

Where Do We Go from Here?

Sustainability

Land Use and Urban Design

Vision

The Greenbelt Metro Area comprises a sustainable, interconnected, and diverse mixed-use, transit-oriented center that serves as a regional draw and integrates new housing, employment, and recreational opportunities in an eco-community. The center is complemented by a transformed MD 193 Corridor featuring revitalized regional office parks and shopping centers, thriving residential neighborhoods, and targeted pedestrian-oriented, mixed-use development.

Common Goals

The following goals reflect the community's shared values and priorities for the sector plan area and, thus, apply equally to the center and corridor.

- ❖ Achieve high-quality and sustainable design in development and redevelopment that reflects the rich history of the City of Greenbelt and

Town of Berwyn Heights, incorporates crime prevention through environmental design principles, and ideally obtains a minimum level of Silver in the LEED® Building Design and Construction (BD+C), Neighborhood Development (ND), or HOME systems, or equivalent certification under other comparable green building rating programs.

- ❖ Preserve and restore the green infrastructure network and ensure that environmental stewardship remains a community priority.
- ❖ Collaborate with the City of Greenbelt, Town of Berwyn Heights, and the Prince George's County Department of Parks and Recreation to integrate a network of sites for civic and open spaces, recreation facilities, and institutional uses as part of phased redevelopment plans.
- ❖ Enhance pedestrian and bicycle safety and connectivity by constructing wide sidewalks, landscape buffers from traffic, street trees, bicycle lanes, and trails.
- ❖ Accommodate a range of users and encourage non-vehicular movement within and between key destinations in the sector plan area by installing pedestrian and bicycle amenities such as bicycle racks, bike share stations, benches, trash receptacles, and pedestrian-scale lighting.
- ❖ Increase transit ridership by incorporating new bus hubs in centralized locations,

expanding bus service, and installing related amenities, such as bus shelters and real-time schedule information.

- ❖ Encourage the highest-quality development by using innovative mixed-use zoning and urban design concepts, identifying market incentives and new partnerships, providing an effective and timely development review process, and enforcing development district standards for all new construction.
- ❖ Ensure new parking does not dominate redevelopment and infill development by establishing parking maximums and concealing structures and surface lots behind liner retail or office uses and/or appropriate landscaping and buffering.
- ❖ Improve community health and wellness through sustainable land use policies and progressive urban design principles.
- ❖ Support public sector investment in new infrastructure and in the reconstruction of MD 193 to complement new land use regulations and new development.
- ❖ Preserve the character of residential neighborhoods while ensuring they have access and are convenient to mixed-use areas, parks and recreation space, and natural areas.



Sustainability is a major theme of this sector plan.



Wide sidewalks, street trees, landscape strips, and pedestrian-scaled signage help create visual interest along streets.

Land Use and Urban Design Principles

SUSTAINABILITY is an imperative that shall infiltrate every aspect of planning, preservation, and development in the Greenbelt Metro Area and MD 193 Corridor, particularly the North Core. This area can become a model for sustainability by reducing harmful emissions, managing stormwater runoff, conserving energy, promoting “green” development, and protecting existing natural resources.

While development may create additional vehicle trips, they can be mitigated by providing a mix of uses at appropriate locations throughout the sector plan area and by promoting increased transit use, walking, and biking. This will also reduce carbon emissions from automobile use, as the number and length of auto trips will be reduced with the introduction of a more sustainable form of mixed-use development. Comprehensive stormwater management practices should be adopted to reduce runoff into Indian Creek and other water bodies, preventing pollutants from directly entering the stream and reducing the rapid erosion of stream banks.

Energy conservation measures, such as reducing automobile usage, weatherizing buildings, and incorporating new lighting

solutions should be put in place in order to preserve precious fossil fuels for the future and reduce pollutants. The Indian Creek stream valley should be preserved and enhanced to improve the quality of natural resources, including wildlife and ecosystem health. Furthermore, a stronger, more sensitive linkage between the natural and built environments will foster the creation of a place unique in Prince George’s County, where the often conflicting needs of these areas are brought into balance.

This sector plan emphasizes the relationship between the natural and built environments. Successful places require careful consideration of how these elements impact one another. Development must be respectful of the natural environment to preserve precious resources and amenities for residents, workers, and visitors.

MULTIMODAL TRANSPORTATION:

The perception of traffic congestion and poor connectivity were major community concerns. Promoting walking, biking, and transit as the future of transportation will have a great impact on the use of the automobile in the sector plan area. The irony of an automobile-dependent transportation system is that mobility suffers as gridlock and increasingly far-flung destinations hinder the efficient movement of people and goods.

Greenbelt and Berwyn Heights are well suited for a transition towards a more multimodal future. The Washington Metropolitan Area Transit Authority (WMATA) Metro Green Line serves much of the community. While many residents are already accustomed to walking and biking, this aspect of mobility could be improved. To encourage greater numbers of residents and workers to walk, bike, or ride transit, the streets must be designed to be convenient, safe, comfortable, and interesting.

PLACE-MAKING: MD 193 should be viewed as a connection between memorable places rather than a commercial strip corridor. This concept entails the development of higher-intensity, compact, mixed-use corridor nodes connected by lower-intensity development and a reconfigured MD 193 that provides additional amenities for pedestrians and bicyclists. More intense development should be concentrated in key areas, supporting a dynamic mix of uses and serving as a destination for pedestrians, bicyclists, and drivers who want to park their cars once and walk to their destinations. An appropriate transition from higher-intensity uses to the existing neighborhoods to the west, south, and east should also be provided to preserve the quality of life of existing residents. Corridor nodes anchoring the east and west ends of the sector plan area will serve as excellent transit and multimodal stops

and encourage pedestrians to congregate at appropriate retail and employment areas.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED):

This is a proactive strategy to prevent crime through responsible urban design. The key principle behind CPTED is that people are more likely to commit crimes in places where they cannot easily be observed; therefore, places must be designed so that criminals feel more at risk when committing a crime. The four key strategies of CPTED are natural surveillance, territorial reinforcement, natural access control, and maintenance.

Within the sector plan area, most crime or dangerous situations can be averted through natural surveillance, where people are regularly passing by or looking out their window because of the way the neighborhood or street is designed. This natural surveillance lends a high degree of safety, because people are watching and crime will not go unnoticed. Natural surveillance is highest where there is a connected street network, buildings are set close to the street and other public spaces, and where there is well-designed street lighting. Natural surveillance is lowest where there are blank walls, deep setbacks (which create nooks for a criminal to hide) and tall fences or hedges to hide behind.



Streets should be designed to accommodate all users—pedestrians, bicyclists, transit riders, and motorists—and development should be located and designed to help create a sense of enclosure along the street.

Territorial reinforcement is based on the principle that most people will protect their own territory and respect the territory of others. Clear distinctions between public space and private space, perhaps through the use of low walls, fences, or elevated front stoops and porches, contribute to a sense of territorial reinforcement. Maintenance and caretaking of property also plays a role, by sending a message that illegitimate behavior and activities are not tolerated.

Natural access control focuses on placing entrances to buildings in plain public view from



Open spaces and public plazas framed with residential and commercial development are safer because residents, shoppers, and employees are able to keep an eye on events taking place outside.

the area look less attractive to criminals. Areas demonstrating community pride and dedication to cleanliness, repairs, and regular upkeep reflect the sense of ownership felt by the community. People are less likely to commit crime in a well-maintained location.

Description of Land Use Categories

The existing land use categories included in this sector plan were developed for the county's *Approved Water Resources Functional Master Plan*, which was mandated by the State of Maryland to address issues of water quality

streets, plazas and other open spaces, and other buildings. Traffic calming measures can contribute to natural access control by making streets less attractive for quick getaways. Controlled entrances to multifamily buildings also help reduce opportunities for crime, as concierges, doormen, and residents have an opportunity to recognize strangers.

Finally, a commitment to maintenance by property owners, tenants, and residents will help make

and quantity (see Map 15 on right). While useful for that purpose, land use categories, such as beaches or bare exposed rock, although not present in the Greenbelt Metro Area and MD 193 Corridor, are not conducive to land use planning. Therefore, the proposed land use categories were created as consolidated, consistent categories that facilitate coordination and analysis for land use planning purposes (see Map 16 on 91).

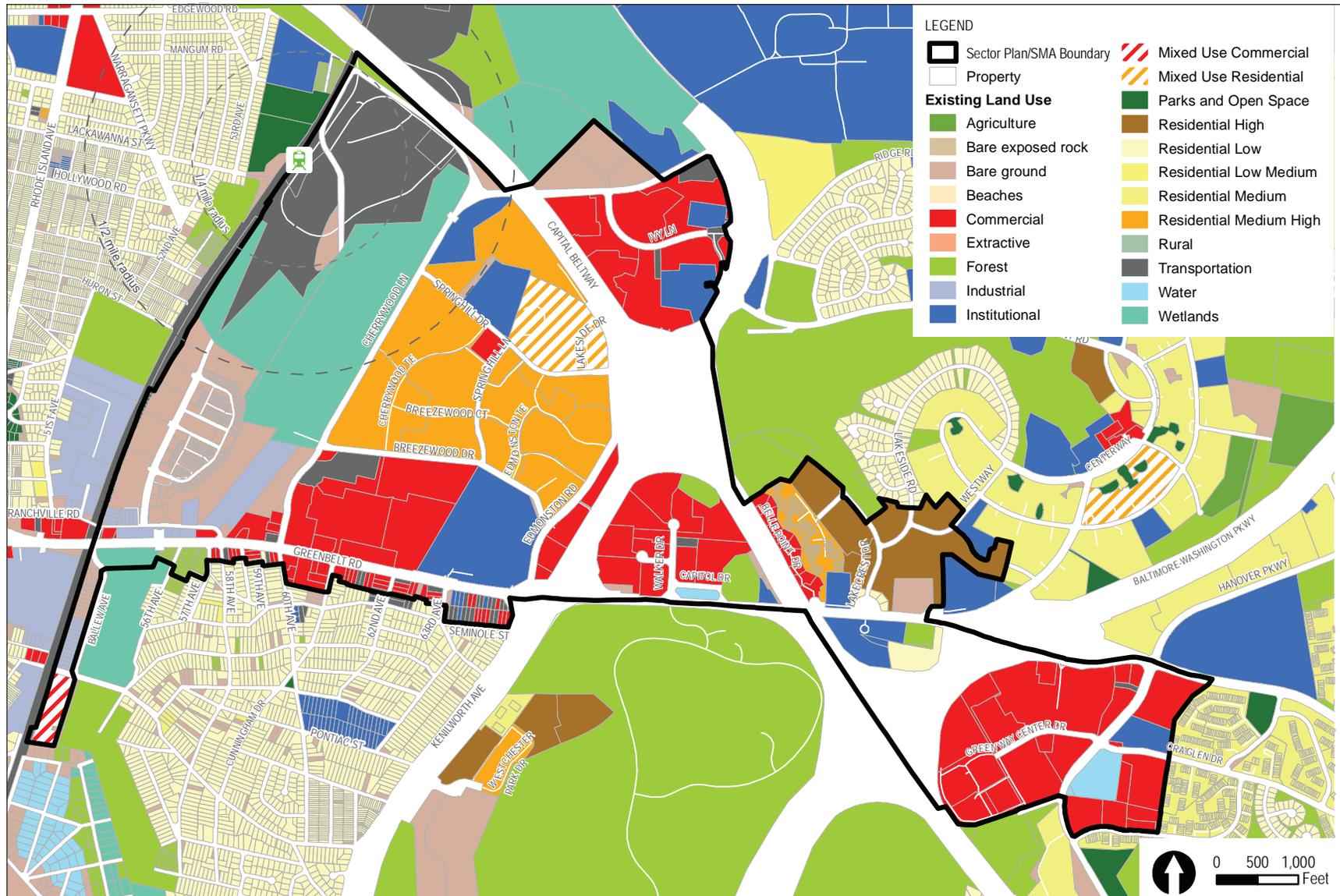
MIXED-USE COMMERCIAL: Properties that contain a mix of uses which are predominantly non-residential, including commerce, office, institutional, civic, and recreational uses. These properties may include a residential component, but are primarily commercial in nature.

COMMERCIAL: Contains commerce, office, and wholesale services. These properties are used primarily for offices and/or the sale of products and services, including associated yards, storage areas, and parking areas.

INDUSTRIAL: Includes small-scale industrial uses, manufacturing and industrial parks, associated warehouses, storage yards, research laboratories, and parking areas.

INSTITUTIONAL: This includes elementary and secondary schools, public and private colleges

MAP 15: Existing Land Use (Spring 2012)



and universities, military installations, churches, medical and health care facilities, correctional facilities, fire and police stations, libraries, and government offices and facilities.

MIXED-USE RESIDENTIAL: Properties that contain a mix of uses that are predominantly residential.

RESIDENTIAL HIGH: Detached and attached dwelling units and associated areas at densities higher than 20 dwelling units/acre (du/acre).

RESIDENTIAL MEDIUM-HIGH: Detached and attached dwelling units and associated areas with densities between 8 du/acre and 20 du/acre.

RESIDENTIAL MEDIUM: Detached and attached dwelling units and associated areas with densities between 3 du/acre and 8 du/acre.

RESIDENTIAL LOW MEDIUM: Detached single-family dwelling units and associated areas with densities between 2 du/acre and 3 du/acre.

RESIDENTIAL LOW: Detached single-family dwelling units and associated areas with densities between 0.5 du/acre and 2 du/acre.

RURAL: Detached single-family dwelling units and associated areas with densities less than or equal to 0.5 du/acre.

PARKS AND OPEN SPACE: Properties where the use does not require structures, including parks, recreation areas (except areas associated with schools or other institutions), golf courses, and cemeteries.

EXTRACTIVE: Consists of active surface mining operations, including sand and gravel pits, quarries, coal surface mines, and deep coal mines.

AGRICULTURAL: Includes cropland, pastures, orchards/vineyards/horticulture, feeding operations, agricultural buildings and facilities, and row and garden crops.

FOREST: Deciduous forest (trees characteristically lose their leaves at the end of the growing season), Evergreen forest (trees are characterized by persistent foliage throughout the year), mixed forest (neither deciduous or evergreen species dominate but both are present), and brush (areas which do not produce timber or other wood products but may have cut-over timber stands, abandoned agriculture fields, or pasture).

WATER: Water features consist of rivers, waterways, reservoirs, ponds, bays, estuaries, and oceans.

WETLANDS: Forested or non-forested wetlands, including tidal flats, tidal and non-tidal marshes, and upland swamps and wet areas.

BEACHES: Extensive shoreline areas of sand and gravel accumulation, with no vegetative cover or other land use.

BARE EXPOSED ROCK: Areas of bedrock exposure, scarps, and other natural accumulations of rock without vegetative cover.

BARE GROUND: Areas of exposed ground caused naturally, by construction, or by other cultural processes including grassy areas.

TRANSPORTATION: Includes miscellaneous transportation features not elsewhere classified, such as public and private roads and parking lots.

Classification in a mixed-use land use category is not intended to mandate a vertical mix of uses but rather to reflect that a mix of uses—horizontal as well as vertical—are the desired land use for the subject property. Consideration must be given to the overall character and mix of uses present within the sector plan area. The approved land use map indicates the desired mix of land uses that may occur on a given property (see Map 15 on right).

MAP 16: Approved Land Use

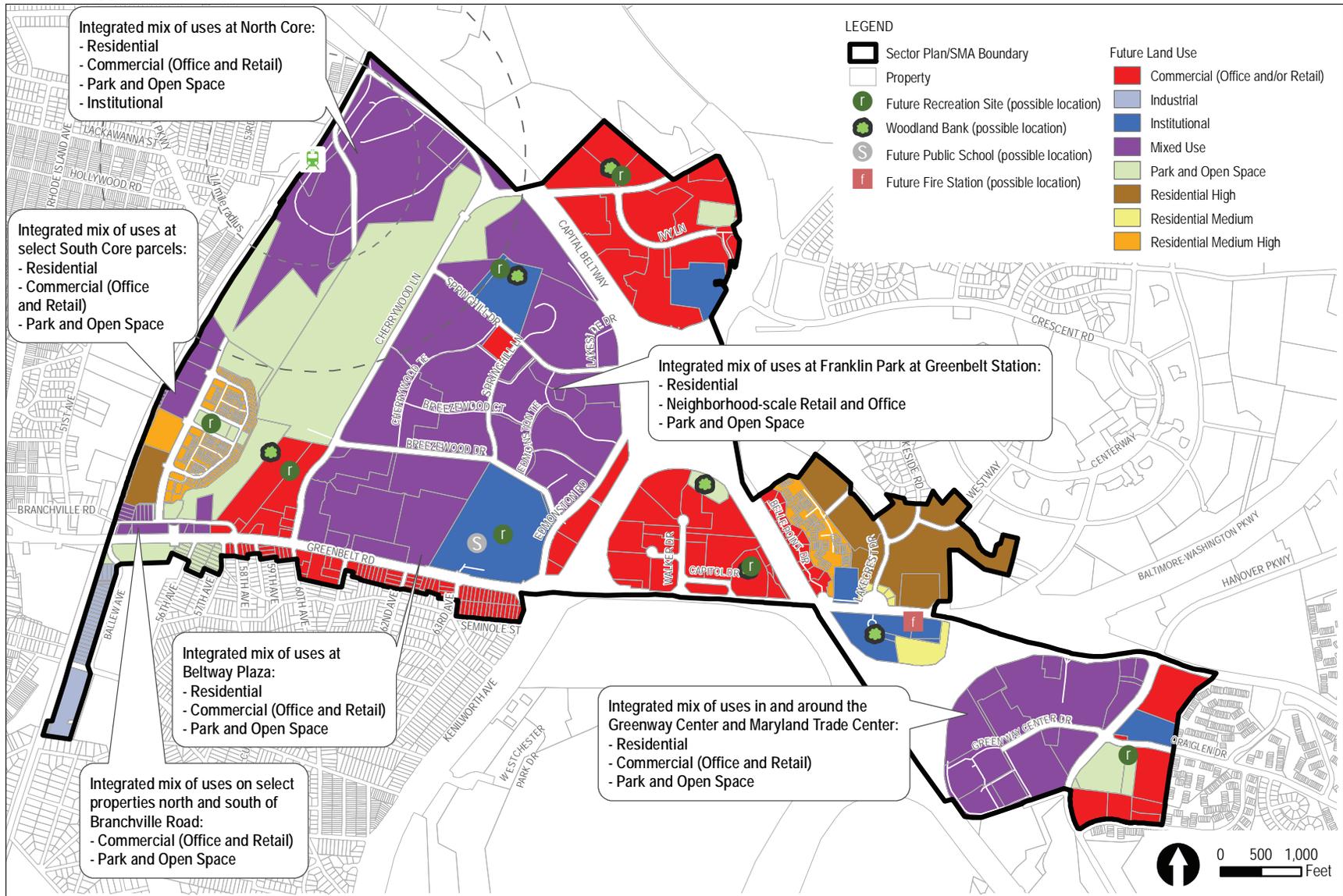


Table 29: Existing Land Use by Acreage*

Land Use Category	Acreage
Bare ground	94.40
Commercial	270.97
Forest	15.70
Industrial	19.01
Institutional	80.60
Mixed Use Commercial	5.42
Mixed Use Residential	22.47
Residential High	39.82
Residential Low	6.45
Residential Medium High	143.67
Transportation	93.03
Water	7.94
Wetlands	102.53
Subtotal	902.01
Right-of-Way	242.11
Total	1,144.12

Source: M-NCPPC

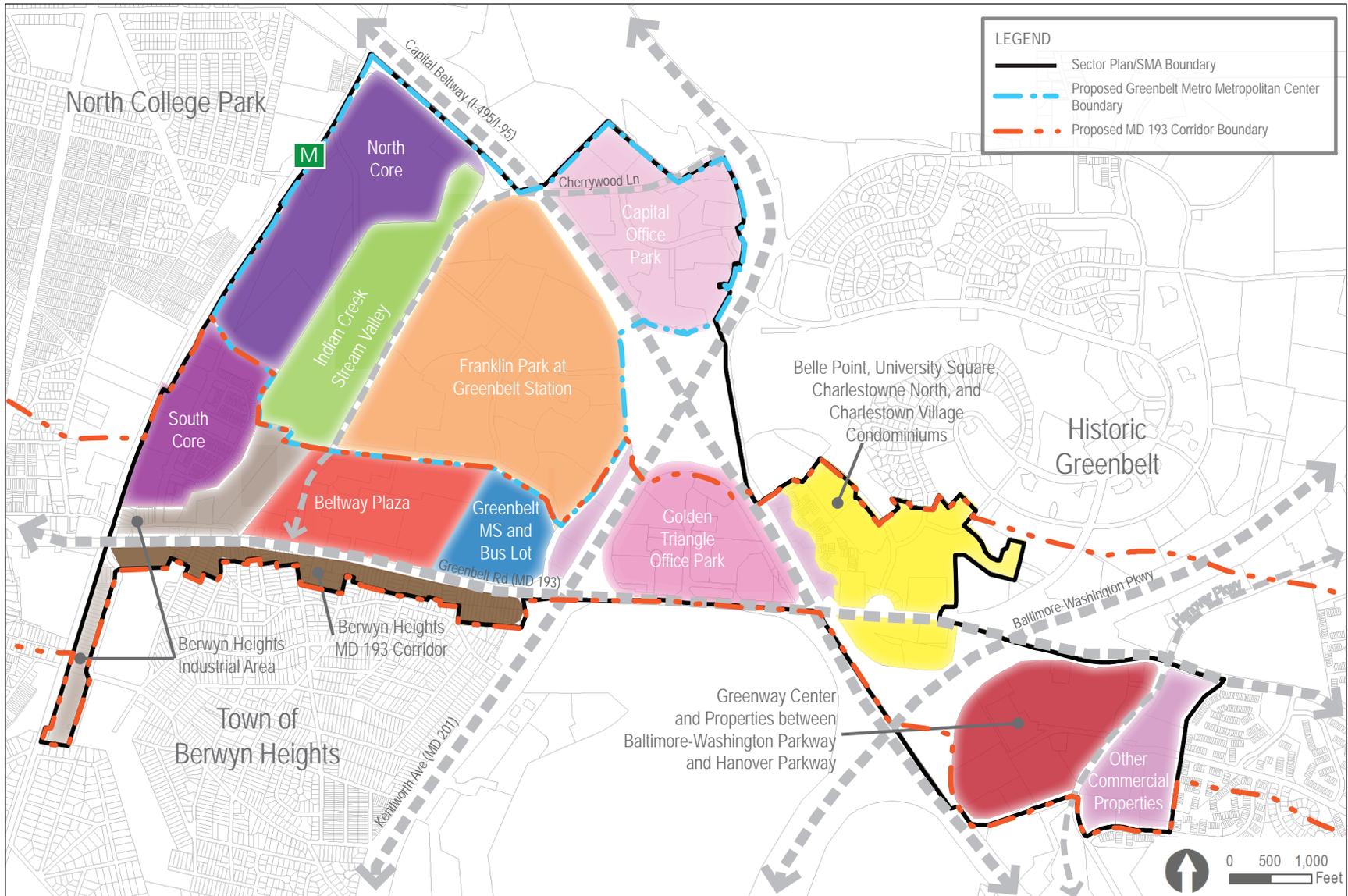
Table 30: Approved Land Use by Acreage*

Land Use Category	Acreage
Commercial	198.73
Industrial	11.97
Institutional	71.47
Mixed Use	381.33
Park and Open Space	147.62
Residential High	50.77
Residential Medium	6.02
Residential Medium High	34.11
Subtotal	902.01
Right-of-Way	242.11
Total	1,144.12

Source: M-NCPPC

*A slight discrepancy of approximately .01 acre may result from rounding acreages within these tables.

MAP 17: Greenbelt Metro Area and MD 193 Corridor Focus Areas



Greenbelt Metro Metropolitan Center

Goals:

- ❖ Concentrate medium- to high-density, transit-oriented, mixed-use development, including a potential major employment or Government Services Administration (GSA) campus, in the North Core to capitalize on the Greenbelt Metro and MARC station and generate new housing, employment, shopping, and recreational opportunities for surrounding communities and the county as a whole (see illustrations on page 97).
- ❖ Create a model “green” community or eco-community in the North Core that demonstrates a strong commitment to environmental stewardship, low-impact construction practices, innovative on-site stormwater management, improved air quality and noise standards, alternative energy, and integrated, multi-purpose open spaces.
- ❖ Facilitate the phased redevelopment of Franklin Park at Greenbelt Station into a diverse, mixed-use residential neighborhood that provides a range of housing types and price points with complementary neighborhood-oriented retail and recreational amenities.
- ❖ Preserve and restore the Indian Creek Stream Valley while enhancing trail connectivity to the Metro and MARC station.
- ❖ Strengthen the regional competitiveness of the Capital Office Park by improving circulation, introducing new public spaces, and encouraging commercial infill oriented towards area employees and businesses.

North Core (See Figure 14.)

POLICY1: Create a vibrant and pedestrian-friendly, transit-oriented, mixed-use community.

STRATEGIES

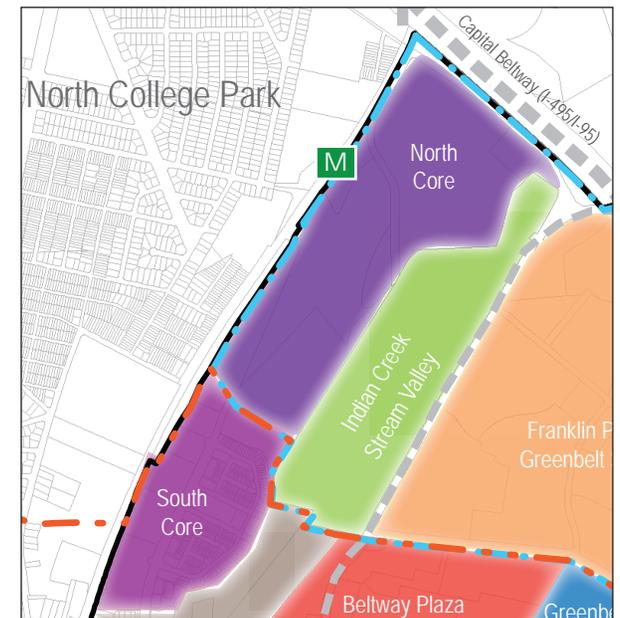
Strategy 1.1. Encourage a vertical mix of uses and urban design features such as outdoor seating, urban parks and plazas, artwork, and other amenities that foster an active 24-hour environment.

Strategy 1.2. Concentrate ground-floor retail along the site’s main streets and near the Metro and MARC station to capitalize on commuter foot traffic and maximize convenience for North College Park residents.



Development should incorporate a mix of uses, public and private open spaces, pedestrian amenities, and pedestrian-scaled architectural detailing.

Figure 14: North Core



Development around the Greenbelt Metro and MARC Station has the potential to serve as an important economic engine for surrounding municipalities, the county as a whole, and the region. This sector plan supports the development of a major employment or Government Services Administration (GSA) campus at North Core within the following framework:

Land use and transportation recommendations and design regulations should ensure flexibility to allow for the construction of a range of mixed-use development scenarios including a medium- to high-density, mixed-use community or a prominent mixed-use employment center

The overall development concept should be pedestrian-, bicycle-, and transit-oriented demonstrating a safe, accessible, and efficient internal circulation network and direct external connections to South Core, Franklin Park at Greenbelt Station, and North College Park.

Development should be context sensitive; it should reflect the historic legacies of the City of Greenbelt and Town of Berwyn Heights, pursue the highest levels of sustainable design, and respect the character of neighboring North College Park.

A mix of other uses—such as retail, housing, and open spaces—should be incorporated within North Core to help foster a sense of place; provide convenient services to and amenities for employees, local commuters, and area residents; and help create a vibrant 24-hour environment.

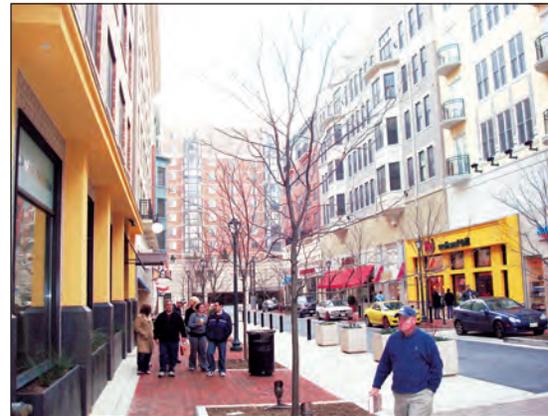
Because a major employer or GSA campus would have unique planning impacts, the sector plan proposes additional policies, strategies, and development district standards that only apply to a major employer or GSA scenario at North Core. These major employer/GSA-specific recommendations and standards are clearly identified throughout the sector plan and SMA by text boxes outlined with a double line like this one.

For the purposes of this sector plan, a major private sector employment campus or major private sector employer is defined as any single company or use that employs more than 2,000 people on-site.

Strategy 1.3. Incorporate a mix of housing types including multifamily units and townhomes that are attractive to a range of homebuyers and renters, including seniors, active adults, empty-nesters, families, moderate-income households, and young professionals.

Strategy 1.4. Fund the construction of a ramp system at the Capital Beltway (I-95/495) to provide the full interchange movements necessary to support the development potential at North Core.

Strategy 1.5. Develop an archeological interpretive center and museum as a centerpiece of the civic component of North Core. This civic amenity provides an opportunity to display prehistoric and historic artifacts found within and adjacent to the sector plan area and to examine the artifacts' ecological context.



Strategy 1.6. Ensure parking does not dominate the site by establishing parking maximums, providing structured, below-grade, or podium parking, reducing the amount of surface parking, and concealing parking areas behind retail or office uses and

appropriate landscaping and buffering. The design of parking facilities should not be an afterthought when considering the overall site design of North Core.

Strategy 1.7. Encourage public agencies and/or major private employers to locate in North Core as a key component of the mixed-use center and to promote a quality and transit-oriented development.

Many residents of Greenbelt and Berwyn Heights made it clear they wanted to “age in place” and remain in their communities over the long-term. Opportunities for active adult and senior housing are key to meeting this desire and providing a chance for residents to live near friends and family, and should be emphasized when future housing is planned and built.



An eco-community is an emerging planning and development concept that combines energy conservation, clean energy generation, incorporation of natural features, native plantings, increased tree canopy coverage, and other ideals relating to the preservation and restoration of the natural environment with aspects of the built environment. New buildings are sited to minimize impacts to topography and existing vegetation and maximize access and convenience to open spaces and natural areas. Recycling and reuse of existing materials and energy efficiency at all stages from construction through operation are emphasized, both to reduce impacts and save on development, operations, and maintenance costs. Large expanses of impervious surfaces are discouraged in favor of green roofs and pervious pavement.

