

Sectional Map Amendment

Development District Overlay Zone Applicability

The Development District Overlay Zone (DDOZ) is superimposed over the Greenbelt Metro Metropolitan Center and portions of the University Boulevard (MD 193) Corridor west of Kenilworth Avenue (MD 201) to ensure that the development of land meets the goals and objectives of the sector plan. The development district standards are specifically intended to address new development and redevelopment proposals in the development district. The standards establish a consistent design framework to ensure quality in future development.

The development district standards follow and implement the recommendations of the Greenbelt Metro Area and MD 193 Corridor Sector Plan. Property owners and citizens consulting the standards should also review the goals and objectives of the sector plan, the Zoning Ordinance, and the Landscape Manual to have a full understanding of the regulations for property within the district.

Sector Plan Summary

The sector plan offers a vision and sets goals for the future development of the Greenbelt Metro Station and the University Boulevard (MD 193) Corridor in the City of Greenbelt and Town of Berwyn Heights. Specific recommendations are made to address land use, urban design, the relationship of the natural and built environments, sustainable development and an eco-community at the Greenbelt Metro Station, transportation issues, economic development, housing and neighborhood preservation, health and wellness, a new

medical mile concept, public facilities, parks and recreation, and historic preservation to develop a plan for future implementation, revitalization, and redevelopment.

The vision for the Greenbelt Metro Area and MD 193 Corridor is:

- ❖ An interconnected, vibrant, and diverse mixed-use metropolitan center that provides new housing, employment, and recreational opportunities by capitalizing on the area's strategic location, transportation assets, and unique open space system;

incorporating lessons of walkability, mobility, and accessibility from historic Greenbelt; and building on the communities' commitment to sustainability.

- ❖ A transformed MD 193 Corridor featuring competitive regional office parks; revitalized shopping centers; strong residential neighborhoods; pedestrian-oriented, mixed-use development; and phased, multimodal transportation improvements that enhance the corridor's safety, accessibility, and appeal.

Five themes inform the sector plan vision and infiltrate every aspect of the future development and redevelopment of the sector plan area: sustainability, connectivity and safety, economic development, neighborhood preservation and conservation, and quality of life.

The sector plan identifies a number of goals to be implemented through the development district standards to achieve this vision. The goals are found in Chapter V of the sector plan, and are the guiding principles for this document. Review and approval of development under the development district standards should take the recommendations of the sector plan into full consideration.

Applicability and Administration

Development in the Greenbelt Metro Area and MD 193 Corridor DDOZ is subject to the development district standards as detailed below. All new development and redevelopment of existing structures within the DDOZ should comply with the general intent and goals of the development district standards and the Greenbelt Metro Area and MD 193 Corridor sector plan. Development must show compliance with the development district standards during the detailed site plan process.

Section 27-107.01 of the Zoning Ordinance and this Development District Overlay Zone defines development as “any activity that materially affects the condition or use of dry land, land under water, or any structure.” Redevelopment, rehabilitation, and renovation of existing structures are all forms of development.

Development district standards within this document replace comparable standards and regulations required by the Zoning Ordinance of Prince George’s County. Wherever a conflict between the Greenbelt Metro Area and MD 193 Corridor DDOZ and the Prince George’s County Zoning Ordinance or Landscape Manual occurs, the DDOZ shall prevail. For development standards not covered by the Greenbelt Metro Area and MD 193 Corridor DDOZ, the Zoning Ordinance and the Landscape Manual shall serve as the requirement as stated in Section 27-548.21. All development shall comply with all relevant federal, state, county, and local regulations and ordinances.

A conceptual site plan shall be approved prior to detailed site plan submittal for development within the North Core and Beltway Plaza subareas. These conceptual site plans should outline a comprehensive approach to redevelopment of the subject properties,

including a general indication of phasing, future land uses, and future connections to adjacent properties.

Exemptions from the Development District Standards

The following are exemptions from the development district standards:

- ❖ **Legally existing development.** Until a detailed site plan is submitted, all buildings, structures, and uses, which were lawful or could be certified as a legal nonconforming use on the date of SMA approval, are exempt from the development district standards and from detailed site plan review and are not nonconforming.
- ❖ **Legally existing parking and loading.** Until a detailed site plan is submitted, all legally existing parking and loading spaces in the development district that were lawful and not nonconforming on the date of SMA approval are exempt from the development district standards and detailed site plan review, need not be reduced, and are not nonconforming.
- ❖ **Single-family residential dwellings.** Additions to single-family residential

dwellings are exempt from the development district standards and detailed site plan review, if the residential use continues.

- ❖ **Multifamily development.** An addition to a multifamily residential structure that was lawful and not nonconforming on the date of SMA approval is exempt from the development district standards and detailed site plan review if the addition (and the accumulated sum of all additions since approval of the SMA) does not increase the gross floor area (GFA) by more than 15 percent or 750 square feet, whichever is less.
- ❖ **Nonresidential development.** An addition to a nonresidential structure that was lawful and not nonconforming on the date of SMA approval is exempt from the development district standards and detailed site plan review, if the addition (and the accumulated sum of all additions since approval of the SMA) does not increase the GFA by more than 15 percent or 5,000 square feet, whichever is less.
- ❖ **Existing shopping centers.** Except for independent pad sites, an existing integrated shopping center larger than 750,000 square feet that was lawful and not nonconforming as of March 2013 is exempt from the development district standards and detailed site plan review, if the addition (and the accumulated sum of all additions since

approval of the SMA) does not increase the GFA by more than 10 percent of the total GFA of the shopping center as it existed in March 2013. Additions proposing any residential development shall be subject to the development district standards and detailed site plan review regardless of size.

