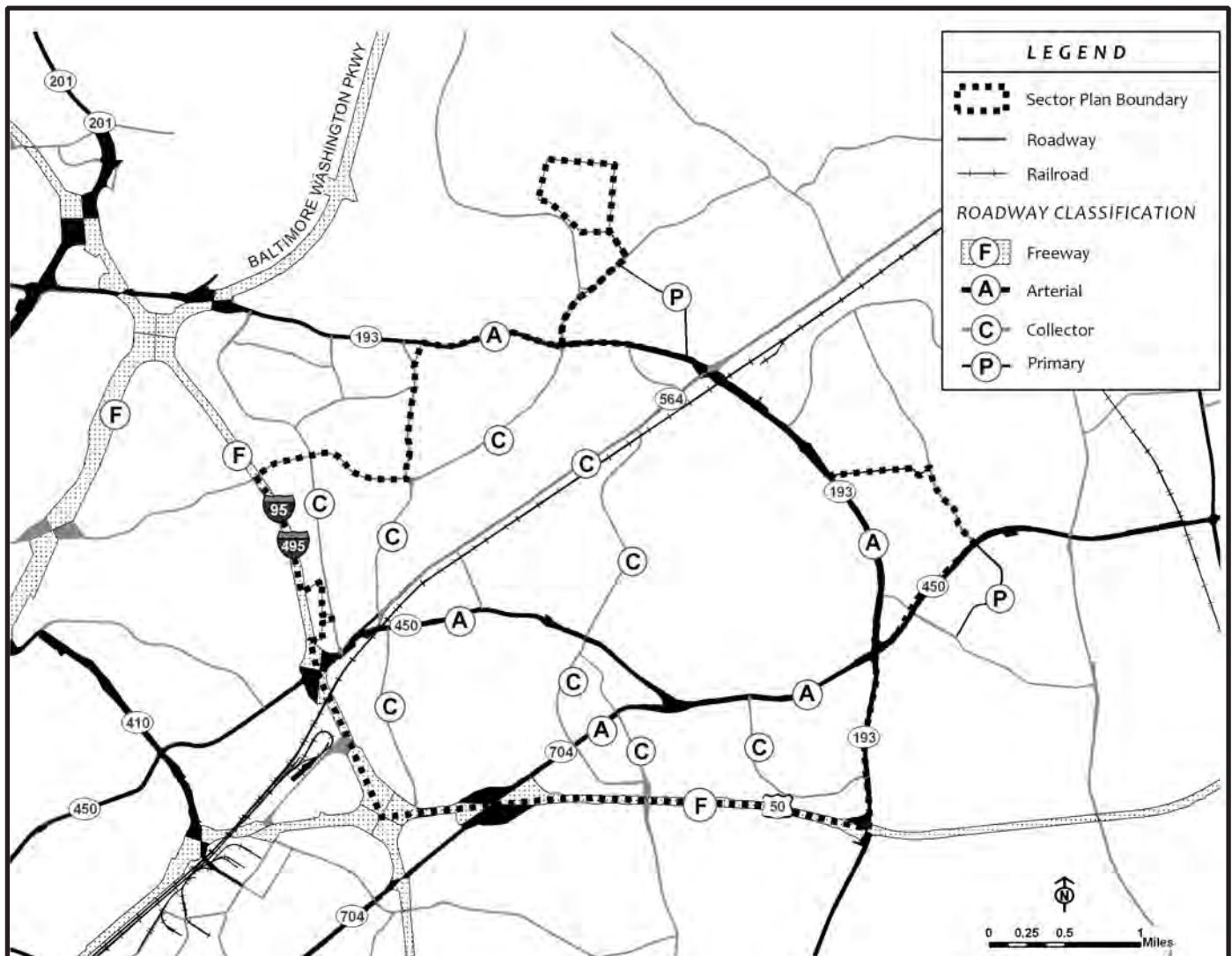
- Development of a multiuse trail within the abandoned Washington, Baltimore, and Annapolis railroad right-of-way (the WB&A Trail).
- Creation of a hiker/biker trail along Annapolis Road (MD 450) from Bowie to New Carrollton.
- Development of a multiuse trail along Glenn Dale Boulevard (MD 193) to connect the new MD 450 trail to the new WB&A Trail.
- Creation of multiuse trails along Lanham Severn Road, Forbes Boulevard, and Good Luck Road.
- Creation of multiuse stream valley park trails in Bald Hill Branch Stream Valley Park, Folly Branch Stream Valley Park, and Lottsford Branch Stream Valley Park.

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<sup>1</sup> 1993 *Approved Master Plan and Sectional Map Amendment for Glenn Dale-Seabrook-Lanham and Vicinity (Planning Area 70)* (p. 49).

## MAP 22

### EXISTING ROAD NETWORK



Source: M-NCPPC

**Table 28**  
**1993 Proposed Roadway Improvements**

<i><b>Roadway</b></i>	<i><b>Proposed Improvement</b></i>	<i><b>Completed?</b></i>
<b>Freeways</b>		
US 50 (John Hanson Highway)	Widening from 4 to 6 lanes plus 2 HOV lanes; upgraded interchanges at the Capital Beltway and MD 704.	Yes
I-95/I-495 (Capital Beltway)	Widening from 8 to 10 lanes.	No
<b>Arterials</b>		
MD 193 (Greenbelt Road and Glenn Dale Boulevard)	Widening from 4 to 6 lanes; boulevard/parkway landscaping.	No
MD 450 (Annapolis Road)	Widening from 4 to 6 lanes from Capital Beltway to MD 564; MD 564 interchange improvements.	Yes
MD 564 (Lanham Severn Road)	Develop 4 lanes from MD 450 to Forbes Boulevard; widen from 4 to 6 lanes from Forbes Boulevard to Springfield Road.	No
MD 704 (Martin Luther King Jr Highway)	Dualize as 6 lanes from Lottsford Vista Road to MD 450.	Yes
MD 193 (Enterprise Road)	Limit to 4-lane arterial parkway with stringent access management control.	No
<b>Collectors</b>		
Portions of Springfield Road, Princess Garden Parkway, Cipriano Road, Whitfield Chapel Road, MD 953, Good Luck Road, Prospect Hill Road, Hillmeade Road, Lottsford-Vista Road, Carter Avenue, and Daisy Lane	Upgrade to collectors with a maximum of 4 lanes.	No
Forbes Boulevard, Bell Station Road	Upgrade to collector with a maximum of 4 lanes.	Yes
<b>New Interchange</b>		
MD 450 at MD 193	Construct a new interchange.	No
<b>Historic/Scenic Road</b>		
Bell Station Road	Designate as a historic and scenic road from MD 193 to Prospect Hill Road.	Yes
<b>Source:</b> 1993 Approved Master Plan and Sectional Map Amendment for Glenn Dale-Seabrook-Lanham and Vicinity (Planning Area 70)		



Many of the above trail recommendations have been implemented since 1993, including the WB&A Trail, the MD 450 sidepath, and multiple segments of the Folly Branch Stream Valley Trail.

### 2002 Prince George's County Approved General Plan

Although the 2002 General Plan focuses on transportation issues in the county as a whole, it does make some broad transportation policy recommendations that apply to the sector plan area. The 2002 General Plan acknowledges the vital link between land use and transportation and the increasingly important role of nonmotorized transportation modes, such as biking and walking. Many of its policy recommendations and strategies focus on developing an “integrated multimodal transportation system,” which is “essential to attracting the quality development that the county envisions....”<sup>2</sup> The 2002 General Plan also emphasizes the need to coordinate transportation planning with short- and long-term county development goals.

### Update to the Countywide Master Plan of Transportation

The 2009 update to the Countywide Master Plan of Transportation (MPOT) provides specific recommendations for the implementation of the general transportation policies of the 2002 General Plan. The MPOT incorporates the transportation recommendations of all county master and sector plans approved since the 1982 *Countywide Master Plan of Transportation* and also provides additional, detailed recommendations that reflect the county's new desired growth patterns and emphasis on trails, bikeways, and transit. The MPOT covers each sector plan area within the county, identifying its relevant sector/master plan and providing graphics and tables of strategies that should be carried forward. Many of these recommendations have been included in this sector plan update.

In April 2009, the Planning Board adopted the MPOT update, and it was approved by the County Council in November 2009.

### Prince George's County Transit Service and Operations Plan

The Prince George's County Department of Public Works and Transportation (DPW&T) is currently updating the county's *Transit Service and Operations Plan*. A five-year plan to guide transit service improvements in the county, the *Transit Service and Operations Plan* update will make recommendations on the county's TheBus service and Metrobus service operated by the Washington Metropolitan Area Transportation Authority (WMATA).

The 2009 update is in draft form, with preliminary recommendations available to the public. This draft plan contains several items that apply to the Glenn Dale-Seabrook-Lanham sector plan area, including:

- A new bus line running from the Largo Town Center Metro Station to the New Carrollton Metro Station; this line will serve the Washington Business Park.
- Service frequency improvements along a bus line running from the Greenbelt Metro Station via NASA to the New Carrollton Metro Station.
- Expanded Saturday service along a line running from the Greenbelt Metro Station to the New Carrollton Metro Station.

### Road Network and Functional Classifications

The Glenn Dale-Seabrook-Lanham area is primarily defined by two major regional freeways, a set of east/west highways and gridded or curvilinear neighborhood streets. This street network forms a hierarchy distinguished by different levels of mobility and access (see Map 22 on page 139). The sector plan area's highway network includes:

- **Freeways:** Limited-access, divided highways with grade-separated interchanges. These highways are designed to carry high volumes of high-speed traffic. The Capital Beltway (I-95/I-495) is an eight-lane freeway running along the western boundary of the sector plan area.
- **Arterials:** Highways with controlled access and at-grade intersections that carry through or local

<sup>2</sup> 2002 *Prince George's County Approved General Plan*, p. 63.

traffic. These streets usually connect heavily-developed areas or traffic-generating uses. Arterials in the sector plan area include Annapolis Road (MD 450), Greenbelt Road (MD 193), Glenn Dale Boulevard (MD 193), Martin Luther King Jr Highway (MD 704), and Lanham Severn Road (MD 564).

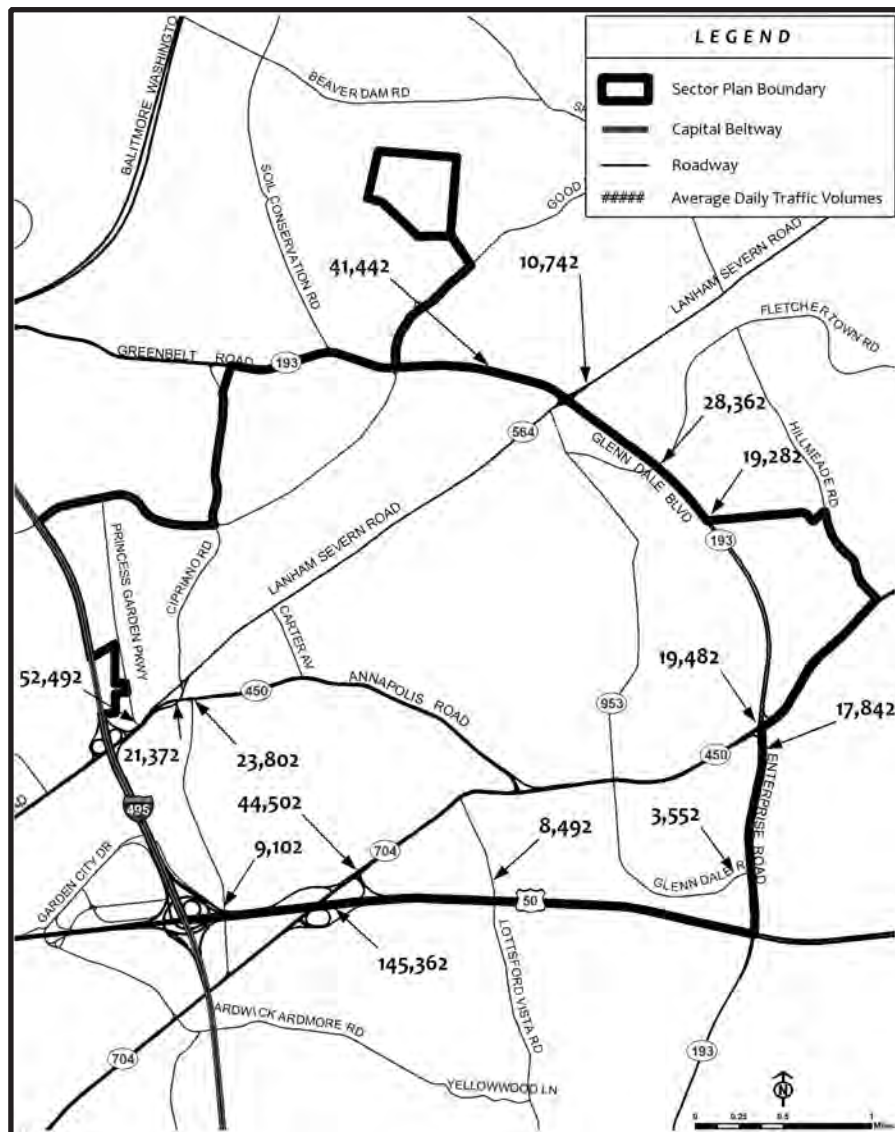
- **Collectors:** Two, four, or five-lane roadways with minimal access control that provide connections between developed areas and arterial roadways.

Sector plan area collectors include Good Luck Road, Cipriano Road, Glenn Dale Road, Whitfield Chapel Road, Prospect Hill Road, Princess Garden Parkway, Lottsford-Vista Road, Carter Avenue, and Bell Station Road.

- **Other (Local Streets):** Residential (subdivision), industrial, and commercial roads providing access to, through, and between developed areas. Most local roads are two lanes only and provide access to the greater road network.

### MAP 23

#### AVERAGE DAILY TRAFFIC (ADT) VOLUMES—2008



Source: Maryland State Highway Administration

## Traffic Volumes

The Maryland State Highway Administration (SHA) records traffic counts for major roadways throughout the state. Several roadways and intersections in the sector plan area have been measured over time, allowing for an examination of the rate of traffic growth along area roadways. The most recent traffic count data available from SHA are from 2008. Map 23 on page 142 shows 2008 traffic counts for sector plan area roadways.

The volume of vehicles in the sector plan area each day must be taken into account when planning for future transportation and public facilities infrastructure. Comparison of data from 2000 to 2007 shows an increase in average daily traffic (ADT) within the sector plan area. Table 29 on page 143 shows that average daily traffic counts along major sector

plan area roadways have increased annually between 2000 and 2007.

With the exception of the MD 450 (Annapolis Road)/MD 564 (Lanham Severn Road)/Princess Garden Parkway intersection just east of the Capital Beltway, traffic has increased the most in the southern and eastern parts of the sector plan area. This change can be attributed to the number of residential subdivisions that have been developed in these areas over the past decade. Overall traffic growth may arise from increases in “cut-through” traffic originating outside the sector plan area. New residential development in other communities east and southeast of the sector plan area, as well as employment growth areas to the west and northwest, may account for additional commuters using sector plan area roadways to access the Capital Beltway and US 50.

**Table 29**  
**Sector Plan Area Roadway Traffic Counts, 2000–2007**

<i>Roadway/Intersection</i>	<i>2000 ADT*</i>	<i>2007 ADT*</i>	<i>% Change, 2000 - 2007</i>	<i>Average Annual Change, 2000–2007</i>
Annapolis Road (MD 450)/Lanham Severn Road (MD 564)/Princess Garden Parkway	32,999	54,111	64.0	8.0%
Annapolis Road (MD 450) & Lanham Severn Road (MD 564)	24,175	24,531	1.5	0.2%
Martin Luther King, Jr. (MD 704) near US 50 interchange	32,675	45,871	40.4	5.1%
Annapolis Road (MD 450) west of intersection with Glenn Dale Boulevard/MD 193	N/A	20,081	—	--
Enterprise Road (MD 193) south of intersection with Annapolis Road (MD 450)	12,875	18,391	42.8	5.4%
Greenbelt Road (MD 193) near Good Luck Road intersection	N/A	42,271	--	--
Glenn Dale Boulevard (MD 193) and Prospect Hill Road intersection	23,275	29,241	25.6	3.2%

\*ADT=Average Daily Traffic

**Source:** Maryland State Highway Administration

**Table 30**  
**Levels of Service Categories or Classifications**

<i>Service Level</i>	<i>Description</i>	<i>Volume/Capacity (VC) Ratio*</i>
A	Free flow, turns easily made, excess green time on all phases, very low delay. Occurs when progression is extremely favorable and most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to low delay.	0.275 or lower
B	Stable flow, some platooning of vehicles, less than ten percent of cycles loaded. Occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of average delay.	0.276–0.450
C	Stable flow with less than 30 percent of cycles loaded. Occurs under fair progression, longer cycle lengths, or both. Individual cycle failures (i.e., approaches not fully clearing during a green cycle) may begin to appear at this level. The number of vehicles stopping is significant with this level, though many still pass through the intersection without stopping.	0.451–0.650
D	Approaching unstable flow with less than 70 percent of cycles loaded. The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume/capacity (V/C) ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	0.651–0.844
E	Theoretical capacity with less than 100 percent of cycles loaded. Long delays indicate poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	0.845–1.000
F	This level, considered to be unacceptable to most drivers, often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may be contributing causes to such high levels of delay. Individual cycle failures are frequent.	Higher than 1.000

\*Volume/Capacity Ratio is a standard transportation performance measure that compares the amount of roadway demand (traffic volume) with the service capacity of a road.

**Source:** Highway Capacity Manual, Special Report 209, Transportation Research Board, National Research Council (2000)

### Levels of Service

A roadway's level of service (LOS) measures the ability of a road network to handle traffic (see Table 30). This classification is based on a roadway's number of lanes and traffic volumes. Levels of service typically are divided into six categories, with "A" representing the highest LOS and "F" representing the lowest—and generally unacceptable—LOS. The 2002 General Plan identifies LOS D as the minimum

acceptable level of service for all roadways within the Developing Tier.

Levels of service for the area's major roadways as of 2008 are shown in Table 31 on page 145. Most of the roadways had a "passing" level of service. Only the Capital Beltway rates an "F"



When the Transportation Section of the Countywide Planning Division of the Prince George's County Planning Department ran a model analyzing roadway LOS under buildout conditions for the sector plan area, findings indicated that most area roadways will continue to have adequate levels of service. Projections of future LOS are shown in Table 32 on page 146. For further information regarding the Transportation Section's modeling process, see Appendix 3 on page 251.

in areas with higher traffic volumes and multiple points of conflict, such as the MD 450/MD 564 corridor near the Capital Beltway and the Glenn Dale Boulevard/Annapolis Road intersection. Table 33 on page 147 shows accident data for 2004 and 2007, periods during which all of the accidents within the sector plan area involved property damage and personal injury only (including injuries to pedestrians). Accidents during these two years most commonly resulted from unsafe left-turn movements and rear-end collisions.

**Table 31**  
**Roadway Levels of Service, 2008**

<i>Roadway</i>	<i>Level of Service</i>
Greenbelt Road (MD 193)	D
Glenn Dale Boulevard (MD 193)	C
Annapolis Road (MD 450)	A
Martin Luther King Jr Highway (MD 704)	C
Lanham Severn Road (MD 564)	D
Good Luck Road	C
Cipriano Road	C–D
Capital Beltway (I-95/I-495)	F
<i>Source:</i> Transportation Section, M-NCPPC, 2008	

Roadway levels of service play an important role in evaluations of the impact of new development. The Prince George's County Subdivision Ordinance, for example, requires the Planning Board to find that the traffic generated by a proposed subdivision (in addition to existing subdivisions) will not reduce peak-hour roadway levels of service below "D" for areas within the Developing Tier. If it is determined that an inadequate level of service will result from subdivision approval, the development may proceed only after modifications have been made to the proposed design to improve the level of service to an acceptable standard.

### Traffic Safety

Data provided by the Maryland State Highway Administration's Office of Traffic and Safety show that, on average, the sector plan area sees over 100 accidents annually at its major intersections. Not surprisingly, most of the higher accident totals occur

**Table 32**  
**Projected Levels of Service**

<i>Roadway</i>	<i>Projected Level of Service at Buildout</i>
Greenbelt Road (MD 193) from Cipriano Road to Lanham Severn Road (MD 564)	D
Glenn Dale Boulevard (MD 193) from Lanham Severn Road (MD 564) to Daisy Lane	C
Glenn Dale Boulevard (MD 193) from Daisy Lane to Annapolis Road (MD 450)	B
Glenn Dale Boulevard (MD 193) from Annapolis Road (MD 450) to US 50	C
Annapolis Road (MD 450)	B
Martin Luther King Jr Highway (MD 704)	C
Lanham Severn Road (MD 564)	C
Princess Garden Parkway/Lanham Severn Road (MD 564)	B
Good Luck Road	D
Cipriano Road	C
Forbes Boulevard	B
Capital Beltway (I-95/I-495)	F

**Source:** Transportation Planning Section, Countywide Division of the Prince George's County Planning Department

### Scenic and Historic Roads

The preservation of existing roads as historic or scenic assets is important in retaining the heritage and community character of the county. Segments of existing roads are designated as scenic roads and/or historic roads by the County Council for their scenic beauty or their historic alignment or both. Development applications along designated scenic and historic roads are subject to the DPW&T publication, "Guidelines for the Design of Scenic and Historic Roadways in Prince George's County, Maryland."

During the review of development applications, the preservation or supplementation of existing vegetation and viewsheds are considered while also addressing safety concerns. Historic landscapes and

features are considered and preserved wherever possible. Road improvements are generally limited to those necessary to address public safety issues.

Bell Station Road is a designated scenic and historic road along its entire length from MD 450 to its terminus at Old Prospect Hill Road. The zoning along this road is predominantly residential, with the exception of the property south of Bell Station Road and east of MD 193 zoned for commercial uses. There are several properties along this roadway that have the potential to be subdivided under the existing zoning. As development proposals are submitted for properties along this roadway, consideration will be given to the existing resources and their protection.

**Table 33**  
**Sector Plan Area Intersection Accidents, 2004 and 2007**

<i><b>Intersection</b></i>	<i><b>Number of Accidents</b></i>		<i><b>Injury to Person(s)</b></i>		<i><b>Property Damage</b></i>		<i><b>Fatality</b></i>	
	<i><b>2004</b></i>	<i><b>2007</b></i>	<i><b>2004</b></i>	<i><b>2007</b></i>	<i><b>2004</b></i>	<i><b>2007</b></i>	<i><b>2004</b></i>	<i><b>2007</b></i>
Good Luck Road at Cipriano Road	4	3	2	2	2	1	0	0
Greenbelt Road (MD 193) at Cipriano Road	15	11	4	6	11	5	0	0
Greenbelt Road (MD 193) at Good Luck Road	8	4	5	2	3	2	0	0
Glenn Dale Boulevard (MD 193) at Annapolis Road (MD 450)	28	11	17	4	11	7	0	0
Glenn Dale Boulevard (MD 193) at Lanham Severn Road (MD 564)	4	12	2	8	2	4	0	0
Annapolis Road (MD 450) at Martin Luther King Jr Highway (MD 704)	7	11	4	2	3	9	0	0
Annapolis Road (MD 450) at Glenn Dale Road (MD 953)	4	7	2	5	2	2	0	0
Annapolis Road (MD 450) from I-95 to Lanham Severn Road (MD 564)/ Bridge Structure	47	41	21	15	26	26	0	0
Lanham Severn Road (MD 564) at Cipriano Road	5	6	1	2	4	4	0	0
<i><b>Source:</b></i> Maryland State Highway Administration								

<b>Table 34</b>	
<b>Mode of Commuting to Work, 2000</b>	
<i>Mode</i>	<i>Percentage of Workers Using Mode</i>
Drove alone	73.2
Carpooled	13.3
Used public transportation	9.7
Other	0.38
Worked at home	2.0
<i>Note:</i> Numbers are rounded and may not equal 100.	
<i>Source:</i> U.S. Census (2000)	

### Public Transportation

The Glenn Dale-Seabrook-Lanham sector plan area's suburban character encourages the use of cars to reach important commercial and employment destinations. In Census 2000, almost three-quarters of area workers reported that they drove alone to work, and an additional 13.3 percent reported carpooling (See Table 34). At the same time, however, 3.4 percent of sector plan area households lacked access to a vehicle. This was particularly pronounced among the area's renter population; 8.1 percent of renter households did not have a vehicle.

Public transportation is viewed in many suburbs as inconvenient and the transportation of last resort, used primarily by seniors, lower-income individuals who cannot afford a car, and persons with disabilities. In auto-dominated environments, such as the sector plan area, public transportation serves a critical need for the above populations but can also provide other populations with alternatives to the car. In 2000, almost ten percent of the sector plan area population reported using public transportation to get to work. Many of these trips involved using buses or the MARC commuter rail service to access Metro stations or employment in the District of Columbia or Baltimore.

### Transit Service

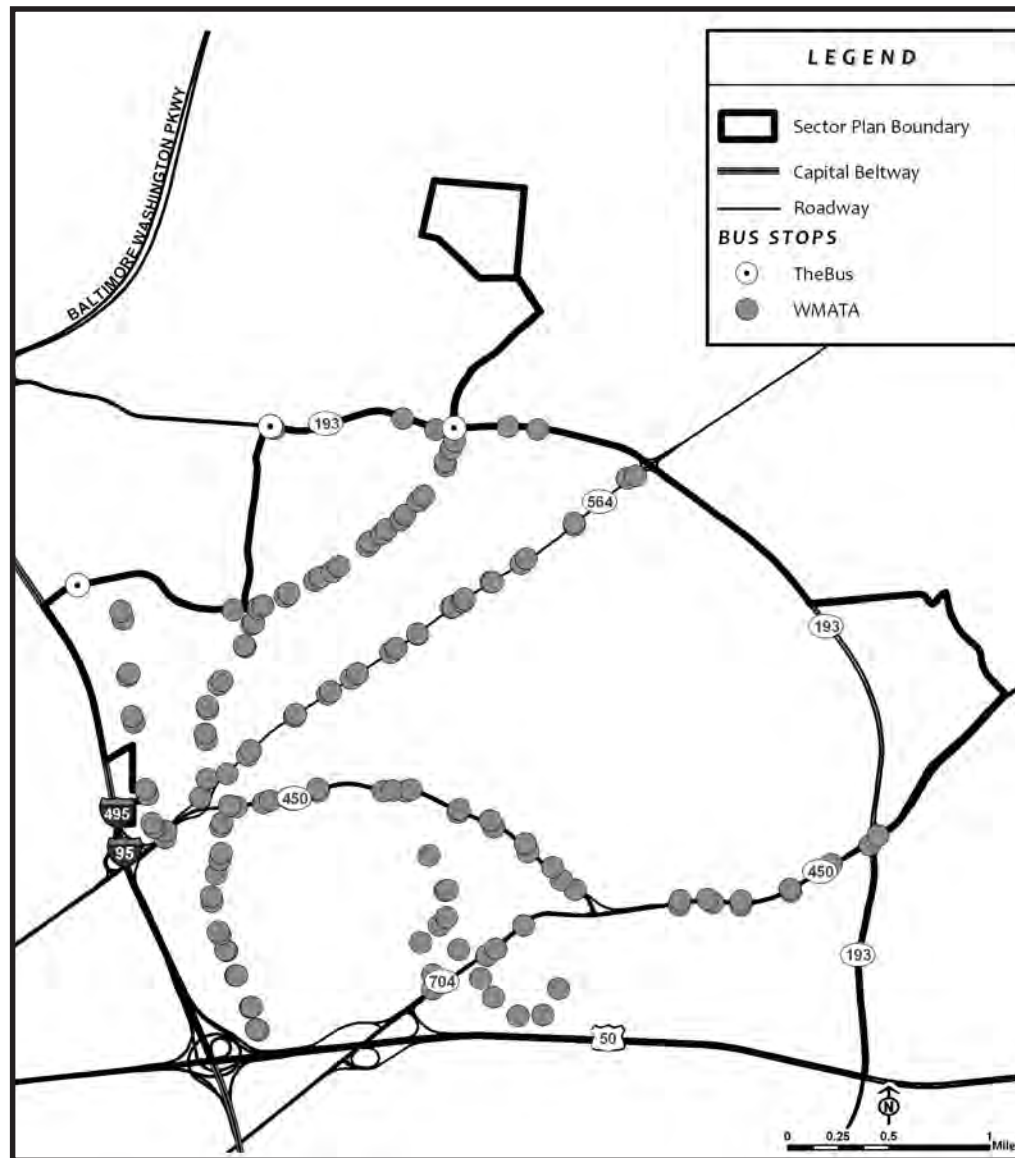
Transit service in the sector plan area is operated by two entities: WMATA and Prince George's County. WMATA's Metrobus serves the Glenn Dale-Seabrook-

Lanham area with seven bus lines, and the county's TheBus operates a local and express bus line in the area. Most of these bus routes originate outside the sector plan area, and all terminate at a Metro station. Bus routes run along major roadways and provide service to most of the sector plan area's employment and commercial centers, as well as the New Carrollton, Greenbelt, Deanwood, College Park, and Cheverly Metro Stations (see Map 24 on page 149). Fares in 2009 were \$1.00 for trips on TheBus and \$1.25–\$1.35 for Metrobus.

Bus service within the sector plan area, however, is limited. Most routes operate only on weekdays between the hours of 5:00 a.m. and 10:30 p.m., with 30-minute headways (about two buses per hour) during rush hours and 60-minute headways during midday and in the evening. Saturday service is available only on two lines that serve the western part of the sector plan area; no service is provided on Sundays. Two of the most important destinations within the sector plan area, the Seabrook MARC station and the Washington Business Park, are each served only by a single east-west bus route, which significantly restricts many area residents' access to these centers.



**MAP 24**  
**TRANSIT SERVICE**



Source: M-NCPPC

### Paratransit

Prince George's County supplements the fixed-route bus service with two paratransit services that give sector plan area residents additional transportation to local destinations.

- Call-A-Bus:** This shuttle is available to all Prince George's County residents not served by bus or rail; however, priority is given to seniors and disabled individuals. The service operates on weekdays between 8:30 a.m. and 3:30 p.m., and trip reservations must be made in advance. One-way fares are \$1.00 and \$0.50 for seniors and disabled persons.
- Senior Transportation Services:** Limited to senior citizens and disabled individuals, these shuttles transport seniors to medical facilities, designated sites for meals out, senior activity

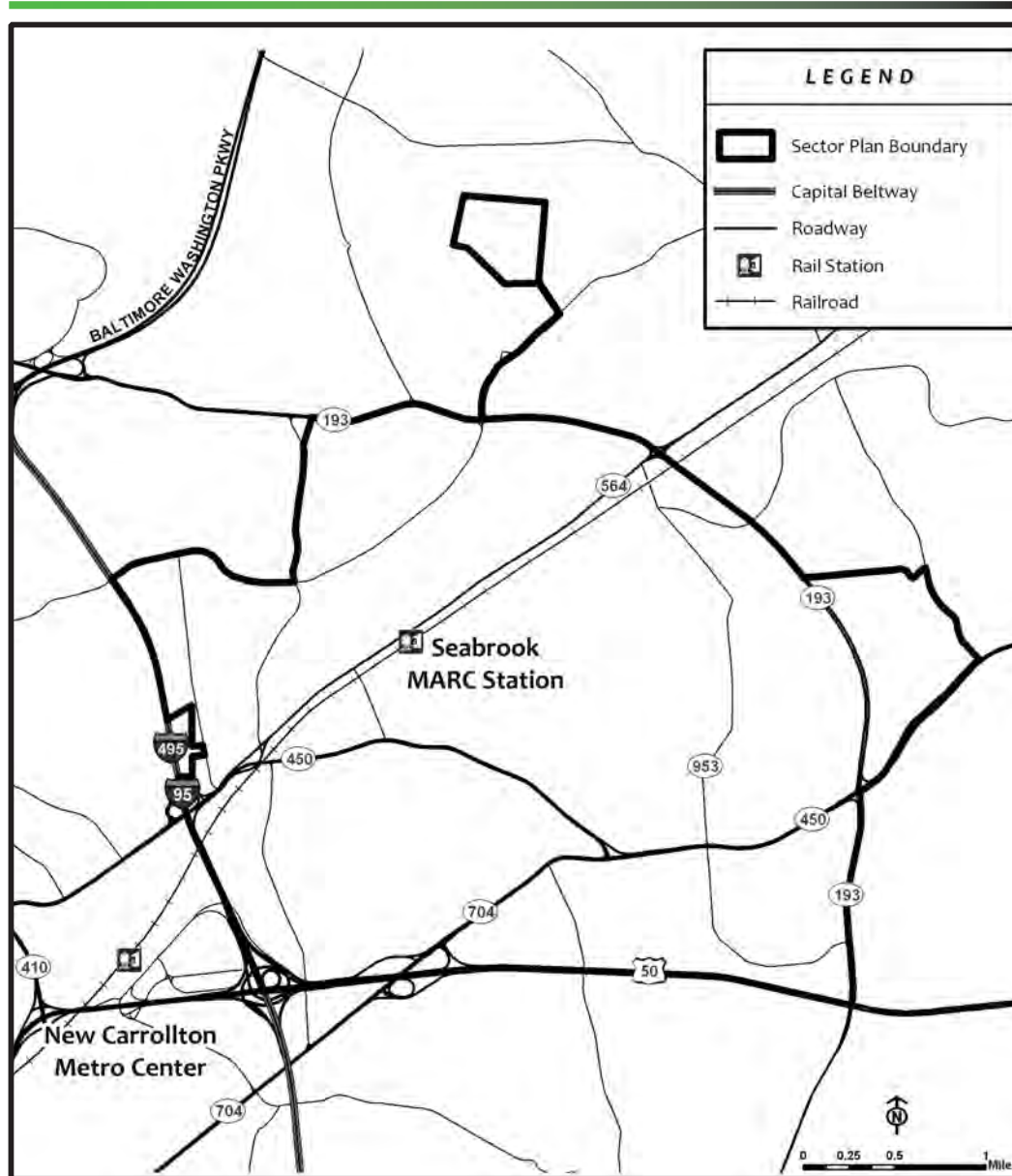
centers, and shopping areas. Transport to medical appointments/services is free; one-way fares for other services are \$0.50 each.

### Commuter Rail

The sector plan area is home to a MARC rail station, which provides commuter service to the

New Carrollton Metro Station (the terminus of the Orange Line), Union Station in Washington, D.C., and Penn Station in Baltimore. Located along Lanham Severn Road, the Seabrook MARC station serves the immediate area and attracts some riders from nearby communities (see Map 25 on page 150). Amtrak trains also operate along this line but do not stop at the Seabrook station.

**MAP 25**  
**COMMUTER RAIL**



Source: M-NCPPC

The Seabrook MARC station is on the Penn Line, the MARC system's most traveled line. MARC operates weekday rail service between the hours of 5:00 a.m. and 11:00 p.m., with 17 daily southbound trains and 19 daily northbound trains stopping at Seabrook. Fares for a one-way trip from Seabrook are \$4.00 to Washington, D.C., and \$6.00 to Baltimore. MARC officials estimate that there are approximately 315 daily boardings at the Seabrook station.<sup>3</sup> Most users access the station by car; the station has 264 free parking spaces.<sup>4</sup> Pedestrian access to the station along and across Lanham Severn Road is difficult.

As with bus service, MARC service at the Seabrook station is limited. Although service is steady during weekdays, headways are 30–40 minutes during rush hours and 60 minutes at midday and evening hours. Service is particularly limited in the evenings, with only one southbound train and three northbound trains operating after 6:00 p.m. MARC does not provide weekend service on any of its three rail lines. Plans exist, however, to expand Penn Line service because of a six percent increase in ridership during 2008.

The existing MARC station at Seabrook is one of the system's smaller stations, with limited parking and platform areas. Access between the station platforms is difficult and must be negotiated through a pedestrian tunnel that area residents and MARC users regard as unsafe. Expanded service along the Penn Line will require additional parking and station upgrades at Seabrook to accommodate the additional users that increased service will attract, both from the sector plan area and neighboring communities.

### Nonmotorized Travel: Pedestrian, Bicycle, and Equestrian Facilities

In public meetings during the planning process, residents and workers repeatedly expressed the desire for more safe and convenient alternatives to car travel within the sector plan area. Many spoke of the need for pedestrian-friendly streets and

bicycle facilities. Until recently, roadway planning for auto travel was emphasized over planning for other modes of travel, but the 2002 General Plan recommendations included developing a comprehensive transportation network of streets, sidewalks, trails, transit, and bicycle facilities. MPOT emphasized the development of a pedestrian and bicycle transportation system to support access to the transit system.

Many communities, both older, established neighborhoods and newer subdivisions, lack sidewalks.<sup>5</sup> Consequently, residents often walk within the traffic lanes. Sidewalks that exist in some neighborhoods and along some major roadways are discontinuous patterns, often terminating abruptly and with inadequate pedestrian connections to area commercial and employment centers and schools. One of the major issues in the sector plan area is determining how to retrofit existing streets to accommodate the needs of pedestrians and cyclists.

Most area roadways do not have adequate facilities for cyclists. Cyclists are forced to share vehicle travel lanes with automobiles, which makes traveling unsafe. Some multiuse trails have been constructed recently that enable bicycle travel off major roadways, such as the Annapolis Road (MD 450) sidepath, but designated travel lanes for bicycles generally do not exist on roadways within the sector plan area. However, wide outside curb lanes have been provided along segments of several roads in the planning area, including Glenn Dale Boulevard/Enterprise Road (MD 193) between Lanham Severn Road and US 50. This is in the form of a small striped travel lane on the right side of the road. No separation exists between the bicycle lane and automobile traffic lanes.

The sector plan area contains several existing and planned multiuse (pedestrian/bicycle) trails and equestrian trails (see Table 35 on page 152 and Map 26 on page 153). Although thought of primarily as recreational amenities, trails can provide multimodal access to important area destinations. Trails are discussed in more detail in Chapter 7 on page 124.

<sup>3</sup> This is comparable to 2008 boardings at other smaller Penn Line suburban stations, such as Perryville, Aberdeen, Edgewood, and Martin.

<sup>4</sup> Field observations by the planning team suggest that this parking lot is fully utilized each weekday.

<sup>5</sup> Under Subtitle 24, Section 24-121, sidewalks only are required in subdivision blocks over 750 feet long if deemed necessary by the Planning Board.

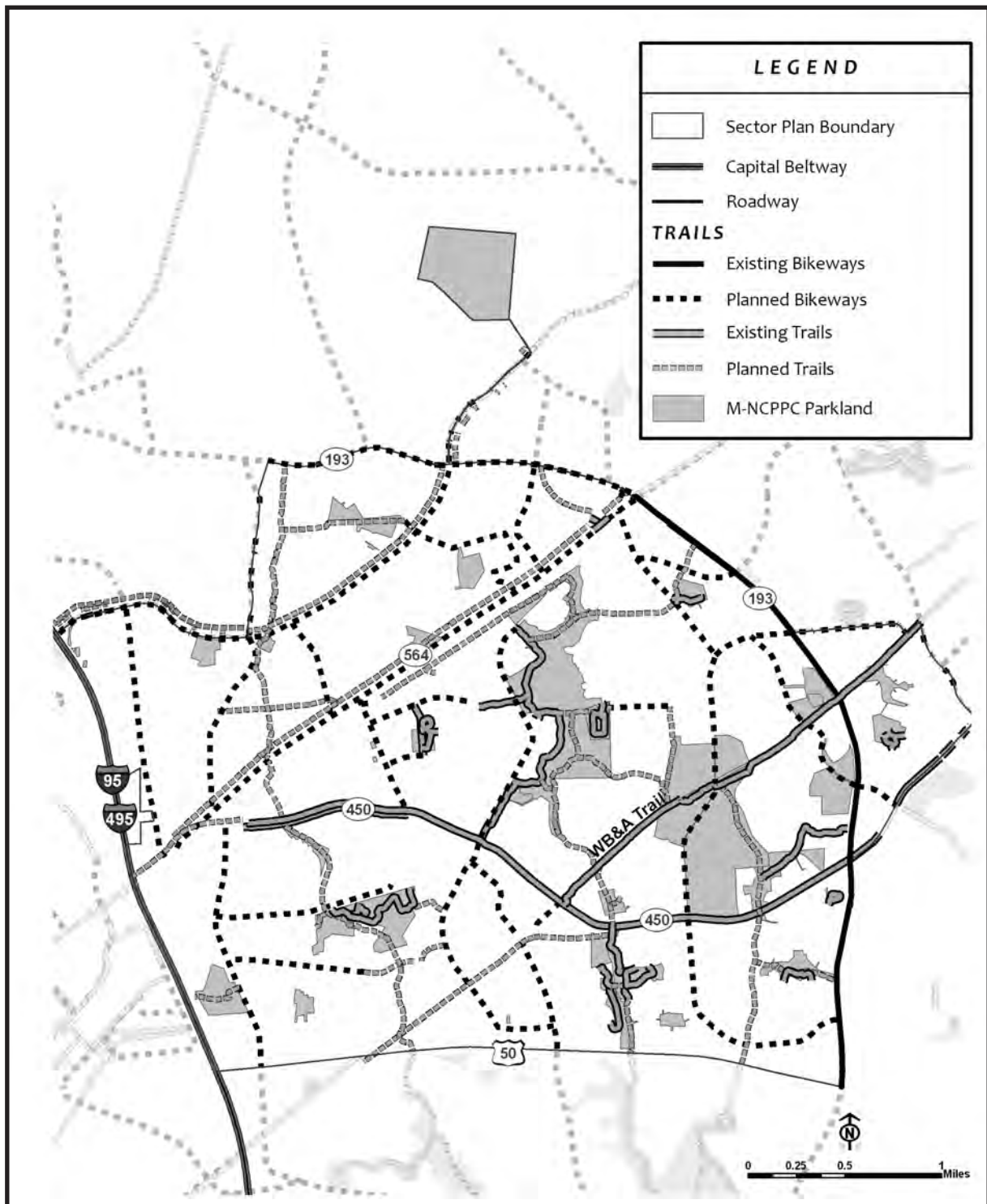
**Table 35**  
**Existing and Planned Area Trails**

<i>Facility</i>	<i>Location</i>	<i>Total Length</i>
Washington, Baltimore, & Annapolis (WB&A) Trail	Western terminus: Annapolis Road (MD 450) near intersection with Martin Luther King Jr Highway (MD 704) Eastern terminus: Patuxent River Park	5.6 miles
Annapolis Road (MD 450) Sidepath	Western terminus: Seabrook Road Eastern terminus: Race Track Road (Bowie)	6.8 miles
Folly Branch Stream Valley Trail	Northern terminus: Lanham Severn Road (MD 564) Southern terminus: Lottsford Branch	4.1 miles
Bald Hill Branch Stream Valley Trail	Northern terminus: Greenbelt Road (MD 193) Southern terminus: Western Branch	6.1 miles
Equestrian Stream Valley Trails	M-NCPPC stream valley parks have long been identified as priority equestrian corridors. Stream valley trails and other long-distance trails should be developed to accommodate and facilitate equestrians in conformance with current DPR standards and guidelines. Where developers are required to construct stream valley trails, the needs of equestrians must be incorporated into the design.	All M-NCPPC stream valley park trails
<i>Source:</i> M-NCPPC		



MAP 26

EXISTING AND PLANNED BIKEWAYS AND TRAILS



Source: M-NCPPC

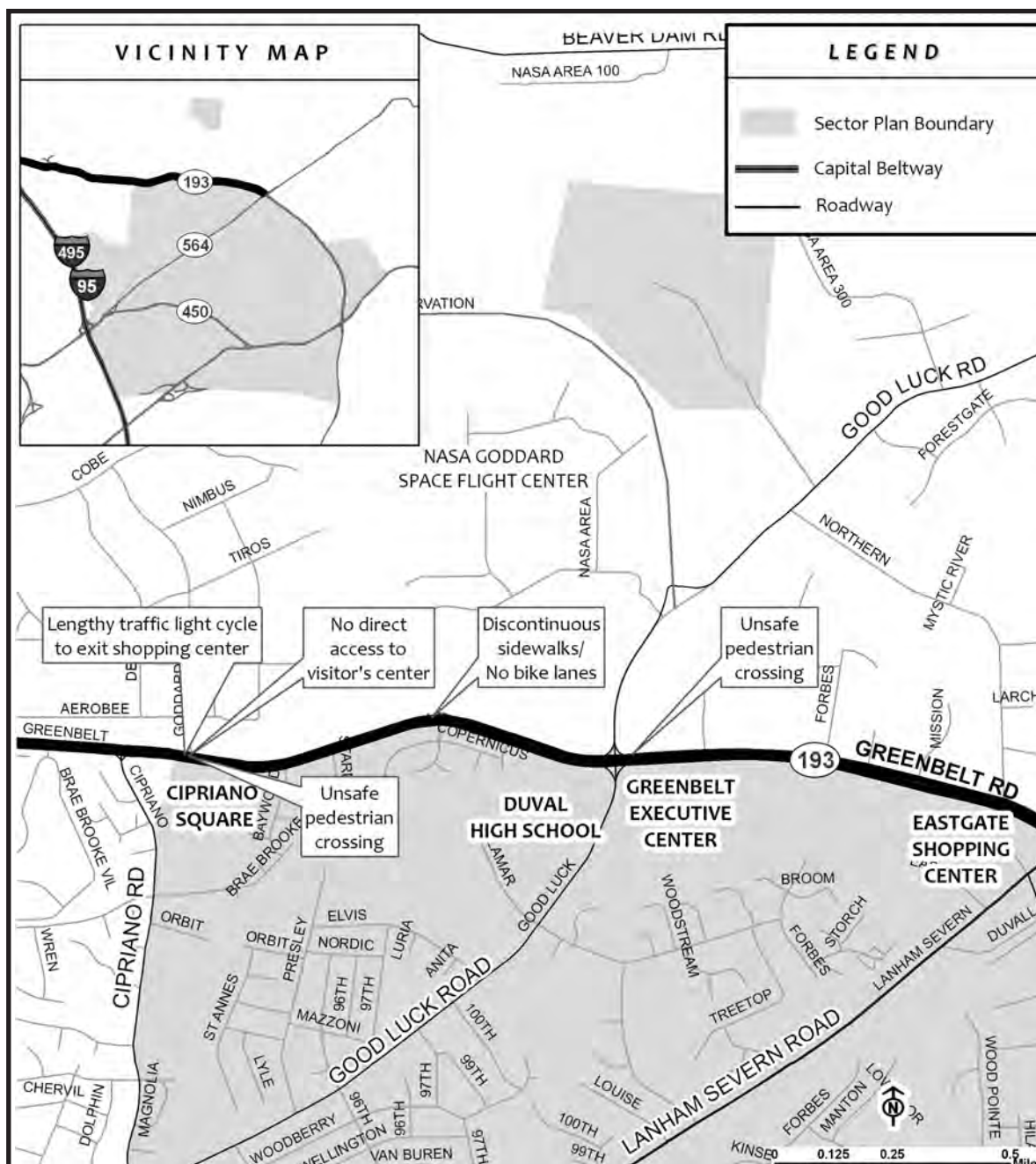
## Area Transportation Issues

Maps 27, 28, 29, and 30 on the following pages highlight key transportation issues identified by

the community along the Greenbelt Road (MD 193) corridor, the Annapolis Road corridor; the Lanham Severn Road (MD 564) corridor, and within the Washington Business Park.