The Greenbelt Metro Station North Core area presents a unique opportunity within Prince George’s County to establish an eco-community that will evoke the planning principles used to build historic Greenbelt while pursuing a new approach to transit-oriented, mixed-use development of a major Metro station area.

What does a conceptual site plan (CSP) approval mean? The specific purposes of a CSP are to explain the relationship of proposed uses, illustrate approximate locations where development may be placed, illustrate general environmental conditions, and generally describe the recreational facilities, building form and architecture, and streetscapes to be provided on the final plan. Once approved, these features, along with any conditions imposed on the approval of a CSP by the Planning Board or District Council, run with the land and are binding upon a property in perpetuity (as CSPs do not expire) unless the property owner requests an amendment or the underlying zoning of the property changes. CSPs serve as the foundation for subsequent development applications and approvals, such as for detailed site plans.

A CSP is not fully protected from future changes in the law unless the property has obtained “vested rights.” Vesting occurs when a developer/property owner has obtained a validly-issued permit and commenced significant and visible construction in good faith. Once the rights have vested, even if the law changes, the developer/property owner is entitled to proceed under the previous CSP approval and its governing provisions

Two CSPs have been approved for the Greenbelt Metro Station North and South Core areas (CSP-01008/01) and Franklin Park at Greenbelt Station (CSP-05001). Note that the development programs granted by the approval of these CSPs constitute an expectation of what may occur on these properties in the future. For the purposes of this sector plan, the South Core portion of Greenbelt Station is considered vested. North Core and Franklin Park at Greenbelt Station have not yet vested.

The development approved in these specific CSPs form the foundation for what the sector plan considers to be the maximum development potential of these large properties. The level of development approved in these CSPs was used to generate the buildout under existing zoning and inform the transportation network modeling for the projected traffic generation of existing and approved development.

While this sector plan cannot amend a CSP that is considered vested or a CSP whose underlying zoning is retained by the concurrent sectional map amendment (since the development program and conditions of approval set by the Planning Board or District Council remain intact absent a rezoning or a change to county law), property owners are encouraged to consider new approaches to redevelopment of their properties in accordance with its vision, goals, policies, and strategies.



Figure 15: North Core Illustrative Drawings

These illustrative concept drawings show how North Core may develop with a large mixed-use community (above right) or a major employer/GSA campus with mixed-use development near the Metro and MARC station (above). These concept drawings are for illustrative purposes only and should not be construed to mandate the presented site plans or be interpreted as the sector plan’s final recommendations for North Core site planning.



Careful design and a comprehensive view of the relationship of the natural and built environments will be needed to develop the eco-community.



Even small areas can include environmental site design techniques that will add to the ability of the community to improve and reduce stormwater runoff.

POLICY 2: Promote sustainable and innovative high-quality environmental design in a model eco-community that establishes a strong sense of place, preserves environmentally fragile areas, and restores degraded natural features.

STRATEGIES

Strategy 2.1. Explore opportunities to design and develop North Core as an eco-community and to pursue LEED® for Neighborhood Development certification (see text box on page 99).

Strategy 2.2. Require new buildings to obtain a minimum of LEED® Silver or equivalent certification.

Strategy 2.3. Minimize development impacts and support the restoration of Narrangansett Run and Indian Creek.

Incorporating building height transitions will help reduce visual impacts of new development on existing residential areas.



Strategy 2.4. Manage stormwater through the use of green roofs, rain gardens, bioretention cells, pervious pavement, and other environmental site design techniques to improve and reduce stormwater runoff.

Strategy 2.5. Consider solar, wind, geothermal, and other alternative forms of energy as a key element of the eco-community.

Strategy 2.6. Use native, drought-tolerant and low maintenance plant material, to the greatest extent feasible, and minimize turf grass. Invasive plant species shall not be used.

Strategy 2.7. Work with potential major private sector employers, the GSA, and potential large tenants to incorporate environmental site design techniques, native plantings, rain gardens, and publicly accessible open spaces (in appropriate locations) to foster an eco-friendly approach and soften the visual environment to minimize potential fortress-like design.

POLICY 3: Ensure that development does not adversely impact, but rather enhances, the neighboring residential community of North College Park.

STRATEGIES

Strategy 3.1. Establish and enforce building height limits to minimize shadows, reduce potential wind effects, ensure compatibility in terms of scale and design, and minimize visual impacts of new development to protect the quality of life of North College Park residents.

Strategy 3.2. Work with the Prince George’s County Department of Public Works and Transportation, WMATA, the development team, the City of Greenbelt, and other agencies to locate Greenbelt Station Parkway (formerly the North-South Connector Road) at the eastern perimeter of the site to minimize noise and air quality impacts and preserve land at the station platform for transit-oriented development, public plazas and amenities, and landscape buffering.

Strategy 3.3. Work with WMATA and the site development team to minimize the visual impact of commuter parking garage(s) on North College Park through innovative siting, architectural design, and landscaping. Future parking garages should be integrated in the overall site plan and screened by liner buildings whenever possible. Stand-alone parking structures are discouraged.

Strategy 3.4. Incorporate retail and open space amenities that meet the needs of new households, commuters, North Core employees, and North College Park residents.

Strategy 3.5. Fund and construct pedestrian and bicycle improvements that create new, well-lit connections between North College Park and North Core amenities and facilities.

Strategy 3.5. Establish a partnership with the communities of College Park and Greenbelt to actively identify and address potential issues related to the ongoing operation of a major employment or GSA campus.

In May, 2012, the City of Greenbelt and M-NCPPC were awarded a state grant to study the feasibility of providing bike share stations within the community.



The Leadership in Energy and Environmental Design (LEED®) program is a building rating system developed and maintained by the U.S. Green Building Council. LEED® offers one approach to gauge the environmental sensitivity and level of “green design” incorporated by new development, and is one tool to help understand and mitigate the negative impacts on the natural environment that may be posed by new construction and renovation. Several sub-systems developed under the LEED® umbrella are particularly useful within the sector plan area, including:

LEED® for New Construction — intended primarily for new buildings.

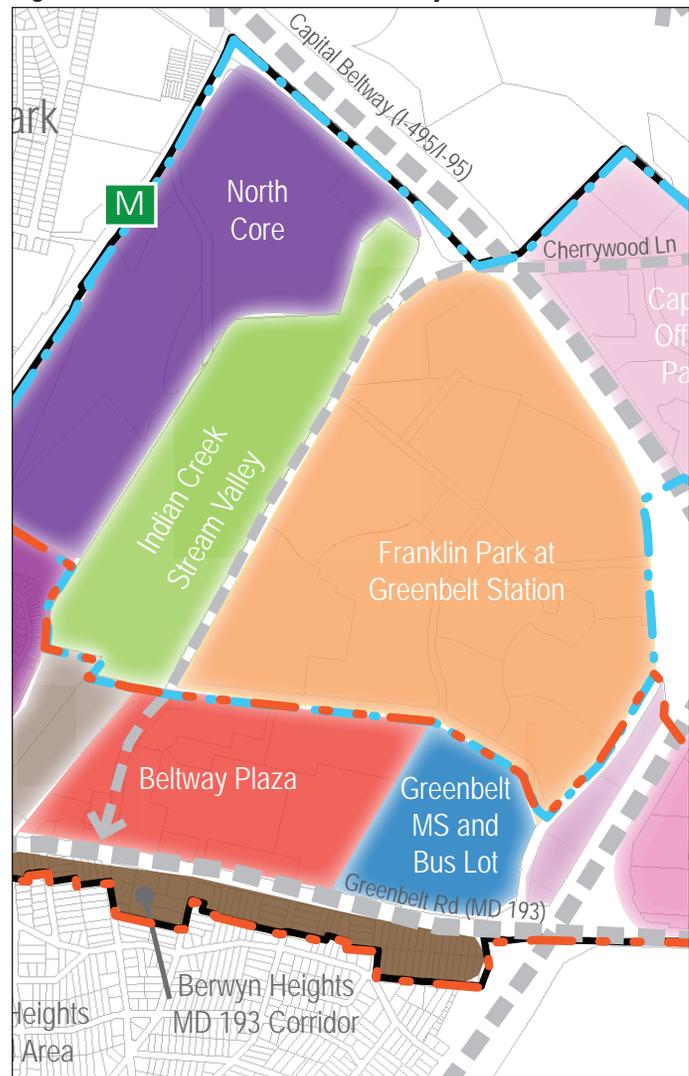
LEED® Core and Shell — primarily used for office buildings and other leased building types.

LEED® for Homes — promotes green homes — both single-family and multifamily — and emphasizes high-performance measures.

LEED® Neighborhood Development — intended for community development and multiple properties.

LEED®-rated buildings at the Silver level or higher, or an equivalent rating under another green building program, is encouraged for all new development within the Greenbelt Metro Area and MD 193 Corridor.

Figure 16: Indian Creek Stream Valley



POLICY 4: Incorporate an integrated and safe pedestrian, bicycle, and transit circulation network into the overall design of the site.

STRATEGIES

Strategy 4.1. Ensure a fully functional transit hub remains the centerpiece of the Greenbelt Metro Station, incorporating Metro Green Line and MARC access with a bus transfer facility, bicycle amenities such as racks, storage lockers, and bike share stations, and convenient pedestrian access to the station platform and nearby mixed-use development and community amenities.

Strategy 4.2. Provide safe, accessible, and welcoming pedestrian and bicycle connections to South Core and Franklin Park at Greenbelt Station.

Strategy 4.3. Ensure block lengths are scaled for the pedestrian. A general rule of thumb is that blocks should not exceed 300 feet by 600 feet in size.

Strategy 4.4. Provide incentives for developers and property owners to include showers and changing facilities for those who choose to commute to work on bicycles.

Strategy 4.4. Balance potential security requirements with the need to provide and maintain strong pedestrian and bicycle circulation within an employment campus to maximize access, convenience, and transit use.

**Indian Creek Stream Valley
(See Figure 16.)**

POLICY 1: Preserve the state-owned forest and wetlands property west of Cherrywood Lane (see text box on page 101).

STRATEGIES

Strategy 1.1. Retain the property in a natural state for passive recreation and open space use. Downzone the property to the Reserved Open Space Zone to reflect the recommendations of the sector plan and to protect the property from development pressures.

Strategy 1.2. Fund coordinated restoration and afforestation efforts.

POLICY 2: Encourage passive recreation through the property.

STRATEGIES

Strategy 2.1. Construct an environmentally-sensitive network of trails connecting the property to North Core, South Core, and Franklin Park at Greenbelt Station.

Strategy 2.2. Integrate interpretative signage—featuring the natural environment, the history of industrial uses along the Indian Creek Stream Valley, and ongoing efforts to reclaim the area from industrial damage—and safety measures such as full cut-off optics and blue light emergency phones to highlight the environmental setting and encourage use.

Strategy 2.3. Prohibit clear-cutting for the purposes of building active recreation sites and facilities.

Franklin Park at Greenbelt Station (See Figure 17 on page 102.)

POLICY 1: Foster a diverse, moderate- to high-density, mixed-use residential neighborhood.

STRATEGIES

Strategy 1.1. Incorporate a mix of housing types through phased redevelopment, including multifamily mid- to high-rise units, two over twos, and townhomes that are attractive to a range of homebuyers and renters, including seniors and active adults, families, and mixed-income households.

Strategy 1.2. Begin phased redevelopment by fronting new buildings along Cherrywood Lane to frame the street and improve safety along this important commuter route to the Metro and MARC station, and along Breezewood Drive to serve as a transition to new residential uses at Beltway Plaza.

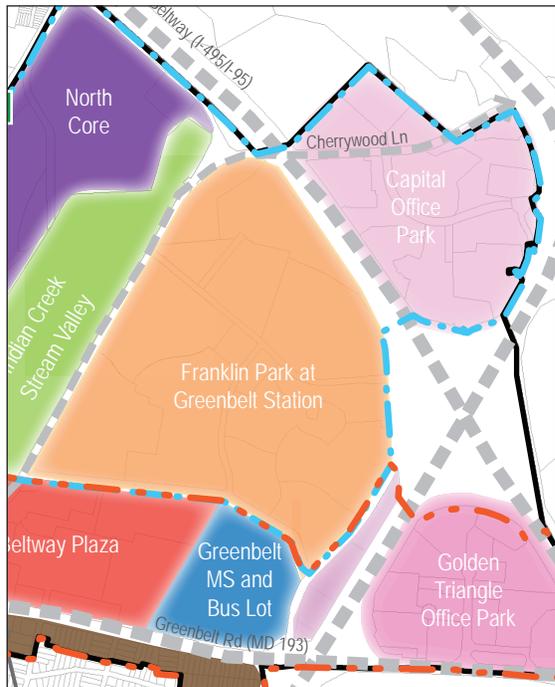
For the purposes of this sector plan, the Indian Creek stream valley refers to the properties containing Indian Creek located west of Cherrywood Lane, south of the Capital Beltway (I-95/495), and north of Branchville Road. The intent of the sector plan is to preserve and restore this sensitive environmental corridor and increase connectivity—in the form of pedestrian and bicycle trails—within the Indian Creek stream valley and to link nearby sites such as North Core, South Core, Franklin Park at Greenbelt Station, Beltway Plaza, and the Northeast Branch stream valley trail system.

The introduction of a mix of housing types to Franklin Park at Greenbelt Station will strengthen its marketability and sense of community, and can help meet the identified housing needs of the City of Greenbelt, Town of Berwyn Heights, and Prince George’s County.





Figure 17: Franklin Park at Greenbelt Station and Capital Office Park



Strategy 1.3. Concentrate neighborhood-serving, convenience ground-floor retail in the neighborhood’s core.

Strategy 1.4. Support the expansion and renovation or future relocation of Springhill Lake Elementary as determined by the Prince George’s County Board of Education.

Strategy 1.5. Construct a formal interconnected grid pattern of streets to encourage walking and bicycling, balance traffic flow, and reduce the number of automobile trips. Incorporate complete streets features to accommodate pedestrians, bicyclists, and automobiles.

POLICY 2: Promote sustainable, high-quality design.

STRATEGIES

Strategy 2.1. Establish gateways using coordinated signage, lighting, landscaping, and infrastructure improvements along Cherrywood Lane at Breezewood Drive and Springhill Drive to define the key entry points to Franklin Park at Greenbelt Station and foster a sense of arrival.

Strategy 2.2. Convert Cherrywood Lane, Breezewood Drive, and Edmonston Road into “green streets” incorporating pervious paving materials, landscaped filtration areas, bioswales, and other environmental site design techniques.

Strategy 2.3. Use environmental site design techniques to retrofit existing stormwater management facilities, enhance future stormwater management, and contribute to a more natural and pleasant visual environment.

Strategy 2.4. Provide a small commercial or mixed-use area near the center of the property to provide an opportunity for small-scale neighborhood-serving retail uses and start-up businesses.

Strategy 2.5. Incorporate numerous and interconnected open space areas and recreational amenities throughout the site to serve existing and future residents.

POLICY 3: Enhance the pedestrian, bicycle, and transit circulation network throughout the site.

STRATEGIES

Strategy 3.1. Support infrastructure improvements along Springhill Drive, Cherrywood Lane, Breezewood Drive, and Edmonston Road in accordance with complete streets principles.

Strategy 3.2. Provide a robust internal network of pedestrian and bicycle trails, paths, and alleys.

Capital Office Park
(See Figure 17 on page 102.)

POLICY 1: Promote a successful and competitive regional office park.

STRATEGIES

Strategy 1.1. Support existing office uses and retain zoning except for the State Highway Administration (SHA) District 3 office, which should be rezoned in accordance with the county’s public lands policy.

Strategy 1.2. Support commercial infill in response to market demand, such as new office space and office-serving retail.

Strategy 1.3. Explore opportunities to incorporate a pocket park, future recreation site, or woodland bank along the north side of Cherrywood Lane.

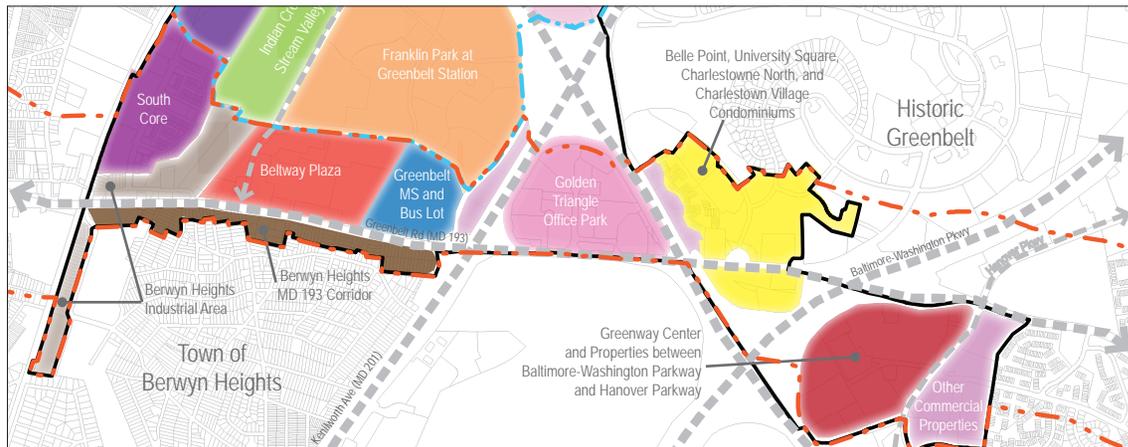
Strategy 1.4. Incorporate and celebrate the history of the Turner Family Cemetery as part of the Capital Office Park’s open space network.

University Boulevard (MD 193) Corridor (See Figure 18 on page 103.)

GOALS:

- ❖ Concentrate higher-density development at designated corridor nodes and gateways to the City of Greenbelt and Town of Berwyn Heights (see text box to the right).
- ❖ Retain and strengthen existing residential neighborhoods and office parks.
- ❖ Create a unifying experience along the MD 193 Corridor to tie the sector plan area

Figure 18 University Boulevard (MD 193)



The 2002 General Plan establishes a concept of corridor nodes, areas along a designated corridor where the most intensive mixed-use development is to be directed. This sector plan recommends two corridor nodes: MD 193 at Cherrywood Lane/60th Avenue, and MD 193 at Hanover Parkway. Development within the corridor nodes (which extend approximately 1/8 mile from the intersections—see Chapter IV) should incorporate a vertical and horizontal mix of uses, be located close to the street to provide a strong sense of enclosure, eliminate parking between the building and the street, and provide architectural designs and features to indicate these areas are special places along the University Boulevard (MD 193) Corridor.

This sector plan recognizes both proposed corridor nodes include portions of integrated shopping centers that are envisioned for phased redevelopment over time—Beltway Plaza and Greenway Center. As these shopping centers begin to redevelop, the property owners should begin to direct development intensity to the corridor nodes and provide amenities and infrastructure to foster strong pedestrian, bicycle, and transit use and access.



together and foster a shared sense of character and place.

- ❖ Build pedestrian- and bicycle-friendly, low- to moderate-density commercial development that distinguishes MD 193 as an important corridor in the county.
- ❖ Reduce traffic conflicts by implementing access management techniques such as reducing curb cuts on MD 193, encouraging transit use, introducing pedestrian and bicycle facilities, and encouraging alternate routes for through-traffic.
- ❖ Support public sector reinvestment in the reconstruction of the MD 193 Corridor to improve safety and connectivity and complement new land use regulations and new development.



TOP: Open spaces surrounded by new residential development increase property values and contribute to the sense of place and community.
BOTTOM: Whenever possible, residential parking garages should front internal alleys rather than streets. Larger parking structures should be screened from public view or designed to mimic features of associated buildings to reduce the visual impact of parking areas.

South Core (See Figure 18 on page 103.)

POLICY 1: Create a sustainable mixed-use residential community that establishes a sense of place and respects its environmental context.

STRATEGIES

Strategy 1.1. Develop a mix of townhouses and multifamily units that are attractive to a range of homebuyers and renters, including families, moderate-income households, and young professionals.

Strategy 1.2. Integrate open spaces and design stormwater management facilities in accordance with environmental site design practices such that they serve both functional and recreational roles.

Strategy 1.3. Support additional parkland dedication to the City of Greenbelt should centrally-located retail uses prove unsupportable by the market over the short-term. Additionally, if retail uses are unsupportable, consider the introduction of new housing types, designs, and price points to appeal to a broader range of potential homeowners.

Strategy 1.4. Discourage additional front-loaded parking in accordance with CPTED principles.

Strategy 1.5. Create visual linkages to the Indian Creek stream valley park.

POLICY 2: Incorporate an integrated and safe pedestrian, bicycle, and transit circulation network into the overall design of the site.

STRATEGIES

Strategy 2.1. Provide pedestrian and bicycle connections to North Core, Franklin Park at Greenbelt Station, the Indian Creek stream valley park, and Beltway Plaza.

Strategy 2.2. Provide several connections to the new interpretive trail system to be built by the City of Greenbelt and to the Indian Creek trail.

Strategy 2.3. Explore opportunities to incorporate complete streets design features on Greenbelt Station Parkway.

Beltway Plaza (See Figure 18 on page 103.)

POLICY 1: Support the phased, comprehensive redevelopment of Beltway Plaza into a pedestrian-friendly, mixed-use development (see pages 106 and 107).

STRATEGIES

Strategy 1.1. Rezone the entire Beltway Plaza property to permit comprehensive, well-designed, mixed-use redevelopment.

Strategy 1.2. Require the approval of a conceptual site plan prior to detailed site plan submittal. This conceptual site plan should outline a comprehensive approach to redevelopment, including a general indication of phasing, future land uses, and future connections to adjacent properties.

Strategy 1.3. Incorporate a mix of housing types that are attractive to a range of homebuyers and renters. Concentrate townhomes at the rear of the property as a transition to the residential uses along Breezewood Drive at Franklin Park at Greenbelt Station and encourage multifamily types throughout the site. Discourage single-family detached development. Include neighborhood-serving retail uses on the ground floor of new buildings to meet convenience needs of existing and future residents.

Strategy 1.4. Encourage a mix of pedestrian-oriented uses, designed both vertically within individual buildings and horizontally among multiple buildings, as the property redevelops.

Strategy 1.5. Frame the MD 193 Corridor with enhanced landscaping; a wide, continuous sidewalk; and, over the medium- to long-term, new mixed-use commercial development featuring rear-oriented parking.



Strategy 1.6. Provide urban design standards to guide the redevelopment of Beltway Plaza and ensure high-quality streets and streetscape, open and public spaces, and building form and architecture.

Strategy 1.7. Incorporate environmental site design techniques and innovative approaches to stormwater management, reduction of impervious surfaces, green roofs, and other sustainable development practices in all phases of redevelopment.

Strategy 1.8. Work with the property owner to address the constraints existing long-term leases pose to redevelopment. Consider financial

Beltway Plaza Illustrative Phasing Plan

The size, consolidated ownership, and strategic location of Beltway Plaza position the shopping center to redevelop over time into a vibrant, pedestrian-friendly, mixed-use landmark along the MD 193 Corridor. Two elements will prove critical to the site's evolution—public-private investment in infrastructure and streetscape improvements, and a realistic and thoughtful phasing plan and design elements that facilitate infill development and redevelopment while ensuring the site is examined comprehensively.

Any proposed phasing plan should involve a commitment by the property owner to comprehensively craft:

- ❖ A circulation network that establishes a system of internal streets, scaled, as appropriate, for pedestrian, bicycle, and transit use, and new connections between MD 193 and Breezewood Drive and to Franklin Park at Greenbelt Station across Breezewood Drive.
- ❖ A coordinated landscaping, signage, and lighting plan and design theme that incorporates lessons from historic Greenbelt while encouraging the site to shape its own unique sense of place.
- ❖ A sustainability plan that demonstrates the site's holistic and innovative approaches to reducing impervious surfaces, improving water and air quality, and limiting noise and light pollution.
- ❖ A land use program that:
 - Requires a mix of uses—including ground-floor retail; a range of housing types; and public, open spaces—while providing flexibility to the property owner to respond to market demands.
 - Establishes gateways along MD 193 at Cherrywood Lane, Cunningham Drive, and 62nd Avenue, and frame/define these gateways with multi-story buildings placed close to the streets, publicly accessible

RIGHT: Beltway Plaza
Existing Conditions

plazas, landmark structures or features, and special landscaping and signage treatments.

- Transitions in height, building types, and building massing to ensure a more compatible relationship to the mixed-use residential neighborhood at Franklin Park at Greenbelt Station.
- Fosters a vibrant and safe, pedestrian-oriented environment.
- ❖ A coordinated parking management plan that encourages shared-parking and minimizes the visual impact of surface parking lots and parking garages through appropriate screening and landscaping.

This sector plan should serve as a guide for the phased redevelopment of the Beltway Plaza holdings. The following illustrative site plan diagrams show how the site could evolve in a comprehensive manner. These illustrative site plan diagrams should not be construed as a mandate. The sector plan recognizes that market conditions will dictate specific phasing and uses.



TOP: In the near-term, residential infill and integrated public open spaces are constructed in the rear of the property along Breezewood Drive to frame the street. New landscaping, lighting, and pedestrian paths create a welcoming transition to Franklin Park at Greenbelt Station. Liner uses and appropriate buffering conceal parking. Streetscape improvements are made along MD 193 to complete sidewalk networks and widen existing sidewalks, provide street trees, and accommodate bicycles.



MIDDLE: In the medium-term, a new pedestrian and transit-oriented grid system begins to form, bisecting the Beltway Plaza Mall while retaining its principal anchors. Direct road connections from Cherrywood Terrace, Cunningham Drive, and 62nd Avenue are constructed into the core of the site. New high-quality retail uses frame the intersections of MD 193 and Cherrywood Lane and MD 193 and Cunningham Drive, and serve as gateways to the center while retaining many of the mall’s pad sites and maintaining unobstructed view corridors to the mall’s anchor tenants. The MD 193 streetscape is improved in concert with State Highway Administration improvements to the roadway, with emphasis on dedicated bicycle facilities.



BOTTOM RIGHT: At buildout, the Beltway Plaza Mall is transformed into a vibrant and competitive mixed-use center featuring a network of walkable streets, pedestrian-oriented development, and attractive open spaces. The mall’s largest tenants continue to anchor the site while new retail and office uses, plazas, and pocket parks define its street grid and the MD 193 Corridor.



These concept drawings are for illustrative purposes only and should not be construed to mandate the presented site plans or be interpreted as the sector plan’s final recommendations for the potential redevelopment of the Beltway Plaza property.”



Relocation of the school bus lot would allow for ballfields, open space, or a new/relocated elementary school adjacent to the Greenbelt Middle School campus.



A mix of housing types offers choices in housing selection, an important element of place-making and transit-oriented, mixed-use development reinforced by the recommendations of this sector plan.



incentives, guarantees for relocation, and other techniques that may encourage tenants to take a flexible approach to redevelopment.

Strategy 1.9. Prior to the submission of any conceptual or detailed site plans, the applicant should conduct community outreach meetings to collaborate with and obtain input and feedback from area residents and the City of Greenbelt and Town of Berwyn Heights.

Strategy 1.10. Integrate and amenitize safe, attractive, and accessible public open spaces in all phases of redevelopment.

POLICY 2: Ensure the character of new development is connected to and compatible with Franklin Park at Greenbelt Station to the north and the commercial uses along the southern side of MD 193.

STRATEGIES

Strategy 2.1. Incorporate clear pedestrian- and bicycle-friendly linkages that connect Beltway Plaza to Franklin Park at Greenbelt Station and the Town of Berwyn Heights.

Strategy 2.2. In coordination with the Town of Berwyn Heights and the City of Greenbelt, encourage redevelopment to frame new gateways along MD 193 at Cherrywood Lane, Cunningham Drive, and 62nd Avenue.

Greenbelt Middle School and Bus Lot (See Figure 18 on page 103.)

POLICY 1: Retain institutional and recreational land uses to continue to provide vital educational and recreational services to surrounding communities.

STRATEGIES

Strategy 1.1. Explore opportunities and identify funding sources to restore and reuse the historic portions of the former Greenbelt Middle School as a new institutional or community use.

Strategy 1.2. Work with the Prince George’s County Board of Education to relocate the Prince George’s County bus and maintenance lot in the medium- to long-term to a more suitable location convenient to the northern service area.

Strategy 1.3. Repurpose the bus lot as a potential location for a new or relocated elementary school and/or recreational facility.

Belle Point, University Square, Charlestowne North, and Charlestowne Village Condominiums (See Figure 18 on page 103.)

POLICY 1: Maintain safe, welcoming, and stable residential neighborhoods.

STRATEGIES

Strategy 1.1. Retain existing residential uses and zoning.

Strategy 1.2. Promote foreclosure prevention programs.

Strategy 1.3. Work with the local residents to identify, prioritize, and address sidewalk and lighting gaps along residential roads.

Golden Triangle (See Figure 18 on page 103.)

POLICY 1: Promote a successful and competitive regional office park.

STRATEGIES

Strategy 1.1. Support existing office uses and retain zoning.

Strategy 1.2. Support commercial infill in response to market demand, such as new

office space and office-serving retail. Total development in the Golden Triangle office park (exclusive of the existing Capital Cadillac property), including new commercial infill development, should not exceed 912,000 square feet per Preliminary Plan of Subdivision 4-03135.

Strategy 1.3. Enhance the accessibility and internal circulation of the office park by improving pedestrian and bicycle accessibility and safety.

Strategy 1.4. Explore opportunities to incorporate pocket parks and a future recreation site north of MD 193, between Capitol Drive and the Capital Beltway.

Strategy 1.5. Incorporate and celebrate the history of the Walker Family Cemetery, Indian Springs Park, and Toaping Castle as part of the Golden Triangle’s open space network.

Berwyn Heights MD 193 Corridor (See Figure 18 on page 103.)

POLICY 1: Retain and revitalize the mixed-use commercial development along MD 193 in Berwyn Heights.



A sense of place is reinforced when elements such as wide sidewalks, street trees, banners, awnings, and buildings close to the street are brought together in a comprehensive, planned manner.

STRATEGIES

Strategy 1.1. Ensure redevelopment remains compatible with the residential neighborhoods in the Town of Berwyn Heights by establishing maximum building heights and context-sensitive design.

