

Appendices

A Brief History of the Sector Plan Area

Prehistoric Period

Due to its geographical location at the interface between the Coastal Plain and Piedmont physiographical regions, the area surrounding the confluence of Indian Creek and Upper Beaverdam Creek has a very high potential for containing archeological resources from Maryland's prehistoric past. During the Archaic period of prehistory (7,500-2,000 BC), Native American groups of up to 100 members, called bands, moved across the landscape of North America with the seasons to their various camps. As the seasons changed, the Native Americans took advantage of the hunting, fishing, and plants that became available at particular campsites.

One such site was located on the present site of the Greenbelt service and inspection yard at the end of the Metro Green Line. This camp was situated on a small area of high ground

surrounded by hundreds of acres of wetlands. In the wetlands adjacent to their camps, the Native Americans found supplies for their many needs including food, water, medicines, clothing, and basketry.

This prehistoric campsite (18PR94) was discovered during the planning process for the Metrorail maintenance yard and extensive archeological investigations were conducted. These excavations provided significant information about the Archaic period, in particular: prehistoric subsistence, adaptation to the changing environment, and Native American settlement patterns. The abundant natural resources in the area including natural springs, gravel, and abundant plant and animal life attracted Native American groups. In addition to artifacts from human activities, scientists discovered an ancient peat deposit that was formed when Indian Creek shifted in its course more than 10,000 years ago. The

peat had preserved prehistoric vegetation and provided information about the prehistoric natural environment. This quality of the excavation site is rare in the Mid-Atlantic region due to the usual disturbance or destruction by development, farming, and industry. The artifacts from the Metrorail maintenance yard excavations have been curated at the state's Jefferson Patterson Park facility. When combined with historical and environmental information, these artifacts could provide an interesting and valuable educational opportunity, at an interpretive center or as interpretive displays within the sector plan area.

Other locations along Indian Creek within the sector plan area would have been used and frequented by Native Americans during their hunting and gathering activities, and excavation at these sites might be undertaken in the future, if appropriate.

When the Greenbelt Federal Courthouse near Capital Office Park was constructed, Indian Run Park was created to celebrate the indigenous people who visited the site from 7,500-2,000 BC in search of stone materials for arrowheads, spear points, and tools (18PR411). The park also commemorates the Native Americans' contribution to our nation's legal system.¹ Indian Run is represented by a stone outcropping with a waterfall, a serpentine walkway and a bronze cylinder with Onondaga text transcribed from the ancient oral tradition of five Iroquois nations. The Iroquois Book of the Great Law is believed to have inspired Benjamin Franklin's contributions to the U.S. Constitution. In addition, the park was "seeded" with 10,000 arrowheads.

Transition Period

Following the Archaic Period, the Woodland Cultures were present in the area (2,000 BC-1,600 AD). The Native Americans of this era turned from a hunting and gathering culture to one based on farming and more

1 Indian Creek V. Charles Leedecker for Louis Berger & Associates, 1989. Prepared for Washington Metropolitan Area Transit Authority. See also poster: Archaic Lifeways: Archaeology at the Greenbelt Service Yard, 1992.

permanent settlements. From this point on, the general area around Greenbelt was cultivated as farmland for generations before other development began.

Historic Period

Beginning at the time of the American Revolution, a public road, the main route south from Baltimore, was in use just west of the sector plan area. The route was improved early in the nineteenth century to serve as the Washington and Baltimore Turnpike (now called US 1) and was the principal connection between Baltimore and the Federal City until the construction of the Washington line of the Baltimore and Ohio Railroad (now CSX). The existing stream valley provided a relatively easy right-of-way for the construction of the railroad in the 1830s.

The first trains ran on the Washington line in the summer of 1835, and in the years following, traffic on the turnpike began to decrease, replaced by the convenience of the new railroad. The old road lost its turnpike status after March 1866, by decision of the U.S. Supreme Court. It regained importance early in the twentieth century with the advent of the automobile. Traffic increased in the 1920s and 1930s as the number of privately owned automobiles

increased and the old turnpike right-of-way was improved into the heavily traveled US 1. Today the sector plan area is in part defined by these two historic arteries of transportation: the old turnpike lying to the west of and outside of the sector plan area and the Washington Branch of the Baltimore & Ohio (now CSX) railroad running north and south, defining the western boundary.

The southern portion of the sector plan area is defined by Greenbelt Road (MD 193). This east-west road, which now connects Greenbelt with US 1, evolved from the original farm road to the Walker family plantation, Toaping Castle. Remains of the foundations of Toaping Castle (18PR801) were identified in a 2007 archeological survey near the Capitol Cadillac property. During their occupation of the site from the eighteenth through nineteenth centuries, the Walker family held between three to 10 enslaved laborers on their plantation. No evidence of slave cabins has been found on the property, but some of the enslaved laborers likely lived and worked in the main house and some are possibly buried in or around the Walker family cemetery. The areas where slave cabins would have been located have been impacted by modern development and road construction. Public interpretive measures at this location could describe agricultural

activities in the sector plan area during the eighteenth and nineteenth centuries.

Running through the center of the sector plan area is Kenilworth Avenue (MD 201), a heavily traveled modern road that roughly follows the alignment of a historic road between Bladensburg and Vansville. Originally called Edmonston Road, it was named for members of the Edmonston family who had owned land and managed plantations along its path.

The sector plan area includes three small noncontiguous portions of the Greenbelt, Maryland, National Historic Landmark (#67-004): the Greenbelt Middle School property northwest of MD 193 and MD 201; the Walker Family Cemetery (#67-004-03a) north of Walker Drive; and the Turner Family Cemetery (#67-004-03b) west of MD 201 and north of Ivy Lane. Greenbelt is one of three New Deal-era planned communities in the United States, designed as a “green town” by the federal government. “Green towns” were a way to move low- and moderate-income families out of crowded urban areas and into smaller planned communities with more job opportunities while still providing them with the convenience of a large urban area nearby.

The farmland of suburban Maryland was determined to be an ideal setting for the

first green town. Designers took advantage of the crescent-shaped plateau in the design and construction of the community, using the curves of the landscape as their guide. Commercial, recreational, public, and educational buildings form the nucleus of Greenbelt. Residential housing interspersed with parks, recreation areas, and religious buildings wrap around the commercial core.

Greenbelt’s success and popularity was due to several different planning concepts including moderately priced housing in a garden or park setting, cluster housing, superblocks with interior green space, an interior sidewalk system that separated pedestrian traffic from vehicular traffic, a central core of commercial, civic, recreational, athletic, and park facilities, and a surrounding belt of open space that created a pastoral setting and was intended to preclude future development. Greenbelt was designated a National Register historic district in 1980 and as a National Historic Landmark in 1997.

Greenbelt Middle School was originally a junior-senior high school. The structure was begun in the spring of 1937 and completed some 10 months later. The school was designed to serve students from Greenbelt and the Town of Berwyn Heights, and was placed on the western edge of Greenbelt, about 1.5 miles from Greenbelt Center Elementary School. A

gravel footpath led from Greenbelt through the woods to the school. In 1949 the county Board of Education purchased the building and land. The last senior class graduated in 1951 and the school was then converted to a middle school.

The 3.1-acre Turner Family Cemetery (#67-004-03b), now the Greenbelt City Cemetery, is located on Ivy Lane, just west of Edmonston Road and within the sector plan area. Associated with the Turner family and the Wild Cat Farm since 1739, the cemetery at one time probably held the graves of 12 family members, their deaths recorded in Sarah Turner’s Bible. Only the tombstone of Thomas Parker Turner remains and is displayed in a commemorative glass case. Works Progress Administration construction crews clearing land for Greenbelt found other burials that were removed to the Turner Family Cemetery. The 1937 Zone Plan for Greenbelt prepared by the Resettlement Administration identified the Turner Cemetery as a location for a public cemetery and in 1941 the federal government sold the land to the City of Greenbelt. It has been operated ever since as a municipal cemetery.

The Walker Family Cemetery (#67-004-03a) is one of three historic cemeteries that pre-date the planned community of Greenbelt that have been identified as historic features within the community since its establishment in the

1930s. The Walker family cemetery is located in a small fenced off section in the woods behind a parking garage in the Golden Triangle Business Park and within a park owned by the City of Greenbelt known as Indian Springs Park. The Walker family cemetery/Indian Springs was once a portion of Greenbelt Lake Park, but was separated from the park and the planned community by construction of the Beltway in the 1960s. The Walkers' homestead was known as Toaping Castle and remains of its foundations are also located in the Golden Triangle Office Park next to Greenbelt Road/ MD 193.