### MAP 27

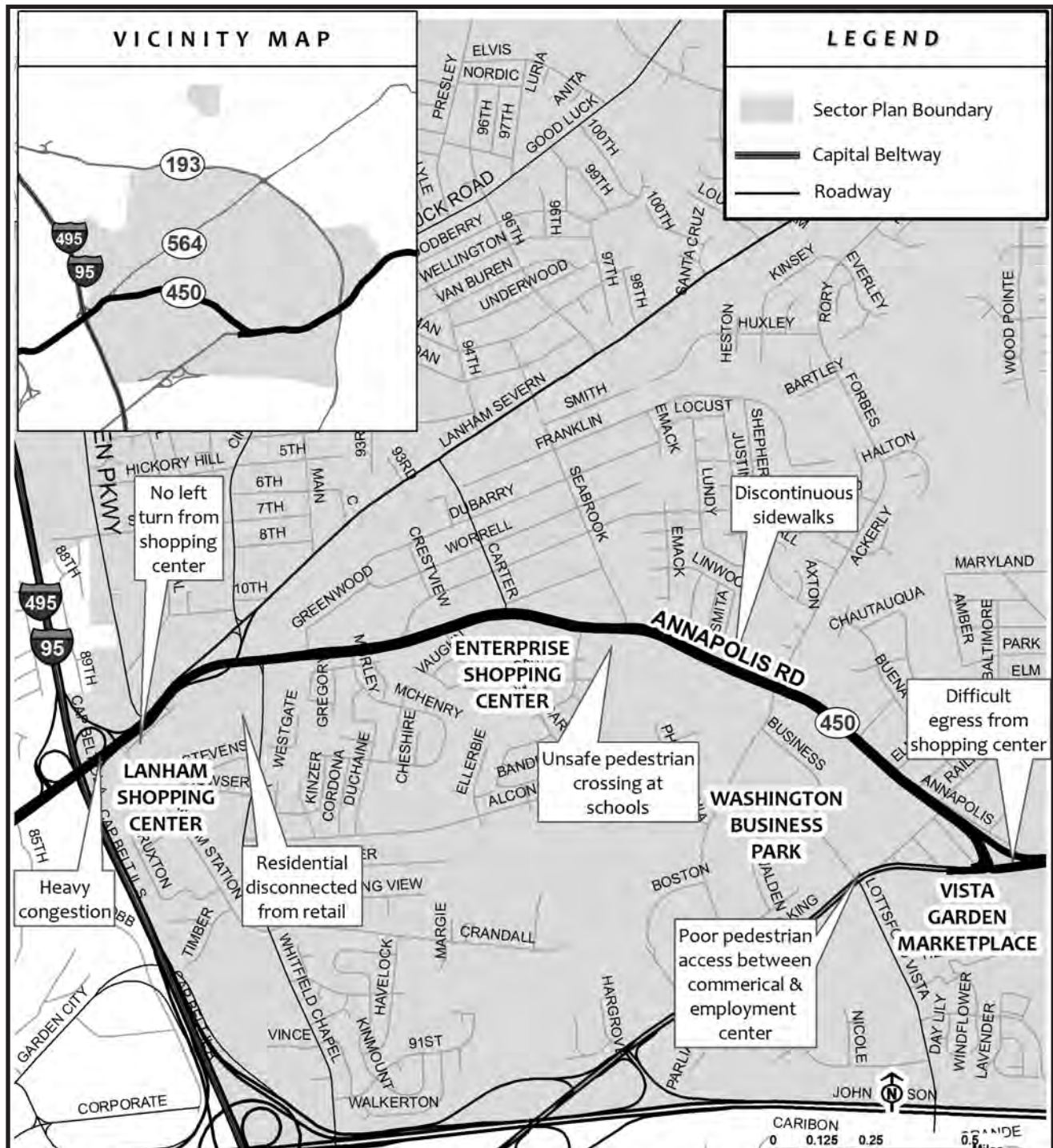
#### GREENBELT ROAD (MD 193) CORRIDOR



Source: M-NCPPC

MAP 28

ANNAPOLIS ROAD (MD 450) CORRIDOR

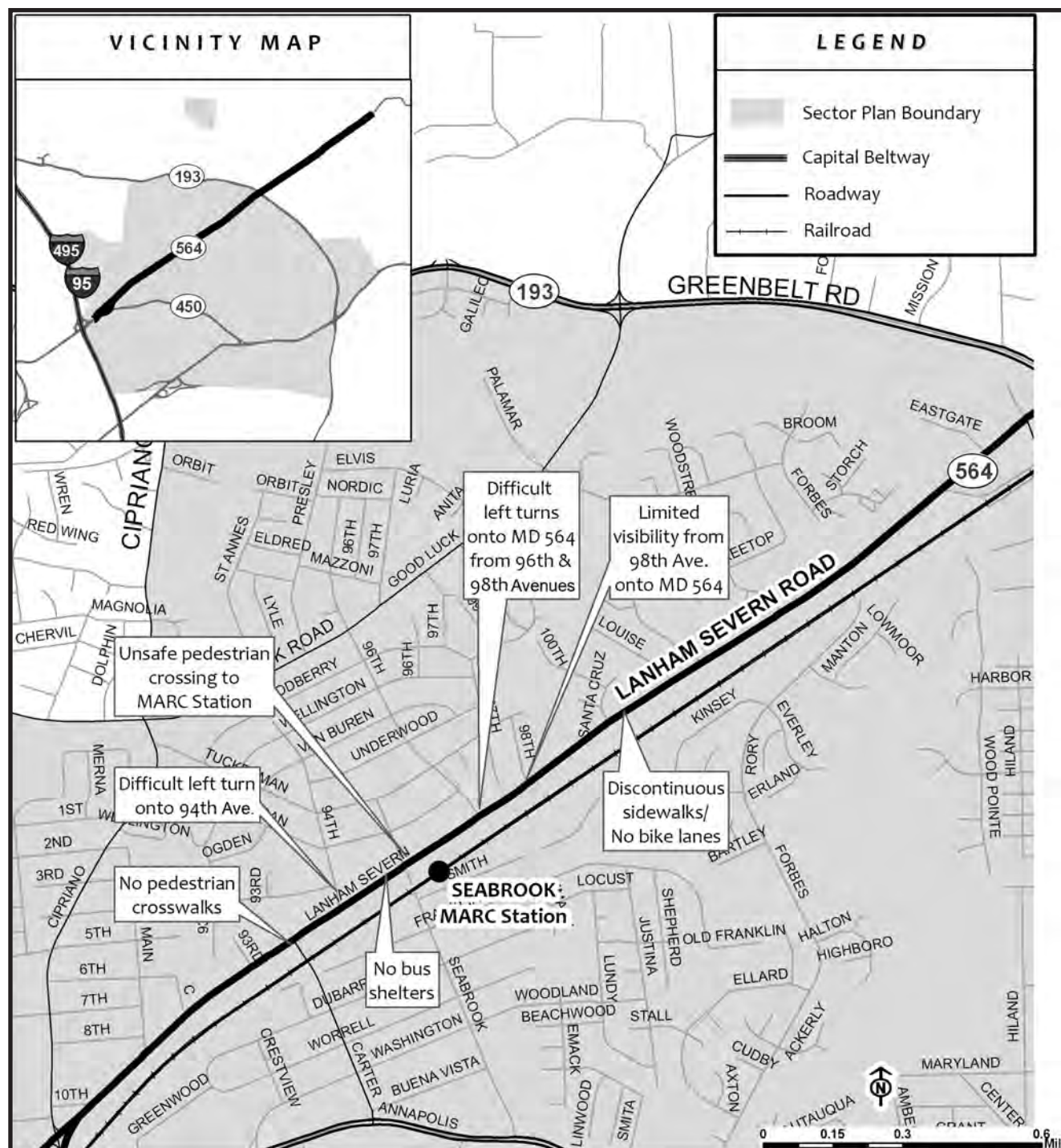


Source: M-NCPPC



MAP 29

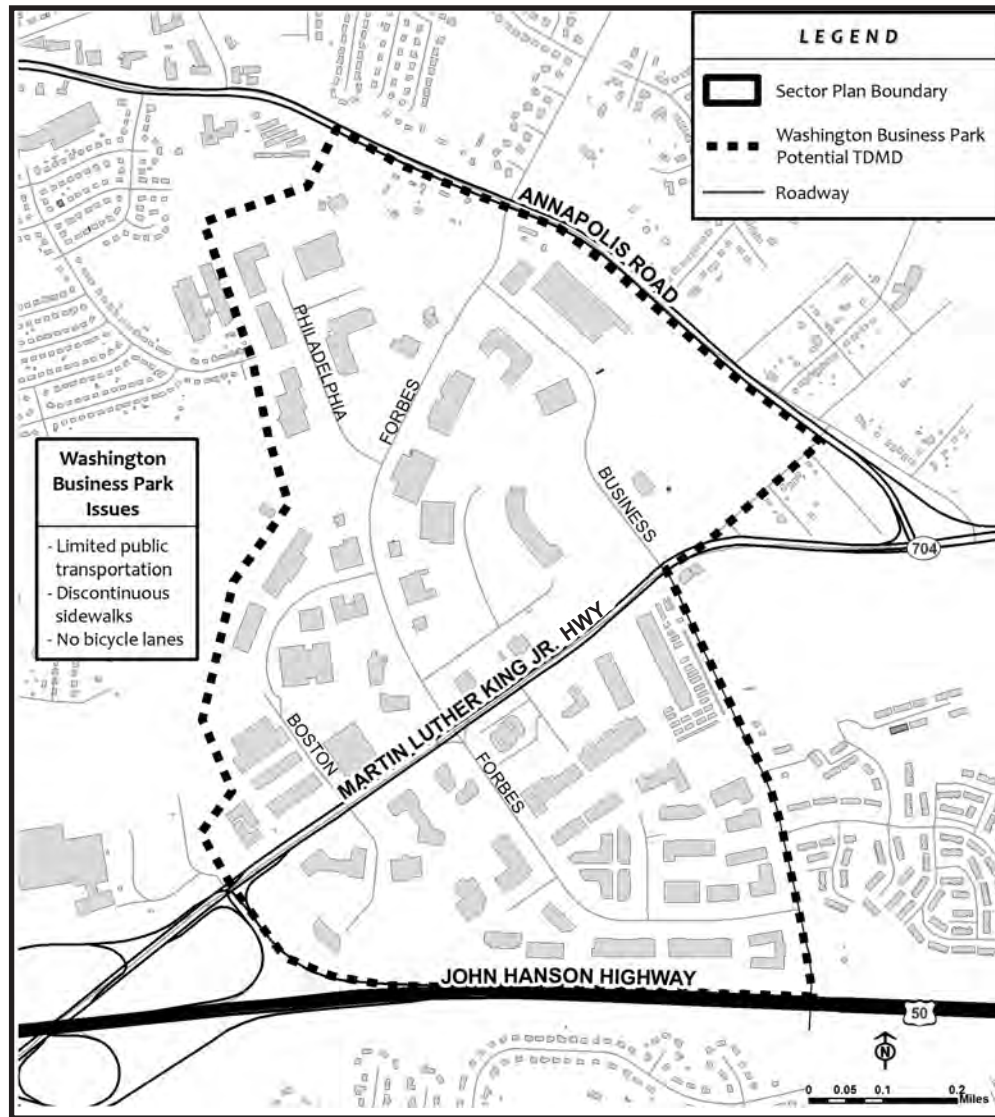
LANHAM SEVERN ROAD (MD 564) CORRIDOR



Source: M-NCPPC



## MAP 30 WASHINGTON BUSINESS PARK



Source: M-NCPPC

### Clean Air Act Amendments of 1990

The Washington, D.C., metropolitan area has been classified as a nonattainment area under the Clean Air Act, which means that it does not meet federal standards for ozone and carbon monoxide levels in the air. Much of this pollution is caused by automobile emissions. Prince George's County lies within this nonattainment area and is subject to state and federal regulations that require the creation of a state implementation plan (SIP) detailing the steps all D.C. metropolitan jurisdictions must take to reduce

area ozone and carbon monoxide levels. The State of Maryland's failure to implement an SIP can result in sanctions that include withholding federal highway funds from the entire state or portions of the state.

### Transportation Demand Management (TDM)

Prince George's County has adopted transportation demand management (TDM) requirements as a strategy to reduce vehicle emissions and work toward compliance with the Clean Air Act Amendments of 1990. TDM refers

generally to a series of strategies that private sector employers can use to reduce the number of vehicle trips made by their workers. Many jurisdictions have TDM ordinances or have required the use of TDM strategies for large building projects under their zoning ordinances.

One of the most important goals of TDM strategies is the reduction of single-occupant vehicle trips, particularly during peak hours of roadway use. Private employers using TDM strategies may offer incentives for transit use, carpooling, ridesharing, cycling, or other alternatives to vehicle travel. TDM programs often include:

- Implementing flex-time policies or compressed work weeks.
- Reducing parking in areas served by transit.
- Offering priority parking for employees who carpool.
- Subsidizing carpool and vanpool operations.
- Providing transit fare subsidies.
- Establishing a shuttle bus system to the nearest transit stop.
- Creating joint ridesharing programs with nearby businesses.
- Encouraging bicycle commuting by providing secure, on-site bicycle storage racks.
- Providing on-site services, such as food and ATMs, so employees will not have to leave the site to obtain these services elsewhere during the workday.
- Establishing an areawide TDM coordinator to help member groups develop TDM strategies.

The Prince George's County TDM Ordinance applies to all employers within a designated transportation demand management district (TDMD) who are either located in an employment center of five acres or more or employ 25 or more workers on a single lot.<sup>6</sup> Subtitle 20A, Section 20A-206 of the Prince George's County Code, requires all property

owners in a TDMD to develop a transportation demand management plan that identifies strategies for trip reduction (such as those identified above). As a regional employment center within Prince George's County and its proximity to major corridors within the sector plan area, the Washington Business Park is a viable candidate for the potential placement of a TDMD.

### Transportation Planning and Land Use

As the cost of transportation improvements grows and funding constraints at the local and state levels increase, efficient use of area transportation facilities becomes of great importance. Transportation efficiency can be supported by appropriate land uses and multimodal opportunities that transform the twentieth-century suburban model of low-density separated land uses that mandate automobile travel.

Because the sector plan area has experienced increased development and accompanying traffic congestion during the past 15 years, many area residents are beginning to reconsider their travel habits. Public transportation is becoming a more attractive option, as evidenced by the increase in MARC train ridership during 2008 and the desire for expanded bus service in the sector plan area. Presently, however, the sector plan area's suburban land use patterns and densities do not support major transit expansions. The lowest densities that can support transit service are:

**Bus:** 7–8 households per acre or 50 employees per gross acre near bus stops

**Rail:** 15–20 households per acre<sup>7</sup>

As the Glenn Dale-Seabrook-Lanham area looks at its long-term future, consideration must be given to shaping land uses to support more efficient transportation. Mixed-use centers in strategic locations—a policy of the 2002 General Plan—can create neighborhoods where residents can walk or bike to convenient retail, services, and recreational amenities. Good connectivity must accompany these mixed-use centers, allowing users multiple routes through various modes of transportation to area

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<sup>6</sup> Subtitle 20A, Section 20A-201 through Section 20A-211

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<sup>7</sup> Transportation Research Board, 2004

destinations. Connectivity between neighborhoods and commercial areas through local streets can decrease traffic delays and the amount of local traffic on arterials.

Rethinking standard suburban access and parking strategies also can improve transportation efficiency. Traffic congestion typically is intensified by linear corridors of commercial uses with driveways for each property and no internal access to abutting properties. This lack of internal connectivity forces vehicles out onto roadways to access nearby businesses. Access management strategies limit the number of curb cuts and promote internal connections between properties, boosting the flow of traffic and often eliminating the need to widen roads in commercial corridors. Access management also can improve safety for pedestrians and cyclists by eliminating the number of vehicle turn movements, reducing conflicts between pedestrians and vehicles, or reducing the number of bicycles and vehicles.

Auto-oriented communities often devote a large percentage of land in commercial and employment centers to surface parking. Many large commercial developments contain parking lots designed to serve peak parking demand on the year's busiest shopping days before Christmas and after Thanksgiving; at other times of the year, these spaces lie vacant. "Overpaving" for parking can be reduced by strategies, such as sharing parking between uses with different hours of operation and instituting maximum parking limits. Effectiveness, however, will depend upon additional changes in land use patterns and support for alternative modes of transportation.

### "Complete Streets"

The 2009 MPOT advocates using the concept of "complete streets" in current and future transportation planning (see Table 36 on page 160). This concept requires considering the needs of a variety of users and modes when planning roadway improvements. According to the 2009 MPOT, "the needs of pedestrians and bicyclists should be considered throughout the entire planning process, not only at the final phases of design or

implementation after many of the major decisions have been made."<sup>8</sup>

Much of what will occur in the sector plan area and similar suburban communities in the next decades will involve retrofitting existing transportation facilities to accommodate multimodal forms of transportation. Complete street concepts meld transportation planning with urban design to create optimal environments for all transportation users. Utilizing complete street principles will help reduce automobile usage, promote connectivity between transportation modes, and improve pedestrian and cyclist safety and comfort.

### Context-Sensitive Design

Just as complete street principles call for consideration to be given to all transportation system users when designing roadway improvements, consideration should also be given to a transportation facility's context. New road designs and retrofits of existing facilities should recognize that roads function differently along their routes according to the environments through which they pass. For example, planned road widenings should consider the surrounding area and community goals for that area. Will adding lanes diminish walkability, safety, or neighborhood character? Designs also should fit with other planning recommendations and incentives to ensure that transportation improvements do not work against broader goals, such as achieving a mixed-use environment.

Well-designed streets that function as part of a larger multimodal, interconnected transportation system add value to a community. Facilities that are sensitive to land uses and ways in which people use their surroundings (i.e., to live, shop, work, or play) while maintaining functionality embody the critical link between transportation and land use that enhances the quality of life for area citizens.

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<sup>8</sup> 2009 *Approved Countywide Master Plan of Transportation*, p. 7.

**Table 36**  
**“Complete Streets” Principles**

<i>Principles</i>	<i>Description</i>
Encourage medians as pedestrian refuge islands.	Along large roadways that are difficult to cross, provide safe places for pedestrians to stand while waiting to cross additional lanes.
Design turning radii to slow-turning vehicles.	Reduce pedestrian/vehicle conflicts in right-turn lanes by designing turning radii to force drivers to decrease turning speeds.
Find wasted space and better utilize it.	Use “extra” space in the roadway right-of-way not needed for through traffic or turning movements to create pedestrian improvements, such as sidewalks, pedestrian refuges, bicycles lanes, or traffic-calming measures.
Time traffic signals to function for all modes.	Traffic signals should give pedestrians adequate time to cross lanes of traffic.
Reduce crossing distances.	Reduce the distance pedestrians must be exposed to traffic while crossing a roadway by providing medians, pedestrian refuges, curb extensions, and reduced turning radii.
Increase crossing opportunities.	Create smaller block sizes to reduce the number of mid-block crossings attempted by pedestrians. Additional intersections will provide more opportunities for crossing at controlled intersections within designated crosswalks.
Encourage pedestrian-scaled land use and urban design.	Provide attractive and comfortable streetscapes with pedestrian amenities.
Acknowledge that pedestrians will take the most direct route.	Accommodate pedestrian movements with safe, direct routes to destinations.
Ensure universal accessibility.	Design sidewalks, intersections, pedestrian signals, curb cuts, ramps, trails, and other transportation facilities to be accessible to persons with disabilities and meet Americans with Disabilities Act (ADA) standards.
Pursue targeted education and enforcement efforts to reduce bicycle and motor vehicle crashes.	Offer courses designed to promote safer streets for cyclists and pedestrians.
<b>Source:</b> 2009 Approved Countywide Master Plan of Transportation	



## Recommendations

***Goal 1: Reduce traffic congestion on local streets, collectors, and arterials, especially during peak hours.***

***Policy 1: Continue to support and implement key recommendations of the 1993 Glenn Dale-Seabrook-Lanham and vicinity master plan.***

### ***Strategies:***

***Continue to implement most of the recommendations found in the 1993 Glenn Dale-Seabrook-Lanham and vicinity master plan for local roadway improvements.***

As discussed earlier, many of the transportation recommendations of the 1993 Glenn Dale-Seabrook-Lanham and vicinity master plan have not been implemented, and the issues they were designed to address remain as problems today. With the exception of a few completed recommendations and the recommendation relating to widening Lanham Severn Road (MD 564), the 1993 recommendations should be carried forward with this 2010 sector plan update. Recommendations should be prioritized according to need and potential funding sources.

A detailed list of 1993 transportation recommendations can be found in Appendix 4 on page 261. Approved sector plan recommendations will amend the 2009 MPOT upon resolution of adoption of the sector plan.

***Work with the Maryland State Highway Administration to study the feasibility of reconfiguring the Capital Beltway/MD 450/MD 564 interchange.***

The joining of Annapolis Road (MD 450), Princess Garden Parkway, Lanham Severn Road (MD 564), and the Capital Beltway presents one of the greatest traffic challenges in the sector plan area. Although improvements to this interchange were made in 1992, residents throughout the planning process emphatically identified continuing congestion and safety issues in this area, many of which are caused by conflicts between local and through traffic. The Transportation Section of the Prince George's County Planning Department should work with the DPW&T, and the SHA to study the feasibility of additional

improvements that would increase traffic safety and reduce congestion.

The ability to implement improvements to this interchange, however, may be limited. All proposed transportation projects on state-maintained roadways must be prioritized by the county before requests are made to the state. Thus, the Capital Beltway/MD 450/MD 564 interchange must compete with other Prince George's County sector plan area transportation needs in order to be considered for an SHA project. If the county does not include a project in a formal priority letter to SHA, the project will not be considered for funding by the state in the Consolidated Transportation Program. In 2009, many other county transportation projects took precedence over the Capital Beltway/MD 450/MD 564 interchange issue. Therefore, interchange improvements probably will not occur in the short term.

***Policy 2: Coordinate proposed redevelopment and future transportation plans.***

### ***Strategy:***

***Ensure that new short- and long-term roadway improvements in the Seabrook MARC station area will complement future redevelopment.***

The Seabrook MARC station area along Lanham Severn Road (MD 564) is one of the sector plan area's most important "areas of interest" due to its designation as a future "community center" in the 2002 General Plan and its link to commuter rail service. This area should redevelop over time to a higher-density, mixed-use center focused on the train station (see Chapter 11 on page 199).

The Seabrook MARC station area already has a series of traffic problems due to the heavy volume of users traveling MD 564 to access the MARC station, commercial services, community facilities, and residential areas. Many short-term improvements are needed in the area, including solutions to problems with left-turning movements at 94<sup>th</sup> and 96<sup>th</sup> Avenues, traffic "stacking" at the Carter Avenue intersection, speeding, poor pedestrian connections to the MARC station, limited parking at the MARC station, and infrequent bus service to the MARC station.

Specific short-term recommendations for Seabrook MARC station area transportation issues include:

- Studying the feasibility of a signalized intersection at Seabrook Road and MD 564.
- Providing continuous sidewalks, bicycle lanes, and crosswalks to access the MARC station.
- Improving lighting and security in the MARC station tunnel.
- Working with WMATA to expand bus service to the MARC station.
- Exploring the possibility of creating a pedestrian trail connection to the southern side of the MARC station.
- Reducing the speed limit along MD 564 between 98<sup>th</sup> Avenue and Carter Avenue.

The 1993 Glenn Dale-Seabrook-Lanham and vicinity master plan recommends widening MD 564 to six lanes with a 120-foot right-of-way; however, this has been reevaluated and deemed inappropriate, given the neighborhood context and the future vision for the MARC station area as a walkable “community center.” Instead, MD 564 should be downgraded to a collector road with four lanes and an 80-foot right-of-way. The addition of two travel lanes should ease congestion in the area, while respecting the roadway’s context of residential neighborhoods, community facilities, and a neighborhood (retail) convenience center.

### ***Policy 3: Support improved access management and local street connectivity.***

#### ***Strategies:***

Promote connectivity of local streets through subdivision review.

When local streets are connected rather than isolated in culs-de-sac, they can carry automobile and pedestrian/bicycle traffic on local trips that otherwise would be forced onto collectors and arterials. The subdivision review process should ensure that neighborhood streets and streets in employment areas have multiple access points

that allow users—including pedestrians—to reach destinations without having to get onto major roadways.

### ***Adopt access management standards for sector plan area arterials.***

Access management standards can help reduce the number of curb cuts and conflicts between turning vehicles and pedestrians/cyclists along arterial corridors, including MD 564, MD 450, and Greenbelt Road (MD 193). Although access management standards would not apply to existing property configurations along commercial corridors, as properties redevelop in the long term, owners would be required to meet these new standards at the time of major changes, such as new uses or buildings that would generate increased traffic.

Access management criteria may include:

- Requirements for joint-use driveways with joint maintenance agreements between adjacent property owners.
- Creation of local access or internal cross-access drives, with cross-access easements and joint maintenance agreements.
- Building layouts and parking sited to allow users to access multiple buildings within the same commercial center on foot.
- Drive-through facilities designed as integral parts of buildings, with access that minimizes conflicts between pedestrian and vehicular traffic.

### ***Goal 2: Improve transportation flow on regional routes.***

***Policy: Work with the state and neighboring communities on regional solutions to traffic congestion.***

#### ***Strategy:***

Continue to work with the Maryland State Highway Administration and federal transportation agencies to

develop regional solutions to congestion on freeways and major arterials.

Prince George's County is not responsible for improvements to state highways in the sector plan area (the Capital Beltway and US 50); however, the county works with SHA and federal agencies to ensure that local concerns are known and considered during the planning, design, and construction processes. County comments on any state highway project should continue to include the request that local transportation policies and plan recommendations be taken into consideration. Furthermore, given the sector plan area's handling of "pass-through" traffic, participation in state highway planning processes should ensure that regional solutions benefit the Glenn Dale-Seabrook-Lanham area, as well as neighboring communities.

**Goal 3: Encourage alternative means of transportation within the sector plan area.**

**Policy 1: Follow complete street principles, which include pedestrian and bicycle considerations, in all new road construction and improvement projects.**

**Strategy:**

Adopt complete streets principles when designing roadway improvements in the sector plan area.

All future roadway projects for the sector plan area should include studies of pedestrian and cyclist needs and potential facilities to accommodate these needs. The fact that pedestrians and cyclists are not currently observed using particular area transportation facilities does not mean that a demand does not exist; instead, existing conditions may be so uncomfortable that they will not use a roadway. During the planning process, area residents repeatedly requested sidewalk improvements, streetscape improvements, and on- and off-road bicycle paths. Facility design should ensure that safe and comfortable multimodal opportunities are present. Including pedestrian and bicycle facilities in new roadway design is more cost-effective than having to perform later retrofits.

**Policy 2: Support transportation-efficient land use policies and pursue mixed-use development in strategic locations.**

**Strategies:**

Promote land use policies that increase density in strategic areas to support public transportation.

Although portions of the sector plan area are served by public transportation, the area's lower-density, suburban nature precludes cost-effective service that extends throughout the Glenn Dale, Seabrook, and Lanham communities. Despite the fact that the majority of residential land uses will continue to be lower-density, single-family residential neighborhoods, strategic changes in land uses to encourage higher-density development in a limited number of mixed-use centers can help support increased transit service to these areas. New townhome and multifamily units in two mixed-use centers can provide the critical mass needed to prompt WMATA and Prince George's County to provide additional bus routes or add buses to existing routes (thus decreasing headways) or to encourage the Maryland Transit Administration (MTA) to consider adding more MARC trains to its Penn Line.

Areas envisioned for long-term, higher-density redevelopment include the Seabrook MARC station area and the Vista Gardens Marketplace area. Future visions for these focus areas are discussed in detail in Chapter 11 on page 199.

Promote land use policies that create walkable "centers" of neighborhood-serving commercial and employment uses.

Land use policies that discourage traditional suburban strip commercial development and encourage the creation of higher-density, mixed-use nodes containing neighborhood-serving retail and services can help reduce automobile trips. Studies have shown that individuals typically are willing to walk approximately one-quarter mile (a five-minute walk) to reach important destinations. When amenities and employment are concentrated in centers close to neighborhoods rather than stretched along arterials, many nearby residents will choose to walk, rather than drive, to these centers (as long as streets feel safe and comfortable). Increased numbers

of residents walking to neighborhood centers decrease the number of car trips needed to obtain goods and services or go to work and can reduce area traffic congestion in the long term.

Additional information about future land uses in the sector plan area can be found in Chapter 11 on page 199.

### ***Policy 3: Work with state agencies to encourage ridership on MARC.***

#### ***Strategy:***

*Work with state agencies to implement improvements to the Seabrook MARC station.*

Although the State of Maryland owns the MARC station property and its associated parking, Prince George's County can work with the MTA to improve the station area. The county already has had conversations with the state about future plans for the Seabrook MARC station property and has identified area residents' concerns that should be addressed in future planning. The 2002 General Plan's designation of the station area as a future community center also makes it critical that this planning dialogue continue.

The Maryland-National Capital Park and Planning Commission (M-NCPPC) and the county should work with MTA to develop and implement a series of short- and long-term station improvements. These should include:

- Improving station platforms.
- Ensuring safe access between the northbound and southbound platforms by redesigning the pedestrian tunnel.
- Providing safe pedestrian connections to both sides of the station through upgraded sidewalks and crosswalks.
- Exploring the possibility of expanded bus service to the MARC station.

### ***Policy 4: Work with metropolitan and state agencies to improve public transit within the sector plan area.***

#### ***Strategies:***

*Work with metropolitan and state agencies to improve bus service within the sector plan area.*

As discussed above, the sector plan area's lower-density development does not support a network of extensive bus service. Existing bus routes serve only some of the area's major commercial and employment centers and have limited hours and long headways. Although many residents will continue to prefer using private automobiles, M-NCPPC and the county should work with WMATA and MTA to increase service along existing routes or develop new routes to destinations within and outside the sector plan area. Preliminary recommendations contained in the draft 2009 Prince George's County Transit Service and Operations Plan are a step toward this goal. Additional service recommendations in the medium and long term may include improved service to the Seabrook MARC station, the Washington Business Park (i.e., multiple routes), the Greenbelt Executive Center, sector plan area shopping centers, and nearby Metro stations, along with new service to Vista Gardens Marketplace and along Greenbelt Road (MD 193). (Bus service route extensions, however, will be limited by residential densities, commercial/employment intensities, and the availability of funding.) Improved bus service also should include considerations of convenient bus stops and the provision of bus shelters where feasible and appropriate.

*Investigate the feasibility of developing park-and-ride lots near transit lines.*

Safe and convenient park-and-ride facilities encourage commuters to park their cars and utilize transit. Many individuals who will not walk to a transit station will readily drive their cars and park in one of these lots. Park-and-ride lots can help reduce vehicle trips—particularly single-occupant vehicle trips—into Washington, D.C., and Baltimore. The sector plan area currently has no park-and-ride facilities, but M-NCPPC and DPW&T should work with transit agencies and private property owners to



negotiate agreements for park-and-ride use of fringe parking at sector plan area shopping centers that lie along a transit route. Additionally, publicly-owned surplus land along major arterials could be utilized as park-and-ride sites.

***Policy 5: Create environments that are more conducive to nonmotorized travel.***

***Strategies:***

*Continue to develop a network of pedestrian and bicycle trails that connect destinations within the sector plan area.*

Since the 1993 Glenn Dale-Seabrook-Lanham and vicinity master plan, M-NCPPC, DPW&T, and SHA have worked together to develop fundamental pieces of a trails network that eventually will interconnect all portions of the sector plan area. These include the WB&A Trail, the Folly Branch Stream Valley Trail, the MD 450 sidepath, and equestrian trails.

These entities should continue to implement planned trails that link residential communities with commercial areas and open space, including the improvements detailed in Table 35 on page 152 and Map 26 on page 153. Constructing additional pedestrian and bicycle trails provides not only recreational benefits but also transportation alternatives that reduce traffic congestion and pollution and improve community health.

*Evaluate unneeded space in roadway rights-of-way for potential use for bicycle lanes or transit.*

Some area roadways that have more lanes or right-of-way space than needed for existing traffic could have this unused area converted to bicycle lanes or transit lanes or stops. The M-NCPPC and DPW&T should study the feasibility of retrofitting these roadways for bicycle or transit facilities. All bicycle facilities should be developed to American Association of State Highway and Transportation Officials (AASHTO) standards.<sup>9</sup>

<sup>9</sup> Preferred standards are found in the AASHTO *Guide for the Development of Bicycle Facilities* (1999).

***Policy 6: Support transportation demand management (TDM) strategies.***

***Strategy:***

*Encourage designation of the Washington Business Park as a transportation demand management district (TDMD).*

M-NCPPC and the county should encourage all private-sector employers—particularly large businesses—to implement TDM strategies to limit single-occupant vehicle trips to business destinations, both within and outside of the sector plan area. The Washington Business Park area, however, is large enough to qualify as a TDMD under the Prince George's County Transportation Demand Management Ordinance (Subtitle 20A, Section 20A-201 through Section 20A-210). This ordinance would require business park employers to adopt strategies to incentivize vehicle trip reductions, such as compressed workweeks, preferential parking for carpoolers, transit subsidies, and shuttle buses to area Metro stations.

***Goal 4: Improve pedestrian safety throughout the area.***

***Policy 1: Develop a continuous network of safe routes (sidewalks and trails) for pedestrians, especially between neighborhoods and sector plan area destinations.***

***Strategies:***

*Conduct pedestrian safety studies at key intersections and other areas with known pedestrian safety issues.*

Studies of sidewalk conditions, pedestrian-vehicular conflicts, and crosswalks should be conducted at major sector plan area intersections to determine needed pedestrian safety improvements. These may include upgraded or new sidewalks, reduction in turning radii to slow vehicular speed on right turns, pedestrian-activated signals, or crosswalk striping. The intersection of Good Luck Road and Greenbelt Road (MD 193) should be the first study area, given its proximity to local schools and the high number of pedestrians attempting to negotiate this intersection.

The 1993 Glenn Dale-Seabrook-Lanham and vicinity master plan specifically identified problematic pedestrian circulation between the Whitfield Chapel Road residential area and the Annapolis Road (MD 450) business area. According to the plan, pedestrian fatalities have occurred while individuals crossed the railroad tracks behind the Whitfield Chapel Apartments to get to the commercial area. Crossing the railroad tracks is the most direct route from the residential complex to the Lanham Shopping Center; however, it also is the most dangerous route. The 1993 Glenn Dale-Seabrook-Lanham and vicinity master plan recommended studying three pedestrian safety options: (1) a pedestrian overpass; (2) a pedestrian underpass; or (3) building an insurmountable wall along the tracks.<sup>10</sup> During the planning process for this 2010 sector plan, residents reiterated that this is a problem area. A pedestrian safety study should be undertaken to determine the feasibility of the 1993 Glenn Dale-Seabrook-Lanham and vicinity master plan recommendations or to identify more relevant pedestrian safety improvements for this area.

**Retrofit existing roadways with improvements designed to create a safer environment for pedestrians.**

Many area roadways, from neighborhood streets to arterials, lack continuous and/or well-maintained sidewalks and crosswalks at intersections. Pedestrian safety can be enhanced through roadway improvements throughout the sector plan area, with priority assigned to connections to schools, recreational facilities, transportation facilities, and neighborhood commercial centers. Table 39 on page 172 identifies specific recommendations for pedestrian safety improvements.

**Ensure that the design of new roadways incorporates features intended to provide safety and comfort to pedestrians.**

Designing new roadways to incorporate pedestrian safety features is less expensive in the long run than having to retrofit existing roadways. All proposed roadways and roadway improvements in the sector plan area should follow the complete street

principles and consider pedestrian safety features in roadway design. This may involve including such features as wide sidewalks, pedestrian refuge islands, medians, crosswalks, curb extensions, pedestrian-activated crossing signals, and traffic calming measures.

**Implement traffic calming measures within neighborhoods as appropriate.**

Traffic congestion on collectors and arterials encourages automobile drivers to search for alternate routes to their destinations. This often generates cut-through traffic on neighborhood/local streets that exceeds posted speeds. During the planning process, many residents complained of traffic speeding through their neighborhoods and that many motorists often ignore stop signs. These complaints suggest that traffic calming measures may be needed in several neighborhoods throughout the sector plan area.

Traffic calming techniques typically do not stop traffic; instead, they slow traffic through roadway design techniques that shift roadway alignments vertically or horizontally to reduce speed. Traffic calming strategies include speed humps, raised crosswalks or speed tables, chicanes, curb extensions, narrowing of wide intersections, raised intersections, roundabouts, and others. Traffic calming measures are relatively inexpensive transportation improvements; however, they cannot be implemented on a broad basis. Each area that is a candidate for traffic calming must be studied carefully to determine which traffic calming measure(s) is appropriate for that location.

**Continue to implement the county's Neighborhood Traffic Management Program.**

In 1995, the DPW&T created a Neighborhood Traffic Management Program (NTMP). The purpose of this program is to promote and maintain the safety and livability of the county's residential neighborhoods. The NTMP provides a process for identifying, evaluating, and addressing undesirable traffic conditions related to speed and excessive volumes. Citizens, elected officials, or neighborhood associations may request a traffic study for a particular area under this program. Study outcomes

<sup>10</sup> 1993 Approved Master Plan and Sectional Map Amendment for Glenn Dale-Seabrook-Lanham and Vicinity (Planning Area 70), p. 50.

may include recommendations for traffic-calming devices.

**Ensure safe, comfortable connections between schools and neighborhoods.**

One major source of traffic congestion in many residential suburbs is vehicular traffic going to and from schools. In the sector plan area, children may not walk or bike to nearby schools due to poor pedestrian/bicycle conditions, such as discontinuous or no sidewalks, lack of pedestrian crosswalks, and traffic speeding through neighborhoods. In addition to retrofitting existing neighborhood streets and roadways, many communities have implemented programs designed to improve safety for children traveling on foot or by bicycle to and from school.

Some jurisdictions participate in the Safe Routes to School Program, which encourages community groups to evaluate roadway/sidewalk hazards in their immediate area and adopt localized strategies to help make their streets safer for children traveling to school. Strategies may range from advocacy for safer streets to organizing volunteer safety patrols, creating “walking school buses” that allow children to walk together with adults to school, or applying for funding to implement needed improvements, such as sidewalk construction, crosswalk striping, better lighting, or pedestrian bridges.

***Goal 5: Identify and evaluate roads that have scenic characteristics within the sector plan area.***

***Policy: Continue to protect, preserve, and enhance scenic roads.***

***Strategies:***

Require submission of a visual assessment survey when development applications are submitted for properties along or adjacent to Bell Station Road.

Ensure that viewsheds along Bell Station Road are preserved through the use of appropriate building setbacks, lot layouts, and screening and buffering.

Continue coordination efforts between M-NCPPC and the DPW&T to ensure that roadway improvements are

limited to those absolutely necessary to address safety concerns.

The SHA should study the feasibility of signalization at the intersection of Daisy Lane and MD 193.

Tables 37, 38, and 39 on the following pages list the recommended roadway, trails, and pedestrian safety improvements within the sector. Map 31 on page 169 illustrates the location of the recommended roadway improvements.

**Table 37**  
**Recommended Street, Road, and Highway Facilities**

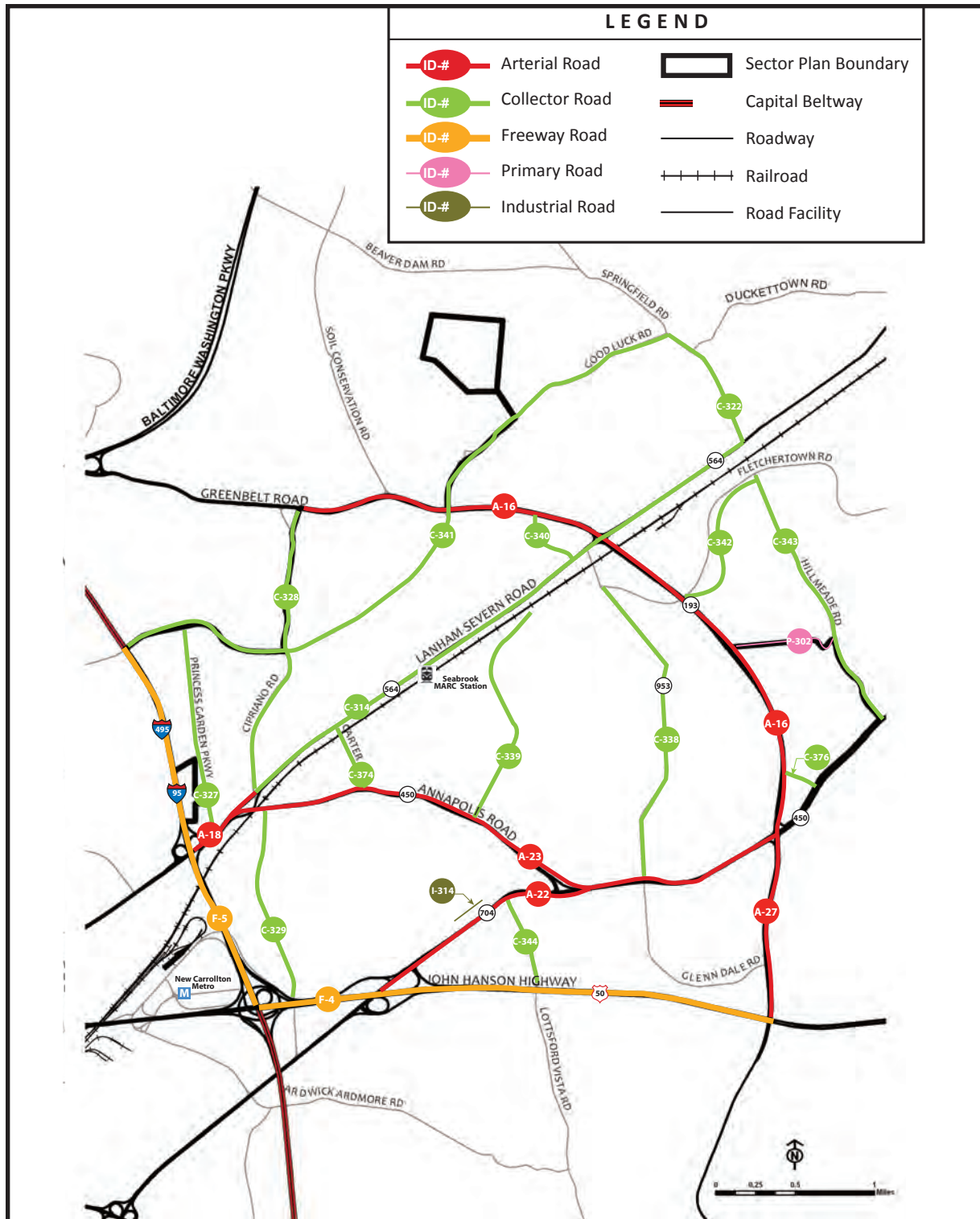
<i>Road ID</i>	<i>Facility name</i>	<i>Project Limits</i>	<i>Right of Way (feet)</i>	<i>Lanes</i>
F-4	John Hanson Highway	I-95/I-495 to MD 193	300'	6-8
F-5	Capital Beltway (I-95/I-495)	US 50 to Good Luck Road	300'	8-10
A-16	Greenbelt Road/Glenn Dale Boulevard (MD 193)	Cipriano Road to MD 450	120'-200'	6
A-18	Annapolis Road (MD 450)	I-95/I-495 to MD 564	120'	6
A-22	Martin Luther King Jr Highway (MD 704)	US 50 to MD 450	120'	6
A-23	Annapolis Road (MD 450)	I-95/I-495/MD 564 to MD 704	120' min.	4-6
		MD 704 to Hillmeade Road	120-150'	6-8
A-27	Enterprise Road (MD 193)	MD 450 to US 50	150'	4
C-322	Springfield Road	Good Luck Road to MD 564	80'	4
C-327	Princess Garden Parkway	MD 450 to Good Luck Road	80'	4
C-328	Cipriano Road	MD 564 to MD 193	80'	4
C-329	Whitfield Chapel Road	US 50 to MD 450	80'	4
C-338	Glenn Dale Road (MD 953)	MD 450 to MD 193	80'	4
C-339	Forbes Boulevard	Lottsford-Vista Road to MD 564	80'	4
C-340	Relocated Forbes Boulevard	MD 564 to MD 193	80'	4
C-341	Good Luck Road	I-95/I-495 to Springfield Road	80'	4
C-342	Prospect Hill Road	MD 193 to Hillmeade Road	80'	4
C-343	Hillmeade Road	Prospect Hill Road to MD 450	80'	4
C-344	Lottsford-Vista Road	MD 704 to US 50	80'	4
C-374	Carter Avenue	MD 564 to MD 450	80'	4
C-376	Bell Station Road	MD 193 to MD 450	80'	4
I-314	Willowdale Road	Willowdale Road to MD 450	70'	2
P-302	Daisy Lane	MD 193 to Hillmeade Road	60'	2

**Note:** The Road ID is the identification number assigned to road facilities within the sector plan area through the comprehensive planning process.