Strategy 1.2. Prioritize redevelopment and enhanced signage and landscaping at designated intersections to frame new gateways along MD 193 at 60th Avenue, Cunningham Drive, and 62nd Avenue. Define the intersection at 60th Avenue as a prominent gateway to the Greenbelt Metro and MARC Stations and the Greenbelt

Greenway Center and the Commercial Properties between Hanover Parkway and the Baltimore-Washington Parkway

This sector plan should serve as a guide for the phased redevelopment of Greenway Center and the Maryland Trade Center. The following illustrative site plan diagrams show how the site could evolve in a comprehensive manner. These illustrative site plan diagrams should not be construed as a mandate. The sector plan recognizes that market conditions will dictate specific phasing and uses.



ABOVE: Greenway Center — existing conditions.

TOP RIGHT: In the near-term, new landscaping, pathways, and lighting improve pedestrian safety and circulation within the Greenway Center. In response to market demand, a limited amount of new retail may begin to frame the main entrance to the shopping center and the intersection of Hanover Parkway and MD 193. A walking path and new amenities transform the existing county-owned stormwater pond at Hanover Parkway and Ora Glen Drive into a local amenity.



MIDDLE LEFT: In the medium-term, a pedestrian and transit-oriented grid system creates a network of new vehicular and pedestrian connections between the Maryland Trade Center properties and the Greenway Center. A road bisects the Greenway Center — while retaining its principal anchors — to forge a direct link to Hanover Parkway. As the office market rebounds, new infill office uses develop around Maryland Trade Center I, II, and III, helping to define the new streets. Public open spaces, including pocket parks and plazas, provide passive recreational opportunities for employees and shoppers. A linear park celebrates Schrom Airport, mimicking the layout of the former airport’s runway. Retail infill continues to frame the center’s gateway. Public art, landscaping, and pedestrian-oriented intersection improvements along Hanover Parkway at Ora Glen Drive/Greenway Center Drive and Hanover Drive enhance access from/to neighboring residential communities and the Hanover Parkway medical office complex.

BOTTOM LEFT: At buildout, the area is transformed into an interconnected, vibrant mixed-use commercial center featuring a revitalized pedestrian-friendly shopping center, redeveloped and infill office, a modest amount of new housing, and attractive open spaces.

Metro Metropolitan Center; the intersection at Cunningham Drive as a welcoming and principal entryway to the Town of Berwyn Heights; and the intersection at 62nd Avenue as a commercial entrance oriented toward Beltway Plaza and the north side of MD 193. Work in partnership with Beltway Plaza, the City of Greenbelt, the Town of Berwyn Heights, the Maryland State Highway Administration, and Prince George’s County.

Strategy 1.3. Provide unified signage, pedestrian-scaled street lighting, banner signs, uniform bench and trash receptacle designs, and other features along the MD 193 Corridor to enhance the sense of place.

Strategy 1.4. Support land consolidation and future rezoning under the sector plan’s Development District Overlay Zone to facilitate redevelopment along the Berwyn Heights frontage of MD 193. However, expansion of the DDOZ boundaries is not recommended or supported south of Seminole Street.

Strategy 1.5. Explore opportunities to relocate the Town of Berwyn Heights’ Fire Department and Rescue Squad (Company 14) along with appropriate town municipal offices to the MD 193 Corridor to act as a civic anchor along this important roadway and to help spur commercial revitalization.

Berwyn Heights Industrial Area (See Figure 18 on page 103.)

POLICY 1: Retain and enhance industrial activity in the Town of Berwyn Heights while exploring opportunities to introduce new commercial and recreational uses.

STRATEGIES

Strategy 1.1. Retain the predominantly industrial land uses and existing zoning along Ballew Avenue and the 8500 block of 55th Avenue in the short- to medium-term while enhancing the street’s landscaping and streetscape.

Strategy 1.2. Explore opportunities to attract new business incubators along Ballew Avenue and the 8500 block of 55th Avenue in the longer-term, in collaboration with the Prince George’s County Economic Development Corporation, the University of Maryland, NASA Goddard, the Beltsville Agricultural Research Center (BARC), and the private sector.

Strategy 1.3. Retain industrial activity at the Prince George’s Scrap site in the short- to medium-term and provide enhanced buffering to screen future residential uses from noise, light, and air impacts.

Strategy 1.4. Explore opportunities and incentives available to relocate Prince George’s Scrap over the medium- to long-term, introduce low-to moderate-density, neighborhood-oriented office or retail uses, and repurpose part of the site as open space or a woodland bank.

Strategy 1.5. Retain a mix of commercial and industrial uses and existing zoning along Branchville Road in the short- to medium-term with enhanced buffering and landscaping to screen future residential uses from noise, light, and air impacts.

Strategy 1.6. Encourage development of low-to moderate-density, neighborhood-oriented office and retail uses over the medium- to long-term.

Greenway Center and the Commercial Properties between Hanover Parkway and the Baltimore-Washington Parkway (See Figure 18 on page 103.)

POLICY 1: Implement circulation, infrastructure, and open space improvements at the Greenway Center and in the commercial properties between Hanover Parkway and the Baltimore-Washington Parkway over the short- to medium-term.



Pedestrian-scale amenities such as this lighting fixture help encourage people to walk and bike within their community.



Medical offices occupy much of the Belle Point Office Park.

STRATEGIES

Strategy 1.1. Enhance pedestrian and bicycle access to and within Greenway Center by constructing sidewalks, crosswalks, and pathways and incorporating bicycle facilities such as bike racks as appropriate.

Strategy 1.2. Provide additional open space, trees and planting areas within the surface parking lots, remove excess impervious surface cover, and incorporate environmental site design techniques to mitigate stormwater runoff.

Strategy 1.2. Begin to establish a new pedestrian- and bus-oriented grid system and ensure block lengths are scaled for the pedestrian as the site begins to redevelop over the medium-term. Ensure infill development, including pad site redevelopment, addresses pedestrian connectivity and safety.

POLICY 2: Support the phased, comprehensive redevelopment of the Greenway Center and the commercial properties between Hanover Parkway and the Baltimore-Washington Parkway properties into a pedestrian-friendly, commercial mixed-use development over the medium- to long-term.

STRATEGIES

Strategy 2.1. Support future rezoning to an appropriate mixed-use zone, such as the M-X-T Zone, to implement the land use recommendations of the sector plan and ensure a comprehensive, well-planned, and balanced approach to redevelopment.

Strategy 2.2. Encourage a vertical and horizontal mix of uses.

Strategy 2.3. Concentrate ground-floor retail and restaurant uses, which foster an active environment, in the development’s retail core.

Strategy 2.4. Incorporate a mix of residential development with an emphasis on providing housing types attractive to seniors and active adults.

Strategy 2.5. Encourage and support land consolidation and future rezoning to facilitate redevelopment.

POLICY 3: Promote sustainable and high-quality design that helps foster a sense of place.

STRATEGIES

Strategy 3.1. Encourage architectural design and features that reflect aspects of health and wellness, incorporate CPTED principles, and contribute to the sense of place within the area.

Strategy 3.2. Celebrate the history of the former Schrom Airport by incorporating historic markers and interpretative signage along future streets and/or a future public open space that follows the path of the former airport's runway. In collaboration with the City of Greenbelt, coordinate such elements with monuments and other features installed in the future at Schrom Hills Park and in other locations.

Other Commercial Properties (See Figure 18 on page 103.)

POLICY 1: Retain and support office clusters.

STRATEGIES

Strategy 1.1. Retain existing office uses and zoning along Edmonston Road, Belle Point Drive, and Hanover Parkway.

Strategy 1.2. Support code enforcement efforts to maintain the appearance and safety of existing uses.

Strategy 1.3. Transform the large stormwater pond along Hanover Parkway into a community amenity by creating a loop trail, improving landscaping, and adding new benches and lighting.

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Environmental Infrastructure

Vision

Restored and revitalized natural areas are key components of the Greenbelt Metro Area and MD 193 Corridor sector plan area. Development and redevelopment is designed to incorporate natural features, restore tree canopy coverage, minimize stormwater runoff, and incorporate best practices of sustainable development during construction and the life-time operation of buildings and man-made spaces. The eco-community at Greenbelt Metro Station's North Core stands as a regional and national model for sustainable development and environmental stewardship.

Goals

- ❖ Preserve, enhance, and restore the natural environment and its diverse ecosystems, ensuring sustainability within the desired development pattern.
- ❖ Merge concepts of environmental sensitivity and integration of natural features evident in the historic Greenbelt town core with contemporary best practices to establish a new paradigm for sustainable growth.
- ❖ Consider environmental impacts and incorporate site-specific approaches to restore environmental quality as a natural part of any potential development project.

Background

The community of Greenbelt combines many features of rural, suburban, and urban life. From the beginning, there was an effort to preserve its natural open spaces, waterways, and woodlands, while at the same time provide recreational, entertainment, and shopping amenities typical of suburbs and urban life. Greenbelt was named after the belts

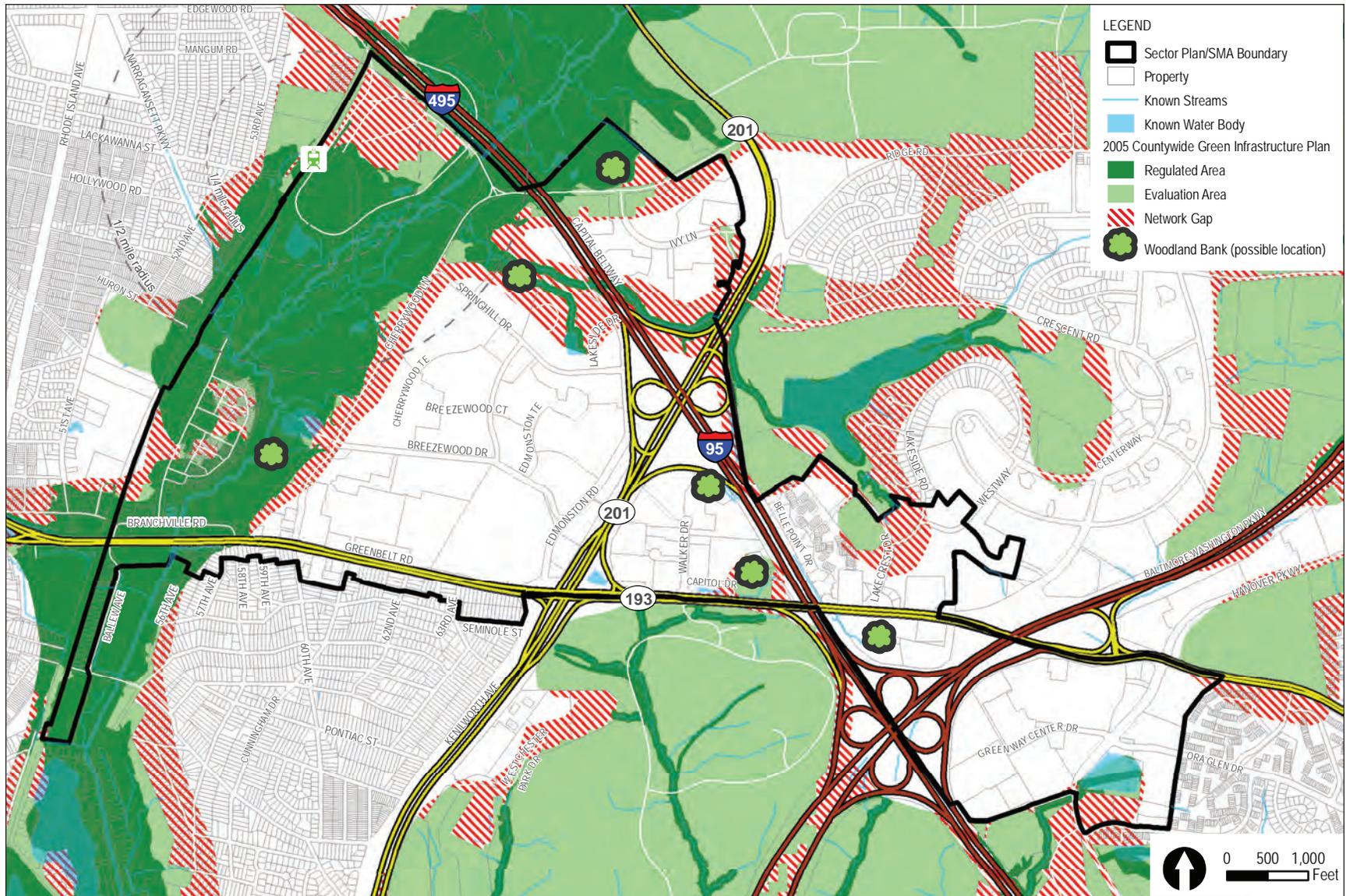
Regulated Areas are those areas that contain sensitive environmental features such as streams, wetlands, slopes, and floodplains that are regulated by the county code with regard to proposed disturbance. The delineation of Regulated Areas is considered conceptual only. Identification and mapping of these areas was done based on the best available information and is not site-specific enough to be used for specific scenario building or review of development applications. A Natural Resource Inventory (NRI) documenting all of the existing regulated environmental features on a site is required to be submitted and approved prior to development.

Evaluation Areas contain sensitive features such as interior forests, certain water bird nesting sites, and unique habitats that are not regulated in the county code. This designation is also conceptual based on the best available mapping information. These areas are evaluated during the land development review process in order to preserve the best possible features on a specific site. The information that results in an area being designated as an Evaluation Area is also provided as part of the NRI during the review of site-specific development applications.

Network Gaps are those areas that are critical to the connection of the regulated and evaluation areas and were included in the green infrastructure mapping to identify areas of possible connectivity. During the review of development applications, these areas are evaluated for restoration opportunities to enhance the ecological functioning of the network.

Combined together, these three features constitute the designated network of countywide significance as shown in the *Approved Countywide Green Infrastructure Plan*. The network does not contain all the regulated and evaluation areas within the county, only those that meet the green infrastructure master plan's designated criteria for countywide significance.

MAP 18: Green Infrastructure Plan with Possible Woodland Banks



of forested acres surrounding it, and the belts of green between the neighborhoods which provide a link to open space for the residents. The stewardship of the natural environment evidenced by both Greenbelt and the Town of Berwyn Heights has led to their designation as Tree Cities.

Approximately 489 acres of the sector plan area are within the designated green infrastructure network of Regulated Areas, Evaluation Areas, or Network Gaps (see Map 18 on left and text box on page 115). This environmental envelope includes resource protection areas, public spaces, trails, and recreational facilities. Before development applications can be approved, field work is needed to specifically delineate the regulated features and their associated environmental protection buffers. This important field work may result in refinements to conceptual Regulated Areas mapped as part of the designated countywide network.

Areawide Recommendations

POLICY 1: Restore and enhance water quality in the Indian Creek stream system and other areas that have been degraded and preserve water quality in areas not degraded.

STRATEGIES

Strategy 1.1. Stabilize and restore ecological functions of receiving streams as part of the stormwater management designs for new development, and as separate, publicly funded projects when necessary. Require full preservation of remaining elements and their buffers.

Strategy 1.2. Seek public and private funding sources to implement stream stabilization and restoration projects to assist in the revitalization of the existing communities of North College Park, established Greenbelt communities, and Berwyn Heights.

Strategy 1.3. Use the Anacostia River Watershed Restoration Plan as a source for stream restoration and enhancement projects for private and publicly funded projects.

Strategy 1.4. Identify and implement ecologically significant restoration projects and improve stream bank stability, particularly within the Indian Creek stream valley.

Strategy 1.5. Coordinate the design and installation of new stormwater management facilities for multiple properties and identify restoration projects that will address drainage into the Indian Creek and Still Creek watersheds.



Restoration and stabilization projects along Indian Creek will continue to improve the quality of the stream and the natural environment.



Rain gardens and other bioretention techniques can be installed in small spaces within urban environments.

Strategy 1.6. Encourage rain gardens and other small-site measures that promote bioretention and explore the feasibility of county or municipal demonstration projects on public land.

Strategy 1.7. Install permeable paving materials to allow stormwater to seep into the ground. Reduce impervious surfaces to the maximum extent possible throughout the sector plan area.

Strategy 1.8. Increase education and awareness of the trash and litter problem throughout the sector plan area to reduce the negative impact of debris on stormwater flows.

POLICY 2: Conserve water and avoid using potable water for nonpotable uses.

STRATEGIES

Strategy 2.1. Promote the conservation of potable water for personal uses.

Strategy 2.2. Educate and strengthen knowledge among residents throughout the sector plan area of nonpotable water sources, such as from rain barrels, and other ways to conserve and reuse water.

Strategy 2.3. Raise the level of consciousness about using nonpotable water for purposes such as lawn irrigation, car washing, and other

appropriate commercial and industrial uses which occur within the sector plan area.

Strategy 2.4. Work with the City of Greenbelt and Town of Berwyn Heights to provide educational materials on their municipal websites and to consider providing rain barrels to residents.

Strategy 2.5. Implement conservation landscaping techniques that reduce water consumption and the need for fertilizers or chemical applications.

Strategy 2.6. Require the capture and reuse of stormwater for gray water or other uses to the fullest extent possible.

POLICY 3: Reduce flooding and its detrimental effects on human and natural resources.

STRATEGIES

Strategy 3.1. Manage flooding caused by woody debris and trash blockages of culverts, stream banks, and channels through performance monitoring and evaluation of maintenance activities.

Strategy 3.2. Control at least the first inch of rainfall on-site through methods that facilitate infiltration evapotranspiration, or reuse of the stormwater, where appropriate.

Strategy 3.3. Encourage the use of shared environmentally sensitive stormwater management facilities, where appropriate.

Strategy 3.4. Require new development and redevelopment to incorporate stormwater volume control measures that exceed the state standard of controlling 2.7 inches of stormwater on-site in order to reduce the impact of stormwater on Indian Creek.

POLICY 4: Implement environmentally sensitive design (ESD) building techniques and reduce overall energy consumption.

STRATEGIES

Strategy 4.1. Emphasize the use of green building techniques for all new development and redevelopment.

Strategy 4.2. Coordinate stormwater management efforts by addressing low-impact and urban stormwater management techniques in site and street designs.

Strategy 4.3. Incorporate low-energy use appliances and renewable energy sources such as solar, wind, and geothermal.

Strategy 4.4. Ensure use of full cut-off optics for consistent light levels and minimal light pollution.

Strategy 4.5. Install measures such as bioretention/rain gardens, bioswales with native plants, retrofitted dry ponds, permeable pavements and the reduction of impervious surfaces, measures to reduce runoff volume, urban forest and grass buffers, urban filtering and infiltration practices, and urban nutrient management.

Strategy 4.6. Encourage LEED® certification or pursue certification under an equivalent green building rating system for all new development.

POLICY 5: Preserve and enhance the existing urban tree canopy.

STRATEGIES

Strategy 5.1. Retain existing woodlands to the extent possible during the design and implementation of new projects.

Strategy 5.2. Establish woodland conservation banks within the Indian Creek and Lower Northeast Branch watersheds and consider additional woodland conservation banks in the Capital Office Park north of Cherrywood Lane, near Springhill Lake Recreation Center and Springhill Lake Elementary School near the intersection of MD 193 (Greenbelt Road) and Lakecrest Drive, adjacent to the Walker Family Cemetery, and on the Toaping Castle site. Place floating tree bank symbols on the green infrastructure map and utilize these banks

when off-site woodland conservation acreage is needed to ensure trees are provided in the local vicinity of new development projects (see Map 17 on page 116).

Strategy 5.3. Increase the amount of tree canopy within the sector plan area through the planting of trees on all properties, either at the time of development/re-development or through incentives and programs such as Arbor Day tree giveaways. New street trees, parking area plantings, and other trees will also break up the expanse of asphalt and concrete found on numerous sites.

Strategy 5.4. Re-establish forested stream buffers where they do not exist today.

Strategy 5.5. Provide a diversity of native-stock trees when planting street, landscape, and lawn trees in order to promote ecosystem health and resiliency against disease and destruction.

Strategy 5.6. Plant trees in strategic locations to cool buildings and mechanical equipment, reducing overall energy consumption.

POLICY 6: Reduce light pollution and intrusion into residential communities and environmentally sensitive areas.



Tree canopy can be easily increased by planting trees along connections and pathways throughout the sector plan area, reflecting the design features of historic Greenbelt.

STRATEGIES

Strategy 6.1. Use lighting technologies for athletic fields, shopping centers, and gas stations that reduce light intrusion on adjacent properties, so that safe and even light levels are maintained.

Strategy 6.2. Require the use of full cut-off optic light fixtures to eliminate light pollution.

Strategy 6.3. As new and redevelopment proposals are evaluated, light levels should be considered, overall lighting should be minimized and properly directed, and a detailed lighting plan should be submitted.

POLICY 7: Reduce air pollution to support community health and wellness by supporting development that is accessible by nonmotorized and alternative modes of travel, as well as by increasing the urban tree canopy.

STRATEGIES

Strategy 7.1. Promote mixed-use and transit-oriented development that minimizes the need for motor vehicle trips in order to prevent conditions that may create local air pollution nuisances.

Strategy 7.2. Incorporate tree planting and vegetated areas into redevelopment plans, and encourage tree planting on existing properties.

Strategy 7.3. Provide trees and other plantings in proximity to the CSX tracks to minimize potential emissions from freight trains.

POLICY 8: Reduce adverse noise impacts to meet State of Maryland noise standards.

STRATEGIES

Strategy 8.1. Evaluate development and redevelopment proposals for the impacts of noise. Each site will be evaluated during the development review process for conformance with noise standards using Phase I noise studies and noise models.

Strategy 8.2. Work with WMATA, the North Core development team, CSX, and the City of Greenbelt to mitigate potential noise impacts that may arise from the proposed test track facility paralleling the Metro Green Line and from future Green Line extensions.

Strategy 8.3. Provide for adequate setbacks for projects located close to existing and proposed noise generators and roadways of arterial classification or greater.

Strategy 8.3. Provide noise attenuation measures when noise issues are identified.

Property-Specific Recommendations

POLICY 1: Support the development of an eco-community at the Greenbelt Station North Core, incorporating best practices to sustainable design, pedestrian- and transit-oriented mixed-use development, open space preservation and restoration, and connectivity to surrounding areas.

STRATEGIES

Strategy 1.1. Incorporate new open space and ensure the use of environmental site design throughout to break up existing impervious surfaces.

Strategy 1.2. Incentivize the design and construction of green buildings. All new construction at North Core shall obtain a minimum rating of LEED® Silver or an equivalent rating from other green building programs. LEED® Gold or Platinum or an equivalent rating is encouraged.

Strategy 1.3. Remove invasive plant species.

Strategy 1.4. Stabilize and restore all streams using “least disturbance” methods.

Strategy 1.5. Preserve Narragansett Run in its current stream alignment to the fullest extent practicable. Changes to the waterway should only occur to support the construction of the Greenbelt Station Parkway bridge linking the North and South Cores. Any additional temporary impacts resulting from the construction of the bridge should be mitigated and Narragansett Run restored to the fullest extent practicable upon the completion of the bridge.

POLICY 2: Minimize the impacts of existing impervious surface cover and high-intensity development at Greenway Shopping Center and the Maryland Trade Center.

STRATEGIES

Strategy 2.1. Distribute environmental site design techniques and features throughout the shopping center and office complex.

Strategy 2.2. Reduce existing impervious surfaces by redesigning the parking lots (especially the Maryland Trade Center holdings) to include features like a plaza with a focal point (e.g. a fountain and benches), more plantings, and bioswales.

Strategy 2.3. Incorporate green roofs in new development and redevelopment projects to mitigate the local heat island effects of large expanses of impervious surfaces. Consider incentives for green roofs.

Strategy 2.4. Retrofit the stormwater management pond at the southeast corner of the intersection of Hanover Parkway and Ora Glen Drive to transform the pond into a community recreation amenity:

- ❖ Install floating wetlands with plants or similar methods that help filtrate the pond, reduce nutrients, and provide native plants for beautification and wildlife support.
- ❖ Plant appropriate native species along the perimeter of the stormwater management pond to provide additional habitat.
- ❖ Provide a trail circumnavigating the pond.

- ❖ Plant shade trees at appropriate locations along the trail to provide opportunities for rest and shade.
- ❖ Include benches and other pedestrian-friendly amenities.

POLICY 3: Ensure the restoration of the feeder streams that impact the Franklin Park at Greenbelt Station property.

Strategy 3.1. Identify stream restoration projects for areas within and adjacent to Franklin Park at Greenbelt Station to support the health and quality of Indian Creek. Update the detailed stream corridor assessment if the document is more than five years old at the time of future development applications.

POLICY 4: Ensure the highest quality of environmental site design in the redevelopment of the Beltway Plaza Shopping Center.

STRATEGIES

Strategy 4.1. Distribute environmental site design techniques and improvements throughout the shopping center property specifically including (but not limited to) bioretention areas, filtering and infiltration practices, filtration areas, and impervious area treatments.

Strategy 4.2. Meet greening requirements using extensive tree planting and green roofs as the site redevelops.

POLICY 5: Introduce environmental site design practices to the Capital Office Park and Golden Triangle office park.

STRATEGIES

Strategy 5.1. Reduce impervious surfaces through redesigning parking lots to include more green plantings.

Strategy 5.2. Monitor stormwater retention ponds in the Golden Triangle area along MD 193 on either side of the Toaping Castle Historic Resource marker.

Strategy 5.3. Consider the parcel in the southwest portion of the Golden Triangle office park for off-site woodland conservation.

POLICY 6: Mitigate environmental issues within the Belle Point and Charlestowne neighborhoods.

STRATEGIES

Strategy 6.1. Protect the stream that flows into Greenbelt Lake with general clean up and stream and wetland mitigation restoration projects to correct stormwater runoff problems.

Strategy 6.2. Consider more and denser tree plantings with mature trees along the Capital Beltway (I-95/495) to further mitigate potential noise, air quality, and visual environment impacts.

Strategy 6.3. Consider additional noise attenuation measures if the Belle Point Office Park redevelops.

POLICY 7: Preserve the Indian Creek stream valley natural resource area west of Cherrywood Lane.

STRATEGIES

Strategy 7.1. Work with the State of Maryland to ensure the permanent preservation and conservation of the state-owned parcel immediately west of Cherrywood Lane.

Strategy 7.2. Consider placing conservation easements on this property to preserve the natural character.

Strategy 7.3. Seek public funding for stream stabilization and restoration projects to assist in the protection of woodlands and wildlife habitat.

Strategy 7.4. Redesign and reconstruct Cherrywood Lane, Edmonston Road,

Breezewood Drive, and Springhill Drive as green streets.

Strategy 7.5. Increase lighting along Cherrywood Lane with full cut-off optics to reduce glare and light pollution.

Transportation (Safety, Connectivity, Mobility, and Access)

Pedestrians and Bicyclists

Vision

A network of convenient and safe pedestrian and bicycle facilities incorporating complete streets policies and context-sensitive design solutions provides efficient and safe walking and biking alternatives to private cars. A complete pedestrian and bicyclist network encourages social interaction, improves health and wellness, contributes to economic development and job creation, lowers transportation costs, and improves transportation safety and comfort for everyone.

Goals

- ❖ Provide a continuous, multimodal network of sidewalks, bikeways, and trails that enhance opportunities for residents to make trips by walking or bicycling.

- ❖ Enhance the existing trail networks within and adjacent to the Greenbelt Metro Area and MD 193 Corridor to meet the needs of users.
- ❖ Coordinate pedestrian and bicyclist network improvements with the desired land use pattern and urban design recommendations to maximize the potential benefits of pedestrian- and transit-oriented and transit-supportive development.

Background

The desires and concerns of the community inform the transportation recommendations as a major vision component focused on safety and connectivity within a multimodal transportation network. The transportation element of this sector plan also builds on several recent initiatives, including the 2009 Toole Design Group study, transit ridership studies conducted by WMATA, State Highway Administration (SHA) traffic counts, the transportation analysis for the sector plan conducted by Wallace Montgomery and Associates, and the 2012 Greenbelt Draft Pedestrian and Bicycle Master Plan.

Some commonly used definitions for transportation facilities include:

- ❖ **Bicycle lanes**— On-road dedicated one-way bicycle facilities. Roads are signed and signalized for bicycle use.
- ❖ **Buffered bike lanes**— On-road and off-road dedicated one-way bicycle facilities. Roads are signed and signalized for bicycle use. “Cycle tracks” are a type of buffered bike lane approved for use in Maryland by the State Highway Administration in 2011.
- ❖ **Sidepaths or multiuse pathways/trails**— Off-road bidirectional trail or multiuse facilities often found in parks, adjacent to major roads, and along stream valleys.
- ❖ **Shared-use roads**— Roads and shared space used by bicycles and vehicles. Shared-use roads can contain painted markings on travel lanes or bicyclists can use wide outside lanes and wide shoulders. They may also feature on-road shared space that can be signed and/or signalized.



A combination traffic island and pedestrian refuge improves safety and creates an impromptu focal point and landscaped amenity.

CB-2-2012 was adopted on April 24, 2012, and is intended to require the Planning Board to make a finding of the adequacy of public pedestrian and bikeway facilities for all subdivision proposals within designated centers and corridors. Developers will be required to construct adequate pedestrian and bikeway facilities (that do not currently exist) throughout the subdivision and within one-half mile walking or biking distance of the subdivision. The criteria for determining adequacy are to be established on or before June 1, 2013, at which time the full requirements of CB-2-2012 will take effect.

POLICY 1: Ensure land uses, including the mix of uses and the physical design of buildings, and streets support pedestrian and bicyclist access as the primary modes of travel.

STRATEGIES

Strategy 1.1. Manage traffic speeds through the reconfiguration of MD 193 (Greenbelt Road) and by considering measures such as reduced lane widths and on-street parking, where appropriate, along other roadways. Provide enhanced on-road or buffered bicycle lanes, wider sidewalks, and landscaping.

Strategy 1.2. Provide wider, complete sidewalks throughout the Greenbelt Metro Area and MD 193 Corridor along both sides of all streets. Provide amenities and features, such as safe crossings, pedestrian count-down lights, median refuges, curb bump-outs at intersections to narrow crossing distances, and additional signage to facilitate pedestrian safety, in keeping with complete streets policies. Curb extensions (also known as “chokers” or “bump outs”) are a traffic-calming strategy primarily intended for local streets and may not be appropriate for collector or arterial roadways.

Strategy 1.3. Work with developers to fund and construct on- and off-site pedestrian improvements at the time of subdivision in accordance with CB-2-2012 (see text box on left).

Strategy 1.4. Bring buildings closer to the street to help define the street space and foster walkability and pedestrian comfort.