Berwyn Heights (#67-002) was established as a late-nineteenth century railroad and streetcar suburb. In 1888, Edward Graves platted Charlton Heights, a large subdivision comprising roughly 380 acres to the east of the Washington Branch of the Baltimore and Ohio Railroad tracks. Lots in the subdivision were long and narrow, approximately 50 feet wide and 100 feet deep. Initially, development in the community was slow, but by 1890 approximately 20 houses had been erected. Several of the earlier houses in the neighborhood were mail-order plan houses, typically ordered from R.W. Shoppell's Cooperative Building Plan Association of New York City. In 1896 the subdivision was incorporated as the Town of Berwyn Heights.

The neighboring subdivision of Central Heights, located just west of Berwyn Heights, was also incorporated in 1896 as Berwyn. The Berwyn name is believed to be taken from a Presbyterian chapel constructed in 1890 in Central Heights. By the turn of the twentieth century, Berwyn Heights' location along improving transportation routes, such as the new streetcar line, sparked additional growth. The town remained small and largely undeveloped until after World War II. By 1970 Berwyn Heights was fully developed. Today the Town of Berwyn Heights has approximately 3,000 residents and 1,000 dwellings, with a majority of the buildings constructed circa 1950 to 1965. The largest concentration of late nineteenth- and early twentieth-century houses in the neighborhood is located along Ruatan Street, between Berwyn Road and 60th Avenue. There are currently 16 Prince George's County Historic Sites and one Historic Resource in Berwyn Heights.

Schrom Airport was built in the sector plan area by Frederick "Fritz" Schrom in 1928 on his family's farm, a portion of which was located on what is now the Greenway Shopping Center. The original 2,000 to 3,000 foot grass runway was later paved in 1949 and was lengthened to 5,000 feet. The runway ran roughly parallel to the Capital Beltway (I-95/495) and a portion of Hanover Parkway outside of the

sector plan area and to the east of Hunting Ridge follows the runway's former alignment. During the 1930s the Civilian Pilot Training Program used Schrom airfield to train student pilots, many from the University of Maryland. During its heyday in the 1940s, the airfield was used by more than 50 planes and 120 pilots, mechanics, and instructors. During World War II the airfield was briefly closed due to security concerns, but reopened in 1944 as a training center for the Civil Air Patrol. Schrom Airport continued in operation until about 1952. Construction of the Baltimore-Washington Parkway in 1954 finally forced the closure of the airfield.² The history of Schrom Airport is commemorated by an interpretive panel in the Schrom Hills Recreation Center. There are other opportunities for public interpretation of the Schrom Airport if park amenities are developed around the sediment pond at the intersection of Hanover Parkway and Glen Ora Drive or within the Greenway Shopping Center.

Built between 1942 and 1954, the Baltimore-Washington Parkway (#69-026) runs for approximately 14 miles through Prince George's County. It is a dual-lane parkway with 18

² Images of America: Greenbelt. Jill Parsons St. John and Megan Searing Young. Arcadia Publishing: Charleston, SC, 2011.

bridges and a flanking buffer of natural forest and cultivated native vegetation. Construction began in 1942, but was carried out largely between 1950 and 1954. The parkway is a major scenic artery within the park and parkway system of Washington and serves as a formal entrance to the city. The parkway was listed in the National Register of Historic Places in 1991 and is also a Prince George's County Historic Site.³

The second major federal highway built through the sector plan area was the Capital Beltway (I-95/495). Planning for the Washington Circumferential Highway began in 1950, but final approval for the project was not obtained until September 28, 1955. Construction of the Beltway began in 1955 as part of Dwight D. Eisenhower's Interstate Highway System and the first section opened on December 21, 1961. The highway was completed on August 17, 1964. The Beltway was primarily designed to bypass the nation's capital. Major road improvements spurred suburban growth along their corridors.⁴

3 Illustrated Inventory of Historic Sites and Districts, Prince George's County, Maryland. The Maryland-National Capital Park and Planning Commission: Upper Marlboro, MD, 2011.

4 Apartment Buildings and Garden Apartment Complexes in Prince George's County, Maryland: 1934-1955. National Register of Historic Places Multiple

One apartment complex constructed next to the Capital Beltway (I-95/495) and within the sector plan area was Springhill Lake, now known as Franklin Park at Greenbelt Station. The complex was built in 10 sections in several phases over the course of seven years on about 157 acres. This garden apartment complex was designed by Washington, DC, architects Cohen Haft and Associates in collaboration with a local landscape firm, T. D. Donovan and Associates. Springhill Lake comprised nearly 2,900 apartment and townhouse units when finished. Springhill Lake was the largest garden apartment complex on the East Coast at the time it was constructed. Although a private endeavor, construction of the Baltimore-Washington Parkway and the Capital Beltway by the federal government made the project feasible. The new Springhill Lake complex was sensitive to the New Deal planned town and mimicked many of the traits of Old Greenbelt, such as clustered low-rise dwellings and communal space. The complex also provided social and retail services for its residents to help build a spirit of community. An elementary school and shopping center were added to provide services within walking distance of the residents' homes. Parking lots are segregated at the perimeter of each section to provide a maximum of green space between the

Property Documentation Form. E.H.T. Traceries, Washington, DC, 2005.

buildings.⁵ Any redevelopment of Franklin Park at Greenbelt Station should keep these design principles in mind.

All of the sector plan area is contained in the Anacostia Trails Heritage Area (ATHA). A heritage area, as described by the Maryland Heritage Area program, is a region united by a common history, whose special features can be used to enhance and promote tourism. The ATHA is united by a shared history of prehistoric and colonial settlement and agriculture, transportation innovations, and small historic towns. Once a recognized heritage area is certified by the Maryland Heritage Areas Authority, it may be awarded grants, loans, and tax credits for local economic development and capital improvement projects that will benefit heritage tourism. Prior to certification, the state requires a heritage management plan that is an official adopted plan of the local jurisdictions. In Prince George's County, the plan is an amendment to the county's 2002 General Plan and the ATHA Heritage Management Plan: A Functional Master Plan for Heritage Tourism was approved by the District Council on September 25, 2001.

5 Historic American Buildings Survey, Springhill Lake Apartments, HABS MD-1216. National Park Service, Washington, DC, 2005.

Transportation and Modeling

A comprehensive existing conditions analysis of transportation conditions within and adjacent to the sector plan area was conducted between 2011 and 2012. The full existing conditions memorandum and associated appendices, prepared by the consultant firm of Wallace Montgomery and Associates and Wilbur Smith Associates, are available upon request from the Prince George's County Planning Department's Transportation Planning Section. In addition to the existing conditions memorandum, transportation planners and M-NCPPC staff spent time in the sector plan area studying existing conditions and making field observations. Major findings from this fieldwork are summarized in this appendix.

Traffic and Circulation Observations and Challenges

- ❖ Excessive speeding along MD 193, Kenilworth Avenue (MD 201), and Cherrywood Lane during off peak hours.
- ❖ The grade-separated diamond interchange on MD 193 at Kenilworth Avenue (MD 201), with extra wide and multilane on and

off ramps, double left turn lanes, and three through lanes on each approach of MD 193, results in an overly wide facility (over 10 lanes). Closely spaced multi-phase traffic signals on either side of the bridge results in an unsafe, undesirable, and unacceptable situation for motorists, pedestrians, and bikers desiring to travel along MD 193.

- ❖ The traffic on the southbound Kenilworth Avenue (MD 201) off ramp and the left-turning traffic onto eastbound MD 193 are experiencing high signal delays.
- ❖ There are few safe and adequate crossing opportunities along MD 193, Hanover Parkway, and Cherrywood Lane. What few opportunities exist are far from each other, forcing either longer trips or illegal crossings.
- ❖ The area defined by MD 193, the Baltimore-Washington Parkway, and Southway has a high degree of traffic conflicts and poses operational challenges for all locally-oriented traffic. At this location the local traffic is forced to merge with a continuous and high volume of through traffic between the Baltimore-Washington Parkway and MD 193.
- ❖ The residential neighborhood and commercial street approaches at many of the MD 193 and Hanover Parkway intersections

are experiencing high level of delays, even though the overall intersection LOS grade level is at or better than the minimum acceptable level for the Developed Tier.