MAP 31

RECOMMENDED STREET, ROAD, AND HIGHWAY FACILITIES MAP\*



Source: M-NCPPC

\*See Table 31 on page 145

**Table 38**  
**Recommended Trails Improvements**

<i>Trails</i>		
<i>Name</i>	<i>Description</i>	<i>Justification</i>
Folly Branch Stream Valley Trail	Continue construction.	Will provide a major north/south trail connection through central Prince George's County.
Bald Hill Branch Stream Valley Trail	Planned major trail.	Will improve nonmotorized access to the Washington Business Park and several community facilities.
Lottsford Branch Stream Valley Trail	Planned major trail. Creates connections to the Folly Branch Trail.	Will connect the Marietta site with the Folly Branch Stream Valley Trail and also provide access to the former Glenn Dale Hospital site.
Neighborhood trail connection between Forbes Boulevard and Greenbelt Road (MD 193)	Neighborhood trail connection.	Will provide a trail connection across planned M-NCPPC parkland and between the existing Woodstream community and employment areas along MD 193.
Neighborhood trail connection between former Glenn Dale Hospital site and WB&A Trail to the Folly Branch Stream Valley Trail	Neighborhood trail connection that may utilize an unbuilt road right-of-way to create trail facility.	Will connect former Glenn Dale Hospital site and WB&A Trail with other major trails in area.
Holmehurst Neighborhood Park Connector Trail	Neighborhood trail connection.	Will connect Holmehurst Neighborhood Park with the Lottsford Branch Stream Valley Trail.
Trail connection from Old Glenn Dale Road to Glenn Dale Boulevard (MD 193)	Neighborhood trail connection.	Will provide access from former Glenn Dale Hospital site to Glenn Dale Boulevard (MD 193).
<i>Bicycle Facilities</i>		
<i>Name</i>	<i>Description</i>	<i>Justification</i>
Martin Luther King Jr Highway (MD 704)	Sidepath and designated bike lanes.	Will improve nonmotorized access to the Washington Business Park and connect with the eastern terminus of the existing WB&A Trail.
Annapolis Road (MD 450)	Continue the sidepath and wide outside curb lanes from Seabrook Road to the Capital Beltway.	Will provide a major east/west trail connection.
Lanham-Severn (MD 564)	Dual bikeway.	Will improve non-motorized access to the Seabrook MARC station and area bus stops.

**Table 38 (cont'd)**  
**Recommended Trails Improvements**

<i>Bicycle Facilities</i>		
<i>Name</i>	<i>Description</i>	<i>Justification</i>
Greenbelt Road (MD 193)	Designated bike lanes.	Will connect Goddard Road to Lanham Severn Road (MD 564).
Good Luck Road	Dual bikeway with a sidepath and designated bike lanes.	Will provide safe nonmotorized access to DuVal High School and other area schools, along with nearby park and recreation facilities.
Princess Garden Parkway	Designated bike lanes.	Will connect to the planned dual bikeway along Good Luck Road.
Whitfield Chapel Road	Designated bike lanes.	Will connect to MD 450 and MD 704 bikeways.
Lottsford Vista Road	On-road bicycle facilities.	Will improve nonmotorized access to Washington Business Park.
Glenn Dale Road (MD 953)	On-road bicycle facilities.	Will improve nonmotorized access to the WB&A Trail, the MD 450 sidepath, and the former Glenn Dale Hospital site.
Forbes Boulevard	Designated bike lanes; bikeway signage and pavement markings north of Palamar Drive. Shared use road or designated bike lanes along Forbes Boulevard.	Will provide connection to the Folly Branch Stream Valley Trail and connect Lottsford Vista Road and Lanham Severn Road.
Prospect Hill Road	Designated bike lanes.	Will connect residential communities along corridor.
Northern Avenue	Bicycle-compatible roadway striping.	Will connect Good Luck Road to Greenbelt Road (MD 193).
Hillmeade Road	Designated bike lanes.	Will connect Lanham Severn Road to Fairwood Parkway.
Daisy Lane	Designated bike lanes.	Will connect Glenn Dale Road (MD 953) to Hillmeade Road.
Crandall Road	On-road bicycle facilities.	Will connect Whitfield Chapel Road to Lanham Forest Park.
Franklin Avenue	On-road bicycle facilities.	Will connect Carter Avenue to Folly Branch Stream Valley Trail.
Glenn Dale Boulevard (MD 193)	Improve existing on-road bicycle facilities and consider a future sidepath and designated bike lanes.	Will provide access from Marietta Historic Site to WB&A Trail.

**Table 38 (cont'd)**  
**Recommended Trails Improvements**

<b>Bicycle Facilities</b>		
<i>Name</i>	<i>Description</i>	<i>Justification</i>
Palamar Drive	Bikeway signage and pavement markings.	Will connect Bald Hill Branch Stream Valley Trail to Forbes Boulevard.
Woodstream Drive	Bikeway signage and pavement markings.	Will connect Palamar Drive to Lanham Severn Road.
Bell Station Road	Bikeway signage and pavement markings; potential designated bike lanes.	Will connect Daisy Lane to Annapolis Road (MD 450) sidepath.

**Table 39**  
**Recommended Pedestrian Safety Improvements**

<i>Area</i>	<i>Facility</i>
Martin Luther King Jr Highway (MD 704)	Widen sidewalk.
Greenbelt Road (MD 193)	Construct continuous sidewalks with wide sidewalks in places of heavy pedestrian activity (such as NASA), striped pedestrian crosswalks.
Princess Garden Parkway	Construct standard or wide sidewalks.
Whitfield Chapel Road	Construct standard or wide sidewalks.
Lottsford Vista Road	Construct standard or wide sidewalks.
Glenn Dale Road	Construct standard or wide sidewalks.
Forbes Boulevard	Construct continuous sidewalks from MD 450 to Lottsford Road.
Prospect Hill Road	Construct sidewalk or sidepath.
Northern Avenue	Construct continuous sidewalks.
4th Street	Construct sidewalk along south side of road.
Cipriano Road	Construct continuous sidewalks.
94th Avenue	Construct sidewalk along west side of road.
Hillmeade Road	Construct continuous sidewalks.
Daisy Lane	Construct continuous sidewalks; a raised crosswalk on Daisy Lane at Trillium Trail.
Crandall Road	Construct continuous sidewalks.
Franklin Avenue	Construct continuous sidewalks.
C-340 planned collector (from MD 193 to MD 564)	Construct wide sidewalk.
Whitfield Chapel Park/Capital Beltway	Study feasibility of a pedestrian bridge across the Capital Beltway to Garden City Drive; would provide direct pedestrian access to the New Carrollton Metro Station



# Public Facilities

**T**imely provision of public facilities and services creates not only a foundation for existing neighborhoods and employment centers but also a framework that shapes a community's future development. Excellent public facilities and services attract and retain residents and businesses and can serve as partial catalysts for an area's economic growth. The strategic provision of public facilities and services involves interconnected considerations, projected growth rates, land use policies, current facility capacity, the presence of existing infrastructure, and funding constraints. Public facilities and services form a vital component of livable communities, and prudent investment in capital assets will ensure the availability of high-quality facilities and services that are easily accessible and meet the demands of all area residents.

Public facilities and services within the sector plan area should serve existing and future demand based on population and employment projections (see Chapters 3 on page 29 and 11 on page 199). Moreover, they should help facilitate implementation of the 2002 *Prince George's County Approved General Plan's* goals and policies for Developing Tier communities. The ongoing provision of these facilities and services must work in conjunction with existing capacity in other sector plan areas and future development plans, not only for the sector plan area but for surrounding communities. As such, facilities and services within the sector plan area can be seen as pieces of a broader network that ties Prince George's County communities together. Efficient service delivery and high-quality, cost-effective facilities will improve the existing quality of life within the Glenn Dale-Seabrook-Lanham area and help promote sustainable, orderly growth for the future.

## Key Findings

- The Prince George's County Police District II is extensive, and the district station lies outside the sector plan area.
- Many public schools in the sector plan area are in fair physical condition.
- There are no libraries in the sector plan area.

## Major Challenges

- Schools in surrounding communities are overcrowded and unequipped to handle the burden of additional students from the sector plan area.
- School improvements need to be adequately funded.
- The sector plan area is approaching buildout, and few large, available parcels of land exist for future public facilities/services.

## Existing Conditions

### Related Plans

#### 2002 Prince George's County Approved General Plan

The 2002 General Plan encourages the strategic and efficient provision of public facilities and services to reinforce existing development patterns and shape future growth. The plan establishes standards for different community services, including fire and rescue, police, schools, libraries, water and sewer, and parks. Although the plan emphasizes priority funding for facilities and services within the Developed Tier, its policies impact all communities. The plan's broad infrastructure policies include:

- “Provide public facilities in the locations needed to serve existing and future county residents and businesses.”
- “Efficiently provide needed public facilities.”
- “Utilize the provision of public facilities to strengthen county economic development priorities.”
- “Use this 2002 General Plan as a policy guide for determining where and how to locate future public facilities.”<sup>1</sup>

These countywide policies underlie the area-specific goals and policies contained within this sector plan update. Additionally, calculations used to determine existing capacity and future need are based on the 2002 General Plan and other county guidelines. Specific recommendations will help facilitate implementation of the 2002 General Plan’s policies within the Glenn Dale-Seabrook-Lanham sector plan area.

### 2008 Approved Public Safety Facilities Master Plan

The Prince George’s County *Approved Public Safety Facilities Master Plan* (March 2008) amends the 2002 General Plan’s public facilities policies, providing guidance for the location and development of new public safety facilities and facility upgrades within each county sector plan area. The Public Safety Facilities Master Plan makes specific recommendations and sets forth county standards for public safety units, including the number of personnel, response times, and so on. Public Safety Facilities Master Plan recommendations for the Glenn Dale-Seabrook-Lanham area have been incorporated into this 2010 sector plan update.

### Public Safety

#### Police Services

The Glenn Dale-Seabrook-Lanham sector plan area lies within the Prince George’s County Police Department (PGPD) District II service area. Headquartered on US 301 near Bowie, this police service area covers 134 square miles and serves over 172,000 residents, stretching from Upper Marlboro in

the south to Greenbelt and the Beltsville Agricultural Research Center in the north. The sector plan area lies in the northernmost portion of this police district, some ten miles away from district headquarters. The Public Safety Facilities Master Plan recommends that the PGPD should strive to achieve a staffing level of 1,800 officers in the future.

In 2008, the average response time for all Prince George’s County police units was 8.5 minutes for priority calls (homicide, bodily injury) and 10.9 minutes for nonpriority calls. The county response time standards are 10 minutes or under for priority calls and 25 minutes or under for nonpriority calls. Given the sector plan area’s distance from the Bowie headquarters, response times may exceed the county averages. The length of time necessary to respond to police calls has led to a public perception that parts of the sector plan area are unsafe and that additional police facilities are needed to serve the area population.

### Fire and Emergency Medical Services

Fire and emergency services for the sector plan area are provided by the Prince George’s County Fire/EMS Department. The Public Safety Facilities Master Plan recommends Developing Tier fire and emergency service facilities be located within a five-to seven-minute travel time from all residences in the area. Two fire/EMS stations are located within the sector plan area—West Lanham Hills Company 48 on Good Luck Road and Glenn Dale Company 18 on the eastern side of Glenn Dale Boulevard (see Table 40 on page 175 and Map 32 on page 176). Staff members include career employees and volunteer firefighters.

In 2007, the two fire/EMS stations serving the Glenn Dale-Seabrook-Lanham sector plan area responded to 4,473 EMS service calls and 1,791 fire service calls. The West Lanham Hills station handles more calls than the Glenn Dale station, due in part to its location in a more populous area.

The Public Safety Facilities Master Plan recommended renovations for the West Lanham Hills station. These facility improvements have been programmed in the FY 2010–FY 2015 Capital Improvement Program (CIP) as a long-term priority item.

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<sup>1</sup> 2002 Prince George’s County *Approved General Plan*

**Table 40**  
**Sector Plan Area Fire/EMS Stations**

	<i><b>Company 18</b></i>	<i><b>Company 48</b></i>
<i><b>Name</b></i>	Glenn Dale	West Lanham Hills
<i><b>Location</b></i>	11900 Glenn Dale Boulevard, Glenn Dale	8501 Good Luck Road, Lanham
<i><b>Equipment</b></i>	2 engines, 1 ambulance, 1 medic, 1 rescue engine, 1 rescue squad	2 engines, 1 ambulance, 1 mini-pumper
<i><b>Public Safety Facilities Master Plan Recommendation</b></i>	None	Proposed renovations identified as long-term CIP item
<i><b>Source:</b></i> M-NCPPC		

## Public Schools

### Public School Facilities

The Prince George's County Public Schools System (PGCPS) operates and maintains all public schools in the Glenn Dale-Seabrook-Lanham sector plan area. These schools include 11 elementary schools, 2 middle schools, and 3 high schools (see Table 41 on page 177 and Map 33 on page 180). In addition, a French immersion school, a Montessori magnet school, and a science education center lie within the sector plan area.

### Current and Projected Enrollment

School overcrowding was a major public facilities issue in the 1993 *Approved Master Plan and Sectional Map Amendment for Glenn Dale-Seabrook-Lanham and Vicinity (Planning Area 70)*. Although capacity was sufficient in 1993, the 1993 Glenn Dale-Seabrook-Lanham and vicinity master plan recognized that future area growth would overburden existing facilities. Recommendations were made for two new schools within the sector plan area: (1) on the Forest-Ricker tract at 10111 Greenbelt Road, and (2) near the intersection of Annapolis Road (MD 450) and Glenn Dale Road. Neither school was constructed, and the area's rapid growth during the 1990s has resulted in school overcrowding in the sector plan area.

During the 2008-2009 school year, Gaywood Elementary School, at 139.1 percent capacity, was

the most overcrowded school in the sector plan area, followed by Carrollton Elementary and Charles Herbert Flowers High School at 122 percent each. Deficits in 2008 available seats in the sector plan area are as follows:

- *Elementary schools:* 379 seats
- *Middle schools:* 202 seats<sup>2</sup>
- *High schools:* 189 seats

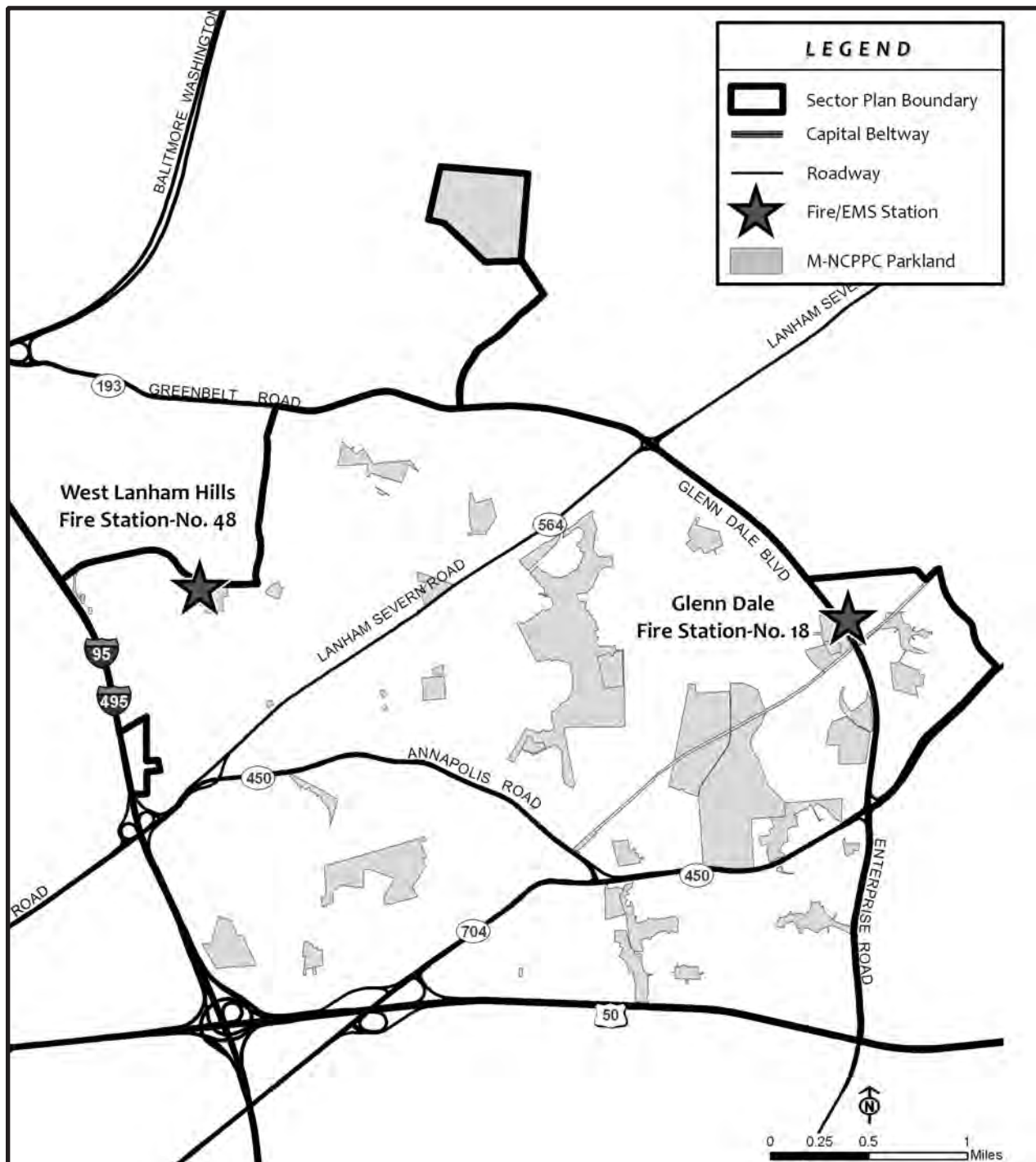
Details on individual school capacity can be found in Table 42 on page 178 through Table 44 on page 179. Tables are divided by school level (elementary school, middle school, and high school).

School overcrowding is a major concern for the Glenn Dale-Seabrook-Lanham sector plan area. Current enrollment exceeds 95 percent of capacity at 16 of the 18 schools that serve the sector plan area, and there are no available seats at any school level. This is especially pronounced at the elementary school level. There are two projects in the county's 2010–2015 CIP that may alleviate some of the overcrowding in sector plan area schools for the short term: (1) the proposed Fairwood Elementary School in Mitchellville, and (2) the proposed second Bowie high school.

<sup>2</sup> Includes Robert Goddard French Immersion and Montessori School figures.

MAP 32

SECTOR PLAN AREA FIRE/EMS STATIONS



Source: M-NCPPC



**Table 41**  
**Public School Facilities Serving the Sector Plan Area**

<i>Name</i>	<i>Location</i>	<i>Within Sector Plan Area</i>	<i>Building Size (square feet)</i>	<i>Acreage</i>
<b><i>Elementary Schools</i></b>				
Ardmore	9301 Ardwick Ardmore Road, Springdale	No	54,047	9.1
Carrollton	8300 Quintana Street, New Carrollton	No	45,842	9.8
Catherine T. Reed	9501 Greenbelt Road, Lanham	Yes	113,778	10.4
Gaywood	6701 97 <sup>th</sup> Avenue, Seabrook	Yes	42,416	8.3
Glenn Dale	6700 Glenn Dale Road, Glenn Dale	Yes	44,644	11.2
High Bridge	7011 High Bridge Road, Bowie	No	66,279	9.9
James McHenry	8909 McHenry Lane, Lanham	Yes	53,162	13.2
Magnolia	8400 Nightingale Drive, Lanham	Yes	54,506	10.0
Robert Frost	6419 85 <sup>th</sup> Avenue, New Carrollton	No	48,852	6.6
Seabrook	6001 Seabrook Road, Seabrook	Yes	39,704	6.0
Woodmore	12500 Woodmore Road, Mitchellville	No	56,101	21.0
<b><i>Middle Schools</i></b>				
Samuel Ogle	4111 Chelmont Lane, Bowie	No	133,631	9.4
Thomas Johnson	5401 Barker Place, Lanham	Yes	133,631	13.7
<b><i>High Schools</i></b>				
Belair Annex of Bowie High School	3021 Belair Drive, Bowie	No	102,351	29.5
Bowie	15200 Annapolis Road, Bowie	No	283,091	29.5
Charles Herbert Flowers	10001 Ardwick Ardmore Road, Springdale	No	332,500	39.1
DuVal	9880 Good Luck Road, Lanham	Yes	281,281	33.6

**Table 41 (cont'd)**  
**Public School Facilities Serving the Sector Plan Area**

<i>Name</i>	<i>Location</i>	<i>Within Sector Plan Area</i>	<i>Building Size (square feet)</i>	<i>Acreage</i>
<b>Other School Facilities</b>				
Howard B. Owens Science Center	9601 Greenbelt Road, Lanham	Yes	NA	NA
Robert Goddard French Immersion and Montessori School	9850 Good Luck Road, Seabrook	Yes	NA	NA
<b>Source:</b> Prince George's County Educational Facilities Master Plan (2008), Form 101.1				

**Table 42**  
**Elementary School Capacity, 2008–2009**

<i>Name</i>	<i>2008 Enrollment</i>	<i>State-Rated Capacity</i>	<i>Percent of Capacity</i>	<i>Available Seats</i>
Ardmore Elementary School	513	501	102.4	(12)
Carrollton Elementary School	729	597	122.1	(132)
Catherine T. Reed Elementary School	453	447	101.3	(6)
Gaywood Elementary School	512	368	139.1	(144)
Glenn Dale Elementary School	542	506	107.1	(36)
High Bridge Elementary School	448	417	107.4	(31)
James McHenry Elementary School	654	595	109.9	(59)
Magnolia Elementary School	451	456	98.9	5
Robert Frost Elementary School	287	260	110.4	(27)
Seabrook Elementary School	394	387	101.8	(7)
Woodmore Elementary School	514	584	88.0	70
<b>SECTOR PLAN AREA TOTAL</b>	<b>5,497</b>	<b>5,118</b>	<b>107.6</b>	<b>(379)</b>
<b>Source:</b> Prince George's County Public Schools				

**Table 43**  
**Middle School Capacity, 2008–2009**

<i>Name</i>	<i>2008 Enrollment</i>	<i>State-Rated Capacity</i>	<i>Percent of Capacity</i>	<i>Available Seats</i>
Samuel Ogle Middle School	954	850	112.2	(104)
Thomas Johnson Middle School	905	930	97.3	25
Robert Goddard French Immersion and Montessori School	1,114	991	112.4	(123)
<b>SECTOR PLAN AREA TOTAL</b>	<b>2,973</b>	<b>2,771</b>	<b>107.3</b>	<b>(202)</b>
<b>Source:</b> Prince George's County Public Schools				

**Table 44**  
**High School Capacity, 2008–2009**

<i>Name</i>	<i>2008 Enrollment</i>	<i>State-Rated Capacity</i>	<i>Percent of Capacity</i>	<i>Available Seats</i>
Bowie High School*	2,965	2,734	108.4	(231)
Charles Herbert Flowers High School	2,673	2,200	121.5	(473)
DuVal High School	1,739	2,254	77.2	515
<b>SECTOR PLAN AREA TOTAL</b>	<b>7,377</b>	<b>7,188</b>	<b>102.6</b>	<b>(189)</b>

\*Bowie High School enrollment numbers include 9th-grade students housed at the Belair Annex

**Source:** Prince George's County Public Schools

Population and dwelling unit projections for the Glenn Dale-Seabrook-Lanham sector plan area suggest that school overcrowding will continue in the long term. At buildout, the sector plan area would experience a total growth of 10,153 single-family and 1,942 multifamily dwelling units, which would introduce 1,932 new elementary school students, 1,444 middle school students, and 1,633 high school students. Additional school facilities will have to be constructed in the long term to accommodate the student population generated by this new development (see Table 45 on page 181).

### School Facility Conditions

Overcrowding is not the only major issue facing sector plan area school facilities. Many of these schools are aging and in need of repair or renovation in order to meet contemporary classroom needs. In 2007 and again in 2008, PGCPs hired Parsons/3DI to conduct a detailed facility analysis and report on needed improvements in schools constructed before 1993. Criteria by which the schools were analyzed include facility age and the cost of renovation versus replacement.

The 2008 facility analysis measured schools based on a facilities condition index (FCI), which divides the current cost of repairs by the replacement value. Schools whose FCI is between zero and 40 percent are deemed in “good” condition; schools with an FCI between 40 and 75 percent are considered “fair,” and schools with an FCI greater than 75 percent are rated “poor.” Of the 18 school facilities serving the Glenn Dale-Seabrook-Lanham sector plan area, one

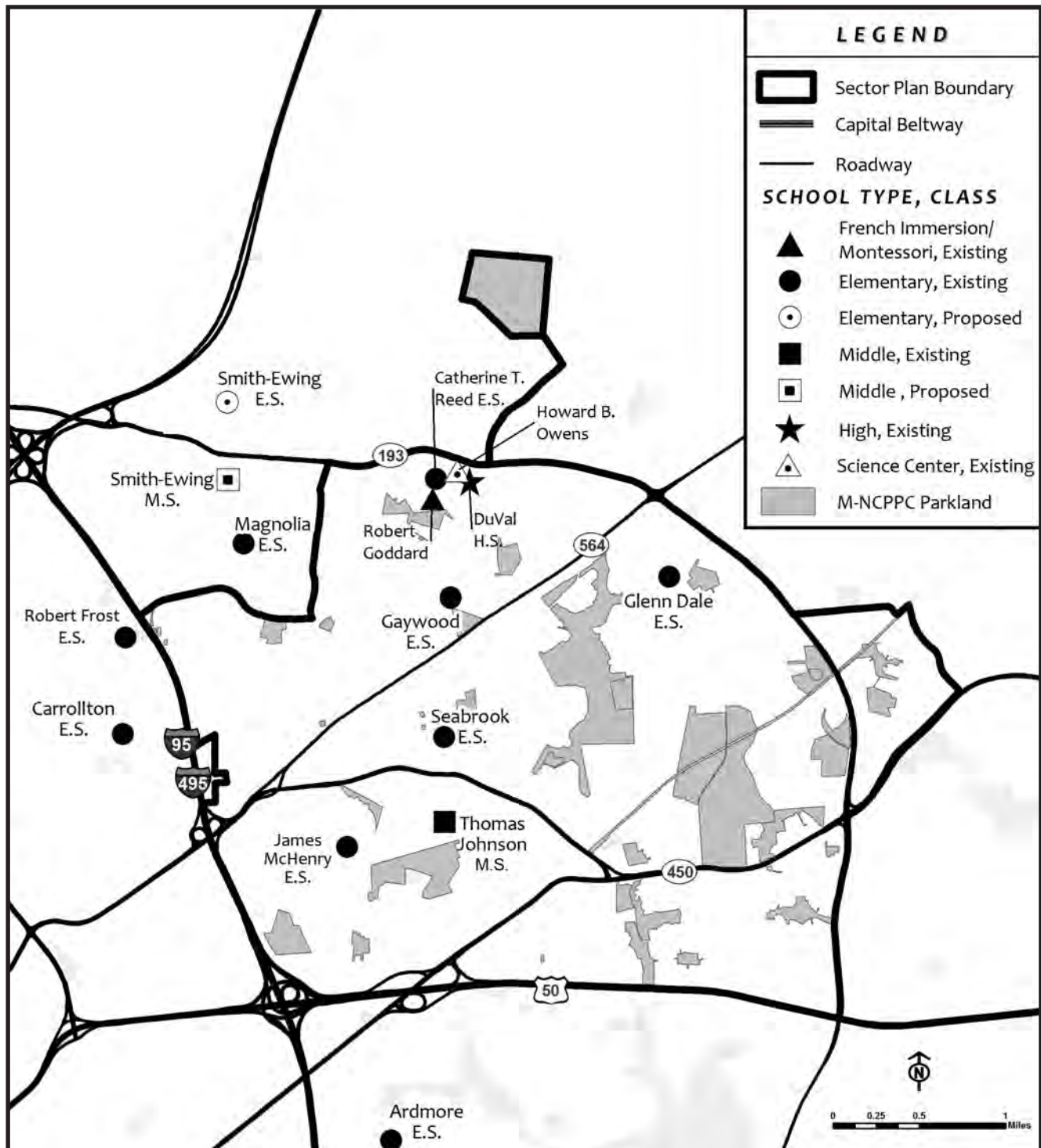
was found to be in good condition and one was found to be in poor condition; 15 schools were rated in fair condition. Flowers High School was constructed in 2000 and not measured in this study. Table 46 on page 181 provides detailed results for each school.

One facility, the Howard B. Owens Science Center, received a poor rating and should be renovated or replaced. The highest-rated school (i.e., in good condition) in the Parsons evaluation was DuVal High School, which underwent partial renovations in 1999, 2005, and 2007.

### Library System

The Prince George's County Memorial Library System operates a network of 18 libraries spread across the county. The Glenn Dale-Seabrook-Lanham sector plan area does not contain any of these branch libraries; the nearest public libraries are located in New Carrollton, Greenbelt, and Bowie. These three libraries are envisioned to serve the buildout population of their respective communities. The New Carrollton and Greenbelt branches will eventually serve 2002 General Plan-designated metropolitan centers, while Bowie serves the northern portion of the second-largest city in the state of Maryland. A library in Glenn Dale may alleviate pressure on these three libraries and allow them to better serve the population of the communities they were intended to serve.

**MAP 33**  
**SCHOOLS SERVING THE SECTOR PLAN AREA**



Source: M-NCPPC



**Table 45**  
**Student Projections at Sector Plan Area Buildout**

	<i>Dwelling Unit Type</i>		<i>Projection</i>
	<i>Single-Family</i>	<i>Multifamily</i>	<i>Total Students</i>
Projected Number of Units at Buildout	10,153	1,942.000	--
<b><i>Elementary School Multiplier</i></b>	0.164	0.137	--
Total Elementary Students from Housing Type	1,665	266.000	1,931
<b><i>Middle School Multiplier</i></b>	0.130	0.064	--
Total Middle-School Students from Housing Type	1,320	124.000	1,444
<b><i>High School Multiplier</i></b>	0.144	0.088	--
Total High School Students from Housing Type	1,462	171.000	1,633
<i>Source:</i> M-NCPPC			

**Table 46**  
**School Facility Conditions in 2008 Parsons/3DI Study**

<i>Name</i>	<i>2008 Facilities Condition Index (%)</i>	<i>2008 Facility Rating</i>
<b><i>Elementary Schools</i></b>		
Ardmore Elementary School	45.07	Fair
Carrollton Elementary School	48.46	Fair
Catherine T. Reed Elementary School	63.29	Fair
Gaywood Elementary School	66.98	Fair
Glenn Dale Elementary School	49.65	Fair
High Bridge Elementary School	63.13	Fair
James McHenry Elementary School	57.65	Fair
Magnolia Elementary School	61.62	Fair
Robert Frost Elementary School	64.96	Fair
Seabrook Elementary School	47.96	Fair
Woodmore Elementary School	56.44	Fair
<b><i>Middle Schools</i></b>		
Samuel Ogle Middle School	61.15	Fair
Thomas Johnson Middle School	66.57	Fair
<b><i>High Schools</i></b>		
Bowie High School, Belair Annex	68.77	Fair
Bowie High School	49.83	Fair
Charles Herbert Flowers High School	Not Rated	Not Rated
DuVal High School	37.04	Good

**Table 46 (cont'd)**  
**School Facility Conditions in 2008 Parsons/3DI Study**

<i>Name</i>	<i>2008 Facilities Condition Index (%)</i>	<i>2008 Facility Rating</i>
<b>Other School Facilities</b>		
Howard B. Owens Science Center	76.04	Poor
Robert Goddard French Immersion and Montessori School	69.80	Fair
<i>Source:</i> Prince George's County Public Schools; Parsons 3DI, 2008		

The 1993 Glenn Dale-Seabrook-Lanham and vicinity master plan recommended constructing a branch library within the sector plan area at the Eastgate Shopping Center or in the southwestern corner of the Annapolis Road (MD 450) and Greenbelt Road (MD 193) intersection.

Current library standards call for new branch libraries to be constructed in areas with a population of 40,000 to 80,000 residents where there are no libraries within three miles or less than ten minutes driving time. This plan forecasts a 2030 population of 33,406. Nearly the entire sector plan area is within three miles driving distance of an existing branch library, though traffic conditions may warrant a trip exceeding ten minutes. The Prince George's County 2010–2015 CIP contains a recommendation for a branch library in Glenn Dale (CIP Item #HL719413).

### Water and Sewer Service

Generally, the Glenn Dale-Seabrook-Lanham sector plan area is serviced with public water and sewer and is designated as a Category 3—Community Service. This category comprises all developed land (platted or built) on public water and sewer and undeveloped land with a valid preliminary plan approved for public water and sewer. There are a few individual properties in the sector plan area that are in Category 4—Community System Adequate for Development Planning or Category 5—Future Community Service. Category 4 includes virtually all properties eligible inside the sewer envelope for which a subdivision is required, while a Category 5 designation is typically for properties that are inside the sewer envelope that should not be developed

until water and sewer lines are available to serve the proposed development.

### Capital Improvement Plan

Required by state law, the CIP is a six-year plan created to guide the county's response to facility and infrastructure needs. The Maryland-National Capital Park and Planning Commission (M-NCPPC) departments and county agencies assess needs based on planning studies and programs and submit these needs to the County Executive's office. Priority lists are developed, along with a capital funding budget for implementation of the first year's projects.

The current proposed CIP extends from FY 2010 to FY 2015. Table 47 on page 183 identifies all public facilities in the Glenn Dale-Seabrook-Lanham sector plan area included in this CIP.

<b>Table 47</b> <b>Sector Plan Area Improvements Identified in FY 2010–FY 2015</b> <b>Capital Improvement Plan</b>	
<i><b>Facility Improvement</b></i>	<i><b>Address</b></i>
<i><b>Board of Education/Schools</b></i>	
Classroom at DuVal High School	9880 Good Luck Road
<i><b>M-NCPPC Park Development</b></i>	
Former Glenn Dale Hospital Site	5200 Glenn Dale Road
Lincoln Vista Neighborhood Park	Ridge Street
Thomas Seabrook Neighborhood Park	9530 Worrell Avenue
Good Luck Community Center Park	8601 Good Luck Road
Gaywood Neighborhood Park	98 <sup>th</sup> Avenue and Lanham Severn Road (MD 564)
Marietta	5700 Bell Station Road
Glenn Dale Community Center Park	11901 Glenn Dale Boulevard (MD 193)
Folly Branch Stream Valley Park	Annapolis Road (MD 450) in Glenn Dale
Glenn Dale Estates Neighborhood Park	Glenn Dale Road
Daisy Lane Neighborhood Park	1220 Daisy Lane
<i><b>Police Services</b></i>	
District VIII Station	11900 Glenn Dale Boulevard
<i><b>Fire Services</b></i>	
Renovation of West Lanham Hills Fire/EMS Station #48	8501 Good Luck Road
<i><b>Source:</b></i> Prince George's County Proposed Capital Budget and Program, FY 2010–FY 2015	

## Recommendations

**Goal 1: Improve the response time and visibility of public safety agencies.**

**Policy 1: Improve response times by establishing a new police district.**

### Strategy:

Construct a new 25,000-square-foot police district station.

This action will create a new area of focus for PGPD operations and reduce the geographic area that patrol officers in the sector plan area have to cover. Creating District VIII may significantly reduce response times in the sector plan area.

**Policy 2: Construct a state-of-the-art district station to serve as a base of operations for the PGPD.**

### Strategy:

Construct the PGPD District VIII Station adjacent to the Glenn Dale Fire/EMS Station at 11900 Glenn Dale Boulevard.

Constructing a Leadership in Energy & Environmental Design (LEED)-certified district station for the new District VIII will provide a centralized, state-of-the-art base for PGPD operations in the sector plan area. Locating the facility near the existing fire/EMS station will maximize use of the county-owned property at 11900 Glenn Dale Boulevard.

This strategy reaffirms previous recommendations for this station featured in the 1993 Glenn Dale-Seabrook-Lanham and vicinity master plan, the 2006 Master Plan for Bowie and Vicinity, the 2006 Approved Sector Plan for the East Glenn Dale Area, and the 2008 Public Safety Facilities Master Plan. This project is recommended for construction after 2021 in the 2008 Public Safety Facilities Master Plan but is funded for construction in 2014 in the Prince George's County 2010–2015 CIP.

**Goal 2:** *Provide the residents of the sector plan area and surrounding communities with neighborhood schools that are not overcrowded and feature cutting-edge technological and instructional opportunities.*

**Policy 1:** *Construct previously recommended public school facilities outside the sector plan area to temporarily relieve overcrowding within the sector plan area.*

### **Strategies:**

Construct the Fairwood Elementary School (CIP item #AA779773) at 13250 Fairwood Parkway to alleviate enrollment pressure on Lanham area schools.

Construct the second Bowie high school (CIP item #AA771923) at 3101 Mitchellville Road as recommended in the 2006 Master Plan for Bowie and Vicinity and the 2006 Approved Sector Plan for the East Glenn Dale Area to alleviate enrollment pressure on area high schools.

**Policy 2:** *Renovate or replace school facilities rated poor by the 2008 Parsons/3DI study.*

### **Strategy:**

Renovate or replace the Howard B. Owens Science Center at 9601 Greenbelt Road with a modern, state-of-the-art facility.

**Policy 3:** *Construct schools on existing Board of Education-owned properties west of the study area to mitigate enrollment pressure from the west and north on sector plan area schools.*

### **Strategy:**

Construct one to two K–8 schools on the Mandan Road properties in Planning Area 67.

These facilities will accommodate forecasted growth in Subregion 2, alleviate enrollment pressure from the west and north on sector plan area schools, and replace outdated facilities in or near Planning Area 67.

**Goal 3:** *Expand the library system to better serve residents in the planning area.*

**Policy:** *Identify a location within the sector plan area for a future branch library.*

### **Strategy:**

Construct a new branch library at the Glenn Dale Community Center (11901 Glenn Dale Boulevard).

Glenn Dale-Seabrook-Lanham area residents do not have convenient access to the New Carrollton, Greenbelt, and Bowie public libraries. These branch libraries are located within driving distance of the planning area. A new branch library will provide not only print and other informational resources, but also additional public meeting space and cultural programs for the planning area community.

A new branch library should be constructed on the Glenn Dale Community Center site adjacent to the existing public recreational building. This recommended site differs from that in the 1993 Glenn Dale-Seabrook-Lanham and vicinity master plan, primarily due to resource efficiencies that can be achieved by locating the new library adjacent to an existing recreation center. This location will allow the public to take advantage of two community facilities simultaneously, as traffic at one facility should increase use of the other.



**Goal 4: Encourage resource-efficient facilities and activities.**

**Policy:** Seek opportunities to locate new public facilities near existing facilities.

**Strategies:**

Locate new public facilities near existing public facilities, where feasible.

County policy articulated in the 2002 General Plan and the 2008 Public Safety Facilities Master Plan strongly encourages collocation of compatible public facilities to achieve capital and operational efficiencies. When siting new public facilities in the sector plan area, the availability of M-NCPPC and/or county-owned property should factor into locational decisions. Collocation will help the county and M-NCPPC reduce the need for acquisition expenditures and also will benefit the community by creating groupings of complementary public facilities and services that may be accessed during a single trip.

Continue to require the construction of LEED-certified public facilities.

In 2007, the County Executive issued an executive order as part of the county's green building initiative. This order established a set of goals aimed at reducing energy consumption through green building techniques, including a requirement that all new county-constructed buildings achieve a LEED-silver rating (see Chapter 6 on page 101 and Appendix 5 on page 269 for additional explanation of LEED and LEED standards). All public facilities constructed within the sector plan area, including schools, should be built to this standard, with energy-conserving features that reduce operational costs and provide environmental benefits.

Consider water conservation measures in all public facilities.

Many jurisdictions are considering new resource conservation strategies aimed at promoting efficiency and reducing operating costs. Water conservation can be achieved in both new and existing public facilities through installation of water-saving devices in plumbing equipment, use of drought-

resistant landscaping, and reuse strategies. Collected wastewater may be used for other public purposes, such as the irrigation of recreational fields, medians, and public rights-of-way.

Require pervious paving or other alternative paving methods on all new occasional-use parking and emergency access areas.

Another resource conservation technique used by many government entities is the use of permeable paving or other similar systems on occasional-use parking areas and emergency access routes. Unlike asphalt or concrete, this type of paving allows stormwater to pass through porous material and seep into the ground. Benefits include decreased runoff (which contains pollutants from automotive fluids) into area waterways and groundwater recharge. Pervious paving also can reduce the need for retention ponds or other on-site stormwater management devices.



# CHAPTER 10

## Commercial and Employment Areas

The Glenn Dale-Seabrook-Lanham communities are served by a number of commercial areas that were developed over the past several decades along arterial roads and at key intersections. This pattern of commercial development resulted from demand generated by suburban residential and employment growth. Today, these existing commercial areas are composed of a wide range of both small independent retail and service establishments and regional or national offices, restaurants, and chain stores. Many existing commercial establishments rely on both a local resident and a regional auto-dependent customer base. Due to the proximity of the Capital Beltway, regional shopping destinations and services are also accessible to community residents, resulting in a highly diversified and extended trade area within which local businesses must compete. Business investment, site and streetscape improvements, and targeted redevelopment designed to form compact, attractive, and walkable commercial areas will be important for the future of the Glenn Dale-Seabrook-Lanham communities.

Several major regional and local employment areas served by arterial roads are located within or in close proximity to the sector plan area. The presence of aerospace, technology, office, research, government, and light industrial employers has and will continue to present significant economic benefits to the Glenn Dale-Seabrook-Lanham communities and Prince George's County. Important factors that will continue to influence the future viability, quality, and diversity of these employment areas are: accessibility to the Capital Beltway; regional arterial connections and improvements; MARC service; proximity to the University of Maryland; existing and future open space, park, and recreation resources; and focused attention on the quality of the surrounding natural, living, commercial, and working environments.

### Key Findings

#### Commercial Areas

- Existing commercial development, such as along Lanham Severn Road (MD 564) and Annapolis Road (MD 450), is predominantly strip-oriented and auto-dependent.
- Many commercial properties are not readily accessible by pedestrians from surrounding residential areas.
- Overall, commercial areas serving neighborhoods within the sector plan area do not present unique shopping identities or destinations that significantly differ from other suburban commercial centers in terms of the mix of businesses, building designs, and streetscape features.
- Sidewalk, crosswalk, pedestrian signalization, bicycle, and streetscape improvements are warranted in commercial areas.
- While several commercial centers have undergone recent façade, signage, and related site improvements, including the Eastgate and Seabrook Station centers, other commercial properties and areas require further improvement.
- The recently constructed Vista Gardens commercial center is composed of approximately 400,000 square feet of new commercial floor area that serves customers both within and outside the sector plan area.
- Approximately 165,000 square feet of medical and related office and commercial development have been recently constructed or planned for the Fairwood Office Park located at the intersection of

Glenn Dale Boulevard/Enterprise Road (MD 193) and Annapolis Road (MD 450).

- The Planning Board has recommended that the District Council approve a zoning map amendment (A-9995-C) that will revise the current C-M (Commercial Miscellaneous) zoning to C-S-C on the approximately nine-acre parcel situated along Bell Station Road between Annapolis Road (MD 450) and Glenn Dale Boulevard (MD 193).
- Existing commercially zoned areas offer sufficient space for development and redevelopment opportunities.

### Employment Areas

- The Washington Business Park, which covers over 390 acres, contains over four million square feet of floor area, employs over 1,000 workers, and is the largest concentration of employment within the sector plan area.
- Immediately outside the sector plan area at the intersection of Greenbelt Road (MD 193) and Cipriano Road, the NASA Goddard Space Flight Center and associated research and aeronautic-related uses form one of the major employers within Prince George's County. Today, more than 8,000 employees commute to the center and its allied uses.
- Existing employment centers within the sector plan area offer sufficient internal development and redevelopment opportunities.

### Major Challenges and Opportunities

#### Commercial Areas

- Funding for streetscape and commercial area improvements is limited and will require alternative public/private sources for both design and construction.
- Based on the condition of existing commercial areas and recently completed, pending, and planned development, commercial zoning amendments should focus on facilitating redevelopment in targeted commercially zoned areas, such as in the vicinity of the Seabrook

MARC station, which is designated by the 2002 General Plan as a future community center.

- The approximately four-acre commercial property (formerly 84 Lumber) and adjoining Seabrook MARC station property present a unique public/private redevelopment opportunity. The Seabrook MARC station is identified as a future community center by the 2002 General Plan.
- Long-term, mixed-use redevelopment of the property located at the northwestern corner of the intersection of Annapolis Road (MD 450) and Martin Luther King Jr Highway (MD 704) presents an opportunity to anchor the terminus of the Annapolis Road Corridor, as defined by the approved 2002 General Plan.

### Employment Areas

- Ongoing retention, attraction, and diversification of business and employment opportunities will be essential to both reinforce and expand the local and county employment base.
- Opportunities to introduce “green” building and infrastructure improvements should be a priority as facilities are either improved or redeveloped.
- Future architectural and site planning design will be important to ensure that the quality of future development and redevelopment will reinforce the Washington Business Park as a unique business address.
- Public transit, sidewalk, trail, and bicycle connections between employment, commercial, and residential areas will be essential to reduce automobile trips.
- Opportunities to introduce mixed-use developments that are internal to or immediately adjoin employment areas, such as the Washington Business Park, will be important to provide support services within walking distance to reduce vehicle trips. The mix of uses could include accessory retail, restaurant, lodging, health, fitness, and business and employee services.



- The introduction of streetscape improvements and open spaces as part of future employment area development and redevelopment will maintain and create park-like environments.
- Adequate buffering will continue to be warranted where employment areas adjoin residential neighborhoods.
- Commuter, delivery, and related traffic with destinations within established employment areas should be diverted from residential neighborhoods.

## Existing Conditions

### Commercial and Employment Areas

#### Commercial Areas

Today, eight commercially zoned areas are located within the Glenn Dale-Seabrook-Lanham sector plan area. Map 34 on page 190 defines the locations of each of these commercial areas. Table 48 on page 191 provides a profile of each commercial area in terms of current zoning and rentable building area (square footage) as of the fourth quarter of 2008. The following is a summary of key conditions from Table 48:

- Approximately 298 acres are zoned for commercial development.
- Approximately 92 acres are zoned C-S-C (Commercial Shopping Center), 82 acres are zoned C-M (Commercial Miscellaneous), and 40 acres are zoned R-T (Residential Townhouse) at Vista Gardens Marketplace and vicinity.<sup>1</sup>
- Current commercial rentable building area is approximately 2,160,165 square feet.

Chapter 3 on page 29 summarizes sector plan area population, demographic, housing, and income statistics and trends for the sector plan area supporting commercial market. Chapter 4 on page 57 provides further details regarding current commercial area conditions.

#### Employment Areas

In addition to the commercial areas that serve the Glenn Dale-Seabrook-Lanham sector plan area, the Washington Business Park and Greenbelt Executive Center are located within the sector plan area. Map 35 on page 192 depicts the locations of these two employment areas. The Washington Business Park, which is zoned I-1 (Light Industrial) and I-2 (Heavy Industrial), is the largest employer within the sector plan area. The Greenbelt Executive Center, which is zoned C-O, is also located within the sector plan area. Table 49 on page 193 provides a profile of these important employment areas in terms of the number of properties, acreage, zone, and rentable building area.

Several significant employment areas immediately adjoin the sector plan area, including the NASA Goddard Space Flight Center and nearby Aerospace Place, which employ over 8,000 employees. Together, these areas form one of the county's major employment sections.

