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Downtown Diagnostic Index: An Analysis of the General Plan Centers

HOW THE CENTERS WERE SELECTED

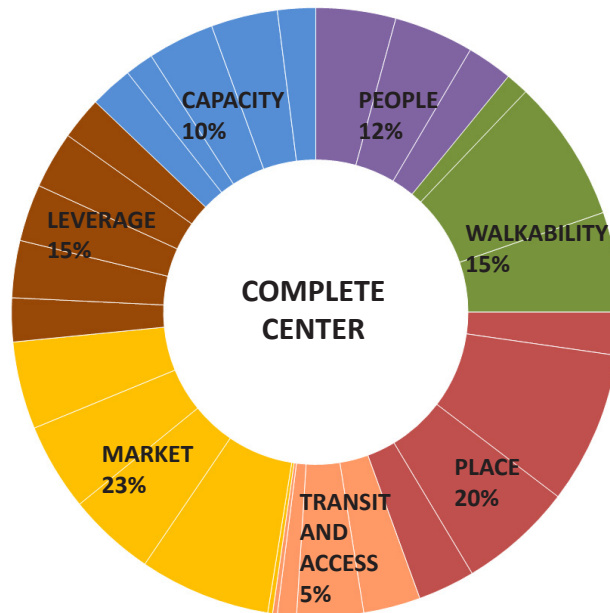
Downtown Diagnostic Index: An Analysis of the General Plan Centers

The 2002 *Prince George's County Approved General Plan*, as amended, identified 27 centers for future mixed-use growth. Plan 2035 recommends that Downtowns be identified to refine and accelerate implementation of the 2002 General Plan's vision. As was discussed in *A Blueprint for Tomorrow*, Downtowns are growth areas selected for long-term, strategic, and coordinated application of public resources, infrastructure, and incentives to catalyze business and job creation, diversify housing options, and attract private investment. Our initial analysis identified three "high-performing" centers (the top three centers in "The Results") and three "game-changing" centers (see *Game Changers* on next page).

The Weighting

The Plan 2035 team developed a quantitative analysis tool to evaluate and rank the centers identified in the 2002 General Plan, as amended. The analysis involved the seven elements determined to be important to the make up of a "complete center"—defined as an economically viable and sustainable place positioned to attract new development, businesses, and residents—and relied on 31 indicators (see Table 27). In order to score and compare the centers, the indicators were assigned different weights to allow the most important criteria, such as the strength of the commercial office market and the presence of Metrorail and large employers or institutions, to be emphasized. Chart 14 identifies the elements and shows the weighting used to develop the initial scoring.

Chart 14. Weighting of the Elements That Make Up a “Complete Center”



The Results

Utilizing the weighting shown to the right, the following centers have the highest “Completeness Scores.” The “Completeness Score” is the total reached for a center after scoring each indicator and applying the weighting.

- | | |
|---|---------------------------------------|
| 1. Prince George’s Plaza Metro | 6. West Hyattsville Metro |
| 2. New Carrollton Metro | 7. Largo Town Center Metro |
| 3. College Park/University of MD Metro | 8. Greenbelt Metro |
| 4. Suitland Metro | 9. Branch Library Avenue Metro |
| 5. Riverdale MARC | 10. Cheverly Metro |

Game Changers

Our initial analysis in 2013 found that several large-scale developments could radically transform the economic landscape and market potential of three other centers in Prince George’s County—Greenbelt Metro, Largo Town Center Metro, and Branch Avenue Metro. These developments could stimulate significant private sector interest and justify a redirection of public investment towards facilitating spin-off growth and redevelopment. Following the completion of this analysis, Largo Town Center Metro was selected as the location of the County’s new regional medical center.

Final Selections

Six Regional Transit Districts—the top three “high performers” and the three “game changers”—were presented to participants at the Town Meeting on June 15, 2013 for discussion of the and for addition input from stakeholders on the viability of each location as a regionally competitive economic generator or “downtown.” Following the meeting each location received additional analysis including a review of proposed investments, development capacity and additional assets and challenges for each location. Following this review and consultation with the Planning Board, staff selected the following centers as Downtowns.

- Prince George’s Plaza Metro
- New Carrollton
- Largo Town Center

Each site has unique development opportunities and impediments, and one of the first steps in Implementing Plan 2035 is to create a multi-agency team tasked with creating and implementing a work program to catalyze development at these locations. The following summary of key indicators for each site from the Downtown analysis, along with the descriptive site plan, initial implementation recommendations, and Priority CIP projects approved for each site should provide a foundation for that work.

