

November 2000



THE Heights



APPROVED
 MASTER PLAN
 and SECTIONAL
 MAP AMENDMENT
 for
 THE HEIGHTS & VICINITY
 PLANNING AREA 76A


 The Maryland-National Capital
 Park and Planning Commission

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Abstract



Title Approved Master Plan and Sectional Map Amendment for the Heights and Vicinity (Planning Area 76A)

Author The Maryland-National Capital Park and Planning Commission

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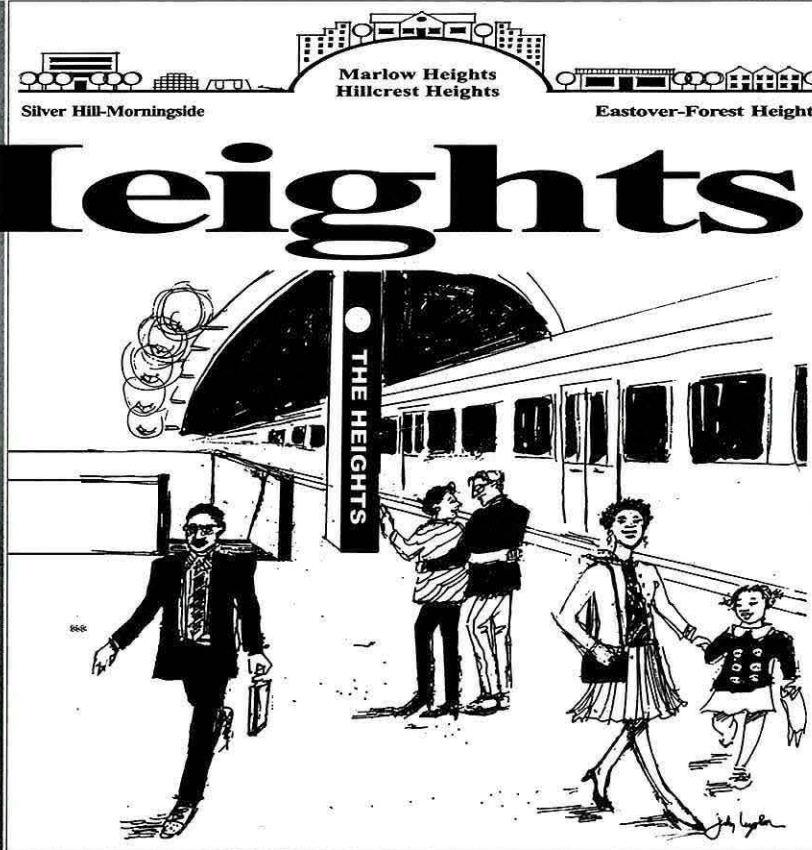
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Abstract This document contains maps and supporting text of the Approved Master Plan and Sectional Map Amendment (SMA) for the Heights and Vicinity. The plan supersedes the 1981 *Adopted and Approved Master Plan for Subregion VII* (for Planning Area 76A only). The zoning changes contained herein supersede the 1984 Sectional Map Amendment for Subregion VII (for Planning Area 76A only). The plan is also an amendment to the *General Plan* for the Maryland-Washington Regional District within Prince George's County, Maryland, approved by the County Council in 1982, and other plans identified in the section entitled "Planning Context." Developed by the Commission with the assistance of the Heights and Vicinity Planning Advisory Group, this plan analyzes population, employment, land use and zoning characteristics. The plan sets forth goals, concepts, recommendations and guidelines for 11 major planning elements. This document also makes recommendations to implement the master plan during the ongoing planning and regulatory process. The SMA section includes zoning changes which are designed to implement the plan's land use recommendations.

November 2000



Silver Hill-Morningside

Marlow Heights
Hillcrest Heights

Eastover-Forest Heights

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The Maryland-National Capital Park and Planning Commission is a bi-county agency, created by the General Assembly of Maryland in 1927. The Commission's geographic authority extends to the great majority of Montgomery and Prince George's Counties: the Maryland-Washington Regional District (M-NCPPC planning jurisdiction) comprises 1,001 square miles, while the Metropolitan District (parks) comprises 919 square miles, in the two counties.

The Commission has three major functions:

- The preparation, adoption, and, from time to time, amendment or extension of the General Plan for the physical development of the Maryland-Washington Regional District;
- The acquisition, development, operation, and maintenance of a public park system; and
- In Prince George's County only, the operation of the entire County public recreation program.

The Commission operates in each county through a Planning Board appointed by and responsible to the County government. All

local plans, recommendations on zoning amendments, administration of subdivision regulations, and general administration of parks are responsibilities of the Planning Boards.

The Prince George's County Department of Planning (M-NCPPC):

- Our mission is to help preserve, protect and manage the County's resources by providing the highest quality planning services and growth management guidance and by facilitating effective intergovernmental and citizen involvement through education and technical assistance.
- Our vision is to be a model planning department comprised of responsive and respected staff who provide superior planning and technical services and work cooperatively with decision-makers, citizens and other agencies to continuously improve development quality and the environment and act as a catalyst for positive change.

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The County Council has three main responsibilities in the planning process: (1) setting policy, (2) plan approval, and (3) plan implementation. Applicable policies are incorporated into area plans, functional plans, and the general plan. The Council, after holding a hearing on the plan adopted by the Planning Board, may approve the plan as adopted, approve the plan with amendments based on the public record, or disapprove the plan and return it to the Planning Board for revision. Implementation is primarily through adoption of the annual Capital Improvement Program, the annual Budget, the Ten-Year Water and Sewerage Plan, and adoption of zoning map amendments.

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Table of Contents



Foreword	ix
Planning Advisory Group	ix
Introduction	
Planning Context	3
Snapshot of the Planning Area	7
Historical Overview	9
Themes of this Plan	13
Plan Elements	
Focus Areas Land Use and Gateways	17
Transportation	53
Residential Neighborhoods	69
Commercial Areas	75
Employment Areas	81
Urban Design	87
Public Facilities	99
Environmental Resources	107
Parks	117
Trails	123
Historic Preservation	129
Implementation Strategies	
Action Steps	137
Sectional Map Amendment	
Introduction	149
Appendices	
A. Resolution of Approval CR-68-2000	193
B. Guide to Zoning Categories.	213
C. Residential Implementation Zones	225
D. Public Facilities Cost Estimates	227
E. Metro Station Site Plans (Branch Avenue, Naylor Road and Southern Avenue)	231

List of Maps

1.	Planning Area	4
2.	Focus Areas	18
3.	Focus Area 1 — Branch Avenue Metro Station Area	19
4.	Focus Area 2 Issue Area	25
5.	Focus Area 3 Issue Areas	27
6.	Focus Area 4 Issue Areas	31
7.	Gateways	38
8.	Proposed Highway Network	62
9.	Community Structure	70
10.	Employment Areas	82
11.	Existing and Proposed Public Facilities	100
12.	Proposed Parks	120
13.	Proposed Trails (Major)	126
14.	Historic Resources	132
15.	SMA Analysis Areas	153
	Proposed Zoning Changes — Eastover and Forest Heights	154
	Proposed Zoning Changes — Hillcrest Heights and Marlow Heights	166
	Proposed Zoning Changes — Silver Hill and Morningside	177

(Note: The Town of Morningside boundaries on Maps 1-14 reflect municipal land prior to the year 2000.)

List of Figures

1.	Concurrent Process for Master Plan and Sectional Map Amendment	6
2.	Branch Avenue Metro Station Area Development Concept.	21
3.	Proposed Restaurant Park Development Concept	23
4.	Development Concept for Indian Head Highway Gateway Site	36
5.	Level-of-Service Guide	58
6.	Physiographic and Perceptual Analysis	112
7.	Trail and Bikeway Specifications	124

List of Tables

1.	Existing Land Use Estimates	7
2.	Existing and Proposed Road Facilities	63
3.	Existing and Proposed Dwelling Units by Community	73
4.	Existing and Projected School Enrollment and Capacity	101
5.	Fire Response Time Standards and Maximum Distance Criteria	105
6.	Existing M-NCPPC Parkland	118
7.	Approved Zoning Inventory	152

Foreword

The Prince George's County Planning Board is pleased to make available the Approved Master Plan and Sectional Map Amendment (SMA) for the Heights and Vicinity (Planning Area 76A). This document contains recommendations for land use, zoning, transportation, urban design, public facilities, parks and other important planning elements. Two significant planning concentrations that are key to this plan are the appropriate land uses adjacent to the three Metro stations in the planning area and the development of urban design guidelines for existing and future development in the designated gateway areas. The plan sets the path for development change. The land use recommendations promote and encourage development around the Metro stations and gateway locations.

The plan was developed by the Prince George's County Planning Department with significant assistance provided by the Heights Planning Advisory Group. A public forum in June 1996 provided the community with the opportunity to express its viewpoints and concerns on planning issues. Two community forum meetings were held to acquaint the general community with the progress of the plan development. The preliminary plan was released in June 1999. The Planning Board adopted the master plan and endorsed the SMA in January 2000. Two public hearings were held by the Planning Board and District Council during the process of developing the plan and SMA: July 1999 and July 2000. The plan and SMA were approved by the Council on November 21, 2000 (CR-68-2000).

These public hearings were advertised through mailings to everyone who owns property in the planning area. All comments and recommendations presented at the public hearings became a matter of public record and were summarized and reviewed by the Planning Board and/or the District Council in their deliberations prior to their actions on the master plan and SMA.

Sincerely,



Elizabeth M. Hewlett
Chairman
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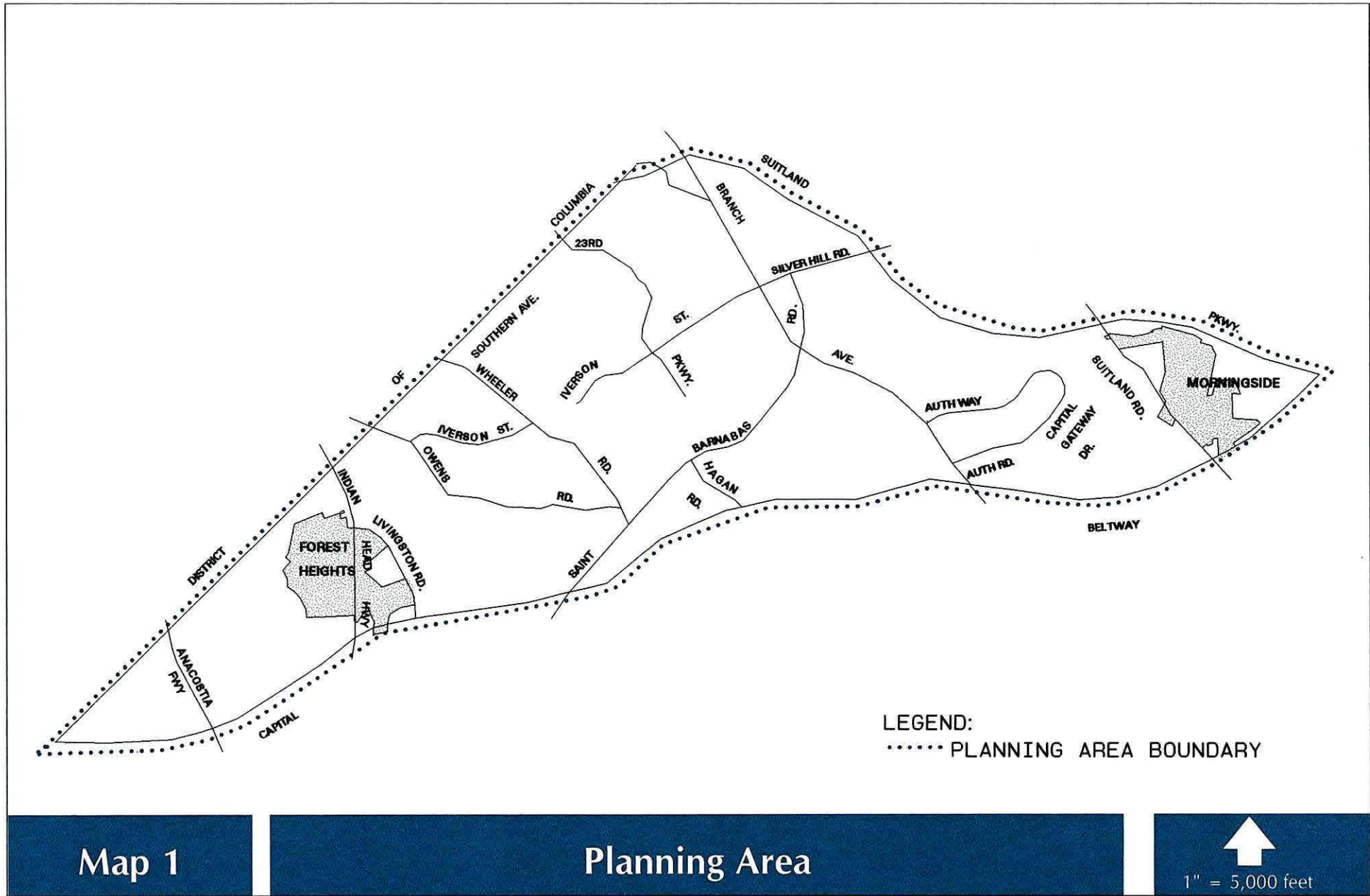


Planning Context



- This master plan covers a 12.4-square-mile section of Prince George’s County, Maryland described as the Heights and Vicinity. The Heights and Vicinity encompasses Planning Area 76A and includes the Town of Forest Heights and the Town of Morningside. The Heights area is bounded by Suitland Parkway to the north, the Capital Beltway to the south and the District of Columbia line and the Potomac River to the west. (See Map 1.)
- This plan supersedes the 1981 *Adopted and Approved Master Plan for Subregion VII* (for Planning Area 76A only). The sectional map amendment supersedes the 1984 *Sectional Map Amendment for Subregion VII* (for Planning Area 76A only). Additionally, this plan amends the 1982 *General Plan* and functional master plans such as the *Master Plan of Transportation*, the *Master Plan for Public School Sites*, the *Countywide Trails Plan*, and the *Historic Sites and Districts Plan* (1992). Specific amendments to the *General Plan* are listed at the end of this chapter.
- Each master plan in Prince George’s County is reexamined on a periodic basis in order to determine to what extent the plan has been followed, to examine its current usefulness as a guide to development and to consider any new circumstances in the planning area since the last plan approval. This plan is the second such effort for Planning Area 76A. This master plan and sectional map amendment (SMA) is developed through a series of steps, including: development of the preliminary plan and comprehensive rezoning proposal (i.e., the sectional map amendment), the public review process, and the approval of the master plan and SMA. (See Figure 1.)
- This planning project was formally initiated at a public forum on June 6, 1996. At the forum, the citizens offered comments about land use issues and concerns, in addition to those identified in the *Heights Public Forum Brochure* (June 1996). Subsequently, the County Council approved a set of goals, concepts and guidelines and a work program to guide the development of the plan. The work program consisted of land use, neighborhood conservation, revitalization, transportation, public facilities, parks/trails, urban design, environmental protection, and historic preservation, to highlight major planning elements. Two significant planning concentrations that are key to this plan are the appropriate land uses adjacent to the three Metro stations in the planning area (Branch Avenue, Naylor Road and Southern Avenue) and the development of urban design guidelines for existing and future development in the designated gateway areas.

A Planning Advisory Group was formed in December 1996 and played an important role in the preparation of this plan. The 36 individuals who served in the group are residents of the area, business representatives and municipal officials. Their active participation in this process has provided a land use document that reflects the position of
- many in the community. A joint Prince George’s County Planning Board and Prince George’s County Council public hearing on the Preliminary Master Plan and Proposed Sectional Map Amendment was held July 13, 1999. A second joint public hearing was held on July 10, 2000, on amendments to the Adopted Master Plan and Endorsed Sectional Map Amendment (January 2000). The recommendations in this approved master plan and sectional map amendment reflect the actions of the Planning Board in adopting the plan and endorsing the sectional map amendment via the Prince George’s County Planning Board Resolution 99-248 as modified in some instances by the District Council in its approval of the plan and sectional map amendment on November 21, 2000, via CR-68-2000.
- The 1982 *General Plan*, which is reviewed as part of this master plan project, is a policies plan that creates the basic framework for planning. It deals with Countywide issues, goals, concepts and guidelines; it does not show specific land use for individual properties which is the responsibility of the master plans. The *General Plan* divides the County into four policy areas. Most of the Heights planning area is in the Category I Policy Area with the exception of the extreme southwestern portion, west of Forest Heights which is in the Category II Policy Area. Category I Policy Areas are primarily built-up areas that are at least two-thirds developed and have water-sewer services. Category II Policy



Areas are primarily undeveloped areas without water-sewer services.

- In 1992, the Maryland Economic Growth, Resource Protection and Planning Act was enacted; it establishes consistent general land use policies to be locally implemented throughout the State. These policies are stated as the following eight visions (the eighth vision was added subsequent to year 1992):

1. Development is concentrated in suitable areas.
2. Sensitive areas are protected.
3. In rural areas, growth is directed to existing population centers and resource areas are protected.
4. Stewardship of the Chesapeake Bay and the land is a universal ethic.
5. Conservation of resources, including a reduction in resource consumption, is practiced.
6. To assure the achievement of Visions 1 through 5 above, economic growth is encouraged and regulatory mechanisms are streamlined.
7. Adequate public facilities and infrastructure under control of the County or municipal corporation are available or planned in areas where growth is to occur (added by Maryland General Assembly, October 1, 2000).
8. Funding mechanisms are addressed to achieve these visions.

These visions have been adopted as official State policy. The eight visions constitute a comprehensive set of guiding principles that describe how and where growth and development should occur. They also call for a land and water stewardship ethic to guide individual and group action.

Most of these visions already form the backbone of the *General Plan* and the various master plans. For example, in this plan, the most intensive new development is proposed for areas adjacent to the developing Metro stations.

- The 1997 Neighborhood Conservation and Smart Growth Initiative builds on the foundation created by the set of eight visions for Maryland's future as State policy. The first vision is to concentrate development in suitable areas; the sixth vision is to encourage economic growth and streamline regulatory mechanisms. The 1997 Neighborhood Conservation and Smart Growth Initiative capitalizes on the influence of State expenditures on economic growth and development by directing State spending to priority funding areas. The Heights planning area is included in the established priority funding areas.
- Note that the use of the word "shall" in this plan, with respect to land use recommendations, indicates that the action proposed is either clearly mandated by State or County law or reflects County intent regarding the manner in which the property should be developed. At the same time, the use of the word "should," while not

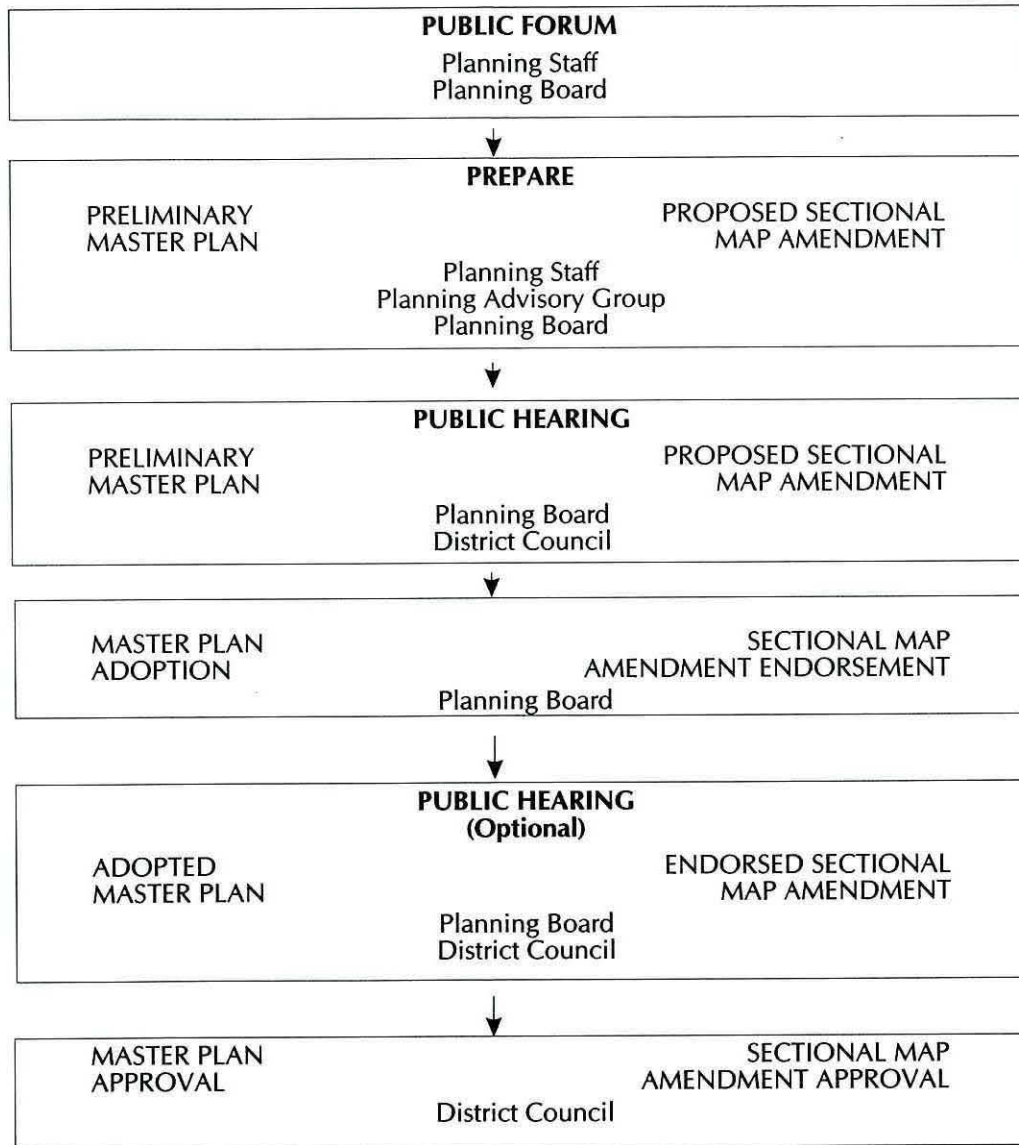
necessarily legally binding, should also be construed to reflect a County intent that these guidelines be followed.

AMENDMENTS OF THE GENERAL PLAN

This master plan is in accordance with the *General Plan* with the exception of the following which will become amendments to the *General Plan*:

1. A major community activity center at the site of the Southern Avenue Metro Station is deleted.
2. Interchanges on the Capital Beltway between Branch Avenue and Suitland Road and between St. Barnabas Road and Hagan Roads are deleted.
3. A Metrorail station at St. Barnabas Road and the Capital Beltway is deleted, as is the Metrorail alignment from Southern Avenue to the deleted station.
4. This plan adds an employment area adjacent to the Naylor Road Metro Station.

Figure 1
Concurrent Process for Master Plan and Sectional Map Amendment



Snapshot of the Planning Area



PLANNING AREA 76A

- Is 12.4 square miles in land area and comprises 2.5 percent of the land in Prince George's County.
- Is home to 57,426 persons (1997) and comprises 7.4 percent of the population of Prince George's County. This represents a small increase of 457 persons since 1990.
- Has a population mix of: 83 percent Black, 15 percent White, 2 percent (primarily Asian and Hispanic).
- Contains 23,360 dwelling units of which 12,630 units are multifamily (1997).
- Provides employment for 15,744 persons (1995) or 5 percent of Prince George's County total employment.
- Has 3.5 million square feet of retail space (1997).
- Is substantially developed with 18 percent of land area undeveloped (excluding parkland).
- Is comprised of the following land uses:

**Table 1
Existing Land Use Estimates
Planning Area 76A**

Land Use	Acres±	Percent
Single-Family Detached	2,010.1	25.5
Single-Family Attached	445.1	5.6
Multifamily	450.6	5.6
Subtotal (Residential)	(2,905.8)	(36.7)
Commercial (Retail, Service and Office)	466.0	5.9
Employment	231.2	2.9
Public/Quasi-Public	618.8	7.8
Parkland (includes County and Federal)	997.9	12.6
Subtotal (Developed)	(5,219.7)	(66.0)
Right-of-Way	1,343.6	17.0
Total (Developed)	(6,566.2)	(83.0)
Water	149	1.9
Undeveloped	1,193.7	15.1
Total acres	7,906.0	100.0

Source: Community Planning Division, M-NCPPC, September 1998

Historical Overview



Prince George's County was established in 1696. Settlement began during the 17th century along the two major waterways, the Potomac and Patuxent Rivers that bordered the County. The area comprising the Heights was settled later than the lands bordering the principal rivers, but farms were developing along Henson Creek by the end of the 18th century. The District of Columbia was created in 1790, and the Heights planning area is defined by the boundary of Washington, D.C., on the west. A significant reminder of this early period is the surviving series of District of Columbia Boundary Markers erected in 1792 at one-mile intervals along the four sides of the D.C. boundary. These fine inscribed stones marked the establishment and the definition of the new Federal City. Five stones remain in the planning area along Southern Avenue.

During the 19th century, land was cleared and farms developed by the Soper, Darcey, Grimes, Masters, Gordon and Ridgeway and other families. Near the Potomac, a large farm and a fine brick house known as Mount Welby were developed by the DeButts family (the land on which Mount Welby stands is now owned by the Federal government, part of the Oxon Cove Park). New roads were laid out and old ones improved, connecting the plantations and farms with the parish churches, the small centers of commercial activity, and the new capital city. The old road (now Branch Avenue) which had since pre-Revolutionary days been the main connection with the southern counties now carried that traffic through the Heights area to the nation's capital.

By 1830, St. Barnabas Episcopal Church (on St. Barnabas Road) was built as a mission chapel for St. John's at Broad Creek, in order to serve those parishioners who could not easily travel to the parish church. The road connecting that chapel with the parish church at Broad Creek became the present-day line of St. Barnabas and Livingston Roads. By the middle of the 19th century, a grist mill was built on Henson



One of the remaining boundary markers originally constructed every mile along the boundary of Prince George's County and Washington, D.C. This marker is located at 901 Southern Avenue.

Creek and was operated by members of the Soper family. Also a school house was opened at the crossroads known as Gordons' Corner (now the intersection of St. Barnabas Road and Branch Avenue). A few crossroads settlements such as Grimesville, Gordons' Corner and Silver Hill began to form, providing supplies, services and gathering places for the outlying farming population. But in general, this area was slow to develop. Most of the County's major development was taking place in its northwestern section along the principal arteries of transportation — the Washington and Baltimore Turnpike (US 1), the Baltimore and Ohio Railroad, and later the streetcar lines.

Few early buildings have survived in the Heights planning area, but a very interesting one is the house of the Jesse Ridgeway family. This modest frame structure was built circa 1830 and remained the home of the Ridgeways for nearly 100 years. The Ridgeways operated a small farm near the crossroads which became Silver Hill (now the triangle of Branch Avenue, Silver Hill Road and St. Barnabas Road). Many members of the Ridgeway family worked as carpenters, and they reported "forest produce" among their agricultural products, perhaps associated with the Soper mill which was established to the east of their property on Henson Creek.

Another important structure from the middle of the 19th century is the home of the Henry Butler family. The Butlers were free blacks who came from Charles County before the Civil War and settled in a building originally constructed to serve as a post office; it

became the nucleus of the small family farm. Henry Butler was one of the trustees of the first school for black children established in the Oxon Hill area. The Butler House, now in near ruinous condition, is located on land adjoining the Oxon Cove Park.

After the Civil War and the emancipation of the slave population, many of the large antebellum plantations throughout the County were broken up into small farms. In general, the Heights area had supported small farms rather than large plantations, and the slave population was statistically smaller than in most other parts of the County. This may partially explain the fact that post-Civil War communities of African Americans tended not to develop in this area as they did in other parts of the County. This is also explained by the fact that when the institution of slavery was abolished (in 1862) in neighboring Washington, D.C., many of Prince George's County's enslaved African Americans fled into the District and remained there.

By the 1870s, a concentration of population had formed at Silver Hill. This was really the first discrete community that developed within the Heights planning area. Silver Hill had a post office, a school, several stores, a tavern, and wheelwright and blacksmiths to serve the nearby farming community. Several churches were easily accessible: Episcopal and Catholic nearby to the south, and Methodist to the north in Suitland. Transportation to and from Washington was made easy by the Navy Yard Bridge.

By the end of the century, a small community, Grimesville, had developed at the intersection of the road to Broad Creek and the road to the Alexandria ferry, now the interchange of St. Barnabas Road and the Capital Beltway. (This small crossroads community was obliterated by construction of the Beltway in the 1960s.) Named for one of the area's longstanding landowning families, Grimesville had several stores and a blacksmith's shop.

The Heights planning area remained principally agricultural until approximately the third decade of the 20th century, and the advent of the New Deal era. By this time, automobile transportation was well established, and suburbs began to be established in areas that had been previously undeveloped and were not dependent on arteries of public transportation. The development of the Heights planning area began in earnest with the increase of the Federal workforce in the 1930s and the development of new affordable residential suburbs immediately east of the District of Columbia.

Silver Hill Heights and Silver Hill Park, two small residential subdivisions in the immediate vicinity of the Silver Hill crossroads, were platted in 1933. Silver Hill Heights was developed on a small parcel of land belonging to August Arnold and is characterized by the small frame bungalows that were so popular in the 1930s. Silver Hill Park was subdivided on land belonging to Oscar Wilkinson and has a variety of small house forms including the Spanish revival style also popular in the 1930s. The first subdivisions of Morningside were platted in 1937 and 1938 and developed by Powers, Engle and Phelps with small Cape Cod and cot-

tage-style houses. The community of Morningside was enlarged in 1941 by the platting of Upper Morningside (to the south) around the Gibson family farmhouse, and the subdivision was soon providing homes to the many federal government workers and military families coming to Washington during the Second World War. (The Town of Morningside, including both subdivisions, was incorporated in 1949.)

During the years just before and during the Second World War, the Heights planning area saw significant growth, largely because of the expansion of Federal government facilities. The Suitland Federal Center opened in 1941 at the intersection of Suitland and Silver Hill Roads. Another leading catalyst for change in this area was the establishment of Andrews Air Force Base, situated just outside the planning area. The location for a military airfield was chosen by President Roosevelt in August 1942, and the Camp Springs Army Air Field became operational in May 1943; the base was renamed for Lieutenant General Frank M. Andrews in 1945 and given its current name after the establishment of the Air Force as a separate service in 1947.

The construction of the Suitland Parkway began in September 1943, and this also had a significant effect on the development of the surrounding area. Completed in December 1944, the Parkway now connects Bolling Air Force Base and the District of Columbia with Andrews Air Force Base. It has carried many diplomatic processions and official entourages and provides an efficient line of transportation between Washington and the residential

suburbs to the east and southeast. The Suitland Parkway was listed in the National Register of Historic Places in 1995.

Other portions of the planning area began to develop during and just after the Second World War. Forest Heights was subdivided in several sections (1940-1946) by Tydings, Bennett and Quirk; these sections were incorporated in 1949 as the Town of Forest Heights. The Forest Heights community is characterized by Cape Cod and cottage styles, as well as several Lustron houses. (Lustron houses are recognizable by their porcelain-enamel square tiles in pastel colors, screwed to metal framing; these houses, very popular during the post-war years, were developed from efficient, low-maintenance gas station designs.)

Fleishman's Village, subdivided in 1946 by Joseph Fleishman, is characterized by compact colonial-style brick houses. Also in 1946, Anthony Carozza began the subdivision and development of Hillcrest Heights out of land which had been part of the 18th century Colebrook plantation of the Addison family. A majority of Hillcrest Heights' first residents consisted of World War II veterans. The community is characterized by a variety of brick house types and some Lustron houses.

In 1948, Glassmanor was platted and developed by Stanley and Bernard Glassman (of Stanbern Construction Company); Glassmanor, which adjoins the District of Columbia boundary, is characterized by a mix of apartment buildings, as well as single-family, duplex and triplex housing. The development of Glassmanor marks an early stage of large

multifamily residential development in the Heights planning area.

An outstanding example of residential architecture during these post-war years is the house at 5516 Auth Road. This house was built by the Marescalco family between 1946 and 1950 on then undeveloped farm land, using an Art Moderne design (#598) sold by the L. F. Garlinghouse Plan Company. It is one of only two known examples of this house plan in the Washington, D.C., area; the other having been built in West Hyattsville by Marescalco's brother-in-law. The unusual character of the Marescalco House has made it a prominent visual landmark in its community, now developed with more typical subdivision housing.

Construction of both single- and multifamily residential buildings and small commercial areas continued in the 1950s and 1960s. With the opening in 1964 of the Capital Beltway, and the resulting increased access to this area, the building boom continued — with the construction of additional multifamily housing and commercial centers such as Iverson Mall, the first large-scale enclosed shopping mall in Prince George's County.

Development in the Heights occurred at a slower pace in the 1970s and 1980s as less land remained for development. This pace continues today with the exception of the Metro stations construction occurring in the planning area.

The Heights planning area exemplifies the history of rapid suburbanization. In little more than a generation, the area went from a rural, agricultural region of Prince George's County

to a modern, bedroom suburb of Washington, D.C., clustered around and closely associated with major Federal installations.

Themes of this Plan



The Heights planning area is predominantly developed. The residential neighborhoods are established, stable and well maintained. In general, the residential neighborhoods are a positive point of the planning area, while some of the adjoining commercial corridors are less appealing from a visual, functional and service aspect.

This master plan anticipates that the greatest opportunities for new development in the planning area lie in the areas adjacent to the three Metro stations (Branch Avenue, Naylor Road and Southern Avenue) which opened in January 2001. Generally, there is undeveloped land that can be developed surrounding the Metro stations. The existence of Metro stations should be an impetus for positive change to the existing development with the appropriate master plan guidance. This master plan recognizes that positive land activity will proceed in other parts of the planning area unrelated to Metro's influence.

With these observations as underlying premises, the following themes were identified to build on the premises:

FOCUS AREAS AND GATEWAYS

Five areas within the Heights have been identified as focus areas. These areas include a Metro station (or are near a station) and/or a gateway. The focus areas include some of the most visible sections of the planning area (and County) to residents, shoppers, commuters and tourists. To some extent, the focus areas have the greatest land activity potential in the planning area. For these reasons, specific areas within the focus areas have been highlighted

for detailed land use and urban design recommendations to encourage development that is appropriate for these areas and projects a positive image.

RESIDENTIAL PRESERVATION

The established neighborhoods of the Heights are one of the community's assets. This plan proposes to reinforce the strength and character of the neighborhoods by reducing the potential for encroachment of incompatible land uses; recommending quality residential development on infill sites; promoting maintenance and code enforcement programs; and encouraging the renovation or redevelopment of selected multifamily complexes.

REVITALIZATION

This plan places an emphasis on revitalization in areas where development has the greatest potential — adjacent to the Metro stations. It emphasizes increased residential densities and nonresidential intensities in conformance with the 1997 Neighborhood Conservation and Smart Growth Initiative policies and utilizes recognized land use policies for development adjacent to transit. In addition, this plan emphasizes revitalization of the designated gateway corridors. The plan's land use recommendations and the comprehensive rezoning proposals provide a foundation for revitalization.

TRANSPORTATION

This plan reinforces the use of public transportation by proposing an integrated transportation system composed of roadways,

Metrorail, bus system and trails. It is important that residents have accessibility to the stations without the need of an automobile.

PUBLIC FACILITIES AND AMENITIES

This plan proposes to provide for the needs of the existing and future residents by strengthening community assets and identity, such as education (elementary, middle and high schools and libraries), safety (police and fire/rescue services), recreation (parkland and trails), and culture (adaptive reuse of Historic Sites).

PARTNERSHIPS

Community involvement has been emphasized throughout the public participation process of this plan. It was important during the plan's development, and it is also important after the plan's approval to assist in the implementation of the plan's recommendations. Community involvement in the development review process and the County budget hearings will ensure that the County decision makers are aware of the community's needs. In addition, this master plan includes a number of recommendations that require the involvement of many parties. Partnerships are necessary to ensure a satisfactory result. This master plan identifies these recommendations and proposes action steps in the Implementation Strategy chapter. The action steps can be further developed and carried out through supportive and committed partnerships among representatives from the County, residents and businesses.

THE Heights

Silver Hill-Morningside Marlow Heights Hillcrest Heights Eastover-Forest Heights

**PLAN
ELEMENTS**

Focus Areas Land Use and Gateways



This chapter addresses and makes recommendations for land use and gateway elements for five focus areas in the Heights planning area. These areas are highlighted for detailed land use and urban design planning in concentrated locations. This review was prompted for two important reasons: the need for detailed planning for areas adjacent to developing Metro sites and citizen testimony at the June 1996 public forum regarding the need for visually attractive corridors leading into the planning area and County. The Heights area has the unique opportunity to concentrate a master planning process for development around three Metro stations. The areas around these stations need careful planning so that development will be an asset to the planning area, County and region.

The second aspect of the focus area discussion is the gateways issue. There are many entrance points into the planning area where there are opportunities to enhance elements of the roadscape and create gateways.

The focus area boundaries were derived primarily based on the public testimony at the June 1996 public forum and the location of Metro stations and large tracts of undeveloped land. The utilization of physical features such as roads and creeks and property lines define the focus areas. Three focus areas contain a Metro station and a fourth focus area is one-half mile away from a station. Each focus area contains one or more gateways.

This chapter is divided into two parts: Focus Areas Land Use, and Gateways. The focus areas land use part addresses land use recom-

mendations; the gateways part addresses gateway design standards within the focus areas. Both parts are organized by focus area (1 through 5). The following identifies the issues by focus area. Map 2 shows the location of the focus areas.

Focus Area 1 — Branch Avenue Metro Station and Vicinity Land Use Recommendations and Other Focus Area 1 Land Use Recommendations; Branch Avenue Metro Area Gateway Standards (includes Auth Way, Auth Place and Auth Road); and Suitland Road Gateway Standards.

Focus Area 2 — Land Use Recommendations for the undeveloped area south of Silver Hill Road.

Focus Area 3 — Naylor Road Metro Station and Vicinity Land Use Recommendations; Old Silver Hill Road Land Use Recommendations; and Branch Avenue, Naylor Road and 23rd Parkway Gateway Standards.

Focus Area 4 — Southern Avenue Metro Station and Vicinity Land Use Recommendations and Other Focus Area 3 Land Use Recommendations; Wheeler Road Land Use Recommendations and Gateway Standards.

Focus Area 5 — Indian Head Highway Land Use Recommendations and Gateway Standards.

This chapter is intended to be used in conjunction with the other plan element chapters to provide direction in land use and site design for specific areas in the focus areas. Note: Land use recommendations for properties outside

the focus areas are contained in the Residential Neighborhoods, Commercial Areas, Employment Areas, Public Facilities and Parks chapters.

PART I – FOCUS AREAS LAND USE

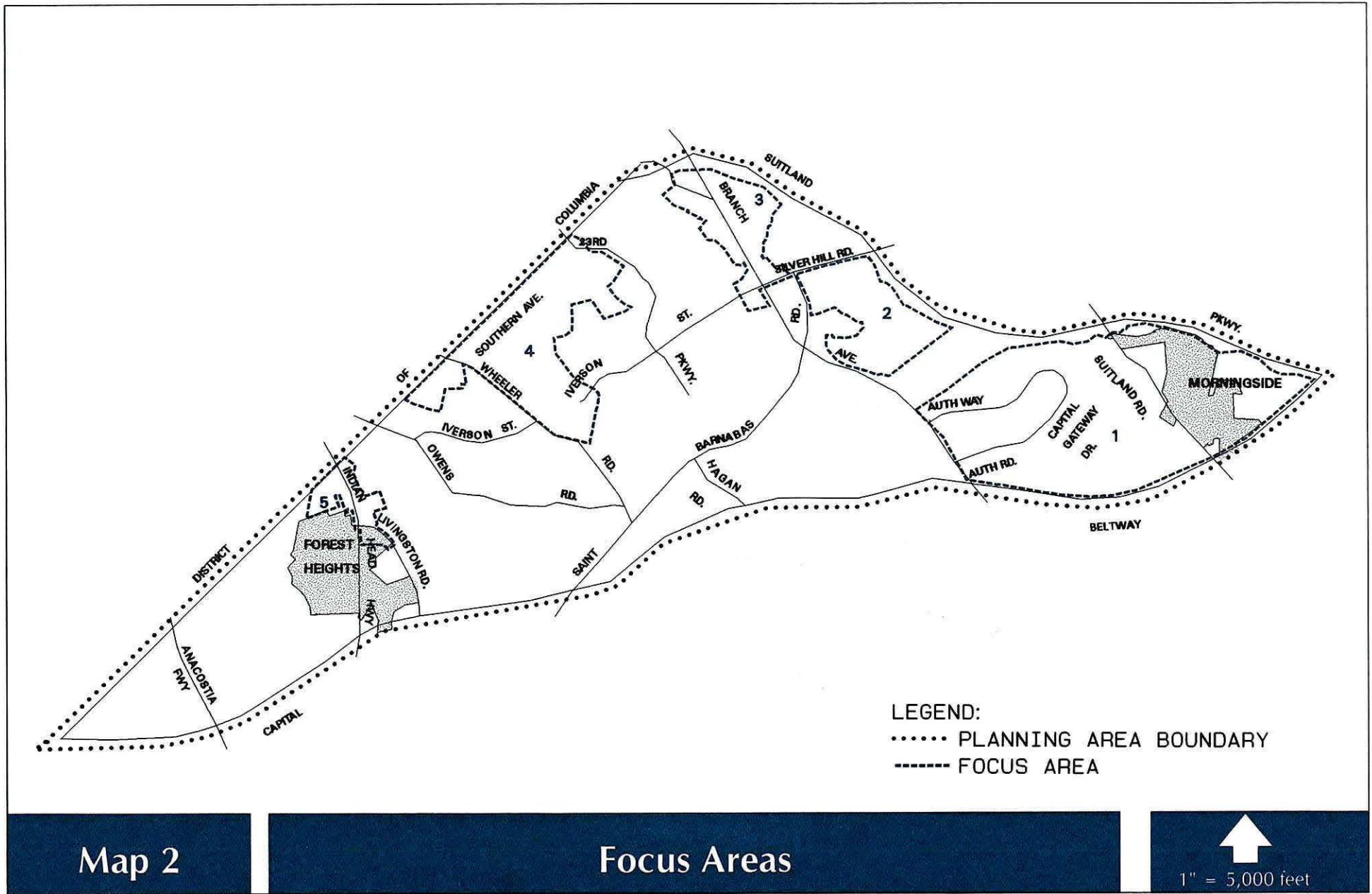
FOCUS AREA 1

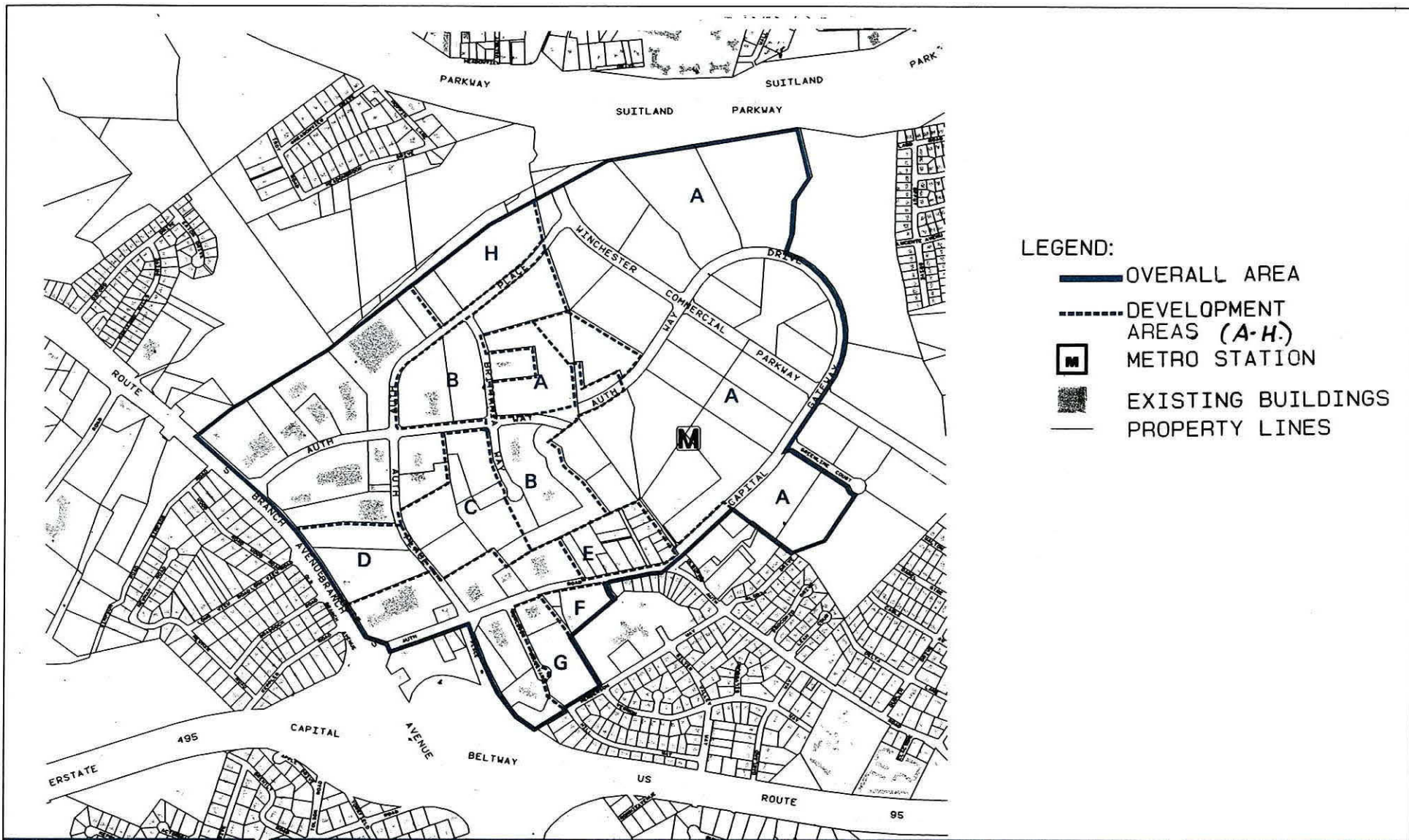
Focus Area 1 is located at the eastern part of the planning area. The boundaries include Suitland Parkway to the north, Capital Beltway to the east and south, and Branch Avenue and Henson Creek to the west. The terminus station of the Metro Green Line is located in the focus area, east of Branch Avenue. The Town of Morningside and the Skyline community are located to the east of the Metro station. Suitland Road, a road traveled by foreign dignitaries from Andrews Air Force Base to Washington, D.C., via Suitland Parkway is designated as a gateway in this plan.

This section addresses and makes land use recommendations for land within Focus Area 1, including the Branch Avenue Metro Station and Vicinity.






Branch Avenue Metro Station and Vicinity Land Use

The area is shown on Map 3. This includes the undeveloped (and subdivided) Capital Gateway property, the Metro station site, and the land (developed and undeveloped) generally located between the Metro site and Branch Avenue.





LEGEND:

-  OVERALL AREA
-  DEVELOPMENT AREAS (A-H)
-  METRO STATION
-  EXISTING BUILDINGS
-  PROPERTY LINES

Map 3

Focus Area 1 — Branch Avenue Metro Station Area


 1" = 5,000 feet

Background And Basic Issues

The overall area comprises approximately 300 acres. It contains a large amount of undeveloped land (172 ± acres) with significant development potential because of its proximity to the terminus station of the Metro Green Line. Most of the undeveloped land is associated with the subdivided Capital Gateway project (100 ± acres), generally north and east of the station. The area also contains commercially developed land that includes primarily office buildings and automobile dealerships on 130 ± acres.

Currently, there is no prescribed order to the existing development or relationship between the uses. There is no comprehensive plan to guide future development other than the mix of zoning. There is a concentration of automobile dealerships at this location. These dealerships provide an important service and a tax base; however, a concentration of these uses in proximity to the Metro station is not an ideal land use scenario because they are land intensive and are not high employee generators. By virtue of the nature of these uses and their location on Branch Avenue, Auth Road and Auth Way, the current appearance of this area is cluttered.

Existing office development is scattered and unrelated in design. Currently, there is a lack of services such as restaurants and retail for current and future employees in this area.

Goal

- To provide for appropriate development opportunities at this major gateway center location of the Metro Green Line, including

varying intensities of residential, commercial and employment land uses for a diverse workforce in an environment that is attractive, well designed, interactive, and conducive to maximum use of Metro.

Concept

The land use plan for the area must place a strong emphasis on development that is appropriate adjacent to a Metro station and with good accessibility to the Capital Beltway. This is in concert with the 1997 Neighborhood Conservation and Smart Growth Initiative policies. The concept reflects a high intensity of development for the area that is closest to the Metro station with intensity reduction away from the immediate Metro environment. The high intensity area should have an urban flavor; the less intense areas will be more suburban in character. High-rise or mid-rise

structures should prevail in a well-designed setting among pedestrian walkways and inviting urban plazas. The proposed mix of uses should promote employment diversity and activity beyond the typical workday. The less intense areas will contribute to this activity as future uses extend into retail and services (restaurants) for employees and residents. There should be a strong relationship in the major gateway center between the high- and low-intensity areas and particularly with the Metro site.

Recommendations

There are two sets of recommendations for Focus Area 1. The first set pertains to the Branch Avenue Metro Station and Vicinity (Area A through H, plus General Area recommendations); the second set is for the balance of the Focus Area. Refer to Map 3 for the location of

The terminus line of the Metro Green Line — Branch Avenue Station — provides transit opportunities in the planning area and for south County.



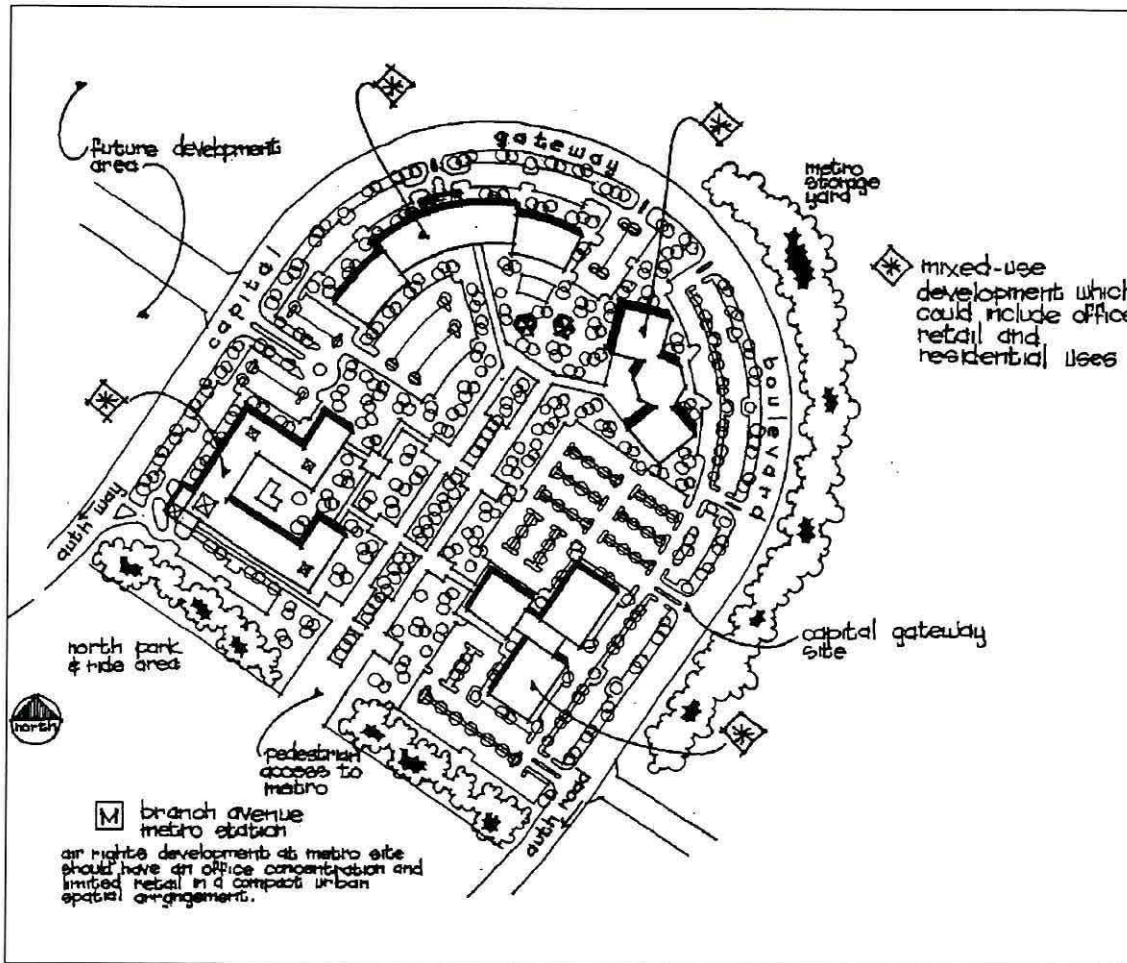


Figure 2. Branch Avenue Metro Station Area Development Concept.

Areas A through H addressed in the following recommendations.

- Area A —The M-X-T Zone (mixed-use transportation land use) is recommended. This includes the undeveloped Capital Gateway (also known as Town Center at Camp Springs) property as well as future

development (air rights) over the Branch Avenue Metro Station. The allowable uses in the M-X-T Zone include office, residential, and retail. While the Capital Gateway and the Metro site are recommended for the M-X-T Zone, it is envisioned that the Capital Gateway site

will develop in advance of any other development beyond the transit station on the Metro site.

The overall area lends itself to intensive development because of the Branch Avenue Metro Station. The rezoning of the Capital Gateway site to the M-X-T Zone will allow maximum development flexibility in terms of land use, development intensities, and site design. For the Capital Gateway site, the future land uses could be mixed in a compatible manner throughout the development, or portions of the overall property could be developed with similar uses. Any residential and office development could have varying intensities within the Capital Gateway site. As the development of the site may evolve over time, it should respond to long-term changes in the market. The M-X-T Zone and its review process allow for this flexibility.

To promote the attractiveness of the Capital Gateway site, landscaped plazas are recommended to be located in well-traveled pedestrian areas to offer convenient, yet inviting, outdoor setting for office workers, shoppers and residents. Well-lit and appropriately sized walkways should be provided throughout the area for efficient access to Metro and to promote interaction between the various land uses.

The Capital Gateway site was originally approved for 828,000 square feet of office or 1,775,000 square feet of flex-office or any combination of permissible M-X-T Zone uses not to exceed specified peak-hour



The Seafarer's Building on Auth Way is a positive example of office development with an interesting building design and outdoor sculpture.

trips. It is envisioned that this area will need to exceed those limits to accomplish the type of development that is appropriate for this area and envisioned by the plan, through the use of transportation system management (TSM), transportation demand management (TDM), and other similar trip reduction measures.

The Metro site recommendation for the M-X-T Zone is to guide any future long-term plans for air rights development at this station by the Washington Metropolitan Area Transit Authority (WMATA). The uses allowable for the station site include those identified for the Capital Gateway site. It is anticipated that any future development of the Metro site will be high intensity.

- Area B — Recommended for office use. This area is recommended to be retained in the existing I-3 zoning. Some sites are already developed with office buildings. Approximately 19 acres are undeveloped. Further development should be of an office type consistent with the existing office development. The intensity of development can vary in this area from low- to mid-rise structures. Because of the area's proximity to the Metro station, it is anticipated that the market and land value will dictate mid-rise development. Also see note on page 24.
- Area C — Recommended for a restaurant park (commercial retail use) in the C-S-C Zone. This area contains approximately 17 acres. It is recommended that Area C be developed comprehensively with four to

five sit-down restaurants (not fast-food restaurants) according to a well-designed conceptual site plan approved by the Planning Board. (See Figure 3.) The park should have shared access on Auth Place, Auth Way and/or Britannia Way, with integrated vehicular circulation within the parking area. Architectural styles and building colors should reflect compatibility and consistency throughout the park, rather than a sole emphasis on a trademark style building. Signage should be limited on the buildings, and low ground-mounted signs are recommended to project an organized and attractive development character. Freestanding signs are not recommended. The site should be well landscaped in accordance with the *Landscape Manual*. Pedestrian access from the adjacent offices and Metro station should be promoted through sidewalks along the roads.

(There are two parcels on this site that are utilized by two nearby automobile dealerships for employee and overflow parking. The uses on the two parcels which front Auth Place are recommended to be relocated elsewhere in this general area, preferably off of Auth Place to the north near the Metro tracks). (See Area H discussion.) Also see note on page 24.

- Area D — Recommended for commercial retail use. This area consists of approximately six acres. The plan recommends the C-S-C Zone to provide additional limited commercial retail opportunities abutting Branch Avenue and Auth Place. It is across Auth Place from the

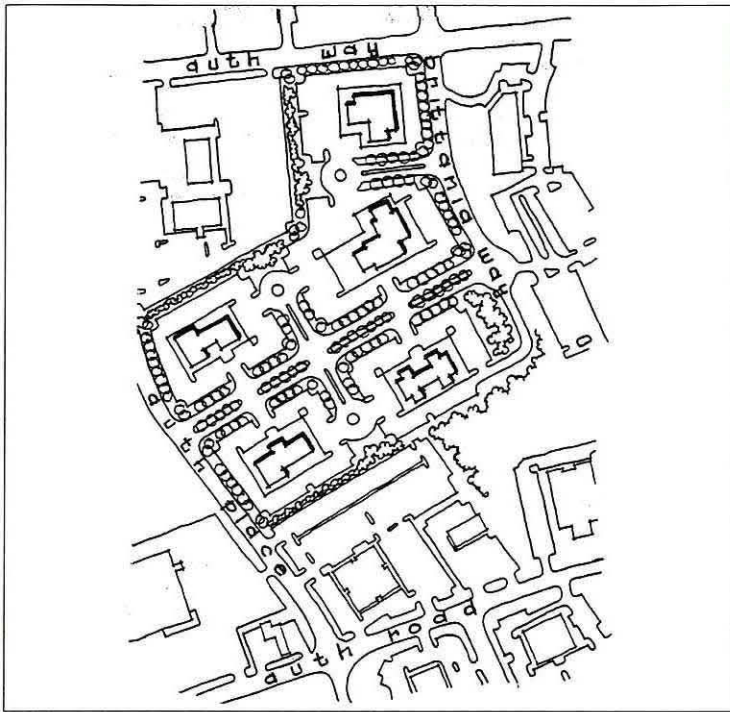


Figure 3. Proposed Restaurant Park Development Concept.

- ◆ Five potential restaurants
- ◆ Internal vehicular circulation
- ◆ Access from Auth Place and Britannia Way
- ◆ Well-landscaped site

proposed restaurant park. The visibility of this site and its location adjacent to the proposed restaurant park and the Metro station will provide for limited additional retail opportunities to serve Metro commuters, workers in the area and the community. The development could

include a small shopping center with a variety of commercial uses.

Access to the property will probably be limited to Auth Place because the State Highway Administration may not permit access to Branch Avenue. Since this property fronts two parallel roads (Branch Avenue and Auth Place), the orientation and design of the buildings will require special attention. The rear of the buildings should not front either road; instead they should front a side lot line. Special attention should be given to minimize the negative views often associated with the rear walls of retail establishments. Siting of the development with emphasis towards the existing retail use to the north would promote more interaction between the two similar use properties. To deter further proliferation of free-standing signs on Branch Avenue, a ground-mounted, low-rise sign advertising the shopping center or main tenant is recommended. The same type

of sign is recommended for Auth Way consistent with the signage recommended for the restaurant park. Also see note on page 24.

- Area E — Recommended for commercial-retail land use in the C-S-C

Zone to provide for retail opportunities on approximately 8.3 acres.

- Area F — Recommended for medium-residential land use. This 3.4-acre area should develop in a single-family detached development. The housing should be of a high quality design (such as masonry facades, garages), and the site should be well landscaped to provide a buffer along the commercial site boundary and along Auth Road. The R-80 Zone is recommended.
- Area G — Recommended for office use. This land use recommendation is to promote a more compatible land use relationship between this area and the abutting residential area to the east and south. Area G includes 7.4 acres of land of which 1.9 acres is developed with offices. The C-O Zone is recommended.
- Area H — The plan recommends relocation of the two automobile dealerships surplus parking lots currently on the east side of Auth Place between Auth Way and Auth Road (see Area C discussion) to Area H (Auth Place, north of Auth Way, just west of the Metro tracks). This 9.5-acre site is in proximity to the dealerships and would allow for the relocation of these parking lots to the periphery of the employment area. In addition, the relocation will free up the two sites for more appropriate uses as specifically recommended in Area C. These sites are privately owned and partnership efforts by the owners and the County may be necessary to implement this recommendation.

The plan recommends a commercial miscellaneous land use solely for the purpose of these lots being used as parking lots for the car dealerships. The C-M Zone is recommended.

Screening of these properties from the surrounding employment land uses will be necessary to minimize views of large stretches of pavement.

*If Area H is not used as the plan recommends, the zoning should be reconsidered in the future.

- General Area — The existing automobile dealership uses are recognized at this time.

As the overall employment area develops further, with vacant land becoming scarce and land values increasing, the land-intensive use of all car dealerships may no longer be viable at this location. If and when that occurs, appropriate alternative uses should be considered by the property owners and County. These uses should provide for an additional employment base that could utilize the adjacent Metro stations. This may ultimately require a rezoning of the property to accommodate the appropriate employment use.

Note: The Branch Avenue Metro Station area land use has been planned based on information available during the plan preparation. This information was used to make recommendations for the future. The opening of the station and its impact on the area in terms of development opportunities and market changes has been envisioned in this plan. The

opening of Metro will set the stage for the plan vision of a major gateway center to occur. The plan acknowledges that the State Highway Administration's Branch Avenue Metro Access Study is nearing completion. This has been an ongoing SHA study to improve access to the Branch Avenue Metro Station from Branch Avenue. It recommends a direct access road from Branch Avenue (between Auth Road and Auth Way) to the Metro station. The access road is proposed to be aligned through the southern end of Area B, Area C and Area D. Road improvements that are ultimately recommended may affect existing and future land uses. If it is determined by the County, subsequent to the approval of this plan, that development and market opportunities have changed and further study is needed, then the recommendations in this plan should be used as a foundation for a more detailed small area plan analysis.

Other Focus Area 1 Land Use Issues and Recommendations:

- A 1.18-acre site, comprised of five lots in the southeast corner of Suitland Road and Poplar Road is recommended for medium-suburban residential density to promote a compatible land use (single-family dwellings) adjacent to the existing residential development in the Town of Morningside. This recommendation is also made to reduce spot commercial zoning (C-O) and the potential for further commercial development along this gateway corridor. The R-55 Zone is recommended.
- A 2.4-acre site in the southeast corner of Suitland Road and Randolph Road is recommended for suburban residential

density to promote a compatible land use (single-family dwellings) adjacent to the existing residential development on Randolph Road and Reamy Drive. This recommendation is made to reduce commercial zoning (C-O) and the potential for further commercial development along this gateway corridor. The R-80 Zone is recommended.

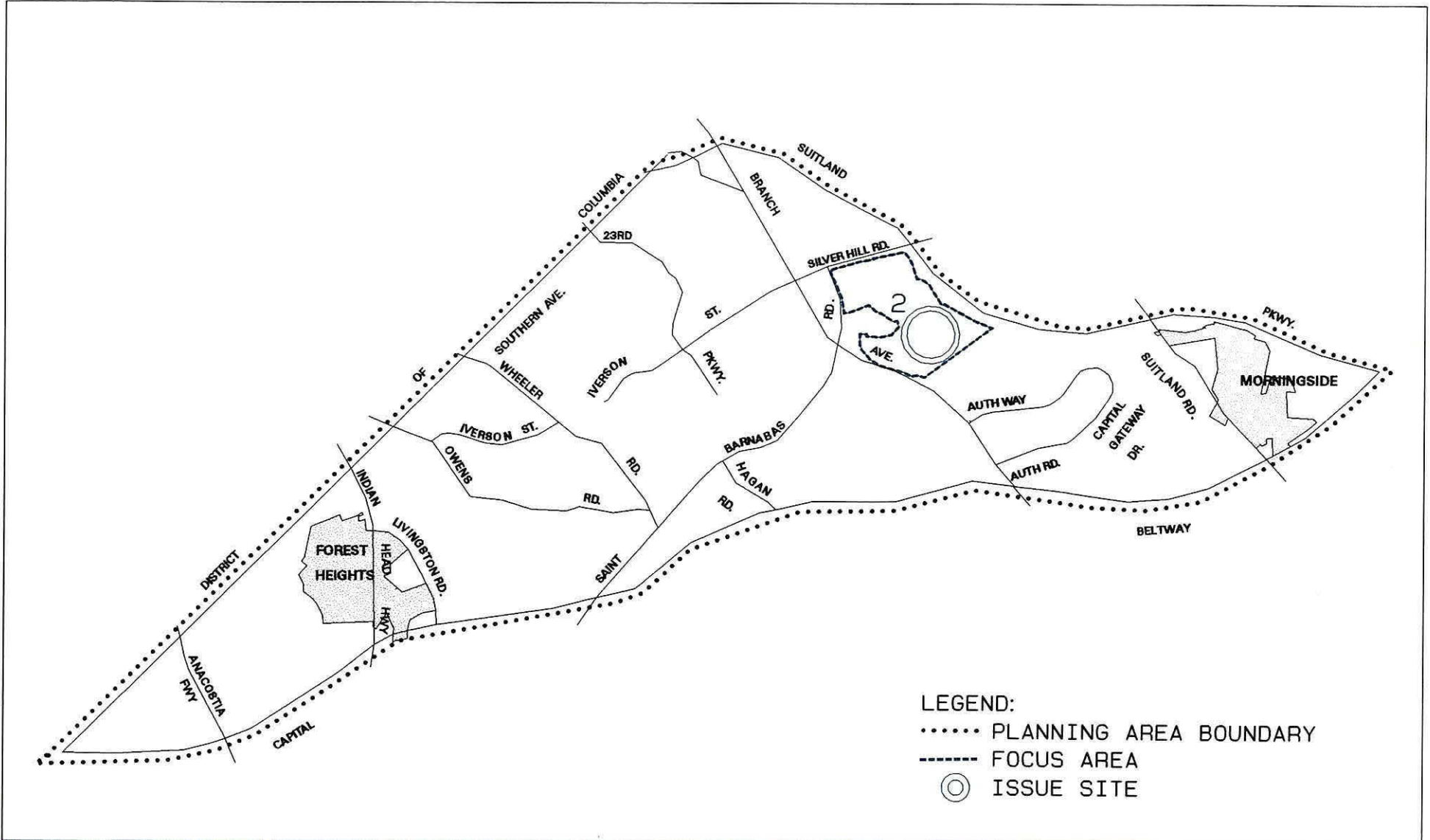
FOCUS AREA 2

Focus Area 2 is located in the eastern portion of the planning area. The general boundaries of the area include Silver Hill Road to the north, Suitland Parkway to the east, the northern edge of the Meadowview and Hartford Hills subdivision and Branch Avenue to the south, and generally St. Barnabas Road to the west. (See Map 4 for designated area.) The focus area does not have a Metro station situated within its boundaries; however, the Suitland station is one-half mile away. There is a large area of undeveloped land (97± acres) in the southern portion of the focus area.

This section addresses and makes recommendations on the land use for the 97± acres of land.

Background and Basic Issues

The focus in this area is the undeveloped 97± acres of land identified on Map 4. The area is predominantly wooded and contains areas of steep slopes, floodplains and some soils that are not conducive to development. On some hillsides and the stream valley floor, a unique plant community somewhat comparable to the Suitland Bog has been identified. A significant



Map 4

Focus Area 2 Issue Area

1" = 5,000 feet

structure on the site is a vacant dwelling (Ridgeway-Hagen House) which is proposed as an Historic Site in this plan. The Parks chapter of this plan recommends the area for future parkland. If the M-NCPPC Department of Parks and Recreation is not successful in acquiring or obtaining the 97 ± acres, then appropriate development for the balance of the area is the challenge.

There are four tracts of land within this area that are individually owned. One tract is owned by the Prince George's County Board of Education and at one time was planned as a school site. (This site is now zoned R-O-S (20-acre lot size) via the Countywide Map Amendment approved by the District Council on May 19, 1998.)

The development potential of these four sites is limited because of the existing environmental features. In the 1981 Subregion VII master plan, portions of this area were designated as a conditional reserve area. (Conditional reserve areas are areas with development constraints.) The 1981 Subregion VII master plan recommended a greater residential density than previously planned. The area was upzoned in the 1984 Subregion VII sectional map amendment from the R-R Zone to the R-55 Zone (3.6 to 5.7 units per acre) in accordance with the master plan recommendation for medium-suburban residential land use. The sectional map amendment text addressed the appropriateness of using alternative development techniques, such as clustering, through the subdivision ordinance or through a comprehensive design zone (R-M Zone). The comprehensive design zone pro-

vides greater design flexibility and ultimately more opportunities to minimize site impacts.

Further analysis of the environmental features during the preparation of this plan led to the determination that parts of these properties are natural reserve areas. (Natural reserve areas contain environmental features such as steep slopes, floodplains and wetlands and must be preserved in their natural state.)

Access to this area is a concern. Three routes were proposed in the 1981 Subregion VII master plan. Each route appears to be impacted by topography and floodplains. One of the routes, Ourisman Drive, is partially constructed near the Applegate subdivision and is the preferred route into this area because it appears to have the least impact.

Goal

- To provide passive parkland for an environmentally unique area containing an Historic Site and/or new housing opportunities (single-family detached residential) within one-half mile of the Suitland Metro Station that are planned in a manner which minimizes the impact on the environmental features (and the Historic Site) of this area.

