

The Plan



SECTOR-WIDE VISION and RECOMMENDATIONS

Plan Framework

Land Use

Transportation and Circulation

Environment

Cultural Heritage

Recreation and Open Space

Public Facilities

Economics and Market

PLAN FRAMEWORK

THE VISION

The Sector Plan Area will be developed as a distinct, integrated and inviting mixed-use community characterized by:

- A safe and effective multimodal system that minimizes adverse traffic impacts by balancing traditional automobile use with transit and integrated bikeways and pedestrian linkages to and within the surrounding communities.
- The preservation and conservation of environmental features.
- Environmentally sensitive development and redevelopment.
- High quality design standards.

PLANNING PRINCIPLES

The Sector Plan Area represents an excellent opportunity in the County to create a mixed-use, transit-oriented community integrated with a large natural open space. Capitalizing on this opportunity to guide growth around the Greenbelt station requires applying the following four planning principles:

- Provide quality development within a safe and effective multimodal transportation system that balances transit, bicycle, pedestrian and automobile circulation. (See Figure 4.)

Nonautomobile travel opportunities are a critical element to create a balanced, multimodal transportation system. Pedestrian- and bicycle-friendly streets and trails should serve as linkages between residential communities and daily destinations, such as neighborhood activity, service and retail centers. Neighborhood streets must also be designed to be safe for children, comfortable for bicycling and interesting and pleasant to walk along.

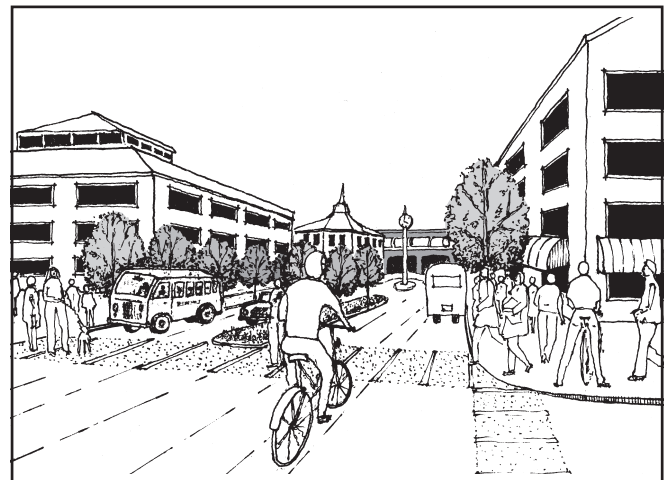


Figure 4. Multimodal streets provide easy access for pedestrians, bicyclists and motorists.

- Protect and strengthen the regional ecological systems.

The Sector Plan Area is situated at the junction of Indian Creek and Upper Beaverdam Creek, two major tributaries of the Anacostia River. There are many environmentally sensitive features within this meeting of watersheds,

such as floodplain, wetland, woodland and special habitat. Although future development in the Sector Plan Area will inevitably have impacts on the natural environment, the impacts should be avoided and or minimized to the greatest extent possible. Restoration of certain degraded areas should occur. The integration of the natural systems with development will provide an amenity to the built environment. The Environment chapter of this document discusses these issues. (See Figure 5.)

- Create a sense of community identity and place.

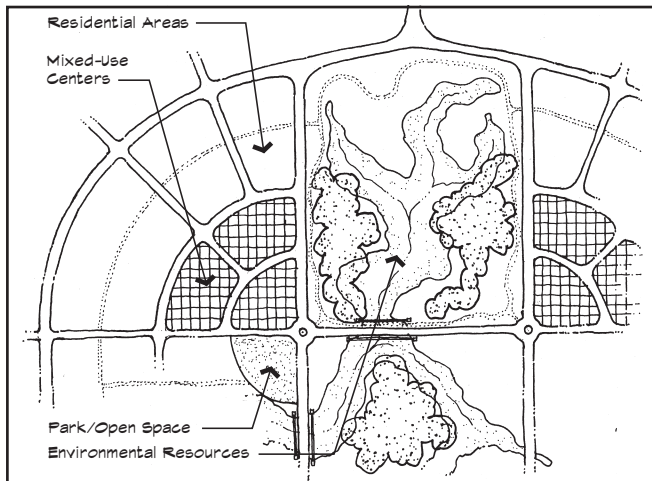


Figure 5. Preservation of environmentally sensitive areas is possible with careful and innovative site planning and design techniques.

The Sector Plan Area contains a number of distinct neighborhoods and subareas and their character should be maintained. It is essential, however, to use planning and design concepts that integrate these neighborhoods with a transit center which provides a variety of uses, services,

amenities and activities to all residents of the Sector Plan Area and the region. These neighborhoods should be linked to each other and other areas outside of the Sector Plan Area.