- ❖ Some roads in the sector plan area are heavily used to carry a large amount of commuter through traffic at higher speed than they should, especially since the area is transforming from a suburban to a more urban character.
- ❖ MD 193 currently does not function as a main boulevard with its own identity. While some progress has been made in this regard, the development along MD 193 is still more a collection of major destinations in an auto-oriented environment.
- ❖ The lack of a direct and directional exit access ramp from the northbound Capital Beltway (I-95/495) outer loop to the Greenbelt Metro Station and an entry ramp from the station to the southbound Capital Beltway (I-95/495) inner loop place a much greater demand and emphasis on other collector roadways and residential streets in the sector plan area than they were designed to handle. Without timely funding and construction of these ramps, this situation could become much more

challenging as more development is approved or constructed.

- The access to and from Lakecrest Drive and American Legion Drive is problematic and somewhat complex. Minor geometric modification and possible alteration to the existing travel patterns could improve the traffic operation and safety at this location.
- ❖ Almost all roadways throughout the sector plan area lack dedicated bicycle lanes.

Transportation and Buildout Modeling

Many elements of a county master plan or sector plan are informed by model analyses of anticipated development intensities at the time of build-out or when the horizon of the plan's vision is reached. The Greenbelt Metro Area and MD 193 Corridor Sector Plan looks 30 years into the future. The model analyses conducted for this sector plan directly inform the plan's proposed land use pattern, transportation network, and school pupil generation. For the purposes of this sector plan, staff analyzed three scenarios with a horizon date of 2040: baseline (consisting of development that exists today, approved development, and the Metropolitan Washington Council of Governments

(MWCOG) forecast round 8.0), high office (reducing anticipated dwelling units and retail space in favor of office development), and mixed-use (emphasizing vertical and horizontal mixed-use development on most sites).

Households and employment figures are the primary emphasis of these build-out models, which for transportation and land use purposes are oriented to Prince George's County transportation analysis zones (PGTAZ). These PGTAZs are small geographic locations that nest within larger zones used by MWCOG in regional analysis and extend beyond the sector plan boundaries to allow for analysis of transportation networks entering and exiting the sector plan area.

Both scenarios analyzed for this sector plan area (complementing the baseline analysis) assume some reduction and redistribution of retail, office, and residential uses in response to community input, staff and regional analyses of market conditions, and other factors.

Households

Due primarily to the approvals of conceptual site plans (CSP) for Greenbelt Station and Franklin Park at Greenbelt Station (formerly Springhill Lake), staff found that the baseline analysis generated a sizable increase in the

number of households within the PGTAZs selected for the analysis of the sector plan area. Both the high office and mixed-use scenarios see a reduction in the anticipated household growth between now and 2040, and both scenarios also anticipate a somewhat expanded mix in housing types over the baseline, which assumes almost all multifamily growth.

Table 39: Households Anticipated by 2040

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

Source: M-NCPPC

Table 40: Existing and Approved Dwelling Units within Sector Plan Area

Development	Dwelling Unit
Franklin Park at Greenbelt Station (CSP-05001)	2,899 (Existing) 5,800 (Approved)
Greenbelt Station (CSP-01008/01)	2,250 (Approved)
University Square Apartments	496
Belle Point	99
Charlestowne North	178
Charlestowne Village	165

Source: M-NCPPC

This listing of dwelling units served as the base for the household build-out projections. The recommendations of the sector plan and the sectional map amendment zoning were also used to establish the final build-out numbers that were analyzed for transportation and public facilities needs.

Employment

When it comes to the employment figures, M-NCPPC works from well-established employment ratios as follows:

To estimate the number of future employees, staff made assumptions of the non-residential space that may result from the two alternate scenarios. Most of the changes occur within the City of Greenbelt. Changes in employment within the Town of Berwyn Heights are related to shifts in employment type (retail vs. office) and level of industrial employment.

With the high office scenario, staff assumed amendments to the approved CSP for Greenbelt Station would result in a major employment/GSA campus employing 12,000 people and a reduction in the amount of approved retail from 1.1 million square feet to approximately 75,000 square feet, which would primarily serve the employees and visitors to the Metro station area. Spin-off development could reach more than 300,000 additional square feet of office development and 25,000 additional square feet of retail space primarily located at the Maryland Trade Center, Beltway Plaza, and Capital Office Park.

**Table 41: Employment Assumptions
(Employment Generation Based on Square Feet
of Development)**

Use	Sq. Ft. per Employee
Retail	400
Office	250
Industrial	700
Fast Food/Sit Down Restaurant	150
Grocery Store	700
Elementary School (total employees per school)	40
Middle School (total employees per school)	60
High School (total employees per school)	110
Full Service Hotel (employees per room)	0.75
Motel (employees per room)	0.10

Source: M-NCPPC

The mixed-use scenario retained the CSP approval numbers for North Core and assumed no additional office space in the sector plan area. Instead, approximately 30,000 square feet of new retail space (infill development) was assumed between Capital Office Park and the Golden Triangle Office Park.

Working off these assumptions, staff's analysis of the three models suggests the following employment figures by 2040:

Table 42: Employment Anticipated by 2040*

Employment (by PGTAZ)	Total	City of Greenbelt	Town of Berwyn Heights
Existing	15,433	13,457	1,293
Baseline Analysis (Existing and Approved)	23,291	20,749	1,293
High-Office Scenario	29,513	27,237	1,027
Mixed-Use/Balanced Scenario	24,928	22,219	1,460

* Doctors Community Hospital is outside the corporate boundaries of the City of Greenbelt and constitutes the remainder of anticipated employment within the designated PGTAZs.

Source: M-NCPPC

These analyses are conceptual only and are used to broadly understand and interpret the potential impacts of the land use pattern and transportation network envisioned by the sector plan. The final recommended land use pattern consists of a blend of the high office and mixed-use/balanced scenarios.

Future Conditions and Methodology

The analysis of projected traffic conditions was done by assuming and comparing the build-out of the sector plan area as currently built and approved with the build-out of the land use options presented to the community in the winter of 2012. This was done using the Planning Department's regional transportation demand forecasting model. This model is a computerized procedure that takes into account the planned or assumed land use

and transportation infrastructure for the plan area as well as similar information for the Prince George's County and the surrounding jurisdictions.

A comparison between the projected number of households and employments and the total daily vehicular traffic projections for the build-out of the sector plan area was made between three tested concepts: the base condition (approved land uses, existing development, and approved—but not yet built—development, what is sometimes called pipeline development), a mixed-use scenario for

North Core and other areas that revises some of the assumptions of approved development proposals, and a scenario that combines a major employment or GSA campus with a more modest level of mixed-use development.

Using the generated projected daily traffic volumes for major roadways in the sector plan area, AM and PM peak period turning movements for the major intersections in the sector plan area were developed. The results of this detailed analysis using the forecast daily traffic volumes and developed future turning movement volumes revealed the following:

- ❖ All major roadways in the sector plan area carry extensive regional and through traffic. A relatively large portion of the capacity issues are a direct result of commuter traffic passing through the plan area, or are oriented to the Greenbelt Metro Station.
- ❖ To maintain an acceptable LOS of E or better at some of the signalized intersections, additional widening is needed along some MD 193 approaches, especially for the segment between the Capital Beltway (I-95/495) and Hanover Parkway.
- ❖ Even with additional widening of the MD 193 approaches to include four through lanes, the signalized intersection of MD 193 at Hanover Parkway would continue to operate at a LOS grade level F

during the PM peak hour, using the CLV method.

- ❖ The roundabout under construction at Cherrywood Lane and Greenbelt Metro Access Drive would continue to operate at an acceptable LOS even with the projected build-out traffic.
- ❖ With the projected traffic, the existing signalized ramp intersections to and from Kenilworth Avenue (MD 201) at the current diamond interchange configuration would operate at the unacceptable LOS F during both peak hours. Reconfiguring the existing diamond interchange to a “Diverging Diamond” interchange with four through lanes in each direction in lieu of the existing 10-lane bridge would improve the overall LOS from the unacceptable LOS F to LOS D or better. Additionally, by narrowing the existing MD 193 roadway by 24 feet, especially on the bridge, significant enhancement in pedestrian and bike accommodations are possible.
- ❖ Cherrywood Lane is and will continue to operate at acceptable LOS without needing multiple lanes between MD 193 and Kenilworth Avenue (MD 201), provided the missing ramps at the existing Capital Beltway (I-95/495) Greenbelt Metro interchange are constructed.
- ❖ Reducing one through lane in each direction along MD 193 (taking the roadway from

three to two lanes in each direction, known as a “road diet”) and replacing the removed lane with enhanced on-road bike lanes, landscape buffers, and wider sidewalks between Hanover Parkway and Cherrywood Lane would deteriorate the AM and PM peak hour LOS at its intersections to the unacceptable level of F. While initially considered as an alternative to enhance pedestrian and bicycle accessibility and safety, a road diet of MD 193 is infeasible.