College Park/UM Metro and Greenbelt Metro Centers have been designated as part of the Innovation Corridor because of the strength of their existing employment base and their potential for future growth in targeted industry clusters. While housing should be introduced at these locations, the jobs to housing ratio may be weighted towards employment with housing serving as a secondary component to support an active street life past 5 p.m., including restaurants and other retail amenities.

Table 27. Weighting Table

Complete Center Element	Indicator	% of Total
PEOPLE	Educational Attainment	4.2
	Population Density	4.2
	Household Income	2.4
	Disposable Income	1.2
	People Total	12%
WALKABILITY	Walk Score	7.5
	Intersection Density	5.25
	Street Tree Canopy	2.25
	Walkability Total	15%
PLACE	Large Employer	8
	Major Attractors	6
	Violent Crime	3
	Property Crime	3
	Place Total	20%
TRANSIT AND ACCESS	Metrorail	3.5
	Transportation Choice	1
	Highway Proximity	0.25
	Highway Access	0.25
	Transit and Access Total	5%
MARKET	Commercial Development	6.9
	Employment Growth	4.6
	Job Access	4.6
	Jobs-Housing Ratio	3.45
	Employment Density	2.3
	Retail Sales	1.15
	Market Total	23%
LEVERAGE	Commercial Permit Activity	3
	Public and Institutional Vacant Property	3
	Incentive Eligibility	3
	Regional Development	2.25
	Residential Permit Activity	2.25
	Corridor Density	1.5
		Leverage Total
CAPACITY	Commercially Zoned Vacant Land	3.5
	Housing Unit Density	3.5
	Commercially Zoned Underdeveloped Land	2
	Commercially Zoned Land	1
		Capacity Total
	GRAND TOTAL	100%

Glossary of Terms

A complete list of terms can be accessed at www.pgplanning.org/Resources/Tools_On-line/Glossary.htm

Accessory Apartments

A completely separate living unit inside a single-family home. Imagine a finished lower level with a bedroom, bath and kitchenette. These have also been called mother-in-law apartments or an English basement.

Adaptation

Reduces vulnerability of individual sectors without necessarily addressing the root cause.

Adequate Public Facilities (APF) Ordinance

The ordinance requiring a determination of the adequacy of public facilities to accommodate growth resulting from approval of a subdivision application.

Broadband

Broadband is generally defined as a permanent high-speed Internet connection for transmitting data and telecommunications.

Brownfield

Sites that were previously developed properties earmarked for expansion, redevelopment or reuse; however, the site may be complicated because of the presence or potential presence of a hazardous substance, pollutant, or contaminant.

Build-Out

A theoretical measure of “full development” for which public facilities are planned.

Bus Rapid Transit

Bus rapid transit (BRT, BRTS) is a bus-based mass transit system with specialized services and infrastructure designed to increase the quality and performance of the system and remove the typical causes of bus delay. BRT aims to combine the capacity and speed of a light rail or metro system with the flexibility, cost and simplicity of a bus system.

To be considered BRT, buses should operate for a significant part of their journey within a fully dedicated right-of-way (busway), in order to avoid traffic congestion. In addition, to

be considered BRT the system will have most of the following elements:

- A busway alignment in the center of the road (to avoid typical curb-side delays).
- Stations with off-board fare collection (to reduce boarding and alighting delay related to paying the driver).
- Station platforms level with the bus floor (to reduce boarding and alighting delay caused by steps).
- Bus priority at intersections (to avoid intersection signal delay).

Business Improvement District (BID)

Geographically defined areas in which property owners agree to pay an assessment in addition to property taxes to fund privately-operated cleaning, security and marketing services. These services supplement those provided by city government.

Capacity

Amount of development a parcel or group of parcels can hold under current regulatory and natural resource constraints.

Centers and Corridor(s)

These areas are targeted for development and redevelopment on existing infrastructure. These are areas of the County where the economic benefits of development help the entire county prosper. These areas represent a unique opportunity for attracting economic development, capitalize on investments in mass transit facilities, and provide opportunities for mixed-use and transit-oriented development.

Community Development Block Grant (CBDG)

A flexible program that provides communities with resources to address a wide range of unique community development needs.

Complete Streets

Rights-of-way designed for the safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all abilities and ages. Complete streets improve the efficiency of all modes of transportation. There is not a single design of complete streets because they are tailored to each community's context. The streets may include sidewalks, bike lanes, special bus lanes, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lands, roundabouts, and more.