## Community Issues and Opportunities

Chapter 2 on page 19 defines the community participation process that guided the formulation of this 2010 sector plan. During the planning work sessions and public meetings, resident and business stakeholders defined a range of important issues and opportunities pertaining to commercial and employment areas that they believed should be addressed by the plan. These issues are summarized below:

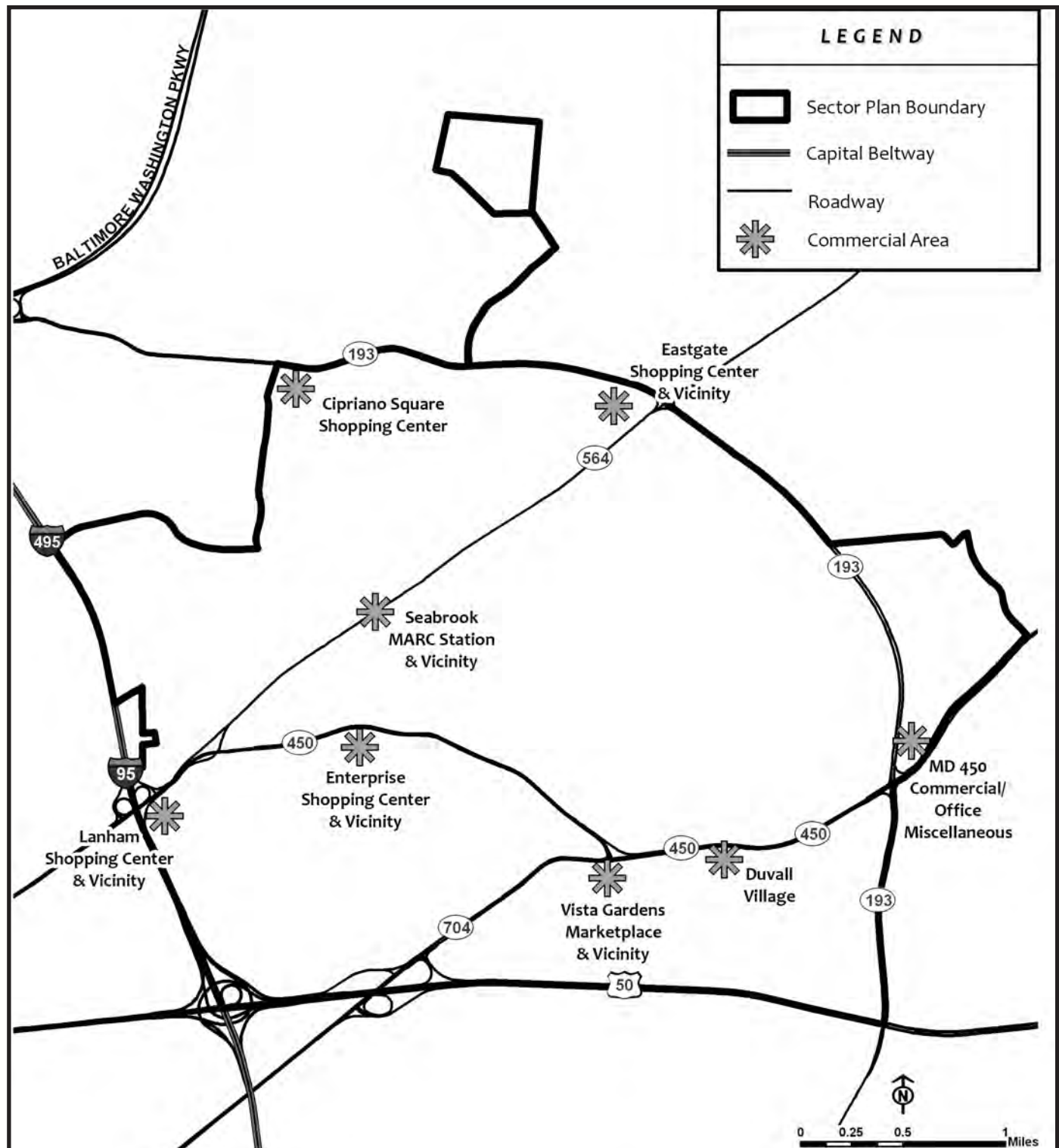
#### General Comments

- Upgrade commercial standards.
- Incorporate green standards.
- Reuse commercial space along Aerospace Road.
- Encourage more upscale restaurants and shops to locate in the sector plan area.
- Redevelop empty business parks.
- Eliminate blight.
- Provide incentives to implement plan recommendations.

<sup>1</sup> See Council bills CB-65-2003 and CB-70-2003.

MAP 34

EXISTING COMMERCIAL AREAS



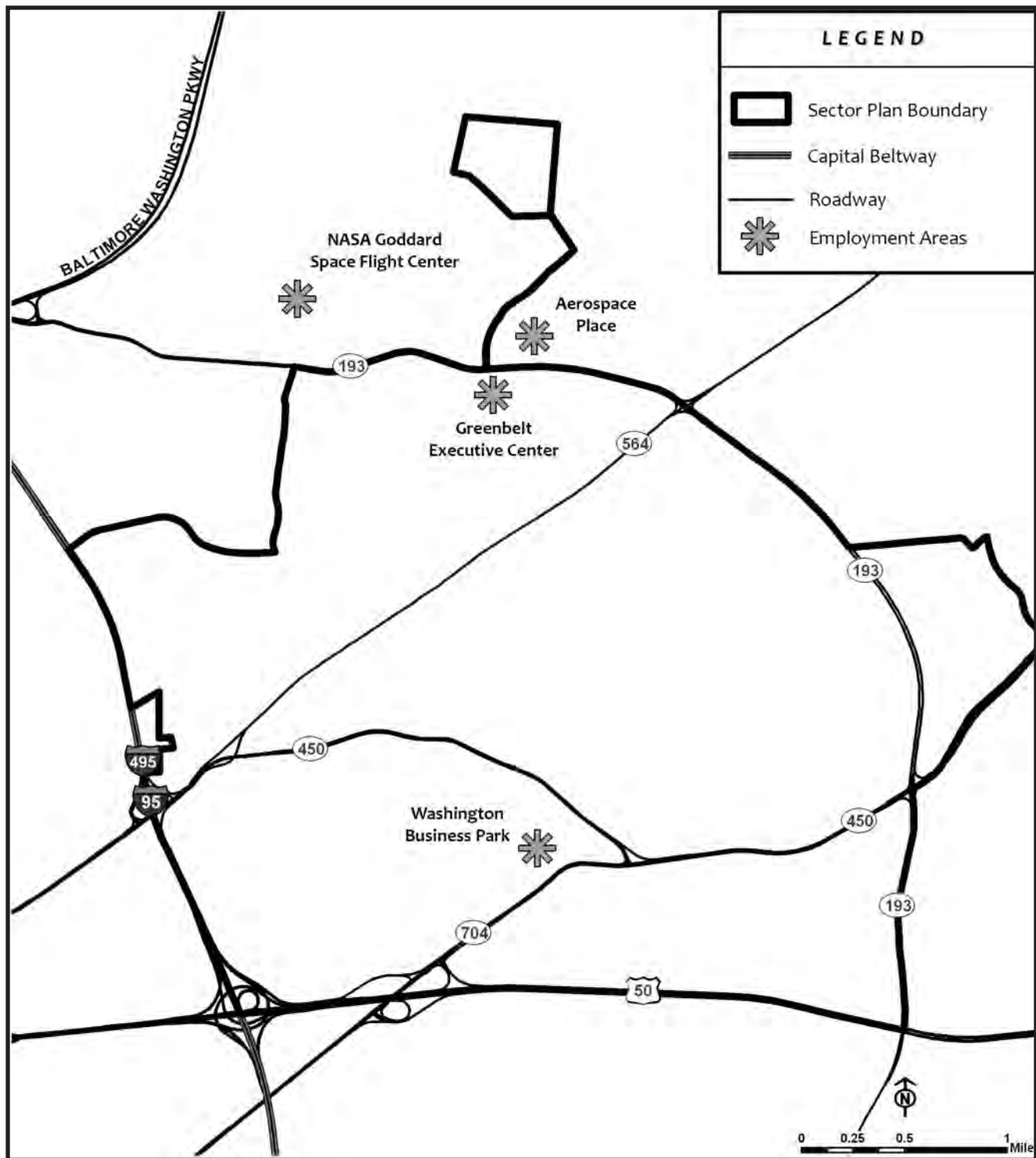
Source: M-NCPPC

**Table 48**  
**Commercial Area Acreage and Rentable Building Area**

<i>Commercial Area</i>	<i>Zone</i>	<i>Acreage</i>	<i>Rentable Building Area (SF)</i>
Lanham Shopping Center and Vicinity	C-S-C	13.90128	98,732
	C-M	28.13906	377,472
	C-O	1.051553	0
	<b>Total</b>	<b>43.09189</b>	<b>476,204</b>
Enterprise Shopping Center and Vicinity	C-O	29.83901	214,717
	C-S-C	24.31124	236,993
	<b>Total</b>	<b>54.15025</b>	<b>451,710</b>
Duvall Village	CG	14.5932	87,642
	<b>Total</b>	<b>14.5932</b>	<b>87,642</b>
MD 450 Commercial Office/Miscellaneous	C-M	14.20897	11,686
	C-O	12.29322	91,833
	<b>Total</b>	<b>26.50219</b>	<b>103,519</b>
Eastgate Shopping Center and Vicinity	C-S-C	32.85669	140,754
	C-M	13.2661	63,341
	C-O	19.81936	31,501
	<b>Total</b>	<b>65.94216</b>	<b>235,596</b>
Seabrook MARC Station and Vicinity	C-O	3.053262	44,006
	C-S-C	7.932233	25,450
	C-M	26.87203	195,127
	C-A	0.983949	3,486
	I-1	0.764751	3,100
	<b>Total</b>	<b>39.60622</b>	<b>271,169</b>
Cipriano Square Shopping Center	C-S-C	13.44407	146,524
	<b>Total</b>	<b>13.44407</b>	<b>146,524</b>
Vista Gardens Marketplace and Vicinity	C-O	0.548764	12,477
	R-T	39.49337	375,324
	<b>Total</b>	<b>40.04213</b>	<b>387,801</b>
<b>Total</b>		<b>297.37211</b>	<b>2,160,165</b>

**Source:** ArcGIS/PG-Atlas—Prince George's County Property and Zoning Layers, July 9, 2009

**MAP 35**  
**EXISTING EMPLOYMENT AREAS**



Source: M-NCPPC



Table 49 Employment Areas Acreage and Rentable Building Area			
<i>Commercial Areas</i>	<i>Zone</i>	<i>Acreage</i>	<i>Rentable Building Area (SF)</i>
Greenbelt Executive Center	C-O	20.09987	145,059
	Total	20.09987	145,059
Washington Business Park	I-1	316.9174	2,720,759
	I-2	161.8325	1,648,856
	Total	478.7499	4,369,615
<b>TOTAL</b>		<b>498.84977</b>	<b>4,514,674</b>
<i>Source:</i> M-NCPPC, Prince George's County Planning Department and Maryland Department of Taxation			

### Lanham Severn Road (MD 564) and the Seabrook MARC Station Area

- Create a greater mix of commercial uses.
- Reduce the number of auto-dependent uses.
- Improve the pedestrian environment along Lanham Severn Road (MD 564).
- Provide greater pedestrian and bike connectivity.
- Create attractive public spaces.
- Improve lighting at shopping areas.
- Improve vehicular egress onto Lanham Severn Road (MD 564) from the shopping area.
- Enhance existing restaurants.
- Provide pedestrian refuges and crosswalks.
- Provide expanded bus service.

### Vista Gardens Marketplace

- Vehicular egress from shopping area is congested and difficult to maneuver.
- Provide a dedicated right-turn lane out of the shopping area.
- Trail connectivity should be a priority.
- A pedestrian overpass is needed across Martin Luther King Jr Highway (MD 704).
- Incorporate sidewalks within the shopping area.

### Lanham Shopping Center

- Inaccessible.
- Not pedestrian-friendly.
- Access points need to be changed to minimize traffic conflicts.
- Commercial uses impact adjoining residential uses.
- Consider redevelopment of properties.
- Improve signalization at the confluence of the Capital Beltway (I-495), Lanham Severn Road (MD 564), and Annapolis Road (MD 450).
- Provide sidewalks on the south side of MD 450.
- Difficult egress from shopping area.

### Enterprise Shopping Center

- Attract a better mix of stores.
- Reduce vacancies.
- Introduce an anchor store to shopping center.
- Improve compatibility of commercial and related uses.
- Provide incentives for mixed-use redevelopment.
- Provide a library/community facility.

### Greenbelt Road (MD 193) Shopping Area

- Shopping areas along Greenbelt Road (MD 193) are repetitive and lack uniqueness.
- Pedestrian accommodations are needed.
- Introduce bike trails.
- Traffic circulation within shopping areas is a problem.
- Provide shopping centers with higher quality stores.
- Improve bus stops.
- No additional commercial area is needed.

### Greenbelt Executive Center

- Improve connections to Greenbelt Road (MD 193) and the Woodstream community.
- Address public safety issues.

### Cipriano Square Shopping Center

- Create a greater mix of uses.
- Increase patronage by NASA employees.
- Provide pedestrian improvements.
- Improve traffic entryways and exists.
- Provide pedestrian/bike connections to neighboring residential areas.

### Eastgate Shopping Center

- Improve handicap accessibility in the parking lot.
- Attract public agency/institutional use as a tenant.
- Redesign shopping center entryways/exits.
- Increase trees and green space within the parking lots.
- Consider space needs of local cultural groups (arts, music, etc).

### Recommendations

***Goal 1: Retain and attract an appropriate range of neighborhood-serving commercial uses.***

***Policy: Promote commercial uses that adequately serve community residents and provide distinct shopping and activity destinations that are integral and compatible parts of residential neighborhoods.***

#### ***Strategies:***

*Assess current commercial zoning standards, and review procedures to ensure compatibility with adopted community plans.*

The Prince George's County Planning Department has initiated a comprehensive review of the current Zoning Ordinance and subdivision regulations. As part of this effort, the Community Planning Division, working with the department's development review staff and the project's consultant team, will determine how zoning and subdivision standards and permitting processes can be revised and improved to reflect the goals, policies, and recommendations of adopted community plans. One revision may be the creation of a new zoning district, a business park district, which could be applied to the Washington Business Park.

*Compile an inventory of existing businesses and commercial properties to aid marketing and retention strategies.*

Compilation and maintenance of a communitywide inventory or guide to local businesses will achieve several objectives. The inventory will assist with the organization of business associations and community outreach and marketing. Identification of specific business types and locations will enable a more detailed assessment of business conditions and the identification of potential business opportunities necessary to serve the community. The inventory also will assist with further refinement of existing and future commercial zoning regulations.

**Encourage the establishment of local business associations to market and support locally based business operations.**

Today there are no formal business associations that represent one or more business areas within the Glenn Dale-Seabrook-Lanham sector plan area. Successful business organizations within the region and across the state have played important roles in supporting common community-based business objectives and in sustaining strong local economies. Support toward forming a Glenn Dale-Seabrook-Lanham business organization will build a foundation for future commercial area revitalization that can work in partnership with county and state economic development agencies and programs. The organization also could play a key role in supporting and advocating for many of the sector plan's recommendations that are designed to improve both the commercial areas and overall community character.

**Establish programs to assist existing businesses with "green building" expansions and improvements.**

Defining, creating, and targeting local business support programs, including alternative forms of financing for improvements envisioned by this plan, will be critically important to supporting, retaining, and attracting unique community-oriented businesses. Partnerships between local business organizations and state and county economic development agencies will be essential. Potential programs should offer the opportunity to couple physical building and site improvement assistance with green building features that could involve environmentally and neighborhood-sensitive site planning and construction, energy efficiency, water savings, conservation and enhancement of green infrastructure, recycled building materials, and indoor environmental quality.

**Develop a farmers market that features locally and regionally grown products.**

The opportunity to provide a farmers market in a highly accessible and centralized location would create a unique seasonal shopping opportunity that would support local and regional agricultural production. Ten farmers markets currently operate in Prince George's County. Steps in establishing a

pilot farmers market would be to define the most appropriate site, establish operational requirements, determine market management responsibilities, recruit an appropriate range of vendors, and initiate marketing efforts.

**Goal 2: Encourage redevelopment or improvements to existing buildings, sites, and streetscapes to create quality shopping and neighborhood environments.**

**Policy 1: Support redevelopment and improvements within existing commercial centers.**

**Strategies:**

**Focus commercial rezoning on specific redevelopment opportunities within existing commercial areas.**

The 1993 *Approved Master Plan and Sectional Map Amendment for Glenn Dale-Seabrook-Lanham and Vicinity (Planning Area 70)* defined a number of key recommendations for commercial areas and "activity centers" that remain valid today and, therefore, have been incorporated as part of this sector plan and sectional map amendment. The 1993 Glenn Dale-Seabrook-Lanham and vicinity master plan recommended "adequate commercial space to meet the needs of Planning Area residents and workers."<sup>2</sup> The 1993 Glenn Dale-Seabrook-Lanham and vicinity master plan delineated specific design recommendations for the Lanham Severn Road (MD 564) and Annapolis Road (MD 450) commercial areas that continue to be addressed by Chapter 4 on page 57 of this sector plan. The 1993 Glenn Dale-Seabrook-Lanham and vicinity master plan also discouraged "any additional commercial-miscellaneous land use along the Lanham Severn Road corridor."<sup>3</sup> This 2010 sector plan builds on the conclusions and recommendations of the 1993 Glenn Dale-Seabrook-Lanham and vicinity master plan by recommending limited commercial rezoning and emphasizing support for commercial revitalization and infill development within existing commercial areas in order to increase customer convenience,

<sup>2</sup> 1993 *Approved Master Plan and Sectional Map Amendment for Glenn Dale-Seabrook-Lanham and Vicinity (Planning Area 70)* (p. 68).

<sup>3</sup> *Ibid* (p. 70).

particularly the Lanham Severn Road (MD 564)/Seabrook MARC station commercial area and at the Eastgate Shopping Center.

One commercial rezoning is recommended; Vista Gardens Marketplace, which is currently in the R-T (Townhouse) Zone, should be rezoned to C-S-C (Commercial Shopping Center). This will bring property zoning into alignment with the nearly built-out commercial land use that currently exists at this location.<sup>4</sup>

### Limit the future growth of auto-oriented commercial uses.

As discussed in Chapter 4 and Chapter 8, auto-oriented strip commercial development detracts from streetscape character and contributes to traffic congestion problems along major arterials. In addition, the county's C-M (Commercial Miscellaneous) Zone permits a variety of commercial uses that are incompatible with adjoining residential areas. The Lanham Severn Road (MD 564) corridor contains a concentration of C-M-zoned properties that creates a strip of auto-oriented commercial uses near the Seabrook MARC station. Rezoning of these C-M properties to another commercial zone is not recommended at this time, as this would create a large number of nonconforming uses. Additional rezonings to C-M are strongly discouraged.

### **Policy 2: Support commercial development that concentrates retail, service, office, and housing uses in compact, walkable locations accessible by transit and other alternative forms of transportation.**

#### Strategies:

#### Concentrate transit-oriented, mixed-use development at the Seabrook MARC station.

The 2002 General Plan defines the Seabrook MARC station as a “possible future” community center. The MARC station site, in conjunction with

adjoining commercial properties (including the vacant former 84 Lumber parcel) currently being renovated to offices, contractor's offices with outdoor storage for the sale of commercial construction supplies, and other similar uses, presents a unique opportunity for the formation of a public/private partnership to focus on mixed-use transit-oriented development. This opportunity could catalyze long-term commercial revitalization for the Lanham-Severn commercial area. Mixed-use revitalization involving retail, housing, and community-related uses could be combined with the creation of a new public space and associated station, parking, sidewalk, streetscape, underground ramp, and public amenity improvements. Chapter 4 on page 57 and Chapter 11 on page 199 provide greater details regarding urban design and future land use concepts.

#### Encourage mixed-use development at the terminus of the Annapolis Road (MD 450) Corridor.

The 2002 General Plan defines Annapolis Road (MD 450) as a corridor that extends through both the Developed and Developing Tiers, with a termination point at the intersection of MD 450 and Martin Luther King Jr Highway (MD 704). The Washington Business Park, Vista Gardens Marketplace, low- to medium-density residential development, and several vacant parcels currently form the terminus of this corridor. Future mixed-use development is recommended for a strategically located seven-acre triangular block of properties zoned R-R (Rural Residential) and bounded by MD 704, MD 450, and Lottsford-Vista Road. A conceptual urban design plan for this area is presented in Chapter 11 on page 199. Further rezoning of this block should be contingent on the development of a more detailed plan for this intersection and surrounding properties that transition from the predominantly R-R and O-S (Open Space; former Glenn Dale Hospital property) Zones to the industrially and commercially zoned Washington Business Park and Vista Gardens Marketplace.<sup>5</sup>

<sup>4</sup> Vista Gardens Marketplace is currently zoned R-T (Townhouse) and was permitted based on text amendments (CB-65-2003 and CB-70-2003) to the current zoning regulations that enable C-S-C (Commercial Shopping Center)-permitted and special exception uses subject to specific conditions.

<sup>5</sup> Although Vista Gardens Marketplace is currently zoned R-T (Townhouse), this plan recommends rezoning the shopping center property to C-S-C (Commercial Shopping Center).



**Goal 3: Concentrate and diversify future employment opportunities within existing centers to enhance the local economic base.**

**Policy: Support employment and job growth within existing employment centers.**

**Strategies:**

Focus future office and employment growth within the Washington Business Park and other sector plan area employment centers.

The Washington Business Park and other employment vicinities within the sector plan area will continue to offer opportunities for development and redevelopment of compatible office and light industrial uses. No further expansion of the Washington Business Park and other employment areas within the sector plan area is anticipated or recommended.

Support the development of convenience retail, restaurant, hospitality, and service business uses within the Washington Business Park and other sector plan area employment centers.

The introduction of accessory or convenience retail and related services oriented to the employees within the Washington Business Park and other employment areas should be supported to reduce vehicular trips and create a true mixed-use business park environment. Revised industrial zoning standards or a new employment and business park zoning district will be considered as part of the Planning Department's comprehensive assessment of the county's zoning regulations.

Pursue opportunities to attract green businesses that will diversify and expand the local employment base and sustain local and countywide energy and environmental resources.

Prince George's County has made a significant commitment to support green building initiatives. This program promotes the reduction of environmental impacts, green-compatible building design and site planning, energy efficiency, resource conservation, and healthy business environments. The improvement and expansion of existing buildings and future new construction within the Washington

Business Park and at other locations should introduce green building practices. Opportunities to diversify the existing employment base and uses within the Washington Business Park through the attraction of green entrepreneurs that supply innovative products and services should be a priority.

**Goal 4: Create attractive, pedestrian-oriented commercial centers.**

**Policy 1: Support building and site design that is compatible with neighboring residential areas and establishes a unique identity for the Glenn Dale-Seabrook-Lanham area.**

**Strategy:**

Create a community design manual based on the sector plan's recommended design principles and strategies.

The 1993 Glenn Dale-Seabrook-Lanham and vicinity master plan presented recommendations and guidelines designed to enhance both existing and future commercial area development. Those recommendations and guidelines, combined with the community design recommendations from Chapter 4 on page 57 of this sector plan, should be compiled as the Glenn Dale-Seabrook-Lanham Community Design Manual. This advisory manual of design guidelines will be available in both electronic and print formats and will be provided to property owners contemplating new construction. The manual will assist the Planning Department with review of development applications and, in conjunction with the approved sector plan, will guide site and architectural plan approvals.

**Policy 2: Enhance the appearance of existing commercial areas.**

**Strategies:**

Develop programs and public/private partnerships to pursue streetscape and other commercial area improvements.

The sector plan defines a variety of short- and long-range design and capital improvement projects that will transform commercial area streetscapes and establish green, pedestrian-friendly commercial areas. The streetscape environment along Lanham

Severn Road (MD 564) should have the highest priority for short- and long-term pedestrian and streetscape improvements. The improvements would be coupled with future road improvements and private redevelopment, particularly in the immediate vicinity of the plan's proposed Seabrook MARC station redevelopment. A detailed streetscape design and improvement plan should be prepared to serve as the basis for both supporting and coordinating short- and long-term actions.

It will be essential to define and explore the fullest possible range of alternative financing programs to support implementation of the sector plan's streetscape and commercial area improvements. Again, public/private partnerships will be critical. Specific phasing and financing strategies should be identified in concert with the preparation of a detailed design plan for streetscape and pedestrian improvements for Lanham Severn Road. (MD 564)

### Support ongoing and active code enforcement in commercial areas.

The Planning Department, working in partnership with the Prince George's County Department of Environmental Resources, has retained consultant services designed to assist with code enforcement efforts in a specific commercial/industrial area. The project will examine current countywide code enforcement procedures and recommend measures, including property owner outreach methods, to improve code compliance and enforcement in commercial and employment areas. These recommendations may be applicable to the Glenn Dale-Seabrook-Lanham area.

### ***Policy 3: Improve nonvehicle access to commercial areas.***

#### ***Strategies:***

Provide adequate sidewalks, bus stops, and bicycle facilities in future commercial area site planning and design improvements.

One of the highest priorities expressed by residents during the planning process was the need to improve not only the visual and physical character of commercial areas but also pedestrian accessibility

and safety. Recommendations made in Chapter 4 on page 57 and Chapter 8 on page 137 of the sector plan define design and transportation improvements that can improve pedestrian accessibility and safety in commercial areas.

### Provide pedestrian safety improvements along streets that lead to commercial areas.

Creating safe, comfortable connections between neighborhoods and commercial areas will continue to be a priority. Streets lined with continuous sidewalks, street trees, and pedestrian-scaled lighting encourage pedestrian activity and reduce the number of short vehicle trips made to neighborhood commercial centers. Detailed recommendations about pedestrian safety improvements are presented in Chapter 8 on page 137.

# Future Land Use

The Glenn Dale-Seabrook-Lanham sector plan area is substantially developed, and its fundamental land use pattern will remain the same for the coming decades. Residential uses will continue to predominate, with most residents living in owner-occupied, single-family homes. Commercial and employment uses will be limited to nodes along major transportation corridors, and a network of open spaces will knit the whole area together. Land use changes in strategic locations, however, can be part of solutions to issues identified during the sector plan process.

The preceding plan chapters have focused on many issues that have a land use component. Prince George's County and The Maryland-National Capital Park and Planning Commission (M-NCPPC) policies relating to transportation, housing, natural resources, historic preservation, open space, urban design, economic development, and public infrastructure investments strongly influence the sector plan area's overall land use pattern. In turn, identified future land use changes must balance diverse needs, focusing on opportunities that will allow the community to achieve multiple sector plan goals simultaneously. Strategic planning for a limited number of land use changes in the Glenn Dale-Seabrook-Lanham sector plan area will allow residents and government agencies to understand how different policies and action strategies interrelate and proactively initiate changes that will maximize benefits to the sector plan area.

Each Prince George's County sector plan contains goals and policies for future land use that helps policy-makers understand and direct the distribution and intensity of land uses. A future land use guide balances the rights of individual property owners and potential public benefits, creating a broad conceptual framework that reflects the sector plan's fundamental principles. This chapter defines this framework for

the Glenn Dale-Seabrook-Lanham sector plan area, outlining a set of principles that should be used to guide future decisions and highlighting two major locations in which long-term land use changes are anticipated and desired. Design scenarios and guidelines have been prepared for each focus area and general concepts provided to shape the long-term redevelopment of these key areas in ways that respect and reflect the goals and policies of this sector plan.

The future land use guide and design scenarios alone, however, cannot cause desired redevelopment to occur. Private sector investment must be involved, and the government can influence these investment decisions through regulations and incentives that support the long-term vision and goals of this sector plan. Long-term redevelopment in plan focus areas will be achieved through a coordinated partnership between the public sector, private investors, and the Glenn Dale-Seabrook-Lanham community.

## Future Land Use Guide

### Future Land Use Principles and Policies

The future land use recommendations expressed in this chapter rest on a set of principles and policies that are influenced by the findings and recommendations in earlier plan elements. Population and housing trends, transportation access, economic conditions, environmental constraints, infrastructure investments, and quality of life concerns affect land use patterns. The key principles and policies identified in Table 50 on page 200 should be used by decision-makers to guide regulations and development approval decisions in the Glenn Dale-Seabrook-Lanham sector plan area.

Proposed Future Land Use Map

The proposed future land use map for the Glenn Dale-Seabrook-Lanham sector plan area reflects the sector plan’s desired land use principles and policies (see Map 36 on page 202). The recommended development pattern seeks to organize land uses in ways that preserve community amenities, support existing commercial and employment centers, and create new opportunities for transportation choices.

Land Use Categories

The land use categories found on the proposed future land use map generally follow those on the existing land use map shown in Chapter 3 on page 29. However, the future land use map eliminates some categories, including “Agricultural,” “Bare Ground,” “Forest,” and “Water.” Properties with these designations on the sector plan’s existing land use map are now included in associated categories. For example, a vacant parcel (“Bare Ground” or “Forest”) within a residentially zoned area is now identified within one of the residential categories. In addition,

the “Residential Low-Medium” category has been folded into the “Residential Low” category. The overall effect is a land use map that contains broader basic categories than those used in 2008. Categories applicable to the Glenn Dale-Seabrook-Lanham sector plan area land uses include:

- **Rural:** Fewer than 0.5 dwelling units per acre.
- **Residential Low:** 0.5 to 3.5 dwelling units per acre; single-family detached units.
- **Residential Medium:** 3.6 to 8.0 dwelling units per acre; typically a mixture of smaller-lot, single-family, detached, and townhouse units.
- **Residential Medium-High:** 8.0 to 20.0 dwelling units per acre; primarily townhouse and multifamily units.
- **Commercial:** Retail, office, and service uses.
- **Industrial:** Employment center offices and light industrial uses.

Table 50 Future Land Use Principles and Policies
1. Preserve residential neighborhoods.
2. Promote infill development on vacant lots in existing residential areas.
3. Encourage new residential development that emphasizes connectivity and walkability.
4. Protect open space resources within parks and along stream valley corridors and trails.
5. Enhance the open space network through green infrastructure connections.
6. Support mixed-use development that combines residential, commercial, industrial, civic, and open space uses at key locations and encourages alternatives to automobile use.
7. Concentrate commercial and employment uses in existing centers.
8. Encourage land uses that provide sensitive transitions between commercial and employment centers and residential areas.



- **Institutional:** Public facilities, including government offices, schools, and medical/health facilities.<sup>1</sup>
- **Parkland:** Open space owned by M-NCPPC, including parks, recreation facilities, and trails.
- **Mixed-Use:** Properties containing more than one land use; typically residential and commercial uses.

### Proposed Land Use Changes

Based on existing land uses, the future land use map retains most of the current land use configurations. The major changes proposed for the area development pattern draw upon policies established for Developing Tier communities in the 2002 General Plan and the community's desire—expressed during the course of the sector plan process—for more walkable areas, neighborhood-serving retail and services, neighborhood open space, and transportation options. Two areas of future mixed-use redevelopment are proposed: (1) the Seabrook MARC station area along Lanham–Severn Road (MD 564) and (2) Vista Gardens Marketplace and vicinity.

The other major change involves expansion of public open space through public acquisition of properties adjacent to the former Glenn Dale Hospital site and limited residential development on that site. This 210-acre M-NCPPC property, combined with the proposed acquisition of the adjoining 70-acre USDA Plant Introduction Station, 4.5-acre Sampson property, and 15.51-acre Dudley property, presents a unique opportunity to create a major new park, recreation, and open space resource for the community and Prince George's County. Maryland House Bill 841 also enables the transfer of 60 acres of the former Glenn Dale Hospital site for use as a continuing care retirement community. Previously, the former hospital site was identified as a potential location for a school. The sector plan recommends that M-NCPPC develop a detailed park, recreation, and open space plan for the subject properties,

including the creation of connections to nearby neighborhoods and the Washington, Baltimore & Annapolis trail.

These proposed land use changes are shown in Map 36 on page 202.

Table 51 on page 204 contains acreages in each land use category identified on the future land use map. Notable changes include an increase in open space acreage due to M-NCPPC property acquisition, an apparent increase in residential densities due to the disappearance of the “Residential Low-Medium” category, and increases in residential acreage due to the loss of the “Agriculture,” “Forest,” and “Bare Ground” categories. In fact, very little has changed beyond anticipated M-NCPPC acquisition of large “Institutional” and “Agricultural” parcels for public open space and the designation of the two mixed-use centers.

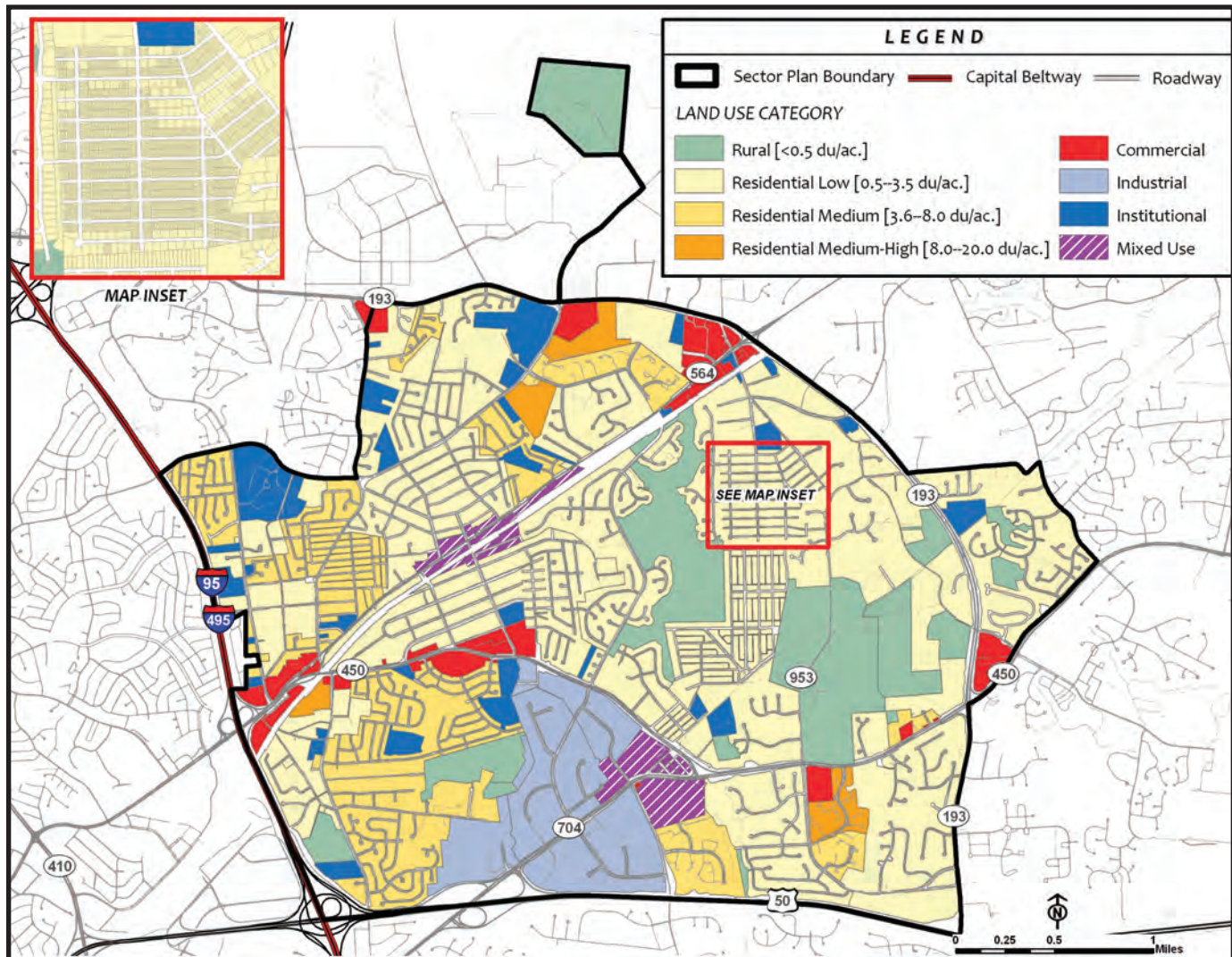
### Mixed-Use Centers

The mixed-use designation on the future land use map for the Seabrook MARC station area and the Vista Gardens Marketplace area reflects the opportunities these properties present for rethinking the standard suburban model of auto-oriented commercial development segregated from residential and civic uses. A mixed-use center allows compact development that combines residential, commercial, civic, and open space uses in ways that minimize negative impacts, increase walkability, offer a variety of housing choices, promote transit and bicycle use, and create an attractive public realm. Development within these centers may contain vertical mixed use (uses combined in the same building; typically residential or office over ground-floor retail) or horizontal mixed use (different uses in separate buildings within the same development).

<sup>1</sup> The future land use “Institutional” category no longer contains churches. Churches now are identified as a residential land use if they are located in a predominantly-residential area or a commercial use if located in a commercial area.

## MAP 36

## PROPOSED LAND USE



Designation as a mixed-use center does not mean that every property within this center must contain vertical or horizontal mixed-use development. Instead, it means that mixed-use buildings are encouraged and will be permitted in appropriately zoned areas; single-use buildings should be designed with sensitivity to neighboring uses within the center, and increased emphasis will be placed upon interfaces with the public realm.

## Development Scenarios

### Mixed-Use Focus Areas

The following mixed-use scenarios were created to illustrate potential long-term redevelopment ideas for two major commercial areas in the Glenn Dale-Seabrook-Lanham sector plan area (see Concept Plans for Seabrook MARC Station Area on page 205 and 207 and for Vista Gardens Marketplace Area on pages 209 and 211). These are conceptual in nature and are not intended to represent actual site and building plans; rather, the designs are intended to help community members, developers, and policy-makers understand

what mixed-use development embodying sector plan goals *could* look like on these important sites.

The pages that follow depict ways in which residential, commercial, civic, and open space uses could be combined to create new centers that support neighborhood-serving retail and services, contain new public spaces, and encourage increased use of nonvehicle forms of transportation. Each scenario includes a rationale, principles, a description of site features, and a recommended development program. Both scenarios include phased development that will, over time, result in a true mixed-use community center.

### Seabrook Marc Station Area

The 2002 General Plan identifies an area along Lanham Severn Road (MD 564) as a future “community center.” This area includes the Seabrook MARC station, the Seabrook Station Shopping Center, and nearby commercial and residential properties. The 2002 General Plan defines a community center as

*... concentrations of activities, services, and land uses that serve the immediate community near these Centers. These typically include a variety of public facilities and services; integrated commercial, office, and some residential development; and can include mixed-use and higher-intensity redevelopment in some communities. Community Centers should also be served by mass transit.<sup>2</sup>*

The plan also recommends appropriate land use mixes and development intensities for these community centers. These numbers are shown in Table 52 on page 204.

The development scenario for the Seabrook MARC station area draws upon 2002 General Plan principles, focusing new mixed-use development around the train station to support this important transit resource. Compact development will create a true transit-oriented community center with an attractive, comfortable public realm and residential and office development that supports center retail and services, resulting in a vibrant, walkable destination that constitutes an integral piece of the

Glenn Dale-Seabrook-Lanham sector plan area’s identity.

### Site Description

The Seabrook MARC station focus area runs along Lanham Severn Road (MD 564) from Carter Avenue in the west to Santa Cruz Street in the east. The Seabrook MARC station lies at the core of this area. Lanham Severn Road (MD 564) and the railroad tracks run parallel to each other, with a small strip of land placed between them that contains primarily commercial uses.<sup>3</sup> The Seabrook Station Shopping Center lies to the north of Lanham Severn Road (MD 564) just southwest of the MARC station (see Map 37 on page 205).

### Area Issues

- Limited north-south railroad track crossings create traffic congestion along MD 564.
- Auto-oriented commercial uses provide convenient services but detract from streetscape character.
- Existing MARC station parking is at capacity, and additional spaces are needed to increase ridership.
- Limited visibility in the MARC station pedestrian tunnel is perceived as a dangerous area.
- Poor pedestrian connections are provided to the MARC station, especially across MD 564.
- Existing commercial uses are built along the suburban model of buildings set back behind parking areas.
- No street trees are found along MD 564.
- No bus shelters are provided along MD 564.

<sup>2</sup> 2002 Prince George’s County Approved General Plan, p. 6.

<sup>3</sup> Most of these properties are zoned Commercial Miscellaneous (C-M).



**Table 51**  
**Proposed Future Land Use Acreages**

<i>Land Use Category</i>	<i>Acreage</i>	<i>Percentage of Land Use</i>
Rural (< 0.5 DU/acre)	809.5	11.8
Residential Low (0.5 to 3.5 DU/acre)	2,861.0	41.6
Residential Medium (3.6 to 8.0 DU/acre)	858.1	12.5
Residential Medium-High (8.0 to .0 DU/acre)	115.6	1.7
Commercial	223.4	3.2
Industrial	478.7	7.0
Institutional	312.2	4.5
Parkland	1,125.4	16.4
Mixed Use	93.8	1.4
<b><i>TOTAL</i></b>	<b>6,877.7*</b>	<b>100.1**</b>

\* Total sector plan area future land use acreage differs from existing land use acreage due to differences in the way roadways are counted.

\*\* Number does not equal 100.0 due to rounding.

Source: M-NCPPC

**Table 52**  
**2002 General Plan Recommendations for Community Centers**

Land Use Mix		
Land Use	Percentage	
Residential	20–80	
Retail and Services	5–50	
Employment	5–50	
Public Uses	10–20	
Land Use Intensity		
Land Use	Core	Edge
Residential Density		
Minimum (DU/Ac)*	15	4
Maximum (DU/Ac)*	30	20
Nonresidential Density		
Minimum (FAR)**	0.25	0.15
Maximum (FAR)**	1.0	0.30
Employment Density (Emp/Ac)***	25	N/A****

\* DU/Ac = Dwelling units per acre

\*\* FAR = Floor Area Ratio

\*\*\* Emp/Ac = Employees per acre

\*\*\*\* N/A = No specified figure

Source: 2002 General Plan, p. 49



## MAP 37

## SEABROOK MARC STATION AREA



Source: M-NCPPC

### Scenario Principles

- Create a pedestrian-friendly community center.
- Provide a mix of land uses to promote around-the-clock activity.
- Promote land uses and building types that support MARC ridership and neighborhood-serving retail and services.
- Meet future parking demand.
- Connect to adjacent neighborhoods.
- Ensure smooth transitions between existing neighborhoods and mixed-use areas.
- Beautify the public realm.

### Scenario Highlights

- Transit plaza at the Seabrook MARC station that provides a community gathering space and gives the station more prominence along MD 564.
- Mixed uses (retail, residential, and office) near the MARC station, with ground-floor retail uses promoting street activity and higher-density residential units, offering new housing options. Some of these could be affordable units.
- Buildings placed close to the street to define a street wall.
- Loading and parking areas that face the railroad tracks for buildings on the southeastern side of MD 564.

- Enhanced pedestrian and bicycle crossings along MD 564 at 94th Avenue, Seabrook Road, and 96th Avenue.
- Continuous wide sidewalks (with a Class 2 bike lane) along MD 564.
- Street trees and street furniture to enhance the pedestrian atmosphere along MD 564.
- Structured parking to serve the MARC station and new retail and office uses.
- On-street parking along MD 564 to buffer pedestrians from traffic.
- Dedicated bus drop-off/loading points.
- Additional travel lanes for MD 564 (two travel lanes in each direction) to relieve traffic congestion and facilitate turning movements.
- Relocated and redesigned pedestrian tunnel and MARC station platforms.

### Development Program

The development program includes a mix of uses intended to accommodate the retail needs of the community and provide residential and office uses that support new retail and increased public transit ridership. The development scenario doubles the amount of existing retail and adds new higher-density residential units, office units, and live/work space (see Seabrook MARC Focus Area—Concept Plan on page 207).

- **Retail:** 415,700 square feet
- **Multifamily Residential:** 532 dwelling units
- **Office:** 201,000 square feet
- **Live/Work Space:** 22,000 square feet

### Vista Gardens Marketplace and Vicinity

The Vista Gardens Marketplace focus area occupies an important location. Situated at the intersection of multiple land uses and open space amenities, this focus area forms the terminus of the Annapolis Road Corridor designated by the 2002 General Plan. The 2002 General Plan defines a

“corridor” as areas that “provide for more intensive [land] uses at appropriate locations within one-quarter mile of . . . key transportation routes.”<sup>4</sup> Additionally, Developing Tier corridors should contain “a mix of [land] uses that are . . . community-oriented in scope,” and development within these corridors should “occur at designated corridor nodes and be planned as transit-oriented development.”<sup>5</sup>

The sector plan area currently contains no “nodes” along the Annapolis Road Corridor, and the existing commercial development at Vista Gardens Marketplace does not meet the 2002 General Plan’s criteria for a corridor node. This commercial center—the largest and newest within the sector plan area—has been constructed as a typical suburban strip center, with big-box commercial uses set behind a large surface parking area and outparcels developed with small restaurants and commercial services.

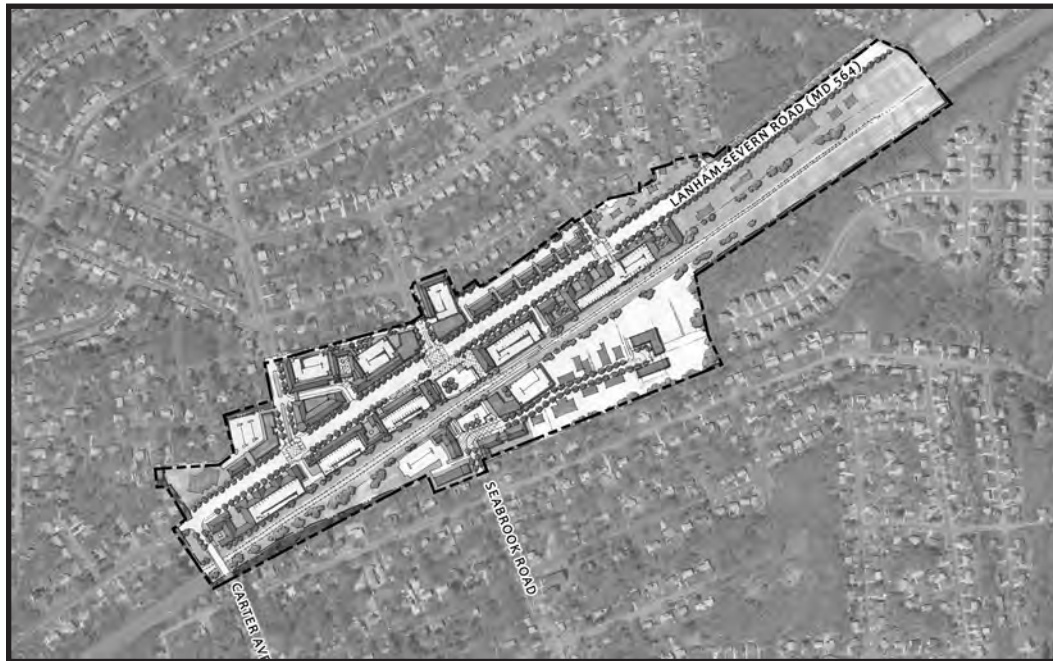
The success of Vista Gardens Marketplace has led to developer interest in underutilized properties lying to the north of the shopping center across Martin Luther King Jr Highway (MD 704). This area currently contains a small number of single-family houses in an isolated pocket surrounded by commercial and industrial uses. The site’s location at the intersection of Annapolis Road (MD 450) and MD 704 makes redevelopment of this parcel in the near future highly probable.<sup>6</sup> At the time of plan writing, the majority property owner within this area was considering possible redevelopment to commercial space that follows the big-box suburban model of the nearby Vista Gardens Marketplace.