- ❖ Narrowing Southway to only one lane in each direction would not result in unacceptable LOS, provided the commuter traffic between MD 193 and the Baltimore-Washington Parkway are separated from local traffic.

If the transportation recommendations presented in this sector plan are implemented, the transportation network serving the sector plan area is projected to operate at or below the policy level of service “E” as required by the 2002 General Plan and 2009 Countywide Master Plan of Transportation.

The Critical Lane Volume (CLV) method is an analysis technique that correlates the critical volumes, or approach volumes that most affect how the intersection operates, at an intersection with preset capacity values to determine the Level of Service and volume to capacity (v/c) ratio. The CLV method offers a simple technique that presents a picture to the layman of how an intersection operates.

Public Schools

Background

Prince George’s County Public Schools’ (PGCPS) students that reside within and adjacent to the Greenbelt sector plan area attend Berwyn Heights, Greenbelt, Hollywood, Magnolia, Paint Branch, and Springhill Lake Elementary Schools; Greenbelt Middle School; and Eleanor Roosevelt, Highpoint, and Parkdale High Schools. These schools are shown in the following table. (See Table 43 below.)

Table 43: Public School Facilities Serving the Sector Plan Area

NAME	ADDRESS	CITY	BUILDING SIZE (square feet)	ACREAGE
Elementary Schools				
Berwyn Heights Elementary School	6200 Pontiac Street	Berwyn Heights	45,387	10.4
Greenbelt Elementary School	66 Ridge Road	Greenbelt	67,500	13.0
Hollywood Elementary School	9811 49 th Avenue	College Park	40,500	8.7
Magnolia Elementary School	8400 Nightingale Drive	Lanham	54,506	10.0
Paint Branch Elementary School	5101 Pierce Avenue	College Park	59,021	12.0
Springhill Lake Elementary School	6060 Springhill Lake	Greenbelt	70,993	10.0

Middle Schools

NAME	ADDRESS	CITY	BUILDING SIZE (square feet)	ACREAGE
Greenbelt Middle School	6301 Breezewood Drive	Greenbelt	143,277	33.8

High Schools

NAME	ADDRESS	CITY	BUILDING SIZE (square feet)	ACREAGE
Eleanor Roosevelt High School	7601 Hanover Parkway	Greenbelt	327,458	40.0
Highpoint High School	3601 Powder Mill Road	Beltsville	318,376	38.8
Parkdale High School	6001 Good Luck Road	Riverdale	265,201	34.9

Source: Prince George’s County Public Schools Educational Facilities Master Plan, 2011.

Greenbelt Middle School Replacement

A new Greenbelt Middle School has been built to replace the existing middle school. The new school was constructed on the existing school site and was scheduled for completion in 2012. In addition, the new school was built to LEED® Gold standards. The old school was one of the oldest facilities owned by the Prince George's County Board of Education. The original school building was constructed in 1937 and additions were built in 1945, 1953, 1957 and 1962.

The Greenbelt Middle School replacement project was previously approved by the Board of Education only as a renovation, modernization, and addition project; however the project was expanded to the construction of a new school building that is separate and free standing from the existing building and past additions. The new building reflects a two-story middle school design with technology education, family and consumer science, special education classrooms, a gymnasium, cafeteria, art and science classrooms, and a centrally located media center. The new school capacity increased from 757 seats to 990 seats for grades 6 through 8. The original section of the historic Greenbelt Middle School was built in 1937 and will

be preserved for its historical significance. In addition, the facility is being studied for future renovation to provide additional educational and community uses.

A new vehicular entrance was built on the northwest corner of the site, and a tree buffer is planned between the existing bus lot and the new school. Upon completion of the school, athletic amenities including playing fields will be constructed.

Current Enrollment

There are 10 schools from the PGCCPS system serving the Greenbelt sector plan area and surrounding communities. Of these schools, four schools have 2011 enrollments beyond their state-rated capacities. Three elementary schools and one middle school are between 60 percent and 100 percent capacity. (See Table 44 on right)

Table 44: School Enrollment and Capacity

SCHOOL NAME	9/30/2011 ENROLLMENT	STATE-RATED CAPACITY	PERCENT OF CAPACITY
Berwyn Heights Elementary School	480	518	93%
Greenbelt Elementary School	621	569	109%
Hollywood Elementary School	454	339	134%
Magnolia Elementary School	479	448	107%
Paint Branch Elementary School	405	426	95%
Springhill Lake Elementary School	585	638	92%
Elementary School Total	3,024	2,938	103%
Greenbelt Middle School	660	1,092	60%
Middle School Total	660	1,092	60%
Eleanor Roosevelt High School	2,551	2,164	118%
Highpoint High School	2,258	2,253	100%
Parkdale High School	2,172	2,165	100%
High School Total	6,981	6,582	106%

Source: PGCPs, November 2011.

School Facility Conditions

In May 2008, Parsons 3D/International in association with three subcontractors completed a facilities condition assessment of public schools within the county. It explored the physical conditions of each school, both internal and external. Parsons identified which schools required improvements based upon age and the cost of renovation versus the replacement of the facility. The study assessed schools based upon a facilities condition index (FCI) which is a measurement of “a facility’s condition represented by the ratio of the cost

to correct a school facility’s deficiencies to the current replacement value of the facility.”

Schools with an FCI of 0-40 percent are considered to be in good condition. Schools with an FCI of 40-75 percent are considered to be in fair condition. Lastly, schools with a FCI greater than 75 percent are considered to be in poor condition. Schools constructed since 1993 were not evaluated.

Table 45 below includes the FCI of the public schools which serve the Greenbelt sector plan area and surrounding communities and

identifies the year in which each school was constructed. Of the eight schools included in the 2008 analysis, three of the schools evaluated were rated in good condition and five schools were rated in fair condition. No schools serving the sector plan area rated poor. Greenbelt Elementary School was constructed in 1993 and Greenbelt Middle School relocated to a new facility in 2012, and both were not evaluated in this study.

Table 45: School Facility Conditions: 2008 Parsons 3DI Study

Elementary Schools	2008 3DI FCI	2008 3DI Rating	Year School Constructed
Berwyn Heights Elementary School	10.24%	Good	1958
Hollywood Elementary School	49.17%	Fair	1952
Magnolia Elementary School	61.62%	Fair	1971
Paint Branch Elementary School	51.73%	Fair	1972
Springhill Lake Elementary School	67.54%	Fair	1966

High Schools	2008 3DI FCI	2008 3DI Rating	Year School Constructed
Eleanor Roosevelt High School	48.48%	Fair	1974
High Point High School	31.54%	Good	1954
Parkdale High School	36.96%	Good	1968

Source: Parsons 3DI, 2008 and PGCCPS 2007-2008 Educational Facilities Master Plan.

Pupil Yield Methodology

Development of Pupil Yield for Single-Family Dwelling Units

The Planning Department used a listing of all single-family dwelling units in Prince George's County as of October 24, 2006. From this listing, the department determined the total number of addresses needed to represent a five percent sample of attached and detached single-family dwelling units in each Subregion of the county. The Maryland State Tax Assessors File was queried and ten percent of the properties classified as single-family detached or townhouses in Prince George's County were returned. The department then sorted the addresses by Subregion and dwelling unit type. To achieve the five percent sample size, the department selected one dwelling unit for each street represented in the ten percent sample, then manually selected random dwelling units using a number of techniques. The techniques used included sorting the entire table by street number and selecting, the first, third, fifth, etc., line, and selecting random lines until a five percent sample was achieved. This sample was submitted to Prince George's County Public Schools (PGCPS) in order to determine the pupil yield for each dwelling unit type.

Development of Pupil Yield for Multifamily Dwelling Units

The Planning Department used a listing of every multifamily housing unit in the county as of November 8, 2006. From this the total number of addresses needed to represent a five percent sample in each Subregion was determined. Because this file drew from a number of sources, including the county permits database, city permits databases, the Department of Housing and Urban Development, and the Maryland Department of Assessments and Taxation, and was crosschecked against Census and postal data, it is considered to be the best source of information about multifamily dwelling units in the county. The multifamily sample was then provided to PGCPS and they submitted their results.

