

Chapter 7: Implementation

Action Timeline

Implementation is critical to the realization of the plan vision. The approval of this plan puts in place the appropriate zoning tools, an important part of the implementation program. The designation of the sector plan area as a revitalization overlay area is key in targeting other regulatory and financial assistance to this area to ensure the implementation of many of the strategies in the plan. This plan recognizes that the vision is long range and requires commitment from property owners, developer interest and funding, and governmental support and prioritization of activities. Due to limited public financial resources, priority is given to the redevelopment of the Naylor Road Metro Station core area where transit infrastructure exists. The plan assumes that redevelopment of the Metro station area can stimulate redevelopment of other areas along the Branch Avenue Corridor at the same time given the right mix of incentives and market condition. Private redevelopment of other areas along the corridor could occur before or simultaneous with development at the Naylor Road Metro Station, however, the Metro station area remains the priority for public infrastructure improvement.

The plan vision cannot be realized overnight. In order to create an environment for major redevelopment and to improve the area's image and business climate, some immediate actions need to take place. Although some actions may be identified as immediate or mid-term, they are intended to continue for the foreseeable future in order to ensure lasting change and a healthier community long term. Long-term actions depend on the successful implementation of immediate and mid-term actions in many cases, or are expected to require more time to establish and implement. They are the last phase in realizing the vision set forth by the community. The following implementation action timeline establishes appropriate immediate, mid- and long-term actions relevant to the implementation of the plan vision over time.

Immediate Actions (less than 3 years)

1. Develop legislation to define criteria, programs and necessary regulatory mechanisms to implement the revitalization overlay area for the sector plan area. Focus county staff and other public resources necessary for infrastructure improvements and to implement revitalization and redevelopment efforts starting within the Naylor Road Metro Station core area.
2. Develop legislation to limit uses that when concentrated are detrimental to the economic revitalization goals within the designated revitalization overlay area.
3. Develop legislation to amend the M-X-T Zone to utilize the plan's standards and guidelines to regulate the mix of uses, density and intensity, building placement, street level activities/uses, parking flexibility, building height, location of vertical and horizontal uses, and general quality of materials.
4. Systematically enforce all applicable county codes, particularly property maintenance and zoning codes, through area-based assignment of inspectors and education of property owners. Develop legislation for necessary improvements to ensure adequate maintenance of properties.
5. Work with the Department of Environmental Resources and the Department of Public Works to schedule regular clean-ups that include area businesses and neighboring communities.
6. Intensify police patrols in areas of high crime, particularly around the Naylor Road Metro Station and Iverson Street.
7. Create a community-led crime prevention campaign that educates and motivates citizens to get involved and introduce the Crime Prevention through Environmental Design (CPTED) principles.
8. Conduct a study of the industrial land uses adjacent to the St. Barnabas commercial corridor for impacts on the commercial and residential uses within the area. Include recommendations for necessary improvement and a strategy for improvements including possible rezoning needs.
9. Explore the feasibility of creating a parking district to encourage shared parking structures and possible redevelopment partnerships.
10. Develop a phasing and implement plan to construct trail connections to ensure pedestrian connections to mixed-use development giving the Naylor Road Metro Station core area top priority.
11. Work with appropriate agencies, including SHA and the Department of Parks and Recreation to develop concept plans and an implementation strategy to transform Branch Avenue into an urban boulevard in conjunction with a linear park.
12. Focus on the redevelopment and revitalization of the Naylor Road Metro Station area with a mixed-use development of office, residential, retail, public and quasi-public uses utilizing design guidelines and standards in the plan.

Mid-Term Actions (3-7 years)

1. Continue to focus on the redevelopment and revitalization of the Naylor Road Metro Station area.
2. Explore financial and regulatory incentives for small property owners to assemble land suitable for mixed-use development.
3. Facilitate land acquisition, facility development, and recreational programming in the Naylor Road Metro Station area.
4. Identify and secure joint public and private funding mechanisms that will allow for the planning, design and timely construction and implementation of multimodal transportation network enhancements to promote more nonvehicular travel in the corridor.
5. Provide shuttle bus services to facilitate transit ridership from the new mixed-use centers.
6. Construct distinctive and welcoming gateways to the sector plan area.
7. Work with PEPCO, Verizon, Comcast, and other electrical and technological infrastructure service providers to update and improve their services in the area to ensure adequacy for existing and future development.
8. Explore the opportunity of forming a business improvement district (BID) to fund special services.
9. Establish a multidimensional branding campaign that brings clear identity and intensively markets the area, develop a tenant recruitment program, and create tax incentives for businesses to locate to the area.
10. Use CPTED principles in all designs of new projects to create more eyes on the street to encourage residents and customers to notify business owners and police of suspicious behaviors around the corridor.
11. Work with Iverson Mall and Marlow Heights on a staging plan for redeveloping the area as a mixed-use node including the prioritization of necessary public improvements to support the redevelopment projects.
12. Continue to provide transportation enhancements as warranted by the level of development including the development of Branch Avenue into an urban boulevard.
13. Work with appropriate agencies, including SHA and the Department of Public Works and Transportation, and property owners to develop a concept plan and implementation strategy to transform St. Barnabas Road into a minor urban boulevard.
14. Provide shuttle bus services to the Suitland Metro Station and the Naylor Road Metro Station from the major roadways in the sector plan area. Provide a super station and transfer point at the intersection of Silver Hill Road.

Long-Term Actions (7+ years)

1. Focus efforts to implement the phasing of the redevelopment of the Iverson Mall and Marlow Heights mixed-use nodes as the Naylor Road Metro Station area develops. Provide necessary public incentives and infrastructure development to support the redevelopment.
2. Continue a multidimensional branding campaign that brings clear identity and intensively markets the area and create tax incentives for recruiting quality businesses to locate to the area.
3. Provide needed public facilities per plan recommendation concurrent with the intensification of the sector plan area including a library, schools, parks, a revitalized Marlow Heights Community Center, and trails.
4. Explore the feasibility of replacing the shuttle bus services with a light-transit service that could provide an extension of the proposed rail transit between Northern Virginia, National Harbor, Oxon Hill Road, the St. Barnabas Road and Branch Avenue Corridors, and the Suitland Metro Station. If warranted, develop a longer range plan for implementation.



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Residential Zones¹

R-O-S: Reserved Open Space—Provides for permanent maintenance of certain areas of land in an undeveloped state, with the consent of the property owners; encourages preservation of large areas of trees and open space; designed to protect scenic and environmentally sensitive areas and ensure retention of land for nonintensive active or passive recreational uses; provides for very low density residential development and a limited range of public, recreational, and agricultural uses.

Minimum lot size—	20 acres*
Maximum dwelling units per net acre—	0.05

*Except for public recreational uses, for which no minimum area is required.

O-S: Open Space—Provides for areas of low-intensity residential (5 acre) development; promotes the economic use and conservation of land for agriculture, natural resource use, large lot residential estates, nonintensive recreational use.

Standard lot size—	5 acres
Maximum dwelling units per net acre—	0.20

R-A: Residential Agricultural—Provides for large lot (2 acre) residential uses while encouraging the retention of agriculture as a primary land use.

Standard lot size—	2 acres
Maximum dwelling units per net acre—	0.50

R-E: Residential Estate—Permits large lot estate subdivisions containing lots approximately one acre or larger.

Standard lot size—	40,000 sq. ft.
Maximum dwelling units per net acre—	1.08
Estimated average dwelling units per acre—	0.85

R-R: Rural Residential—Permits approximately one-half acre residential lots; subdivision lot sizes depend on date of recordation; allows a number of nonresidential special exception uses.

Standard lot size—	20,000 sq. ft. 15,000 sq. ft. if recorded prior to February 1, 1970 10,000 sq. ft. if recorded prior to July 1, 1967
Maximum dwelling units per net acre—	2.17
Estimated average dwelling units per acre—	1.85

¹ **Definitions:**

Minimum or standard lot size: The current minimum net contiguous land area required for a lot.

Average dwelling units per acre: The number of dwelling units which may be built on a tract—including the typical mix of streets, public facility sites and areas within the 100-year floodplain—expressed as a per-acre average.

Maximum dwelling units per net acre: The number of dwelling units which may be built on the total tract—excluding streets and public facility sites, and generally excluding land within the 100-year floodplain—expressed as a per-acre average.

R-80: One Family Detached Residential—Provides for variation in the size, shape, and width of subdivision lots to better utilize the natural terrain and to facilitate planning of single-family developments with lots and dwellings of various sizes and styles.

