

## CAPITAL OFFICE PARK and FEDERAL COURTHOUSE

### Employment Center

---

#### CONCEPT

The Capital Office Park and Federal Courthouse area is envisioned to continue providing and maintaining high-quality office space within the Sector Plan Area and the Prince George's County High-Technology Triangle. This area capitalizes on its proximity to the Greenbelt Metrorail/MARC station by providing facilities and services conducive to transit usage by its employees.

---

#### OBJECTIVES

This sector plan recognizes the Capital Office Park area as a key high-quality employment center within the Sector Plan Area. The following objectives, consistent with the sector plan vision and sector-wide recommendations, frame the recommendations and design guidelines and seek to:

- Maintain the high-quality status of the existing employment area.
- Ensure high-quality infill development.
- Integrate transportation services and facilities, particularly, to increase transit ridership and minimize automobile dependence.

#### EXISTING SITUATIONS AND ISSUES

Currently, the Capital Office Complex has approximately 840,000 square feet of commercial office space in 6 high-rise office buildings. One 240-room hotel, the Greenbelt Marriott, also exists in this office complex. These office buildings and hotel range in height from 8 to 14 stories and surface parking is provided around all buildings. Currently, Capital Office Park has submitted two development proposals to the County Development Review process and are included in the County development pipeline: (1) one 46,000 square foot structure proposed near the intersection of Cherrywood Lane

and Kenilworth Avenue on a present surface parking pad; and (2) the remaining balance will be located adjacent to the Federal Courthouse site, north of Cherrywood Lane. The Federal Courthouse is located north of Cherrywood Lane, adjacent to the Capital Office Park complex. A State Highway Administration (SHA) office building is located within the Capital Office Park area, near the intersection of Ivy Lane and Edmonston Road. Also, a SHA salt dome is located at the intersection of Cherrywood Lane and Edmonston Road and is not considered as a compatible use in this primarily office-use environment.

Capital Office Park and the Federal Courthouse provide a major employment district in the Sector Plan Area that can support transit ridership at the Greenbelt station. However, transit ridership for both Capital Office Park and Federal Courthouse employees is currently low and could be improved with improved shuttle bus service to the station site and other Core Area destinations. Currently, many employees drive to their employment destination because parking spaces are abundant and free of charge; also, the office complex is in close proximity to the Kenilworth Avenue exit of the Beltway. Pedestrian circulation at Capital Office Park is adequate with wide sidewalks provided and defined by street trees. However, crosswalks are not provided at all intersections.

A conservation easement which contains environmentally sensitive features exists in the northwestern corner of Capital



*Office buildings at Capital Office Park.*



*Federal courthouse.*



*Greenbelt Marriott.*

Office Park. This was dedicated as part of a subdivision application and should remain as open space.

## DESIGN POLICIES

- Retain Capital Office Park as an integral employment center that can supply transit riders to the Greenbelt station.

- Complete the two development proposals in the County pipeline for 602,000 square feet of office space.
- Explore transportation options to facilitate and encourage the use of transit by the employees in the Capital Office Park area.
- Maintain pedestrian and bicycle mobility within the office complex and to nearby destinations with streetscape elements, such as benches and bike racks and designated bike lanes.
- Develop a gateway at the intersection of Edmonston Road and Cherrywood Lane leading to the entrance of the Greenbelt station area.
- Maintain the recorded conservation easement as open space.
- Relocate SHA salt dome to a more appropriate site in the region.



*State Highway Administration salt dome at Cherrywood Lane and Edmonston Road/MD 201.*