- ❖ **Independent pad sites.** An addition to a nonresidential pad site structure that was lawful and not nonconforming as of March 2013 is exempt from the development district standards and detailed site plan review, if the addition (and the accumulated sum of all additions since approval of the SMA) does not increase the GFA by more than 15 percent or 5,000 square feet, whichever is less. New buildings and structures on independent pad sites shall be subject to the development district standards and detailed site plan review.
- ❖ **Parking facilities.** Resurfacing, restriping, or adding landscaping to parking facilities are exempt from the development district standards and detailed site plan review, if the parking facilities were lawful and not nonconforming on the date of SMA approval.
- ❖ **Nonconforming Buildings, Structures, and Uses.**
 - Changes in ownership of a certified nonconforming use or a use that was

lawful or could be certified as a legal nonconforming use on a date of SMA approval shall be permitted subject to the provisions of Section 27-241.

- Restoration or reconstruction of a nonconforming building or structure, or a certified nonconforming use, is exempt from the development district standards and from detailed site plan review if it meets the requirements of Section 27-243(a)(1) of the Zoning Ordinance.
- Except for improvements listed in **General** below, a property owner may not expand a certified nonconforming use unless a detailed site plan is approved with findings that the expansion is compatible with adjacent uses and meets the goals of the sector plan.
- ❖ **General.** The following are exempt from the development district standards and detailed site plan review if the existing or proposed use is permitted:
 - Permits for alteration or rehabilitation, with no increase in the existing gross floor area.
 - Canopies.
 - Fences of six feet in height or less for rear and side yards and made of wood or masonry (not concrete block) are exempt.
 - Fences and walls in the front yard that are four feet in height or less and made of

wood or masonry (not concrete block) are exempt.

- Decks.
- Ordinary maintenance.
- Changes in use or occupancy.
- Changes in ownership.

The physical improvements listed above shall be subject to the applicable standards specified by Subtitle 27 for the underlying zone that was in place on the date of SMA approval.

❖ **Signs.** Signs in a development requiring a detailed site plan will be reviewed in the detailed site plan process. Signs for development not otherwise requiring a detailed site plan will be reviewed in the permit review process for compliance with the development district standards.

- Refacing of an existing sign with no increase in sign area or increase in the height of freestanding signs is exempt from the development district standards.
- Certain public signs are exempt from the development district standards in accordance with Section 27-602 of the Zoning Ordinance.

❖ **Valid Detailed Site Plans.** Properties that obtained approval of a detailed site plan prior to July 1, 2012 under the regulations and procedures of the 2001 Greenbelt Metro Area Sector Plan DDOZ shall be permitted to develop in accordance with the approved

detailed site plan unless the validity period expires.

❖ **Public utility buildings, uses, and structures.** Notwithstanding any other provisions above, additions to a public utility building, use, or structure (including privately-owned buildings, uses, or structures that provide the public with wire-transmitted telecommunications service) that was lawful and not nonconforming on the date of SMA approval is exempt from the development district standards and detailed site plan review, if the addition (and the accumulated sum of all additions since approval of the SMA) does not increase the GFA by more than 33 1/3 percent or 12,500 square feet, whichever is less.

Public Improvements

Within the Greenbelt Metro Area and MD 193 Corridor Development District, the property owner is required to construct and maintain all the streetscape improvements of the proposed development. These improvements may include, but are not limited to, the installation of sidewalks, curbs and gutters, street trees, street furnishings, and the undergrounding of utilities where feasible or in accordance with any comprehensive undergrounding program that may be established to implement the

recommendations of the sector plan. The extent of the improvements shall be commensurate with the scope of the project.

Streetscape elements, such as brick pavers, benches, trash receptacles, and pedestrian-scaled lighting, throughout the Greenbelt Metro Area and MD 193 Corridor Sector Plan should be consistent within a project and should also be consistent from project to project.

Site Plan Submittal Requirements

The detailed site plan submittal requirements for the Greenbelt Metro Area and MD 193 Corridor Development District are the same as those required by Part 3, Division 9, of the Zoning Ordinance. In addition, all site plan applications should be designed in accordance with the land use recommendations of the sector plan.

Other pertinent information required for detailed site plan submittals as per Section 27-282(e)(21) shall include:

- ❖ Architectural elevations in full color.
- ❖ Street and streetscape sections.
- ❖ Build-to lines.
- ❖ A parking schedule and plan.

- ❖ Supporting documentation where requested in the development district standards (e.g., lighting plans with photometric information and design details, signage details including color, size, percentage of commercial frontage, type, and locations of all signs on or adjacent to buildings, and graphic representation of the proposed location of signage on the building, etc.).
- ❖ A list of all applicable development district standards, as well as a list of standards that have not been fulfilled and explanations as to why they have not been fulfilled, in the form of a signed and dated justification statement.

Uses

The Greenbelt Metro Area and MD 193 Corridor Development District includes properties classified in the M-U-I, M-X-T, C-S-C, C-O, O-S, and R-O-S Zones. The uses allowed on these properties shall be the same as those allowed in the underlying zone in which the property is classified, except as modified by the use tables contained herein.