- Apply transit village and other neo-traditional planning concepts common in urban design to promote residential communities oriented toward activity centers, transit and pedestrians.

The design principles inherent in these concepts can be characterized by:

- Integrated residential areas and activity centers
- Pedestrian-scaled development throughout the activity centers and residential areas, such as compact development forms or buildings that may vary in function, but are compatible in size, mass and architectural design
- Clusters of interlinked communities with a strong pedestrian and bicycle network along streets and through greenways
- Ample sidewalks, trails and other design elements that provide bicyclists and pedestrians equity with automobiles
- Housing types for different income levels
- Streets designed in a grid or modified grid pattern to create a greater number of alternative circulation routes from one part of the neighborhood to another. Figure 6 compares a typical automobile-oriented suburban development to a traditional neighborhood development accessible by a variety of transportation modes

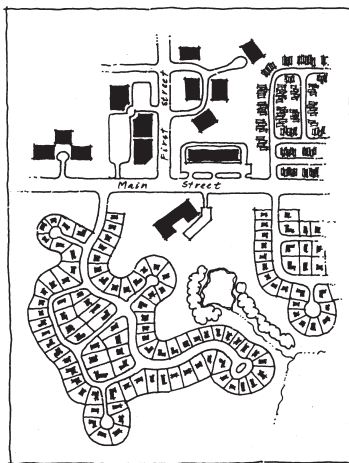


Figure 6.a. Typical suburban development is discouraged. Roadways are not connected and are inconvenient for all modes of transportation.

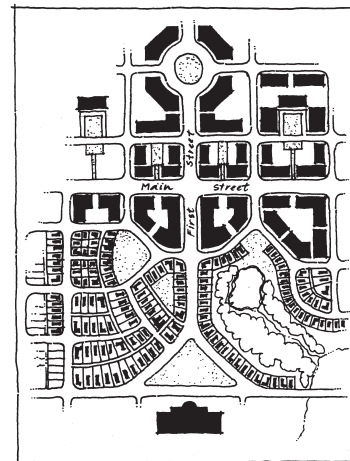


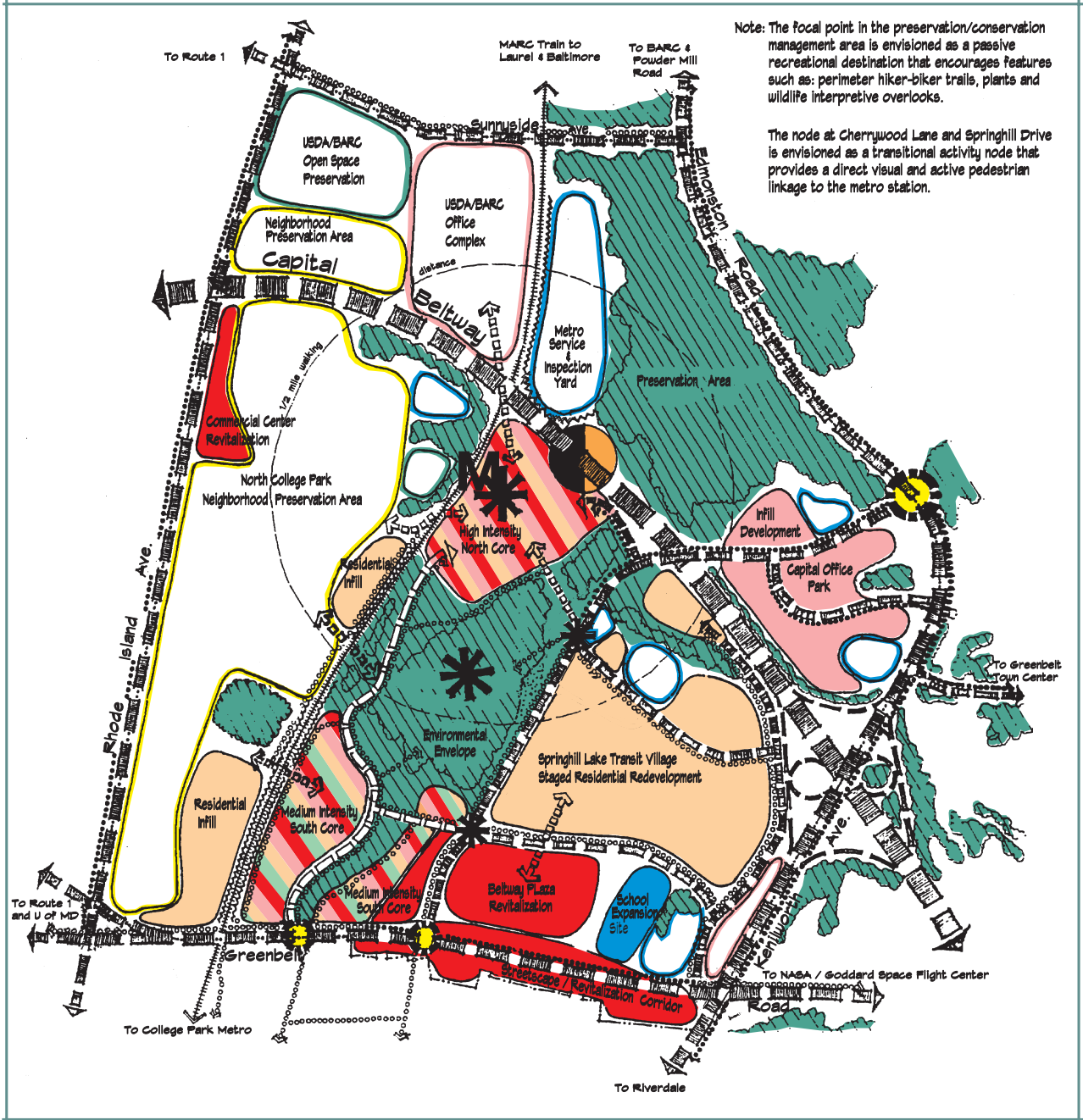
Figure 6.b. Traditional neighborhood development is encouraged. Public open spaces are created as community focal points and streets create vistas.


