Development of Pupil Yield for Multifamily Dwelling Units in Centers and Corridors

The 2002 General Plan directs intensified growth around designated Centers and Corridors. Residential development around activity nodes in centers and corridors are to include significant numbers of mid- to high-rise buildings. In the past, the Planning Department has integrated such structures with a general pupil yield factor that encompasses all apartments. However, in recognition of the

diversity of housing types in these communities, as well as to attract development to these nodes, it is important to look at them separately from the garden apartments that are more prevalent in the county's multi-family housing stock.

Montgomery, Arlington, and Fairfax Counties all have considerably more transit-oriented or transit-adjacent residential development than does Prince George's County. High-rise multifamily housing stock in the county tends to be located away from transit services and outside designated centers and corridors. The department contacted each of these counties to determine their pupil yield factors for mid- and high-rise development surrounding transit stations. The range for each county's pupil yield was approximately the same. After consulting with Montgomery County and comparing their multifamily housing stock and planning efforts around centers and corridors to that of Prince George's County, the department decided to go with Montgomery County's pupil yield factors until such point in the future where Prince George's County has enough mid- to high-rise housing stock in centers and corridors to conduct a full survey.

City of Greenbelt Park and Recreation Facilities

The City of Greenbelt is not included in the Maryland-Washington Metropolitan District for the purposes of parks and recreation, which makes Greenbelt one of three municipalities in Prince George’s County to provide and maintain its own parks, recreational facilities, and recreation department independent of the

jurisdiction of The Maryland-National Capital Park and Planning Commission.

Greenbelt’s Recreation & Parks Department owns and maintains an array of park and recreation facilities throughout the city. An inventory of these facilities is provided

below. Additional information on city park and recreation facilities, special events, and programming can be found on the department’s web page, at <http://www.greenbeltmd.gov/index.aspx?NID=142>.

Facility	Location	Acres
Parcel A	Lots 1-3 Ridge Road	.07
Park # 1	Ridge & Crescent	.60
Park # 2	Crescent & Underpass at Westway	.70
Park # 3	Between 11 and 13 Ridge	.30
Park #s 4 & 5	SW Corner of Crescent & Southway	.37
Park # 6	1 Southway	.58
Park # 7	South of Center Underpass	.80
Park # 8	East of 2 Gardenway	.38
Park # 9	Crescent & Gardenway	1.13
Park # 10	Behind 3 Gardenway	.24
Park # 11	Behind 2 Eastway	.46
Park # 12	Behind 2 Northway	.83
Park # 13	Crescent opposite Hillside	.72
Park # 14	Crescent & Hillside	.27
Park # 15	Ridge & Plateau	.38

Facility	Location	Acres
Park # 16	Ridge near 73 Court	1.12
Park # 17	Little League Field	2.02
Braden Field	Northway and Ridge Road	23.80
Lake Park	Lake 23.2 acres Buddy Attick Park	85.32
Park between	4 & 6 Ridge	1.86
Indian Springs	Golden Triangle Office Park	3.00
Park # 18	Woodland Hills Parcel B opposite Greenbelt Volunteer Fire Station	2.37
Park # 19	By Citgo Gas Station	.28
Lakewood Park		7.00
Parcel 7		8.81
Parcel 2	Behind Green Ridge House	9.96
Springhill Lake Park	Contains 7 Par-3 Golf Holes	10.99
Greenbriar Park	Hanover Parkway	7.00
Northeast Park		42.32
Northway Park	(Old landfill)	5.00
Attick Park	(White & Davis properties)	.03
Greenwood Village	(1.826 + 1.122 Acres)	2.96
North Ridge Parcel 4	73 Court Ridge playground	.19
Schrom Hills Park	Hanover Parkway	37.02
Farmgate Dedication		.11
Schrom Hills Dedication		6.28
PEPCO Substation		.69
City Cemetery	Ivy Lane	3.10
Boxwood Village Park	(Transferred from Prince George's County to the city in 1985)	9.35

Facility	Location	Acres
Additions/(Deletions) Since 1986		
1987	Parcel 15 – Milton Co. Police Station- Parcel 8 Northwest Park (Metro)	10.00 (2.45) (1.91)
1988	Shimmel Property (Schrom Hills Park) Parcel 2 (behind 32 Court Ridge; South Preserve)	3.80 9.34
1989	Surplus School Sites (South Preserve) Cherrywood Lane (Springhill Lake golf course) Greensprings	72.04 (2.32) 1.70
1990	Parcel 1 (North Preserve) Steiner (Schrom Hills Park)	102.00 1.2
1991	Lost North End School	(13.06)
1993	Greensprings	3.26
1994	Center School	7.8
1995	Greensprings II	3.98
1996	Dog Park	4.83
1997	Greenbelt Lake Village Parcel B Greenbelt Lake Village Parcel 57	4.9824 3.65
1999	Holiday Inn Out Lot	.56
2004	Sunrise Property	9.91
Not Owned or Operated by City of Greenbelt		
Greenbelt National Park	Greenbelt Road (MD 193)	1,100.00
Greenbelt Station State of Maryland Property	Cherrywood Lane	111.00

Public Facilities Cost Estimates

Section 27-646(c)(4) of the Zoning Ordinance requires that “(a)ll approved Master Plans shall contain an estimate of the cost of all public facilities which must be acquired and constructed in order to carry out the objectives and requirements of the Plan.

The tables below identify the proposed public facilities to serve the vision and goals of the plan. “New” indicates new or modified public facilities recommendations of the Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan. “Existing” indicates existing and proposed recommendations in current county or state funding programs or carried over from the 2001 Approved Sector Plan and Proposed Sectional Map Amendment for the Greenbelt Metro Area.

New/ Existing	Recommended Public Facilities	Location and Description	County CIP/ State CTP	Estimated Cost
Transportation Facilities — Roads				
Existing	Capital Beltway (I-95/495)	Study to widen the Capital Beltway (I-95/495) and determine the feasibility of managed lanes from the American Legion Bridge to the Woodrow Wilson Bridge (42.2 miles).	State FY 2012-2017 CTP	TBD — project on hold
Existing	Greenbelt Metro Station Interchange	Construct a full interchange along the Capital Beltway (I-95/495) at the Greenbelt Metro Station.	State FY 2012-2017 CTP	\$29,100,000 construction costs. Other costs TBD
Existing	MD 201 Extended	Study of capacity improvements on MD 201 and US 1 from the Capital Beltway (I-95/I-495) to north of Muirkirk Road (7.1 miles). Bicycle and pedestrian access will be considered as part of this project.	State FY 2012-2017 CTP	TBD — project on hold
Existing	Berwyn Road Bridge	Replace the Berwyn Road bridge over Indian Creek.	State FY 2012-2017 CTP: American Recovery and Reinvestment Act (ARRA)	\$672,000

New/ Existing	Recommended Public Facilities	Location and Description	County CIP/ State CTP	Estimated Cost
Existing	Kenilworth Avenue Deck Replacement	Replace the bridge decking on the Kenilworth Avenue bridges spanning the Capital Beltway (I-95/495).	State FY 2012-2017 CTP: American Recovery and Reinvestment Act (ARRA)	\$5,654,000
Existing and New	Green street improvements	Incorporate green street improvements along Cherrywood Lane, Breezewood Drive, Edmonston Road, and other appropriate roadways.	FD661091 (existing county green street program)	\$17,500,000 (countywide over 6yr CIP) TBD (sector plan area)
Existing	Greenbelt Station Parkway	Construct a connector road in the Greenbelt Station development site to link South Core and North Core. Ensure the connector road is placed to the east, away from the Metro/CSX tracks and the North College Park community.	Not in CIP/CTP	Developer-funded
New	MD 193 Diverging Diamond	Reconfigure the bridge over Kenilworth Avenue (MD 201) with a diverging diamond interchange.	Not in CIP/CTP	\$4,200,000
New	Lakecrest Road Reconfiguration	Relocate Lakecrest Road to the eastern portion of Lakecrest Circle and eliminate the current intersection with MD 193 and American Legion Drive.	Not in CIP/CTP	\$600,000
New	Southway Reconfiguration	Redesign Southway to separate Baltimore-Washington Parkway access ramp traffic from through traffic heading to historic Greenbelt.	Not in CIP/CTP	\$1,200,000
New	Hanover Road Reconfiguration	Redesign Hanover Road to modify through lanes, add a median and bike lanes, and provide a boulevard character.	Not in CIP/CTP	\$1,300,000
New	Cherrywood Lane Road Diet	Provide a median along Cherrywood Lane and add bike lanes and sidewalks along both sides of the street.	Not in CIP/CTP	\$3,400,000
Transportation Facilities — Transit				
New	Metro station parking facilities	Construct one or more parking structures to replace the surface parking facilities serving Greenbelt Metro Station.	Not in CIP/CTP	TBD

