

Why Plan?

Plan Purpose

A sector plan and sectional map amendment (SMA) were completed for the Greenbelt Metro Area in October 2001 to provide a comprehensive planning and zoning approach to properties and communities in proximity to the Greenbelt Metro Station, which opened in 1993. Other portions of the sector plan area were last examined in the 1989 *Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity* and the subsequent 1990 *Adopted Sectional Map Amendment for Planning Areas 65, 66, and 67*. The 2001 Greenbelt Metro Area Sector Plan defined a community vision encouraging quality, integrated, multimodal, and transit-oriented development while preserving existing vital features such as environmental and cultural assets.

Subsequent to the approval of the Greenbelt Metro Area Sector Plan and SMA, the *Prince George's County Approved General Plan* was adopted by the District Council in October 2002. The General Plan designates the Greenbelt Metro Station as a metropolitan center and University Boulevard (known in the sector plan area as Greenbelt Road/MD 193) as a corridor. In conjunction with functional

master plans—including the 2005 *Approved Countywide Green Infrastructure Plan*, the 2008 *Approved Public Safety Facilities Master Plan*, the 2009 *Approved Countywide Master Plan of Transportation*, the 2010 *Approved Historic Sites and Districts Plan*, and the 2010 *Approved Water Resources Functional Master Plan*—the General Plan establishes new priorities and recommendations dealing with mixed-use, transit-oriented development, multimodal transportation systems, environmental preservation, and other aspects touched upon by the 2001 Greenbelt Sector Plan.

The purpose of this sector plan is to build upon the foundation provided by the 2001 *Approved Sector Plan and Sectional Map Amendment for the Greenbelt Metro Area*, the 2002 General Plan, and countywide functional master plans to develop a refined vision and realistic approach to implementing the community vision for the future of the Greenbelt Metro Station, Greenbelt Road/MD 193 Corridor, and existing residential communities of Greenbelt, Berwyn Heights, and College Park. Specifically, this plan:

- ❖ Recognizes the historical importance of the natural environment to the communities of Greenbelt, Berwyn Heights, and College Park and blends past and contemporary best practices to ensure a comprehensive and sensitive approach to environmental

stewardship, future growth, pedestrian and bicycle connectivity, historic preservation, and community development.

- ❖ Establishes an innovative and comprehensive vision and goals for the North Core that emphasizes the connection of the manmade and natural environments through the development of an eco-community that will serve as a regional and national model for transit-oriented development.
- ❖ Crafts an alternative development framework to proactively help guide the design, connectivity, and integration of a large private sector employer or public/GSA tenant at the Greenbelt Station North Core.
- ❖ Identifies strategies, development standards, and realistic phasing recommendations to address the impact of approved and potential development projects and promote sustainable design and development that capitalizes on the existing transit and trail network, community spirit, green infrastructure network, and historic legacies of the area.
- ❖ Amends the zoning map, through the SMA, in order to implement the land use recommendations of this sector plan and the General Plan.
- ❖ Sets policies that will guide future development in the sector plan area.

Plan Context

Planning Background

Subsequent to the approval of the 2001 sector plan, the vicinity of the Greenbelt Metro Station was designated a metropolitan center and University Boulevard (known as Greenbelt Road/MD 193 through the sector plan area) was designated a corridor by the General Plan. The eastern half of the Greenbelt Metro Area and MD 193 Corridor Sector Plan was not addressed by the 2001 Greenbelt Metro Area Sector Plan. This area, located east of Kenilworth Avenue/MD 201, was last addressed comprehensively in the 1989 *Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity* and 1990 *Adopted Sectional Map Amendment for Planning Areas 65, 66, and 67*. The potential for phased redevelopment on key sites, enhanced connectivity, mobility, and pedestrian and bicyclist safety, mitigation of environmental impacts and introduction of stormwater management, relocation of the Greenbelt Volunteer Fire Station, and the opportunity to address potential negative impacts on existing residential communities such as Belle Point, make this area appropriate for inclusion in this sector plan.

The Greenbelt Metro Area and MD 193 Corridor Sector Plan is the result of a joint

planning effort with the City of Greenbelt and Town of Berwyn Heights. Policies and strategies were reexamined in light of the 2002 General Plan and other recent studies, changing markets, and community needs. The new plan makes comprehensive planning and zoning recommendations to implement development of a compact, vertical mixed-use, pedestrian- and transit-friendly Greenbelt Metro Center and MD 193 Corridor consistent with the recommendations of the General Plan. The sector plan also focuses on identified corridor nodes at appropriate locations.

In addition, the policy guidance of approved county functional area master plans, including the 2005 Green Infrastructure Plan, 2008 Public Safety Facilities Master Plan, 2009 Countywide Master Plan of Transportation, 2010 Water Resources Master Plan, and 2010 Historic Sites and District Plan was considered by this sector plan to address the unique circumstances and conditions in place within the sector plan area. Planning studies and other guidance at the city, county, and state levels also contributed to the format and recommendations of this sector plan.

The sector plan is organized into six chapters. **Chapter I—Plan Highlights** outlines the major recommendations and highlights of the sector plan. **Chapter II—Sector Plan Area** provides a brief description of the sector plan

and establishes its context within the region.

Chapter III—Why Plan? presents the plan purpose, outlines key planning conditions that inform the sector plan recommendations, and discusses the public involvement process.

Chapter IV—Plan Vision presents a consensus-based community vision and holistic overview of the plan's major recommendations, including proposed amendments to the 2002 General Plan.

Chapter V—Where Do We Go From Here? builds upon the evaluation of existing conditions and the foundation established by previous planning efforts to provide recommendations for key elements of the plan, including Sustainability (land use, urban design, and the natural environment), Transportation (pedestrians and bicycles, transit, and roadways), Economic Development, Housing and Neighborhood Preservation, Quality of Life (health and wellness, Greenbelt Medical Mile, public facilities, parks and recreation, and historic preservation), and Implementation. Finally, **Chapter VI—Sectional Map Amendment** recommends zoning changes needed to implement the approved land use and vision and establishes a Development District Overlay Zone to provide a guide for how future development should be designed and which uses are most appropriate to achieve the plan vision.

Prior Plans and Initiatives

The 1992 Maryland Economic Growth, Resource Protection and Planning Act

This legislation was enacted to encourage economic growth, limit sprawl, 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. The 1992 Maryland Planning Act was updated with the passage of the Smart and Sustainable Growth Act of 2009 (see discussion below).

The 1997 Smart Growth and Neighborhood Conservation Act

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

The Maryland smart growth program has three goals:

- ❖ To save valuable remaining natural resources.
- ❖ To support existing communities and neighborhoods.
- ❖ To save taxpayers millions in unnecessary costs

for building infrastructure to support sprawl.

A significant aspect of the initiative is the smart growth areas legislation that requires that state funding for projects in Maryland municipalities, other existing communities, industrial, and planned growth areas designated by counties will receive priority funding over other projects. These smart growth areas are called priority funding areas (PFA). The entirety of the sector plan location is designated a PFA by the county and the state. The sector plan recommends a phasing plan and identifies additional tools for implementation to take full advantage of the PFA designation.

2007 Stormwater Management Act

This legislation was enacted by the Maryland General Assembly in 2007. It mandates environmentally sensitive site design that will capture stormwater on-site and allow it to soak into the ground to the greatest practical extent. The act requires on-site stormwater management systems to mimic natural ecosystems. It also recommends the use of “micro-scale” technologies such as green roofs, permeable pavements, bioswales, and rain gardens to drain areas of less than an acre. The Maryland Department of the Environment (MDE) is charged under the act with developing appropriate rules and regulations

to implement the act's provisions. MDE is also required to develop a model stormwater management ordinance that can be replicated by local jurisdictions seeking to require new development in their areas to employ green stormwater management practices.

The Smart and Sustainable Growth Act of 2009

The Smart and Sustainable Growth Act of 2009 clarifies the link between local comprehensive plans and local land use ordinances. The bill reinforces the importance of planning for sustainable growth and development in all local jurisdictions within the state. The eight plan visions stated in the 1992 Maryland Planning Act are replaced with an updated and expanded list of twelve visions:

1. 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. Citizens are active partners in the planning and implementation of community initiatives and are sensitive to their responsibilities in achieving community goals.
3. Growth is concentrated in existing population and business centers, growth areas adjacent to these centers, or strategically selected new centers.

4. 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. Growth areas have the water resources and infrastructure to accommodate population and business expansion in an orderly, efficient, and environmentally sustainable manner.
6. 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. A range of housing densities, types, and sizes provides residential options for citizens of all ages and incomes.
8. 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. 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. Waterways, forests, agricultural areas, open space, natural systems, and scenic areas are conserved.
11. Government, business entities, and residents are responsible for the creation of sustainable communities by collaborating to balance efficient growth with resource protection.
12. 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.

Together, the twelve visions provide guiding principles that describe how and where growth can best occur without compromising the state's natural and cultural resources. The act acknowledges that the comprehensive plans prepared by counties and municipalities form the best mechanism to establish priorities for growth and resource conservation. Once priorities are established, it is the state's responsibility to support them.

The 2002 General Plan

The 2002 General Plan sets forth goals, objectives, policies, and strategies that guide future growth and development throughout

Prince George's County. It is implemented through more detailed levels of planning, such as this sector plan. The General Plan established three growth policy areas for the county: the Developed, Developing, and Rural Tiers. The combination of these policy areas designates areas of significant economic development, residential development, and preservation.

The General Plan also specifically targets growth to a limited number of designated centers and corridors (see Map 6 on page 13). Development and redevelopment within centers and corridors is intended to capitalize on existing infrastructure by locating homes, jobs, and shopping closer to transit services. These are areas where the benefits to the county for future development can far outweigh costs.

The Greenbelt Metro Station area is a designated metropolitan center and the MD 193 Corridor is a portion of the designated University Boulevard Corridor. Within the sector plan area, both features fall entirely within the Developed Tier. The vision for the Developed Tier is a network of sustainable, transit-supporting, mixed-use pedestrian-oriented, medium- to high-density neighborhoods.

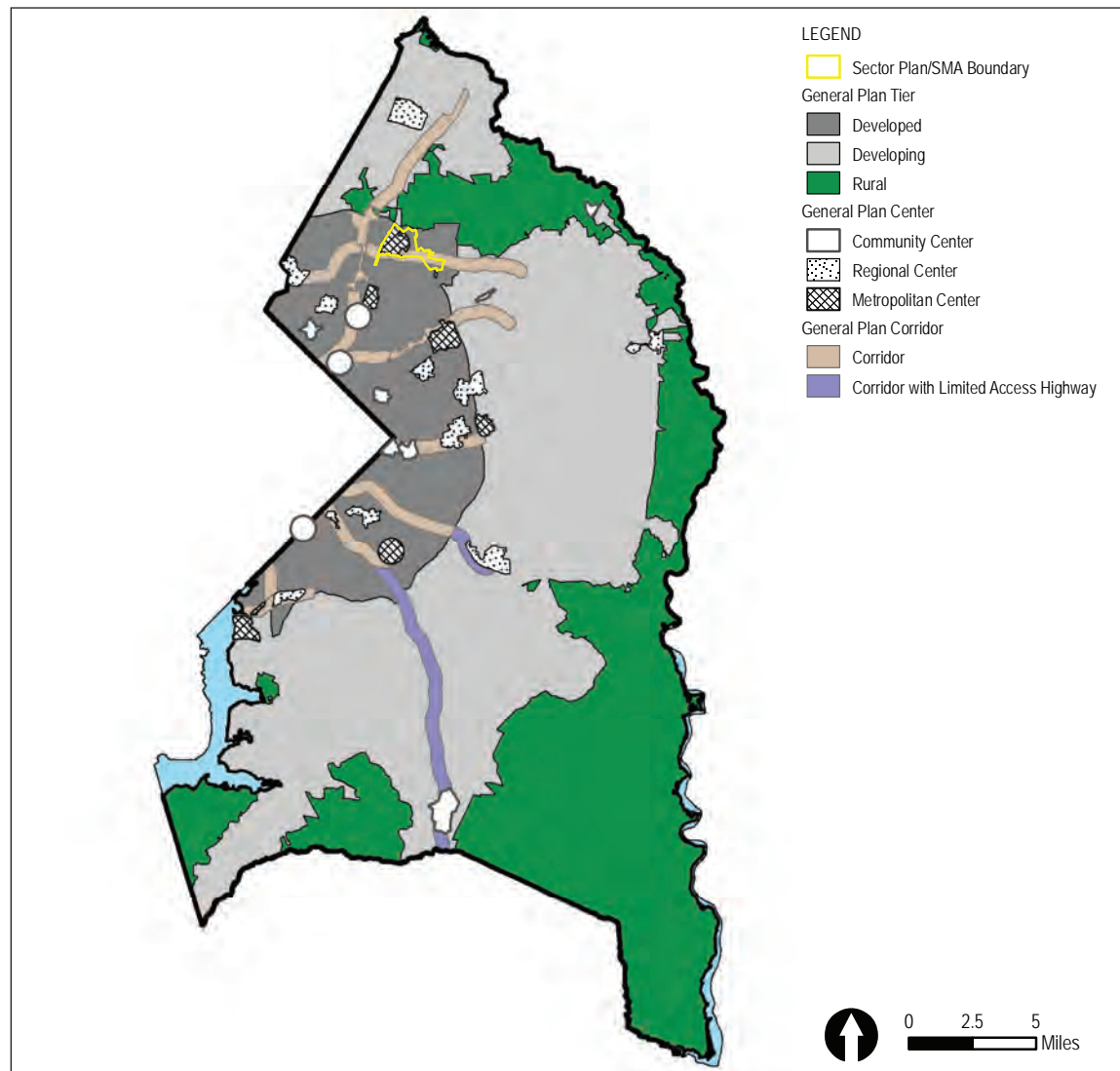
The vision for metropolitan centers is a high concentration of land uses and economic

activities that attract employers, workers, and customers from other parts of the Washington metropolitan area, such as large government service or major employment centers, major educational complexes, or high-intensity commercial uses. High-density residential development may also be located in or very near metropolitan centers. Metropolitan centers can effectively be served by mass transit.

The vision for corridors is mixed residential and nonresidential uses at moderate to high densities and intensities, with a strong emphasis on transit-oriented development. This development should occur at local centers and other appropriate nodes within one-quarter mile of major intersections or transit stops along the corridor.

The Greenbelt Metro Area and MD 193 Corridor Sector Plan amends the General Plan by refining the boundaries of the Greenbelt Metro Metropolitan Center and University Boulevard (MD 193) Corridor and establishing corridor nodes at locations where moderate- to high-density mixed-use development is most appropriate (see Chapter IV).

MAP 6: Approved General Plan (as amended, spring 2012)



Countywide Functional Master Plans

The 2005 Countywide Green Infrastructure Plan, 2008 Public Safety Facilities Master Plan, 2009 Countywide Master Plan of Transportation, 2010 Water Resources Master Plan, and 2010 Historic Sites and Districts Plan amended and updated functional elements of the 2002 General Plan. This sector plan further amends these countywide functional master plans and the 1983 *Functional Master Plan for Public School Sites* to achieve the community vision for the future of the Greenbelt Metro Area and MD 193 Corridor.

1989 Master Plan for Langley Park-College Park-Greenbelt and Vicinity and 1990 Sectional Map Amendment for Planning Areas 65, 66, and 67

This master plan sets forth land use, public facilities, environmental, and zoning recommendations for Planning Areas 65, 66, and 67. The Greenbelt Metro Area and MD 193 Corridor Sector Plan area is in Planning Area 67 and amends the portion of the master plan containing the sector plan area. The 1989 master plan recognizes the potential of the Greenbelt Metro Station and seeks to address four key issues identified by the community at the time: (1) relevant natural and other features of the physical environment;

(2) housing requirements of present and future residents; (3) provision of retail and office services and a range of employment and investment opportunities; and (4) meeting the need for public facilities and adequate transportation. The 1990 SMA brought the zoning throughout the area into conformance with the master plan.

Beltway Plaza and portions of Greenbelt Road adjacent to the mall were identified as a major community activity center. Greenway Center was identified as a community activity center, and the Greenbelt employment area (Greenbelt North and South Core areas adjacent to the CSX tracks), the 54th Avenue (Ballew Avenue) industrial area, Capital Office Park, Golden Triangle Office Park, and the Maryland Trade Center/Hanover Parkway area were identified as major employment areas. Recommendations for most areas west of Kenilworth Avenue (MD 201) that are part of this sector plan area were superseded by the 2001 Greenbelt Metro Area Sector Plan. The 1989 master plan recommendations for Greenway Center, the Ballew Avenue industrial area, Golden Triangle Office Park, Maryland Trade Center/Hanover Parkway, and residential and office areas between the Capital Beltway (I-95/495) and the Baltimore-Washington Parkway are amended by this sector plan.

The 2001 Sector Plan and Sectional Map Amendment for the Greenbelt Metro Area

The 2001 sector plan focused on six identified subareas and approximately 1,600 acres of land immediately surrounding the Greenbelt Metro and MARC stations. Four of the six subareas are included in this sector plan: the Core Area, Springhill Lake, the Greenbelt Road Corridor/Beltway Plaza, and Capital Office Park/Federal Courthouse areas. The 2001 sector plan envisioned intensive mixed-use development near the Greenbelt Metro Station reflecting Maryland smart growth policies to limit urban sprawl and steer development toward transit stations or areas with existing public infrastructure. Five general planning principles guided the 2001 sector plan: transit; pedestrian, and bicycle-oriented development; regional ecological systems; transit villages; and sense of community identity.

Additional recommendations aimed at phasing out incompatible industrial uses near the station site, called for environmentally sensitive, compact mixed-use development, sought improved access between the Capital Beltway (I-95/495) and the North and South Cores, anticipated staged residential redevelopment of the Springhill Lake community, supported a revitalized Beltway Plaza and Greenbelt Road Corridor through streetscape and façade

improvements, envisioned gateway treatments at major road intersections, and advocated safe, integrated sidewalk and trail connections through the entire planning area and to surrounding neighborhoods.

This sector plan supports, refines, and builds upon the general recommendations of the 2001 sector plan.

2009 Toole Design Group Pedestrian and Bicycle Study

Greenbelt's bikeways and sidewalks were given a new focus in 2009 through cooperation with the Transportation Planning Board of the Metropolitan Washington Council of Governments. Toole Design Group was contracted to analyze the existing bikeways and sidewalk network in the City of Greenbelt and develop comprehensive recommendations to improve the network. The effort included outreach throughout Greenbelt to key stakeholders within the community and resulted in the "Greenbelt TLC (Transportation Land Use Connections) Project Recommendations" in December of 2009.

With the Toole study as a foundation, the City of Greenbelt intends to adopt a final Pedestrian and Bicycle Master Plan in 2012. The 2009 Countywide Master Plan of Transportation, the Toole Design Group Pedestrian and Bicycle study,

Greenbelt's 2012 Draft Pedestrian and Bicycle Master Plan, and additional community input all form the basis for the bicyclist and pedestrian recommendations contained in this sector plan.

Recent Federal, State, and Local Policy Guidance

Changes to the County Code

The 2005 Countywide Green Infrastructure Plan (GI Plan) contains recommended changes to the County Code that are necessary to ensure that the measurable objectives in the plan can be met by 2025. The plan recommended amendments to the Woodland and Wildlife Habitat Conservation Ordinance (WCO), including measures to reduce forest fragmentation, maximize on-site conservation, and increase the minimum size of woodland conservation areas. The GI Plan also recommended that existing poor water quality be addressed by widening minimum stream buffer widths countywide. These amendments were approved in 2010 and are now requirements in the County Code.

An additional code change that was approved in 2010 was the county's first-ever Tree Canopy Coverage (TCC) Ordinance. This ordinance, the only one of its kind in the State of Maryland, requires that applicable properties meet minimum tree canopy coverage requirements based on the property's zoning.

TCC applies to properties even if they are exempt from meeting the requirements of the WCO in an effort to increase tree canopy coverage countywide.

In 2011, a new stormwater management ordinance was passed via CB-15-2011 that now requires the use of environmental site design (ESD) techniques countywide to the maximum extent practicable so that developed and redeveloped sites come as close as possible to predevelopment conditions in terms of stormwater management. Similar to techniques previously labeled as "low-impact development" stormwater methods, ESD requires that when developing a property, first priority be assigned to preservation of existing vegetation and then to on-site infiltration of stormwater. Structural stormwater management methods should be considered only after all other stormwater options have been exhausted. This ordinance change was required by state law to address the necessary reductions in pollution loads in the Chesapeake Bay.

Prince George's County Landscape Manual

The *Prince George's County Landscape Manual* was amended in December 2010 and is intended to set a new standard of excellence in the design, sustainability, and quality of landscaping in the county and to generate aesthetic, economic, environmental, and health

benefits for the county's residents, businesses, and visitors. The updated Landscape Manual emphasizes sustainable landscaping techniques and contains standards specific to the General Plan tier in which property is located, and explicitly recognizes the need for more urban forms of landscaping in centers, corridors, and corridor nodes. This sector plan has been prepared in accordance with the regulatory guidance provided by the 2010 Landscape Manual.

Total Maximum Daily Load (TMDL)

On December 29, 2010, the United States Environmental Protection Agency (EPA) established a nutrient and sediment pollution diet for the Chesapeake Bay watershed intended to restore the water quality of the bay. This program is known as the Chesapeake Bay Total Maximum Daily Load (TMDL). The mitigation and reduction of nutrients such as nitrogen and phosphorus, and sediment, are implemented by local jurisdictions such as Prince George's County through the County Code, and guidance is offered by a Phase II Watershed Implementation Plan (WIP). The state's Phase II WIP documents, which incorporate best management practices in reducing nutrients and sediment within river basins (such as the Potomac and Patuxent Rivers), were submitted to the EPA in March, 2012.