Concept

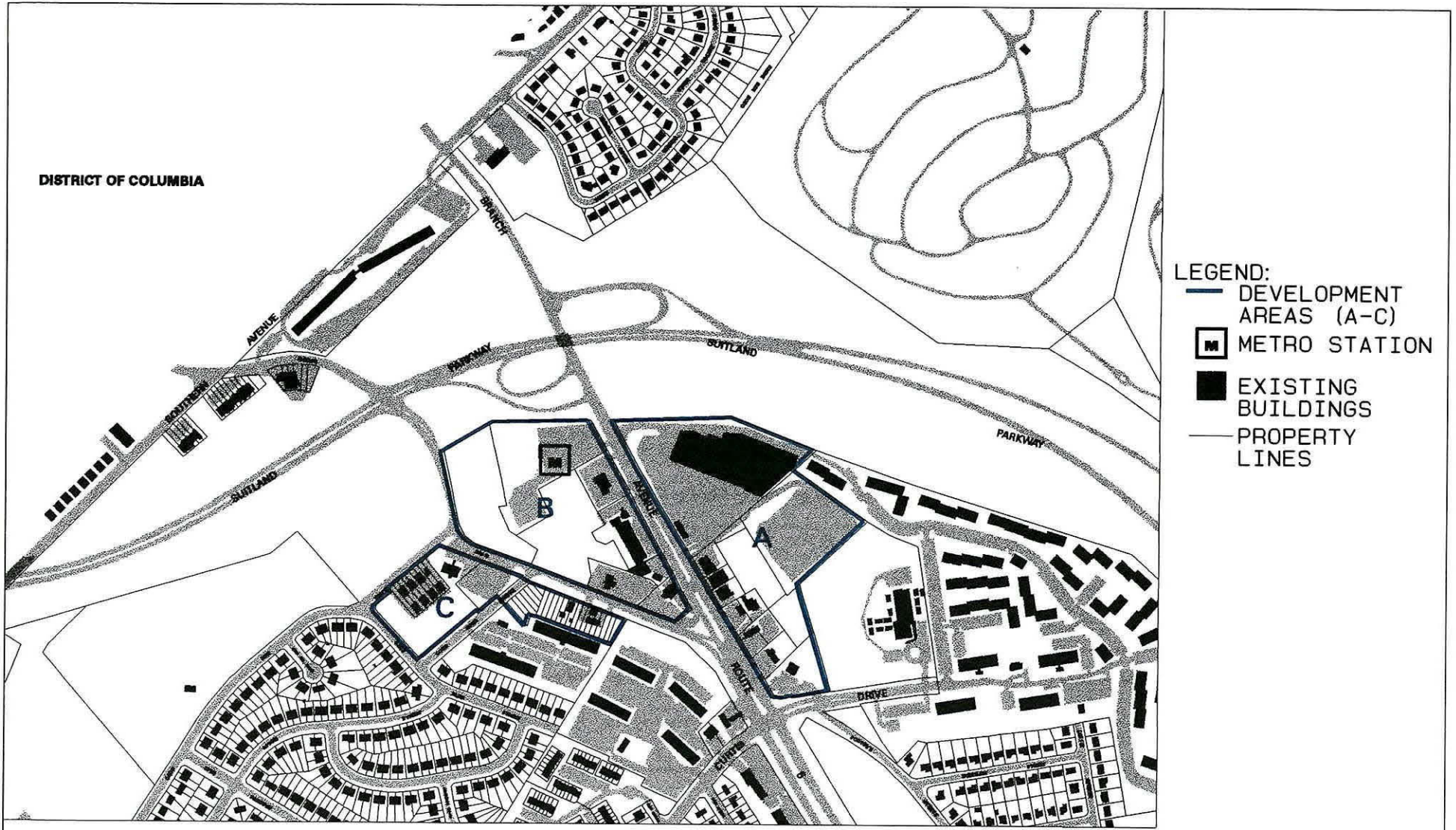
There are relatively few large tracts of undeveloped and unsubdivided land in the planning area. The few that exist have some development constraints, which may explain why they have remained undeveloped thus far. The concept for this large tract of undeveloped land is to recognize the need to minimize im-

pacts on the environmental features of the site and the need for parkland in the planning area. In addition, if parkland is partly or totally infeasible, the concept for the plan is to recognize an appropriate residential land use that can develop while minimizing impacts on the environmental features in this area and provide for new housing within walking distance of the Suitland Metro Station.

Recommendations

- The primary recommendation for the 97 ± acres is for parkland. Therefore, the plan map will show a "floating" park symbol for this area which will ultimately result in efforts by the M-NCPPC Department of Parks and Recreation to acquire the site(s) when parkland acquisition funds are available. This recommendation is discussed in detail in the Parks chapter of the plan.

If parkland acquisition is not achieved or if parkland acquisition does not include the entire site, the underlying plan land use recommendation is medium-suburban residential land use. The use of a comprehensive design zone (R-M, 3.6-5.7 units per acre) is encouraged as an alternative to a conventional zone as it was in the previous SMA. The comprehensive design zone would allow for greater flexibility in site design and would minimize the impact on environmental features. Use of the R-M Comprehensive Design Zone will require an application request by the property owner(s). The property is recommended to be retained in the R-55 Zone. As part of the medium-suburban land use recommendation, the plan encourages



Map 5

Focus Area 3 Issue Areas



1" = 5,000 feet

the following site design guidelines for residential development:

- ❑ The development should be single-family detached to promote compatibility with the adjacent Historic Site.
- ❑ There should be a strong relationship between the recommended Historic Site (Ridgeway- Hagen House) and any residential development. The relationship can be fostered through site plan review, addressing the appropriate siting of structures, architectural compatibility, and the role of the Historic Site in the neighborhood.
- ❑ The development pods should be clustered in the most developable portions of the area reducing the impact on environmentally sensitive areas and utilizing these sensitive areas to define the pods and enhance the overall development.
- ❑ All woodland conservation should be carried out on-site as preservation, instead of reforestation off-site.
- ❑ The development should be of a high quality (such as brick facades, garage units, varied setbacks and rooflines) that reflects a very positive image and enhances the area.

FOCUS AREA 3

Focus Area 3 is located in the northern section of the planning area. The extent of the focus area is primarily contained along Branch Avenue between Suitland Parkway and

Iverson Street. (See Map 2.) The Naylor Road Metro Station between Naylor Road and Branch Avenue is under construction. Branch Avenue, a major entry point into the planning area is designated as a gateway in this plan. Portions of Hillcrest Heights and the Fleischman's Village communities are located in the focus area.

This section addresses and makes land use recommendations for the Naylor Road Metro Station and vicinity and a property on Old Silver Hill Road.

Naylor Road Metro Station and Vicinity Land Use

Background and Basic Issues

The subject area is shown on Map 5. This area encompasses the Naylor Road Metro Station and developed and undeveloped land primarily fronting on Branch Avenue and Naylor Road north of Curtis Drive. It is divided into three areas for discussion and recommendations: Area A (east side of Branch Avenue), Area B (area between Branch Avenue and Naylor Road) and Area C (west side of Naylor Road).

The overall area is developed primarily with freestanding, individually owned commercial buildings or small strip development (retail and some service uses) that appear to be approximately 30 to 40 years old and reflect a variety of building styles. Many of the small sites reflect a long-term lack of maintenance, have a negative visual impact on the area and

the businesses do not provide a neighborhood service. Many properties lack adequate (and maintained) parking and landscaping. Sign clutter is an existing problem. The largest commercial development is the Branch Avenue Plaza (142,000 square feet); it could be a key retail component in this area. It is situated off of Branch Avenue and is isolated from other development along the road. This short section of Branch Avenue projects a negative image, although the corridor's appearance improves south of Curtis Drive, and the residential stock behind the commercial strip is well maintained.

In this area, there is a lack of employee intensive uses that would enhance future Metro ridership and ultimately reduce the number of vehicles on the roads. The existing land use and visual landscape adjacent to the Naylor Road Metro Station needs some modification.

Goal

- To provide for employment opportunities in an attractive, well-designed community gateway center setting that can serve the adjacent residential neighborhoods and promote Metro ridership; to provide enhanced retail opportunities in an attractive and safe environment that serves the adjacent residential neighborhood and employment development.

Concept

The general concept for this area is to encourage renovation and redevelopment to promote opportunities for employment and retail in concert with the 1997 Neighborhood Conservation and Smart Growth Initiative. The

general area should include a mix of uses to promote an active environment. This concept was developed in recognition of existing development that may be appropriate to retain, the relatively small acreage in these three areas that will limit development size, and surrounding residential land uses in the community.

Recommendations

The recommendations for the Naylor Road Metro Station Area are presented by three defined areas. The plan emphasis for the Naylor Road community gateway center is the introduction of an office component. Refer to Map 5 for location of these areas.

- Area A — The developed and undeveloped commercial properties comprising 10.6 acres on the east side of Branch Avenue, south of the Branch Avenue Plaza Shopping Center to Curtis Drive, are recommended for retail land use via the C-S-C Zone. Office land use is an appropriate addition to this area within the C-S-C Zone.

The Branch Avenue Plaza shopping center is recognized in this master plan as an existing activity center. No zoning change is recommended. It is recommended that the owner pursue ways to improve the visibility of the center from Branch Avenue and enhance the site's pedestrian orientation from

Branch Avenue, from the plan-encouraged Branch Avenue pedestrian overpass and from adjoining commercial properties. Further, upgrades are recommended to the site's overall appearance through landscaping and consistent signage. The shopping center should function as a local retail component serving both the surrounding residential neighborhood and future employment development. The addition of office uses would be an appropriate land use with the retail component. This can be accomplished in the existing zone.

The balance of the commercial area is recommended for renovations or redevelopment in the C-S-C Zone. Renovations could include facade updates, defined parking areas, landscaping and a reduction of sign clutter. Redevelopment of this area would need to be accomplished in a comprehensive manner as most properties are small, which limits individual redevelopment potential.

A pedestrian crossover above Branch Avenue is encouraged to facilitate pedestrian circulation between the Metro site and the east side of Branch Avenue in the gateway center. An expanded role for the crossover is to provide a small open plaza as part of the crossover. This will provide pedestri-

ans, office workers, shoppers and residents with an open space area with seating opportunities.

- Area B — The properties included in Area B (excluding the Metro site) are recommended for redevelopment for office uses.

The existing buildings within this area should ultimately be demolished to allow for new development to advance. However, the uses are permitted to remain in a nonconforming status.¹ The limited size of this area will result in a small-scale redevelopment. Office development in townhouse-style buildings of less than three stories is probable. Office uses could include medical and attorney offices.

The Metro site is recommended for commercial land use for potential air rights development, if the site can accommodate such development and the Washington Metropolitan Area Transit Authority (WMATA) is inclined to pursue development in the future. The site is recommended to be retained in the current zone (C-M) at this time. Office development is permitted in the C-M Zone

- Area C — This area includes the developed and undeveloped block of properties

1 A nonconforming use is the use of any building or land which is not in conformance with a requirement of the zone in which it is located. The use may continue to operate, but the overall intent is that the nonconforming use relocate and a more appropriate use be developed at the site.

primarily fronting on the west side of Naylor Road between the Top of the Hill Apartments and Oxon Run Drive. It is recommended for office land use and the C-O Zone (with the exception of the existing gasoline station and the Legends site which are recognized and retained in the current zoning). Townhouse-style office development with three stories or less is encouraged. This takes into consideration the narrow land area of most of the frontage properties on the west side of Naylor Road and the need to provide for compatible land uses between new development and the existing residential neighborhoods of Hillcrest Heights. The former Mr. Wicks Motel site on Oxon Run Drive is rezoned to the C-O Zone to encourage redevelopment of the property for office use.

The undeveloped properties to the south and southwest of the former motel site are recommended to be changed from a high-density residential use to office use. Low-rise office development (less than three stories) will provide for an appropriate land use transition from the commercial development along Naylor Road and the duplexes on Oxon Run Drive.

Old Silver Hill Road Area (Between Branch Avenue and Silver Hill Road)

Background and Basic Issues

The development along Old Silver Hill Road between Branch Avenue and Silver Hill Road has a negative appearance for several

reasons: (1) Much of the development pre-dates the strict design standards of the County's Zoning Ordinance and therefore lacks landscaping, adequate parking and interior site vehicular circulation; (2) Some of the businesses operate out of former dwellings converted to commercial buildings; and (3) The nature of the businesses (automobile repair, used car sales, etc.) do not enhance the appearance of the site.

Goal

- To enhance the appearance of existing and future development.

Concept

- To promote urban design elements for existing and future sites to enhance building appearance.

Recommendations

- The former Prince George's Motel site, now developed with a drug store and gasoline station, is recommended for commercial-retail land use (C-S-C Zone).
- The balance of the development along the road will be subject to design standards addressed in the Urban Design chapter of this plan.

FOCUS AREA 4

Focus Area 4 is generally located along the west-central portion of the planning area abutting Southern Avenue and Wheeler Road. (See Map 6). The Southern Avenue Metro Station is located in the focus area. Two roads (23rd Parkway and Wheeler Road) traverse the area,

with 23rd Parkway being primarily a residential corridor and Wheeler Road a commercial and residential corridor.

This section addresses and makes land use recommendations for two areas: Southern Avenue Metro Station vicinity and Wheeler Road area.

Southern Avenue Metro Station Vicinity Land Use

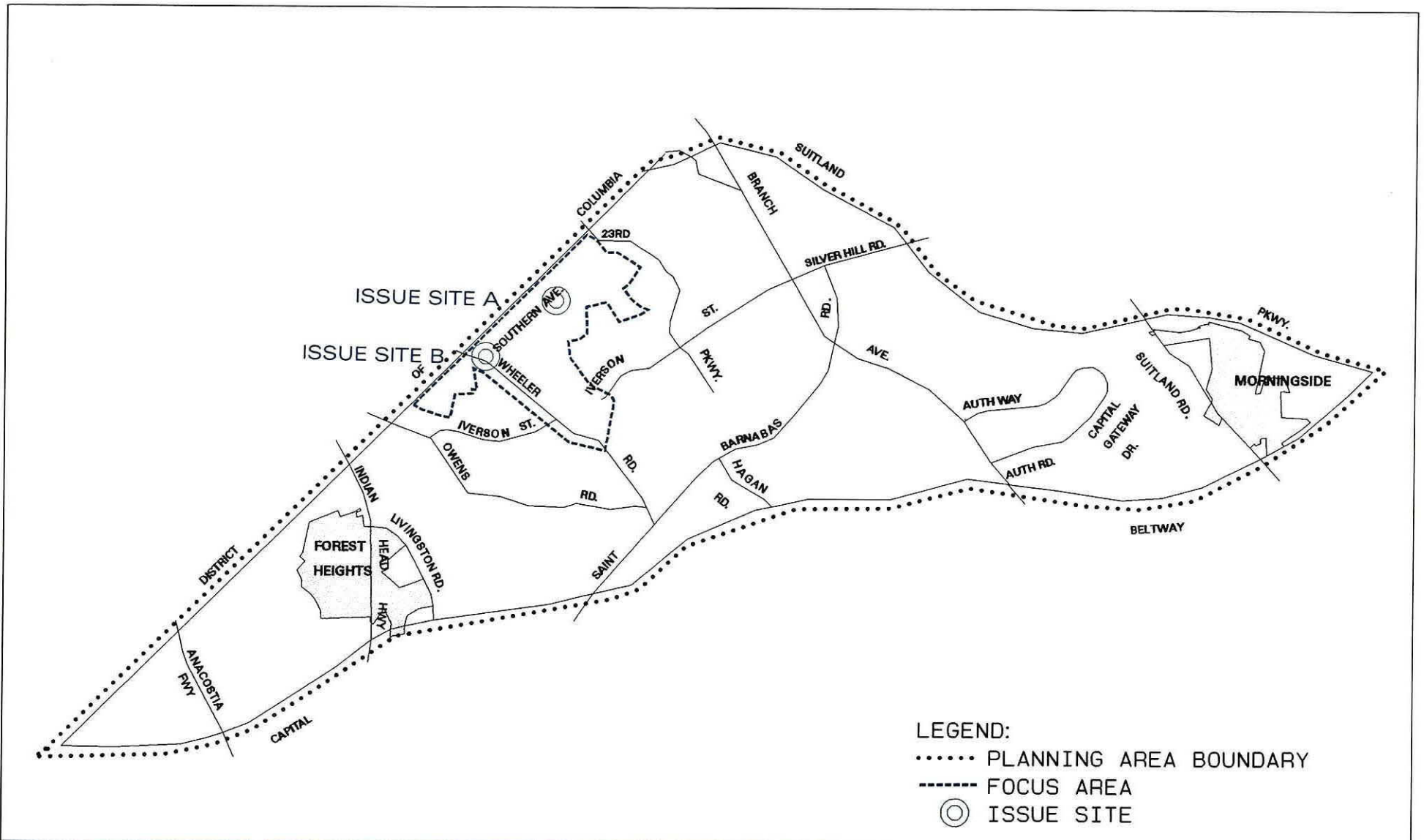
The subject area is shown on Map 6 as Issue Site A. This includes the Metro station site and undeveloped and developed land to the east and south, adjacent to the station.

Background and Basic Issues

The Southern Avenue Metro Station is located on the Prince George's County side of Southern Avenue. Approximately 49 acres of undeveloped land surround the Metro site to the south. Approximately 30 to 40 percent of this area is comprised of topographical constraints and floodplains. A 12-acre site on Southern Avenue south of the undeveloped land is partly developed with a Knights of Columbus lodge.

Farther south on Southern Avenue is existing high-density housing — Forest Hills Garden Apartments and the McGuire House (County Senior Citizen Facility) high-rise building. The Greater Southeast Hospital is located on the Washington, D.C., side of Southern Avenue across from this development.

The Metro station has access on Southern Avenue and Oxon Run Drive, adjacent to the Hillcrest Towne townhouse development. The



Map 6

Focus Area 4 Issue Areas

↑
1" = 5,000 feet

Southern Avenue corridor in this immediate area is a residential corridor rather than commercial (noting the hospital exception). There are no commercial uses except near Wheeler Road.

The proximity of the undeveloped or partly developed land to the Metro site is ideal to plan for land uses that can maximize use of Metro, while recognizing the existing environmental constraints. The 1981 *Subregion VII Adopted and Approved Master Plan* recommended this area for a future community activity center (shopping center) with a potential transit station on the site of the future Full Gospel A.M.E. Zion Church. Those recommendations are now invalid because of the Metro station on Southern Avenue at the site of the previously proposed shopping center. The mix of single-family detached (R-55 Zone) and commercial-retail (C-2 Zone) land use recommendations that existed prior to this plan are not deemed to be appropriate to continue at this location. The existing higher density residential zoning (R-30C) found in this area should be considered for another appropriate transit-related zone to encourage employment opportunities along this already dense residential corridor.

Goal

- To provide for office development opportunities in a well-designed, attractive setting that enhances the neighborhood and promotes Metro ridership opportunities.

Concept

The concept for this area is to recognize the potential development opportunities associ-

ated with the Southern Avenue Metro Station through appropriate land use recommendations derived from many factors. These factors include the area's location, existing residential land use of surrounding development, this plan's proposals for other Metro stations in the planning area and the strategies of the Maryland State Smart Growth Act.

Recommendations (Issue Site A)

- This area is recommended for office development. This land use will provide for a positive relationship between the Metro site and adjacent properties in terms of ridership potential. Office land use is compatible with the multifamily and townhouse development found along the corridor.

The plan encourages that this overall area develop in a comprehensive manner to maximize the development potential of those sites due to the irregular shape, the apparent land-locked status of some sites and the small size of some of the properties. To promote this, site plans should address: (1) shared access to Southern Avenue, (2) architectural compatibility between building types and (3) an internal path system connecting the developments to each other and to Metro.

This area has some topographical challenges (steep slopes). Because of this the development needs to be situated on the more level portions of the properties. As an example, the front portion of the Knights of Columbus Lodge site is sloped toward Southern Avenue while the rear portion is

relatively flat. The steeply sloped portions of the overall area should be undisturbed to the extent possible. This would provide for woodland conservation in the environmentally sensitive areas. Also, the preserved woodland area would act as a natural buffer between the development and Southern Avenue and the Metro station, providing for an attractive office setting.

The plan does not recommend the lodge as an appropriate long-term use within one-quarter mile of the Metro station. The property is recommended for the C-O Zone. The lodge can continue operating under its current special exception.

- The Southern Avenue Metro station site is recommended for office land use for air rights development in the future. This will allow for future development that is compatible with adjacent land use recommendations in the plan.

Wheeler Road and Vicinity Land Use

Background and Basic Issues

This area is shown on Map 6 as Issue Site B. It comprises developed and undeveloped frontage properties on the north and south side of Wheeler Road generally between Southern Avenue and Wheeler Hills Road.

This pocket of commercial development reflects the characteristics of an older area that has been in decline for many years. The majority of the buildings and sites have received minimal maintenance and reflect a negative

appearance. A gas station has been vacant for years. A building which at one time housed a food store on the north side of Wheeler Road has had limited success in attracting a permanent tenant. The existing commercial uses in this area generally do not serve the residential community. Behind the commercial development on the south side of Wheeler Road is residential zoning, most of which has not developed. The former Park 16 high-rise apartment building was demolished in August 1998. On the south side of Wheeler Road, the commercial properties are relatively small with numerous property ownerships; some sites are very irregular in shape, and abut residential zoning, raising compatibility issues.

The Wheeler Road commercial area is within one-half mile of the Southern Avenue Metro Station, a quarter mile from the Greater Southeast Hospital on Southern Avenue in Washington, D.C., straddling the plan designated gateway, Wheeler Road. The existing development patterns and uses do not promote a relationship with the large nearby employer (Greater Southeast Hospital) or the Metro station.

Goal

- To provide for redevelopment and new development opportunities through appropriate land use recommendations that promote quality, new and diverse housing and limited new commercial retail and office uses in proximity to the Metro station and in an environment that enhances the Wheeler Road gateway corridor.

Concept

The concept for this area is to encourage redevelopment and new development. Redevelopment will allow for new growth and the infusion of new residents who will take pride in this portion of the corridor, develop a neighborhood and create a rebirth of the area. Quality residential development will be the emphasis. A variety of housing types within one-half mile of the Metro station will provide opportunities for new Metro ridership in concert with the 1997 Neighborhood Conservation and Smart Growth Initiative. Some existing uses will not be encouraged to continue operating in this area as part of the concept to redevelop and promote new growth. New nonresidential development is also part of the concept for this area to provide for employment opportunities and services to the community.

Recommendations (Issue Site B)

- The primary recommendation for the Wheeler Road gateway area is to concentrate commercial land use on the north side of the road and redevelop the south side in residential land use as discussed in the specific recommendations below.
- For the south side of Wheeler Road, including the frontage properties between the Tribbles Building (Gilpin Property) on Southern Avenue and Chevet Manor Apartments on Wheeler Road, the plan recommends all properties be designated for medium-suburban residential land use. The area is recommended for the R-55

Zone. In the R-55 Zone, the housing would be single-family detached.

The use of the R-M Comprehensive Design Zone (CDZ) with a base density of 3.6 dwelling units and a maximum density of 5.7 dwelling units per acre would also be appropriate for the area. The comprehensive design zone allows for greater site design flexibility than conventional zones. The R-M Zone would allow for a mix of dwelling types, such as single-family detached and attached. With three opportunities for public review, a mixed-use development proposal via the CDZ would assure a development quality appropriate for the area. The R-M Zone will allow an increase in density over the average density of the R-55 Zone (R-55 Zone can yield 4.2 units per acre). This increase is permitted based on the public benefit features a builder offers in the development such as open space/parkland. The R-55 Zone permits 80 units based on the average density. The R-M Zone permits 108 units at the maximum density and 68 units at the low density. Most of the sites are individually owned and do not meet the minimum acreage (10 acres) requirement for the R-M Zone. The R-M Zone can be pursued by a property owner/developer who has assembled the necessary acreage, otherwise the properties can be developed in the R-55 Zone. However, because of the small size and shape of some parcels, assemblage of land will be appropriate to maximize development potential.

It is the plan's intent that the entire area on the south side of Wheeler Road be developed in a comprehensive manner. The comprehensive redevelopment will require the assemblage of properties. There is a total of 19 acres included in this area.

As part of a comprehensive development there are a number of site design considerations: (1) access should be provided to the development via shared access on Wheeler Road, possibly at Vermillion Avenue and another access point to the west on Wheeler Road; (2) circulation should be integrated throughout the development; (3) clustering of units is encouraged to preserve trees and to promote development in the more level portions of the site; (4) the topography and floodplains in the southern portion of the site require that site development be confined to the north; (5) there should be architectural compatibility within the development; (6) buffering from any remaining commercial uses and from Wheeler Road is needed to minimize views of commercial uses and traffic; and (7) a trail system along Barnaby Run (parkland) in the southern section of this area will provide a recreational amenity and enhance the site.

The land use recommendation is a significant change from the commercial and high density residential recommendations in the 1981 Subregion VII master plan. This plan, therefore, does not endorse the existing commercial uses on the south side of Wheeler Road. These uses will be able to continue operating as nonconforming uses

subsequent to the sectional map amendment zoning change to a residential zone. However, the plan's intent is that the uses will be relocated to more appropriate locations elsewhere, allowing for redevelopment.

These land uses are recommended to provide for redevelopment opportunities at this gateway into the County and in close proximity to the Metro station.

- For the north side of Wheeler Road between Southern Avenue and Wheeler Hills Road, the plan recommends redevelopment within the existing C-S-C zoning.

Redevelopment is particularly appropriate for the former grocery store site. It is recommended that this property of seven acres be developed with both commercial and residential uses. While the existing C-S-C Zone is recommended to be retained, allowing for commercial retail opportunities, there are residential options in this zone also. The Zoning Ordinance permits residential development in a multi-level building above the commercial floors through a special exception application in the C-S-C Zone. Essentially the development would consist of commercial uses on the lower levels and residential on the floors above. The development should be a mid- or high-rise structure. Garage parking may be appropriate to maximize the use of the site and to separate resident parking from shopper parking. This type of development may require the demolition of the existing building if it cannot be incorporated into a mixed-use design.

The residential development is important to provide for more living opportunities in proximity to the Metro station and to develop a residential neighborhood in an area that is lacking focus. New commercial development should be focused toward the new neighborhood's needs and its proximity to Metro. The potential for new customers from the plan's proposed residential land uses and the property's proximity to the Greater Southeast Hospital and Southern Avenue Metro Station enhance new commercial opportunities. The overall development of this site should provide for a high quality residential and commercial environment that enhances the area from a visual and economic standpoint.

- In concert with the overall plan recommendation to reduce undeveloped commercial retail zoning in the planning area, this plan recommends a commercial office land use for a 5.3-acre site (Parcel 7) on the east side of Southern Avenue and north side of Wheeler Hills Road. This recommendation is also consistent with the goal and concept for Focus Area 4 which includes the provision for more office opportunities in proximity to the Southern Avenue Metro Station. The C-O Zone is recommended.

The property is approximately one-half mile from the Metro station. It is across the street from the Greater Southeast Hospital. This site lends itself well to serve office space needs for doctors or other professional staff associated with the medical profession at the hospital.

Other Focus Area 4 Land Use Issue and Recommendation

- A seven-acre parcel (Parcel 51) located on the south side of Wheeler Hills Road is recommended for medium-suburban residential density to promote a compatible land use (single-family dwellings) with the future development on abutting properties. The R-55 Zone is recommended.

The following site design recommendation should be considered in site plan review: the development should be oriented towards Wheeler Hills Road, with a connection to Wheeler Road if the topography does not make this impractical. Access should be carefully considered in light of the large church site under construction at the terminus of Wheeler Hills Road. Wheeler Hills Road provides access to the church site. A road through the subject site from Wheeler Hills Road to Wheeler Road may experience cut-through traffic.

FOCUS AREA 5

Focus Area 5 is located in the southwestern section of the planning area. (See Map 2 for designated area.) Generally, it includes the commercial and residential properties on both sides of Indian Head Highway between Southern Avenue and Livingston Road. The Glassmanor and Forest Heights communities abut the corridor. Indian Head Highway is a major entry point into the planning area and the County from Washington, D.C., and is designated as a gateway in this plan.

This section addresses and makes land use recommendations for Focus Area 5.

Indian Head Highway Land Use

Background and Basic Issues

Indian Head Highway is a commercial corridor that generally projects a negative appearance. Many of the commercial buildings are on small lots and are unrelated to the adjoining buildings in terms of architecture. Some sites receive minimal maintenance. In addition to the lot and building style inconsistencies, there is a lack of landscaping along the corridor. Unfortunately, the small lot sizes and numerous individual lots can limit redevelopment opportunities in this general area.

The Thrift Store site, one of the few large parcels in the corridor, is the first property on the east side of Indian Head Highway as one enters the County. The expansive macadam parking lot and lack of landscaping reflect a negative image at this gateway entrance.

The renovation and new development at Eastover Shopping Center reflect the opportunities available on larger sites. This center now projects a positive image on Indian Head Highway and to the nearby Town of Forest Heights and the Glassmanor neighborhood.

There are limited opportunities for new residential development because of the built-up character of the corridor. However, remaining undeveloped sites or other appropriately sized and located sites should be considered for appropriate residential use to enhance the exist-

ing community and to provide for housing options.

Goal

To provide an opportunity for new residential opportunities that will project an attractive, well-designed setting and reinforce the appeal of the adjacent residential neighborhood as well as invite new energy into the area.

Concept

The general concept is to provide for new residential development and opportunities that will reinforce the established residential community.

Recommendations

- The Thrift Store property located at 4800 Indian Head Highway is recommended for low-urban residential land use (R-T Zone). This land use recommendation and zone will encourage redevelopment opportunities for a residential use of this site. The property contains approximately 2.3 acres and could yield 14 townhouse units. It is important that the development be oriented towards the existing residential neighborhood to reinforce the residential relationship between the new and the existing development.

The plan recommends the following design elements for this site:

- The development should be oriented toward, with access off of, Chester Street.
- To enhance the development and reinforce the relationship with the existing



Figure 4. Development Concept for Indian Head Highway Gateway Site

residential development, the townhouses should have brick facades.

- Rear yards should be enclosed for privacy within the development and from surrounding sites.
- Garage townhouses would enhance the amenity value.
- The grounds should be well landscaped and enclosed. The use of a brick wall (could include wrought iron inserts at the top, similar to the wrought iron fence around the D.C. boundary marker next to the site) is recommended for security, visual attractiveness and a small unifying design element along the corridor. (See Figure 4.)
- A 4.1-acre undeveloped area (composed of several parcels and lots) adjacent to the Forest Heights Elementary School on Talbert Drive is recommended for

low-urban residential land use (R-T Zone). This recommendation and zone will result in a lower density residential development (6 units per acre) than what was permitted in the prior zone (R-30, 8-10 units per acre). The land use recommendation (and zone) is more compatible with the adjacent Forest Heights community which includes semi-detached homes directly across Talbert Drive and the single-family detached homes, beyond.

PART II — GATEWAYS

Background and Basic Issues

Bounded by the District of Columbia to the west, Planning Area 76A contains many key corridors (such as Branch Avenue and Indian Head Highway) into Prince George's County. These corridors provide an opportunity to become a series of gateways into Prince George's County. They offer an opportunity for improve-

ments to the image of the County. The visual image of the community that is presented along these entrance points into the County has been identified by citizens, elected officials, and business representatives as a key issue to be addressed by this plan.

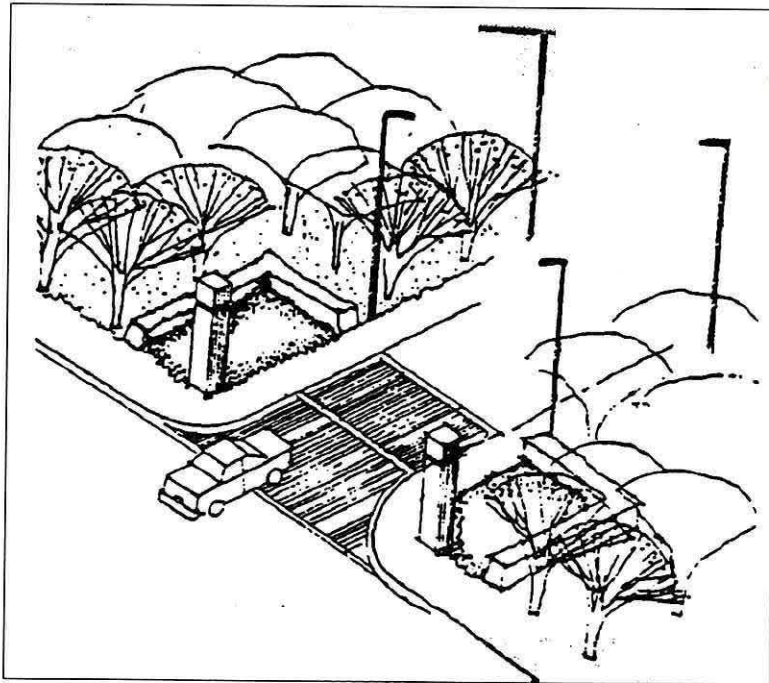
The image projected along the corridor does not present a good first impression of Prince George's County. Development within the planning area typically dates from the 1940s–1960s when many current site design requirements were not in existence. In addition, the condition and appearance of some of the development appears neglected. A revitalized appearance of the designated gateways will set the benchmark by which the image of this area of the County and the planning area is gauged.

The introduction of the Metrorail transit system is an opportunity to contribute to the enhancement of the community while highlighting some of the perceived gateways. The proposed Metro stations are located in, or in proximity to, gateway areas. The potential exists to use Metro as a catalyst and as a vehicle to help provide an enhanced appearance along these entrances.

Therefore, the establishment and appearance of gateways into Prince George's County is an integral part of this plan. The majority of designated gateways are located along the Prince George's County/District of Columbia boundary line at points that will provide the maximum visual and physical impact. Map 7 shows the designated gateways. One gateway is located at the last stop of the Metro Green



Gateway entrance feature on Wheeler Road near Brierfield Road.



Gateway entrance features

Line, which would conceivably be many riders' entry point into the Prince George's County. All gateways (except Owens Road) are located within plan designated focus areas.

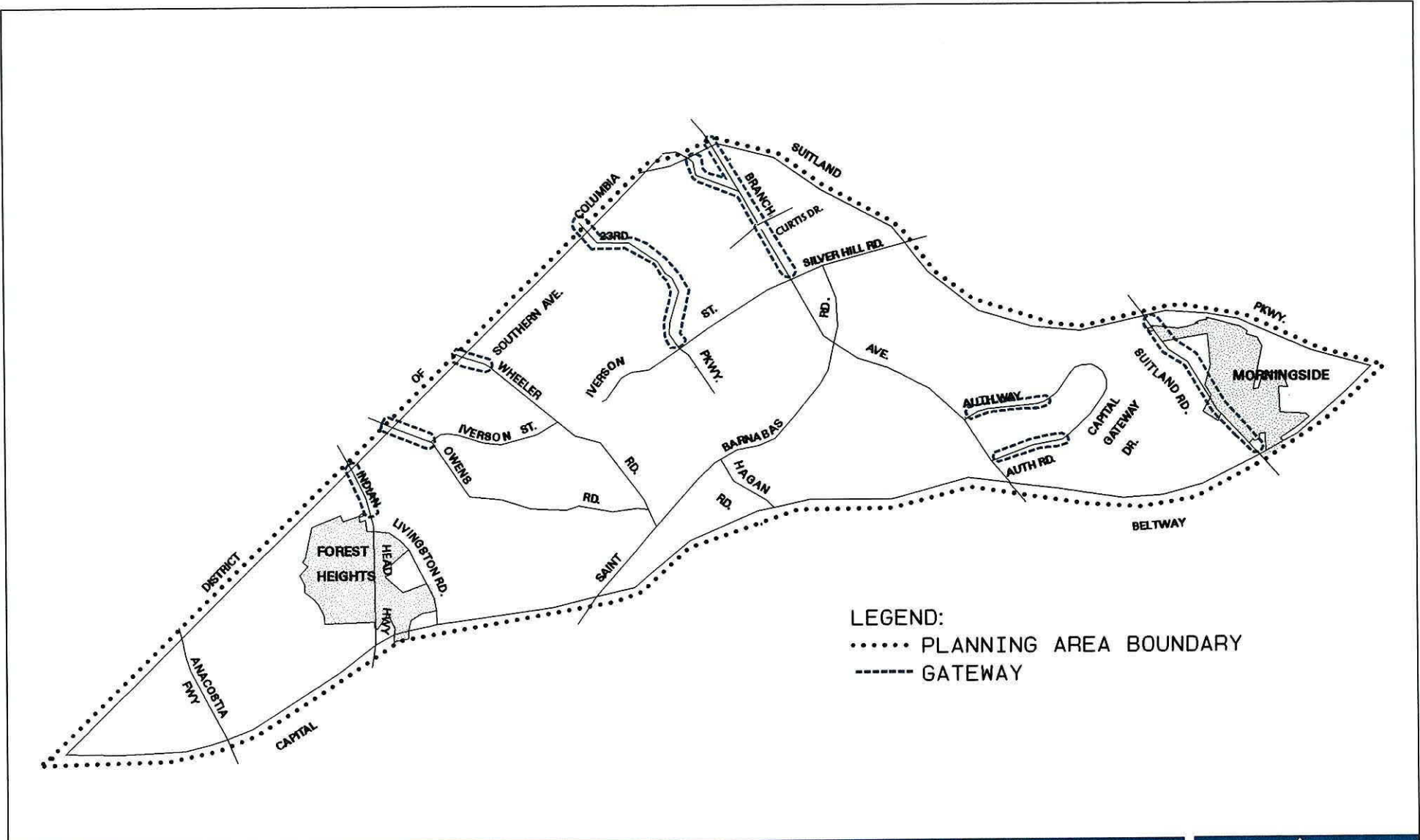
Although Suitland Parkway is a gateway corridor, it was not designated as such for the purposes of this master plan partly because it comes under the authority of the National Park Service of the Federal Government and is therefore not bound by the land use, zoning and development controls of Prince George's County. This plan recognizes the parkway not only as a vital transportation corridor but as an historic landscaped scenic gateway.

Goal (overall gateway)

- To provide an attractive, welcoming entrance and image to residents and visitors entering the planning area and County that will encourage development and an array of physical pedestrian-oriented activities along the commercial gateways and enhance neighborhoods in the residential gateways.

Concept (overall gateway)

The western boundary of the planning area that abuts the District of Columbia is approximately four miles in length. Along this boundary there are numerous thoroughfares that cross from the District of Columbia into Prince George's County and vice versa. Conceivably, any one of these thoroughfares could be considered a gateway. Realistically, the designated gateways should possess certain characteristics that differentiate them from other thoroughfares that enter the County or planning area. To ensure that the gateways



Map 7

Gateways

1" = 5,000 feet

proposals would provide a maximum impact, it was determined that gateway boundaries should be well defined and establish an immediate recognition of arrival. Gateway treatment should have physical limitations since these areas act as transition points into Prince George's County and they would lose their significance if there were no boundaries.

The designated gateways are divided into three categories: major, minor and other. These categories are based on the number of existing issues affecting the road, the road's characteristics and any future improvements that may enhance the road's status. Each gateway is an entrance corridor that has one or a combination of the following qualities:

- A commercial concentration
- A destination point
- A high volume of traffic
- An entry point into Prince George's County with high visibility.

Assessment of the existing entrance corridors based on the plan criteria led to the following gateway designations:

- Major Gateways
 - Naylor Road Metro/Branch Avenue Commercial Corridor (Branch Avenue from the Suitland Parkway to Iverson Street/Silver Hill Road)
 - Indian Head Highway Commercial Corridor (Indian Head Highway from the District of Columbia line to Livingston Road)

- Branch Avenue Metro Station at Auth Road/Auth Place
- Minor Gateways
 - 23rd Parkway (from the District of Columbia line to Iverson Street)
 - Wheeler Road (from the District of Columbia line to Wheeler Hills Road)
 - Owens Road (from Southern Avenue to Iverson Street)
- Other Gateway
 - Suitland Road (from the Capital Beltway to Suitland Parkway)
 - Woodrow Wilson Bridge
 - I-295 (Anacostia Freeway)

The focus of the major gateways treatment is the commercial context and visibility. The corridors are primarily commercially developed. As corridors with significant exposure, emphasis will be placed on the physical appearance of existing and future development. Design recommendations for these areas will include, but not be limited to, redevelopment with some new land use and development patterns, facade treatment and streetscape improvements, and future infill development. The existing condition and character, location, and high visibility of the nonresidential gateways dictates that this comprehensive design approach be taken.

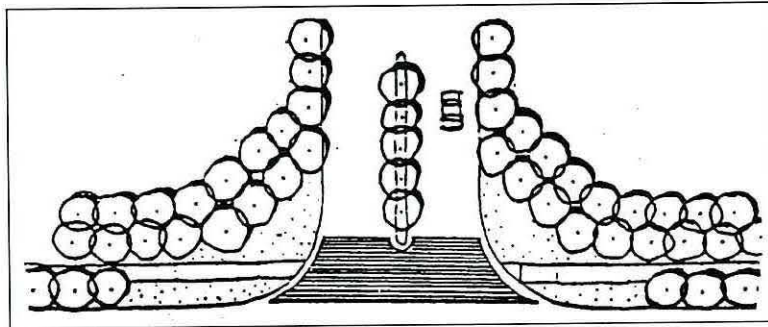
The focus of the minor gateways treatment is the residential context. The corridors are residentially developed with some properties

containing small-scale commercial development. For these residential corridors, emphasis will be placed on the streetscape and improvements within the public road right-of-way as it relates to the existing and future residential development along the corridors.

The focus of the other gateways treatment is the residential and commercial context within a unique gateway, such as Suitland Parkway or the addition of a gateway feature along a major transportation corridor (with no roadside development) into the County. Suitland Road was designated as a gateway because of its unique function. When state and foreign officials arrive at Andrews Air Force Base to visit the Nation's Capital, Suitland Road is the route that is taken to Suitland Parkway and to the District of Columbia. The Woodrow Wilson Bridge and I-295 are designated as gateways because they are very visible entry points into the County and carry high volumes of traffic. A gateway feature is appropriate along these facilities.

Gateway Elements

This section will provide a broad overview of gateway elements, some or all of which will ultimately play a role in each of the previously discussed designated gateways, while defining their role in the overall picture of aesthetics and function. This section will help introduce terminology and themes that will resurface later in recommendations and guidelines throughout the plan document.



Landscaping defines gateway entrance.

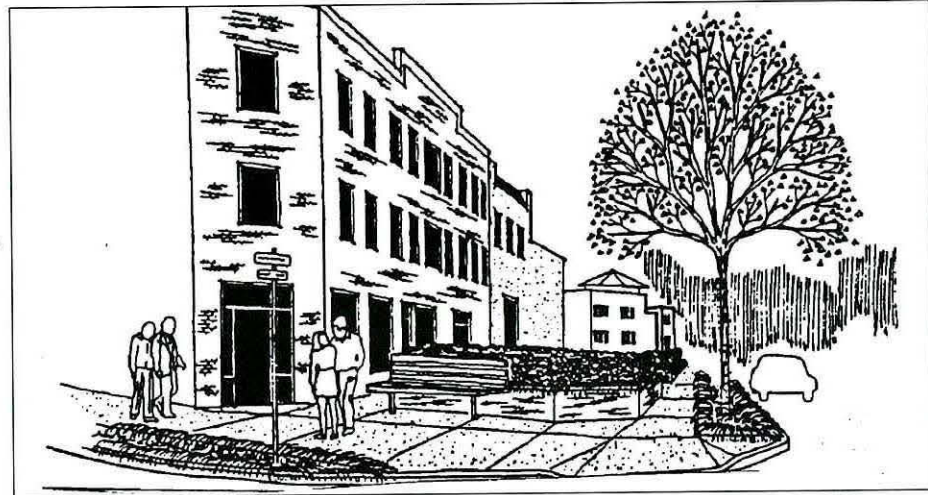
Entrance Features: Signage, Architectural Elements and Focal Points

The entrance feature is very important at any gateway point. The entrance feature identifies the area one is entering, and physically marks boundaries in a general sense. Communities and jurisdictions are typically denoted with some type of entrance feature. Signage is the most common type of entrance feature, and it can range from expensive/ornate to basic/simple. Architectural elements, such as arches, columns, bridges, etc., can act as entrance features. Focal points, such as sculptures, artwork, and monuments, can also act as entrance features.

Pedestrian-Friendly Atmosphere: Sidewalks, Lighting and Amenities

The atmosphere of a gateway corridor, whether commercial or residential, must be pedestrian friendly in nature. Sidewalks are one of the most important aspects of this equation. Sidewalks promote pedestrian circulation. If sidewalks do not exist, pedestrian circulation may still occur, but the sidewalks invite pedestrians and provide a certain com-

fort level. Lighting is also a key element. Pedestrian-scale lighting provides a comfortable atmosphere and helps foster an environment for safe pedestrian circulation in the evening. Amenities, such as benches and other street furnishings, are appropriate in some areas where pedestrian activity is high. These areas tend to be more commercial in character. Residential areas may sometimes incorporate amenities on a small scale where appropriate.



Pedestrian-friendly atmosphere.

Landscaping

Landscaping is an essential element for an attractive gateway corridor. Street trees, median treatments, and a variety of plantings help define the corridor edges, provide a sense of community and invite pedestrian use. A consistent use of landscaping can act as a design element to unite the physical appearance of the corridor. (The Prince George's County *Landscaping Manual* should be referred to for appropriate landscape material.)

Building Appearance/Property Maintenance

Building appearance and maintenance provide the character for an area. The vertical element of buildings provides for high visibility. It can provide positive images of an area or negative ones. A singular property in a dilapidated state, or one which has not been maintained properly, can negatively affect a commercial area or strip. A positive appearance of a building's exterior — finishes, doors, windows,

facade composition and materials — reflects positively on the area. Property maintenance, storage, and litter are equally important factors in the overall image.

Building Signage

Building signage in commercial areas is relied upon heavily for advertisement. The composition, location, style, material, size and text of signage can provide an image of a commercial establishment. Signage can detract from a building's appearance when window signs consume entire storefront windows, when multiple incompatible exterior signs clutter a facade, when exterior signs project above the roofline, and when signs are poorly maintained. Successful building signs do not occupy a large percentage of the building facade and are compatible with the facade of the building or building complex.

Safety and Security

Pedestrian circulation along a corridor will not flourish if pedestrians do not feel safe. Certain elements, such as blind corners, dark spots, dimly lit areas, enclosed spaces, litter and loitering must be avoided if the corridor is to be successful.

Recommendation (overall gateway)

The gateway recommendations contained in this chapter should be used as part of the County's development review process (specifically site plan review) to guide gateway development design. Properties located in the designated gateway that are subject to a subdivision application, building permits (for new buildings, building expansion, exterior build-

ing renovation, redevelopment) or other development activity such as streetscape improvements should conform to the applicable recommendations. Applications that do not reflect the applicable recommendations will require that the applicant demonstrate why it is not feasible. Alternative designs may be considered if compliance with the recommendations in this chapter are not feasible.

Further, this plan recommends that a mechanism be developed and incorporated into the Zoning Ordinance that will require the implementation of gateway recommendations as part of approvals of development identified above via the development review process. The first site plan approved in a designated gateway will be used as a benchmark for development design and character for future site plan reviews in that gateway. However, while many of the streetscape treatment recommendations for the gateways are specific, this plan recognizes that conformance to these recommendations may not be possible in every instance.

Based on the overall Gateways goal, concept and elements, the following specific issues and recommendations are presented by focus areas:

FOCUS AREA 1

This focus area includes gateway recommendations for Branch Avenue Metro Area and Suitland Road.

Branch Avenue Metro Area Gateway (includes Auth Way, Auth Place and Auth Road)

Background And Basic Issues

This focus area contains the terminus station of the Green Line. The station has been designated as a major gateway in this plan, because it is a major point of entry and departure in the Heights and the County. The two thoroughfares that provide access to the station, Auth Road (part) and Auth Place, are considered connections to this gateway and play an important role in initial impressions of the area. These roads also traverse the existing and proposed employment area in this area.

Many of the urban design related issues associated with this area are a result of individual developments occurring over time without a comprehensive approach to the design of the development or its landscape character. Some of the significant problems that exist in the area are as follows:

- There are no unifying streetscape features. Building design varies from site to site; landscaping is lacking and what does exist varies throughout the area; the sidewalk network is not complete; street lighting is nondescript; individual site lighting varies from high intensity flood (for car lots) to lower lighting; signage is uncoordinated and ranges from large freestanding to signs attached to buildings.
- The views along Auth Road and Auth Way are cluttered because of the nature of some

businesses (automobile dealerships car lots) and because of the lack of landscaping that would screen parking areas.

- There is an excessive use of these roads for on-street parking because some businesses are deficient in parking, which creates visual blight and vehicular circulation hazards.
- The area lacks an identifying entrance feature.

Recommendations

The urban design recommendations for this area are to be used to guide streetscape improvements, new development and redevelopment. These recommendations are often focused on improvements within the road right-of-way areas, but in many instances they pertain to on-site improvements. The plan recognizes that WMATA owns the station; therefore, these recommendations pertain to the areas adjacent to the Metro. The recommendations are as follows:

1. Enhance the visual appearance of Auth Road (from Branch Avenue to the Metro Station), Auth Way, and Auth Place with consistent landscaping.
 - Major street trees should be provided (30 feet on center) along both sides of the public rights-of-way.
 - Street tree type should be consistent along a corridor's edge. Evaluate existing street trees as to their appropriateness and condition prior to selection of new trees.
2. Enhance the Auth Way right-of-way (from Branch Avenue to Auth Place) with a screening element to block views of the parking lots associated with the commercial establishments lining the road, which could include:
 - Existing parking lots along the rights-of-way should be screened with a continuous line of low shrubbery. (See the following recommendation for a recommended option).
 - An attractive low brick wall (minimum three feet high) along Auth Way between the sidewalk and the parking lots serving the commercial establishments. The wall could be implemented within the right-of-way (with County authorization) or may need to be on private property due to space constraints. To enhance the effectiveness of the wall, it should be combined with low shrubbery.
3. Develop a comprehensive and coordinated streetscape approach throughout the gateway that will provide sidewalks, crosswalks, pedestrian lighting, furnishings and amenity treatments.
 - A continuous network of concrete sidewalks should be provided (both sides of streets where possible).
 - Sidewalks within retail/commercial areas should be a minimum of six feet wide.
 - Special sidewalk treatments, such as brick or precast pavers, bomanite, stamped concrete, etc., should be used in heavy pedestrian use areas. Crosswalks in heavy pedestrian use areas should continue the use of the special treatment to accent the crosswalk.
4. Ensure that future development is architecturally compatible.
 - Sidewalks should be set back from curbs a minimum of five feet to provide a green space between the curb and sidewalk for street tree planting.
 - Crosswalks should be provided at all intersections.
 - One type/style of pedestrian scale, ornamental light pole and fixture should be employed instead of the standard (cobra-head) highway light fixture.
 - Further use of high-intensity pole-mounted floodlights should be discouraged.
 - Street furnishings and amenities, such as benches, trash receptacles, bike racks, planters and bollards, should be placed in coordinated locations, such as high pedestrian traffic areas, public spaces/plazas, within retail/commercial activity areas, and bus stops.
 - Street furnishings, amenities, and lighting fixtures should be consistent in appearance, material, and finishing.
 - Proposed buildings located at high visibility corners should address the prominent location with the front facade and main entrance articulation. The remaining

elevations should be given the same level of detail as the front.

- ❑ Main entrances to buildings should be well defined and recognizable by the introduction of pedestrian-scale design elements.
 - ❑ High quality and attractive building materials should be used on all proposed structures. Exterior building materials such as brick, stone, tile, and pre-cast concrete are appropriate.
 - ❑ Artificial exterior building materials which simulate the appearance of other natural construction materials should be discouraged.
 - ❑ The function and use of a building, a property's zoning designation, and location should all be given strict attention in the early design stages, so as to maximize the development potential of a property.
5. Accomplish buffering and screening in the gateways through attractive landscaping or other means.
- ❑ Appropriate buffering/screening elements should include continuous sight-tight wood fences, solid or masonry walls, and landscaping. Also, evergreen trees may be used in combination with wrought iron picket-type fences as a buffering/screening element.
 - ❑ Walls or fences used as screens should be constructed of appropriate materials

compatible with the main building on the property.

- ❑ The use of barbed wire or chain-link fencing storage areas should be discouraged.
6. Provide new commercial signage that is ground mounted or attached to buildings.
- ❑ Proposed signs should be compatible in design, color, and material with the overall character of the building or development complex.
 - ❑ Landscaping and lighting should be used around the base of signs to enhance the sign and overall property appearance.
 - ❑ Freestanding pole-mounted signs are discouraged.
7. Provide a landscaped entrance feature at the Branch Avenue intersections with Auth Road and Auth Way.
- ❑ Entrance features at Auth Road and Auth Way should be a combination of clustered evergreens, ornamentals, and annuals sited in a prominent location. This entrance feature could include a Metro station directional sign or identification of the employment area.

Suitland Road Gateway

Background and Basic Issues

Connecting Suitland Parkway to the main entrance of Andrews Air Force Base, Suitland Road passes through the Town of Morningside

and the Skyline neighborhood and forms this area's main street. It also functions as a gateway not only to the County but to the United States for many foreign dignitaries entering the United States at Andrews Air Force Base. It is identified as gateway in this plan because of its unique role.

In 1987 the community requested that The Maryland-National Capital Park and Planning Commission (M-NCPPC) prepare a study to examine the appearance of the Suitland Road corridor and offer recommendations that would enhance the visual environment. The resulting *Suitland Road Corridor Study*, published in 1989, explored ways to improve the physical appearance of this important gateway. The study presented three design options. Option 1 was a *low maintenance design* featuring reconstruction of Suitland Road as a four-lane highway with sidewalks. A street tree planting strip was proposed next to the sidewalk. Option 2 was a *traditional design* for small town streets featuring a four-lane road bordered by a street tree planting strip. Sidewalks would be located away from the road to afford pedestrians more shelter from passing traffic. Option 3, the *boulevard design*, featured underground utilities, a four-lane highway with a landscaped median, turning lanes, and a selection of ornamental features. Sidewalks would be located away from the road beyond a street tree planting strip as in Option 2. The recommendations of the 1989 *Suitland Road Corridor Study* have not been implemented due to budget constraints. In conjunction with this plan's emphasis on gateways, the options proposed in the 1989 *Suitland Road Corridor Study* were evaluated to

determine their continued appropriateness with existing and future land uses.

In contrast to the natural landscapes along the adjacent Suitland Parkway, Suitland Road has a suburban flavor, parts of which leave a less-than-favorable impression. Some of the significant problems that exist are as follows:

- Portions of the corridor are laced with old strip commercial development in need of maintenance or rehabilitation. Many of these commercial properties lack adequate (and maintained) parking.
- In several locations, there is insufficient parking for the residences fronting Suitland Road.
- There are a number of incomplete road features: curbs and sidewalks are lacking in several areas; gravel road shoulders substitute for sidewalks in some places; and foot paths are worn across lawns in others.
- The corridor lacks a consistent landscaping treatment.
- The corridor lacks an identity and sense of place.
- The Beltway overpass at Allentown Road is a significant but unattractive feature over the corridor.

Recommendations

The urban design recommendations for the Suitland Road corridor are to be used to guide streetscape improvements to facilitate a traditional main street. The most significant opportunities to improve the appearance of this

corridor are found within the public right-of-way. The plan recommends that Option 2 of the 1989 *Suitland Road Corridor Study* is the most appropriate urban design proposal for Suitland Road, with some modifications. The recommendations are as follows:

1. Enhance the visual appearance of Suitland Road (from Suitland Parkway to Allentown Road) with consistent landscaping, and provide a landscaped median from Lou Lane to Pine Lane.
 - Major street trees should be provided (30 feet on center) along both sides of the public rights-of-way.
 - Street tree type should be consistent along a corridor's edge. Evaluate existing street trees as to their appropriateness and condition prior to selection of new trees.
 - Medians should be landscaped with a combination of ornamental trees (planted 30 feet on center) and shrubs, between Pine Lane to Lou Lane. Low-maintenance plantings should be planted in the existing median between Allentown Road and Lou Lane.
 - Existing parking lots along the rights-of-way should be screened with a continuous line of low shrubbery.
2. Enhance Suitland Road with a screening element to block views of the parking lots associated with the commercial establishments lining the road.

- A low hedge or fence should be provided between the Morningside firehouse and sidewalk to screen the view of the fire station parking lot.

3. Develop a comprehensive and coordinated streetscape approach throughout the gateway that will provide sidewalks, crosswalks, pedestrian lighting, furnishings and amenity treatments.
 - A continuous network of concrete sidewalks should be provided on both sides of the street, where possible.
 - Sidewalks should be set back from curbs a minimum of five feet to provide a green space between the curb and sidewalks for street tree planting.
 - Special sidewalk treatments, such as brick or precast pavers, bomanite and stamped concrete, should be used in heavy pedestrian use areas. Crosswalks in heavy pedestrian use areas should continue the use of the special treatment to accent the crosswalk.
 - Crosswalks should be provided at selected locations, including Suitland Road and Randolph Road, Suitland Road and Beauford Road and Suitland Road and Allentown Road.
 - Pedestrian crossings should be provided between the medians, where appropriate.
 - Pendant light poles are recommended to provide a means for quickly festooning

the corridor with flags or banners to celebrate special occasions.

4. New commercial signage should be ground mounted or building attached.
 - ❑ Proposed signs should be compatible in design, color, and material with the character of the building.
 - ❑ Freestanding pole-mounted signs are discouraged.
5. Parking bays should be provided on the north side of the road in selected areas where off-street parking is limited and where some of the houses do not have driveways. Selected areas include between Randolph Road and Marianne Drive, and between Picket Drive and Lou Lane.
6. Provide a base-mounted entry sign to the Town of Morningside in the median at an appropriate location on the southern edge of the town.
7. Provide a facade enhancement to the utilitarian Beltway overpass at Suitland Road with a facing material which is compatible to the overpass on Suitland Parkway at Suitland Road.

FOCUS AREA 2

This Focus Area does not have a designated gateway.

FOCUS AREA 3

This focus area includes gateway recommendations for Branch Avenue/Naylor Road.

Background And Basic Issues

Branch Avenue is identified in this plan as a major gateway from Suitland Parkway to Iverson Street. Branch Avenue extends from Washington, D.C., into the planning area and the County, thus providing a gateway into this area. Naylor Road is also identified as a gateway from Suitland Parkway to Branch Avenue. The Naylor Road Metro Station is located on the west side of Branch Avenue and the east side of Naylor Road and will become an integral part of both corridors.

The defined corridors have many urban design related issues; however, the majority of the issues are situated on Branch Avenue, north of its intersection with Curtis Drive and on Naylor Road.

For the purposes of this discussion, the Branch Avenue commercial corridor will be divided into two sections: north of Curtis Drive (Naylor Road Metro Station area including Naylor Road and Branch Avenue commercial properties), and south of Curtis Drive (Curtis Drive to Iverson Street including a small portion of Old Silver Hill Road). This distinction is made because the two segments have issues of varying degrees with the appearance of the north section being of the most concern. Also, the land use recommendations in this chapter for Focus Area 3 provide for the possible redevelopment of the section north of Curtis Drive, while a less development intensive approach is taken south of Curtis Drive.

Branch Avenue, north of Curtis Drive

Land use issues have been discussed in the land use section of Focus Area 3. This plan is emphasizing renovation and redevelopment for the properties fronting on Branch and Naylor Road, north of Curtis Road. Therefore, the recommendations addressed in this section will relate to the future development recommended in the land use section of Focus Area 3.

In general, this commercial area presents one of the least attractive appearances of the planning area. This area suffers from many urban design related problems such as:

- Individual lot development is unrelated to other properties; buildings are not architecturally compatible; exterior public/urban space is not well defined and is virtually nonexistent; some buildings are isolated from others.
- The buildings and sites are generally older and poorly maintained. They often have insufficient and uncoordinated parking and on-street loading.
- A well-defined, comprehensive sidewalk network does not exist; there is a lack of landscaping; lighting is generally the standard cobra-head highway type fixture.
- Signage is excessive on many properties, and the existing entrance feature is not appropriate.

Branch Avenue, south of Curtis Drive

This section of the corridor does not suffer many of the urban design problems that the north section experiences. Much of the development is relatively newer and has developed in a more comprehensive manner. The general appearance is noticeably improved with more modern building facades, setbacks from the road to allow for adequate parking and greater use of landscaping, and generally a more organized appearance. However, this section of the gateway has opportunities for further improvement with the emphasis being on the enhancement of a consistent streetscape appearance and a corridor that invites pedestrian use. The following issues are noted:

- Street trees, landscaping, and amenities are not consistently used along the street.
- The extensive Branch Avenue median is currently not landscaped.
- Sidewalks are currently not available on both sides of the road.

Recommendations

Branch Avenue, north of Curtis Drive — The urban design recommendations are to be used to guide streetscape improvements, renovation and redevelopment in this area. These recommendations are often focused on improvements within the road right-of-way areas, but in many instances, they pertain to on-site improvements. The plan recognizes that WMATA owns the station; therefore, these recommendations pertain to the areas adjacent to and surrounding Metro.

Branch Avenue, south of Curtis Drive — The urban design recommendations are to be used to guide streetscape improvements. These recommendations focus on improvements within the road right-of-way.

The following recommendations are identified according to the section of the Branch Avenue gateway to which they pertain (note full gateway includes the north and south sections of Curtis Drive):

1. North of Curtis Drive — Future developments should be architecturally compatible with each other; public/urban space should be an integral component in site design.
 - Architectural design/treatment of individual buildings and sites should take into consideration redeveloped sites and future development proposals, so as to provide visual continuity between sites and buildings.
 - High quality, durable, and attractive building materials should be used on all proposed structures. Exterior building materials such as brick, stone, tile, glass, and pre-cast concrete are appropriate.
 - Artificial exterior building materials which simulate the appearance of other natural construction materials should be discouraged.
 - Proposed buildings located at high visibility sites should address the prominent location with the front facade and main entrance articulation; the remaining elevations should be given the same level of detail as the front.
2. North of Curtis Drive — Design parking that is convenient and able to accommodate multiple uses within a development.
3. North of Curtis Drive — Provide commercial signage that is ground mounted or attached to buildings.
 - Proposed signs should be compatible in design and color with the overall character of the building or development complex.
 - Landscaping and lighting should be used around the base of signs to enhance the sign and the overall property appearance.
 - Freestanding pole-mounted signs are discouraged.
4. North of Curtis Drive — Provide a ground-mounted landscaped gateway entrance feature within the median of Branch Avenue south of Suitland Parkway.
 - The proposed entrance feature should be compatible in design, color and material with the overall character of the

□ Main entrances to buildings should be well defined and recognizable by the introduction of pedestrian-scale design elements.

□ Redevelopment or new development should be sited around a common space to provide a courtyard or public/urban plaza type open space that connects adjacent sites and provides for outdoor seating areas.

2. North of Curtis Drive — Design parking that is convenient and able to accommodate multiple uses within a development.

3. North of Curtis Drive — Provide commercial signage that is ground mounted or attached to buildings.

□ Proposed signs should be compatible in design and color with the overall character of the building or development complex.

□ Landscaping and lighting should be used around the base of signs to enhance the sign and the overall property appearance.

□ Freestanding pole-mounted signs are discouraged.

4. North of Curtis Drive — Provide a ground-mounted landscaped gateway entrance feature within the median of Branch Avenue south of Suitland Parkway.

□ The proposed entrance feature should be compatible in design, color and material with the overall character of the

surrounding redeveloped or renovated commercial area.

- ❑ Landscaping, such as a combination of clustered groundcover evergreens, ornamentals and annuals, should be used around the base and perimeter of the entrance feature.
5. Full Gateway — Accomplish buffering and screening through attractive landscaping or other means. All loading areas should be screened from view.
- ❑ Appropriate buffering/screening elements should include continuous sight-tight fences, solid or masonry walls, and landscaping. Also, evergreen trees may be used in combination with wrought iron picket-type fences as a buffering/screening element.
 - ❑ Walls or fences used as screens should be constructed of appropriate materials compatible with adjacent buildings.
 - ❑ The use of barbed-wire or chain-link fencing storage areas should be discouraged.
6. Full Gateway — Develop a comprehensive and coordinated streetscape approach throughout the gateway that will provide sidewalks, crosswalks, pedestrian lighting, furnishings, and amenity treatments.
- ❑ A continuous network of concrete sidewalks should be provided (both sides of streets where possible).

- ❑ Sidewalks within retail/commercial areas should be a minimum of six feet wide.
- ❑ Special sidewalk treatments, such as brick or precast pavers, bomanite and stamped concrete, should be used in high profile areas. Crosswalks in heavy pedestrian use areas should continue the use of the crosswalk treatment to accent the crosswalk.
- ❑ Sidewalks should be set back from curbs a minimum of 10 feet so as to provide a green space between the curb and sidewalk for street tree planting.
- ❑ Crosswalks should be provided at all intersections.
- ❑ A pedestrian overpass connecting the east side of Branch Avenue to the west side (Metro station) is encouraged to provide enhanced pedestrian accessibility between these two areas.
- ❑ One type/style of pedestrian scale, ornamental light pole and fixture should be employed instead of the standard cobra-head highway light fixture.
- ❑ High-intensity, pole-mounted floodlights should be limited to public parking lot areas.
- ❑ Street furnishings and amenities, such as benches, trash receptacles, bike racks, planters and bollards, should be placed in coordinated locations, such as high pedestrian traffic areas, public

spaces/plazas, within retail/commercial activity areas, and bus stops.

- ❑ Street furnishings, amenities, and lighting fixtures should be consistent in appearance, material, and finishing.
7. Full Gateway — Enhance the visual appearance of Branch Avenue (from Suitland Parkway to Iverson Street/Silver Hill Road), and Naylor Road (from Oxon Run Drive to Branch Avenue) with consistent landscaping, and provide landscaping in the Branch Avenue median (where the width of the median permits).
- ❑ Major street trees should be provided (30 feet on center) along both sides of all public rights-of-way, where possible.
 - ❑ Street tree type should be consistent along a corridor's edge.
 - ❑ Existing parking lots along the rights-of-way should be screened with a continuous line of low shrubbery.

FOCUS AREA 4

This Focus Area includes gateway recommendations for 23rd Parkway and Wheeler Road.

23rd Parkway Gateway

Background And Basic Issues

23rd Parkway is a well-maintained residential corridor and is identified as a minor gateway in this plan. Single-family dwellings front

a good portion of the road. Multifamily dwellings are found closer to Iverson Street, and Faith Plaza Shopping Center is located at the intersection of 23rd Parkway and Oxon Run Drive. This redeveloped shopping center is a tremendous improvement to the vacant, deteriorating center that existed at that site. It provides an improved gateway appearance. The standards addressed below will build on this situation. The proximity of this area to the Southern Avenue Metro Station will result in increased pedestrian (and vehicular) use of 23rd Parkway. The gateway issues that are present along the road include:

- Sidewalks do not extend the entire length of the road.
- Street lighting is the standard utility pole-mounted type.
- Street trees are not consistently used along the corridor and tree types vary.
- The large median close to Iverson Street is sparsely landscaped.
- There is no entrance feature.

Recommendations

The urban design recommendations are to be used to guide streetscape improvements. These recommendations are focused on improvements within the right-of way areas and are as follows:

1. Develop a comprehensive and coordinated streetscape approach throughout the gateway that will provide sidewalks, crosswalks, and pedestrian lighting treatments.

- A continuous network of concrete sidewalks should be provided on both sides of the streets, where possible.
 - Sidewalks within the residential area should be a minimum of four feet wide.
 - Sidewalks should be set back from curbs a minimum of five feet to provide a green space between the curb and sidewalk for street tree planting.
 - Crosswalks should be provided at all intersections. The crosswalks should be either striped or provide for a change in material or treatment to accent the crosswalk area.
 - One type/style of pedestrian scale, ornamental light pole and fixture should be employed instead of the standard cobra-head highway light fixture.
 - High-intensity pole-mounted floodlights should be discouraged.
2. Enhance the visual appearance of 23rd Parkway (from Oxon Run Drive to Iverson Street) with consistent landscaping, and provide a planted median where the width of the median permits.
 - Major street trees should be provided (30 feet on center) along both sides of all public rights-of-way, where possible.
 - Street tree type should always be consistent along a corridor's edge. Use of a variety of tree types along a corridor should be discouraged.

- Medians should be landscaped with a combination of ornamental trees (planted 30 feet on center) and shrubs, where possible.
 - Existing parking lots along the rights-of-way should be screened with a continuous line of low shrubbery.
 - Existing street trees should be evaluated as to their appropriateness and condition prior to selection of new street trees.
3. Provide a gateway entrance feature with landscaping in the median at the intersection of 23rd Parkway and Oxon Run Drive.
 - Proposed entrance feature should be a ground-mounted community and /or County sign. Predominant existing exterior building materials in the adjacent properties should be considered in selecting sign construction material.
 - Landscaping, such as a combination of clustered groundcover evergreens, ornamentals and annuals, is appropriate at the feature's base.

Wheeler Road Gateway

Background And Basic Issues

Wheeler Road at Southern Avenue is a main entrance point into the planning area and County from Washington, D.C., and identified as a minor gateway in this plan. The designated gateway is the section of Wheeler Road between Southern Avenue and Wheeler Hills Road. Land use issues have been discussed in

the land use section of this focus area. This plan is emphasizing redevelopment through rezonings for many of the properties fronting on Wheeler Road. Therefore, the recommendations addressed in this section will relate to the future development recommended in the land use section of Focus Area 4.

The commercial development within the gateway can be described as older commercial buildings; in general, this development presents one of the least attractive appearances of the planning area. This area suffers from many urban design related problems such as:

- Individual lot development is unrelated to other properties; buildings are not architecturally compatible; and some buildings are isolated from others.
- The buildings and sites are generally older and poorly maintained with insufficient, uncoordinated parking and on-street loading.
- Sidewalks are not continuous; there is a lack of landscaping, and lighting is generally the cobra-head highway type fixture.
- The existing entrance feature is not appropriate.

Recommendations

The urban design recommendations for this area are to be used to guide new development and redevelopment. These recommendations are often focused on improvements within the road right-of way areas, but in many instances they pertain to on-site improvements.

1. Ensure that future development is architecturally compatible with new, renovated or redeveloped buildings.
 - Architectural design/treatment of individual buildings and sites should take into consideration the context of the planned community so as to provide visual continuity between sites and buildings.
 - High quality, durable, and attractive building materials should be used on all proposed structures. Exterior building materials such as brick, stone, and finished masonry are appropriate.
 - Artificial exterior building materials that simulate the appearance of other natural construction materials should be discouraged.
 - Proposed buildings located at very visible intersections such as Wheeler Road and Wheeler Hills Road should address the prominent location with the front facade and main entrance articulation. The other sides of the buildings should not be plain walls.
2. Accomplish buffering and screening through attractive landscaping or other means.
 - Appropriate buffering/screening elements should include continuous sight-tight fences, solid or masonry walls, and landscaping. Also, evergreen trees may be used in combination with wrought iron picket-type fences as a buffering/screening element.
 - Walls or fences used as screens should be made of appropriate materials compatible with adjacent buildings.
 - The use of barbed-wire or chain-link fencing in gateway storage areas should be discouraged.
3. Develop a comprehensive and coordinated streetscape approach throughout the gateway that will provide sidewalks and pedestrian lighting treatments.
 - A continuous network of concrete sidewalks should be provided on both sides of the streets, where possible.
 - Sidewalks within retail/commercial areas should be a minimum of six feet wide.
 - Sidewalks should be set back from curbs a minimum of five feet to provide a green space between the curb and sidewalk for street tree planting.
 - Crosswalks should be provided at all intersections. The crosswalks should be either striped or provide for a change in material or treatment to accent the crosswalk area.
 - One type/style of pedestrian scale, ornamental light pole and fixture should be employed, instead of the standard cobra-head highway light fixture.
 - High-intensity pole-mounted floodlights should be discouraged.

4. Enhance the visual appearance of Wheeler Road (from Southern Avenue to Wheeler Hills Road) with landscaping.
 - Major street trees should be provided (30 feet on center) along both sides of all public rights-of-way, where possible.
 - Street tree type should always be consistent along a corridor's edge.
 - Existing parking lots along the rights-of-way should be screened with a continuous line of low shrubbery.
5. Provide a landscaped entrance feature at Wheeler Road and Southern Avenue.
 - Proposed ground-mounted entrance feature should be compatible in design, color and material with the overall character of the surrounding new, renovated and redeveloped development.
 - Landscaping, such as a combination of clustered groundcover evergreens, ornamentals and annuals, should be used around the base and perimeter of the entrance feature.

FOCUS AREA 5

This focus area includes gateway recommendations for Indian Head Highway.