<sup>4</sup> 2002 General Plan, p. 6.

<sup>5</sup> *Ibid*, p. 7.

<sup>6</sup> This area is presently zoned Rural Residential (R-R).

## SEABROOK MARC FOCUS AREA—CONCEPT PLAN



*For illustrative purposes only*

## SEABROOK MARC FOCUS AREA— LANHAM SEVERN ROAD FUTURE CONDITIONS PERSPECTIVE



*For illustrative purposes only*



Given these circumstances, the sector plan recommends a future land use change for this area that will help shape this important redevelopment opportunity in ways that meet sector plan goals. Vista Gardens Marketplace and vacant and underutilized properties north of MD 704 should be formally designated as a corridor node along the Annapolis Road Corridor. Future redevelopment within this corridor node should follow 2002 General Plan policies and sector plan recommendations to create a mixed-use center containing neighborhood-serving retail, higher-density residential units that offer residents more housing choices, public open space, civic uses, and safe connections to nearby employment uses and open space amenities. Additionally, the intensification of land uses at this corridor node could create densities high enough to support extension of existing transit service from the Washington Business Park to the heart of this new mixed-use center.

### *Site Description*

The Vista Gardens Marketplace focus area lies at the major intersection of Annapolis Road (MD 450) and Martin Luther King Jr Highway (MD 704) and includes the existing commercial center, plus a triangle of land formed by Lottsford-Vista Road, MD 450, and MD 704; five large undeveloped parcels to the north of MD 704; and several parcels to the northeast of MD 450 that contain a limited number of residential uses.

A residential area borders the focus area to the south, with townhouse units that adjoin the Vista Gardens Marketplace buildings and are separated from the commercial area by either a severe grade separation or a wall. To the east lies a portion of the Folly Branch stream valley corridor and a stormwater management pond along MD 450. Industrial and commercial uses within the Washington Business Park form the western and northern boundaries of the focus area (see Map 38 on page 209).

### *Area Issues*

- Connections between focus area properties and adjacent uses generally are poor due to topographical variations, the presence of two

major arterial roadways, and the absence of continuous sidewalks.

- Existing commercial development is not pedestrian-friendly.
- Underutilized properties face development pressures.
- Environmentally sensitive areas within the Folly Branch watershed may suffer development impacts.
- Appropriate interfaces are needed between existing commercial, industrial, and residential uses.

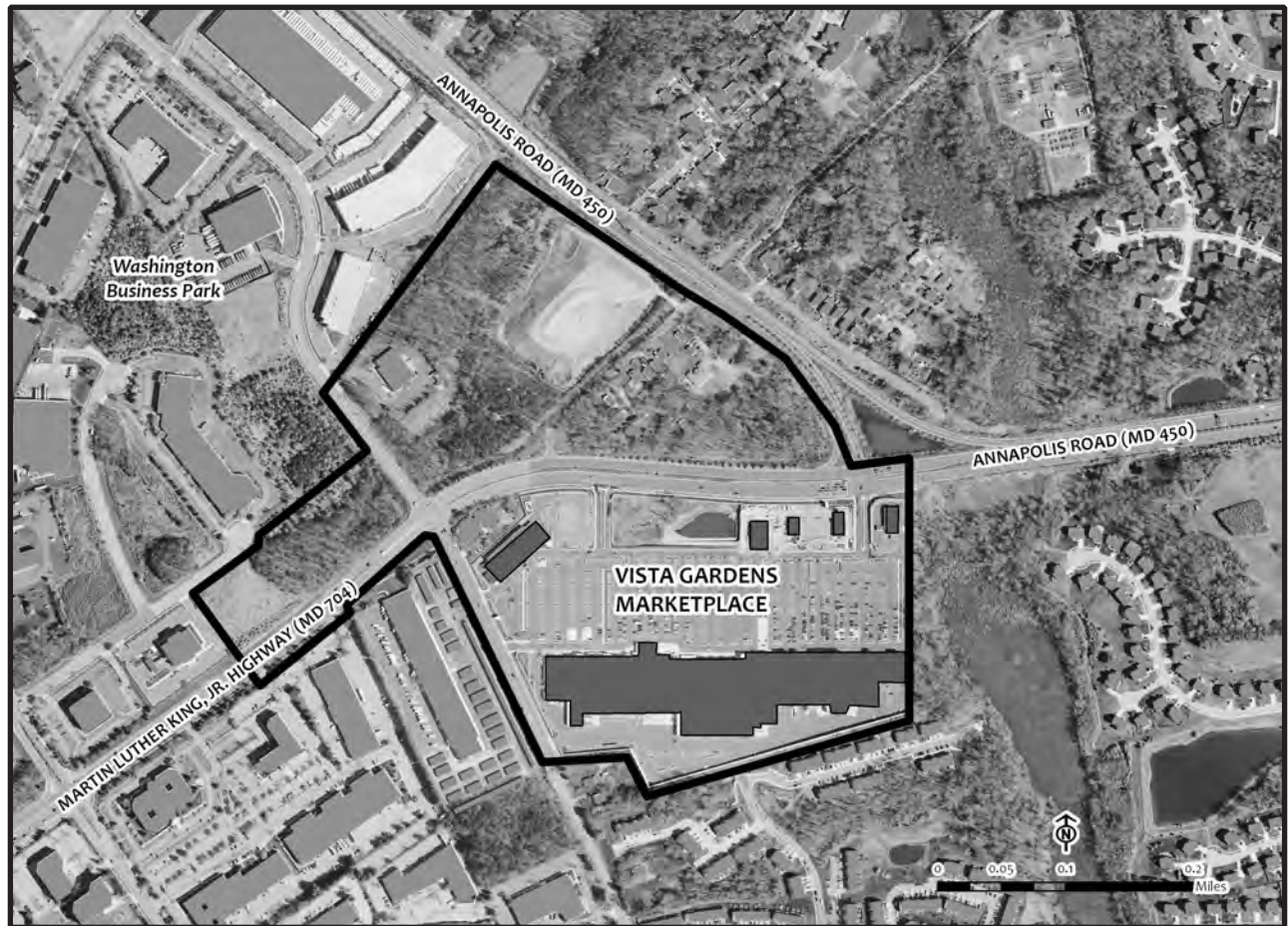
### *Scenario Principles*

- Develop a comprehensively planned, pedestrian-friendly, mixed-use center.
- Provide a mix of land uses to promote around-the-clock activity.
- Promote land uses and building types that support neighborhood-serving retail and transit service.
- Connect to adjacent neighborhoods, open space amenities, and employment areas.
- Create sensitive transitions between existing neighborhoods, commercial/employment uses, and mixed-use areas.
- Beautify the public realm.
- Ensure that development impacts do not negatively affect the Folly Branch watershed.



## MAP 38

## VISTA GARDENS MARKETPLACE AREA



Source: Prince George's County GIS

### Scenario Highlights

- Central “village green” lined with mixed-use buildings featuring ground-floor retail. This design feature will provide a community gathering space and promote pedestrian activity.
- New multifamily and townhouse residential units that will increase housing choices within the sector plan area. A limited number of these units could be affordable housing.
- New street grid, with parking located in block interiors (i.e., not visible from the street).
- Street connections to adjacent Washington Business Park properties through a new Willowdale Road extension.
- A transition to the Washington Business Park area that includes light industrial buildings with front commercial uses facing the mixed-use center.
- Sidewalks and street trees along all new streets, Lottsford-Vista Road, MD 704, and MD 450.
- Improved pedestrian crossings along MD 704 and MD 450.
- Trail along stream valley that connects the mixed-use center with adjacent residential neighborhoods.
- Potential second phase of development that includes redevelopment of existing Vista Gardens Marketplace surface parking lot.

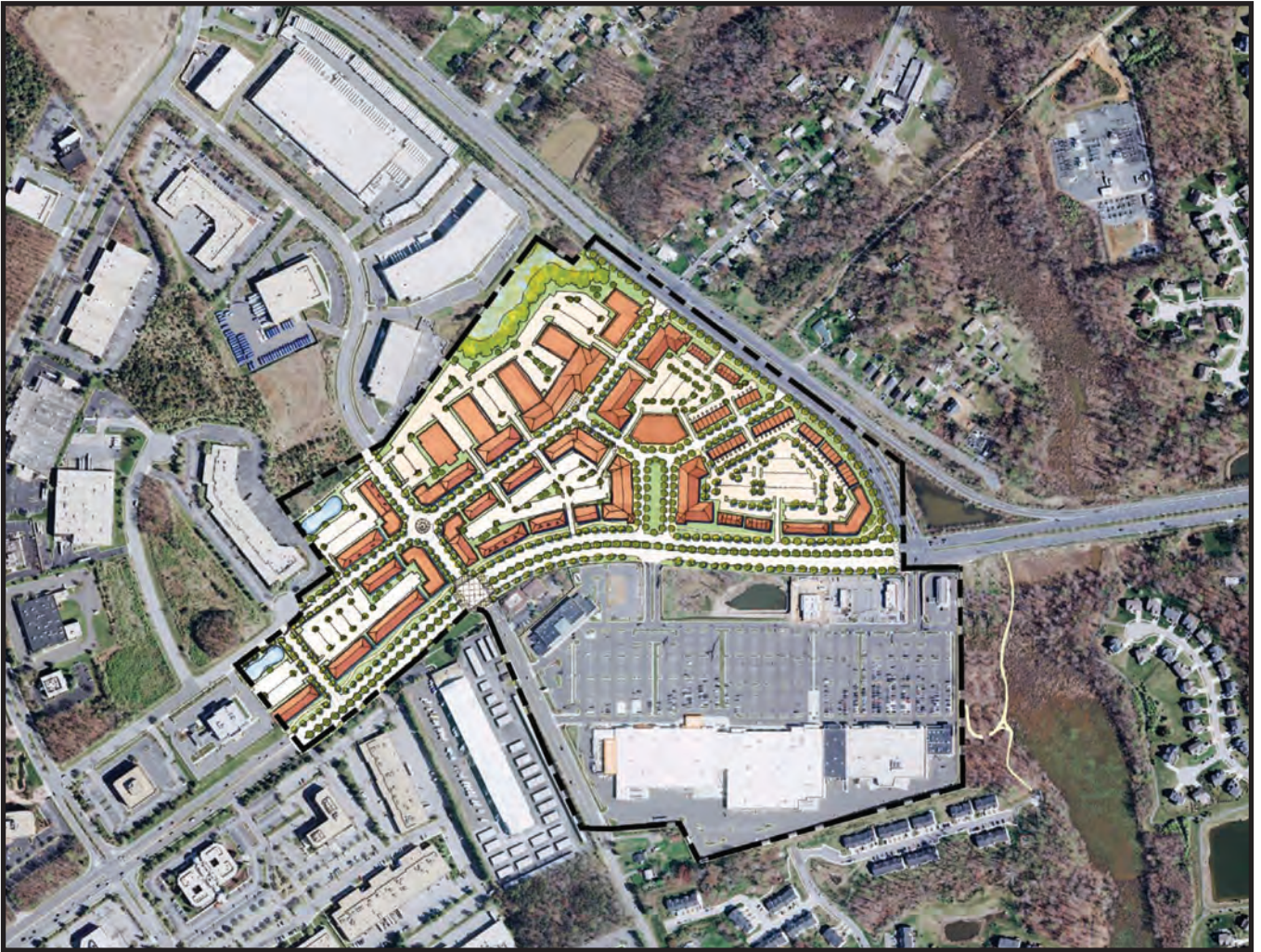
### Development Program

The development program includes figures related to the possible development of a new mixed-use center to the north of the existing Vista Gardens Marketplace. However, these figures only reflect the development concept illustrated in this sector plan and do not include the construction of other buildings that could be part of a long-term comprehensive redevelopment of the Vista Gardens Marketplace.

- **Retail:** 195,000 square feet
- **Flex Space (Office/Multifamily Over Retail):** 132,000 square feet
- **Townhouse Office:** 359,400 square feet
- **Multifamily Residential:** 69 dwelling units
- **Residential Townhouses:** 60 dwelling units
- **Light Industrial Office:** 63,100 square feet
- **Light Industrial:** 46,100 square feet



## VISTA GARDENS MARKETPLACE FOCUS AREA—SHORT-TERM CONCEPT PLAN



*For illustrative purposes only*



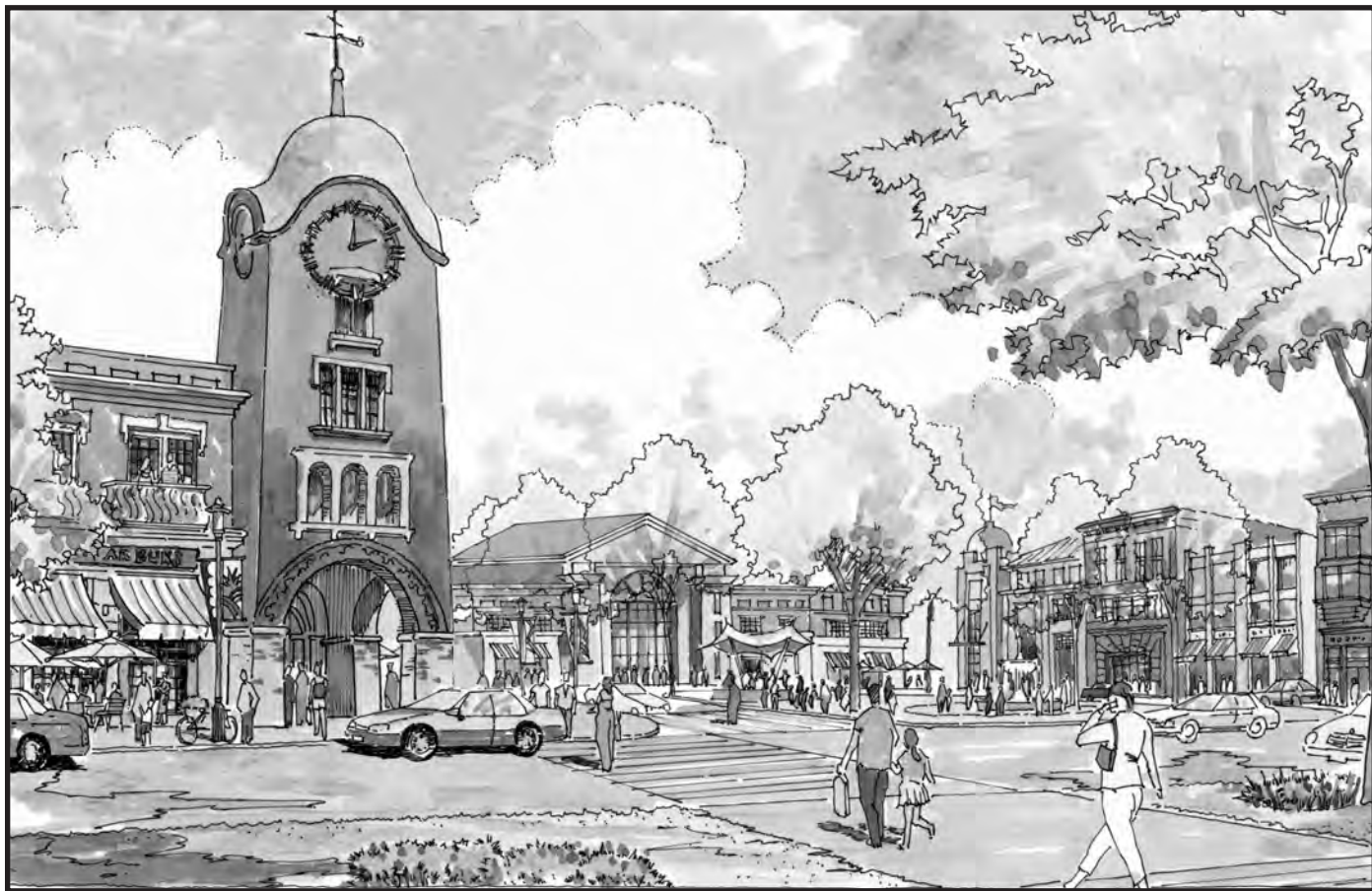
## VISTA GARDENS MARKETPLACE FOCUS AREA—LONG-TERM CONCEPT PLAN



*For illustrative purposes only*



## VISTA GARDENS MARKETPLACE FOCUS AREA—THE VILLAGE GREEN PERSPECTIVE



*For illustrative purposes only*

### Achieving Land Use Goals

Desired changes in land use must take into account community goals, private property interests, environmental constraints, impacts on neighborhood character, potential traffic impacts, public facility and infrastructure requirements, and fiscal implications. Prince George's County and M-NCPPC cannot, by themselves, induce land use change, but they can facilitate change through regulatory methods, strategic capital improvements, and incentives that make desired development more likely to occur.

#### Zoning

The county can use its Zoning Ordinance to influence land use changes. All sector plan area zoning generally should be compatible with land uses supported or recommended by the sector

plan. Specific recommendations for rezoning within the sector plan area can be found in the plan's sectional map amendment (Chapter 13 on page 233). Additionally, the current Zoning Ordinance update will ensure that appropriate zoning tools exist to implement new mixed-use centers and other sector plan recommendations.

#### Subdivision Regulations

Subdivisions are essentially small site master plans, and the county's Subdivision Ordinance can help shape the design of new residential development. Subdivision design for the sector plan area should ensure connections to surrounding areas, usable open space, and pedestrian and bicycle amenities.

### Capital Improvement Investments

One of the most powerful tools the county has is the ability to make strategic capital improvement investments. Public sector decisions about where, when, and how to make infrastructure and facility improvements influence private investment decisions. Capital improvements that implement sector plan goals and policies—particularly for the proposed mixed-use centers—will signal to developers that local government will support desired private investment.

### Financial Incentives

Financial incentives can be used to make desired forms of development more cost-effective for private developers. Commonly used incentives include tax abatements, expedited or reduced-cost development review, and government assistance in facilitating land assembly.

### Urban Design Guidelines

Urban design is an important part of implementing desired future land use changes. Although a property's design is not land use *per se*, design must be considered when evaluating the "fit" between adjacent land uses. Urban design guidelines for focus areas, residential neighborhoods, and commercial/employment areas will help shape improvements and redevelopment that support sector plan goals (see Chapter 4 on page 57). Urban design principles that promote human-scale environments, walkability, and connectivity will be critical to achieving mixed-use centers, quality commercial and employment areas, and attractive, safe neighborhoods that define the Glenn Dale-Seabrook-Lanham community.

### Code Enforcement

Active and ongoing code enforcement is an essential regulatory program necessary to address neighborhood conservation and land use goals. The county's Department of Environmental Resources is working in partnership with the Planning Department on a concentrated code enforcement process to define potential procedures that may be applicable both countywide and in the Glenn

Dale-Seabrook-Lanham communities. This effort, combined with recent legislation approved by the County Council, may assist in providing effective code enforcement.

# Implementation Action Plan

The planning process for the 2010 *Glenn Dale-Seabrook-Lanham and Vicinity Approved Sector Plan and Sectional Map Amendment* has resulted in a set of goals, policies, and action strategies—an implementation action plan—that will guide improvements in the planning area for the next decade. This action plan should be incorporated in regular decision-making that affects the planning area and factors into the preparation of government agency work programs and the Prince George’s County Capital Improvement Program (CIP). The action plan focuses mainly on steps local and state government agencies can take to implement plan policies and strategies, but implementation also will require the participation of various community groups, business owners, and residents, working together with government in a coordinated partnership.

A commitment to plan stewardship by all partners will ensure that the plan is not a static document; regular monitoring of plan goals, policies, and action strategies will help the plan remain relevant in the face of changing economic and physical conditions. Periodic assessment of strategies will identify major accomplishments, new circumstances that could pose obstacles to implementation, and needed revisions. Updates will keep the plan fresh and maintain an ongoing fit between community goals and plan strategies.

This chapter contains a series of implementation action plan matrices that reflect the goals, policies, and action strategies identified in Chapters 5 through 11 (see Table 53 through Table 58 on pages 216 through 231). Each matrix corresponds to a particular plan element (e.g., historic preservation, transportation, etc.) and summarizes recommendations for that element. In addition, the matrices identify parties who will be responsible not only for financing and construction but also for advocating in support of

these strategies and taking the lead on bringing stakeholders together to achieve implementation. Matrices also include an estimated time frame for implementation of each action strategy. Strategies are divided into short-term, mid-term, and long-term actions, emphasizing the incremental nature of many of these recommendations and the fact that some actions build upon others to realize long-term goals. The time frames for recommended actions are defined as follows: short-term actions occur within two years; mid-term actions occur within three to five years; and long-term actions would occur after five years. All strategies should be accomplished in conjunction with other Prince George’s County and The Maryland-National Capital Park and Planning Commission (M-NCPPC) planning efforts.

Accompanying the Implementation Action Plan is the Public Facilities Report (see Appendix 6 on page 273). The report summarizes the proposed public facilities, transportation, and other infrastructure improvements recommended by the sector plan. The report was approved by the District Council via CR 73-2009 in October 2009.

**Table 53**  
**Historic Preservation**

<i>Goal</i>	<i>Policy</i>	<i>Strategy</i>	<i>Responsible Party</i>	<i>Time Frame*</i>
1. Maintain the integrity and character of the planning area's historic resources.	Protect historic properties by ensuring implementation of the county's Historic Preservation Ordinance.	Ensure that the planning area's historic sites are protected through enforcement of the county's Historic Preservation Ordinance.	Prince George's County Historic Preservation Commission (HPC), Prince George's County, M-NCPPC, Prince George's County Department of Environmental Resources (DER)	Ongoing
	Encourage local designation of qualified properties to place them under the protection of the Historic Preservation Ordinance.	Support historic designation of properties within the sector plan area that may qualify as local historic sites.	M-NCPPC, HPC, Planning Board, Prince George's County Council	Ongoing
		Investigate the possibility of local designation for properties that comprise historic communities within the sector plan area.	M-NCPPC, HPC, neighborhoods	L
		Evaluate opportunities for adaptive use of historic buildings and structures in the sector plan area.	M-NCPPC, HPC	Ongoing
	Encourage adaptive use of historic buildings and structures.	Acquire the USDA Plant Introduction Station.	M-NCPPC	S-M
2. Identify and evaluate additional historic resources in the planning area.		Evaluate opportunities for the adaptive use of structures on the former Glenn Dale Hospital site.	M-NCPPC, prospective developers	S-M
	Continue to survey the sector plan area's historic buildings, cultural landscapes, and archaeological sites to determine their eligibility for local and/or national designation.	Continue historic survey work within the sector plan area, giving consideration to newly eligible properties and properties that have recently become 50 years old.	M-NCPPC, HPC	Ongoing
* S = 2 years; M = 3-5 years; L = Greater than 5 years				



Table 53 (cont'd) Historic Preservation				
<i>Goal</i>	<i>Policy</i>	<i>Strategy</i>	<i>Responsible Party</i>	<i>Time Frame*</i>
3. Ensure that development review and infrastructure planning include consideration of historic resources.		Evaluate the former Glenn Dale Hospital and USDA Plant Introduction Station sites.	M-NCPPC, HPC	S
	Interpret building codes with sensitivity for historic resources.	Ensure that contemporary building code standards do not negatively impact the adaptive use of historic properties.	M-NCPPC, DER	Ongoing
	Ensure that historic resources are preserved or enhanced when reviewing development applications.	Continue to support special requirements in the county's zoning and subdivision regulations for properties abutting historic resources.	M-NCPPC, DER	Ongoing
	Ensure that the design and siting of public facilities and roadways adjacent to historic resources respect historic character	Link area historic sites and historic resources to existing and planned public trails.	M-NCPPC, Prince George's County	M-L
4. Enhance community understanding of the importance of the area's historic resources.	Support property nominations to the National Register of Historic Places.	Support nominations to the National Register of Historic Places for appropriate properties within the sector plan area.	M-NCPPC, HPC	Ongoing
	Provide preservation information and assistance to owners of historic properties.	Provide technical assistance to owners of historic resources.	M-NCPPC, HPC	Ongoing
		Continue to ensure that the results of historic properties survey work are made accessible to the public.	M-NCPPC, HPC	Ongoing
		Continue the interpretive plaque program that recognizes area historic properties.	HPC, M-NCPPC	Ongoing
	Support community preservation groups and strengthen preservation education programs.	Work with community preservation groups to implement preservation programs and produce guidance publications for property owners.	HPC, M-NCPPC, local nonprofit preservation advocacy groups	Ongoing

Table 53 (cont'd) Historic Preservation				
<i>Goal</i>	<i>Policy</i>	<i>Strategy</i>	<i>Responsible Party</i>	<i>Time Frame*</i>
5. Promote public awareness of the economic benefits of historic preservation.	Publicize the availability of tax credits for eligible properties.	Publicize the availability of federal and state tax credits and preservation easements.	HPC, M-NCPPC, local nonprofit preservation advocacy groups	Ongoing
		Continue to offer local preservation grants and tax incentives.	Prince George's County	Ongoing
	Support heritage tourism planning.	Work with the county to support heritage tourism initiatives.	M-NCPPC, HPC, Prince George's County Economic Development Corporation, heritage tourism professionals, and related organizations throughout the county	Ongoing

Table 54 Natural Resources/Environment				
Goal	Policy	Strategy	Responsible Party	Time Frame*
1. Restore and enhance water quality in areas that have been degraded.	Decrease the amount of pollutants from both storm and nonstorm events entering sector plan area wetlands and waterways.	Require the use of conservation landscaping techniques that reduce water consumption and the need for fertilizers or chemical applications.	Private developers, M-NCPPC, Department of Public Works and Transportation (DPW&T)	Ongoing
		Provide educational opportunities for residents and businesses regarding proper lawn fertilization techniques.	Department of Environmental Resources (DER) and M-NCPPC	S
		Develop a trash removal strategy for urban stormwater management and storm drainage problems.	DPW&T	Ongoing
	Preserve, enhance, or restore the vegetated buffers around wetlands and waterways.	Target priority areas, such as grassed stream buffers, for forest planting or enhancement.	Private developers, M-NCPPC Department of Parks and Recreation (DPR), DER	Ongoing
2. Prevent flooding associated with new and redevelopment.	Ensure streams are clear of debris, both man-made and natural, in known flooding areas.	Evaluate stream corridors for blockages, especially in the Folly Branch watershed.	M-NCPPC	Ongoing, as needed
		Implement stormwater management techniques on development sites to mitigate the negative impact of development.	Private developers, DPW&T	Ongoing, as needed
	Ensure that the quantity of stormwater discharged from a site post-development does not exceed predevelopment.	In the Folly Branch watershed, require verification of typical groundwater levels on-site prior to development.	Private developers	Ongoing, as needed
		Create an electronic database of flooding complaints created in order to identify areas of known flooding to avoid future problems.	DER, DPW&T	S-M
* S = 2 years; M = 3-5 years; L = Greater than 5 years				

Table 54 (cont'd) Natural Resources/Environment				
Goal	Policy	Strategy	Responsible Party	Time Frame*
3. Preserve, enhance, and restore the existing tree canopy within the planning area.	Focus tree and forest preservation and restoration efforts in appropriate areas.	Prioritize on-site tree preservation within the local green infrastructure network, if applicable.	Private developer, M-NCPPC	Ongoing, as needed
		Support shade tree plantings for roadways, residential streets, and parking lots.	Private developer, M-NCPPC, DPW&T	Ongoing
		Support forest protection and restoration efforts on parkland.	M-NCPPC, DPW&T	Ongoing
	Encourage the application of urban forestry principles to landscaping and reforestation efforts, while increasing opportunities for incorporating tree planting into the existing landscape.	Utilize key principles of urban forestry when implementing landscape and reforestation/afforestation efforts.	Private developer	Ongoing, as needed
		Encourage residents, community associations, and businesses to apply for tree planting funding from county programs.	DER, M-NCPPC	Ongoing
		Increase the percentage of urban tree canopy by planting trees and other vegetation, especially along roadways, in median strips, and within residential communities.	Private developer, DPW&T, DER, M-NCPPC	Ongoing
	Ensure that no net loss of forest cover occurs within the boundaries of the planning area.	Require a minimum of ten percent tree canopy coverage on all new and redevelopment projects.	Private developer, M-NCPPC	Ongoing, as needed
		Require on-site tree preservation to the maximum extent possible before considering off-site options.	Private developer, M-NCPPC	Ongoing, as needed



Table 54 (cont'd) Natural Resources/Environment				
Goal	Policy	Strategy	Responsible Party	Time Frame*
4. Utilize innovative stormwater management best practices to mitigate the negative impacts of stormwater runoff.	Require stormwater to be treated nonstructurally to the maximum extent practicable.	Require environmental site design (ESD) stormwater management techniques to be used on-site to the maximum extent practicable.	Private developers, DPW&T	Ongoing
		Require that large tracts of impervious surfaces be disconnected through the use of careful site design.	Private developers, DPW&T, M-NCPPC	Ongoing, as needed
		Promote use of areas designed to increase infiltration within required open or green space.	Private developers, DPW&T	Ongoing, as needed
5. Address issues of energy conservation, light pollution, air pollution, and noise impacts within the planning area.	Increase opportunities for utilizing green building techniques in the sector plan area.	Encourage the use of green building techniques as designated by the U.S. Green Building Council or equivalent.	Private developers, M-NCPPC, DER	Ongoing, As Needed
		Support the development of a countywide green building program that provides incentives for reducing the overall impacts of buildings on the environment and the occupant's health.	Private developers, M-NCPPC, DER	Ongoing
		Encourage the use of lighting technologies for athletic fields, shopping centers, gas stations, and vehicle sales establishments that reduce light intrusion on adjacent properties so that safe and even light levels are maintained.	Private developers, M-NCPPC	Ongoing, as needed
	Reduce light pollution and intrusion into residential communities and environmentally sensitive areas.	Require the use of full cutoff optic light fixtures.	Private developers, M-NCPPC, DPW&T	Ongoing, as needed
		Require a detailed lighting plan to be submitted for all new projects that consider existing light levels.	Private developers, M-NCPPC	Ongoing, as needed

Table 54 (cont'd) Natural Resources/Environment				
Goal	Policy	Strategy	Responsible Party	Time Frame*
5. (cont'd) Address issues of energy conservation, light pollution, air pollution, and noise impacts within the planning area.	Reduce air pollution to support community health and wellness and encourage the use of nonmotorized alternatives.	Design new and redevelopment projects to minimize the need for motor vehicle trips and prevent conditions that may create local air pollution nuisances.	Private developers, M-NCPPC	Ongoing, as needed
		Provide an improved, continuous network of sidewalks and bikeways to facilitate safe pedestrian use and access.	Private developers, DPW&T, M-NCPPC, DER	Ongoing
		Provide park-and-ride lots along major roads for carpools, vanpools, and transit users.	Private developers, M-NCPPC, DPW&T	Ongoing
		Evaluate development and redevelopment proposals using Phase I noise studies and noise models.	Private developers, M-NCPPC	Ongoing, as needed
	Reduce adverse noise impacts to meet State of Maryland noise standards.	Provide adequate setbacks for projects located adjacent to existing and proposed noise generators and roadways of arterial classification or greater.	Private developers, M-NCPPC	As needed
		Provide noise attenuation measures when noise issues are identified.	Private developers, M-NCPPC	As needed
		Provide sound barriers between incompatible uses.	Private developers, M-NCPPC	As needed
		Restrict hours of operation for uses that produce excessive noise.	Private developers, M-NCPPC	As needed

Table 55 Parks, Recreation, & Open Space				
Goal	Policy	Strategy	Responsible Party	Time Frame*
1. Protect and enhance the area’s open space system and recreational opportunities.	Continue to identify opportunities to acquire new open space in the planning area to meet the needs of existing residents and future development.	Continue to seek opportunities for direct purchase of new parkland in the sector plan area.	Department of Parks and Recreation (DPR)	S-M
		Identify publicly held properties that may be appropriate for future parkland.	DPR, various Prince George’s County agencies and M-NCPPC departments/agencies	S-M
		Identify potential parkland or recreational facilities that may be obtained through mandatory dedication during the development review process.	DPR and various M-NCPPC departments	S-M
	Expand existing recreational facilities; develop new facilities to serve user needs.	Create a master plan of recreation for the former Glenn Dale Hospital site.	DPR	S
		Expand the Glenn Dale Community Center.	DPR	S
		Identify alternative sources of funding for land acquisition, facility development, and recreational programming.	DPR	S
	Provide regular facility maintenance to ensure ongoing quality.	Encourage residents and community organizations to submit recommendations for facilities and programming.	DPR, various M-NCPPC departments, and neighborhood associations	S
		Continue to provide regular maintenance to park and recreation facilities.	DPR	S
* S = 2 years; M = 3-5 years; L = Greater than 5 years				

Table 55 (cont'd) Parks, Recreation, & Open Space				
Goal	Policy	Strategy	Responsible Party	Time Frame*
2. Provide an open space system that is accessible to all residents and serves a variety of users.	Work toward a long-term goal of providing a park amenity convenient to all sector plan area residences.	Pursue a long-term goal of providing public open space convenient to all sector plan area residences.	DPR	L
	Ensure comfortable pedestrian connections to all parks, recreation, and open space facilities.	Create comfortable pedestrian routes to all parks and recreation facilities.	DPR, M-NCPPC Transportation Section, DPW&T	S-M
	Provide a balance between passive and active open space.	Provide opportunities for both passive and active recreation throughout the sector plan area.	DPR	S-M
	Develop a variety of recreational options based on community needs and interests.	Survey residents and parks users to help provide a variety of recreation options based on community needs and interests.	DPR	S
	Create new connections between open space and neighborhoods, schools, commercial centers, and employment areas.	Identify opportunities to complete trail connections between existing open space facilities and between open space and neighborhoods.	DPR, M-NCPPC Transportation Section	S
3. Ensure that the open space network links to neighborhoods and community destinations.	Improve access to existing trails.	Improve access to existing trails through direct purchase of strategic parcels and acquisition of conservation easements.	DPR	M-L
	Consider connections to regional recreational amenities.	Create connections to regional recreational amenities.	DPR, M-NCPPC Transportation Section	M-L



Table 55 (cont'd) Parks, Recreation, & Open Space				
Goal	Policy	Strategy	Responsible Party	Time Frame*
4. Promote efficiency in park system operations.	Expand park and open space resources without acquiring additional land.	Seek opportunities for a neighboring location with other public facilities.	DPR, various M-NCPPC and Prince George's County departments/agencies	S-M
5. Ensure that the planning and provision of park and recreation facilities support county redevelopment policies and priorities.	Coordinate parkland acquisition and facilities planning with ongoing county plans.	Continue to pursue opportunities that will enable joint planning and use of educational and recreational facilities.	DPR, Prince George's County Public Schools	S
		Continue to coordinate parkland acquisition and facility planning.	DPR, various M-NCPPC and Prince George's County departments/agencies	S

Table 56 Transportation				
Goal	Policy	Strategy	Responsible Party	Time Frame*
1. Reduce traffic congestion on local streets, especially during peak hours.	Continue to support and implement key recommendations of the 1993 Glenn Dale-Seabrook-Lanham and vicinity master plan	Continue to implement most of the transportation recommendations found in the 1993 Glenn Dale-Seabrook-Lanham and vicinity master plan for local roadway improvements.	Prince George's County Department of Public Works & Transportation (DPW&T), Maryland State Highway Administration (SHA)	S-L
		Work with SHA to study the feasibility of reconfiguring the Capital Beltway/MD 450/MD 564 interchange.	DPW&T, SHA	M-L
	Coordinate proposed redevelopment and future transportation plans.	Ensure that new short- and long-term roadway improvements in the Seabrook MARC station area will complement future redevelopment.	M-NCPPC Transportation Section, DPW&T, SHA	S-L
	Support improved access management and local street connectivity.	Promote connectivity of local streets through subdivision review.	M-NCPPC Transportation Section	S
2. Improve transportation flow on regional routes.		Adopt access management standards for planning area arterials.	M-NCPPC Transportation Section, DPW&T, SHA	M
	Work with the state and neighboring communities on regional solutions to traffic congestion.	Continue to work with SHA and federal transportation agencies to develop regional solutions to congestion on freeways and major arterials.	DPW&T, M-NCPPC Transportation Section, SHA	S-L
3. Encourage alternative means of transportation within the planning area.	Follow "complete street" principles, which include pedestrian and bicycle considerations, in all new road construction and improvement projects.	Adopt "complete street" principles when designing roadway improvements in the sector plan area.	DPW&T, M-NCPPC Transportation Section	S
* S = 2 years; M = 3-5 years; L = Greater than 5 years				

Table 56 (cont'd) Transportation				
Goal	Policy	Strategy	Responsible Party	Time Frame*
3. (Cont'd) Encourage alternative means of transportation within the planning area.	Support transportation-efficient land use policies and pursue mixed-use development in strategic locations.	Promote land use policies that increase density in strategic locations to support public transportation.	M-NCPPC divisions	S
		Promote land use policies that create walkable “centers” of neighborhood-serving commercial and employment uses.	M-NCPPC divisions	S
	Work with state agencies to encourage ridership on MARC.	Work with state agencies to implement improvements to the Seabrook MARC station.	DPW&T, Maryland Transit Administration (MTA), SHA	S-M
	Work with metropolitan and state agencies to improve public transit within the planning area.	Work with metropolitan and state agencies to improve bus service within the planning area.	DPW&T, MTA, Washington Metropolitan Area Transit Authority (WMATA)	M
		Investigate the feasibility of developing park-and-ride lots near transit lines.	DPW&T, MTA, SHA	S-M
	Create environments that are more conducive to nonmotorized travel.	Continue to develop a network of pedestrian and bicycle trails that connect destinations within the planning area.	M-NCPPC Transportation Section, DPW&T, private developers	S-L
		Evaluate unneeded space in roadway rights-of-way for potential use for bicycle lanes or transit.	DPW&T	S
	Support transportation demand management (TDM) strategies.	Encourage the designation of the Washington Business Park as a transportation demand management district (TDMD).	M-NCPPC Transportation Section, DPW&T	S-M

Table 56 (cont'd) Transportation				
Goal	Policy	Strategy	Responsible Party	Time Frame*
4. Improve pedestrian safety throughout the planning area.	Develop a continuous network of safe routes (sidewalks and trails) for pedestrians, especially between neighborhoods and planning area destinations.	Conduct pedestrian safety studies at key intersections and other areas with known pedestrian safety issues.	M-NCPPC Transportation Section, DPW&T	S-L
		Retrofit existing roadways with improvements designed to create a safer environment for pedestrians.	DPW&T	S - L
		Ensure that the design of new roadways incorporates features intended to provide safety and comfort to pedestrians.	DPW&T, M-NCPPC Transportation Section	S-M
		Implement traffic-calming measures within neighborhoods as appropriate.	DPW&T	S-M
		Continue to implement the county's Neighborhood Traffic Management Program.	DPW&T	Ongoing
5. Identify and evaluate roads that have scenic characteristics within the sector plan area.	Continue to protect, preserve, and enhance scenic roads.	Ensure safe, comfortable connections between schools and neighborhoods.	DPW&T	S-M
		Require submission of a visual assessment survey when development applications are submitted for properties along or adjacent to Bell Station Road.	M-NCPPC, DPW&T	S
		Ensure that viewsheds along Bell Station Road are preserved through the use of appropriate building setbacks, lot layouts, and screening and buffering.	M-NCPPC, DPW&T	S
		Continue coordination efforts between M-NCPPC and the Department of Public Works and Transportation to ensure that roadway improvements are limited to those absolutely necessary to address safety concerns.	M-NCPPC, DPW&T	Ongoing



Table 57 Public Facilities and Services				
Goal	Policy	Strategy	Responsible Party	Time Frame*
Police				
1. Improve the response time and visibility of public safety agencies.	Improve response times by dividing existing individual police districts into multiple districts.	Split the existing PGCPD Division II in half, creating PGCPD District VIII north of US 50.	Prince George's County Police Department (PGCPD)	S-M
	Construct state-of-the-art district stations to serve as bases of operations for the Prince George's County Police Department.	Construct the PGCPD District VIII Station adjacent to the Glenn Dale Fire/EMS Station at 11900 Glenn Dale Boulevard.	Prince George's County	M
Schools				
2. Provide residents of the sector plan area and surrounding communities with neighborhood schools that are not overcrowded, feature cutting-edge technological and instructional opportunities, and serve as centers of their communities.	Construct previously recommended public school facilities outside the sector plan area to temporarily relieve overcrowding within the sector plan area.	Construct the Fairwood Elementary School (CIP Item #AA779773) at 13250 Fairwood Parkway to alleviate enrollment pressure on Lanham area schools.	Prince George's County Public Schools (PGPS)	S-M
		Construct the second Bowie high school (CIP Item #AA771923) at 3101 Mitchellville Road as recommended in the 2006 approved master plan for Bowie and vicinity and the 2006 East Glenn Dale approved sector plan to alleviate enrollment pressure on area high schools.	Prince George's County Public Schools (PGPS)	S-M
* S = 2 years; M = 3-5 years; L = Greater than 5 years				

Table 57 (cont'd) Public Facilities and Services				
Goal	Policy	Strategy	Responsible Party	Time Frame*
2. (Cont'd) Provide residents of the sector plan area and surrounding communities with neighborhood schools that are not overcrowded, feature cutting-edge technological and instructional opportunities, and serve as centers of their communities.	Renovate or replace school facilities rated “poor” by the 2008 Parsons/3DI study.	Renovate or replace the Howard B. Owens Science Center at 9601 Greenbelt Road with a modern, state-of-the-art facility.	PGPS	S-M
	Construct schools on existing Board of Education properties west of the study area to mitigate pressure coming from the west and north on sector area schools.	Construct two K-8 schools on the Mandan Road properties in Planning Area 67.	PGPS	M-L
<b>Library</b>				
3. Expand the library system to better serve planning area residents.	Investigate a location within the planning area where a new branch library may be sited to meet existing and future demand.	Construct a new branch library at the Glenn Dale Community Center (11901 Glenn Dale Boulevard).	Prince George’s County, Prince George’s County Memorial Library System (PGCMLS)	S-M
	Seek opportunities to locate new public facilities near existing facilities.	Locate new public facilities near existing public facilities, where feasible.	Prince George’s County	S
4. Encourage resource-efficient facilities and activities.	Promote the construction of “green” buildings, including public facilities.	Continue to require the construction of LEED-certified public facilities.	Prince George’s County, M-NCPPC	S
	Support energy, water, and other conservation measures.	Consider water conservation measures in all public facilities.	Prince George’s County	S
		Require pervious paving or other alternative paving methods on all new occasional-use parking and emergency access areas.	Prince George’s County, M-NCPPC	S

Table 58 Commercial and Employment Areas				
Goal	Policy	Strategy	Responsible Party	Time Frame*
1. Retain and attract an appropriate range of neighborhood-serving commercial uses.	Promote commercial uses that adequately serve community residents and provide distinct shopping and activity destinations that are integral and compatible parts of residential neighborhoods.	Assess current commercial zoning standards, and review procedures to ensure compatibility with adopted community plans.	M-NCPPC	S
		Compile an inventory of existing businesses and commercial properties to aid marketing and retention strategies.	M-NCPPC	S
		Encourage the establishment of local business associations to market and support locally-based business operations.	M-NCPPC	S
		Establish programs to assist existing locally-owned businesses with “green building” expansions and improvements.	M-NCPPC	M
		Develop a farmers market that features locally- and regionally-grown products.	M-NCPPC	M
2. Encourage redevelopment or improvements to existing buildings, sites, and streetscapes to create quality shopping and neighborhood environments.	Support redevelopment and improvements within existing commercial centers.	Focus commercial rezoning on specific redevelopment opportunities within existing commercial areas.	M-NCPPC	L
		Limit the future growth of auto-oriented commercial uses.	M-NCPPC	L
	Support commercial development that concentrates retail, service, office, and housing uses in compact, walkable locations accessible by transit and other alternative forms of transportation.	Concentrate transit-oriented, mixed-use development at the Seabrook MARC station.	M-NCPPC, MARC	M
		Encourage mixed-use development at the terminus of the Annapolis Road (MD 450) corridor.	M-NCPPC	L
		* S = 2 years; M = 3-5 years; L = Greater than 5 years		

**Table 58 (cont'd)**  
**Commercial and Employment Areas**

<i>Goal</i>	<i>Policy</i>	<i>Strategy</i>	<i>Responsible Party</i>	<i>Time Frame*</i>
3. Concentrate and diversify future employment opportunities within existing centers to enhance the local economic base.	Support employment and job growth within existing employment centers.	Focus future office and employment growth within the Washington Business Park and other sector plan area employment centers.	M-NCPPC	L
		Support the development of convenience retail, restaurant, hospitality, and service business uses within the Washington Business Park and other sector plan area employment centers.	M-NCPPC	M
		Pursue opportunities to attract green businesses that will diversify and expand the local employment base and sustain local and countywide energy and environmental resources.	M-NCPPC	L
4. Create attractive, pedestrian-oriented commercial centers.	Support building and site design that is compatible with neighboring residential areas and establishes a unique identity for the Glenn Dale-Seabrook-Lanham area.	Create a community design manual based on the sector plan's recommended design principles and strategies.	M-NCPPC	S
	Enhance the appearance of existing commercial areas.	Develop programs and public/private partnerships to pursue streetscape and other commercial area improvements.	M-NCPPC, DPW&T, MDOT, SHA	S
		Support ongoing and active code enforcement in commercial areas.	M-NCPPC, Code Enforcement	L
	Improve nonvehicle access to commercial areas.	Provide adequate sidewalks, bus stops, and bicycle facilities in future commercial area site planning and design improvements.	M-NCPPC, MARC, WMATA, TheBus	L
		Provide pedestrian safety improvements along streets that lead to commercial areas.	M-NCPPC, DPW&T, MDOT, SHA	L



# CHAPTER 13

## Sectional Map Amendment

### Introduction

This chapter reviews land use and zoning policies and practices in Prince George's County and presents the proposed zoning in the sectional map amendment (SMA) to implement the vision of this sector plan. It identifies all rezoning proposals and provides justifications, identifies properties proposed for future mixed-use rezoning, and presents the existing and proposed zoning inventory for the sector plan area. The land use recommendations in the 2010 *Glenn Dale-Seabrook-Lanham and Vicinity Approved Sector Plan and Sectional Map Amendment* (see Map 41 on page 243) are reinforced by the comprehensive rezoning proposal, also known as the SMA (see Map 40 on page 242), which brings the zoning of the planning area into conformance with the land use plan. This is critical for allowing and encouraging the type of development desired at these locations.