Crime Prevention Through Environmental Design (CPTED)

A multidisciplinary approach to deterring criminal behavior through environmental design. This methodology seeks to influence offenders' acts before committed by effectively impacting the built, social and administrative environments. The strategies are ideal for City Planners, Architects, City Officials, Law Enforcement Officers, or anyone instrumental in ensuring the safety of citizens. Basic concepts of CPTED include the understanding of zoning policies and human behavior and the strategic design and placement of barriers, lighting, and other physical elements. As of 2012, the Prince George's County Police Department reviews proposed development plans to ensure that spaces are designed in conformance with established CPTED principles. The four principles of CPTED are natural surveillance, territorial reinforcement, natural access control, and maintenance.

Density

The number of dwelling units or persons per acre of land expressed in units per gross acre. Single-family detached dwellings range from less than 1 to 6 per acre on a single lot. Townhouses range from 6 to 12 units per acre attached in a row. Multifamily units range from 12 to 48 units per acre in one structure.

Developed Tier

The area located along the border of the District of Columbia and more or less within or just outside the Capital Beltway. This area contains more than half the County's households and nearly half the employment in a wide variety of communities.

The Developed Tier's policies emphasize: medium- to high-density, quality infill and redevelopment; restoration, as well as preservation and enhancement of the environment; providing transit and pedestrian facilities; and maintaining and providing needed public facilities to serve existing and future residents. The expenditure of public funds is a priority in this tier.

Developing Tier

The middle section of the County, which has experienced mostly suburban development. Containing almost half the County's households and half the employment, it is still an evolving pattern of farms, residential subdivisions, employment parks, and auto-oriented development. The growth policies in the Developing Tier encourage compact residential neighborhood design and limit commercial uses to designated Centers. The policies encourage the preservation and enhancement of environmental features; the provision of as many multimodal options as possible for new development; and the planning and provision of public facilities to support the planned development pattern.

Development Capacity Analysis

Sometimes referred to as “build-out analysis” or “buildable lot inventory,” it is an estimate of the total amount of development that may be built in an area under a certain set of assumptions, including applicable land use laws, policies (e.g., zoning) and environmental constraints. It is a necessary component of effective planning because it provides the framework for future growth.

Downtown

Growth Areas selected for long term, strategic, and coordinated application of public funding, infrastructure and incentives to catalyze business creation, job growth, a variety of housing types, and private investment.

Dwelling Unit

A room or group of rooms occupied or intended for occupancy as separate living quarters.

Enhanced Use Lease (EUL)

A pilot technology transfer tool delegated to the Agricultural Research Service (ARS) to be used strictly as a technology transfer tool. EUL authorizes the Secretary of Agriculture to lease real property, either facility space or land, at the Beltsville Agricultural Research Center and the National Agricultural Library to tenants who are engaged in a joint research project, or are licensees of a United States Department of Agriculture technology.

Environmental Site Design (ESD)

A design technique that considers the site within the larger overall ecosystem with regard to water management and plant species, that uses small scale stormwater management practices, nonstructural techniques, and better site planning to mimic natural hydrological runoff characteristics and preserve natural resources. The purpose of this design technique is to minimize the impact of land development on the local ecological structure with an emphasis on preserving, enhancing, or restoring surface and groundwater resources.

Fixed-guideway Transit (FGT) System

Transit service provided on its own right-of-way: a rail track, physically restricted vehicle lanes, or a dedicated roadway in the road and highway system. Both the Metrorail regional rapid transit and MARC commuter rail systems that serve Prince George’s County are FGT systems.

Floor Area Ratio (FAR)

The ratio of the gross floor area of a building to the area of the lot on which it is located.

Forecast

As defined for use in the Council of Governments (COG) Cooperative Forecasting Program, a projection tempered by stated policy considerations, including the reconciliation of past and current trends with current and future policies. Ideally, forecasts reflect the best professional judgment concerning the impact of trends and present conditions on the future development opportunities. Therefore, forecasts should represent the most realistic assessment of the future.

Forest

An area dominated by trees and other woody or herbaceous plants covering a land area of 10,000 square feet or greater.

Food Desert

Food deserts refer to areas with poor food access. Definitions vary greatly depending on criteria and methodology used. The USDA's traditional definition for food deserts are low-income census tracts where a significant share or number of residents is more than one mile (in urban settings) or ten miles (in rural settings) from the nearest supermarket.