Indian Head Highway Gateway

Background and Basic Issues

Indian Head Highway from Southern Avenue to Livingston Road is designated as a major gateway in this plan. Many of the urban design related issues associated with this area are a result of individual developments occurring over time without a comprehensive approach to the development or landscape character. Some of the significant issues that exist in the area are as follows:

- The Indian Head Highway corridor could project a boulevard-type character. The broad width of the road with medians that separate it from the parallel service roads provides a foundation for this to occur. However, the lack of landscaping and other issues cited below negatively impact the highway's character.
- Building architecture varies from site to site.
- Sidewalks are not complete.
- Street lighting is nondescript.
- Signage is uncoordinated.
- Parking lots are not screened from the street.

Recommendations

The overall urban design recommendation for this area is to provide standards that can be used to guide streetscape improvements to facilitate a boulevard-type streetscape. These recommendations focus both within and outside of the road right-of-way.

1. Enhance the visual appearance of Indian Head Highway (from Southern Avenue to the Beltway) with consistent landscaping, and provide landscaping in the medians.
 - Major street trees should be provided (30 feet on center) along both sides of all public rights-of-way including service road medians, where possible. Evaluate existing street trees as to their appropriateness and condition prior to selection of new trees.
 - Street tree type should be consistent along a given corridor.
 - Medians should be landscaped with a combination of ornamental trees (30 feet on center) and shrubs, where possible.
2. Reclaim and enhance the historic boundary marker near 4800 Indian Head Highway as a feature of the streetscape.
 - Utilize tree guards for the street tree plantings that would be similar to the wrought iron fence which protects the District of Columbia boundary marker.
3. Develop a comprehensive and coordinated streetscape approach throughout the gateway that will provide sidewalks, crosswalks, pedestrian lighting, furnishings and amenity treatments.
 - A continuous network of concrete sidewalks should be provided on both side of the streets, whenever possible.
 - Sidewalks within retail commercial areas should be a minimum of six feet wide.

- Special sidewalk treatments, such as brick or precast pavers, bomanite and stamped concrete, should be used in heavy pedestrian-oriented/trafficked areas. Crosswalks in highly pedestrian-oriented areas should continue the use of special sidewalk treatments.
 - Sidewalks should be set back from curbs a minimum of five feet to provide a green space between the curb and sidewalk for street tree planting.
 - Crosswalks should be provided at all intersections.
 - One type/style of pedestrian-scale, ornamental light pole and fixture should be employed instead of the standard cobra-head highway light fixture.
 - Street furnishings and amenities, such as benches, trash receptacles, bike racks, planters and bollards, should be placed in coordinated locations, such as high pedestrian traffic areas, within retail/commercial activity areas, and bus stops.
4. Provide a ground-mounted landscaped gateway entrance feature in the vicinity of Southern Avenue and Indian Head Highway.
- Proposed entrance feature should be compatible in design and color with the redeveloped or renovated sites in the immediate area, and compatible with the wrought iron fenced District of Columbia boundary marker feature at 4800 Indian Head Highway.
 - Landscaping, such as a combination of clustered groundcover, evergreens, ornamentals and annuals, should be used around the base and perimeter of the entrance feature.
5. Provide commercial signage that is ground mounted or attached to a building.
- Proposed signs should be compatible in design and color with the overall character of the building.
 - Landscaping and lighting should be used around base-mounted signs.
 - Freestanding pole-mounted signs are discouraged.
6. Enhance the appearance of the Indian Head Highway corridor (from Southern Avenue to Livingston Road, where appropriate) with a screening element to block views of the parking lots associated with the commercial establishments lining the road.
- Provide appropriate buffering/screening elements including continuous sight-tight fences, solid or masonry walls, and landscaping. Also, evergreen trees may be used in combination with wrought iron picket-type fences as a buffering/screening element.
 - Walls or fences used as screens should be constructed of appropriate materials compatible with the main building on the property.
 - The use of barbed wire in the gateway shall not be permitted.

7. Ensure that future development is architecturally compatible.

- Residential infill development should be of similar height, scale and proportion to existing development.

- Future commercial buildings along the corridor should have a consistent setback to create a unified street wall and should be constructed of high quality and attractive building materials such as brick, stone, tile and precast concrete in compatible colors.

OTHER GATEWAYS (Outside of Focus Areas)

Background and Basic Issues

The Woodrow Wilson Bridge and I-295 (Anacostia Freeway) are major entry points into the County and the planning area. These facilities carry volumes of traffic. They lack an attractive, well-designed gateway feature that welcomes motorists into the County.

Recommendations

A gateway feature is recommended for the Woodrow Wilson Bridge and for I-295 (Anacostia Freeway) at their entry points into the County or at other appropriate locations along the corridors. County and/or State agencies will need to implement this recommendation.



BACKGROUND AND BASIC ISSUES

The planning area is an important part of the transportation network in Prince George's County. Residents, employees, shoppers and commuters in this planning area are served by a number of significant roads:

- Capital Beltway/I-95
- Suitland Parkway
- Branch Avenue/MD 5
- Indian Head Highway/MD 210
- St. Barnabas Road/MD 414
- Silver Hill Road/MD 458
- Wheeler Road

This master plan uses the following road classifications:

Freeway: A divided highway for through traffic, with full access control by grade separations at intersections, intended solely to carry large volumes of traffic over medium to long distances. Rights-of-way range from 300 to 600 feet. *Example:* Capital Beltway (I-95/I-495)

Parkway: A corridor of parkland containing a limited-access, divided scenic roadway with full or partial access control. The width of the median, as well as the park corridor, is variable dependent on the topography and adjacent natural and cultural features. Parkways are typically limited to noncommercial traffic and intended as a scenic gateway to

prominent destinations. Emphasis is on following the contours of the land, natural or naturalized landscapes, and visual buffer between roadway and adjoining developed areas. *Example:* Suitland Parkway.

Expressway: A divided highway for medium-high speed traffic, with controlled access and some or all intersections at grade. Access also is limited to selected highways; intersections are spaced 1,500 to 2,000 feet apart. Access to abutting properties is generally not permitted. Rights-of-way are generally a minimum of 200 feet. *Example:* Indian Head Highway/MD 210

Arterial: A divided highway with intersections at grade, and with geometric designs and traffic controls intended to expedite the movement of through traffic. Direct access to abutting properties may be permitted but may also be controlled. Rights-of-way are generally a minimum of 120 feet. *Examples:* St. Barnabas and Silver Hill Roads

Major Collector: A four-lane roadway with turning lanes at intersections and some control of access, which provides movement primarily for local traffic along with some elements of through traffic. Rights-of-way are generally a minimum of 90 feet. *Example:* Hagan Road

Collector: A multi-lane or two-lane highway designed to carry medium-speed traffic between arterials, to afford access to major traffic generators and to connect residential neighborhoods and their local, internal

street systems to major highway systems. Access to abutting properties is usually permitted. Rights-of-way are generally a minimum of 80 feet. *Example:* 23rd Parkway and Auth Road

Because the Heights is a mature, inner-County community where the road network has largely been completed, innovative and ongoing transportation solutions are required to accommodate additional traffic volumes. As an example, the lack of unused right-of-way to add road capacity places a premium on finding ways to improve the operating efficiency of the existing network. Important tools for achieving this are transportation system management (TSM) and transportation demand management (TDM). (The recommended trail network [multiuse and on-road trail] in the Trails chapter of the plan will provide opportunities for pedestrian circulation which can reduce the number of vehicles on the road.)

Transportation system management seeks to optimize road and street operating efficiency so that as much peak-period traffic as possible can be effectively absorbed. Transportation demand management, on the other hand, provides programs and ways to reduce the volume of traffic, particularly single occupant vehicles (SOV), that these roads and intersections much accommodate.

Transportation system management measures that can be taken include:

- Traffic engineering improvements

- Preferential treatment of transit and high-occupancy vehicles (HOV)
- Parking management and enforcement
- Altering commuting patterns by staggering work hours
- Integrating road capacity and operations improvements with the transit system

The planning area has become a multimodal transportation¹ corridor for Prince George's County with the opening of the southern segment of the Metrorail Green Line (Outer F Route) in January 2001. Three of the four Green Line stations in Prince George's

County—Southern Avenue, Naylor Road and Branch Avenue—are in the planning area. The fourth, Suitland, is just north of the planning area. The ridership these four stations add to the Green Line will make it one of the two most heavily used lines in the regional rapid transit system. This, in turn, gives the planning area unique opportunities for integrating transportation with development.

The 1981 Subregion VII master plan proposed a road network in this planning area that recognized a so-called Y-configuration for the Green Line. The principal terminal was proposed for Rosecroft and a secondary terminal was planned for Branch Avenue at the Belt-

way. This configuration influenced the type and location of roads and road improvements recommended for this planning area in the 1981 master plan. In fact, the Green Line is a single line from Southern Avenue Station to the terminal at Branch Avenue. This creates different road, bus service and future transit facility requirements for some parts of the planning area.

For example, the Maryland Department of Transportation will conduct a multimodal corridor study through the Maryland Transportation Authority in cooperation with the M-NCPPC, Prince George's County and Charles County. The study will review ways to enhance Branch Avenue/MD 5 as a multimodal commuter facility by adding HOV facilities or fixed guideways to Branch Avenue beyond the Beltway. This would increase Branch Avenue's importance as a commuter corridor from southern Prince George's and Charles counties to both the Branch Avenue Station and to the District of Columbia. The planning area is also part of the road and street network in Prince George's County that will feed and distribute Woodrow Wilson Bridge traffic.

The Woodrow Wilson Bridge is owned by the Federal Highway Administration, which initiated a study in 1989 with the District of



Naylor Road Metro Station provides increased transit opportunities for residents in the area.

1 Transit is used here to refer only to fixed route or demand-responsive passenger service, open to the general public, operating on a regular schedule. Transportation includes transit and other modes of travel, particularly vehicular modes requiring use of the road and street system.

Columbia Department of Public Works, Maryland State Highway Administration (SHA) and the Virginia Department of Transportation to determine an appropriate solution to the replacement of the Woodrow Wilson Bridge.

A Supplemental Draft Environment Impact Study (EIS) on a replacement for the bridge was completed in January 1996 and a preferred alternative was selected in September 1996. A final Environmental Impact Study was then prepared to address National Environmental Protection Act (NEPA) and other Federal requirements, and a Record of Decision was issued in November 1997. A new bridge with a minimum of 10 lanes is recommended to replace the existing bridge.

Construction of the replacement bridge structure is scheduled to begin in late 2001 and will affect important parts of the planning area road network, particularly the Capital Beltway (I-95/495), the Anacostia Freeway (I-295) and Indian Head Highway (MD 210).

The Transportation Equity Act for the 21st Century (TEA-21), signed into law in September 1998, includes \$900 million of the estimated \$1.8 billion needed to construct the preferred alternative. Federal, State and local elected officials and transportation agencies, including Prince George's County and the State of Maryland, are undertaking efforts

to secure a funding package that will ensure completion of the entire project² in the minimum amount of time and with a minimum of disruption to traffic and adjoining communities.

The multijurisdictional Capital Beltway Major Investment Study also affects transportation in the planning area. This facility carries over 195,000 vehicles daily and is operating significantly over capacity on some segments in Prince George's County. The Maryland and Virginia Departments of Transportation are evaluating ways to relieve Beltway congestion, including increasing capacity or by adding fixed guideways (light rail or busways) or HOV lanes.

The importance of these major transportation facilities, particularly the Green Line, is such that no single planning document can conclusively address all the issues. The kind of multimodal transportation planning required by this combination of projects and issues is an inherently dynamic process. Additionally, the long-term transportation projects under future study may have an impact on land use and zoning in the planning area and may warrant future small area plans or sector plans to guide land use and zoning for these transportation facilities and surrounding areas.

Because it is located completely inside the Capital Beltway, the Heights is defined as a priority funding area by the 1997 Neighborhood Conservation and Smart Growth Initiative (NC and SGI). The policy objectives are to concentrate growth at selected locations with the existing infrastructure to absorb the development impacts, particularly additional traffic. The goal is to produce more compact and transit-oriented alternatives to conventional suburban sprawl development. The latter has often proven to be more costly in added congestion and infrastructure costs.

ISSUES

A number of transportation issues have been identified:

■ 23rd Parkway

The *Adopted and Approved Master Plan for Subregion VII* (1981) identified this street as an existing collector street and as a proposed collector south of Olson Street between Oxon Run Drive at the County line and St. Barnabas Road.

23rd Parkway is the principal collector for the residential communities near the Southern Avenue and Naylor Road Metrorail Stations. Because of the changed final alignment of the Green Line, these communities are now located

2 Includes bridge replacement and reconstruction of the interchanges of I-495 with MD 210 and I-295 in Maryland and I-495 at US 1 and Telegraph Road in northern Virginia.

in a transit corridor that will experience more commuter traffic than was assumed in the 1981 master plan.

The Washington Metropolitan Area Transit Authority (WMATA), County Department of Public Works and Transportation (DPW&T) and SHA are jointly undertaking Metrorail station access improvements that will channel commuter traffic onto roads designed to accommodate such traffic. However, these access improvements complement the need to complete, rather than replace, 23rd Parkway as a way to address the mobility needs of residents within communities near the stations.

The completion of 23rd Parkway from Olson Street to St. Barnabas Road would address these community mobility requirements. It would also help absorb commuter traffic that would otherwise cut through residential neighborhoods to reach the Metrorail system. To some extent, the extension of 23rd Parkway would provide relief for through traffic now using Olson Street and Raleigh Road, which were not planned or designed to function as relief collectors.

■ Temple Hill/Hagan Road

The 1981 Subregion VII master plan proposed Hagan Road as the preferred arterial alignment between St. Barnabas Road and Allentown Road outside the planning area. However, Temple Hill Road has become the more heavily used road in this area. One of these two roads should be built to

standards that enable it to serve as access for residents near the Metro stations and to central and south County beyond the Beltway.

To some extent the final alignment of Hagan or Temple Hill Road depends on whether 23rd Parkway is upgraded and completed to St. Barnabas Road. Constructing either Hagan Road or Temple Hill Road inside the Capital Beltway without also completing 23rd Parkway would not provide a major relief for through traffic, or for residents of communities near the Metro stations.

■ Iverson Street

The 1981 Subregion VII master plan originally planned Iverson Street as a collector, to provide an additional east-west route between Wheeler Road and Branch Avenue/MD 5 to the north. Although major segments of Iverson Street have been completed, there are two missing links between Iverson Place and Birchtree Lane, and between Birchtree Lane and Wheeler Roads.

Completing this street provides a direct east-west route in the central part of the planning area. It also relieves Iverson Place, which is operating as a relief collector between Iverson Street and Wheeler Road, a function for which Iverson Place was not planned or designed. Completing these segments of Iverson Street would involve crossing Barnaby Run and one of its tributaries.

■ Marcy Avenue

Marcy Avenue is a no-outlet road. Oxon Hill Fire Company 42 is presently located on Marcy Avenue, a less than operationally ideal site that landlocks a critical public service facility. The 1981 Subregion VII master plan did not address this problem.

Extending Marcy Avenue eastward to Owens Road is an option. However, this would involve building across or through steeply graded terrain and would entail an environmentally problematic crossing of Barnaby Run. This master plan proposes to relocate Fire Company 42 to a site that provides better service coverage for this part of the County.

■ Regency Parkway

The 1981 Subregion VII master plan envisioned Regency Parkway (C-163) as the principal means of access to development in the eastern part of the planning area. However, this road was never built.

Further, a number of other developments affect this proposed road. In 1990, the Capital Gateway employment subdivision adjacent to Auth Road was approved for the site immediately next to both the Branch Avenue Metrorail Station and the Metrorail car storage and inspection (S&I) facility. The 1981 Subregion VII master plan proposed an alignment for Regency Parkway from the Branch Avenue Metro Station northwest to Suitland Parkway. However, the alignment assumed a Metro station accessway between the station and the Beltway that

would be the functional equivalent of Regency Parkway. A critical objective was to provide adequate vehicular relief and access from the Beltway through the Branch Avenue/Capital Gateway sites to Suitland Parkway.

The 1981 Subregion VII master plan identified major environmental and floodplain constraints on the proposed Regency Parkway alignment along Henson Creek. In fact, page 106 of the 1981 master plan withdraws the recommendation to construct Regency Parkway found in other chapters of the plan.

County approval of Capital Gateway in 1990 did not conclusively address whether this collector would be built. In addition to the constraints cited in the 1981 Subregion VII master plan, the objective of providing through traffic relief was compromised further in 1992. At that time, WMATA decided to move the Branch Avenue S&I railyard to a site that precludes construction of the Metro accessway to the Beltway as the latter was envisioned in the 1981 Subregion VII master plan. If it were constructed at all, Regency Parkway would function more like a local street that would connect Suitland Parkway to the station, its parking facilities, and the Capital Gateway subdivision.

■ Rena Road

The 1981 Subregion VII master plan also identified a significant role in the planning area road network for Rena Road, based largely on that plan's proposal for a major

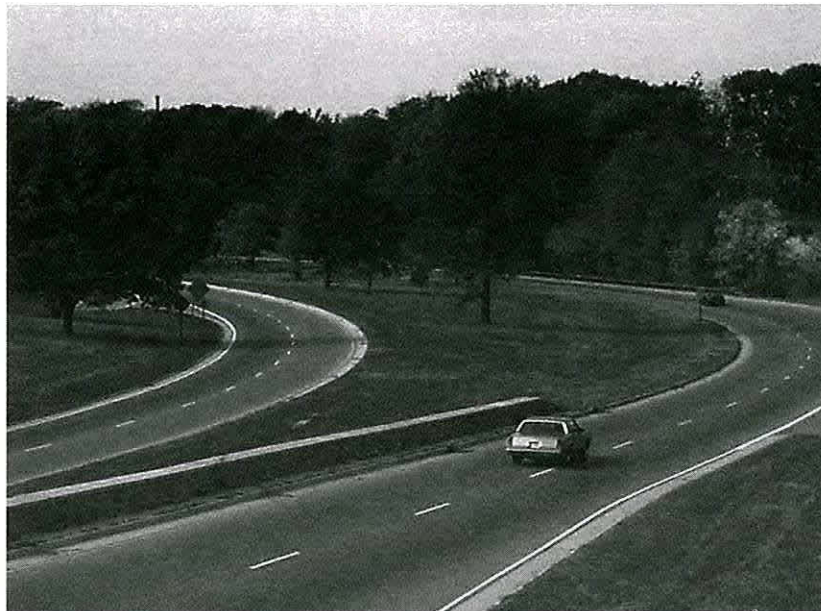
employment center east of Morningside. Of greater consequence was this plan's assumptions about Suitland Parkway. In effect, there was to be a "swap" of a new interchange, to be constructed at Rena Road and Suitland Parkway (F-7), for the closure or downgrading of the interchange at Suitland Parkway and Forestville Road.

The National Park Service (NPS)—the lead operating agency for Suitland Parkway—maintains a constant number of interchanges on Suitland Parkway. This would mean closing either the Forestville or another interchange if the Rena Road interchange were constructed.

Under the original 1992 memorandum of understanding between the County, NPS, and the National Capital Planning Commis-

sion (NCPC), NPS was responsible for the design, engineering and construction of the interchange. The Prince George's County Department of Public Works and Transportation (DPW&T) was to undertake construction outside the NPS right-of-way. The preferred alignment alternative for this project converts Forestville Road to a cul-de-sac on the north side of Suitland Parkway; provides slip ramps from Rena Road onto the Parkway on the north side and slip ramps from Forestville Road onto the Parkway on the south side. The project was originally scheduled for completion by mid-1996.

Rena Road has been affected by a number of developments. County planning priorities for this intersection have changed.



The scenic qualities of Suitland Parkway provide a refreshing motoring experience.

Some of the operational problems the Rena Road interchange was originally proposed to solve have been addressed by the upgrading of the Forestville Road interchange. Also, this master plan recommends employment and/or parkland use for the area that Rena Road was originally intended to serve.

Further, the Approved 1999-2004 County Capital Improvement Program (CIP) transferred all responsibility for the Rena Road interchange (Project #669151) to NPS. The six-year Federal National Capital Region CIP contains a \$100,000 feasibility study for the Rena Road interchange on Suitland Parkway, to be undertaken in year four of the plan.

■ Suitland Parkway

Suitland Parkway is an historic and scenic corridor. It is listed in the National Register of Historic Places for both its significance as a route of travel between Federal installations, connecting Bolling Air Force Base and the District of Columbia to Andrews Air Force Base, and for its significance as one of the parkways that make up the network of entryways to the Capital. The preservation of the landscaped scenic corridor is important to the Federal, regional and County governments. Parkway have been recognized in County plans, but there is a need to establish viewshed controls as well as landscape buffers to maintain the character of this major scenic asset.

The use of Suitland Parkway for express bus service to the Suitland Metro Station in

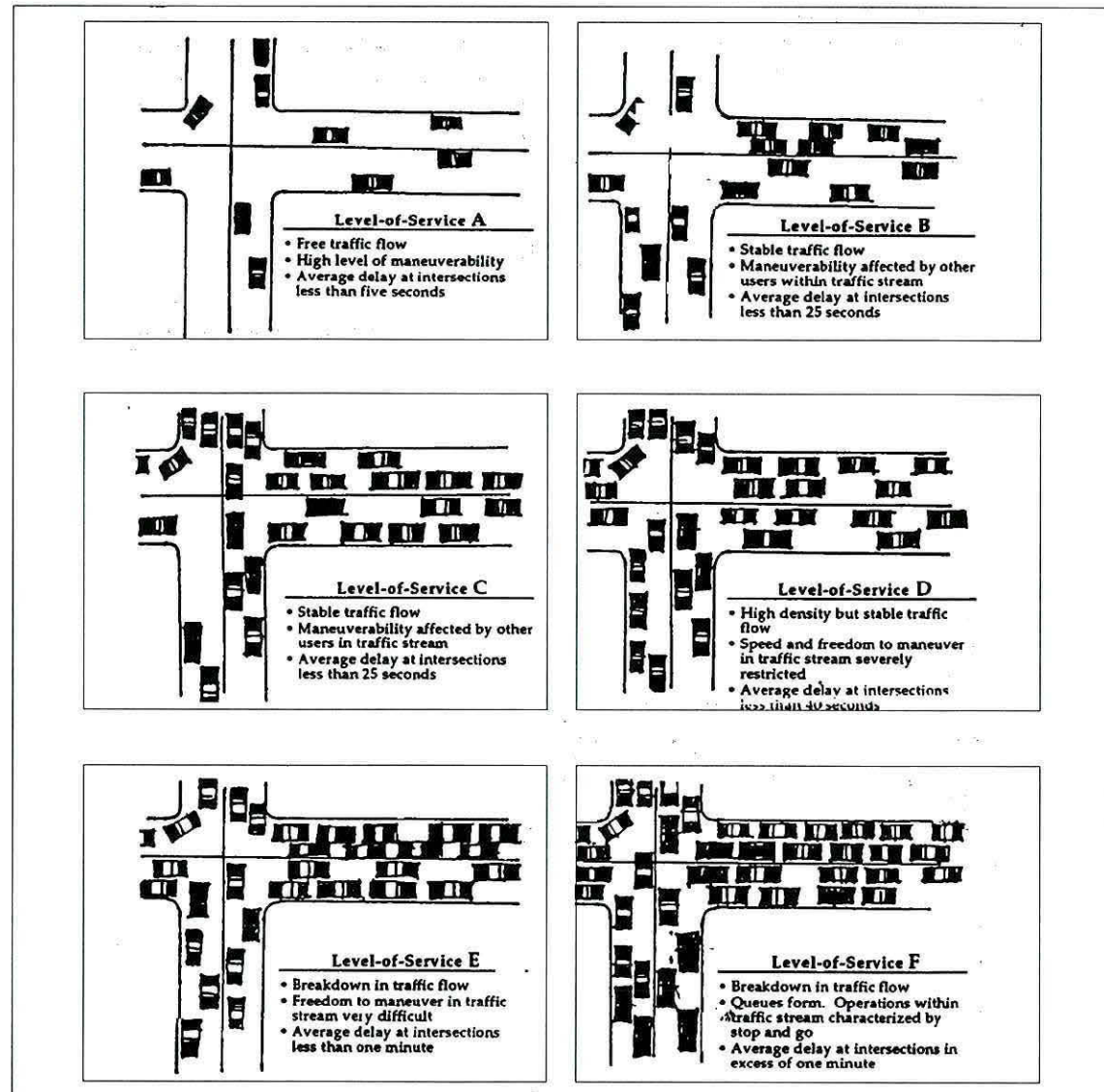


Figure 5. Level-of-Service Guide to traffic at signalized intersections.

order to help reduce automobile travel demand on Pennsylvania Avenue and other routes in this area is desirable. However, the National Park Service prohibits transit bus operation on the parkway. The National Park Service should be encouraged to review this policy.

■ Intersections

The planning area contains a number of intersections identified as failing and defined as having peak period Levels-of-Service (LOS) E or F. (See Figure 5.)

1. Branch Avenue/MD 5 at Auth Road
2. Branch Avenue at Auth Way
3. Branch Avenue at Curtis Drive
4. Branch Avenue at Naylor Road
5. Branch Avenue at Silver Hill Road/MD 458
6. St. Barnabas Road at Silver Hill Road/MD 458
7. St. Barnabas Road at Wheeler Road

Considerable concern was expressed at the public forum and throughout the plan analysis about how well these intersections will function as Green Line station commuter traffic is added to already congested critical intersections. Interest was also expressed in how these intersections would be affected by the Woodrow Wilson Bridge replacement and by proposals to add busways or light rail to Branch Avenue.

Metrorail station access improvements by the County and by SHA are being under-

taken to address operational problems at the six intersections that are located near Green Line stations. However, the intersection of St. Barnabas and Wheeler Roads is not included in either Metro station access project. Improving operating efficiency at this intersection may be somewhat more problematic; there is little or no additional right-of-way to increase road capacity. This places a premium on operational improvements to enable the existing intersections to function more efficiently.

■ Branch Avenue Metrorail Station

Branch Avenue Metrorail Station represents a substantial part of Maryland and Prince George's County's commitment to the Metrorail system. Its location near a major and growing commercial corridor, in conjunction with the policy objectives for such areas contained in the State Smart Growth Initiative, makes it even more significant for the planning area and this part of the County. In addition to traffic that is generated by development near the station, the station will generate significant traffic because it is intended to intercept commuters for south County and beyond.

There are several right-of-way and access issues that are specific to the Branch Avenue Station. The most immediate of these is station access from Branch Avenue and the Beltway. The State Highway Administration has evaluated design and construction options to address these issues (and will undertake access enhancements) subsequent to the plan approval. For Branch Avenue to

succeed as a regional intermodal transit facility, safe and efficient vehicular access must be provided to this station from both the Beltway and Branch Avenue. It is a prerequisite to the State's plans to enhance Branch Avenue beyond the Capital Beltway. Safe and efficient vehicular access is also important for accommodating the transit and bus ridership and commuter traffic that State Smart Growth policies seek to concentrate at such major infrastructure nodes.

A number of road improvements reviewed in this plan to enhance vehicular accessibility into the area were considered inappropriate or not feasible. Improvements to Auth Way (beyond those being undertaken by the State in their Metro access study) to handle traffic from new development would have impacts on existing development. Land would be needed from developed sites to expand the road. This would reduce available parking and affect on-site circulation.

Regency Parkway, a road shown on the 1981 master plan extending from the Branch Avenue Metro Station area across Suitland Parkway, has environmental impacts, as addressed in this chapter. Another road identified in the 1981 master plan, a partial interchange from the Beltway to the Metro station, also has environmental impacts.

The SHA Branch Avenue Metro Station Access Improvement Study recommends future road improvements geared primarily

toward enhanced access to the Metro station. However, the overall area should benefit from these improvements. The recommendations from this study have not received final State approval at the time of this master plan's approval. The master plan may need to be amended to incorporate the recommendations.

The Capital Gateway area has subdivision approval for a specified amount of development. The approval includes 828,000 square feet of office development or 1,775,000 square feet of flex-office development. The approval also includes a trip generation cap. The maximum peak-hour trips are: for office (1,490 AM and 1,242 PM); for flex office (1,367 AM and 1,243 PM). The required road improvements per the approved subdivision have been implemented.

■ Bus Service

Bus service in the planning area, which is currently operated entirely by the Washington Metropolitan Area Transit Authority (WMATA) regional Metrobus system, is confined to arterials and the major residential streets.

In July 1998, the County implemented recommendations in the Five-Year Transit Development Master Plan (TDMP) for the planning area. The following four County-operated ("THE BUS") routes now provide service in parts of the planning area and link the Camp Springs area to commercial and activity centers within the planning area:

Route No. 30

Operator: Prince George's County DPW&T
Service: Camp Springs via Allentown, Temple Hill, Piscataway and Woodyard Roads (serves Branch Avenue Station)

Route No. 31

Operator: Prince George's County DPW&T
Service: Iverson Mall to Camp Springs via Raleigh, Temple Hill and Henderson Roads, and Old Branch Avenue

Route No. 32

Operator: Prince George's County DPW&T
Service: Iverson Mall to Camp Springs via Raleigh, Temple Hill, Brinkley and Allentown Roads (serves Naylor Road Station)

Route No. 33

Operator: Prince George's County DPW&T
Service: Iverson Mall to Camp Springs via Raleigh, Temple Hill, Fisher, Brinkley and Allentown Roads (serves Southern Avenue Station)

This new County bus service provides a greater level of community-scale transportation service and reduces some residents' dependence on single-occupant automobile trips for mobility within and near the planning area. This service, and the longer distance line haul bus service operated by WMATA, was revised to complement the extension of the Green Line Metrorail service to the planning area in January 2001.

■ Transportation Program Follow-Up

The master plan's transportation recommendations should be followed up by continual coordination among the lead

operating agencies: WMATA, the State Highway and Mass Transit Administrations, the National Park Service and the County Department of Public Works and Transportation. There must also be coordination between these agencies and residents, municipalities and stakeholders in the planning area.

For example, there is a need for interagency coordination to monitor the implementation of the transportation programs and projects recommended by this plan. A significant number of transportation and transit issues are recurring and operational in nature. In addition, some transportation studies such as the Capital Beltway MIS, SHA Branch Avenue Metro Station Access Study and the joint study, led by the MTA, of Branch Avenue are either still underway or are pending. They do not therefore lend themselves to the type of one-time disposition that occurs during the master plan process.

GOAL

- To provide a multimodal transportation network in the planning area that is safe, efficient, accessible and convenient; that integrates land use and transportation in a manner consistent with State Smart Growth policy objectives; and that does not adversely affect residential neighborhoods.

CONCEPT

Aggressive growth management in the 1997 Neighborhood Conservation and Smart Growth (NC and SGI) initiatives is a core

strategy for transportation and transit in this master plan. Its policies automatically define areas adjoining Metrorail stations as priority funding areas.

Of the five focus areas identified in the master plan, three contain Metrorail stations and a fourth is within a half mile of a station. These focus areas are the basis for concentrating growth where the growth can be accommodated and for integrating transportation and land use so that the County fully capitalizes on its \$688 million investment in the Metrorail system.

Intensive, transit-oriented land uses envisioned by NC and SG initiatives in mature, inner-lying communities should be complemented by traffic and transportation demand management policies. These policies should seek to ensure that employers and their workers, particularly those who commute from outside the planning area, take maximum advantage of bus and rail transit service, to minimize the increased traffic in the planning area.

Underlying these NC and SG policies is the need for the public sector, particularly Prince George's County, to manage scarce capital assets. These assets should also be allocated to attract land uses that are consistent with County long-term development goals, and to site growth where it can maximize economic benefits for the County. The challenge is to ensure the appropriate land uses at each of the Metrorail stations. These uses should take advantage of intermodal facilities without gener-

ating so much additional vehicular traffic that it overwhelms the roads serving the stations.

Most of the roads and streets serving the Metrorail stations are commercial corridors. Transportation and land use must balance the available street and road network capacity; the commuter traffic to Green Line stations that these roads will accommodate; and the traffic associated with development of the commercial centers fronting these same streets and roads.

The Neighborhood Conservation and Smart Growth Initiative, especially at regional transportation facilities, seeks to provide opportunities to strike this balance between growth and investment in infrastructure by doing the following:

- Giving priority to such areas in the State Consolidated Transportation Program (CTP) and the Maryland part of regional capital investment plans.
- Integrating feeder and commuter bus service and establishing parking programs that will be integrated with development and Metrorail service to maximize use of public transportation and to use Metrorail stations to intercept commuters.
- Affording pedestrians and bicyclists safe and efficient access to rail stations and giving priority to trails in development projects in NC and SGI priority funding areas.
- Using planning, zoning, and design techniques in these areas to promote mixed-use, transit-oriented development

and to explore multimodal transportation options.

RECOMMENDATIONS

Specific recommendations are made below to implement the concept and achieve the goal for transportation. Generally, all the transportation proposals of the 1982 *General Plan* are contained in this plan; however, there are some modifications that amend the 1982 *General Plan* (Master Plan of Transportation). This plan does not recommend interchanges on the Capital Beltway between St. Barnabas Road and Hagan Road, and between Branch Avenue and Suitland Road. This master plan also does not recommend a new interchange on Suitland Parkway and deletes a Metrorail station at St. Barnabas Road and its alignment from Southern Avenue.

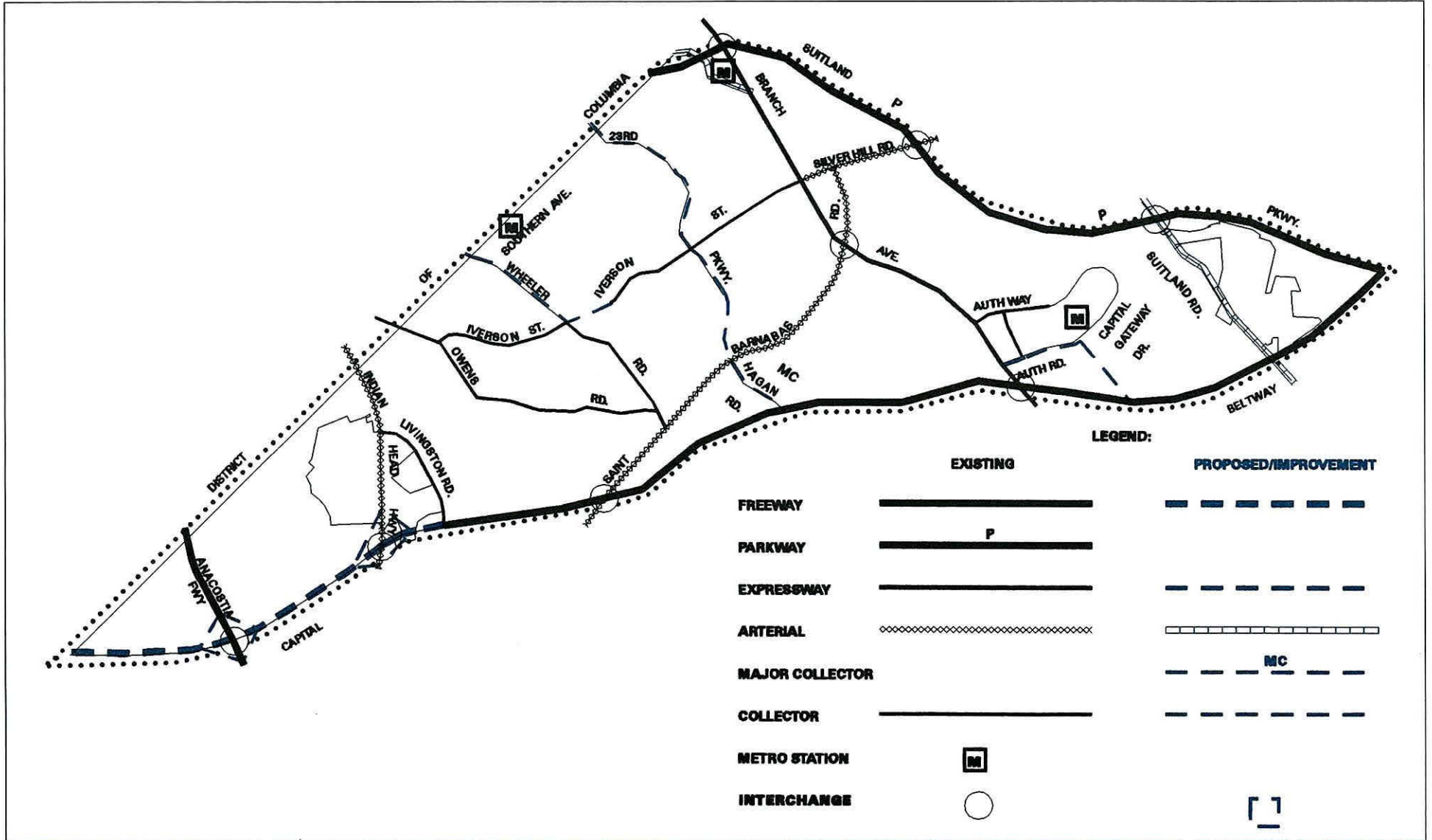
The existing and planned roads located, in whole or in part, within the planning area are shown on Map 8 and described in Table 2.

Transportation and transit recommendations for the identified issues are as follows:

Parkway

- Suitland Parkway

This plan recommends that the viewshed of Suitland Parkway (F-7) be maintained and protected. Legislation should be drafted that would require, for all developing parcels abutting the parkway, provision for vista analysis to ensure compatible building heights and setbacks and landscape buffering. The National Park Service is encouraged to review its prohibition of transit bus



Map 8 **Proposed Highway Network** 1" = 5,000 feet

Table 2 Existing and Proposed Road Facilities in the Planning Area					
				Minimum/Maximum	
ID	Name	Route Number	Limits ¹	Right-of-Way	Lanes
FREEWAY					
F-5	Capital Beltway	I-95	Suitland Parkway–Wilson Bridge	300'	8-12
F-8	Anacostia Freeway	I-295	D.C. line–Capital Beltway	120'–200'	6
PARKWAY					
F-7	Suitland Parkway	NPS ² Facility	D.C. line–Capital Beltway	Varies	4-6
EXPRESSWAYS					
E-4	Branch Avenue	MD 5	D.C. line–Capital Beltway	200'–300'	4-6
ARTERIALS					
A-40	Silver Hill Road	MD 458	Suitland Parkway–Branch Avenue	120'	4-6
A-41	Suitland Road	County road	Capital Beltway–Suitland Parkway	89'-110'	4
A-43	Naylor Road	MD 637	D.C. line–Branch Avenue	100'–200'	4
A-45	St. Barnabas Road	MD 414	Silver Hill Road–Capital Beltway	120'	4
A-49	Indian Head Highway	MD 210	D.C. line–Capital Beltway	Varies	4-6
MAJOR COLLECTOR					
C-500	Hagan Road	County road	St. Barnabas Road–Capital Beltway	90'	4
COLLECTORS					
C-700	Livingston Road	County road	Indian Head Highway–Capital Beltway	80'	4
C-701	Owens Road	County road	D.C. line–Wheeler Road	80'	4
C-702	Iverson Street	County road	Branch Avenue/Owens Road	100'	4
C-703	Wheeler Road	County road	D.C. line–St. Barnabas Road	80'	4
C-704	23rd Parkway	County road	D.C. line–St. Barnabas Road	80'–120'	4
C-705	Auth Road	County road	Branch Avenue–Capital Beltway	80'	2-4
C-706	Auth Place	County road	Auth Road–Capital Gateway	80'	4
C-707	Auth Way	County road	Branch Avenue–Capital Gateway	80'	2-4
¹ Does not include segments outside the planning area. ² National Park Service.					

operations to facilitate greater transit access to the Suitland Metro Station adjacent to the parkway.

Arterial

■ Suitland Road

Designate Suitland Road (A-41) as a four-lane undivided arterial roadway within the existing 89- to 115-foot right-of-way. An upgrade of Suitland Road is proposed in the approved 1999-2004 CIP (#667444).

Collector

■ 23rd Parkway

Extend 23rd Parkway (C-704) as a collector, four-lane divided roadway, from Olson Street to St. Barnabas Road as proposed in the 1981 Subregion VII master plan. The existing segment of 23rd Parkway should be upgraded to a four-lane divided roadway. This can be done without adversely affecting residential property frontages by reducing the existing median for the right-of-way needed to construct the additional lanes.

23rd Parkway already functions as the principal relief collector for residential communities in the Hillcrest Heights area.

■ Hagan Road

Designate Hagan Road (C-500) as a major collector between the Capital Beltway and St. Barnabas Road as proposed in the 1981 Subregion VII master plan. This recom-

mendation designates Hagan Road as the preferred alignment over Temple Hill Road for north-south traffic between St. Barnabas Road and Brinkley Road (outside the planning area).

Hagan Road should be expanded as a four-lane divided roadway. The Hagan Road and St. Barnabas Road intersection is the logical alignment with the southward extension of 23rd Parkway to St. Barnabas Road.

■ Iverson Street

Complete both unbuilt segments of Iverson Street (C-702) as a collector road between (1) Iverson Place and Birchtree Lane, and (2) the Iverson Street stub and Wheeler Road. Build these new segments of Iverson Street as an undivided four-lane roadway.

Iverson Street will complement Wheeler Road (C-703) as another relief collector in the southwestern part of the planning area. It also eliminates the traffic volumes now on Iverson Place, which was not built to accommodate the volume of traffic it is experiencing.

■ Auth Place, Auth Road and Auth Way

This master plan recognizes the improvements proposed for Auth Place (C-706), Auth Road (C-705) and Auth Way (C-707) as part of the Branch Avenue Metrorail Station access improvements project being undertaken by the Prince George's County DPW&T and MDOT. Auth Way is classified as a four-lane, undivided collector; Auth Place is classified as a two-lane, undi-

vided collector; and Auth Road, between Branch Avenue and Capital Gateway Drive, is classified as a four-lane, undivided collector and, between Capital Gateway and the Capital Beltway, is classified as a two-lane, undivided collector.

■ Branch Avenue Metrorail Station Area

Future development of the overall development area, including Capital Gateway, can benefit from existing and potential County planning tools that will either reduce the number of vehicles on the road or provide flexibility in development standards for key employment areas. These tools are recommended for implementation for this area as applicable:

□ Transportation Demand Management (TDM) provides programs and ways to reduce the volume of vehicles, particularly single-occupant vehicles. These measures could benefit development within walking distance of Metro because they allow for development density or intensity that is not achievable without these measures. The application of TDM measures can be undertaken by individual basis and by contiguous property owners and the establishment of a TDM district.

□ The County Council commissioned a process to comprehensively review measures and policies that provide for flexible but orderly development throughout the County at key locations, particularly Metrorail stations and inner County communities.

Specifically, this effort—Commission 2000—recommended that standards for minimum traffic adequacy be adjusted to Level-of-Service (LOS) E for development projects within one-half mile of Metrorail stations, or within one-quarter mile of major transportation corridors in Prince George’s County, such as Branch Avenue.

Commission 2000 also designated targeted growth area around key transit facilities, and employment or development areas within the Beltway (the ‘Developed Tier’ of the County), to target capital improvement funds in those areas that are priority growth and redevelopment areas. All three Green Line stations in the plan area were included in these recommendations to the County Council by Commission 2000.

Other Road Recommendations

■ Regency Parkway

This master plan does not recommend the extension of Regency Parkway (C-163) from the Suitland-District Heights Master Plan area, across Suitland Parkway (F-7) to the Capital Gateway subdivision off of Auth Road. The Adopted and Approved Master Plan for Subregion VII (1981) contained conflicting recommendations for this facility.

The ability to pair this alignment with a Metro accessway from this site southeast to the Beltway has been compromised by the decision to relocate the Metrorail S&I facility and by County approval of the Capital

Gateway subdivision at this site. This alignment is also complicated by environmental constraints, principally impacts within the 100-year floodplain and adverse affects on parkland and on Henson Creek, identified in the 1981 Subregion VII master plan.

■ Rena Road

Eliminate the collector classification of Rena Road (C-166). Rena Road, as proposed in the 1981 Subregion VII master plan, assumed a Suitland Parkway interchange. The Rena Road-Suitland Parkway interchange project (#669151) has been deleted from the approved 1999-2004 CIP. Some of the problems the Rena Road upgrade and interchange were to address have been accommodated by the significant upgrades of the Forestville Road interchange. Further, current National Park Service policy would require that another Suitland Parkway interchange be closed if the subject interchange is built.

■ Marcy Avenue

This master plan does not recommend an eastward extension of Marcy Avenue to Owens Road (C-701). An extension of this road is compromised by topographical and environmental constraints. Further, this plan proposes the relocation of Oxon Hill Fire Company 42, currently located on the no-outlet Marcy Avenue, which obviates the original public service rationale for extending this road.

■ Intersections

Undertake an area-wide planning analysis to identify measures such as Transportation Systems Management (TSM) that can improve the operating efficiency of failing intersections in the planning area. Six of the seven most problematic intersections that the plan already identified are included in the State Highway Administration Metrorail station access or Branch Avenue access projects:

This plan makes the following recommendation for the intersection not included in the SHA station access projects:

□ St. Barnabas and Wheeler Roads

The intersection of St. Barnabas Road and Wheeler Road is recommended for further study of Transportation Systems Management (TSM) measures.

This intersection already has multiphase traffic signals and channelized lanes for traffic turning right off of both St. Barnabas and Wheeler Roads. Improving this intersection is complicated by adjoining properties, including a cemetery, that have been built out to their property lines.

Other Transportation Recommendations

■ This plan recognizes the SHA Branch Avenue Metro Station Access Improvement Study that addressed road improvements to serve the Metro station. The recommendations have not received final State approvals. This plan may need to be

amended to incorporate the road improvements ultimately approved by the State.

- This plan also recognizes the significant, but so far undetermined, impacts on the planning area of both the Woodrow Wilson Bridge replacement (see page 54) and the multijurisdictional Capital Beltway Major Investment Study (CBMIS).

The Capital Beltway, the outer boundary of Planning Area 76A, is being simultaneously evaluated by the Maryland and Virginia transportation departments for long-term improvements in operating efficiency and capacity. Additional general vehicular capacity, construction of HOV and/or fixed guideway facilities are the principal options. (This plan supports studies of possible rail service or Metrorail system extensions to link the Branch Avenue Metrorail Station and northern Virginia.) This plan recommends incorporation of the final transportation improvements to the Capital Beltway once a Record of Decision has taken place for this project. This plan also recommends the implementation of any local street, road and traffic recommendations included in the CBMIS as a task of the Planning Area Transportation Advisory Task Force (see immediately below).

Ongoing Transportation Recommendations

- A Planning Area Transportation Advisory Task Force (PATATF) should be created to undertake the following:
 - Monitor the status of transportation recommendations contained in this master

plan and the transit projects and studies undertaken in the planning area by operating agencies.

- Coordinate community and municipal concerns about the impacts on the planning area of major ongoing regional transportation projects, such as the Woodrow Wilson Bridge replacement, Capital Beltway enhancements and busway and light rail service on Branch Avenue.
- Work with County agencies, WMATA and the Maryland Department of Transportation's (MD DOT) and commercial property owners adjacent to the Branch Avenue Metro Station to develop a partnership to further road improvement, necessary to accommodate development at this important location.
- Work with community, civic, business and municipal stakeholders in the planning area to coordinate a comprehensive review of bus service, and ensure that the update of County Transit Development Master Plan (TDMP) and State commuter bus service proposals address the bus service needs of planning area residents and workers now that Metrorail service in the area has commenced.
- Work with the public sector to develop a comprehensive County policy that strives to: (1) keep Metrorail commuter traffic on planning area expressways and arterials designed to accommodate this kind of traffic and (2) discourage commu-

ter encroachment on residential neighborhoods.

GUIDELINES

1. The transportation and transit systems should be designed as an integrated, multimodal network of facilities that complement each other; attract and support concentrated, space-efficient development; reduce the need for single-occupant vehicle (SOV) trips during the busiest times of the day and week; and enable residents and workers in the planning area to combine their trips or use modes other than the private automobile.
2. Through traffic should be confined to expressways, arterials and major collectors designed to accommodate such traffic and should not encroach upon residential communities.
3. The physical/aesthetic environment fronting major expressways and arterials in the planning area, particularly Branch Avenue and Suitland, Silver Hill, Temple Hill and St. Barnabas Roads, should be improved and maintained by landscaping and, where needed, by curb and gutter installation.
4. Transportation rights-of-way of all classifications should be designed and constructed according to the standards of the appropriate lead operating or constructing agency—National Park Service, State Highway Administration or County Department of Public Works and Transportation.
5. Residential streets should provide for convenient, safe movement of traffic into and

out of residential areas. Residential streets should be built, or modified where appropriate, to discourage through traffic and commuter parking in those neighborhoods.

6. County parking and parking management programs should seek to ensure that commuter parking is accommodated in SHA park and ride, WMATA and other facilities.
7. Highway and street intersection operational improvements, and signal and turning movement enhancements should seek to optimize existing traffic capacity, reduce hazardous vehicular movements, reduce conflicts between vehicular and pedestrian movement, and, where possible, avoid the need for street and road widenings that adversely affect property and property frontages in the planning area.
8. Pedestrians and bikers should have convenient, safe and full access to Metrorail and other multimodal transportation facilities in the planning area.
9. Transportation facilities should be planned, designed and constructed to minimize adverse environmental impacts, particularly on floodplain and wetlands, as well as noise, air pollution and adverse visual impacts.

Residential Neighborhoods



BACKGROUND AND BASIC ISSUES

Hidden off of major roadways, the neighborhoods of the Heights are one of the community's best kept secrets. The neighborhoods are, for the most part, attractive and well maintained. The housing stock offers a variety of home ownership opportunities from condominiums and small starter houses as well as large custom-built houses on half-acre lots. According to the M-NCPPC 1998 *Dwelling Unit Inventory and Estimated Households and Population* (as updated by the Community Planning Division), the Heights housing stock was 40 percent single-family detached, 9 percent single-family attached and 51 percent multifamily.

The Heights is comprised of three broadly defined communities — Eastover/Forest Heights, Hillcrest Heights/Marlow Heights and Silver Hill/Morningside — each containing smaller neighborhoods. The boundaries of the three communities are also shown on Map 9. The community character is briefly described below followed by a summary of the basic issues.

Residential land use is also discussed in the Focus Area Land Use and Gateways chapter. Refer to that chapter for properties within a specific focus area.

Eastover/Forest Heights

The Eastover/Forest Heights community is located from the Potomac River to just east of Wheeler Hills Road and St. Barnabas Road. The neighborhoods of Glassmanor, Birchwood City and Barnaby Manor and the

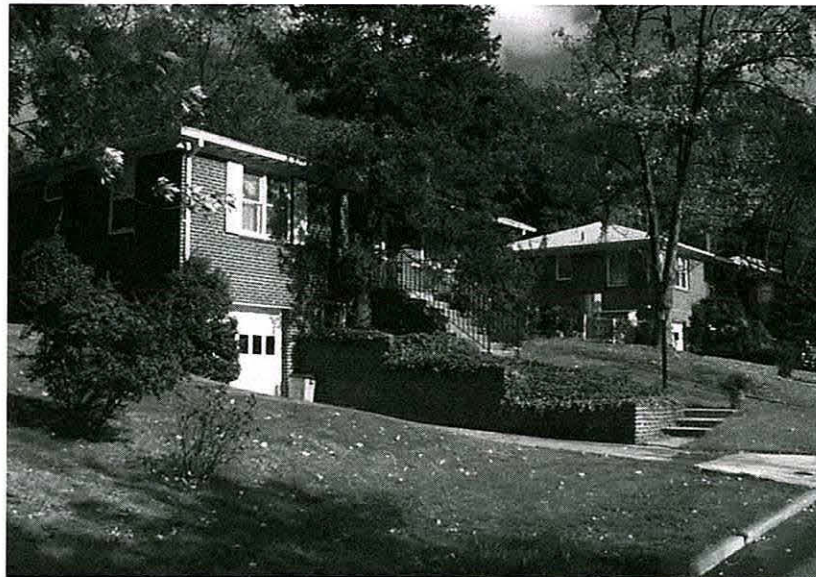
Town of Forest Heights make up this community, which contains all of Focus Area 5 and part of Focus Area 4. This community also contains several roads that act as gateways to the County as well as to neighborhoods in the community. These gateways include portions of Indian Head Highway, Owens Road and Wheeler Road.

This area began to develop in the late 1940s to accommodate the explosive growth that occurred in the region during and after World War II. It contains a variety of housing types from duplexes, triplexes, garden apartments and single-family detached housing developments from that time. The Town of Forest Heights, an incorporated municipality, has the ambiance of a village of single-family detached homes, many of which have been expanded and added onto over the years. Along portions

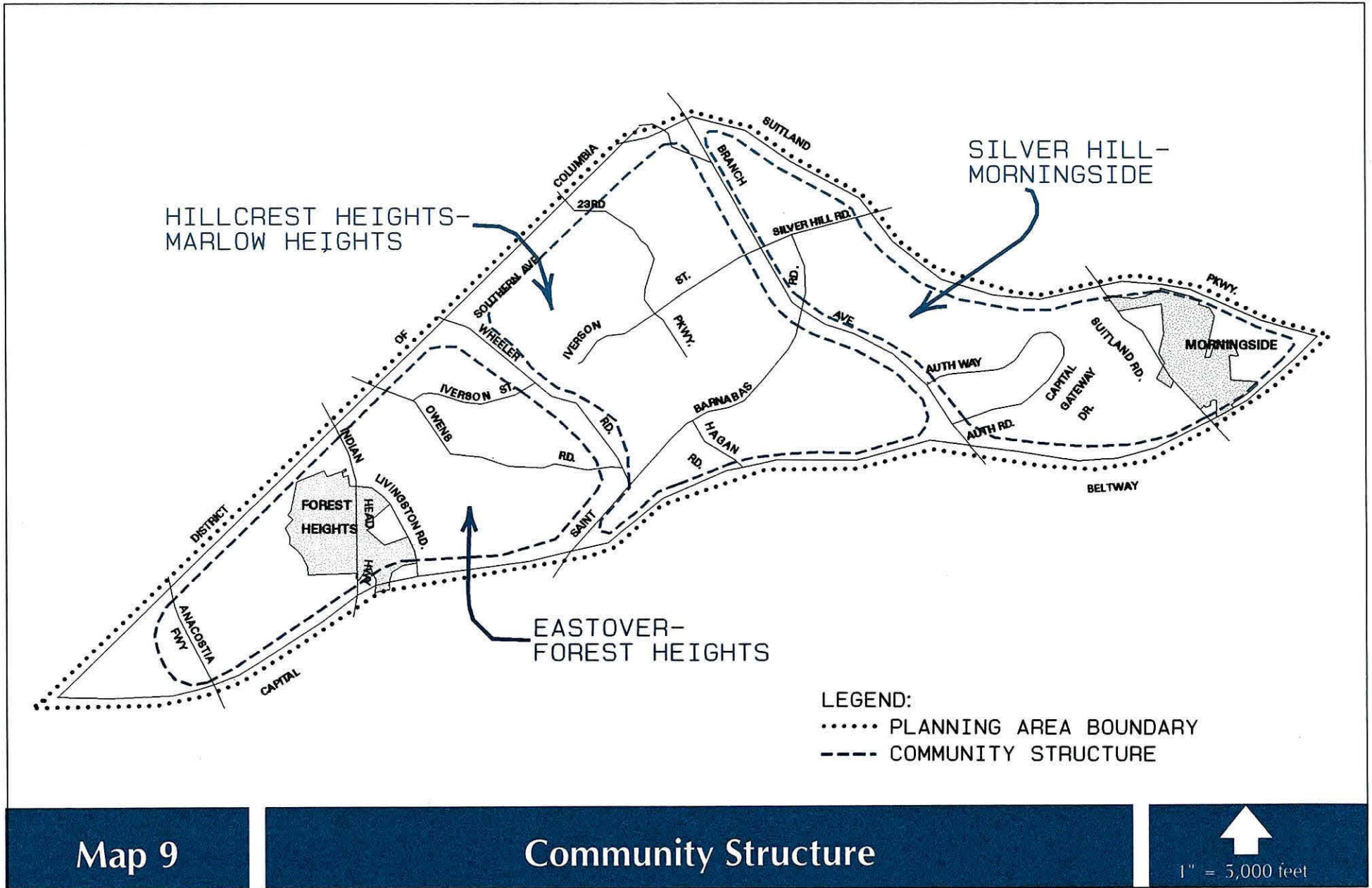
of Owens Road, a number of homes exist on large lots, or even on several acres, providing a rural character.

During the 1960s, the explosive growth that occurred in the County resulted in more garden and mid-rise apartment developments in this community; some of the apartments were converted to condominiums in the 1970s. A number of subdivisions of larger single-family detached homes also developed along Owens Road and Wheeler Road between the mid-1960s to 1980. Overall, while some of the housing stock is fairly old, it is in good condition. Many of the older garden and mid-rise apartments are attractive and well maintained.

However, some pockets of deterioration and decline are evidenced by abandoned and



An established residential neighborhood in Forest Heights



Map 9

Community Structure

1" = 5,000 feet



Diverse housing opportunities in the Heights include this attractive garden apartment development on Southview Drive.

lesser maintained buildings and sites. A number of units in the Georgian Gardens Condominiums (north of Maury Avenue between Irvington Street and Audrey Lane) appear to be uninhabitable with structural damage to several of the buildings. Only a few families continue to occupy units; the unoccupied units can create an environment vulnerable to crime. Further, the low-occupancy rate in these units diminishes the efforts of responsible property owners and homeowners in the area who take care of their homes. Some apartment complexes in this area present more positive images than others due to the level of maintenance, poor site design and a lack of landscaping. Several of these sites have panoramic views to the west toward Washington, D.C.

Hillcrest Heights/Marlow Heights

The Hillcrest Heights/Marlow Heights community is located between Wheeler Road and Branch Avenue. It contains the following neighborhoods: Hillcrest Heights, Hillcrest Towne, Southview, Marlow Heights, Gordon's Corner, and Temple Hills. It contains all of Focus Area 3 and most of Focus Area 4. The Hillcrest Heights community also contains several roads that act as gateways not only to the County, but to the neighborhoods as well. These gateways include Branch Avenue, Southern Avenue and 23rd Parkway.

Much of the single-family detached housing is well maintained and attractive. The Hillcrest Heights neighborhood is generally on quarter-acre lot sizes. Relatively new, larger lot single-family development exists in the Gordon's Corner neighborhood east of St. Bar-

nabas Road. The community also contains garden-style apartment developments along with high-density, high-rise apartments. Most of the apartment development has occurred near the commercial centers and major traffic routes. Townhouse development exists along Iverson Street and off of Oxon Run Drive. Overall, this community is well maintained. There are only occasional signs of reduced maintenance to a property or development.

Silver Hill/Morningside Community

The Silver Hill/Morningside community is bordered by three major roadways: Suitland Parkway, Branch Avenue and the Capital Beltway. It contains all of Focus Area 1 and 2 and part of Focus Area 3. It also contains the Town of Morningside and the following neighborhoods: Silver Hill, Old Silver Hill, Applegate, Auth Road and Skyline. This community contains several gateways: Branch Avenue, Auth Road and Suitland Road.

The Town of Morningside was built in the 1940s and is an incorporated municipality. Most of the land in this community is devoted to single-family detached residences on small lots. Development in the larger community dates back to the 1940s, 1950s and 1960s with some pockets of newer development. Existing multifamily development is primarily confined to the south side of Silver Hill Road. A new development off of Old Branch Avenue (Applegate) contains attractive townhouses. There are several large pockets of undeveloped land in the community.

BASIC ISSUES

Basic issues confronting each community to varying degrees are summarized as follows:

- The need for additional home (and yard) maintenance caused by the aging of residential neighborhood development.
- Incompatible land uses within or adjacent to neighborhoods without adequate buffering or other mitigation measures.
- Poorly adapted conversions of former dwelling units to nonresidential uses.
- Excessive traffic cutting through neighborhoods on roads not intended to serve large volumes of traffic.
- Lack of trails or sidewalks connecting neighborhoods to parks, schools, shopping and transportation hubs.
- Actual crime or the perception of crime in or adjacent to a neighborhood.

GOAL

- To preserve and protect existing neighborhoods by promoting maintenance programs as well as new and diverse quality residential development.

CONCEPT

This plan seeks to implement the policies of the 1982 *General Plan* relating to the Category I Policy Area. As defined in the 1982 *General Plan*, policies relevant to Category I Areas which the plan seeks to implement are as follows:



New single-family homes in Gordon's Corner near Branch Avenue and St. Barnabas Road.



Applegate, a new townhouse development, is a positive addition to the housing options in the Heights.

1. Giving emphasis to those measures contributing to an orderly infill process.
2. Capitalizing on appropriately located Metro station areas as focal points of commercial, office and community activities.
3. Giving priority to the protection, rehabilitation, and improvement of existing neighborhoods and communities through code enforcement and neighborhood conservation programs.
4. Utilizing opportunities to concentrate new residential densities within easy access of Metro where such development would not have an adverse impact on the character of existing neighborhoods.
5. Utilizing urban design principles to encourage the beautification of existing development, to guide improvements to community appearance, and to develop effective buffering between conflicting adjacent land uses.

In addition, the plan recognizes that preservation and revitalization are the keys to fulfilling the plan's goal. These terms often mean encouraging home ownership and new development programs that can renew and invigorate a community. Toward this end, the plan relies on the constructive actions of private developers, citizens associations and individuals to provide quality living areas and to encourage neighborhood values of pride of ownership, commitment to family life, safety, quality education and opportunities for appropriate and safe recreation.

Community	Existing ¹	Buildout ²
Eastover/Forest Heights	9,195	10,300
Hillcrest Heights/Marlow Heights	9,654	10,380
Silver Hill/Morningside	4,953	5,520

¹ Information Management Division, M-NCPPC, January 1997.
² Buildout numbers include approved but not built subdivisions as of August 1998.

RECOMMENDATIONS

The following recommendations pertain to residential areas that are not included in a focus area. (Residential land use recommendations for properties within specific focus areas are contained in the Focus Areas Land Use and Gateways chapter).

Table 3 shows existing dwellings and holding capacities at buildout (based on the plan's land use recommendation).

Eastover/Forest Heights

- The plan encourages renovation or redevelopment of the Georgian Gardens Condominiums complex in the Eastover neighborhood. The plan encourages renovation or redevelopment, because the property is in a deteriorating state. Renovation or redevelopment would provide for quality housing opportunities in this area.

For the Georgian Gardens Condominium property, the plan recommends retaining the urban land use designation and the R-18 Zone. However, the plan recommends a lower density of development than that which currently exists, if redevelopment occurs. Townhouses can be constructed in the R-18 Zone and will provide for an appropriate lower density use in an area of diverse housing types. To rezone the property could result in a nonconforming use status for the existing structures possibly hindering any needed renovations.

Infill development should occur in accordance with the land use recommendations of this plan, should follow the development guidelines for the property and be compatible with the prevalent neighborhood character.

- In the Owens Road/Addison Street area, the plan recommends a lower density land use (single-family detached) than that previously recommended in the 1981

master plan (townhouses/garden apartment). The properties recommended for the single-family detached land use (identified in the Sectional Map Amendment section of this plan, Map E3) are primarily developed with single-family detached homes or are undeveloped. This plan promotes the continuation and preservation of the low-density character by the land use and zoning recommendation. A similar approach is recommended for a small, undeveloped property (Parcel 71) in the southeast quadrant of Owens Road and Southern Avenue intersection. The plan recommends low-urban land use which is consistent with the abutting properties developed with triplexes. Townhouses or triplexes could be developed on this small site, consistent with the abutting properties.

- Approximately 11 acres of land (Parcels 11 and 106) on the north side of St. Barnabas Road near the Capital Beltway are recommended for low-urban density (townhouse; R-T Zone). The site abuts a townhouse development (which was developed in the R-M [residential- medium] Zone) and a garden apartment development, so this land use will be compatible with surrounding uses. Given the proximity to the Beltway interchange and the surrounding density, the townhouse land use will be most compatible.

Hillcrest Heights/Marlow Heights

- Specific land use recommendations for properties in this community that are also located in Focus Areas 3 and 4 are

addressed in the Focus Areas Land Use and Gateways Chapter.

Silver Hill/Morningside

- The plan recommends the existing Forest Village Apartments on Rena Road for employment land use. It is rezoned to the I-4 Zone in accordance with the plan's land use recommendation. (See Employment chapter of plan for additional discussion.)
- Specific land use recommendations for properties in this community that are also located in Focus Areas 1, 2 and 3, are addressed in the Focus Areas Land Use and Gateways Chapter.

Overall Residential Recommendations

- The County's residential property maintenance code should be reviewed to determine a process for expeditious action by the court system to require cited property owners to comply with property maintenance standards.
- Infill development should occur in accordance with the land use recommendations of this plan. It should also follow the development guidelines addressed for the property, if provided, and be compatible with the prevalent neighborhood character.

GUIDELINES

The following guidelines are intended to enhance specific land use and development recommendations. They should be observed to the greatest extent possible to preserve, protect and revitalize the Heights neighborhoods.

1. Existing living areas should be preserved and upgraded, where appropriate, through the use of conservation and rehabilitation programs. This includes the Prince George's County Redevelopment Revitalization Tax Credit Program which is currently available throughout most of the planning area.
2. Existing housing and neighborhoods should be preserved and upgraded by increasing housing code and zoning code enforcement. Where appropriate, the County can target areas for home improvement loans through its County Fund for home improvement loans.
3. Wherever possible, living areas should be linked to community facilities, transportation facilities, employment areas and other living areas by a continuous system of pedestrian walkways and bike trails utilizing the open space network.
4. Recreational areas, school facilities and activity centers should be designed, or redesigned upon future expansion or renovation, to serve as social focal points in residential areas.
5. Developers should incorporate natural amenities (streams, floodplain, wooded areas) into the environmental pattern of residential areas to serve as open space and to define and/or link together the living areas.

Commercial Areas



BACKGROUND AND BASIC ISSUES

The Heights Planning Area has approximately 3,515,500 square feet of commercial retail/service space. This space is found within shopping centers, a mall, strip development and individual freestanding buildings. The majority of this commercial activity is concentrated along Branch Avenue, St. Barnabas Road and Indian Head Highway. All the shopping center locations shown on the 1981 Subregion VII master plan map are built out, except for a community activity center proposed along the east side of Southern Avenue, north of Wheeler Road. This is now the site of the Southern Avenue Metro Station, which is under construction.

Much of the retail development was built in the 1940s-1960s when this area of the Prince George's County was experiencing significant growth. Iverson Mall, one of the early malls in the County, was built in 1967 at Branch Avenue and Iverson Street. A sizeable amount of the commercial development in the planning area has strip-commercial characteristics that, in terms of aesthetics and circulation, are liabilities. Located on some of the designated gateways in the Heights, these commercial areas often present a negative image of the commu-



Once a vacant shopping center, this site has gone through major renovations and includes a church, a day care and will include some retail uses.

nity to those who travel through or to the planning area.

Whereas early development was not subject to many design standards, more recent commercial development and renovations or redevelopments (such as Eastover Shopping Center) incorporate design standards that are common requirements in today's Zoning Ordinance, such as landscaping, sufficient parking, controlled lot circulation, and adequate lighting. The significant renovations that occurred at Faith Plaza Shopping Center (mixed-use center, church and retail) on 23rd Parkway, greatly enhance this property's appearance and the

character of the neighborhood. It provides for renewed activity at this once closed center.

Retail Market Analysis

A retail market analysis¹ prepared as background for this plan indicated that the planning area has 3,515,500 square feet of retail space. This amount exceeds the level that is nominally supportable (1,959,000 square feet) by a factor of 79 percent (1,556,500 square feet). This high figure can be explained by the fact that many of the stores in operation in the planning area are of the size and type that regularly and consistently attract large numbers of customers from outside the area. This is particularly true of the automobile dealerships which

¹ A retail market analysis (Retail Market Analysis — The Heights, June 1997) was prepared in conjunction with this plan. All figures reflect the study date.

are clustered at Branch Avenue and St. Barnabas Road. The small population increase anticipated in the planning area by the year 2020 (approximately 2,800 additional persons), will not have a significant impact on the retail space. Also, the existence of a large number of automobile dealerships in the planning area does inflate the commercial retail space figures.

Even though there is an excess inventory of retail space, overall vacancies in the planning area averaged 6.6 percent. This rate is only marginally higher than typically would be expected due to normal turnovers of businesses, and is well below the 10-11 percent rate that prevailed Countywide during the same time period.

Most of the vacancies were found in several strip shopping centers. These centers were either undergoing redevelopment or had lost a major tenant. Approximately 168,000 square feet of vacant space existed within the 13 primary shopping centers in the Heights.

Commercial Mixture

The planning area has a range of commercial goods and services that are provided by the commercial community. In general, the commercial community in the planning area is relatively healthy as reflected in the vacancy rate (6.6 percent) as of June 1997. Many of the commercial uses are of a size that draw customers from outside the planning area. However, an appropriate mix of retail uses, particularly at the larger shopping centers (such as Eastover, Marlow Heights and Iverson Mall) which provide for the local needs and which also attract

customers from outside the area, is important to the future of the community. In addition, these centers should strive for nonretail uses (day care, elderly care, public use, community use) to promote the role of the center as a meaningful focal point to support community identity.

Gateway Development and Commercial Area Aesthetics

A fair amount of commercial development is located in the designated gateways (such as Branch Avenue, Indian Head Highway, Wheeler Road). The balance is located on other major roads (such as St. Barnabas Road, Suitland Road, Livingston Road). A good portion of the commercial development is 30 years old or more. It consists of various development types from individual freestanding buildings to small and large strip shopping cen-

ters to a mall. Primarily due to the age of the commercial development, many do not have the site enhancements that newer commercial development is required to provide. Many properties reflect site problems such as lack of landscaping; uncontrolled site access and circulation; lack of parking (small sites primarily); poorly maintained signs; uncoordinated or inconsistent store facades; and poor pedestrian access. Coupled with the minimal commercial property/structural maintenance demonstrated at a number of locations, the true commercial potential of the area is hindered and the community is negatively impacted.

Along some corridors (such as Old Silver Hill Road and St. Barnabas Road) there are examples of former residences that have been converted to a commercial use (on commercially zoned land). In many instances the properties appear to be



The renovations to and the expansion of the Eastover Shopping Center provide for a greatly enhanced appearance of the center and a new grocery store for the community.

overused and the appearance of the structure and site have been negatively impacted. Many of the site design problems identified above are often found at these properties. As these properties are often at the edge of a residential section, the revised character of the site can have negative visual and physical impacts on the immediate area.

Renovations or redevelopment of commercial properties in older communities can be hindered by government regulations and policies. Regulations and policies that have been developed over the years pertain to the County as a whole although the development character (suburban versus urban) and availability of land are significantly different throughout the County. Parking, building setbacks, landscaping and key site design elements in more urbanized portions of the County need to be reviewed for options or alternatives, in recognition of land constraints in the urbanized areas but with a goal of providing for quality development.

The poor physical condition of commercial structures in some portions of the planning area reflects negatively on the area. Poorly maintained properties can discourage potential customers. In a few instances, some structures have been neglected for such a long time that they are probably beyond repair. There are County mechanisms in place to address these situations but the timeframes may be too long and other obstacles (staffing limits at the appropriate agency) may slow the process down further.

GOAL

- To provide for sufficient and appropriately located commercial space. The commercial uses will provide for the needs of the local and greater community in an attractive, safe, and pleasant environment through the continued service of properly maintained properties and the renovation and redevelopment of properties in disrepair or in transitional areas near Metro stations.