Demographic Profile

According to the 2010 Census, approximately 11,553 residents lived within the 4,609 households found in the census tracts comprising the sector plan area (see Table 1 below). Demographic trends between the 2000 Census and 2010 Census indicate the sector plan area is becoming increasingly diverse in terms of race and ethnicity. The existing transportation amenities—including the Greenbelt Metro Station and easy access to major regional roadways—contribute to shorter commutes than in many other parts of Prince George’s County. The area is poised to leverage these demographic and economic factors to strengthen its position within the county and the greater Washington metropolitan area. (See text box in next column.)

While the Greenbelt Metro Area and MD 193 Corridor Sector Plan area falls within six census tracts, its households are concentrated in three—8067.13, 8067.14, and 8067.08 (see Map 7 on page 18). It is important to note that census tract 8067.08 extends beyond the sector plan boundary and encompasses a significant portion of historic Greenbelt.

Population and Households

The combined population of census tracts 8067.13 and 8067.14 (which encompasses Franklin Park at Greenbelt Station) recorded 14 percent growth between 2000 and 2010 as compared to 3 percent and 8 percent

experienced in census tract 8067.08 and the county, respectively (see Table 2 page 19).

Notable differences between census tracts 8067.13 and 8067.14 and census tract 8067.08 first become apparent upon examining the areas’ median ages. The population in census tract 8067.08 is considerably older on average than that of its western neighbors and the county as a whole (this difference has accelerated since 2000). Not surprisingly, a larger percentage of households in census tracts 8067.13 and 8067.14 have residents under the age of 18, and residents 65 and over account for a smaller percentage. The average household size for these tracts is also higher— 3.04 and 2.97 persons per household, respectively—than that of census tract 8067.08.

Table 1: Population, Households, and Age (2010)

2010	Census Tract 8067.08	Census Tract 8067.13	Census Tract 8067.14	Prince George’s County
Total Population	4,232	3,698	3,623	863,420
Total Households	2,173	1,218	1,218	304,042
Average Household Size	1.95	3.04	2.97	2.78
Median Age	40.10	27.30	27.20	34.9
Households with Individuals Under 18 Years	20.90%	51.40%	48.70%	36.80%
Households with Individuals 65 Years and Over	21.60%	5.00%	5.30%	20.30%

Data for this analysis is sourced from the US Census Bureau, specifically from the 2000 Census, 2010 Census, and the 2006–2010 American Community Survey.

Source: U.S. Census Bureau, 2010 Census.

MAP 7: Census Tracts

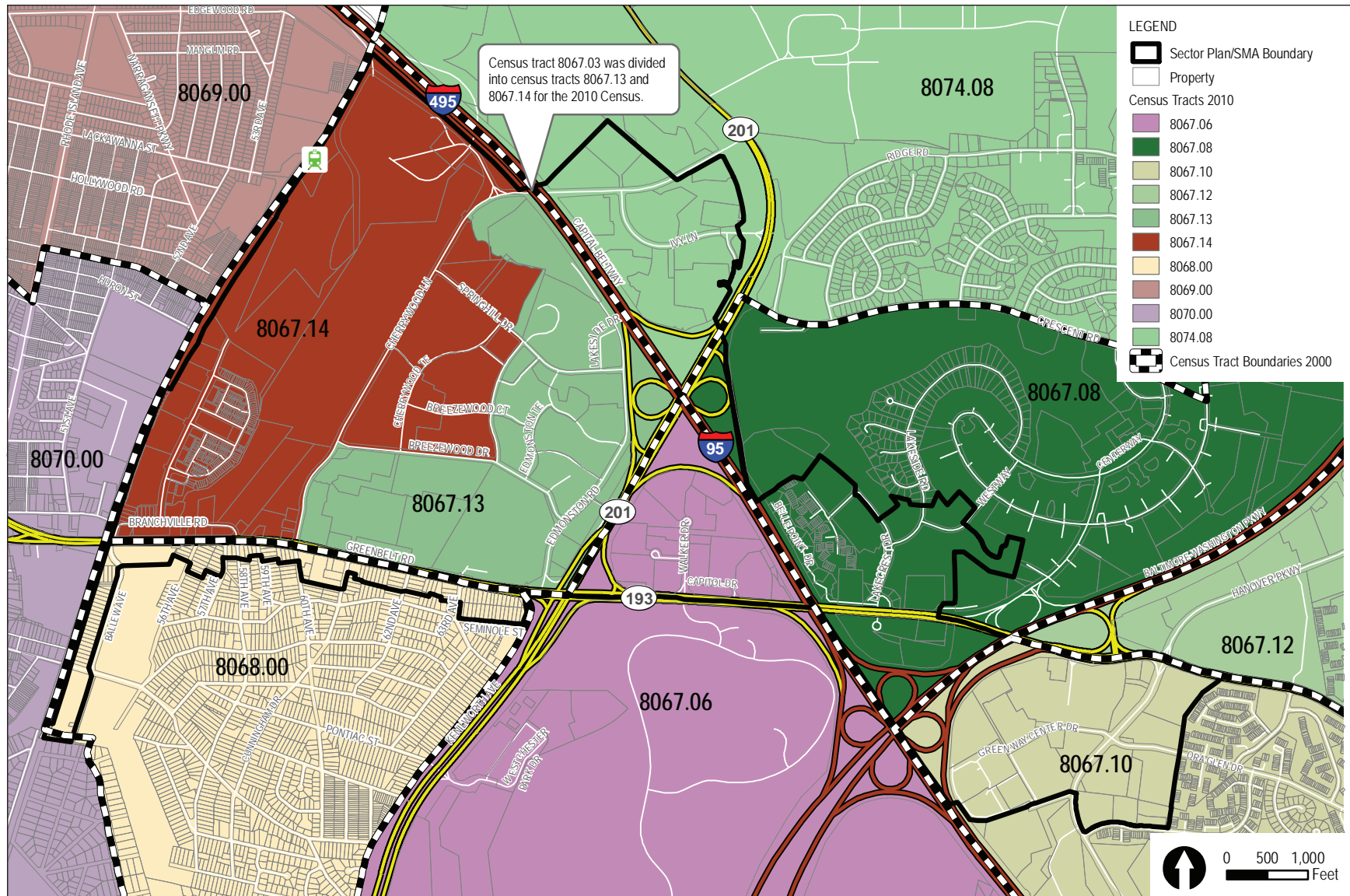


Table 2: Population, Households, and Age (2000)

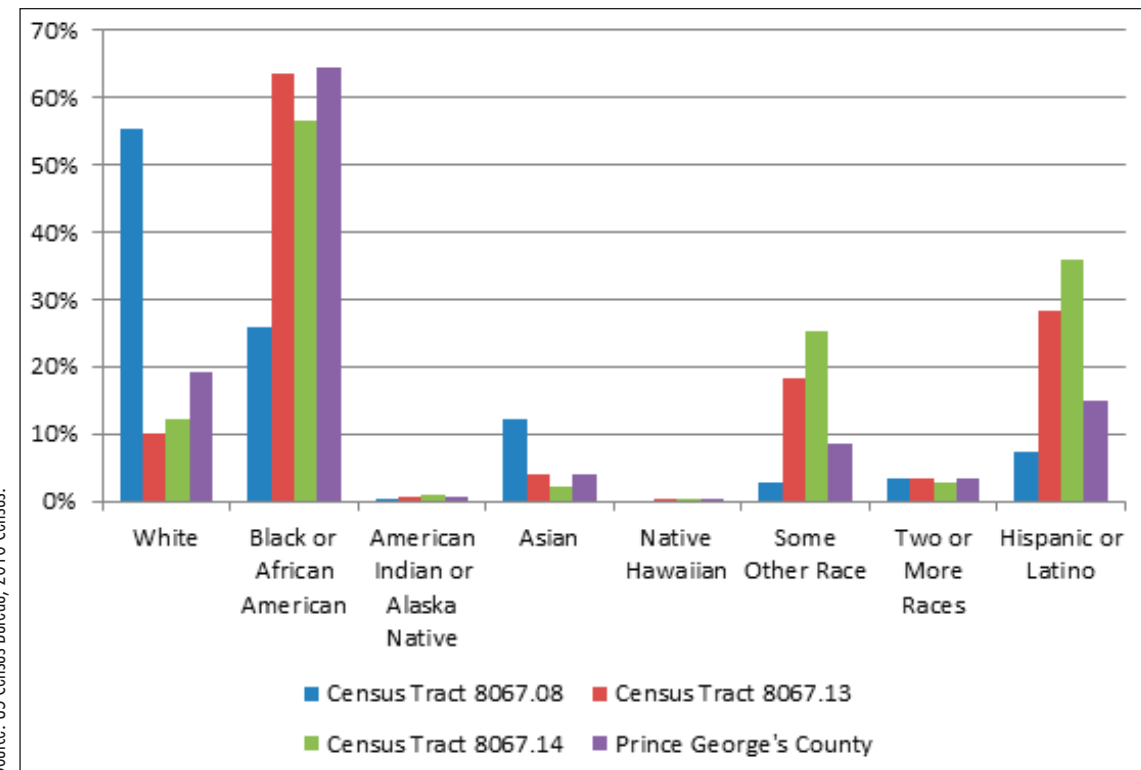
2000	Census Tract 8067.08	Census Tract 8067.03*	Prince George's County
Total Population	4,126	6,443	801,515
Total Households	2,154	2,343	286,610
Average Household Size	1.92	2.75	2.74
Median Age	36.0	26.3	33.3
Households with Individuals Under 18 Years	20.1%	42.8%	41.00%
Households with Individuals 65 Years and Over	19.4%	4.1%	16.00%

Source: US Census Bureau, 2000 Census.

*Census tract 8067.03 was split into census tracts 8067.13 and 8067.14 for the 2010 Census.

The sector plan area is becoming more racially diverse and the average household size has been increasing slightly since 2000.

Figure 1: Racial and Ethnic Profile (2010)



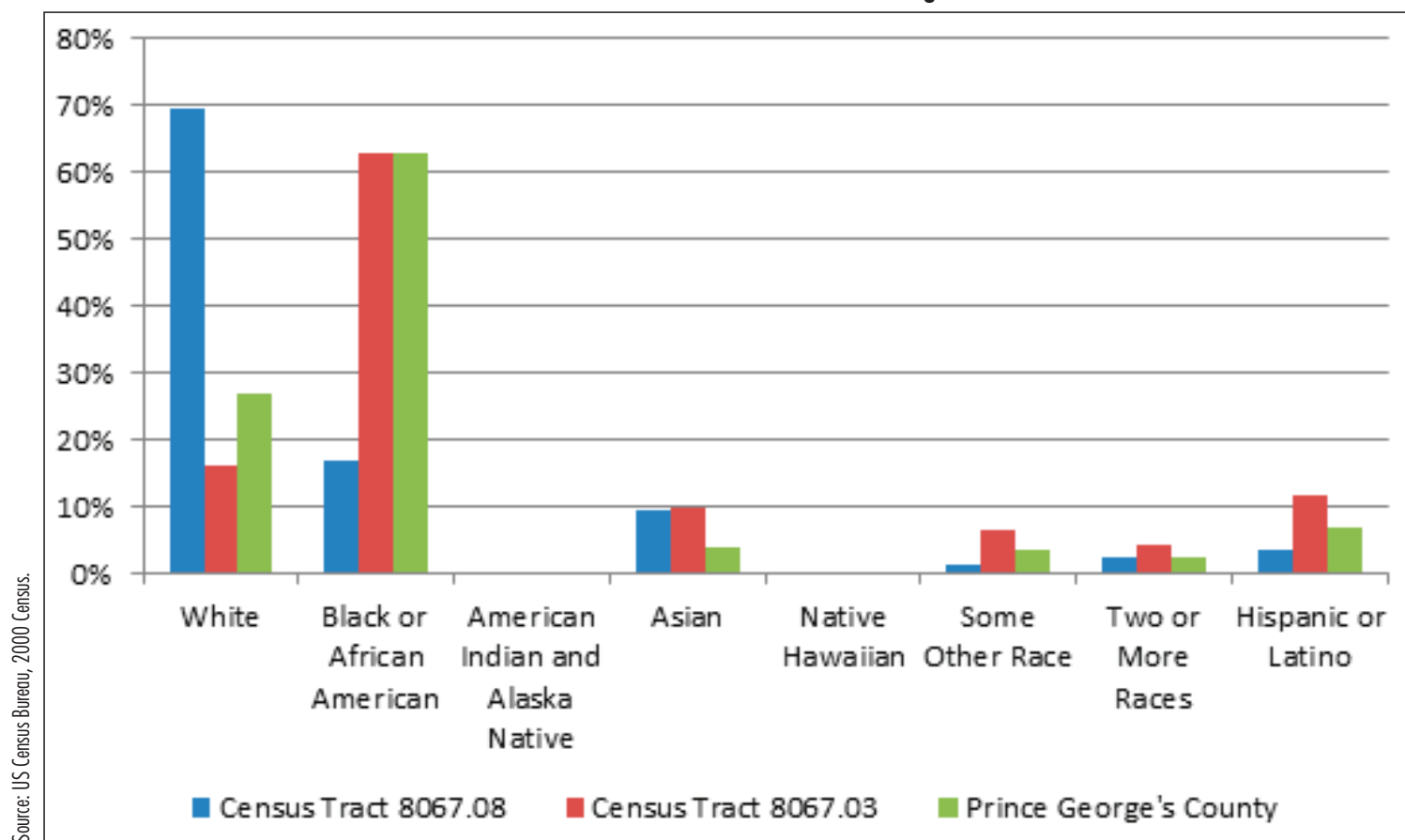
Source: US Census Bureau, 2010 Census.

Census tract 8067.08 is characterized by proportionately larger white and Asian populations and a significantly smaller Black or African-American population than census tracts 8067.13 and 8067.14 and the county (see Figure 1). An analysis of the change in the racial make-up of the area from 2000 to 2010 reveals that these differences have narrowed over the past decade (see Figure 2 on page 20).

In 2010, census tracts 8067.13 and 8067.14 were distinguished by the proportion of their residents who identified themselves as being Hispanic or Latino (28 percent and 36 percent, respectively as compared to 7 percent for census tract 8067.08 and 15 percent for the county). While rapid growth in the Hispanic or Latino population across the sector plan area has followed a countywide trend, census tracts 8067.13 and 8067.14 recorded an above average increase of 176 percent between 2000 and 2010 (see Figure 1 and Figure 2 on page 20).

The trends of increased racial diversity and younger residents drawn to multifamily dwelling types are likely to continue within the Washington metropolitan area and in Prince George's County.

Figure 2: Racial and Ethnic Profile (2000)



Income, Education, Industry, and Poverty

The five-year American Community Survey estimates for 2006–2010 highlight a notable disparity in the census tracts’ median household incomes when compared to the county as a whole, with the median income within the census tracts comprising the sector plan area standing well below the county average. Similar disparities are evident in the census tracts’ mean household incomes (see Table 3 on right). It is interesting to note that there does not appear to be a strong correlation between the census tracts’ income and unemployment levels. This is likely due to the age gap presented above and the educational attainment differences discussed below.

Census tract 8067.08 is distinguished by higher levels of educational attainment with 52 percent of its residents reporting they had received a bachelor’s degree or higher as compared to only 14 percent of census tract’s 8067.14 and 30 percent of the county’s residents.

Table 3: Income, Education, and Poverty (2006–2010 Estimates)

2006–2010 Estimates	Census Tract 8067.08	Census Tract 8067.13	Census Tract 8067.14	Prince George’s County
Unemployment (in labor force)	1.50%	6%	13.30%	6.10%
Median household income	\$59,917	\$43,646	\$54,816	\$71,260
Mean household income	\$71,987	\$48,851	\$61,651	\$85,275
Population 25 years and over with a high school degree or higher	96.30%	89.60%	83.60%	85.80%
Population 25 years and over with a bachelor’s degree or higher	52.30%	27.60%	14.30%	29.60%
Families below poverty level	7.70%	20.50%	5.80%	5.00%
Families with female householder, no husband present, with related children under 18 years	23.7%*	32.60%	18.60%	13.90%
Children under 18 years living below the poverty level	30.9%**	29.90%	7.20%	9.60%

Source: US Census Bureau, 2006-2010 American Community Survey.

*Note that these households make up only 5.6 percent of the population of census tract 8067.08 as compared to 20.6 percent in census tract 8067.13.

**Note that individuals under the age of 19 comprise 19 percent of census tract 8067.08 as compared to 36 percent in census tract 8067.13.

Census tract 8067.13 is set apart by its markedly higher percentage of families whose incomes fell below the poverty line in the past 12 months when compared to the remaining census tracts and the county (see Table 3 on page 21). This census tract also reported high levels of poverty amongst children under the age of 18 and families headed by a female with related children under 18 years and no husband present.

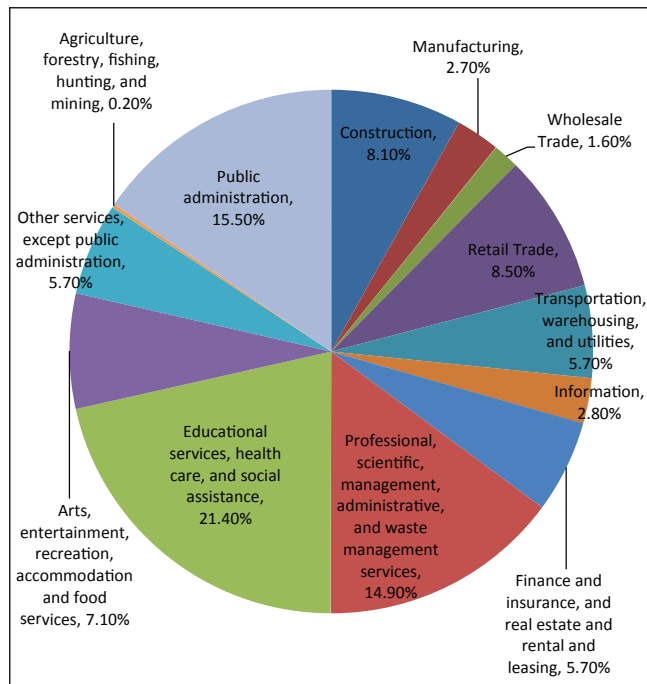


Figure 3: Industry Breakdown for Residents of Census Tracts 8067.08, 8067.13, and 8067.14 (2006–2010 Estimates)

Source: US Census Bureau, 2006–2010 American Community Survey.

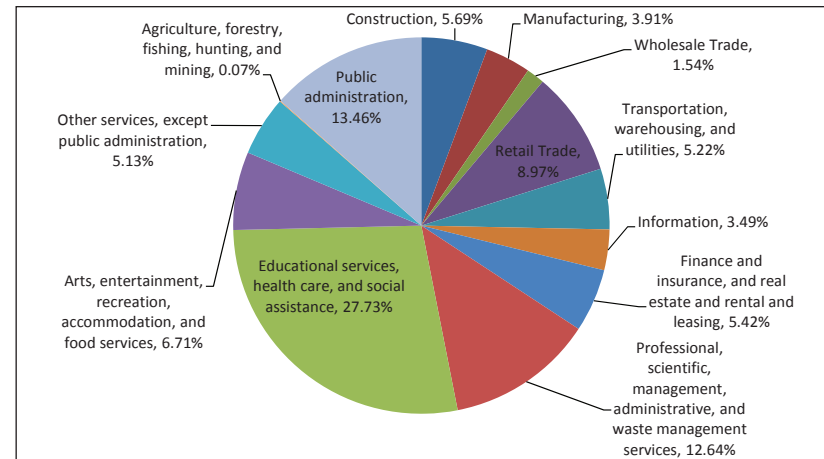


Figure 5: Industry Breakdown for Residents of Census Tract 8067.13 (2006–2010 Estimates)

Source: US Census Bureau, 2006–2010 American Community Survey.

Figure 4: Industry Breakdown for Residents of Census Tract 8067.08 (2006–2010 Estimates)

Source: US Census Bureau, 2006–2010 American Community Survey.