Standard lot size—	9,500 sq. ft.
Maximum dwelling units per net acre—	4.5
Estimated average dwelling units per acre—	3.4

R-55: One-Family Detached Residential—Permits small lot residential subdivisions; promotes high density, single-family detached dwellings.

Standard lot sizes—	6,500 sq. ft.
Maximum dwelling units per net acre—	6.70
Estimated average dwelling units per acre—	4.2

R-35: One-Family Semidetached, and Two-Family Detached, Residential—Provides generally for single-family attached development; allows two-family detached; detailed site plan approval required for lots served by private rights-of-way.

Standard lot sizes—	3,500 sq. ft. for one family, semi-detached 7,000 sq. ft. for two-family, detached
Maximum dwelling units per net acre—	12.44
Estimated average dwelling units per acre—	8.5

R-T: Townhouse—Permits one-family detached and attached, two-family, and three-family dwellings; promotes the maximum amount of freedom in the design of attached dwellings and their grouping and layout; detailed site plan approval required for attached dwellings.

Standard lot size per attached dwelling—	1,800 sq. ft.
Maximum dwelling units per net acre—	Three-family dwellings—9 Two-family dwellings—8 Other attached dwellings—6
Minimum area for development—	2 acres

R-20: One-Family Triple-Attached Residential—Permits single-family detached, semidetached and triple-attached and townhouse development. Detailed site plan approval required for townhouses.

Standard lot sizes—	3,200 sq. ft. for end lots 2,000 sq. ft. for interior townhouse lots
Maximum triple-attached dwellings per net acre—	16.33
Maximum townhouses per net acre—	6.0 (same as R-T)
Estimated average triple-attached dwelling units per net acre—	11

R-30: Multifamily Low Density Residential—Provides for low density garden apartments; single-family detached; single-family attached, two-family and three-family dwellings in accordance with R-T Zone provisions; detailed site plan approval required for multifamily and attached dwellings.

Standard lot size—	Garden apartments—14,000 sq. ft. Two-family dwellings—1,500 sq. ft. Other attached dwellings—1,800 sq. ft.
Maximum dwelling units per net acre—	Garden apartments—10 Three-family dwellings—9 Two-family dwellings—8 Other attached dwellings—6

R-30C: Multifamily Low Density Residential Condominium—Same as R-30 above except ownership must be condominium, or development in accordance with the R-T Zone; detailed site plan approval required for multifamily and attached dwellings.

Standard lot size—	Garden apartments—14,000 sq. ft. Two-family dwellings—1,500 sq. ft. Other attached dwellings—1,800 sq. ft.
Maximum dwelling units per net acre—	Garden apartments—12 Three-family dwellings—9 Two-family dwellings—8 Other attached dwellings—6

R-18: Multifamily Medium Density Residential—Provides for multiple family (apartment) development of moderate density; single-family detached; single-family attached, two-family and three-family dwellings in accordance with R-T Zone provisions; detailed site plan approval required for multifamily and attached dwellings.

Standard lot size—	Apartments—16,000 sq. ft. Two-family dwellings—1,500 sq. ft. Other attached dwellings—1,800 sq. ft.
Maximum dwelling units per net acre—	Garden apartments and three-family dwellings—12 Mid-rise apartments (4 or more stories with elevator)—20 Three-family dwellings—9 Two-family dwellings—8 Other attached dwellings—6

R-18C: Multifamily Medium Density Residential-Condominium—Same as above except ownership must be condominium, or development in accordance with the R-T Zone; detailed site plan approval required for multifamily and attached dwellings.

Standard lot size	Apartments—1 acre Two-family dwellings—1,500 sq. ft. Other attached dwellings—1,800 sq. ft.
Maximum dwelling units per net acre—	Garden apartments—14 Mid-rise apartments (4 or more stories with elevator)—20 Three-family dwellings—9 Two-family dwellings—8 Other attached dwellings—6

R-H: Multifamily High-Rise Residential—Provides for suitable sites for high density, vertical residential development; also permits single-family detached dwellings; detailed site plan approval required for multifamily dwellings.

Minimum lot size—	5 acres
Maximum dwelling units per net acre—	48.4

R-10: Multifamily High Density Residential—Provides for suitable sites for high density residential in proximity to commercial and cultural centers; also permits single-family detached dwellings. Detailed site plan approval required for buildings 110 feet in height or less; special exception required for buildings over 110 feet in height.

Minimum lot size—	20,000 sq. ft.
Maximum dwelling units per net acre—	48

R-10A: Multifamily, High Density Residential-Efficiency—Provides for a multifamily zone designed for the elderly, singles, and small family groups. Detailed site plan approval required for buildings 110 feet in height or less; special exception required for buildings over 110 feet in height.

Minimum lot size— 2 acres
Maximum dwelling units per net acre— 48 plus one for each 1,000 sq. ft. of indoor common area for social, recreational, or educational purposes.

Mixed Use/Planned Community Zones

M-X-T: Mixed Use-Transportation Oriented—Provides for a variety of residential, commercial, and employment uses; mandates at least two out of the following three use categories: (1) Retail businesses; (2) Office/Research/Industrial; (3) Dwellings, hotel/motel; encourages a 24-hour functional environment; must be located near a major intersection or a major transit stop or station and will provide adequate transportation facilities for the anticipated traffic or at a location for which the applicable master plan recommends mixed uses similar to those permitted in the M-X-T Zone.

Lot size and dwelling types— No restrictions
Maximum floor area ratio— 0.4 without optional method
8.0 with optional method (provision of amenities)

M-X-C: Mixed-Use Community—Provides for a comprehensively planned community with a balanced mix of residential, commercial, light manufacturing, recreational and public uses; includes a multistep review process to assure compatibility of proposed land uses with existing and proposed surrounding land uses, public facilities and public services; mandates that each development include residential uses, community use areas, neighborhood centers and an integrated public street system with a variety of street standards.

Minimum tract size— 750 gross acres
Lot size and dwelling types— No restrictions
Maximum dwelling units per gross acre— 2
Maximum floor area ratio for commercial uses— 0.4

M-U-TC: Mixed-Use Town Center—Provides for a mix of commercial and limited residential uses which establish a safe, vibrant, 24-hour environment; designed to promote appropriate redevelopment of, and the preservation and adaptive reuse of selected buildings in, older commercial areas; establishes a flexible regulatory framework, based on community input, to encourage compatible development and redevelopment; mandates approval of a development plan at the time of zoning approval, that includes minimum and maximum development standards and Guidelines, in both written and graphic form, to guide and promote local revitalization efforts; provides for legally existing buildings to be expanded or altered, and existing uses for which valid permits have been issued to be considered permitted uses, and eliminating nonconforming building and use regulations for same.

M-U-I: Mixed-Use Infill—Promotes Smart Growth principles by encouraging the efficient use of land, public facilities and services in areas that are substantially developed. These regulations are intended to create community environments enhanced by a mix of residential, commercial, recreational, open space, employment

and institutional uses in accordance with approved plans. The infill zone may only be approved for property located in a transit district overlay zone or a development district overlay zone.

R-P-C: Planned Community—Provides for a combination of uses permitted in all zones, to promote a large-scale community development with a full range of dwellings providing living space for a minimum of 500 families; encourages recreational, commercial, institutional, and employment facilities within the planned community; requires conformance with an official plan—identifying zoning subcategories—that has been adopted by the Planning Board following approval of a final plan by the District Council at the time of rezoning, and for certain R-P-C Zones, approval of a detailed site plan prior to development.

Lot size and dwelling types— Varied
 Maximum dwelling units per gross acre— 8

R-M-H: Planned Mobile Home Community—Provides for suitable sites for planned mobile home communities, including residences and related recreational, commercial, and service facilities, subject to detailed site plan approval.

Minimum lot size— 4,000 sq. ft.
 Maximum mobile homes per acre— 7

Comprehensive Design Zones

(These zones require three-phase development plan review, the first of which is Basic Plan approval at the time of rezoning that establishes general land use types, land use relationships, and minimum land use quantities. In zones providing for density and intensity ranges, increases in base density and intensity within the limits prescribed are allowed in return for public benefit features provided by the developer.)

R-L: Residential Low Development—Provides for low-density residential development in areas recommended by a master plan for alternative low-density development techniques. The zone allows a mixture of residential types and lot sizes generally corresponding to single-family development; provides for limited commercial uses necessary to serve the dominant residential uses.