CONCEPT

The basic infrastructure of commercial development in the planning area has been set for many years. However, in line with the nature of the retail and service industry, stores continue to open and close. The master plan can recommend changes to the commercial infrastructure such as an expansion or a reduction of commercial land and the type of commercial use such as retail (clothing store) or service (automobile repair). The master plan cannot control the quality of a business (that responsibility lies with the owner) though it strongly encourages a quality level of retail and service uses.

The concept of the plan is to buttress the existing commercial stability through:

- Recommending appropriate land use focused primarily on improving the existing commercial areas
- Reducing commercial zoning primarily on undeveloped land
- Providing for limited additional commercial retail zoning at selected locations

- Promoting redevelopment or renovation particularly in the designated gateway corridors and adjacent to developing Metro stations
- Providing standards to guide site design improvements
- Encouraging a quality level of retail use
- Encouraging a full range of uses in the larger shopping centers to promote a community focal point

RECOMMENDATIONS

The following recommendations pertain to a specific property or for commercial areas in general. Commercial land use recommendations for properties within the focus areas are contained in the Focus Area Land Use and Gateways chapter.

- The retail market analysis found that the planning area has sufficient retail space (and land zoned for this type of use). This master plan will primarily focus on the improvement of the existing commercial areas rather than significantly expanding those areas. Some expansions or additions to commercial zoning will occur in areas deemed appropriate for this activity as recommended in this chapter and the Focus Areas and Gateways chapter.
- Any renovation or redevelopment of commercial areas should be carried out in conformance with the site design standards specified in the Urban Design chapter. These standards include parking, landscaping, signage, building appearance,



Iverson Mall contains over 500,000 square feet of commercial space and serves a large market area.

access, etc. for commercial retail and service properties. These standards will be applied during the County's development review process to guide development character both within the gateways and other corridors.

- The County's Zoning Ordinance Study should be reviewed to identify requirements that are inappropriate for older developed areas and identify modifications to enhance flexibility. These include building setbacks and landscaping requirements which are often difficult to meet. Alternatives to these requirements should be developed for the generally highly developed Inner Beltway communities. Parking requirements for certain types of land uses in these communities should be reviewed for appropriateness. These requirements were generated more for a suburban environment

in which the automobile is the primary means of transportation. They do not account for customers using public transportation or walking to local stores.

- Design standards should be developed for incorporation into the Zoning Ordinance to specifically address the appearance of former single-family homes which have been converted to commercial uses to ensure that any physical changes to the buildings and site are carried out in a manner which does not detract from the development pattern and character of the area.
- The County's property maintenance code should be reviewed to determine a process for expeditious action by the court system to require cited property owners to comply with property maintenance standards.

GUIDELINES

1. As commercial areas are redeveloped and renovated, multiple-use shopping centers should be encouraged instead of single-function shopping centers.
2. As commercial areas are redeveloped and renovated, they should be developed as cohesive areas, subject to high site design standards that promote an attractive, safe environment and pedestrian access.
3. Commercial areas should be buffered from surrounding streets and uses, where appropriate, by means of curbs, islands, landscaping, fencing and the siting of structures.
4. Innovative site design and/or ample landscaping should be used within renovated commercial areas to enhance the aesthetic qualities of the areas and to break up the otherwise monotonous, barren look of parking areas.
5. Off-street parking lots should be designed (or redesigned) to allow on-site vehicular circulation in order to eliminate the need to back onto the roadway and to prevent the blocking of public rights-of-way.
6. Off-street loading spaces should be provided and located where public rights-of-way and on-site vehicular circulation are not blocked.
7. Freestanding and building attached signs should be designed and sited not only to provide adequate advertisement but also to minimize the visual impact on the surrounding area and road. Further, signs at

commercial centers should be of a consistent style to enhance the appearance of the center.

8. A gas station or other freestanding building located in a renovated commercial center, should be coordinated with an overall site plan and should be of similar architectural design as the center.
9. Public and quasi-public uses are encouraged to locate within commercial areas in order to help establish these areas as focal points and to provide for the sharing of parking facilities.
10. Outdoor trash storage areas should be screened from view.
11. Businesspersons and property owners should be encouraged to make the necessary improvements to their properties in order to maintain an aesthetically pleasing and safe environment.
12. The County Building Code should be strictly enforced to require the renovation or removal of substandard structures.
13. Where possible, trail access to commercial areas should be provided to facilitate pedestrian movement.



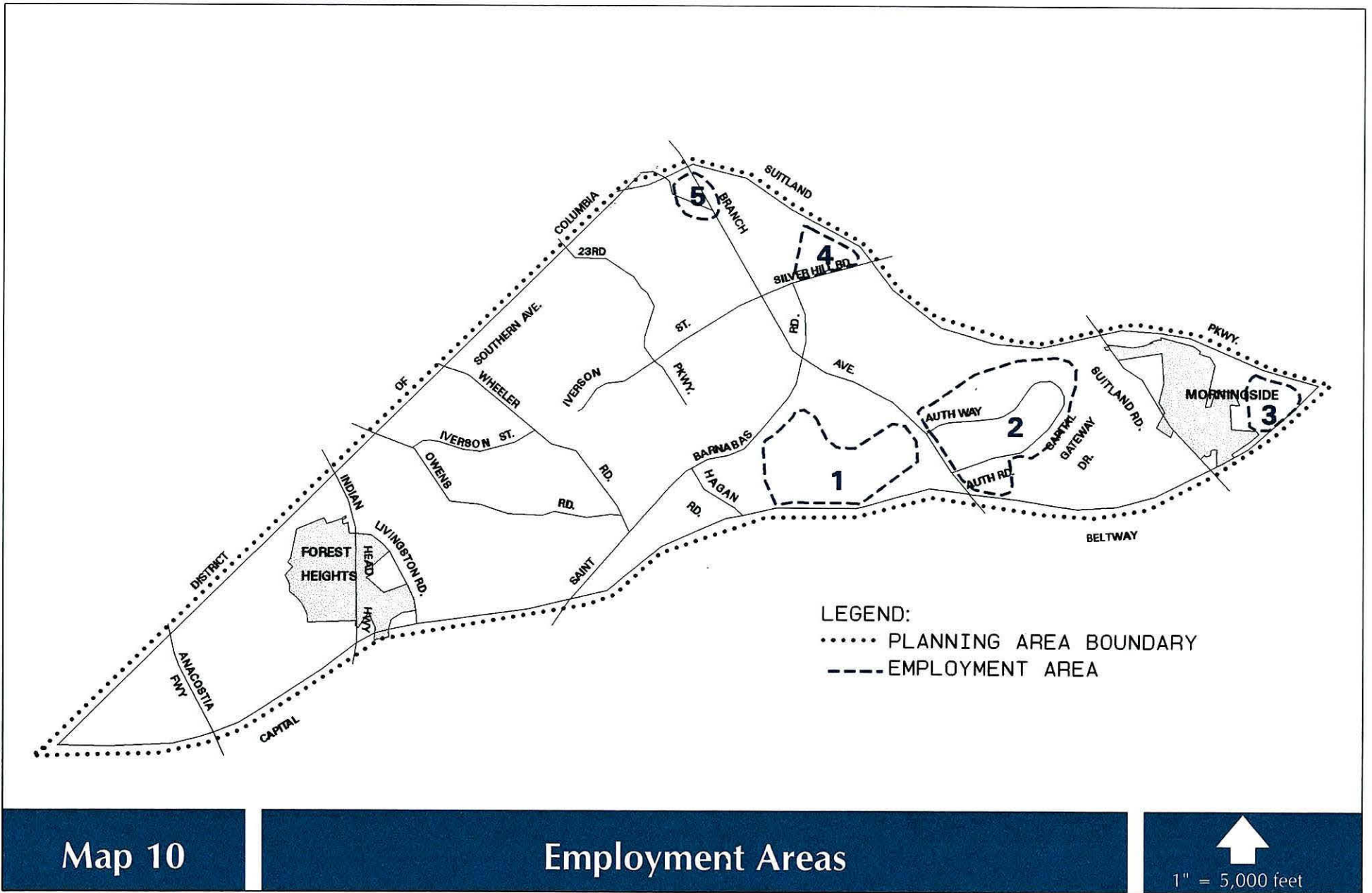
BACKGROUND AND BASIC ISSUES

The Heights Planning Area has approximately 1,889,000 square feet of floor space devoted to employment uses. These uses include office and research/development and uses of an industrial nature such as warehouse, distribution and manufacturing. Employment uses comprise approximately 10 percent of the total land area of the planning area. There are five employment areas; the two primary areas are located off the Branch Avenue corridor: the Silver Hill Industrial Area and the Auth Road/Capital Gateway Area. In addition to these two areas, the Morningside Industrial Center, the Suitland Collections Center, and the Naylor Road Metro Station employment area are designated employment areas. Other employment development is located along Branch Avenue and on portions of Indian Head Highway, St. Barnabas Road and Suitland Road.

Employment areas are an essential component of the economic stability of a planning area. These areas provide services, produce products, jobs and an economic base. However, because of the range and nature of the uses, often compatibility with surrounding areas is a concern.

The following is a general description and highlights of issues within the five designated employment areas (Map 10 shows the location of the employment area; Areas 1-4 were proposed employment areas in the 1981 *Subregion VII Adopted and Approved Master Plan*):

1. Silver Hill Industrial Area — contains a range of industrial uses such as a trucking terminal, warehouses and a printing plant. It is the most industrial of the employment areas in the planning area. Of the approximately 230 acres zoned industrial within the Silver Hill Industrial Area, the land area occupied totals approximately 110 acres. The employment area has access to both Branch Avenue and St. Barnabas Road and proximity to the Capital Beltway which is one of its biggest assets. However, primary issues with the Silver Hill Industrial Area include: (a) the impact of uses on the adjoining residential community, (b) overuse and inappropriate use of sites, and (c) negative visual impact. The poor site design and negative visual impact of this area are a result of this site developing over many years in a piecemeal fashion without a comprehensive development plan. Individual ownership of small lots adds to this problem. In addition, because this area abuts a residential area to the north and south, these problems are more evident. Overuse of a site is common in older areas where businesses have outgrown their current site; overuse can result in a crowded site and sometimes spill over onto the street. Inappropriate use of properties are often uses that have not received the appropriate County approval authorizing that use of the land or a use that expands or modifies its nature in violation of the Zoning Ordinance.
2. The Branch Avenue Metro Station Employment Area (Auth Road/Capital Gateway Employment Area) — currently contains a limited mix of uses. Automobile dealerships and offices are the primary uses at this time. This area extends from Branch Avenue to east of the developing Branch Avenue Metro Station. Within this overall employment area of about 300 acres there is approximately 172 acres of undeveloped land of which 100 ± acres is part of the Capital Gateway property. Existing development in this area comprises approximately 939,000 square feet on 130 ± acres, of which approximately 500,000 square feet is office use. The Branch Avenue Metro station is on approximately 40 acres (excluding storage yard). This employment area has the greatest potential for development opportunities in the planning area because of its size, the proximity to the terminus station of the Metro Green Line and the Capital Beltway, and the existing commercial office base. This area is included in the Focus Area and Gateways chapter and recommendations on land use and urban design are addressed in that chapter.
3. Morningside Industrial Center — comprises only 6.6 acres of heavy industrial use. The 1981 Subregion VII master plan proposed a 119-acre area for employment, although all of the land, except the existing use, remained in a residential zone. Access to Forestville Road is via a service road in the right-of-way of Suitland Parkway. The area is predominantly located within the Air Installation Compatible Use Zone (AICUZ) area for Andrews Air Force Base. As such, the area experiences noise impacts at levels that exceed State limits for residential



development. Primary issues in this area are a lack of access, limited visibility, proximity to the residential areas of the Town of Morningside and inclusion in the AICUZ. A floating symbol for a proposed park is located in this area also. Refer to the Parks chapter for the park recommendation.

4. The Suitland Collections Center — is a 110-acre tract of land on the north side of Silver Hill Road, west of Suitland Parkway, owned by the Smithsonian Institution. The existing development includes a 600,000 square foot Museum Support Center, approximately 30 prefabricated buildings (primarily used for collections storage, and including a restoration facility and exhibits production facility for the National Air and Space Museum) totaling 383,000 square feet, and a horticultural facility, greenhouse and laboratory comprising 24,000 square feet. The existing development totals 1,007,000 square feet of space and houses 220 employees. A 145,000-square-foot building, under construction, will house the National Museum of the American Indian Cultural Resources Center (collections storage and research facility). Approximately 160 employees will work at the new building.

The Master Development Plan for the Suitland Collections Center, which was reviewed by the Prince George's County Planning Board in 1993, identified a need for more storage, management and research space by the year 2010 and beyond. Currently, the Smithsonian Institution anticipates a future square footage building to-

tal of 3,600,000 square feet (which includes 745,000 square feet of existing space). These long-term projections extend to the year 2020 and possibly beyond. The total number of employees by 2020 would be approximately 1,700 in conjunction with the development plans. The focus of this development will be to provide better environmental conditions for stored materials, better access and security, and a greatly improved setting for collections management and research than currently available at sites scattered in and around Washington, D.C.

5. Naylor Road Metro Station Employment Area — is a new proposed employment area for the area abutting Naylor Road and Branch Avenue adjacent to the station. This area is in Focus Area 3 and is addressed in detail in the Focus Area Land Use and Gateway chapter. For discussion and recommendations on land use and urban design standards for this area refer to that chapter of the plan.

Other Issues

- The detrimental effects of trucking related to industrial uses is always a concern. However, its overall impact is not as great in the Heights as in some planning areas because good highway access has generally served the existing employment areas, thereby reducing traffic through residential neighborhoods.
- Potential office development in several of the employment areas are directly related to the influence of Metro and the locational

benefits of the Heights in the metropolitan area. With the development of three Metro stations in the planning area, greater employment opportunities are anticipated in the short term but primarily in the long-term planning of this area. Development adjacent to Metro stations is often accommodating a regional demand for employment space and is less related to a local demand. Therefore, employment land use opportunities should be based on a more regional view.

GOAL

- To provide for diverse employment opportunities in attractive, well-designed settings and at locations that recognize the opportunities provided by the development of Metro stations and that reduce impacts on surrounding residential areas.

CONCEPT

Employment areas are an important component of the economic stability of a planning area and of Prince George's County. There are opportunities both within the existing and planned employment areas to enhance employment in the planning area. The plan concept is to promote employment areas through land use recommendations that encourage appropriate employment and intensity at locations adjacent to Metro stations. The plan provides site design standards to guide new and renovated development and protect residential areas from industrial impacts. As employment (office) development adjacent to Metro stations often serves a regional demand and is somewhat less related to a local demand, additional sites for

employment land uses in the planning area have been considered based on location, transportation network, surrounding land uses and intended character of the area. The plan has therefore put less emphasis on the local market.

RECOMMENDATIONS

The following recommendations pertain to employment areas that are not included in a focus area. (Employment land use recommendations for properties within the focus areas are contained in the Focus Areas Land Use and Gateways chapters.)

Silver Hill Industrial Area

- This area is not recommended for expansion beyond the current nonresidential zoning pattern.
- To reduce the potential impact of future uses on the adjoining residential area to the north, this plan recommends that the undeveloped properties (Parcel 31, part of Parcels 342 and 372 and Lot 40) on the north side of Beech Road become commercial office land use. The C-O Zone is recommended. This will allow for nonresidential development that is more compatible with the single-family detached homes on Holly Tree Road and Leisure Drive than what might have been achieved in the current light industrial I-1 zoning.
- Development on the south side of Beech Road, north of Henson Creek should be carefully sited to preserve natural amenities associated with the Henson Creek Stream Valley.

- Future development or reuse of sites in the employment area should be as a light industrial area. Uses that require special exceptions and exhibit a more industrial type use should be carefully considered for the impact on the nearby residential area and roads. In addition, any development of these properties should be designed to enhance the appearance of the site through attractive building facades and adequate landscaping (and maintenance of landscaping).
- Properties that abut residentially zoned land should provide landscaping to buffer or screen the uses from the abutting development. The County's *Landscape Manual* may provide for adequate protection, but each case should be reviewed to determine if additional protection is necessary.

Branch Avenue Metro Station Employment Area (Auth Road/Capital Gateway Employment Area)

See recommendations in Focus Area Land Use and Gateways chapter.

Morningside Industrial Center

- This area is recommended for a light industrial land use to encourage employment development. This recommendation includes the abutting Forest Village Apartment site on Rena Road, which is predominantly within the AICUZ (Air Installation Compatibility Use Zone for Andrews Air Force Base). The incorporation of the apartment complex in the employment area will potentially result in

the redevelopment of the apartment site. The plan encourages that employment development in this area be accomplished in a comprehensive manner. A comprehensive development of this area will assist in resolving the existing access inefficiencies with most of the properties. Access through the residential town of Morningside where there are some abutting streets to the employment area is not acceptable for employment traffic. Access directly onto Suitland Parkway is not desirable and will not be permitted by the National Park Service. The use of the service road within the Suitland Parkway right-of-way is also not desirable and will not be permitted by the National Park Service for new development. Rena Road, a potential access to the employment center, currently serves only the residents of the abutting apartment complex. Site design for the employment area should promote significant buffers between the employment area and the Town of Morningside and Suitland Parkway (an historic site). There is also a floating park symbol for recommended parkland in this area. Refer to the Parks chapter for this recommendation.

Suitland Collections Center

- Future development should be in accordance with the Master Development Plan for the Suitland Collections Center.

Naylor Road Metro Station Employment Area

See recommendations in Focus Area Land Use and Gateways chapter.

GUIDELINES

1. Employment area sites should be developed and maintained in accordance with an overall design plan (including architectural consideration) based on principles of proper site design.
2. Employment areas should be separated from residential areas by use of appropriate buffering, designed and placed to minimize sight, sound and dust.
3. Existing and proposed employment areas should be protected from encroachment by other permanent land uses. Incompatible land uses should be phased out.
4. Access to roads to employment areas should border or pass around, not through, residential neighborhoods.
5. Structures which are devoted entirely to warehousing should be confined to internal parcels within employment areas and should not be visible from surrounding roadways, through the use of landscaping and other screening measures.
6. Employment areas should be accessible by public transit.
7. Screening should be provided for outdoor storage areas for existing and future industrial properties to residential properties and for properties bordering roads.
8. Curb cuts from individual parcels onto surrounding streets are to be avoided, if internal access roads, or shared access can be accommodated.
9. New, expanded or redeveloped employment areas should be well landscaped, with appropriately sited structures and an internal circulation system.
10. Day care centers should be provided within large employment areas.
11. Natural amenities and features should be preserved and incorporated into development proposals.
12. Where possible, trail access to employment areas should be provided to facilitate pedestrian movement.



BACKGROUND

The urban design element of a master plan addresses the characteristics and relationships of the built environment and develops concepts and design guidelines for its improvement. Quality urban design principles are an important step to improving the character of an area. The idea of creating or restoring positive images is especially important in this older, developed, Inner-Beltway planning area of Prince George's County. The majority of commercial properties within the Heights were developed between 1940 and 1970. Development within the commercial areas generally reflect the predominant building type during those times resulting in a variety of development facades not unlike other older communities.

As these properties age, the required maintenance to keep them functional and attractive increases. In some instances, initiatives to maintain the properties have fallen short of what is necessary. Disparate development and incompatible building styles, along with some neglect, have contributed to the existing visual condition. Consequently, the lack of maintenance coupled with the age of the properties has an impact on generating new development. In addition, zoning regulations, such as density requirements, building setbacks and height restrictions have not fully addressed the quality of the visual environment especially in relating new development to what already exists.

Urban design principles were not fully established in the design of the existing built en-

vironment. Function was the prime objective and determinant. This planning area has the facilities we require to live — roads, shopping centers, housing, employment areas and public facilities. Typically, individual properties or developments succeed in providing their particular functions. Collectively, however, these properties and developments often operate in isolation and remain physically disconnected. This individuality provides for an inconsistent and fragmented appearance, even though services are being provided. The built environment should provide the community with substantially more than the basic services that are required. The application of positive urban design planning principles can help create an attractive, comfortable and enjoyable community in which to work, live, shop and play.

This chapter will discuss and propose methods to improve the appearance of the area in which local governments, residents and property owners can play a supportive role in urban design opportunities to help to revitalize their communities. Specific urban design issues are addressed after the Concept section of this chapter.

GOAL

- To create an attractive, and functional character of the planning area in an orderly, cohesive and harmonious environment. Inherent with this goal is the creation of positive images of places where people live, work and play.

CONCEPT

The urban design concept is to provide design principles in order to guide development and redevelopment that will be appropriate for the planning area in terms of style, character, composition, scale, proportion and density.

BASIC ISSUES

The balance of this chapter is organized by Commercial/Employment Areas and Residential Areas. Commercial/Employment Areas urban design issues and recommendations are addressed first, followed by Residential Areas.

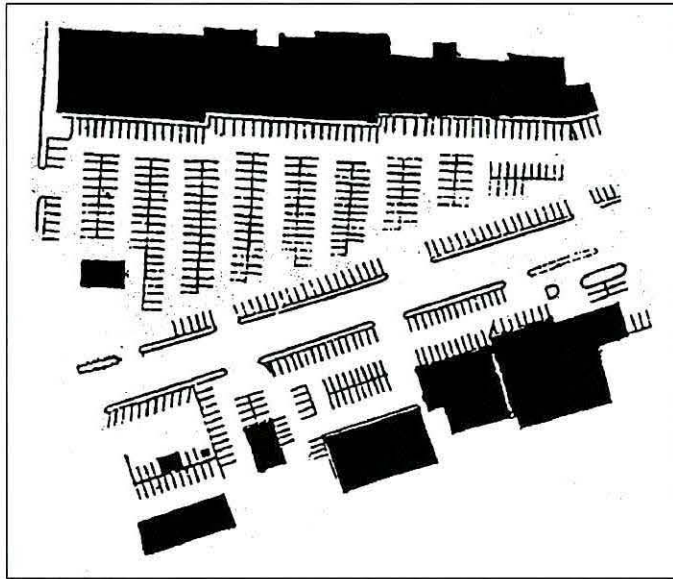
Commercial/Employment Areas

Parking

Parking is a major component of any commercial area. The commercial and employment properties in this planning area suffer from a variety of parking problems that include poorly sited lots, a lack of available parking, poorly designed circulation patterns, substandard sized parking stalls, an overabundance of paved areas that lack interior green space, and the lack of buffering/screening of parking lots. Most of these problems stem from the fact that much of the commercial development in this area occurred in the 1940s–1960s, prior to the implementation of current design standards which regulate the function and appearance of parking.

Loading/Service and Exterior Storage Areas

Loading/service and exterior storage areas are necessities of commercial and employment properties. A number of commercial/



Overabundance of paved areas that lack interior green space.

employment properties either have loading and storage facilities that are improperly located and screened, or no designated loading facility at all. This problem results in unsightly views from the public right-of-way and obstructed vehicular circulation.

Landscaping

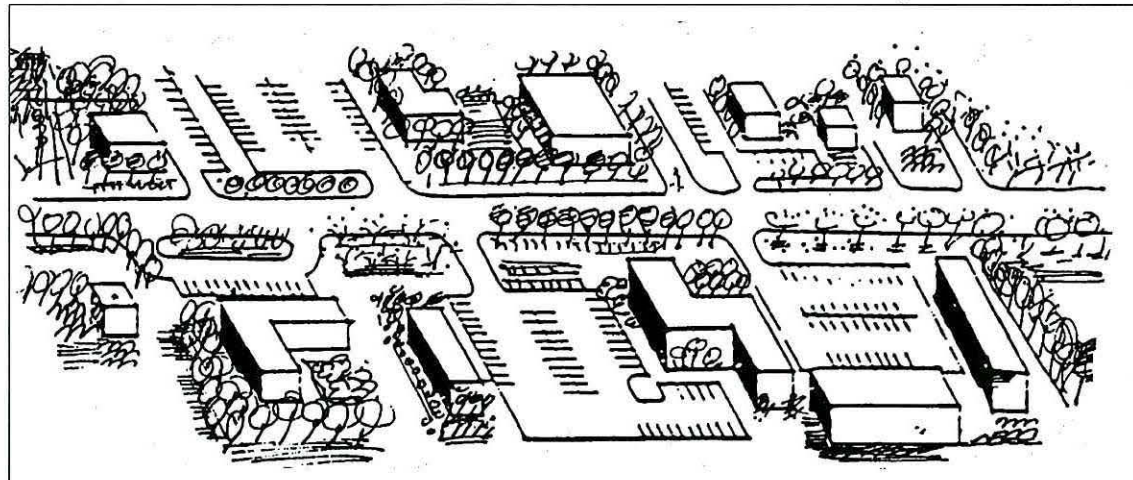
Landscaping is an element that can create a consistent physical appearance and can help visually soften a commercial or employment area, while acting as a tool that helps define focal points and areas of importance. Landscaping throughout the commercial and employment areas is employed sporadically, at best. The lack of street trees, median landscaping, landscaped parking lot islands (interior green space), and landscaping to

buffer/screen parking lots all contribute to other site problems: undefined parking areas, roadways that merge into parking areas with no transition, visual access to wide expanses of parking from the roadway, and stark commercial and employment areas.

Sidewalks, Linkages/Connections to Residential Areas

Sidewalks are a necessity to any commercial and employment area providing internal links and links with the surrounding community. For the most part, the commercial and employment areas are lacking sidewalks and crosswalks. This creates commercial/employment areas that are not pedestrian friendly. The end result can be that pedestrians are confined to their vehicles.

The commercial and employment areas in the Heights either adjoin an established residential area, or are in the general vicinity of an



Landscaping softens the visual appearance of a commercial area.

established residential area. A pedestrian network that fosters a relationship between the two elements is appropriate. Existing commercial corridors and employment areas in the planning area are automobile-oriented and lack pedestrian linkages to the neighboring residential areas.

Public/Urban Spaces

Commercial and employment areas that are urban in character and encourage pedestrian-oriented access should provide pockets of visual and spatial relief, such as public plazas and urban spaces that allow for leisure, outdoor activities and promotions, and seating/rest areas. The planning area currently lacks such spaces. Emphasis on public/urban spaces was not a significant design concern when the majority of the commercial and employment areas were developed in this planning area.

Many of the commercial and employment areas are located at designated gateway entrances into the County, which potentially could provide aesthetically pleasing environs for public urban spaces.

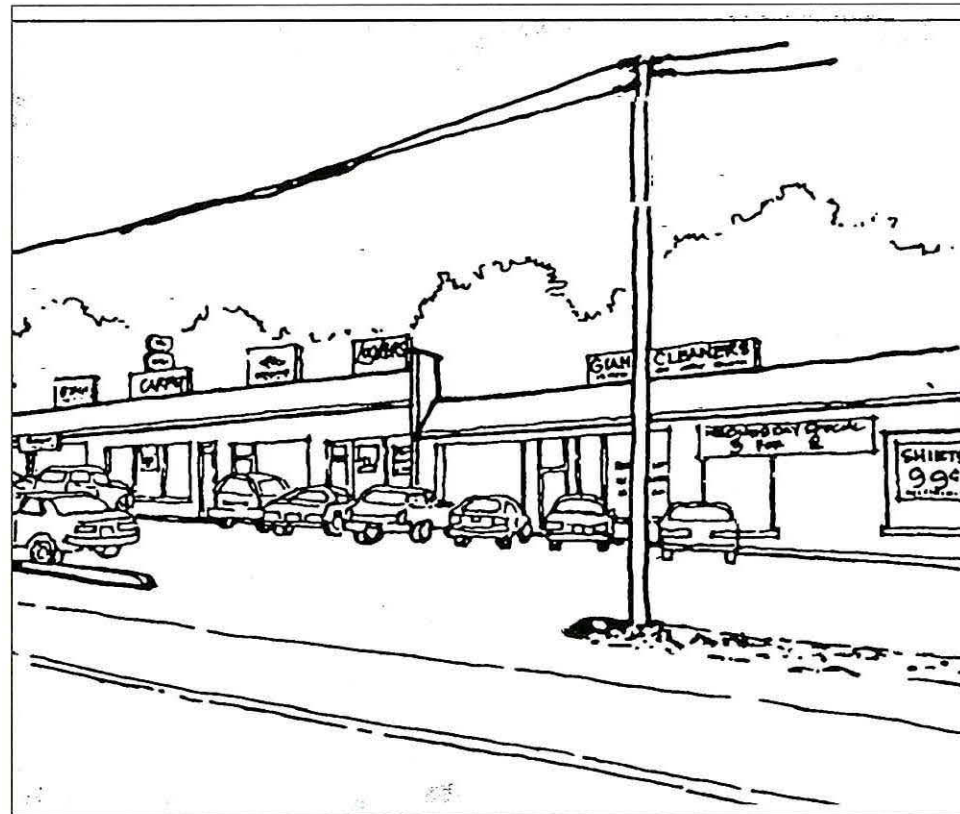
Signage/Entrance Features

Commercial and employment areas rely on signage as the most basic form of advertisement and as a tool to give direction and indicate entrances. Poorly designed and inappropriately placed directional signs and entrance features cause confusion, presenting a negative image. Several major commercial developments do not provide entrance features and, therefore, lack a clear definition of their main entrance; they potentially miss an

opportunity for recognition from passing motorists. At several sites, multiple-user pole-mounted signs typically located at the commercial area's periphery or entrances are outdated and have no design relationship to the development. Ground-mounted entrance features with signage, supplemented by landscaping, that denotes the name of a commercial area and identifies the main entrance is an appropriate treatment.

Building Appearance/Property Maintenance

A positive overall appearance of any commercial and employment area generally provides a foundation for an area to flourish economically. There are deficiencies in the overall appearance and general condition of many of the buildings in the existing commercial and employment areas. The majority of the buildings that exist in the commercial and



Inappropriate placement of business signs.

employment areas were constructed in the 1940s–1960s. As time passes without the basic maintenance and upkeep of a building’s exterior, the lack of maintenance has a cumulative effect on the building appearance. The lack of maintenance and upkeep can affect the surrounding properties by providing a negative overall image. There are pockets or areas within the commercial and employment areas that lack basic building maintenance.

Abandoned Properties

Abandoned properties are generally boarded-up buildings and are in deteriorating condition, thus exacerbating the problems as identified in the discussion in Building Appearance/Property Maintenance. An additional problem with abandoned properties is that uninhabited structures can attract negative or unlawful activities. Several properties within the commercial and employment areas are abandoned and present a problem for the general community.

Building Compatibility

Basic urban design principles dictate that in commercial and employment areas a certain level of consistency between buildings be achieved. This consistency would entail elements such as building height, scale, proportion, setbacks, materials and style. The development of the commercial and employment areas has occurred over a long time span. Many small individually owned sites have been developed with a lack of focus on building compatibility and architectural consistency with adjoining sites.

Metrorail System

The introduction of the Metrorail System is a major factor in the future development and urban design character of the commercial and employment areas. Historically, WMATA has limited any initial development to the confines of its property which has included the rail lines, railway station, station approach (pedestrian and vehicular), and parking facilities. The development of Metro stations has typically employed sound urban design streetscape and planning principles that include safe pedestrian and vehicular access, limited signage, landscaping, pedestrian scale lighting, benches and amenities, and combined the use of various building materials and textures. All of the principles mentioned are appropriate in commercial and employment areas, and the advent of Metro stations within the planning area should provide the impetus to continue these urban design streetscape and planning principles throughout these areas.

RECOMMENDATIONS

The following recommendations pertain to the commercial and employment portions of the planning area. However, there are specific urban design recommendations for the focus areas gateways which are addressed in the Focus Areas Land Use and Gateways chapter.

- The Urban Design recommendations should be used as part of the County’s development review process (specifically site plan review) to guide development design. Properties that are required to have site plan review and that are subject to a subdivision application, building permit

(for new buildings, building expansion, exterior building renovation, redevelopment) or other development activity such as streetscape improvements should conform to applicable recommendations. Applications that do not reflect the applicable recommendations will require that the applicant demonstrate why it is not feasible. Alternative designs may be considered if compliance with the recommendations in this chapter are not feasible. The recommendations are grouped by urban design elements.

Streetscape

Street

1. Limits of all travelways or thoroughfares should be defined with concrete curbs to provide a break between the road edge, parking lots and building frontage.
2. Handicapped ramp curb cuts should be provided at all crosswalks to ensure an unobstructed path of circulation, and facilitate a smooth transition from sidewalk to street.
3. Sidewalk materials and width should continue across driveway entrances to provide a clearly delineated and continuous pedestrian path.
4. A comprehensive pedestrian circulation network should be developed for access to and from surrounding residential neighborhoods and amenities.

Landscaping

1. Street trees should be large deciduous shade trees planted 30 feet on center minimum. This will establish a consistent, unifying

planting pattern and a continuous overhead canopy that shades the street and adjacent sidewalk while not obstructing existing public utilities.

2. Medians wider than three feet should be landscaped with low shrubs (two feet tall or less) or groundcover. A six-foot-wide median is appropriate for tree planting on non-state roads. Medians 15 feet and wider should be landscaped with large shade trees and shrubs.

Amenities

1. Street furnishings and fixtures should be employed in conjunction with the pedestrian

circulation network, and should be used to complement public/urban spaces, plazas, courtyards, bus stops, etc.

Utilities

1. Utility wires should be located underground, where possible, to prevent visual clutter.

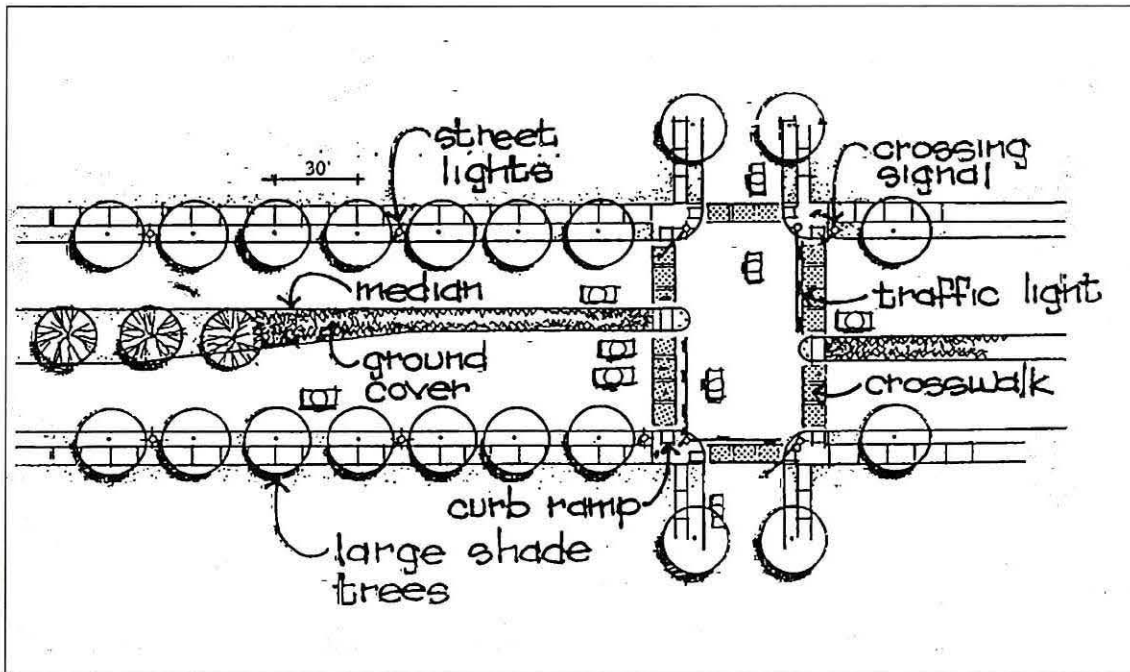
Streetlights

1. Streetlights should be pedestrian in scale. The streetlight fixture, color and intensity should be a consistent, integrated design element.

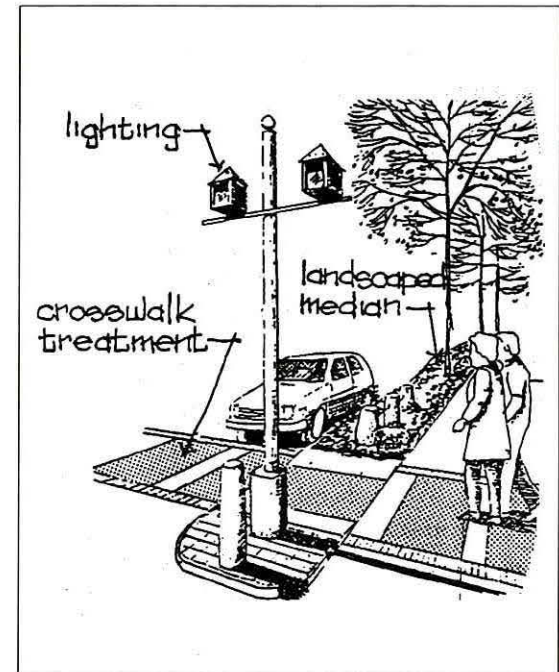
Site

Parking Areas

1. Renovation of existing parking lots should incorporate current design standards to enhance the property.
2. Interior green space and perimeter parking lot landscaped strips should delineate parking areas, circulation lanes, and provide visual screening from public rights-of-way.
3. Parking lot paving and materials should be consistent throughout a development.



Typical streetscape elements.



Pedestrian-scale street lighting.

4. All parking spaces should be striped to delineate parking spaces, boundaries, crosswalks and no-parking areas.

Loading/Service and Exterior Storage Areas

1. Loading/service, exterior storage and mechanical equipment areas should be buffered from roads and adjacent land uses to shield unattractive views.

Site Lighting

1. A consistent use of lighting fixtures should enhance a building and provide direct lighting such that the intensity of the light does not adversely affect surrounding properties.

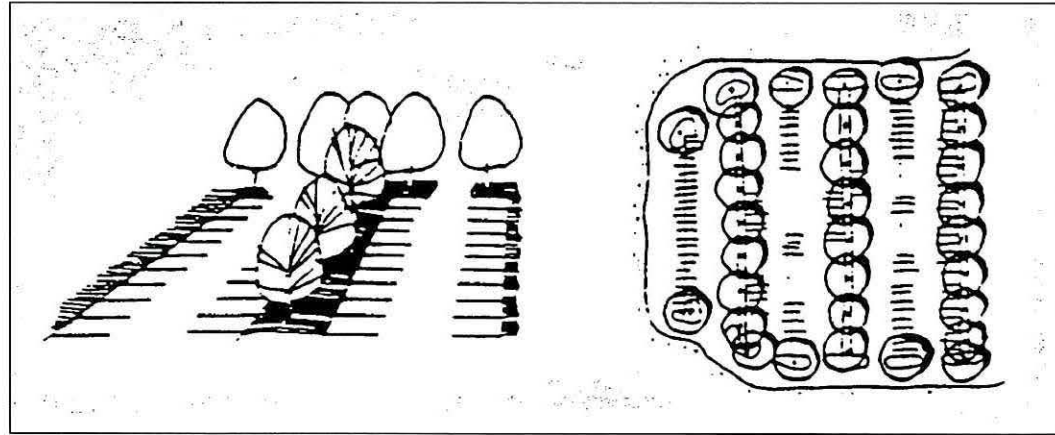
Public Urban Spaces

1. Public urban spaces such as plazas, squares and courtyards should be designed to function as the stimulus for pedestrian activity and include appropriate amenities (benches, fountains, landscaping, lighting) to encourage this activity.

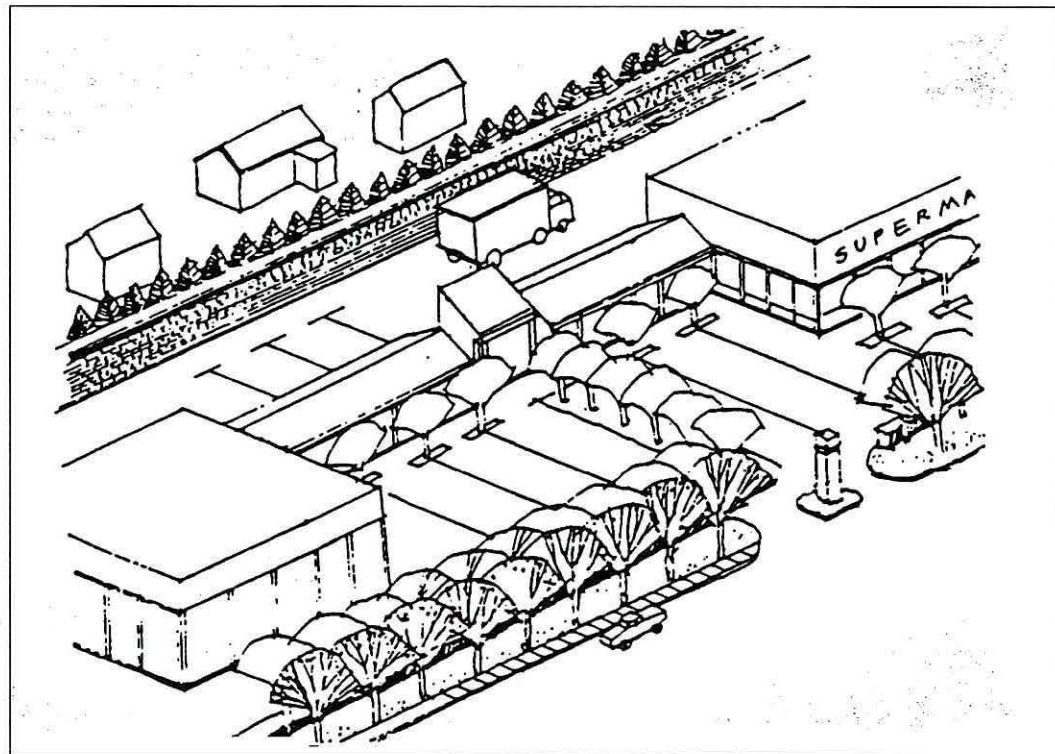
Building

Scale, Proportion and Massing

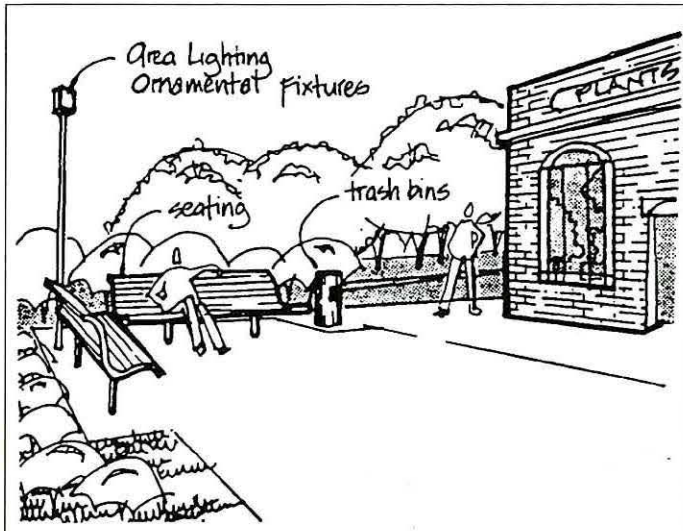
1. Proposed development should provide for gradual transitions in building height and width, to avoid abrupt changes and differences in scale from existing structures.
2. Proposed development should offset building walls and roof heights to provide a variety in the exterior planes of facades,



Interior greenspace within parking lot.



Loading and storage screening.



Public urban space.

while remaining consistent and compatible with the context of the community.

Materials and Details

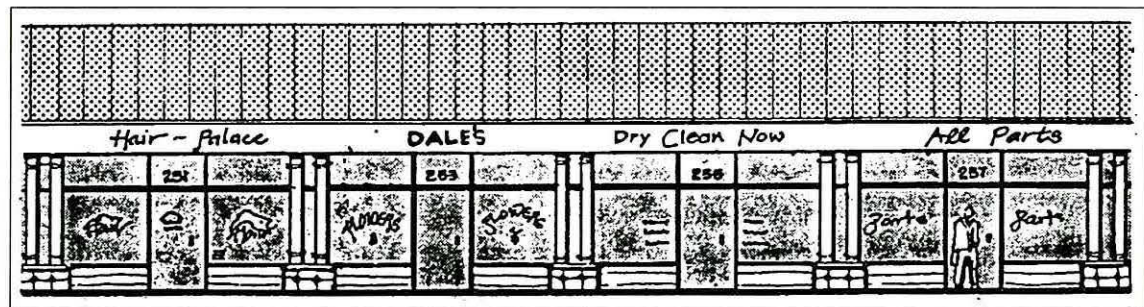
1. Proposed development should provide a consistent architectural treatment by the use of compatible building materials, and exterior facade articulation.
2. Development proposals should recognize appropriate predominant patterns of windows, doors, walls and exterior finishes of surrounding buildings.

Signage

1. Individual shop signs along a commercial strip should be similar in size, uniformity, and location along a continuous facade.



Top — Compatible architectural details.
Bottom — Incompatible architectural details.



Business signs consistently placed on the buildings.

2. Ground-mounted entrance signs should be encouraged. Multiple-user pole-mounted signs should be discouraged.

BASIC ISSUES

Residential Areas

Entrance Features

Community identification and boundaries are important elements of residential neighborhoods. Creating a “sense of place” depends on the recognition of entrance into an area and its boundaries. Some neighborhoods within the planning area sprawl with undefined boundaries or edges, and lack any entrance/identification features or landmarks. The introduction of physical elements that provide for visual acknowledgment of neighborhoods, communities, boundaries, or areas is appropriate.

Landscaping

Landscaping is an element that can create a consistent physical appearance and help visually soften a residential area, while acting as a tool that helps define focal points, areas of importance, and helps promote pedestrian activity. Landscaping throughout the residential sections of the planning area is employed on a fairly consistent basis. Most of the residential neighborhoods tend to be older, so the existing street trees are typically mature. In some areas median landscaping is lacking and street trees were not fully employed in the green space between the roadway and existing sidewalks. This condition is not rampant, but it does not allow for a consistent unified landscape appearance throughout residential areas. Supplemental landscape plantings, street trees along

the edges of rights-of-way and ornamental trees with shrubs within medians, are appropriate.

Sidewalks and Linkages/Connections to Commercial/Employment Areas and Metro

Sidewalks or provisions for safe pedestrian circulation are an essential element of any successful residential community. For the most part, sidewalks and crosswalks have not been provided as a comprehensive network in the residential areas. The lack of sidewalks and crosswalks creates residential areas that are not pedestrian friendly.

Many residential areas are either adjacent to an established commercial/employment area, in the general vicinity of an established commercial/employment area, or in proximity to a proposed Metro station. A pedestrian network that fosters a relationship between the three elements is appropriate. Provisions should be made that allow uninterrupted pe-

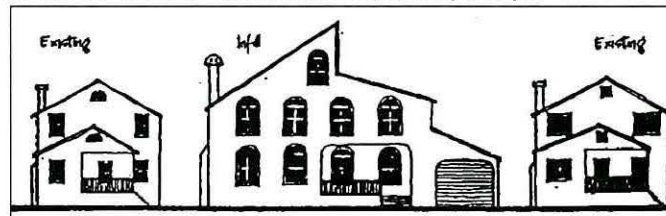
destrian access within and from residential areas and to existing commercial/employment areas and proposed Metro stations.

Infill Development

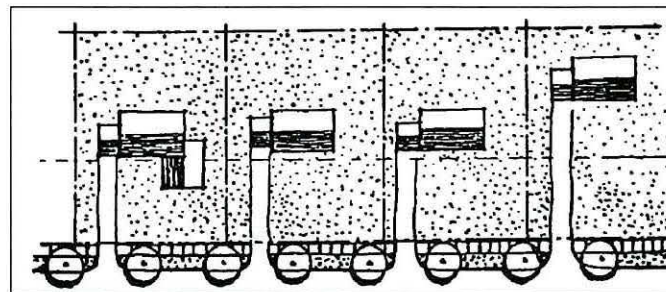
A concern in older established residential communities is new infill development. Existing residential areas typically have an identifiable architectural character and style. Infill development usually provides for more contemporary architectural style and development. Issues of compatibility and context arise when infill development does not take into consideration the character and style of the existing residential community.

Building Appearance/Property Maintenance

A positive overall appearance of any residential area generally provides a foundation for a successful community or neighborhood. In general, there are minimal deficiencies in



Radical contrasting infill.



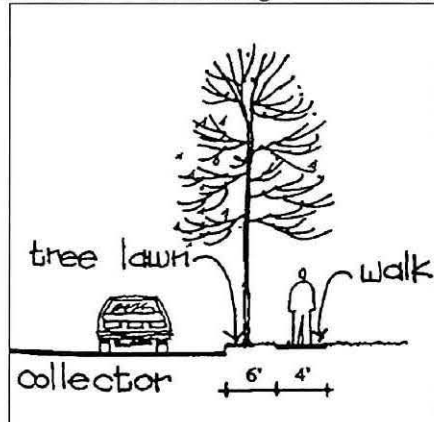
Inconsistent building setback.

the overall appearance and general condition of the existing residential areas though a few pockets experience a higher level of deficiencies. A lack of maintenance and upkeep on an individual property (building and site) can affect the surrounding properties by casting a negative overall image.

RECOMMENDATIONS

The following recommendations pertain to the residential portions of the planning area. However, there are specific urban design recommendations for residential gateways in the Focus Area Land Use and Gateways chapter.

- The Urban Design recommendations should be used as part of the County's development review process (specifically site plan review) to guide development design. Properties that are required to have site plan review and that are subject to a subdivision application, building permit (for new buildings, building expansion, exterior building renovation,



Streetscape in residential areas.

redevelopment) or other development activity such as streetscape improvements should conform to applicable recommendations. Applications that do not reflect the applicable recommendations will require that the applicant demonstrate why it is not feasible. Alternative design may be considered if compliance with recommendations in this chapter are not feasible.

- Provide neighborhoods with improvements such as signage/entrance features, buffering, street trees, landscaping, sidewalks and amenities in existing residential areas.
- Provide a comprehensive pedestrian circulation network that consists of concrete sidewalks to connect with bus stops, Metro stations, and commercial and employment areas with adequate lighting.
- Encourage innovative site planning techniques in new developments to utilize the existing topography, create usable

common space and focal points, and provide connections to adjacent uses.

- Require developers of new housing to consider existing and surrounding residential style, character, and building materials so that proposed units will be compatible and ensure visual cohesion throughout the area.

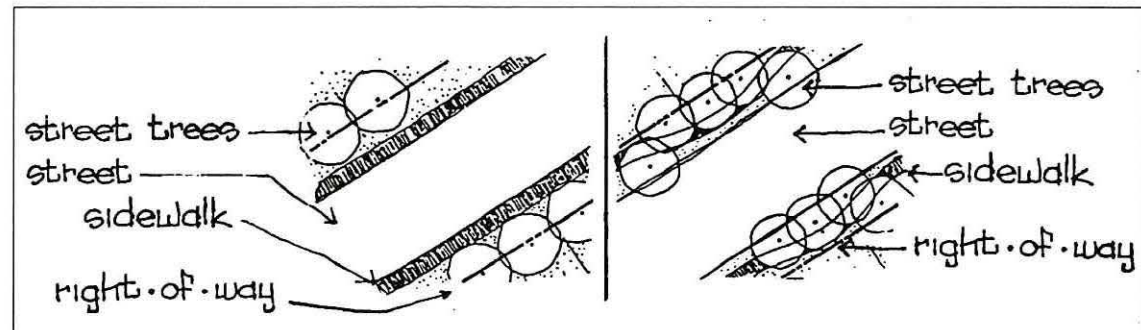
Streetscape

Street

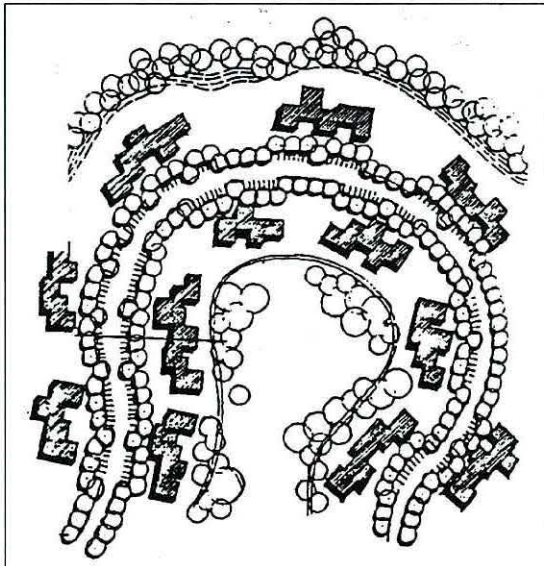
1. Sidewalks of concrete or durable pavers should be a minimum of four feet wide and continuous throughout neighborhoods and multifamily complexes to provide access to bus stops, Metro stations, commercial/ employment areas and recreational facilities.

Trees

1. Existing street-tree patterns and the relationship to curbs and sidewalks should be maintained, where possible, to provide a consistent street-tree treatment.



Street-tree pattern along residential streets.

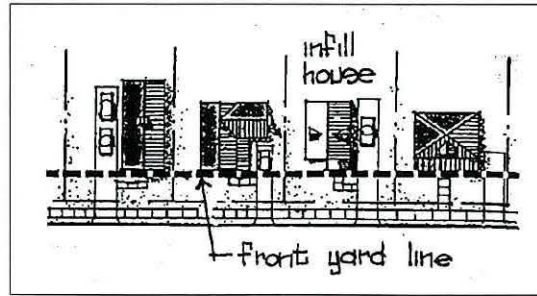


Development layout with open space.

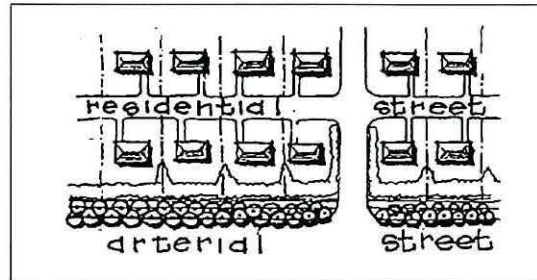
Site

Layout/Design

1. Proposed development should be sited to obtain adequate light, air, privacy and usable open space for passive recreation and landscape amenities.
2. The site layout of infill development on a lot should maintain and reinforce the existing pattern of front, side, and rear yard setbacks with similar building-to-street relationships in existing neighborhoods.
3. Multifamily complex parking areas should be designed so that pedestrians are visible from the dwelling units or the street, as a crime safety measure.
4. Proposed development should avoid creating hidden areas that are accessible from



Infill development maintaining front and side yard patterns.



Individual lots with off-street parking.

- more than one point to discourage loitering and illegal activities.
5. Dumpsters should be screened with sight-tight fencing or walls and incorporated into the site in a logical, orderly manner to shield unsightly views from the rights-of-way, residents and adjacent properties.
6. Proposed multifamily development should be designed with coordinated landscape plans that provide for shade, screen incompatible views and parked cars, define streets, walks and open spaces, and highlight entrances, while integrating the development into the existing community fabric.

Parking Areas

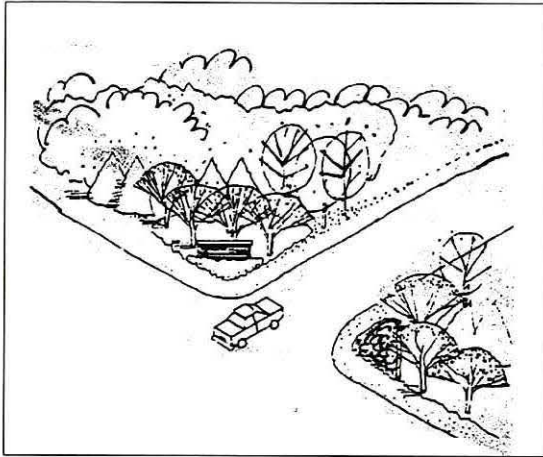
1. Proposed single-family detached development should provide off-street parking on individual lots, whenever possible, as a safety measure.
2. Parking areas for multifamily complexes should be located behind or between buildings but should remain visible to residents. Parking areas adjacent to the street should be discouraged or well buffered from the street.
3. Parking lot perimeter landscaped strips that screen parking areas from the road should be kept to a maximum of three feet high, so that a person standing in the parking area may be seen from the road.

Entrance Signage

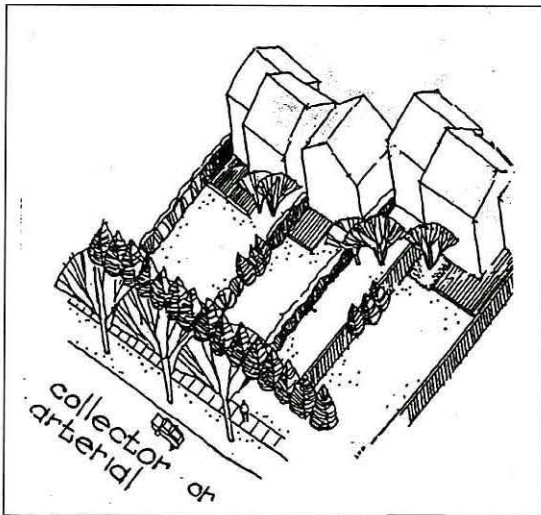
1. Attractively designed signs and entrance features in existing areas and proposed developments should be established to provide identity and denote boundaries. Ground-mounted signage should be incorporated into the landscape design at entrances. Use of lighting, paving, and other landscape treatments are appropriate.

Screening, Fences and Walls

1. Fences and walls should be designed as extensions of buildings so that they are consistent with the design of the building. Chain-link fences should be discouraged.
2. Fences and walls should be incorporated into the landscape to help define property edges and to provide a finished appearance along property limits.



Attractively designed entrance with entrance sign and landscaping.



Screening of private yards with wall, fences and landscaping.

3. Where appropriate, multifamily complexes may use fencing to control access. Perimeter fencing should be compatible in design to the buildings and other site amenities.

Site Lighting

1. Light fixtures should be of a scale and style that are appropriate to the neighborhood character.
2. Multifamily complexes should provide a comprehensive system of lighting for streets, pedestrian, and parking areas. The lighting fixtures should be compatible in design and materials to the buildings and other site amenities.
3. Parking areas in multifamily complexes should be lit to eliminate dark areas. Lighting should be directed toward the parking area and not neighboring properties.

Building

Scale, Proportion and Massing

1. Proposed development should provide several house variations that are compatible



Appropriate scale, proportions and massing.

with each other and the surrounding community.

2. The predominant width dimension and roofline articulation of the proposed building's facades facing the street should be similar to those of the adjacent buildings to provide a consistent street wall.

Materials and Details

1. Building endwalls visible from the street should incorporate windows, doors, and other architectural elements to eliminate blank walls along the street frontage.
2. The design of proposed infill development should consider incorporating predominant building materials of the quality that exists within the neighborhood so as to mesh with the existing development.





BACKGROUND

The anticipated population growth in the planning area over the next 20 years will generate a relatively small increase of residents and employees. This growth will slightly increase the demand for additional public facilities, including police protection, fire and rescue services, public health services, schools and libraries.

GOAL

- To provide needed public infrastructure and services — including schools, libraries, police, fire and rescue, and health facilities and services — within Planning Area 76A in a timely manner and with attention given to the needs of specific user groups.

CONCEPT

The plan concept is to provide public facilities to serve an anticipated small growth in population and employment. This plan describes appropriate standards and guidelines for the provision of future facilities. Recommendations are based on an assessment of facility capacities compared to the projected demand or need for these resources, as derived from demographic forecasts and the land use policies of this plan. The provision of public facilities is related to the County's overall growth policies and fiscal capabilities and should be provided in time to meet actual demand. Map 11 shows the location of existing and proposed public facilities.



Benjamin Stoddert Middle School has served the community since 1957.

PUBLIC SCHOOLS

Background and Basic Issues

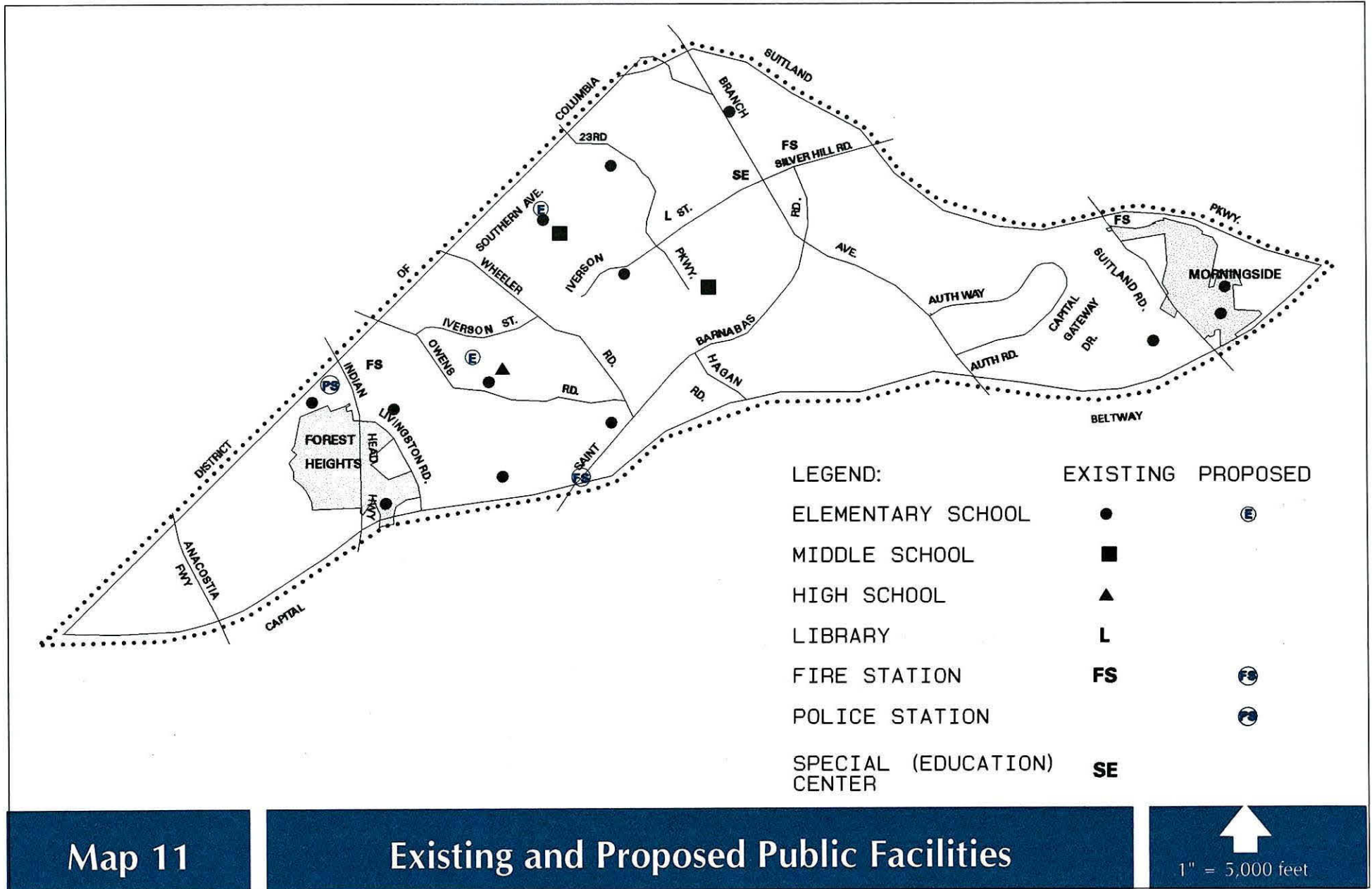
There are 16 schools in the planning area, including 13 elementary schools, 2 middle schools and 1 high school. In addition, the planning area is served by two middle schools and three high schools outside the planning area, along with the Hillcrest Heights Special (Education) Center.

As of September 1997, four elementary schools, one of the middle schools and the four high schools operated under enrollment capacity, while nine elementary schools and one middle school exceeded capacity. Based on dwelling unit projections for the planning area, enrollment is expected to grow only moderately. At the buildout of the planning area, ele-

mentary, middle and high school capacity will fall within acceptable parameters. (See Table 4.)

Concept

Standards used to determine the need for additional public school space are derived by comparing the projected enrollment based on the plan's land use proposal to the existing and planned facilities. The plan assumes that all pupils will attend the school as near as possible to their homes. This assumption assures adequate capacity for different school assignments. A second assumption focuses on shared uses of public buildings and grounds with schools (Board of Education) and park buildings/land (M-NCPPC) — the Park-School concept. The Park-School concept calls on the two agencies to combine efforts and resources to provide services to the needed communities. For



example, on weekends and evenings a neighborhood school could provide the community with either space or special programs of benefit to the community at large. In this planning area, an 18.3-acre site on Iverson Street named Oak Park-Iverson carries this Park-School designation.

Recommendations

Elementary Schools

- The plan recommends the retention of all existing elementary schools in the planning area.
- The plan recommends an elementary school (West Green Valley) in the general vicinity of the Panorama Elementary School (to be shown by a floating symbol on the plan map).
- The plan recommends that the Oak Park-Iverson site on Iverson Street (east of its intersection with Sutler Drive) be retained by the Board of Education to accommodate any unforeseen growth in the planning area and provide flexibility in the redistribution of seats as well as to provide a replacement site in the future.

The 13 existing elementary schools in the planning area have a projected seating capacity in the year 2020 for 6,905 students which will create an excess of 1,445 seats for the 5,460 students projected for the year 2020. The projected capacity is a combination of the current capacity (5,605) and the addition of the proposed West Green Valley Elementary School along with the addition of 750 seats proposed, but unfunded, for four schools.

Table 4 Existing and Projected School Enrollment and Capacity					
Grade Level	Sept. 1997 Enrollment	Current Capacity (1997)	Sept. 1997 Excess/Deficit Capacity	2020 Projected Enrollment	2020 Projected Capacity
Total Elementary	6,458	5,605	111% of cap	5,460	6,905
Total Middle School	2,701	3,186	89% of cap	3,299	3,486
Total High School	5,672	6,573	87% of cap	6,329	6,573
Source: Prince George's County Public Schools, Office of Pupil Accounting and School Boundaries, October 1997.					

The plan, in conjunction with the approved 1999-2004 Capital Improvement Program (CIP), proposes the West Green Valley Elementary School for the northeastern section (exact location to be determined) of the Heights. In addition, it recommends that the Board of Education retain the 18.3 acre Oak Park-Iverson site which is located in the vicinity of Iverson Street and Sutler Drive. This site will become quite important in the future when undeveloped sites within the Capital Beltway become exceedingly scarce. Furthermore, this site will provide needed flexibility for handling unforeseen growth and school boundary changes and will serve as a replacement site when the older schools must be replaced. The eastern to central portion of the Oak Park-Iverson site is approximately 14 acres and is relatively flat and uniformly shaped, making it a good place for school construction.

Middle School

- The plan recommends that either G. Gardner Shugart or Benjamin Stoddert Middle School be expanded to accommodate 1,000 students. In addition, Stoddert may need to be replaced, even though it was renovated recently. The 40-year old structure will have exhausted its useful life prior to the year 2020.

The planning area contains two middle schools which have a current enrollment of 1,189 students, and a capacity for 1,300 students. In addition, Shugart Middle School is proposed in the Approved FY 1999-2004 CIP for a 200-seat addition. Furthermore, two schools just outside the planning area have a combined capacity for 1,886 students and have a current combined enrollment of 1,512 students which is an excess of 374 seats. The Andrew Jackson Middle School is approximately one-half mile from the Heights northern boundary, and the Thurgood Marshall Middle

School is located on Brinkley Road approximately one and one half miles south of the planning area. The Andrew Jackson Middle School is proposed for a 100-seat expansion. Therefore, the available capacity of all four schools is 187 seats less than the projected 2020 enrollment of 2,068 students.

The use of middle schools immediately outside the planning area will be sufficient to support the number of middle school students projected. In addition, the schools' locations should not adversely affect the middle school students which are not as impacted by crossing major roads as elementary school students would be.

High School

- The plan recommends retaining the existing high school (Potomac).

Potomac High School is the only high school in the planning area and its capacity for 1,378 students is insufficient for the 2,800 students projected. However, it is not intended for one high school to serve the needs of the entire planning area. Furthermore, the need for additional capacity in the year 2020 is mitigated by certain factors. First, the approved 1999-2004 CIP has addressed this deficiency in the long term with its proposal for a new South County High School. The location of the new school has not been determined. With regard to the proposed South County High School, it appears that the Heights planning area is not the intended location for the school. However, the new school is expected to free up capacity at neighboring schools which will benefit Potomac High School. In addition, the

Heights planning area has virtually no sites which meet all the primary locational criteria. For instance, there are few sites available that meet the 50-useable-acre guideline of the school planning guidelines. Also, the planning area is not centrally located to the area where most of the projected students are expected to live.

In the mid- to long-term, it should be understood that there are three high schools (Crossland, Oxon Hill and Forestville) adjacent to the planning area. These three schools are currently at an average enrollment of 87 percent and have a combined preferred operating capacity for 5,195 students and currently have excess capacity for 714 additional students.

Guidelines

1. The Guidelines contained in the *Adopted and Approved Functional Master Plan for Public Schools* (1983) are reaffirmed by this plan, except where modified by the other guidelines contained herein.
2. Any joint use of school sites with public agencies, such as the Department of Parks and Recreation, should be encouraged. The park-school concept means that the school would have programs benefiting the community provided by both agencies. The combined use provides economy and efficiency not obtainable with separate site acquisition and development and encourages greater utilization of all facilities.
3. Elementary schools should be on 12 to 15 useable acres and have an average capacity for 750 students. Elementary schools should not be located on arterial roads and

should be as centrally located to the area they serve as possible. Middle schools should be on 25 to 30 useable acres and have an average capacity for 1,000 students. High schools should be on 35 to 50 useable acres and have an average capacity for 2,500 students.

4. The reuse of surplus school buildings and sites should be compatible with the surrounding area. Any joint use of sites with other public agencies should be maintained whenever possible. Final disposition should be made on the basis of conditions advantageous to the County, including the ability to occupy and use the buildings quickly, the acceptance of favorable lease or sale terms, the financial capability of users, the degree of acceptability to community residents, and the simplicity of ownership transfer. Surplus school properties should be zoned in categories which are compatible with the surrounding existing and/or planned land use.

LIBRARIES

Background and Basic Issues

There is one library within the planning area, the Hillcrest Heights Branch, located on Iverson Street. This 9,466-square-foot facility had a 1996 circulation of 83,295 materials. However, the planning area is also served by both the Oxon Hill Regional Branch (on Oxon Hill Road) which is located on the south side of the Beltway and by the Spauldings Branch (on Old Silver Hill Road) which is located north-east of the planning area. Both branches are

within an acceptable 3-mile radius and a 10-minute drive. The Oxon Hill Branch is a 37,734-square-foot facility which had a 1997 circulation of 499,808 materials and the Spauldings Branch is a 25,000-square-foot facility which had a 1997 circulation of 172,271 materials.

Based upon the concept described below, the branches serving the planning area will provide the residents with adequate library capacity through the 2020 buildout.

Concept

Several factors are considered in determining the adequacy of existing facilities and services. These factors include the facility's circulation rate, number of staff, collection size, adequacy of program and meeting rooms, collection enlargement potential, community size, fill rate for material requests, waiting times for reserve items, and user satisfaction surveys. The Prince George's County Memorial Library System analyzes these factors to determine its operational efficiency. The Library System's standard for determining library usage and capacity is the calculation of circulations per square foot (C/SF) of public service area. A library with a C/SF ratio between 25 and 30 may indicate overuse (the libraries serving the Heights area do not experience this ratio). Beyond these factors, a service area of 3 miles or a 10-minute driving time standard is also considered.