Food Swamp

A geographic area where the overabundance of high-energy foods (for example, caloric snacks sold at convenience stores) exceed healthy food options.

Functional Plan

Map and supporting text that comprehensively cover a specific topic such as public safety, transportation, green infrastructure, agriculture, water resources, or historic preservation for the entire county.

2002 General Plan

The Prince George's County General Plan, approved by the County Council in October 2002, provided long-range guidance for future growth of the County. It identified Centers and Corridors where intensive mixed use (residential, commercial, and employment development) was to be encouraged. The plan also divided the County into three development tiers (Developed, Developing, Rural) recognizing the different development goals and needs of different parts of the County. The plan also made recommendations for infrastructure elements: green infrastructure, transportation systems, and public

facilities. The plan included guidance for economic development, revitalization, housing, urban design and historic preservation. Future implementation efforts were outlined.

Generation X

Roughly includes anyone born between 1965 and 1976 and represents approximately 46 million members nationwide.

Generation Y

Generally includes over 70 million Americans born between 1977 and 2002. Narrower definitions place Generation Y at 25 to 36, born from 1978 to 1989. This generation matured during the rise of the technology and represents the fastest growing segment of the workforce.

Greenfield

An undeveloped area of agricultural, forest land, or other undeveloped site that has never been previously built on. Typically the term is used once the site has been earmarked for development.

Green Infrastructure

A network of large undisturbed land areas (hubs) connected by designated pathways for the movement of wildlife and humans (green corridors).

Green Jobs

Can be categorized as either (a) jobs in businesses that produce goods or provide services that benefit the environment or conserve natural resources, or (b) jobs in which workers' duties involve making their establishment's production processes more environmentally friendly or use fewer natural resources.

Health Enterprise Zones (HEZ)

Designed to reduce health disparities among Maryland's racial and ethnic groups and between geographic areas, improve health care access and health outcomes, and reduce health care costs by providing a variety of incentives to defined geographic areas with high rates of disparities.

Historic District

A group of historic resources comprised of two or more properties that are significant as a cohesive unit and contribute to the historical, architectural, archeological, or cultural values within the Maryland-Washington Regional District and that has been so classified in the County's Historic Sites and Districts Plan.

Historic Preservation

The process of identifying, protecting, enhancing buildings, places, and objects of historical and cultural significance. This process embraces many phases including the survey and evaluation of historical, architectural, and cultural resources in an area; the development of planning and legal measures to protect these resources; the identification of public and private funding sources applicable to preservation projects; the design for the restoration, rehabilitation, and/or adaptive use of historic structures; and the ongoing maintenance of these resources.

Housing Cooperative

A building owned by a nonprofit organization that sells shares of ownership to individuals. Each resident household has membership in the cooperative association. Fees and costs associated with the cooperative are divided among the cooperative's members.

Housing-Cost Burden

A household spending more than 30% of its annual income on housing. Furthermore, it is generally accepted that families who pay more than 30% on housing may have a greater difficulty affording other necessities, including food, healthcare, and clothing.

Infill Development

Development that takes place on vacant or underutilized parcels within an area that is already characterized by urban development and has access to urban services.

Inclusionary Zoning

The requirement of developers to make a percentage of housing units in new residential developments available to low- and moderate-income households. In return, developers receive non-monetary compensation in the form of density bonuses, zoning variances, and/or expedited permits, that reduce construction costs. This is sometimes referred to as "inclusionary housing."

Innovation Corridor

Encompasses parts of the City of College Park, City of Greenbelt, areas along the US 1 corridor and areas surrounding the Beltsville Agricultural Research Center. The Innovation Corridor capitalizes on the synergy that comes from businesses, research institutions, and incubators being in close proximity to one another. The Innovation Corridor has countywide importance as a key opportunity to leverage existing strengths and act as an employment catalyst.

Land Bank

A governmental or nongovernmental entity established, at least in part, to assemble, temporarily manage and dispose of vacant land for the purpose of stabilizing neighborhoods and encouraging reuse or redevelopment of urban property.

Land Use

The types of buildings and activities existing in an area or on a specific site. Land use is to be distinguished from zoning, the latter being the regulation of existing and future land uses.

Land Trust

Usually a private non-profit entity that serves to protect natural resources and permits very limited, if any, development activity.

Leadership in Energy and Environmental Design (LEED)

A system for certifying high-performance buildings and sustainable neighborhoods. There are several LEED certifications available: New Construction (NC), Commercial Interiors, Schools, Core & Shell, Existing Buildings, Homes, Healthcare and Neighborhood Development (ND).