Certain uses have been modified by the development district standards in accordance with Sections 27-548.22(b) and 27-548.25(d) of the Zoning Ordinance to limit uses that are incompatible with, or detrimental to, the goals of the development district and purposes of

the D-D-O Zone and to eliminate the need for special exceptions, which shall not apply to uses within a development district.

Uses that would normally require a special exception in the underlying zone are permitted uses if the permitted use tables so provide, subject to detailed site plan review by the Planning Board. Development district standards may restrict or prohibit such uses. The Planning Board shall find in its approval of the site plan that the use complies with all applicable development district standards, meets the general special exception standards in Section 27-317(a)(1), (4), (5), and (6), and conforms to the recommendations in the sector plan. These uses have been identified with the notation “P*” within the tables of uses permitted. Development district standards may not allow uses prohibited in the underlying zone.

Development District Standards

Modification of the development district standards is permitted through the process described in Section 27-548.25(c) of the Zoning Ordinance. “If the applicant so requests, the Planning Board may apply development standards which differ from the approved Development District Standards,

unless the Sectional Map Amendment provides otherwise. The Planning Board shall find that the alternative Development District Standards will benefit the development and the development district and will not substantially impair implementation of the Master Plan, Master Plan Amendment, or Sector Plan.”

Per Section 27-548.26 of the Zoning Ordinance, there are two types of amendments that are required to be heard by the District Council: changes to the boundary of the DDOZ and changes to the underlying zones and to the list of permitted uses. These amendment requests may be in the form of a conceptual or detailed site plan.

Equivalent or better practices and products than those specified are always encouraged and may be submitted for approval.

As set forth in Section 27-108.01(a)(15) of the Zoning Ordinance, “The words ‘including’ and ‘such as’ do not limit a term to the specified examples, but are intended to extend its meaning to all other instances or circumstances of like kind or character.” As set forth in Section 27-108.01(a)(19) of the Zoning Ordinance, “The words ‘shall,’ ‘must,’ ‘may only,’ or ‘may not’ are always mandatory and not discretionary. The word ‘may’ is permissive.” The word “should” is also construed as a

permissive term and provides guidance on the intended development character.

Except as modified or referenced by the development district standards, the provisions of the Landscape Manual regarding alternative compliance and buffering incompatible uses do not apply within the development district.

All other standards and regulations of the Landscape Manual apply as necessary.

Development proposals evaluated under these regulations should be measured against the general intent and desired character for the Greenbelt Metro Area and MD 193 Corridor

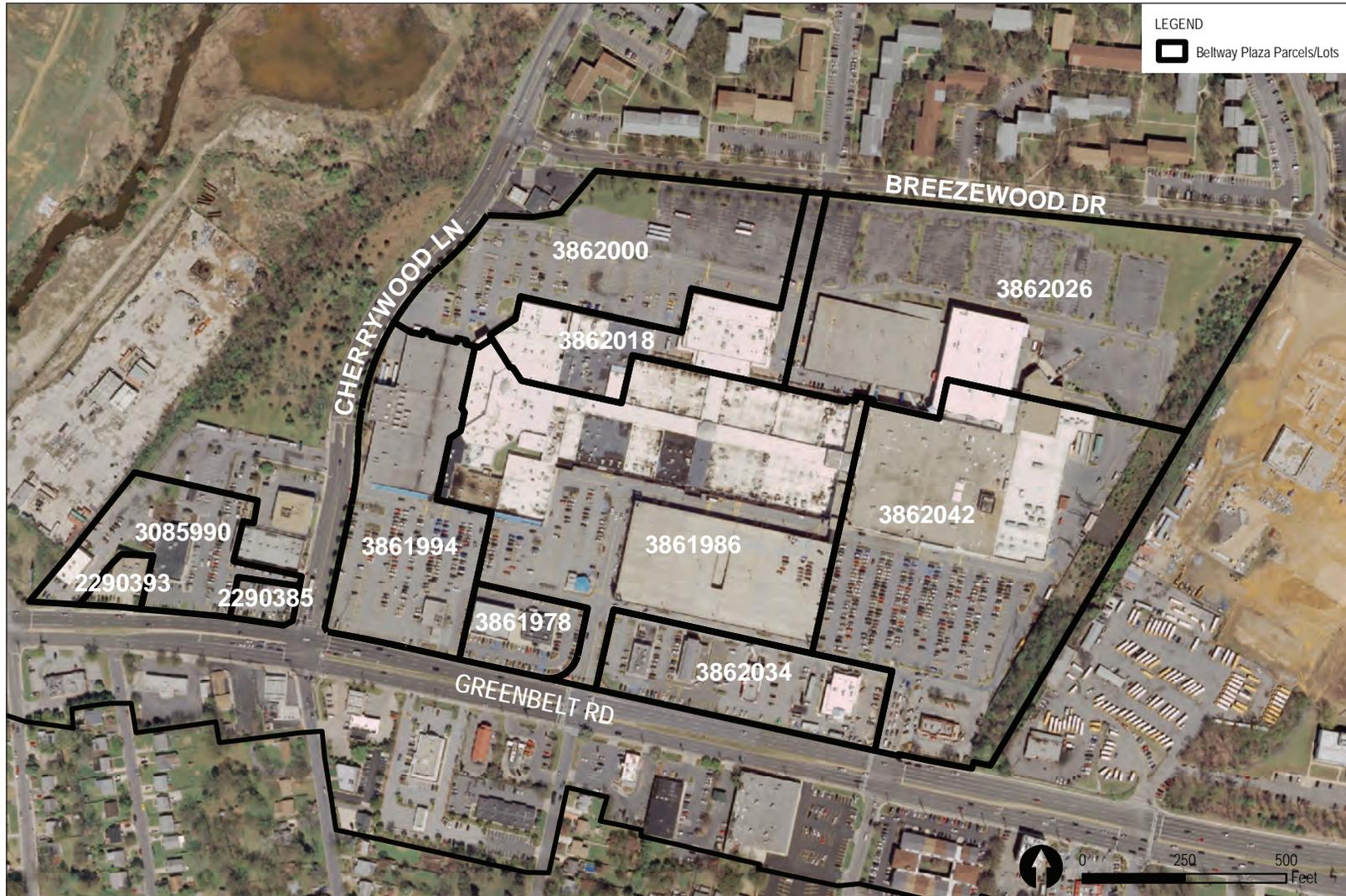
Development District as established in the sector plan.