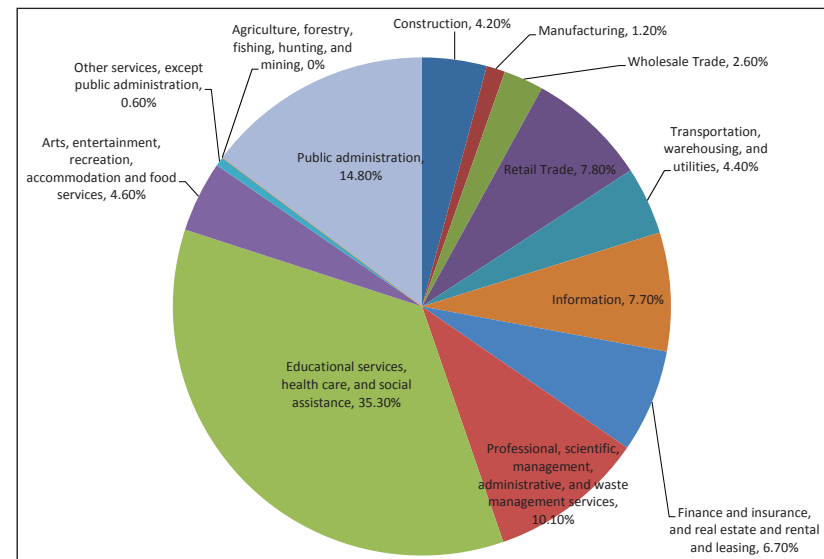
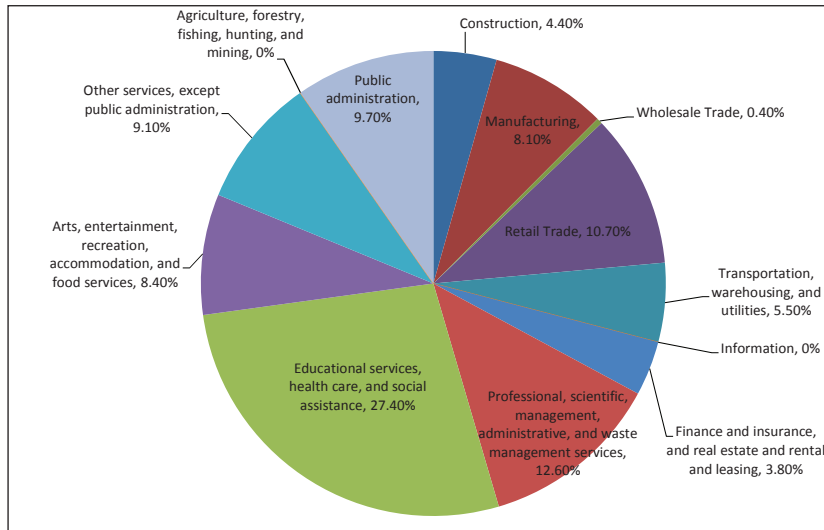


Figure 6: Industry Breakdown for Residents of Census Tract 8067.14 (2006–2010 Estimates)

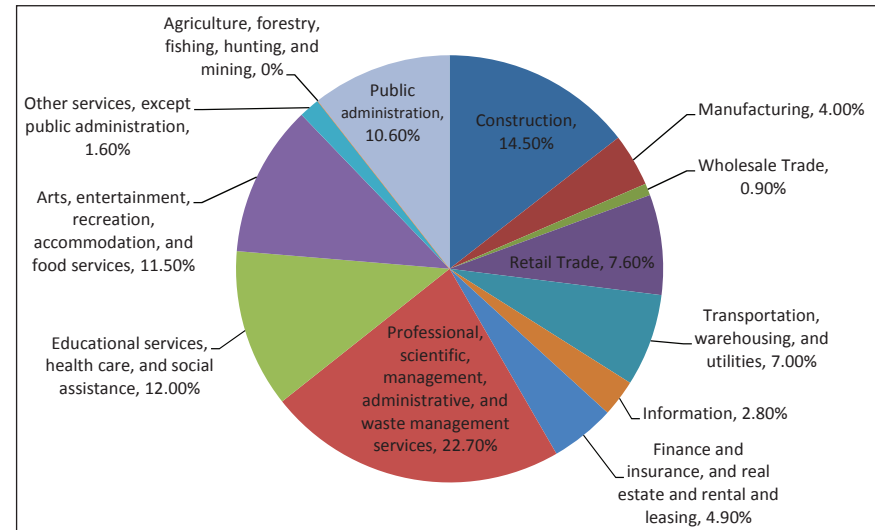
Source: US Census Bureau, 2006–2010 American Community Survey.



Over half of the census tracts' residents are employed in three industries: educational services, health care, and social assistance, followed by public administration, and professional, scientific, management administrative and waste management services (see Figure 3). Figures 4, 5, and 6 show the industry breakdown for each of the census tracts.

Figure 7: Industry Breakdown for County Residents (2006–2010 Estimates)

Source: US Census Bureau, 2006–2010 American Community Survey.



The county's employment industries are less concentrated. Approximately 23 percent of county residents are employed in professional, scientific, management administrative and waste management services, followed by construction; educational services, healthcare, social assistance; arts, entertainment, recreation, accommodation, and food services; and public administration (see Figure 7).

Housing

There are approximately 5,000 housing units in the three census tracts (see Table 4 below), of which approximately 77 percent fall within the sector plan boundaries in the communities of Franklin Park or Greenbelt Station, University Square, Charlestowne North and Charleston Village, Belle Point, and along Lakecrest Drive and MD 193. The tenure pattern for each diverges significantly from that of the county. While

roughly 63 percent of county housing units are owner-occupied, only 49 percent of the housing units in census tract 8067.08 are owner-occupied. All units in Franklin Park at Greenbelt Station are renter occupied. No notable trends were identified when comparing the 2010 to 2000 data.

Table 4: Housing (2010)

2010	Census Tract 8067.08	Census Tract 8067.13	Census Tract 8067.14	Prince George's County
Total housing units	2,299	1,373	1,330	328,182
Owner-occupied housing units	48.6%	0.3%	0.5%	62.80%
Renter-occupied housing units	51.4%	99.7%	99.5%	37.20%

Source: US Census Bureau, 2010 Census.

The majority of the apartments within the sector plan area are concentrated in Franklin Park at Greenbelt Station. The remaining multifamily units are dispersed between Charlestowne North, Charlestowne Village, and University Square. Single-family units are clustered at Belle Point and in historic Greenbelt.

Travel Times to Work

Analysis of the 2006–2010 American Community Survey, published by the U.S. Census Bureau, demonstrates that residents of two of the three census tracts within the sector plan area enjoy shorter travel times to work than the county’s mean travel time and than that experienced by residents of many other parts of Prince George’s County. The mean travel time to work experienced by county residents is 35 and a half minutes, increasing

to nearly 40 minutes in places such as Upper Marlboro and Bowie. In contrast, residents of historic Greenbelt and portions of Franklin Park at Greenbelt Station closer to Greenbelt Metro Station and bus routes along Cherrywood Lane generally experience travel times between 27 and 33 minutes. The highest mean travel time to work for residents of the sector plan area are experienced by residents in the eastern portion of Franklin Park at Greenbelt Station, at 36 and a half minutes.

Table 5: Mean Travel Time to Work (2006–2010 Estimates)

	Census Tract						
	8067.08 Sector Plan	8067.13 Sector Plan	8067.14 Sector Plan	County Mean	8006.05 Upper Marlboro	8005.16 Bowie	8063.00 Hyattsville
Mean Travel Time in Minutes	27.2	36.5	33.4	35.5	39.4	38.9	32.9

Source: US Census Bureau, 2006–2010 American Community Survey.

How We Heard from You

Meaningful and comprehensive stakeholder input and feedback are critical to creating a community-based vision for an area. Active public participation ensures a plan addresses community concerns and ideas, helps make the planning process inclusive and transparent, identifies key opportunities and areas of prioritization, and builds momentum to move the plan towards implementation.

The Greenbelt Metro Area and MD 193 Sector Plan pursued a multi-pronged public participation strategy to engage a broad range of stakeholders, convey information, and solicit feedback.

Information and Data Collection

The planning process began in late 2010 with intensive information and data collection and analysis prior to the plan's formal initiation by the Planning Board and District Council in May 2011. The planning team conducted site visits and meetings with elected officials and staff from the City of Greenbelt, Town of Berwyn Heights, and City of College Park; met with Council Members from Districts One, Three, and Four; reviewed relevant sector and functional master plans; and gathered baseline data.

These pre-planning efforts culminated in the sector plan's first community meeting on March 2, 2011, at the Greenbelt Community Center. Approximately three dozen participants shared their thoughts on the challenges and opportunities facing the sector plan area and commented on the proposed project boundary. This input, along with information gathered during the pre-planning process, was critical to informing the sector plan's goals, concepts, and guidelines and public participation program.

Information collection and analysis continued throughout the planning process in the form of a business roundtable and survey, information tables, online comment solicitation, and interviews.

Scenes from the March 2, 2011, information gathering meeting.



BASELINE INFORMATION establishes a foundation for future planning and visioning. It relies on the breadth of expertise and experiences provided by the planning team and its partners and involves analysis of existing public facility, environmental, transportation, socio-economic, GIS, and development activity data and trends.

THE GOALS, CONCEPTS, AND GUIDELINES provide a framework for the development of the sector plan. The public participation program identifies a diverse array of community outreach strategies and estimated completion dates for project milestones. Both documents were reviewed and approved by the Planning Board and District Council on May 5, 2011 and May 17, 2011, respectively.





Business open house on August 5, 2011.



Outreach at the Beltway Plaza Mall on August 19, 2011.



First community workshop at Greenbelt Middle School on June 14, 2011.

Business Open House and Survey

Businesses constitute an important stakeholder group. Recognizing the limited availability of business owners and managers to attend evening events, the planning team held an open house on the morning of August 5, 2011, in the Golden Triangle Office Park and circulated surveys via US mail and the project web site. Attendees discussed a variety of issues, including concerns regarding overall market conditions, the desire for existing businesses to remain in place, and traffic congestion.

Beltway Plaza Shopper Outreach

To broaden its outreach efforts and capitalize on the draw of the area's largest retail center, the planning team set up an information and survey table inside Beltway Plaza Mall on August 19, 2011. While shoppers generally indicated satisfaction with the convenience and affordability of the products and services offered by businesses located in and around the mall, some identified specific improvements. These included introducing new uses, such as higher-end shops, healthier sit-down restaurants, and a town center atmosphere with some residential development; addressing the lack of coordination between mall security

and the police departments of the surrounding jurisdictions; improving pedestrian and motorist safety at the intersection of Kenilworth Avenue and Greenbelt Road; and adding bus service, particularly on the weekends.

Community Interviews

Working closely with the planning staff of the City of Greenbelt and City of College Park, the planning team interviewed local advisory organizations, associations, elected officials, and key property owners (see text box below). This ensured that stakeholder insights and issues were brought to the team's attention early on and could be addressed during follow-up meetings. Issues raised included the continued

INTERVIEWS AND BRIEFINGS were conducted with:

- ❖ The Greenbelt Advisory Planning Board.
- ❖ The Greenbelt East Advisory Coalition.
- ❖ The North College Park Citizens Association.
- ❖ Elected officials from the City of Greenbelt, Town of Berwyn Heights, and City of College Park.
- ❖ Major property owners including representatives of WMATA, North Core, South Core, Franklin Park at Greenbelt Station, Beltway Plaza, Greenway Center, and Maryland Trade Center.
- ❖ Residents, business owners, and other citizens during walking tours and interviews conducted by staff

relevancy, feasibility, and phasing of approved development plans; the location and design of the key infrastructure investments; the retention of industrial uses; and the importance of improving pedestrian, bicyclist, and transit accessibility and safety along the corridor.

Community Workshops

Eight public workshops were conducted over a ten-month period to help craft the sector plan. The first four workshops were organized geographically by focus area (see text box on the right). Following brief presentations, audience members broke into groups to participate in facilitated table discussions. As the meetings progressed, five common themes began to emerge which now serve as the foundation for the sector plan's vision and recommendations. Additional plan emphasis on phasing and implementation complements the five common themes of sustainability; connectivity and safety (transportation); economic development; neighborhood preservation and conservation

FIVE COMMON THEMES began to emerge which now serve as the foundation for the sector plan's vision and recommendations: sustainability; connectivity and safety (transportation); economic development; neighborhood preservation and conservation (including housing); and quality of life.

SECTIONS OF THE SECTOR PLAN AREA FACING COMMON ISSUES and opportunities were grouped to facilitate outreach and meaningful community input. These sections or focus areas were:

- ❖ Greenway Center, the Maryland Trade Center and surrounding properties, and the properties generally fronting Hanover Parkway.
- ❖ The Greenbelt Station North and South Core areas.
- ❖ Capital Office Park, Golden Triangle Office Park, the office and residential communities at Belle Point, University Square, Charlestowne North, and Charlestowne.
- ❖ The MD 193 Corridor and Beltway Plaza.

(including housing), and quality of life.

It quickly became apparent during the planning process that transit service, pedestrian and bicyclist safety, accessibility, and connectivity were particularly important to the community (see word clouds on the right). To address these concerns, the planning team held a separate meeting in January 2012 to brief stakeholders on the findings of the baseline transportation analysis of the sector plan area's transit ridership, crash data, and traffic counts. Also in January 2012, the Planning Board and District Council approved a six-month extension to the plan preparation phase to allow for additional outreach and coordination with the community and agency partners.



This word cloud highlights some of the biggest challenges identified by the community, which includes the perception of traffic congestion, lack of connectivity, and a need for more coordinated transit service, including weekend service.



This word cloud reflects the community's desire for walkable places, mixed-use development and a wider variety of shopping and eating outlets, and a stronger connection to the natural environment.



Community workshop at the Greenbelt Youth Center on July 21, 2011.



Preliminary recommendations meeting at Springhill Lake Elementary on March 15, 2012.

As the axis and principal catalyst for the future revitalization and redevelopment of the sector plan area, the sixth community workshop was dedicated to land use, design, transportation, and environmental considerations at the Greenbelt Station North Core area. The planning team presented two potential land use scenarios—a mixed-use community and a major employment center—along with several illustrative massing models and site plans. While participants expressed a strong preference for a transit-oriented, mixed-use community—accompanied by appropriately scaled density, sensitive massing, and improved connectivity—at North Core, several topics dominated the ensuing discussion, including:

- ❖ The feasibility of approved development.
- ❖ Height transitions and sensitivity to adjacent residential neighborhoods.
- ❖ The location and design of future WMATA and private-sector parking structures.
- ❖ The financing, phasing, and design of a full interchange with the Capital Beltway (I-95/495).
- ❖ The configuration and placement of the North-South Connector Road (now known as Greenbelt Station Parkway).

Issues regarding the major employment center land use scenario focused on the impacts it could have on:

- ❖ Connectivity and access to the Metro and MARC station.
- ❖ Traffic congestion.
- ❖ Revenue generation for the City of Greenbelt and Prince George's County.
- ❖ The safety of neighboring North College Park.
- ❖ The adequacy of the existing Metro station to handle increased rush hour use.

The seventh workshop pursued a unique approach. It examined the remainder of the sector plan area through two lenses by considering the implications each of the scenarios might have on the focus areas' land use concepts, phasing, and design and other considerations. To help illustrate the redevelopment potential of some of the larger sites in the sector plan area, the planning team discussed how phased infill and transportation and open space improvements could revitalize an area over time.

The final workshop—the culmination of the sector plan development process and a reflection of the overall community feedback and analysis compiled from the pre-planning stage to date—was designed as an open house on April 22, 2012, at Springhill Lake Elementary School. The meeting format enabled stakeholders to circulate between four stations—land

use; transportation; public facilities, historic preservation, and parks and recreation; and economic development and housing—and comment on the preferred land use concept and preliminary plan recommendations. Members of the planning team were available around the room to answer questions and make note of outstanding issues on flipcharts.

Agency Engagement

Securing agency input and feedback at different stages of the planning process is critical to identifying “deal-breakers” early on and developing realistic recommendations, phasing plans, and implementation strategies. The sector plan conducted three rounds of agency meetings with key county, state, transportation, and environment partners (see text box). The meetings allowed the planning team to brief the attendees on the purpose and progress of the sector plan, obtain timely feedback, and start to build consensus for the sector plan recommendations.

The sector plan area was also addressed during the county’s monthly transportation coordination meetings at which staff from the Prince George’s County Planning Department and Department of Public Works and Transportation, Maryland Department of Transportation, WMATA, and local

jurisdictions discussed shared transportation opportunities and issues.

Information Dissemination and Education

The approved public participation program underscored the sector plan’s commitment to disseminating project information comprehensively and effectively. To reach a broad audience, the planning team used a diversity of outreach tools and media outlets. It developed a website (www.pgplanning.org/Greenbelt.htm), which, in addition to housing baseline data, analysis, and maps, was updated on a regular basis with meeting notices, presentations, and summaries. The website also enabled stakeholders to sign up to receive electronic project updates.

Project information was also shared via two Planning Department newsletters, which were posted on the web site, mailed, and distributed at subsequent community meetings; via the newsletters of Council Members from Districts One, Three, and Four; and via regular briefings to the City of Greenbelt, the Town of Berwyn Heights, and the City of College Park.

In an effort to keep property owners *and* renters apprised of upcoming workshops, the planning team mailed and hand-delivered copies of flyers to property managers, placing a particular

AGENCY ENGAGEMENT—Key agencies and partners participating in these discussions included:

- ❖ City of Greenbelt, City of College Park, and Town of Berwyn Heights.
- ❖ County Executive’s office.
- ❖ The offices of Council Members from Districts One, Three, and Four.
- ❖ Maryland Department of Business and Economic Development.
- ❖ Maryland Department of Transportation.
- ❖ Maryland Department of Natural Resources.
- ❖ Washington Metropolitan Area Transit Authority (WMATA).
- ❖ Prince George’s County Economic Development Corporation.
- ❖ Prince George’s County Department of Housing and Community Development.
- ❖ Prince George’s County Redevelopment Authority.
- ❖ Prince George’s County Revenue Authority.
- ❖ Prince George’s County Department of Public Works and Transportation.
- ❖ Prince George’s County Department of Environmental Resources.
- ❖ Prince George’s County Board of Education.
- ❖ Prince George’s County Department of Family Services.
- ❖ Prince George’s County Police Department.
- ❖ Prince George’s County Fire/EMS Department.
- ❖ Prince George’s County Department of Parks and Recreation.
- ❖ Prince George’s County Library System.
- ❖ Anacostia Watershed Society.



Newsletters, flyers, and the project website were just some of the outreach tools used to inform residents, property owners, and other stakeholders and keep them involved.

emphasis on outreach to Franklin Park at Greenbelt Station (in coordination with the staff of Fieldstone Properties). Some project flyers and materials have been translated into Spanish to better reach Hispanic residents of the sector plan area. The planning team also circulated press releases, posted upcoming meeting schedules on the Greenbelt Patch and College Park Patch, and provided timely information, as requested, to the Greenbelt News Review, Prince George's Gazette, and other English and Spanish media outlets.

FIGURE 8 on the right hand page serves as a composite of key stakeholder concerns and ideas as they relate to land use and development, transportation, and open space. For a more detailed summary of stakeholder input, please see the What We Know—Existing Conditions section on page 35.

La Comisión de Parques y Planificación de Maryland - Área de la Capital Nacional (M-NCPPC)
El Departamento de Planificación del Condado de Prince George

**EL ÁREA DE LA ESTACIÓN DE METRO DE GREENBELT
Y ÁREAS ALREDEDOR DE LA RUTA 193**
PLAN SECTORIAL Y ENMIENDA DEL MAPA SECCIONAL
www.pgplanning.org/Greenbelt.htm

**TALLER COMUNITARIO Y
REUNIÓN DE INICIO DE PROYECTO**

¡Únase a sus vecinos en la planificación del futuro de el área de la Estación de Metro de Greenbelt y Áreas Alrededor De La Ruta 193!

Aprenda acerca del plan sectorial y participe en un taller comunitario interactivo que se enfocará en propiedades de oficina como Greenway Center, el Maryland Trade Center, y demás propiedades de oficina ubicadas en Hanover Parkway. Los temas que serán discutidos incluyen la utilización de suelos, el transporte, la seguridad pública y el medio ambiente. Los próximos talleres comunitarios serán en el verano y el otoño y se enfocarán en la estación de Metro y el área al oeste del Baltimore-Washington Parkway (I-295).

- ¿Que le gusta acerca de estas áreas?
- ¿Que cambios le gustaria ver?
- ¿Como deben mirarse estas áreas en 5, 15 y 25 años?
- Comparta sus ideas y visión para estas áreas.

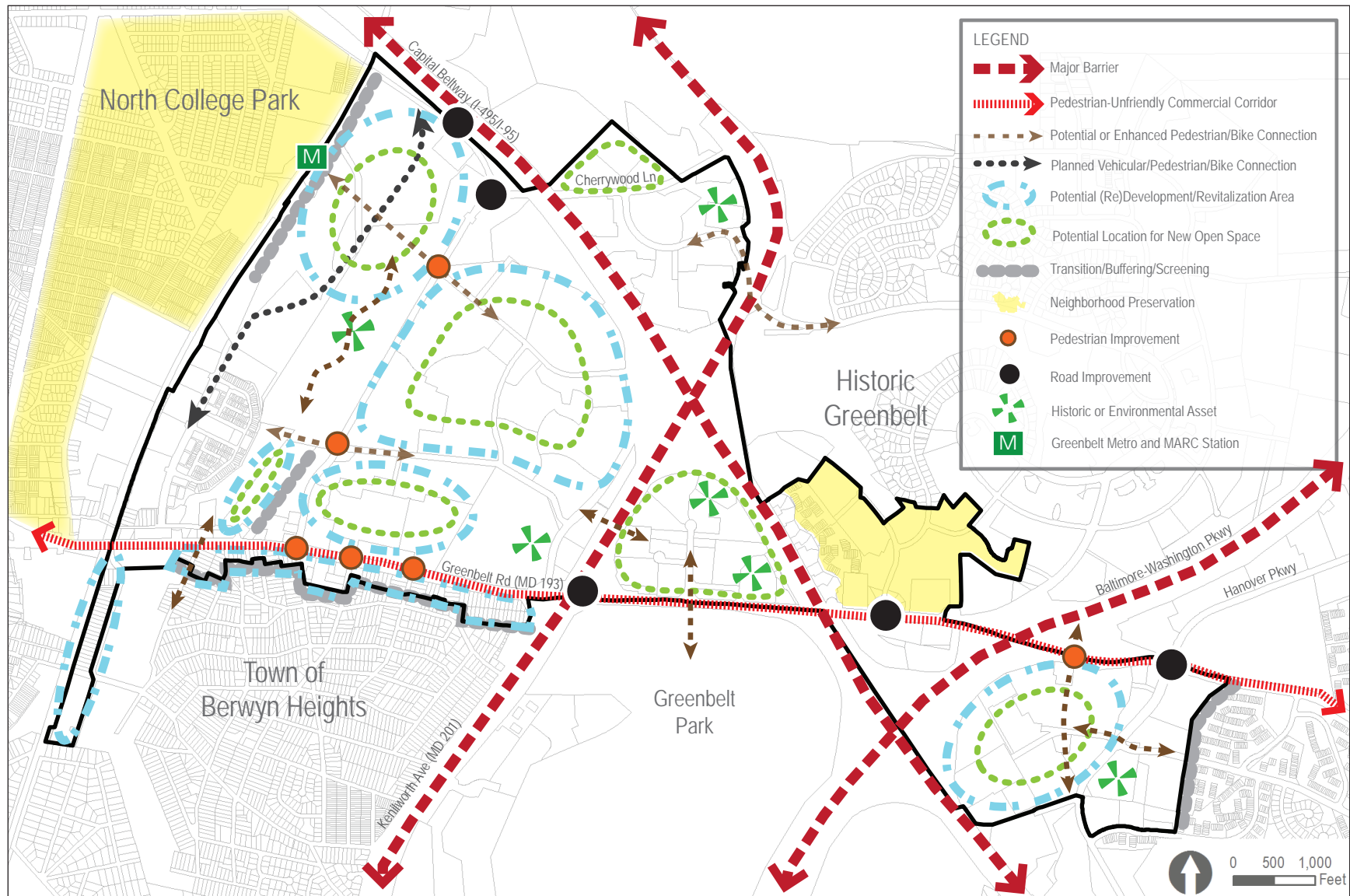
Fecha: MARTES 14 DE JUNIO DE 2011

Hora: 6:30 P.M.–9:00 p.m.