Level of Service (LOS)

A set of operating conditions describing the ability of a road network to handle traffic. Level A specifies the best traffic conditions; Level F indicates gridlock. The adequacy of the road and street network in the County transportation system is generally measured and expressed in terms of its LOS. Each level of service is one in a hierarchy of indices that evaluate the level and severity of automotive traffic congestion on a specific road segment or at specific intersections. The General Plan recommends the minimum acceptable LOS by Tier.

Light Spill-over

Lighting from a lighting installation that falls outside the boundaries of the property on to the next.

Low-Income Housing Tax Credit (LIHTC)

An indirect federal subsidy used to finance the development of affordable rental housing for low-income households.

Maryland Consolidated Transportation Plan (MCTP)

The Consolidated Transportation Program (CTP) is Maryland's six-year capital budget for transportation projects. The Capital Program includes major and minor projects for the Maryland Department of Transportation and the modal agencies and related authorities within the Department, including the Maryland Aviation Administration, the Motor Vehicle Administration, the Maryland Transit Administration, the Washington Metropolitan Area Transit Authority, the Maryland State Highway Administration, the Maryland Port Administration, and the Maryland Transportation Authority.

Master Plan

A document that guides the way a defined county area should be developed. It includes a compilation of policy statements, goals, standards, maps, and pertinent data relative to the past, present, and future trends of a particular area of the County. Information contained in these plans include population, housing, economics, social patterns, land use and agricultural preservation, water resources, transportation facilities, and public facilities. In Prince George's County, master plans amend the County's General Plan.

Master Plan of Transportation (MPOT)

A countywide plan of street, road, highway, transit, trail, bike, and pedestrian infrastructure needed to ensure the operational integrity of the County transportation system. This plan complements the policies and strategies in the General Plan, as well as adopted and approved area plans.

Mitigation

Reduces greenhouse gas emissions for greater benefit.

Mixed-Use Zoning

Zoning that permits a combination of uses within a single development. Many zoning districts specify permitted combinations of mostly residential and office/commercial uses. The term has also been applied to major developments, often with several high-rise buildings, that may contain offices, shops, hotels, apartments, and related uses.

Multimodal Transportation

The many different types of transportation that are used by residents and business to move people and commerce. Modes of transportation include car, bus, walking, bicycling, light rail, heavy rail, METRO, truck, and equestrian trails.

Owner/Resident of Multifamily Housing Unit

Owner occupies one unit within a house or building and leases the remaining units to individuals or families.

Pattern Book

An aid to builders, home owners, and architects in the understanding of the elements and principles of design that help create the distinct character and image of each unique district's classic details. It results in uniformity and balance between individual expression and unity found in traditional neighborhoods.

Public Improvements

A variety of facilities and services provided by the government such as street lighting, street widening, trash collection, and drainage systems.

Public Realm

Any publicly owned space, including roads, parks, open spaces, and public and civic facilities and buildings.

Right-of-Way

A portion of the public space that is generally used for transportation. Public streets, highways, and strips of property owned by the public for providing utilities are all considered the right-of-way. There are policies related to the use of rights-of-way, as opposed to policies related to the use of private property. Right-of-way policies are intended to allow individuals to utilize public spaces while preserving the public interest. Right-of-way policies may regulate signage; traffic of pedestrians, bicycles, or automobiles; materials used in construction; street furniture; and public art.

Rural Tier

The eastern and southern portions of the County in the Patuxent River, Potomac River, and Mattawoman Creek watersheds. The vision for the Rural Tier is protection of large amounts of land for woodland, wildlife habitat, recreation and agricultural pursuits, and preservation of the rural character and vistas that now exist. The policies address: retaining or enhancing environmentally sensitive features and agricultural resources; design in future development to retain and enhance the rural character; providing for a transportation system that helps protect open space, rural character, and environmental features and resources; and assigning minimal priority to public sector capital improvements.

Rural Village

A small community and/or group of houses that is located in a remote area. Villages are larger than hamlets but smaller than towns.

Safe Routes to School

Helps states and communities assess bike and pedestrian conditions around schools, and then facilitate the infrastructure and program changes needed to make the routes safer.

Sprawl

An increase in unplanned development of land in suburban and rural areas outside of their respective urban centers.

Staged Development

A timing concept for the staging of private development and growth in an area so that development and growth are coordinated with the provision of needed public facilities, and specifically, for access to public water and sewer services.