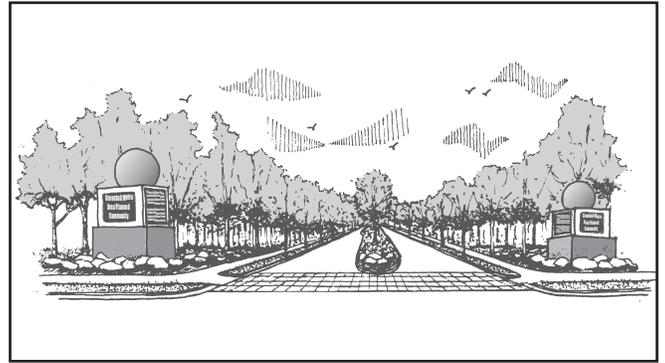
## DEVELOPMENT AND DESIGN GUIDELINES

### Framework

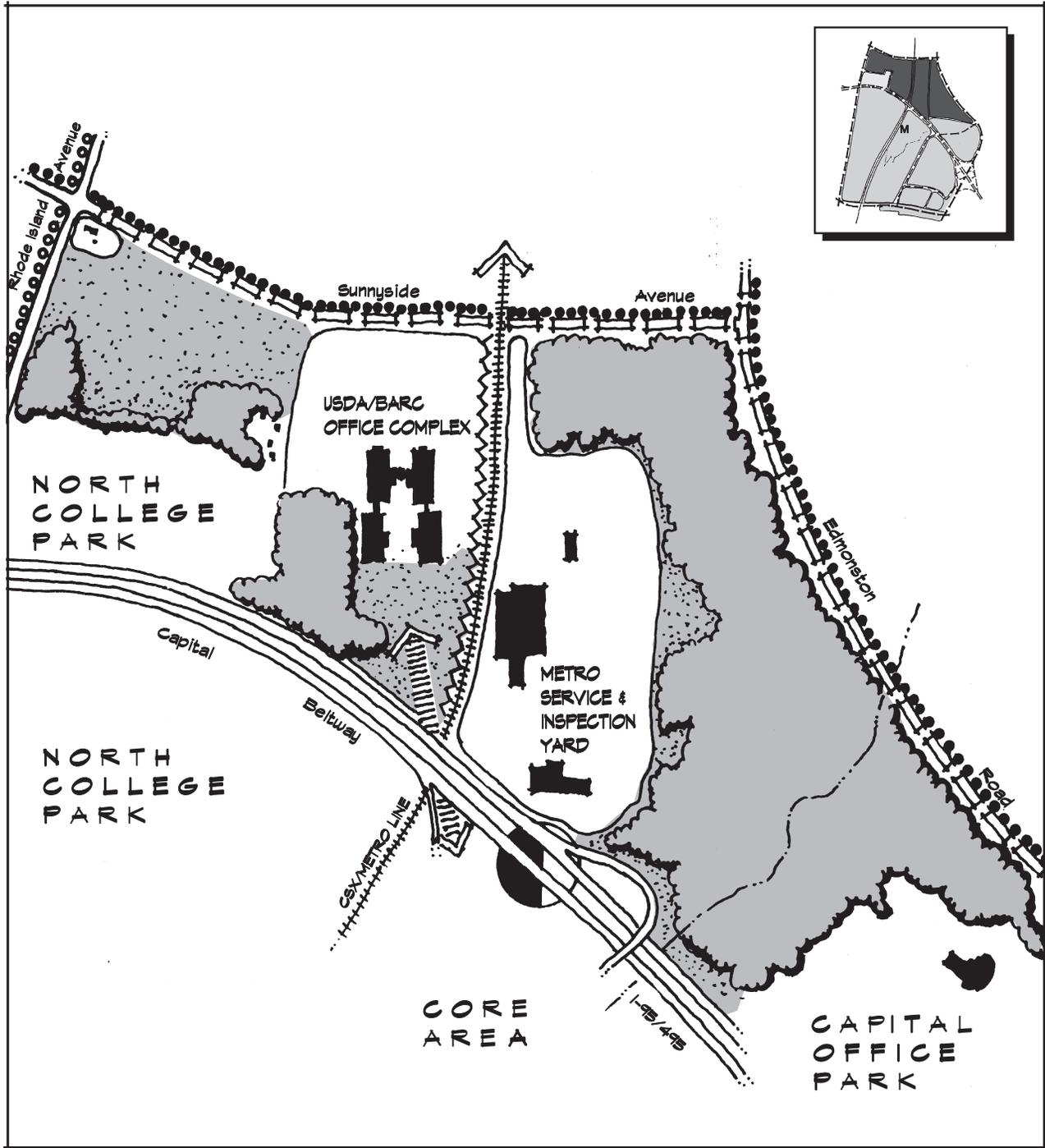
- a. Capital Office Park should sustain employment opportunities in close proximity to the Greenbelt station and the Capital Beltway.
- b. Capital Office Park should remain competitive in the business industry to retain current tenants and attract new businesses.
- c. Capital Office Park should proceed with the two current development proposals included in the County pipeline (approved pending site plans).

### Circulation

- a. Sidewalks should continually be maintained to encourage safe pedestrian movement on-site and to the station site.
- b. Directional signs should be provided to direct pedestrians and bicyclists to the station site, Old Greenbelt and Lake Artemesia.
- c. Designated bike lanes or trails, along Cherrywood Lane and Ivy Lane, should be provided to carry bike traffic to and from Capital Office Park, the station site and other destinations in the region. These bikeways will maintain a continuous path from Old Greenbelt through the Sector Plan Area to other destinations south, east and west of Greenbelt Road.
- d. Shuttle bus service should be provided to transport Capital Office Park and Federal Courthouse employees or visitors to the Metro station and other destinations along Cherrywood Lane to reduce automobile trips.
- e. A gateway with special landscape plantings, accent lighting and signs should be created at the intersection of Kenilworth Avenue and Cherrywood Lane to identify Capital Office Park and the proximity of the Greenbelt station area. The gateway signs and overall appearance should be compatible with the existing Capital Office Park signs. Incorporating public art into the gateway design should be given consideration. Any improvements to this intersection should be coordinated among SHA, DPW&T and Capital Office Park.



*Illustrative gateway concept.*



- |   |                                   |   |                                  |
|---|-----------------------------------|---|----------------------------------|
|  | Environmental Envelope/Open Space |  | Proposed Road Improvement        |
|  | Existing On-Road Bike Lane        |  | Proposed Buffer/Sound Barrier    |
|  | Proposed Trail/Bike Lane          |  | Major Transportation Improvement |
|  | Major Pedestrian/Bicycle Linkages |   |                                  |