Lugar: ESCUELA INTERMEDIA DE GREENBELT
Cuarto de Multiusos
8950 Edmonston Road
Greenbelt, MD 20770

Para participar u obtener mas información, comuníquese con
Daisy Avellar, M-NCPPC, al 952-4535 o por correo electrónico a: Daisy.Avellar@pgpd.mncppc.org.
También puede visitarnos en línea en: www.pgplanning.org/Greenbelt.htm

Figure 8: Composite of Key Stakeholder Concerns and Ideas



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What We Know—Existing Conditions

During the community outreach process, five common themes emerged which now serve as the foundation for the sector plan's vision and recommendations. The following section summarizes the planning team's analysis (background and existing conditions), stakeholder ideas and concerns (what you told us), and opportunities for each of the themes—sustainability (land use and urban design, and environmental infrastructure); connectivity and safety (transportation); economic development; neighborhood preservation and conservation (including housing); and quality of life.

Sustainability

Land Use and Urban Design Background and Existing Conditions

The Greenbelt Metro Area and MD 193 Corridor is characterized by the central arterial roadway—Greenbelt Road (MD 193)—that connects Montgomery County to Landover Road (MD 202) in Largo. MD 193 has a traditional suburban feel anchored by large shopping centers on either end of the sector plan area: Beltway Plaza to the west, and Greenway Center to the east. Additional retail and office development lines the southern edge of MD 193 in Berwyn Heights. Development is largely commercial in nature and is set back from the street, often by large surface parking lots that add to the impervious surface cover found in the sector plan area. Major roadways such as the Capital Beltway (I-95/495), Kenilworth Avenue (MD 201), and the Baltimore-Washington Parkway create significant barriers to connectivity

and pedestrian and bicycle safety, effectively separating the sector plan area into isolated sections.

The Greenbelt Metro Station is a large, undeveloped site occupied by a commuter parking lot, vehicle transfer areas, and stormwater management ponds. The station area also feels isolated, separated from the rest of Greenbelt by the Indian Creek stream valley (State of Maryland preservation land west of Cherrywood Lane), from Berwyn Heights by distance and Narragansett Run, and from College Park by the Green Line and the CSX tracks. Franklin Park at Greenbelt Station, home to 2,899 multifamily dwelling units, and the Capital Office Park, characterized by office towers surrounded by parking lots, extend to the east.



Major roadways such as Greenbelt Road (MD 193) pose challenges to connectivity and separate the sector plan area.



The Greenbelt Metro Station is characterized by a large surface parking lot.

While the sector plan area is buffered by stable and historic single-family communities that were originally built as compact streetcar suburbs, or, in the case of historic Greenbelt, as a master-planned community emphasizing walkability and connectivity, these principles are lacking within the sector plan area. There is little sense of place, unity, and connection between the “pods” or isolated areas found within the sector plan boundaries. One element that ties the sector plan area to the existing and surrounding communities can be found within its environmental network and tree coverage. However, both natural systems have begun to decline in size and quality over recent decades.

What You Told Us About Land Use and Urban Design

The land use pattern for a community sets the stage for what happens in the future because all other plan elements, such as transportation and public facilities, are based on land use and development. The planning team worked closely with the community to identify their concerns and desires. The input from residents, property owners, municipal officials, developers, and civic groups provided a strong foundation for the sector plan to address specific issues, propose innovative solutions, and shape an implementable vision with clear direction for how to achieve the results and character desired by the community. While it is impossible to summarize everything

the planning team heard in this space, key community comments included:

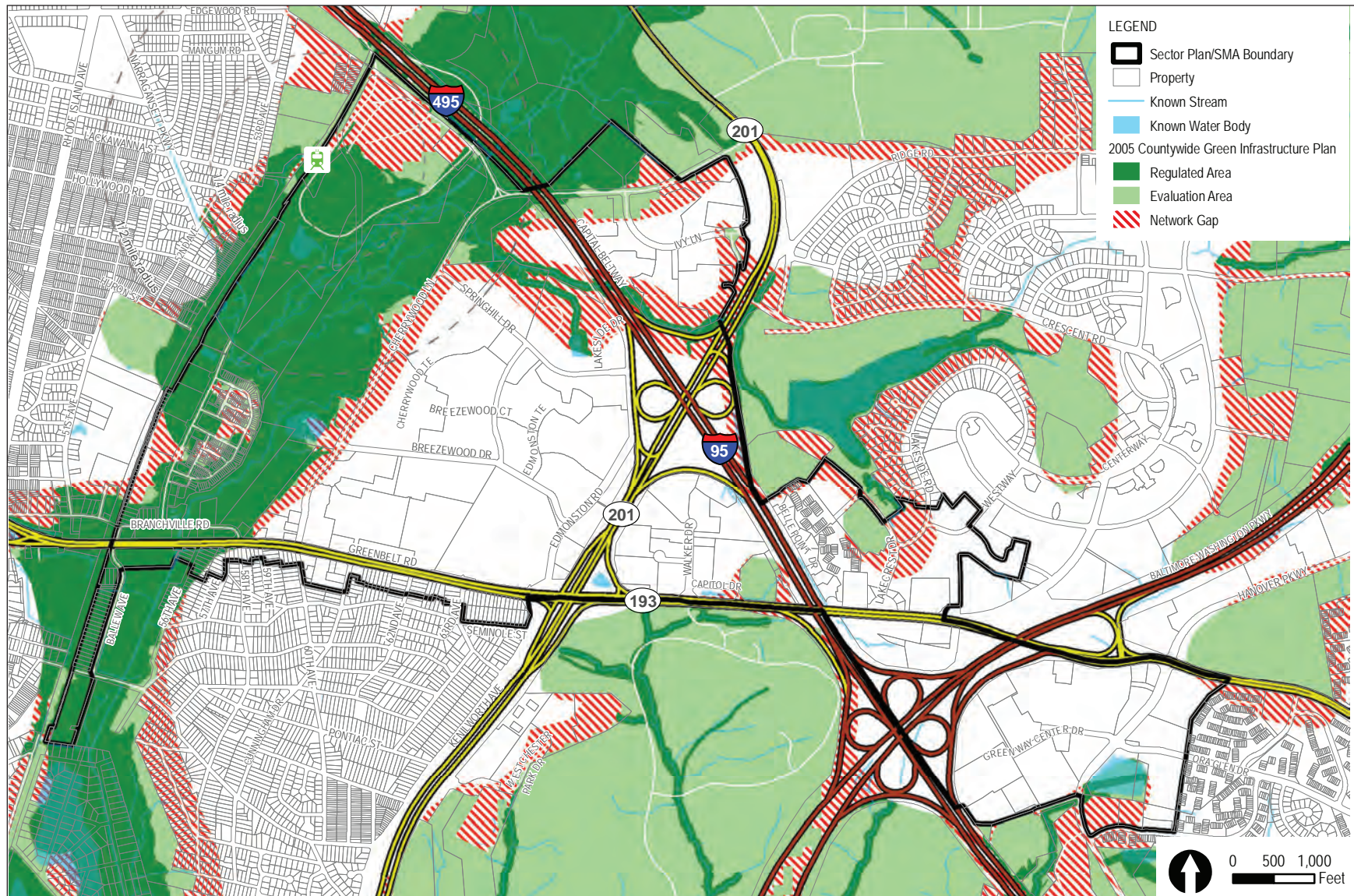
- ❖ Desire for additional retail uses and a more comprehensive mix of retail tenants.
- ❖ Incorporation of local food sourcing, farmers markets, and similar agricultural and food supply opportunities.
- ❖ More recreation and open space opportunities.
- ❖ Need for an enhanced sense of place.
- ❖ Preservation of remaining natural areas.
- ❖ Support for mixed-use development, particularly at the Greenbelt Metro Station North Core area, Beltway Plaza, Greenway Center, and the Maryland Trade Center.
- ❖ Concern over the potential residential mix in the future.
- ❖ Support for medium- to high-density development at North Core as long as it is handled appropriately and is sensitive to adjacent communities.
- ❖ Preservation of existing residential neighborhoods and quality of life, with no negative impacts from new development.
- ❖ Incorporation of environmental site design and green design techniques with all new development.
- ❖ Retention of existing industrial uses; other residents supported removing existing industrial uses in favor of open space or mixed-use development.

- ❖ More amenities at existing recreation facilities and at sites such as the stormwater management pond at Hanover Parkway and Ora Glen Drive.
- ❖ Concern over the location and design of parking structures.
- ❖ Concern over the potential security and safety risks associated with a major General Services Administration (GSA) tenant at North Core.
- ❖ Strong desire to retain the zoning and character of single-family residential areas within the sector plan boundaries.
- ❖ Need for increased safety and connectivity, perhaps through pedestrian bridges over major roadways.

Land Use and Urban Design Opportunities

One of the primary goals of the sector plan is to establish a new sense of place and unify the isolated sections of the sector plan area by incorporating historic best practices of community-building with contemporary best practices such as environmental site design and green building design, and capitalizing on the presence of the Metro station and the strengths of Greenbelt, Berwyn Heights, and College Park.

MAP 8: Green Infrastructure Plan



Environmental Infrastructure Background and Existing Conditions

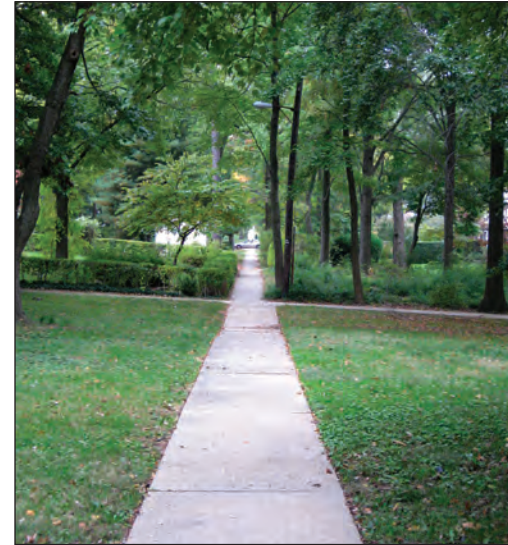
Parts of the Greenbelt Metro Area and MD 193 Corridor are located within the designated network of the 2005 *Approved Countywide Green Infrastructure Plan* (see Map 8 on page 37 and text box below). The Green Infrastructure Plan incorporated the preservation and conservation management area (PCMA) as well as preservation, conservation, and restoration areas identified in the 2001 *Approved Sector Plan and Sectional Map Amendment for the Greenbelt Metro Area*. The 2001 sector plan had designated these areas, including the historic Hollywood Swamp and Greenbelt National Park, to preserve sensitive features such as wetlands, streams, special habitat, and exemplary forest

The Green Infrastructure Plan recommends strategies to preserve, protect, enhance, and restore the county's green infrastructure network, which is composed of three types of natural areas and open spaces: regulated areas, evaluation areas, and network gaps. When an application is submitted for development, an on-site assessment of the regulated environmental features is prepared, approved, and submitted as part of the development application. Impacted environmental areas may include larger areas than the conceptual regulated areas mapped as part of the designated countywide network.

stands, as well as to help manage limited passive recreation.

Despite the 2001 sector plan's focus on protection of the environmental features for community enjoyment, modern requirements for stormwater management did not exist at the time, and there was little consideration for the problems that stream bank erosion, sedimentation, and an abundance of impervious surfaces would bring. The environmental challenge facing Greenbelt today is to maintain its unique and attractive natural amenities while simultaneously working with the natural ecosystem and using environmentally-sensitive design to minimize water and air pollution, flooding, and destruction of natural wildlife habitat, especially for threatened and endangered species within the Anacostia River watershed.

In 2011 Prince George's County adopted CB-15-2011, which amended the county's stormwater management ordinance, Subtitle 32, to establish minimum requirements and procedures to control adverse impacts caused by increased stormwater runoff. New development and redevelopment must manage stormwater by using environmental site design to the maximum extent practicable to maintain after development, as nearly as possible, the predevelopment stormwater runoff characteristics. Stream channel erosion,



Maintaining and restoring the tree canopy is very important to the community.



Indian Creek is the environmental heart of the sector plan area.



Improving stormwater management approaches and ensuring that outlets are clear from debris will help reduce flooding and improve overall stream quality.



Existing stormwater management ponds within the sector plan area require additional study and continued attention to maintenance.

pollution, siltation and sedimentation, and local flooding should be reduced, and appropriate structural best management practices should only be used when absolutely necessary. This new stormwater management ordinance should help improve the overall quality of the local watersheds and will mitigate impacts and damage caused by prior development patterns.

WATERSHEDS: The Greenbelt Metro Area and MD 193 Corridor sector plan area lies within the Anacostia River watershed, in one of two non-tidal branches, the Northeast Branch. Some of the challenges the river faces are related to high levels of nutrients, sediment, bacteria, toxins, and poor or very poor conditions for fish and organisms sensitive to environmental changes. The sector plan area also falls into two subwatersheds—the Indian Creek subwatershed and the Upper Northeast Branch subwatershed, also known as Still Creek. Table 6 below contains a summary of the subwatersheds’ acreage within the county and within the sector plan area while Map 9 on page 40 shows the subwatersheds in relation to the sector plan area. The revitalization of the sector plan area presents an important opportunity to protect and enhance the water quality within the watershed through the careful planning and placement of restoration and stabilization projects as development occurs.

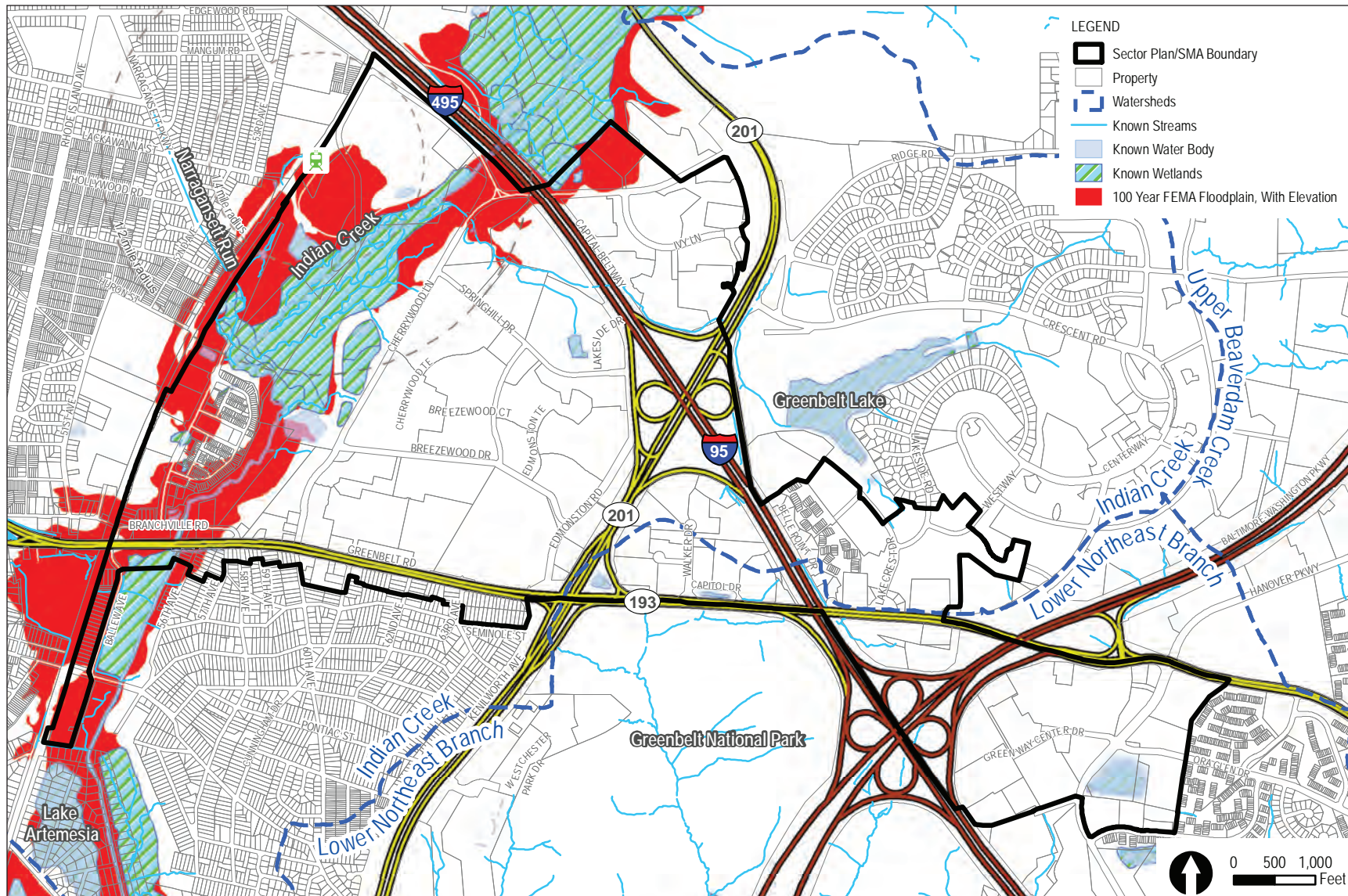
Table 6: Subwatersheds Within the Sector Plan Area

Watershed Name	Total acreage within the county	Percent of county land area	Acreage within the sector plan	Percentage of the watershed within the sector plan
Indian Creek	9,767	3.05	910.30	9.32
Upper Northeast Branch (Still Creek)	2,458	0.77	233.48	9.50

Source: MNCPPC.

All of the streams within the sector plan area receive stormwater run-off and contain areas that are structurally unsound (such as failing slopes, deep canyons, or severe erosion).

MAP 9: Subwatersheds within the Sector Plan Area



Within these watersheds there are multiple known streams (see Table 7 below). Some of these streams have drainage areas over 50 acres, and many have an associated area of 100-year floodplain. The known wetlands within the sector plan area provide essential habitat and the human-related functions of rain water quality and quantity control. These features form some of the natural assets of the area that provide stormwater management services, corridors for wildlife movement, and areas that assist in the moderation of air quality and temperatures.

FLOODPLAINS: The majority of the sector plan area was developed prior to the adoption of the current County Code requirements regarding woodland conservation, and stream, wetland and floodplain protections. Some streams that previously existed were removed and piped. Some wetlands were filled in order to create more dry land for development.

Most of the sector plan area was developed without the benefit of site features to manage stormwater runoff. Instead of mimicking the pre-development conditions and making sure that the quantity of rain water that falls in an area has the opportunity to infiltrate into the ground, rain water runoff currently flows untreated into the receiving streams and wetlands. The result of land development without stormwater management features is the structural degradation of the remaining streams, wetlands, and floodplains. All of the streams within the sector plan area receive stormwater runoff and contain areas that are structurally unsound (such as failing slopes, deep canyons, or severe erosion).

WATER QUALITY: The quality of the water is also compromised when there are no site features to manage stormwater coming from impervious surfaces such as roads, parking lots, rooftops, and sidewalks. Levels of impervious surfaces above ten percent can result in severe degradation of the water quality in receiving

streams if measures are not provided to slow the runoff, remove pollutants, and allow stormwater to infiltrate into the ground. The water quality rating is measured using the Benthic Index of Biological Integrity (IBI), a method of assessing the health of small bugs, or macroinvertebrates, which are very sensitive to water quality conditions. Impervious surface percentages and the associated water quality assessments are included in Table 8 on page 43. The highest rating on this scale is “very good” and the lowest is “very poor.” In addition to the IBI assessment, the Indian Creek Environmental Baseline Conditions and Restoration Report prepared for the Anacostia Watershed Restoration Partnership (2009) states that the Maryland Department of the Environment has designated Indian Creek as a Use I stream suitable for water recreation and support of aquatic life, perhaps reflecting the “fair” water quality rating. The report also states that while segments of streams within the watershed remain of high quality, many barriers both physical and biological remain.

The combination of development without stormwater management features and the high percentage of impervious surfaces has resulted in water quality conditions that need to be addressed through installation of new stormwater management features, structural stabilization of

Table 7: Hydrologic Features Within the Sector Plan Area

Watershed Name	Linear feet of known streams	Acres of known wetlands	100-year floodplain acres
Indian Creek	39,784	78.80	220
Upper Northeast Branch (Still Creek)	2,914	4.81	0

Source: M-NCPPC.

MAP 10: Tree Canopy within Sector Plan Area



streams, and re-establishment of natural drainage and flow patterns wherever possible.

TREE CANOPY COVERAGE: Tree canopy in the sector plan area has diminished considerably in recent decades as a result of development activity. Aerial photographs from 1938 show a mix of densely forested areas and patches of agricultural land and woodlands within and around the sector plan area. Much of the areas where streams remain were previously wooded and protected from the agricultural and stormwater runoff. Today, much of the

forested areas has been removed to provide areas for the construction of residential, commercial, and industrial uses. Map 9 (left) shows the tree canopy in the sector plan area and Table 9 below provides a summary of the tree and forest canopy coverage.