Inventory of Beltway Plaza and Pad Sites

In order to provide a starting point for determining how much additional space has been added to Beltway Plaza Mall and associated pad site buildings for the purposes of these development district standards, the gross floor area (GFA) of each building associated with the Beltway Plaza holdings as of the sector plan's approval in March 2013 are provided below. This inventory shall be considered the baseline development square footage of each building, and subsequent additions shall count toward the development district standard exemption thresholds for existing shopping centers and independent pad sites as specified on page 203.

Although Greenway Center is located outside the development district overlay zone for the Greenbelt Metro Area and MD 193, the GFA of each of the Greenway Center pad sites is also inventoried below for informational purposes.

MAP 23: Beltway Plaza Holdings



Within the DDOZ Boundaries (Beltway Plaza Mall)

Building/Location	GFA (March 2013)
Beltway Plaza Shopping Mall (Main Building)	884,320
Wendy's	3,120
Joe's Crab Shack	7,185
Capital One Bank	3,650
Popeye's	2,480
Boston Market	3,306
Game Stop	1,600
Silver Diner	4,945
Fed Ex/Mattress Store	7,125
Bank of America	5,124
5506 Cherrywood Lane	13,260
CVS	9,813
Pearl Vision/Dunkin Donuts	6,800
Siri's Chef's Secret	4,200

Outside the DDOZ Boundaries (Greenway Center)

Building/Location	GFA (March 2013)
Gas Station	1,932
CVS	9,649
M&T Bank	2,657
Capital One Bank	1,710
Chevy's Fresh Mex	7,768
Wendy's	2,400
IHOP	5,162
Royal Jade	8,603

Development District Standards

Table of Contents

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- Streets and Open Spaces

USING THE DEVELOPMENT DISTRICT STANDARDS

1. REVIEW THE INTENT SECTION.
2. REVIEW THE SECTOR PLAN TEXT, ILLUSTRATIONS, AND DIAGRAMS DEPICTING THE CHARACTER INTENDED FOR THE GREENBELT METRO METROPOLITAN CENTER AND UNIVERSITY BOULEVARD (MD 193) CORRIDOR, INCLUDED IN CHAPTER V: WHERE DO WE GO FROM HERE?
3. FIND YOUR PROPERTY ON THE SUBAREA MAP (MAP 24 ON PAGE 210).
4. REVIEW THE BUILDING FORM REGULATIONS FOR YOUR PROPERTY'S SUBAREA IN THE BUILDING FORM SECTION.
5. REVIEW THE ARCHITECTURAL REGULATIONS FOR YOUR BUILDING'S DESIGN AND MATERIALS.
6. REVIEW THE SUSTAINABILITY AND THE ENVIRONMENT SECTION FOR GREEN BUILDING AND INFRASTRUCTURE REQUIREMENTS FOR YOUR PROPERTY.
7. REVIEW STREETS AND OPEN SPACES FOR APPLICABLE REQUIREMENTS FOR YOUR PROPERTY.