Stormwater Management

Anything associated with the planning, maintenance, and regulation of facilities which collect, store, or convey stormwater.

Superfund Site

An uncontrolled or abandoned place where hazardous waste is located, possibly affecting local ecosystems or people.

Sustainability

Meeting the needs of present generations without compromising the ability of future generations to meet their needs.

Talent Bridge

A talent bridge connects companies to college and graduate students to help retain top talent in a jurisdiction, stimulate job creation, and tailor higher education curricula to build demand-driven, industry-specific skills.

Tax Increment Financing (TIF)

Generates tax revenue that can only be used to fund infrastructure investment and other eligible projects that will facilitate private development. When a district is created for TIFs, taxes are created based upon the property value of the districts' property.

Transforming Neighborhoods Initiative (TNI)

An effort by the County to focus on uplifting six neighborhoods in the County that face significant economic, health, public safety, and educational challenges. Through this initiative, the County will improve the quality of life in those neighborhoods, while identifying ways to improve service delivery throughout the County for all residents.

Transit Oriented Development (TOD)

Land uses that are sited, designed, and combined to maximize transit, particularly rail, ridership.

Tree Canopy

The city's tree cover that has many benefits to a community, including reducing the urban heat island effect, improving water quality, reducing air pollution, enhancing property values, providing wildlife habitat, facilitating social and educational opportunities, reducing summer temperatures, and helping a community attract businesses and residents.

Urban Agriculture

Urban Agriculture involves growing plants and raising animals in and around urban areas. Typically, urban agriculture uses intensive production methods that recycle nutrients, improve soil, and encourage plant and animal growth without using hazardous chemicals. Its products are processed, distributed, and consumed within the same urban area in which they are produced. Types of urban agriculture vary greatly in size, shape, and purpose and by operator. They include home gardens, community gardens, youth and school gardens, demonstration gardens, edible landscaping, and entrepreneurial farms. Urban agriculture occurs in a variety of places, some unconventional, such as vacant lots, on patios, rooftops, and even trucks.

Urban Design

Urban Design focuses on the public realm which includes the things you see and the spaces that you inhabit as you would walk down a street. It includes streets, sidewalks, street furniture and amenities, gathering spaces, and the building's design and orientation. These factors improve the way places look and contribute to improving community character. Ultimately, the sense of place and overall quality of life of residents, workers, and visitors is improved. A well-planned development that incorporates principles and practices of urban design can help promote the economic performance of an area.

Water and Sewer Plan

A plan required by the State and adopted annually by the County that describes County policy related to water and sewerage planning and delineates geographic areas to be serviced over the next ten years.

Watershed

An area of land with a common drainage point.

Zoning

Zoning is the legal power of government to regulate the use of private property for the purpose of protecting public health and safety, preserving critical areas, promoting orderly growth, and encouraging development to occur at a rate and manner that the community desires. It is also the process of regulating the land use and building design (such as height, size, spacing and use) within a community. In the general sense, zoning determines what can be developed and where and how it can be developed and where and how it can be developed. Zoning is one of the police powers of the State of Maryland. In Prince George's County, this power is delegated to and exercised by the County Council, sitting as the District Council.

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Zoning Ordinance Strategy Table

The intent of this Appendix is to summarize all of the Subdivision and Zoning Ordinance related strategies that exist in Plan 2035. These strategies are meant to help guide the update to the Subdivision and Zoning Ordinance in order to meet the vision set forth in this general plan.

Table 28. Zoning Ordinance Strategy Table

Chapter	Page	Strategy
Land Use	110	LU1.1 To support areas best suited in the near term to become economic engines and models for future development, encourage projected new residential and employment growth to concentrate in the Regional Transit Districts that are designated as Downtowns (see the Strategic Investment Program under the Implementation section).
	116	LU9.2 Develop a countywide strategic plan for future retail development and implement its recommendations through the Zoning Ordinance update, master plan process, and public private partnerships with county agencies. As part of this retail plan, inventory older commercial areas and shopping centers to identify candidates for potential (re)development and rezoning to accommodate residential infill or other neighborhood-serving uses.
	117	LU11.2 Amend the Zoning Ordinance and Subdivision Ordinance to support agricultural production and forest preservation in the Rural and Agricultural Areas.
	117	LU11.3 Evaluate the impacts of extractive industries, such as sand and gravel mining, on resource lands, rural character, economic development, and post-reclamation requirements in the Rural and Agricultural Areas. Map remaining sand and gravel natural resources to locate potential future sand and gravel operations, update and revise development standards, and identify post-reclamation land uses, including residential development, agriculture, and forestry. Propose comprehensive legislation to revise county codes and identify recommendations for the Zoning Ordinance update.
Economic Prosperity	130	EP1.4 Revise the County Code to create a streamlined development review process and standards for the Downtowns and the Innovation Corridor to encourage business development at these locations.