AIR QUALITY: Air quality is by nature a regional issue. The Washington metropolitan area, which includes the sector plan area, does not currently meet the federal standards for ground level ozone. While air quality is not regulated at the local level, development proposals could reduce

heat islands by planting and preserving trees and improving street grids to minimize traffic congestion and vehicle emissions. The recent passage of the Tree Canopy Coverage Ordinance in the County Code (see Plan Context on page 15) is intended to increase tree canopy in developed and redeveloping communities, contributing to improved air quality.

NOISE: The recommendations in the transportation section of this sector plan relate to easing congestion and increasing multimodal options, which will also address air quality and noise issues. Noise issues related to transportation uses are limited to those roadways that produce enough noise to result in levels above the state standard of 65 dBA Ldn (decibels averaged for day and night situations) for outdoor activity areas. The roadways that result in these noise levels include those designated as arterial and greater. The Capital Beltway (I-95/495), Kenilworth

Table 8: Impervious Surfaces Data and Water Quality Ratings Within the Sector Plan Area

Watershed	Acreage of impervious surfaces (acres)	Impervious surfaces (percent)	Water quality rating (IBI measure)	Watershed rating (Habitat measure)
Indian Creek	383.63	42.14	Fair	Poor
Upper Northeast Branch (Still Creek)	129.69	55.55	Very poor	Poor

Source: M-NCPPC.

Table 9: Tree Canopy Coverage Comparison

Watershed	Canopy Coverage 1938 (acres)	Percentage of Canopy Coverage (1938)	Canopy Coverage 2009 (acres)	Percentage of Canopy Coverage (2009)	Percent Change in Canopy Coverage
Indian Creek	644.78	71	222.70	24	-47
Upper Northeast Branch (Still Creek)	161.44	69	45.71	20	-49

Source: M-NCPPC.

Avenue (MD 201), the Baltimore-Washington Parkway, and MD 193 (Greenbelt Road) all exceed the state standard for noise levels (see Table 10 below).

Noise levels above 65 dBA Ldn from the Capital Beltway affect the Belle Point neighborhood and the Golden Triangle and Capital Office Parks. Normal building materials used in modern construction will reduce interior noise levels by an average of 20 dBA Ldn. With a state standard of 45 dBA Ldn, no additional measures should be needed in this community to ensure the state standards are met with regard to interior noise levels.

Table 10: Location of Noise Contours (Distance in Feet)

Road Segment	Location of 65 dBA Ldn noise contour*
I-95/495 North of Edmonston Road	1,027
I-95/495 Edmonston Road to B-W Parkway	1,059
I-95/495 B-W Parkway to edge of sector plan area	997
B-W Parkway south of I-95/495	610
B-W Parkway north of I-95/495	638
Kenilworth Avenue	330
MD 193 (Greenbelt Road)	247

* Noise contours are calculated using a standardized noise model and are measured from the centerline of the roadway outward.

LIGHT POLLUTION: Light pollution can be defined as unwanted light or intrusions caused by glare. Light intrusion into residential areas and environmentally-sensitive areas from commercial and industrial areas are concerns of the community. In addition, consistent light levels throughout communities have been shown to reduce crime because the human eye does not need to adjust when viewing different areas. Special consideration should be given to managing light levels throughout the sector plan area to provide a consistent level of lighting using downward-facing lighting with full cut-off fixtures in accordance with “Dark Sky” protocols.

What You Told Us About Environmental Infrastructure

It was clear throughout the outreach and public participation process that the residents of the three communities of Greenbelt, Berwyn Heights, and College Park care deeply about the natural environment. They expressed a strong desire to maintain and restore the tree canopy within and adjacent to the sector plan area and to preserve existing waterways such as Indian Creek and Narragansett Run. They also

Dark Sky protocols aim to reduce light pollution, ensure even night-time lighting levels to deter crime and provide adequate illumination for human needs, and mitigate the impacts of light pollution on animal habitat and behavior and our ability to see the stars of the night sky.

Ecosystem services are defined as the benefits that nature provides to people and itself. They are grouped into four broad categories: provisioning, such as the production of food and water; regulating, such as the control of climate and disease; supporting, such as nutrient cycles and crop pollination; and cultural, such as spiritual and recreational benefits.

The environmental assets of the communities within the sector plan area are important elements that were considered as part of the revitalization strategies of the sector plan. When woodlands need to be removed for future development projects, these environmental assets and their associated ecosystem services should be replaced as close to the point of impact as possible.

wanted to preserve existing forested lands and reduce cutting for new development, improve stormwater management to eliminate existing flooding issues and improve stream quality, and enhance large expanses of parking and impervious surfaces with new planting areas.

Residents of the Belle Point community indicated noise from the Capital Beltway as a major issue of concern, and other nearby residents discussed air quality and light pollution as negative environmental factors impacting their quality of life. The Indian Creek stream valley was universally hailed as a potential preservation parcel that should become an environmental strength for the sector plan area.

The final draft of the Anacostia River Watershed Restoration Plan and Report was released in February 2010, and was an effort of the Anacostia Watershed Restoration Partnership. The partnership consists of a number of federal, state, and local environmental agencies, the Metropolitan Washington Council of Governments (MWCOC), a number of non-governmental organizations, and county and municipal representatives.

The stormwater management pond at Hanover Parkway and Ora Glen Drive was viewed as something of a missed opportunity by members of the community, who desire additional recreation amenities such as a loop trail to better take advantage of this feature. Smaller stormwater management ponds such as the facility next to the restaurant in the Golden Triangle Office Park were discussed as needing additional attention and study (during the preparation of the sector plan, this stormwater management facility was improved by the

Prince George's County Department of Public Works and Transportation). Access from homes, businesses, and offices to environmental areas was also important to the community, but should primarily be limited to pedestrian and bicycle access to reduce impacts large roadways may generate.

Environmental Infrastructure Opportunities

The sector plan area and the region face a number of challenges to repair environmental damage that has occurred over recent decades. The current physical environment includes extensive areas of impervious surfaces from parking lots and buildings that do not contain trees or woodlands to break up the visual landscape or provide the benefits of green infrastructure. Many of these areas also do not contain adequate stormwater management features to treat runoff before it reaches the receiving streams. Land redevelopment within the sector plan area provides an excellent opportunity to address stormwater quality and water quantity issues, stabilize receiving streams, and increase tree canopy throughout the sector plan area.

Another challenge in the sector plan area is the poor water quality in the receiving streams. The Environmental Protection Agency and the Maryland Department of the Environment

have set pollution limits called total maximum daily loads (TMDLs) statewide and by major river basins through watershed implementation plans (WIPs). There are many opportunities in the sector plan area to address TMDLs through the installation of stormwater management features where they do not exist today and to stabilize streams as development occurs.

The Anacostia River Watershed Restoration Plan has designated projects within the sector plan's watersheds (see text box on left). These projects should be considered the highest priorities for public-funding mitigation projects and for projects that are required for development mitigation.

Since a majority of the sector plan area is within the Indian Creek subwatershed, the Indian Creek Subwatershed Action Plan can serve as an effective starting point for restoration strategies and proposed projects such as stormwater management retrofits, stream restoration, wetland creation and restoration, fish blockage removal or modification, riparian reforestation, meadow creation, street tree and invasive management, trash reduction, toxic remediation, and parkland acquisition. The 2020 restoration objectives are based on these strategies, and the 2020 vision is to restore the watershed to an environmentally healthy and sustainable condition.

A plan was also completed for the Upper Northeast Branch (Still Creek) subwatershed. It includes strategies similar to the Indian Creek subwatershed strategies and seeks to reduce stormwater pollutant loads through environmental site design practices such as green roofs, rain barrels and cisterns, soil amendments, bioretention, and rain gardens.

Transportation (Safety, Connectivity, Access, and Mobility)

Transportation Background

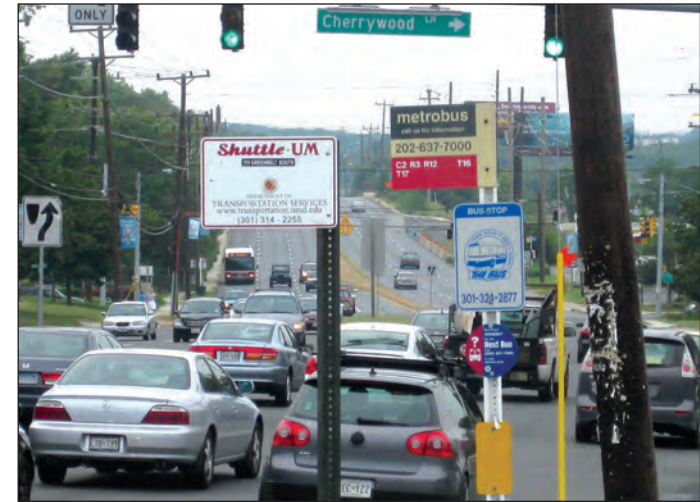
The sector plan's transportation recommendations are grounded on the analysis conducted during the sector plan process, stakeholder input and feedback, the 2009 Toole Design Group pedestrian and bicycle study, and the 2009 *Approved Countywide Master Plan of Transportation*.

M-NCPPC worked with transportation consultants to develop a comprehensive existing conditions analysis of transportation conditions within and adjacent to the sector plan area. The full existing conditions memorandum and associated appendices are available upon request from the Prince George's County Planning Department's Transportation Planning Section.

Highlights from the existing conditions analysis are included in the discussion below.

In 2009, Toole Design Group conducted a pedestrian and bicycle study for the City of Greenbelt that evaluated existing facilities and recommended changes to the transportation network to improve access and connectivity. The sector plan builds upon the 2009 recommendations and the resulting Greenbelt Draft Pedestrian and Bicycle Master Plan.

It is also important to note that the 2009 *Approved Countywide Master Plan of Transportation* contains seven policies relating to “complete streets,” a school of design for streets and roadways that takes all users—drivers, transit riders, pedestrians, and bicyclists—and all ages into consideration, providing safer ways for everyone to travel. These policies focus on sidewalk provision, bicycle facilities, community improvement projects, and evaluation of development proposals to ensure conformance with the principles for complete streets design. On May 16, 2012, the National Capital Region Transportation Planning Board (TPB) adopted a complete streets policy and guidance for



Multiple transit operators serve the sector plan area.

the National Capital Region that aims to provide safe and adequate accommodation for all transportation users. The TPB resolution and policy will provide guidance to future consideration of and amendments to county complete streets policies. New pedestrian and bicycle facilities within the sector plan area should incorporate the county complete streets policies to the fullest extent possible.



Stakeholders completed a transportation priorities survey in January 2012.



Pedestrians and Bicycles Existing Conditions

The sector plan area is characterized by major highway intersections and freeway interchanges that directly and negatively impact pedestrian and bicycle mobility and access. MD 193 is perceived as a very dangerous place for both pedestrians and bicyclists, particularly those who wish to cross the street. Dedicated bicycle facilities are lacking through much of the sector plan area, and sidewalks are often missing, narrow, or lead to locations with poorly indicated crossing patterns for pedestrians. While an off-road system of bicycle and trail connections is emerging, with nearby linkages to regional trail networks such as the Indian Creek trail, Lake Artemesia, and the Northeast Branch stream valley trail system, overall connectivity, mobility, access, and safety emerged as community priorities and form one of the vision themes of this sector plan.

M-NCPPC staff conducted several site surveys to evaluate the existing conditions of pedestrian and bicycle facilities within the sector plan area. Key observations include:

- ❖ Large numbers of pedestrians crossing MD 193 at Beltway Plaza, Greenway Center, and Hanover Parkway.
- ❖ Missing sidewalks along MD 193 between some of the entrances to Beltway Plaza.

- ❖ Sidewalk maintenance throughout the sector plan area could be enhanced.
- ❖ Long, circuitous pedestrian access to the Greenbelt Metro Station.
- ❖ While recent sidewalk and pedestrian crossing improvements made by the State Highway Administration improve safety, new sidewalks are often reconstructed in the same locations where sufficient space has not been allocated to street trees and landscaped buffers from traffic lanes.
- ❖ Continuous sidewalks are present along Hanover Parkway and throughout Franklin Park at Greenbelt Station, providing links to bus stops and generating pedestrian activity.
- ❖ Lighting is oriented to automobile traffic and not the pedestrian.
- ❖ There are few benches, trash receptacles, bike racks, art installations, and other amenities.
- ❖ Bus stops, other than those provided by the City of Greenbelt, are lacking amenities such as shelters, bus information or time schedules, and benches.
- ❖ Cherrywood Lane lacks continuous sidewalks on the western side and close to Beltway Plaza on the eastern side.
- ❖ The sidewalks along MD 193 near the Baltimore-Washington Parkway do not incorporate marked crosswalks.
- ❖ There are no dedicated bikeways along MD 193, and on-road bikeways are not well defined or connected to regional bike networks.

- ❖ Bicycle facilities are found along portions of Kenilworth Avenue, Cherrywood Lane, Ivy Lane, and Greenbelt Metro Station Drive.
- ❖ The local bicycle network does not have a complete, marked connection to the Greenbelt Metro Station platform.
- ❖ MD 193 does not contain a shoulder that could be used for bicyclists.
- ❖ Street surface conditions, especially along MD 193, are deteriorating and may need to be repaired.
- ❖ Existing bikeways and recreational/functional trails are used heavily, especially the trail system in Buddy Attick Park and the Indian Creek trail/Lake Artemesia trail.
- ❖ Numerous access points line MD 193, and power poles and signage create obstacles along sidewalks for pedestrians and bicyclists.
- ❖ The approval for Conceptual Site Plan CSP-01008/01 for development of the Greenbelt Metro Station North and South Cores contains a condition to construct a pedestrian overpass to North College Park at a location to be determined.

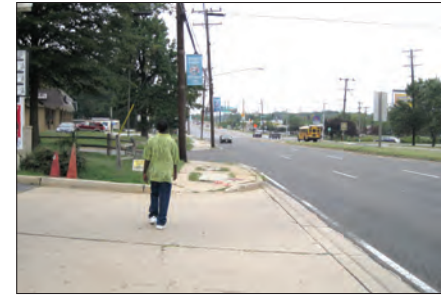
What You Told Us About Pedestrians and Bicycles

Members of the community pointed to the need for safe crossings, Americans with Disabilities Act (ADA) improvements, safe and convenient Metro and transit access, and weekend and evening bus transit service as major transportation concerns.

The desire for complete streets design integrating bike facilities, sidewalks, amenities, and safer roadways ranked high among most participants. Additional comments focused on providing safe access at dangerous locations, consideration for additional bicycle and pedestrian bridges at multiple locations, ensuring safer paths to and from schools, and enhancing connections to Greenbelt National Park and to regional bicycle and trail networks. Finally, the inherent link between land use, urban design, and bicycle and pedestrian design was recognized by the community, with greater coordination desired between overall design and the existing and future transportation networks.

Transit Existing Conditions

The sector plan area is fairly well-served by existing transit options. Greenbelt features the northern terminus station of the Washington Metropolitan Area Transit Authority (WMATA) Metrorail Green Line and a MARC Camden Line station serving northern Prince George's County. Bus service is provided by WMATA, the Prince George's County Department of Public Works and Transportation (DPW&T) TheBus system, and the University of Maryland, College Park Shuttle-UM system. The Metrobus B-30 bus route also provides express service between the Greenbelt Metro Station and BWI-Thurgood Marshall Airport. The Metrorail Green Line operates between 5:00 a.m. to



midnight on weekdays and from 7:00 a.m. to midnight on weekends. The frequency of service ranges from generally six to eight minutes during weekday peak periods to 12 to 15 minutes during other time periods. MARC service is limited to weekday AM and PM peak periods, offering varying headways between 6:00 a.m. and 9:00 a.m. into the District of Columbia, and returning service from Washington D.C. between 4:00 p.m. and 7:00 p.m. The Camden Line does not operate on weeknights, on weekends, or on major holidays.

WMATA's Metrobus hours of operation vary considerably depending on the route. The typical frequency of service or bus headway for Metrobus routes serving the sector plan area varies from 20 to 30 minutes during the morning and evening peak hours to 30 to 45 minutes during the off peak hours with no Sunday service. Almost all of the DPW&T bus routes operate on weekdays with no service on Saturdays, Sundays, and major holidays. The county's bus service is generally limited to hours between 6:00 a.m. and 7:00 p.m., with service headways between 30 to 40 minutes during the peak periods and about 60 minutes during

off peak hours. The University of Maryland's Shuttle UM operates on 30 to 60 minute headways with service limited to university students, faculty, and staff.

The current average weekday and weekend Metrorail ridership numbers collected for the existing conditions analysis are shown in Table 12 on right. The average weekday ridership of the bus routes that serve the sector plan area indicate that the highest weekday ridership is realized by Metrobus routes C2 and C4 between Greenbelt Metro Station and Wheaton Metro Station, at about 10,615 riders per day. None of the other routes serving the area exceeded 1,900 daily riders.

According to WMATA, outside the core service area of Washington, D.C., growth in boardings at Metro stations has paralleled land use development near those stations (*Transit Ridership Trends and Markets, March 2009*). While the Greenbelt station has seen a 195 percent increase in ridership since opening in 1993, it has experienced annual growth of only about two percent between 2002 and 2007. Not surprisingly, the station's rail mode share (percentage of

Table 12: Greenbelt Metrorail Station Average Ridership Summary

Day	Entry (Number of Passengers)	Exit (Number of Passengers)
Weekdays	6,912	6,778
Saturdays	4,298	3,946
Sundays	2,714	2,691

Source: WMATA.

residents within half a mile of the Greenbelt station that commute to work by Metro) was reported as 14.1 percent, compared to a more urban, mixed-use area such as Friendship Heights where the mode share is nearly 50 percent.

Table 11 below summarizes how people accessed the Greenbelt Metro Station in 2007 (also referred to as the station's "modal split"). A majority of metro riders (61 percent) indicated they had arrived at the station by car. This finding suggests that the isolation of the Greenbelt Metro Station and the lack of connectivity and wayfinding signage detract from the ability of pedestrians and bicyclists to travel to the station.

Table 11: How Metrorail Riders Arrived at Greenbelt Metro Station (2007)

Total Boardings	Car	Metrobus	Kiss and Ride	Walked	TheBus	Bicycle	Other
7,734	60.9% (4,528 people)	16.7%	10.4%	4.2%	2.9%	0.2%	1.4% rode in car; 1.1% other bus; 0.3% taxi

Source: WMATA.

To accommodate the large number of automobiles accessing the site, the Greenbelt Metro Station provides 3,716 vehicle parking spaces and includes drop-off and pick-up locations for commuter buses, taxis, and kiss-and-ride vehicles. While there are both short- and long-term bicycle parking spaces at the station and WMATA has plans to increase the amount of bicycle parking, few commuters access the station by bicycle.

The total number of people living (2,448) and working (1,936) within half a mile of the Greenbelt Metro Station is among the lowest in the Metro system (*Transit Ridership Trends and Markets, March 2009*). Currently approved development plans at North Core, South Core, and Franklin Park at Greenbelt Station would raise those numbers, but ensuring a balanced mix of land uses and encouraging additional employment development at the North Core and nearby locations would provide additional incentive to ride Metro and achieve higher returns on past investments in the county's transit system.

Within the sector plan area there is a noticeable lack of uniform bus stop amenities and shelters. The typical bus stop outside the City of Greenbelt is marked by the presence of a bus stop sign on a pole. The presence of a uniform bus shelter provides shelter for waiting

passengers from sun, wind, and rain, helps to establish an identity for the transit service, and brands and markets transit as an acceptable alternative to driving.

What You Told Us About Transit

Due to the presence of a major Metro station, the MARC station, and associated network of bus transit routes, there is a large dependence on transit service within the community. However, recent cutbacks to evening and weekend service posed significant mobility issues for residents, workers, and visitors. In a survey given to the community, public transit service was identified

LEVEL-OF-SERVICE (LOS): A qualitative measure of effectiveness describing operational conditions within a traffic stream based on service measures such as speed and travel time, freedom to maneuver, traffic interruptions, comfort, and convenience. The minimum acceptable standard for traffic levels-of-service within the Greenbelt Metro Area and MD 193 Corridor sector plan area is LOS E per the 2002 General Plan and 2009 Master Plan of Transportation.

Greenbelt Metro Area and MD 193 Corridor Sector Plan and SMA
Transportation Survey

With your help during our first four workshops and in smaller group settings with municipal stakeholders and agency staff, we have identified a number of transportation-related issues within the sector plan area. As we turn toward realistic and implementable solutions to address the problems of connectivity, safety, transit, and traffic, we need to stay focused on priorities as a major factor of future improvement.

Now that you have heard a summary of major concerns and a report of existing transportation conditions, please help us identify these priorities and identify the transportation-related elements that are **MOST** important to YOU and the future of your community.

Demographic and Baseline Questions

In which community do you reside or own property?

☐ Greenbelt
☐ Berwyn Heights
☐ College Park

Do you drive a car?

☐ Yes
☐ No

If yes, do you ever avoid driving?

☐ Yes
☐ No

Why?

☐ Poor weather
☐ Traffic
☐ Nighttime
☐ Other _____

If you cannot drive in the future, how do you think you will usually get where you need to go?

☐ Walk
☐ Bike
☐ Transit
☐ Catch a ride with family or friends
☐ Taxi
☐ Senior or shuttle van
☐ Other _____

What do you think is the most important issue facing transportation in and around Greenbelt today?

Please rank the following, where 1 is most important and 10 and least important.

☐ Gas prices
☐ Public transit service
☐ Road conditions (potholes, bumps, etc.)
☐ Congestion/traffic
☐ Safety along roads (speeding, careless driving, etc.)
☐ Safety crossing roads or walking along roadways
☐ Environmental impacts
☐ Cannot get where I want to go
☐ Don't know
☐ Other _____

Transportation Priorities

If you had to pick one road-related improvement in the sector plan area, what would it be?

If you had to pick one pedestrian-related improvement in the sector plan area, what would it be?