Minimum tract size— Generally 100 adjoining gross acres
 Low 0.5— Base density (dwelling units per gross acre)—0.5
 Maximum density—0.9
 Maximum mixed retirement development density—8 du/gross acre
 Low 1.0— Base Density (dwelling units per gross acre)—1.0
 Maximum density—1.5
 Maximum mixed retirement development density—8 du/gross acre

R-S: Residential Suburban Development—A mixture of residential types within the suburban density range generally corresponding to low-density single-family development; provides for limited commercial uses necessary to serve the dominant residential uses.

Minimum tract size— Generally 25 adjoining gross acres
 Suburban 1.6— Base density (dwelling units per gross acre)—1.6
 Maximum density—2.6
 Maximum mixed retirement development density—8 du/gross acre
 Suburban 2.7— Base density (dwelling units per gross acre)—2.7
 Maximum density—3.5
 Maximum mixed retirement development density—8 du/gross acre

R-M: Residential Medium Development—A mixture of residential types with a medium density range; provides for limited commercial uses necessary to serve the dominant residential uses.

Minimum tract size— Generally 10 adjoining gross acres
 Medium 3.6— Base density (dwelling units per gross acre)—3.6
 Maximum density—5.7
 Maximum mixed retirement development density—8 du/gross acre
 Medium 5.8— Base density (dwelling units per gross acre)—5.8
 Maximum density—7.9
 Maximum mixed retirement development density—8 du/gross acre

R-U: Residential Urban Development—A mixture of residential types generally associated with an urban environment; provides for limited commercial uses necessary to serve the dominant residential uses.

Minimum tract size— Generally 5 adjoining gross acres
 Urban 8.0— Base density (dwelling units per gross acre)—8.0
 Maximum density—11.9
 Maximum mixed retirement development density—8 du/gross acre
 Urban 12.0— Base density (dwelling units per gross acre)—12.0
 Maximum density—16.9
 Maximum mixed retirement development density—8 du/gross acre

L-A-C: Local Activity Center—A mixture of commercial retail and service uses along with complementary residential densities within a hierarchy of centers servicing three distinct service areas: neighborhood, village, and community.

	Neighborhood	Village	Community
Minimum tract size	4 adjoining gross ac.	10 adjoining gross ac.	20 adjoining gross ac.
Base resid. density	8 du/gross resid. ac.	10 du/gross resid. ac.	10 du/gross resid. ac.
Max. resid. density	12.1 du/gross resid. ac.	15 du/gross resid. ac.	20 du/gross resid. ac.
Base comm. intensity	0.16 FAR	0.2 FAR	0.2 FAR
Max. comm. intensity	0.31 FAR	0.64 FAR	0.68 FAR
Max. mixed retirement development density	8 du/gross ac.	8 du/gross ac.	8 du/gross ac.

	Metro Center	New Town or City Corridor Center
Base residential density	48 du/gross resid. ac.	10 du/gross resid. ac.
Max. residential density	125 du/gross resid. ac.	47.9 du/gross resid. ac.
Base commercial intensity	1.0 FAR/gross commercial ac.	0.2 FAR/gross commercial ac.
Max. commercial intensity	2.7 FAR/gross commercial ac.	0.88 FAR/gross commercial ac.
Min. residential floor area	20% of total at time of full development	20% of total at time of full development
Max. mixed retirement development density	8 du/gross ac.	8 du/gros ac.

M-A-C: Major Activity Center—A mixture of uses which serve a regional residential market or provide concentrated employment, arranged to allow easy pedestrian access between uses; two types of functional centers are described: Major Metro and New Town or Corridor City.

Minimum tract size— Generally 40 adjoining gross acres

E-I-A: Employment and Institutional Area—A concentration of nonretail employment and institutional uses and services such as medical, manufacturing, office, religious, educational, recreational, and governmental.

Minimum tract size— Generally 5 adjoining gross acres

Minimum open space improved by landscaping— 20% of net lot area

V-L: Village-Low—Provides for a variety of residential, commercial, recreational, and employment uses within a traditional village setting surrounded by open space; mandates the following land use area categories: (1) Village Proper; (2) Village Fringe; (3) Residential Areas; (4) Village Buffer; and (5) Recreational Areas. Land use areas are arranged to allow a sense of community with linkage via a pedestrian network to a core which contains commercial, civic, community, and residential uses; also mandates a mixture of residential types and lot sizes, including affordable housing units; includes detailed design standards and building materials requirements. This zone may be utilized in areas recommended for permanent low density by a master plan.

Minimum tract size— 150 contiguous gross acres

Maximum density— 1.3 dwelling units per gross acre

V-M Village-Medium—Provides for a variety of residential, commercial, recreational, and employment uses within a traditional village setting surrounded by open space; mandates the following land use area categories: (1) Village Proper; (2) Village Fringe; (3) Residential Areas; (4) Village Buffer; and (5) Recreational Areas. Land use areas are arranged to allow a sense of community with linkage via a pedestrian network to a core which contains commercial, civic, community, and residential uses; also mandates a mixture of residential types and lot sizes,

including affordable housing units; includes detailed design standards and building materials requirements. This Zone may be utilized in areas recommended for permanent low density by a Master Plan.

Minimum tract size—	300 contiguous gross acres
Maximum density—	2.0 dwelling units per gross acre

Commercial Zones

C-O: Commercial Office—Uses of a predominantly nonretail commercial nature, such as business, professional and medical offices, or related administrative services.

C-A: Ancillary Commercial—Certain small retail commercial uses, physician and dental offices, and similar professional offices that are strictly related to and supply necessities in frequent demand and daily needs of an area with a minimum of consumer travel; maximum size of zone: 3 net acres.

C-1: Local Commercial, Existing—All of the uses permitted in the C-S-C Zone.

C-2: General Commercial, Existing—All of the uses permitted in the C-S-C Zone, with additions and modifications.

C-C: Community Commercial, Existing—All of the uses permitted in the C-S-C Zone.

C-G: General Commercial, Existing—All of the uses permitted in the C-S-C Zone.

C-S-C: Commercial Shopping Center—Retail and service commercial activities generally located within shopping center facilities; size will vary according to trade area.

C-H: Highway Commercial, Existing—All of the uses permitted in the C-M Zone.

C-M: Commercial Miscellaneous—Varied commercial uses, including office and highway oriented uses, which may be disruptive to the compactness and homogeneity of retail shopping centers.

C-W: Commercial Waterfront—Marine activities related to tourism, vacationing, boating and sports, water-oriented recreation, together with limited employment areas which cater to marine activities along a waterfront.

C-R-C: Commercial Regional Center—Provides locations for major regional shopping malls and related uses that are consistent with the concept of an upscale mall. Minimum area for development—one hundred (100) gross continuous acres; maximum FAR—.75; maximum building height—75 ft.; maximum building coverage, excluding parking—50%; detailed site plan approval required.

Industrial Zones

I-1: Light Industrial—Light intensity manufacturing, warehousing, and distribution uses; 10 percent green area required.

I-2: Heavy Industrial—Highly intensive industrial and manufacturing uses; 10 percent green area required.

I-3: Planned Industrial/Employment Park—Uses that will minimize detrimental effects on residential and other adjacent areas; a mixture of industrial, research, and office uses with compatible institutional, recreational, and service uses in a manner that will retain the dominant industrial/employment character of the zone; standard minimum tract size of 25 adjoining gross acres; standard minimum lot size of two acres; Conceptual and detailed site plan approval required; 25 percent green area required; outdoor uses restricted; warehousing and wholesaling uses limited.

I-4: Limited Intensity Industrial—Limited intensity (0.3 FAR) commercial, manufacturing, warehousing, and distribution uses; development standards extended to assure limited intensity industrial and commercial development, and compatibility with surrounding zoning and uses; 25 percent green area required.

U-L-I: Urban Light Industrial—Designed to attract and retain a variety of small-scale light industrial uses in older, mostly developed industrial areas located close to established residential communities; establishes a flexible regulatory process with appropriate standards to promote reinvestment in, and redevelopment of, older urban industrial areas as employment centers, in a manner compatible with adjacent residential areas.

Overlay Zones²

T-D-O: Transit District Overlay—Intended to ensure that development in a designated district meets the goals established in a transit district development plan. Transit Districts may be designated in the vicinity of Metro stations to maximize transit ridership, serve the economic and social goals of the area, and take advantage of the unique development opportunities which mass transit provides.