Recommendation

- The plan recommends the retention of the Hillcrest Heights Branch and the continued

use of the Spauldings and Oxon Hill Libraries.

Guidelines

- The guidelines for Library Facilities and Services contained in the 1982 *General Plan* are reaffirmed by this master plan.

HEALTH SERVICES

Background and Basic Issues

The Prince George's County Health Department operates no community health facilities directly within the planning area. However, the Penn-Silver Health Clinic is located less than three miles to the northeast on Silver Hill Road and is easily accessible by bus service. In addition, the main health department facility in Cheverly is within 10 miles of the planning area and is available to area residents for administrative assistance and general health services.

The primary issue is whether the provision of health-related services through the Health Department's clinics will be adequate for the residents, based upon the changes in demographics and population envisioned in the master plan. The existence of nearby hospitals does not alter the need for health clinics. The analysis only examines the location and services provided by primary care facilities.

The Health Department has improved service to the County by consolidating some of the smaller community clinics into larger multiservice centers located at sites accessible by public transportation. There will be four of these multiservice centers Countywide with

one of the centers being the Penn-Silver Health Clinic. This consolidation is expected to improve the coordination of different services and to enable clients to make fewer trips in order to receive these services.

In this regard, the Penn-Silver Health Clinic provides addictions counseling, methadone maintenance, mental health counseling, tuberculosis clinics, prenatal and family planning, sexually transmitted disease clinics and communicable disease clinics. The clinic also provides HIV/AIDS counseling, testing, medical follow-up, case management and education.

Concept

Standards for the provision of health-related services are used to monitor how private and publicly funded health facilities meet the needs of local residents. These standards are based on facilities and staff needed to serve the residents. The County Health Department assesses conditions and plans the public sector's role to complement private health services in the planning area and the County.

Recommendation

- The health care needs of Planning Area 76A residents should be closely monitored to ensure continued adequacy. At this time, there is no need or projected need. Accordingly, the plan has no recommendation for future health care facilities.

Guidelines

The master plan reaffirms the guidelines contained in the Public Facilities and Utilities element of the 1982 *General Plan*.

FIRE AND RESCUE

Background and Basic Issues

This planning area is currently served by six stations which provide the services indicated to the right.

There are some gaps in service in the planning area. The gaps in service are for four-minute engine service and five-minute ambulance and ladder truck services along the Wheeler Road corridor and west of Indian Head Highway and for eight-minute paramedic service west of Indian Head Highway. However, gaps in paramedic service are considered an equipment problem and the needed equipment and staff can be accommodated at existing facilities.

The gaps in service are caused in large part by the location of Company 42 (Oxon Hill) on Marcy Avenue. The station is situated on a dead-end street which is not central to the service area. Relocation of the facility would improve response times. In addition, a new station outside the planning area is planned for construction in the vicinity of Brinkley Road and Temple Hills Road, in the area between proposed Holten Lane extended and Temple Hills Road. This project is unfunded and currently not carried in the Approved FY 1999-2004 CIP. However, if these two proposals — the new station and the relocation of Company 42 are funded — the vehicle response time will be improved. The relocation of Company 42 is in conformance with the approved *Public Safety Master Plan* (1990).

Fire and Rescue Company Number

Location

Services

Company 21	Oxon Hill (outside the planning area)	Engine, Ambulance and Ladder Truck
Company 27	Morningside	Engine and Rescue Squad
Company 29	Silver Hill	Engine, Ambulance and Medic
Company 32	Allentown Road (outside the planning area)	Engine and Ambulance
Company 42	Oxon Hill	Engine and Ambulance
Company 47	Oxon Hill (outside the planning area)	Engine, Ambulance and Paramedic

Concept

The provision of fire and emergency medical facilities and services focuses on two major criteria: (1) a service must be provided when demanded, and (2) firefighting resources must be available for potential demand. Response times and workload capacity represent primary performance measures in assessing these facilities and services.

A response time standard of four minutes for urban areas is the desired response time parameter for locating fire stations, which is consistent with engine response time. This response time standard is correlated closely to the response distance standard recommended by the Insurance Service Organization (ISO), a nationally recognized organization which sets fire insurance rates. Table 5 presents the current County policy on response time standards and maximum distance criteria for fire station apparatus.

Recommendations

- The plan recommends that Company 42 (Oxon Hill Station) be relocated to the vicinity of Larry Avenue and St. Barnabas

Road. The plan identifies two potential sites for the relocated station via a floating symbol. The two sites are undeveloped: one on the north side of St. Barnabas Road (11 acres) and the other on the south side (5 acres).

Guidelines

- This master plan reaffirms the guidelines contained in the *Approved Public Safety Master Plan* (1990).
- The County Fire Code should be strictly enforced.
- The use of automatic fire sprinkler systems is strongly encouraged in redevelopment areas.

POLICE

Background and Basic Issues

The entire planning area is currently served by the District IV (Oxon Hill) Police Station, located south of the Beltway on Livingston Road outside of this planning area. However, this station will be relocated into the planning area, at the Eastover Shopping Center (on Indian

Table 5
Fire Response Time Standards and Maximum Distance Criteria

Fire and Rescue Vehicles	Maximum Response Time (Min.)	Maximum Distance (Miles)
Engine	4.00	2.4
Ladder	5.00	3.4
Ambulance	5.00	3.4
Paramedic	8.00	7.2

Source: Approved *Public Safety Master Plan* (1990) .

Head Highway) in the near future. The new station is projected to be at least 20,500 square feet and capable of accommodating a minimum of 70 additional officers over the existing station. It is anticipated that the new 8,000-square-foot larger facility will be able to house the necessary staff to respond to the increase in calls for service from the 55,712 calls received in 1997 to 94,710 calls projected for 2020. In fact, the proposed service area requirements are expected to be significantly reduced by a pending South County station which is intended for the general vicinity of the intersection of Old Fort Road and Indian Head Highway.

The Police Department’s approach to crime prevention and public safety is generally known as Community-Oriented Policing, and is intended to prevent crime by attacking its root causes, rather than merely suppressing crime after it occurs. While the process is relatively complex, the underlying principle holds that when the overall quality of life for a com-

munity improves, there will be a decrease in crime rates. To this end, a sizable portion of the police force is being diverted to community services which are intended to address crime-inducing social ills and other issues previously not addressed by police officers.

The Police Department engages in several related activities in order to accomplish this goal. Among these is the establishment of satellite police offices in local neighborhoods. These offices, which are usually located in donated space for cost-saving purposes, enable local community-oriented officers to remain in their area while performing administrative work. The offices also provide local residents with a convenient location for police-related meetings.

In addition to the County Police, the municipalities of Forest Heights and Morningside provide police services to residents. However, their forces are not under County direction and are not evaluated under this process.

Concept

The provision of adequate police facilities should be coordinated with new development. Where land is already heavily committed to existing uses, additional and/or replacement police facilities should be provided when the need arises and funds become available. The need for new police facilities is determined by both the existing facilities adequacy and work load increases. Police workload is directly related to demands for additional manpower, facility size and the number of police facilities.

Recommendations

- The plan recognizes the District IV Station at Eastover Shopping Center, which is under construction.
- Areas with crime concerns should be targeted for crime prevention programs and innovative patrol strategies.
- The continued use of the Community-Oriented Policing Program within the planning area is strongly encouraged. Currently there are 10 community-oriented policing satellite officers assigned to serve the planning area.
- As the demand for police services increases, the size of the new District IV Police Station should be continually evaluated to determine if it can accommodate the necessary increases in manpower.

Guidelines

This master plan reaffirms the police planning guidelines contained in the approved *Public Safety Master Plan* (1990).



BACKGROUND AND BASIC ISSUES

The process of developing a master plan includes the assessment of existing natural features in order to ensure the effective protection, preservation and enhancement of the area's environmental qualities. This chapter identifies the environmental issues of concern and establishes an environmental envelope of natural reserve areas and conditional reserve areas. Next, the chapter undertakes a perceptual analysis — grouping physical and manmade features into two categories, according to their aesthetic value. Then, the chapter discusses an Open Space Network — derived from the evaluation and mapping of environmental features, open space needs and linkages — and discusses general implementation techniques for open space. Finally, the environmental and perceptual analysis, together with the open space techniques review, leads to the goal and recommendations for the Heights area.

The Heights planning area is substantially developed, with the exception of some scattered large parcels and infill lots and areas alongside streams and swales. A significant amount of development in the planning area occurred prior to the more stringent development regulations that have been in effect for a number of years. However, since the *Adopted and Approved Master Plan for Subregion VII* (1981) was approved, environmental legislation has been adopted and new or updated studies have been prepared which may influence remaining future development within the Heights planning area.

Before plans for future development of the Heights area are formulated, development limitations presented by the environmental resources must be determined. A primary consideration in the planning process is to promote growth opportunities while balancing open space needs and environmental protection. The identification of natural feature elements and constraints, such as soils, streams, wetlands, floodplains, woodlands, steep slopes and wildlife, generally predict the nature and magnitude of development. Other considerations may include human activity concerns, such as stormwater runoff, water quality, water and sewer services, air pollution and noise. These factors or elements may occur in combination, indicating areas of greater sensitivity.

The evaluation and assessment of existing environmental features and constraints are illustrated in the Environmental Features Map on the Comprehensive Plan Map. The identification of these environmental elements does not always impede development but should provide guidance necessary to ensure the protection of sensitive environmental amenities. Not all elements identified may require in-depth assessment provided that no adverse impact is anticipated.

The basic environmental issues identified within the planning area are as follows:

- The need to identify, protect and enhance valuable environmental amenities.

- The need to evaluate stormwater management programs in order to control and manage stormwater runoff.
- The need to address flooding and degraded water quality due to intense development including past, present and future activities.

Addressing these issues begins with the inventory and evaluation of the natural environment within the planning area.

Topographic Features

The entire planning area is characterized by relatively rolling terrain sloping toward tributaries of the Oxon Run and Henson Creeks. There are some steep and severe slopes in the planning area which are defined:

Steep Slopes are defined as slopes ranging from 15 to 25 percent which are susceptible to erosion and suitable only for limited development.

Severe Slopes are defined as slopes greater than 25 percent which are generally unstable, highly erosive and difficult to farm and develop.

Another topographic feature, the rolling terrain provides scenic vistas:

Scenic Vistas are vantage points providing aesthetically pleasing views of natural and cultural features. They include views from promontories such as in the vicinity of Glassmanor near Marcy Avenue.

Woodland Preservation

Approximately 35 percent of the planning area is existing woodlands, based on the 1992

aerial photographic mapping of the woodland conservation evaluation areas of Prince George's County. Most of the significant woodland areas are located alongside streams, flood prone areas, parklands and some undeveloped properties.

In Focus Area 2, the Hagen Property and some of the surrounding properties located on the south side of Suitland Parkway between Silver Hill Road on the west and Henson Creek on the east were identified as areas of considerable value and worthy of protection. Most of the woodlands in the area are of secondary growth and of high quality. There are select trees that should be saved, especially on steep slopes surrounding the existing historic resource on the site, and in the adjacent stream valleys. These woodland areas contain sensitive features such as streams, wetlands, patches of Sweetbay Magnolia bogs, spring seeps and contiguous forest, which contains many rare plant species and native habitats.

Development of wooded areas can be somewhat mitigated by the effective implementation of the County Woodland Ordinance, which will reduce the loss; the regulations can require the preservation or planting of additional woodlands on or off-site. The County Woodland Conservation and Tree Preservation Program is applicable to all parcels in excess of 40,000 square feet in size which have at least 10,000 square feet of woodlands.

Wetlands

Wetlands are defined as areas inundated by surface or groundwater at a frequency and du-

ration sufficient to support a prevalence of vegetation typical for life in saturated soil conditions. As water circulates through wetlands, plants absorb and use the pollutants as nutrients which promote lush growth. Wetlands generally include swamps, marshes and bogs. Wetlands are valuable natural resources and serve as flood and water storage areas, wildlife habitats and fish spawning areas; they also provide recreational, scientific and educational opportunities. Wetlands play an important role in flood control and water quality by holding and filtering out pollutants.

There are two major classes of wetlands (tidal and nontidal), both of which can be found in the study area. Tidal wetlands are areas subject to those waters that rise and fall in a predictable and measurable rhythm or cycle due to the gravitational pulls of the sun and the moon. A small portion of the planning area to the west is located adjacent to the Potomac River, a significant tidal wetland. All other wetlands are nontidal wetlands and can be found throughout the planning area especially alongside stream valleys.

Chesapeake Bay Critical Area

In 1984, the Maryland General Assembly adopted the Chesapeake Bay Critical Area Law (Subtitle 18) after finding that a critical and substantial State interest exists in fostering more sensitive development along the shoreline of the Chesapeake Bay so as to minimize damage to water quality and natural habitats. The Chesapeake Bay Critical Area extends 1,000 feet landward from the boundary of the mean high tide. Only a small portion of the planning area is located within the Chesapeake Bay Critical

Area, and it is in the R-O-S Zone. This area near the Potomac River remains predominantly undeveloped and lies within the northwest quadrant of Indian Head Highway and the Capital Beltway interchange.

Prince George's County has developed a comprehensive program which meets all of the requirements set forth by the Chesapeake Bay Critical Area law. The key elements of the County program are contained in legislation adopted by the Prince George's County Council in 1987 and by subsequent amendments. The study entitled *Chesapeake Bay Critical Area Overlay Zones, 1988* places the identified areas in the Resource Conservation Area Overlay (R-C-O) Zone, the Limited Development Overlay Zone (L-D-O), or the Intense Development Overlay Zone (I-D-O). The R-C-O Zone allows a maximum density of 0.05 dwellings per acre, or one dwelling per 20 gross acres, provides for a maximum impervious surface ratio of 15 percent, and generally does not allow development on slopes greater than 15 percent. The L-D-O Zone allows a maximum density of 4 dwelling units per acre, provides for a maximum impervious surface ratio of 15 percent, and generally does not allow development on slopes greater than 15 percent. The I-D-O Zone permits more than four dwelling units per acre and has no limit on impervious surface, but requires control of runoff from impervious surfaces to achieve water quality.

It is important to note that, while an overlay zone may place new restrictions on the underlying zone, it may not relax regulations inherent to the underlying zone. Whenever there is

a conflict between regulations, the more stringent shall apply.

Soils

The County's planning process provides for the screening and management of sensitive and highly erodible soils which are deterrents for development. The principal soil types in the planning area are Collington, Christiana, Beltsville, Adelphia, Aura, Bibb, Croom, Elkton, Luke, Matapeake, Keyport, Marr, Sassafras, and Westphalia Series. These soil types generally exhibit slight to severe limitations to development due to perched water table, impeded drainage, high water table, poor drainage, erosion potential and slow permeability.

Soils have been classified into four separate Hydrologic Soil Groups (HSG) A through D based on their texture and rate of infiltration. The latter is defined as the maximum rate of surface water absorbed by the soil within a given period of time.

Soils that fall within the low infiltration rates are found along poorly drained floodplains and have severe limitations for development due to ponding, flooding and frost damage because of seasonally high water table.

Soils with perched water tables are saturated part of the year by water that is perched above an impermeable clay. These exhibit moderate constraints for the construction of buildings with basements because they are susceptible to water seepage and may remain damp during winter and spring months. Drainage tiles and sump pumps are frequently used to overcome the problem. Drainage tiles help by intercepting the groundwater table whereas

sump pumps lower the groundwater table by removing water from its source and conveying it away from the foundation. Soils with perched water tables are scattered throughout areas to the extreme west and east of the planning area.

Stormwater Management

Stormwater management is broadly defined as an approach to improve water quality (erosion and sediment control), maintain or reduce existing peak discharges, alleviate or prevent flooding problems and preserve and protect the natural stream system consistent with new and existing development. The Department of Environmental Resources is exclusively responsible for the regulation, implementation and maintenance of stormwater runoff as it relates to the County Stormwater Management Ordinance.

Stormwater management facilities are either structural or nonstructural and are based on basin-wide land planning. The nonstructural approach includes floodplain management which controls the land use within the floodplain by providing adequate setbacks and buffers to minimize damage or encroachment into flood prone areas. The structural approach includes stormwater management ponds.

The Prince George's County Stormwater Management Program Watershed (1991) reference maps indicate that there are seven proposed regional stormwater management facilities within the planning area. One of the seven has been constructed in the vicinity of Gordon's Corner. The proposed ponds are

meant to help reduce stormwater runoff problems in the Heights area. If all proposed regional stormwater management ponds are constructed, runoff and water quality impacts will be substantially improved. An alternative solution will include on-site stormwater management ponds, bio-retention and rain gardens as development occurs. These concepts provide a balance between pre- and post-development stormwater runoff on a site-by-site basis.

Flooding

Flooding reported in the study area occurs primarily in areas adjacent to the Henson Creek and Oxon Run, from flood waters overtopping the stream banks of tributaries as well as from clogging of culverts at certain locations. Mitigation of flooding problems can be accomplished in a number of ways: the construction of flood walls or levees on channel banks, the channelization of streams, the flood proofing of houses or other buildings, and even by the relocation and/or acquisition of buildings. In addition, the clearing of culverts by the appropriate agencies will reduce this problem.

The Heights contains two major watersheds, Oxon Run on the west and Henson Creek on the east, both of which are tributaries that flow into the Potomac River. A Comprehensive Watershed Management Study for Henson Creek, dated April 1986, and the Comprehensive Watershed Management Study for Oxon Run, dated 1992, provide the basis for corrective measures to alleviate flooding.

Water and Sewer Services

The Washington Suburban Sanitary Commission (WSSC) provides water and sewer services to much of Prince George’s County including the planning area. The County Ten-Year Water and Sewerage Plan (1994) indicates that the study area has existing water and sewer service. The area has been determined as substantially developed or highly urbanized which implies that the entire project area is adequately served. There are no proposed or planned projects for the study area for either water or sewer service.

Noise Intrusion

Noise is commonly defined as unwanted sound. There are two main sources of noise — point and nonpoint. Point source noise emanates from a stationary source or area, such as a construction operation, an industrial plant or a commercial area. Nonpoint source noise emanates from the flow of traffic. The presence of intervening structures in land use project design may offer some shielding effect and subsequently reduce noise levels at receptors.

A number of Federal and State agencies have developed standards which they use to limit noise impacts on their respective areas of concern. The consensus of these standards is that 65 dBA is the maximum noise level generally acceptable for residential areas, while 55 dBA represents a desirable noise level goal to be maintained. The adoption of the State Environmental Noise Act of 1994 by the County has provided the necessary tool in the identification and controlling of unwanted sound. The regulations prohibit a person from causing or

permitting noise levels to exceed the following specified values:

The major existing noise generators as identified within the Heights study area are as follows: Capital Beltway, Branch Avenue (MD 5), Indian Head Highway (MD 210), Suitland Parkway, Suitland Road, St. Barnabas Road (MD 414), Livingston Road, Wheeler Road and Silver Hill Road.

Also, based on the most recent Andrews Air Force Base Air Installation Compatible Use Zone (AICUZ) Study, the eastern portion of the planning area east of Town of Morningside is partially located within the AICUZ, with noise intrusion between 65-80 dBA. This implies that the impact area may not be suitable for some development, particularly residential, without adequate noise mitigation measures.

Based on the noise level standards shown above, noise contours can be established as guidelines for development. The location of a property within a noise contour impacted area does not necessarily mean that impacted sites cannot be developed. The identification of noise exceedence is necessary to implement and regulate noise control remedial measures. There are three major techniques by which existing noise can be ameliorated: (1) controlling the noise source, such as establishing noise emission standards for automobiles and trucks; (2) attenuating the transmission of noise with barriers that affect sound propagation and/or the use of sound absorbing materials in construction; and (3) protecting existing and potential receivers through land use control by

Maximum Allowable Noise Levels (dBA) for Receiving Land Uses

Effective Date	March 28, 1983
Day/Night	Day (7 a.m.-10 p.m.) Night (10 p.m.-7 a.m.)
Day / Night	
Industrial	75 / 75
Commercial	67 / 62
Residential	65 / 50

recognizing noise sources and minimizing incompatible land uses.

The overall noise assessment of the planning area is characterized as average noise level within acceptable levels, except for areas immediately adjacent to major noise generators.

Air Quality

Planning for air quality in the County is a regional responsibility of the Metropolitan Washington Council of Governments (MWCOG). Because air quality maintenance is a regional issue, it requires the consolidated efforts of surrounding jurisdictions. Currently the Washington region, including Prince George’s County, exceeds the Federal Standards for ozone. The adoption and implementation of the State Implementation Plan (SIP), which addresses the solutions required to

accomplish the goal of the 1990 Amendments to the Clean Air Act, is anticipated in the near future. Under the 1990 Amendments to the Clean Air Act, MWCOG is required to prepare a plan which demonstrates a 24 percent reduction of hydrocarbons which are primary ingredients in the formation of ozone by 1999. The plan must also demonstrate attainment of carbon monoxide (CO) standards and ozone standards. During ozone exceedence days, the County has established a program that provides guidance and relief to a large population of affected sufferers. Failure to implement an effective plan could result in the imposition of Federal sanctions, including the withholding of Federal Highway Funds.

GOAL

- To protect and enhance the environmental qualities of the planning area by preserving natural environmental assets as the integral part of the community.

CONCEPT

The environmental envelope of the study area constitutes a system of proposals that identify sensitive areas and other elements to be preserved and protected. This concept provides the framework for future land use decisions. The environmental envelope consists of three parts.

1. A comprehensive inventory and assessment of significant environmental factors, both natural and manmade.
2. A proposed open space network which recommends where development should not occur and determines the degree to which

especially sensitive areas should be monitored in the process of development.

3. A proposed implementation strategy which contains guidelines and recommendations as to what regulations should be applied in specific areas in order to satisfy environmental needs.

Inventory and Assessment

The environmental inventory and assessment involve three basic elements: (1) an inventory of environmental features, (2) a Physiographic Analysis, leading to the delineation of Natural and Conditional Reserve Areas, and (3) a Perceptual Analysis, incorporating Perceptual Assets and Liabilities. From these analyses, a comprehensive proposal for an open space network is developed and formalized as a land use proposal in the Plan.

The Physiographic Analysis (Figure 6) groups physical features into two categories according to the degree to which they impose development constraints:

- **Natural Reserve Areas** have physical features which exhibit severe constraints to development or which are important to sensitive ecological systems. Natural Reserve Areas must be preserved in their natural state. Natural Reserve Areas are those areas which, due to physiographic features, are generally prohibited from development under existing laws and ordinances.
- **Conditional Reserve Areas** have moderate development constraints and some bearing on natural processes. Parts of the

Conditional Reserve Areas are appropriate for active recreation facilities, and some portions may bear limited development. Development is permissible, only where careful and innovative site planning is demonstrated to protect environmental assets and to meet environmental needs.

For the most part, the transportation/circulation network is designed to have a minimum impact on the Natural and Conditional Reserve Areas; however, this is not always possible. Where existing and proposed roads traverse the Natural and Conditional Reserve Areas, care must be taken to assure minimum disruption to the environmental system. Natural Reserve Areas and Conditional Reserve areas are shown on the Plan Map.

The Perceptual Analysis (Figure 6) groups physical and manmade features into two categories, according to their aesthetic value. The purpose of this analysis is to alert public agencies and private groups to the features which can be assets when utilized properly to create more attractive development or which require specialized treatment to counteract negative effects. The two categories are described as follows:

- **Perceptual Assets** are areas having positive aesthetic qualities. These areas contain both natural and manmade elements that are characterized by picturesque scenery and a variety of colors, textures and forms. Although emphasis tends to be on visual beauty in landscapes, analysis of Perceptual Assets also involves sensory, psychological,

and spatial experiences. The sensory experiences are derived, not from visual satisfaction alone, but from a combination of all five senses.

■ **Perceptual Liabilities** are the negative features which detract from an area. These include railroad and highway noise intrusion, air pollution, and negative visual impacts. Many of these areas are affected by adjoining major roadways. The areas which have these liabilities will need positive site planning treatment and other compensatory treatment (i.e., berms, screening, etc.) to protect these areas when developed.

The Natural Reserve Areas, Conditional Reserve Areas, Perceptual Assets and Perceptual Liabilities may be viewed as a status report on existing and projected environmental conditions. The preservation, conservation, or utilization of such areas and assets will not of itself fulfill the goals and objectives of the environmental aspects of the Plan. These characteristics are not evenly distributed throughout the Planning Area and, therefore, will not assure adequate open space and a satisfying natural environment for all neighborhoods. The concept of an open space network is designed to remedy these shortcomings.

Open Space Network

The open space network is derived from the evaluation and mapping of environmental features, but it also includes two further considerations: open space needs and linkages (or connections). In other words, the open space network adds provisions for human needs to the need for environmental protection. Essentially,

**FIGURE 6
PHYSIOGRAPHIC ANALYSIS**

Natural Reserve Areas¹

Land areas and biotic communities important to the operation of key natural processes—areas of considerable physiographic constraints having conditions unsuitable for development:

- Stream Buffers
- Chesapeake Bay Critical Area Buffer
- Surface Waters
- 100-Year Floodplain
- Wetlands
- Severe Slopes
- Steep Slopes Associated with Highly Erodible Soils

Conditional Reserve Areas²

Land areas having some bearing on natural processes, physiographic constraints, or rare natural features—areas, therefore, suitable for development only if carefully designed:

- Chesapeake Bay Critical Area
- Beyond the Buffer
- Upland Wetlands

PERCEPTUAL ANALYSIS

Perceptual Assets

Premium areas having aesthetically positive qualities, providing an opportunity for innovative development:

- Ridge Lines
- Peaks and Promontories
- Water Features
- Historical/Archaeological Sites
- Woodlands
- Scenic Vistas
- Wetlands

Perceptual Liabilities

Areas having negative qualities which call for corrective innovations:

- Noise Intrusion
- Air Pollution
- Negative Visual Impacts
- Aircraft Accident Potential

1 These areas are generally prohibited from development under existing laws. They should be preserved in their natural state.

2 May support limited development within prescribed guidelines.

this means the inclusion of parks for active recreation, green space for its visual and buffering value, and trails for recreation and transportation. Where appropriate, active recreation areas are designed adjacent to the conservation network and include the preservation of historic sites and rare natural features. Where possible, needed schools and other community facilities are also located adjacent to the open space network.

The open space network is intended to serve a pedestrian, equestrian and bicycle circulation system, linking public facilities, commercial areas, employment areas and residential areas. The trails system, like the highway system, has both region-serving and local aspects. The open space network is designed to provide the linkage needed for the Countywide trails system. The provision of connections and linkages to the County system will be an integral part of the design requirements for new development. The provision of local trail facilities is encouraged, in most instances.

In some areas, the open space network is used as a divider between future residential and industrial development, often forming the boundaries of neighborhood areas. In other instances, stream valleys will penetrate existing neighborhoods and subdivisions, providing landscaped amenities. The open space network is, therefore, the sum total of floodplain areas, the Natural Reserve Areas, some portions of the Conditional Reserve Areas, parks and open space linkages.

Open space linkages include tree planting measures. There are two types of such measures. The first is thick stands of trees planted to screen residential areas from major highways, railroads and other incompatible land uses. The second consists of decorative tree stands which are planted to enhance the visual image of the Planning Area as it is viewed from major highways.

Implementation Techniques for Open Space

The exercise of existing land use controls and the recommended policies will be instrumental in creating the proposed open space network without excessive public expenditure or creating unreasonable demands on the private sector. The Comprehensive Plan Map illustrates the proposed open space network. The following implementation tools are currently used to achieve open space:

1. Public Park Acquisition or Dedication — acquisition by purchase or gift or acquired through the mandatory dedication provisions of the subdivision regulations for active and passive recreation.
2. Private Open Space — land which remains in private ownership but which is used for golf courses, swimming clubs, or passive recreation, or otherwise remains undeveloped.
3. Subdivision Control of Floodplain Areas — land which is within the 100-year floodplain and is generally restricted from development under the provisions of the subdivision regulations.

4. Subdivision Control of Runoff — the existing regulation requiring adequate control of runoff from a 10-year storm.
5. Subdivision Control of Unsafe Land — land which is subject to flooding, erosive stream action, unstable soil conditions, or man-made unsafe conditions (unstable fills or slopes) and is generally restricted from development by the subdivision regulations.
6. Subdivision Control of Wetlands — the existing ordinance requires buffering of nontidal wetlands and generally restricts wetland areas from development.
7. Subdivision Control of Stream Buffers — the area within 50 feet of a stream and adjacent wetlands, floodplain, and adjacent slopes, is generally restricted from development by the subdivision regulations.
8. Subdivision and Zoning Control of Woodlands — these ordinances provide for retention of woodland and specimen trees.
9. Tax Credits for Scenic Easements — the existing ordinance provides for the reduction of real estate taxes on properties that are conserved as scenic easements.
10. Historic Sites and Districts — these features are now protected by the Historic Preservation Ordinance and the *Historic Sites and Districts Plan*. Refer to the Historic Preservation chapter for details.

Application of the specific measures under each of the above categories may be administered through conditions to zoning approvals, special exceptions, subdivision review, site

plan review, building permits and public agency referrals.

RECOMMENDATIONS

- Woodland Preservation — The existing woodlands in Natural Reserve Areas must be retained. Other existing woodlands should be retained to the extent possible in order to maintain or increase the current percentage of woodland. Furthermore, the expansion of woodlands through afforestation and reforestation is encouraged in the implementation of the greenways and open space program linkages.
- The County should pursue efforts to minimize development impacts on contiguous woodland areas adjacent to Henson Creek and the Oxon Run Tributary through land acquisition for parks, where feasible, and through appropriate land use recommendations.
- Stormwater Management — the County should ensure that stormwater is properly managed, and major streams and detention/retention basins should be monitored for water quality and flow characteristics. The plan recommends the development of five stormwater management ponds as shown on the plan map.
- Alternative solutions to provide remedial action for on-site stormwater management may be necessary, until such time as the Department of Environment Resources (DER) implements the proposed potential

regional stormwater management ponds in the planning area.

- Noise Attenuation — In areas of 65 dBA (Ldn) or greater, residential development proposals should be reviewed and certified by a professional acoustical engineer stating that the building shell of habitable structures located within a prescribed noise corridor will attenuate ultimate exterior noise level to an interior level not to exceed 45 dBA (Ldn), especially in the AICUZ designated noise corridor.
- Air Quality — The County should continue to participate aggressively in metropolitan efforts to prevent further air quality deterioration and should support all available measures to improve local air quality.
- Proposed developments should meet stringent standards and guidelines and the potential environmental impacts of human activities should be identified as early as possible in the planning process. The constraints of Natural Reserve and Conditional Reserve Areas must be adhered to.

GUIDELINES

1. Citizens, developers, and others are encouraged to seek current information on the area's environmental conditions and on all aspects of related regulatory systems and functional programs from the appropriate local, state and federal agencies.

2. All development proposals should provide effective means for the preservation and protection of Natural Reserve Areas, and development plans for lands containing open space and conservation areas should specify how and by whom these areas will be maintained.
3. Developers should utilize the Comprehensive Design Zones and the cluster provisions and site plan review provisions of the subdivision regulations, and other innovative techniques that ensure responsible environmental consideration in accordance with master plan recommendations.
4. Land dedicated in accordance with the subdivision regulations for the provision of needed recreation facilities should not consist solely of floodplains or other parts of the Natural Reserve Areas.
5. The responsibility for environmentally sound development practices should apply equally to private and public interests; decisions concerning the selection and use of properties should be based on environmental considerations.
6. Developers are strongly encouraged to capitalize on natural assets through the retention and protection of trees, streams, and other ecological features.
7. Woodlands associated with floodplains, wetlands, stream corridors and steep slopes shall be given priority for preservation.
8. To the extent practicable, large contiguous tracts of woodland should be

conserved in both upland and bottomland (lowland) situations in order to reduce forest fragmentation, maximize woodland interiors, and reduce the edge/area ratio.

9. In the Perceptual Liability Areas, land uses such as schools, residences, nursing homes, and libraries that are sensitive to noise intrusion, air pollution, and other characteristics of excessive vehicular traffic should be protected by suitable construction techniques; and shall be protected by the enforcement of legally mandated standards from nearby point sources.
10. Developers are strongly encouraged to include careful site planning and construction techniques which are designed to reduce the adverse impact of point and nonpoint source noise that exceeds the State's current maximum allowable levels for receiving land uses.
11. Concurrent with the development process for areas located within noise corridors, a noise study should be required which demonstrates compliance with State acceptable noise standards.



BACKGROUND AND BASIC ISSUES

The Department of Parks and Recreation of The Maryland-National Capital Park and Planning Commission (M-NCPPC) is the principal agency responsible for the planning, acquisition, development, maintenance and operation of the parks and recreation system within Prince George's County. The M-NCPPC also provides a wide range of recreation program opportunities for the residents of the County. The M-NCPPC staff works cooperatively with community volunteers, local Park and Recreational Councils, the Board of Education, Prince George's County Boys and Girls Clubs, PTAs, civic, church and social organizations and municipal groups to provide a wide selection of recreation programs without duplicating services. Summer camps and playgrounds, youth programs, sports leagues and tournaments, structured recreation classes, drop-in programs, workshops, clubs and special events are some of the programs available. Classes are sponsored by the Department of Parks and Recreation or co-sponsored with the local Park and Recreation Councils at community centers, park sites, schools and other public buildings. Community input about park development and activity preferences is regularly sought in order to plan programs based on need and interest.

Within the Heights planning area, the M-NCPPC owns 576 ± acres of parkland. Additionally, the Board of Education owns 472 ± acres of property, of which 157 ± acres serve as public open space. Of the 576 ± acres of public land serving the Heights, 298 ± acres

are within the local park grouping, and 277 ± acres are within the regional/Countywide/special category. With undeveloped land becoming increasingly scarce in this Inner Beltway planning area, it is critical to protect land associated with the stream valleys, as well as to preserve open space for recreation. Table 6 shows existing parkland in the planning area.

GOAL

- To provide parks, recreation facilities and trails to the Heights residents based on needs and interests, in a manner that is functional, safe and sensitive to the surrounding environment and which protects and conserves public open space and natural resources. Explore and utilize a variety of funding sources and methods of

acquisition in order to maximize the opportunities for land acquisition and facility development.

CONCEPT

As detailed in the *Functional Master Plan for Parks, Recreation and Open Space, 1981* (the PROS Plan), the Commission's parkland is categorized according to a detailed classification system. This system contains six basic types of parks and recreational areas:

1. **Neighborhood Park and Recreation Area** — includes mini-parks, playgrounds, recreation centers and park/schools. Acreage is less than 20 acres; parks serve residents in the immediate vicinity.



The Hillcrest Heights Community Center provides for many of the recreational needs of the community.

**Table 6
Existing M-NCPPC Parkland in the Heights Planning Area (August 1998)**

Park #	Park Name and Classification		Park Acres	Status
Q56	Azalea Acres Neighborhood Park	NPR	12.15	Developed
Q49	Barnaby Run Estates Neighborhood Playground	NPR	1.80	Undeveloped
Q78	Barnaby Run Stream Valley Park	CWP	90.44	Developed
Q02	Bell Acres Neighborhood Park/School	NPR	5.08	Developed
Q16	Birchwood City Community Recreation Center	CPR	48.59	Developed
Q04	Branch Avenue Neighborhood Playground	NPR	1.37	Undeveloped
Q69	Douglass Patterson Community Park/School	NPR	26.39	Developed
Q19	Forest Heights Neighborhood Park	NPR	8.51	Developed
Q43	Glassmanor Community Center Park	CPR	31.44	Developed
Q79	Henson Creek Stream Valley Park	CWP	106.00 (inside Beltway)	Developed
Q77	Hillcrest Heights Community Center Park	CPR	30.00 (inside Oxon Run SVP)	Developed
Q23	Hillcrest Heights Neighborhood Park	NPR	15.72	Undeveloped
Q66	Marlow Heights Community Center Park	CPR	6.22	Developed
Q08	Marlow Heights Neighborhood Park	NPR	1.75	Undeveloped
Q47	Michael J. Polley Neighborhood Park/School	NPR	7.89	Developed
Q89	North Barnaby Aquatic Facility	SPR	1.00 (North Barnaby Community Park	Developed
Q61	North Barnaby Community Park	CPR	75.07	Developed
Q45	Owens Road Neighborhood Park/School	NPR	11.37	Undeveloped
W03	Oxon Run Hills Neighborhood Park	NPR	2.09	Undeveloped
Q80	Oxon Run Stream Valley Park	CWP	80.39	Developed
Q37	Temple Hills Neighborhood Park	NPR	12.80	Developed
	Total Acres		576±	
NPR	Neighborhood Park	UPR	Urban Park and Recreation	
CPR	Community Park and Recreation Areas	SPR	Special Park and Recreation Areas	
RPR	Regional Park and Recreation Areas	CWP	Countywide Park and Recreation Areas	

2. **Community Park and Recreation Areas** — includes community center building, parks recreation centers and cultural centers. Acreage of sites is between 20 and 200 acres.
3. **Regional Park and Recreation Area** — includes stream valley parks and regional parks of approximately 200± acres, cultural art centers and service facilities. These facilities serve residents of an entire region — the Northern, Central or Southern areas.
4. **Countywide Park and Recreation Area** — includes river parks, historic sites and landmarks, hiker/biker/equestrian trails, unique natural features, conservation areas and service facilities. Parks in this category serve all County residents.
5. **Urban Park and Recreation Area** — includes urban parks and urban nature centers which serve County residents where accessibility to outdoor natural areas is severely limited.
6. **Special Park and Recreation Area** — includes aquatic facilities, ice rinks, golf courses, shooting centers, athletic complexes, equestrian centers, airports, marinas and reclamation areas. These facilities serve the special interests of all County residents.

The required amount of parkland is related to the population based on the zoning category of land within an area. The ideal situation is to achieve 2.5 acres of parkland per every 1,000 individuals for active recreation and 7.5 acres of parkland per every 1,000 individuals for passive recreation. Based on the Heights mas-

ter plan proposals and population estimates the area needs 164 acres for active use and 493 acres for passive use. The Heights currently has 298 acres designated for active recreational use and 277 acres for passive recreational use. Based on this information land designated for active use is more than adequate for the area. However, there is a deficit of 216 acres in the amount of land designated for passive use.

As part of the concept, this plan incorporates and reaffirms the goals and objectives of the PROS Plan.

RECOMMENDATIONS

The M-NCPPC recognizes the need to acquire additional parkland and to develop additional recreational facilities in the planning area. This master plan predominantly identifies the land needed to satisfy the projected population's passive recreational needs.

All acquisitions, as well as facility development (construction of recreation and community centers and other recreational facilities on parkland) are subject to approval of the capital improvement program. Mandatory dedication (through newly developed and redeveloped areas) can also provide additional park and recreational opportunities. In the Heights planning area, emphasis will be placed on acquiring land for community parks that are and/or will comprise 10 to 20 acres or more in size, as well as adding to existing local parks to increase their size and usability. Emphasis will also be placed on acquiring land associated with the stream valleys in the Planning Area: Henson Creek and Barnaby Run, thereby extending the open space system and providing

more public access to the stream valley networks.

Provided below is a list of recommended park sites. The plan recommends almost 200 acres of additional parkland. Though this plan identifies five areas for future parkland, the Department of Parks and Recreation will consider other sites throughout the development review process to add parkland beyond the recommendations of this plan. The areas are shown on Map 12:

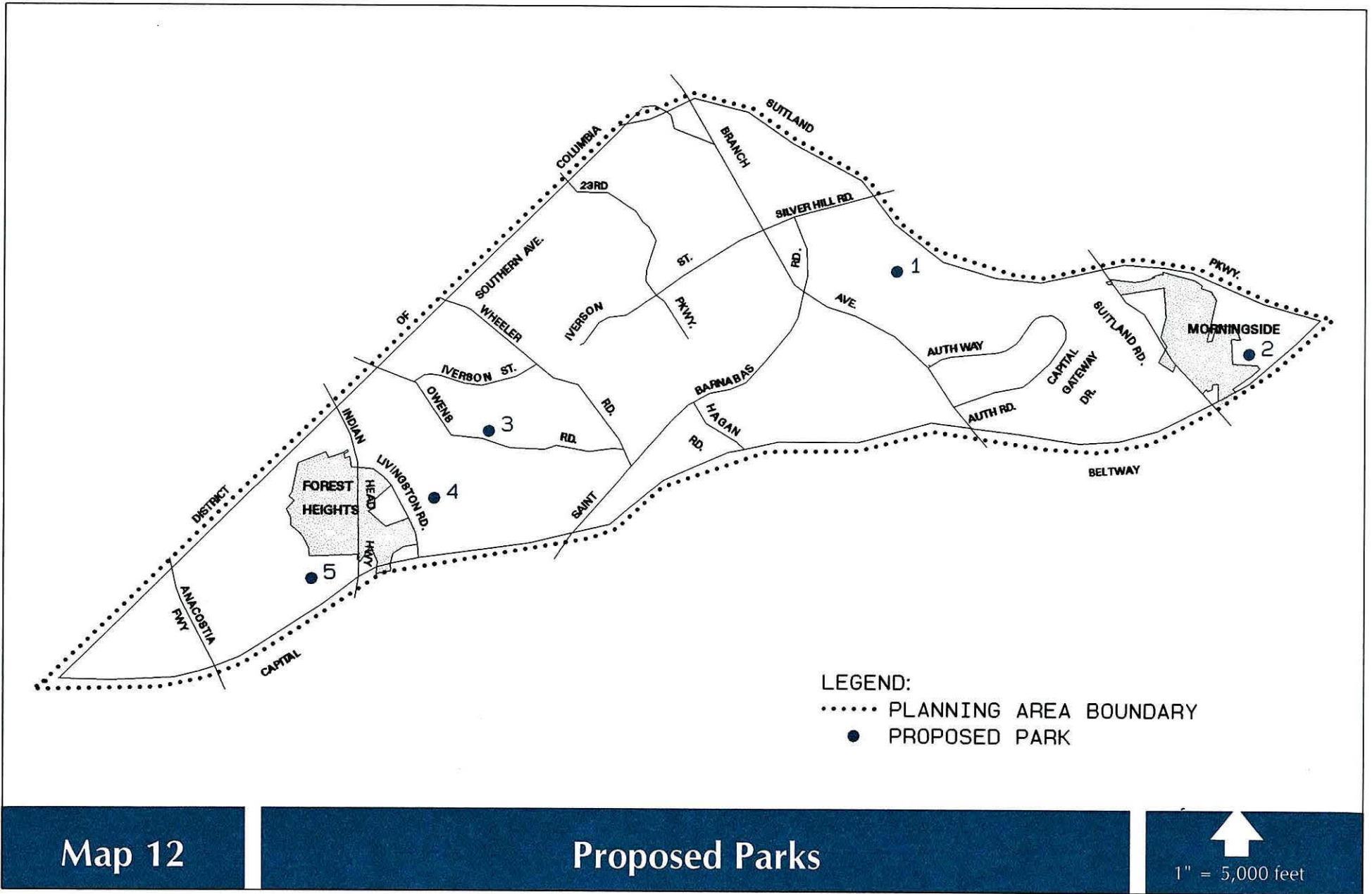
Area 1: Approximately 100 acres located south of Suitland Parkway and Silver Hill Road. The area contains forested wetlands, whole stands of specimen trees and shrubs, as well as a host of rare plant species and the western headwaters of Henson Creek.

Area 2: Approximately 50 acres east of the Town of Morningside. Land in this general area will create a large open space environment and is in proximity to the existing Patterson Park site.

Area 3: Approximately 15± acres near Owens Road providing for more open space in this corridor and connecting parkland to Potomac High School.

Area 4: A nine-acre parcel, currently owned by the County and located north of Crisfield Drive; this parcel would be ideal for adding park acreage to the existing Glassmanor Park to the east.

Area 5: Approximately 10 acres south of Forest Heights near Bald Eagle Road adjacent to Oxon Cove Park (Federal property).



GUIDELINES

1. Within the County's fiscal capability, the development of recreational facilities should be staged proportionately with population growth in the areas.
2. Sites for neighborhood and community parks should be easily accessible to their users.
3. Scenic areas, floodplains and steep slopes, as well as land suitable for recreation facilities, should be considered for dedication as passive parkland.
4. Planning, design and construction of access roads and other public facilities that serve recreation areas should enhance and be in harmony with the natural features of the land.
5. Management of the park system should be based on solid conservation principles and practices, recognizing the ecological interdependence of people, flora and fauna and soils and water.
6. Recreational opportunities should be offered in each community to reflect the recreational preferences and needs of local users.
7. Site features such as streams, rock outcroppings, woods, wildlife habitats, etc., should be used to the best advantage in the development of parks and recreational areas.
8. Recreation and school buildings should be utilized as community/neighborhood centers of activity.
9. Access to major recreation facilities should be provided in such a manner that residential areas will not be burdened by heavy traffic.
10. Recreation areas, neighborhoods and commercial areas should be connected by trails and walkways.



BACKGROUND AND BASIC ISSUES

In 1975, The Maryland-National Capital Park and Planning Commission (M-NCPPC) developed the *Countywide Trails Plan* for Prince George's County. The trails recommendations in the *Adopted and Approved Master Plan for Subregion VII* (1981) provided for a coordinated trail system. Between 1975 and 1985 the growing interest for equestrian trails prompted the Commission to update the *1975 Countywide Trails Plan* resulting in the *1985 Equestrian Addendum to the Countywide Trails Plan* which recommended an equestrian trail along the Suitland Parkway. Although the recommended trail system is extensive, most of the trails recommended in the 1981 Subregion VII master plan in the Heights area have not been implemented. Installation of trails is needed to bring the trail proposals to fruition.

Within the last 10 years, throughout the County all elements of trail use (i.e., hiking, biking, jogging and horseback riding) have dramatically increased. Trail implementation relies on the programming of public funds and the construction by government and by developers as required through subdivision approvals and other development proposal approvals (i.e., Comprehensive Design Zones). Since much of the Heights was developed prior to trail requirements, there have been few opportunities to implement trails through the subdivision and land development process. A major source of public funding to M-NCPPC comes from the State's Program Open Space, which distributes money derived via the Property Transfer Tax to governmental jurisdictions

throughout the State. Another source of funding is the Federal Highway Aid Program for bicycle and pedestrian facilities.

Although three Metro stations are currently under construction, the area already utilizes mass transit in the form of Metro buses. The need for sidewalks is a key trails issue. The area's high rate of bus ridership also suggests a greater degree of pedestrian use in general. Because of the high rate of mass transit use, sidewalks are needed to facilitate safe pedestrian movement to the local bus stops and Metro stations.

Implementation of the trails network is important to further pedestrian circulation; it is also an important amenity, because it has a strong potential to link parks, historic assets and other points of interest. There is a potential for new recreational and transportation links through trails within the planning area because of the presence of stream valley corridors, National Park Service properties, and plans for future road upgrades due to Metro development. However, constraints such as natural and man-made barriers may make the development of some new trails in existing suburban and urban areas difficult.

The staging of trails development will ultimately depend on the user demand within the planning area. The appropriate public agencies, including the M-NCPPC Department of Parks and Recreation, State Highway Administration and the Prince George's County Department of Public Works and Transportation, incorporate trails programming, planning and construction in appropriate areas. The State of

Maryland requires that facilities for bicycle travel be considered in all new and improved State-funded road construction projects. As road construction in support of Metro takes place there is an opportunity to implement the trails network. Ultimately, the comprehensive trails system will include State, County, M-NCPPC and developer constructed trails.

GOAL

- To provide a trail network that provides opportunities for safe and accessible nonmotorized transportation including hiking, biking and horseback riding (where appropriate) and that connects communities to transportation hubs, commercial centers, and community attractions including schools, parks, and recreational and cultural assets, while avoiding and minimizing damage to sensitive areas.

CONCEPT

The concept is to provide trails, where feasible and appropriate, to link neighborhoods to shopping centers, schools, parks, transportation hubs, and recreational and cultural assets. The Countywide Trails Plan defines four classes of trails. (See Figure 7.):

- **Class I Trails** are located in rights-of-way or easements which are not shared with motorized vehicles.
- **Class II Trails** are located in shared or common rights-of-way with other vehicles but with barriers to separate the bicycle path from vehicular traffic.

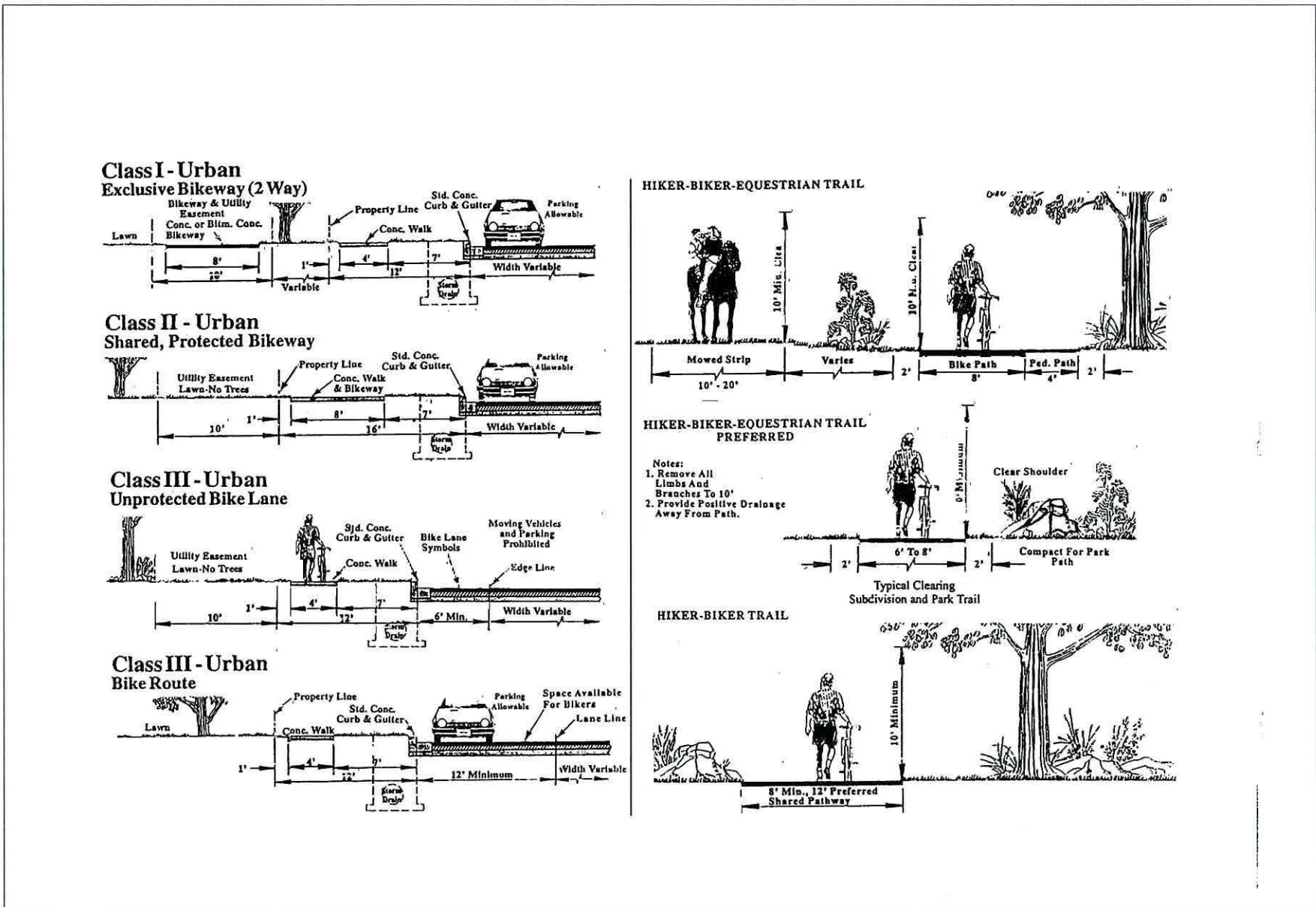


Figure 7. Trail and Bikeway Specifications.

■ **Class III Trails** are located within rights-of-way without physical barriers to separate them from vehicular traffic such as bike lanes. These trails are identified by signs and possibly by a stripe painted on the road surface. However, there is also the opportunity for a wide outside lane which would create a safety zone through the construction and reconstruction of a road by the State Highway Administration or by the County Department of Public Works and Transportation. Class III trails may require the acquisition of additional rights-of-way.

■ **Class IV Trails** are multiuse trails such as hiker-biker-equestrian trails located within the stream valley park system and utility-rights-of-way.

The optimum trails network would provide a trail system of Class I and IV trails. However, since much of the planning area is developed it is not as feasible to retrofit the area with Class I Trails. Thus, implementation of the trail system will also depend on establishing Class II, III and IV trails, where appropriate.

The plan utilizes four criteria to determine the location of trails in the planning area. Using these guidelines, the plan identifies general trail alignments. The classification of trails is also specified, but may change during the design phase. The plan emphasizes sidewalks as part of the overall trail system. The following principles guide trail development:

1. Utilization of trails planning concepts in the design and development of new residential, commercial, and employment area

trails and new road construction and improvements.

2. Utilization of appropriate roadways for shared-lane trails where bikes coexist with automobiles. Responsibility for signage maintenance, painting and labeling will belong to the County Department of Public Works and Transportation or the State Highway Administration, or municipalities.
3. Utilization of stream valley parks. Within stream valley parks and other locations, trail planning includes site analysis to locate, identify and in many cases quantify wetlands, floodplain, and large trees, as well as buffers and steep slopes. These types of existing site conditions greatly affect not only the alignment of a trail, but whether or not building one is feasible.
4. Utilization of National Park Service trails to enhance a comprehensive trails network in the Heights and a region-wide trail network.

RECOMMENDATIONS

The trails recommendations reinforce the relationship between parkland and the historic preservation recommendations. There are 15 trail recommendations. Five are recommendations for multiuse trails. (Multiuse trails are designed for various users including hikers-bikers-equestrians. Not all trail locations will be appropriate for equestrian use. This will be determined at detailed trail planning stages). Ten are recommendations for various sidewalks and bikeway classifications on existing streets. As other master plans are prepared for adjoining areas they will ensure the

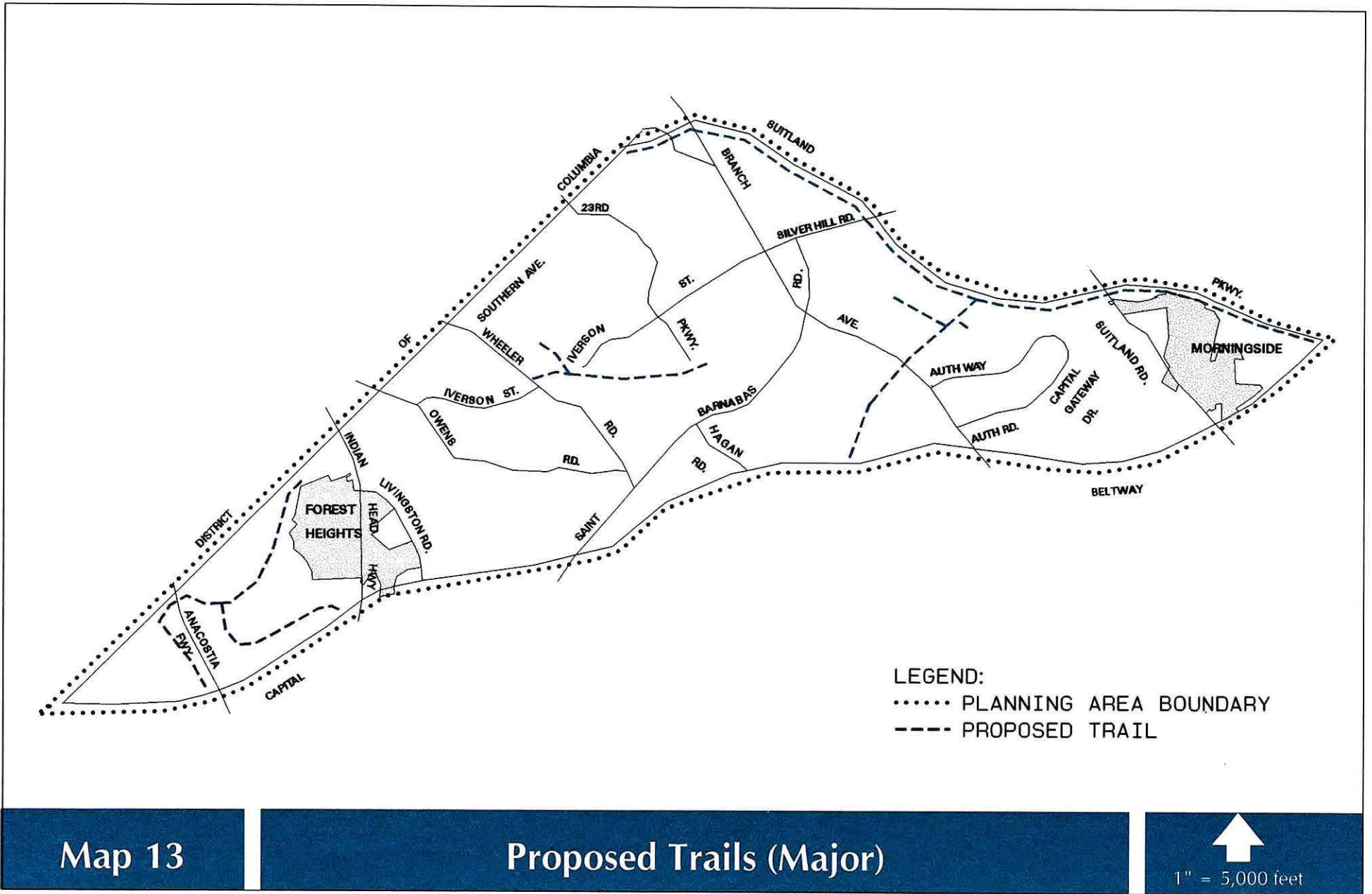
overall connection of the trail network and continue appropriate trail recommendations outside of the Heights planning area to achieve a coordinated trail network. Major recommended trails are shown on Map 13, as well as the large Comprehensive Plan Map.

Multiuse Trails

■ **Henson Creek Trail** — This recommendation is for a trail extending from Suitland Parkway along Henson Creek to the Beltway. A connection off this trail is recommended along a tributary of Henson Creek to the Hagen property which is recommended for parkland and as an Historic Site. Implementation of this trail proposal would connect stream valley parks and historic resources and reinforce the amenity value of each. A connection from the Henson Creek Trail to the Branch Avenue Metro Station is also recommended. This trail connection could possibly utilize the dedicated road right-of-way for the (not built) Winchester Commercial Parkway at Capital Gateway.

This trail recommendation is part of a larger Henson Creek Stream Valley Trail system outside of the planning area.

■ **Suitland Parkway Trail** — This trail recommendation is a multiuse trail along Suitland Parkway from the District of Columbia to the Beltway. It reinforces the region-wide trail network. (This trail recommendation supports a National Park Service Project recommendation to build a trail along the south side of Suitland Parkway). A connection off this trail via



Suitland Road to the Suitland Bog area just north of Suitland Parkway should be considered in the future revision to the Suitland-District Heights master plan.

- **Oxon Cove Park Trail** — This trail recommendation extends the existing trail located on the National Park Service property at Oxon Cove Park through Forest Heights municipal parkland and M-NCPPC parkland near the Eastover Shopping Center.
- **Barnaby Run Trail** — This trail recommendation provides a trail through the Barnaby Run Stream Valley generally from 23rd Parkway to Wheeler Road. A connection between this trail and the Henson Creek Trail is proposed via the use of 23rd Parkway and Hagan Road (on- and off-road trails). This connection point would be outside of the planning area.
- **Henson Creek/Oxon Run Loop Trail** — This master plan supports the ultimate development of the so-called “Henson Creek/ Oxon Run Loop” Trail. This trail includes trails recommended in this plan, such as the Oxon Cove Trail, Henson Creek Trail, Suitland Parkway Trail, and the segments in Washington, D.C. The Loop Trail would also include trail segments such as the future Potomac Heritage Trail and Henson Creek Trail in the planning area to the south (Henson Creek). Together, all these trails will form a network linking Prince George’s County, Washington, D.C., and National Park Service land in this section of the metropolitan area. Future

master plan updates in other planning areas should support this trail network.

A number of trail recommendations made in the previous plan do not necessarily call for trails to be built, but recommend acknowledging bike routes on existing streets through the provision of appropriate signage. Where appropriate, the State Highway Administration and the Department of Public Works and Transportation should install “Share the Road” signs along recognized bike routes.

The following streets are recommended to optimally provide Class II Urban Hiker-Biker Trails on both sides of the street. If this type of trail cannot be provided on both sides of the street, then it is recommended that the trail be provided on one side of the street. In cases where existing development precludes a Class II trail, a Class III Urban Unprotected (six-foot-wide) Bike Lane (which includes a four-foot sidewalk inside the landscaped strip) is recommended on both sides of the street as part of any street improvement project. (See Figure 7.) Sidewalks exist on some portions of the following streets. Sidewalks should be constructed wherever they are lacking to provide continuous and safe pedestrian circulation.

- Iverson Street/Silver Hill Road at the exit from Suitland Parkway to Wheeler Road
- Wheeler Road from Iverson Street to Southern Avenue
- St. Barnabas Road from Wheeler Road to the Beltway
- Oxon Run Drive from Southern Avenue Metro access road to Naylor Road

- Naylor Road from Naylor Road Metro site to Suitland Parkway
- Southern Avenue from Indian Head Highway to Naylor Road
- Livingston Road from Indian Head Highway to Beltway
- 23rd Parkway from Iverson Street to Oxon Run Drive
- Suitland Road from Suitland Parkway to Allentown Road
- Oxon Run Drive Metro access road to Southern Avenue Metro Station. (The Oxon Run Drive Metro access road exists on the Metro site. A Class II Hiker-Biker Trail for safe access for pedestrians and cyclists to the Metro station should be provided.)

GUIDELINES

1. A system of trails and walks for pedestrians, bicyclists, and equestrians should be developed to connect neighborhoods, recreation areas, commercial areas, employment areas, and transit facilities.
2. Where remaining opportunities exist, bike-ways, equestrian, and pedestrian trails should be located as far from conflict with the automobile as possible.
3. In order to save public funds and make the best use of available land, trails should utilize existing rights-of-way, wherever possible, including those of existing roads, water, sewer and power lines.
4. As the local road system is expanded and improved, highway designs should

incorporate appropriate clearances, grades, and paving to accommodate trails.

5. Applications for preliminary subdivision plans should show interior trails and proposed connections with the planned trails system.
6. Trails provided privately within subdivisions shall be encouraged to connect with the planned trails system.
7. When and where feasible, all trails and sidewalks are to be handicapped accessible.



BACKGROUND AND BASIC ISSUES

The historic preservation movement has created recognition that historic buildings and neighborhoods are a significant part of our collective heritage, as tangible reminders of our history and of those who came before us. Historic landmarks and districts offer architectural features that are difficult to find in contemporary structures and that teach us about our architectural heritage. Historic communities and buildings provide an appealing “sense of place” which is often absent in newer areas and buildings. Historic properties can be a catalyst for revitalization, as well as tourist attractions.

In 1981, in recognition that preservation of the County’s many significant properties could not be accomplished only through acquisition by the public sector, the Prince George’s County *Historic Sites and Districts Plan* and historic preservation ordinance was approved by the County Council. The Plan and Ordinance set out a program for protection of the County’s significant historic landmarks and districts. The underlying concept of the program is that preserving our heritage involves a commitment from private property owners as well as the public sector. The Plan was updated and amended in 1992.

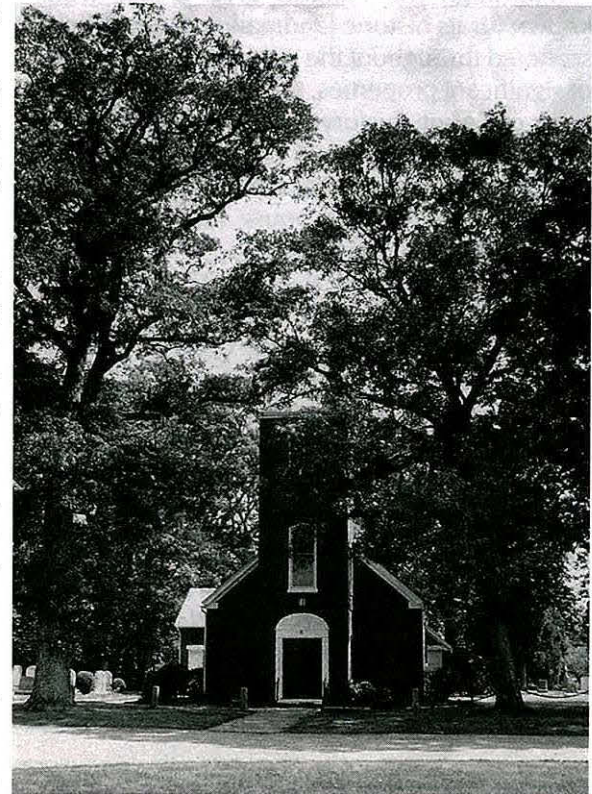
The historic preservation ordinance defines three categories of historic properties — Historic Resources, Historic Sites and Historic Districts:

- An Historic Resource is defined as an area of land, a building, structure, or object, or a group or combination thereof, listed in the County Inventory of Historic Resources, which may be architecturally or historically significant, but has not been evaluated.
- An Historic Site is defined as an historic resource that has been evaluated using the criteria of the County’s Preservation Ordinance and found to meet criteria of architectural and historical significance, and is therefore protected by the Historic Preservation Ordinance.
- An Historic District is defined as a group of historic resources found to be significant as a cohesive grouping that contributes to the historical, architectural or cultural values of the County.

A further category of historic properties includes those listed by the Federal Government as worthy of preservation. The National Register of Historic Places is the Federal Government’s list of the Nation’s cultural resources significant at the national, State or local level. Listing in the National Register is achieved through a Federally-legislated nomination process. Listing provides recognition, and gives protection if Federal or State funding or licensing would affect the property. Because the County’s criteria for Historic Site designation are based on the National Register criteria, any property listed in the National Register is recognized as a County Historic Site.

In Prince George’s County, over 275 individual properties have been designated as

Historic Sites (65 of which are listed in the National Register of Historic Places), and one historic district has been established. The historic preservation ordinance established mechanisms for the County Historic Preservation Commission to evaluate historic resources to determine whether they should be designated. There are nine criteria for evaluating historical and architectural significance. A property must meet at least one of the criteria. (See Historic Preservation Ordinance.)



St. Barnabas Church — built in 1851.

Historic Sites and properties within historic districts undergo an architectural review process for any exterior alterations or new construction through an Historic Area Work Permit application. Restoration work on these properties may qualify for tax incentives and grants. Existing incentives for historic preservation projects include the 10 percent County preservation tax credit, the 25 percent State Income Tax Credit for rehabilitation, and State and Federal grants and loans.

Although the Heights area is not well known for its historic landmarks, one will find scattered throughout the planning area a range of significant properties, representing over 200 years of County history. Examples include five of the original District of Columbia boundary markers, set up in 1792 to mark the boundaries of the Capital City; a house originally built circa 1810 and renovated as part of the St. Elizabeth's Hospital Farm; the circa 1850 house of a free black family; and St. Barnabas Church, built circa 1850 to replace the original mission chapel. Suitland Parkway, built in 1943 to improve transportation for defense industry employees, is representative of the World War II era of the County's history.

Prior to the plan approval, the historic properties in the Heights planning area were listed in the following categories: (The number preceding the name consists of the Planning Area [76A] followed by the County Inventory Number.)

Historic Sites

76A-4 St. Barnabas Church and Cemetery, 5203 St. Barnabas Road —

Built 1851 as chapel for St. John's at Broad Creek to replace original 1830 mission chapel

76A-13 Mt. Welby, 6411 Oxon Hill Road (part of Oxon Hill Farm in Oxon Cove Park) — Built circa 1810; altered from gable to shed roof circa 1890; part of St. Elizabeth's Hospital Farm from 1890-1962

76A-14 Butler House, 6403 Oxon Hill Road — Built circa 1850 to serve as post office; from 1860s-1980s home of family of free black Henry Butler

76A-3 Souder House [Site], 5050 St. Barnabas Road, Temple Hills — Built 1901 by contractor Milo Burbage, unique parapetted shed-roof house; demolished 1995 (see Recommendation section of this chapter)

Historic Resource

76A-1 Ridgeway-Hagen House, 3915 Summer Road — Built circa 1830; home of the Jesse Ridgeway family until 1910; owned by Hagen family from 1914; significant as reminder of earlier life style (see Recommendation section of this chapter)

National Register

76A-17-20, D.C. Boundary Markers SE 5, 6, 7, 35 8 and 9 — Five of the original 40 Boundary Markers set up in 1792 to mark the boundaries of the new

Capital City; sawed from the Aquia Creek sandstone quarries, the stones have served as symbols of the Federal City and as symbols of freedom for the black population surrounded by more repressive areas of the country before and after the Civil War (see Recommendation section of this chapter)

76A-22 The Suitland Parkway — Built 1943 linking Andrews Air Force Base to Bolling Air Force Base in Washington, D.C., to improve transportation for defense industry employees and provide a route for diplomatic processions; park corridor encompasses bridges, culverts, landscape architectural elements and natural topographic features (see Recommendation section of this chapter)

During the course of the development of this plan, a number of properties in the area were identified, according to established historic survey standards, as being over 50 years old and as being representative early-twentieth-century building forms. These properties include the following:

- Sears House — 3619 Summer Road
- Garlinghouse Plan House (Marescalco House) — 5516 Auth Road
- Thornton-Wood Farmstead — 4801 Auth Road
- Eugene Darcey House — 5301 Auth Road

- John Mulloy House — 5615 Auth Road
- Roland Darcey Houses — 5905 and 5909 Auth Road
- Gibson Farmhouse — 4406 Maple Road
- Anderson House — 5701 Sachem Drive
- Lustron Houses — 3517 and 3518 29th Avenue and 5819 Blackhawk Drive

After additional research on the properties, one was considered to be so outstanding as to meet the criteria for designation as an Historic Site — the Garlinghouse Plan House on Auth Road. This house also merits nomination to the National Register of Historic Places.

The Historic Sites and historic resources in the Heights area are not well known. Privately owned properties are naturally accessible only on a drive-by basis. Historical signage about the area's history, cultural and historical features, or the architectural qualities of the area's early subdivisions is almost nonexistent. Moreover, a few Historic Sites and resources are in poor condition, the result of abandonment by the owners. Both the Butler House and the Ridgeway-Hagen House are in seriously deteriorating condition and in need of stabilization. One of the D.C. Boundary Markers is broken and covered with tall weeds; another has been buried for its protection, and a third has been relocated because of changes in the Potomac shoreline. Church cemeteries and family burial grounds often face possibilities of destruction through neglect, vandalism and the process of land development.

GOAL

- To protect historic resources through appropriate planning, regulation and enforcement measures, and encourage public and private preservation activities for the education and enjoyment of present and future generations.