Strategy 1.5. Implement specific streetscape improvements intended to enhance the comfort of pedestrians and bicyclists:

- ❖ Plant street trees to provide shade.
- ❖ Provide marked bike lanes, cycle tracks, and multiuse paths where appropriate.
- ❖ Provide a comprehensive wayfinding system of street signage, directional signs, interpretive signs, and markers.
- ❖ Coordinate with the Prince George’s County Police Department to implement CPTED measures in the design and construction of pedestrian and bicycle facilities.
- ❖ Clearly delineate pedestrian space with pavement treatments and other features.

Strategy 1.6. Develop educational and incentive programs to encourage the community to walk, bicycle, and use transit.

Strategy 1.7. Work with developers, GSA, WMATA, and other pertinent parties to ensure bicycle and pedestrian access through any future employment campus is provided to the maximum extent possible.

POLICY 2: Improve bicycle, pedestrian, and vehicular accessibility throughout the sector plan area and within adjacent communities by filling in missing linkages and ensuring the internal network is pedestrian- and bicycle-friendly through appropriate design, including traffic calming techniques (see Map 19 on page 127 and Table 31 on page 128).

STRATEGIES

Strategy 2.1. Conduct an existing conditions inventory of pedestrian and bicyclist facilities within half a mile of the designated Greenbelt Metro Metropolitan Center and University Boulevard (MD 193) Corridor to identify gaps and areas that warrant additional improvements.

Strategy 2.1. Ensure that local streets in adjacent communities continue to respect the residential character of neighborhoods. Streets should connect whenever possible to enhance the overall connectivity and walkability of the communities, but should not be wide enough or fast enough to provide an incentive for regional traffic to “cut through” areas such as the Town of Berwyn Heights to avoid congestion on MD 193 and other roadways.

Strategy 2.2. Provide traffic-calming measures such as speed tables, chicanes (curved roadway design elements), roundabouts, and other techniques to discourage through traffic from using local residential streets.

Strategy 2.3. Incorporate complete streets principles when redesigning any existing street or when developing new street designs on developing sites.

Strategy 2.4. Provide additional connections between existing and future neighborhoods and the Indian Creek trail and Northeast Branch trail systems to contribute to stronger communities that enjoy greater mobility and access to regional transportation systems.

Strategy 2.5. Build a pedestrian overpass linking the Greenbelt Metro Station area to North College Park south of Huron Street to maximize safety



ABOVE: One approach to incorporating a sidewalk and cycle track. Credit: PBIC Image Library, Carl Sunstrom. LEFT: Wayfinding signage helps orient visitors to new places

and connectivity. If it is determined that this pedestrian overpass is infeasible or no longer necessary, the South Core development team may take the appropriate steps to request the removal of the conditions of the approval of CSP-01008/01 requiring the pedestrian overpass.



This trail is an example of an environmentally friendly transportation alternative that could provide connections to the Greenbelt Metro Metropolitan Center through the Indian Creek stream valley preservation area.



Large, clearly marked crosswalks are appropriate amenities in transit-oriented communities, emphasizing the pedestrian comes first and enhancing safety.

Strategy 2.6. Ensure public improvements keep pace with new construction by working with the Maryland Department of Transportation, Prince George’s County Department of Public Works and Transportation (DPW&T), local municipalities, and developers to provide a stronger and more direct link with capital improvement programming.

Strategy 2.7. Pursue partnerships with WMATA and the pedestrian and bicycle element of their Capital Improvement Program to inventory specific on- and off-site improvements that may be necessary near the Greenbelt Metro Station, and potentially fund specific improvement projects to enhance connectivity to the regional transportation system.

POLICY 3: Incorporate walkable street sections and provide the safety, connectivity, access, and mobility connections necessary to implement a complete and comprehensive pedestrian network.

STRATEGIES

Strategy 3.1. Work with the Town of Berwyn Heights, SHA, and DPW&T to implement appropriate pedestrian improvements throughout the town, including new sidewalks, crosswalks, and pedestrian amenities such as bus stop shelters and benches. Emphasize pedestrian



Public art and small urban plazas, squares, and greens contribute to the walkability of a mixed-use, sustainable environment.

and bicyclist safety at the intersection of MD 193 (Greenbelt Road) and 63rd Avenue by providing pedestrian safety improvements and an expanded median with a pedestrian safety refuge for students and others.

MAP 19: Existing, Planned-Approved, and Proposed Bicycle and Pedestrian Facilities

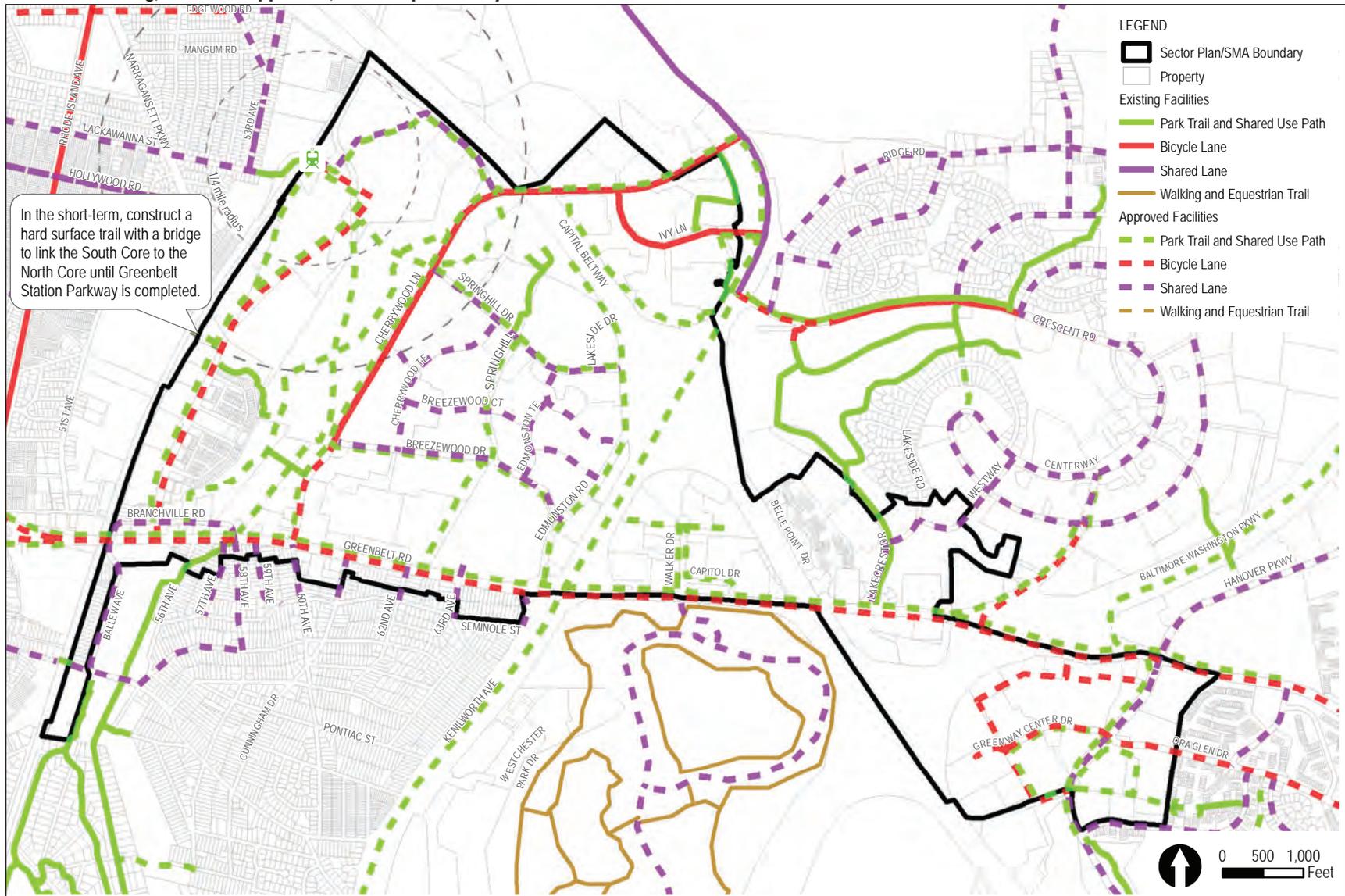


Table 31: Existing, Planned, and Proposed Bikeways and Trails

Bikeway or Trail Name	Facility Type	Limits	Comments
57 th Avenue	Shared-use roadway	MD 193 to Seminole Street	Install shared lane markings (sharrows)
58 th Avenue	Shared-use roadway	MD 193 to Ruatan Street	Install shared lane markings (sharrows)
59 th Avenue/Tecumseh Street	Shared-use roadway	MD 193 to Seminole Street	Install shared lane markings (sharrows)
60 th Avenue	Shared-use roadway	MD 193 to Seminole Street	Install shared lane markings (sharrows)
62 nd Avenue	Shared-use roadway	MD 193 to Seminole Street	Install shared lane markings (sharrows)
63 rd Avenue	Shared-use roadway	MD 193 to Seminole Street	Install shared lane markings (sharrows)
Ballew Avenue	Shared-use roadway	Branchville Road to Berwyn Road	Install shared lane markings (sharrows)
Ballew Avenue	Hard surface trail	Berwyn Road to Lake Artemesia	2009 Master Plan of Transportation recommendation
Baltimore-Washington Parkway Trail	Sidepath	Baltimore-Washington Parkway	Provide a sidepath through the Baltimore-Washington Parkway
Beltway Plaza Trail	Hard surface trail	Breezewood Drive to MD 193	Continue the hard surface trail at the northeast corner of the Beltway Plaza site along the eastern property line to MD 193
Berwyn Road	Shared-use roadway	CSX/Metro ROW to Ruatan Street	Install shared lane markings (sharrows)
Branchville Road	Shared-use roadway and continuous sidewalks	MD 193 to Ballew Avenue	Install shared lane markings (sharrows) and continuous sidewalks along both sides of the street
Breezewood Court	Shared-use roadway	Cherrywood Terrace to Edmonston Terrace	Install shared lane markings (sharrows)
Breezewood Drive	Shared-use roadway and sidepath	Cherrywood Lane to Edmonston Road	Install shared lane markings (sharrows) and a sidepath to complete a safe, child-friendly connection and loop trail within Franklin Park at Greenbelt Station
Capital Office Park Trail Connector	Hard surface trail	Crescent Road to Cherrywood Lane	Widen and repave the existing hard surface trail
Cherrywood Court	Shared-use roadway	Cherrywood Lane to Cherrywood Terrace	Install shared lane markings (sharrows)
Cherrywood Lane	Continuous sidewalks	Beltway Plaza entrance drive to Greenbelt Metro Drive	Install a continuous sidewalk on the west side of Cherrywood Lane

Bikeway or Trail Name	Facility Type	Limits	Comments
Cherrywood Lane	Continuous sidewalks	Ivy Lane to United States Courthouse entrance	Provide continuous sidewalk connections along the north/west side of Cherrywood Lane
Cherrywood Lane	On-road bike lanes	Breezewood Drive to MD 193	Install bike lanes as redevelopment begins to occur on the Beltway Plaza properties
Cherrywood Lane	Intersection improvements	Intersection with Giant parking lot	Provide intersection improvements to enhance sight distance and safety
Cherrywood Lane	Intersection improvements	Intersection with Greenbelt Metro Drive	Install pedestrian improvements such as crosswalks and sidewalks with the traffic circle
Cherrywood Terrace	Shared-use roadway	Breezewood Drive to Springhill Drive	Install shared lane markings (sharrows)
Crescent Court 3 Connector	Hard surface trail	Crescent Road to Buddy Attick Park	Construct a hard surface trail to provide access to the park
Crescent Road	On-road bike lanes	Kenilworth Avenue (MD 201) to Ridge Road	Construct bicycle lanes
Crescent Road	Sidepath	Kenilworth Avenue (MD 201) to Ridge Road	Provide a sidepath to Ridge Road
Cunningham Drive	Shared-use roadway	MD 193 to Seminole Street	Install shared lane markings (sharrows)
Edmonston Court	Shared-use roadway	Edmonston Terrace to Edmonston Road	Install shared lane markings (sharrows)
Edmonston Road	Sidepath	Lakeside Drive to MD 193	Construct a sidepath to facilitate bicycle and pedestrian movement
Edmonston Road (MD 201)	Intersection improvements	Crescent Road to Ivy Lane	Install crosswalks, curb ramps, and pedestrian crossing signals, and move the vehicle stop bar at Crescent Road closer to the traffic signal
Edmonston Terrace	Shared-use roadway	Breezewood Drive to Springhill Drive	Install shared lane markings (sharrows)
Golden Triangle Trail Network	Sidepath	Walker Drive, Capitol Drive, Golden Triangle Drive, and internal driveways	Provide a sidepath network throughout the Golden Triangle Office Park
Greenway Center Drive	On-road bike lanes	Hanover Parkway to Martins Crosswinds property	Construct bicycle lanes

Bikeway or Trail Name	Facility Type	Limits	Comments
Greenway Center Entrance	Continuous sidewalks	MD 193 to retail shopfronts	Provide an accessible pedestrian pathway parallel to the vehicular access drive
Greenway Center Entrance	Intersection improvements	Intersection with MD 193	Add marked crosswalks and accessible pathways, and provide pedestrian crossing signals
Greenbelt Medical Mile	Hard surface trail	Hanover Parkway stormwater management pond and Maryland Trade Center	Provide hard surface trail loops around the Hanover Parkway stormwater management facility and within the Maryland Trade Center as the northern portions of the proposed medical mile trail network
Greenbelt Metro Drive	Shared-use roadway and sidepath	Cherrywood Lane to Greenbelt Metro Station	Install shared lane markings (sharrows) and reflect 2009 Master Plan of Transportation recommendation for a sidepath
Greenbelt National Park Trail System	Shared-use roadway and natural surface trails	Greenbelt National Park	2009 Master Plan of Transportation recommendation
Greenbelt Station Parkway	On-road bike lanes and sidepath	MD 193 to Greenbelt Metro Station	Construct bicycle lanes and provide a sidepath; in the short term, construct a hard surface trail with a bridge to link the South Core to the North Core until Greenbelt Station Parkway is completed
Hanover Parkway	Shared-use roadway	Mandan Road to Good Luck Road	2009 Master Plan of Transportation recommendation
Hanover Parkway	Continuous wide sidewalks or sidepath	Greenbrook Drive to MD 193	Work with Greenway Center to define convenient, safe, and accessible pedestrian pathways and improve pedestrian access to the shopping center
Hanover Parkway	Intersection improvements	Ora Glen Drive to MD 193	Add crosswalks and pedestrian crossing signals, and provide a mid-block crossing near Greenway Center
Indian Creek Stream Valley Park Trail	Hard surface trail	South of the Capital Beltway (I-95/495), west of Cherrywood Lane, east of the Metro Green Line, and north of MD 193	Construct a hard surface trail, with boardwalks where appropriate to cross wetlands, throughout the Indian Creek stream valley east of the Greenbelt Metro Station North and South Cores. Provide linkages to both development areas, Breezewood Drive, and Springhill Drive. Connect the stream valley park trail to Branchville Road, and across MD 193 to the existing trail head west of 57 th Avenue. Provide a short loop trail around the north, east, and south sides of the South Core development site, and link the trail to the Indian Creek stream valley trail

Bikeway or Trail Name	Facility Type	Limits	Comments
Indian Creek Stream Valley Park Trail	Hard surface trail	MD 193 trailhead to Northeast Branch Stream Valley Park Trail	2009 Master Plan of Transportation recommendation
Ivy Lane	On-road bike lanes	Turner Place to Kenilworth Avenue	Add bike lane improvements and signage along Ivy Lane
Ivy Lane/Lastner Lane	Shared-use roadway	Ridge Road to Ridge Road	Install shared lane markings (sharrows)
Kenilworth Avenue	Sidepath	Capital Beltway to Cherrywood Lane	Revise the 2009 Master Plan of Transportation recommendation due to waivers from required bicycle improvements associated with the reconstruction of the Kenilworth Avenue bridge over the Capital Beltway (I-95/495)
Lackawanna Street Trail Connector	Hard surface trail	53 rd Avenue to Greenbelt Metro Station	2009 Master Plan of Transportation recommendation. Support continued CPTED measures to enhance safety while allowing for additional, appropriate vegetation
Lake Artemesia Trail	Hard surface trail	Berwyn Road south to, and surrounding, Lake Artemesia	2009 Master Plan of Transportation recommendation
Lakecrest Drive	Sidepath	MD 193 to Prince James Way	Construct a sidepath to provide a pedestrian and bicycle connection
Lakecrest Drive	Shared-use roadway	MD 193 to Lakeside Drive	Install shared lane markings (sharrows)
Lakecrest Drive	Intersection improvements	Intersection with MD 193 and American Legion Drive	Provide pedestrian improvements to support the reconfiguration of this intersection, including sidewalks, crosswalks, and pedestrian crossing signals
Lakeside Drive	Shared-use roadway	Lakecrest Drive to Westway	Install shared lane markings (sharrows)
MD 193	On-road bike lanes	Montgomery County line to Lanham-Severn Road	Install bike lanes; within the section bounded by the Metro Green Line/CSX tracks and the Capital Beltway (I-95/495), construct buffered bike lanes if feasible.
MD 193	Continuous sidewalks/sidepath	Metro Green Line/CSX tracks to Southway	Construct wide sidewalks and provide pedestrian amenities.
MD 193	Safe routes to schools	Intersection at 63 rd Avenue	Provide pedestrian improvements, including an enhanced median with pedestrian safety refuge, to enhance the protection of children and others crossing MD 193

Bikeway or Trail Name	Facility Type	Limits	Comments
North College Park Pedestrian Overpass	Hard Surface Trail (Pedestrian and Bicyclist Bridge/Overpass)	Huron Street to Branchville Road	Construct a pedestrian/bicyclist overpass across the CSX and Metro line to link North College Park and the South Core area
Ora Glen Drive	On-road bike lanes	Hanover Parkway to Mandan Road	Install bike lanes
Ruatan Street	Shared-use roadway	Berwyn Road to 58 th Avenue	Install shared lane markings (sharrows)
Southway	On-road bike lanes and sidepath	MD 193 to Ridge Road; sidepath to Roosevelt Center	Provide bike lanes and complete the sidepath on both sides of Southway
Southway	Intersection improvements	Intersection with Ridge Road	Add curb extensions
Springhill Court	Shared-use roadway	Edmonston Terrace to Edmonston Road	Install shared lane markings (sharrows)
Springhill Drive	Safe routes to schools and intersection improvements	Cherrywood Lane to Springhill Lane	Construct narrowed crosswalks/curb bulb-outs and pedestrian refuge islands with raised crosswalks
Springhill Drive	Shared-use roadway and sidepath	Cherrywood Lane to Edmonston Road	2009 Master Plan of Transportation recommendation; install shared lane markings (sharrows) and a sidepath to create an internal loop trail and ensure the safety of children
Springhill Lane	Safe routes to schools	Springhill Drive to Breezewood Drive	Install traffic calming measures including chicanes, curb extensions, or roundabouts (where warranted)
Springhill Lane	Sidepath	Springhill Drive to Breezewood Drive	Construct a sidepath on the west side of Springhill Lane to link to the Beltway Plaza connector trail
Springhill Lane	Intersection improvements	Intersections with Market Street, Breezewood Court, and Breezewood Drive	Install marked crosswalks, curb ramps, and curb extensions where missing from intersections
Westway	Shared-use roadway	Lakeside Drive to Crescent Road	Install shared lane markings (sharrows) to facilitate safe biking routes to schools

Strategy 3.2. Ensure the pedestrian network is fully integrated with the land use pattern and future developments to provide access to open space, public plazas, and other features.

Strategy 3.3. Incorporate safe routes to schools design principles and seek funding sources to improve connectivity to schools within and adjacent to the sector plan area. It should be noted that some safe routes to schools improvements are scheduled to begin in the vicinity of Springhill Lake Elementary School in 2012.

Strategy 3.4. Support efforts by the City of Greenbelt, Town of Berwyn Heights, and City of College Park to construct streetscape and sidewalk improvements required for development at North Core and South Core, such as a continuous sidewalk on the west side of Cherrywood Lane.

Strategy 3.5. Provide amenities such as pedestrian-scale lighting and signage, benches, water fountains, trash receptacles, building awnings, and café seating to encourage pedestrian use.

Strategy 3.6. Encourage all new development and redevelopment to incorporate pedestrian and bicyclist facilities beyond the minimum required levels to maximize the importance of these non-vehicular modes of transportation and improve comfort and use levels.

Strategy 3.7. Reduce the number of curb cuts along major roadways such as MD 193, connect parking lots, and provide connected street connections away from the main roads to reduce potential pedestrian and vehicle conflicts. Work with the SHA, property owners/ developers, City of Greenbelt, Town of Berwyn Heights, and City of College Park to consider the development and application of an access management plan along MD 193 (Greenbelt Road).

Strategy 3.8. Provide wide sidewalks and street trees on both sides of Branchville Road and along the western side of Ballew Avenue to enhance the gateway and arrival experience to Lake Artemesia. Incorporate wayfinding signage along Branchville Road, Ballew Avenue, and at the Indian Creek stream valley trailhead at MD 193 (Greenbelt Road).

POLICY 4: Recognize that cyclists have different abilities and comfort levels related to bicycling in traffic as vehicles, and those cyclists' skills and abilities may change over time as new cyclists become more experienced.

STRATEGIES

Strategy 4.1. Provide a robust network of paths and off-street facilities, where feasible and safe, to accommodate travel by unskilled cyclists.

Strategy 4.2. Provide on-street and off-street dedicated bicycle facilities, including cycle tracks, buffered bike lanes, and shared lane markings, where safe and feasible, to accommodate travel by skilled cyclists.

Strategy 4.3. Continue evaluation of existing signalized intersections along MD 193 to ensure the needs of bicyclists and pedestrians (including pedestrians with disabilities) are being met, and make any needed adjustments to facilitate these modes of travel along the corridor.

POLICY 5: Facilitate bicyclists within the Greenbelt Metro Metropolitan Center and along the MD 193 Corridor through development and redevelopment so that bicycle routes are enhanced or established.

STRATEGIES

Strategy 5.1. Recognize the increasing potential for functional bicycling as an alternate mode of travel to and from work and school (see text box on following page).

Strategy 5.2. Support both the City of Greenbelt and Prince George's County in their efforts to study the feasibility of future bikeshare facilities. Consider bikeshare stations at Greenbelt Metro Station, Historic Greenbelt, Greenway Center, and Beltway Plaza as initial locations, and provide signage and education



Bicycle facilities such as on-road lanes are essential in improving mobility, access, and connectivity.



Providing an enhanced arrival experience and ensuring additional connections to points within the sector plan area will highlight Lake Artemesia as a major community amenity.

materials that will clearly indicate the regional connections to soon-to-be implemented bikeshare systems in College Park and the University of Maryland, College Park campus, as well as the expanding system in Washington, D.C. Support additional expansion of bikeshare programs to Berwyn Heights and other locations within and near the sector plan area.

Strategy 5.3. Provide bicycle parking, including bicycle racks and lockers, to encourage and facilitate bicycle travel.

Strategy 5.4. Encourage nonresidential and mixed-use development to provide shower facilities and bicycle lockers as further incentives for increasing bicycle use.

Functional bicycling, or “utility cycling,” describes cycling done simply as a means of transport, such as to school or work, rather than as a sport or leisure activity. Functional bicycling is gaining popularity within the United States, and jurisdictions such as the District of Columbia have embraced and developed functional bicycling routes and corridors and drafted guidelines for the development of bicycle facilities. The Prince George’s County functional bikeway network was approved in 2009 and contains both functional and recreational bikeways and trails.

Transit and Roadways

Vision

A multimodal transportation system incorporating commuter rail, bus routes, and major roadways integrated with a robust bicycle, trail, and pedestrian network complements the land use and community vision for the Greenbelt Metro Area and MD 193 Corridor. Through traffic is accommodated and potential conflicts with local travel are minimized, ensuring a safer and more inviting community for residents, workers, and visitors. Improved streetscapes, strategic roadway reconfigurations, and incorporation of complete streets policies enhance the visual character of the communities, strengthen linkages between different travel modes, increase safety for all users, enhance mobility and access, and minimize impacts to the natural environment.

Goals

- ❖ Provide an integrated and comprehensive multimodal transportation system to support the land use pattern and vision recommended by this sector plan.
- ❖ Improve overall safety, mobility, access, and circulation.
- ❖ Promote the use of alternative modes of travel throughout the sector plan area and increase transit ridership by improving access to and from the Metro station and along the MD 193 Corridor.
- ❖ Improve the streetscape of key roadways to encourage transit use, discourage speeding, create an attractive setting for all users, and enhance communities located within the sector plan area.

- ❖ Address vehicular access-related issues at specific locations and with a variety of measures that emphasize safety, incorporate pedestrian- and bicycle-friendly characteristics, and increase capacity.
- ❖ Create a network of complete street roadways and boulevards to better serve the existing and planned neighborhoods in the Greenbelt Metro Area and MD 193 Corridor Sector Plan area.

Background

The transit and roadway system recommended by this sector plan is designed to promote and ensure a balanced transportation and transit facilities network. Future improvements in the sector plan area are needed to improve mobility, accessibility, and connectivity by creating a safe, functional, and attractive multimodal transportation system that will serve existing communities and future development. See Chapter III and the transportation and modeling appendix of this sector plan for more information concerning the existing transit and roadways situation.

The functional classification of roadway facilities describes the interaction between various roadways:

- ❖ Freeways/Parkways are limited-access, divided highways for movement of high volumes of traffic at high speeds over significant distances. Access to these facilities is limited to grade-separated interchanges.
- ❖ Expressways are also divided highways with less mobility than freeways, but more access via grade-separated interchanges and some at-grade intersections.
- ❖ Arterials are either divided or undivided multilane highways with more access than freeways or parkways. Typically, more than half of traffic on an arterial facility consists of through traffic. Arterials in the sector plan area include MD 193 (Greenbelt Road) and Kenilworth Avenue (MD 201).
- ❖ Major collectors are four-lane divided roadways with controlled access to abutting properties and at-grade intersections. Hanover Parkway north of Hanover Drive is proposed to be upgraded to a major collector.
- ❖ Collector roadways are two-or four-lane roadways, generally undivided, with minimum control of access. Collectors are intended to provide connection and movements between local developed areas, neighborhoods, and arterial roadways. Sector plan area collectors include Hanover Parkway, Cherrywood Lane, Ivy Lane, and Greenbelt Station Parkway (formerly the North/South Connector).
- ❖ Industrial, commercial, and residential streets are two lane roadways that provide access to and between abutting properties, and are selectively shown on area master or sector plans.

TRANSIT NETWORK: The sector plan area is well served by existing transit networks, including the Metro Green Line, MARC Camden Line, and buses operated by WMATA, DPW&T, and University of Maryland, College Park. However, the transit network within the sector plan area could be enhanced by expanded service hours, consolidated stops and station locations, new transit hubs at key locations including Beltway Plaza and Greenway Center, and amenities for transit riders, such as shelters, schedules and real-time location information, benches, and shade. This sector plan advocates an enhanced transit system complemented by a rich network of sidewalks, bicycle paths, and trails to maximize connectivity and convenience. The opportunity exists to capitalize on the in-place transit infrastructure as the foundation for economic development and the revitalization of the local communities, and every effort should be made to maximize the returns on investment and potential offered by the Metro station and other transit facilities.

ROADWAY NETWORK: The sector plan area is served by a network of roadways that form a distinguishable hierarchy based on the level of mobility and access, commonly referred as the functional classification (see definitions to the left). While major roadways offer access to the greater Washington metropolitan area and may be convenient for businesses and

travelers, they also serve as significant barriers separating the sector plan area into multiple small and isolated segments. A major goal and part of the vision of this sector plan is to tie these segments together through enhanced pedestrian, bicycle, transit, and vehicle access.

The Capital Beltway (I-95/495), an eight-lane freeway, is the most prominent roadway feature within the Greenbelt Metro Area and MD 193 Corridor Sector Plan area. The Baltimore-Washington Parkway is a four-to six-lane parkway running through the sector plan area from southwest to northeast. Arterials such as MD 193 and Kenilworth Avenue (MD 201) also pass through portions of the sector plan area.

A recommended functional classification of a roadway may be amended when a new master or sector plan is approved to better reflect the anticipated functionality of that road as a result of proposed land use changes.

The 2009 *Approved Countywide Master Plan of Transportation* (MPOT) eliminated the collector designations for Crescent Road (C-216), Ora Glen Drive (C-217), and Ridge Road (C-219) previously recommended by the 1989 Langley Park-College Park-Greenbelt Master Plan and the 2001 Greenbelt Metro Area Sector Plan. This sector plan recommends additional amendments to the MPOT roadway network (see Policy 3,

Table 32 on page 140, and Map 19 on page 137).

In addition to the MPOT roadway network, there are several unclassified roadways that serve important connectivity roles. For example, Edmonston Road, Breezewood Drive, Lakecrest Drive, and Southway are and should continue to function as residential streets, which link households to collector streets and other roadways. Walker Drive and Greenway Center Drive function as local commercial streets, providing access to shopping and office employment areas.

POLICY 1: Use transit service to provide an alternative to automobile transportation throughout the sector plan area.

STRATEGIES

Strategy 1.1. Increase connectivity to the Greenbelt Metro Station by incorporating a network of pedestrian and bicycle trails, coordinating bus transit service, and constructing full interchange movements between the Metro station area and the Capital Beltway (I-95/495).

Strategy 1.2. Coordinate with operating agencies including WMATA, DPW&T, and the University of Maryland ShuttleUM system to improve existing bus service along MD 193 and

to the Greenbelt Metro Station. Improvements should include enhanced weekend service, weekday headways of 20 minutes or less during peak periods and 30 minute headways during off-peak hours, and daily service spans of at least 18 hours. Coordinate with the University of Maryland, College Park, to promote the use of the ShuttleUM system by City of Greenbelt residents who are now able to ride the buses per the 2012 memorandum of understanding.

Strategy 1.3. Provide bus transfer stations or transit hubs within Greenway Center and Beltway Plaza, and ensure direct, convenient access to these facilities or provide consolidated bus stops within the proposed corridor nodes located at the intersections of MD 193 and Cherrywood Lane and MD 193 and Hanover Parkway.

Strategy 1.4. Conduct a feasibility study on the appropriateness of implementing dedicated bus lanes along MD 193 (Greenbelt Road). Consider future Bus Rapid Transit service in the medium- to long-term along MD 193 and Kenilworth Avenue Extended to link University of Maryland, College Park; NASA Goddard Space Flight Center; the Beltsville Agricultural Research Center; and Konterra to the sector plan area.