Intent

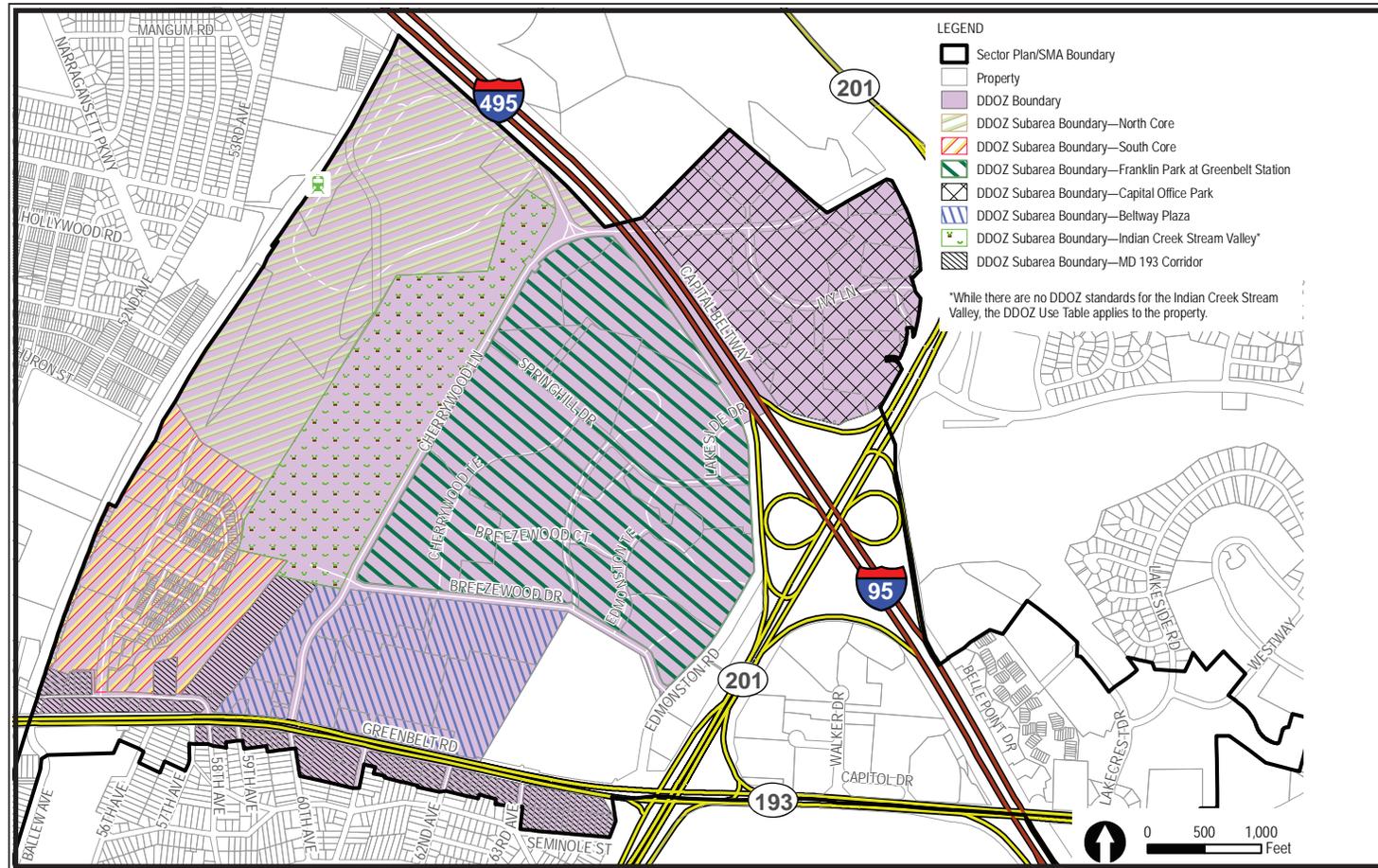
The development district standards contain regulations that impact the design and character of the Greenbelt Metro Metropolitan Center and portions of the University Boulevard (MD 193) Corridor. The purpose of these standards is to shape high-quality public spaces with buildings and other physical features to create a strong sense of place for Greenbelt and Berwyn Heights, consistent with the land use and urban design recommendations of the sector plan.

These standards are a supplement to the existing zoning regulations for the Greenbelt Metro Area and University Boulevard (MD 193) Corridor. The standards do not supersede any existing building code or fire code regulations that relate to life safety issues.

Additional development district standards that only apply to a major employment or GSA campus at North Core are clearly identified by text boxes outlined with a double line like this one.

MAP 24: Greenbelt Metro Area and MD 193 Corridor Development District Subareas

The six subareas of the Greenbelt Metro Area and MD 193 Corridor development district include North Core, South Core, Franklin Park at Greenbelt Station, Capital Office Park, Beltway Plaza, and the MD 193 Corridor. Although the Indian Creek stream valley is within the DDOZ boundary, development is not proposed or recommended within this area; therefore, there are no development district standards for this property.



Building Form | Orientation

Appropriate building orientation is a defining element in creating great streets and great places. The following general principles provide the basis for review of the orientation of all new development in the Greenbelt Metro Area and MD 193 Corridor development district.

Building Orientation

- ❖ Buildings and lots have fronts, sides, and backs. Fronts display a building's façade and shall face the public realm. The backs of buildings and lots, which are the private or service side, shall face mid-block and be screened from view. Sides of buildings and lots may face either the public realm or may be concealed mid-block.
- ❖ Frontage streets (the public right-of-way that serves as primary access to a property) and side streets shall be faced with the fronts or sides of buildings and lots.
- ❖ Rear alleys and mid-block parking areas shall be faced with the back or sides of buildings and lots.

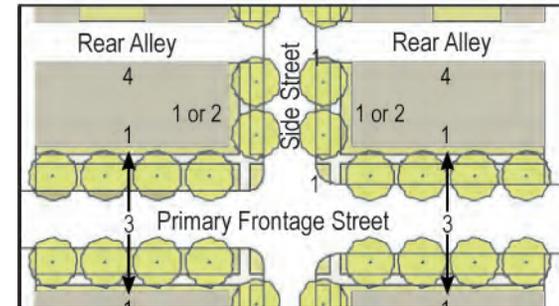
Primary and Secondary Streets

- ❖ Greenbelt Road (MD 193), Cherrywood Lane, and Ivy Lane shall function as primary frontage streets at all times. If a lot has

frontage on both MD 193 and Cherrywood Lane, the primary frontage for that lot shall be on MD 193. If a lot has frontage on both Cherrywood Lane and Ivy Lane, the primary frontage for that lot shall be on Cherrywood Lane.