Please see the reverse side

A comprehensive transportation survey was given to the community so we could better understand the issues and desires for roads, trails, transit, and other connections.

as the number one transportation issue within the sector plan area.

The lack of convenient non-vehicular access to the Metro station and local bus stops was cited as a reason why people may be more likely to continue to use their cars or find other



Safer access to Greenway Center will require a multimodal approach emphasizing pedestrian and bicycle movement as well as cars and buses.



The intersection of MD 193 and Kenilworth Avenue (MD 201) poses numerous access, connectivity, and safety challenges.

means to get to their destination such as taxis or rides by friends. We heard that there was a delay between providing updated signage and route information once service routes changed, and that some bus stops lack shelters or information.

Some community members desire additional bus transfer facilities or small bus hubs at locations such as Greenway Center and believe that these facilities or hubs would help increase transit use. The potential for future bus rapid transit was also mentioned, particularly along MD 193. Connections to existing and proposed transit facilities were identified as a priority, particularly adding new connections such as environmental/interpretive trails through the Indian Creek stream valley to the Greenbelt Metro Station and preserving existing connections through the North Core site. There are some concerns that a major employer or GSA tenant campus may restrict the existing access to the Metro station. While increased service was the most commonly requested transit improvement, service during daytime hours was viewed as sufficient throughout the sector plan area.

Roadways Existing Conditions

Overall, traffic is congested during both the AM and PM peak hours along major roadways such as the Baltimore-Washington Parkway

and Capital Beltway (I-95/I-495) and nears congestion at key locations along MD 193. In addition, the Greenbelt Metro Station is a magnet for vehicular traffic. The limited existing roadway access to the Metro station constrains internal local access and circulation in the general vicinity of the station. Local traffic is forced to mix with relatively high speed through traffic along MD 193, Cherrywood Lane, Ivy Lane, and Edmonston Road. A major challenge for this sector plan has been to identify measures that address peak hour traffic congestion and operational difficulties, increase transit use, walking, and biking within the sector plan area, and minimize the impact of through traffic on the existing and established neighborhoods.

The turning movement counts and peak period volume data was analyzed for the 29 intersections found within the sector plan area to determine inadequacies and identify areas that required additional study. The existing conditions report found that of these 29 intersections, none experienced a level-of-service (LOS) (see text box on page 50) lower than the standard for the Developed Tier (LOS E or better). Three intersections—MD 193 at the southbound ramp to Kenilworth Avenue (MD 201), MD 193 at Greenway Shopping Center, and Cherrywood Lane at Greenbelt Metro Drive—experience near-unacceptable



The intersection of Lakecrest Drive, American Legion Drive, and MD 193 was often cited as one of the more confusing and dangerous movements in the area.



The intersection of MD 193 and Hanover Parkway experiences some of the longest traffic delays within the sector plan area.

LOS during the evening peak period. The intersection of Cherrywood Lane at Greenbelt Metro Drive is soon to be improved with the construction of a traffic circle.

The existing traffic volumes along major roadways are shown in Table 13 below. Even though most roadways have the daily capacity to carry more traffic, peak hour congestion is approaching unacceptable levels at many of the studied intersections, effectively creating the need for additional widening along a few select approaches. Among intersections, the intersection of MD 193 with Hanover Parkway

experiences unacceptable LOS F only during the PM peak hour. This poor PM peak hour LOS is the result of only three through lanes along the eastbound approach of MD 193 and shared through and right turning lanes on both the northbound and southbound approaches of Hanover Parkway. Through traffic along the major roadways within the sector plan area operates adequately, although both the Capital Beltway (I-95/495) and Baltimore-Washington Parkway are operating at the minimum acceptable level per the 2002 General Plan and 2009 Master Plan of Transportation.

Table 13: Existing Average Daily Traffic

Roadway	Daily Traffic Count (Vehicles)	Existing Lanes (Within Sector Plan Area)	Existing Roadway Levels of Service
Capital Beltway (I-95/495)	216,000	8 lanes	E
Baltimore-Washington Parkway	99,000	4-6 lanes	E
MD 193 (Greenbelt Road)	47,000	6 lanes	C
Kenilworth Avenue (MD 201)	47,000	6 lanes	C
Hanover Parkway	11,000	4 lanes	D
Cherrywood Lane	10,000	2-4 lanes	C
Southway	6,000	2-4 lanes	D

Source: M-NCPPC staff, SHA, DPW&T, and Wallace, Montgomery, and Associates, LLP/Wilbur Smith Associates..

Crash data was collected for MD 193 and Cherrywood Lane for the years 2007 through

2009. None of the reported crashes in this time frame involved fatalities. Along MD 193, there

is a significantly higher total crash rate than the state-wide average for similar roadways, with the predominant crash type listed as rear-end collisions. In response to this higher crash total, SHA identified the segment of MD 193 in the vicinity of the Kenilworth Avenue (MD 201) interchange among the state's Secondary Candidate Safety Improvement Sections in 2009. The high number of access points along MD 193 and aggressive driver behavior such as failure to give full attention, excessive speeds, and following too closely in congested conditions may contribute to a high crash rate. In contrast, the crash rate along Cherrywood Lane is lower than the state-wide average, and the predominant crash type was angle collisions due to failure to give full attention, failure to yield the right-of-way, and failure to obey stop signs. New signal timing efforts underway by the State Highway Administration may help mitigate the crash issues along MD 193.

Studies on vehicle travel speeds indicate dramatic increases in severity of injury or death when a pedestrian is struck with a vehicle with high rate of speed. Studies show the likelihood of a pedestrian being killed when struck by a vehicle increases from 50 percent to as high as 80 percent when travel speeds are increased from 30 miles per hour (MPH) to 40 MPH. Vehicular speeds along MD 193 are frequently at or above 40 MPH.

What You Told Us About Roadways

There was a significant perception within the community that all the major local roadways were congested, particularly MD 193. Congestion was identified as an issue for all directions of travel—both along the main east-west route of MD 193 and coming into and out of adjoining residential and commercial areas to the north and south. Roadways were perceived to be unsafe and poorly signed, and the signal timing was cited as a concern. The movements to and from Kenilworth Avenue (MD 201) and MD 193 was another key area of concern. This area is seen as dangerous, with short sight-distances, unusual movements, and numerous signals contributing to driver and pedestrian confusion. High rates of speed were also cited as a concern.

The intersection of Lakecrest Drive, American Legion Drive, and MD 193 was a particularly important intersection during the community outreach process, often cited as one of the more confusing and dangerous movements in the area. Eliminating confusing movements—and the associated queuing issues leaving the neighborhood—were desired by many residents. Other intersections of note include MD 193 and the entrance to Greenway Center, MD 193 at Hanover Parkway, and the main

entrance to Beltway Plaza Mall at Cunningham Drive, all of which were viewed as dangerous locations that need intervention.

The new traffic that may result from approved and future development played a key role in the transportation discussions with the community, and any negative impacts associated with new traffic must be mitigated. The impact of key development projects outside the sector plan area also raised concerns with regard to the local roadway network, particularly Konterra in Northern Prince George's County. It was felt by many in Greenbelt that the 2009 Master Plan of Transportation's recommendation to expand Kenilworth Avenue/Edmonston Road all the way to Konterra would serve as a siphon, drawing additional traffic from the north to MD 193.

The community still had questions as to the relationship of South Core and North Core development on area roadways, particularly at the intersection of MD 193 and Greenbelt Station Parkway (formerly the North/South Connector Road). At the time of this writing, development of South Core was on hold, but as development occurs a traffic signal is to be installed at this intersection. Residents of North College Park and Greenbelt were also concerned about the final alignments of Greenbelt Station Parkway (formerly the North/South Connector

Road) and the ramp system at the future Capital Beltway (I-95/495) interchange.

The National Park Service, under the direction of Congress, conducted a feasibility study of the widening of the Baltimore-Washington Parkway between Washington, D.C., and the Baltimore Beltway concurrent with the public outreach program of this sector plan. As of May, 2012, a final report was not available, but this sector plan does not support the widening of the Baltimore-Washington Parkway—nor do most members of the community who spoke on this issue during the preparation of the sector plan.

Transportation Opportunities

Tying closely with what staff heard on transit and pedestrians and bicycles, it is clear that the community desires a balanced, comprehensive evaluation and approach to the transportation network within the sector plan area, particularly since roadways were viewed as the most obvious and significant determinant of transportation networks in the area. A major goal of this sector plan will be to increase pedestrian and bicycle access to the Greenbelt Metro Station to increase modal splits and reduce the dependence on the automobile as the primary mode of access. The sector plan's land use and design recommendations emphasize mixed-use, transit-oriented development and should also help ensure a more balanced transportation and access system.

New development and redevelopment potential, along with commitments from the municipalities, Prince George's County, and state and regional agencies offer numerous changes to retrofit the transportation network and emphasize transit, pedestrian, and bicycle connectivity and safety. Consolidated and reduced parking requirements, connected and well-designed parking areas, and reduced curb cuts and consolidated access points along major roadways will reduce conflicts between vehicles and pedestrians, further enhancing safety for all users. Reconfigured roadways, improved streetscape design, and landscape plantings will also benefit the overall transportation network.

Economic Development Economic Development Background and Existing Conditions

The sector plan's three-mile trade area (see text box and Map 11 on page 55) has long served as a significant employment and commercial center for the county. While it comprises only

The amount of office space in the trade area underscores its importance as an employment center. While the trade area accounts for only six percent of the county's land area, it contains approximately 19 percent of its office space.



The types of office space in the trade area range from one- to two-story offices in strip centers to large Class A complexes in regional office parks.

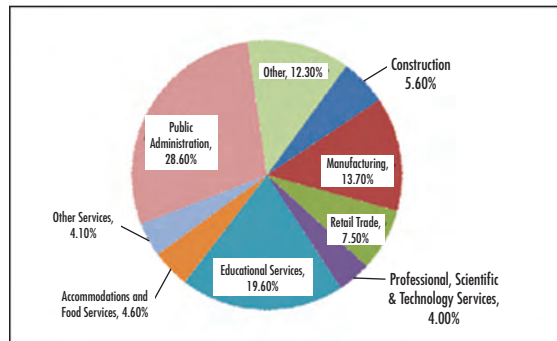


six percent of the county's total land area, it accounts for 27 percent of its employment.

JOB PROFILE: In 2010, approximately 3,292 businesses employed 88,015 full-time workers in the trade area. The influence of local, state,

and federal government is noteworthy in the trade area with approximately 29 percent of jobs attributed to the public administration sector (see Figure 9). The University of Maryland, College Park, and University of Maryland University College are key employment generators with 20 percent of jobs reported in the educational services sector. The third highest employment sector is manufacturing.

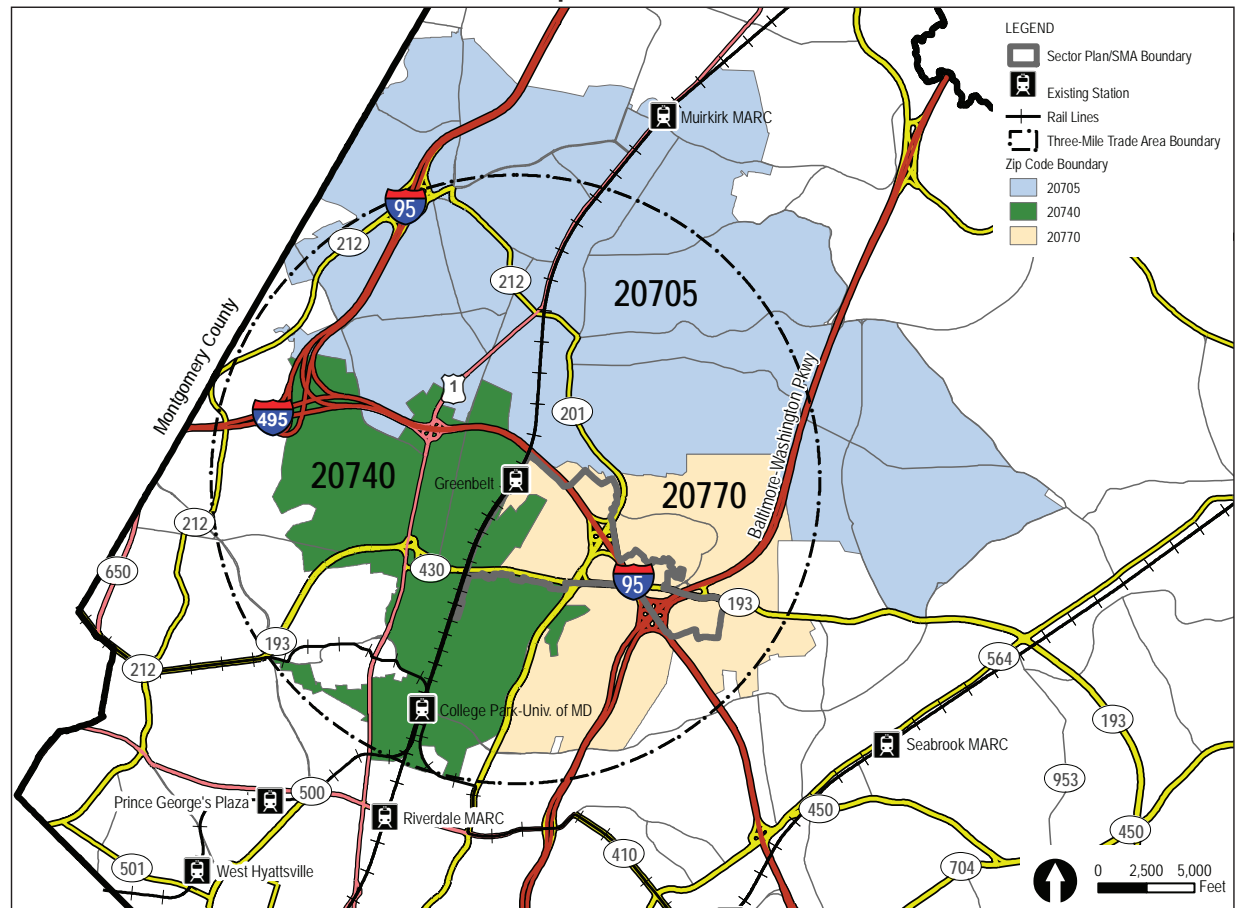
Figure 9: Distribution of Employees across Industries in the Trade Area (North American Industrial Classification System)



Source: Infogroup, Omaha NE Copyright 2010, all rights reserved. ESRI forecast for 2010.

The primary trade area—defined for the purposes of this sector plan as a three-mile area with a centroid located at the Greenbelt Metro Station—applies to an area in which businesses draw 70 percent or more of their customers and revenues and in which existing and proposed residents will tend to support these businesses.

MAP 11: Three-Mile Trade Area and Relevant Zip Codes*



*This map approximates the boundaries of the United States Postal Service (USPS) zip code delivery areas impacting the sector plan area. These boundaries are based on actual delivery areas used by mail carriers. Since neither the USPS nor the U.S. Census Bureau maintains official zip code boundary files or maps, M-NCPPC created the dataset in order to be able to map data aggregated by zip code. Consult the Planning Department's GIS data dictionary for additional detail on how the dataset was created.

OFFICE PROFILE: Approximately 151 office buildings, totaling 5 million square feet, span the trade area, supplying 19 percent of the county's office inventory and 30 percent of its Class A space. Non-university office jobs are concentrated in the trade area's office parks and employment centers—Golden Triangle, Capital Office Park, Maryland Trade Center, M Square, NASA Goddard, Doctors Community Hospital, and Beltsville Agricultural Research Center.

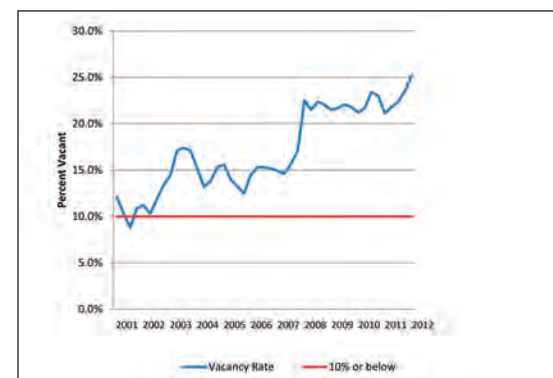
VACANCY, ABSORPTION AND RENTAL TRENDS: Three underlying statistics for the office market in the trade area suggest a weak market—vacancy rates, net absorption, and rental rates. Vacancy rates have

exhibited a troubling upward trend over the past decade (see Figure 10). (A healthy office market typically has vacancy rates of 10 percent or lower.)

Direct total square feet of office space has continued to increase from the first quarter of 2005 to the present (see Table 14 below) while total net absorption was negative 138,535 feet (see Table 15 on page 57).

Rental rates for office space have similarly underperformed, revealing a 12 cents per square foot decline from the first quarter of 2005 to the present (see Tables 14 (below) and 15 (on page 57)).

Figure 10: Office Vacancy Rates (2001–2012)



Source: CoStar.

Table 14: Office Market Trends

Period	Total RBA*	Total Vacant %	Direct Total Available SF	Total Net Absorption SF	Total SF Leased	RBA Delivered	RBA Under Construction	Average Rental Rate
2012 1Q**	5,017,200	24.6%	1,330,448	-60,976	22,703	0	0	\$20.45/sf
2011 1Q	5,017,200	21.0%	1,140,287	95,166	95,148	0	0	\$20.65/sf
2010 1Q	5,017,200	21.1%	1,229,911	126,325	46,861	123,000	0	\$21.01/sf
2009 1Q	4,889,200	21.4%	1,060,200	25,372	56,970	0	128,000	\$22.35/sf
2008 1Q	4,846,900	22.4%	953,933	-260,507	23,750	0	42,300	\$23.22/sf
2007 1Q	4,726,900	14.8%	834,770	19,765	65,280	6,124	120,000	\$22.64/sf
2006 1Q	4,720,776	14.4%	712,347	-91,345	113,691	0	0	\$20.97/sf
2005 1Q	4,710,776	15.6%	-	56,408	223,852	85,092	10,000	\$20.57/sf

Source: CoStar. * RBA stands for Rentable Building Area; ** Data through February 26, 2012.

Net absorption is defined as square feet leased in a specific geographic area over a fixed period-of-time after deducting space vacated in the same area during the same period.

Table 15: Office Market Profile (February 2012)

Period	Total Vacant	Direct Total Available SF	Total Net Absorption SF	Total SF Leased	Rentable Building Area Delivered	Change in Rental Rate (\$)
January 2005–February 2012	19.1%	1,010,548	-138,535	79,474	13,501	-\$0.12

Current trends, the magnitude of available office space, and existing and anticipated competition from College Park, New Carrollton, Prince George's Plaza, White Oak, and Konterra, will dampen demand for newly constructed office space for some time (see Table 16 below). External stimulants, such as securing a major employer or GSA tenant at North Core, could, however, reverse this assessment. In the short- to medium-term, the presence of a new major employer would likely result in spin-off office demand and

While current trends offer little incentive or potential for office construction, securing a major employer or GSA tenant at North Core could reverse this assessment by generating spin-off demand in the short- to medium-term and stimulating new infill office development and redevelopment in the medium- to longer-term.



Table 16: Select Regional Competition

Name	Planned Development at Buildout
M Square Research Park	2.2 million sq. ft. office
Prince George's Plaza	1.4 million sq. ft. total retail, 265,000 additional sq. ft. office, 1,130+ dwelling units
Konterra Town Center East	810,000 sq. ft. office, 1.4 million sq. ft. retail, 2,161 dwelling units
White Oak	130 acre FDA research campus, Washington Adventist Hospital, \$3 billion life-science mixed-use center

Source: M-NCPPC.

accelerate the absorption of vacant space. In the medium- to longer-term, it would encourage new infill office development.

The methodology used to assess market conditions and potential development involved defining a commercial market trade area, evaluating demographic and economic data, exploring historical trends in the trade area and the county, and identifying regional competition. Data sources included, but were not limited to, U.S. Census, ESRI, Infogroup, CoStar, Hanley Wood, City of Greenbelt, Maryland Department of Assessments and Taxation, MapQuest, M-NCPPC Round 8 Forecast, and other market sources.

Many of the existing businesses in the area cater to the automobile.



RETAIL PROFILE: An estimated 3.8 million square feet of retail space, in 283 facilities, service the trade area. The four largest retail centers are Beltway Plaza (825,000 square feet), IKEA (300,000 square feet), Greenway Center (265,000 square feet), and College Park Market Place (229,355 square feet). They account for 42 percent of the total retail space in the trade area.

VACANCY, ABSORPTION AND RENTAL TRENDS: While a modest amount of retail space (55,434 square feet) has been added since the first quarter of 2006 and/or is under construction in the trade area, the retail market has also displayed worrisome trends, including high vacancy rates, excess available space, and negative net absorption for the period (see Tables 17 and 18). The one outlier remains the positive growth in average rental rates from \$14.87 per square foot in the first quarter of 2006 for a triple net lease to \$18.17 per square foot in the first quarter of 2012.

Table 17: Retail Market Trends

Period	Total RBA*	Total Vacant %	Direct Total Available SF	Total Net Absorption SF	Total SF Leased	RBA Delivered	RBA Under Construction	Average Rental Rate
2012 1Q**	3,790,808	6.6	297,085	-17,258	5,388	0	0	\$18.17/nnn***
2011 1Q	3,786,794	6.7	290,094	52,306	52,392	8,976	0	\$17.45/nnn
2010 1Q	3,777,818	11.0	362,703	13,802	38,998	0	0	\$18.06/nnn
2009 1Q	3,777,818	8.7	349,828	-34,386	8,193	0	0	\$19.03/nnn
2008 1Q	3,777,818	3.1	121,142	-94,39	4,399	0	0	\$21.40/nnn
2007 1Q	3,731,360	3.5	137,727	10,752	1,500	0	46,458	\$18.34/nnn
2006 1Q	3,731,360	2.5	101,200	-7,968	0	0	0	\$14.87/nnn

Source: CoStar.