D-D-O: Development District Overlay—Intended to ensure that development in a designated district meets the goals established in a master plan, master plan amendment or sector plan. Development districts may be designated for town centers, Metro areas, commercial corridors, employment centers, revitalization areas, historic areas and other special areas as identified in approved plans.

² These overlay zones are superimposed over other zones, and they may modify provisions of the underlying zones concerning uses allowed and standards for development. In addition, new development is generally subject to approval of a detailed site plan by the Planning Board.

Chesapeake Bay Critical Areas Overlay Zones³

I-D-O: Intense Development Overlay—To conserve and enhance fish, wildlife, and plant habitats and improve the quality of runoff that enters the Chesapeake Bay, while accommodating existing residential, commercial, or industrial land uses. To promote new residential, commercial and industrial land uses with development intensity limits. Maximum residential density is the same as the underlying zone.

L-D-O: Limited Development Overlay—To maintain and/or improve the quality of runoff entering the tributaries of the Chesapeake Bay and to maintain existing areas of natural habitat, while accommodating additional low-or moderate-intensity development. Maximum residential density is the same as the underlying zone, up to 4.0 du/net acre maximum.

R-C-O: Resource Conservation Overlay—To provide adequate breeding, feeding and wintering habitats for wildlife, to protect the land and water resources base necessary to support resource-oriented land uses, and to conserve existing woodland and forests for water quality benefits along the tributaries of the Chesapeake Bay.
Maximum residential density—.05 du/ gross acre.

Revitalization Overlay Districts⁴

R-O-D: Revitalization Overlay District—Intended to ensure the orderly development or redevelopment of land within a designated district. Revitalization districts provide a mechanism for the county to delegate full authority to local municipalities to approve departures from parking, landscaping and sign standards. In addition, limited authority is also delegated for the approval of variances from building setbacks, lot coverage, yards and other dimensional requirements of existing zoning.

³ These overlay districts are superimposed over other zones. However, they do not modify provisions of the underlying zones concerning uses allowed and standards for development.

⁴ These overlay zones are superimposed over other zones, and they may modify provisions of the underlying zones concerning design regulations. However, they do not modify provisions of the underlying zones concerning allowed uses. In addition, a detailed site plan for architectural conservation shall be approved by the Planning Board prior to the issuance of a building or grading permit.

Architectural Overlay Districts⁵

A-C-O: Architectural Conservation Overlay—Intended to ensure that development and redevelopment efforts preserve and protect the architectural or design character of neighborhoods in accordance with an approved architectural conservation plan. Conservation districts may be designated in areas where the majority of properties have been developed and they exhibit distinct, unifying elements, characteristics, design or other physical features.

⁵ These overlay zones are superimposed over other zones, and they may modify provisions of the underlying zones concerning design regulations. However, they do not modify provisions of the underlying zones concerning allowed uses. In addition, a detailed site plan for architectural conservation shall be approved by the Planning Board prior to the issuance of a building or grading permit.

Public Facility Cost Estimates

Per Section 27-646(b)(4) of the Zoning Ordinance, all approved master plans must contain an estimate of the cost of all public facilities that must be acquired or constructed in order to carry out the objectives and requirements of the plan. The Branch Avenue Corridor sector plan reinforces the public facilities recommendations in the 2000 *Approved Master Plan and Sectional Map Amendment for the Heights and Vicinity (Planning Area 76A)*, except as modified by this plan. The tables below provide the proposed public facilities cost estimates to serve the land use recommendations of the sector plan. The cost estimates are in current (2007) dollars. The table also notes projects for which funding has already been included in the county’s Capital Improvement Program (CIP).

Schools, Libraries, and Public Safety

Facility Type	Location	Project Description	Proposal Type	Estimated Cost
School	Urban Elementary School, Redeveloped Marlow Heights Mixed-Use Center	Acquisition of land and construction of a new 150,000 square foot school, to urban PreK-8th grade standards, providing sufficient parking for faculty and staff, and access to transit	New proposal	Land-TBD* Building cost-45,000,000
Library (Hillcrest Heights Branch)	Redeveloped Iverson-Marlow Heights Mixed-Use Center	Acquisition of 25,000 to 50,000 square feet of floor space in the proposed Iverson-Marlow Heights Mixed-Use Center or new building constructed as part of the proposed redevelopment project	New proposal	Land or floor space in new building TBD Separate facility-\$6,500,000
Police Station (District VII Headquarters)	10900 Fort Washington Road	Construction of a new police district station adjacent to the existing fire station	CIP project	\$7,988,000
Fire/EMS (Silver Hill Co. 29)	3900 Silver Hill Road	Renovation of existing facility	CIP project	\$720,000
Fire/EMS facility	Site near the St. Barnabas Road and Capital Beltway interchange	Construction of a new facility	CIP project	\$5,100,000

*TBD: To be determined.

Transit and Road Facilities

Facility Type	Location	Project Description	Proposal Type	Estimated Cost
Road	Hagan Road (MC-500)	Upgrading and reconstruction of Hagan Road to a major collector roadway	Reaffirmation of the 2000 Approved Heights Master Plan recommendations	\$1,000,000–\$2,000,000
Road	Branch Avenue (A-69)	Upgrading and converting this roadway to a major urban boulevard by providing landscaped median, streetscape amenities, bicycle, pedestrian, and other related improvements	New proposal	\$10,000,000–\$15,000,000
Road	Silver Hill Road (A-40)	Upgrading and converting this roadway to a major urban boulevard by providing landscaped median, streetscape amenities, bicycle, pedestrian, and other related improvements	New proposal	\$5,000,000–\$8,000,000
Road	St. Barnabas Road (A-45) between Branch Avenue and Silver Hill Road	Upgrading and converting this roadway to a minor urban boulevard by providing landscaped median, streetscape amenities, bicycle, pedestrian, and other related improvements	New proposal	\$2,000,000–\$3,000,000
Road	Saint Barnabas Road (A-45) between Temple Hill Road and the Capital Beltway	Upgrading and converting this roadway to a minor urban boulevard by providing landscaped median, streetscape amenities, bicycle, pedestrian, and other related improvements	New proposal	\$4,000,000–\$5,000,000
Road	Iverson Street (C-702) from Branch Avenue to 23rd Street	Upgrading and converting this roadway to a minor urban boulevard by providing landscaped median, streetscape amenities, bicycle, pedestrian, and other related improvements	New proposal	\$1,500,000–\$2,000,000
Road	Naylor Road (A-43)	Upgrading and converting this roadway to a minor urban boulevard by providing landscaped median, streetscape amenities, bicycle, pedestrian, and other related improvements	New proposal	\$1,000,000–\$1,500,000

Facility Type	Location	Project Description	Proposal Type	Estimated Cost
Road	Old Silver Hill Road (C-728)	Upgrading and converting this roadway to a minor urban boulevard by providing landscaped median, streetscape amenities, bicycle, pedestrian, and other related improvements	New proposal	\$500,000– \$1,000,000
Road	Saint Barnabas Road and Wheeler Road, Temple Hill Road and Raleigh Road, 23rd Parkway and Hagan Road intersections	Explore the feasibility of constructing a two-lane roundabout at the intersections, or other appropriate traffic calming and control measures.	New proposal	\$1,500,000– \$2,000,000
Road	23rd Parkway (C-704) to St. Barnabas Road	Extension of the existing 23rd Parkway to St. Barnabas Road	From the 2000 Approved Heights Master Plan	\$1,500,000– \$2,000,000
Traffic Signals	Various locations when warranted by SHA or DPW&T	Installation of traffic signals at determined problem intersections	New proposals	\$150,000– \$200,000 per signal
Transit	Branch Avenue, Saint Barnabas Road to Naylor Road Metro Station	Provision of shuttle bus service with headways no more than 15 minutes along Branch Avenue and Saint Barnabas Road with service to the Naylor Road Metro Station	New proposal	TBD
Transit	Suitland or Branch Avenue Metro Station to National Harbor	Explore the feasibility of providing street car or light rail transit service from Suitland Metro Station or Branch Avenue Metro Station to the National Harbor with stops on Branch Avenue and along St. Barnabas Road (this is a long-range proposal)	New proposal	TBD (This is part of a larger project currently being studied by the state's Mass Transit Administration (MD-MTA))