Strategy 1.5. Coordinate with operating agencies, developers, the City of Greenbelt, and the Town

of Berwyn Heights to improve the existing bus stops in the sector plan area with uniform and attractive shelters, lighting fixtures, route maps, schedules, on-time bus arrival information, and other bus stop amenities such as seating, crosswalks, and wayfinding signage and maps.

Strategy 1.6. Coordinate with transit operating agencies to coordinate private transit and shuttle service to eliminate redundant lines and mitigate potential negative impacts on the natural environment. Support internal transit service between North Core and South Core until such time as this service can be provided as part of the larger transit network.

Strategy 1.7. Provide local shuttle bus service between Greenway Center/ Maryland Trade Center, the Historic Greenbelt town core, Berwyn Heights, College Park, Capital Office Park, Beltway Plaza, South Core, and any future major employer or GSA campus located at North Core.

Strategy 1.8. Ensure direct and convenient access for pedestrians and bicyclists to the Greenbelt Metro Station is preserved.

POLICY 2: Encourage and support sustainable, mixed-use, transit-oriented development, and promote alternate means of transportation throughout the sector plan area.

STRATEGIES

Strategy 2.1. Incorporate complete streets principles and design features in the reconstruction of any existing roadway and construction of any new roadway within the sector plan area.

Strategy 2.2. Reconstruct Cherrywood Lane, Breezewood Drive, and Edmonston Road as green streets in accordance with the land use and environmental infrastructure sections of this sector plan.

Strategy 2.3. Consider additional methods to reduce impervious surfaces and incorporate pervious and porous paving materials where appropriate.

Strategy 2.4. Work with employers, business owners, municipalities, and county, state, and regional agencies to develop and implement incentives to encourage transit use, such as subsidized WMATA SmarTrip cards, van and car pooling programs, free or subsidized shuttle service, parking reductions, and other techniques.

Strategy 2.5. Establish a transportation demand management district (TDMD) within the Greenbelt Metro Metropolitan Center as provided in Subtitle 20A of the County Code. Consider extending the TDMD along the MD 193 Corridor. Set trip reduction goals for the TDMD.

Strategy 2.6. Coordinate with the Transportation Management Association of the TDMD to work with the community and local employers, transportation agencies, and service providers to ensure that a program of TDM strategies is initiated and managed to meet the trip reduction goals. Report on progress to the Planning Board annually, as provided in Subtitle 20A.

Strategy 2.7. Review all development and redevelopment applications for full compliance with transit-oriented development and complete streets principles, as well as full accommodation for transit, pedestrians, and bicycles and convenient access for all users.

Strategy 2.8. Consider establishing a priority investment district (PID) within the entire sector plan area to help manage adverse impacts of traffic congestion that may be caused by desirable infill or redevelopment. A PID may

alleviate the need to widen portions of MD 193 and Kenilworth Avenue (MD 201).

POLICY 3: Implement the master-planned roadway network, using the complete streets and green street principles and walkable street designs recommended by this sector plan whenever feasible.

STRATEGIES

Strategy 3.1. Reaffirm the recommendations of the Master Plan of Transportation for the following roadways (see Table 32 on page 140):

- ❖ F-5—Capital Beltway (I-95/495): Designated and recommended to remain a freeway throughout Prince George’s County. This sector plan reconfirms the Master Plan of Transportation recommendation to construct full interchange movements at the Greenbelt Metro Station.
- ❖ I-200—Branchville Industrial Access Road: Designated and recommended to remain an industrial road.
- ❖ I-202—Ballew Avenue: Designated and recommended to remain an industrial road.
- ❖ A-14—Kenilworth Avenue (MD 201): Designated and recommended to remain an arterial within the sector plan area.

Table 32: Existing and Proposed Roadway Facilities

Roadway	Limits	Functional Classification	Master Plan Identifier	Proposed Rights of Way (feet)	Proposed Number of Lanes
Baltimore-Washington Parkway	D.C. line to Anne Arundel County	Freeway	F-2	Varies	4 to 6
Capital Beltway (I-95/495)	Montgomery County to Woodrow Wilson Bridge	Freeway	F-5	300	8-12
Kenilworth Avenue (MD 201)	Baltimore-Washington Parkway to Sunnyside Avenue	Arterial	A-14	120	4 to 6
MD 193 (University Boulevard/Greenbelt Road/Glenn Dale Boulevard)	Montgomery County to Annapolis Road	Arterial	A-16	120–200	4 to 8
Greenbelt Station Parkway	MD 193 to Greenbelt Metro Station	Collector	C-206	80	2 to 4
Cherrywood Lane	MD 193 to Kenilworth Avenue (MD 201)	Collector	C-207	80–100	2 (4 south of Breezewood Drive)
Hanover Parkway	MD 193 to Hanover Drive	Major Collector	MC-201	100–120	4
Hanover Parkway	Good Luck Road to Hanover Drive	Collector	C-211	80–120	2
Ivy Lane	Cherrywood Lane to Kenilworth Avenue Extended (MD 201)	Collector	C-213	80	2
Branchville Industrial Access Road	Greenbelt Road to Ballew Avenue/51st Avenue	Industrial	I-200	70	2
Ballew Avenue	Branchville Industrial Access Road to 900 feet south of Berwyn Road	Industrial	I-202	70	2

Source: M-NCPPC

Strategy 3.2. Modify the recommendations of the Master Plan of Transportation as follows:

- ❖ F-2—Baltimore-Washington Parkway: Designated and recommended to remain a freeway throughout Prince George’s County and to remain four lanes through the sector plan area. Also designated as a scenic byway. This sector plan recognizes that portions of the Baltimore-Washington

Parkway contain six lanes—primarily around merge lanes and off-ramps within the sector plan area—but does not support the expansion to six lanes elsewhere.

- ❖ A-16—MD 193 (Greenbelt Road): Designated and recommended to remain an arterial within the sector plan area. Widen the intersection approaches between the Capital Beltway (I-95/I-495) and

Hanover Parkway as may be necessary to accommodate approaches to signalized intersections nearing unacceptable levels of service. Consider the reconfiguration of the bridge over Kenilworth Avenue (MD 201) as a diverging diamond interchange. Accommodate any necessary widening for intersection approaches within the existing ROW to the extent possible.

- ❖ MC-201—Hanover Parkway: Upgrade the segment of Hanover Parkway (C-211) between MD 193 and Hanover Drive to a four-lane major collector with a ROW between 100 and 120 feet.
- ❖ C-206—Greenbelt Station Parkway: Designated and recommended to remain a collector; remove the short east to west spur leading to Breezewood Drive from the Master Plan of Transportation. Reduce the recommended number of lanes to two to four lanes.
- ❖ C-207—Cherrywood Lane: Designated and recommended to remain a collector; reduce the number of lanes to two lanes. Delete the Cherrywood Lane Extended/Ridge Road connector spur east of Kenilworth Avenue (MD 201).
- ❖ C-211—Hanover Parkway: Designated and recommended to remain a collector between Good Luck Road and Hanover Drive; reduce the proposed number of lanes from four to two lanes.
- ❖ C-213—Ivy Lane: Designated and recommended to remain a collector; reduce the number of lanes to two lanes.
- ❖ (Old) C-217—Delete C-217, Ora Glen Drive, from the Master Plan of Transportation roadway maps on pages 80 and 86 and from the county’s Geographic Information Systems (GIS) database. This facility is no longer part of the functional classification system per the District Council’s approval of the Master Plan of Transportation in 2009.
- ❖ Delete the short triangular collector spur located east of Kenilworth Avenue (MD 201) along Crescent Road and Ridge Road from the county’s Master Plan of Transportation GIS database. This facility is not part of the approved Master Plan of Transportation.

POLICY 4: Construct select roadway improvements and reconfigure existing roadways to facilitate access, improve safety for all users, and reduce conflicts.

STRATEGIES

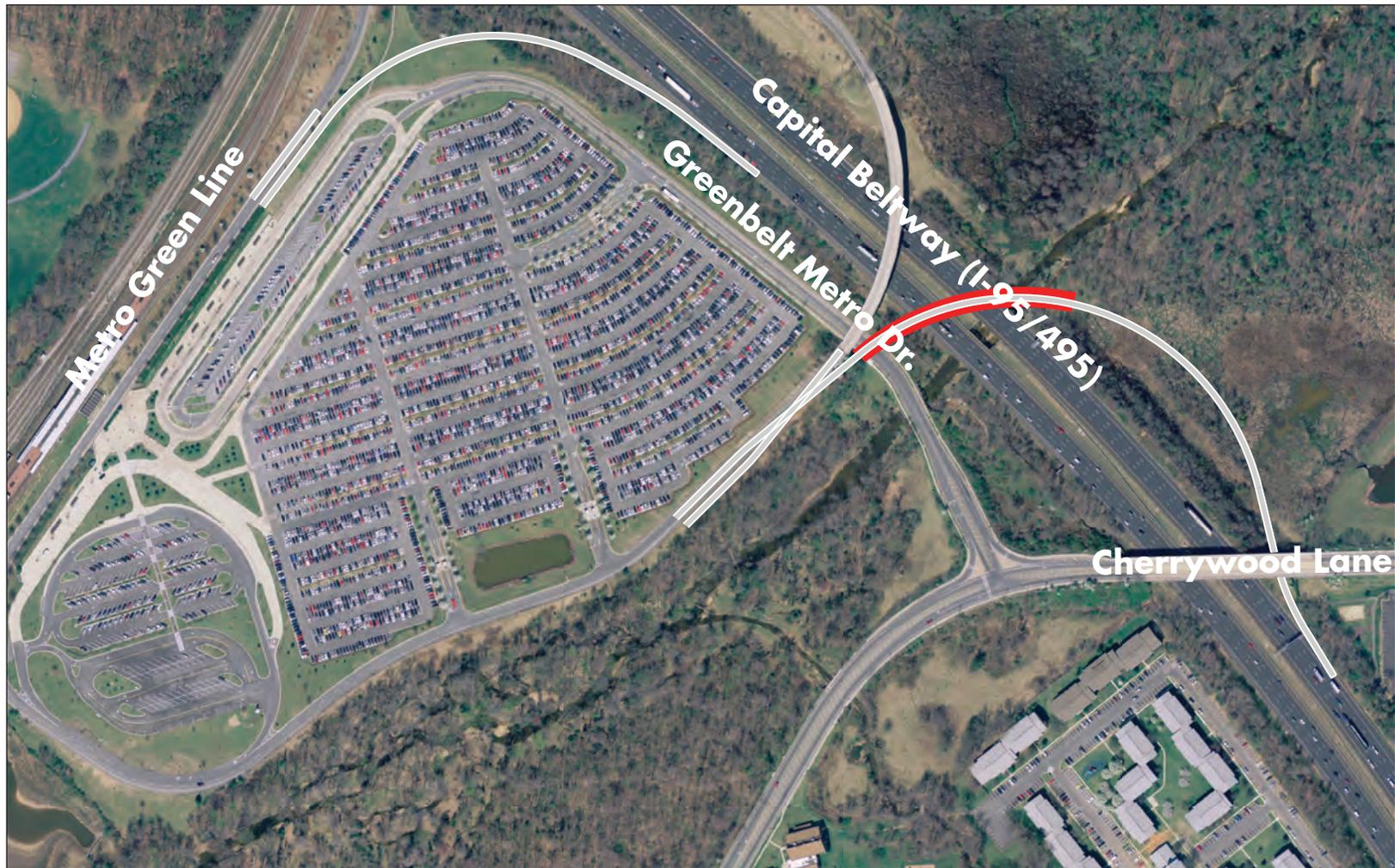
Strategy 4.1. Build a complete ramp system at the Capital Beltway (I-95/495) and Greenbelt Station to provide direct access to the Greenbelt Metro Station from the northbound Capital Beltway (I-95/495) outer loop and southbound



Reconstructing the complex intersection at MD 193, Lakecrest Drive, and American Legion Drive will reduce confusion and greatly enhance safety.



Separating through traffic from local traffic will enhance safety by eliminating dangerous merges, and allow for a lane reduction along Southway.



A complete ramp system at the Beltway and Greenbelt Metro Station will provide full access to and from the station and maximize the economic development potential of North Core and South Core. This illustrative drawing from the consultant firm Wallace Montgomery reflects one possible alternate approach to the preliminary work conducted by the Maryland State Highway Administration (SHA) in the mid 2000s. While this illustrative image shows just one of a number of potential configurations for a future interchange, consideration should be given to modifying the SHA proposal to eliminate a large traffic circle at the northeastern portion of the Greenbelt Metro Station site, which would preserve more land in North Core for future development.

A diverging diamond interchange (DDI) is an innovative transportation engineering approach designed to address unsafe grade separated interchanges by using signal controls and lane cross-over shifting to eliminate left turn movements into oncoming traffic. Pedestrians and bicycles are important components of successful DDI improvements, and the safety for those walking or biking can be greatly improved by considering a DDI as a potential transportation improvement on the MD 193 bridge over Kenilworth Avenue (MD 201). Along with a reconfiguration to the lane approaches and through lanes over the bridge, a DDI may be an appropriate technique to provide more space for pedestrian and bicyclist facilities.

Bicycle lanes are placed in the right-most through lanes; this would be no different in a DDI. When the lanes crossover to the left side between off-ramps, the right through lane is adjacent to the median, and the roadway will act as a one-way street, enhancing cyclist comfort with the roadway. Bicycle traffic will get a signalized intersection and avoid all left-turning movements, reducing conflict points.

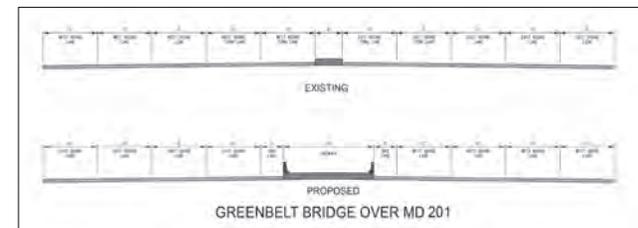
Locating pedestrian sidewalks in the median is usually preferable to locating sidewalks on the outside edges of a DDI for several reasons:

- ❖ Pedestrians can cross at a signalized intersection that crosses just one direction of traffic. If the pedestrians were kept on the outside, pedestrians would have to cross free-flow left turn movements from MD 193 to Kenilworth Avenue (MD 201) at uncontrolled intersections.
- ❖ Pedestrians would bypass all left turning movements in the DDI, reducing dangerous conflict points.
- ❖ The ability to reduce the lanes to four on the bridge allows for a very wide sidewalk in the median, and this extra median width would allow the roadway to curve at the crossovers with minimal or no impact to the existing ROW.
- ❖ Pedestrians will have the ability to cross from one side of MD 193 to the other if the sidewalk is in the median. This would not be possible on a DDI if the sidewalks remain on the outside.
- ❖ Bike lanes adjacent to the median provide an additional buffer between vehicular traffic and pedestrians.

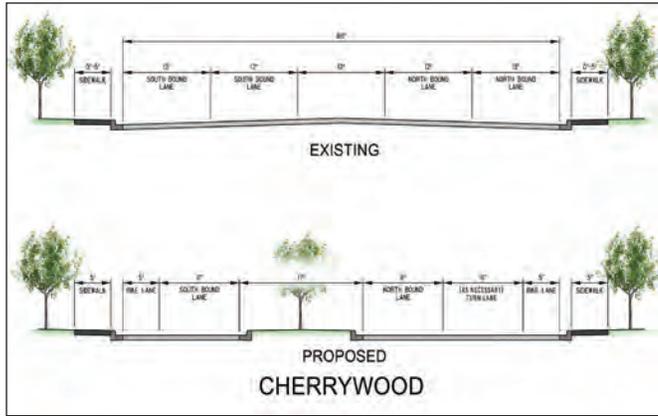
Overall, alignment of the sidewalks within the median of a DDI enhances pedestrian safety and comfort and could help address connectivity and safety issues along this portion of MD 193. The safety, operational, and connectivity functions of this key intersection should be studied in further detail prior to the determination of appropriate design measures to address any specific issues.



A diverging diamond interchange along MD 193 could provide numerous improvements to connectivity and safety for all users. Note the proposed reconfiguration of Edmonston Road north of MD 193.



The diverging diamond concept involves shifting the eastbound and westbound travel lanes and features a wide median sidewalk and bicycle lanes.



North of Breezewood Drive, Cherrywood Lane is envisioned as a green-street boulevard with wide bike lanes, turn lanes where needed, and sidewalks on both sides of the street.

access from the Metro station to the inner loop (see diagram on page 142). The design and construction of new ramps and related roadway infrastructure should mitigate visual, noise, light, and air pollution impacts on the established residential neighborhood of North College Park and surrounding communities to the fullest extent possible.

Strategy 4.2. Reconstruct and reconfigure the intersection of Lakecrest Drive, Lakecrest Circle, American Legion Drive, and MD 193 to enhance safety, eliminate queuing issues for residents leaving the community, and reduce dangerous high-speed merges from westbound MD 193.

Strategy 4.3. Reconstruct the ramps between MD 193 and the Baltimore-Washington Parkway to separate ramp/through traffic from local traffic on Southway.

Strategy 4.4. Consider the reconfiguration of the existing diamond interchange at MD 193 and Kenilworth Avenue (MD 201) perhaps as a diverging diamond interchange, or other appropriate engineering solution, with four through lanes in each direction and safer pedestrian and bicycle accommodation to address gaps in connectivity and enhance the safety of all users.

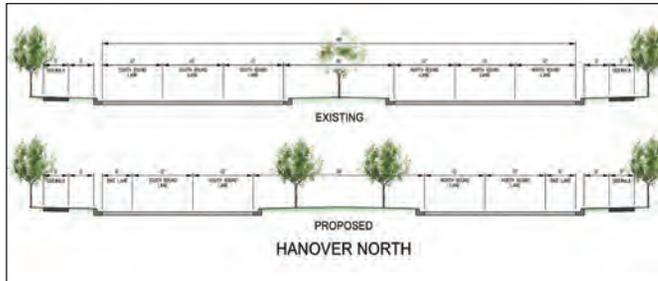
Strategy 4.5. Widen the approaches to signalized intersections along MD 193 between the Capital Beltway (I-95/495) and Hanover Parkway and between Walker Drive and 62nd Avenue, and provide wide sidewalks, bike lanes, and other appropriate pedestrian and bicycle provisions.

Strategy 4.6. Reconstruct Cherrywood Lane as a two-lane divided roadway between Breezewood Drive and Kenilworth Avenue (MD 201) with a roundabout at its intersection with Greenbelt Metro Drive. Retain the portion of Cherrywood Lane between Breezewood Drive and MD 193 as a four-lane roadway, and provide bicycle lanes along the entirety of Cherrywood Lane.

Strategy 4.7. Reconstruct Southway as a two-lane divided roadway between MD 193 and Ridge Road with a roundabout at its intersection with the off-ramp from the Baltimore-Washington Parkway.

Strategy 4.8. Reconstruct Hanover Parkway as a four-lane divided facility in accordance with the county's major collector standards between MD 193 and Hanover Drive. Transition Hanover Parkway to a four lane undivided collector facility south of Hanover Drive.

Strategy 4.9. Construct Greenbelt Station Parkway as a four-lane collector between



Hanover Parkway should be upgraded north of Hanover Drive.

MD 193 and Greenbelt Metro Drive, generally following an eastern alignment north of Narragansett Run, just west of the Indian Creek stream valley/State of Maryland preservation land. The final alignment of the portion of Greenbelt Station Parkway north of Narragansett Run will be determined during the development review and approval process for Greenbelt Station's North Core.

Strategy 4.10. Reconstruct Ivy Lane as a two-lane divided collector facility between Cherrywood Lane and Kenilworth Avenue (MD 201).

Strategy 4.11. Reconstruct Branchville Road and Ballew Avenue as two-lane striped roadways with 12-foot-wide lanes.

Strategy 4.12. Reconfigure Edmonston Road as a one way inbound (northbound) roadway between MD 193 and Breezewood Drive, transitioning to a two-lane roadway north of Breezewood Drive.

POLICY 5: Recognize parking is a major determinant of alternative travel mode usage and use parking supply to support the sector plan goals for increased use of walking, biking, and transit, ensure the amount of off-street parking is appropriate for the desired development pattern,

and alter the way parking is used to shape the streetscape and encourage shared parking.

STRATEGIES

Strategy 5.1. Encourage transit use through walkable design. Many transit riders do not need parking spaces, even at the origin of their trip.

Strategy 5.2. Establish a parking management district within the Greenbelt Metro Metropolitan Center (in accordance with Section 21A-306 of the County Code), and implement parking charges to reduce the demand for parking. Consider including key properties along the MD 193 Corridor, such as South Core, Beltway Plaza, and Greenway Center, in the parking management district, and/or allow for additional expansion to these areas in the future.

Strategy 5.3. Specify parking ratios in the development district standards that are generally lower than current parking requirements. Increase transit provision and explore other measures that will encourage alternate modes of transportation.

Strategy 5.4. Work with WMATA, developers, the City of Greenbelt, and the Town of Berwyn Heights to reduce on-site parking at the Greenbelt Metro Station below the one-to-one replacement ratio formerly required by

WMATA on joint development sites to the fullest extent practicable.

Strategy 5.5. Consider parking reduction credits based on walkability, bikeability, and the availability and proximity of transit serving each new development.

Strategy 5.6. Organize parking along streets as parallel parking stalls (if determined to be appropriate by the appropriate operating agency) so that automobiles actually provide structure and form to the street. Consider the use of on-street, parallel parking as a technique to buffer and protect bicycle facilities from street traffic.

Strategy 5.7. Reduce parking demand by applying shared parking principles through the development district standards.

POLICY 6: Ensure that MD 193 and Cherrywood Lane are reconstructed with appropriate design features to transform them into attractive, safe, multimodal complete boulevards.

STRATEGIES

Strategy 6.1. Construct raised and landscaped center medians with pedestrian/bicyclist refuge areas at intersections and midblock locations

as deemed appropriate by SHA or the City of Greenbelt.

Strategy 6.2. Provide continuous on-street bicycle lanes along the outside lanes of both roadways.

Strategy 6.3. Construct continuous wide sidewalks along both sides of both roadways.

Strategy 6.4. Plant street trees and ground cover along the boulevards to provide shade, tree canopy coverage, and visual interest.

Strategy 6.5. Install pedestrian and safety improvements such as highly visible crosswalks at every intersection, pedestrian count-down signals, pedestrian-scaled lighting fixtures, and red-light and speed enforcement cameras

Strategy 6.6. Work with the SHA to consider the extension of roadway and streetscape improvements made to MD 193 (Greenbelt Road) to US 1 along MD 430/Greenbelt Road

POLICY 7: Discourage through traffic movement and unsafe speeds along residential, commercial, and industrial streets.

STRATEGIES

Strategy 7.1. Implement appropriate traffic calming measures such as chicanes, one-way streets, and speed tables, especially within

Berwyn Heights, Franklin Park at Greenbelt Station, and the Belle Point/Charlestowne/University Square area. Coordinate with DPW&T's Neighborhood Traffic Management Program, the City of Greenbelt, and the Town of Berwyn Heights to identify appropriate measures and locations.

Strategy 7.2. Ensure roadways incorporate features intended to provide safety for pedestrians, such as raised crosswalks, small turning radii at intersections, and provision of on-street parking where appropriate.

Strategy 7.3. Provide traffic calming measures and wide sidewalks, bike lanes, and raised, high-visibility crosswalks along Branchville Road and Ballew Avenue.

Economic Development

Vision

The Greenbelt Metro Area and MD 193 Corridor is an important employment, educational, research, and medical center that serves the county and region. Building off of its strategic location, transit assets, historic legacy, and proximity to major economic drivers—including the University of Maryland, M-Square, NASA Goddard, the Beltsville Agricultural Research Center, and Doctors Community Hospital—the area generates a range of employment opportunities; delivers easily-accessible, quality goods and services; provides a diversity of housing options; and makes significant contributions to municipal and county tax bases.

Goals

- ❖ Maximize the local, countywide, and regional, transit-oriented development potential of the Greenbelt Station North Core.
- ❖ Promote and strengthen the existing office and retail markets.
- ❖ Facilitate the revitalization and redevelopment of existing commercial properties to improve pedestrian accessibility, foster a sense of place, and enhance the competitiveness of area businesses.
- ❖ Diversify residential options to meet current and future housing demands.
- ❖ Develop heritage tourism as an economic engine in the area.
- ❖ Support the long-term transition from industrial to commercial or recreational uses.

Background

The sector plan area contains significant transportation infrastructure featuring the terminus station of the Metro Green Line, multiple bus lines, and major roadways (Capital Beltway I-95/495, Baltimore-Washington Parkway, MD 193/Greenbelt Road, and Kenilworth Avenue/MD 201) that link the area to major employment centers within the region. Opportunities to redevelop under-utilized properties and fill vacant office and retail space are strengthened by these roadways and transit facilities.

Transit-oriented, mixed-use development at the Greenbelt Metro Station and the potential for a major employment campus or GSA tenant could serve as an economic game-changer for Prince George’s County and the communities of Greenbelt, Berwyn Heights, and College Park.

A balance must be struck between the potential future of the area as an employment hub for the county with the preservation and revitalization of the existing businesses that have enhanced the character and market identity of the sector plan area.

POLICY 1: Champion new transit-oriented, mixed-use commercial and residential development at the Greenbelt Metro Metropolitan Center to capitalize on two of the sector plan's central transportation assets—the Metro station and the MARC platform.

STRATEGIES

Strategy 1.1. Work with the City of Greenbelt and the Prince George's County Economic Development Corporation to market new office development at North Core.

Strategy 1.2. Ensure flexibility in land use, design, and transportation recommendations to support development of a major employment or GSA campus at North Core.

Strategy 1.3. Provide appropriate retail opportunities in the North Core and South Core to support the community's long-term vision for the metropolitan center and to meet current and future residents', employees', and commuters' retail needs.

Strategy 1.4. Maximize the appeal of North Core by developing a robust infrastructure which includes smart metering, lighting systems, and transit coordination systems; incorporates state-of-the-art broadband and wireless internet and communications networks; capitalizes on green energy generation and other opportunities to enhance the green economy as part of the eco-community; and incorporates innovative sound reduction approaches to minimize negative impacts on adjacent neighborhoods.

Strategy 1.5. Work with the City of Greenbelt and Town of Berwyn Heights in obtaining Sustainable Communities designation from the State of Maryland to qualify for state tax credits and financial programs.

POLICY 2: Reduce office vacancy rates to healthy levels typical of Class-A office space in competing jurisdictions.

STRATEGIES

Strategy 2.1. Focus recruitment efforts on appropriate industry clusters identified in the Planning Department's draft Economic Generators and Catalysts Study, such as healthcare and life sciences, federal government, business services, and information, communications, and electronics industries.

Strategy 2.2. Capitalize on existing and emerging market strengths in aerospace, the green economy, technology, and telecommunications and networking to strengthen Greenbelt's regional economic identity.

Strategy 2.3. Work with the City of Greenbelt, Town of Berwyn Heights, and the Prince George's County Economic Development Corporation to identify public and private partners and funding sources to market existing office space and capture spinoff opportunities generated by existing and future government and private-sector employers in the area, including Goddard Space Flight Center, Beltsville Agricultural Research Center (BARC)



Emphasizing the strengths of the local market will help reduce office vacancy rates.

and Fort Meade's Base Realignment and Closure (BRAC)-driven expansion.

POLICY 3: Enhance the competitiveness and responsiveness of the area's retail sector by ensuring it can adapt to changes in the retail market and meet gaps in consumer demand.

STRATEGIES

Strategy 3.1. Work with the City of Greenbelt, Town of Berwyn Heights, and the Prince George's County Economic Development Corporation to provide technical assistance, training, and affordable financing to:

- ❖ Help local businesses adapt to changes in the demographic makeup of local consumers
- ❖ Ensure existing businesses remain competitive in the face of emerging retail opportunities at North Core and elsewhere within and near the sector plan area
- ❖ Help retain and grow existing small businesses

Strategy 3.2. Provide financial and tax incentives for local businesses to spur private investment, such as, but not limited to, tax abatement, streamlined review processes, and façade and streetscape improvement programs, to enable area businesses to improve and maintain their appearance.

Strategy 3.3. Orient new retail space to serve the immediate needs of the neighborhood or office park in which it is located to enhance its viability.

Strategy 3.4. Maintain and promote existing niche businesses and expand specialty retail offerings to meet gaps in the marketplace.

Strategy 3.5. Explore opportunities to create a non-profit neighborhood business alliance to promote the retail and service businesses unique to the area, develop a buy local program, attract retail and services desired by the community, and represent business interests to local government, residents, and the media.

POLICY 4: Improve and develop a sense of place within commercial areas to retain existing and attract new uses.

STRATEGIES

Strategy 4.1. Incorporate additional amenities, such as public plazas, green spaces, and benches, as redevelopment and infill development occurs.

Strategy 4.2. Enhance connectivity between commercial areas and surrounding neighborhoods so that these areas are better incorporated into the fabric of the community.



Small public places and pocket parks integrated with new development will increase property values and attract tenants.

Strategy 4.3. Expand the number and diversity of community events held in commercial areas.

Strategy 4.4: Support the phased redevelopment of commercial areas to meet the community's long-term vision and priorities for the sector plan area in a planned and orderly manner that recognizes and addresses fiscal realities.

Strategy 4.5: Encourage all infrastructure providers and developers to provide state of

the art infrastructure networks and equipment throughout the sector plan area to provide additional incentives for new uses and reinforce the regional competitiveness of Greenbelt and Berwyn Heights.

POLICY 5: Preserve, increase, and improve housing choices and opportunities.

STRATEGIES

Strategy 5.1. Preserve the character of existing residential neighborhoods by supporting the preservation and renovation of the existing housing stock.

Strategy 5.2. Encourage developers to offer a diversity of housing types and price points, particularly at North Core, Franklin Park at Greenbelt Station, and Beltway Plaza.

Strategy 5.3. Capitalize on growing regional demand for new transit-accessible and green housing options.

Strategy 5.4. Promote additional opportunities for active adult and senior housing and other housing types to meet identified housing needs.

POLICY 6: Expand heritage tourism in the area to celebrate the area's history, stimulate local economic development, and fund capital improvement projects.

STRATEGIES

Strategy 6.1. Create a coordinating body to work with the Anacostia Trails Heritage Area board in crafting an implementation strategy and pursue grants, loans, and tax credits to promote heritage tourism, provide wayfinding and interpretive signage, and fund related infrastructure and streetscape improvements in the sector plan area (see the text box below).