Table 28—Continued

Chapter	Page	Strategy
Transportation and Mobility	153	TM1.6 Where feasible and practical, require physical connections—such as trail connections, bus-only streets, and roads—within new and between new and existing developments in our Established Communities, while making adequate provisions for the mitigation of privacy, noise, and cut-through traffic concerns.
	156	TM4.2 Periodically reevaluate various codes and standards, including, but not limited to, the Road Standards and Zoning and Subdivision Ordinances, to promote the implementation of complete and green street principles and designs.
	160	TM8.2 Support parking reduction strategies such as shared parking, transportation demand management strategies and programs, car and bike share programs, and new sidewalk and trail connections between transit facilities and residential and employment areas in the Downtowns, the Innovation Corridor, Regional Transit Districts, and Local Centers.
Natural Environment	173	NE3.1 Evaluate the County’s various regulatory codes and manuals to assess how to comprehensively provide urban green and open areas.
	174	NE3.4 Revise and update the Zoning Ordinance and Subdivision Regulations to require green building features consistent with Plan 2035 to help fulfill the requirements of the WIP and CAP, as well as other relevant plans, and should vary by land use, location, density, intensity, and scale of development, and type of project.
	176	NE6.1 Amend the County Code to include lighting standards for appropriate development activities.
	177	NE6.3 Review and amend the County Code to ensure that new roadway lighting meets the guidelines for minimization of light spill-over and sky glow, and relies on low-energy light sources such as LED or solar-powered street lights.
	177	NE7.1 Evaluate and revise the County Code to mitigate and enforce noise standards and identify uses and/or activities that require additional restrictions. Use the 2012 State of Maryland noise standards as guidelines.
	179	NE10.3 Evaluate and modernize, as warranted, the regulations in the zoning ordinance that impact the location, size, and design of solar, wind, and alternative energy production facilities. Include options for streamlining development review of permit procedures.


Table 28—Continued

Chapter	Page	Strategy
Housing and Neighborhoods	187	HN2.1 Adopt an inclusionary zoning ordinance to require market-rate housing projects set aside a percentage of units for low and moderate income household to create mixed-income communities. Units should be distributed within individual projects and the larger community to maximize their contributions to diversity and quality of life.
	189	HN4.1 Encourage new housing development to incorporate universal design features by providing incentives through the zoning ordinance, reduction in permit fees, tax credits, streamlined permit review, and other tools.
	190	HN5.1 Expand housing options by eliminating regulatory barriers to the construction of elderly accessible housing, accessory apartments, and assisted living facilities. Revise the zoning ordinance to encourage a variety of housing types.
Community Heritage, Culture, and Design	211	HD5.1 Evaluate and amend county regulations to strengthen the protection of archeological resources.
	214	HD9.1 Rewrite the Zoning Ordinance to include a set of modern, user-friendly urban design standards and guidelines that promote sustainability, allow for creativity and individuality, and respect context instead of creating unique development and transit district overlay zones through the master plan process.
	214	HD9.3 Require new developments at all scales to be designed around an interconnected street network rather than limited access culs-de-sac.
	217	HD12.1 Identify and address the barriers to the redevelopment of existing parking lots as development sites.
	217	HD12.2 Include block size, building placement, and density requirements in the Zoning Ordinance that support walkable, mixed-use development in identified Regional Transit Districts and Local Centers.
	218	HD13.2 Amend applicable codes to implement context-sensitive design for roadways and residential and commercial development to preserve the County's rural character.