Trails, Bicycle, and Pedestrian Facilities

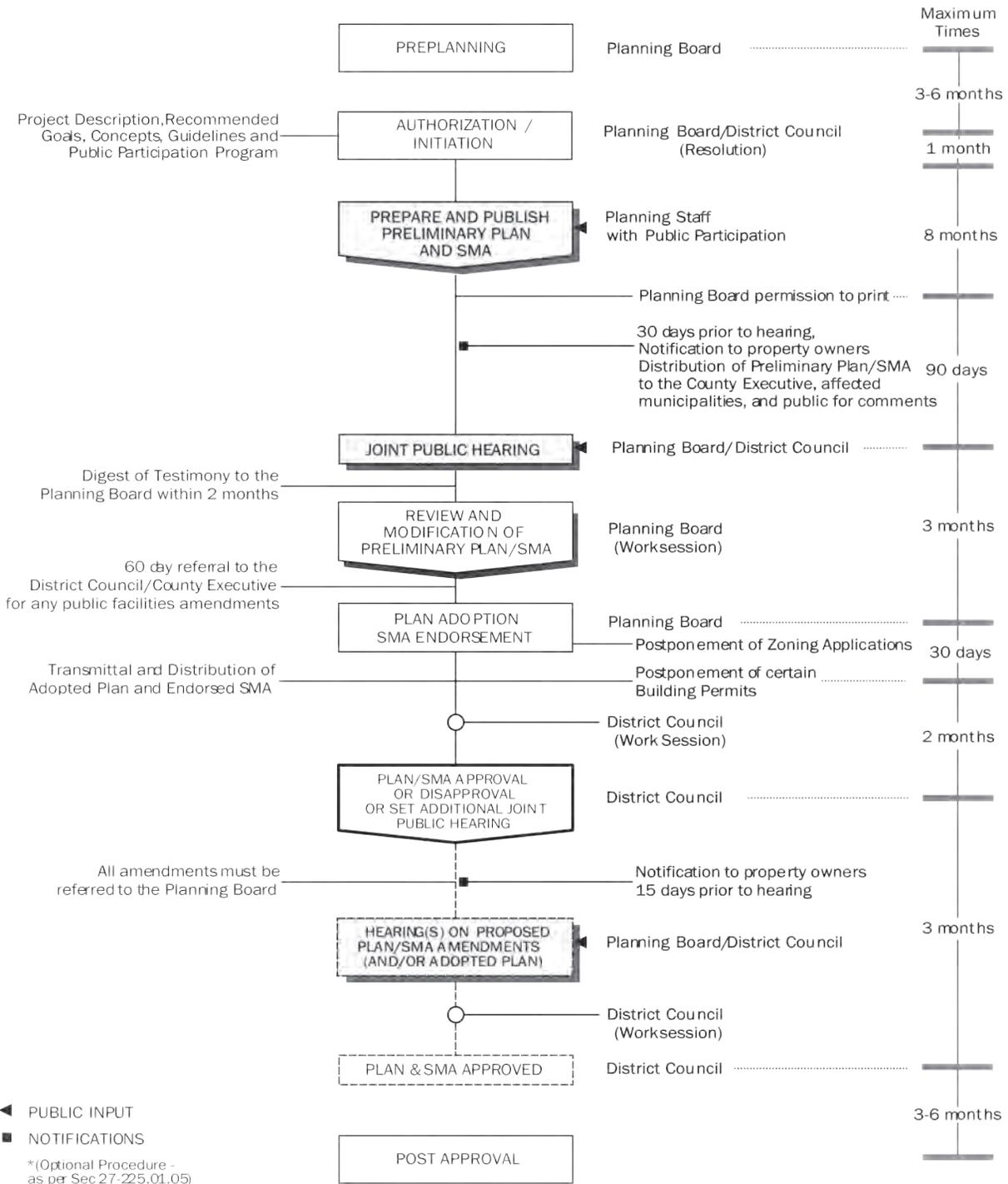
Facility Type	Location	Project Description	Proposal Type	Estimated Cost
Multi-use trail	Oxon Run Stream Valley	Construction of a multi-use trail within a park corridor along Oxon Run. Most of this corridor is outside the sector plan area. The trail will provide access to the Naylor Road Metro Station.	From the 2000 Approved Heights Master Plan	\$50,000 (For study area)
Multi-use trail	Suitland Parkway	Construction of trail along Suitland Parkway to connect with the existing Suitland Parkway trail in the District of Columbia. This trail will provide access to the District of Columbia and to several metro stations. The National Park Service has completed an initial feasibility study. Within the sector plan area alone, this trail will be over 2.5 miles in length. Structures may be necessary in areas of steep slopes, at ramps and interchanges, and at wetland crossings. Discussions are underway between the National Park Service, Maryland Department of Transportation, and M-NCPPC concerning the initial planning for this trail.	From the 2000 Approved Heights Master Plan	TBD
Multi-use trail	Barnaby Run Stream Valley Trail to Marlow Heights Center	Construction of a multi-use trail within a park and County owned corridor along Barnaby Run. Approximately ½ mile of this trail will be within the sector plan area.	From the 2000 Approved Heights Master Plan	\$250,000 (sector plan area only)
Multi-use trail	Henson Creek stream valley	Construction of multi-use trails on existing M-NCPPC land to provide access between the Suitland Parkway, Henson Creek and Branch Avenue trails. This trail is outside (but adjacent to) the sector plan area.	CIP project (for design only)	\$490,000
Pedestrian and bike trails	Iverson Street/Silver Hill Road	Construction of pedestrian sidewalk facilities, pedestrian amenities, and designated bike lanes	New proposal	TBD (part of larger project)
Pedestrian and bike trails	Saint Barnabas Road	Improvement to sidewalk facilities, pedestrian amenities, and designated bike lanes	New proposal	TBD (part of larger project)
Pedestrian Improvements	Throughout the sector area	Inventory existing sidewalk network and evaluate the condition and adequacy of linkages and make recommendations for improvements	New proposal	TBD (may require consultant study)

Parks, Recreation and Open Space Facilities

Facility Type	Location	Project Description	Proposal Type	Estimated Cost
Community Center	Oxon Run Drive, Temple Hills	Renovation and expansion of the Hillcrest Heights Community Center to include additional meeting rooms, fitness area, administrative offices and other programmable spaces.	CIP project	\$3,200,000
Marlow Heights Community Center	Saint Claire Drive, Marlow Heights	Renovation and expansion of the Marlow Heights Community Center gymnasium, weight room and multi-purpose room	CIP project	\$1,800,000
Neighborhood Playground	32nd Avenue, Temple Hills	Expansion of neighborhood playground expansion of five additional acres	New proposal	\$320,000
Stream Valley Park	Barnaby Run, Henson Creek, and Oxon Run	Acquisition of land for expansion of stream valley parks	New proposal	TBD
Neighborhood Park	Beech Road, Temple Hills	Acquisition of twenty-acre neighborhood park	New proposal	\$1,500,000
Neighborhood Park	Old Branch Avenue, Suitland	Acquisition of eleven-acre neighborhood park	New proposal	\$900,000
Neighborhood Park	Brinkley Road, Fort Washington	Acquisition of a fifteen-acre neighborhood park	New proposal	\$600,000
Trail	Wheeler Road, Saint Barnabas Road	Exploration of a trail alignment from Barnaby Run Stream Valley Park to Marlow Heights Community Center	New proposal	TBD

PROCEDURAL SEQUENCE CHART

For the Concurrent Preparation of
Comprehensive Master Plans, Sector Plans and Sectional Map Amendments*



COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND
SITTING AS THE DISTRICT COUNCIL
2008 Legislative Session

Resolution No. CR-86-2008
Proposed by The Chairman (by request – Planning Board)
Introduced by Council Members Dean, Exum, Bland, Harrison, Knotts and Dernoga
Co-Sponsors _____
Date of Introduction September 23, 2008

RESOLUTION

1 A RESOLUTION concerning

2 Branch Avenue Corridor Sector Plan and Sectional Map Amendment

3 For the purpose of approving with amendments as an act of the County Council of Prince
4 George's County, Maryland, sitting as the District Council, the Sector Plan and Sectional Map
5 Amendment for the Branch Avenue Corridor area, thereby defining long-range land use and
6 development policies and setting forth and adopting detailed zoning proposals for the area
7 comprising the Branch Avenue Corridor from the District of Columbia boundary line to St.
8 Barnabas Road, including the Naylor Road Metro Station, Iverson Mall, and Marlow Heights
9 Shopping Center, Silver Hill Road, Old Silver Hill Road, and the St. Barnabas Road commercial
10 corridor to the Capital Beltway.