CONCEPT

This plan proposes that the Heights area capitalize on the solid base of significant housing types and communities, recognizing that protecting and enhancing the existing qualities can contribute to revitalization and to the area's positive image. The plan seeks to protect Historic Sites from the encroachment of incompatible land uses through a review of land uses and zoning nearby. The plan recognizes the significance of the historic transportation corridor established by the Suitland Parkway and recommends techniques for viewshed protection. The Plan also seeks to promote better understanding of and appreciation for the area's cultural history.

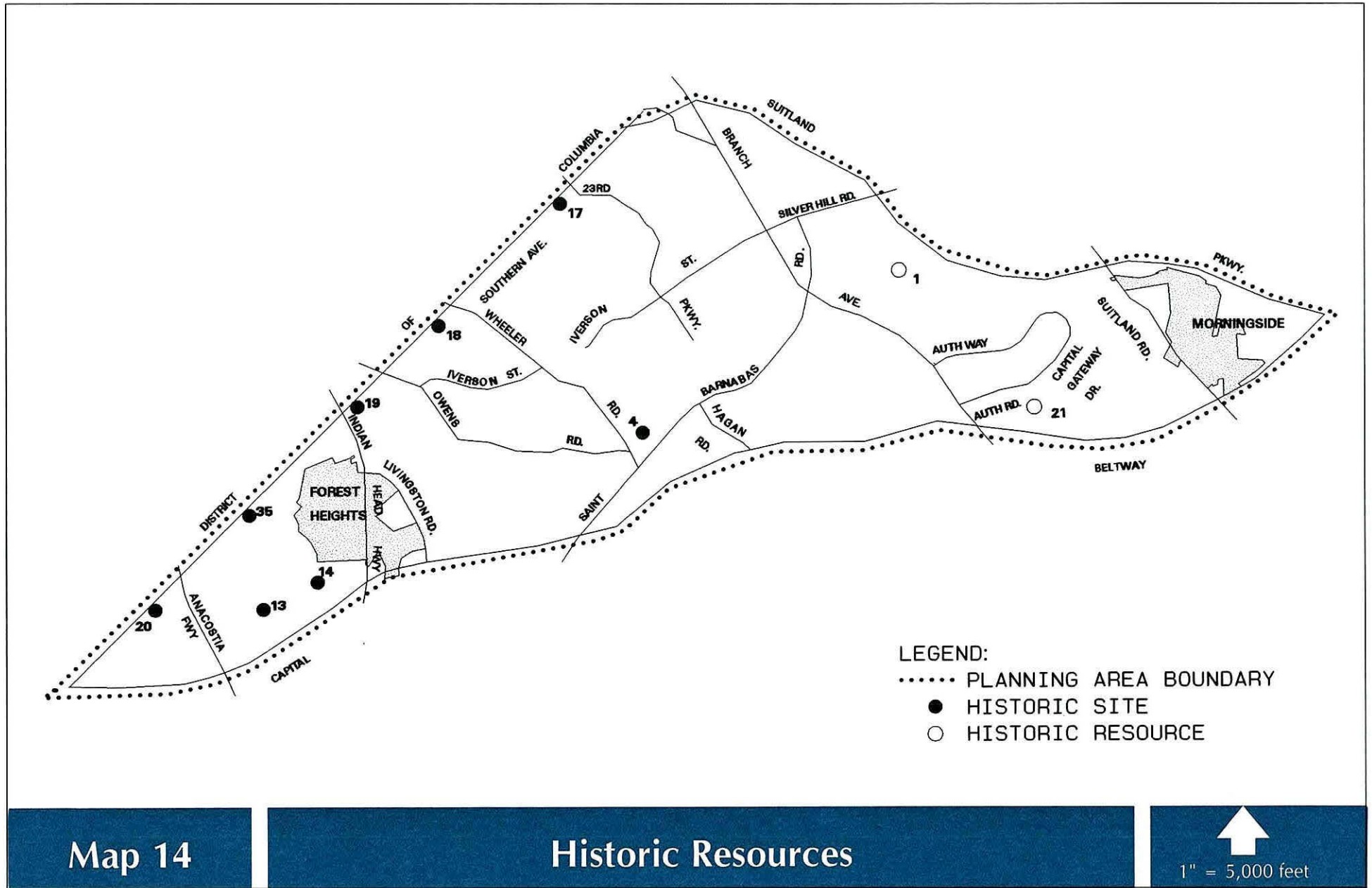
RECOMMENDATIONS

Map 14 identifies the location of recommended (and existing) historic resources:

- This plan updates the *1992 Historic Sites and Districts Plan* in several ways. Technical amendments or corrections to the *1992 Plan* will include:
 1. Removal of the Souder House from the Inventory of Historic Resources, since it was destroyed in 1995, and its site does not carry archeological significance

2. Adding the recently rediscovered D.C. Boundary Marker S.E. 8 as 76A-35
3. Changing the status of the Suitland Parkway and D.C. Boundary Markers to indicate that they are listed in the National Register of Historic Places, and therefore are designated Historic Sites.

- The plan recommends that the Ridgeway-Hagen House be classified as an Historic Site. This modest, two-room wood frame dwelling of the early nineteenth century is one of the earliest known surviving structures in the planning area. As a rare survivor of an early house type, it should be recognized, protected, and rehabilitated.
- The plan recommends that the Ridgeway-Hagen House, like the Butler House abandoned for years and in seriously deteriorated condition, should be rehabilitated. The Ridgeway-Hagen House is significant as an example of a modest early-nineteenth-century (1830) farmhouse, owned by only two families for almost 170 years. There is a master plan parkland recommendation for this general area. (See Parks chapter.) The house itself could be adaptively used as a nature interpretation center/meeting place. The key to success will be the involvement of the local community in using and caring for the historic building, if it can be rehabilitated.
- The plan recommends the Garlinghouse Plan House on Auth Road (76A-21) as an addition to the Inventory of Historic Resources as an historic resource. The



house is a significant and well-maintained example of the Art Moderne style. Constructed between 1946 and 1950 in the then rural and undeveloped agricultural area known as Wood's Corner, the house is noteworthy as one of two known examples in the Washington metropolitan area of a plan purchased from the L. F. Garlinghouse Plan Company of Topeka, Kansas. The house is also significant as the work of a woman designer, Iva S. Lieurance, who worked her entire career designing house plans for the Garlinghouse company. The unusual character of the house makes it a visual landmark within its community. Designation as an historic resource will allow the present or future owners to apply for Historic Site evaluation. If, after the Historic Site evaluation, the property is designated as an Historic Site, the house will be protected through the Historic Preservation Commission's design review process, and will be eligible for financial incentives for its maintenance and preservation.

- The plan recommends that a program be developed to rehabilitate and reuse the Butler House. The Butler House was designated as an Historic Site in 1981 for its significance as representing the home and farm of a free black family of comfortable means. The home of generations of the Henry Butler family since the Civil War period, it has not been occupied for years and suffers from severe deterioration. The property is proposed for parkland with the underlying residential zone being R-55; the house itself and its immediate setting could

be rehabilitated or rebuilt and used as an interpretive center to demonstrate aspects of the mid-nineteenth century farm life of free blacks; the surrounding land could be used to reestablish farm gardens/orchard mid-nineteenth century landscape. (If it becomes parkland, along with other passive parkland uses, community gardens could be established on part of the land.)

The project could be set up so that children could experience farm life as part of school classes or scout projects. The interpretation of the mid-nineteenth century farm life of free blacks would round out the County's farm interpretation: from the plantation economy interpretation of Montpelier in Laurel or Marietta in Glenn Dale, or interpretation of life of an average farmer in the colonial days as at the National Colonial Farm in Accokeek. All other properties associated with African-American history in the County date from the late-nineteenth-century or later, with the exception of the Northampton Site, a slave quarter ruins dating from the early nineteenth century.

- The plan recommends better protection of the settings of Historic Sites, and implementation of the *Landscape Manual* regulations for developing properties that adjoin Historic Sites.
- The plan recommends that public agencies, private organizations and citizen groups work toward better protection, maintenance and recognition of the D.C. Boundary Markers. The condition of these

markers, unique historic assets of national importance, is of critical concern. The proposed cultural assets brochure (see below) may help to promote community interest in their maintenance, recognition and protection.

- The plan recommends ways to develop public awareness of the area's history and the significance of building types:
 - The Planning Advisory Group endorsed the idea of developing and publishing a cultural assets brochure, containing the area's history, the characteristics of the area's early subdivisions, and information about the museums, cultural landmarks and natural features in the area.
 - Appropriate historical signage or historical markers should be erected to interpret important historic assets of the planning area, such as the early subdivisions and selected Historic Sites. Roadside markers could be erected at an entrance to the early subdivisions, or at the entrance to a community, such as the one at Forest Heights. Funding for such markers may be available from a number of sources.
 - In order to promote understanding of the architectural characteristics of the intact house types that make up the early subdivisions, the schools in the area could display poster boards of architectural types, so that children will learn to identify the architectural characteristics of house types in the area — bungalow with cape cod/craftsman styles; and the Lustron

house type, as well as more modern house types. Such a learning experience could be coupled with lesson plans on Maryland history, or for older students on the history of architecture.

- Once there is more understanding of the history of architectural styles, communities may wish to develop nonmandatory architectural guidelines for homeowners pursuing renovation and improvements as a way to preserve community character. As time progresses, the subdivisions and towns of the 1930s-1940s may benefit from the use of preservation tools and techniques, such as "historic conservation area" controls.

GUIDELINES

1. Preservation projects shall be designed to enhance an historic property's distinguishing architectural features and Environmental Setting through the retention and restoration of original architectural features and natural characteristics.
2. As Environmental Settings are defined for Historic Sites, it may be appropriate to establish a larger setting than the minimum acreage per dwelling unit allowed under existing zoning.
3. The relocation of Historic Sites should be considered only as a last resort to avoid negative impacts such as imminent demolition.
4. Proposals for development of properties abutting historic resources should ensure that new construction does not detract from the Environmental Setting. Sensitive and innovative site design techniques and use of open space should be incorporated into the proposal to minimize any adverse impacts to the resource. New development should be compatible with the adjacent historic resource in terms of height, scale and setbacks.
5. The location and preservation of cemeteries should be taken into account in the determination of Environmental Settings and in the development of properties near historic resources.
6. Where appropriate, Historic Sites should be linked with the Countywide trails system. Interpretive signage may be appropriate in some locations.
7. To promote awareness of local heritage, the use of relevant historic names should be considered for future subdivisions, streets and other projects.
8. Appropriate buffers to mitigate any impacts upon historic properties should be included in development site plans.



Silver Hill-Morningside Marlow Heights
Hillcrest Heights Eastover-Forest Heights

THE Heights

**IMPLEMENTATION
STRATEGIES**

Implementation Strategies



The implementation of the Heights Master Plan will be effected through an ongoing County planning and programming process which involves Federal, State, County (including County Council and Planning Board) and municipal governments, as well as citizens and private developers. This ongoing planning and programming process includes, but is not limited to, implementation of the Capital Improvement Program, the State Highway Administration's Consolidated Transportation Program, and the Ten Year Water and Sewerage Plan, as well as review and recommendations concerning mandatory referrals from various government agencies; revisions and additions to land development regulations; and daily review of and recommendations and/or action on zoning map amendment petitions, special exceptions, departures from design standards, proposals for the subdivision of land, variances and applications for building permits. In addition, various zoning categories recommended in this plan require mandatory site plan review.

This master plan includes a land use plan and a sectional map amendment. The sectional map amendment contains zoning changes needed to implement the land use recommendations.

The use of innovative subdivision and zoning techniques, such as cluster, mixed-use development, comprehensive design and overlay zones, will permit greater flexibility in site design and should be considered in appropriate situations within the planning area. These techniques encourage land use mixtures that are not permitted under conventional zon-

ing. Within the Comprehensive Design Zones, the permissible residential densities and building intensities are dependent upon the provision of merit features, such as plazas, public facilities space, and parks and open space. The Mixed-Use Transportation (M-X-T) Zone provides for a mix of economically beneficial uses and offers density bonus incentives to projects which include open arcades, enclosed pedestrian space, rooftop activities and outdoor plazas, theaters and residential uses above a given minimum size.

Various environmental regulations will be of assistance in implementing the plan. These include the Grading Ordinance of Prince George's County, sediment control regulations and noise restrictions, as well as limitations upon development in the 100-year floodplain. Woodland conservation is also required. Although the amount of undeveloped land is limited, many of the vacant parcels in the planning area contain environmental constraints. The use of comprehensive design zones will be of special assistance in permitting reasonable density patterns.

The success of the plan depends heavily upon the future decisions and actions of both the public and the private sectors. In the private sector, the most significantly positive implementation force is the participation of responsive developers and of cooperative citizens. This force, motivated by a desire to protect private interests and by careful consideration of the future of the entire community, can be effective in the execution of plan proposals.

In summary, implementation of the *General Plan* and area master plans occurs through a range of actions taken by, or in relation to, different levels of government and the related agencies, and private groups and individuals, at times which reflect the various resources which are available.

Since land use and zoning recommendations alone will not draw developers to the Heights, proposed strategies and actions were developed to address the range of interrelated issues and to establish priorities for both short- and long-term projects. The implementation strategies are listed below, in a chart that identifies those plan recommendations that would not be implemented through the development application process or public sector requirements described above. The chart relates the plan's recommendations to suggested action steps, the anticipated parties that would be involved, and the timeframe in which the recommendation should be implemented. The timeframes have been identified as: Short Term (1-3 years); Intermediate (4-6 years); and Long Term (7 or more years). (Ongoing refers to a continual process.) Finally, the rationale column expands on the explanation in the plan text.

These implementation strategies need to be referred to by government, citizens and developers on an ongoing basis. Successful implementation of recommended strategies will require:

- Broadbased and continued commitment: The commitment of both public and private resources —including County, State, and

Federal agencies, as well as a host of community groups, private property owners and businesses. It will take the continued interest of citizen organizations to monitor the County and M-NCPPC budget and CIP, and to cyclically review these strategies at civic group meetings, in order to carry out the recommendations.

- Establishment of priorities: It is important to set priorities based on what can be realistically accomplished, given available funding and community support. While the implementation strategies set timeframes for action, these estimates could be modified over time for various reasons. In addition, priorities within the plan-identified timeframes need to be identified by the community and County. To this end, the County Council members representing the area should call together a coalition of representatives to review and chart a course of action.

Implementation Strategies Recommendations and Action Steps				
Recommendation	Proposed Action	Parties Involved	Timeframe	Rationale
FOCUS AREAS AND GATEWAYS				
Utilize existing revitalization techniques and develop new techniques to act as incentives to encourage redevelopment.	Determine feasibility of revitalization tax credit and various EDC assistance programs to facilitate redevelopment and revitalization. Work with and assist EDC	Redevelopment Authority, EDC, DHCD, M-NCPPC, property owners, businesses	Short/Long	Revitalization and redevelopment recommended in the master plan are not automatically implemented upon plan approval, even when properties are rezoned to encourage it. Additional incentives and assistance programs may be necessary to promote redevelopment and revitalization.
Development of a restaurant park in southeast quadrant of Auth Way and Auth Place (Focus Area 1, Area C).	Promote concept more fully with property owners & business community. Relocate existing car dealerships (surplus parking) on Parcels R and S on Auth Place to appropriate property. Recruit appropriate "sit-down" type restaurants.	M-NCPPC/EDC/ property owners, Chamber of Commerce	Intermediate	This site offers a unique opportunity to develop a restaurant park in close proximity to a Metro station, the Capital Beltway and Branch Avenue. It will satisfy a market demand in this area.
Redevelopment of the Thrift Store site at 4800 Indian Head Highway to residential use (townhouses).	Promote concept more fully with property owner. Recruit appropriate developer.	Property owner, M-NCPPC, EDC, DHCD	Intermediate	This site can offer an opportunity for new residential development at a key gateway location on Indian Head Highway. Development on this site can project an attractive, well-designed setting and reinforce the appeal of the adjacent residential neighborhoods.
Automatic implementation of gateway corridor recommendations for properties located in designated gateways, that are subject to a subdivision application, building permits (for new buildings, building expansion, exterior building renovation, redevelopment) or other development activity such as streetscape improvements.	Develop a mechanism (through legislation) utilized in the development review process to require the implementation of applicable gateway corridor recommendations in development proposals.	M-NCPPC, Planning Board, District Council	Short	Currently, the County does not have a mechanism that requires implementation of urban design recommendations in gateway corridors. An additional review mechanism is needed to ensure enhancement of the appearance of gateway corridors into the Heights.

Implementation Strategies Recommendations and Action Steps				
Recommendation	Proposed Action	Parties Involved	Timeframe	Rationale
TRANSPORTATION				
Creation of a Planning Area 76A Transportation Advisory Task Force to accomplish the recommendations identified for the Task Force in the Transportation Chapter.	County Council appoints a Planning Area 76A Transportation Advisory Task Force (TATF) and establishes a work program for the Task Force.	DPW&T, community and municipal representatives, SHA, MTA, M-NCPPC, NPS, FHWA, WMATA, District of Columbia government, GSA	Short/Intermediate	A number of transportation projects that will affect the planning area have not yet been initiated. Their impact cannot be fully realized as part of the master plan. An umbrella transportation coordination group subsequent to the plan approval is appropriate.
Reinforcement of Parkway classification with design guidelines to protect parkway viewsheds.	Develop legislation as necessary to require developing parcels along Suitland Parkway be reviewed at development review stage to ensure compatible building heights and setbacks and landscape buffering along the parkway.	M-NCPPC, NPS, DPW&T	Short/Intermediate	Parkways are highly traveled roadways in a park-like setting. These roads were planned for the movement of traffic but also to provide a wooded and pleasant viewshed. Incompatible structures along the parkway can visually impair the viewshed.
RESIDENTIAL				
Review of the County's residential property maintenance code to determine a process for expeditious action by the court system to require cited property owners to comply with property maintenance standards.	Evaluate effectiveness of existing code enforcement mechanisms. Develop an expedited process through legislation.	M-NCPPC, DER, Office of Law, County Council, community groups	Short/Intermediate	An expedited process will ensure that neighborhoods are adequately maintained.
Revision to the County's Zoning Ordinance to provide flexibility for building in older communities to further revitalization efforts.	Assess County's Zoning Ordinance Study to identify requirements that are inappropriate for older developed areas and identify modifications to enhance flexibility. Create legislation as necessary.	M-NCPPC, DER, County Council	Short	A distinction between urban and suburban development is appropriate in the Zoning Ordinance to modify development standards that hinder revitalization and re-development.

Implementation Strategies				
Recommendations and Action Steps				
Recommendation	Proposed Action	Parties Involved	Timeframe	Rationale
COMMERCIAL				
Encouragement of quality retailers to the existing (and proposed) commercial/retail infrastructure in the Heights.	Continue promoting high quality retail uses in the Heights and the County.	Prince George's Shop Where You Live Coalition; Chamber of Commerce, EDC, retailers, mall and shopping center management and community groups	Ongoing	<p>The community has stated a need for a range of quality retail shopping.</p> <p>The Heights has several significant commercial retail structures (Iverson Mall, Marlow Heights Shopping Center, and Eastover Shopping Center).</p> <p>The plan's proposed limited commercial expansion area can also be appropriate sites for quality retailers.</p>
Review of the County's commercial property maintenance code to determine a process for expeditious action of the court system to require cited property owners to comply with property maintenance standards.	Evaluate effectiveness of existing Code Enforcement mechanisms; if necessary, develop an expedited process through legislation.	DER, M-NCPPC, Office of Law, County Council, business community	Short/Intermediate	An expedited process will ensure that commercial properties reflect adequate maintenance and promote a positive image of the community.
Review of, and revision to the County's building codes to provide flexibility for older buildings to further revitalization efforts.	Review Zoning Ordinance to identify requirements that are inappropriate for older developed areas or identify modifications to enhance flexibility. Create legislation as necessary.	M-NCPPC, DER, County Council	Short/Intermediate	A distinction between urban and suburban development is appropriate in the Zoning Ordinance to modify development standards that hinder revitalization and redevelopment.
Incorporation of design standards into the Zoning Ordinance to ensure compatible conversions of single-family homes to nonresidential.	Develop appropriate design standards. Create legislation to incorporate standards into Zoning Ordinance.	M-NCPPC, DER	Short/Intermediate	Conversions of former single family detached dwellings to commercial use are often completed with little regard to property appearance and visual impact to adjacent residential area.

Implementation Strategies Recommendations and Action Step				
Recommendation	Proposed Action	Parties Involved	Timeframe	Rationale
PUBLIC FACILITIES				
Promotion of multiuse activities at the park-school sites to foster learning with recreation.	Develop after-school programs that promote the area such as Environmental Clubs and History Clubs that teach about the native plant and animal life and about the area's historic and architectural assets.	Prince George's County Schools, PTAs, M-NCPPC (DPR), recreation councils, boys and girls clubs, church groups, youth groups, citizens associations	Short/Intermediate	Through the park-school concept there is an opportunity to coordinate recreational programs with new after-school programs which focus on local features and assets. The aspect of learning through recreation will be bolstered through trail development in the planning area.
Targeting of areas with crime concerns for prevention programs and innovative patrol strategies.	Endorse the Weed and Seed Program in the vicinity of Eastover Shopping Center; Establish a "Technology and Citizens to Prevent Crime" Task Force to utilize technology to enhance neighborhood safety; Establish a "High School Seniors and Law Enforcement Together" program, and other appropriate mentoring programs.	Community groups; MD State's Attorney, churches, Weed & Seed Program coordinators, Prince George's Police Department, boys and girls clubs and youth groups	Short/Intermediate	Crime monitoring, neighborhood watch and youth programs can promote safety and community cohesiveness.
Development of cooperative patrol strategies at joint jurisdictional boundaries	Develop a joint jurisdictional program with the District of Columbia to identify and monitor criminal behavior at jurisdictional boundaries and develop mechanisms to reduce crime.	Prince George's and D.C. Police Departments, community groups, Weed and Seed Program coordinators	Intermediate	Perpetrators of crime in one jurisdiction often use jurisdictional boundaries as protection since police officers do not have police power across jurisdictional lines.
PARKS				
Provision of a park system which overcomes the deficit of parkland to serve the residents of the planning area	Attend hearings on the County's Capital Improvement Program to request funding for park acquisition as proposed in the plan.	Citizens, M-NCPPC (DPR), community groups	Ongoing	To provide adequate parkland in the Heights, the Parks Department may be required to purchase most proposed sites. Attendance at public hearings will demonstrate community support for needed parkland.

Implementation Strategies				
Recommendations and Action Step				
Recommendation	Proposed Action	Parties Involved	Timeframe	Rationale
TRAILS				
Provision of a trail network in the planning area	Attend hearings on the County Capital Improvement Program to request County funding for trails development as proposed in the plan.	Citizens, trail constituents, community groups	Ongoing	The planning area lacks a comprehensive trail network because trails were not required when most of the development in the planning area occurred. Now, the County, SHA and M-NCPPC will be responsible for the development of most of the planned trails. Citizen support is important to trail implementation in the planning area.
HISTORIC PRESERVATION				
Restoration of Butler House	Develop partnerships to sponsor restoration and adaptive use of Butler House. Establish joint interpretation with adjacent Mt. Welby Historic Site on National Park Service property. Establish community gardens on part of proposed parkland.	M-NCPPC (PD and DPR), NPS, MHT, Afro-American Historical Society, area universities, community groups and Town of Forest Heights	Short/Intermediate	The property is proposed for parkland. The Historic Site is severely deteriorated; immediate action is needed to stabilize and appropriately restore it. No historic house museum and interpretative center now exists that interprets life of a pre-Civil War free black family and mid-19th century farm.
Rehabilitation of Ridgeway-Hagen House	Develop partnerships to sponsor rehabilitation, adaptive use, and stewardship of the building. Establish nature interpretation center.	M-NCPPC (DPR), scout troops, area universities, community groups	Short	The property is proposed for parkland. The proposed Historic Site is endangered by neglect; rehabilitation is possible if decisions are made soon. This is an opportunity for preservation of a rare surviving example of modest early-19th century house, in connection with nature interpretation and conservation.

Implementation Strategies Recommendations and Action Step				
Recommendation	Proposed Action	Parties Involved	Timeframe	Rationale
Protection and maintenance of D.C. Boundary Markers	Develop partnerships for protection and maintenance of D.C. Boundary Markers.	Local chapters of Daughters of American Revolution, citizen associations, NPS, DPW&T, D.C. Dept. of Public Works, D.C. Boundary Bicentennial Committee (sub-group of Md. Society of Surveyors)	Short	The D.C. Boundary Markers have national historic significance. They have been neglected at some locations; focusing on better maintenance will increase citizens' knowledge about their significance and enhance the area's historical assets.
Development of community assets brochure.	Prepare and print brochure covering area history, landmarks, unique natural features, cultural attractions. Distribute brochure throughout the Planning Area.	Planning Dept staff and Heights Planning Advisory Group; sponsorship by local businesses and organizations, Prince George's Co. Conference & Visitors Bureau	Short	The brochure will promote awareness of area's history and character of early development and provide information on cultural landmarks and natural features for the community and tourists.
Establishment of historical signage	Establish historical signage/markers for communities and municipalities, early subdivisions, and Historic Sites through sponsorships.	Municipalities, community groups, historic preservation organizations, businesses, SHA and DPW&T	Long	Signage will help increase public awareness and community identity.
Expansion of preservation techniques	Develop nonmandatory architectural guidelines for older communities to conserve architectural characteristics.	Community groups; municipalities; area universities; M-NCPPC	Long	Guidelines will promote understanding of architectural qualities and provide guidance in protecting earlier neighborhoods.
PARTNERSHIPS/FOLLOW-UP				
Public review of master plan recommendations and implementation strategies at the beginning of the County's annual budget review process in order to formulate community priorities for testimony regarding work program and CIP items they wish to see funded.	Create a notice/reminder and budget process notice to citizens associations.	M-NCPPC, citizen associations/municipalities, community groups	Ongoing	Recommendations contained in master plans are not automatically implemented upon plan approval. Often, recommendations to be implemented by the County are reviewed concurrently with master plans for other areas of the County. Continued support from the community for the master plan recommendations will enhance the opportunities for implementation of the plan's proposals.

¹ The group/entity/agency possessing pertinent leadership to implement the recommendation is noted first in the chart's Parties Involved column. The parties listed by abbreviations in the chart are noted below.

D.C.	District of Columbia government
DER	Department of Environmental Resources
DHCD	Department of Housing and Community Development
DPW&T	Department of Public Works and Transportation
EDC	Economic Development Corporation
FHWA	Federal Highway Administration
GSA	General Services Administration
MHT	Maryland Historical Trust
M-NCPPC	Maryland-National Capital Park and Planning Commission (refers to Planning Department unless noted with a DPR for Department of Parks and Recreation)
MTA	Maryland Transportation Administration
NPS	National Park Service
PTA	Parent Teacher Association
SHA	State Highway Administration
WMATA	Washington Metropolitan Area Transit Authority

² Short-Term = 1-3 years, Intermediate = 4-6 years; Long-Term = 7 ± years after plan approval.

³ Comparative Evaluation of Prince George's County Zoning Ordinance, Final Report, Dyett and Bahta, June 1998 (manuscript)



Silver Hill-Morningside Marlow Heights Hillcrest Heights Eastover-Forest Heights

THE Heights

**SECTIONAL MAP
AMENDMENT**

Sectional Map Amendment



INTRODUCTION

This chapter contains the approved sectional map amendment (SMA) for the Heights and vicinity. This SMA is intended to implement the land use recommendations of the approved master plan for the foreseeable future, generally considered to be 6 to 10 years. The SMA was initiated via CR-17-1996, with the expressed intent to process the SMA concurrent with the master plan. The Council approved the master plan and SMA simultaneously on November 21, 2000, by CR-68-2000. The SMA formally incorporates the zoning recommendations as an amendment to the Official Zoning Map. The procedural sequence for this concurrent process is illustrated in the plan chapter entitled "Planning Context." (See Figure 1.)

Comprehensive rezoning through the SMA is a necessary implementation step in the land use planning process. It attempts to ensure that future development will be in conformance with County land use plans and development policies, reflecting the County's ability to accommodate development in the foreseeable future. Existing zoning which hinders such development will be corrected and piecemeal rezoning will be minimized by this comprehensive approach.

The approval of the zoning pattern recommended by the master plan and implemented by this SMA brings zoning into greater conformity with County land use goals and policies as they apply to the Heights and Vicinity, thereby enhancing the health, safety and general welfare of all Prince George's County citizens.

The Approved FY 2000-2005 Capital Improvement Program and Ten-Year Water and Sewerage Plan, as well as existing land use and zoning, and requests and concerns filed as part of the master plan and SMA procedures, have been examined and evaluated in the preparation of both the Land Use Plan and this comprehensive rezoning proposal. Consideration has also been given to the environmental and economic impact of the land use and zoning recommendations.

The approval of the SMA results in the revision of the official zoning map(s) for this planning area. The SMA takes the form of new zoning maps at a scale of 1" = 200'. Future comprehensive examinations of the zoning within this area will occur in accordance with the procedures established for SMAs.

The Heights area was adopted into the Maryland-Washington Regional District on November 29, 1949. The previous comprehensive rezoning of this area took place on July 24, 1984, with adoption of the Subregion VII Sectional Map Amendment in Council Resolution (CR-100-1984). The prior zoning was a result of that SMA along with approved piecemeal zoning applications. The approved zoning for this area is shown in Table 7.

COMPREHENSIVE REZONING IMPLEMENTATION POLICIES

A number of established comprehensive rezoning implementation policies are utilized as necessary guidelines for developing the zoning procedure.

Public Land Policy

The established public lands policy states that all public land should be placed in the most restrictive and/or dominant adjacent zone, which bears the closest relationship to the intended character of the area. Therefore, the zoning of public land, just as private land, should be compatible with surrounding zones. This policy should eliminate any "islands" of inharmonious zoning, while still providing for the public use. It should further assure compatibility of any future development or uses if the property is returned to private ownership. A distinction is made where large parcels of land are set aside specifically for public open space, and some undeveloped school sites. In these cases, the R-O-S Zone has been applied, being the most appropriate zone, pursuant to its description in the Zoning Ordinance.

Federal and State government property, which is scattered throughout the County, is not subject to the requirements of the Zoning Ordinance. The intent of the comprehensive rezoning process is to apply a zoning category to all land, including Federal property, without regard to its unique zoning status. The R-O-S Zone is generally applied to Federal and State properties, unless specific uses of the property or intended character of the property and/or area should warrant another zoning category.

The R-O-S Zone has been applied to public lands in the Heights as part of the R-O-S Zone Sectional Map Amendment approved by the County Council on May 19, 1998.

Zoning in Public Rights-of-Way

Policies governing the zoning of public street and railroad rights-of-way (both existing and proposed) are contained in Section 27-111 of the Prince George's County Zoning Ordinance. This SMA was prepared in accordance with this Section of the Zoning Ordinance.

Limitations of the Use of Zones

Zoning classifications proposed in a SMA are limited only by the range of zones within the Zoning Ordinance at the time of final action by the District Council. However, there are certain restrictions on when these may be applied to properties (Section 27-223 of the Zoning Ordinance).

Reclassification of an existing zone to a less intense zone is prohibited where:

- (g)(1) "The property has been rezoned by Zoning Map Amendment within five (5) years prior to the initiation of the Sectional Map Amendment or during the period between initiation and transmittal to the District Council, and the property owner has not consented in writing to such rezoning;" or
- (g)(2) "Based on existing physical development at the time of adoption of the Sectional Map Amendment, the rezoning would create a nonconforming use. This rezoning may be approved, however, if there is a significant public benefit to be served by the rezoning based on facts peculiar to the subject property and the immediate neighborhood. In recommending the rezoning, the Planning Board shall identify these

properties and provide written justification supporting the rezoning at the time of transmittal. The failure of either the Planning Board or property owner to identify these properties, or a failure of the Planning Board to provide the written justification, shall not invalidate any Council action in the approval of the Sectional Map Amendment."

Finally, in order to clarify the extent to which a given parcel of land is protected from less intensive rezoning by virtue of physical development, the Zoning Ordinance states in Section 27-223(e) that:

"The area of the 'property,' as the word is used in Subsection (d)(2) above, is the minimum required by the Zoning Ordinance which makes the use legally existing when the Sectional Map Amendment is approved."

Guidelines for Commercial Zoning

The Comprehensive Rezoning proposal will recommend the most appropriate of the "use-oriented" commercial zones listed in the Prince George's County Zoning Ordinance. The choice of zone will be determined by the commercial needs of the area, the master plan recommendations, and the type of use and status of the development on the property and surrounding area.

Existing C-1, C-C, C-G, C-H and C-2 Zones will be converted to the new "use-oriented" commercial zones in accordance with the commercial rezoning policies endorsed by the Planning Board and the County Council in previously adopted SMAs. Exceptions will be

made where: (1) the old commercial zone has conditions attached to it that should be brought forward in the SMA; and/or (2) because of previous zoning decisions, development or the existing character of the area, commercial zoning in the new "use-oriented" zones is not considered appropriate. In these circumstances, the existing commercial zone (with the zoning application number) will be placed on the new Zoning Map as specified reference for future development or subsequent rezoning actions on the site.

Conditional Zoning

The inclusion of safeguards, requirements and conditions beyond the normal provisions of the Zoning Ordinance which can be attached to individual zoning map amendments via "Conditional Zoning" cannot be utilized in SMAs. In the piecemeal rezoning process conditions are used to: (1) protect surrounding properties from potential adverse effects which might accrue from a specific zoning map amendment; and/or (2) to enhance coordinated, harmonious and systematic development of the Regional District. When approved by the District Council, and accepted by the zoning applicant, "conditions" become part of the County Zoning Map requirements applicable to a specific property and are as binding as any provision of the County Zoning Ordinance [see Condition Zoning Procedures, Section 27-157(b)].

In theory, zoning actions taken as part of the comprehensive rezoning (SMA) process should be compatible with other land uses without the use of conditions. However, it is not the intent of an SMA to repeal the additional

requirements determined via “conditional” zoning cases that have been approved prior to the initiation of a sectional map amendment. As such, it is appropriate that, when special conditions affecting development of specific properties have been publicly agreed upon and have become part of the existing Zoning Map applicable to the site, those same conditions shall be brought forward in the SMA. This is accomplished by continuing the approved zoning with “conditions” and showing the zoning application number on the newly adopted Zoning Map. This would take place only when it is found that the existing zoning is compatible with the intended zoning pattern or when Zoning Ordinance limitations preclude a rezoning. Similarly, findings contained in previously approved SMAs shall be brought forward in the SMA where the previous zoning category has been maintained.

COMPREHENSIVE DESIGN ZONES

Comprehensive Design Zones may be included in a sectional map amendment. However, the flexible nature of these zones requires a basic plan of development to be submitted through the zoning application process (Zoning Map Amendment) in order to evaluate the comprehensive design proposal. It is only through approval of a Basic Plan, which identifies land use types, quantities and relationships, that a comprehensive design zone can be recognized. Therefore, an application must be filed, including a Basic Plan; and the Planning Board must have considered and made a recommendation on the zoning application in order for the comprehensive design

zone to be included within the sectional map amendment. During the comprehensive rezoning, prior to the submission of such proposals, property must be classified in a conventional zone that provides an appropriate “base density” for development. In theory the “base density” zone allows for an acceptable level of alternative development should the owner choose not to pursue full development potential indicated by the master plan. [See Section 27-223(b); Section 27-225(b)(1); Section 27-226(a)(2); and Section 27-226(f)(4).]

COMPREHENSIVE REZONING CHANGES

To implement the master plan’s policies and land use recommendations contained in the preceding chapters, some parcels of land must be rezoned to bring the zoning into conformance with the master plan. The comprehensive rezoning process (via the sectional map amendment) provides the most appropriate mechanism for the public sector to achieve this. As such, the sectional map amendment is approved as an amendment to the official zoning map(s) concurrently with master plan approval.

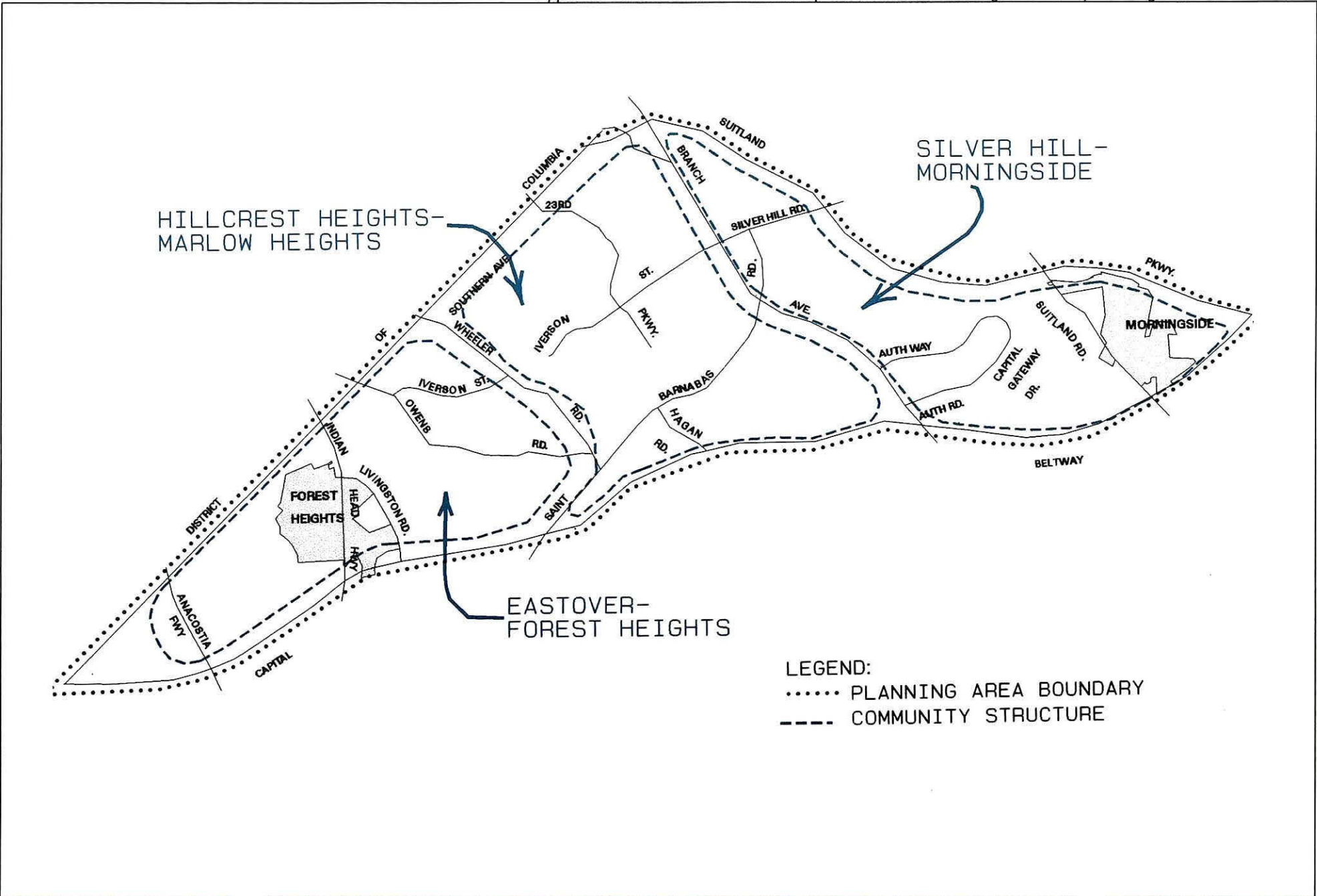
The approved SMA includes zoning changes. The following table provides prior zoning and the new zoning inventory (Table 7).

The Comprehensive Rezoning is organized using the SMA’s Analysis Areas Map (Map 15). Specific zoning changes are shown on individual neighborhood area maps and described in the accompanying Zoning Changes tables.

These tables contain a column entitled Pending ZAP, which indicates pending Zoning Application Petitions (ZAP). No zoning applications were pending during the SMA process. The page-size zoning change maps and the SMA zoning shown on the plan map are included in this report for illustrative purposes only. The 1”=200’ scale zoning maps represent the official zoning boundaries.

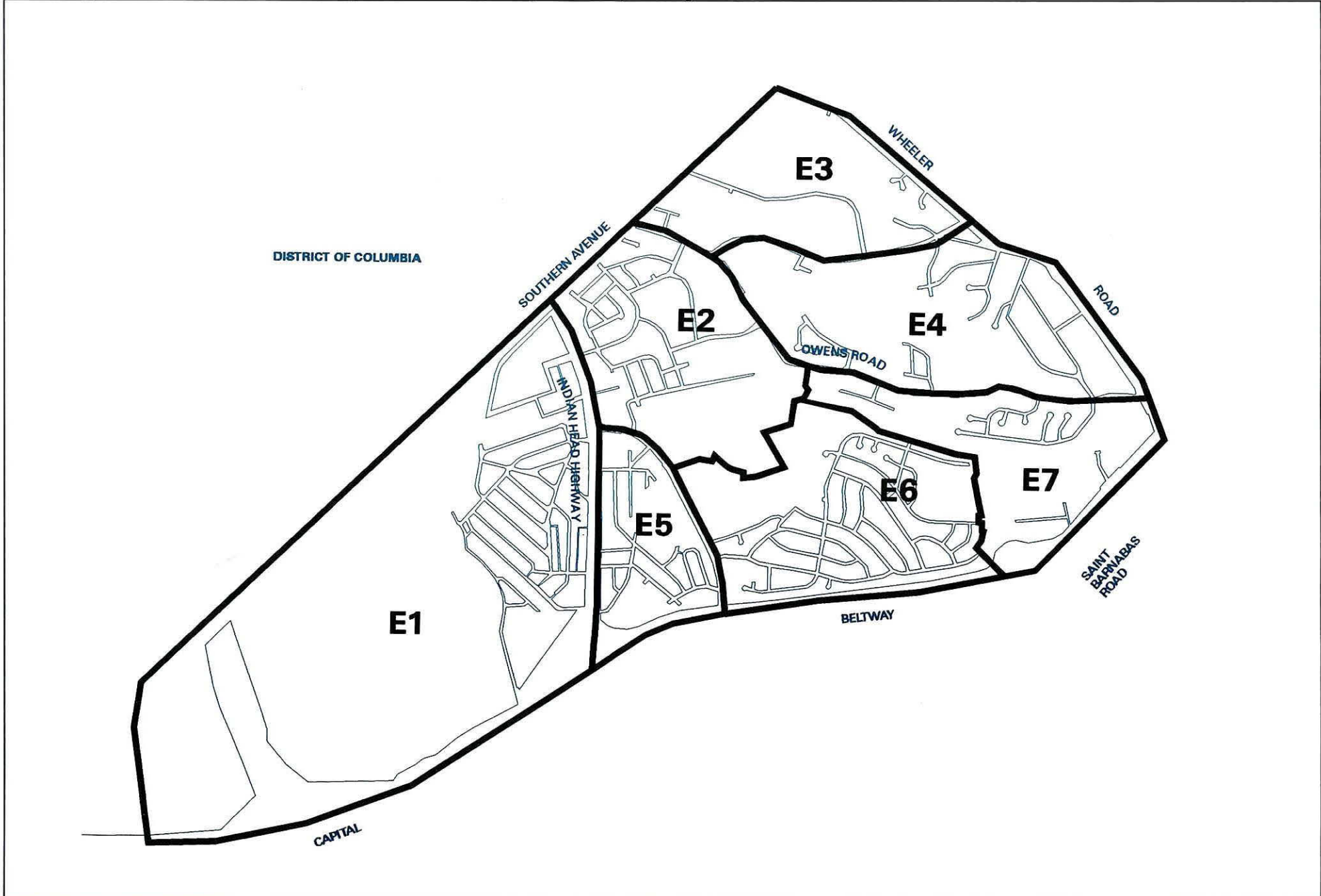
Table 7 Approved Zoning Inventory The Heights			
Zone	Prior Zoning¹	Net Change	Approved Zoning (per SMA)
R-O-S	979.9	-	979.9
O-S	110.0	-	110.0
R-R	976.0	-111.5	864.5
R-80	777.0	+2.4	779.4
R-55	1,451.7	-3.4	1,448.3
R-35	233.1	-	233.1
R-20	44.4	-	44.4
R-M	85.0	-	85.0
R-T	95.5	+17.1	112.6
R-30	9.1	-5.0	4.1
R-30C	142.5	-55.4	87.1
R-18	471.4	-20.7	450.7
R-18C	7.9	-	7.9
R-10A	10.6	-	10.6
R-10	62.5	-13.5	49.0
C-O	84.4	+117.6	202.0
C-S-C	213.1	+27.7	240.8
C-2	11.5	-11.5	0
C-M	246.7	-8.5	238.2
I-3	69.2	-32.8	36.4
I-4	4.7	+100.8	105.5
I-2	35.1	-6.5	28.6
I-1	409.5	-150.5	259.0
M-X-T	0	+153.7	153.7
Subtotal	6,530.8	0.0	6,530.8
Right-of-Way (ROW)	1,375.2	0.0	1,375.2
TOTAL	7,906.0	0.0	7,906.0

¹ In order to avoid inflated zoning inventories, existing roads have been excluded from zoning tabulation. Source: M-NCPPC 200' scale zoning maps; Prince George's County Department of Assessments and Taxation Tax Maps (September 1998). Updated November 2000.

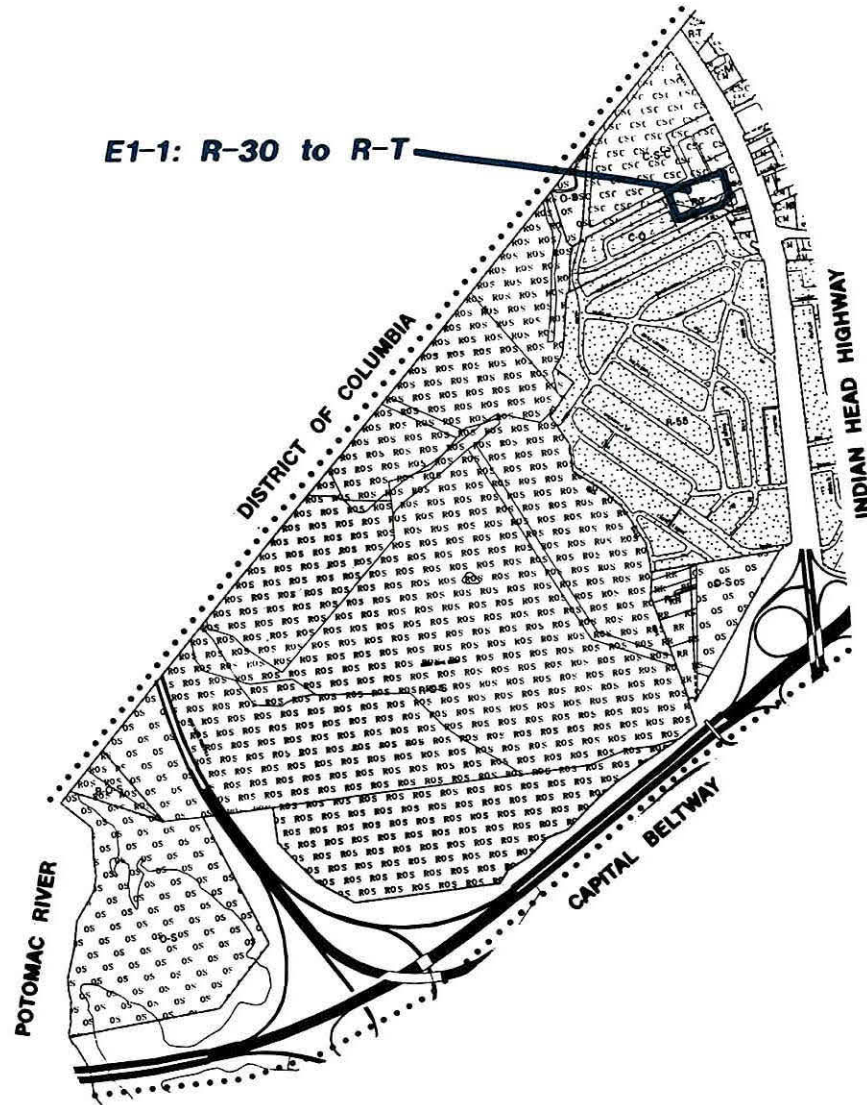


Map 15

SMA Analysis Areas



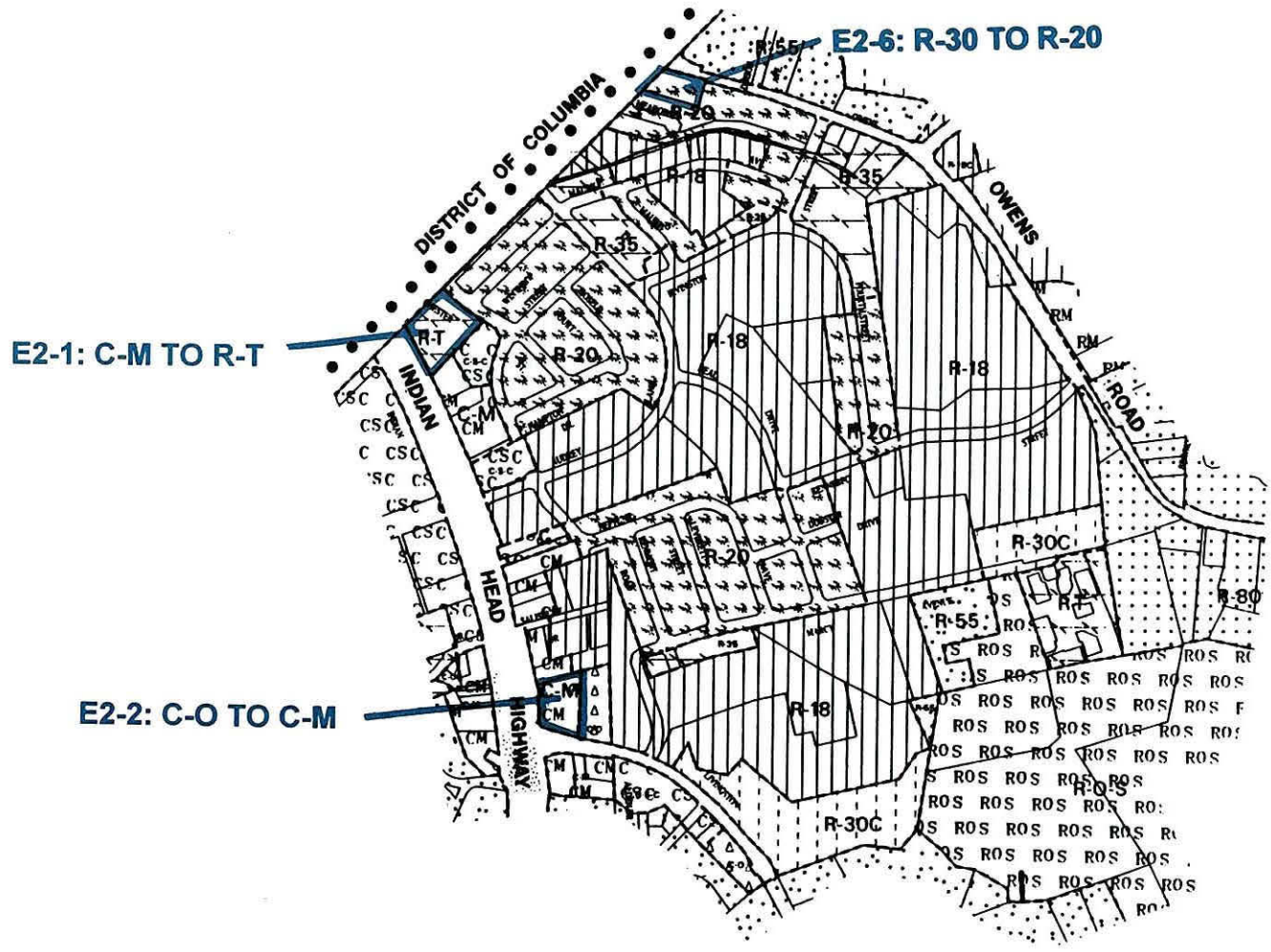
Eastover and Forest Heights



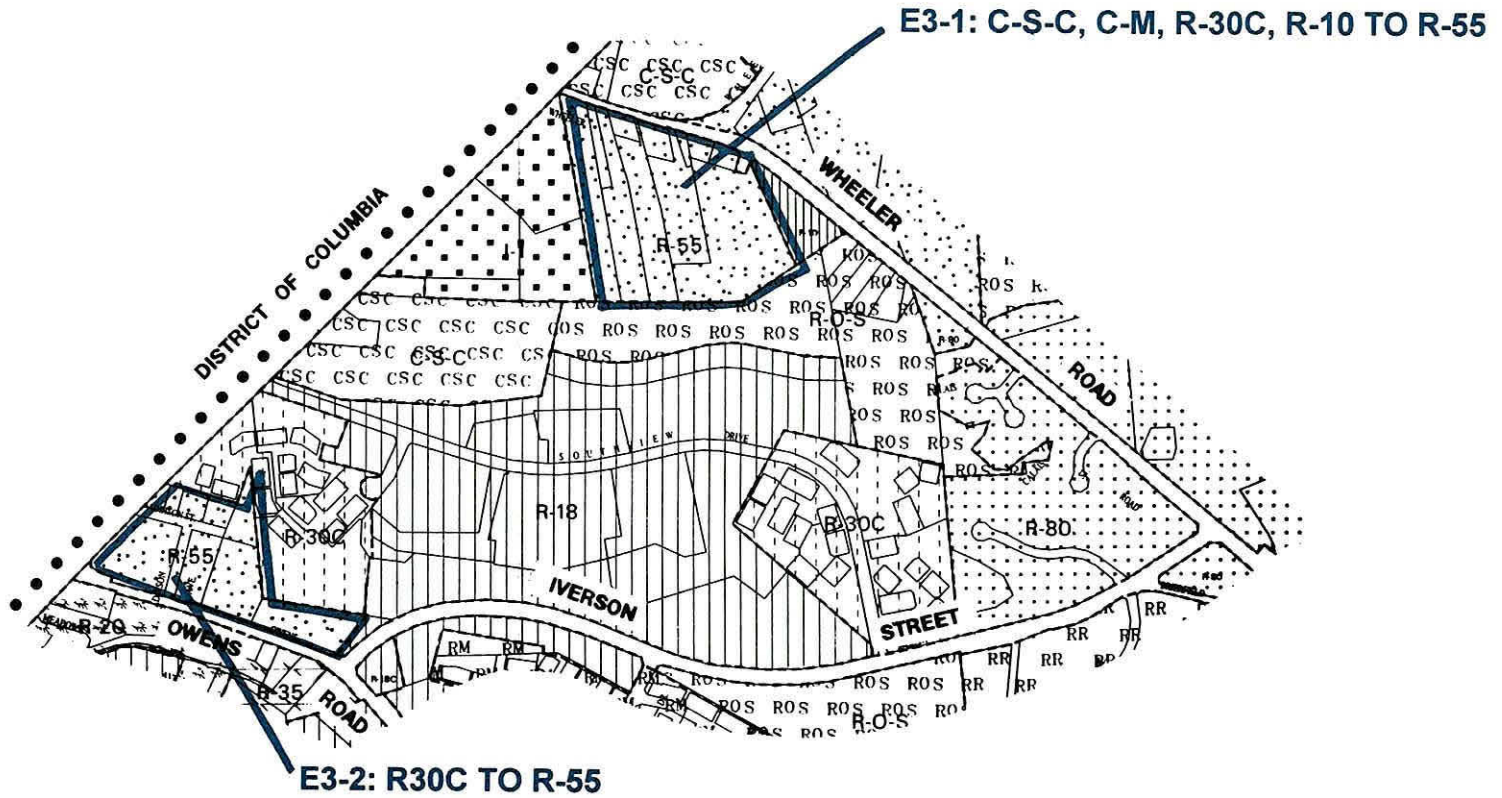
Map E-1

Zoning Changes

1" = 2,000 feet

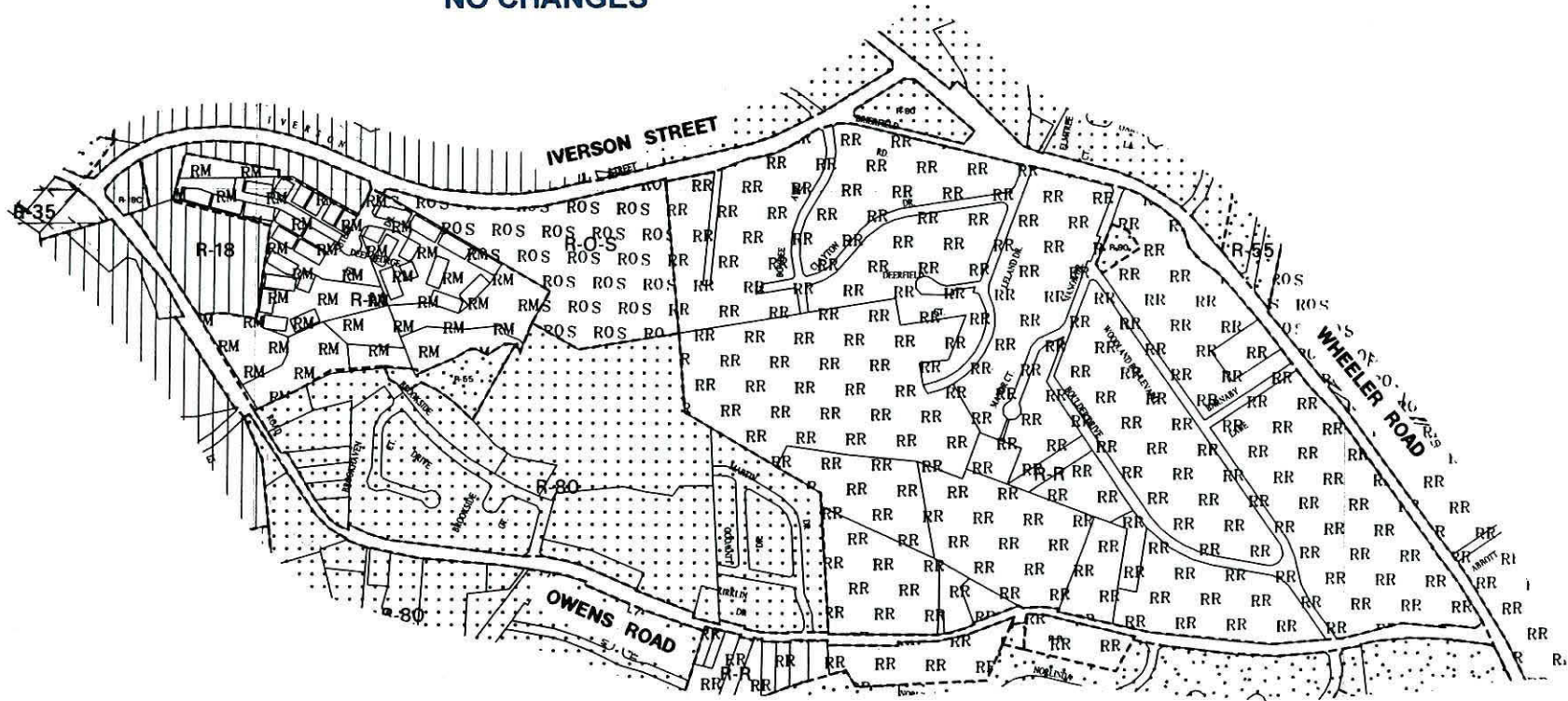


ADOPTED PLAN/ENDORSED SMA (PGCPB RESOLUTION 99-248) PROPOSED CHANGES E2-3, E2-4 AND E2-5 WERE DELETED PER CR-68-2000

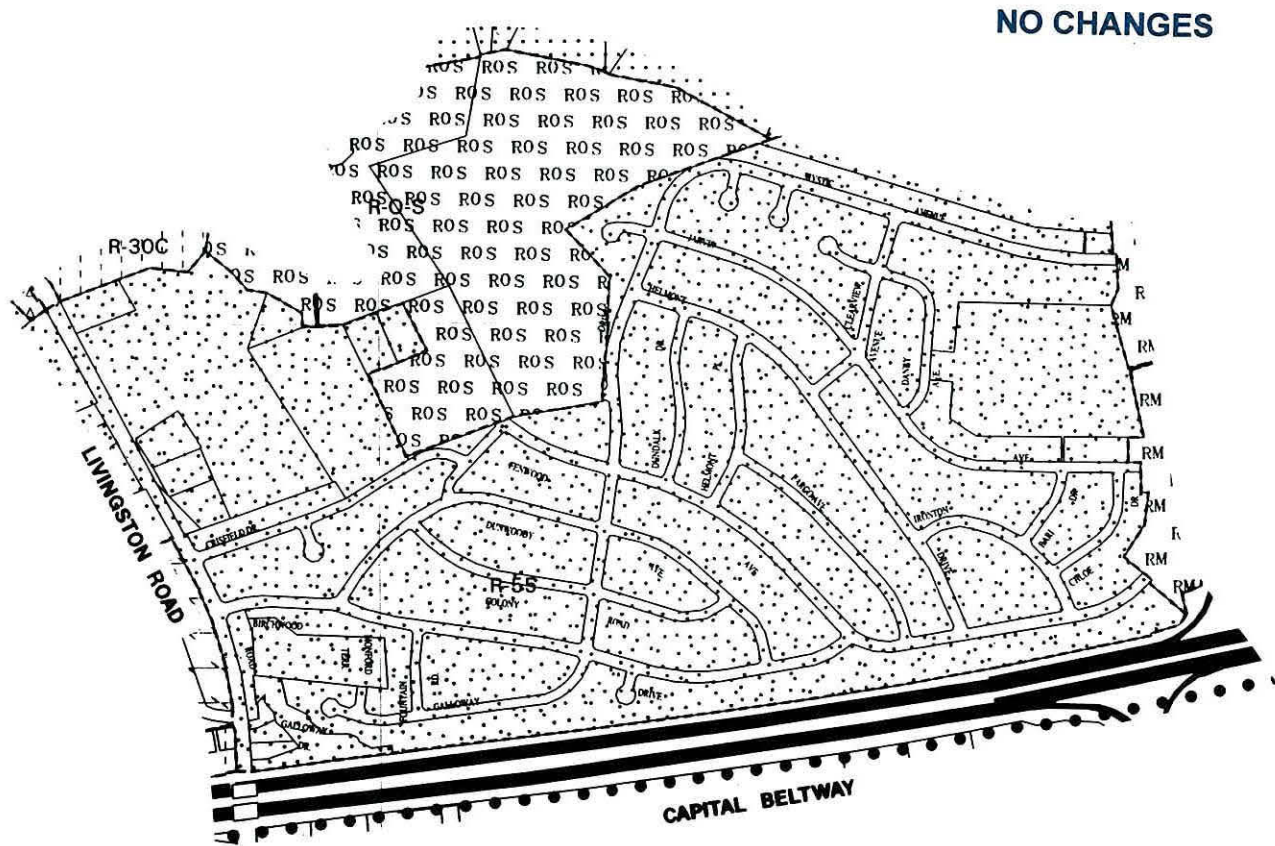


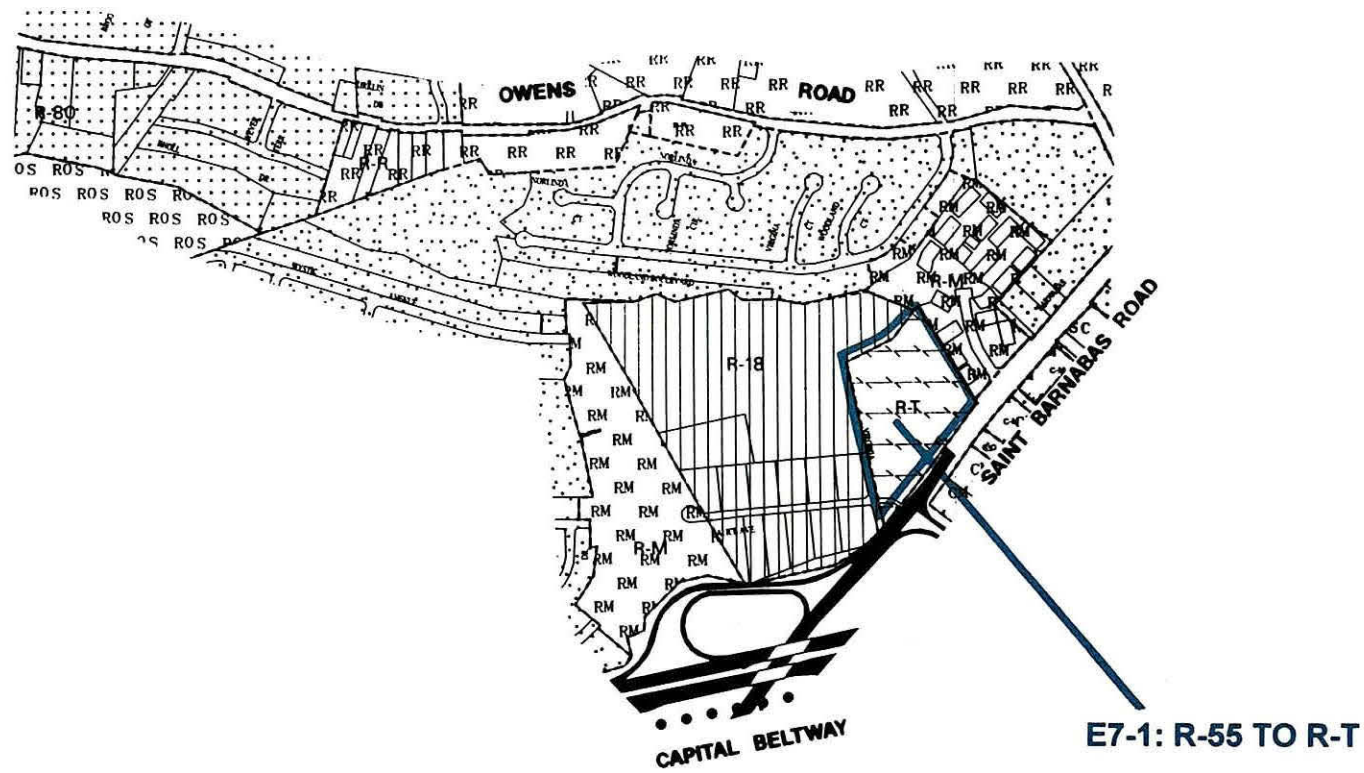
ADOPTED PLAN/ENDORSED SMA (PGCPB RESOLUTION 99-248) PROPOSED CHANGE E3-3 WAS DELETED PER CR-68-2000

NO CHANGES









Map E-7

Zoning Changes

1" = 1,000 feet

**ZONING CHANGES
EASTOVER
FOREST HEIGHTS**

Approved SMA/ZAPS/SE

Change Number	Zone Change	Area of Change	Number	Date	Pending ZAP	200' Scale Index Map
E1-1	R-30 to R-T	4.1± acres	SMA	7/24/84		207SE 1L

USE AND LOCATION:

Undeveloped land on the north side of Talbert Street. (TM 95, Grid F-1, F-2, Parcels 9,49, 51; Forest Heights Subdivision, Plat 22-32, Block 203, Lots 1-8).

DISCUSSION:

The R-T Zone is recommended in accordance with the plan's recommendation for low-urban residential density and will provide for a more compatible land use with the abutting residential properties.

Approved SMA/ZAPS/SE

Change Number	Zone Change	Area of Change	Number	Date	Pending ZAP	200' Scale Index Map
E2-1	C-M to R-T	2.3± acres	SMA	7/24/84		207SE 1L

USE AND LOCATION:

Thrift store; located at 4800 Indian Head Highway. (TM 95, Grid F-1, Plat 15-27, Part of Parcel F).

DISCUSSION:

The R-T Zone is recommended in accordance with the plan's recommendation for low-urban residential density and will provide for the introduction of new residential development in this gateway corridor. (The thrift store will become a nonconforming use.)

**ZONING CHANGES
EASTOVER
FOREST HEIGHTS**

Change Number	Zone Change	Area of Change	Approved SMA/ZAPS/SE		Pending ZAP	200' Scale Index Map
			Number	Date		
E2-2	C-O to C-M	1.4 acres	SMA	7/24/84		207SE 1R

See Amendment 1 in CR-68-2000

USE AND LOCATION:

Office building at 5410 Indian Head Highway. (TM 96, Grid A-2, Plat 51-10, Parcel 10)

DISCUSSION:

The C-M Zone is recommended in accordance with the plan's recommendation for commercial-service land use.

Change Number	Zone Change	Area of Change	Approved SMA/ZAPS/SE		Pending ZAP	200' Scale Index Map
			Number	Date		
E2-6	R-30 to R-20	.9 acre	SMA	7/24/84		206SE 1R

See Amendment 2 in CR-68-2000

USE AND LOCATION:

Undeveloped land; southeast quadrant of Owens Road and Southern Avenue. (TM 87, Grid A-4, Parcel 71)

DISCUSSION:

The R-20 Zone is recommended in accordance with the plan's land use recommendation for low-urban land use and to promote development that is compatible with the adjacent properties.

Note: Adopted Plan/Endorsed SMA (PGCPB Resolution 99-248) Proposed Change Numbers E2-3, E2-4 and E2-5 were deleted per CR-68-2000.

**ZONING CHANGES
EASTOVER
FOREST HEIGHTS**

Approved SMA/ZAPS/SE

Change Number	Zone Change	Area of Change	Number	Date	Pending ZAP	200' Scale Index Map
E3-1	C-S-C to R-55	3.5± acres	SMA	7/24/84		206SE 2L
	C-M to R-55	1.6± acres	SMA	7/24/84		
	R-30C to R-55	7.3± acres	SMA	7/24/84		
	R-10 to R-55	6.5± acres	SE-1916	1/15/69		

USE AND LOCATION:

Undeveloped land; two single-family dwellings; gas station; vacant gas station; convenience stores; auto repair/tow lot, vacant apartment building; on south side of Wheeler Road, east of Southern Avenue. (TM 87, Grid B-3, C-3) Parcels 31, 32, 33, 34; Seraphin Screiber Sub., Plat 76-20; Parcels 37, 35; James Property Subdivision, Plat 38-38, Lot 2; Plat 47-36, Lot 1; Park 16 Apartments, Parcel A, Plat 69-50.

DISCUSSION:

The R-55 Zone is recommended in accordance with the plan recommendation for medium-suburban residential density. Studies have shown the area has an oversupply of commercially zoned properties. To strengthen the area's larger commercial components; to eliminate pockets of commercial zoning; to promote residential development and redevelopment; and to protect the integrity of the residential neighborhoods, commercial use should be limited in this area. Use of the R-M Comprehensive Design Zone (3.6 to 5.7 units per acre) is encouraged to provide site design flexibility, minimize impacts on the environment and to allow for a choice of residential types (single-family attached and detached). (The gas station will become a nonconforming use.)

Approved SMA/ZAPS/SE

Change Number	Zone Change	Area of Change	Number	Date	Pending ZAP	200' Scale Index Map
E3-2	R-30C to R-55	9.6 acres	SMA	7/24/84		206SE 1R

See Amendment 3 in CR-68-2000

USE AND LOCATION:

Single-family dwellings and undeveloped land; Addison Street, Addison Drive, Owens Road and Southern Avenue. (TM 87, Grid A-4, B-4, Plat 126-089, Plat 39-100, Plat 16-20, Parcels 74, 75, 78, 79 and 130)

DISCUSSION:

The R-55 Zone is recommended in accordance with the plan's land use recommendation for medium-suburban land use and to preserve this single-family detached area from higher density redevelopment.