Table 28—Continued

Chapter	Page	Strategy
Healthy Communities	225	HC1.2 Reevaluate and enhance the existing Health Impact Assessment process to improve its effectiveness and consider whether revisions should be made to address specific health impacts, including indoor air quality and potential exposure to hazards, such as lead paint.
	226	HC2.1 Evaluate and revise, as appropriate, the County Code to accommodate urban agriculture and ease restrictions on the production of locally-grown food.
	227	HC4.1 Work with the Department of Health, the Maryland State Community Health Resources Commission, and Maryland Department of Health and Mental Hygiene to evaluate, leverage, and replicate the achievements of the HEZs in the County.
Public Facilities	238	PF1.4 Revise the methodology that calculates the surcharge fees for schools and public safety. Items to be evaluated are charging fees by unit type, identifying a schedule to review school construction costs, and standardized methodology for pupil yield.
	238	PF1.8 Obtain dedication and/or reservation of land for planned public facilities through the development review process.
	239	PF1.9 Consider alternative forms of developer contributions and financing techniques including, but not limited to, developer agreements and special assessment districts.
	241	PF6.3 Adopt new park land, recreation, and aquatics service standards.
	241	PF6.5 Adopt comprehensive design guidelines to provide consistent standards for publicly- and privately-developed parks and recreation facilities and promote a unified approach to park development.
	241	PF6.7 Enact an adequate public facilities test that integrates parks with other public facility needs generated by new development.
	241	PF6.8 Update the parkland dedication ordinance to more effectively grow the park and recreation system and reduce uncertainty in the development process.
	243	PF10.1 Reevaluate land requirements for site acquisition and explore alternative and innovative development models for new facilities in order to improve their accessibility, enhance their integration with surrounding communities, and reflect changes in technology.
243	PF11.1 Review Adequate Public Facility standards and surcharge fees to encourage development in local centers and Regional Transit Districts.	

Table 28—Continued

Chapter	Page	Strategy
Public Facilities	243	PF12.1 Evaluate the Zoning  Ordinance to remove impediments to the establishment of innovative recycling/recovery industries in industrial zones.
	244	PF12.4 Examine existing, or create new, guidelines and regulations, as warranted, regarding the type, size, and location of composting facilities, backyard composting, and curb-side yard and waste collection.
Implementation	256	PD1.7 Establish a by-right development approval process and fast track permit process for the Downtowns with clear and consistent regulatory standards and processes and shortened review periods. This can be accomplished through the proposed comprehensive update to the Zoning Ordinance or by exploring opportunities to further streamline the review of applications in the Downtowns.
	256	PD1.8 Establish a flexible framework of design standards to facilitate Downtown development while ensuring a high level of development quality. The comprehensive update of the Zoning and Subdivision Ordinances should support the elements of a “Complete Center” (see Appendix A).
	256	PD1.9 Reduce surcharge fees or exempt the Downtowns from the public facility and school surcharge fees to facilitate development, in particular for multi-family units.
	256	PD1.10 Amend the Level of Service (LOS) standards or exempt the Downtowns from the adequate public facility transportation requirements to encourage development in transit locations. Since Downtowns rely on multi-modal transportation, bike and pedestrian standards should not be reduced.
	256	PD1.12 Incentivize compact development and the use of green building programs, such as LEED® for Neighborhood Development or similar comprehensive, sustainable development approach.
	271	S1.1 Update the Zoning Ordinance to include a 10-year review cycle for all plans, including sector, master, and functional plans and the County’s general plan.


Methodology for Preparing a Generalized Land Use Map


GENERALIZATION METHODOLOGY FOR CREATING THE FUTURE LAND USE AND GENERALIZED FUTURE LAND USE MAP


- The Future Land Use (FLU) for each approved area plan was examined and captured into the GIS.
- For areas of the County that did not have a recent land use plan or the land use plans were too old, greater than 15 years, the standard that the Subregion 4 Master Plan set was utilized (pages 637–645).
- A query was written to find tracts of Future Land Uses that were less than or equal to 20 acres.
- Once the tracts of ≤ 20 acres were identified, they were assigned the predominate FLU that surrounded them creating a Generalized Future Land Use (GFLU).
- If there was not a predominate FLU surrounding the tract, the tract's land use was not changed.
- The FLU "Industrial" was changed to "Employment/Industrial" to adhere to the standard set by the Subregion 5 and Subregion 6 Master Plans.
- The boundary for the Greenbelt Metro Center was moved to reflect the amended boundary from the Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment.

CERTIFICATE OF ADOPTION AND APPROVAL

The *Prince George's 2035 Approved General Plan* amends the 2002 *Prince George's County Approved General Plan* for the Physical Development of the Maryland-Washington Regional District within Prince George's County, Maryland and all current master plans and functional plans with respect to countywide goals, objectives, policies, and strategies; and has been adopted by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by Resolution Number 14-10 on February 6, 2014, and was approved by the Prince George's County Council, sitting as the District Council, by Resolution Number CR-26-2014 on May 6, 2014, after a duly advertised joint public hearing held on November 12, 2013.


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The Maryland-National Capital Park and Planning Commission
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