The District Council initiated the concurrent preparation of this sector plan and SMA in May 2008 via Council Resolution CR-53-2008. The procedure followed is in accordance with Council Bill CB-39-2005, which amended the framework for the process, whereby the District Council approves the sector plan and SMA concurrently.

Comprehensive rezoning through the SMA is a necessary implementation step in the land use planning process. It attempts to ensure that future development will be in conformance with county land use plans and development policies, reflecting the county's ability to accommodate development in the immediate and foreseeable future. The zoning recommended by the sector plan and implemented by this SMA ensure greater conformity with county land use goals and policies as they apply to the Glenn Dale-Seabrook-Lanham and vicinity sector plan area,

thereby enhancing the health, safety, and general welfare of the area residents.

The approved SMA revises the official zoning map for a portion of Planning Area 70 within the sector plan boundary. Future comprehensive examinations of zoning within the sector plan area will occur in accordance with the procedures established for sectional map amendments. The last comprehensive rezoning for this sector plan area took place as part of the 1993 *Approved Master Plan and Sectional Map Amendment for Glenn Dale-Seabrook-Lanham and Vicinity (Planning Area 70)*.

### Comprehensive Rezoning Policies

The following are comprehensive rezoning policies established by the Planning Board and District Council for preparation of the rezoning proposal.

#### Public Land Policy

The established public land policy states that all public land should be placed in the most restrictive and/or dominant adjacent zone, whichever bears the closest relationship to the intended character of the area. Therefore, the zoning of both public and private land should be compatible with surrounding zones and provide for appropriate and preferred public uses. It should further assure compatibility of any future development or uses if the property returns to private ownership.

A distinction is made where large parcels of land are set aside specifically as public open space. In these cases, the R-O-S (Reserved Open Space) Zone or the O-S (Open Space) Zone is applied as the most appropriate zone, depending on the size of the property.

Although federal and state government property is not subject to the requirements of the Zoning

Ordinance, the comprehensive rezoning process is meant to apply a zoning category to all land, including government property, without regard to its unique ownership. The R-O-S Zone is generally applied to federal and state properties, unless specific uses or intended character of the property or area should warrant another zoning category. This policy is in compliance with Section 27-113 of the Prince George's County Zoning Ordinance, which states that any land conveyed in fee simple by the United States of America or by the State of Maryland shall immediately be placed in the R-O-S Zone until a zoning map amendment for the land has been approved by the District Council.

### Zoning in Public Rights-of-Way

Policies governing the zoning of public street and railroad rights-of-way (both existing and proposed) are contained in Section 27-111 of the Zoning Ordinance. This proposed SMA has been prepared in accordance with these requirements. The plan recommends that the State Highway Administration file the necessary plat to remove the Rural Residential (R-R) Zone on 6.03 acres of right-of-way located at the Martin Luther King Jr Highway (MD 704) and John Hanson Highway (US 50) interchange.

### Limitations on the Use of Zones

Zoning classifications established by an SMA are limited to the range of zones within the Zoning Ordinance that are available at the time of final action by the District Council. However, there are certain restrictions on when specific zones may be applied to properties (Section 27-223 of the Zoning Ordinance).

Reclassification of a property from an existing zone to a less intense zone, also known as downzoning, is prohibited where:

(g)(1) "The property has been rezoned by Zoning Map Amendment within five (5) years prior to the initiation of the sectional map amendment or during the period between initiation and transmittal to the District Council, and the property owner has not consented in writing to such rezoning;" or

(g)(2) "Based on existing physical development at the time of adoption of the sectional map

amendment, the rezoning would create a nonconforming use. This rezoning may be approved, however, if there is a significant public benefit to be served by the rezoning based on facts peculiar to the subject property and the immediate neighborhood. In recommending the rezoning, the Planning Board shall identify these properties and provide written justification supporting the rezoning at the time of transmittal. The failure of either the Planning Board or property owner to identify these properties, or a failure of the Planning Board to provide the written justification, shall not invalidate any Council action in the approval of the sectional map amendment."

In order to clarify the extent to which a given parcel of land is protected from less intensive rezoning by virtue of physical development, Section 27-223(h) of the Zoning Ordinance states that:

*"The area of the 'property,' as the word is used in Subsection (g)(2), above, is the minimum required by the Zoning Ordinance which makes the use legally existing when the sectional map amendment is approved."*

Limitations on the reclassification of land into the R-T (Townhouse Residential) Zone are subject to Section 27-223(i) of the Zoning Ordinance, which states that:

"(i) No property may be zoned R-T if it was not classified in the zone prior to the initiation of the Sectional Map Amendment, except where the recent Sectional Map Amendment involving the property was approved prior to 1990, unless:

*"(1) The proposed development on the property to be rezoned to R-T will consist only of one-family attached metropolitan dwelling units; or*

*"(2) The property to be rezoned to R-T is located within a mixed-use activity center designated as a 'Transit Village' in the applicable Area Master Plan."*

## Guidelines for Commercial Zoning

The comprehensive rezoning proposal will recommend the most appropriate of the “use-oriented” commercial zones listed in the Zoning Ordinance. The choice of zone is determined by the commercial needs of the area, the sector plan recommendations, and the type of use and status of the development on the property and surrounding area.

## Conditional Zoning

The inclusion of safeguards, requirements, and conditions beyond the normal provisions of the Zoning Ordinance that can be attached to individual zoning map amendments via “Conditional Zoning” cannot be utilized in SMAs. In the piecemeal rezoning process, conditions are used to: (1) protect surrounding properties from potential adverse effects that might accrue from a specific zoning map amendment; and/or (2) to enhance coordinated, harmonious, and systematic development of the regional district. When approved by the District Council, and accepted by the zoning applicant, “conditions” become part of the zoning map requirements applicable to a specific property and are as binding as any provision of the Zoning Ordinance (see Conditional Zoning Procedures, Section 27-157(b)).

In theory, zoning actions taken as part of the comprehensive zoning/SMA process should be compatible with other land uses without the use of conditions. However, it is not the intent of an SMA to repeal the additional requirements determined via “conditional” zoning cases that have been approved prior to the initiation of an SMA. As such, it is appropriate, when special conditions to development of specific properties have been publicly agreed upon and have become part of the existing zoning map applicable to the site, those same conditions shall be brought forward in the SMA. This is accomplished by continuing the approved zoning with conditions and showing the zoning application number on the newly adopted zoning map. This would take place only when it is found that the existing zoning is compatible with the intended zoning pattern or when ordinance limitations preclude a rezoning. Similarly, findings contained in previously approved SMAs shall

be brought forward in the SMA where the previous zoning category has been maintained.

## Comprehensive Design Zones

Comprehensive Design Zones (CDZs) may be included in an SMA. Normally, the flexible nature of these zones requires a basic plan of development to be submitted through the zoning application process (zoning map amendment) in order to evaluate the comprehensive design proposal. It is only through approval of a basic plan, which identifies land use types, quantities, and relationships, that a CDZ can be recognized. Under this process, an application must be filed, including a basic plan, and the Planning Board must have considered and made a recommendation on the zoning application in order for the CDZ to be included within the SMA. During the comprehensive rezoning, prior to the submission of such proposals, property must be classified in a conventional zone that provides an appropriate “base density” for development. In theory, the base density zone allows for an acceptable level of alternative development should the owner choose not to pursue full development potential indicated by the master plan.

Under limited circumstances, CDZs may be approved in an SMA without the filing of a formal rezoning application by an applicant. The recommendations of the sector plan and the SMA zoning change, including any design guidelines or standards, may constitute the basic plan for development. In these cases, overall land use types, quantities, and relationships for the recommended development concept should be described in the SMA text and be subject to further adjustment during the second phase of review, the comprehensive design plan, as more detailed information becomes available. (See CB-76-2006, CB-77-2006, and Sections 27-223(b), 27-225(a)(5), 27-225(b)(1), 27-226(a)(2), 27-226(f)(4), 27-478(a)(1), 27-480(g), and 27-521(a)(1) of the Zoning Ordinance.)

## Mixed-Use Zones

Although several mixed-use zoning categories are defined in the Zoning Ordinance, none contains the ideal combination of use, design, and administrative regulations necessary to efficiently and effectively

implement the mixed-use, pedestrian- and transit-oriented development pattern recommended by the 2002 General Plan, recent master plans, and sector plans.

The Mixed-Use Infill Zone provides design flexibility, permits a mix of uses, and requires the use of a Development District Overlay Zone that sets area-specific design standards and modifies the table of uses permitted in the affected area. This technique essentially creates a different “mini-zoning ordinance” with each application throughout the county, making administration unwieldy.

The Mixed-Use Town Center Zone provides for a mix of commercial and limited residential uses geared toward low- to medium-scale infill development in a smaller geographic area; establishes a citizen design review committee, which is often difficult to convene and administer in an unincorporated area; and mandates approval of a development plan, at the time of zoning approval, that includes minimum and maximum development standards and guidelines in both written and graphic form for administration of the zone.

The Mixed-Use-Transportation Oriented (M-X-T) Zone allows design flexibility and a mix of land uses with high densities and intensities; provides for a variety of residential, commercial, and employment uses; and mandates at least two out of the following three use categories: (1) retail businesses, (2) office/research/industrial, and (3) dwellings, hotel/motel. The M-X-T Zone also encourages a 24-hour functional environment and builds on existing public infrastructure investments by limiting application of the zone to properties located near a major intersection, major transit stop/station, or at a location for which the sector plan recommends a mix of uses. However, the M-X-T Zone is limited in its requirements and application to “place making” because it lacks standards necessary to ensure the creation of a pedestrian-friendly environment. For example, there are no regulations to ensure a consistent build-to line to help define the streets or to establish an inviting streetscape environment with adequate pedestrian amenities, such as lighting and street furniture. It lacks standards relating to the proportion of uses, concurrency or phasing of different uses during project construction, parking

standards near Metro stations, etc. Most of these elements are negotiated during conceptual and detailed site plan phases.

### New Mixed-Use Tool Policy

New mixed-use zoning tools are being explored to better implement the policy recommendations of the 2002 General Plan and recent master and sector plans, streamline and standardize regulations and development review procedures, and supplement or replace existing mixed-use zones and overlay zones. This effort is currently focused on tools for mixed-used development at designated centers and corridor nodes. Meanwhile, specific modifications to the existing mixed-use zone categories have been adopted as necessary to facilitate the implementation of land use recommendations.

### Comprehensive Rezoning Recommendations

To implement the Glenn Dale-Seabrook-Lanham and Vicinity Sector Plan policies and land use recommendations contained in the preceding chapters, some parcels of land must be rezoned or should be rezoned in the future when a more appropriate mixed-use zoning tool is available, in order to allow for conformance with the sector plan. The comprehensive rezoning process (via the SMA) provides the most appropriate mechanism for the public sector to achieve this. As such, the SMA is approved as an amendment to the official zoning map(s) concurrently with sector plan approval. Below are the zoning recommendations for the Glenn Dale-Seabrook-Lanham and vicinity sector plan area.

The proposed zoning changes map (see Map 39 on page 238) identifies the location of recommended zoning changes in the Glenn Dale-Seabrook-Lanham and vicinity sector plan area. Specific changes to existing zoning are shown on individual maps and are described in the accompanying tables. The maps are included for illustrative purposes only. The proposed zoning inventory (see Table 59 on page 237) shows changes to the acreage of zoning classifications as a result of the recommended zoning changes.

The proposed land use map (Map 41 on page 243) recommends areas for a mix of land uses. These



areas are also recommended for future rezoning to an appropriate mixed-use zone, urban center zone, or CDZ to implement the recommended compact, transit- and pedestrian-oriented, mixed-use development envisioned at the Seabrook MARC station area and the Vista Gardens Marketplace area, as well as their respective designations as a 2002 General Plan community center and corridor node. Until an appropriate set of mixed-use zoning tools or techniques are developed and approved, this plan recommends the future implementation of a mix of land uses via a parcel-by-parcel rezoning process at the time of development and/or redevelopment of

these sites. The applicants and/or owners should file a zoning map amendment application for a mixed-use zone for these areas, such as the M-X-T Zone or a CDZ, that demonstrates conformance with the vision, intent, and development strategies and guidelines specified in the sector plan.

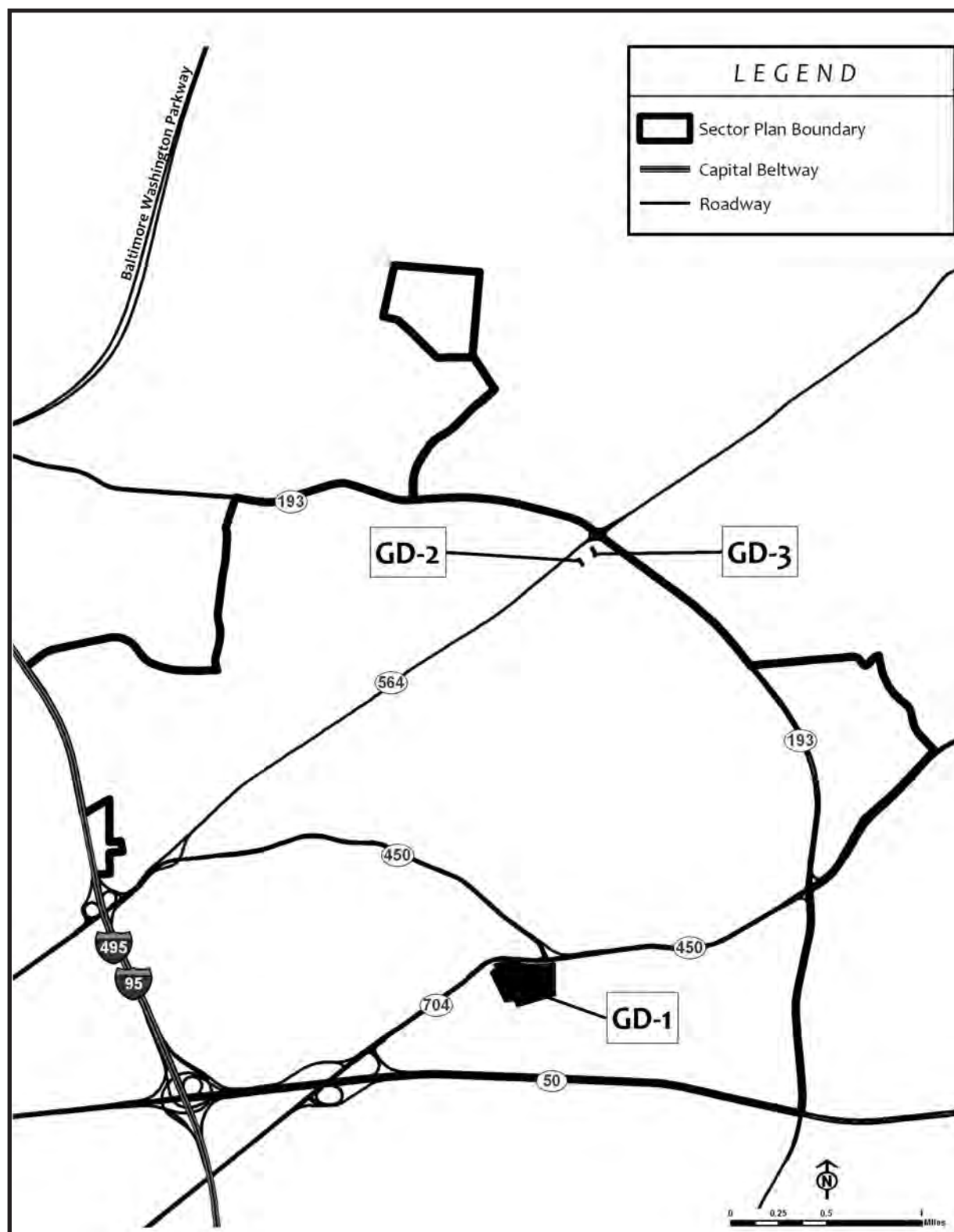
**Table 59**  
**Existing and Proposed Zoning Inventory**

<i>Zone</i>	<i>Existing (acres)</i>	<i>Proposed (acres)</i>	<i>Net Change (+/-)</i>
R-O-S (Reserved Open Space)	569.9	569.9	0
O-S (Open Space)	239.7	239.7	0
R-E (Residential Estate)	222.7	222.7	0
R-R (Rural Residential)	1,683.1	1,681.6	-1.5
R-80 (One-Family, Detached Residential)	1,190.7	1,190.7	0
R-55 (One-Family, Detached Residential)	739.1	739.1	0
R-T (Residential Townhouse)	234.9	193.3	-41.6
R-18 (Multifamily Medium-Density Residential)	75.8	75.8	0
R-U (Residential-Urban)	39.8	39.8	0
C-O (Commercial Office)	86.7	84.8	-1.9
C-A (Ancillary Commercial)	1.0	1.0	0
C-G (General Commercial, Existing)	14.6	14.6	0
C-S-C (Commercial, Shopping Center)	87.4	130.5	+43.1
C-M (Commercial, Miscellaneous)	82.5	84.4	+1.9
I-1 (Light Industrial)	317.7	317.7	0
I-2 (Heavy Industrial)	161.8	161.8	0
Subtotal	5,747.4	5,747.4	0
Right-of-Way	1,092.2	1,092.2	0
<b>Total</b>	<b>6839.2</b>	<b>6839.2</b>	<b>0</b>

*Source:* M-NCPPC, December 2008

MAP 39

PROPOSED ZONING CHANGES

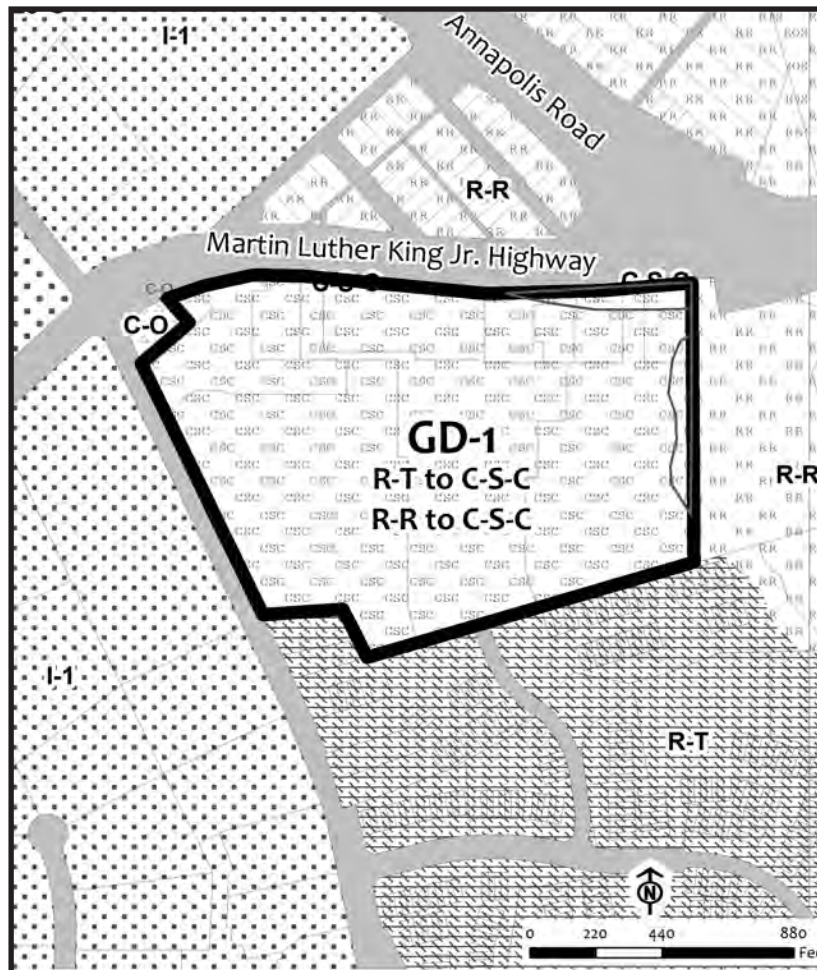


## Proposed Rezoning

Change Number	Zoning Change	Area of Change	Approved SMA/ZAPS/SE		200' Scale Index Map
			Number	Date	
GD-1	R-R to C-S-C R-T to C-S-C Total	1.45 Ac. 40.12 Ac. 41.57 Ac.	SMA	11/9/1993	207NE09

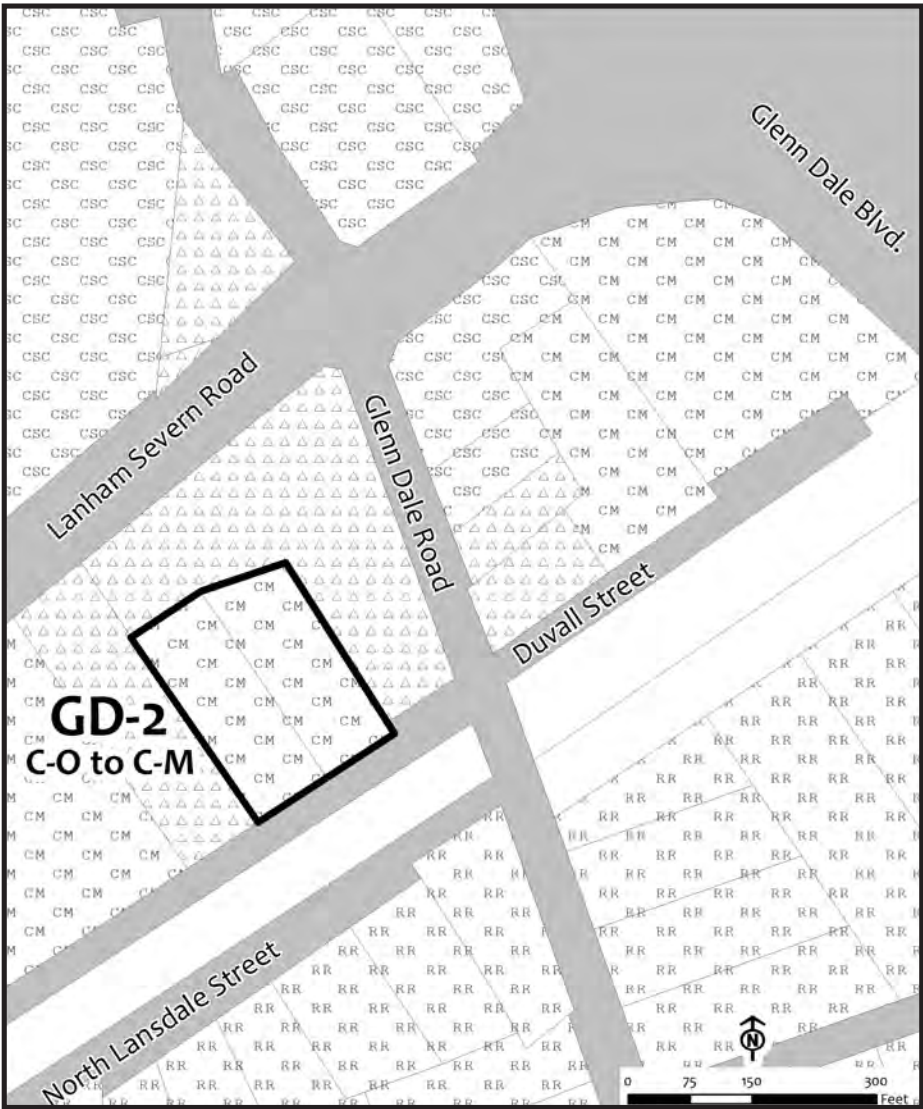
Use and Location: Vista Gardens Marketplace Shopping Center at 10251-10651 Martin Luther King Jr Highway (Property description as defined in Liber: 13372, Folio 141)

Discussion: The C-S-C Zone is recommended to recognize the existing shopping center use for the Vista Gardens Marketplace located at this site. The shopping center was constructed partially in the R-T Zone, per CB-70-2003, which allows shopping center uses located on land of no less than 30 acres and not more than 70 acres and adjoining properties in the R-T Zone that are at least 60 acres in size, developed with at least 350 townhouses. This shopping center development was approved as a result of meeting all of these criteria. It is also recommended that this property be rezoned in the future to an appropriate mixed-use zone or CDZ to allow residential development on this site, which is consistent with the General Plan vision for a corridor node within the Developing Tier.



GD-1

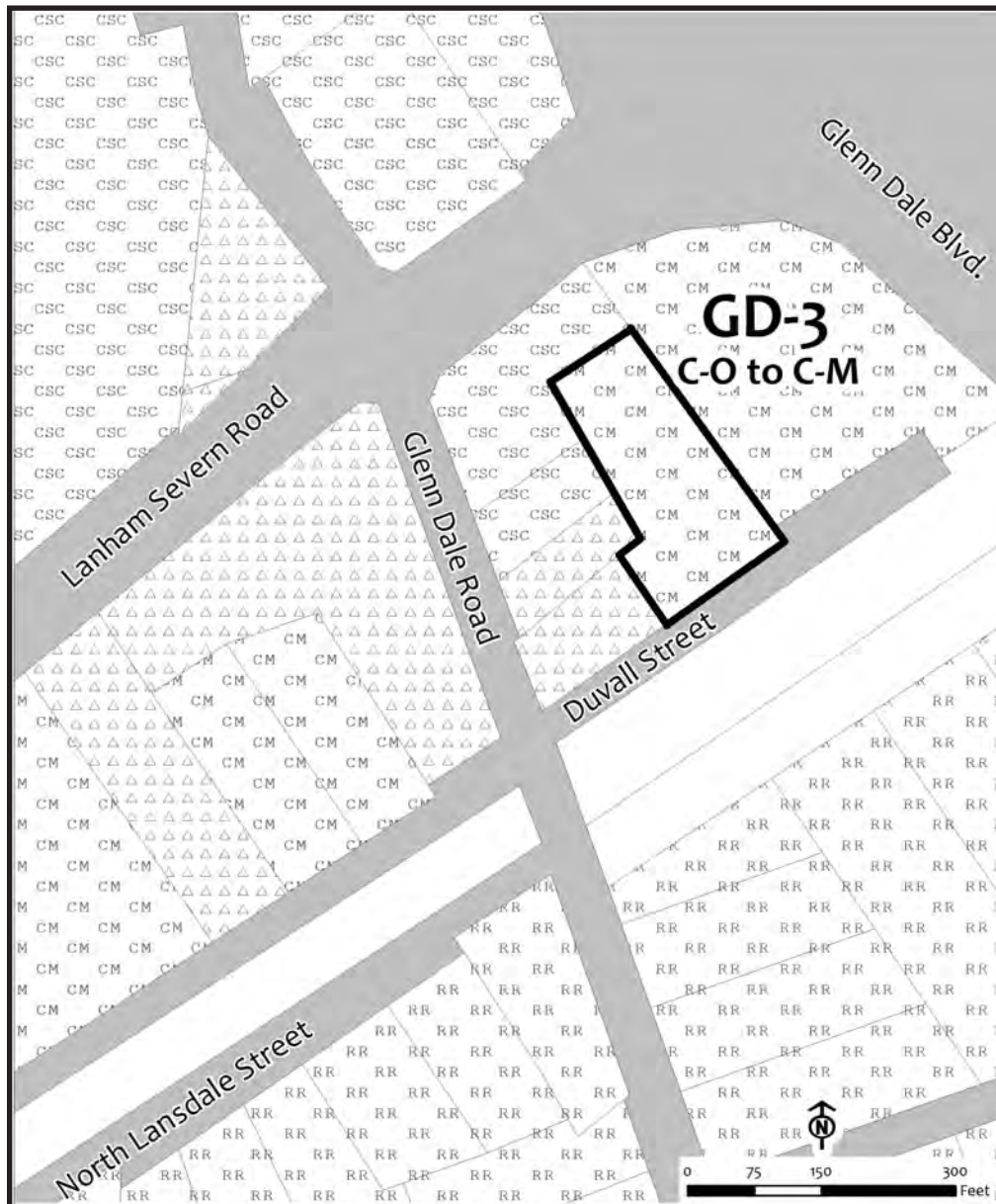
Change Number	Zoning Change	Area of Change	Approved SMA/ZAPS/SE		200' Scale Index Map
			Number	Date	
GD-2	C-O to C-M	1.06 Ac.	SMA/ZAPS/SE:	11/9/1993	209NE09
Use and Location: Undeveloped land, Lot 5 and Lot 4 at 10708 Duvall Street (Property description as defined by Liber: 30553 Folio:216)					
Discussion: Access is limited to Duvall Street, which serves other C-M properties. While the sector plan focuses on the future rezoning and reduction of C-M-zoned properties, these lots are exceptions due to their sole access from Duvall Street, limited visibility from Lanham Severn Road, and the proximity of other C-M zoned properties retained by the approved 1993 Master Plan and SMA. These lots rezoned to C-M, could also serve as receiving areas for other existing C-M uses that may in the future relocate from the Lanham Severn Road commercial district and the Seabrook MARC station area.					



GD-2

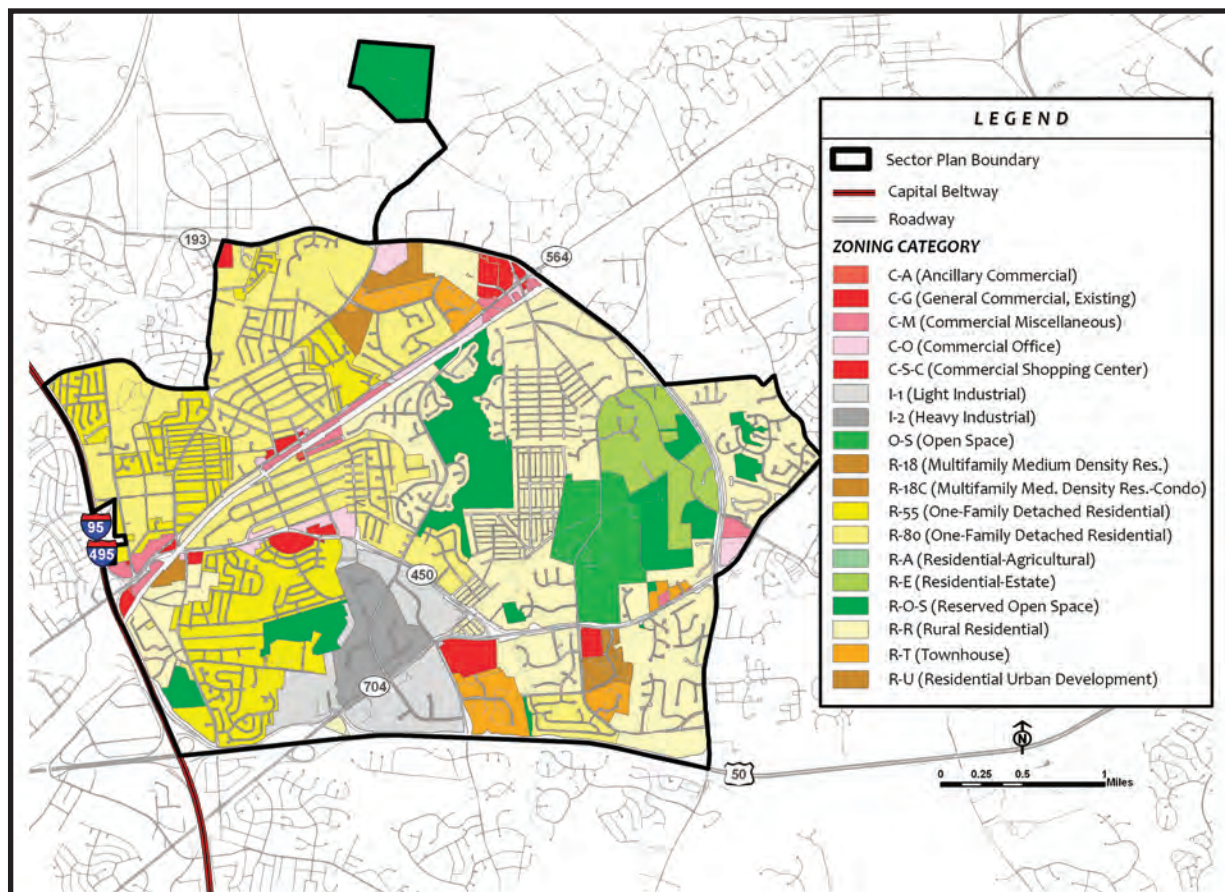


Change Number	Zoning Change	Area of Change	Approved SMA/ZAPS/SE		200' Scale Index Map
			Number	Date	
GD-3	C-O to C-M	0.8410	SMA	11/9/1993	207NE10
Use and Location: Undeveloped property at 10810 Duvall Street (Property description as defined in Liber: 14668 Folio: 346)					
Discussion: Although the sector plan's goals and strategies support limiting the growth of auto-oriented commercial uses and fragmented site planning that may contribute to commercial sprawl, this site's current condition, which includes adjacent C-M zoning and commercial uses, access constraints, and limited independent redevelopment potential, contribute to rezoning the property to C-M.					



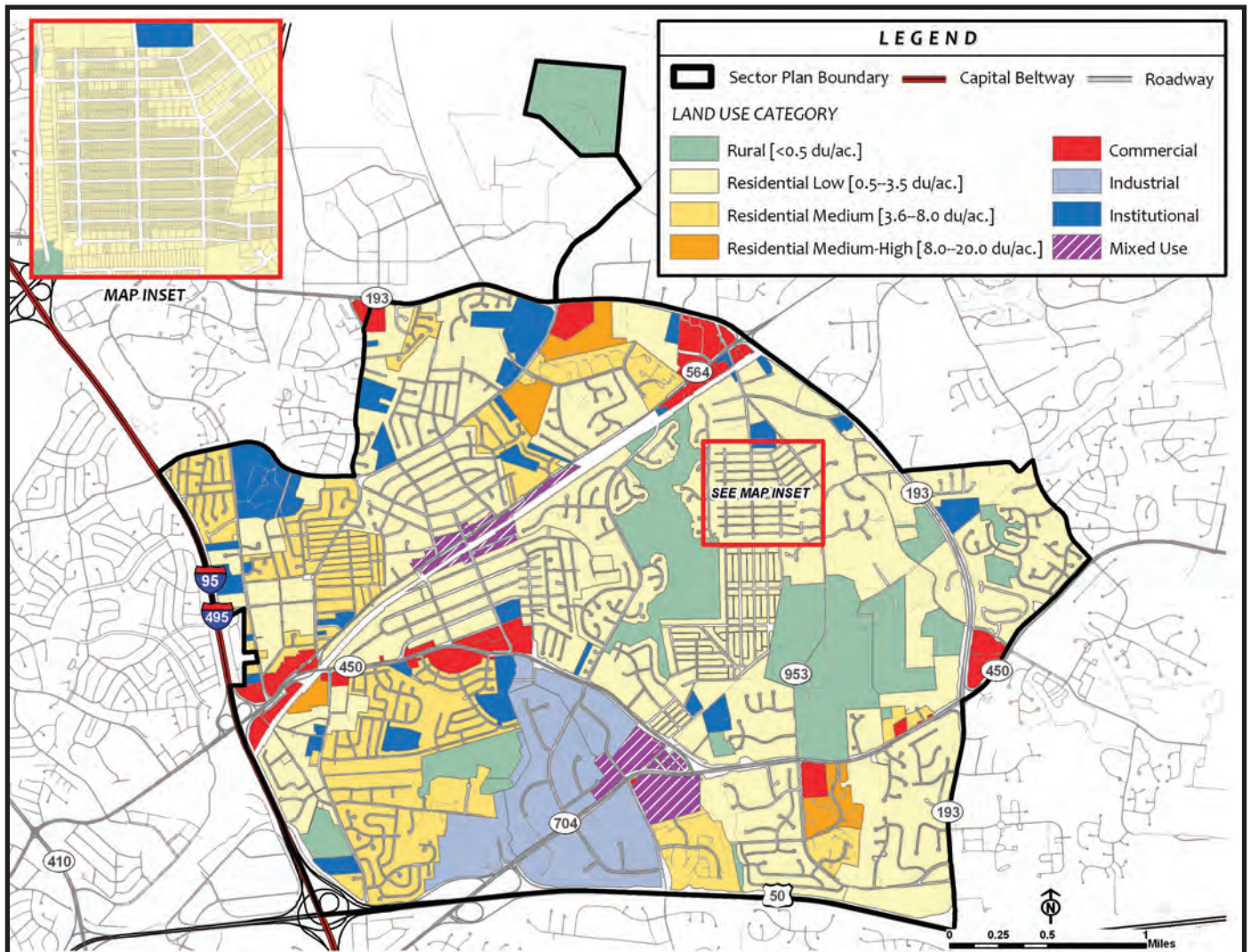
GD-3

MAP 40  
PROPOSED ZONING





MAP 41  
PROPOSED LAND USE



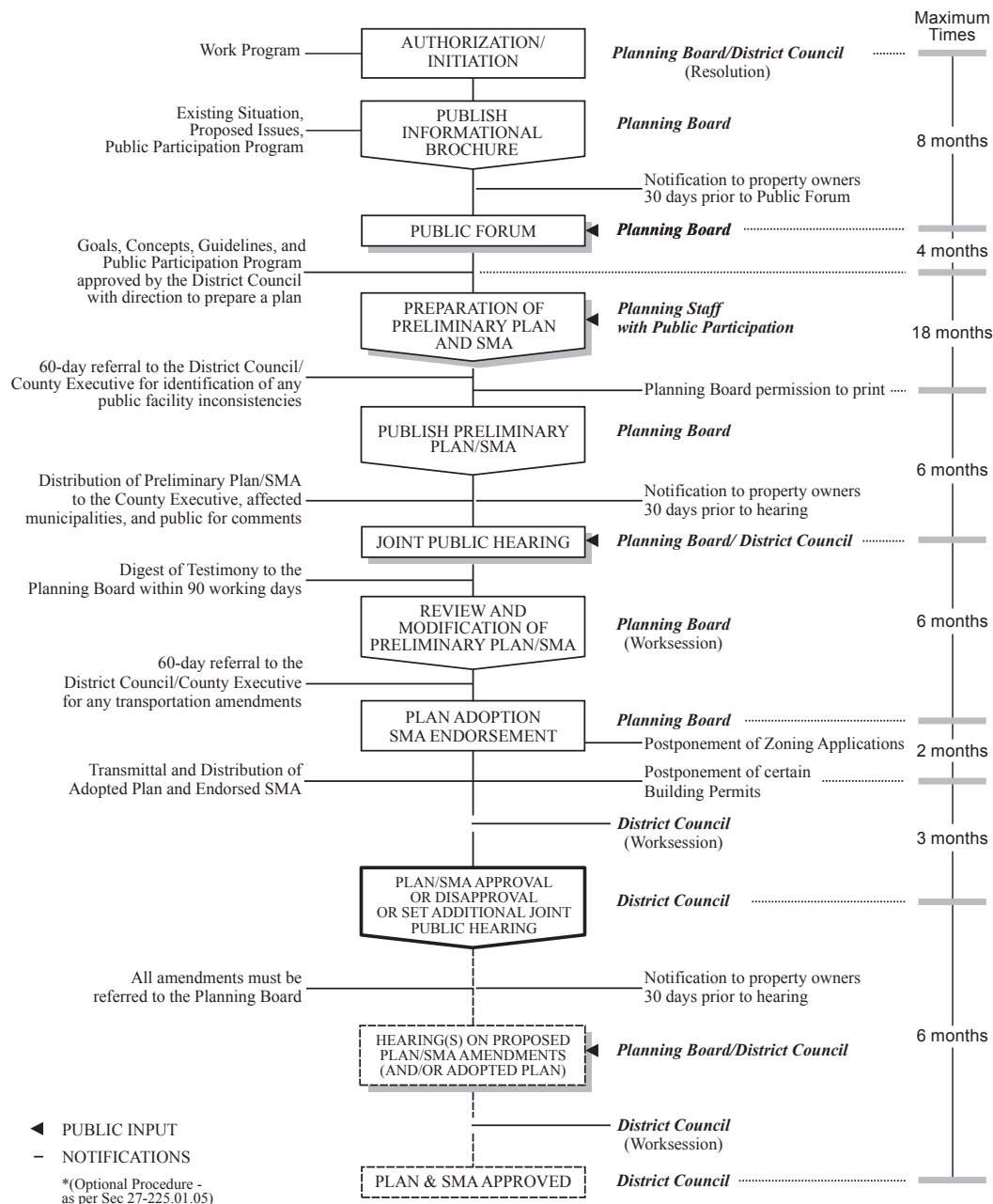




# Procedural Sequence Chart

## PROCEDURAL SEQUENCE CHART

For the Concurrent Preparation of  
Comprehensive Master Plans, Sector Plans, and Sectional Map Amendments\*



For the concurrent preparation of Comprehensive Master Plans, Sector Plans, and Sectional Map Amendments\*



# Historic Preservation Resources, Tools, and Strategies

## Historic Preservation Organizations

### Prince George's County Historic Preservation Commission

The Historic Preservation Commission (HPC) is the official government body overseeing historic preservation activities in Prince George's County. This group is required by Section 29-105 of the County Code to have a specialized membership appointed by the County Executive and confirmed by the County Council. The Commission consists of three members with training in architecture, history, or preservation; three members with training in real estate, business, home building, or law; and three other members.<sup>1</sup>

HPC performs four primary functions:

- Overseeing the county's Inventory of Historic Resources.
- Recommending new historic sites or historic districts to the Planning Board and District Council.
- Reviewing applications for historic area work permits (HAWP) as part of the design review process.
- Reviewing and commenting upon development proposals that might impact historic resources. HPC also has the power to recommend preservation programs and legislation to the County Council and Planning Board and to administer programs offering financial incentives for preservation.

<sup>1</sup> One member must be selected from the Prince George's County Historical and Cultural Trust Board, another from the Minority Building Industry Association, and another from the Prince George's County Board of Realtors.

### Prince George's County Historical and Cultural Trust

The Prince George's County Historical and Cultural Trust is a nonprofit group composed of 15 volunteers appointed by the County Executive. This group works with HPC and other members of the Prince George's County government on preservation programs and other preservation advocacy efforts.

### Prince George's County Historical Society

The Prince George's County Historical Society maintains a library of documents and cultural artifacts relating to the county's heritage. Other activities include preservation education programs and events and an annual awards program recognizing outstanding preservation efforts within Prince George's County.

### Prince George's Heritage, Inc.

Prince George's Heritage, Inc., is a local preservation advocacy nonprofit organization whose activities include maintenance of a "Most Endangered Properties" list and oversight of a small grants program that awards funds for historic research, education, and rehabilitation projects. This group is headquartered in historic Bladensburg.

## Historic Preservation Tools and Strategies

### Local Designation

The only legal tool available to protect historic resources from inappropriate alterations is designation as a historic site or as a contributing component of a historic district. Designation results in application of the Prince George's County Historic Preservation Ordinance, which requires a HAWP for most work performed on a historic resource. Review of the proposed work by HPC—using broad

design standards established by the Secretary of the Interior—ensures protection of important architectural features and the property’s setting. Local designation also gives HPC the authority to require work on historic properties that have deteriorated to unsafe conditions (known as “demolition by neglect”). Working with the county’s Department of Environmental Resources, the HPC may require corrective action or have repairs performed and charged to the property owner.

Local designation in Prince George’s County provides more regulatory “teeth” than in many other jurisdictions around the country. Although most local governments that designate local sites or districts have some form of mandatory design review, few have provisions that allow a historic preservation commission directly to prevent demolition of a historic resource.<sup>2</sup> Under Subtitle 29 of the Prince George’s County Code, HPC may deny a HAWP requesting demolition. This denial prevents a property owner from obtaining a demolition permit for a historic site or contributing property in a historic district.

### Development Review

The county’s Historic Preservation Ordinance gives the Historic Preservation Commission the authority to review proposed development that may impact historic resources. HPC serves in an advisory capacity to the Planning Board, providing formal recommendations on development applications. The Zoning Ordinance (Subtitle 27) requires referrals to HPC of all zoning map amendments; Planning Community Zone, Comprehensive Design Zone, and Mixed-Use Transportation Oriented Zone applications; and special exception applications that may affect a historic site, historic district, or historic resource. Although HPC has no authority to approve or deny a development application, HPC recommendations are considered by the Planning Board during its formal review process.

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<sup>2</sup> Many have “demolition delay,” which enables them to deny a demolition permit for a specified period of time—usually 180 to 365 days—during which efforts can be made to find alternative plans for a property.

### Subdivision Regulations

Subtitle 24 of the Prince George’s County Code contains special requirements for proposed subdivisions that lie adjacent to a historic resource. Section 24-135.01 mandates that proposed subdivision design must:

- Minimize adverse impacts of new housing on the historic resource.
- Provide natural features, such as trees and vegetation, to create a buffer between the historic resource and the new development.
- Use protective techniques to minimize disturbance during the construction process.

The ordinance also gives the Planning Board the authority to require a detailed site plan to allow evaluation of the effect of the new construction’s massing, height, materials, and design on the historic resource’s environmental setting.

### Special Exceptions

The county code also encourages adaptive use of historic sites by allowing certain low-intensity uses in these historic buildings in zoning districts where they normally would not be permitted. Uses are confined to residential dwellings or commercial office or retail. Special exception proposals must comply with special standards for lighting and parking and demonstrate that the proposed use will not adversely impact architectural features, the resource’s environmental setting, or the existing character of the surrounding neighborhood (e.g., through increased noise levels, traffic, incompatible signage, and bright lighting).

### Architectural Conservation Districts

If a group of properties with similar characteristics does not qualify as a local historic district, it may be considered for designation as a county architectural conservation district under Sections 27-213.18 through 27-213.22 of the Prince George’s County Zoning Ordinance. An architectural conservation district must include at least ten contiguous acres and possess design characteristics that distinguish it from other areas of the county. At least 20 percent of residents and business owners



must petition the District Council for designation. If the proposed district is found to qualify, the District Council will instruct the Planning Board to prepare an architectural conservation plan, which will contain a land use inventory, an architectural survey, and proposed design regulations for the area. Once the District Council adopts the architectural conservation plan and authorizes the district, any work on a district property that will affect a building's exterior appearance must be evaluated by county staff against the design regulations contained in the architectural conservation plan before a building or grading permit can be issued.