* RBA stands for Rentable Building Area. ** Data through February 26, 2012. *** nnn stands for triple-net lease, a type of net lease in which the tenant pays all or part of the taxes, insurance, and maintenance associated with use of a property, in addition to rent.

Table 18: Retail Market Profile (February 2012)

Period	Total Vacant %	Direct Total Available SF	Total Net Absorption SF	Total SF Leased	Rentable Building Area Delivered	Change in Rental Rate
January 2006–February 2012	6.1%	236,840	-104,379	20,212	8,493	+\$3.30

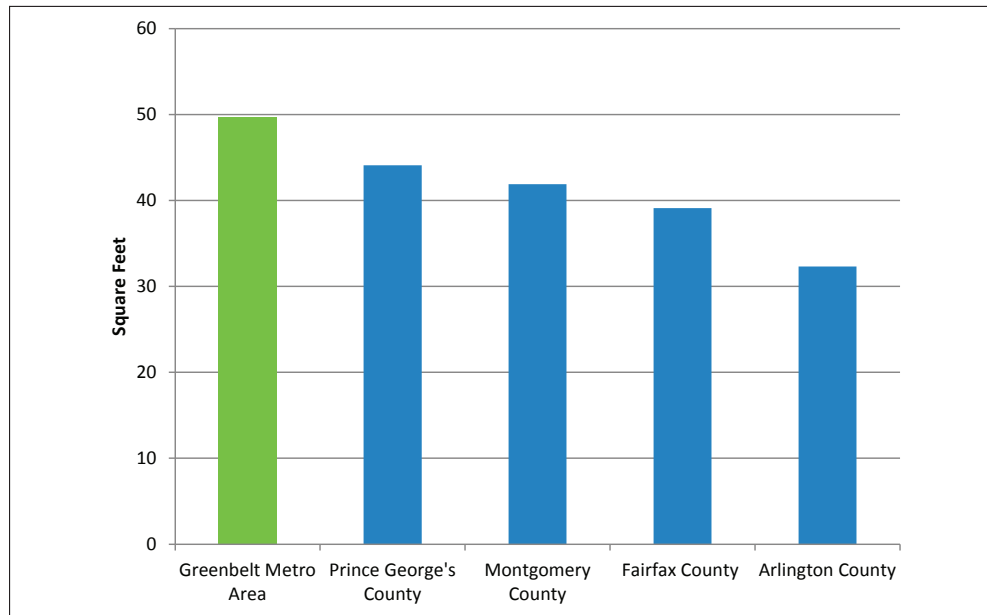
Source: CoStar.

These findings, combined with a cross-jurisdictional comparison of the amount of retail available per person, suggest that the retail market has reached saturation and that a significant increase in population or day-time workers

will be critical to stimulating new retail demand (see Figure 8 on opposite page). It is important to recognize that since this analysis examined gross square feet rather than individual retail sectors, specific goods may be

underserved or overserved by existing businesses. This creates an opportunity to modify the mix of retail goods and services currently offered in the trade area to better meet local consumer needs.

Figure 11: Square Feet of Retail Per Person, 2012



Source: CoStar.

While key retail indicators suggest the market has reached saturation, opportunities exist to rebalance the existing mix of goods and services offered in the trade area to better meet consumer needs. A significant increase in population and/or day-time workers would also stimulate new retail demand.

INDUSTRIAL PROFILE: There is approximately 6.3 million square feet of industrial space in the trade area, ranging from scrap metal processing and auto-related installation and salvage uses to municipal facility maintenance areas.



ABOVE: Existing industrial businesses along Branchville Road and Ballev Avenue provide a valuable source of employment and tax revenue.
PICTURES BELOW: Ballev Avenue Industrial Area.



VACANCY, ABSORPTION AND RENTAL TRENDS: Overall, the market for industrial space in the trade area appears relatively stable. In the first quarter of 2012, the market faced an 8.5 percent vacancy rate as compared to the 24.6 percent vacancy rate experienced in the office sector (see Table 19 below). The amount of available space has not varied widely from quarter to quarter, and net absorption from the first quarter of 2005 through the first quarter of 2012 has been positive, if modest (see Table 20 below). Rents per square foot also showed a positive gain of 80 cents during this period.

Table 19: Industrial Market Trends

Period	Total RBA*	Total Vacant %	Direct Total Available SF	Total Net Absorption SF	Total SF Leased	RBA Delivered	RBA Under Construction	Average Rental Rate
2012 1Q**	6,271,269	8.5%	504,423	-18,763	16,265	0	0	\$6.84/nnn***
2011 1Q	6,271,269	8.6%	640,591	-20,839	40,447	0	0	\$6.40/nnn
2010 1Q	6,271,269	10.0%	670,350	-20,877	43,493	0	0	\$6.67/nnn
2009 1Q	6,271,269	6.5%	513,234	-8,659	70,005	0	0	\$6.66/nnn
2008 1Q	6,271,269	5.4%	454,546	85,915	37,370	0	0	\$7.01/nnn
2007 1Q	6,271,269	4.8%	381,228	42,472	29,630	32,460	0	\$6.58/nnn
2006 1Q	6,159,650	8.0%	457,410	-15,135	134,424	92,379	77,520	\$6.17/nnn
2005 1Q	6,146,430	7.9%	-	-70,817	52,818	0	0	\$6.04/nnn

Source: CoStar.

* RBA stands for Rentable Building Area. ** Data through February 26, 2012. *** nnn stands for triple-net lease, a type of net lease in which the tenant pays all or part of the taxes, insurance, and maintenance associated with use of a property, in addition to rent.

Table 20: Industrial Market Profile (February 2012)

Period	Total Vacant %	Direct Total Available SF	Total Net Absorption SF	Total SF Leased	Rentable Building Area Delivered	Change in Rental Rate (\$)
January 2005–February 2012	7.4%	533,547	8,362	57,047	4,305	+\$0.80

Source: CoStar.

Flex space is adaptable space that can be easily divided for office use, research laboratories, or industrial purposes.

FLEX SPACE PROFILE: The amount of flex space (approximately 786,000 square feet) has remained constant in the trade area between the first quarter of 2005 to the first quarter of 2012, suggesting it meets current needs (see Table 21 below).

VACANCY, ABSORPTION AND RENTAL TRENDS: An analysis of trends in the flex space market indicates

some interesting contradictions. While vacancy rates and the amount of available flex space have continued to increase and the total net absorption between the first quarter of 2005 and the first quarter of 2012 was negative, the average rent for a triple net lease increased by \$2.44 per square foot (see Tables 21 and 22 below).

Table 21: Flex Market Trends

Period	Total RBA*	Total Vacant %	Direct Total Available SF	Total Net Absorption SF	RBA Delivered	RBA Under Construction	Average Rental Rate
2012 1Q**	785,590	16.6%	130,634	0	0	0	\$10.09/nnn***
2011 1Q	785,590	17.1%	166,761	-14277	0	0	\$10.68/nnn
2010 1Q	785,590	13.2%	137,078	-7200	0	0	\$11.49/nnn
2009 1Q	785,590	17.6%	172,465	-43094	0	0	\$11.51/nnn
2008 1Q	785,590	11.0%	95,822	7533	0	0	\$9.93/nnn
2007 1Q	785,590	8.7%	61,773	-4640	0	0	\$14.57/nnn
2006 1Q	785,590	8.5%	33,832	2167	0	0	\$7.47/nnn
2005 1Q	785,590	6.7%	-	21892	0	0	\$7.65/nnn

Source: CoStar. * RBA stands for Rentable Building Area. ** Data through February 26, 2012. *** nnn stands for triple-net lease, a type of net lease in which the tenant pays all or part of the taxes, insurance, and maintenance associated with use of a property, in addition to rent.

Table 22: Flex Market Profile (February 2012)

Period	Total Vacant %	Direct Total Available SF	Total Net Absorption SF	Rentable Building Area Delivered	Change in Rental Rate
January 2005–February 2012	12.1%	106,461	-56,439	0	+ \$2.44

Source: CoStar.

What You Told Us About Economic Development

Comments received during the sector plan process focused on the retail, office, and industrial markets. Stakeholders questioned the feasibility and viability of the level of retail (1.1 million square feet) featured in the approved conceptual site plan for North Core and expressed concerns over the impact such an influx of retail would have on existing shopping centers. They also voiced a desire for a more balanced mix of service and goods in the sector plan area.

High vacancy rates in the existing office market were identified as an ongoing challenge, in particular to the City of Greenbelt. The recent purchase of Maryland Trade Center III by Trammell Crow may signal a gradual, if modest, revival of investor interest.

The future of industrial uses in the sector plan area proved controversial. A number of residents in the City of Greenbelt expressed a desire to relocate Prince George's Scrap and repurpose the site with a use that was more compatible with the planned residential development in South Core and more appropriate for the location considering its proximity to the Greenbelt Metro and MARC station. The business remains, however, a critical source of tax revenue for the Town of Berwyn Heights.

Berwyn Heights' town leadership also invited the planning team to examine the possibility of introducing alternate uses along Ballew Avenue.

Economic Development Opportunities

The sector plan area faces a series of major economic challenges. Current market realities in the trade area, county, and region, coupled with tight credit markets, growing competition from neighboring planned developments, and the cost of constructing significant infrastructure improvements (including a full Beltway interchange), suggest a conservative assessment of potential new development is necessary. Nonetheless, the area is presented with a range of opportunities, some short term and some longer term.

The possible relocation of a major employer or government agency to North Core could generate spin-off office demand in the short- to medium-term, thereby reducing office vacancies and accelerating revitalization efforts, and stimulate new infill office development and redevelopment in the medium- to longer-term. It would also bolster the retail sector and encourage the introduction of a more diverse mix of goods and services.

With county and state support, the office market could capitalize on spin-off development



Maryland Trade Center III was recently purchased by Trammell Crow.



The planning team was asked to consider different uses within the Ballew Avenue Industrial Area.

associated with the University of Maryland, College Park; NASA Goddard Space Flight Center; BARC; and BRAC-related growth at Ft. Meade.

The County Executive remains committed to implementation and coordination across all segments of government. There are new opportunities and benefits to be realized by close collaboration with municipal, county, state, and regional agencies in the implementation of the sector plan recommendations. During the preparation of the sector plan, the project team met with agency representatives on a number of occasions, where a sense of enthusiasm and will to act came to the fore. The potential for the Greenbelt Metro Area and MD 193 Corridor to

emerge as a countywide priority is high, and the initial coordination with agency staff puts this sector plan high on the radar.

While the construction of a full Beltway interchange remains a critical factor in its development, the Greenbelt Metro and MARC Station area, under consolidated ownership, continues to present an important transit-oriented development opportunity for the county. Given the state of the national and regional economy, the funds already invested in the county's heavy rail transit infrastructure, and the significant economic returns on investment that could be realized by medium- to high-density, mixed-use development, the county and the local communities cannot afford *not* to realize this opportunity at the Greenbelt Metro Station.

Housing and Neighborhood Preservation

Housing and Neighborhood Preservation Background and Existing Conditions

HOUSING STOCK: According to the US Census, there were approximately 25,800 dwelling units in the three-mile trade area in 2000 (see Map 10 on page 55). The trade area is distinguished by two principal housing developments—Greenbelt Homes Incorporated Cooperative (GHI) and Franklin Park at Greenbelt Station (see text boxes).

The trade area's median year of construction (1965) is the principal indicator of the age of its housing stock and has two important implications. First, it affects the competitiveness and ability of the area to attract a diverse range of new households. And second, an aging housing stock can create unique challenges for homeowners in terms of rising home repair and maintenance costs.

As Table 23 on page 65 shows, recent housing activity in the trade area has primarily focused on student/rental housing along the US 1 Corridor. While a substantial number of multifamily units have been completed, the demand for multifamily apartments in the county and within the region continues to grow.

The trade area is distinguished by two housing developments—Greenbelt Homes Incorporated Cooperative (GHI) and Franklin Park at Greenbelt Station. GHI is a historic planned community of 1,600 one- to four-bedroom townhouses and detached homes with a strong connection to a neighborhood-serving retail center. Managed by a nine-member board of directors and general manager, it offers a unique form of home ownership that celebrates the historical legacy and ideals of the original Greenbelt plan. GHI is located just outside of the sector plan area.



Table 23: Select Recent Housing Activity in the Trade Area

Project	Housing Type	Number of Units	Status as of Spring 2012
University View	Student apartments	352	Complete
University View II	Student apartments	154	Complete
University View Village	Apartments TBD	272	Applying for permits
Camden Village at College Park	Market rate apartments, townhomes	508 12	Complete
Mazza Grandmarc apartments	Student apartments	231	Complete
Starview Plaza	Student apartments	172 total 94 Phase 1	Phase 1 complete
Jefferson Square Apartments at College Park	Market rate apartments, townhomes	160 45	Approved
Jefferson at College Park West	Market rate apartments	220	Approved
The Varsity	Student apartments	258	Complete
Domain College Park	Market rate apartments	256	Under construction
Mosaic at Turtle Creek	Market rate apartments	300	Approved
Maryland Book Exchange	Market rate apartments, student apartments	313 total	Appeal filed with District Council

HOUSING SALES: The trade area has not remained immune to the regional and national downturn in the housing market. After peaking in 2007, average sale prices in zip codes 20770, 20740, and 20705 plummeted (see Table 24 on page 66 and text box to the right).

RIGHT: University View, University View II, and the Varsity add more than 750 apartments and ground floor retail to an emerging walkable node along the US 1 Corridor.



Franklin Park at Greenbelt Station is the third largest apartment complex on the East Coast with 2,899 units ranging from one- to four-bedroom garden-style apartments to townhomes. Built in 1964 under the name Springhill Lake, it has undergone two changes in ownership in the last five years (it was briefly coined Empirian Village). Under the management of Fieldstone Properties, its units are undergoing ambitious renovations and are actively being marketed to military personnel, college and graduate school students, and corporate clients. Rents ranged from \$1,249 to \$1,894 in early 2012.



Franklin Park at Greenbelt Station.

The sector plan's trade area comprises zip codes 20740 and 20770, in their entirety, and approximately 50 percent of zip code 20705 (see Map 10 in Economic Development section on page 55).

Table 24: Average Sale Price Trends

Trade Area Zip Codes	Average Sale Price 2007	Average Sale Price 2011	Decline (\$)	Decline (%)
20770	\$295,035	\$145,249	-\$149,786	-51%
20740	\$348,447	\$190,697	-\$157,750	-45%
20705	\$389,070	\$189,945	-\$199,125	-51%
County	\$364,310	\$210,489	-\$153,821	-42%

Source: Hanley Wood, 2011.

It is worth noting two encouraging, if modest, indicators of the beginning of a housing market recovery in the trade area. In 2011 the median sale prices for zipcodes 20705 and 20740, which include all of the Town of Berwyn Heights and parts of the City of College Park, exceeded that of the county (see Table 25 below). All three zipcodes also outperformed the county in their month's supply.

Table 25: Current Housing Market

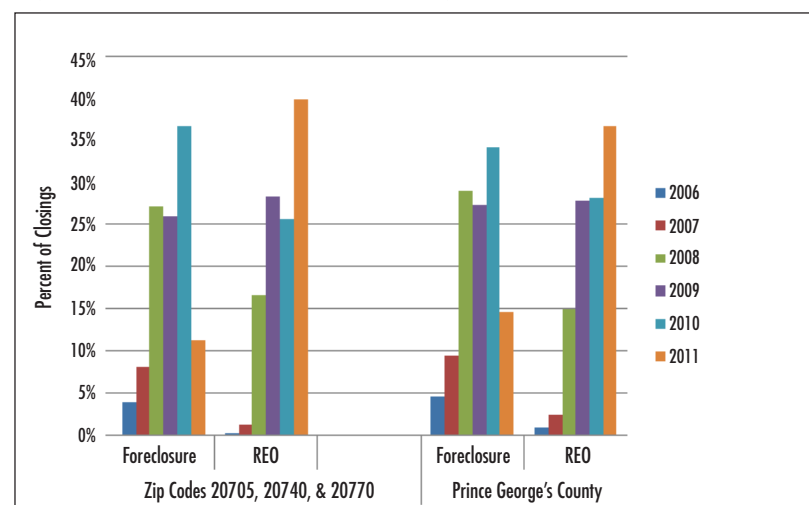
Trade Area Zip Codes	2011 Median Sale Price	Number of Homes for Sale	Average Sales Per Month 1/11–12/11	Month's Supply*
20770	\$130,600	112	31.6	3.5
20740	\$180,000	104	24.6	4.2
20705	\$181,900	145	23.5	6.2
County	\$176,400	6,322	970	6.5

Source: Hanley Wood, M-NCPPC.

* The number of months required to sell all of the houses listed for sale based on the current average sales per month.

FORECLOSURE SALES AND FILINGS: While high foreclosure rates in the county continue to be of concern, a review of 2011 trends reveals some signs of improvement when the trade area is examined as whole. Foreclosures (expressed as a percentage of all closings) in zip codes 20705, 20740, and 20770 declined from 36.7 percent in 2010 to 11.3 percent in 2011 (see Figure 12). The three zipcodes' combined foreclosure and real estate owned (REO) closings also decreased from 62.3 percent of all closings in 2010 to 50.6 percent in 2011.

Nonetheless, local and county foreclosure prevention efforts must remain vigilant. Two of the trade area zip codes were on the State of Maryland's Department of Housing and Community Development's Very High Foreclosure Hot Spot list in the fourth quarter of 2011 (see Table 26 on page 67). Furthermore, zip code 20770, which includes the majority of the City of Greenbelt, recorded an increase in foreclosure filings between the fourth quarter of 2010 and the fourth quarter of the following year.

Figure 12: Foreclosure and REO Closings Trend Comparison (2006–2011)

Source: Hanley Wood.

Table 26: Foreclosure Data for Very High Foreclosure Hot Spots in Trade Area (Fourth Quarter 2011)

Zip Code	Foreclosure Filings	Rate*	Index**	Change from Fourth Quarter 2010
20705	35	142	300	Positive — the zip code was classified as a <i>severe</i> foreclosure hot spot in Q4 2010
20770	26	170	251	Negative — the zip code was classified as a <i>high</i> foreclosure hot spot in Q4 2010

Source: RealtyTrac and DHCD, Office of Research.

* Number of homeowner households per foreclosure. ** The extent to which a community's foreclosure rate exceeds or falls short of the state's average foreclosure rate.

REO describes property owned by a lender, such as a bank or government agency, after an unsuccessful sale at a foreclosure auction. This commonly occurs when the amount owed on a foreclosed home is higher than its current market value. A property is marked as REO once it is repossessed and categorized as a non-performing asset.

Housing Projections and Buildout Analysis

A housing analysis based on the recommended future land use pattern was conducted by staff to inform the transportation network analysis and future pupil yield calculations for school service and adequacy. The Planning Department began this analysis by identifying the Prince George's Transportation Analysis Zones (TAZs) that impact the sector plan area. Because both transportation and schools are functional networks that extend beyond the physical boundaries of a sector plan, the TAZs identified for the analysis include a number of areas in College Park and East Greenbelt that are outside the sector plan area.

A baseline analysis is generated, informed by two factors: existing households (employment type and numbers are also part of this analysis) and new households that are part of approved development projects. The 25,762 households fall within the TAZ policy area analyzed for this sector plan. Two alternate scenarios were then analyzed, which include existing households and

A foreclosure hot spot is defined as a community that had more than ten foreclosure events in the current quarter and recorded a foreclosure concentration ratio of greater than 100. Hot spot communities are grouped into three broad categories: "high," "very high," and "severe."

Source: Maryland Department of Housing and Community Development.



Preserving and enhancing existing residential neighborhoods is a major goal of this sector plan.

employment numbers as well as projections based on the recommended land use pattern. These scenarios—high office and mixed-use/balanced—were investigated separately to focus on any potential impacts, and aspects of these scenarios were then merged as the preliminary

sector plan’s recommended land use pattern was finalized.

Looking to the TAZs that are fully or partially within the sector plan boundaries, the buildout analysis finds the following:

Table 27: Household Projections

Households (by PGTAZ)	Total	City of Greenbelt	Town of Berwyn Heights
Existing	8,605	7,588	1,017
Baseline Analysis (Existing and Approved Households)	13,115	12,098	1,017
High-Office Scenario	11,176	10,159	1,017
Mixed-Use/Balanced Scenario	10,506	9,489	1,017

Source: M-NCPPC

Within the corporate boundaries of the City of Greenbelt, 4,510 new dwelling units have already been approved within the corporate boundaries of the City of Greenbelt. However, this sector plan, while recognizing the approved dwelling units (located on the Greenbelt Station and Franklin Park at Greenbelt Station sites) may still occur because they are part of approved conceptual site plans, supports a more modest level of household growth of approximately 2,600 new households.

These figures do not propose any additional households within the corporate boundaries of Berwyn Heights because the portions of the town that fall within the sector plan boundaries are part of the commercial and industrial areas of the town. Staff expects that the approved land use pattern will facilitate small-scale additions to the household numbers within Berwyn Heights in the medium- to long-term, primarily with mixed-use development of residential above retail.

What You Told Us About Housing and Neighborhood Preservation

Throughout the sector plan preparation process, stakeholders underscored the importance of preserving and strengthening existing residential neighborhoods, for example, by supporting and promoting foreclosure prevention, home improvement, and aging-in place programs. In addition, the residents of North College Park voiced strong concerns over the potential adverse impacts of development at North Core on their neighborhood.

While the implications of new residential development on public facilities, parks, and open space must be carefully examined before approval, stakeholders recognized the opportunities new development could create for high quality new senior/age-restricted and owner-occupied housing.



LEFT: Lackawanna Street leads to a pedestrian and bicycle connection to the Greenbelt Metro Station. This sector plan recommends preserving and enhancing the single-family neighborhood of North College Park.