11 WHEREAS, the Branch Avenue Corridor Sector Plan and Sectional Map Amendment
12 amends a portion of the 2000 *Approved Master Plan and Sectional Map Amendment for the*
13 *Heights and Vicinity* (Planning Area 76A); the 2002 *Prince George's County Approved General*
14 *Plan* for the physical development of the Maryland-Washington Regional District within Prince
15 George's County, Maryland; the 2005 *Countywide Green Infrastructure Plan*; the 1982 *Master*
16 *Plan of Transportation*; the 1983 *Functional Master Plan for Public School Sites*; the 2008
17 *Public Safety Facilities Master Plan*; the 1992 *Prince George's County Historic Sites and*
18 *Districts Plan*; and the 1975 *Countywide Trails Plan* including the 1985 *Equestrian Addendum*;
19 and

20 WHEREAS, on March 6, 2007, in Council Resolution CR-11-2007, the County Council,
21 sitting as the District Council, directed The Maryland-National Capital Park and Planning

1 Commission to prepare a Sector Plan and Sectional Map Amendment for the Branch Avenue
2 Corridor area in order to develop a comprehensive plan that sets policies and strategies that will
3 improve the quality of life for the residential communities, improve the business climate, guide
4 revitalization and redevelopment in the sector plan area, maximize the use of existing transit
5 infrastructure, protect environmentally sensitive land, and implement the 2002 General Plan
6 vision for the Developed Tier; and

7 WHEREAS, on March 6, 2007, the District Council endorsed the Goals, Concepts and
8 Guidelines prepared by the Planning Board pursuant to Section 27-643 of the Zoning Ordinance;
9 and

10 WHEREAS, the Planning Board hosted a series of stakeholder meetings to inform the
11 public of the planning process and solicit issues and concerns, and the Planning Board further
12 conducted three planning workshops, including a four-day planning and design charrette, and a
13 one-day post-charrette as the major component of the Public Participation Program to involve the
14 community in the preparation of the Plan; and

15 WHEREAS, the Plan recommends the designation of the Sector Plan area as a
16 Revitalization Overlay Area and uses that designation to target regulatory legislation and
17 financial assistance required to successfully implement the recommendations of the plan and the
18 sectional map amendment; and

19 WHEREAS, on November 1, 2007, the Planning Board granted permission to print the
20 Preliminary Branch Avenue Corridor Sector Plan and Proposed Sectional Map Amendment; and

21 WHEREAS, on January 29, 2008, the District Council and the Planning Board held a duly
22 advertised joint public hearing on the Preliminary Branch Avenue Corridor Sector Plan and
23 Proposed Sectional Map Amendment; and

24 WHEREAS, pursuant to Section 27-645(b) of the Zoning Ordinance, the plan proposals for
25 public facilities were referred to the County Executive and District Council for review, and the
26 District Council subsequently endorsed the Sector Plan proposal for public facilities as amended
27 by CR-15-2008; and

28 WHEREAS, on April 17, 2008, the Planning Board held a work session to consider the
29 public hearing testimony; and

30 WHEREAS, on April 24, 2008, the Planning Board, in response to the public hearing
31 testimony, adopted the Sector Plan and endorsed the Sectional Map Amendment with revisions

1 as described in Prince George's County Planning Board Resolution PGCPB No. 08-55 and
2 transmitted the Sector Plan and Sectional Map Amendment to the District Council on May 16,
3 2008; and

4 WHEREAS, on June 10, 2008, the District Council held a work session to review the
5 Planning Board recommendations on the public hearing testimony and generally endorsed the
6 Planning Board recommendations contained in PGCPB No. 08-55, it nevertheless made the
7 following findings:

8 (a) The designation of mixed land uses or the M-X-T Zone should be strategic and should be
9 primarily focused along Branch Avenue, or at a designated center or corridor node.

10 (b) Due to the limited availability of public funds, the implementation of the recommended
11 public infrastructure improvements or financial incentives should be prioritized. Public
12 investment should be focused within the Naylor Road Metro Station Core area; and

13 WHEREAS, on July 1, 2008, the District Council decided to propose amendments to
14 the adopted Plan and endorsed Sectional Map Amendment and to hold a second public hearing to
15 allow public comments; and

16 WHEREAS, as it was the intent of the District Council to include among the proposed
17 amendments all the endorsed zoning changes that were not advertised for citizen comments at
18 the January 29, 2008, joint public hearing, with revisions directed by the Council and updated to
19 include references to exhibits that were added to the record after the close of hearing record; and

20 WHEREAS, on July 15, 2008, the District Council approved resolution CR-70-2008,
21 proposing amendments to the adopted Plan and endorsed Sectional Map Amendment authorizing
22 a second public hearing on September 9, 2008; and

23 WHEREAS, on September 9, 2008, the District Council and the Planning Board held a
24 duly advertised joint public hearing on the amendments contained in CR-70-2008, and did not
25 receive any comments on the proposed amendments.

26 NOW, THEREFORE, BE IT RESOLVED by the County Council of Prince George's
27 County, Maryland, sitting as the District Council for that part of the Maryland-Washington
28 Regional District in Prince George's County, Maryland, that the Sector Plan and Sectional Map
29 Amendment for the Branch Avenue Corridor area as adopted and endorsed on April 24, 2008, by
30 PGCPB No. 08-55, are hereby approved, with the following amendments and revisions:
31

SECTIONAL MAP AMENDMENT

AMENDMENT 1 Retain the existing C-O Zone on 3701 St. Barnabas Road. Account Number: 0436246, Acreage: 4.31.

AMENDMENT 2 Change the zoning of the properties a. through y. identified in Amendment 1 of CR-70-2008, from the existing C-M Zone to the C-S-C Zone. Retain the existing C-S-C Zone on 3405 Bonita Street, account number 0485946.

AMENDMENT 3 Retain the existing C-M Zone on 7,800 square feet of the 1.2202 property located at 4011 Silver Hill Road, identified as Parcel A, Zaatra Commercial and depicted on Plat Book REP 211, Plat No. 42. Account No. 3742251, as set forth in the Zoning Exhibit and Metes and Bounds description, attached hereto as Attachment A and incorporated as if set forth fully herein.

SECTOR PLAN

AMENDMENT 4 Add language to the plan text to incorporate a phasing plan to clearly state that the Naylor Road Metro Station Core area should be the priority for any public investment toward the implementation of the plan recommendations.

Revise Strategy 1, Policy 1, under Economic Development , p. 54, to read as follows:

Use the recommended designation of a Revitalization Overlay Area to foster a collaboration among [develop a partnership with] the county’s Redevelopment Authority, [and its] Economic Development Corporation and any other governmental funding sources to commit financial, personnel, and other assistance to support the implementation of the economic, revitalization, and redevelopment recommendations of this plan, with priority at the Naylor Road Metro Station Core area.

Add Chapter 7 to the plan text entitled “Implementation Action Timeline” as follows:

IMPLEMENTATION ACTION TIMELINE

Implementation is critical to the realization of the plan vision. The approval of this plan puts in place the appropriate zoning tools, an important part of the implementation program. The designation of the Sector Plan area as a Revitalization Overlay Area is key in targeting other regulatory and financial assistance to this area to ensure the implementation of many of the

strategies in the plan. This plan recognizes that the vision is long range and requires commitment from property owners, developer interest and funding, and governmental support and prioritization of activities. Due to limited public financial resources, priority is given to the redevelopment of the Naylor Road Metro Station Core area where transit infrastructure exists. The plan assumes that redevelopment of the Metro Station area can stimulate redevelopment of other areas along the Branch Avenue Corridor at the same time given the right mix of incentives and market condition. Private redevelopment of other areas along the corridor could occur before or simultaneous with development at the Naylor Road Metro Station, however, the Metro Station area remains the priority for public infrastructure improvement.

The plan vision cannot be realized overnight. In order to create an environment for major redevelopment and to improve the area's image and business climate, some immediate actions need to take place. Although some actions may be identified as immediate or mid-term, they are intended to continue for the foreseeable future in order to ensure lasting change and a healthier community long term. Long-term actions depend on the successful implementation of immediate and mid-term actions in many cases, or are expected to require more time to establish and implement. They are the last phase in realizing the vision set forth by the community. The following Implementation Action Timeline establishes appropriate immediate, mid- and long-term actions relevant to the implementation of the plan vision over time.