The Anacostia Trails Heritage Area (ATHA) is a certified heritage area overseen by the Maryland Heritage Areas Authority, located along the Anacostia River and US 1 in northern Prince George's County. ATHA encompasses 83.7 square miles and 14 municipalities and focuses on economic development and tourism through the promotion of cultural, historical, and natural resources.

Strategy 6.2. Support and implement pertinent recommendations for heritage tourism—contained in the 2001 *Approved Anacostia Trails Heritage Area Management Plan: A Functional Master Plan for Heritage Tourism*—with emphasis on the subthemes of “Aviation Firsts,” “Streetcar Suburbs,” “Education,” and “Greenbelt, a Planned Greentown.”

POLICY 7: Address the adverse impacts of industrial businesses on surrounding amenities, residential development, and commercial centers while respecting the important role they play in generating stable, local jobs, and county and municipal tax revenue.

STRATEGIES

Strategy 7.1. Work with industrial businesses to add value to their properties by renovating facades and improving buffering and landscaping to minimize and mitigate visual, light, noise, and water quality impacts on neighboring open space and residential and commercial uses.

Strategy 7.2. Explore opportunities to attract incubator businesses in partnership with the University of Maryland, NASA Goddard, BARC, the Prince George's County Economic Development Corporation, other public agencies, and the private sector.

Strategy 7.3. Assist industrial businesses to transition to more profitable uses in the longer-term that are consistent with the sector plan's future vision for the area or to relocate to alternate sites either within the Ballew Avenue industrial area or elsewhere within the county.

POLICY 8: Ensure the implementation of the long-term vision for the Greenbelt Metro

Metropolitan Center and MD 193 Corridor remains a county priority.

STRATEGIES

Strategy 8.1 Establish a policy group to ensure the continued focus on plan implementation, lobby for county and state investment, and create a coordinated approach to proposed redevelopment and revitalization efforts.

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Housing and Neighborhood Preservation

Vision

Thriving and diverse residential neighborhoods are essential to the success and vibrancy of the City of Greenbelt and the Town of Berwyn Heights. The character of residential communities within and bordering the sector plan area is preserved while ensuring their residents have access to high-quality public facilities, recreational services, shopping and employment opportunities, and home improvement and foreclosure prevention programs. A mix of housing types and price points ensures a diversity of new and existing households.

Goals

- ❖ Preserve, protect, and strengthen existing residential neighborhoods.
- ❖ Diversify the mix of available housing types and price points to retain and attract a range of new households, including first-time homeowners, low- to moderate-income families, young professionals, empty nesters, and seniors.

Background

Neighborhoods such as the historic cooperative housing community represented by Greenbelt Homes Inc. and stable single-family residential communities in North College Park and Berwyn Heights provide a strong housing base complemented by large multifamily development such as Franklin Park at Greenbelt Station and University Square. However, there is a need for new multifamily development, mixed-income housing, and a mix of housing types to address the changing needs of population groups such as the Baby Boomer and Millennial generations, both of which are increasingly

choosing to live in dense, mixed-use multifamily communities.

Consideration must be given to how new housing and an increase in multifamily units to meet growing demand will be balanced with existing neighborhoods. It is particularly important to ensure that single-family homes in existing communities remain competitive as the region emerges from a housing foreclosure crisis.

POLICY 1: Minimize and mitigate adverse impacts of new and infill development on surrounding residential communities.

STRATEGIES

Strategy 1.1. Implement sector plan recommendations for land use, urban design, and transportation to ensure appropriate transitions in density, discourage pass-through commuter traffic in residential neighborhoods, and respect community preferences regarding key infrastructure improvements.

Foreclosure and mortgage assistance resources such as the State of Maryland Hope Initiative Hotline (1-877-462-7555) are available to help homeowners. In late 2011, Fannie Mae opened the Capital Area Mortgage Help Center at 6401 Triangle Drive, Suite 120, in the Golden Triangle Office Park. Their phone number is 1-866-442-9376.

The sector plan area and adjacent neighborhoods are characterized by a variety of existing housing types, which are as important to the future of the communities as they have been to the past.



Strategy 1.2. Implement sector plan recommendations for environmental infrastructure, stewardship, and sustainability to eliminate negative impacts from inadequate or obsolete stormwater management controls.

Strategy 1.3. Consider the potential impact of noise, lighting, parking, and loading and trash areas on existing communities during the development review process.

POLICY 2: Reduce foreclosure rates and address the impact of foreclosures on surrounding communities.

STRATEGIES

Strategy 2.1. Promote foreclosure prevention programs and services through the City of Greenbelt, the Town of Berwyn Heights, and local civic and homeowners' associations.



Use municipal websites and newsletters to distribute information on these programs and services.

Strategy 2.2. Support efforts to re-fund the Prince George's County "Down Payment On Your Dream" program which provided down payment assistance to first-time home buyers of foreclosed properties.

Strategy 2.3. Pursue aggressive code enforcement at both the city, town, and county levels to address and correct code violations.

POLICY 3: Provide a variety of housing types to meet housing gaps identified by the City of Greenbelt and the growing regional demand for new transit-accessible and "green" housing options and opportunities for existing residents to age in place.



STRATEGIES

Strategy 3.1. Conduct a housing survey to confirm existing and identify any new housing gaps in the City of Greenbelt.

Strategy 3.2. Promote the existing, unique housing opportunities (including cooperative housing opportunities)—their historic nature, sense of community, and commitment to sustainability—in Greenbelt and Berwyn Heights as an important component of the area’s future housing stock. Consider cooperative housing as an option throughout the sector plan area as new housing development is contemplated.

Strategy 3.3. Require a mix of housing options at North Core, such as medium- to high-rise multifamily apartments and condominiums, two over twos, townhouses, and eco-housing attractive to a range of household types and incomes.

Strategy 3.4. Explore opportunities to provide active adult or senior housing opportunities throughout the sector plan area and, in particular, at North Core, Beltway Plaza, and Greenway Center/Maryland Trade Center where senior residents could live within walking distance of shopping and recreational opportunities and transit hubs.

Strategy 3.5. Encourage a mix of housing options as Franklin Park at Greenbelt Station redevelops, including medium- to high-rise multifamily apartments and condominiums, two over twos, townhouses, and limited numbers of small lot single-family detached homes attractive to a range of household types and incomes.

Strategy 3.6. Develop a phasing plan and prioritize development to ensure new housing types are appropriately located to implement the sector plan vision and land use recommendations.

Strategy 3.7. Recognize that the nexus of land costs, infrastructure costs, and building code changes may have negative impacts on returns on investment, and explore incentives to make redevelopment more attractive over the short- to medium-term.

POLICY 4: Address the decline in affordable rental and homeowner housing options within and surrounding the sector plan area.

STRATEGIES

Strategy 4.1. Work with the Prince George’s County Department of Housing and Community Development, Planning Department, and the Redevelopment Authority to implement a density-bonus program to

increase affordable housing options around the county’s Metro stations.

Strategy 4.2. Incorporate mixed-income housing as development and redevelopment occurs, in particular at North Core, Franklin Park at Greenbelt Station, and Beltway Plaza.

Strategy 4.3. Work with the City of Greenbelt, Prince George’s County Department of Housing and Community Development’s Rental Assistance Division, property owners, developers, and other stakeholders to assist tenants displaced by large-scale redevelopment in the sector plan area in locating new housing.

POLICY 5: Improve public safety and access to high-quality public facilities and recreational services.

STRATEGIES

Strategy 5.1. Incorporate CPTED measures in all new development and redevelopment to discourage criminal activity.

Strategy 5.2. Construct sidewalks, bicycle lanes, traffic calming devices, and streetlights, where appropriate, to provide safe access to schools, parks, and recreational facilities.

Strategy 5.3. Enforce county, city, and town codes relating to housing, parking, noise, and litter.

Strategy 5.4. Encourage and support volunteer efforts, such as neighborhood watch and clean-up/fix-up days.

Strategy 5.5. Ensure new residential development incorporates high-quality passive and active open spaces and makes adequate provisions for the public facilities that will support it.

POLICY 6: Strengthen existing residential communities by promoting home improvement and home ownership programs.

Strategy 6.1. Educate residents on existing county, state, and federal home repair, weatherization, energy efficiency, and first-time homebuyer programs.

Strategy 6.2. Work with the City of Greenbelt, Prince George’s County Departments of Public Works and Transportation, Environmental Resources, and Housing and Community Development, and the Maryland State Highway Administration to determine whether noise studies should be conducted along the Capital Beltway and to identify, if warranted, what measures should be pursued to mitigate noise impacts on surrounding residential neighborhoods.

Quality of Life

Community Health and Wellness

Vision

Promote health and wellness through sustainable development practices that foster a connected, multimodal, mixed-use built environment; protect and incorporate the natural environment in a network of trails and exercise stations; and provide access to healthy foods.

Goals

- ❖ Create land use policies that ensure development considers community health and wellness.
- ❖ Capitalize on and improve the public infrastructure system so that parks, restaurants, shops, schools, libraries, and other community resources are conveniently located and physically accessible.
- ❖ Create a transportation network that is safe, multimodal, and sustainable.
- ❖ Construct quality, affordable housing on properties recommended for mixed-use development and in locations accessible to the park network and trail systems.
- ❖ Reduce obesity and improve overall health quality by providing access to healthy foods, ensuring compatible uses, linking recreation amenities to communities, providing education on the benefits of good health, and increasing health and recreation programming.

Background

Greenbelt was originally designed to be a self-sustaining community complete with roads, trails, natural areas, housing, schools, recreation amenities, retail, offices, and government facilities. Over time, the application of these principles of community design has diminished across the country. Development within the United States, particularly after World War II, has resulted in a lack of pedestrian connectivity; poor access to schools, commercial, and institutional uses; and ultimately poorer health for many communities.

Suburban, sprawling patterns of development, the reliance on the automobile, and the degradation of our natural environment has contributed to our society's declining health and overall wellness. The built and natural environments should foster health and disease prevention and be a prime consideration for land use policies. Access

to healthy foods, reliable and alternative modes of transportation, safe places to walk and exercise, and employment and housing options that empower individuals to make healthier lifestyle choices are paramount.

POLICY 1: Ensure that permitted land uses benefit the overall health and wellness of the community.

STRATEGIES

Strategy 1.1. Discourage fast food establishments with drive-through lanes and windows.

Strategy 1.2. Restrict uses that negatively impact community health, such as those that may generate toxic fumes.

POLICY 2: Coordinate with Prince George’s County Public Schools, the City of Greenbelt Department of Recreation, and the Prince George’s Department of Parks and Recreation to provide an array of opportunities for physical activity for students of all age groups.

STRATEGIES

Strategy 2.1. Increase the required number of physical education hours for all grade levels.

Strategy 2.2. Pursue joint use agreements to share school indoor and outdoor facilities with

those that have less access to recreational and community facilities.

Strategy 2.3. Encourage school facility siting that establishes schools as focal points within neighborhoods and incorporate CPTED principles.

Strategy 2.4. Support the safe routes to schools policies and strategies included in this sector plan by requiring safe pedestrian and bicycle access to schools.

Strategy 2.5. Encourage Prince George’s County Public Schools to offer locally grown foods in school breakfast and lunch programs.

Strategy 2.6. Allow farmers markets to operate on school grounds on weekends or after school hours.

Strategy 2.7. Offer healthy food options in school vending machines and cafeteria menus, and at school activity locations (e.g. concessions at athletic events).

POLICY 3: Create health partnerships in the City of Greenbelt, Town of Berwyn Heights, and the City of College Park between the public and private sectors and the community.

STRATEGIES

Strategy 3.1. Explore the feasibility and appropriateness of the designation of a wellness opportunity district in which incentives and policies would be provided to support and encourage health and wellness in the area.

Strategy 3.2. Engage public, private, non-profit, community, youth, and business leaders to highlight the potential financial and health benefits that could be realized through cooperation and active participation in a partnership for health program.

Strategy 3.3. Consider establishing a federally qualified health center (FQHC) within Greenbelt (see text box on the right hand page), and coordinate with the FQHC on the implementation and maintenance of the medical mile concept and incorporated exercise amenities (refer to the Greenbelt Medical Mile element of this sector plan).

POLICY 4: Refer conceptual and detailed site plans to the Prince George’s County Health Department at the time of the Subdivision and Development Review Committee (SDRC) for a health impact assessment (HIA) in accordance with CB-41-2011 (see text box on the right hand page).

STRATEGIES

Strategy 4.1. Provide incentives for developers to conduct HIAs and provide health and wellness amenities as a part of the development process. The developer's health and impact assessments should be coordinated with the Prince George's County Health Department, local jurisdictions, the Planning Department, and the Prince George's County Department of Parks and Recreation.

Strategy 4.2. Continue coordination between Prince George's County Planning Department and Health Department to streamline the HIA and development review processes.

POLICY 5: Incorporate a health and wellness focus in the desired network of urban and natural park spaces.

STRATEGIES

Strategy 5.1. Construct trails that will connect the urban park system and recreational facilities to the medical mile, Greenbelt Metro Station, adjacent neighborhoods, schools, and commercial areas.

Strategy 5.2. Create a mix of uses and maximize programming within urban and natural park spaces to encourage diversity and use. Consider both active and passive recreation amenities and uses; small-scale, healthy food/retail options; and programs that take advantage of the natural and man-made features of the parks network such as organized team sports, nature walks, stargazing, and other activities.

Strategy 5.3. Cultivate a network of community gardens throughout the sector plan area.

Strategy 5.4. Combat crime by programming activities within public parks, particularly those that may be underutilized by residents and workers.

Federally Qualified Health Centers (FQHCs) are community-based organizations established to coordinate and provide comprehensive primary and preventive healthcare to all persons regardless of their ability to pay. FQHCs receive compensation from the federal government in the form of grants, reimbursements, and free malpractice coverage to subsidize their operations and facilitate their ability to meet the healthcare needs of those without the ability to pay for services.

Adopted by the County Council on November 15, 2011, CB-41-2011 requires the Prince George's County Health Department to conduct health impact assessment reviews for all conceptual site plan, detailed site plan, conceptual design plan, and specific design plan applications and for all master and sector plans.

The community health and wellness plan element was informed by prior and ongoing county health initiatives and staff research on national best practices. In 2011, The Trust for Public Land Center for City Park Excellence published a particularly informative document entitled "From Fitness Zones to the Medical Mile: How Urban Park Systems Can Best Promote Health and Wellness," by Peter Harnik and Ben Welle.

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Greenbelt Medical Mile

Vision

A medical mile incorporating recreation and workout amenities, contemplation spaces, parks and open spaces, and public artwork enhances the health and fitness level of the community, reduces obesity levels, establishes a distinct identity and focus on personal healthcare, and provides economic benefits to local businesses and the City of Greenbelt.

Goals

- ❖ Create a medical mile in the eastern portion of the sector plan area to blend elements of land use, urban design, health and wellness, recreation, and economic development within a unique and distinctive community amenity.
- ❖ Reduce obesity levels and improve overall community fitness, health, and wellness by supplementing the medical mile trail with exercise opportunities.
- ❖ Provide amenities to reduce stress, provide mental relaxation, and enhance passive enjoyment of the medical mile.

Background

The proximity of Doctors Community Hospital and presence of numerous community-serving health and medical offices within the eastern portion of the sector plan area present an

opportunity to develop partnerships to emphasize the social, physical, and economic benefits of health and wellness. This sector plan supports partnership opportunities and collaboration with the City of Greenbelt, Prince George’s County Health Department, and other entities to design and build a “medical mile,” a dedicated fitness and wellness trail that will link existing and future medical businesses along Hanover Parkway.

The medical mile concept draws from national best practices of incorporating land use and urban design principles, integrating existing and proposed open spaces, educating the community on the benefits of health and wellness, and developing a distinct community identity. Linking the hospital and healthcare providers with office parks, Maryland Trade Center, and

Greenway Center through a network of trails, fitness stations, art installations, contemplation spaces, and other amenities will reinforce the medical focus of eastern Greenbelt while capitalizing

on the untapped potential to implement a concept that would be unique within the Washington, D.C. region.

POLICY 1: Develop a medical mile along Hanover Parkway and within Greenway Center and the Maryland Trade Center to pursue innovative ways to improve physical and mental health and well-being, reduce stress, lower obesity levels, and raise awareness of the benefits of health, wellness, and proper nutrition (see Figure 19 on page 163).

Walking is man’s best medicine—Hippocrates

The proposed Greenbelt Medical Mile builds on recent studies examining how land use, trail systems, and recreation and exercise facilities can be coordinated to help reduce obesity levels and improve community health. Several facilities have been constructed and partnerships forged within the United States, some of which are described below.

One successful example of a medical mile is found in Little Rock, Arkansas, where a three-dimensional mural wall, a wellness promenade, and a body-mind-spirit entry plaza have been provided adjacent to the Arkansas River, Riverfront Park, and the Bill Clinton Presidential Library. According to the City of Little Rock: “The trail is an economic, health and environmental conservation stimulator.” (“From Fitness Zones to the Medical Mile: How Urban Park Systems Can Best Promote Health and Wellness.” Peter Harnik and Ben Welle, The Trust for Public Land Center for City Park Excellence, 2011). This trail, a fourteen mile loop, will eventually connect to large regional trail systems.

The City of Los Angeles has installed 30 fitness zones within the city near playgrounds and administrative offices. These zones contain exercise and fitness equipment and are frequently placed within communities of “high need” — those with high rates of obesity, diabetes, and hypertension.

In Milwaukee, the county Department of Parks, Recreation, and Culture partnered with an environmental education and public health non-profit organization — the Urban Ecology Center — to create opportunities to get people outdoors for exercise and enjoyment.

STRATEGIES

Strategy 1.1. Develop partnerships between the City of Greenbelt, Prince George’s County Health Department, Doctors Community Hospital, Prince George’s County Department of Parks and Recreation, and local medical and healthcare offices to design and implement the medical mile.

Strategy 1.2. Create a dedicated oversight committee or management group to refine the medical mile concept and serve in an advisory capacity through the construction and operation of the medical mile.

Walking is the best possible exercise. — Thomas Jefferson

Strategy 1.3. Establish a development and implementation fund dedicated to the medical mile concept. Identify appropriate non-profit, county, state, and federal funding sources that can form the basis of the fund. Encourage the local healthcare community and property owners and developers working within Greenway Center, Maryland Trade Center, and along Hanover Parkway to contribute to the fund.

Strategy 1.4. Design and create a network of trails that promotes physical activity, encourages health and wellness in the community, and builds off of the area’s medical context, enhanced by the cluster of medical offices along Hanover Parkway and the proximity of Doctors Community Hospital.

POLICY 2: Promote sustainable and high-quality design that reflects a “health and wellness” theme and contributes to the distinct sense of identity and place of the medical mile.

STRATEGIES

Strategy 2.1. Encourage architectural design and features that reflect aspects of health and wellness, incorporate CPTED principles, and contribute to the sense of place within Greenway Center, the Maryland Trade Center, and along the medical mile.

Strategy 2.2. Incorporate amenities such as trails, special paving and tinted concrete, pedestrian amenities such as benches and trash receptacles,

Figure 19: Medical Mile





The nearby Doctors Community Hospital offers an opportunity for a medical mile anchor at the southern end.



Medical offices lining Hanover Parkway contribute to a critical mass of healthcare providers along the proposed medical mile.

special landscaping treatments, interpretive and educational signage, exercise stations, a contemplation labyrinth and other spaces, art installations, water features, emergency phones, and linkages to Schrom Hills Park, Greenway Center, Maryland Trade Center, and the stormwater management pond south of Ora Glen Drive.

Strategy 2.3. Develop a theme for the medical mile, building on local history and former sites such as Schrom Airport, farms and plantations, and the town center of Greenbelt.

Strategy 2.4. Create and distribute marketing and education materials and provide educational signage to empower health and wellness and highlight the presence and benefits of the medical mile.



The Maryland Trade Center and Hanover Parkway sit on the former site of Schrom Airport. Courtesy Greenbelt Museum.

Public Facilities

Vision

The community is well-served by a robust system of schools, libraries, medical facilities, and police and fire/EMS services, enhancing safety and general welfare and promoting a strong sense of place and community.

Goal

Provide and maintain public facilities in locations that efficiently serve the population of the sector plan area.

Background

The sector plan area is served by 10 schools (refer to the Public Schools appendix on page A-11), the Greenbelt branch library, two fire/EMS stations, and the county’s District I Police Station, which provides backup to municipal police departments in Greenbelt and Berwyn Heights. While four of the existing schools are at or above capacity, analysis of the future pupil yield for existing and potential new development does not indicate the need for an additional school facility.

A critical mass of healthcare facilities has developed along the eastern portion of the sector plan area, anchored by the recently expanded Doctors Community Hospital. This provides a unique opportunity to build public and private partnerships to enhance the community’s health and wellness.

In recent years, overall crime levels have been on the decline within the sector plan area, and in general the area is well-served by nearby fire/EMS departments. However, the Greenbelt Volunteer Fire/EMS Station is slated for relocation in the short- to medium-term to provide more balanced service to the eastern portion of Greenbelt. This section of the sector plan provides policies and strategies for public facilities and services needed to support the desired land use pattern and community vision for the future of the Greenbelt Metro Area and MD 193 Corridor.

Public Schools

Projected Buildout and its Impact on Public Schools

Table 33 below shows the pupil yield rates—the estimated number of elementary, middle, and high school students per dwelling unit—used to determine future school needs for the sector plan area (see the Public Schools Appendix on page A-11 for more detailed information on the methodology used in this process).

Current pupil yield rates—based on 2011 enrollment numbers—are now broken down by housing type. This marks a notable departure from past yield rates which aggregated the rates for all housing types. It is also important to note that the current elementary pupil yield rate has declined (in 2001, the pupil yield rates for all housing types were .24, .06, and .12 for elementary, middle, and high schools, respectively).

Table 33: Pupil Yield Rates (2009)

Dwelling Unit Type	Elementary	Middle	High
Single-family, detached	0.16	0.13	0.14
Single-family, attached	0.14	0.11	0.10
Multifamily, garden-style	0.14	0.06	0.09
Multifamily with structured parking	0.04	0.04	0.03

Source: PGCPD and Prince George’s County Planning Department (PGCPD), 2008.

Three land use scenarios were analyzed during the preparation of this sector plan:

- ❖ A baseline analysis consisting of existing and approved dwelling units.
- ❖ A mixed-use scenario assuming significant mixed-use development at North Core.
- ❖ A major employer/GSA tenant scenario assuming over two million square feet of office development and a more limited mix of uses at North Core.

Analysis of these three scenarios allows for a straight-forward comparison between what is already approved and the land use scenarios supported by the sector plan.

As reflected in Table 34 below, all three scenarios indicate a projected deficit for elementary and high school seats and an excess of middle school seats. While the mixed-use and major employer/GSA scenarios generate fewer dwelling units

than approved development for the Greenbelt Station and Franklin Park at Greenbelt Station sites, their projected deficits at buildout are slightly higher because the sector plan envisions a greater mix of housing types (single-family dwelling units generate more students than multifamily units).

No new schools are needed to serve the anticipated level of development within the sector plan area.

Table 34: 2040 Projected School Enrollment and Buildout Capacity for Baseline and the Development Scenarios

Baseline

Schools	State Rated Capacity (SRC)	2011 Enrollment	Existing Excess Seats/Deficit	Projected Buildout Seats Needed	Enrollment at Buildout	Projected Buildout Excess/Deficit
Elementary	2,939	3,024	-85	30	3,054	-115
Middle	1,092	660	706	194	854	238
High	6,582	6,881	-299	79	6,960	-378

Major Employer/GSA

Schools	State Rated Capacity (SRC)	2011 Enrollment	Existing Excess Seats/Deficit	Projected Buildout Seats Needed	Enrollment at Buildout	Projected Buildout Excess/Deficit
Elementary	2,939	3,024	-85	102	3,126	-187
Middle	1,092	660	706	158	818	274
High	6,582	6,881	-299	103	6,984	-402

Mixed-Use

Schools	State Rated Capacity (SRC)	2011 Enrollment	Existing Excess Seats/Deficit	Projected Buildout Seats Needed	Enrollment at Buildout	Projected Buildout Excess/Deficit
Elementary	2,939	3,024	-85	139	3,163	-224
Middle	1,092	660	706	120	780	312
High	6,582	6,881	-299	108	6,989	-407

The 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* recommends building a Pre-K-8 urban model school combining elementary and middle school curriculums on property owned by the Board of Education at 51st Avenue and Huron Street. This facility will serve the future elementary school needs for both the Central US 1 Corridor and the Greenbelt Metro Area and MD 193 Corridor sector plan areas. Elementary schools are built to accommodate 740 students, middle schools have a capacity for 900 to 1,000 students, and high schools are built for a capacity for 1,500 to 2,200 students. Barring a significant increase in the number of envisioned dwelling units, no other new schools are needed to serve the sector plan area during the life of the sector plan (see Map 21 on page 168). However, any future discussion of a new north county high school by the Board of Education should address the potential for serving students residing in the Greenbelt sector plan area.

POLICY 1: Ensure the number and mix of schools achieves a system that operates at 100 percent of capacity or less at every school.

STRATEGIES

Strategy 1.1. Consider the expansion/renovation or relocation of Springhill Lake Elementary School in the short- to medium-term. If Springhill Lake Elementary School is relocated, consider the adaptive reuse of portions of the existing school building for community and recreation uses to serve future residents of Franklin Park at Greenbelt Station, North Core, and Beltway Plaza. Pursue opportunities to develop active recreation fields at Springhill Lake Elementary School to expand the City of Greenbelt’s recreation amenities for the western portion of the city.

Strategy 1.2. Explore the potential relocation of Springhill Lake Elementary School to the current Board of Education bus lot property to enhance the education and recreation campus

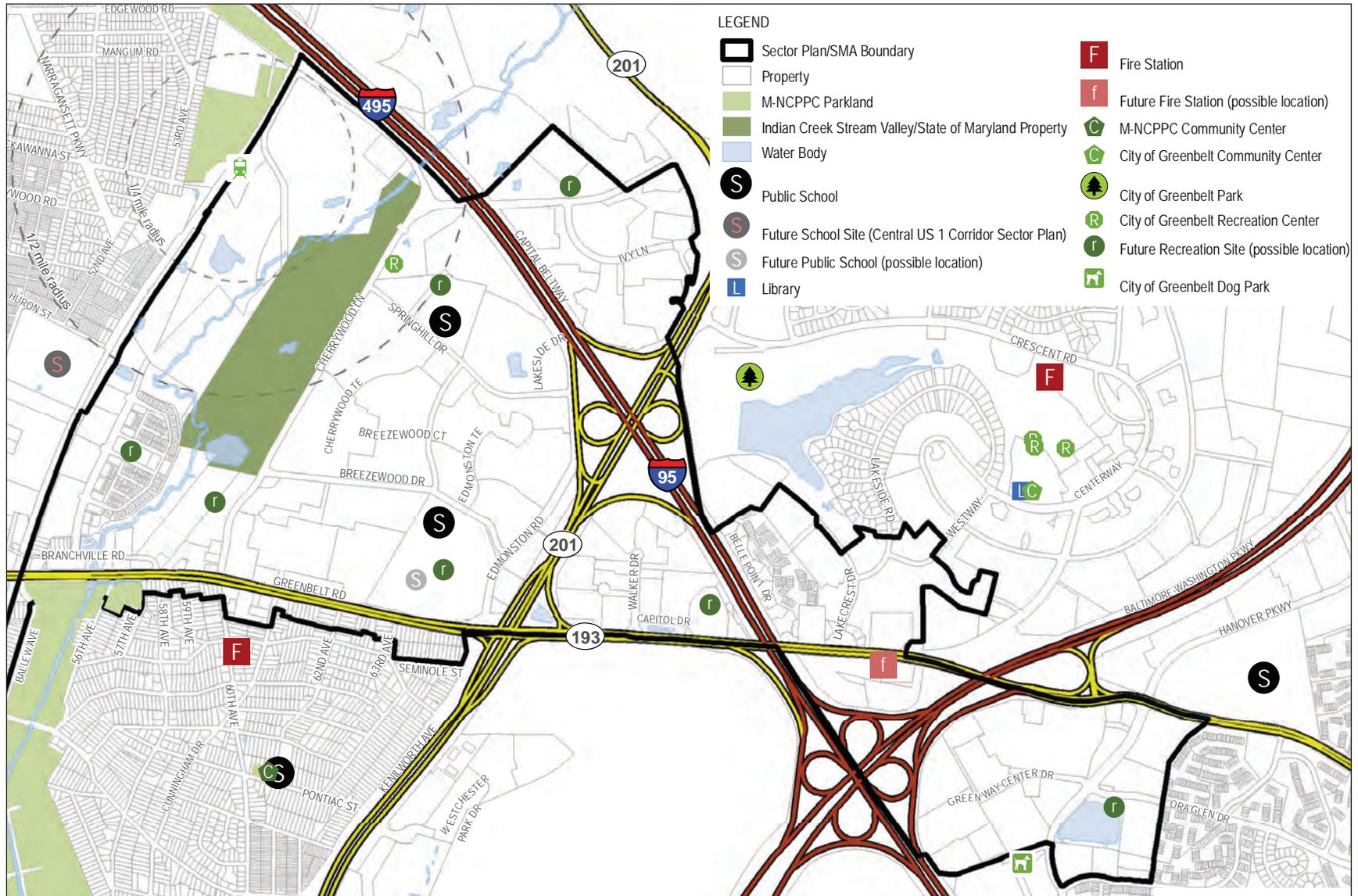


The new Greenbelt Middle School opened August 2012.



Springhill Lake Elementary School is over-capacity and could benefit from expansion or renovation.

MAP 21: Existing and Approved Public Facilities and Parks



formed by the new and historic Greenbelt Middle School buildings.

Strategy 1.3. Construct any relocated or new schools as multistory urban schools in areas where schools are needed but developable land is limited.

Strategy 1.4. Support the medium- to long-term relocation of the Board of Education school bus lot to a more appropriate location that is still convenient to the Northern Service Area.

Strategy 1.5. Co-locate any relocated or new schools with parks and recreation facilities and public facilities such as satellite library branches.

POLICY 2: Provide safe connections to public schools and other public facilities within and adjacent to the Greenbelt sector plan area.

STRATEGIES

Strategy 2.1. Provide and maintain continuous safe sidewalks with improved pedestrian crossings and lighting.

Strategy 2.2. Utilize funding sources such as the Safe Routes to Schools program and developer contributions to address infrastructure needs around school facilities.

Libraries

POLICY: Consider co-location of satellite library facilities with other public facilities, civic amenities, or concentrations of shopping and employment.