- ❖ When another street intersects Greenbelt Road (MD 193), Cherrywood Lane, or Ivy Lane, corner lots at the intersections shall orient to front the primary frontage street.
- ❖ Mid-block lots shall consider the abutting street the primary frontage street for that lot.
- ❖ Redevelopment of the southern portion of Franklin Park at Greenbelt Station and the northern portion of Beltway Plaza should be oriented to Breezewood Drive, which shall function as a primary frontage street.

Greenbelt Station Parkway and Greenbelt Metro Drive shall function as primary frontage streets within North Core. Other streets may be designated primary frontage streets if requested by the applicant and approved by the Planning Board and District Council (as appropriate) as an amendment to the development district standards at the time of detailed site plan review.



The range of relationships between the front, sides, and backs of buildings to lots.

Fronts facing Fronts	Ideal
Fronts facing Sides	Acceptable
Fronts facing Backs	Avoid
Sides facing Backs	Acceptable
Backs facing Backs	Ideal

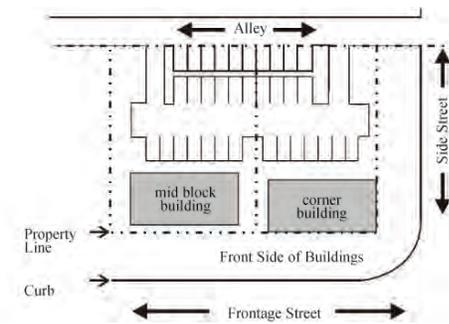


Image Credits: DPZ

Building Form | *Public Utilities Easements*

One of the challenges in implementing a transition from a traditionally suburban corridor to a more urban, mixed-use, transit-oriented community involves the relationship of streets and buildings to public utilities.

The suburban utilities model typically includes a minimum public utilities easement (PUE) of 10 feet in width along the street, free and clear of landscape plantings and development. This PUE can often make a more urban form difficult or even impossible to implement because the desire to frame streets with buildings set close to sidewalks and roadways is at odds with the PUE requirement and existing utilities placement.

These development district standards recognize the need to continue conversations with utilities providers, developers, municipalities, and implementing agencies to compromise on a more urban form of development, where utilities are often channelized or placed in underground vaults beneath streets or planting areas. A balance should be struck between utility service, cost efficiency, ease of maintenance, and urban form.

To implement a horizontal and vertical mixed-use, transit-oriented character, build-to lines

are established by these development district standards. In some cases, these build-to lines may not be sufficient to accommodate a PUE between the building and the right-of-way (ROW). Where the build-to line does not accommodate a sufficient PUE, the applicant should attempt to negotiate an alternative location or width of the public utility easement. Where an alternative location or width cannot be negotiated, the build-to line may be increased by the minimum width necessary to accommodate the PUE.

Redevelopment of the WMATA parking and stormwater management facilities at North Core provides an opportunity to incorporate urban utilities provisions at every stage of design and construction. All development at North Core should be coordinated to ensure urban utilities provision techniques are incorporated. Build-to lines in North Core shall not be increased for the purpose of accommodating a PUE free and clear from pavement

and landscape plantings. Public utilities shall be located underground beneath the streets and sidewalks or in the rear of lots to the fullest extent feasible in North Core, and approaches such as utilities vaults should be used to provide access for maintenance and repair.



Building Form | North Core

Height

- ❖ Building heights within 250 feet of the Metro Green Line (the height transition zone) shall range from four to eight stories.
- ❖ Building heights in the rest of North Core (maximum height zone) shall range from 4 to 12 stories (or 70 to 190 feet).
- ❖ A transition in building heights shall be provided both as one moves closer to the height transition zone and within the architectural form and massing of individual buildings.

Lot Occupation

- ❖ The frontage buildout shall be a minimum of 80 percent at the build-to line.
- ❖ The lot coverage shall be a maximum of 85 percent.

Taller buildings may be appropriate within the maximum height zone upon justification from the applicant that additional height and signature building design may be necessary to accommodate a major employer/GSA campus development program and that taller buildings will not negatively impact neighboring residential communities.

- ❖ Buildings shall occupy a minimum of 50 percent of the net lot area.
- ❖ There shall be no minimum width for townhouse units.

Orientation, Build-to Lines, and Yards

- ❖ The front principal build-to-line (g.1) for all buildings shall be between 0 and 15 feet from the right-of-way. Up to an additional five feet may be permitted if more space is needed to accommodate outside dining areas or other public amenities.

The minimum net lot coverage for buildings within a major employment or GSA campus shall be determined at the time of detailed site plan review. Lot area not used for buildings and parking areas should be used for natural areas, recreation amenities, and open spaces in keeping with the eco-community focus for North Core.

For the purposes of these development district standards, the build-to line shall be measured from the edge of the right-of-way.

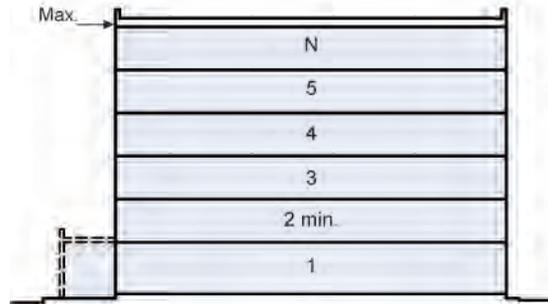
- ❖ The front secondary build-to line (g.2) shall be between 10 and 20 feet from the right-of-way.
- ❖ The minimum side and rear setbacks (g.3 and g.4 respectively) shall be 0 feet. Whenever possible, buildings shall be built flush to adjacent buildings and share party walls to create a unified streetscape.
- ❖ Variations in the build-to line are permitted (within the ranges established by these standards) for adjacent buildings to provide visual interest. Elements such as forecourts, stoops, shopfronts, and arcades are encouraged to add flexibility and diversity within the built environment.