Note: Adopted Plan/Endorsed SMA (PGCPB Resolution 99-248) Proposed Change Number E3-3 was deleted per CR-68-2000.

**ZONING CHANGES
EASTOVER
FOREST HEIGHTS**

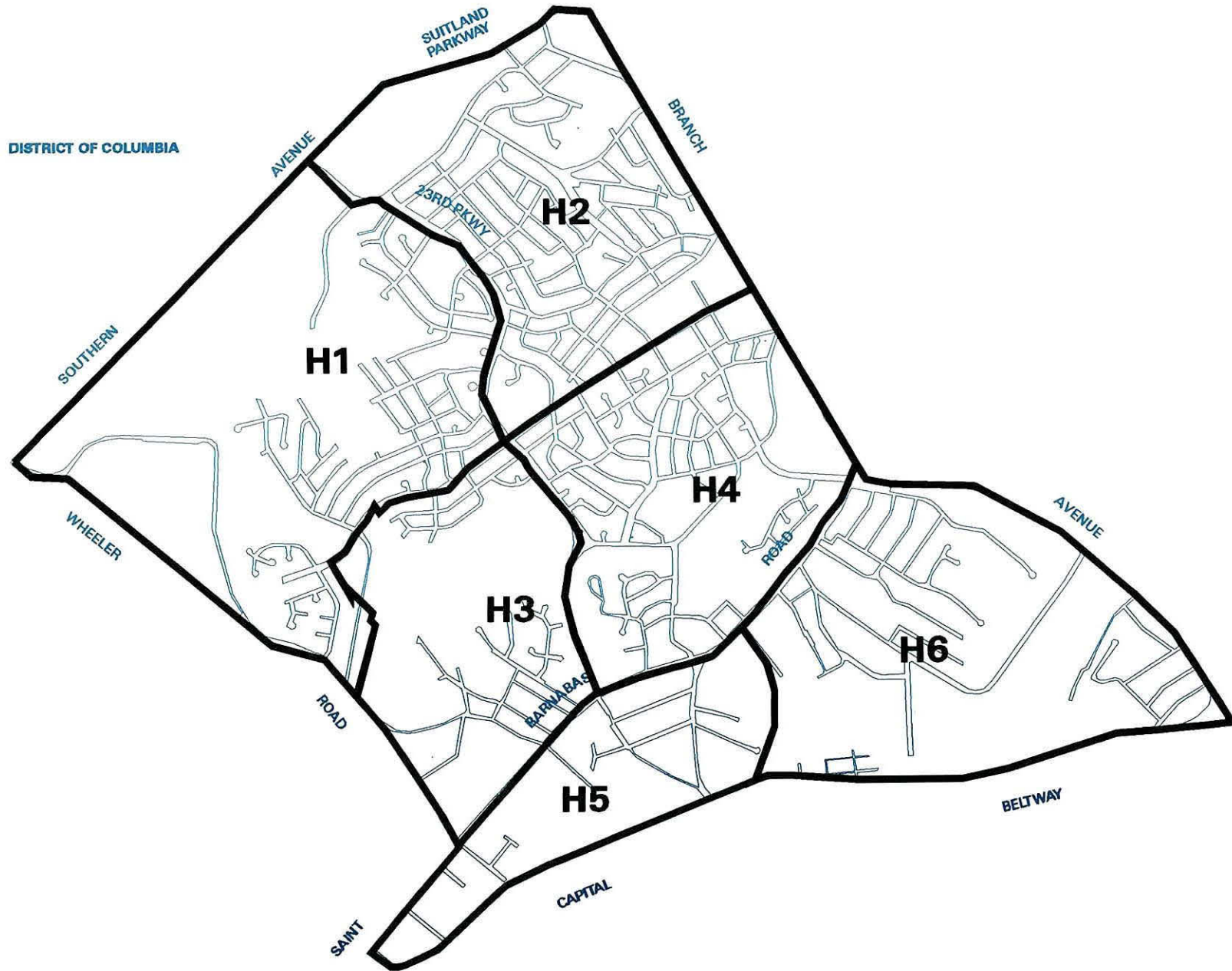
Change Number	Zone Change	Area of Change	Approved SMA/ZAPS/SE		Pending ZAP	200' Scale Index Map
			Number	Date		
E7-1	R-55 to R-T	10.7± acres	SMA	7/24/84		207SE 2R, 3L 208SE 2R

USE AND LOCATION:

Undeveloped land and abandoned dwelling; located on the west side of St. Barnabas Road and the Capital Beltway. (TM 96, Grid E-2, Parcels 106, 11).

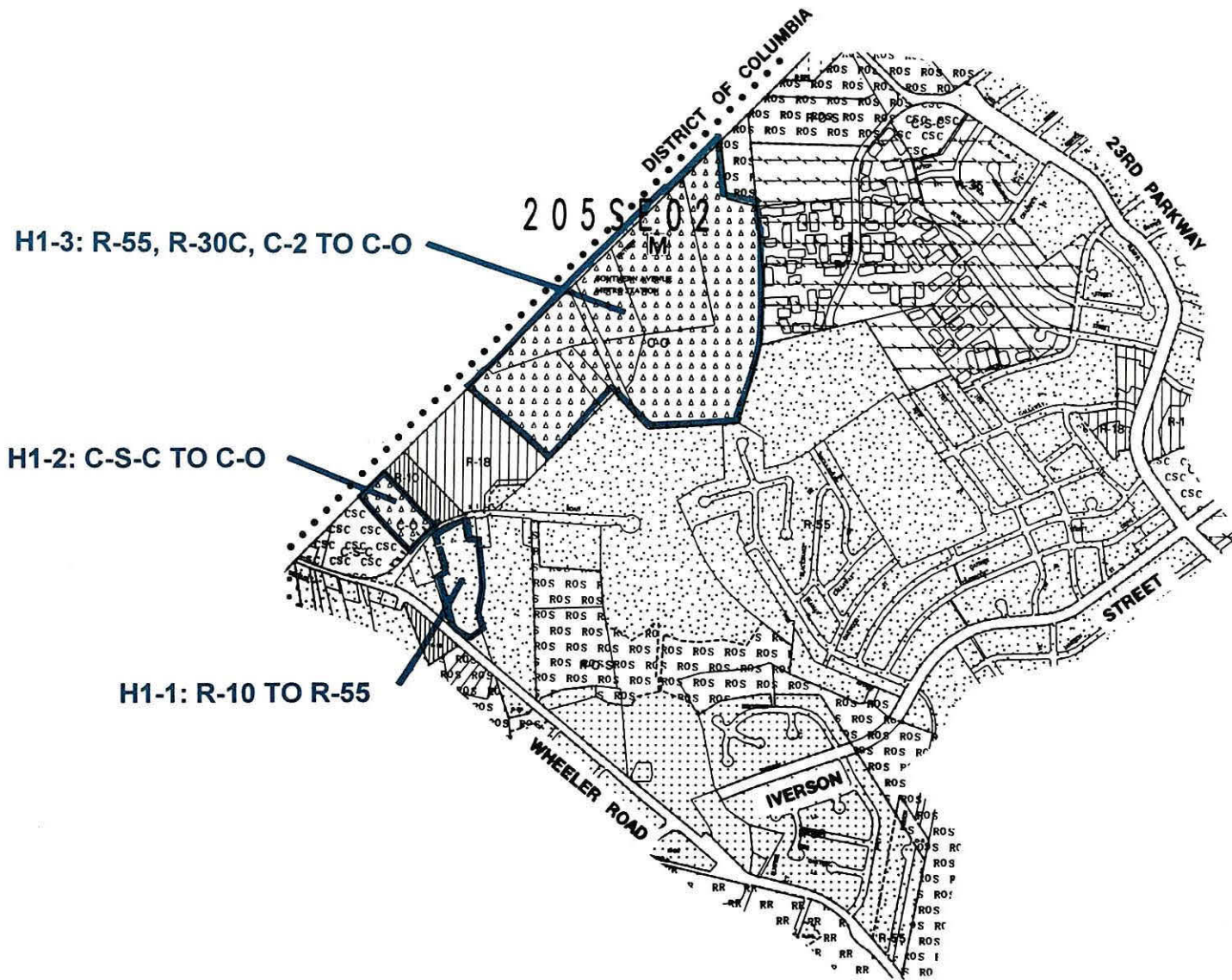
DISCUSSION:

The R-T Zone is recommended in accordance with the plan recommendation for low-urban residential density and to promote a more compatible land use with the surrounding residential properties developed with townhouses and garden apartments.

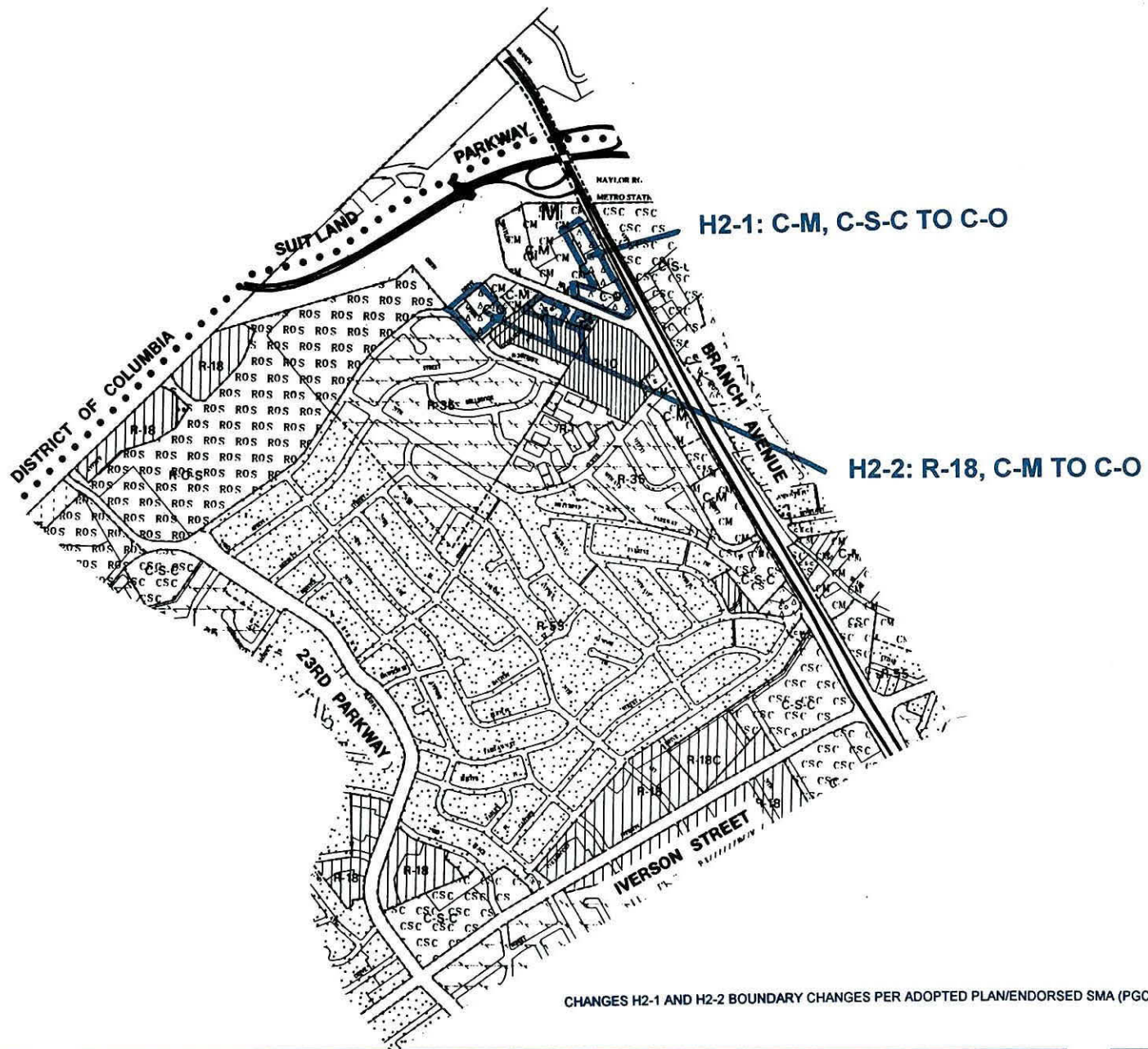


Hillcrest Heights and Marlow Heights

↑
1" = 2,300 feet



ADOPTED PLAN/ENDORSED SMA (PGCPB RESOLUTION 99-248) PROPOSED CHANGE H1-4 WAS DELETED PER CR-68-2000 AND INCORPORATED IN H1-3 AS REVISED

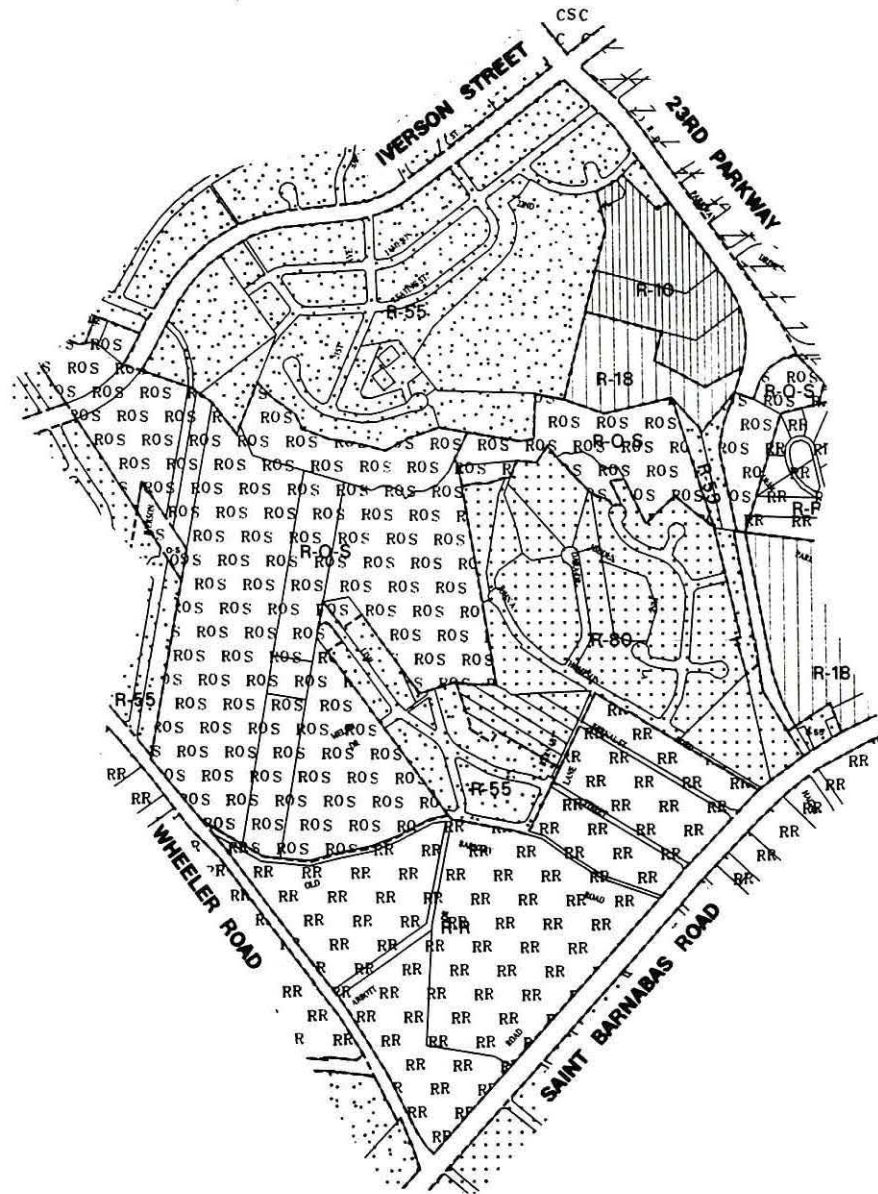


CHANGES H2-1 AND H2-2 BOUNDARY CHANGES PER ADOPTED PLAN/ENDORSED SMA (PGCPB RESOLUTION 99-248)

Map H-2

Zoning Changes

↑
1" = 1,500 feet



NO CHANGES

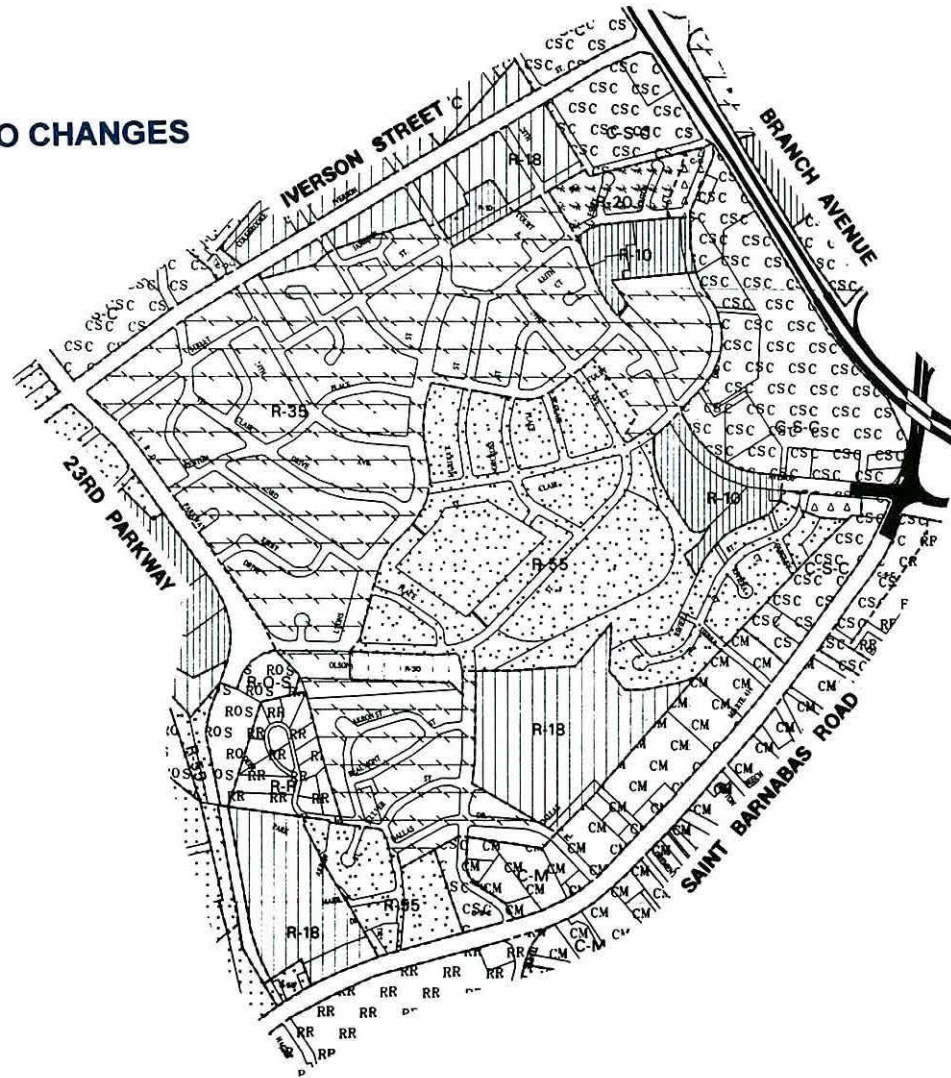
ADOPTED PLAN/ENDORSED SMA (PGCPB RESOLUTION 99-248) PROPOSED CHANGE H3-1 WAS DELETED PER CR-68-2000

Map H-3

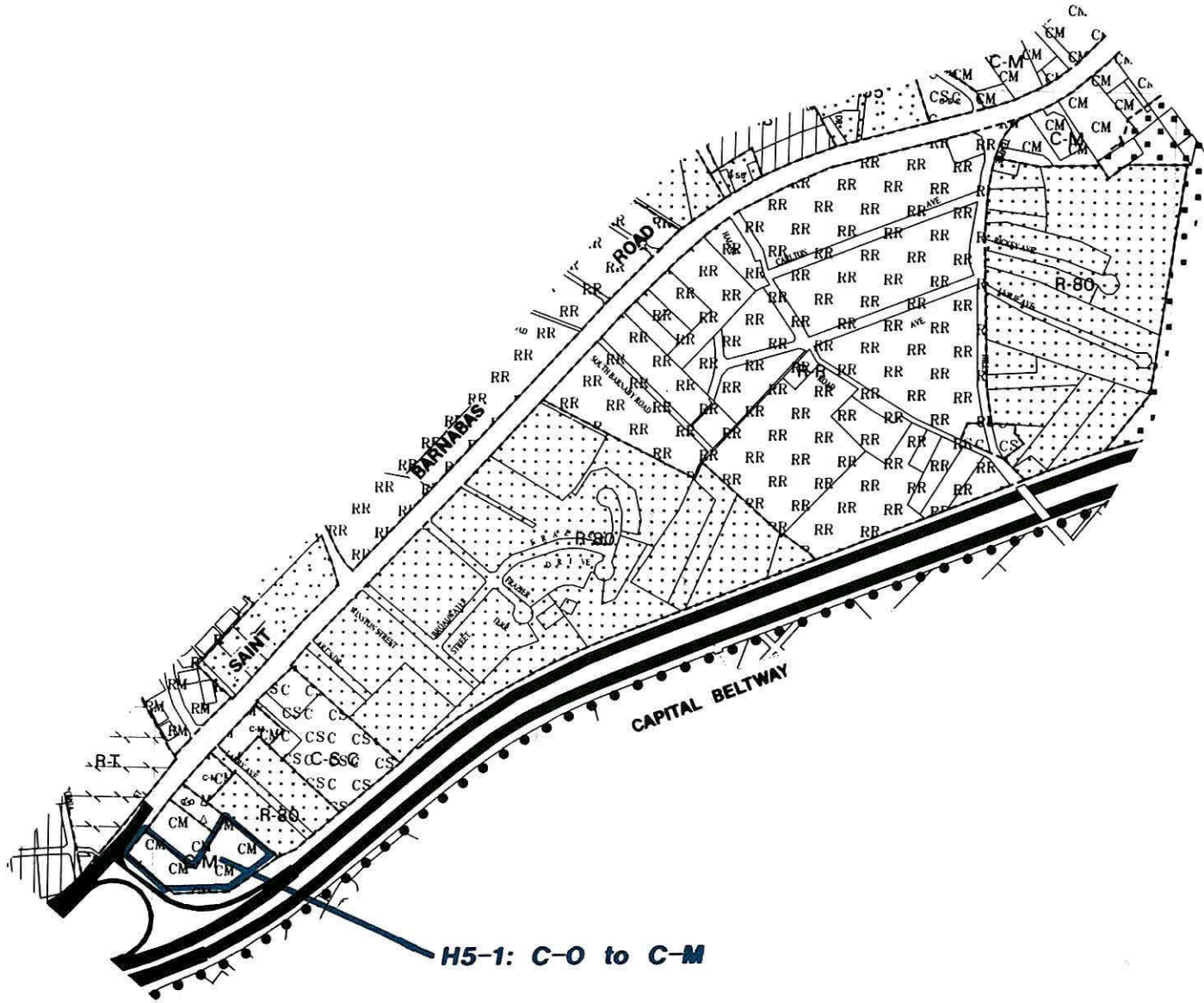
Zoning Changes

↑
1" = 1,000 feet

NO CHANGES



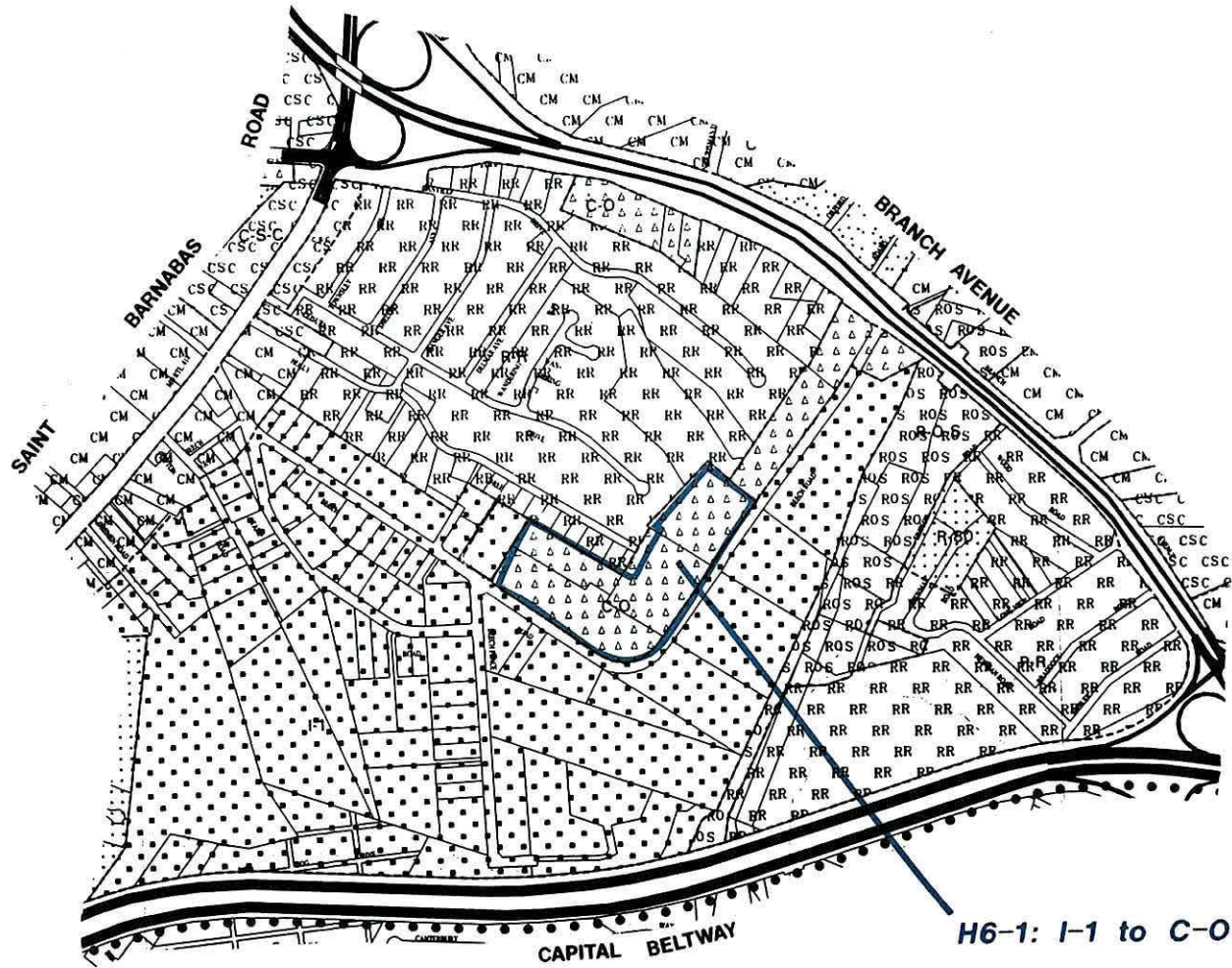
ADOPTED PLAN/ENDORSED SMA (PGCPB RESOLUTION 99-248) PROPOSED CHANGE H4-1 WAS DELETED PER CR-68-2000



Map H-5

Zoning Changes

1" = 1,000 feet



**ZONING CHANGES
HILLCREST HEIGHTS
MARLOW HEIGHTS**

Approved SMA/ZAPS/SE

Change Number	Zone Change	Area of Change	Number	Date	Pending ZAP	200' Scale Index Map
H1-1	R-10 to R-55	7.0± acres	SMA	7/24/84		206SE 2L

USE AND LOCATION:

Undeveloped land; located on the south side of Wheeler Hills Road and on the north side of Wheeler Road. (TM 87, Grid C-3, Parcel 51).

DISCUSSION:

The R-55 Zone is recommended in accordance with the plan recommendation for medium-suburban residential density and to provide for a consistent land use with adjoining residentially zoned properties.

Approved SMA/ZAPS/SE

Change Number	Zone Change	Area of Change	Number	Date	Pending ZAP	200' Scale Index Map
H1-2	C-S-C to C-O	5.3± acres	SMA	7/24/84		206SE 2L

USE AND LOCATION:

Undeveloped land; located between Southern Avenue and Wheeler Road. (TM 87, Grid C-2, C-3; Parcel 7).

DISCUSSION:

The C-O Zone is recommended in accordance with the plan recommendation for commercial office land use and to promote office type uses in proximity to the Metro Station and the Greater Southeast Hospital.

**ZONING CHANGES
HILLCREST HEIGHTS
MARLOW HEIGHTS**

Change Number	Zone Change	Area of Change	Approved SMA/ZAPS/SE		Pending ZAP	200' Scale Index Map
			Number	Date		
H1-3	R-55 to C-O	31.3± acres	SE-2394	8/19/90		205SE 2L
	R-30C to C-O	38.5± acres	SMA	7/24/84		
	C-2 to C-O	11.7± acres				

Revised boundary and zoning change per Adopted Plan/Endorsed SMA (PGCPB No. 99-248). See also Amendment 4 in CR-68-2000.

USE AND LOCATION:

Lodge (Knights of Columbus), undeveloped property; Southern Avenue Metro Station property; southeast side of Southern Avenue. (TM 87, Grid C-1, C-2, D-1, D-2, Byrne Manor Subdivision, Plat 50-57; Parcels 1, 133, 186; Southern Avenue Plaza Subdivision, Plat 89-19, Parcels A and B; Carozza Towers, Plat 85-49, Parcel A)

DISCUSSION:

The C-O Zone is recommended in accordance with the plan's recommendation for commercial-office land use to provide for an appropriate transit-related zone in proximity to a Metro station.

Note: Adopted Plan/Endorsed SMA (PGCPB Resolution 99-248) Proposed Change H1-4 deleted by CR-68-2000.

Change Number	Zone Change	Area of Change	Approved SMA/ZAPS/SE		Pending ZAP	200' Scale Index Map
			Number	Date		
H2-1	C-M to C-O	.9± acre	SMA	7/24/84		204SE 3L, 3R
	C-S-C to C-O	3.6± acres	SE-88	6/18/52		

Revised boundary per Adopted Plan (PGCPB Resolution 99-248). See also Amendment 7 in CR-68-2000.

USE AND LOCATION:

Carry-out restaurants, IHOP restaurant, motel, liquor stores; east side of Naylor Road and west side of Branch Avenue, north of intersections of said roads. (TM 80, Grid A-3, A-4, part of Plat 44-87, Parcel D, Plat 44-87, Parcel E-1; Parcels 78, 79, 80)

DISCUSSION:

The C-O Zone is recommended in accordance with the plan's recommendation for commercial-office land use for the properties abutting the Naylor Road Metro Station to promote redevelopment of these properties in an appropriate transit-oriented zone.

**ZONING CHANGES
HILLCREST HEIGHTS
MARLOW HEIGHTS**

Change Number	Zone Change	Area of Change	Approved SMA/ZAPS/SE		Pending ZAP	200' Scale Index Map
			Number	Date		
H2-2	R-18 to C-O C-M to C-O	1.9± acres 2.3± acres	SMA	7/24/84		204SE 3L

Revised boundary per Adopted Plan/Endorsed SMA (PGCPB Resolution 99-248). See also Amendments 5 and 6 in CR-68-2000.

USE AND LOCATION:

Undeveloped lots; northwest corner of Good Hope Avenue and Oxon Park Street, former motel (Mr. Wicks) and undeveloped properties on the west side of Naylor Road, east of Good Hope Avenue and west of the Lynnhill Condominium . (TM 79, Grid F-4, Good Hope Hills Subdivision, Plat 86, Lots 1-9; Plat 43-39, part of Parcel A; TM 80, Grid A-4, Good Hope Hills Subdivision, Plat 3-48, Block 104, Lots 1-8, 15-17 and part of Lot 14, 37-42).

DISCUSSION:

The C-O Zone is recommended in accordance with the plan's recommendation for commercial-retail land use on the west side of Naylor Road to promote development and redevelopment of these properties for retail opportunities and to reduce peak-hour traffic on Naylor Road.

Note: Adopted Plan/Endorsed SMA (PGCPB Resolution 99-248) Proposed Change Numbers H3-1 and H4-1 were deleted per CR-68-2000.

Change Number	Zone Change	Area of Change	Approved SMA/ZAPS/SE		Pending ZAP	200' Scale Index Map
			Number	Date		
H5-1	C-O to C-M	4.8± acres	SMA	7/24/84		208SE 2R, 3L

See Amendment 8 in CR-68-2000.

USE AND LOCATION:

Undeveloped parcel located on the east side of St. Barnabas Road, north of the Capital Beltway. (TM 96, Grid E-3, Parcel 173).

DISCUSSION:

The C-M Zone is recommended in accordance with the plan recommendation for service-commercial land use.

**ZONING CHANGES
HILLCREST HEIGHTS
MARLOW HEIGHTS**

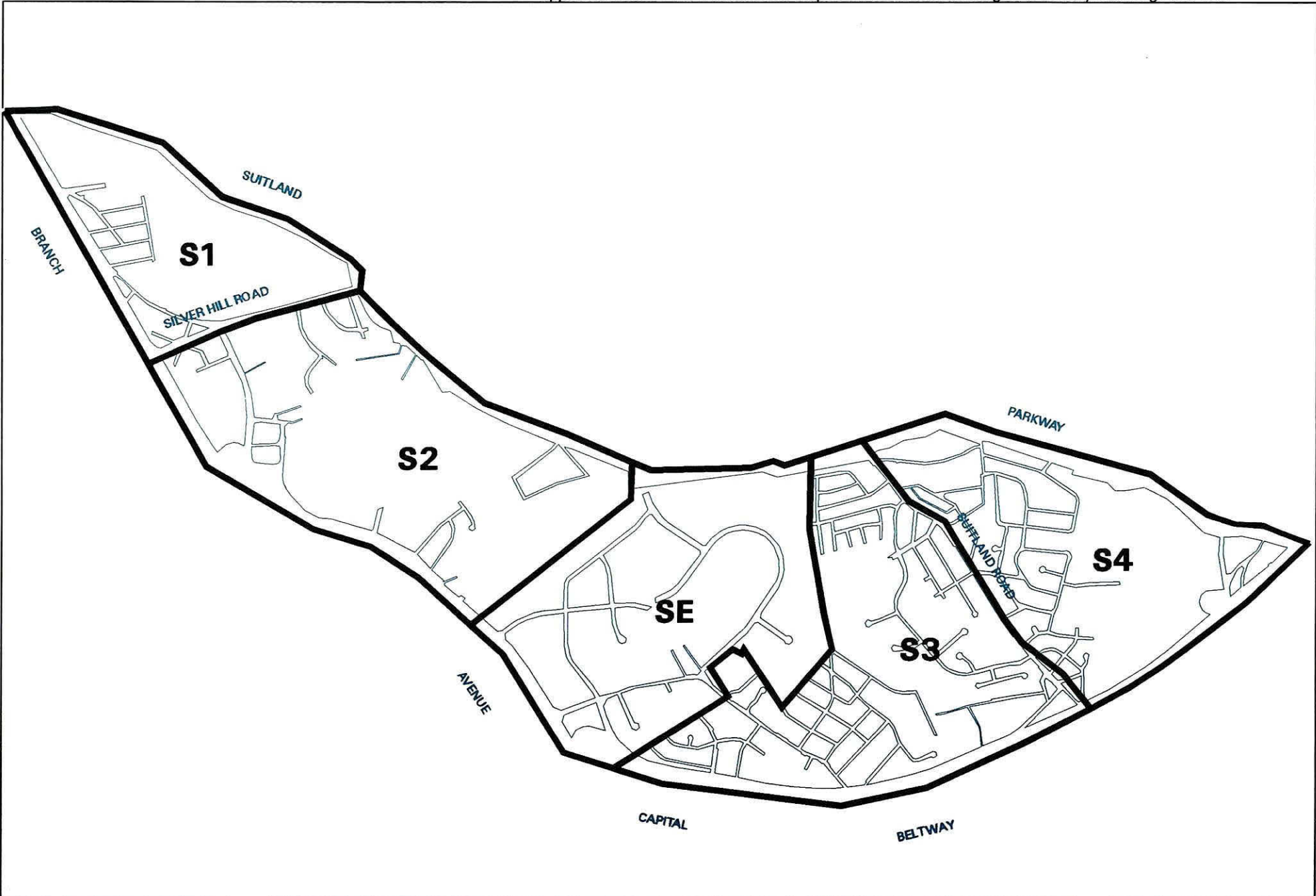
Change Number	Zone Change	Area of Change	Approved SMA/ZAPS/SE		Pending ZAP	200' Scale Index Map
			Number	Date		
H6-1	I-1 to C-O	22.1± acres	SMA	7/24/84		206SE 4L, 4R 207SE 4L, 4R

USE AND LOCATION:

Undeveloped properties; located on the north side of Beech Road. (TM 88, Grid C-4, D-4, Parcels 31 and 372, and part of Parcel 342).

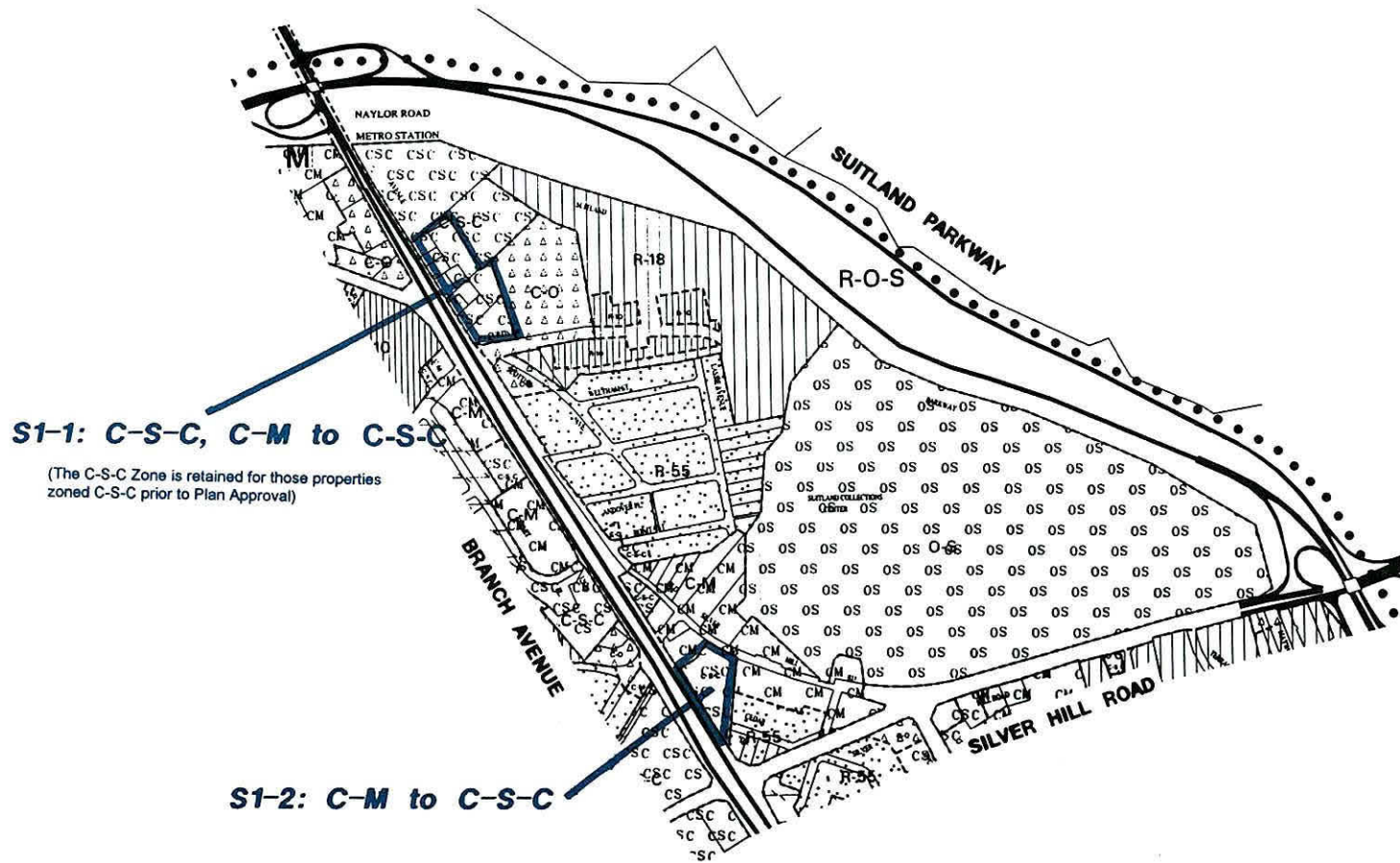
DISCUSSION:

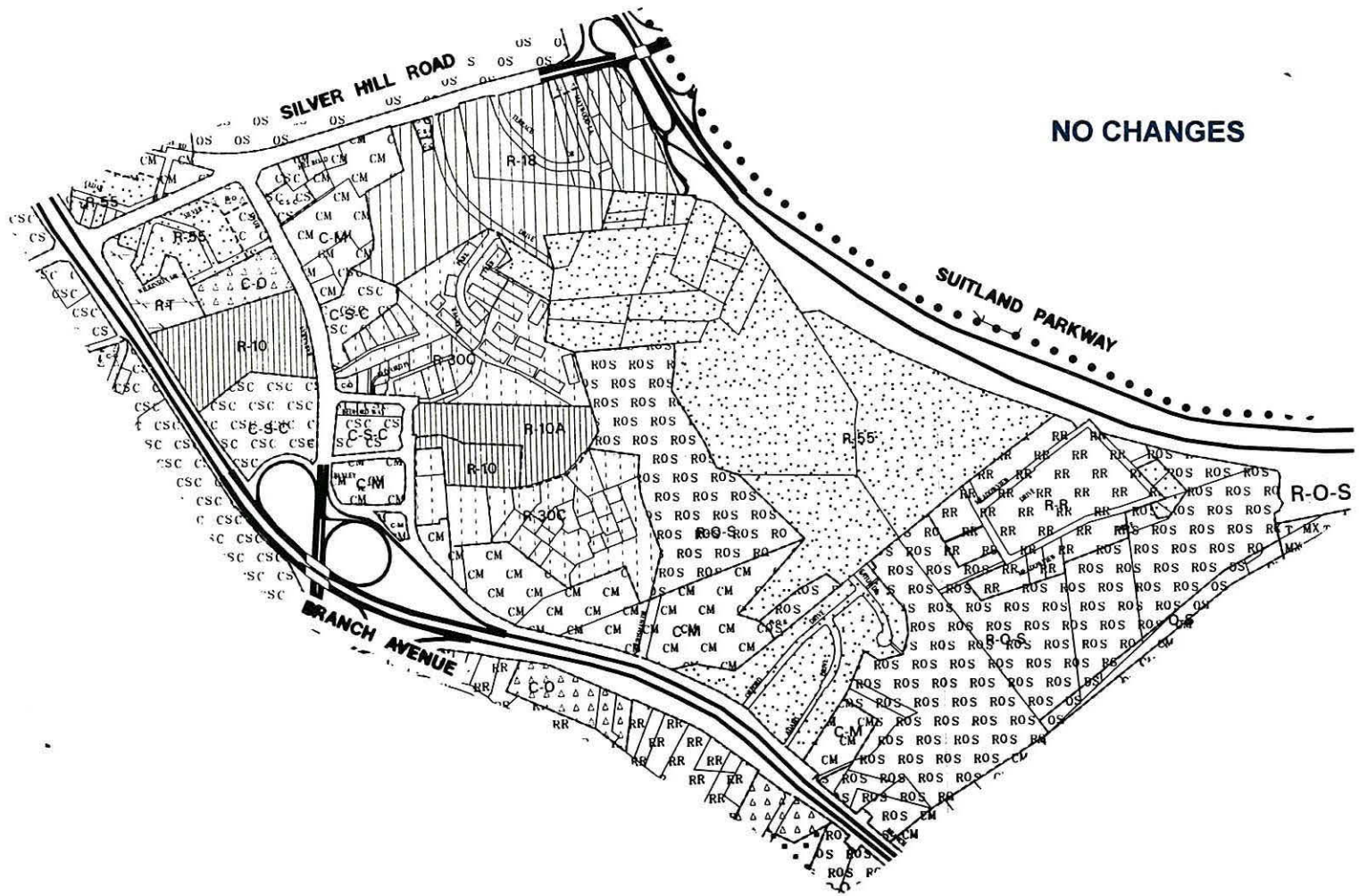
The C-O Zone is recommended in accordance with the plan recommendation for commercial-office land use to provide for more compatible land use with the residential area to the north.



Silver Hill and Morningside





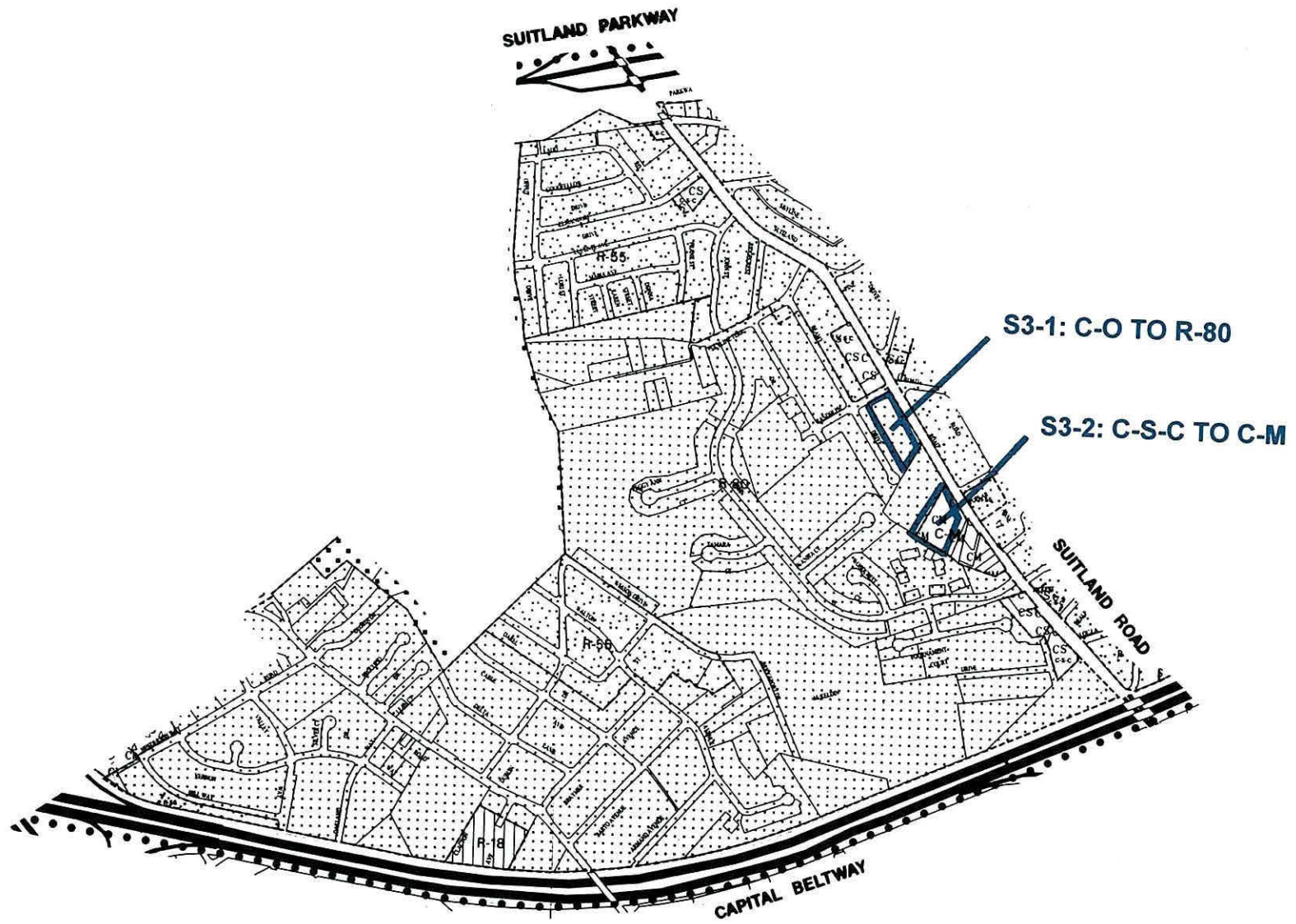


ADOPTED PLAN/ENDORSED SMA (PGCPB RESOLUTION 99-248) PROPOSED CHANGE SE-2 WAS DELETED PER CR-68-2000

Map S-2

Zoning Changes

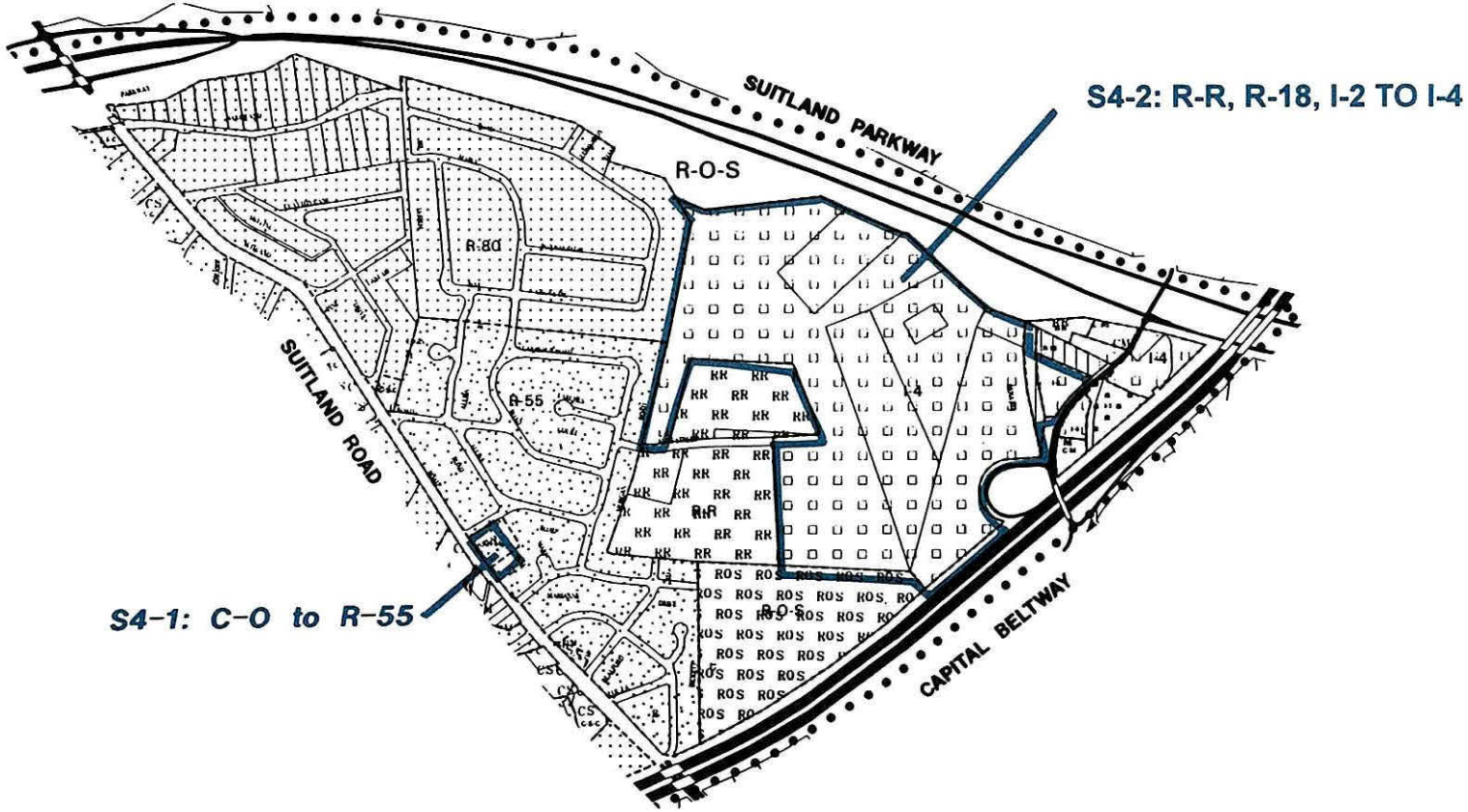
1" = 1,000 feet



Map S-3

Zoning Changes

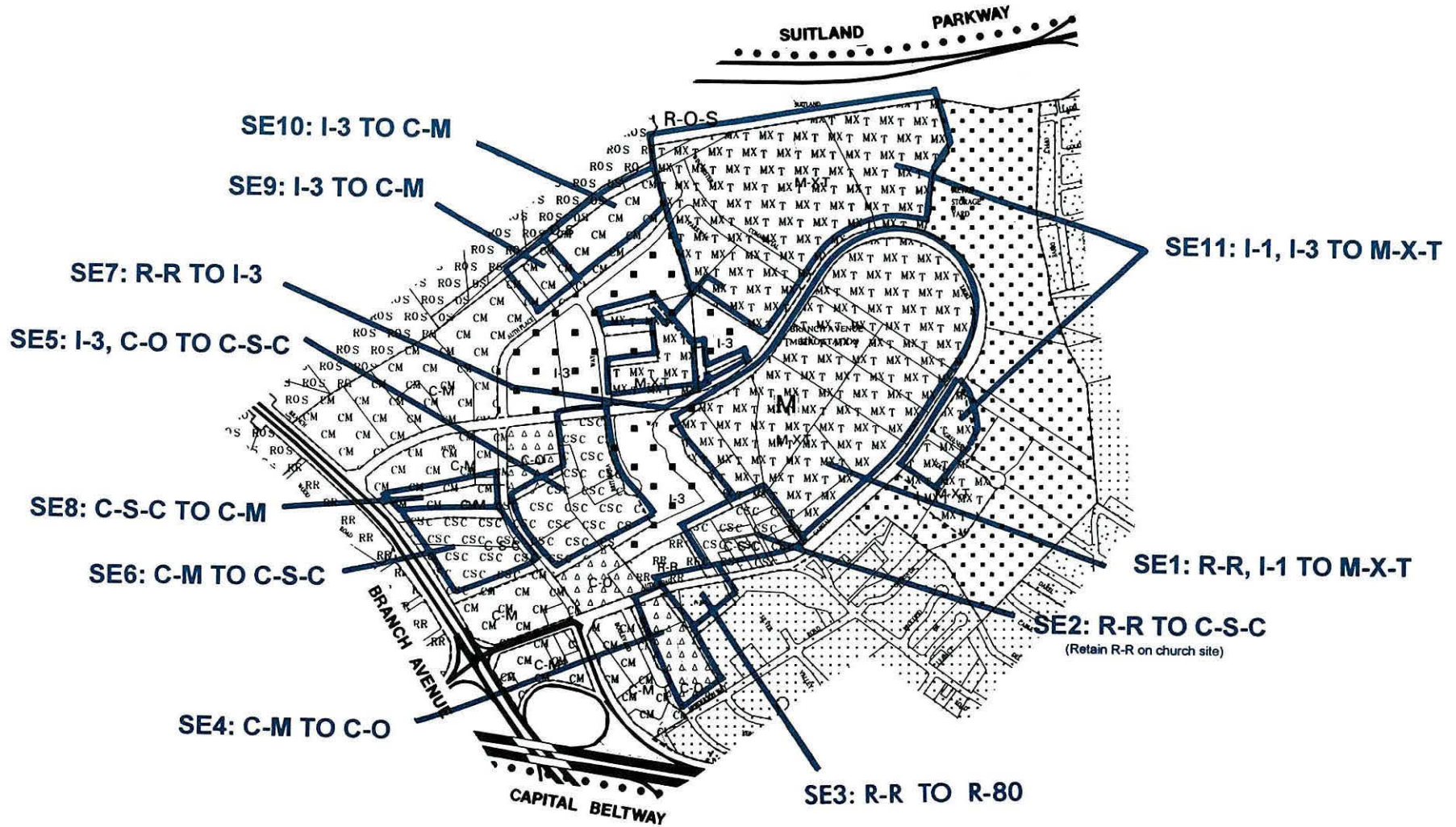
1" = 1,400 feet



Map S-4

Zoning Changes

1" = 1,300 feet



**ZONING CHANGES
SILVER HILL-MORNINGSIDE**

Approved SMA/ZAPS/SE

Change Number	Zone Change	Area of Change	Number	Date	Pending ZAP	200' Scale Index Map
S1-1	C-S-C to C-S-C* C-M to C-S-C	2.1± acres 3.9± acres	SMA	7/24/84		204SE 3R

*The C-S-C Zone is retained for those properties within Change S1-1 zoned C-S-C prior to plan approval per CR-68-2000 (Amendment 9). These properties were recommended for the C-O Zone in the endorsed SMA.

USE AND LOCATION:

Commercial businesses and vacant properties on the east side of Branch Avenue from 3200 Branch Avenue to 3314 Branch Avenue. Includes carry-out restaurants, barbecue pit; electric shop, three automotive repair or service uses, two liquor stores, Asian food store, Murry's Steaks and a convenience store. (TM 80, Grids A-3, A-4, Parcels 30, 230, 155, 154, 246, 247, 68, 231, 299, 303, Plat 120-091, Parcel J, Towers Subdivision, Plat 42-86 (Parcel B); Fleishman's Village Subdivision, Plat 31-52, Parcel A). (The carry-out restaurants, barbecue pit, electric shop, the automotive uses, liquor store, Asian food store, convenience store and Murray's Steaks will become nonconforming uses).

DISCUSSION:

The C-S-C Zone is recommended in accordance with the plan recommendation for commercial-retail land use.

Approved SMA/ZAPS/SE

Change Number	Zone Change	Area of Change	Number	Date	Pending ZAP	200' Scale Index Map
S1-2	C-M to C-S-C	3.2± acres	SMA	7/24/84		205SE 3R

USE AND LOCATION:

Former motel site at 3714 Branch Avenue. (TM 88, Grid B-1, Silver Hill Park, Plat 30-99, Parcel A).

DISCUSSION:

The C-S-C Zone is recommended to encourage an appropriate commercial use at this visible location.

Note: Adopted Plan/Endorsed SMA (PGCPB Resolution 99-248) Proposed Change Number S2-1 was deleted per CR-68-2000.

**ZONING CHANGES
SILVER HILL-MORNINGSIDE**

Change Number	Zone Change	Area of Change	Approved SMA/ZAPS/SE		Pending ZAP	200' Scale Index Map
			Number	Date		
S3-1	C-O to R-80	2.4± acres	SMA	7/24/84		206SE 6L

USE AND LOCATION:

Undeveloped property located in the southwest corner of Suitland Road and Randolph Road. (TM 89, Grid C-3, First Addition to Skyline, Plat 129-093, Parcel B).

DISCUSSION:

The R-80 Zone is recommended in accordance with the plan recommendations for suburban-residential density to promote compatibility with abutting residential neighborhood and to reduce the potential for further commercial development along this mostly residential gateway corridor.

Change Number	Zone Change	Area of Change	Approved SMA/ZAPS/SE		Pending ZAP	200' Scale Index Map
			Number	Date		
S3-2	C-S-C to C-M	2.8± acres	SMA	7/24/84		206SE 6L, 6R

See Amendment 18 in CR-68-2000.

USE AND LOCATION:

Undeveloped land on the southwest side of Suitland Road, north of John Street. (TM 89, Grid D-4, Parcel 79)

DISCUSSION:

The C-M Zone is recommended in accordance with the plan recommendation for miscellaneous-commercial land use.

**ZONING CHANGES
SILVER HILL-MORNINGSIDE**

Approved SMA/ZAPS/SE

Change Number	Zone Change	Area of Change	Number	Date	Pending ZAP	200' Scale Index Map
S4-1	C-O to R-55	1.1± acres	SMA	7/24/84		206SE 6R

USE AND LOCATION:

Undeveloped property located in the northeast corner of Suitland Road and Poplar Road. (TM 89, Grid D-4, Upper Morningside Subdivision, Plat 9-44, Block C, Lots 4-8).

DISCUSSION:

The R-55 Zone is recommended in accordance with the plan recommendation for suburban-residential densities to promote compatible residential development adjacent to existing residential neighborhood and to reduce the potential for further pockets of commercial development along this mostly residential gateway corridor.

Approved SMA/ZAPS/SE

Change Number	Zone Change	Area of Change	Number	Date	Pending ZAP	200' Scale Index Map
S4-2	R-R to I-4	75.5± acres	SMA	7/24/84		206SE 6R, 7L
	R-18 to I-4	18.8± acres	SMA	7/24/84		
	I-2 to I-4	6.5± acres	A-8937C			

See Amendment 10 in CR-68-2000

USE AND LOCATION:

Undeveloped land, Forest Village Garden Apartments, steel supply company, several single-family dwellings. (TM 89, Grids D-3, D-4, D-5, E-4, Parcel 57, 150, 151, 152; So. Md. Concrete Addn. to Forestville, Parcel A; Plat 87-27 So. Maryland Concrete Products Inc., Plat 38-13 Robinson, Charles W. Subd. of Lot 1; Park Andrews, Plat 52-54, Parcels A and B)

DISCUSSION:

The I-4 Zone is recommended in accordance with the plan recommendation for employment use.

**ZONING CHANGES
SILVER HILL-MORNINGSIDE**

Change Number	Zone Change	Area of Change	Approved SMA/ZAPS/SE		Pending ZAP	200' Scale Index Map
			Number	Date		
SE-1	R-R to M-X-T	16.2± acres	SMA	7/24/84		206 SE 5L, 5R
	I-1 to M-X-T	56.5± acres	A-9409-C	1982		

USE AND LOCATION:

Branch Avenue Metro station and vacant subdivided land part of Capital Gateway site (TM 89, Grids A-3, A-4, Parcels 72, 193, 194, Plat 163-023, Lot 26; Plat 160-058, Lots 9-11; Plat 160-060.

DISCUSSION:

The M-X-T Zone is recommended in accordance with the plan recommendation for mixed-use-transportation land use to promote mixed land uses adjacent to the Branch Avenue Metro Station.

Change Number	Zone Change	Area of Change	Approved SMA/ZAPS/SE		Pending ZAP	200' Scale Index Map
			Number	Date		
SE-2	R-R to C-S-C	9.1± acres	SMA	7/24/84		206SE 5L, 5R 207SE 5L, 5R

See Amendment 14 in CR-68-2000 (church site retained in R-R Zone).

USE AND LOCATION:

Single-family dwellings located on the north side of Auth Road and on the west side of Old Soper Road. (TM 88, Grid F-4, TM 89, Grid A-4, Parcels 244, 64, 233, 65, 70, 125, 69, 68; Plat 32-08; Plat 36-23, Lots 2, 4 and 5, Plat 44-34, Lots 1-3).

DISCUSSION:

The C-S-C Zone is recommended in accordance with the plan recommendation for retail-commercial land use to provide retail opportunities in proximity to the Branch Avenue Metro Station, to an employment area and to a residential neighborhood.

**ZONING CHANGES
SILVER HILL-MORNINGSIDE**

Change Number	Zone Change	Area of Change	Approved SMA/ZAPS/SE		Pending ZAP	200' Scale Index Map
			Number	Date		
SE-3	R-R to R-80	3.4± acres	SMA	7/24/84		207SE 5L, 5R

See Amendment 16 in CR-68-2000.

USE AND LOCATION:

Single-family dwelling and undeveloped land; located on south side of Auth Road east of Mercedes Boulevard (TM 88, Grid F-4, TM 89, Grid A-4, Parcels 236, 463, 465)

DISCUSSION:

The R-80 Zone is recommended in accordance with the plan recommendation for medium residential density.

Change Number	Zone Change	Area of Change	Approved SMA/ZAPS/SE		Pending ZAP	200' Scale Index Map
			Number	Date		
SE-4	C-M to C-O	7.4± acres	SMA	7/24/84		207 SE 5L

USE AND LOCATION:

Undeveloped land, office building; located on east side of Mercedes Boulevard, south of Auth Road (TM 88, Grid F-4, TM 97 Grid F-1, Plat 104-16, Parcel B; Plat 126-100, Parcel D)

DISCUSSION:

The C-O Zone is recommended in accordance with the plan recommendation for commercial-office use to promote a more compatible land use relationship between this area and the abutting residential area to the east.

**PROPOSED ZONING CHANGES
SILVER HILL-MORNINGSIDE**

Change Number	Zone Change	Area of Change	Approved SMA/ZAPS/SE		Pending ZAP	200' Scale Index Map
			Number	Date		
SE-5	C-O to C-S-C	7.2± acres	SMA	7/24/84		206SE 5L
	I-3 to C-S-C	10.1± acres				

USE AND LOCATION:

Two parking lots for automobile dealerships on the east side of Auth Place, north of Auth Road. (TM 88, Grid F-4, Plat 119-087, Parcels R and S; Parcels 440, 58, 56; Plat 109-066, part of Parcel O)

DISCUSSION:

The C-S-C Zone is recommended in accordance with the plan recommendation for commercial-retail use for development of a restaurant park.

Change Number	Zone Change	Area of Change	Approved SMA/ZAPS/SE		Pending ZAP	200' Scale Index Map
			Number	Date		
SE-6	C-M to C-S-C	10.0± acres	SMA	7/24/84		205SE 5L 206SE 5L

USE AND LOCATION:

Used car lot, two dwellings, undeveloped land on the east side of Branch Avenue and the west side of Auth Place, north of Auth Road. (TM 88, Grids E-4, F-4, Parcel 257; Plat 102-78, Parcel N)

DISCUSSION:

The C-S-C Zone is recommended in accordance with the plan recommendation for commercial-retail use to provide for additional (limited), retail opportunities near the Branch Avenue Metro Station.

**ZONING CHANGES
SILVER HILL-MORNINGSIDE**

Approved SMA/ZAPS/SE

Change Number	Zone Change	Area of Change	Number	Date	Pending ZAP	200' Scale Index Map
SE-7	R-R to I-3	1.3 acres	SMA	7/24/84		206SE 5L

USE AND LOCATION:

Undeveloped land; north side of Capital Gateway Drive, east of Britannia Way. (TM 89, Grid A-3, A-4, Plat 163-023, Lot 33)

DISCUSSION:

The I-3 Zone is recommended in accordance with the plan's recommendation for office-employment land use.

Approved SMA/ZAPS/SE

Change Number	Zone Change	Area of Change	Number	Date	Pending ZAP	200' Scale Index Map
SE-8	C-S-C to C-M	4.4 ± acres	SMA	7/24/84		206SE 5L

See Amendment 11 in CR-68-2000.

USE AND LOCATION:

Developed with a commercial building formerly utilized by Toys R Us. (TM 88, Grid E-4, F-4, Plat 102-78, Auth Road Center, Parcel M)

DISCUSSION:

The C-M Zone is recommended in accordance with the plan recommendation for miscellaneous-commercial land use.

Approved SMA/ZAPS/SE

Change Number	Zone Change	Area of Change	Number	Date	Pending ZAP	200' Scale Index Map
SE-9	I-3 to C-M	4.1 ± acres	SMA	7/24/84		206SE 5L

See Amendment 17 in CR-68-2000.

USE AND LOCATION:

Parking lot on the north side of Auth Place, opposite its intersection with Brittany Place. (TM 88, Grid F-3, Parcels 14 and 27)

DISCUSSION:

The C-M zone is recommended in accordance with the plan recommendation for miscellaneous-commercial land use.

**ZONING CHANGES
SILVER HILL-MORNINGSIDE**

Change Number	Zone Change	Area of Change	Approved SMA/ZAPS/SE		Pending ZAP	200' Scale Index Map
			Number	Date		
SE-10	I-3 to C-M	9.5 ± acres	SMA	7/24/84		206SE 5L

See Amendment 12 in CR-68-2000.

USE AND LOCATION:

Undeveloped land on the north side of Auth Place, opposite (east) of its intersection with Brittany Place. (TM 88, Grid F-3, Auth Road Center, Section B, Outlot A, Plat 139-092)

DISCUSSION:

The C-M Zone is recommended in accordance with the plan recommendation for miscellaneous-commercial land use.

Change Number	Zone Change	Area of Change	Approved SMA/ZAPS/SE		Pending ZAP	200' Scale Index Map
			Number	Date		
SE-11	I-1 to M-X-T	71.9 ± acres	A-9409-C	7/24/84		206SE 5L, 5R
	I-3 to M-X-T	9.1 ± acres	SMA			

See Amendment 14 in CR-68-2000.

USE AND LOCATION:

Undeveloped land associated with the Capital Gateway site (part of), outside of the Capital Gateway Boulevard loop; undeveloped land in the northeast quadrant of Auth Way and Britannia Way. (TM 88, Grids F-3, F-4, TM 89, Grids A-2, A-3, B-4, Plat 162-003, Lot 4; Plat 184-050, Lots 1-3; Plat 160-059, Lot 23 and p/o Lot 24; Parcel 63; Plat 160-057, p/o Lots 12 and 17; Plat 184-096 [p/o plat])

DISCUSSION:

The M-X-T Zone is recommended in accordance with the plan recommendation for mixed-use-transportation land use to promote mixed land uses adjacent to the Branch Avenue Metro Station.



THE Heights

APPENDICES

APPENDIX A

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

2000 Legislative Session

Resolution No.	CR-68-2000
Proposed by	Chair Dorothy F. Bailey
Introduced by	Council Members Bailey, Shapiro, Estepp, Wilson and Gourdine
Co-Sponsors	
Date of Introduction	November 21, 2000

RESOLUTION

1 A RESOLUTION concerning

2 The Master Plan and Sectional Map Amendment
3 for the Heights and Vicinity

4 For the purpose of approving with amendments, as an Act of the County Council of Prince
5 George's County, Maryland, sitting as the District Council, the Master Plan and the Sectional
6 Map Amendment for the Heights and Vicinity, thereby defining long-range land use and
7 development policies, detailed zoning proposals, community improvement proposals and
8 redevelopment opportunities for the portion of Prince George's County generally defined by
9 Suitland Parkway to the north, the Capital Beltway to the east and south, and Southern Avenue to
10 the west, and consisting of Planning Area 76A, the boundaries of which are described in the
11 Zoning Ordinance.