ABOVE: The University Square apartment complex.

Housing and Neighborhood Preservation Opportunities

While high numbers of foreclosures, struggling home sale prices, and the number of houses on the market will continue to restrain new housing construction in the short-term, low interest rates and future down-payment assistance programs for first-time homebuyers of foreclosed properties will likely facilitate a gradual recovery and reduction in the existing housing inventory. In the meantime, the ongoing uncertainty in the for-sale housing market is expected to continue to fuel robust demand for rental housing (see text box).

It is also critical to recognize the opportunities forecasted regional demand for both multifamily housing and smaller, more affordable owner and renter housing could create for the sector plan area. Forecasted demand also reinforces the urgency of preserving and enhancing existing housing stock (see text box).

The Washington/Baltimore Apartment Mid-Year 2011 Outlook reports the following statistics for suburban Maryland:

- ❖ Vacancy rates were only 2.4 percent.
- ❖ Mid- and high-rise rents increased by 12.2 percent.
- ❖ Garden and low-rise rents increased by 4.4 percent.

The report concludes that robust rent growth during 2011 is anticipated due to extremely tight vacancy rates in the region.

According to George Mason University's 2011 "Housing the Region's Future Workforce Policy — Challenges for Local Jurisdictions" report:

- ❖ The Washington DC metropolitan area is expected to add 1.05 million net new jobs between 2010 and 2030, more than a third of which will be in the professional and technical services sector. It is anticipated that many of these positions will be entry-level.
- ❖ If each jurisdiction provided enough housing to accommodate all of its future workers, the region would need to construct 731,457 net new housing units between 2010 and 2030 or 38,000 net new housing units each year. (If the jobs added retained the same inter-regional commuting rates of current jobs, housing demand is projected to be 348,282. This assumption would significantly worsen already unsustainable levels of traffic congestion over the next two decades.)
- ❖ Housing forecasts suggest regional demand for 283,677 single-family detached homes and townhomes and 447,780 multifamily units. The latter constitutes over 60 percent of new housing units, a marked departure from the region's historic focus on single-family communities.
- ❖ The regional forecasts also alert us to a shift in the homeownership rate for future residents. While the region's homeownership rate is 64 percent, only 55 percent of new workers over the next 20 years will live in owner-occupied housing units.
- ❖ To accommodate new entry-level employees, workers in sectors that traditionally pay lower wages, and growing numbers of single-earner households, more than two-thirds of owner-occupied units need to be priced below \$400,000 and more than half of new renters will need housing with rents less than \$1,250 a month (as of 2011). Much of the needed moderately priced housing will be preserved from existing stock rather than generated through new construction.

Quality of Life

Health and Wellness Background and Existing Conditions

According to a 2011 study produced by The Trust for Public Land Center for City Park Excellence entitled "From Fitness Zones to the Medical Mile: How Urban Park Systems Can Best Promote Health and Wellness," some 49 percent of all Americans get less than the minimum amount of physical activity and exercise, and more than a third of all adults are sedentary. Other studies indicate rising obesity levels, particularly with our nation's youth, resulting in an average of more than \$1,500 per year in health care costs for every American.

What You Told Us About Health and Wellness

During the community engagement process, the desire for improved connectivity, mobility, and access and the need for increased parks and recreation facilities was heard time and again. Additionally, the community expressed the desire for access to sustainable and healthy foods, concern with air quality and the impacts on the ability to breathe clean air, and the need to closely link active and passive recreation activities more closely to places where people live and work. Pedestrian- and transit-oriented, mixed-use development was also cited as a potential solution to begin addressing health and wellness concerns. By encouraging more compact forms of development in appropriate locations, people will be more likely to walk or ride a bike to get to their destinations.



Community farmers markets are a good first step toward improving overall health and wellness and access to healthy foods.



Public Facilities Background and Existing Conditions

Six elementary schools, one middle school, and three high schools currently serve the sector plan area (refer to the Public Schools Appendix on page A-11). Of these, three elementary schools and two high schools are at or above capacity as of November 2011. Most schools have been rated in “fair” or “good” condition during the latest evaluation conducted by Parsons 3DI in 2008, with only Greenbelt Elementary School unrated because

First due service refers to the fire/EMS stations that have the first priority and responsibility for answering calls of service within a community.

it was considered too new to include. A replacement for the Greenbelt Middle School opened for the 2012–2013 school year and is also too new to include.

The Greenbelt Branch Library is the closest library branch of the Prince George’s County Memorial Library System (PGCMLS) to the sector plan area, serving current and future residents. Additional library branches of the PGCMLS that

are within a five-mile radius of the sector plan area include the Hyattsville, Beltsville, New Carrollton, Bladensburg, and Mount Rainier Branch Libraries.

The Greenbelt Branch Library, located at 11 Crescent Road in Greenbelt, opened in 1970. In 2010 the library underwent extensive renovations that included a revitalized collection area, new finishes, energy efficient light fixtures and updated staff work rooms and offices.

There are two hospitals located within a five-mile radius of the sector plan area which provide service to the area: Doctors Community Hospital in Lanham and Prince

George’s Hospital Center in Cheverly. Additionally, numerous medical and healthcare offices are located along Hanover Parkway, in the Maryland Trade Center, and in the Belle Point office center.

Police service to the sector plan area within the City of Greenbelt is provided by the Greenbelt Police Department. The department employs 54 sworn officers and 15 support personnel. The Town of Berwyn Heights’ Police Department consists of seven officers and patrols the town and surrounding areas.

The sector plan area lies within Prince George’s County Police Department’s Districts I and VI. The District I station headquarters is located at the Hyattsville Justice Center. The District VI station is co-located with the Beltsville Branch Library.

Fire and emergency medical services (EMS) are provided by the Prince George’s County Fire/EMS Department (PGFD). This department is one of the two largest combination Fire/EMS departments in the United States, with both career and volunteer elements. First due service to the Greenbelt sector plan area is provided by the Berwyn Heights Fire/EMS Station, Company 14 and the Greenbelt Volunteer Fire/EMS Station, Company 35 (see Table 27 on page 68).

Table 28: Fire/EMS Stations Serving the Greenbelt Sector Plan Area

Co.	Name	Address	City	Apparatus	2008 PSFMP Recommendation
14	Berwyn Heights	8811 60 th Avenue	Berwyn Heights	1 Boat 1 Ambulance 1 Aerial Truck 2 Rescue Squads	N/A
35	Greenbelt	125 Crescent Road	Greenbelt	2 Engines 1 Ambulance	Relocate to a site in the vicinity of Greenbelt Road and the Baltimore-Washington Parkway Between 2014–2020

Source: M-NCPPC.

The Greenbelt Fire/EMS station is programmed in the 2012–2017 Capital Improvement Program for relocation to a site in the vicinity of Greenbelt Road and the Baltimore-Washington Parkway. Map 11 on right shows the existing public facilities within and near the sector plan area.

What You Told Us About Public Facilities

Through meetings and interviews with the community, the planning team learned that the preservation of the historic portion of the Greenbelt Middle School for future community uses was an immediate priority. Concern with school overcrowding was also expressed, and

some people felt that the existing school bus lot should be relocated. The area of MD 193 near Eleanor Roosevelt High School needs additional, wider sidewalks to enhance pedestrian safety.

Concerns were raised regarding current staffing levels of the Greenbelt Volunteer Fire Department and its possible relocation. A proposed site along Hanover Parkway near MD 193 was considered undesirable due to the busy intersection, fears that response times may suffer, and a belief that nearby stations to the south and east may result in overlapping service coverage.

Finally, enhanced coordination between county and municipal police departments was requested to better address crime within the community.



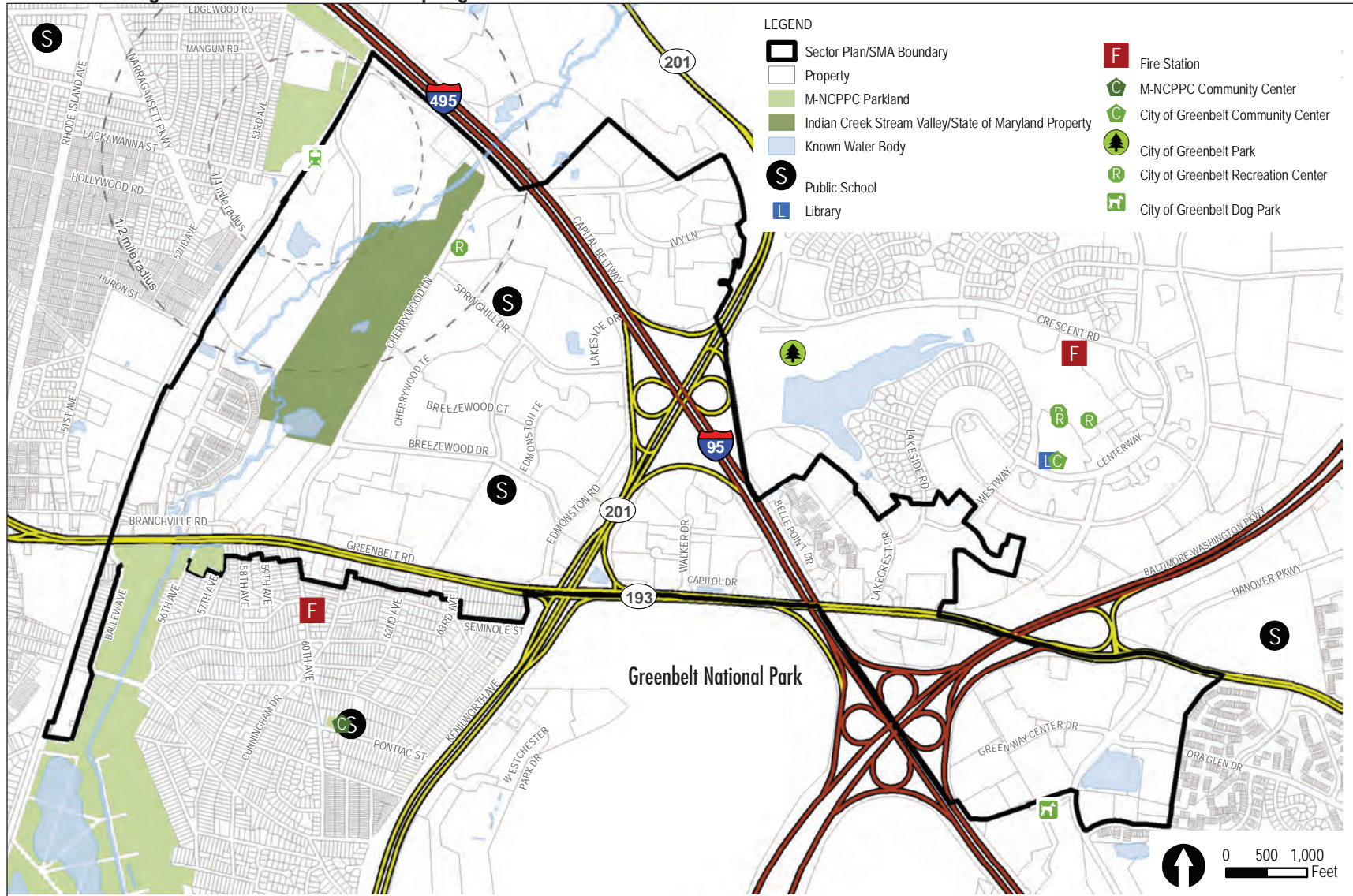
The adaptive reuse and preservation of historic Greenbelt Middle School ranks highly within the community.

Parks and Recreation Background and Existing Conditions

There are two parks and recreation providers within the sector plan area. Because it is not part of the Metropolitan District, the City of Greenbelt is responsible for providing parks and recreation services for its residents. In the Town of Berwyn Heights, The Maryland-National Capital Park and Planning Commission is the primary provider of parks and recreation services. Map 12 on page 73 depicts the existing parks and recreation facilities within and near the sector plan area.

Providing new parks and recreation facilities in the Town of Berwyn Heights within the sector area will be limited, if not impossible,

MAP 12: Existing Public Facilities and Parks (Spring 2012)





ABOVE: Greenbelt skate park.
BELOW: Greenbelt Community Center.



RIGHT: The Indian Creek Stream Valley Park Trail is an important link to the region.

depending on the land use proposed for the industrial property located north of Branchville Road. As with many communities in the surrounding area, the addition of a small field or courts for pick-up soccer and/or a regulation-size rectangular field for soccer, football, and lacrosse would be beneficial to residents, but finding space for these amenities will be challenging. The creation of these public facilities in Greenbelt may benefit residents in Berwyn Heights as well.

What You Told Us About Parks and Recreation

The City of Greenbelt recognizes the need for new competition-sized ballfields—preferably in one or more active recreation parks located west of Kenilworth Avenue (MD 201)—that will serve residents of Franklin Park at Greenbelt Station and future residents of Beltway Plaza, North Core, and South Core. Other park needs expressed during community meetings

include outdoor seating areas for eating and relaxation at existing retail and office areas such as Greenway Shopping Center, Capital Office Park, and Beltway Plaza, and environmental interpretation of natural areas including the Indian Creek stream valley.

The community reiterated the need for ballfields and other active forms of recreation within the sector plan area while also calling for enhanced connectivity and access to existing parks and recreation amenities such as Greenbelt National Park. Trails for recreational uses, recreation and trail amenities at the stormwater management pond at Hanover Parkway and Ora Glen Drive, and more green spaces, parks, and amenities within all new development ranked high.

BELOW: The stormwater management pond at Hanover Parkway and Ora Glen Drive offers an opportunity for new recreational amenities such as a fitness trail, and is envisioned as part of this sector plan's proposed medical mile.



Specific recommendations for open space and recreation opportunities were identified for North Core, Greenway Center/Maryland Trade Center, Beltway Plaza, and Franklin Park at Greenbelt Station. Community members also called for the display of artwork, incorporation of performing arts, and greater programming and theming of parks and recreation spaces.

Historic Preservation Background and Existing Conditions

The sector plan area includes historic resources that reflect many important themes in the development of western Prince George's County and the county as a whole (see Map 12 on page 77). Historic themes include agriculture, aviation, community development, education, and transportation. A wealth of historic sites are present in and near the sector plan area, including prehistoric camp sites, tobacco plantations, turnpikes and railroads, airports, and planned communities. While Appendix A contains a more detailed history of the sector plan area, key conditions are presented below.

- ❖ The Baltimore-Washington Parkway (69-026) is listed in the National Register of Historic Places and is a Prince George's County historic site.
- ❖ The Walker Family Cemetery (67-004-03a) and Turner Family Cemetery (67-004-03b)

are historic resources and are part of the Greenbelt National Historic Landmark (67-004).

- ❖ The old Greenbelt Middle School is also part of the Greenbelt National Historic Landmark.
- ❖ One archeological site has been identified in the sector plan area: 18PR801 Toaping Castle (home of the Walker family). Two other archeological sites are located in close proximity to the sector plan area: 18PR94—a prehistoric camp site—was discovered during the planning process for the Metrorail maintenance yard, which is to the north of the sector plan area; and 18PR411, a Native-American base camp on the Greenbelt Courthouse property.
- ❖ Other historic properties that have been documented but not evaluated for local significance include: Wild Cat Farm (67-002), the MD 193 bridge over the CSX Railroad (67-030), Greenbelt Maryland National Guard Armory (67-036), and American Legion Post 136 (67-037).
- ❖ One historic marker—at the intersection of MD 193 and Walker Drive—was erected in 1976 by the Prince George's County Historical Society, City of Greenbelt Bicentennial Committee.

What You Told Us About Historic Preservation

Throughout the plan process, several concerns were voiced by the community regarding historic preservation. The community was concerned about maintaining, preserving, and promoting the Walker and Turner Family Cemeteries, historic portions of the old Greenbelt Middle School, and the Toaping Castle archeological site. Many residents felt that new development should build on the history and culture of Greenbelt, Berwyn Heights, and College Park and should incorporate elements of walkability, sustainability, environmental preservation, and sense of community inherent in the design and construction of historic Greenbelt, historic Berwyn Heights, and the former streetcar suburbs of College Park. Greenway Center and the Maryland Trade Center could be redesigned around a theme based on the history of Schrom Airport. Indian Springs at the northern end of the Golden Triangle Office Park should be cleaned up and historic features identified. Finally, members of the community believed that new buildings on the south side of MD 193 should have a height restriction to preserve the character of the Berwyn Heights neighborhood.

Quality of Life Opportunities

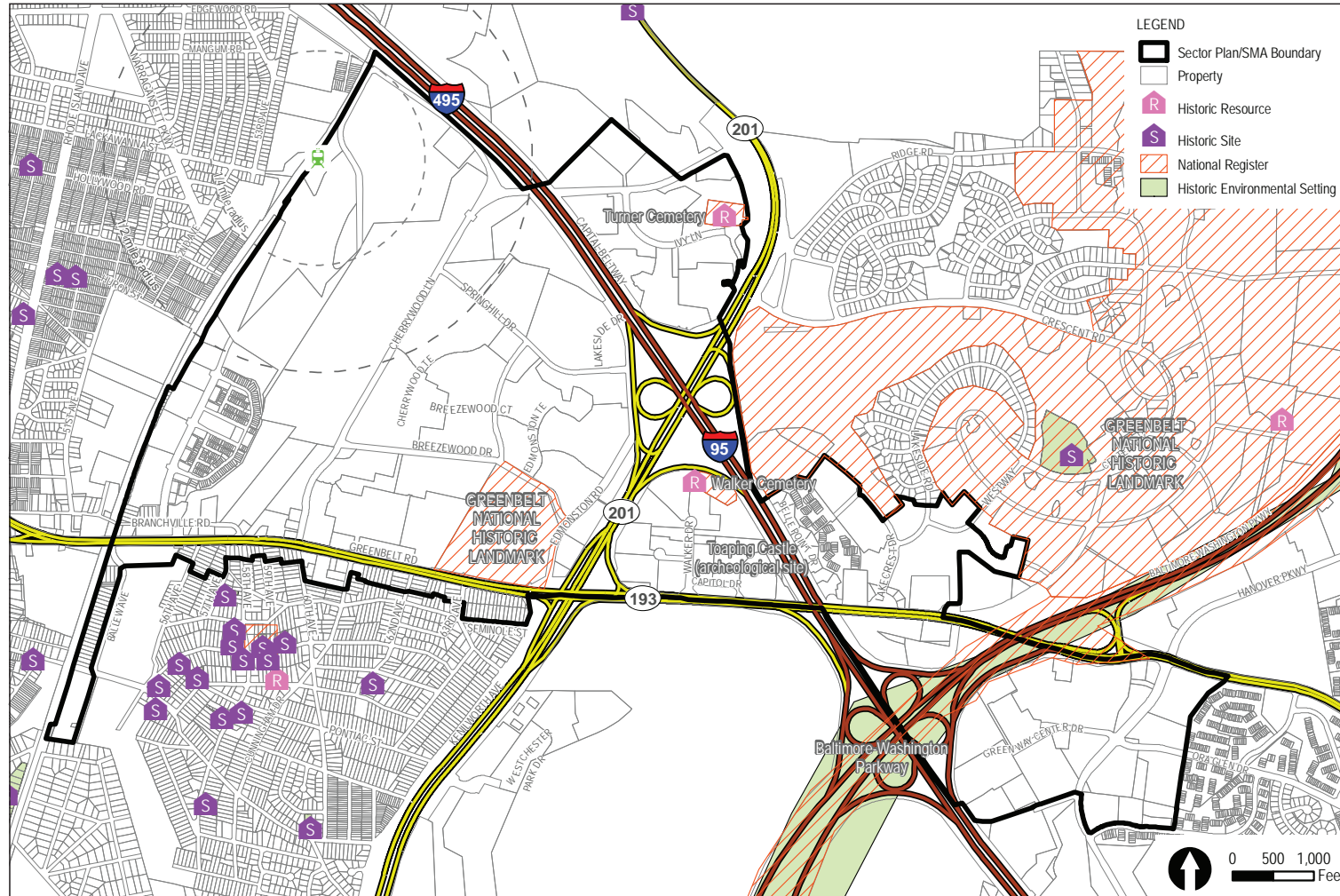
A comprehensive examination of quality of life elements such as parks and recreation and public facilities allows for a complete and cohesive set of recommendations that will improve the quality of life for existing and future residents. Building on the history of Greenbelt, Berwyn Heights, and College Park can help establish a unique sense of place and community identity within the sector plan area. Planning for additional community amenities such as civic and institutional uses at sites including the Greenbelt Metro Station North Core and new recreational opportunities will ensure the area is ready to draw the highest quality of development, will add value to both future and existing development, and will increase economic returns on investment. Proactive approaches to improving health and wellness and providing adequate public facilities, indoor and outdoor recreation, and preserving the area's historic heritage will set an example for neighboring and regional communities and provide for a bright future for the children and grandchildren of today's residents.

Municipal Services

The City of Greenbelt, Town of Berwyn Heights, and City of College Park provide an array of public services to their resident and business citizens, including police, recreation, public works, trash collection, snow removal, street maintenance, family and youth support services, code enforcement, property maintenance, and animal control. In addition, the City of Greenbelt is not included in the Maryland-Washington Metropolitan District for the purposes of parks and recreation, which makes Greenbelt one of three municipalities in Prince George's County to provide and maintain its own parks, recreation facilities, and recreation department independent of the jurisdiction of the Maryland-National Capital Park and Planning Commission. (See City of Greenbelt Parks and Recreation Facilities Appendix on page A-16 for an inventory.)

As plans for new development, redevelopment, and infill development are considered and planned, it is essential that there be coordination between the developer and the pertinent municipality to address local and community service and facility needs in addition to regional and countywide needs. Land developers and builders are urged to contact the appropriate municipality in the early stages of project planning so this coordination becomes a part of the development process.

MAP 13: Existing Historic Resources (Spring 2012)



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