### Easements

A historic preservation easement is a voluntary agreement between a property owner and a historic preservation organization recognized by the Internal Revenue Service (IRS). The easement restricts specified changes to the important historic/architectural features of the property, and the donor conveys certain rights over the property to the easement-holding organization, which then has the legal authority to enforce the terms of the easement. The easement may limit changes to both the exterior and interior of a building (depending on what the property owner wishes to convey) or additional buildings on the historic property. One of the restrictions placed on the property requires reasonable public access to the historic resource; this public benefit is seen as justifying a tax deduction equal to the value of the easement. Tax deductions for preservation easements may only be taken for properties that have been certified as historic by the National Park Service (i.e., typically National Register-listed properties).

### Other Financial Incentives

#### Federal Preservation Tax Credits

Federal law also provides incentives for historic rehabilitation through tax credits. Federal tax credits of 20 percent of qualified rehabilitation expenditures may be obtained for rehabilitation of income-producing properties that are listed or are eligible for listing on the National Register of Historic Places. Owners of commercial structures or residential rental units in historic buildings, thus, may obtain

tax credits for projects that meet criteria defined by the IRS. The Maryland Historical Trust certifies all applications for tax credit projects, ensuring that they conform to the Secretary of the Interior's standards for rehabilitation under the IRS requirements.

#### State Preservation Tax Credits

The State of Maryland offers a tax credit program similar to the federal program. This program, however, allows credits for the rehabilitation of owner-occupied homes, in addition to credits for commercial property. Under Maryland law, a state tax credit of 20 percent of qualified capital costs spent on rehabilitation may be taken by owners of designated historic sites, contributing properties within a designated historic district, and properties listed on the National Register (individual sites and contributing district properties). State tax credits may be taken at the same time as federal tax credits. As with the federal tax credit, all applications must be certified by the Maryland Historical Trust.

#### Prince George's County Historic Preservation Tax Credit

Prince George's County offers a credit on the county property tax for the restoration and preservation of historic sites, contributing resources in historic districts, and historic district infill. Properties identified as historic sites in the 1992 Historic Sites and Districts Plan qualify for a ten-percent credit on all eligible restoration/preservation expenses, and properties located in a designated historic district qualify for a five-percent credit on building construction costs for new construction adjacent to and architecturally compatible with structures having historical, architectural, or cultural value within the historic district.

Applications for the tax credit are reviewed by the Prince George's County Historic Preservation Commission. Properties are evaluated against the Secretary of the Interior's standards for rehabilitation and guidelines for rehabilitating historic buildings. If a project complies with these guidelines, the owner will be awarded the local tax credit. If the credit cannot be used in the following year, it may be carried over for four years.

Only one historic site in the planning area has recently used the local preservation tax credit—Maple Shade, a Victorian-era home located in Glenn Dale.

### *Prince George's County Historic Properties Grant Fund*

In 2008, the Prince George's County Council authorized the Prince George's County Planning Board to administer a grant program designed to encourage the acquisition, preservation, rehabilitation, and restoration of historic properties. This competitive program awards funds to individuals, nonprofit organizations, foundations, and political subdivisions. Funding is provided by The Maryland-National Capital Park and Planning Commission (M-NCPPC) for each fiscal year. A project may receive up to \$100,000 in grant monies, and a ten-percent match is required. Grant funds will be awarded only to properties that are on the National Register, eligible for listing on the National Register, designated as local historic sites, or eligible for designation as local historic sites.

The Planning Board administers this program, and the Prince George's County Historic Preservation Commission Grants Committee reviews the applications and makes recommendations for awards. An individual or entity receiving a grant will be required to convey an easement in perpetuity on the historic property to M-NCPPC and also must agree to have the property designated as a local historic site.

# Transportation Modeling Methodology

The following is a summary of the four-step process that defines how transportation demand modeling is performed for the Prince George's County transportation network.

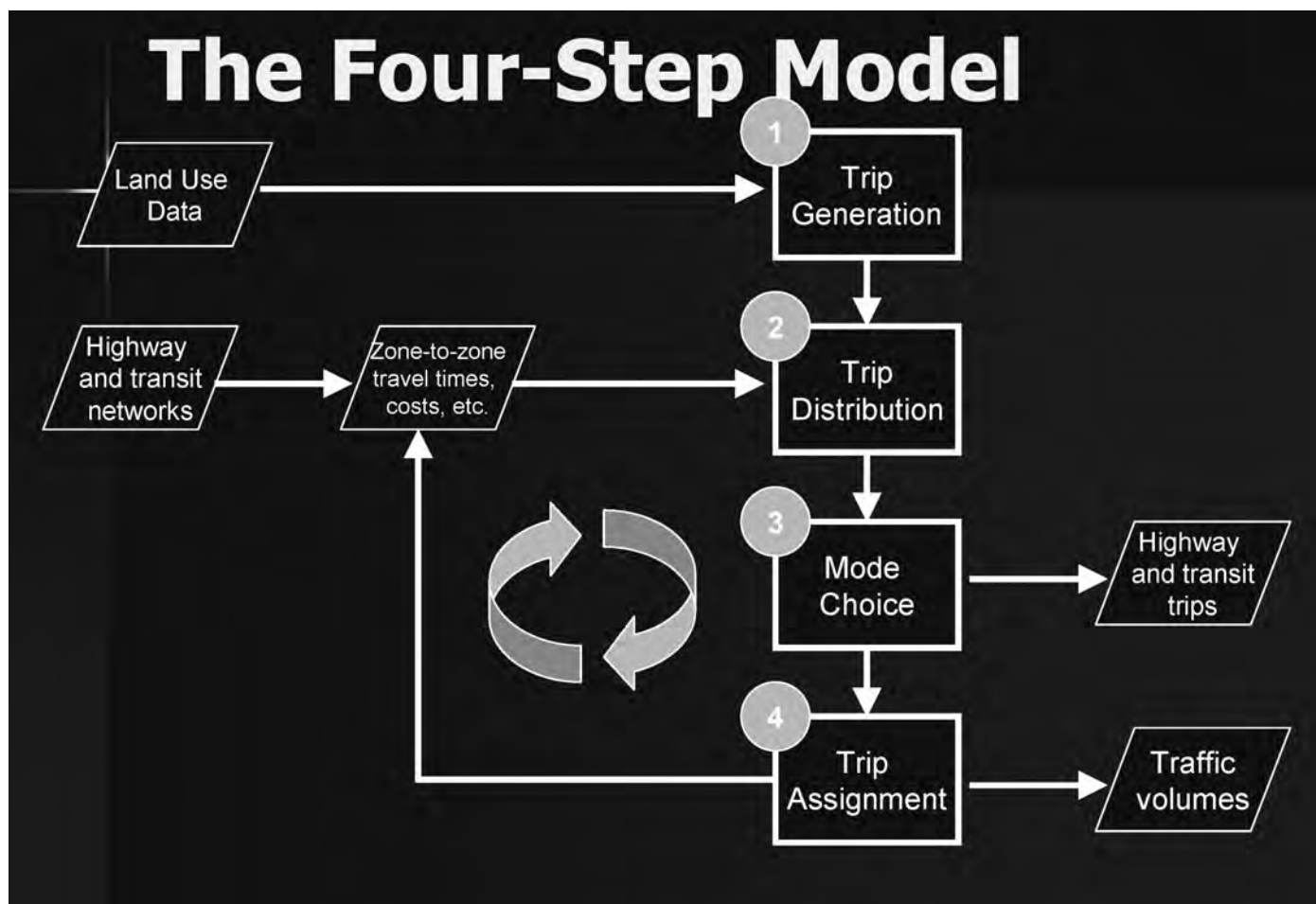
Transportation planning analysis for the update of the Countywide Master Plan of Transportation was

conducted partially through modeling transportation demand that can be expected on the Prince George's County transportation network through the year 2030. The modeling process is summarized in the presentation slides below.

## Introduction to the Four-Step Modeling Process

Source:

Metropolitan Washington Council of Governments  
National Capital Transportation Planning Board  
September 2008





## Model Inputs

### ■ Land Use

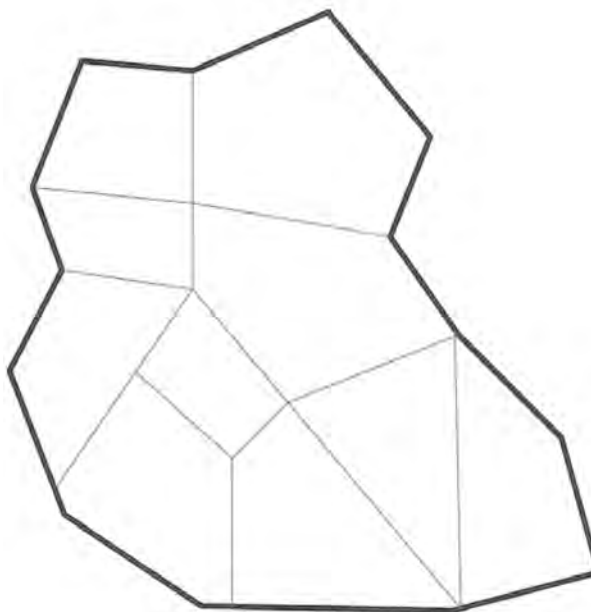
- Regional system of transportation analysis zones.
- Zones have land-use data, including jobs and households.

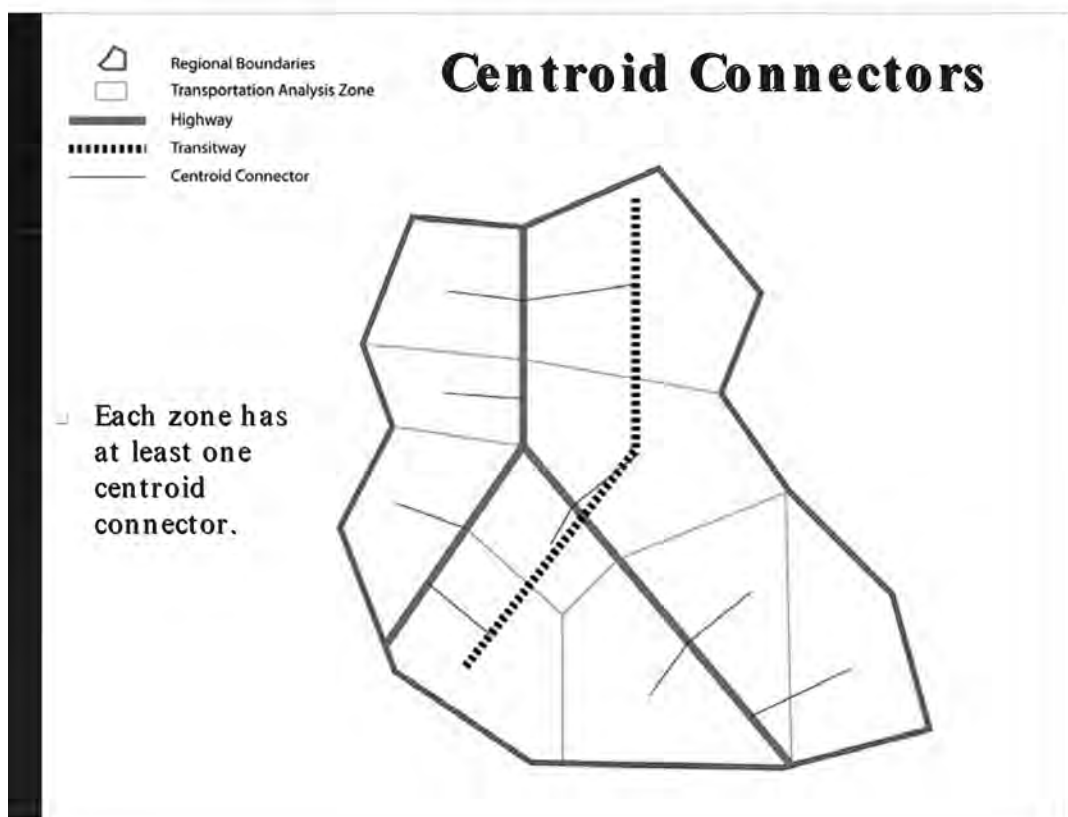
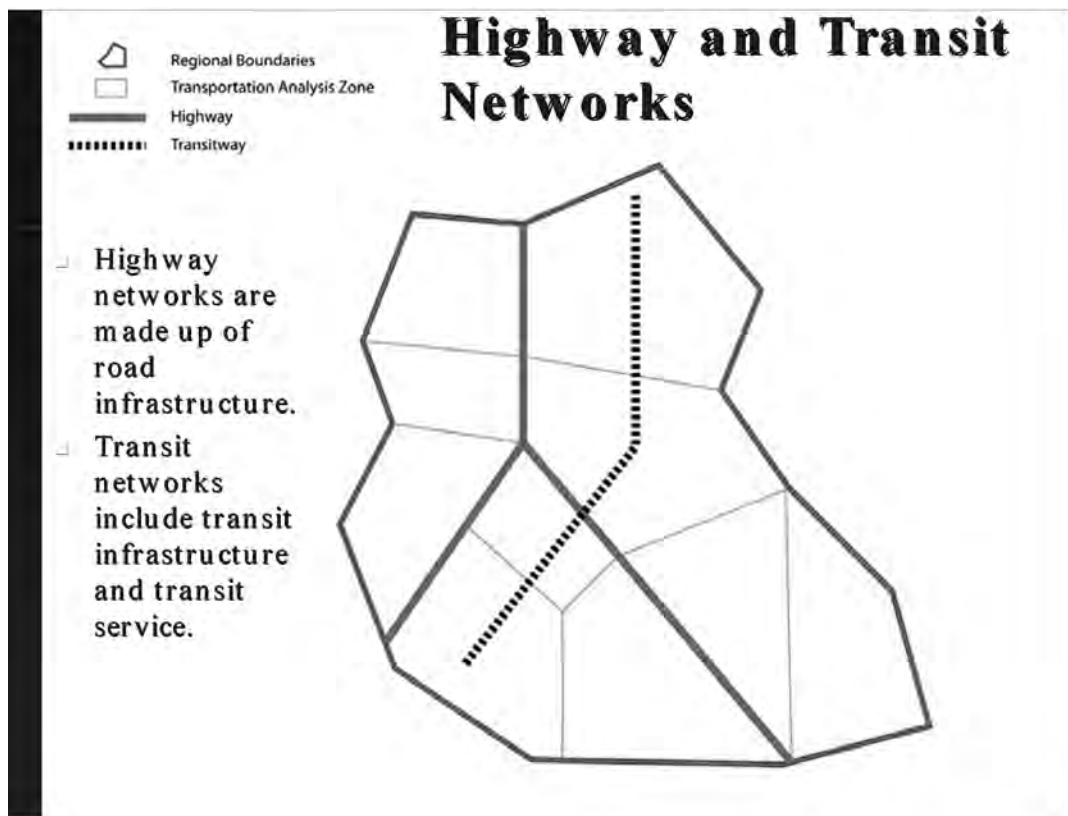
### ■ Transportation Networks

- Highway and transit networks.
- Centroid connectors link networks to zones.



## Transportation Analysis Zones







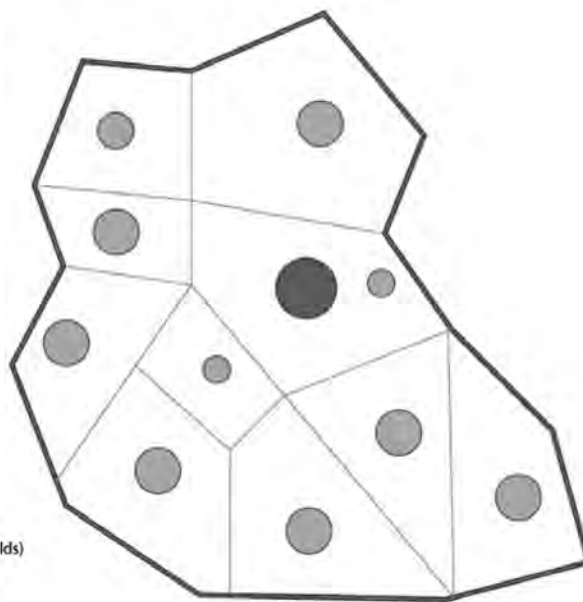
## Step 1: Trip generation - How many trips are generated?

- Based on trip productions and trip attractions
  - Trip productions are origins, often households
  - Trip attractions are jobs, shopping and “other”
- Productions and attractions for each zone are based on land use (residential and employment) characteristics.

 Regional Boundaries  
 Transportation Analysis Zone

### Trip Generation

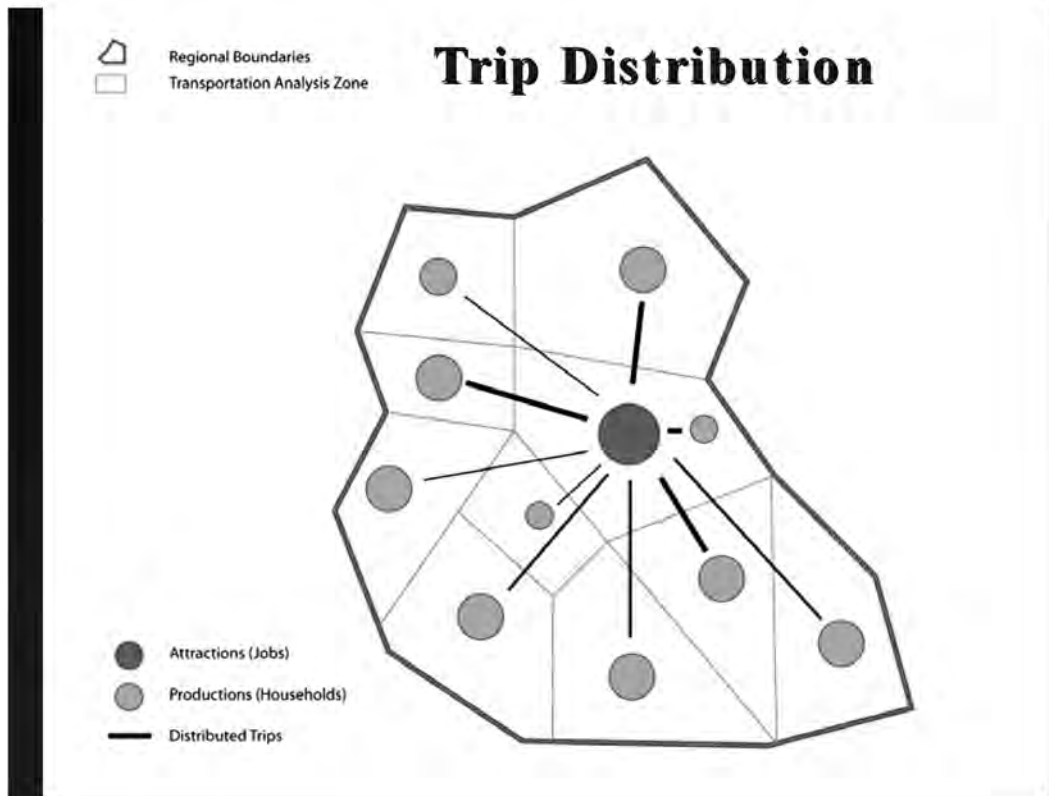
 Attractions (Jobs)  
 Productions (Households)



## Step 2: Trip distribution - Where do the trips go?

- Trip productions are matched with trip attractions.
- Uses “gravity model\*” in which productions are more likely to be matched to attractions that are closer.
- “Friction factors” are applied to account for travel time penalty.
- Results in “trip tables” describing the number of trips of each type between each pair of zones.

\*The number of trips between two zones is proportional to the number of jobs/households in the zone and inversely proportional to the square of the distance between zones.

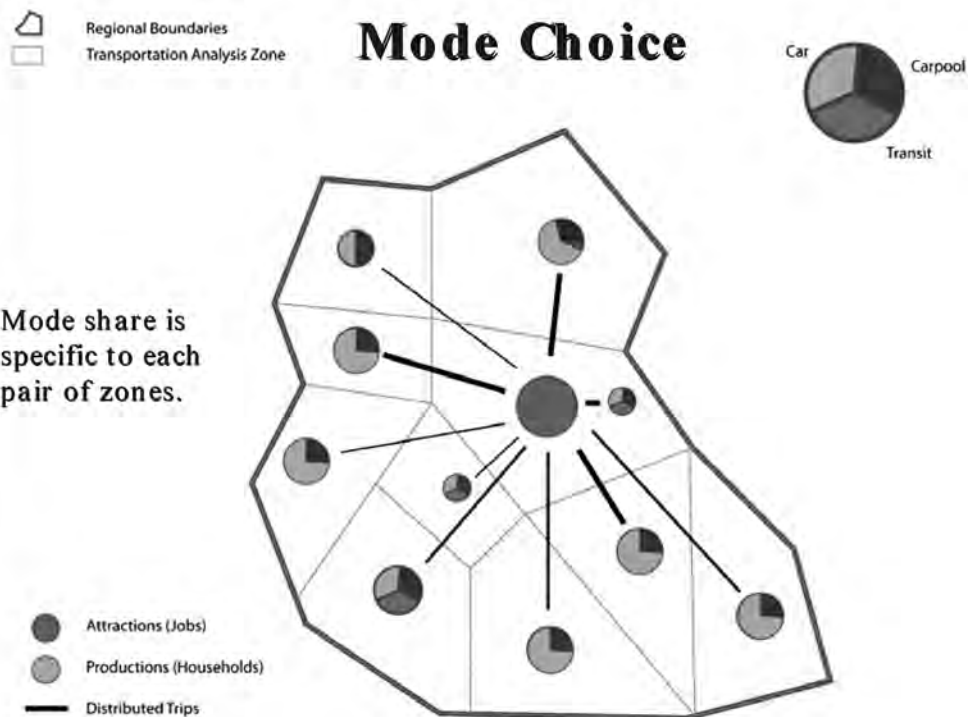


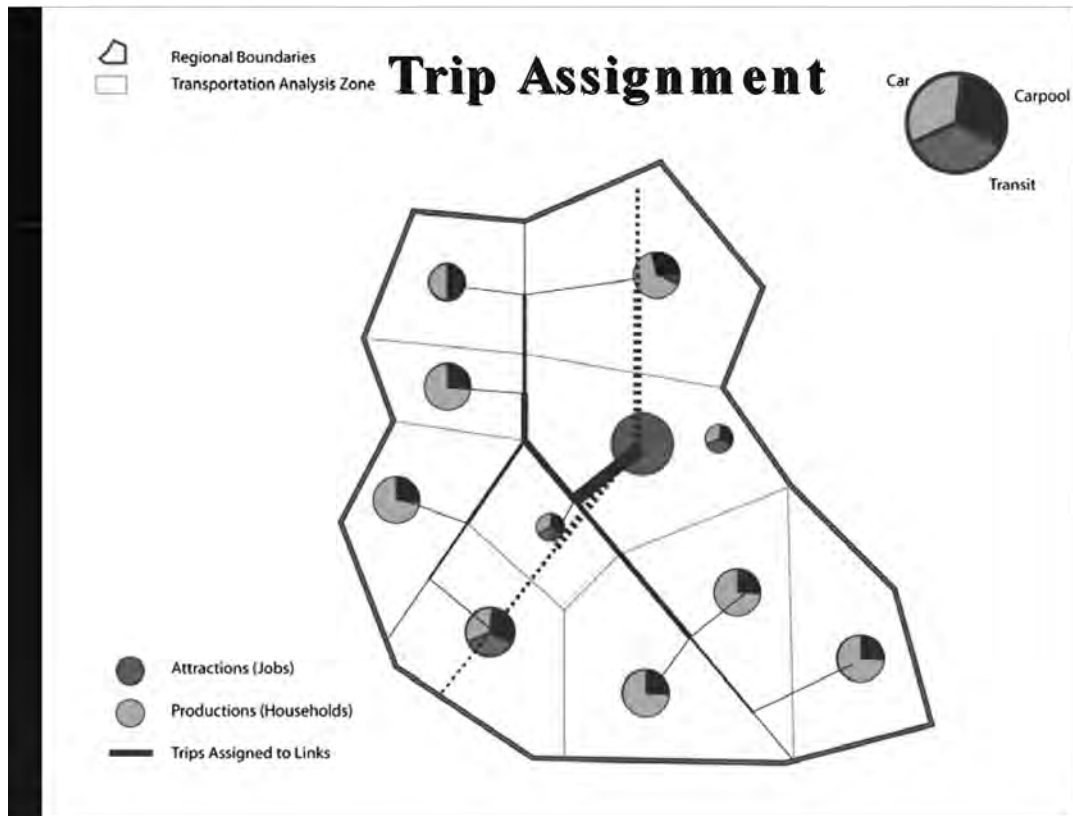


## Step 3: Mode choice - What travel mode is used for each trip?

- Available Modes:
  1. Mass transit: walk access versus drive access
  2. Drive alone
  3. Carpooling
- Choice made based on relative availability and attractiveness of each mode :
  - Accessibility of mass transit
  - Automobile ownership
  - Proximity to carpool lanes
  - Costs\* required to use the mode
  - Time required to use the mode

\*"out of pocket" costs, including mass transit fares, parking fees, and auto operating cost.





## Model Outputs

- Highway and transit trips
- Traffic volumes
- Zone-to-zone travel times
- Regional travel statistics (e.g. VMT and Lane Miles of Congestion)

## For More Information

- More information on the four-step modeling process is available on the Metropolitan Washington Council of Governments (MWCOG) website:

- [http://www.mwcog.org/transportation/activities/models/4\\_step.asp](http://www.mwcog.org/transportation/activities/models/4_step.asp)

The average daily traffic (ADT) volumes and estimated traffic levels of service (LOS) for streets, roads and highways contained in the updated Countywide Master Plan of Transportation are available on the Prince George's County Planning Department web site—<http://www.pgplanning.org>—or can be requested from:

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# 1993 Master Plan of Transportation Recommendations

## 1993 Master Plan of Transportation Recommendations

The following transportation recommendations were approved as part of the 1993 *Approved Glenn Dale-Seabrook-Lanham and Vicinity Master Plan (Planning Area 70)*. With the exception of completed projects, these recommendations will be carried forward as part of this 2010 sector plan and are incorporated as part of the 2009 *Approved Countywide Master Plan of Transportation*.

### Recommendations

Specific recommendations are made below to implement the concepts and achieve the goals and objectives for circulation and transportation. Many of the proposals included in the 1982 General Plan are not part of the ongoing planning or construction programs of the State Highway Administration (SHA) and/or other agencies. All planned improvements, additions, and changes in ongoing state and local construction programs should be in conformance with this master plan. Generally, all the transportation proposals of the 1982 General Plan are contained herein; however, there are some modifications of this plan that amend the 1982 Master Plan of Transportation (MPOT). This master plan deletes a collect road (Atwell Avenue between Glenn Dale Road and Lottsford-Vista Road) proposed in the 1977 Master Plan.

The proposed transportation system is intended to provide service for the planning area's existing and future population and to employment centers. It is not intended that all facilities will be built in the immediate future. However, it is important that rights-of-way be reserved in order that the system may be completed when it is needed. As the facilities are built (or improvements made), existing deficiencies should be eliminated.

### Highways

Specific road proposals and design standards intend to address existing deficiencies and provide future adequate capacity, while preserving and complementing, to the extent possible, existing community character. The existing and planned roads located in whole or in part within the Planning Area are shown on Map 4 and described in Table 7 on the following pages.

Each intersection, interchange, and roadway proposal is indicated as either an early, intermediate, or later initiative. An "early initiative" designation indicates that the improvement is necessary either now or in the short range future to respond to present or imminent circumstances and that construction funds have been programmed in the County's Capital Improvement Program or the SHA's Consolidated Transportation Program. An "intermediate initiative" designation indicates that the improvement is in a development and evaluation (planning) phase. A "later initiative" will occur only when and if additional development within or outside the Planning Area generates a sufficient increase in the volume of traffic on local roads.

Regardless of whether an individual proposal is indicated as either an early, intermediate, or later initiative, it may be built at any time if all necessary funding is secured from public or private sources and binding agreements for completion of the project have been obtained.

### Interchange Proposal

The master plan recommends the following new, nonfreeway interchange that should be added to the 1982 MPOT. It is noted that the interchange design shown on the plan map is conceptual, pending project planning and engineering studies.

## APPENDIX 4—1993 MASTER PLAN TRANSPORTATION RECOMMENDATIONS

- Construct interchange at MD 450 at MD 193 (later initiative)

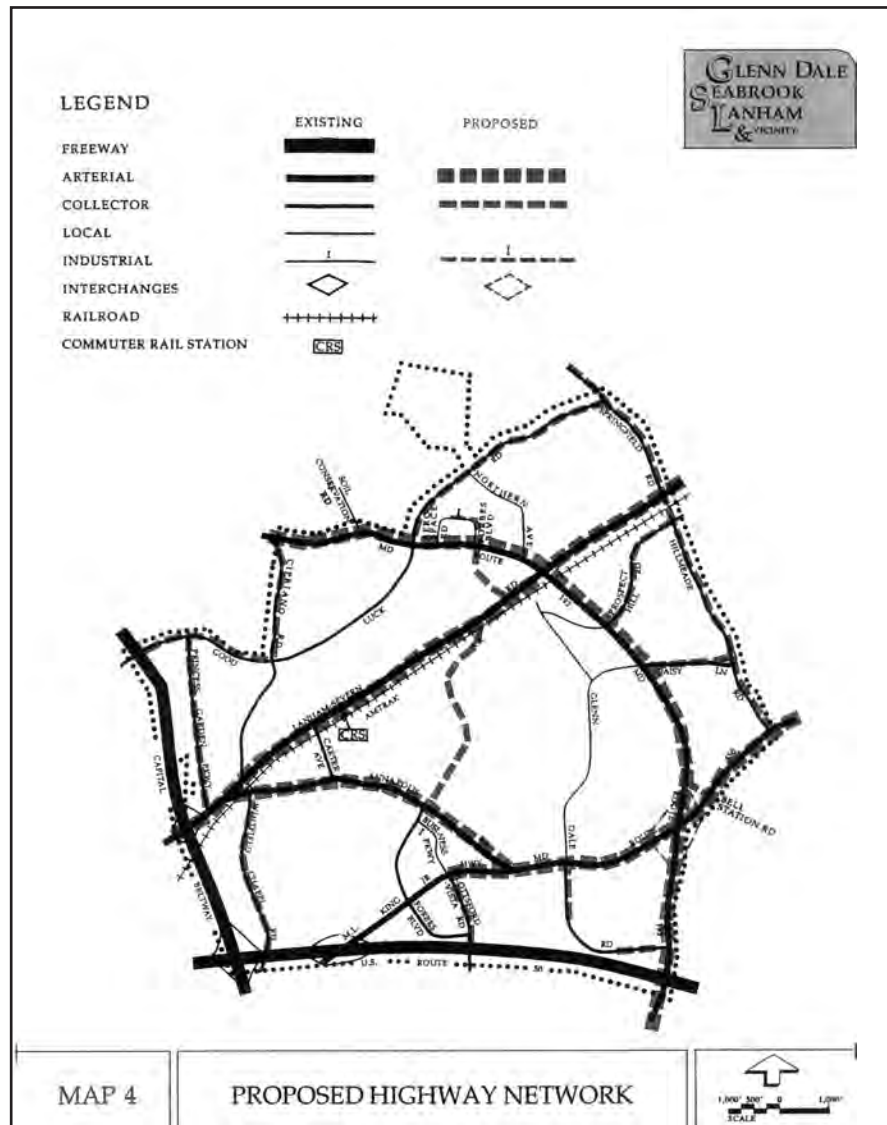
### Freeways

The master plan recommends and reaffirms the following freeways shown on the 1982 MPOT:

- F-4, 1-595 (US 50/John Hanson Highway)—to be upgraded to interstate standards, with six to eight lanes and upgraded interchanges at 1-95

and MD 704. The roadway will comprise a six-lane section (early initiative) and is now nearing completion. This master plan supports ultimate inclusion of exclusive bus or high-occupancy vehicle (HOV) lanes along F-4 (intermediate initiative).

- F-5, 1-95/1-495 (Capital Beltway)—to be widened from eight to ten lanes including possible HOV lanes or transit applications (later initiative).



Number	Name	Route No.	Limits	R/W	Lanes Min/Max
<b>Freeways</b>					
F-4	John Hanson Highway	I-595/(US 50)	I-95/I-495 to MD 193	200'-300'	6-8
F-5	Capital Beltway	I-95/I-495	I-595/(US 50) to Good Luck Road	300'	8-10
<b>Arterials</b>					
A-16	Greenbelt Road/Glenn Dale Boulevard	MD 193	Cipriano Road to MD 450	120'-200'	6
A-18	Annapolis Road	MD 450	I-95/I-495 to MD 564	120'	6
A-19	Lanham-Severn Road	MD 564	MD 450 to Springfield Road	100'-120'	4-6
A-22	Martin Luther King Jr Highway	MD 704	I-595 (US 50) to MD 450	120'	6
A-23	Annapolis Road	MD 450	MD 564 to MD 704	120' minimum	4-6
			MD 704 to Hillmeade Road	120' to 150'	6-8
A-27	Enterprise Road	MD 193	MD 450 to I-595 (US 50)	150'	4
<b>Collectors</b>					
C-322	Springfield Road	County Road	Good Luck Road to MD 564	80'	4
C-327	Princess Garden Parkway	County Road	MD 450 to Good Luck Road	80'	4
C-328	Cipriano Road	County Road	MD 564 to MD 193	80'	4
C-329	Whitfield Chapel Road	County Road	I-595 (US 50) to MD 450	80'	4
C-338	Glenn Dale Road	MD 953	MD 450 to MD 193 (Enterprise Road)	80'	4
C-339	Forbes Boulevard	County Road	Lottsford-Vista Road to MD 564	80'	4
C-339R	To be determined (Relocated Forbes Boulevard)	County Road	MD 564 to MD 193	80'	4
C-341	Good Luck Road	County Road	I-95/I-495 to Springfield Road	80'	4
C-342	Prospect Hill Road	County Road	MD 193 to Hillmeade Road	80'	4
C-343	Hillmeade Road	County Road	Prospect Hill Road to MD 450	80'	4
C-344	Lottsford-Vista Road	County Road	MD 704 to US 50	80'	4
C-374	Carter Avenue	County Road	MD 564 to MD 450	80'	4
C-375	Daisy Lane	County Road	MD 193 to Hillmeade Road	80'	4
C-376	Bell Station Road	County Road	MD 193 to MD 450	80'	4

## Arterials

- A-16, MD 193 (Greenbelt Road, Glenn Dale Boulevard)—to be widened from four to six lanes from Cipriano Road to MD 450 (intermediate initiative). That portion of MD 193, between Lanham Severn Road and MD 450, is recommended for a parkway-type character, primarily through the implementation of landscape materials within the median and along the highway. Furthermore, access points along this corridor should be minimized.
- A-18, MD 450 (Annapolis Road)—to be widened from four to six lanes from I-95/I-495 to MD 564 with an at-grade separated interchange at MD 564 (early initiative).
- A-19, MD 564 (Lanham Severn Road), to be dualized (undivided to divided highway) as a four-lane section (within a 100-foot right-of way) from MD 450 to Forbes Boulevard (south side of MD 564) (later initiative) and widened to a four- to six-lane section from Forbes Boulevard to Springfield Road (later initiative).
- A-22, MD 704 (Martin Luther King Jr Highway)—to be dualized as a six-lane section from Lottsford-Vista Road to MD 450 (intermediate initiative).
- A-23, MD 450 (Annapolis Road)—to be dualized as a four- to six-lane section from MD 564 to Hillmeade Road (intermediate initiative). This includes a relocated intersection ("T" type) with

MD 704 (A-22). The section of A-23, between MD 704 and MD 193, has the potential to be dualized as an eight-lane section, if traffic demand warrants (later initiative). (See Map 5 below.)

- A-27, MD 193 (Enterprise Road)—between MD 450 and 1-595 (US 50) (later initiative), to be limited to a four-lane arterial parkway (150-foot right-of-way) with stringent access management control and auxiliary lanes at principal intersections; the design of the facility must be sensitive to mature vegetation, adjacent residential development, and consistent with a parkway-type roadway; and community input should be incorporated into any design of this facility.

#### Collectors

The following are recommended as collectors in an 80-foot right-of-way, which can include curb and gutter sections and allow a maximum of four lanes in an undivided section:

- C-322—Springfield Road from Good Luck Road to MD 564 (later initiative).
- C-327—Princess Garden Parkway from MD 450 to Good Luck Road (later initiative).
- C-328—Cipriano Road from Good Luck Road to MD 193 (later initiative).





- C-329—Whitfield Chapel Road from 1-595 (US 50) to MD 450 (later initiative).
- C-338—MD 953 from MD 450 to MD 193 (intermediate initiative).
- C-339—Forbes Boulevard from MD 450 to MD 564 (later initiative). (Also see C-339R recommendation.)
- C-339R—From MD 193 to MD 564, as a four-lane undivided section (later initiative). This alignment versus the 1977 Master Plan alignment will eliminate the potential for heavy volumes of traffic through the existing townhouse development (Woodstream), and it improves the accessibility of the Lanham Severn Road Community Activity Center (Eastgate Shopping Center) from the south. (Also see Forbes Boulevard in “Other Selected Roads.”)
- C-341—Good Luck Road from 1-95/1-495 to Springfield Road (later initiative).
- C-342—Prospect Hill Road from MD 193 to Hillmeade Road (later initiative).
- C-343—Hillmeade Road from Prospect Hill Road to MD 450 (later initiative).
- C-344—Lottsford-Vista Road from 1-595 (US 50) to MD 704 (later initiative).
- C-374—Carter Avenue from MD 450 to MD 564 (completed).
- C-375—Daisy Lane from MD 193 to Hillmeade Road (later initiative).
- C-376—Bell Station Road from MD 193 to MD 450 (later initiative).

#### Other Selected Roads

- Northern Avenue—Downgrade from a collector to a rural residential roadway within a 60-foot right-of-way.
- Forbes Boulevard (existing within the Woodstream community)—Downgrade from a collector to a primary residential roadway. The roadway is not recommended to be extended to

the south to MD 564 or to the north to MD 193. (Also see C-339R recommendation.)

- Prospect Hill Road—Downgrade from a collector to a primary residential street, west of MD 193.
- Bell Station Road—This master plan designates Bell Station Road as historic and scenic from MD 193 to Old Prospect Hill Road. In order to maintain its rural character, the road should be managed to maintain its scenic and historic integrity, without jeopardizing vehicular safety. (See Guidelines on page 266 and Chapter 5, Historic Preservation on page 85).

#### Public Transit

Increased use of public transportation is encouraged to facilitate traffic movement, improve the quality of commuting trips, and recoup public investment in the commuter rail and Metrobus systems.

#### Commuter Rail Proposal

The major public transit line in the Planning Area will continue to be the MARC commuter rail operating between Baltimore and Washington. A MARC commuter rail station is located at Seabrook. The Maryland Department of Transportation’s Consolidated Transportation Program has funding for adding 120 parking spaces at the Seabrook station. It also includes funding to increase the number of cars on the MARC line. Additionally, a new service between Waldorf in Charles County and the District of Columbia through the Planning Area, along the existing railroad right-of-way, would be studied. The Maryland Railroad Administration has no current plans to add another station in the planning area.

#### Metrobus and County Bus Proposals

- Provide, to the extent possible, direct bus service linking the employment and residential areas in the planning area to rail stations (commuter rail and Metrorail).
- Expand bus service as demand occurs to serve the employment areas along MD 193 and the Washington Business Park Area.

- Encourage developers of employment areas to provide feeder or shuttle bus service between rail stations and employment centers.

### Other Public Transportation Facility Proposals

- The plan recommends consideration be given to the future location of a transit line along an alignment in the median of 1-595 (John Hanson Highway). The transit line would extend from the New Carrollton or future Largo Metrorail Stations eastward toward Bowie and possibly to Annapolis.
- The Planning Area has no operational “Park and Ride” lots. The plan recommends pursuing the use of shopping center parking lots for Park-and-Ride facilities (fringe parking). In addition, surplus public land along the major arterials should be studied by the county or state for possible sites.
- The master plan recommends one of the following options be implemented to provide better pedestrian circulation from the Whitfield Chapel Road area to the MD 450 business area (west across the Amtrak Railroad line) and/or eliminate the potential for additional fatalities due to trespassing on railroad property. Additional studies are recommended before choosing the best option. The options are:
  - A pedestrian overpass
  - A pedestrian underpass
  - An insurmountable wall along the tracks

### Guidelines

1. Ultimate rights-of-way should be dedicated, acquired and/or protected to provide for the extension or expansion of planned transportation facilities, as demand warrants.
2. Residents of new developments adjoining free-ways, arterial, and collector streets shall be protected from visual intrusions by the use of setbacks, landscaping, and fencing. Further, the use of reverse frontage may be appropriate to minimize visual impact.
3. The design of transportation facilities should be such that the aesthetic and recreational values of adjoining parkland are retained and enhanced to the maximum extent.
4. All highway designs are strongly encouraged to minimize the impact on the natural environment and cultural resources.
5. Intersections should be designed and located to facilitate safe vehicular and pedestrian/ bicycle movement.
6. The system of feeder buses to commercial areas, employment areas, and the commuter rail station should be expanded as definitive needs are established.
7. The following guidelines apply to Bell Station Road, from MD 193 to Old Prospect Hill Road, designated as scenic and historic in Chapter 5 on page 85 but not recommended for improvement in this Chapter. These guidelines address isolated disturbances along Bell Station Road, typically as a result of development of an adjacent site. While improvement of this road to subdivision standards is not appropriate, the guidelines provide a list of situations where limited disturbance may be necessary to maintain adequate public facilities in and adjacent to the right-of-way. Plans prepared for submission with permit applications to the Department of Public Works and Transportation (DPW&T) should conform to these guidelines:
  - a. Disturbance of existing roadway and road-side physical features should be minimized. However, disturbance in and adjacent to existing rights-of-way may become necessary in order to maintain adequate sight distances at driveways and intersections; post warnings at or remove demonstrable traffic hazards; repair or replace roadway surfaces, bridges or culverts; provide adequate drainage off of the roadway; and repair, relocate, or replace utilities.
  - b. Driveway entrances should be designed with increased radii suitable for the proposed use of the site, rather than with turning lanes

constructed as an extension of the existing pavement section.

- c. Removal of scenic or historic features, such as prominent tree stands, extensive woodland, cropland, pastureland, meadows, outcroppings, stream beds, historic structures, sites, landscapes, overhanging trees, and “leaf tunnels,” must be fully justified based on these guidelines and related provisions in Subtitle 23 (Road Ordinance) of the County Code. Field surveys that describe scenic and historic roadside features in sufficient detail to allow for an assessment of the proposed disturbance on permit plans submitted to DPW&T should be completed prior to the engineering design of the improvement.
  - d. Permit plans should be reviewed by the M-NCPPC Planning Department to ensure that scenic and historic resources have been identified and properly located and issues involving physical conflicts are resolved.
8. Pedestrian access to the MARC station should be improved through the establishment of additional sidewalks, upgrading/maintaining the existing sidewalks, and identifying the crosswalks on arterials on adjacent roads to encourage pedestrian use of the station.





# Leadership in Energy and Environmental Design Certification Program

## Leadership in Energy and Environmental Design (LEED) Certification Program

Across the United States, rising energy costs and concerns over the potential local impact of global warming have heightened calls by environmental organizations, community groups, forward-looking business leaders, and community residents for energy conservation and efficiency. In response to this challenge, in 2009 the State of Maryland passed legislation that requires the Maryland Department of the Environment to develop a plan to reduce state greenhouse gas emissions by 25 percent below 2006 levels by 2020. Altering the design, construction, operation, and siting of buildings presents an unprecedented opportunity to address these calls and achieve these goals. According to the U.S. Environmental Protection Agency, buildings alone account for 36 percent of total energy use, 68 percent of total electricity consumption and 38 percent of total carbon dioxide emissions in the U.S. Locating buildings next to accessible transit and mixing uses (such as residential, office, and retail) also has the potential to dramatically reduce energy use and emissions.

One of the most prominent green building and neighborhood development advocates in the country



LEED building plaque.

is the U.S. Green Building Council (USGBC), a member organization composed of 18,000 companies and organizations, 80 local chapters and affiliates, and 155,000 LEED credentialed professionals.

To promote and facilitate environmentally and socially responsible, healthy, and prosperous built environments, USGBC created a new umbrella rating system—Leadership in Energy and Environmental Design (LEED). LEED is a certification program and nationally recognized rating system for the design, construction, and operation of high performance green buildings. LEED promotes sustainable and environmentally responsible development by recognizing a building's performance in site development, water and energy efficiency, materials selection, and indoor environmental quality.

Green design and construction confers not only health and environmental benefits but also generates economic dividends. It reduces operating costs, improves a structure's longevity, and can enhance building marketability and occupant productivity. Certifying a building and/or development may qualify a builder for a host of state and local government initiatives and incentives as well as increase its value and exposure to potential clients and/or buyers.

Additional information is available at <http://www.usgbc.org>.

The General Plan-designated New Carrollton Metropolitan Center's strategic location and transit access and developable sites make LEED for Neighborhood Development (LEED-ND) and LEED for New Construction (LEED-NC) the two most pertinent LEED rating systems for the New Carrollton Transit District Development Plan.

LEED-ND adopts a more holistic approach to sustainability by integrating smart growth principles into green building standards. It rates an entire development—rather than a single structure—based on its location and connectivity, neighborhood design, green construction and technology, and innovation and design process. LEED-ND's emphasis on fostering compact, walkable mixed-use neighborhoods with

good connections to surrounding communities is closely aligned with policy recommendations of the New Carrollton TDDP/TDOZ and the 2002 Approved General Plan. Additional information including the 2009 Rating System and 2009 Project Checklist is available at <http://www.usgbc.org/DisplayPage.aspx?CMSPageID=148>.

LEED-NC rates and recognizes green commercial and institutional projects, including office buildings, high-rise residential buildings, government buildings, and recreational facilities. Additional information is available at <http://www.usgbc.org/DisplayPage.aspx?CMSPageID=220>. LEED-NC is particularly relevant to the TDOZ as it is anticipated that New Carrollton's redevelopment will, over the medium to long term, involve significant new construction in designated areas. LEED-NC has been adopted by USGBC and has been updated to Version 3 for the purpose of certifying LEED-eligible projects.

The construction of a future urban school also highlights the importance of the LEED for School Rating System. Based on the LEED for New Construction rating system, the LEED for Schools Rating System addresses issues such as classroom acoustics, master planning, mold prevention, and environmental site assessment and provides a comprehensive tool for schools that wish to build green, with measurable results.

CB-61-2010 grants five-year real property tax credits for high performance buildings meeting LEED-NC, LEED Core and Shell, and LEED Existing Buildings standards in Prince George's County. "High performance buildings" are defined as buildings that: (1) achieve at least a silver rating according to the USGBC's LEED green building rating system as adopted by the Maryland Green Building Council; (2) achieve at least a comparable rating according to any other appropriate rating system; or (3) meet comparable green building guidelines or standards approved by the State of Maryland.