New/ Existing	Recommended Public Facilities	Location and Description	County CIP/ State CTP	Estimated Cost
Transportation Facilities — Trails				
Existing	North College Park pedestrian connector	Construct a bridge linking Greenbelt Station to North College Park.	Not in CIP/CTP	Developer-funded
New	Continuous sidewalks	Fill in missing sidewalk linkages and ensure continuous sidewalks are provided throughout the sector plan area.	Not in CIP/CTP	\$360,505
New	Intersection improvements	Provide intersection improvements such as pedestrian signals, crosswalks, curb ramps, and relocated vehicle stop bars at multiple intersections within the sector plan area.	Not in CIP/CTP	\$45,000 to \$115,000
New	Shared-use roadway markings	Provide shared lane markings (sharrows) along numerous roadways within the sector plan area to facilitate bicyclist safety.	Not in CIP/CTP	\$66,520
New	Hard surface trails	Provide missing linkages to existing trail networks and establish new trail systems in appropriate locations within the sector plan area such as Beltway Plaza and Capital Office Park.	Not in CIP/CTP	\$526,175
New	Sidepaths	Provide sidepaths along roadways to enhance pedestrian and bicyclist safety.	Not in CIP/CTP	\$1,983,800 to \$2,666,302
New	Safe Routes to Schools	Provide sidewalk, roadway, intersection improvements, and amenities such as cameras, stamped concrete, safety signage, and signal enhancements throughout the sector plan area to increase safety for children moving to and from schools.	Not in CIP/CTP	\$35,000 to \$100,000
New	On-road bike lanes	Construct bicycle lanes and/or restripe roadways to provide for bicycle lanes.	Not in CIP/CTP	\$63,980 to \$68,980
New	Greenbelt Medical Mile	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.	Not in CIP/CTP	\$861,742
New	MD 193 sidewalks	Provide continuous sidewalks between the Metro Green Line/CSX tracks and Southway.	Not in CIP/CTP	\$800,000

New/ Existing	Recommended Public Facilities	Location and Description	County CIP/ State CTP	Estimated Cost
New	MD 193 bike lanes	Install bike lanes along MD 193; within the section bounded by the Metro Green Line/CSX tracks and the Capital Beltway (I-95/495), construct buffered bike lanes if feasible.	Not in CIP/CTP	TBD
New	Greenbelt Station Parkway	Construct bicycle lanes and provide a sidepath along Greenbelt Station Parkway; in the short-term, construct a hard surface trail with a bridge to link South Core to North Core until Greenbelt Station Parkway is completed.	Not in CIP/CTP	\$13,260 for striped bike lanes \$662,880 for sidepath
New	Indian Creek Stream Valley Park trails	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 57th 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.	Not in CIP/CTP	\$919,515
New	Golden Triangle Trail Network	Provide a sidepath network through the Golden Triangle office park along Walker Drive, Capitol Drive, Golden Triangle Drive, and internal driveways.	Not in CIP/CTP	\$464,015
New	Baltimore-Washington Parkway Trail	Provide a sidepath on the Baltimore-Washington Parkway.	Not in CIP/CTP	TBD
Schools				
Existing	Greenbelt Middle School	Greenbelt – A new school was completed in 2012 to replace the existing school.	AA779413	\$54,000,000
Public Utilities				
Existing	Stormwater management restoration	Improve stormwater management systems and infrastructure throughout the county.	FV664281	\$39,400,000 (countywide over 6 yr CIP)

New/ Existing	Recommended Public Facilities	Location and Description	County CIP/ State CTP	Estimated Cost
Public Facilities				
Existing	Greenbelt Fire/EMS Station #35	Relocate the Greenbelt Volunteer Fire/EMS station to MD 193 between the Capital Beltway (I-95/495) and Southway.	LK510523	\$5,400,000
New	Springhill Lake Elementary School	Renovate or replace Springhill Lake Elementary School.	Not in CIP/CTP	\$23,000,000
New	Greenbelt bus lot	Relocate the Board of Education Greenbelt bus lot.	Not in CIP/CTP	TBD
New	Greenbelt Middle School	Repurpose the historic Greenbelt Middle School for a new institutional or community use; renovate the building as necessary for adaptive reuse.	Not in CIP/CTP	TBD
New	North Core interpretation center	Build an archeological and historical interpretation center and museum as a major civic amenity at North Core.	Not in CIP/CTP	TBD
New	Satellite library	Provide a satellite library facility in North Core, Beltway Plaza, Greenway Center, or co-located with a school or community center.	Not in CIP/CTP	\$500,000
New	Historic interpretation	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 Wild Cat and Toaping Castle plantations at 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.	Not in CIP/CTP	TBD
Parks and Recreation				
New	Half-acre urban park	Provide urban park spaces and open spaces (such as squares, pocket parks, town greens, indoor recreation facilities, and plazas) in various locations in North Core, South Core, Beltway Plaza, Franklin Park at Greenbelt Station, and Greenway Center/Maryland Trade Center to serve the needs of residents and commercial areas, provide eating and sitting areas, and offer sites for public art, promenades, and community gardens.	Not in CIP/CTP	\$1,100,000 per location

New/ Existing	Recommended Public Facilities	Location and Description	County CIP/ State CTP	Estimated Cost
New	15-20 acre active recreation park	Coordinate with the City of Greenbelt and the Town of Berwyn Heights to acquire land for a future park in one of the following areas: Springhill Lake Recreation Center/Springhill Lake Elementary School, west of the Greenbelt Federal Courthouse, or on the Board of Education bus lot adjacent to Greenbelt Middle School. A variety of amenities will be provided to serve the recreation needs of the community, including ball fields, skate parks, playgrounds, parking areas, group picnic facilities, fitness equipment, fitness walking trails, and other park amenities.	Not in CIP/CTP	\$7,100,000
New	Springhill Lake Recreation Center	Expand Springhill Lake Recreation Center in coordination with the City of Greenbelt. Greenbelt will use Community Development Block Grant (CDBG) funds for the continued renovation of the recreation center, programmatic opportunities, and other improvements such as the replacement of the flat roof with a new green roof, replacement of windows with more energy-efficient models, and complete interior and exterior renovations.	Not in CIP/CTP	\$1,800,000
New	Hanover Parkway/Ora Glen Drive stormwater management pond	Incorporate passive park amenities such as native species plantings, shade trees, a formal trail, additional seating, and floating vegetation and water filtration and purification systems in the stormwater management pond located at the southeast corner of the intersection of Hanover Parkway and Ora Glen Drive.	Not in CIP/CTP	\$225,000
New	Mandan Road Community Center	Build a new community center and recreation fields on the Board of Education-owned property on Mandan Road south of MD 193 to serve the eastern portion of the City of Greenbelt.	Not in CIP/CTP	\$11,000,000

Guide to Zoning Categories

GUIDE TO ZONING CATEGORIES

PRINCE GEORGE'S COUNTY, MARYLAND



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT
COUNTY ADMINISTRATION BUILDING
14741 GOVERNOR ODEN BOWIE DRIVE
UPPER MARLBORO, MARYLAND 20772
Phone number 301-952-3195
Web Address: www.pgplanning.org

November 2010

RESIDENTIAL ZONES ¹

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

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

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

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

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

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

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

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

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

¹ Definitions:

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

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

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

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

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

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

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

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

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

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

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

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

- Standard lot sizes - 3,200 sq. ft. for end lots
- 2,000 sq. ft. for interior townhouse lots
- Maximum triple-attached dwellings per net acre - 16.33