- Civic spaces surrounded by public buildings such as town halls, libraries, churches, schools and museums that serve as neighborhood landmarks and reinforce their symbolic importance

LAND USE CONCEPT

The Land Use Concept frames the objectives, recommendations, standards and guidelines this plan describes. The sector plan recommends a concept which is least disruptive to the environment, while integrating retail, residential, office and entertainment uses at the transit station site. This development should be supported by surrounding employment and residential areas and be linked together by multimodal network. Map 2 illustrates the Land Use Concept which consists of the following elements:

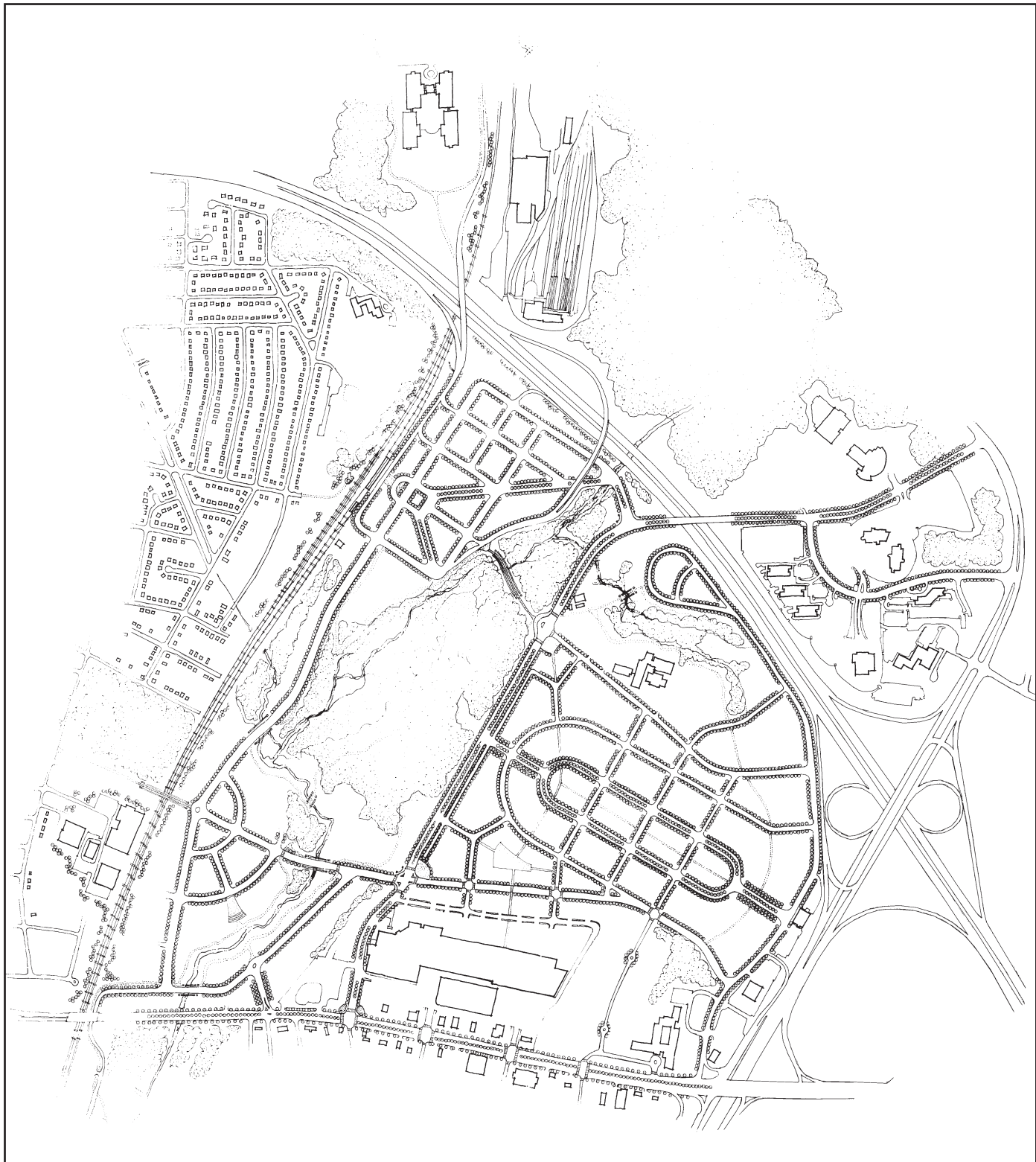
- Two mixed-use development clusters in the Core Area, each cluster separated by a natural buffer; one planned with high-intensity development in the North Core Area; the second planned with medium intensity in the South Core Area.
- An Environmental Envelope to protect environmentally sensitive areas, such as wooded floodplain, braided stream systems, wetlands and woodlands.
- Improved access between the Capital Beltway and the Greenbelt station.
- A connector road within the Core Area, or other means of linking the North Core Area and South Core Area to each other and to Greenbelt Road.
- A continuous and comprehensive pedestrian, multiuse trail and bike lane network within the Sector Plan Area to primarily link residential, commercial and civic areas, such as schools and community centers, with the transit station and to link to other regional destinations, including Old Greenbelt, Lake Artemesia, Berwyn Heights and College Park.
- Strong pedestrian/bikeway linkages between: Beltway Plaza and Springhill Lake; the North Core Area and the USDA/BARC office complex; and North College Park and the Core Area.
- Recreation and open space opportunities integrated with the North and South Core development centers and provided throughout the entire Sector Plan Area for local and regional use. Passive recreation opportunities within the Core Area, with limited access into the most environmentally sensitive areas, to provide educational opportunities about environmental and cultural features found in this Sector Plan Area.
- Staged residential redevelopment of Springhill Lake, to ultimately provide a variety of housing types and ownership options and a more widely used commercial center.