### Environmental Site Design Guidelines

Environmental Site Design (ESD), now a first-line requirement of state and county stormwater management practice, is a design technique for the built environment to protect and mimic natural hydrologic systems through the use of existing and

constructed environmental infrastructure. In an effort to create healthy and sustainable development, ESD incorporates a suite of strategies that promotes stormwater infiltration at the site level in order to reduce and manage stormwater runoff. State and federal mandates to achieve total maximum daily loads (TMDLs) for the Chesapeake Bay require the reduction of nutrient and sediment loadings in all impaired county waterways.

### Intent

Promote the use of ESD technologies and strategies to reverse and prevent adverse environmental impacts to the Northeast Branch and Beaverdam stream valleys due to development and redevelopment in the New Carrollton Transit District Overlay Zone (TDOZ).

### Recommendations

Restore and preserve natural hydrologic and ecological functions .

- Protect and enhance existing wetlands.
- Maintain floodplains for water storage and flood mitigation.
- Minimize earth disturbance during construction.
- Maintain existing green infrastructure and topography to the maximum extent possible.



Example of bioretention area in parking lot (USDA-NRCS, Iowa).

- Utilize state-of-the-art sediment and erosion control technologies during construction and until soils and vegetation are stabilized.
- Protect and enhance vegetated stream buffers.
- Utilize native plant materials to the maximum extent possible, especially when adjacent to natural areas.
- Avoid landscape materials that require irrigation, chemical fertilizers or pest control, and/or excessive maintenance.
- Provide enhanced protection strategies on highly erodible soils, areas with a high level of species diversity, streams with high water quality, and areas of sensitive landscape and stream geomorphology.

### *Provide opportunities for rainwater retention and infiltration*

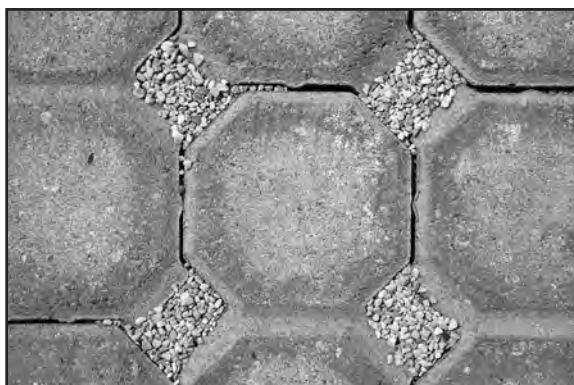
- Provide opportunities for bioretention on development and redevelopment sites.
- Incorporate bioswales along new and retrofitted roadways.
- Encourage rain gardens on public and private open space.
- Provide underground stormwater storage facilities.
- Encourage rain barrels on public and private development sites.
- Design street and parking tree trenches to receive stormwater runoff.

### *Reduce impervious surfaces*

- Encourage green roofs on new and redeveloped buildings.
- Incorporate pervious pavement in sidewalks and parking bays.
- Disconnect impervious surfaces with landscaped water infiltration trenches.
- Adhere to the parking maximums specified in the 2010 *New Carrollton Approved Transit District*



*Examples of ESD features to control and filter stormwater runoff (USDA-NCRS, Iowa).*



### *Development Plan and Transit District Overlay Zoning Map Amendment.*

- Encourage parking structures where appropriate.
- Design and build to paving width minimums.
- Encourage carpooling, vanpooling, car sharing, and shared parking facilities.

### ***Redevelop in response to existing and created microclimate conditions***

- Utilize “white roofs” where appropriate.
- Plant shade trees to reduce energy consumption in buildings and provide desirable outdoor spaces.
- Provide vegetation where appropriate to buffer harsh winter winds.
- Orient open spaces and buildings to take advantage of solar warming and cooling breezes.
- Do not site or orient buildings to create wind tunnels or sunless canyons.

### ***Promote long-term sustainability***

- Site and develop urban open spaces and parks as part of a connected system with multi-modal accessibility as appropriate.
- Develop maintenance and management plans for parks and open spaces.
- Organize public/private partnerships to construct highly visible ESD projects that promote community support and education.
- Support the formation of community grassroots organizations that contribute to the ongoing development and maintenance of parkland and open space.



# Public Facilities Report

Council Resolution CR-73-2009,

October 2009

The following Public Facilities Report has been prepared in conjunction with the Preliminary 2009 Glenn Dale-Seabrook-Lanham & Vicinity Sector Plan. The report summarizes the proposed public facility, transportation, and other infrastructure improvements recommended by the sector plan. The report also identifies the preliminary responsibilities, timing, priorities, and estimated costs associated with each recommended project.

The Public Facilities Report has also been prepared pursuant to Section 27-645(b) of the Prince George's County Zoning Ordinance that requires, prior to adoption or amendment of any preliminary plan, the Planning Board to submit its proposals for public facilities in the plan to the District Council and County Executive to review, provide written

comments, and identify any inconsistencies between the public facilities proposed in the plan and any existing or proposed state or county facilities, including roads, highways, and other public facilities.

The Public Facilities Report for the Glenn Dale-Seabrook-Lanham & Vicinity Sector Plan includes nine categories of committed and proposed projects: Library and Public Safety Facilities; Parks, Recreation and Open Space Facilities; Public Transit Facilities; Bicycle Signage and Sidepath Facilities; Pedestrian Safety Facilities; Sidewalk Facilities; Trail Facilities; and Road Facilities. The report also includes maps that illustrate the geographic location of the projects by type.

The following table lists the proposed projects with the corresponding map and page number.

Table 60 Public Facilities Report Proposed Projects and Corresponding Maps		
<i>Proposed Projects</i>	<i>Map</i>	<i>Page</i>
Library, Public Safety, Public Transit Facilities	Map 42	286
Road Facilities	Map 43	287
Parks, Recreation, and Open Space Facilities	Map 44	288
Sidewalk Facilities	Map 45	289
Trails Facilities	Map 46	290

PRELIMINARY GLENN DALE-SEABROOK-LANHAM & VICINITY SECTOR PLAN/PROPOSED SECTIONAL MAP AMENDMENT PUBLIC FACILITIES REPORT

For each committed and proposed project, the following information is provided by the Public Facilities Report.

Column 1: Map Reference Number. Number identifying the location of the facility type on the corresponding Public Facilities Report maps.

Column 2: Facility Type.

Column 3: Project Description and Location.

Column 4: For committed projects, identification of the State Consolidation Transportation Program (CTP), county or M-NCPPC Capital Improvement Program (CIP) number and year of completion is provided.

Column 5: For proposed projects not currently committed as part of either the state’s CTP, the county’s or M-NCPPC’s CIP, the sector plan’s recommended implementation time frame and priority ranking are defined. Projects included in the state’s CTP, the county’s or M-NCPPC’s CIP with a completion date will only have a time frame listed. Those CTP or CIP projects without a completion date

will have a time frame and priority ranking listed. The source of the proposed project is the proposed sector plan. A proposed implementation time frame for each project is defined as either short-term (2 years), mid-term (3–6 years) or long-term (7+ years). In addition to the implementation time frame, a priority ranking is also provided based on the sector plan’s analysis and recommendations. For example, where several proposed sidewalk improvement projects may have a mid-term implementation time frame, each project will also be assigned a priority ranking number. The priority ranking number is based on the analysis, during the planning process, of several factors, which include, but are not limited to, the status of acquisitions, public safety, and infrastructure capacity.

Column 6: Estimated project cost.

Identification of public and/or private entities responsible for project implementation.

<b>Table A7</b> <b>Approved Glenn Dale-Seabrook-Lanham &amp; Vicinity Sector Plan and Sectional Map Amendment</b> <b>Public Facilities Report—CR-73-2009</b>						
Map Ref.	Facility Type	Project Description	County CIP/ M-NCPPC CIP/CTP	Sector Plan Implementation, Action Plan Time Frame, and Priority Number	Estimated Cost	Implementing Agency
<b>Library and Public Safety Facilities</b>						
LS1	Public Safety	Construct a 25,000 s.f. police station in conjunction with the establishment of a new Police District VIII. Collocate the police station on the Glenn Dale Fire Station site.	FY 2009-2014 CIP ID# KJ500543 Completion date: 06/2014	Mid-Term	\$8,407,000	Prince George's County Police Department (PGCPD)
LS2	Library	Construct a new 25,000 to 50,000 s.f. branch library. The design or location has not been provided in the FY 2009-2014 Approved County Capital Improvement Program. The sector plan, however, recommends a library on the Glenn Dale Community Center site.	FY 2009-2014 CIP ID# HL719413 Completion date: 06/2016	Long-Term	\$11,610,000	Prince George's County, Prince George's County Memorial Library System (PGCMLS)
<b>Parks, Recreation, and Open Space Facilities</b>						
PR1	Heilig Property	15-acre addition to Glenn Dale Community Center Park at 6115 Bell Station Road.	Completed			
PR2	Kovar Parker Property	5.3-acre addition to WB&A Trail at 10104 Annapolis Road.	Completed			
PR3	Glenn Dale Community Center Park	Code compliance and renovation at 11901 Glenn Dale Boulevard.	FY 2009-2014 CIP ID #EC041237 Completion date: 12/2016	Long-Term	\$454,000	M-NCPPC Department of Parks and Recreation (DPR)
PR4	Folly Branch Stream Valley Park	Trail connection to Lakeview at MD 450 at MD 704	FY 2009-2014 CIP ID #EC051129 Completion date: 12/2016	Long-Term	\$214,000	DPR, Prince George's County Department of Public Works and Transportation (DPW&T)

Table A7 Approved Glenn Dale-Seabrook-Lanham & Vicinity Sector Plan and Sectional Map Amendment Public Facilities Report—CR-73-2009						
Map Ref.	Facility Type	Project Description	County CIP/ M-NCPPC CIP/CTP	Sector Plan Implementation, Action Plan Time Frame, and Priority Number	Estimated Cost	Implementing Agency
PR5	WB&A Trail	Pave trail at Old Pond Drive East of MD 953.	FY 2009-2014 CIP ID #EC000930 Completion date: 12/2010	Short-Term	\$260,000	DPR, DPW&T
PR6	Prince George's Sports Center	Add automated sporting clay course at 10400 Good Luck Road.	FY 2009-2014 CIP ID #EC041125 Completion date: 12/2009	Short-Term	\$310,000	DPR
PR7	Lincoln Vista Community Park	New recreation building at 9800 Ridge Street.	FY 2009-2014 CIP ID #EC031006 Completion date: 07/2011	Mid-Term	\$1,345,000	DPR
PR8	Folly Branch Stream Valley Park	Trail connection from Glenn Dale to Seabrook MARC station from Dubarry Street to Everly Terrace.	FY 2009-2014 CIP ID #EC051129 Completion date: 12/2016	Long-Term	\$340,000	DPR, DPW&T
PR9	Glenn Dale CC Park	Center expansion at 11901 Glenn Dale Boulevard.	FY 2009-2014 CIP ID #EC041237 Completion date: 12/2016	Long-Term	\$2,200,000	DPR
PR10	Marietta	Restoration at 5626 Bell Station Road.	FY 2009-2014 CIP ID #EC041022 Completion date: 12/2011	Mid-Term	\$332,000	DPR
PR11	Bald Hill SVP	9.5-acre addition to stream valley park. Adjacent to Lanham Forest Community Park.	M-NCPPC Department of Parks and Recreation CIP No CIP ID# Assigned	Mid-Term Priority 1	TBD	DPR



<b>Table A7</b> <b>Approved Glenn Dale-Seabrook-Lanham &amp; Vicinity Sector Plan and Sectional Map Amendment</b> <b>Public Facilities Report—CR-73-2009</b>						
Map Ref.	Facility Type	Project Description	County CIP/ M-NCPPC CIP/CTP	Sector Plan Implementation, Action Plan Time Frame, and Priority Number	Estimated Cost	Implementing Agency
PR12	Glenn Dale Hospital Site Addition #1	70-acre addition (USDA property) to Glenn Dale Hospital site for trail connections and public gardens. East of Glenn Dale Hospital site, south of WB&A Trail.	M-NCPPC Department of Parks and Recreation CIP No CIP ID# Assigned	Mid-Term Priority 1	TBD	DPR
PR13	Glenn Dale Hospital Site Addition #2	20-acre addition (Dudley property-15.51 acres, Sampson property-4.5 acres) to Glenn Dale Hospital site for trail connections and public gardens. East of Glenn Dale Hospital site, south of WB&A Trail.	M-NCPPC Department of Parks and Recreation CIP No CIP ID# Assigned	Long-Term Priority 1	TBD	DPR
<b>Public Transit Facilities</b>						
PT1	Seabrook MARC	The Seabrook MARC Station—Develop and implement a series of short- and long-term station improvements. These include expanding station parking through property acquisition or future private redevelopment, ensuring safe access between the northbound and southbound platforms by redesigning the pedestrian tunnel, providing safe pedestrian connections to both sides of the station through upgraded sidewalks and crosswalks, and exploring the possibility of expanded bus service to the MARC Station.		Mid-Term Priority 1	TBD	Maryland State Highway Administration (SHA), Maryland Transit Administration (MTA), Private developers
<b>Bicycle Facilities</b>						
BY1	Palamar Drive Bikeway	Good Luck Road to Forbes Boulevard—Provide bikeway signage and roadway striping for an on-road bikeway.		Short-Term Priority 1	\$3,000	DPW&T

<b>Table A7</b> <b>Approved Glenn Dale-Seabrook-Lanham &amp; Vicinity Sector Plan and Sectional Map Amendment</b> <b>Public Facilities Report—CR-73-2009</b>						
Map Ref.	Facility Type	Project Description	County CIP / M-NCPPC CIP/CTP	Sector Plan Implementation, Action Plan Time Frame, and Priority Number	Estimated Cost	Implementing Agency
BY2	Woodstream Drive	Palamar Drive to Forbes Boulevard—Provide bikeway signage and roadway striping for an on-road bikeway.		Short-Term Priority 2	\$3,000	DPW&T
<b>Sidepath Facilities</b>						
SP1	MD 704 Sidepath and Designated Bike Lanes	MD 450 to US 50—Provide a multi-use sidepath and designated bike lanes along the entire length of MD 704 within the study area.		Long-Term Priority 1	\$574,248	SHA
SP2	MD 450 Sidepath	Seabrook Road to I-495—Extend the existing sidepath to the Beltway and the New Carrollton Metro.		Long-Term Priority 1	\$582,336	SHA
SP3	MD 193 Sidepath	MD 564 to MD 450—Provide a sidepath along this road if MD 193 is improved as a closed section road.		Long-Term Priority 3	\$1,213,200	SHA
SP4	MD 193 Sidepath	MD 450 to US 50—Provide a sidepath along this road if MD 193 is improved as a closed section road.		Long-Term Priority 3	\$606,600	SHA
SP5	C-339R Sidepath	Provide a continuous sidepath from MD 193 to MD 564.		Long-Term Priority 3	To be completed as part of road construction.	DPW&T
SP6	MD 564 Sidepath	MD 197 to MD 450—Provide continuous sidewalks or a sidepath with designated bike lanes along the entire length of MD 564.		Long-Term Priority 2	\$1,698,480	SHA
SP7	Good Luck Road Sidepath and Bike Lanes	Springfield Road to I-495—A continuous sidepath and designated bike lanes are needed along this heavily travelled east-west road to link adjacent residential communities with recreation and commercial areas.		Long-Term Priority 2	\$2,284,860	DPW&T

<b>Table A7</b> <b>Approved Glenn Dale-Seabrook-Lanham &amp; Vicinity Sector Plan and Sectional Map Amendment</b> <b>Public Facilities Report—CR-73-2009</b>						
Map Ref.	Facility Type	Project Description	County CIP / M-NCPPC CIP/CTP	Sector Plan Implementation, Action Plan Time Frame, and Priority Number	Estimated Cost	Implementing Agency
SP8	Prospect Hill Road Sidepath and Designated Bike Lanes	A sidepath and designated bike lanes should be provided from Hillmeade Road to Glenn Dale Road.		Long-Term Priority 3	\$647,040	DPW&T
<b><i>Pedestrian Safety Facilities</i></b>						
SF1	Pedestrian Safety Study	Appropriate pedestrian safety improvements need to be evaluated and implemented at this high-volume intersection at MD 193 and Good Luck Road intersection.		Short-Term Priority 1	\$75,000	M-NCPPC Planning Department, DPW&T
SF2	Pedestrian Bridge Feasibility Study	Conduct a feasibility study for a pedestrian bridge across the Beltway that will provide nonmotorized access to Metro at I-495 near the New Carrollton Metro.		Mid-Term Priority 1	\$75,000	M-NCPPC Planning Department, SHA, DPW&T
SF3	Crosswalk\ Pedestrian safety Improvements	Provide crosswalk and pedestrian safety improvements in the vicinity of Seabrook MARC. These improvements will accommodate safe pedestrian access to transit located in the vicinity of the Seabrook MARC station.		Short-Term Priority 1	\$300,000	M-NCPPC Planning Department, SHA, DPW&T
SF4	Old Glenn Dale Road to MD 193	Provide a pedestrian or trail connection from the terminus of Old Glenn Dale Road to MD 193 from the west side of MD 193 to the Old Glenn Dale Road.		Short-Term Priority 1	\$100,000	DPW&T, SHA
SF5	Whitfield Chapel Apartments Pedestrian Safety Improvements	Three possible options include a pedestrian overpass, pedestrian underpass, or an insurmountable wall along the tracks from the Whitfield Chapel Road area to the MD 450 business area.		Short-Term Priority 2	TBD	SHA, MTA

**Table A7**  
**Approved Glenn Dale-Seabrook-Lanham & Vicinity Sector Plan and Sectional Map Amendment**  
**Public Facilities Report—CR-73-2009**

Map Ref.	Facility Type	Project Description	County CIP/ M-NCPPC CIP/CTP	Sector Plan Implementation, Action Plan Time Frame, and Priority Number	Estimated Cost	Implementing Agency
<b>Sidewalk Facilities</b>						
SW1	Forbes Boulevard Sidewalks and Designated Bike Lanes	MD 450 to Lottsford Vista Road—Provide bikeway signage and roadway striping for an on-road bikeway.		Mid-Term Priority 1	\$4,000	DPW&T
SW2	Bell Station Road Sidewalks and Designated Bike Lanes	Daisy Lane to MD 193—Sidewalks and designated bike lanes should be provided if the road is improved as a closed-section road.		Long-Term Priority 3	\$303,000	DPW&T
SW3	4th Street Sidewalk	Provide a standard sidewalk along the south side of 4th Street at Cipriano Road and 94th Avenue.		Long-Term Priority 2	\$75,000	DPW&T
SW4	Cipriano Road Sidewalks	Gaps in the existing sidewalk system need to be complete to improve pedestrian safety from MD 193 to MD 564.		Long-Term Priority 1	\$200,000	DPW&T, SHA
SW5	94th Avenue Sidewalk	Provide a continuous sidewalk along the entire west side of 94th Avenue from Good Luck Road to MD 564.		Long-Term Priority 2	\$234,000	DPW&T
SW6	Hillmeade Road Sidewalks and Bike Lanes	Continuous sidewalks and designated bike lanes should be provided from MD 564 to MD 450.		Long-Term Priority 3	\$736,000	DPW&T, SHA
SW7	Daisy Lane Sidewalks and Bike Lanes	Continuous sidewalks and designated bike lanes should be provided from Hillmeade Road to Glenn Dale Road.		Long-Term Priority 3	\$136,485	DPW&T



<b>Table A7</b> <b>Approved Glenn Dale-Seabrook-Lanham &amp; Vicinity Sector Plan and Sectional Map Amendment</b> <b>Public Facilities Report—CR-73-2009</b>							
<b>Map Ref.</b>	<b>Facility Type</b>	<b>Project Description</b>	<b>County CIP/ M-NCPPC CIP/CTP</b>	<b>Sector Plan Implementation, Action Plan Time Frame, and Priority Number</b>	<b>Estimated Cost</b>	<b>Implementing Agency</b>	
SW8	Crandall Road Sidewalks and Bikeway	Continuous sidewalks and on-road bicycle facilities should be provided to improve access to area schools and recreation facilities at west of Whitfield Chapel Road.		Long-Term Priority 2	\$265,388	DPW&T	
SW9	Franklin Avenue Sidewalks and Bikeway	Continuous sidewalks and designated bike lanes should be provided west of Seabrook Road.		Long-Term Priority 2	\$250,250	DPW&T	
SW10	Princess Garden Parkway, Sidewalks, and Bike Lanes	Continuous sidewalks and designated bike lanes should be provided from MD 450 to Good Luck Road.		Long-Term Priority 2	\$558,072	DPW&T	
SW11	Whitfield Chapel Road Sidewalks and On-Road Bicycle Facilities	Continuous standard or wide sidewalks with designated bike lanes should be provided from MD 450 to MD 704.		Long-Term Priority 2	\$574,248	DPW&T	
SW12	Lottsford Vista Road Sidewalks and On-Road Bicycle Facilities	MD 704 to US 50—Continuous sidewalks and on-road bicycle facilities will improve access to the Washington Business Park from surrounding communities.		Long-Term Priority 2	\$485,280	DPW&T	
SW13	Glenn Dale Road Sidewalks and On-Road Bicycle Facilities	MD 564 to MD 193—Continuous sidewalks and on-road bicycle facilities should be provided to improve access to area schools and recreation facilities.		Long-Term Priority 1	\$1,496,280	DPW&T	
SW14	Forbes Boulevard Sidewalks and Designated Bike Lanes	Continuous sidewalks and designated bike lanes should be provided from MD 450 to Lottsford Road.		Long-Term Priority 3	\$574,248	DPW&T	

**Table A7**  
**Approved Glenn Dale-Seabrook-Lanham & Vicinity Sector Plan and Sectional Map Amendment**  
**Public Facilities Report—CR-73-2009**

Map Ref.	Facility Type	Project Description	County CIP/ M-NCPPC CIP/CTP	Sector Plan Implementation, Action Plan Time Frame, and Priority Number	Estimated Cost	Implementing Agency
SW15	Northern Avenue Sidewalks and On-Road Bicycle Facilities	Continuous sidewalks and on-road bicycle facilities should be provided from MD 193 to Good Luck Road.		Long-Term Priority 3	\$363,960	DPW&T, SHA
SW16	MD 193	Continuous sidewalks and pedestrian safety features are needed along this segment of road. On-road bicycle lanes should also be provided, if right-of-way allows, from MD 564 to Cipriano Road.		Long-Term Priority 1	\$849,240	SHA
<b>Trail Facilities</b>						
TR1	Folly Branch Stream Valley Trail	MD 564 to US 50—Provide a stream valley trail along Folly Branch. Several segments of this trail have already been constructed. This will be the major trail connection in the study area.	FY 2009-2014 Partially funded CIP ID #EC051129 Completion date: 12/2016	Short-Term Priority 1	\$707,700	DPR, DPW&T
TR2	Lottsford Branch Stream Valley Trail	WB&A Trail to US 50—Provide a stream valley trail along Lottsford Branch. This trail will link adjacent residential communities, connect to the former Glenn Dale Hospital Site, and provide access to the WB&A Trail.		Long-Term Priority 1	\$810,000	DPR
TR3	Bald Hill Branch Stream Valley Trail	MD 193 to US 50—Provide a stream valley trail along Bald Hill Branch. This trail will link adjacent residential communities, provide access to Lanham Forest Community Park, and connect to the regional trail network.		Long-Term Priority 2	\$1,870,350	DPR, DPW&T
TR4	Trail Connectors	Various locations—Trail connections are planned between communities to the WB&A trail and to the stream valley trails.		Long-Term Priority 2	\$500,000	DPR

<b>Table A7</b> <b>Approved Glenn Dale-Seabrook-Lanham &amp; Vicinity Sector Plan and Sectional Map Amendment</b> <b>Public Facilities Report—CR-73-2009</b>						
Map Ref.	Facility Type	Project Description	County CIP / M-NCPPC CIP/CTP	Sector Plan Implementation, Action Plan Time Frame, and Priority Number	Estimated Cost	Implementing Agency
TR5	Holmehurst Neighborhood Park Connector Trail	Provide a neighborhood trail connection within the neighborhood park from MD 193 to Lottsford Branch Trail.		Long-Term Priority 2	\$100,000	DPR, DPW&T
TR6	Neighborhood Trail Connection	Glenn Dale Hospital Site to Folly Branch—Develop a trail connection linking residential communities with the Glenn Dale Hospital Site and the WB&A Trail.		Long-Term Priority 1	\$250,000	DPR
TR7	Neighborhood Trail Connection	Provide a trail connection between Forbes Boulevard and MD 193 through the planned M-NCPPC park from Forbes Boulevard to MD 193.		Long-Term Priority 2	\$150,000	DPR, DPW&T
<b>Road Facilities</b>						
RF1	F-4, John Hanson Highway	Upgraded to interstate standards, with 6 to 8 lanes and upgraded interchanges at I-95/I-495 and MD 704. The roadway will comprise a 6-lane section plus 2 lanes of full-time HOV-2 use.	Completed			
RF2	A-18, Annapolis Road	Widened from 4 to 6 lanes from I-95/I-495 to MD 564 with a grade-separated interchange at MD 564	Completed			
RF3	A-22, Martin Luther King Jr Highway	US 50 to MD 450—Dualized as a 6-lane section from Lottsford-Vista Road to MD 450	Completed			
RF4	C-376, Bell Station Road	MD 193 to MD 450—Upgrade to 4 lanes	Completed			

<b>Table A7</b> <b>Approved Glenn Dale-Seabrook-Lanham &amp; Vicinity Sector Plan and Sectional Map Amendment</b> <b>Public Facilities Report—CR-73-2009</b>						
Map Ref.	Facility Type	Project Description	County CIP / M-NCPPC CIP/CTP	Sector Plan Implementation, Action Plan Time Frame, and Priority Number	Estimated Cost	Implementing Agency
RF5	A-23, Annapolis Road	Dualized as a 4 to 6-lane section from MD 564 to Hillmeade Road, with a grade separated interchange at MD 564 (completed). This includes a relocated intersection ("T" type) with MD 704 (A-22). The section of A-23, between MD 704 and MD 193, has the potential to be dualized as an 8-lane section, if traffic demand warrants (later initiative).	Partially completed	Long-Term Priority 1	\$55,605,922	SHA
RF6	F-5, Capital Beltway	US 50 to Good Luck Road—widened from 8 to 10 lanes including possible HOV lanes or transit applications.		Long-Term Priority 3	\$279,624,262	SHA
RF7	A-16, Greenbelt Road, Glenn Dale Boulevard	Widened from 4 to 6 lanes from Cipriano Road to MD 450. The portion of MD 193, between Lanham Severn Road and MD 450 is recommended for a parkway-type character.		Long-Term Priority 2	\$138,553,191	SHA
RF8	A-27, Enterprise Road	MD 450 to US 50—Construct a 4-lane arterial parkway (150-foot right-of-way) with stringent access management control and auxiliary lanes at principal intersections.		Long-Term Priority 2	\$24,683,484	SHA
RF9	C-314, Lanham Severn Road	Cipriano Road to Springfield Road—widened to 4 lanes. This represents a downgrade from the 1993 plan, where a 6-lane arterial was recommended.		Long-Term Priority 1	\$22,694,444	SHA
RF10	C-322, Springfield Road	Good Luck Road to MD 564—Upgrade to 4 lanes.		Long-Term Priority 3	\$442,000	DPW&T
RF11	C-327, Princess Garden Parkway	MD 450 to Good Luck Road—Upgrade to 4 lanes.		Long-Term Priority 1	\$11,549,000	DPW&T

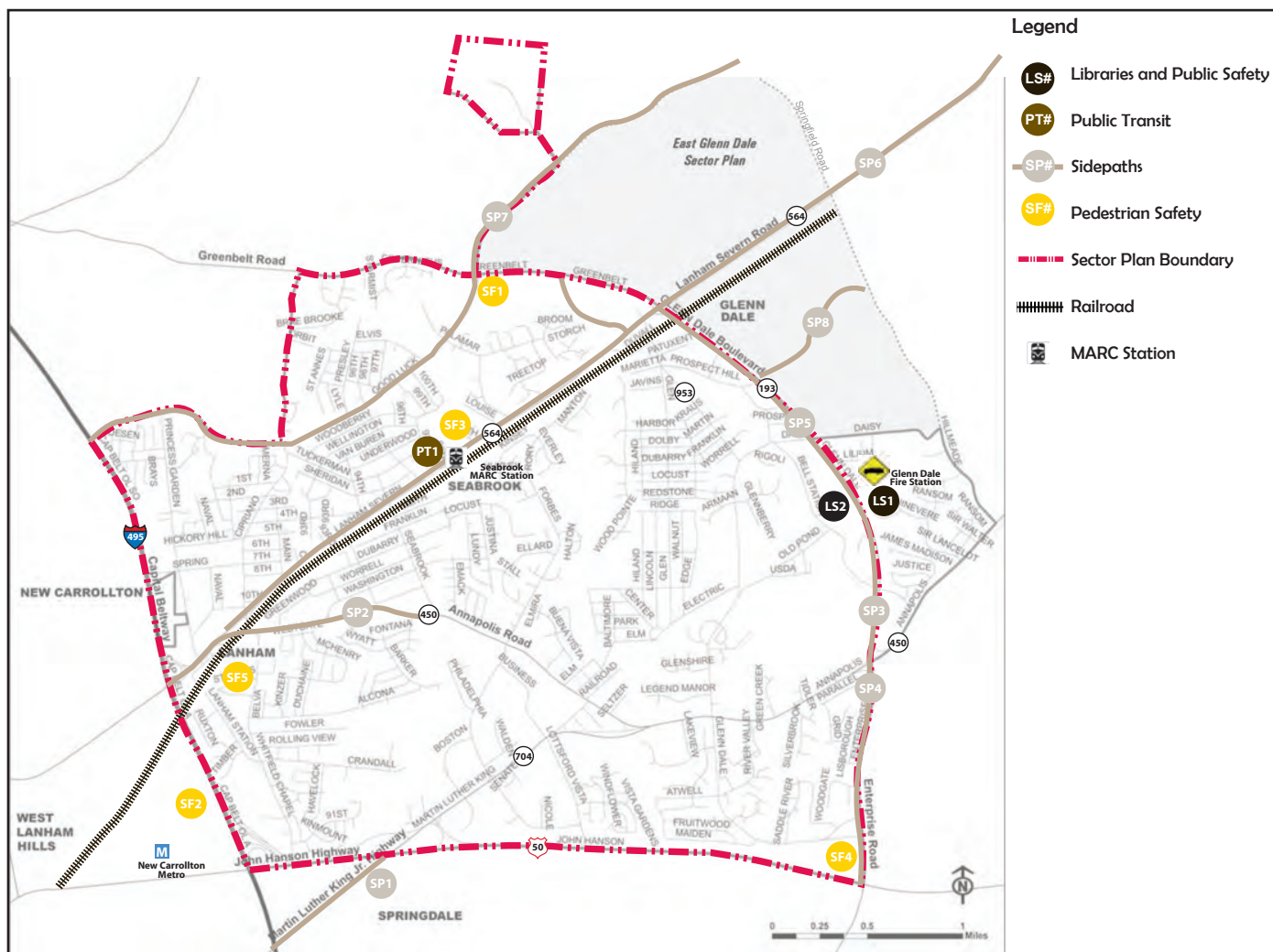
**Table A7**  
**Approved Glenn Dale-Seabrook-Lanham & Vicinity Sector Plan and Sectional Map Amendment**  
**Public Facilities Report—CR-73-2009**

Map Ref.	Facility Type	Project Description	County CIP / M-NCPPC CIP / CTP	Sector Plan Implementation, Action Plan Time Frame, and Priority Number	Estimated Cost	Implementing Agency
RF12	C-328, Cipriano Road	MD 564 to MD 193—Upgrade to 4 lanes.		Long-Term Priority 2	\$16,645,000	DPW&T
RF13	C-329, Whitfield Chapel Road	US 50 to MD 450—Upgrade to 4 lanes.		Long-Term Priority 1	\$17,615,000	DPW&T
RF14	C-338, Glenn Dale Road	MD 450 to MD 193—Upgrade to 4 lanes.		Long-Term Priority 3	\$11,566,000	SHA
RF15	C-339, Forbes Boulevard	Lottsford Vista Road to MD 564—Upgrade to 4 lanes.		Long-Term Priority 3	\$24,855,000	DPW&T
RF16	C-340, Relocated Forbes Boulevard	MD 564 to MD 193—Upgrade to 4 lanes.		Long-Term Priority 3	\$5,802,000	DPW&T
RF17	C-341, Good Luck Road	I-95/I-495 to Springfield Road—Upgrade to 4 lanes.		Long-Term Priority 2	\$7,704,183	DPW&T
RF18	C-342, Prospect Road	MD 193 to Hillmeade Road—Upgrade to 4 lanes.		Long-Term Priority 3	\$8,469,195	DPW&T
RF19	C-343, Hillmeade Road	Prospect Hill Road to MD 450—Upgrade to 4 lanes.		Long-Term Priority 2	\$16,260,000	DPW&T
RF20	C-344, Lottsford-Vista Road	MD 704 to US 50—Upgrade to 4 lanes.		Long-Term Priority 2	\$23,017,368	DPW&T
RF21	C-374, Carter Avenue	MD 564 to MD 450—Upgrade to 4 lanes.		Long-Term Priority 1	\$4,636,000	DPW&T
RF22	I-314 Willowdale Road	Willowdale Road extended to MD 450—2 lanes.		Long-Term Priority 3	\$1,000,000	DPW&T
RF23	P-302, Daisy Lane	MD 193 to Hillmeade Road—Upgrade to 2 lanes on a new improved alignment.		Long-Term Priority 3	\$6,159,000	DPW&T



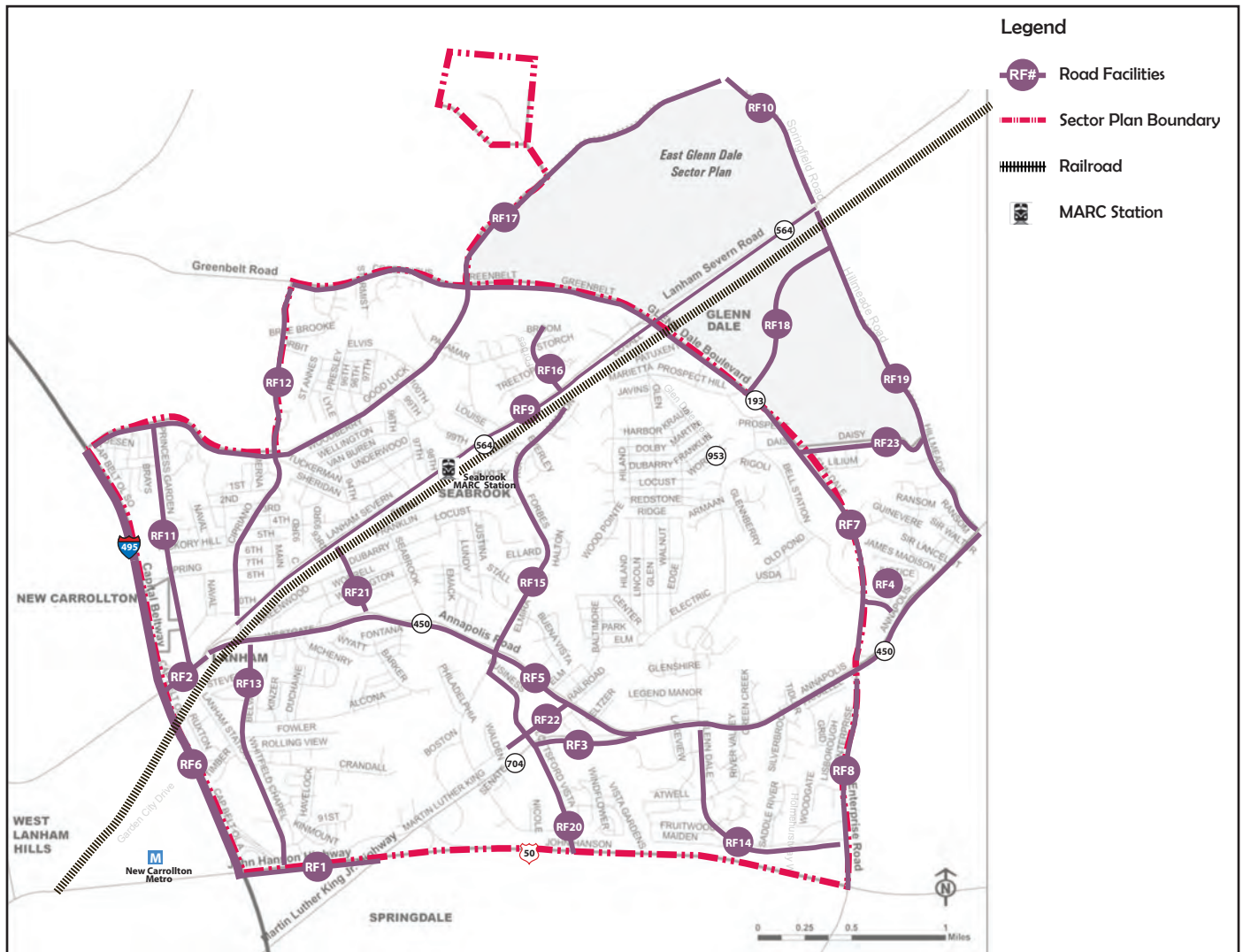
# MAP 42

## LIBRARY, PUBLIC SAFETY, PUBLIC TRANSIT, SIDE PATH, AND PEDESTRIAN SAFETY FACILITIES PROJECTS



### MAP 43

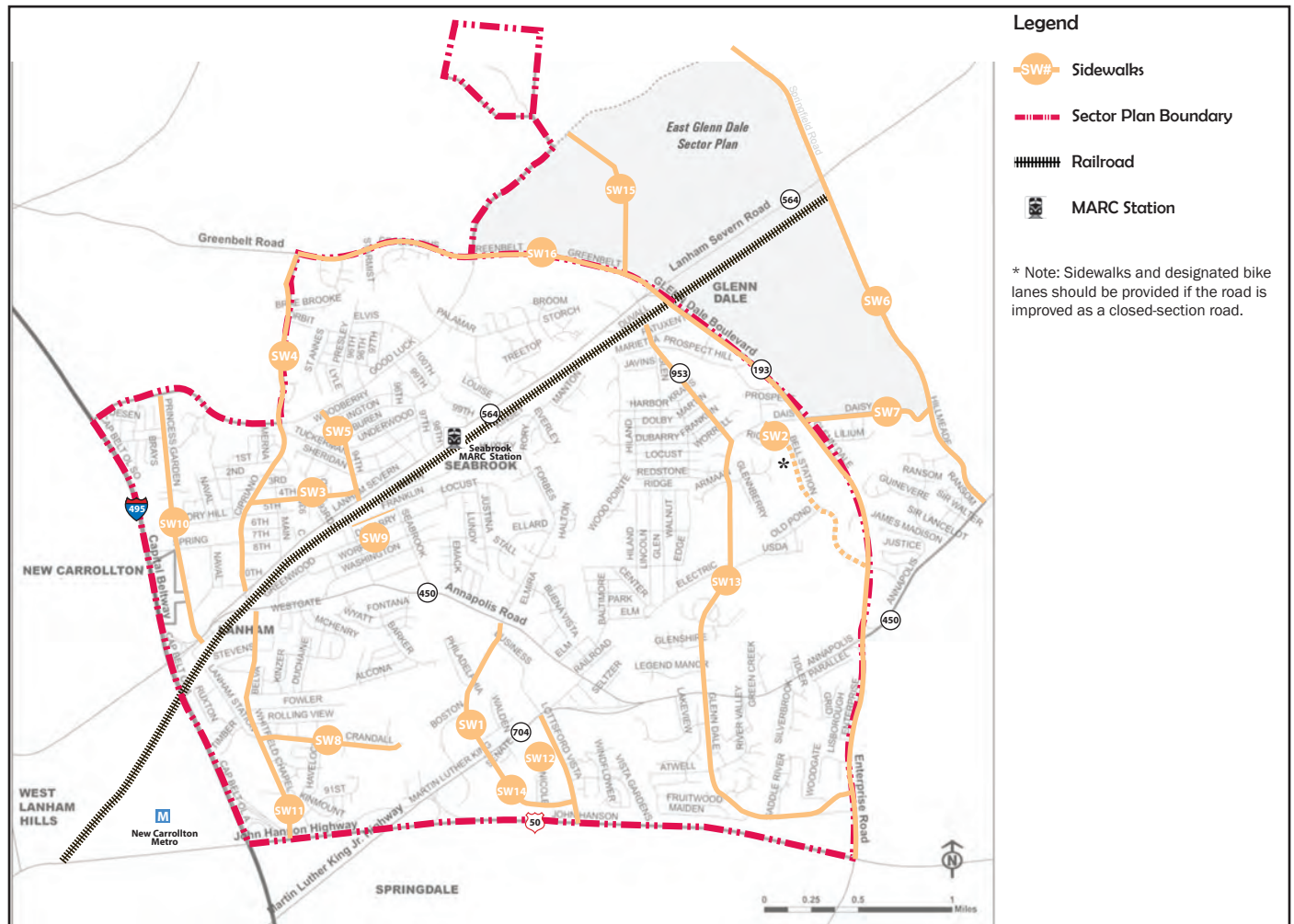
### ROAD FACILITIES PROJECTS





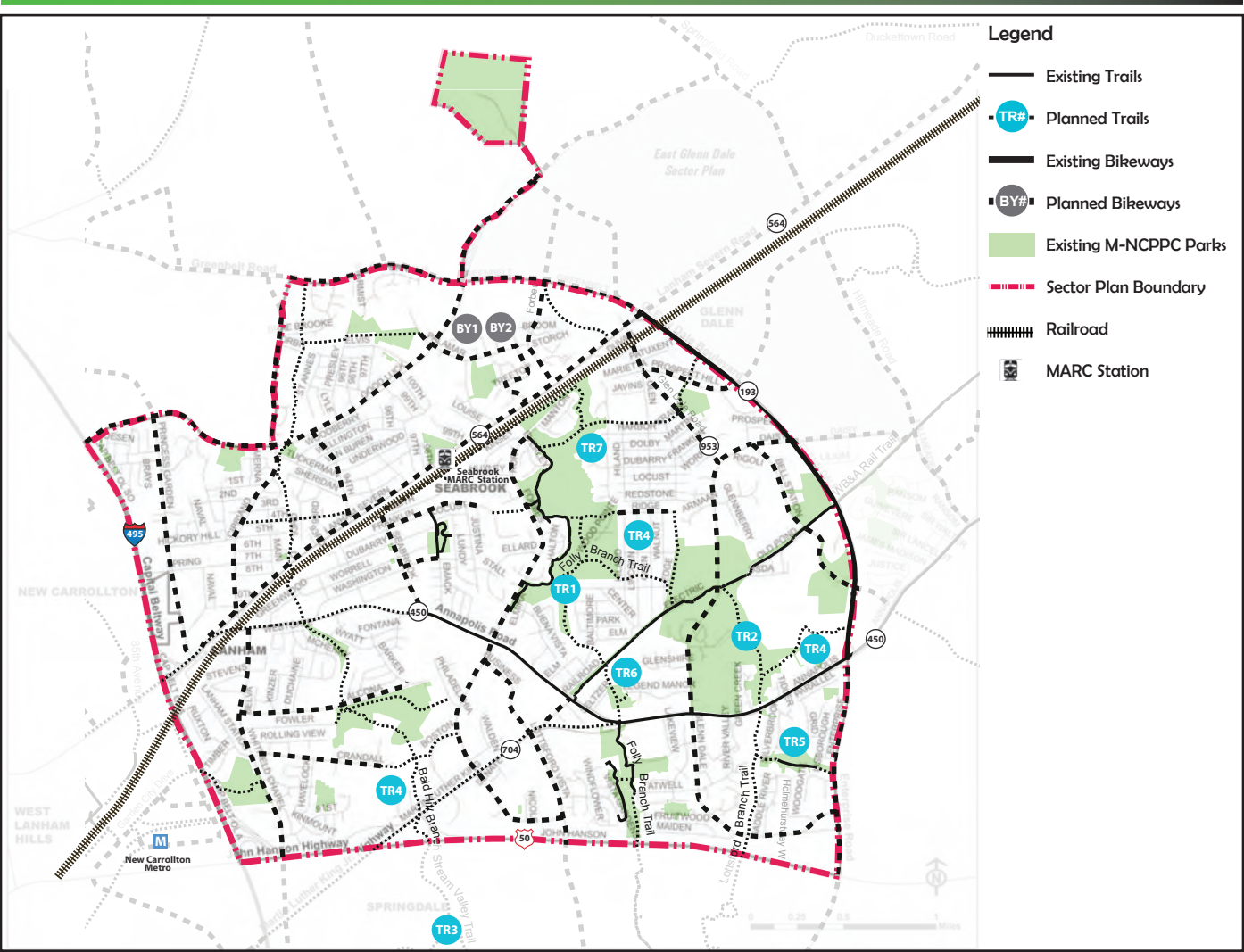
## MAP 45

### SIDEWALK FACILITIES PROJECTS





MAP 46  
TRAILS FACILITIES PROJECTS





# Certificate of Adoption and Approval

## CERTIFICATE OF ADOPTION AND APPROVAL

*This Approved Glenn Dale-Seabrook-Lanham & Vicinity Sector Plan and Sectional Map Amendment amends the 1993 Approved Master Plan and Adopted Sectional Map Amendment for Glenn Dale-Seabrook-Lanham & Vicinity (Planning Area 70); the 2002 Prince George's County Approved General Plan for the Physical Development of the Maryland-Washington Regional District within Prince George's County, Maryland; the 2005 Countywide Green Infrastructure Plan; the 2009 Master Plan of Transportation; the 2008 Public Safety Facilities Master Plan; the 1992 Prince George's County Historic Sites and Districts Plan; the 1983 Functional Master Plan for Future Public School Sites in Prince George's County; and the 1975 Countywide Trails Plan including the 1985 Equestrian Addendum. The Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the sector plan and sectional map amendment by Resolution Number 09-171(C) on January 7, 2010. The Prince George's County Council, sitting as the District Council, approved the master plan and sectional map amendment by Resolution No. CR-21-2010 on March 16, 2010, after a duly advertised joint public hearing held on October 6, 2009.*

## THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

  
Royce Hanson  
Chairman

  
Samuel J. Parker, Jr., AICP  
Vice Chairman

  
Al Warfield  
Acting Secretary-Treasurer



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<sup>\*</sup>Former employee

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## ***Special Thanks***

The Glenn Dale-Seabrook-Lanham and Vicinity Sector Plan Community Advisory Group

## Glenn Dale-Seabrook-Lanham & Vicinity