- Maximum townhouses per net acre - 6.0 (same as R-T)
 - Estimated average triple-attached dwelling units per net acre - 11
- R-T:** Townhouse - Permits one-family detached and attached, two-family, and three-family dwellings; promotes the maximum amount of freedom in the design of attached dwellings and their grouping and layout; Detailed Site Plan approval required for attached dwellings.
- Standard lot size per attached dwelling - 1,800 sq. ft.
 - Maximum dwelling units per net acre - Three-family dwellings - 9
- Two-family dwellings - 8
- Other attached dwellings - 6
 - Minimum area for development - 2 acres
- R-30:** Multifamily Low Density Residential - Provides for low density garden apartments; single-family detached; single-family attached, two-family and three-family dwellings in accordance with R-T Zone provisions; Detailed Site Plan approval required for multifamily and attached dwellings.
- Standard lot size - Garden apartments - 14,000 sq. ft.
- Two-family dwellings - 1,500 sq. ft.
- Other attached dwellings - 1,800 sq. ft.
 - Maximum dwelling units per net acre - Garden apartments - 10
- Three-family dwellings - 9
- Two-family dwellings - 8
- Other attached dwellings - 6
- R-30C:** Multifamily Low Density Residential-Condominium - Same as R-30 above except ownership must be condominium, or development in accordance with the R-T Zone; Detailed Site Plan approval required for multifamily and attached dwellings.
- Standard lot size - Garden apartments - 14,000 sq. ft.
- Two-family dwellings - 1,500 sq. ft.
- Other attached dwellings - 1,800 sq. ft.
 - Maximum dwelling units per net acre - Garden apartments - 12
- Three-family dwellings - 9
- Two-family dwellings - 8
- Other attached dwellings - 6
- R-18:** Multifamily Medium Density Residential - Provides for multiple family (apartment) development of moderate density; single-family detached; single-family attached, two-family and three-family dwellings in accordance with R-T Zone provisions; Detailed Site Plan approval required for multifamily and attached dwellings.
- Standard lot size - Apartments - 16,000 sq. ft.
- Two-family dwellings - 1,500 sq. ft.
- Other attached dwellings - 1,800 sq. ft.

- Maximum dwelling units per net acre - Garden apartments and three-family dwellings - 12
- Mid-rise apartments (4 or more stories with elevator) - 20
- Three-family dwellings - 9
- Two-family dwellings - 8
- Other attached dwellings - 6
- R-18C:** Multifamily Medium Density Residential-Condominium - Same as above except ownership must be condominium, or development in accordance with the R-T Zone; Detailed Site Plan approval required for multifamily and attached dwellings.
- Standard lot size - Apartments - 1 acre
- Two-family dwellings - 1,500 sq. ft.
- Other attached dwellings - 1,800 sq. ft.
 - Maximum dwelling units per net acre - Garden apartments - 14
- Mid rise apartments (4 or more stories with elevator) - 20
- Three-family dwellings - 9
- Two-family dwellings - 8
- Other attached dwellings - 6
- R-10A:** Multifamily, High Density Residential-Efficiency - Provides for a multifamily zone designed for the elderly, singles, and small family groups. Detailed Site Plan approval required for buildings 110 feet in height or less; special exception required for buildings over 110 feet in height.
- Minimum lot size - 2 acres
 - Maximum dwelling units per net acre - 48 plus one for each 1,000 sq. ft. of indoor common area for social, recreational, or educational purposes.
- R-10:** Multifamily High Density Residential - Provides for suitable sites for high density residential in proximity to commercial and cultural centers; also permits single-family detached dwellings. Detailed Site Plan approval required for buildings 110 feet in height or less; special exception required for buildings over 110 feet in height.
- Minimum lot size - 20,000 sq. ft.
 - Maximum dwelling units per net acre - 48
- R-H:** Multifamily High-Rise Residential - Provides for suitable sites for high density, vertical residential development; also permits single-family detached dwellings; Detailed Site Plan approval required for multifamily dwellings.
- Minimum lot size - 5 acres
 - Maximum dwelling units per net acre - 48.4

MIXED USE/PLANNED COMMUNITY ZONES

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

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

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

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

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

M-U-I: Mixed-Use Infill - Promotes Smart Growth principles by encouraging the efficient use of land, public facilities and services in areas that are substantially developed. These regulations are intended to create community environments enhanced by a mix of residential, commercial, recreational, open space, employment and institutional uses in accordance with approved plans. The infill zone may only be approved for property located in a Transit District Overlay Zone or a Development District Overlay Zone.

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

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

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

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

UC-1: Metropolitan Urban Center District – mandates high intensity, transit-oriented, mixed-use development in General Plan-designated metropolitan centers. These centers are intended for a large-scale mix of uses comprised of multiple Urban Neighborhoods, and are to be the most intense and least auto-dependent areas in Prince George’s County. The Metropolitan Urban Center District is best described as a “downtown” district in ultimate built character. Because of the access to regional fixed-guideway transit systems and the scale of these centers, they are to be primary targets for employment, major educational complexes, and high-intensity commercial uses in the county. The UC Zone may only be approved for property subject to Subtitle 27A of the county code.

UC-2: Regional Urban Center District – mandates moderately-scaled mixed-use, transit-oriented development generally consisting of two or more Urban Neighborhoods in a town center setting. Regionally marketed commercial and retail centers, office and employment areas, and recreational complexes primarily serving Prince George’s County are appropriate uses. High-density residential development should also be included. The UC Zone may only be approved for property subject to Subtitle 27A of the county code.

UC-3: Community Urban Center District – mandates a small- to moderate-intensity mix of uses typically developed as a neighborhood “main street” with an adjacent Urban Neighborhood. Intended for the least intensive of the General Plan centers, this district shall generally provide a mix of residential and business development to complement and serve existing adjacent neighborhoods. Development may include higher intensity residential and non-residential mixed uses at appropriate locations along key transportation routes. The UC Zone may only be approved for property subject to Subtitle 27A of the county code.

UC-4: Urban Corridor Node – promotes concentrated urban mixed-use, pedestrian-oriented development with a limited, walkable size at designated locations along General Plan corridors. This district shall generally provide a mix of uses that are smaller in scale to complement and serve existing adjacent neighborhoods. Development may include limited higher intensity residential and non-residential mixed uses at appropriate locations

along key transportation routes. Compatibility with existing neighborhoods is essential. The UC Zone may only be approved for property subject to Subtitle 27A of the county code.

COMPREHENSIVE DESIGN ZONES

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

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

- Minimum tract size - Generally 100 adjoining gross acres
- Low .5 - Base density (dwelling units per gross acre) - .5
- Maximum density - .9
- Maximum mixed retirement development density - 8 du/gross acre
- Low 1.0 - Base Density (dwelling units per gross acre) - 1.0
- Maximum density - 1.5
- Maximum mixed retirement development density - 8 du/gross acre

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

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

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

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

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

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

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

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

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

Minimum tract size - Generally 40 adjoining gross acres

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

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

Minimum tract size - Generally 5 adjoining gross acres

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

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

Minimum tract size - 150 contiguous gross acres

Maximum density - 1.3 dwelling units per gross acre

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

Minimum tract size - 300 contiguous gross acres

Maximum density - 2.0 dwelling units per gross acre

COMMERCIAL ZONES

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

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

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

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

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

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

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

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

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

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

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

INDUSTRIAL ZONES

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

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

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

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

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

OVERLAY ZONES²

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

D-D-O: Development District Overlay - Intended to ensure that development in a designated district meets the goals established in a Master Plan, Master Plan Amendment or Sector Plan. Development Districts may be designated for town centers, Metro areas, commercial corridors, employment centers, revitalization areas, historic areas and other special areas as identified in approved plans.

CHESAPEAKE BAY CRITICAL AREA OVERLAY ZONES³

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

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

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

REVITALIZATION OVERLAY DISTRICTS⁴

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

³These overlay zones are superimposed over other zones, and they may modify provisions of the underlying zones concerning uses allowed and standards for development. In addition, new development is generally subject to approval of a Conservation Plan and Conservation Agreement by the Planning Board.