Immediate Actions (less than 3 years)

1. Develop legislation to define criteria, programs and necessary regulatory mechanisms to implement the Revitalization Overlay Area for the Sector Plan area. Focus county staff and other public resources necessary for infrastructure improvements and to implement revitalization and redevelopment efforts starting within the Naylor Road Metro Station Core area.
2. Develop legislation to limit uses that when concentrated are detrimental to the economic revitalization goals within the designated Revitalization Overlay Area.
3. Develop legislation to amend the M-X-T Zone to utilize the plan's standards and guidelines to regulate the mix of uses, density and intensity, building placement, street level activities/uses, parking flexibility, building height, location of vertical and horizontal uses, and general quality of materials.
4. Systematically enforce all applicable county codes, particularly property maintenance and zoning codes, through area-based assignment of inspectors and education of property owners. Develop legislation for necessary improvements to ensure adequate maintenance of properties.

5. Work with the Department of Environmental Resources and the Department of Public Works to schedule regular clean-ups that include area businesses and neighboring communities.
6. Intensify police patrols in areas of high crime, particularly around the Naylor Road Metro Station and Iverson Street.
7. Create a community-led crime prevention campaign that educates and motivates citizens to get involved and introduce the Crime Prevention through Environmental Design (CPTED) principles.
8. Conduct a study of the industrial land uses adjacent to the St. Barnabas commercial corridor for impacts on the commercial and residential uses within the area. Include recommendations for necessary improvement and a strategy for improvements including possible rezoning needs.
9. Explore the feasibility of creating a parking district to encourage shared parking structures and possible redevelopment partnerships.
10. Develop a phasing and implement plan to construct trail connections to ensure pedestrian connections to mixed-use development giving the Naylor Road Metro Station Core area top priority.
11. Work with appropriate agencies, including SHA and the Department of Parks and Recreation to develop concept plans and an implementation strategy to transform Branch Avenue into an urban boulevard in conjunction with a linear park.
12. Focus on the redevelopment and revitalization of the Naylor Road Metro Station area with a mixed-use development of office, residential, retail, public and quasi-public uses utilizing design guidelines and standards in the plan.

Mid-Term Actions (3-7 years)

1. Continue to focus on the redevelopment and revitalization of the Naylor Road Metro Station area.
2. Explore financial and regulatory incentives for small property owners to assemble land suitable for mixed-use development.
3. Facilitate land acquisition, facility development, and recreational programming in the Naylor Road Metro Station area.
4. Identify and secure joint public and private funding mechanisms that will allow for the planning, design and timely construction and implementation of multimodal transportation network enhancements to promote more nonvehicular travel in the corridor.
5. Provide shuttle bus services to facilitate transit ridership from the new mixed-use centers.
6. Construct distinctive and welcoming gateways to the sector plan area.
7. Work with PEPCO, Verizon, Comcast, and other electrical and technological infrastructure service providers to update and improve their services in the area to ensure adequacy for existing and future development.

8. Explore the opportunity of forming a business improvement district (BID) to fund special services.
9. Establish a multidimensional branding campaign that brings clear identity and intensively markets the area, develop a tenant recruitment program, and create tax incentives for businesses to locate to the area.
10. Use CPTED principles in all designs of new projects to create more eyes on the street to encourage residents and customers to notify business owners and police of suspicious behaviors around the corridor.
11. Work with Iverson Mall and Marlow Heights on a staging plan for redeveloping the area as a mixed-use node including the prioritization of necessary public improvements to support the redevelopment projects.
12. Continue to provide transportation enhancements as warranted by the level of development including the development of Branch Avenue into an urban boulevard.
13. Work with appropriate agencies, including SHA and the Department of Public Works and Transportation, and property owners to develop a concept plan and implementation strategy to transform St. Barnabas Road into a minor urban boulevard.
14. Provide shuttle bus services to the Suitland Metro Station and the Naylor Road Metro Station from the major roadways in the Sector Plan area. Provide a super station and transfer point at the intersection of Silver Hill Road.

Long-Term Actions (7+ years)

1. Focus efforts to implement the phasing of the redevelopment of the Iverson Mall and Marlow Heights mixed-use nodes as the Naylor Road Metro Station area develops. Provide necessary public incentives and infrastructure development to support the redevelopment.
2. Continue a multidimensional branding campaign that brings clear identity and intensively markets the area and create tax incentives for recruiting quality businesses to locate to the area.
3. Provide needed public facilities per plan recommendation concurrent with the intensification of the sector plan area including a library, schools, parks, a revitalized Marlow Heights Community Center, and trails.
4. Explore the feasibility of replacing the shuttle bus services with a light-transit service that could provide an extension of the proposed rail transit between Northern Virginia, National Harbor, Oxon Hill Road, the St. Barnabas Road and Branch Avenue Corridors, and the Suitland Metro Station. If warranted, develop a longer range plan for implementation

AMENDMENT 5 Revise plan text and maps as appropriate to show consistency between any District Council rezoning, the proposed land use map, and any related text maps and illustrations.

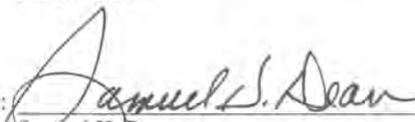
1 BE IT FURTHER RESOLVED that the planning staff is authorized to make appropriate
2 text and map revisions to correct identified errors, reflect updated information, and incorporate
3 the zoning map changes reflected in this Resolution.

4 BE IT FURTHER RESOLVED that this Sectional Map Amendment is an amendment to
5 the Zoning Ordinance and to the official zoning map for the Maryland-Washington Regional
6 District in Prince George's County, Maryland. The zoning changes approved by this Resolution
7 shall be depicted on the official zoning map of the County.

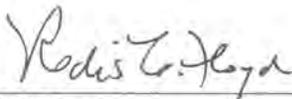
8 BE IT FURTHER RESOLVED that this Resolution shall take effect on the date of its
9 adoption.

Adopted this 30th of September, 2008.

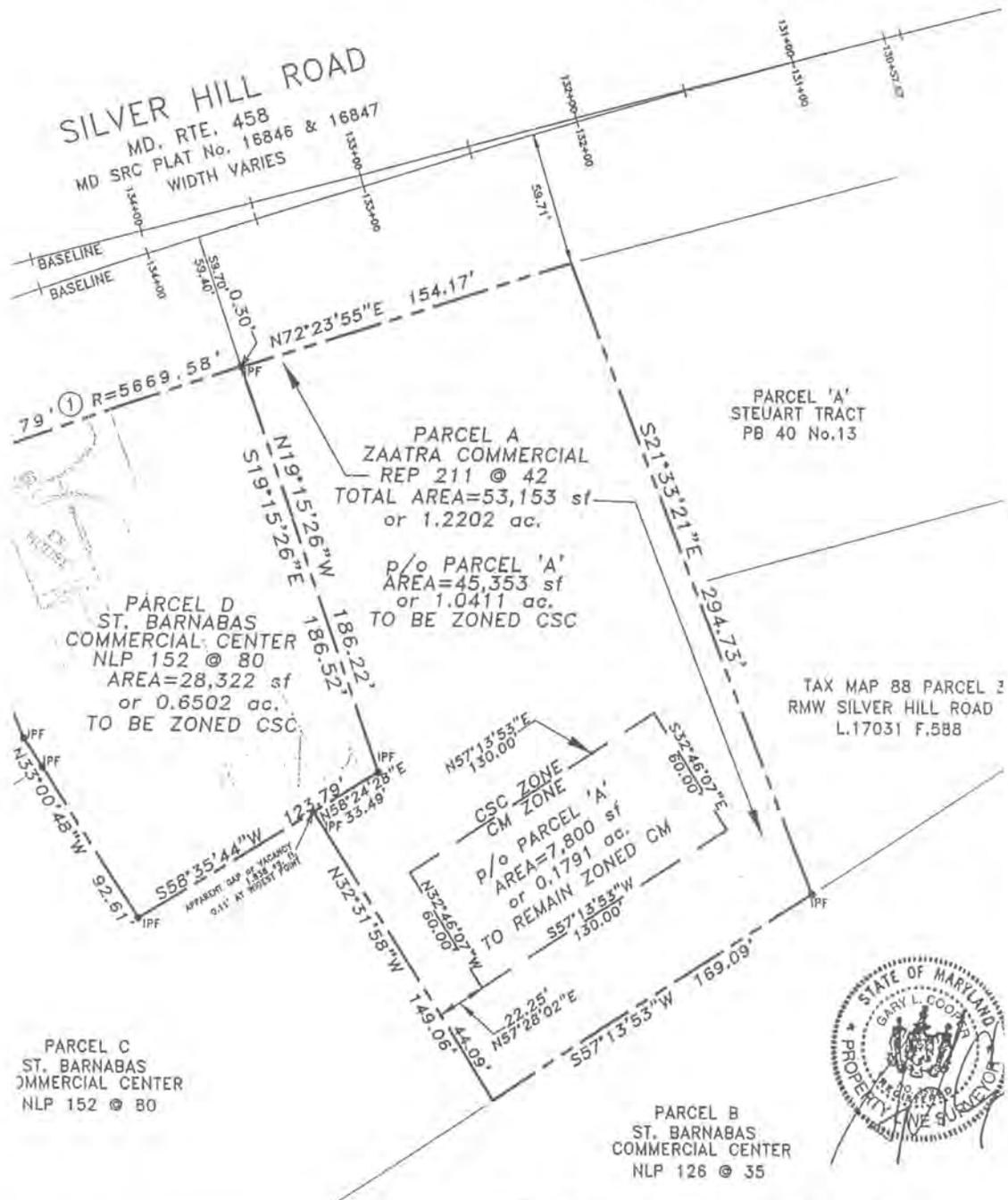
COUNTY COUNCIL OF PRINCE GEORGE'S
COUNTY, MARYLAND, SITTING AS THE
DISTRICT COUNCIL FOR THAT PART OF
THE MARYLAND-WASHINGTON REGIONAL
DISTRICT IN PRINCE GEORGE'S COUNTY,
MARYLAND