12 WHEREAS, The Maryland-National Capital Park and Planning Commission, with the
13 concurrence of the County Council of Prince George's County, Maryland, sitting as the District
14 Council, in Council Resolution 17-1996, initiated preparation of a Master Plan and Sectional
15 Map Amendment for the Heights and Vicinity, in accordance with Part 13, Division 2, and
16 Section 27-225.01.05 of the Zoning Ordinance; and

17 WHEREAS, CR-17-1996 directed the Commission to prepare and transmit to the District
18 Council the sectional map amendment concurrently with the master plan in order to provide a
19 strong relationship between the master plan and the zoning of the land in the planning area; and

20 WHEREAS, pursuant to the procedures for preparation of a master plan, the Prince
21 George's County Planning Board of The Maryland - National Capital Park and Planning

1 Commission published an informational brochure and held a public forum on June 6, 1996, to
2 inform the public of the intent and procedures for preparing a master plan; established goals,
3 concepts, guidelines and a public participation program; convened a citizen planning advisory
4 group (selected by the community) to formulate solutions to issues; invited the community to
5 two community-wide meetings to review proposed solutions; and formed focus groups to
6 concentrate on specific issues; and

7 WHEREAS, the District Council and the Planning Board of the Commission held a duly
8 advertised joint public hearing on the Preliminary Master Plan and the Proposed Sectional Map
9 Amendment (SMA) for the Heights and Vicinity on July 13, 1999, and subsequently, the
10 Planning Board adopted the Master Plan and endorsed the Sectional Map Amendment with
11 amendments, as described in Prince George's County Planning Board Resolution PGCPB No.
12 99-248 on January 27, 2000; and

13 WHEREAS, the adopted Master Plan and endorsed SMA for the Heights and Vicinity were
14 transmitted to the District Council on March 27, 2000, and the Council conducted a work session
15 and added new amendments on April 24, 2000; and

16 WHEREAS, the District Council sought public comment on the amendments which were
17 described in Council Resolution CR-24-2000, referred the amendments to the Planning Board on
18 June 8, 2000, held a duly advertised public hearing on the proposed amendments on July 10,
19 2000, and conducted a work session on October 24, 2000, to review public hearing testimony;
20 and

21 WHEREAS, upon approval by the District Council, the Master Plan will define land use
22 policies and serve as the primary guide for future development of this planning area, will
23 supersede the *Adopted and Approved Master Plan for Subregion VII* (1981) for Planning Area
24 76A only and the *Sectional Map Amendment for Subregion VII* (1984) for Planning Area 76A
25 only, and will amend the 1982 *General Plan*, the 1982 *Master Plan of Transportation*, the 1983
26 *Functional Master Plan of Public School Sites*, the 1992 *Historic Sites and Districts Plan*, the
27 1975 *Countywide Trails Plan*, and the 1985 *Equestrian Addendum* thereto; and

28 WHEREAS, a principal objective of the Master Plan and Sectional Map Amendment is
29 protection of the health, safety and general welfare of the citizens of Prince George's County;

30 WHEREAS, the Master Plan and Sectional Map Amendment process provides for periodic
31 comprehensive review of long-range land use policies and zoning; and, the intent of the

1 Sectional Map Amendment to ensure that future development will be in accordance with the
2 principles of orderly comprehensive land use planning as expressed in the Master Plan, and
3 towards that end, the District Council has found it necessary to change the zoning on properties
4 which, in its judgement, are in conflict with the Master Plan's land use recommendations; and

5 WHEREAS, the District Council, having reviewed supporting materials submitted as part
6 of the comprehensive rezoning proposal and having examined the testimony presented, finds that
7 the accumulated record along with the County plans and policies justifies the zoning changes
8 within the Sectional Map Amendment; and

9 WHEREAS, the comprehensive rezoning of the Heights planning area will change existing
10 zoning which hinders planned development and the implementation of County goals and policies
11 and will minimize future piecemeal rezoning applications; and

12 WHEREAS, the District Council recognizes that the adopted Master Plan encourages
13 redevelopment of various multifamily housing complexes within the Planning Area, to promote
14 better housing opportunities and reduce large concentrations of multifamily properties and those
15 demonstrating deferred maintenance; and

16 WHEREAS, after public hearings and work sessions, the Council has determined that the
17 issue of reducing multifamily residential inventories by reducing zoning intensity transcends this
18 planning area requiring examination by a task force to be established and appointed by the
19 Council; and

20 WHEREAS, because the issue of multifamily inventories and rezonings should be
21 addressed on a County-wide basis or other designated area, the Council will not approve the
22 proposed Amendments 3, 4, 5, 12, 13 and 14 (as contained in CR-24-2000), which would result
23 in reducing the zoning intensity of the properties, but may take action after review and
24 recommendations of the task force which could include rezonings via a sectional map
25 amendment.

26 SECTION 1. NOW, THEREFORE, BE IT RESOLVED by the District Council that the
27 Master Plan and the Sectional Map Amendment for the Heights and Vicinity are hereby
28 approved with the amendments described below:

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30
31

AMENDMENT 1

Location/Description:

Northeast corner Indian Head Highway and Livingston Road (office building at 5410 Indian Head Highway).

Previous Zoning:

C-O Zone

Master Plan:

Service-Commercial land use category. *(The adopted plan recommended the revision from the Office-Commercial land use category to the Service-Commercial land use category.)*

SMA:

C-M Zone. *(The endorsed SMA recommended the revision from the C-O Zone to the C-M Zone (Change E2-2).)*

AMENDMENT 2

Location/Description:

A 0.9± acre undeveloped parcel on the south side of Owens Road at Southern Avenue.

Previous Zoning:

R-30 Zone

Master Plan:

No amendment.

SMA:

R-20 Zone. *(The endorsed SMA recommended the revision from the R-30 Zone to the R-20 Zone (Change E2-6).)*

AMENDMENT 3

Location/Description:

Undeveloped and developed lots and parcels (single-family dwellings and church) comprising 9.6± acres on the north side of Owens Road at Addison Street and Addison Road.

Previous Zoning:

R-30C Zone

Master Plan:

Medium-Suburban residential land use category. *(The adopted plan recommended the revision from the Low-Urban residential land use category to the Medium-Suburban residential land use category.)*

SMA:

R-55 Zone. *(The endorsed SMA recommended the revision from the R-30C Zone to the R-55 Zone (Change E3-2).)*

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AMENDMENT 4

Location/Description:

82± acres on the south side of Southern Avenue, adjacent to and including the Southern Avenue Metro Station and the Knights of Columbus property.

Previous Zoning:

R-30C, R-55 and C-2 Zones

Master Plan:

Office-Commercial land use category. *(The adopted plan recommended the revision from the Low-Urban and Medium-Suburban residential land use and the Commercial land use categories to the Office-Commercial land use category.)*

SMA:

C-O Zone. *(The endorsed SMA recommended the revision from the R-30C, R-55 and C-2 Zones to the C-O Zone (revised Change H1-3).)*

AMENDMENT 5

Location/Description:

3225 Naylor Road (Legends property)

Previous Zoning:

C-M Zone

Master Plan:

Service-Commercial land use category. *(The adopted plan recommended the deletion of the property from the Office-Commercial land use category (original change H2-1) and recommended the Service-Commercial land use category.)*

SMA:

C-M Zone. *(The endorsed SMA recommended the deletion of the property from the C-O Zone (original Change H2-1) and recommended retention of the existing C-M Zone.)*

AMENDMENT 6

Location/Description:

Developed (former Mr. Wicks Motel site) and undeveloped parcels comprising 4.2± acres on the south side of Oxon Run Drive, north side of Good Hope Avenue, east of Oxon Park Street and west of the Legends site and including the Naylor Road frontage properties between Good Hope Avenue and the Top of the Hill Apartments property, excluding the existing gasoline station.

Previous Zoning:

C-M and R-18 Zones

Master Plan:

Office-Commercial land use category. *(The adopted plan recommended the revision from the Office-Commercial land use category to the Retail-Commercial land use category.)*

SMA:

C-O Zone. *(The endorsed SMA recommended a revision from the C-O Zone to the C-S-C Zone (revised Change H2-2; formerly part of change H2-1).)*

AMENDMENT 7

Location/Description:

Two developed parcels (restaurant, motel: 3111 and 3131 Branch Avenue) consisting of 2.5± acres on the west side of Branch Avenue, adjacent to the Naylor Road Metro station.

Previous Zoning:

C-S-C Zone

Master Plan:

Office-Commercial land use category. *(The adopted plan recommended the revision from the Retail-Commercial land use category to the Office-Commercial land use category.)*

SMA:

C-O Zone. *(The endorsed SMA recommended the revision from the C-S-C Zone to the C-O Zone (part of revised Change H2-1).)*

AMENDMENT 8

Location/Description:

Undeveloped Parcel 173 (4.8± acres) on the south side of St. Barnabas Road at the Capital Beltway ramp.

Previous Zoning:

C-O Zone

Master Plan:

Service-Commercial land use category. *(The adopted plan recommended the Office-Commercial land use category.)*

SMA:

C-M Zone. *(The endorsed SMA recommended the C-O Zone (revised Change H5-1).)*

AMENDMENT 9

Location/Description:

Developed parcels consisting of 6± acres on the east side of Branch Avenue between Curtis Drive and the Branch Avenue Plaza (3200 -3314 Branch Avenue).

Previous Zoning:

C-S-C and C-M Zones

Master Plan:

Retail-Commercial land use category. *(The adopted plan recommended the Office-Commercial land use category.)*

SMA:

C-S-C Zone. *(The endorsed SMA recommended the C-O Zone (Change S1-1).)*

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AMENDMENT 10

Location/Description:

101± acres east of the Town of Morningside, south of Suitland Parkway and west of Rena Road. This includes undeveloped land, the Forest Village Apartments and a developed I-2 zoned site.

Previous Zoning:

R-R, R-18 and I-2 Zones

Master Plan:

Employment land use category. *(The adopted plan recommended the Urban residential land use category for the apartment site and the employment land use category for the balance of the site.)*

SMA:

I-4 Zone. *(The endorsed SMA recommended the existing R-R, R-18 and I-2 Zones.)*

AMENDMENT 11

Location/Description:

4721 Auth Place (former Toys R Us site)

Previous Zoning:

C-S-C Zone

Master Plan:

Service-Commercial land use category. *(The adopted plan recommended the Retail-Commercial land use category.)*

SMA:

C-M Zone. *(The endorsed SMA recommended the C-S-C Zone.)*

AMENDMENT 12

Location/Description:

Undeveloped Outlot A comprising 9.5± acres on the north side Auth Place, adjacent to Britannia Way.

Previous Zoning:

I-3 Zone

Master Plan:

No amendment.

SMA:

C-M Zone. *(The endorsed SMA recommended the I-3 Zone (although the C-M Zone was recommended as a future zone to accommodate a particular use (car storage) of the land).)*

AMENDMENT 13

Location/Description:

Capital Gateway (73.6± acres) property outside of the Capital Gateway Boulevard loop road.

Previous Zoning:

I-1 and I-3 Zones

Master Plan:

Mixed-Use Transportation land use category. *(The adopted plan recommended the Employment land use category.)*

SMA:

M-X-T Zone. *(The endorsed SMA recommended the I-1 and I-3 Zones.)*

AMENDMENT 14

Location/Description:

Approximately 12± acres of developed lots and parcels (single-family dwellings and a church) on the north side of Auth Road, 600 feet east of Auth Place and extending eastward to Old Soper Road.

Previous Zoning:

R-R Zone

Master Plan:

Retail-Commercial land use category and the Low Suburban residential land use category (for the church site only). *(The adopted plan recommended the Urban residential land use category.)*

SMA:

C-S-C Zone and retain the existing **R-R Zone** (for the church site only). *(The endorsed SMA recommended the revision from the R-R Zone to the R-18C Zone (Change SE 2).)*

AMENDMENT 15

Location/Description:

Undeveloped Lot 33 (1.3± acres) on Capital Gateway Boulevard

Previous Zoning:

R-R Zone

Master Plan:

No amendment.

SMA:

I-3 Zone. *(The endorsed SMA recommended the revision from the R-R Zone to the I-3 Zone (Change SE 7).)*

AMENDMENT 16

Location/Description:

Parcels 236, 463 and 465 consisting of one dwelling on 3.4 acres on the south side of Auth Road, east of Mercedes Boulevard.

Previous Zoning:

R-R Zone

Master Plan:

Suburban residential land use category. *(The adopted plan recommended the Low-Urban residential land use category.)*

SMA:

R-80 Zone. *(The endorsed SMA recommended the revision from the R-R Zone to the R-T Zone (Change SE 3).)*

AMENDMENT 17

Location/Description:

Parcels 14 and 27 (part of former Price Club property), consisting of 4.1± acres on the north side of Auth Place, west of Britannia Way.

Previous Zoning:

I-3 Zone

Master Plan:

No amendment.

SMA:

C-M Zone. *(The endorsed SMA recommended the I-3 Zone.)*

AMENDMENT 18

Location/Description:

Parcel 79, consisting of 2.8± acres, on the south side of Suitland Road across from Poplar Road.

Previous Zoning:

C-S-C Zone

Master Plan:

Service-Commercial land use category. *(The adopted plan recommended the Retail-Commercial land use category.)*

SMA:

C-M Zone. *(The endorsed SMA recommended the C-S-C Zone.)*

SECTION 2. BE IT FURTHER RESOLVED that staff is authorized to make appropriate text and map revisions to correct identified errors, reflect updated information, and incorporate the changes resulting from Council actions described in this Act.

SECTION 3. BE IT FURTHER RESOLVED that this Sectional Map Amendment is an amendment to the Zoning Ordinance, and the official Zoning Map for the Maryland-Washington Regional District in Prince George’s County. The zoning changes approved by this Act shall be depicted on the official Zoning Maps of the County.

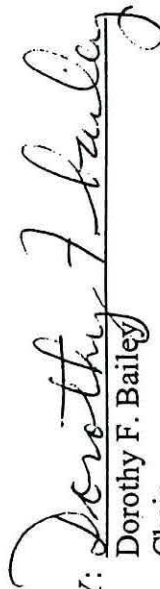
SECTION 4. BE IT FURTHER RESOLVED that the provisions of this Act are severable: if any zone, provision, sentence, clause, section or part thereof is held illegal, invalid,

1 unconstitutional or inapplicable to any person or circumstances, such illegality, invalidity,
2 unconstitutionality or inapplicability shall not affect or impair any of the remaining provisions,
3 sentences, clauses, sections or parts of the Act or their application to other zones, persons, or
4 circumstances. It is hereby declared to be the legislative intent that this Act would have been
5 adopted as if such illegal, invalid, unconstitutional or inapplicable zone, provision, sentence,
6 clause, section or part had not been included therein.

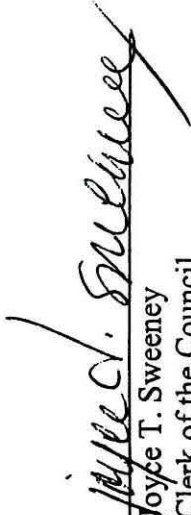
7 SECTION 5. BE IT FURTHER RESOLVED that this Act shall take effect on the date of
8 its adoption.

Adopted this 21st day of November, 2000.

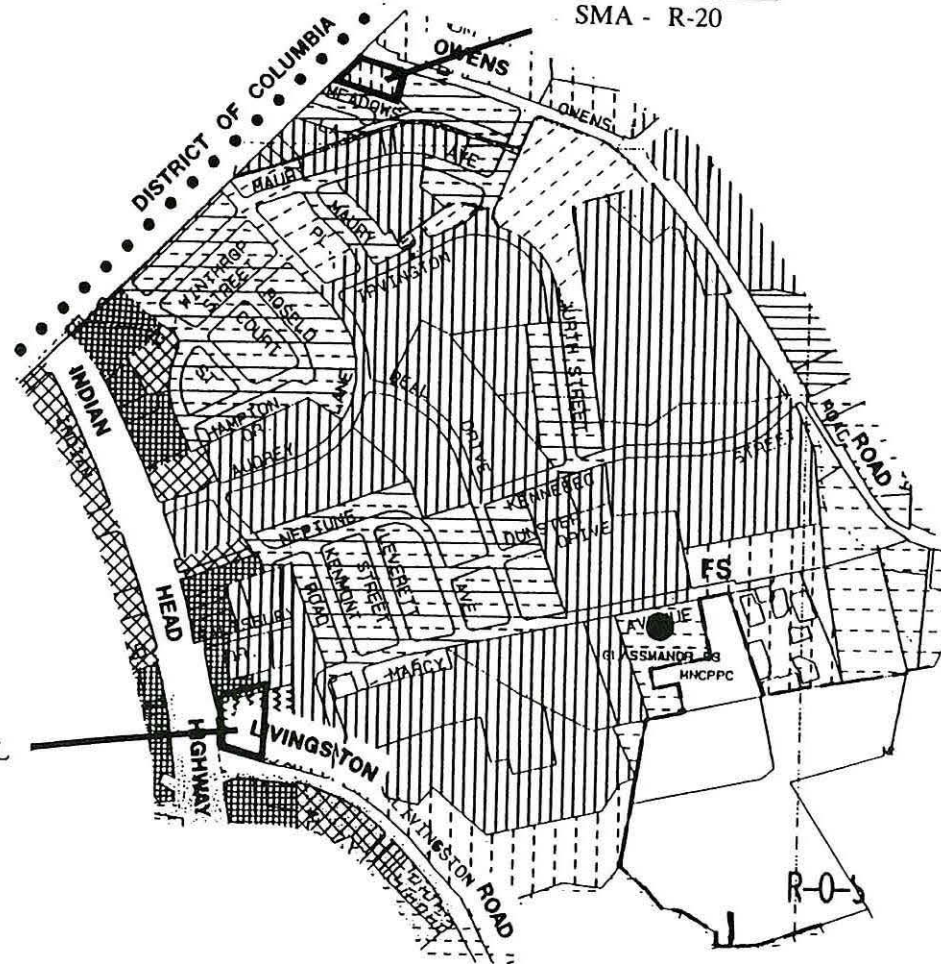
COUNTY COUNCIL OF PRINCE GEORGE'S
COUNTY, MARYLAND, SITTING AS THE
DISTRICT COUNCIL FOR THAT PART OF
THE MARYLAND-WASHINGTON REGIONAL
DISTRICT IN PRINCE GEORGE'S COUNTY,
MARYLAND

BY: 
Dorothy F. Bailey
Chair

ATTEST:

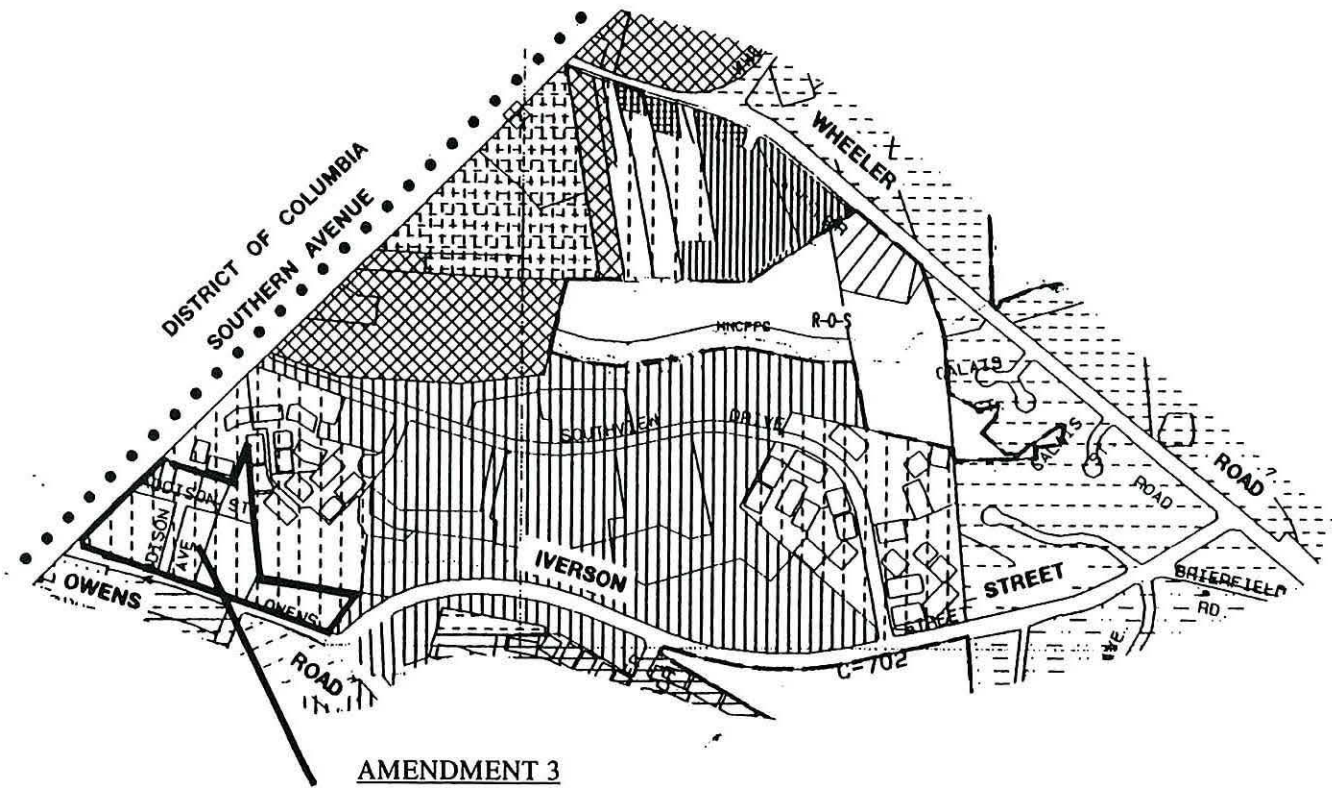

Joyce T. Sweeney
Clerk of the Council

AMENDMENT 2
SMA - R-20



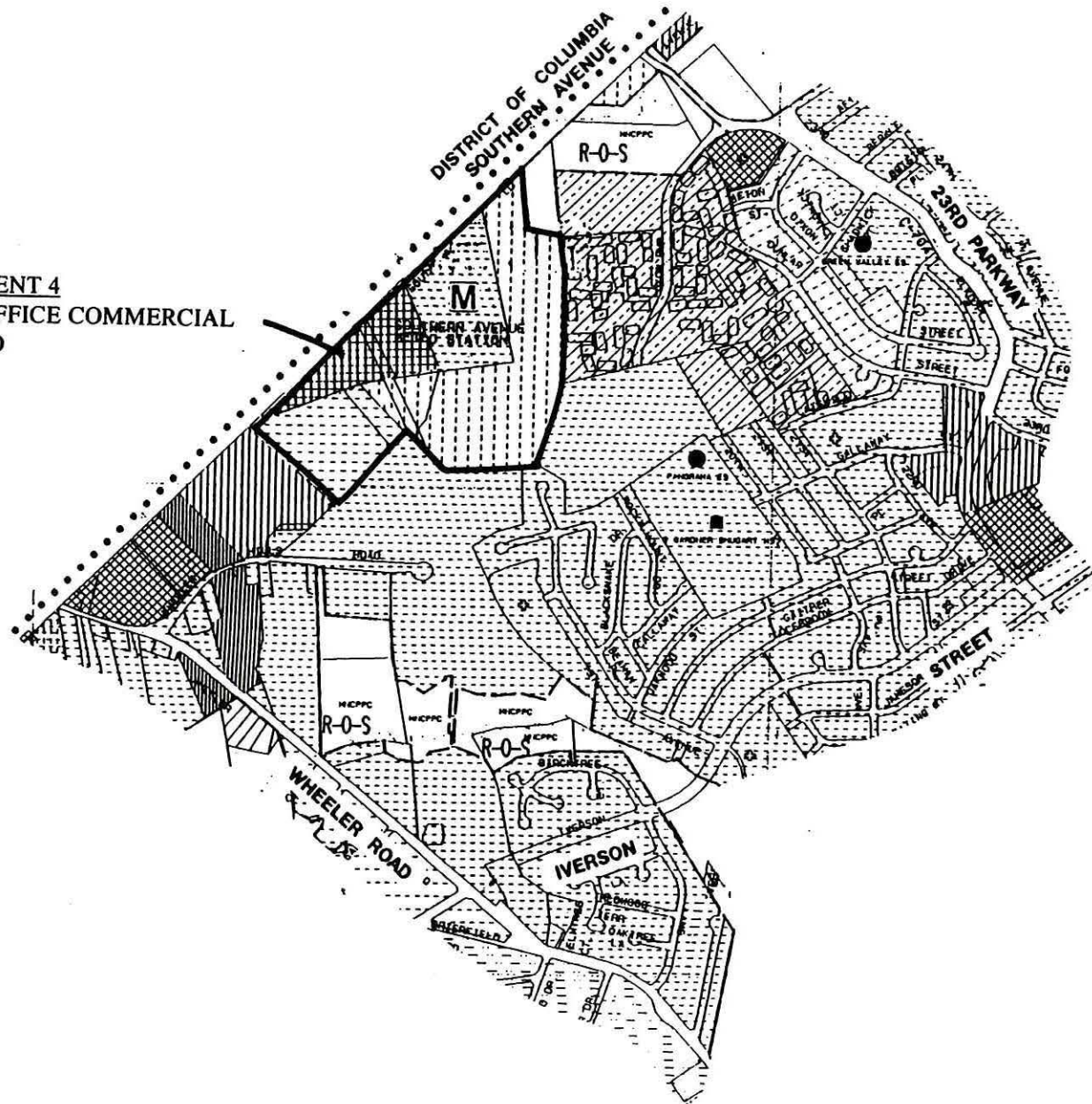
AMENDMENT 1
PLAN - SERVICE COMMERCIAL
SMA - C-M





AMENDMENT 3
 PLAN - MEDIUM SUBURBAN RESIDENTIAL
 SMA - R-55

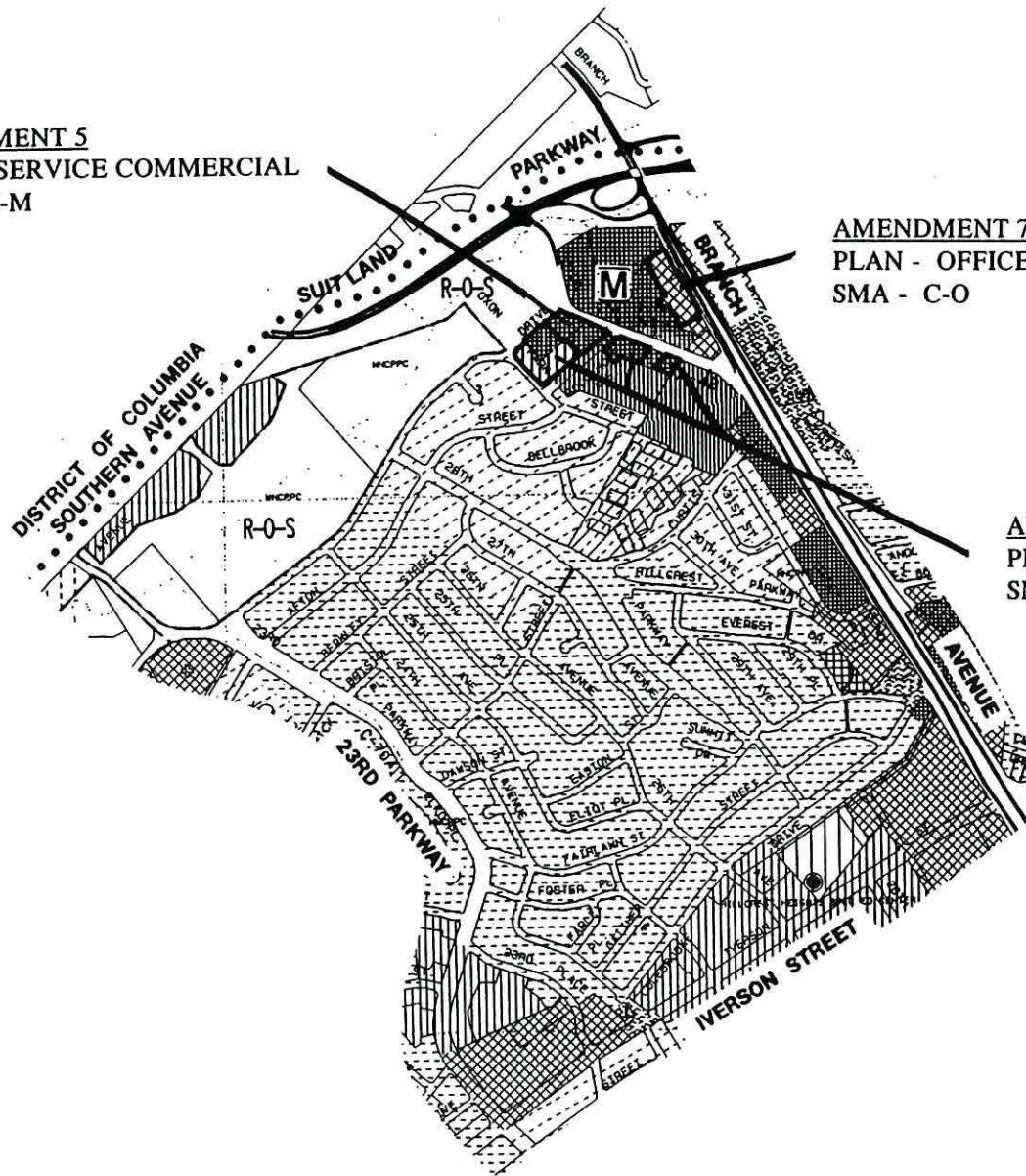
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SMA - C-O

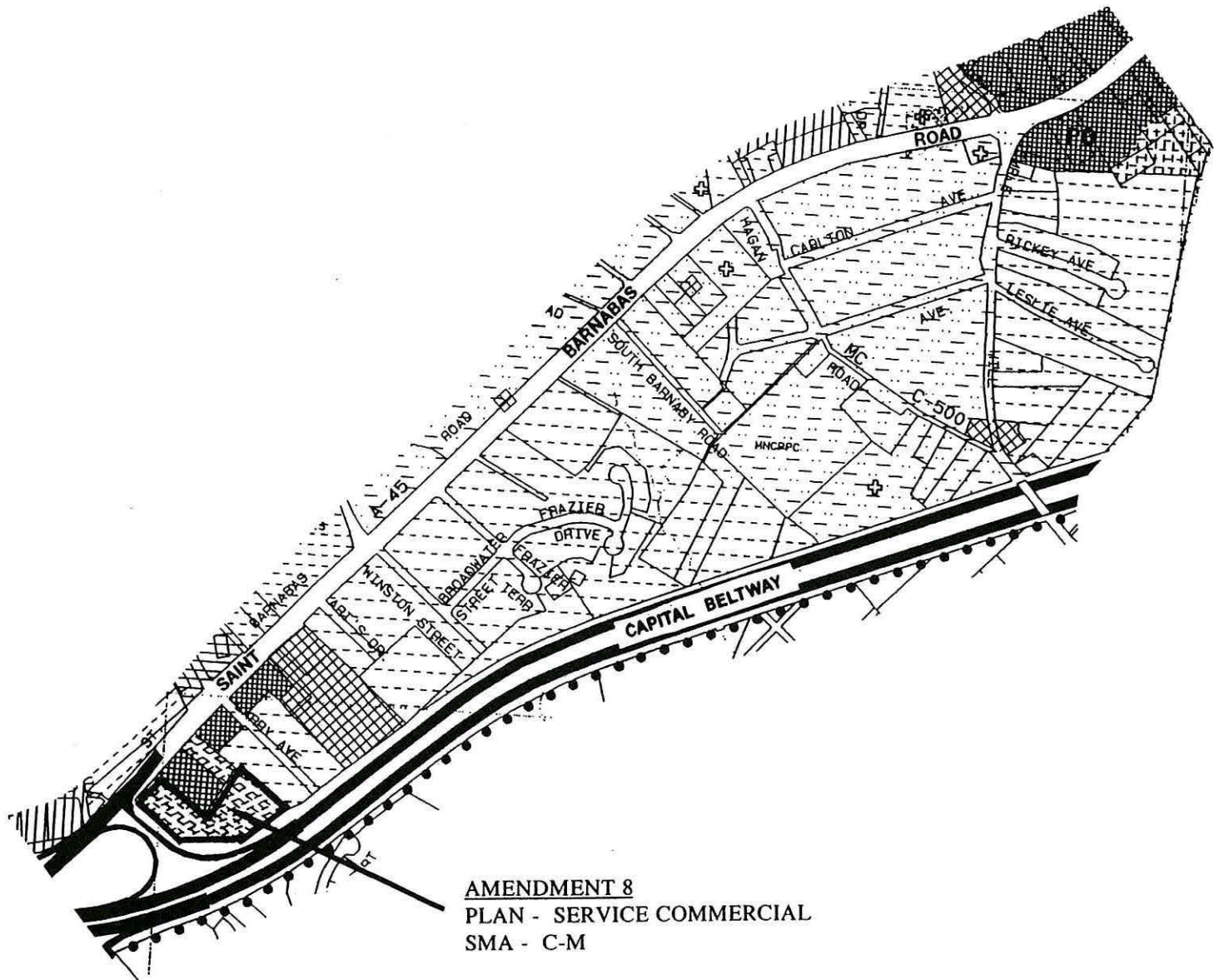


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PLAN - SERVICE COMMERCIAL
SMA - C-M

AMENDMENT 7
PLAN - OFFICE COMMERCIAL
SMA - C-O

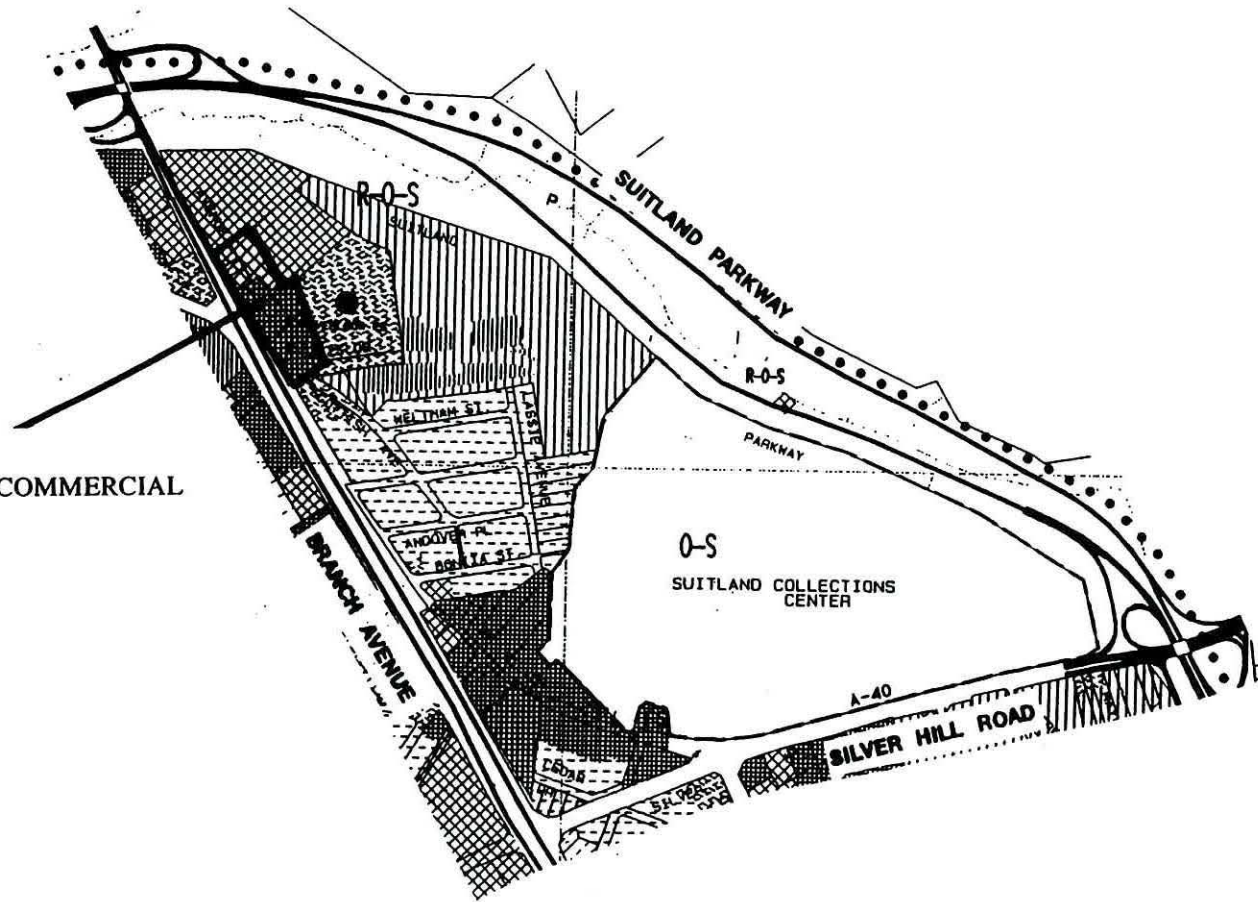
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SMA - C-O

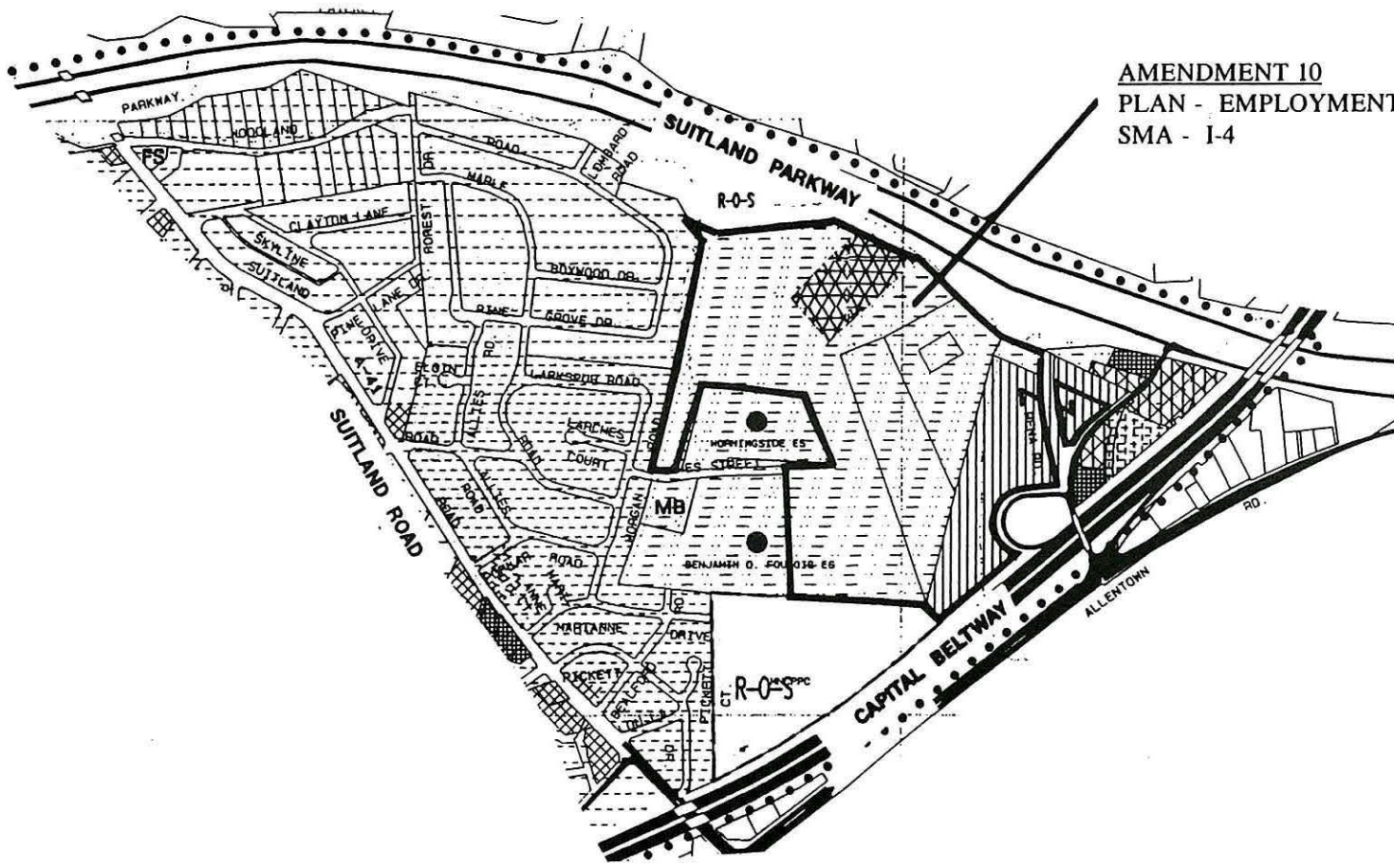




AMENDMENT 8
PLAN - SERVICE COMMERCIAL
SMA - C-M

AMENDMENT 9
PLAN - RETAIL COMMERCIAL
SMA - C-S-C





AMENDMENT 10
PLAN - EMPLOYMENT
SMA - I-4

AMENDMENT 12
SMA - C-M

AMENDMENT 17
SMA - C-M

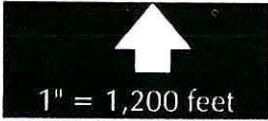
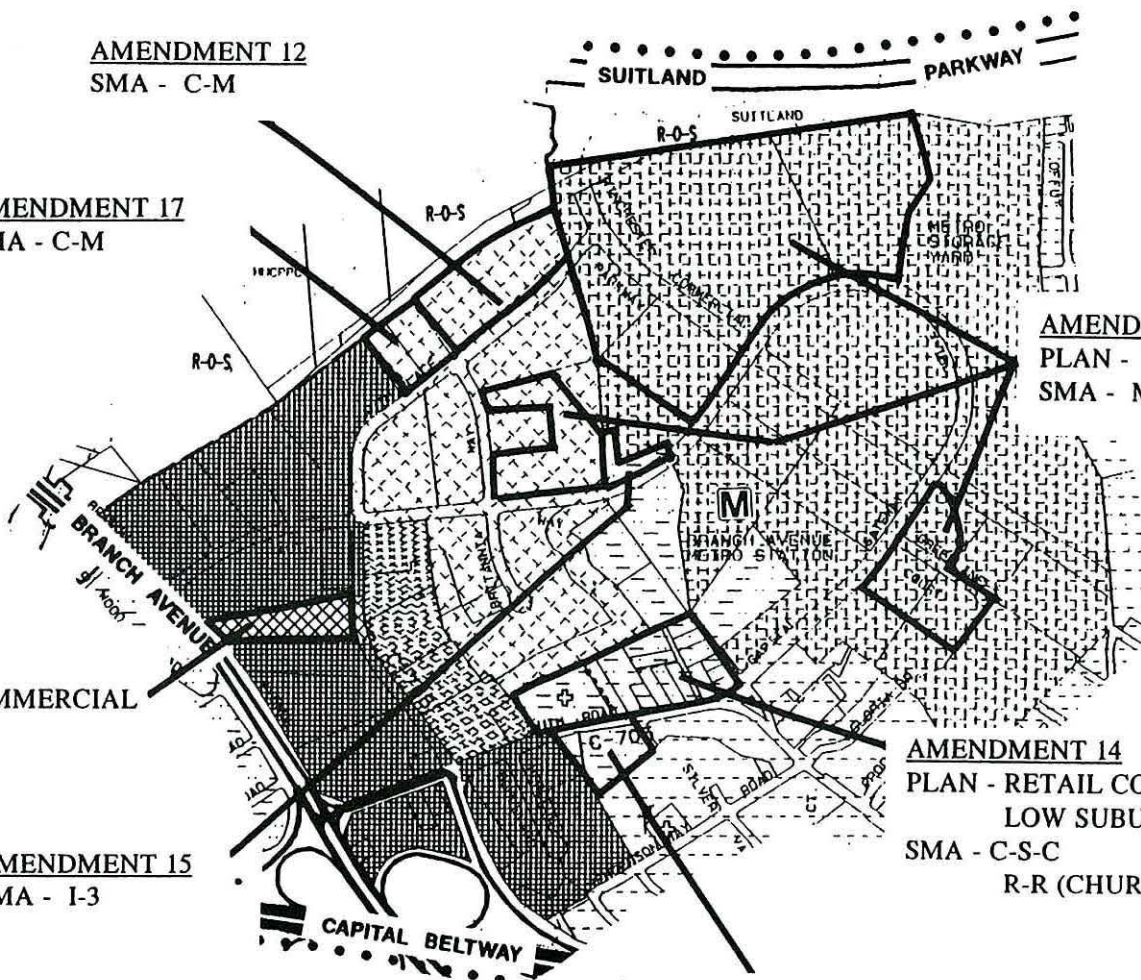
AMENDMENT 13
PLAN - MIXED USE TRANSPORTATION
SMA - M-X-T

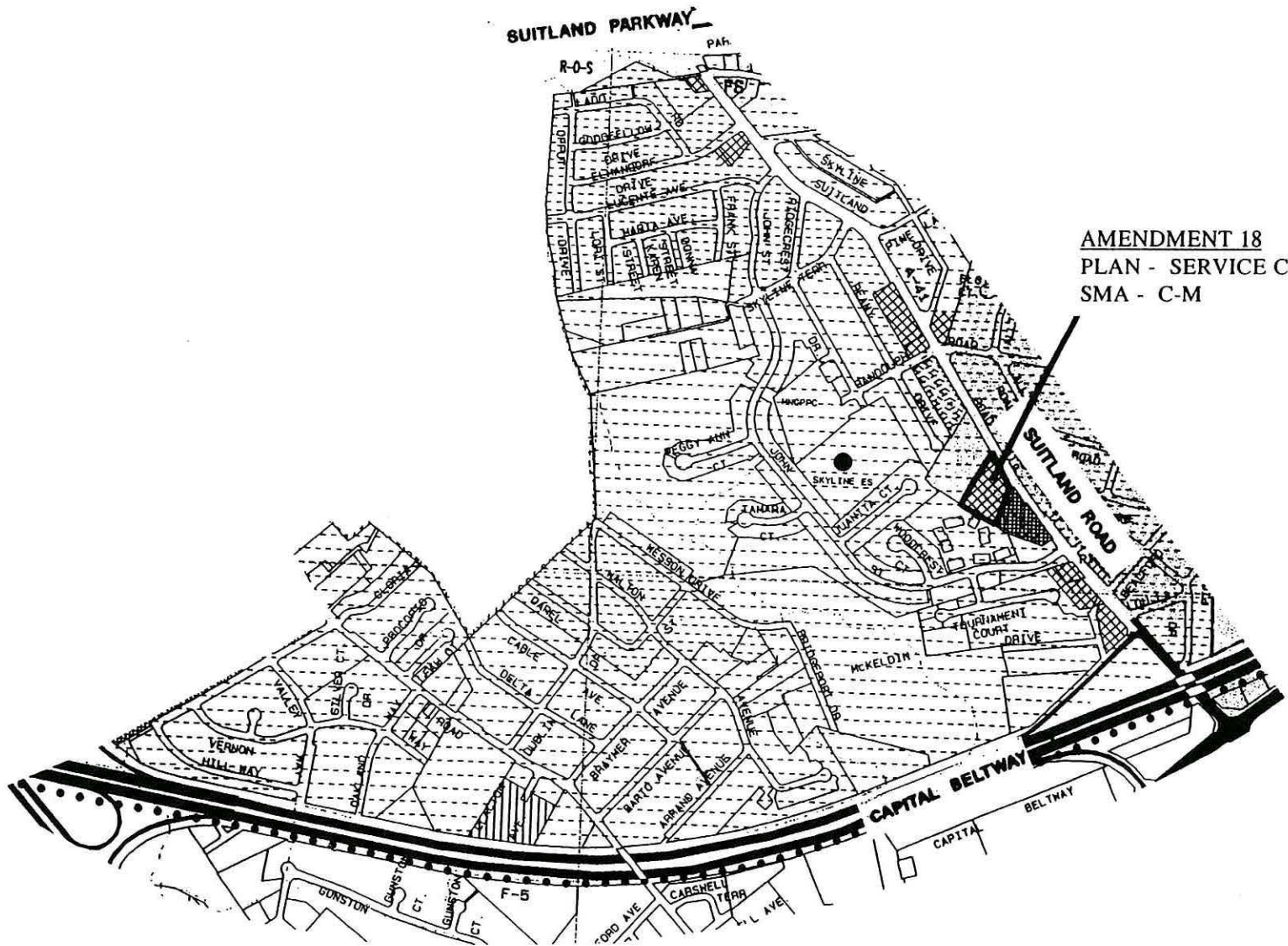
AMENDMENT 11
PLAN - SERVICE COMMERCIAL
SMA - C-M

AMENDMENT 15
SMA - I-3

AMENDMENT 14
PLAN - RETAIL COMMERCIAL
LOW SUBURBAN (CHURCH SITE ONLY)
SMA - C-S-C
R-R (CHURCH SITE ONLY)

AMENDMENT 16
PLAN - SUBURBAN RESIDENTIAL
SMA - R-80





AMENDMENT 18
PLAN - SERVICE COMMERCIAL
SMA - C-M

APPENDIX B — GUIDE TO ZONING CATEGORIES

RESIDENTIAL ZONES¹

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

Minimum lot size - 20 acres*

Maximum dwelling units per net acre - 0.05

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

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

Standard lot size - 5 acres

Maximum dwelling units per net acre - 0.20

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

Standard lot size - 2 acres

Maximum dwelling units per net acre - 0.50

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

Standard lot size - 40,000 sq. ft.

Maximum dwelling units per net acre - 1.08

Estimated average dwelling units per acre - 0.85

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

Standard lot size - 20,000 sq. ft.

- 15,000 sq. ft. if recorded prior to February 1, 1970

10,000 sq. ft. if recorded prior to July 1, 1967

Maximum dwelling units per net acre - 2.17

Estimated average dwelling units per acre - 1.85

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

Standard lot size - 9,500 sq. ft.

Maximum dwelling units per net acre - 4.5

Estimated average dwelling units per acre - 3.4

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

Standard lot sizes - 6,500 sq. ft.

Maximum dwelling units per net acre - 6.70

Estimated average dwelling units per acre - 4.2

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

Standard lot sizes - 3,500 sq. ft. for one-family, semi-detached
- 7,000 sq. ft. for two-family, detached

Maximum dwelling units per net acre - 12.44

Estimated average dwelling units per acre - 8.5

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

Standard lot size per attached dwelling - 1,800 sq. ft.

Maximum dwelling units per net acre - Three-family dwellings - 9
- Two-family dwellings - 8
- Other attached dwellings - 6

Minimum area for development - 2 acres

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

Standard lot sizes - 3,200 sq. ft. for end lots
- 2,000 sq. ft. for interior townhouse lots

Maximum triple-attached dwellings per net acre - 16.33

Maximum townhouses per net acre - 6.0 (same as R-T)

Estimated average triple-attached dwelling units per net acre - 11

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

Standard lot size - Garden apartments - 14,000 sq. ft.
- Two-family dwellings - 1,500 sq. ft.
- Other attached dwellings - 1,800 sq. ft.

- Maximum dwelling units per net acre
- Garden apartments - 10
- Three-family dwellings - 9
- Two-family dwellings - 8
- Other attached dwellings - 6

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

- Standard lot size
- Garden apartments - 14,000 sq. ft.
 - Two-family dwellings - 1,500 sq. ft.
 - Other attached dwellings - 1,800 sq. ft.

- Maximum dwelling units per net acre
- Garden apartments - 12
 - Three-family dwellings - 9
 - Two-family dwellings - 8
 - Other attached dwellings - 6

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

- Standard lot size
- Apartments - 16,000 sq. ft.
 - Two-family dwellings - 1,500 sq. ft.
 - Other attached dwellings - 1,800 sq. ft.

- Maximum dwelling units per net acre
- Garden apartments and three-family dwellings - 12
 - Mid-rise apartments (4 or more stories with elevator) - 20
 - Three-family dwellings - 9
 - Two-family dwellings - 8
 - Other attached dwellings - 6

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

- Standard lot size
- Apartments - 1 acre
 - Two-family dwellings - 1,500 sq. ft.
 - Other attached dwellings - 1,800 sq. ft.

- Maximum dwelling units per net acre
- Garden apartments - 14
 - Mid rise apartments (4 or more stories with elevator) - 20
 - Three-family dwellings - 9
 - Two-family dwellings - 8
 - Other attached dwellings - 6

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

Minimum lot size - 5 acres

Maximum dwelling units per net acre - 48.4

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

Minimum lot size - 20,000 sq. ft.

Maximum dwelling units per net acre - 48

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

Minimum lot size - 2 acres

Maximum dwelling units per net acre - 48 plus one for each 1,000 sq. ft. of indoor common area for social, recreational, or educational purposes.

MIXED USE/PLANNED COMMUNITY ZONES

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

Lot size and dwelling types - No Restrictions

Maximum floor area ratio - 0.4 without optional method;
- 8.0 with optional method (provision of amenities)

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

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

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

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

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

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

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

COMPREHENSIVE DESIGN ZONES

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

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

- Minimum tract size
 - Generally 100 adjoining gross acres
- Low .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.

	<u>Neighborhood</u>	<u>Village</u>	<u>Community</u>
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.

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.

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

- 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.

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.

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.

APPENDIX C – RESIDENTIAL IMPLEMENTATION ZONES						
Plan Designation	Comprehensive Design ¹			Conventional ²		
Land Use	DU/Acre	Zone	DU/Acre	Zone	DU/Acre Average	Maximum
Permanent Low-Density Living Areas						
Rural Living Area	0.05/0.2/0.5	None		R-O-S/O-S/R-A	-	0.05/0.2/0.5
Large-Lot/Alternative	0.5-1.5	R-L	0.5-1.5	R-A/R-E	-	0.5/1.08
Low-Density Development	Up to 1.3	V-L	Up to 1.3			
	Up to 2.0	V-M	Up to 2.0			
Suburban Living Areas						
Suburban Estate	1.0	None		R-E	.85	1.08
Low Suburban	1.6-2.6	R-S	1.6-2.6	R-R ³ R-R (cluster)	1.6 1.9	2.17 2.0
Suburban	2.7-3.5	R-S	2.7-3.5	R-80	3.4	4.5
Medium Suburban	3.6-5.7	R-M	3.6-5.7	R-55	4.2	6.7
High Suburban ⁴	5.8-7.9	R-M	5.8-7.9	None		
Urban Living Areas						
Low Urban ⁵	8.0-11.9	R-U	8.0-11.9	R-T R-30 R-30C ⁷ R-18 (garden) R-35 R-20	6.0 6.0 6.0 6.0 8.5 11.0	9.0 12.0 12.0 12.0 12.4 16.0
Urban ⁶	12.0-16.9	R-U	12.0-16.9	R-30C ⁷ R-18 (garden) R-18C ⁷ (garden)	12.0 12.0 12.0	12.0 12.0 14.0
High Urban ⁸	17.0-48.4	M-A-C	10.0-47.9	R-18 (mid-rise) R-18C ⁷ (mid-rise) R-10 R-10A ⁹ R-H	20.0 20.0 48.0 48.0 48.4	20.0 20.0 48.0 48.0 48.4
Mixed-Use				M-X-T		8.0 maximum floor area ratio with optional method (provision of amenities)
Activity Centers						
Local Activity Center		L-A-C				
Neighborhood			8.0-12.1			
Village			10.0-15.0			
Community			10.0-20.0			

- | | |
|---|--|
| 1 | Not all Comprehensive Design Zones are recommended in the Plan. |
| 2 | Not all Conventional Zones are shown on the Plan Map. |
| 3 | Development in the R-R Zone yields an average of 1.85 du/acre overall. |
| 4 | Typically townhouses. |
| 5 | Generally townhouses and low-density garden apartments. |
| 6 | Generally garden apartments |
| 7 | Condominiums. |
| 8 | Generally mid-rise and/or high-rise. |
| 9 | High-rise efficiencies, generally elderly accommodations. |

APPENDIX D — PUBLIC FACILITIES COST ESTIMATES

All approved master plans must 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 master plan per Council Bill 17-1998. The estimates can be used to generally gauge potential fiscal expenditures for recommended public facilities. The estimates are based on current (1998) dollars and should be viewed strictly as estimates.

This master plan only provides estimates for the following plan proposals: roads, transit service, schools, fire station, stormwater management facilities, parkland and trails.

Transportation Chapter				
Facility Typ	Project Name	Location	Cost (1998)	Capital Improvement Program
Arterial Road (A-41)	Suitland Road	Suitland Parkway to Allentown Road	\$2,155,000 ¹	Not Applicable (N/A)
Collector Road (C-206)	23rd Parkway Extension	Olson Street to St. Barnabas Road	\$847,000 ¹	N/A
Collector Road (C-206)	23rd Parkway Widening	Oxon Run Drive to Olson Street	\$1,925,000 ¹	N/A
Collector Road (A-46)	Hagan Road	St. Barnabas Road to Temple Hill Road	\$847,000 ¹	N/A
Collector Road (C-208)	Iverson Street	Iverson Place to Birchtree Lane and Iverson Street stub to Wheeler Road	\$866,250 ¹	N/A
Transit Service	County ("The Bus") and WMATA (Metrobus) service	Within Planning Area 76A	\$1,170,000 ²	FY1995-FY2000 Transit Development Master Plan
¹ Cost estimate includes land and construction cost ² Estimated cost of equipment needed to increase County-controlled and WMATA-provided bus service on routes that serve Planning Area 76A, including routes that begin or end outside the planning area				

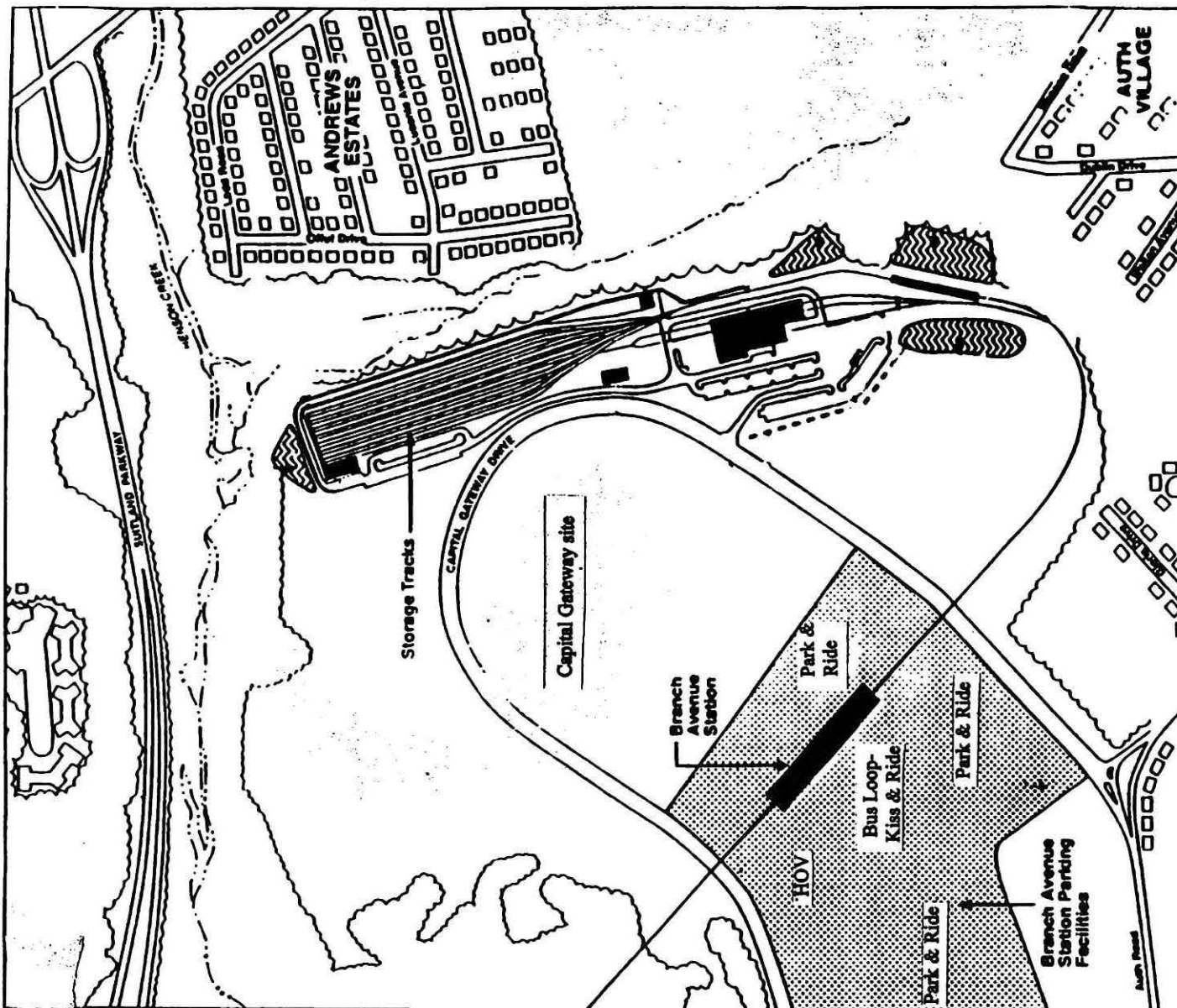
Public Facilities Chapter					
Facility Type	Project Name	Location	Cost (1998)	Capital Improvement Program	Funding
Elementary School	West Green Valley	Adjacent to Panorama Elementary School	\$12,140,000 ¹	Approved CIP 1999-2004	County Bonds \$4,856,000 State \$7,284,000
Elementary School	Oak Park-Iverson	Vicinity of Iverson Street and Sutler Drive	\$12,140,000 ¹	N/A	N/A
Middle School (Addition)	300 seat Addition	Either Shugart or Stoddert Middle Schools	\$1,900,000 ¹	N/A	N/A
Fire Station	Relocation of Company 42	Location undetermined	\$3,500,000 ²	Approved CIP 1999-2004	No Funding Identified
¹ Cost estimate includes planning, construction and school equipment costs ² Cost estimate includes planning, land, construction and station equipment costs					

Environmental Resources Chapter				
Facility Type	Project Name	Location	Cost (1998)	Capital Improvement Program
Stormwater Management wet pond 2-10 year water control	Oxon Run 4 ¹	Barnaby Run Tributary	\$776,000	N/A
Stormwater Management wet pond 2-10 year water control	Oxon Run 6 ¹	Barnaby Run Tributary	\$729,000	N/A
Stormwater Management wet pond 2-10 year water control	Oxon Run 9 ¹	Barnaby Run Tributary	\$562,000	N/A
Stormwater Management wet pond 2-10 year water control	Henson Creek 22 ²	Tributary at Oxford Drive	\$521,000	N/A
Stormwater Management wet pond 2-10 year water control	Henson Creek 14 ²	Tributary	\$629,000	N/A
Stormwater Management wet pond 2-10 year water control	Henson Creek 36 ²	Tributary at Beltway (495)	\$258,000	N/A
1	Comprehensive Watershed Management Plan for Oxon Run			
2	Comprehensive Watershed Management Plan for Henson Creek			

Parks Chapter				
Facility Type	Project Name	Location	Cost (1998) ¹	Capital Improvement Program
Parkland	Area 1 — 100± acres	See Parks chapter recommendation	\$570,000	N/A
Parkland	Area 2 — 50± acres	See Parks chapter recommendation	\$271,000	N/A
Parkland	Area 3 — 15± acres	See Parks chapter recommendation	\$95,000	N/A
Parkland	Area 4 — 9 ± acres	See Parks chapter recommendation	County owned	N/A
Parkland	Area 5 — 10± acres	See Parks chapter recommendation	\$226,000	N/A
1	Based on 1997 Property Tax Assessment Records for properties in the area.			

Trails Chapter				
Facility Type	Project Name	Location	Cost (1998)	Capital Improvement Program
Multiuse Trail	Barnaby Run Trail	Barnaby Run - 17,000 linear feet	\$425,000 ¹	N/A
Multiuse Trail	Henson Creek Trail	Henson Creek - 12,000 linear feet	\$300,000 ¹	N/A
Multiuse Trail	Suitland Parkway Trail	Suitland Parkway - 28,000 linear feet	\$2,000,000 ¹	N/A
Bike Trails	Widening existing 4' sidewalks to 8'	Throughout planning area	\$3.00 sq. yd. x length	N/A
Bike Trails	New 8' concrete trails	Throughout planning area	\$23.00 sq. yd. x length	N/A
Bike Trails	8' wide asphalt bike trail	Throughout planning area	\$2.50 sq. yd. x length	N/A
Share the road and bicycle route signs	Trail sign	Throughout planning area	\$210 per sign	N/A
1 Estimate based on approximate distance of trail and standard cost for multiuse trail construction.				

Appendix E
Metro Station Site Plans (Branch Avenue, Naylor Road, and Southern Avenue)



SITE PLAN

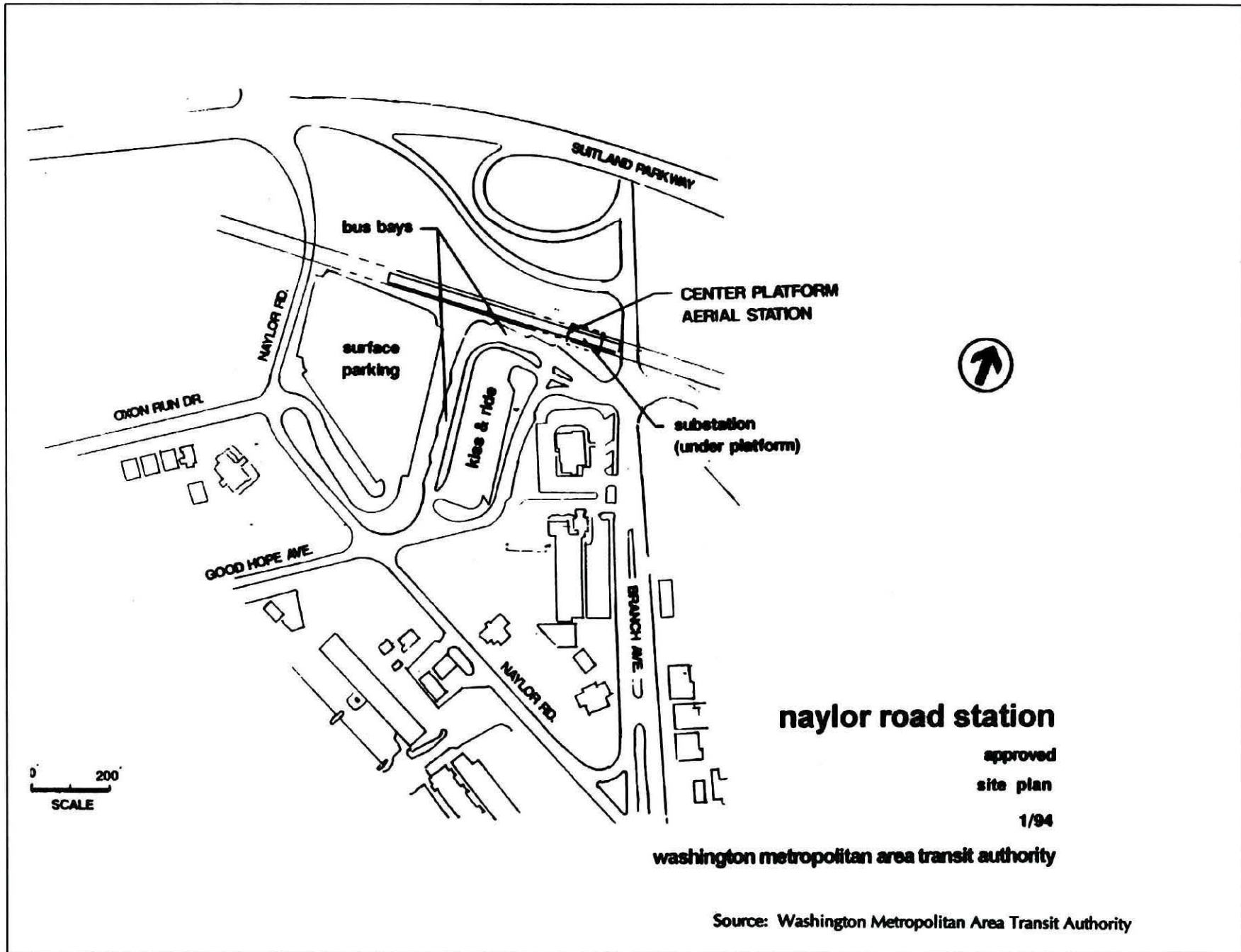
-  YARD BUILDINGS
-  STORMWATER MANAGEMENT FACILITIES
-  BRANCH AVENUE STATION PARKING (PREVIOUSLY APPROVED)

BRANCH AVENUE GREEN LINE (F) ROUTE

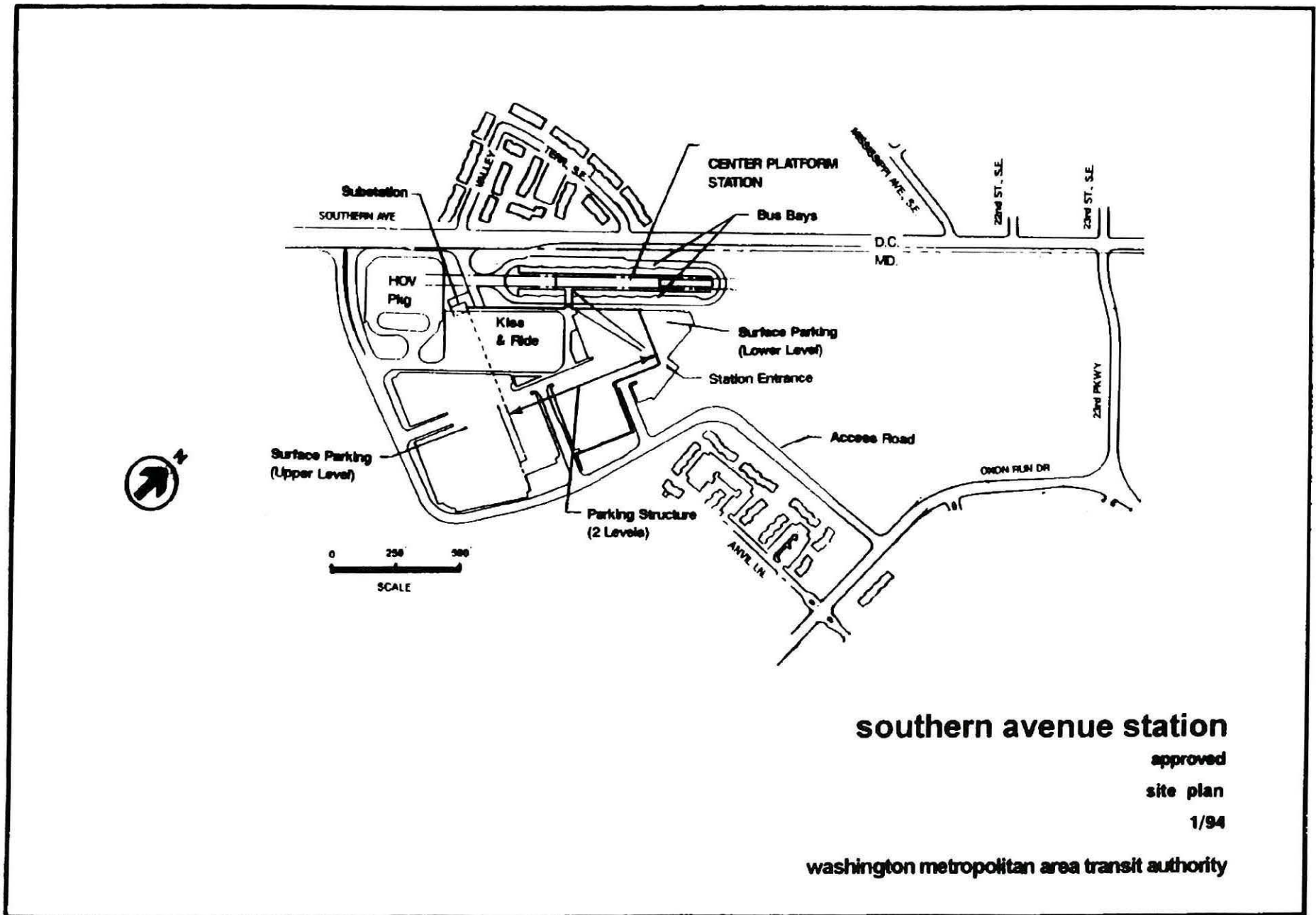




Source: Washington Metropolitan Area Transit Authority



Source: Washington Metropolitan Area Transit Authority



southern avenue station

approved

site plan

1/94

washington metropolitan area transit authority

Notes

Acknowledgments

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