Variations in the build-to line are permitted beyond the ranges established by these standards if the major employment or GSA campus development can demonstrate that a larger build-to line or setback from the right-of-way is necessary for security reasons. The build-to line should be kept as close to the right-of-way as possible to help define the street and pedestrian realm.

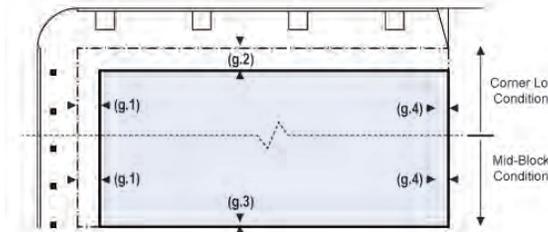
Building Form | North Core

Building Configuration	
Principal Building Height	8 stories or 130 feet max., 4 min. within 250 feet of Greenbelt Metro Station 12 stories or 190 feet max., 4 min. in the rest of North Core
Lot Occupation	
Frontage Buildout	80% min. at BTL
Lot Coverage	85% max. for most development
Setbacks — Building	
(g.1) Front BTL principal	0 ft. min. 15 ft. max. Up to 5 additional feet may be permitted to accommodate cafe seating or other amenities.
(g.2) Front BTL secondary	10 ft. min. 20 ft. max.
(g.3) Side setback	0 ft. min.
(g.4) Rear setback	0 ft. min.

"N" stands for any stories above those shown, up to the maximum. Refer to metrics for exact minimums and maximums.
"BTL" stands for "build-to line."



Building configuration



Setbacks



A height transition zone will help ensure a gradual decline in building height closer to the existing single-family community of North College Park.

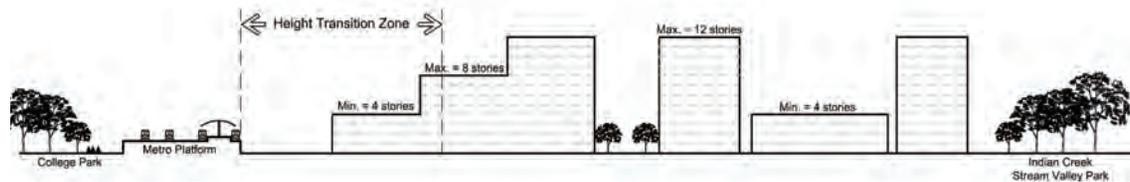


Image Credits: DPZ for building configuration and setback diagrams

Building Form | *South Core*

Height

- ❖ Multifamily buildings shall range from three to six stories (or 55 to 100 feet).
- ❖ Two-over-two structures and townhouses shall not exceed four stories (or 70 feet) in height.
- ❖ Commercial and mixed-use buildings shall range from two to four stories (or 40 to 70 feet) in height.

Lot Occupation

- ❖ The frontage buildout shall be a minimum of 60 percent at the build-to line.
- ❖ The lot coverage shall be a maximum of 70 percent.
- ❖ There shall be no minimum width for townhouse units.

Orientation, Build-to Lines, and Yards

Build-to Lines (g.1 and g.2)

- ❖ There shall be no distinction between front principal and front secondary build-to lines within South Core.
- ❖ The build-to line for multifamily buildings shall be between 10 and 20 feet from the right-of-way, as shall the front principal build-to line for any buildings (regardless of type) that front Greenbelt Station Parkway.
- ❖ The build-to line for townhouses and two-over-two structures shall be between 5 and 15 feet from the right-of-way.

Rear Yards (g.4)

- ❖ The minimum rear yard setback shall be 15 feet from the rear lot line, except where alley-accessed garages or accessory

buildings are provided, in which case the minimum rear yard setback shall be 5 feet.

Side Yards (g.3)

- ❖ Unattached multifamily buildings shall be placed a minimum of 30 feet apart as measured sidewall to sidewall. Attached multifamily buildings shall not have a minimum side yard setback.
- ❖ Sticks or groupings of attached building types such as townhouses and two-over-twos shall be placed a minimum of 6 feet apart measured sidewall-to-sidewall.

Building Form | South Core

Building Configuration	
Principal Building Height	6 stories or 100 feet max., 3 stories min. for multifamily buildings 4 stories max. for two-over-two structures and townhouses 4 stories or 100 feet max., 2 stories min. for commercial and mixed-use buildings
Lot Occupation	
Frontage Buildout	60% min. at BTL
Lot Coverage	70% max
Setbacks — Building	
(g.1) Front BLT principal	10 ft. min. 20 ft. max. for multifamily buildings 5 ft. min. 15 ft. max. for two-over-two structures and townhouses
(g.2) Front BTL secondary	10 ft. min. 20 ft. max. for multifamily buildings 5 ft. min. 15 ft. max. for two-over-two structures and townhouses
(g.3) Side setback	0 ft. min. for attached multifamily buildings 30 ft. min. for unattached multifamily buildings 6 ft. min. for two-over-two structures and townhouses
(g.4) Rear setback	15 ft. min. (5 ft. min. if alley-access garages or accessory buildings are provided)

"N" stands for any stories above those shown, up to the maximum. Refer to metrics for exact minimums and maximums.
 "BTL" stands for "build-to line."