BY: 
Samuel H. Dean
Chairman

ATTEST:


Redis C. Floyd
Clerk of the Council

Attachment A is available in LIS as an Inclusion File



P.G. Co. Tax Map 88 Grid C-1

Schedule 'A'

**Description of area to remain Zoned as CM
Parcel 'A' Zaatra Commercial**

Being a parcel of land hereinafter described by metes and bounds, within and being a part of Parcel 'A' as shown on a Record Plat entitled "Parcel 'A', Zaatra Commercial" and recorded among the Land Records of Prince George's County, Maryland in Plat Book PM 211 as Plat No. 42; said parcel being part of the land conveyed by Said Zaatra and Azmi Zaatra to Said Zaatra by deed dated January 6, 2006 and recorded among the said Land Records in Liber 24282 at Folio 347 and being more particularly described as follows.

Area to remain Zoned as CM

Beginning for the said parcel of land to remain zoned CM at a point, said point being North 57° 28' 02" East, 22.25 feet from a point on the North 32° 31' 58" West, 149.06 foot line of the aforesaid "Parcel 'A', Zaatra Commercial" and being 44.09 feet from the beginning said North 32° 31' 58" West, 149.06 foot course; thence

1. North 32° 46' 07" West, 60.00 feet to a point; thence
2. North 57° 13' 53" East, 130.00 feet to a point; thence
3. South 32° 46' 07" East, 60.00 feet to a point; thence
4. South 57° 13' 53" East, 130.00 feet to the point of beginning. Containing 7,800 square feet or 0.1791 of an acre of land.

This Metes and Bounds Description as prepared by Phoenix Land Design, Inc. 14412 Old Mill Road, Suite 101, Upper Marlboro, Maryland 20772, was prepared by me or under my responsible charge and is based on the bearing system established by the above referenced subdivision plat.



Certified Correct,

AdG
Gary L. Cooper
Registered Property Line Surveyor
MD Reg. 359

Prince George's County Council
Agenda Item Summary

Meeting Date: 9/30/2008
Reference No.: CR-086-2008
Draft No.: 2
Proposer(s): Park & Planning
Sponsor(s): Dean, Exum, Harrison, Knotts, Demoga
Item Title: A Resolution approving with amendments as an act of the County Council of Prince George's County, Maryland, sitting as the District Council, the Sector Plan and Sectional Map Amendment for the Branch Avenue Corridor area, thereby defining long-range land use and development policies and setting forth and adopting detailed zoning proposals for the area comprising the Branch Avenue Corridor from the District of Columbia boundary line to St. Barnabas Road, including the Naylor Road Metro Station, Iverson Mall, and Marlow Heights Shopping Center, Silver Hill Road, Old Silver Hill Road, and the St. Barnabas Road commercial corridor to the Capital Beltway.

Drafter: Chiddy Umeozulu, M-NCPPC
Resource Personnel: Chiddy Umeozulu, M-NCPPC
Karen T. Zavakos, Legislative Officer

LEGISLATIVE HISTORY:

Date Presented:		Executive Action:	
Committee Referral:		Effective Date:	9/30/2008
Committee Action:			
Date Introduced:	9/30/2008		
Public Hearing:			
Council Action (1)	9/30/2008 - ADOPTED		
Council Votes:	MB:A, WC:-, SHD:A, TD:A, CE:A, AH:A, TK:A, EO:A, IT:A		
Pass/Fail:	P		
Remarks:			

AFFECTED CODE SECTIONS:

COMMITTEE REPORTS:

BACKGROUND INFORMATION/FISCAL IMPACT:

(Includes reason for proposal, as well as any unique statutory requirements)

9/30/2008 - CR-86-2008 was amended on the floor; CR-86-2008 (DR-2) was subsequently adopted.

CODE INDEX TOPICS:

INCLUSION FILES:

I-CR-86-2008 (DR-2) Attachment A.pdf

CERTIFICATE OF ADOPTION AND APPROVAL

This approved sector plan for the Branch Avenue Corridor, being a proposed amendment to a portion of the 2000 *Approved Master Plan and Sectional Map Amendment for the Heights and Vicinity (Planning Area 76A)*; the 2002 *Prince George's County Approved General Plan* for the physical development of the Maryland-Washington Regional District within Prince George's County, Maryland; the 2005 *Countywide Green Infrastructure Plan*; the 1982 *Master Plan of Transportation*; the 1983 *Functional Master Plan for Public School Sites*; the 2008 *Public Safety Facilities Master Plan*; the 1992 *Prince George's County Historic Sites and Districts Plan*; and the 1975 *Countywide Trails Plan* including the 1985 *Equestrian Addendum*, has been adopted by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by Resolution Number 08-55 on April 24, 2008, after a duly advertised District Council and Planning Board joint public hearing held on January 29, 2008. The Prince George's County Council, sitting as the District Council, approved the sector Plan and sectional map amendment by Resolution No. CR-86-2008 on September 30, 2008, after a duly advertised second joint public hearing held on September 9, 2008.

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION


Royce Hanson
Chairman


Samuel J. Pauger Jr.
Vice Chairman


Patricia Colihan Barney
Secretary-Treasurer

Acknowledgments

Fern V. Piret, Ph. D., Planning Director
Albert G. Dobbins, III, AICP, Deputy Director
Ivy A. Lewis, AICP, Chief, Community Planning South Division

Project Team

Chidy Umeozulu, Project Leader, Planner Coordinator, Community Planning South Division
Teri Bond, Project Facilitator, Supervisor, Community Planning South Division
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Crystal Thompson, Principal Planning Technician, Community Planning Division*

Consultant Team

Rhodeside & Harwell, Incorporated
Bay Area Economics
Justice and Sustainability
Wells and Associates

Project Resources

Faramarz Mokhtari, Planner Coordinator, Countywide Planning Division
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Ted Kowaluk, Senior Planner, Information Center Division
Brandon Rowe, Planner, Countywide Planning Division*
Karen Buxbaum, Planner Coordinator, Countywide Planning Division
Don Herring, Senior Planner, Department of Parks and Recreation

Technical or Administrative Assistance

John Wooden, Planner, Community Planning South Division
Oscar Becerril, Intern, Community Planning South Division*
Gary R. Thomas, Principal Planning Technician, Community Planning Division
Jay Reed, GIS Specialist I, Community Planning Division**
Robert Meintjes, Publications Specialist, Office and Publications Services
Dee McChesney, Publications Specialist, Office and Publications Services
La'Tasha Harrison, Stock Clerk II, Office and Publications Services
James Johnson, Stock Clerk II, Office and Publications Services
Ralph Barrett, Supervisor, Office Services, Office and Publications Services
Susan Kelley, Supervisor, Publications, Office and Publications Services
Keisha King, Principal Administrative Assistant, Community Planning South Division*

*Former employee

**Deceased