- Revitalization and enhancement of Beltway Plaza, the Greenbelt Road Corridor and the Hollywood Commercial Center.
- Completion of the approved expansion in the Capital Office Park area.
- Retention of the Federal property between the USDA/BARC office complex and Rhode Island Avenue as undeveloped land.
- Locate two gateways at the intersections of Greenbelt Road and Cherrywood Lane and Kenilworth Avenue and Cherrywood Lane. Create two focal points along Cherrywood Lane. Locate the primary focal point at Springhill Drive and Cherrywood Lane and create a public plaza or gateway “node” to encourage pedestrian traffic and serve as a visual and functional link between Springhill Lake and the development cluster at the station site.
- Relocation of the existing school bus lot, adjacent to Greenbelt Middle School, to a more compatible site and reserve the site for possible school or park expansion.
- Phase out incompatible industrial land uses in Branchville and replace with residential development as a long-range redevelopment recommendation.



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|---|--|---|--|
|  | Environmental Envelope |  | Existing Trails/Bike Lanes |
|  | Open Space / Recreation |  | Proposed Trails/Bike Lanes |
|  | Single-Family Neighborhood Preservation Area |  | Existing Roads |
|  | Existing/Proposed Residential Infill/Redevelopment |  | Proposed Roads |
|  | Existing/Proposed Office Infill Development |  | Pedestrian Connection |
|  | Proposed Commercial/Retail Improvement Areas |  | Visual Buffer |
|  | Proposed Mixed Use Development |  | Primary/Secondary Gateways |
|  | Existing/Proposed Institutional Use |  | Primary/Secondary Focal Points |
| | |  | Major Transportation Improvement (Highway Interchange) |



Land Use Concept



An illustrative concept based on neo-traditional design principles with clustered and compact developments that preserve environmentally sensitive areas, create a sense of place and provide convenient access to key destinations. Both the North and South Core Areas and Springhill Lake are designed with a modified grid street pattern affording convenient access to and through each subarea to reach the Metro station, residential neighborhoods and shopping/employment areas. This figure and Figure 6b are simply illustrative design concepts. Other street patterns may also be considered, if such concepts promote transit-oriented development in the Sector Plan Area.