STRATEGY

Locate satellite library facilities with schools or other public uses at North Core, Beltway Plaza, and/or Greenway Center.

Healthcare

POLICY: Collaborate with Doctors Community Hospital and local medical and healthcare offices to support the creation of the medical mile in the eastern portion of the sector plan area (see the Greenbelt Medical Mile element on page 161).

STRATEGY

Emphasize the design, construction, and maintenance of the medical mile and work with developers to ensure development and redevelopment projects in the eastern portion of the sector plan area contribute to its success.

Urban model schools take much less land than more suburban forms and evoke historic and traditional approaches to school construction.



Location of a satellite library facility within an emerging mixed-use area could provide a civic anchor that would serve as a community focal point much like the Greenbelt Branch Library in historic Greenbelt.





ABOVE: The Greenbelt Volunteer Fire/EMS Station is recommended for relocation to MD 193.

BELOW: Berwyn Heights Fire/EMS station.



Public Safety

The sector plan reaffirms the recommendations of the 2008 Public Safety Facilities Master Plan (PSFMP) for the Fire and EMS facilities that serve the sector plan area.

POLICY 1: Incorporate CPTED principles in all new development and redevelopment.

STRATEGIES

Strategy 1.1. Provide design guidelines and development district standards that ensure CPTED principles will be a major consideration during the development review process by establishing baseline requirements. (CB-29-2011 mandates all detailed site plan and specific design plan applications be referred to the Prince George’s County Police Department for review and comment on CPTED issues prior to the Planning Board hearing).

Strategy 1.2. Coordinate with the Greenbelt, Berwyn Heights, and county police departments to provide guidance and education to residents and businesses on CPTED retrofits and enhancements and the CPTED review process to facilitate conformance.

POLICY 2: Identify a suitable site for relocating the existing Greenbelt Volunteer Fire/EMS station per the recommendations of the 2008 PSFMP.

STRATEGIES

Strategy 2.1. Add a floating fire station symbol in the vicinity of MD 193 and the Baltimore-Washington Parkway to indicate the preferred general location for the relocation of Company 35.

Strategy 2.2. Consider the future relocation or expansion of the Berwyn Heights Fire/EMS Station. If relocation is appropriate, consider a new shared station with the Branchville Fire Station (recommended for renovation or replacement over the long-term with funding after 2021) or a stand-alone structure either south of MD 193 or along Branchville Road east of the CSX tracks.

Parks and Recreation

Vision

A network of high quality, safe, and convenient parks and recreational facilities provide recreation, relaxation, and socialization opportunities and promote wellness for all residents, workers, and visitors. Amenities including urban plazas, squares, indoor facilities, parks, and fields create numerous opportunities for recreational activities and contribute to the livability of the sector plan area.

Goal

Provide parks and open space for active and passive recreation, programmed events, natural areas conservation, and natural and cultural resource protection.

Background

A variety of parks and recreation spaces will be necessary to meet the existing and future needs of residents, achieve the community vision for the sector plan area, and ensure the success of future transit-oriented, mixed-use development. Existing facilities and natural areas and redevelopment sites offer new opportunities to enhance parks and expand recreational services in and adjacent to the Greenbelt Metro Area and MD 193 Corridor.

The City of Greenbelt is not within the Metropolitan District and is responsible for providing parks and recreation services for its residents. (See Appendix on page A-16 for an inventory of City of Greenbelt Park and Recreation Facilities.)

POLICY 1: Provide new recreation fields and parkland featuring competitive-sized ballfields serving Franklin Park at Greenbelt Station, Beltway Plaza, North Core, South Core, and Berwyn Heights.

STRATEGIES

Strategy 1.1. Coordinate with the City of Greenbelt and the Town of Berwyn Heights to acquire land for a future park in the vicinity of one or more of the floating park symbols designated by this sector plan. These floating symbols are placed adjacent to the Springhill Lake Community Center and Springhill Lake Elementary School, southwest of the intersection of Cherrywood Lane and Breezewood Drive, in the center of the South Core site, west of the Greenbelt Federal Courthouse, next to Capitol Cadillac, on the stormwater management pond at Ora Glen Drive and Hanover Parkway, and on the Board of Education bus lot adjacent to Greenbelt Middle School (see Map 21 on page 168).

Strategy 1.2. Consider innovative arrangements for the acquisition of land for active parks and recreation use, including fee simple acquisition, dedication negotiated as part of redevelopment plans, tax-increment financing strategies, public/private partnerships, or bonus density and other techniques that may encourage property owners to dedicate land for recreational uses.

Strategy 1.3. Ensure a variety of amenities are provided to maximize use and better serve the recreation needs of the community, including regulation rectangular ballfields for football, soccer, or lacrosse, diamond-shaped ballfields, court sports (futsal, basketball, and tennis), a skate park, playgrounds, group picnic facilities, fitness equipment, and a fitness walking trail, along with parking for 40–50 spaces per ballfield.

Strategy 1.4. Coordinate with the City of Greenbelt during the development review process to ensure parks and recreation needs

within the city are addressed. Any potential developer contributions to recreation amenities shall be coordinated with the City of Greenbelt, as should any future expansion or possible relocation of the Springhill Lake Recreation Center.

POLICY 2: Develop urban park and recreation opportunities such as pocket parks, squares, plazas, indoor recreation facilities, and town greens.

STRATEGIES

Strategy 2.1. Ensure the dedicated urban park space in South Core serves the needs of the new residents, employees, and shoppers by considering event space for markets and performances, sitting and eating areas, locations for public art, promenades, a community garden, and active recreation that is appropriate for the scale of the space.

Strategy 2.2. Weave park space into the urban fabric of the redevelopment of North Core, Beltway Plaza, and Greenway Center/ Maryland Trade Center. Ensure a wide variety in the types and sizes of urban parks and open spaces and provide sitting and eating areas, event space, and opportunities for walking, passive outdoor enjoyment, and active recreation.

Strategy 2.3. Support acquisition or

dedication of additional open space in South Core for recreation uses if the market for retail development is not realized.

POLICY 3: Promote projects that increase tree canopy coverage, stabilize streams, improve water quality of runoff, and create habitat.

STRATEGIES

Strategy 3.1. Establish a continuous stream buffer along Indian Creek in South Core.

Strategy 3.2. Recognize and support use of developer contributions at South Core and North Core to construct an interpretive trail system through the Indian Creek stream valley and to restore degraded environmental conditions. Work with the City of Greenbelt, Town of Berwyn Heights, Prince George's County Department of Parks and Recreation, and developers to ensure trails are well-lit with full cut-off lighting fixtures.

Strategy 3.3. Re-forest the stream buffers within the sector plan area, focusing on the industrial land as the highest short-term priority.

Strategy 3.4. Identify areas in need of stream or wetland restoration or reforestation so they are included as possible environmental mitigation

or stewardship projects for large public works projects, such as highway construction.

POLICY 4: Provide more outdoor amenities in and near office parks.

STRATEGIES

Strategy 4.1. Revitalize the stormwater retention and management pond at the southeast corner of the intersection of Hanover Parkway and Ora Glen Drive by incorporating passive park amenities. Plant native wetland species, provide additional shade trees where appropriate, formalize an amenity trail, provide additional seating, and add floating vegetation and other modern approaches to maximize the water filtration and purification potential of the facility.

Strategy 4.2. Explore ways to encourage existing office developers and management companies to provide pocket urban parks for sitting and eating and/or outdoor events within commercial areas where there are no immediate redevelopment plans, such as the Golden Triangle and Capital Office Park. Consider an east to west pedestrian plaza or mall to tie development within Golden Triangle together and facilitate outdoor activity by workers, shoppers, and hotel guests.

POLICY 5: Build a recreation building and activity fields that will serve eastern Greenbelt along the MD 193 Corridor.

Strategy 5.1. Explore the feasibility of acquiring the 16-acre Board Education property that contains a baseball field located on Mandan Road just outside of the sector plan area.

POLICY 6: Create learning opportunities to promote greater awareness and appreciation of the ecological services that natural areas and environmental mitigation projects provide to the community.

STRATEGIES

Strategy 6.1. Provide environmental interpretation opportunities along the Indian Creek stream valley by creating overlook areas with seating and interpretive signage.

Strategy 6.2. Include an educational component as part of all environmental mitigation projects to provide public information as to its purpose and importance to the environmental health of the area.



A variety of park spaces can meet various needs for active and passive recreation, outdoor enjoyment, and environmental restoration and preservation.

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Historic Preservation

Vision

The histories of Greenbelt and Berwyn Heights are celebrated through protection of their historic resources, context-sensitive new development, and provision of interpretive markers and trails.

Goals

- ❖ Provide opportunities for effective integration of community history and identified historic resources within and in proximity to the Greenbelt Metro Area and MD 193 Corridor Sector Plan area.
- ❖ Encourage the use of archeological investigation at the time of development or redevelopment to expand understanding of the history and significance of the sector plan area.
- ❖ Ensure the protection of the unique features and important sites of the Greenbelt National Historic Landmark and Berwyn Heights community and incorporate those features into new development.

Background

Greenbelt, Berwyn Heights, and College Park share a rich history dating back to prehistoric times. Capitalizing on their shared histories benefits economic development, contributes to the historic themes and sense of place already present in Greenbelt and Berwyn Heights, and

ties closely to the parks and recreation system proposed within the sector plan area. Refer to Map 13, Existing Historic Resources, on page 77, to view existing historic features in the context of the sector plan area.

POLICY 1: Incorporate opportunities to highlight and interpret the historic significance of the Greenbelt National Historic Landmark and the Berwyn Heights community.

STRATEGIES

Strategy 1.1. Include publicly accessible interpretation of the history and significance of Schrom Airport in the Greenway Center and Maryland Trade Center and along planned trails around the sediment control pond at the intersection of Hanover Parkway and Ora Glen Drive; of the Toaping Castle plantation and the Turner and Walker Family Cemeteries; and of the prehistoric occupation of the area along planned trails in the North and South Core areas near the Greenbelt Metro Station.



TOP: Walker Family Cemetery.

BOTTOM: Turner Family Cemetery. Courtesy Greenbelt Museum



The historic portions of Greenbelt Middle School should be restored and preserved, and consideration should be given to adaptive reuse of the building for civic, institutional, and recreational uses.



An interpretive center or museum at North Core could be a distinctive and important civic amenity that contributes to a unique sense of place.

POLICY 2: Conduct archeological investigation of undisturbed areas prior to development.

STRATEGIES

Strategy 2.1. Preserve in place any identified areas of archeological significance to the greatest extent possible.

Strategy 2.2. Retain artifacts of interest discovered through local archeological investigations within the sector plan area.

Strategy 2.3. Incorporate information on archeological finds along interpretive trails and at other appropriate locations.

POLICY 3: Restore and preserve the unique features of the Greenbelt National Historic Landmark and the Berwyn Heights community.

STRATEGIES

Strategy 3.1. Collaborate with the City of Greenbelt, the Prince George’s County Board of Education, the Maryland Historical Trust, M-NCPPC, and local preservation groups to restore and preserve the Turner and Walker Family cemeteries and portions of the Greenbelt Middle School.

Strategy 3.2 Develop an interpretive center at the North Core as a civic amenity to display appropriate historical artifacts, provide

educational opportunities, and incorporate interpretive exhibits that examine the rich history and ecological context of the local communities.

Strategy 3.3. Restrict the height of new buildings to three stories on the south side of MD 193 in Berwyn Heights to protect the historic character of the community.

Strategy 3.4. Designate the Toaping Castle Site (18PR801) and the historic Greenbelt Middle School (68-004) as Historic Resources and evaluate these sites for designation as Prince George’s County historic sites (see Map 22 on right).

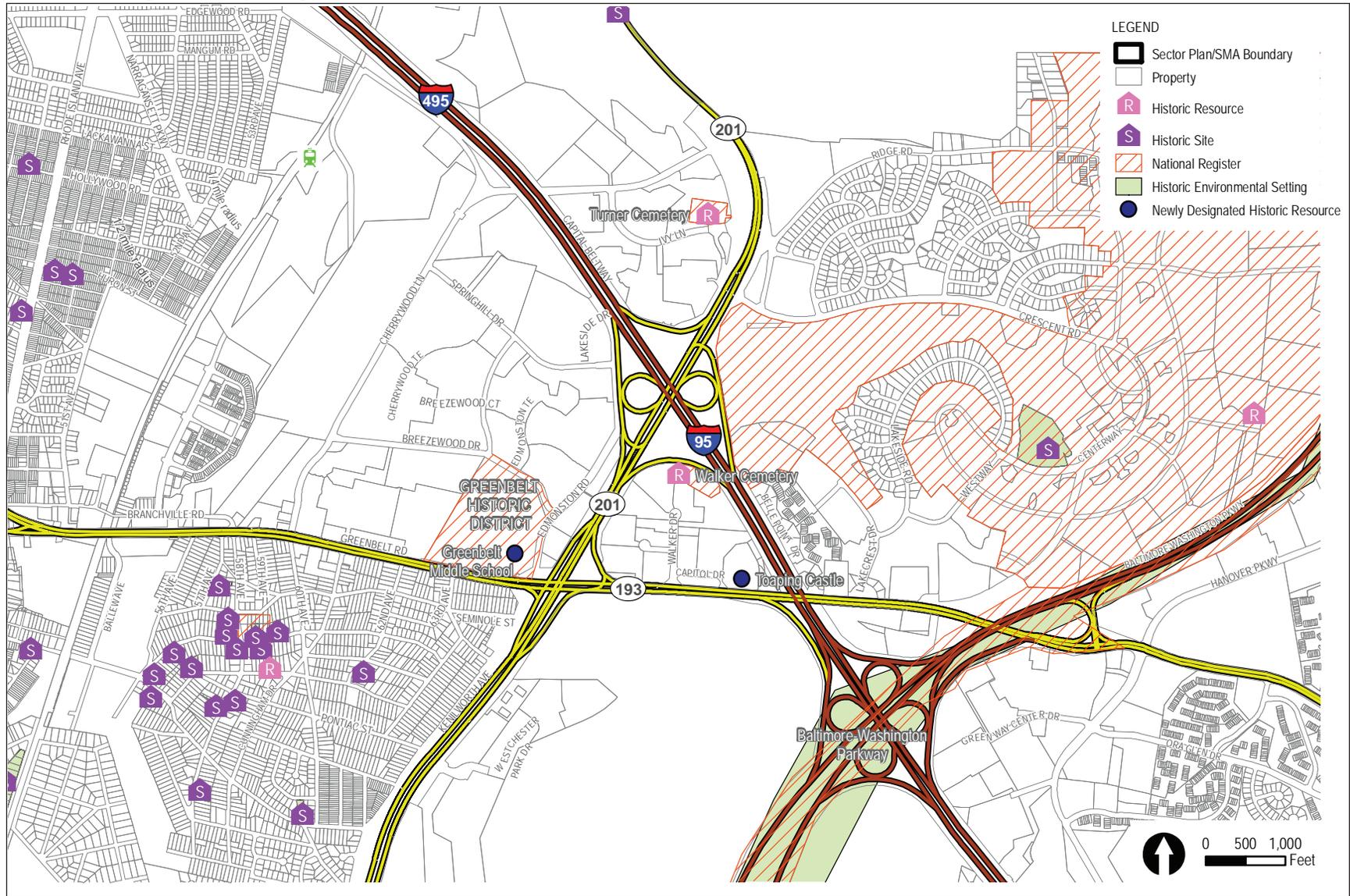
Strategy 3.5. Document historic structures that are more than 50 years of age in the sector plan area.

POLICY 4: Apply successful placemaking and community-building lessons of the past to new development and redevelopment.

STRATEGIES

Strategy 4.1. Incorporate elements of walkability, sustainability, environmental preservation, and sense of community inherent in Historic Greenbelt and historic Berwyn Heights in the design and construction of new development.

MAP 22: Existing and Newly Designated Historic Resources



Strategy 4.2. Redevelopment of Franklin Park at Greenbelt Station should incorporate the design principles of Historic Greenbelt, such as concentrating neighborhood-serving retail in the neighborhood's core, incorporating numerous and interconnected open space areas and recreational amenities throughout the site, and providing a robust internal network of pedestrian and bicycle trails, paths, and alleys.



Springhill Lake and Beltway Plaza in 1974. Courtesy Greenbelt Museum.

Implementation

Implementation of the vision and recommendations of the Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan will require forging ongoing partnerships between county and municipal governments, civic and community interests, and business and resident stakeholders. This element describes the steps involved in realizing the sector plan's vision and includes an action table outlining key implementation recommendations, potential parties, and timeframes. Economic development and programs that may facilitate implementation of the sector plan recommendations are also identified.

In addition to the parties identified in this chapter, developers, citizens, policy makers, and other stakeholders are encouraged to explore alternative funding sources, programs, and nonprofit organizations that may be able to provide complementary resources to implement the plan. They include the Metropolitan Washington Council of Governments, National Alliance of Public Transportation Advocates, Coalition for Smarter Growth, Transportation 4 America, the National Complete Streets Coalition, placemaking organizations, land banks, and environmental nonprofits active in the greater Washington metropolitan area.

For purposes of timing, the term “ongoing” refers to implementation steps that are either underway when this sector plan was prepared or which should be started soon after its approval, and which are expected to last through much of the 30-year horizon of the sector plan. “Short-term” refers to 0-5 years from sector plan approval, “medium-term” denotes implementation steps that largely occur between 5 and 15 years from sector plan approval, and “long-term” indicates projects that are expected to take place between 15 and 30 years from sector plan approval.

Table 35: Recommended Implementation Actions

Objective	Proposed Action Steps	Potential Parties Involved	Time Frame
Transportation (TR)			
TR1	Provide and maintain continuous safe sidewalks with improved pedestrian crossings and lighting to ensure safe routes to schools, and address infrastructure needs around school facilities	Prince George’s County Board of Education; City of Greenbelt; Town of Berwyn Heights; developers; Prince George’s County Department of Public Works and Transportation (DPW&T); M-NCPPC; and State Highway Administration (SHA)	Ongoing
TR2	Provide wider, complete sidewalks and other pedestrian safety amenities throughout the sector plan area in keeping with the Prince George’s County or City of Greenbelt’s future complete streets policies	Developers; City of Greenbelt; Town of Berwyn Heights; DPW&T; SHA; and M-NCPPC	Ongoing
TR3	Conduct an existing conditions inventory of pedestrian and bicyclist facilities within half a mile of the designated Greenbelt Metro Metropolitan Center and University Boulevard (MD 193) Corridor.	M-NCPPC; City of Greenbelt; Town of Berwyn Heights; City of College Park; DPW&T; and SHA	Ongoing
TR4	Provide traffic-calming measures where appropriate within the sector plan area and adjacent communities to discourage through traffic from using local residential streets	City of Greenbelt; Town of Berwyn Heights; City of College Park; DPW&T; and developers	Ongoing
TR5	Build upon the 2009 study recommendations and the resulting Greenbelt 2012 Draft Pedestrian and Bicycle Master Plan	City of Greenbelt; DPW&T; SHA; and M-NCPPC	Ongoing
TR6	Coordinate with the University of Maryland, College Park, to promote the use of the Shuttle-UM system by City of Greenbelt residents who are now able to ride the buses per the 2012 memorandum of understanding.	University of Maryland and City of Greenbelt	Ongoing

Objective	Proposed Action Steps	Potential Parties Involved	Time Frame
TR7	Work with implementing agencies and government entities to provide a stronger and more direct link between proposed improvements and capital improvement programming	DPW&T; Prince George’s County Government; SHA; State of Maryland; Washington Metropolitan Area Transit Authority (WMATA); City of Greenbelt; and Town of Berwyn Heights	Short-Term
TR8	Inventory specific on- and off-site improvements that may be necessary near the Greenbelt Metro Station as part of WMATA’s Capital Improvement Program	WMATA; City of Greenbelt; City of College Park; Town of Berwyn Heights; and M-NCPPC	Short-Term
TR9	Implement appropriate pedestrian improvements, including an enhanced median with pedestrian refuge at the intersection of MD 193 (Greenbelt Road) and 63rd Avenue, within Berwyn Heights	Town of Berwyn Heights; SHA, DPW&T; and M-NCPPC	Short-Term
TR10	Construct streetscape and sidewalk improvements required for development at North Core and South Core	Developers; City of Greenbelt; Town of Berwyn Heights; City of College Park; WMATA; Maryland Department of the Environment (MDE); Maryland Department of Natural Resources (DNR); and M-NCPPC	Short-Term
TR11	Evaluate existing signalized intersections along MD 193 to meet the needs of bicyclists, pedestrians, transit riders, and motorists	SHA; City of Greenbelt; Town of Berwyn Heights; DPW&T; and M-NCPPC	Short-Term
TR12	Support both the City of Greenbelt and Prince George’s County in their efforts to study the feasibility of future bikeshare facilities, and implement bikeshare stations if warranted	City of Greenbelt and M-NCPPC	Short-Term
TR13	Construct Greenbelt Station Parkway as a two- to four-lane collector between MD 193 (Greenbelt Road) and Greenbelt Metro Access Drive, generally following an eastern alignment north of Narragansett Run. The final alignment of the portion of Greenbelt Station Parkway north of Narragansett Run will be determined during the development review and approval process for Greenbelt Station’s North Core.	Developers; WMATA; DPW&T; and City of Greenbelt	Short-Term

Objective	Proposed Action Steps	Potential Parties Involved	Time Frame
TR14	Improve and consolidate WMATA, TheBus, and Shuttle UM bus service within the sector plan area, and improve existing and consolidated bus stops	WMATA; DPW&T; University of Maryland; City of Greenbelt; Town of Berwyn Heights; and Prince George's County	Short-Term
TR15	Review all development and redevelopment applications for full compliance with transit oriented development and complete streets principles, as well as full accommodation for transit, pedestrians, and bicycles and convenient access for all users	M-NCPPC; City of Greenbelt; Town of Berwyn Heights; DPW&T; SHA; WMATA; and other appropriate review agencies	Short-Term
TR16	Reconstruct and reconfigure the intersection of Lakecrest Drive, Lakecrest Circle, American Legion Drive, and MD 193 (Greenbelt Road)	City of Greenbelt; DPW&T; and SHA	Short-Term
TR 17	Implement appropriate traffic calming measures within Berwyn Heights, Franklin Park at Greenbelt Station, and the Belle Point/Charlestowne/University Square area, and along Branchville Road and Ballew Avenue as needed to address through traffic and speeding	DPW&T; City of Greenbelt; Town of Berwyn Heights; and developers	Short-Term
TR 18	Consider the development and application of an access management plan along MD 193 (Greenbelt Road).	SHA; developers; property owners; City of Greenbelt; Town of Berwyn Heights; and City of College Park	Short- to Medium-Term
TR 19	Reconstruct the ramps between MD 193 (Greenbelt Road) and the Baltimore-Washington Parkway to separate ramp/through traffic from local traffic on Southway	National Parks Service; City of Greenbelt; SHA; and DPW&T	Short- to Medium-Term
TR 20	Establish a transportation demand management district within the Greenbelt Metro Metropolitan Center and consider extending it along MD 193	Prince George's County; City of Greenbelt; and Town of Berwyn Heights	Short- to Medium-Term
TR 21	Provide bus transfer stations or transit hubs within Greenway Center and Beltway Plaza	WMATA; DPW&T; University of Maryland; developers; and Prince George's County.	Short- to Medium-Term

Objective	Proposed Action Steps	Potential Parties Involved	Time Frame
TR 22	Provide local bus service linking any potential major employer or GSA campus at North Core with the rest of the sector plan area	WMATA; DPW&T; University of Maryland; developers; and Prince George's County.	Short- to Medium-Term
TR 23	Provide on-street and off-street dedicated bicycle facilities within the sector plan area and along key transportation routes adjacent to the area	Developers; City of Greenbelt; Town of Berwyn Heights; SHA; DPW&T; and M-NCPPC	Short- to Medium-Term
TR 24	Reconstruct Cherrywood Lane, Breezewood Drive, and Edmonston Road into green streets	City of Greenbelt; DPW&T; DER; developers; and Prince George's County	Short- to Medium-Term
TR 25	Construct a pedestrian overpass linking the Greenbelt Metro Station South Core area to North College Park	Developers; CSX; WMATA; City of Greenbelt; and City of College Park	Short- to Medium-Term
TR 26	Consider establishing a priority investment district to help manage the adverse impact of traffic congestion that may be caused by infill or redevelopment that is otherwise desirable	Prince George's County; City of Greenbelt; and Town of Berwyn Heights	Short- to Medium-Term
TR 27	Establish a parking management district within the Greenbelt Metro Metropolitan Center (in accordance with Section 21A-306 of the County Code). Consider including key properties along the MD 193 Corridor, such as South Core, Beltway Plaza, and Greenway Center, in the parking management district and/or allow for additional expansion to these areas in the future.	Prince George's County; City of Greenbelt; and Town of Berwyn Heights	Short- to Medium-Term
TR 28	Reconstruct MD 193 (Greenbelt Road), MD 430, and Cherrywood Lane with appropriate design features to transform them into attractive, safe, multimodal complete boulevards	Developers; SHA; City of Greenbelt; Town of Berwyn Heights; City of College Park; and Prince George's County	Short- to Medium-Term
TR 29	Reconstruct portions of Hanover Parkway south of MD 193 (Greenbelt Road) to major collector standards as a four lane divided facility	DPW&T; City of Greenbelt; and developers	Short- to Medium-Term

Objective	Proposed Action Steps	Potential Parties Involved	Time Frame
TR 30	Build a complete ramp system at Greenbelt Metro Station and the Capital Beltway (I-95/495)	SHA; developers; Prince George’s County; WMATA; City of Greenbelt; and Town of Berwyn Heights	Short- to Medium-Term
TR 31	Reconfigure the existing diamond interchange at MD 193 (Greenbelt Road) and Kenilworth Avenue (MD 201) to a diverging diamond interchange or other appropriate design to address identified safety, operational, and connectivity issues	SHA; developers; DPW&T; City of Greenbelt; and Town of Berwyn Heights	Short- to Medium-Term
TR 32	Reconstruct Southway as a two lane divided roadway between MD 193 (Greenbelt Road) and Ridge Road with a roundabout at the off-ramp from the Baltimore-Washington Parkway	National Parks Service; City of Greenbelt; SHA; and DPW&T	Short- to Medium-Term
TR 33	Reconstruct Ivy Lane as a two lane divided collector facility	City of Greenbelt; DPW&T; and developers	Short- to Medium-Term
TR 34	Reconstruct Branchville Road and Ballew Avenue as two-lane, striped roadways with 12-foot-wide lanes and wide sidewalks, bicycle facilities, and street trees on both sides of Branchville Road and along the western side of Ballew Avenue	City of Greenbelt; Town of Berwyn Heights; and developers	Short- to Medium-Term
TR 35	Reconfigure Edmonston Road as a one-way northbound roadway between MD 193 (Greenbelt Road) and Breezewood Drive	City of Greenbelt; SHA; and developers	Short- to Medium-Term
TR 36	Conduct a feasibility study on the appropriateness of implementing dedicated bus lanes along MD 193 (Greenbelt Road)”	City of Greenbelt; MDOT; DPW&T; WMATA; University of Maryland; Town of Berwyn Heights; City of College Park; Developers; and Prince George’s County	Short- to Medium-Term
TR 37	Consider Bus Rapid Transit (BRT) service along MD 193 and Kenilworth Avenue Extended to link University of Maryland, College Park, NASA Goddard Space Flight Center, the Beltsville Agricultural Research Center, and Konterra to the sector plan area	WMATA; DPW&T; University of Maryland; Maryland Department of Transportation (MDOT); City of Greenbelt; Town of Berwyn Heights; City of College Park; developers; and Prince George’s County	Medium- to Long-Term

Objective	Proposed Action Steps	Potential Parties Involved	Time Frame
TR 38	Widen the intersection approaches along MD 193 (Greenbelt Road) between the Capital Beltway (I-95/495) and Hanover Parkway as may be necessary to accommodate approaches to signalized intersections nearing unacceptable levels of service	SHA; developers; City of Greenbelt; Town of Berwyn Heights; and Prince George's County	Medium- to Long-Term
Economic Development, Marketing, and Branding (MB)			
MB1	Market new office development at North Core, either as part of a major private-sector employment center or Government Services Administration (GSA) campus or as part of a mixed-use community	City of Greenbelt; WMATA; Prince George's County Economic Development Corporation (EDC); County Executive's office; and developers	Ongoing
MB2	Identify public and private partners and funding sources to market existing office space and capture spinoff opportunities generated by existing and future government and private-sector employers in the area	City of Greenbelt; Town of Berwyn Heights; and EDC	Ongoing
MB3	Promote the overall vision of the Greenbelt Metro Area and MD 193 Corridor Sector Plan	City of Greenbelt; Town of Berwyn Heights; citizens; and M-NCPPC	Ongoing
MB4	Promote the Indian Creek stream valley trail system	City of Greenbelt; Town of Berwyn Heights; M-NCPPC; Anacostia Trails Heritage Area; and Citizens to Conserve and Restore Indian Creek (CCRIC)	Ongoing
MB5	Develop and implement a comprehensive wayfinding system of street signage, directional signs, interpretive signs, and markers. Incorporate wayfinding signage along Branchville Road, Ballew Avenue, and at the Indian Creek stream valley trailhead at MD 183 (Greenbelt Road)	City of Greenbelt; Town of Berwyn Heights; M-NCPPC; SHA; DPW&T; and developers	Ongoing

Objective	Proposed Action Steps	Potential Parties Involved	Time Frame
MB6	Work with the City of Greenbelt and Town of Berwyn Heights to obtain Sustainable Communities designation from the State of Maryland to qualify for state tax credits and financial programs	City of Greenbelt; Town of Berwyn Heights; and M-NCPPC	Short-Term
MB7	Create an implementation policy group to ensure continued focus on plan implementation	City of Greenbelt; Town of Berwyn Heights; citizens; business and property owners; Prince George’s County Government; and M-NCPPC	Short-Term
MB8	Promote potential redevelopment programs and incentives to help spur revitalization and redevelopment, and fill existing vacancies	City of Greenbelt; Town of Berwyn Heights; EDC; and Redevelopment Authority	Short-Term
MB9	Provide technical assistance, training, and affordable financing intended to strengthen the competitiveness of local businesses	City of Greenbelt; Town of Berwyn Heights; and EDC	Short-Term
MB10	Provide financial and tax incentives, such as, but not limited to, tax abatement, streamlined review processes, and façade and streetscape improvement programs	EDC; Prince George’s County Government; City of Greenbelt; Town of Berwyn Heights; and M-NCPPC	Short-Term
MB11	Explore the need for and costs associated with creating a non-profit neighborhood business alliance	Business owners; City of Greenbelt; and Town of Berwyn Heights	Short-Term
MB12	Create a coordinating body to work with the Anacostia Trails Heritage Area board to oversee improvements intended to promote heritage tourism	Anacostia Trails Heritage Area; City of Greenbelt; Town of Berwyn Heights; CCRIC; and M-NCPPC	Short-Term
MB13	Explore opportunities to create partnerships to attract incubator businesses	City of Greenbelt; Town of Berwyn Heights; EDC; University of Maryland, College Park; NASA Goddard Space Flight Center; Beltsville Agricultural Research Center; and other entities	Short- to Medium-Term
MB14	Explore opportunities and incentives available to relocate Prince George’s Scrap and redevelop the current site	City of Greenbelt; Town of Berwyn Heights; Prince George’s County Government; and M-NCPPC	Medium- to Long-Term