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

ARCHITECTURAL OVERLAY DISTRICTS⁵

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

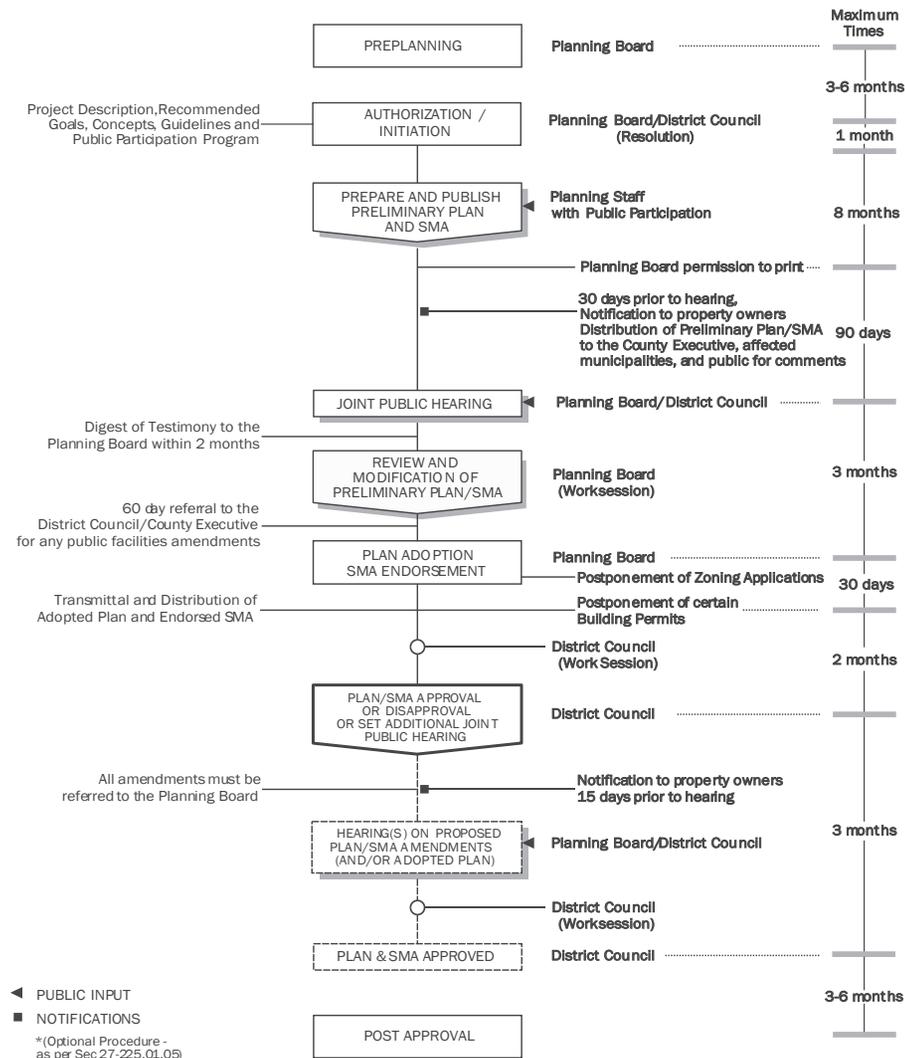
⁴These overlay districts are superimposed over other zones. However, they do not modify provisions of the underlying zones concerning uses allowed and standards for development.

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

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Procedural Sequence Chart

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



M-NCPPC No. 13-02



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Office of the Executive Director

6611 Kenilworth Avenue
Riverdale, Maryland 20737
(301) 454-1740
www.mncppc.org

M-NCPPC No. 13-02

RESOLUTION

WHEREAS, The Maryland-National Capital Park and Planning Commission, by virtue of the Land Use Code of the Annotated Code of Maryland, is authorized and empowered, from time to time, to make and adopt, amend, extend and add to a General Plan for Physical Development of the Maryland-Washington Regional District; and

WHEREAS, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission, held a duly advertised joint public hearing with the Prince George's County Council, sitting as the District Council, on October 2, 2012 to consider the Preliminary Greenbelt Metro Area and MD 193 Corridor Sector Plan and Proposed Sectional Map Amendment, being also an amendment to the 2001 *Approved Sector Plan and Sectional Map Amendment for the Greenbelt Metro Area* and portions of the 1989 *Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity* and the 1990 *Adopted Sectional Map Amendment for Planning Areas 65, 66 and 67*, the 2002 *Prince George's County Approved General Plan*, the 1983 *Functional Master Plan for Public School Sites*, the 2005 *Countywide Green Infrastructure Functional Master Plan*, the 2008 *Approved Public Safety Facilities Master Plan*, the 2009 *Approved Countywide Master Plan of Transportation*, the 2010 *Approved Historic Sites and Districts Plan*, and the 2010 *Approved Water Resources Functional Master Plan*; and

WHEREAS, the Prince George's County Planning Board on December 12, 2012, after due deliberation and consideration of the public hearing testimony, adopted the sector plan and endorsed the sectional map amendment with revisions, as described in Prince George's County Planning Board Resolution PGCPB No. 12-109, and transmitted the plan to the District Council on January 11, 2013; and

WHEREAS, the Prince George's County Council, sitting as the District Council for the portion of the Maryland-Washington Regional District lying within Prince George's County, held a work session on February 5, 2013, to consider hearing testimony and the Planning Board's resolution; and

WHEREAS, upon consideration of the testimony received through the hearing process, the District Council on March 5, 2013, determined that the adopted plan should be approved as the sector plan and sectional map amendment for the Greenbelt Metro Area and MD 193 Corridor (portion of Planning Area 67) for Prince George's County, Maryland, subject to the modifications and revisions set forth in Resolutions CR-14-2013 and CR-15-2013.

NOW, THEREFORE, BE IT RESOLVED, that The Maryland-National Capital Park and Planning Commission does hereby adopt said sector plan and sectional map amendment for the Greenbelt Metro Area and MD 193 Corridor (portion of Planning Area 67) as an amendment to the General Plan for physical development of the Maryland-Washington Regional District within Prince George's County as approved by the Prince George's County District Council in the attached Resolutions CR-14-2013 and CR-15-2013; and

M-NCPPC No. 13-02

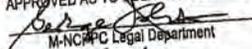
BE IT FURTHER RESOLVED, that the Recitals are hereby incorporated into this Resolution by reference; and

BE IT FURTHER RESOLVED, that copies of said amendment shall be certified by The Maryland-National Capital Park and Planning Commission and filed with the Clerk of the Circuit Court of Prince George's and Montgomery Counties, as required by law.

* * * * *

This is to certify that the foregoing is a true and correct copy of a resolution adopted by The Maryland-National Capital Park and Planning Commission on the motion of Commissioner X, seconded by Commissioner X, with Commissioners X, X, X, and X and Commissioner X being absent, at its regular meeting held on May 15, 2013 in Riverdale Park, Maryland.


Patricia Colihan Barney
Executive Director

APPROVED AS TO LEGAL SUFFICIENCY

M-NCPPC Legal Department
Date 5/1/13

This is to certify that the foregoing is a true and correct copy of Resolution No. 13-02 adopted by the Maryland-National Capital Park and Planning Commission on motion of Commissioner Washington, seconded by Commissioner Geraldo, with Commissioners Hewlett, Carrier, Anderson, Bailey, Presley, Shoaff, and Wells-Harley, voting in favor of the motion, and Commissioner Dreyfuss absent during the vote, at its meeting held on Wednesday, May 15, 2013, in Riverdale, Maryland.


Patricia Colihan Barney
Executive Director

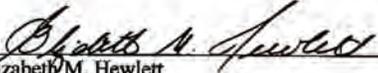
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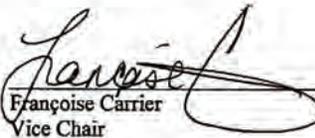
Certificate of Adoption and Approval

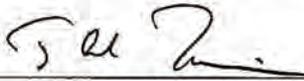
CERTIFICATE OF ADOPTION AND APPROVAL

The Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment (portion of Planning Area 67), being an amendment of the 2001 *Approved Sector Plan and Sectional Map Amendment for the Greenbelt Metro Area*; the 1989 *Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity* and the 1990 *Adopted Sectional Map Amendment for Planning Areas 65, 66 and 67*; the 2002 *Prince George's County Approved General Plan*; the 1983 *Functional Master Plan for Public School Sites*; the 2005 *Countywide Green Infrastructure Functional Master Plan*; the 2008 *Approved Public Safety Facilities Master Plan*; the 2009 *Approved Countywide Master Plan of Transportation*; the 2010 *Approved Historic Sites and Districts Plan*; and the 2010 *Approved Water Resources Functional Master Plan*, has been adopted by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by Resolution No. 12-109 on December 12, 2012, after a duly advertised joint public hearing held on October 2, 2012 in conjunction with the Prince George's County Council, sitting as the District Council. The Prince George's County Council, sitting as the District Council, approved this sector plan and sectional map amendment by Resolution Nos. CR-14-2013 and CR-15-2013 on March 5, 2013.

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION


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Chair


Françoise Carrier
Vice Chair


Joseph Zimmerman
Secretary-Treasurer

ACKNOWLEDGMENTS

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The citizens, property owners, community associations, business owners, and elected officials of the City of Greenbelt, Town of Berwyn Heights, City of College Park, and surrounding communities, without whom this plan would not be possible.

*Former Planning Department employee

In Memorium

Harold E. Foster, AAG, AICP



The Maryland-National Capital Park and Planning Commission
www.pgplanning.gov