Objective	Proposed Action Steps	Potential Parties Involved	Time Frame
Environmental Sustainability (ES)			
ES1	Adopt sustainability standards, such as those developed by Leadership in Energy and Environmental Design (LEED®) or similar systems for new construction, especially in the Greenbelt Metro Metropolitan Center, Beltway Plaza, and Greenway Center/Maryland Trade Center	Prince George’s County Government; M-NCPPC; City of Greenbelt; Town of Berwyn Heights; and developers	Ongoing
ES2	Require a minimum rating of LEED® Silver or an equivalent rating from other green building programs for all new construction at North Core	Developers; M-NCPPC; and City of Greenbelt	Ongoing
ES3	Establish a continuous stream buffer along Indian Creek, both within the Indian Creek preservation parcel owned by the State of Maryland and in South Core. Continue to work with the State of Maryland to ensure the permanent preservation and conservation of the state-owned parcel	Developers; MDE; DNR; City of Greenbelt; Town of Berwyn Heights; M-NCPPC; Prince George’s County Department of Environmental Resources (DER); and U.S. Army Corps of Engineers	Ongoing
ES4	Preserve Narragansett Run in its current stream alignment to the fullest extent practicable, and mitigate and fully restore any impacts resulting from the construction of the Greenbelt Station Parkway bridge	M-NCPPC; City of Greenbelt; Town of Berwyn Heights; City of College Park; MDE; DNR; DER; U.S. Army Corps of Engineers; and developers	Ongoing
ES5	Restore degraded environmental conditions within the Indian Creek stream valley and in other identified locations	Developers; City of Greenbelt; Town of Berwyn Heights; M-NCPPC; MDE; DNR; DER; local environmental groups; and U.S. Army Corps of Engineers	Ongoing
ES6	Adopt water management practices in developing site plans, addressing urban stormwater runoff, new building construction, and infrastructure	Developers; M-NCPPC; DPW&T; DNR; environmental agencies; and nonprofit organizations	Ongoing

Objective	Proposed Action Steps	Potential Parties Involved	Time Frame
ES7	Reforest stream buffers through the Greenbelt Metro Station area, focusing on industrial lands as the highest short-term priority. Pursue every opportunity to increase tree canopy coverage through the design and implementation of development and redevelopment	Developers; City of Greenbelt; Town of Berwyn Heights; MDE; DNR; and DER	Ongoing
ES8	Identify areas in need of stream or wetland restoration or reforestation and include them as possible environmental mitigation or stewardship projects	Developers; City of Greenbelt; Town of Berwyn Heights; M-NCPPC; MDE; DND; DER; U.S. Army Corps of Engineers; SHA; DPW&T; and local environmental groups	Ongoing
ES9	Stabilize and restore ecological functions of receiving streams as part of the stormwater management designs for new development and as separate, publicly funded projects when necessary	Developers; City of Greenbelt; Town of Berwyn Heights; M-NCPPC; MDE; DND; DER; and U.S. Army Corps of Engineers.	Ongoing
ES10	Ensure development applications are consistent with the recommendations of the countywide Water Resources Element Functional Master Plan	M-NCPPC; City of Greenbelt; Town of Berwyn Heights; environmental agencies and nonprofit organizations; and State of Maryland	Ongoing
ES11	Promote existing environmental amenities and raise awareness of the importance of the relationship between the natural and built environments	City of Greenbelt; Town of Berwyn Heights; M-NCPPC; and environmental stakeholders	Short-Term
ES12	Coordinate the design and installation of shared stormwater management facilities and fund public acquisition of needed land and design for implementation	Prince George's County Government; MDE; DNR; U.S. Army Corps of Engineers; State of Maryland; City of Greenbelt; and Town of Berwyn Heights	Short-Term
ES13	Establish woodland conservation banks within the Indian Creek and Lower Northeast Branch watersheds and consider additional woodland conservation banks in identified locations	Prince George's County Government; MDE; DNR; U.S. Army Corps of Engineers; State of Maryland; City of Greenbelt; and Town of Berwyn Heights	Short-Term
ES14	Install environmental site design techniques within the Greenway Shopping Center and Maryland Trade Center, and at Beltway Plaza	Property owners/management companies; developers; City of Greenbelt; M-NCPPC; and DER	Short-Term

Objective	Proposed Action Steps	Potential Parties Involved	Time Frame
ES15	Identify and implement stream restoration projects for areas within and adjacent to Franklin Park at Greenbelt Station	Property owner; developers; City of Greenbelt; and DER	Short-Term
ES16	Redesign and reconstruct Cherrywood Lane, Edmonston Road, Breezewood Drive, and Springhill Drive as green streets	City of Greenbelt; developers; DPW&T; DER; and M-NCPPC	Short- to Medium-Term
Planning and Urban Design (PD)			
PD1	Create a strategic plan to coordinate with property owners, municipalities, and agencies to implement plan recommendations	City of Greenbelt; Town of Berwyn Heights; Prince George’s County EDC; Redevelopment Authority; and Revenue Authority	Ongoing
PD2	Identify opportunities and provide assistance to consolidate properties for redevelopment, particularly along the south side of MD 193 in Berwyn Heights	Developers; City of Greenbelt; Town of Berwyn Heights; Prince George’s County EDC; and Redevelopment Authority	Ongoing
PD3	Identify and introduce prospective developers to key property owners	City of Greenbelt; Town of Berwyn Heights; Prince George’s County EDC; Redevelopment Authority; and developer community	Ongoing
PD4	Develop an eco-community at North Core	Developers; Prince George’s County Government; City of Greenbelt; and M-NCPPC	Ongoing
PD5	Establish a development and implementation fund dedicated to the creation of a “Medical Mile” along Hanover Parkway and within the Greenway Center Shopping Center and Maryland Trade Center	City of Greenbelt; Prince George’s County Health Department; Doctors Community Hospital; M-NCPPC; local medical and healthcare offices; DPW&T; and developers	Ongoing
PD6	Establish a partnership with area residents to proactively identify and address potential issues related to a major employment or GSA campus at North Core	Developers; property managers; government agencies; City of College Park; City of Greenbelt; and civic associations	Ongoing
PD7	Work with Beltway Plaza to address constraints existing long-term leases pose to redevelopment	Developers; property owners; tenants; City of Greenbelt; EDC; Redevelopment Authority; and M-NCPPC	Ongoing

Objective	Proposed Action Steps	Potential Parties Involved	Time Frame
PD8	Install sidewalks where they are missing, add street trees, and provide pedestrian amenities, such as pedestrian-scaled street lighting, benches, and trash receptacles, along MD 193 to enhance its walkability	Developers; City of Greenbelt; Town of Berwyn Heights; and SHA	Short-Term
PD9	Minimize the visual impact of any future commuter parking garages at North Core	WMATA; developers; City of Greenbelt; City of College Park; M-NCPPC; and civic associations	Short- to Medium-Term
PD10	Prioritize redevelopment and enhanced signage and landscaping to frame new gateways along MD 193 at 60th Avenue, Cunningham Drive, and 62nd Avenue	Developers; property owners; City of Greenbelt; Town of Berwyn Heights; SHA; and Prince George’s County Government	Short- to Medium-Term
PD11	Promote redevelopment and transit-supportive, mixed-use development at the two corridor nodes along MD 193 (Cherrywood Lane/60th Avenue and Hanover Parkway). Consider incentives for redevelopment at these locations	Developers; property owners; City of Greenbelt; Town of Berwyn Heights; M-NCPPC; and Prince George’s County Government	Short- to Medium-Term
PD12	Develop gateways at major intersections along Cherrywood Lane to define key entry points and foster a sense of arrival and place	Developers; property owners; City of Greenbelt; and M-NCPPC	Short- to Medium-Term
Health and Wellness (HW)			
HW1	Provide an array of opportunities for physical activity for students of all age groups; offer locally grown foods in school breakfast and lunch programs; offer healthy food options in vending machines, cafeteria menus, and at school activity locations; and allow farmers markets to operate on school grounds when school is not in session	Board of Education; City of Greenbelt; and M-NCPPC	Ongoing
HW2	Engage public, private, non-profit, community, youth, and business leaders to highlight the potential financial and health benefits that could be realized by a partnership for health	Prince George’s County Government; City of Greenbelt; Town of Berwyn Heights; and City of College Park	Ongoing

Objective	Proposed Action Steps	Potential Parties Involved	Time Frame
HW3	Refer conceptual and detailed site plans to the Prince George's County Health Department and provide incentives for developers to conduct health impact assessments and provide health and wellness amenities	Prince George's County Government; M-NCPPC; City of Greenbelt; Town of Berwyn Heights; and developers	Ongoing
HW4	Create a partnership for health, and explore the feasibility of designating the municipalities of Greenbelt, Berwyn Heights, and College Park as a wellness opportunity district	Prince George's County Government; City of Greenbelt; Town of Berwyn Heights; City of College Park; and local non-profit organizations	Short-Term
Public Facilities and Historic Preservation (PF)			
PF1	Coordinate with the Prince George's County Police Department to ensure CPTED principles are effectively incorporated in new development and provide guidance and education to residents and businesses	Prince George's County Police Department; M-NCPPC; City of Greenbelt Police Department; and Town of Berwyn Heights Police Department	Ongoing
PF2	Restore and preserve the Turner and Walker Family cemeteries	City of Greenbelt; Maryland Historical Trust; M-NCPPC; and local preservation groups	Ongoing
PF3	Repurpose portions of the historic Greenbelt Middle School for civic and institutional uses	City of Greenbelt; Board of Education; Maryland Historical Trust; M-NCPPC; and local preservation groups	Ongoing
PF4	Develop a robust modern infrastructure at North Core to include smart metering, lighting systems, transit coordination systems, state-of-the-art broadband and wireless internet and communications networks, green energy generation, and innovative sound reduction approaches. Encourage expansion of modern infrastructure networks throughout the sector plan area.	Developers; City of Greenbelt; PEPCO; Comcast; Verizon; and other utility agencies	Ongoing
PF5	Evaluate Toaping Castle and the historic Greenbelt Middle School for designation as Prince George's County Historic Sites	M-NCPPC and Prince George's County Historic Preservation Commission	Short-Term

Objective	Proposed Action Steps	Potential Parties Involved	Time Frame
PF6	Document historic structures that are more than 50 years of age in the sector plan area	M-NCPPC and Prince George's County Historic Preservation Commission	Short-Term
PF7	Expand/renovate or relocate Springhill Lake Elementary School and consider adaptive reuse of portions of the existing building for community and recreation uses	Prince George's County Board of Education; City of Greenbelt; and developers	Short- to Medium-Term
PF8	Build an archeological interpretive center and museum as a major civic amenity at North Core	Developers; Prince George's County Government; City of Greenbelt; Town of Berwyn Heights; Prince George's County Historic Preservation Commission; CCRIC; and local preservation groups	Short- to Medium-Term
PF9	Identify appropriate locations and construct satellite library facilities as joint-use facilities with other public uses, civic amenities, or concentrations of shopping and employment	Prince George's County Library System; City of Greenbelt; Town of Berwyn Heights; and developers	Medium- to Long-Term
PF10	Relocate the Greenbelt school bus lot to a more appropriate location that is still convenient to the Northern Service Area	Prince George's County Board of Education	Medium- to Long-Term
PF11	Construct a new fire/EMS station for the Greenbelt Volunteer Fire Department	Prince George's County Government and City of Greenbelt	Medium-Term
PF12	Study the relocation of the Berwyn Heights Fire/EMS station	Prince George's County Fire/EMS Department and Town of Berwyn Heights	Medium-Term
PF13	Consider the relocation of select municipal offices to the MD 193 corridor to act as civic anchors for potential redevelopment	Town of Berwyn Heights	Medium- to Long-Term
PF14	Incorporate historic markers, interpretive signage, and open spaces following the path of the former runway to celebrate the history of the Schrom Airport in the redevelopment of the Maryland Trade Center	Developers; City of Greenbelt; and M-NCPPC	Medium- to Long-Term

Objective	Proposed Action Steps	Potential Parties Involved	Time Frame
Parks and Recreation (PR)			
PR1	Provide a variety of open spaces and urban park facilities within North Core, Beltway Plaza, and Greenway Center/Maryland Trade Center	Developers; City of Greenbelt; and M-NCPPC.	Ongoing
PR2	Encourage existing office developers to provide urban pocket parks	Developers; property managers; City of Greenbelt; Town of Berwyn Heights; and M-NCPPC	Ongoing
PR3	Develop the dedicated urban park space in South Core	City of Greenbelt and developers	Short-Term
PR4	Construct an interpretive trail system through the Indian Creek stream valley, provide environmental interpretation opportunities, and ensure trails are well-lit with full cut-off lighting fixtures	Developers; City of Greenbelt; Town of Berwyn Heights; and M-NCPPC	Short-Term
PR5	Acquire property and construct an active recreation park in the vicinity of one or more of the floating park symbols designated by this sector plan	City of Greenbelt; Town of Berwyn Heights; M-NCPPC; and the developer community	Short- to Medium-Term
PR6	Revitalize the stormwater retention and management pond at the southeast corner of Hanover Parkway and Ora Glen Drive by incorporating recreation amenities and environmental site design techniques	City of Greenbelt; DPW&T; M-NCPPC; and DER	Short- to Medium-Term
PR7	Build a recreation building and activity fields to serve the eastern sections of the City of Greenbelt	City of Greenbelt and Prince George’s County Board of Education	Short- to Medium-Term
PR8	Support acquisition or dedication of additional open space in South Core for recreation uses if the market for retail development is not realized	Developers; City of Greenbelt; Town of Berwyn Heights; and M-NCPPC	Short- to Medium-Term
Housing and Neighborhood Conservation (HN)			
HN1	Educate stakeholders about foreclosure prevention programs, provide educational materials, and assist homeowners in retaining their homes	Prince George’s County Department of Housing and Community Development (DHCD); City of Greenbelt; Town of Berwyn Heights; and State of Maryland	Ongoing

Objective	Proposed Action Steps	Potential Parties Involved	Time Frame
HN2	Re-fund the Prince George’s County “Down Payment On Your Dream” program	DHCD and Prince George’s County Government	Ongoing
HN3	Educate stakeholders about code standards and requirements, and provide increased code enforcement	City of Greenbelt; Town of Berwyn Heights; DER; and M-NCPPC	Ongoing
HN4	Educate residents on existing county, state, and federal home repair, weatherization, and first-time homebuyer programs	City of Greenbelt; Town of Berwyn Heights; DHCD; DER; and State of Maryland	Ongoing
HN5	Support the City of Greenbelt, Town of Berwyn Heights, and City of College Park in securing Community Development Block Grants and other sources of funding to facilitate improvements	City of Greenbelt; Town of Berwyn Heights; City of College Park; Prince George’s County Government; and M-NCPPC	Ongoing
HN6	Develop incentives and identify funding programs to encourage reinvestment in existing neighborhoods	City of Greenbelt; Town of Berwyn Heights; City of College Park; and Prince George’s County Government	Ongoing
HN7	Provide a mix of housing options, active adult or senior housing opportunities, and mixed-income housing, particularly at North Core, Beltway Plaza, Franklin Park at Greenbelt Station, and Greenway Center/Maryland Trade Center	Developers; M-NCPPC; DHCD; Redevelopment Authority; and City of Greenbelt	Ongoing
HN8	Work with stakeholders to assist tenants displaced by large-scale redevelopment in the sector plan area in locating new housing.	City of Greenbelt; DHCD; Property Owners; and Developers	Ongoing
HN9	Determine whether noise studies should be conducted along the Capital Beltway (I-95/495) and identify, if warranted, what measures should be pursued to mitigate noise impacts on surrounding residential neighborhoods	City of Greenbelt; DPW&T; DER; DHCD; and SHA	Short-Term
HN10	Develop an organized stakeholder coalition to serve as a local advocate for the plan vision and implementation	City of Greenbelt; Town of Berwyn Heights; DHCD; and Redevelopment Authority	Short-Term

Objective	Proposed Action Steps	Potential Parties Involved	Time Frame
HN11	Conduct a housing survey to confirm existing and identify any new housing gaps in the City of Greenbelt	City of Greenbelt; DHCD; and M-NCPPC	Short-Term
HN12	Develop a phasing plan and prioritize development to ensure new housing types are appropriately located to implement the sector plan	City of Greenbelt; Town of Berwyn Heights; DHCD; and M-NCPPC	Short-Term
HN13	Implement a density-bonus program to increase affordable housing options around the county's Metro stations	M-NCPPC; DHCD; and Redevelopment Authority	Short-Term
Development Regulations (DR)			
DR1	Integrate the development district standards with countywide development standards and procedures to ensure consistency of review and certainty in the process. Educate property owners and potential developers on the development district standards to facilitate redevelopment	M-NCPPC and Prince George's County	Ongoing
DR2	Incorporate crime prevention through environmental design (CPTED) measures in all new development and redevelopment	Developers; M-NCPPC; Prince George's County Police Department; City of Greenbelt; and Town of Berwyn Heights	Ongoing
DR3	Streamline development procedures and approval processes	M-NCPPC; Prince George's County; City of Greenbelt; and Town of Berwyn Heights	Short-Term
DR4	Support future rezoning to facilitate redevelopment of commercial and office areas along the south side of MD 193 within the Town of Berwyn Heights	M-NCPPC; developers; property owners; and Town of Berwyn Heights	Medium- to Long-Term
DR5	Support future rezoning to an appropriate mixed-use zone to implement the land use recommendations of the sector plan for Greenway Center and the Maryland Trade Center	M-NCPPC; developers; property owners; and City of Greenbelt	Medium- to Long-Term

Revitalization and Economic Development Tools

The following incentives and techniques can be employed to assist homeowners, remove constraints to development, and build on specific opportunities created by the sector plan. They range from fairly conceptual to more specific incentives and programs to direct subsidies and assistance by the public sector. During development and redevelopment projects, these programs and incentives should be considered individually and collectively for their applicability to the project.

Neighborhood Conservation Tools

The Prince George's County Department of Housing and Community Development administers the following programs:

- ❖ The Single-Family Rehabilitation Administration helps upgrade the quality of deteriorated dwellings to contemporary minimum property standards. Program priorities are the correction of code or potential code deficiencies, structural deficiencies, weatherization, and general improvements. Typical activities include roof replacement, heating and air conditioner upgrades, and lead based paint abatement. Handicapped accessibility improvements are also eligible. This is a loan-based program with repayment deferred for the first ten years.
- ❖ The HOME Homeowner Rehab Program assists existing homeowners with the repair, rehabilitation, or reconstruction of eligible owner-occupied units. Projects include meeting applicable codes, standards, and ordinances, energy-related improvements, lead-based paint hazard reduction, and accessibility improvements for disabled persons.
- ❖ The Weatherization Program primarily weatherizes homes of seniors, the disabled, and families with children under the age of five who are at 200 percent of the state poverty level or at 60 percent of the state median income, if no applicants meet the first requirement. Both owner- and renter-occupied housing units are eligible.
- ❖ The Community Development Block Grant (CDBG) Program provides annual grants on a formula basis to entitled cities, municipalities, and non-profit organization. The program is intended to develop viable urban communities by supporting decent housing, providing a suitable living environment, and expanding economic opportunities, principally for low and moderate-income persons. Eligible activities include acquisition or disposition of real property, clearance and/or demolition, housing rehabilitation

and preservation, removal of architectural barriers to the handicapped, public facilities improvements, economic development, and public services.

Down Payment On Your Dream (Neighborhood Stabilization Program)

Prince George’s County has instituted a program that provides down payment and closing costs assistance when purchasing a vacant foreclosed property within the county. Eligibility is based on household income and is limited to specified ZIP codes. Potential

buyers with a household income at or below 120 percent of the area median may qualify for the Down Payment On Your Dream program. As of May, 2012, funding for this program is depleted; however, the sector plan supports re-funding this program to assist in neighborhood revitalization efforts within Greenbelt and Berwyn Heights.

Other Prince George’s County Programs

Prince George’s County Economic Development Incentive Fund

The Economic Development Incentive Fund was established in 2012 with a one-time investment of fifty million dollars. Funds are to be appropriated over the next five fiscal years. The goals of the fund are to expand the county’s commercial tax base, promote major development and redevelopment opportunities and transit-oriented development (TOD), bolster job retention and creation, support small and local businesses, and encourage growth of key industry sectors. Eligible uses for the funds include land and building acquisitions, building construction and improvement, equipment acquisition, and working capital.

Tax-Increment Financing Districts

Tax-increment financing (TIF) is a flexible economic development tool used by many jurisdictions. Under this technique, property tax revenues are frozen at the time a TIF district is established. This base level of revenue will continue to flow to the taxing entities over the life of the district. However, as development and redevelopment occur in the district, property tax revenues increase. This increase in property tax revenue from the base year (or the increment) is retained in a special allocation fund (TIF fund). The monies in the TIF fund are reinvested back into the TIF district. These funds can be used to purchase land and/or fund capital investment through TIF revenue bonds. Use of TIF programs can be an important source of financing joint development projects.

Overall, TIF revenues ensure that the success in a given district generates revenues to support additional investment in the district. Tax-increment financing does not increase property taxes. The revenues generated from the district could help support land assembly, land write-downs, and infrastructure development for target projects in the corridor area as well as the provision of amenities. However, it is important to recognize that the use of TIF restricts county access, thus making this additional tax revenue not available for county general fund purposes.

Revitalization Property Tax Credits

The majority of the sector plan area is within census tracts that are eligible for the county’s revitalization property tax credit program. This program uses a diminishing county property

tax credit over several years for assessable improvements made to commercial, industrial, and residential properties.

The tax credits are intended to help enhance the financial feasibility of a project by reducing operating costs. Qualifying commercial projects receive a graduated 20 percent tax credit over five years, beginning with a 100 percent credit the first year and dropping to 80 percent in the second year, 60 percent in the third year, 40 percent in the fourth year, and 20 percent in the fifth year. Residential property taxes are abated 100 percent in the first year, 66 percent in the second year, and 33 percent in the third year.

Prince George's County Redevelopment Authority Programs

- ❖ Shopping Center Rehabilitation Program (SCRIP): the SCRIP is designed to help owners of older shopping centers invest in the rehabilitation of the buildings, grounds, and equipment that make up the center. The SCRIP will provide up to 25 percent of the requested funding, but no more than \$2.5 million, matching the balance of the total financing required to renovate the center.
- ❖ Business Building Re-Use Program (BBRP): The BBRP is designed to help encourage the reuse of vacant or underutilized business buildings. For example, if market studies

indicate that a vacant or underutilized strip center is no longer viable as a retail facility, the BBRP will provide up to 25 percent, but no more than \$1.0 million, of the financing necessary to convert the property into another viable business use.

- ❖ New Building Loan Program (NBLP): The NBLP is designed to help encourage new retail, commercial, and industrial development projects in inner-beltway communities, where a market study indicates the area can support the new facility. This program will provide up to 50 percent, but no more than \$2.0 million, of the financing necessary for the construction cost of a project.
- ❖ The Small Office-Home Office Loan Program: This program is a service developed by Innovative Bank to promote the Small Business Administration's Community Express loan program.

Revolving Loan Funds

Community revolving loan funds are a means to offer local businesses and developers low interest capital or to target specific properties for redevelopment. These funds offer localities and organizations the means to invest in their future and leverage outside investment. These programs extend the ability of funds to continue to circulate through the community long after the initial grant has been expended.

Land Readjustment Programs

Also known as land consolidation or land pooling, this approach involves the private sector pooling land for the purpose of creating a larger unified development site. It allows property owners to retain the incremental value gained from the development of their land to more intensive use rather than having the benefit accrue to the developer after the land is sold.

Properties are consolidated through a private corporation, landowner's association, a public corporation, or a public agency. Each owner is accorded a share relating their assessed property value as a percentage of the total value of all properties combined. The land is then planned without regard to property lines and is resubdivided and returned to individual property owners with all development requirements having been satisfied. The project can then be built out separately by several developers or by a single developer. Some lots may be sold to offset the cost of infrastructure improvements. The result is that the original property owners realize greater value for their properties by creating a larger developable site.

Flexible Parking Regulations

Parking regulations that minimize the provision of on-site parking and maximize the

opportunities for shared-use parking in mixed-use development areas are an incentive that can help attract new development. Accordingly, the Greenbelt Metro Area and MD 193 Corridor sector plan parking standards should support, not penalize, mixed-use development that may have a greater ratio of floor area to parking spaces. Recommended parking maximums have been developed along with parking credit reductions where shared-use parking and alternate means of transportation are provided.

Public Parking

Public parking is appropriate when a range of land uses, rather than a single user, benefit from the parking. Ideally, initial shared parking lots could become the site of future structured parking when the need arises. The Prince George's County Revenue Authority's mission is to create revenue streams for the county and encourage economic development. As initial costs may be high, partnerships with a municipality, the Redevelopment Authority, a business association, or other entity may be required. The Redevelopment Authority, with the approval of a municipality and the direction of the County Council, may create a parking district within any municipal commercial area. A parking district collects parking fees for all public parking spaces in the district from individual users, commercial center businesses, or an alternative entity such as a business association. Initial financing would come

from non-city sources, but over the long run, projected parking revenue must be sufficient to pay off the construction, financing, and maintenance.

High-Technology Growth and Development Incentive Package

The Prince George's County Economic Development Corporation (PGCEDC) provides a high-technology growth and development incentive package. This program provides a three-part incentive for high-technology companies expanding in or newly locating within the county. Personal property tax exemptions are also available for up to 100 percent for certain property used in research and development. Property tax credits are available for new construction, substantial renovation, or expansion of high-technology businesses for the same amounts and time periods as those discussed above. The third component of this package includes a fast track site development plan process.

Marketing and Promotion

There is an opportunity to capitalize on the wealth of retail options and office space in the Greenbelt area as well as its historic old town. Developing logos, slogans, and a branding campaign to promote and market Greenbelt's assets will help recruit specialty retailers, start-up businesses, and expanding companies as well as attract shoppers to the area.

Information Clearing House

Older commercial and business districts often lack a central source for and may have fewer promotional tools or locations for developers and local businesses to gain information on financing, activities, development processes, and legal requirements. Numerous county and state services that offer financing, tax incentives, training, and other specialized assistance, such as the Main Street Program, have been very successful in jump-starting successful town centers through information sharing and training. Consideration should be given to developing a Commercial Development Corporation or Business Alliance as such a source.

State of Maryland Programs

Sustainable Communities

The Sustainable Communities Act of 2010 created consolidated areas for revitalization investment referred to as Sustainable Community (SC) Areas. As of May 2012, there were three approved Sustainable Communities in Prince George's County—the City of Hyattsville, the City of Laurel, and the City of Mount Rainier. Maryland programs that are contributing resources to designated Sustainable Community (SC) areas in 2012 are:

- ❖ **Community Legacy Program (CL)** is administered by the Maryland Department of Housing and Community Development

and provides local governments and community development organizations with financial assistance to strengthen communities through such activities as business retention and attraction, encouraging homeownership and commercial revitalization. CL funds are restricted to SC areas.

❖ **Neighborhood Business Works Program (NBW)** is administered by the Maryland Department of Housing and Community Development and provides loans through gap financing, i.e. subordinate financing, to new or expanding small businesses and nonprofit organizations. NBW funds are restricted to SC areas.

❖ **Maryland Sustainable Communities Tax Credit Program** is administered by the Maryland Historical Trust and provides Maryland income tax credits based on a percentage of the qualified capital costs expended in the rehabilitation of a structure. *Non-historic*–qualified rehabilitated structures in designated Sustainable Communities can be eligible for a 10 percent credit. The 20 percent credit for *historic* structures will continue to be available.

❖ **Job Creation Tax Credit** is administered by the Maryland Department of Business and Economic Development (DBED). Maryland provides a tax credit to encourage businesses expanding in or relocating to Maryland. Enhanced incentives are provided in SC

areas. The standard credit is 2.5 percent of annual wages up to \$1,000 per new job. For businesses located in a SC area, the credit is 5 percent of annual wages up to \$1,500 per new job; and, the threshold to qualify for the tax credit drops from 60 to 25 jobs created.

❖ **Sidewalk Retrofit Program** is administered by the Maryland Department of Transportation (MDOT). This program helps finance the construction and replacement of sidewalks along state highways (Maryland and US Routes, other than expressways). The program covers 50 percent of the cost for approved projects. For projects located in a SC area, the program covers 100 percent of the cost.

Community Investment Tax Credits

The Division of Neighborhood Revitalization at the State of Maryland's Department of Housing and Community Development issues Community Investment Tax Credits. As part of an annual, competitive application process, 501(c)(3) nonprofit organizations apply for tax credit allocations. Nonprofit organizations utilize the tax credits as incentives for individuals and businesses to donate money, goods or real property to support operational and programmatic costs associated with specific, approved projects in a priority funding area. Projects typically involve activities such as housing and community development;

enhancing neighborhoods and business districts; arts, culture and historic preservation; economic development and tourism promotion; and technical assistance and capacity building.

Maryland Capital Access Program

The Maryland Capital Access Program is a small business credit enhancement program that enables private lenders to establish a loan loss reserve fund from fees paid by lenders, borrowers, and the State of Maryland. An enrolled loan, or portion of a loan, may range from \$10,000 to \$1,000,000. Most Maryland small businesses, including nonprofit organizations, are eligible.

Brownfield Ordinances

Counties and municipalities may adopt local brownfield ordinances that limit the liability of property owners and can provide a list of priority brownfield sites to the State of Maryland. This will make property owners of brownfield sites eligible to apply to the Brownfield Revitalization Program of the Maryland Department of Business and Economic Development. This program offers financing for clean-up costs. The limited liability will facilitate transfer of ownership and redevelopment of potentially contaminated industrial properties.