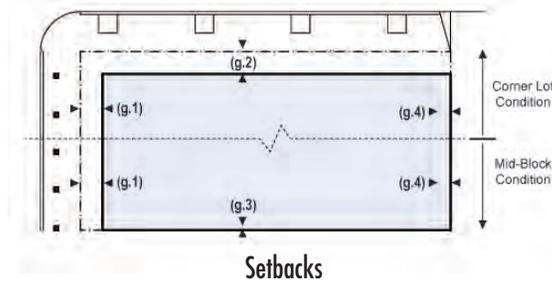
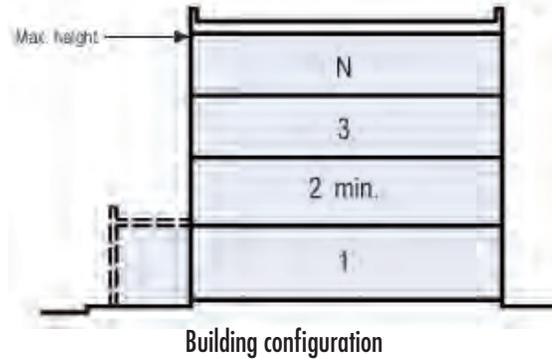


Image Credits: DPZ for building configuration and setback diagrams

Building Form | Franklin Park at Greenbelt Station

Height

- ❖ Multifamily buildings shall range from 3 to 10 stories (or 55 to 160 feet).
- ❖ Landmark buildings should be provided to frame the gateway areas located at the intersections of Cherrywood Lane at Breezewood Drive and Cherrywood Lane at Springhill Drive.
- ❖ Two-over-two structures shall not exceed four stories (or 70 feet) in height.
- ❖ Townhouses shall not exceed three stories (or 55 feet) in height.
- ❖ Single-family detached dwellings shall not exceed two stories (or 40 feet) in height, excluding attics.
- ❖ Neighborhood-serving commercial and mixed-use buildings shall range from two to four stories (or 40 to 70 feet) in height.

Lot Occupation

- ❖ The frontage buildout shall be a minimum of 60 percent at the build-to line.
- ❖ The lot coverage shall be a maximum of 70 percent.
- ❖ There shall be no minimum width for townhouse units.

Orientation, Build-to Lines, and Yards

Build-to Lines (g.1 and g.2)

- ❖ There shall be no distinction between front principal and front secondary build-to lines within the Franklin Park at Greenbelt Station site.
- ❖ The build-to-line for multifamily buildings shall be between 10 and 20 feet from the right-of-way, as shall the front principal build-to line for any buildings (regardless of type) that front Cherrywood Lane.
- ❖ The build-to line for townhouses and two-over-two structures shall be between 5 and 15 feet from the right-of-way.
- ❖ The build-to line for single-family detached dwellings shall be between 15 and 25 feet from the right-of-way.

Rear Yards (g.4)

- ❖ The minimum rear yard setback shall be 15 feet from the rear lot line, except where alley-accessed garages or accessory buildings are provided, in which case the minimum rear yard setback shall be 5 feet.

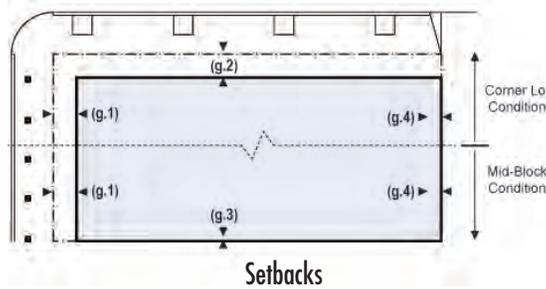
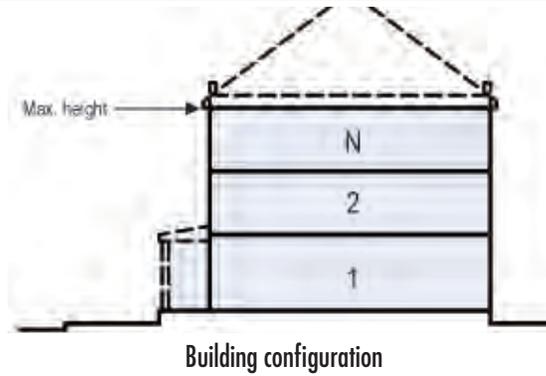
Side Yards (g.3)

- ❖ Unattached multifamily buildings shall be placed a minimum of 30 feet apart as measured sidewall to sidewall. Attached multifamily buildings shall not have a minimum side yard setback.

- ❖ Sticks or groupings of attached building types such as townhouses and two-over-twos shall be placed a minimum of 12 feet apart measured sidewall to sidewall.
- ❖ Single-family dwelling side yard setbacks shall be a minimum of 0 feet on any one side, and 10 feet on the opposite side. The maximum side yard setback for single-family dwellings shall be 20 feet.

Building Form | Franklin Park at Greenbelt Station

Building Configuration	
Principal Building Height	10 stories or 160 feet max., 3 stories min. for multifamily buildings 4 stories or 70 feet max. for two-over-two structures 3 stories (or 55 feet) max. for townhouses 2 stories (or 40 feet) max. for single-family detached buildings 4 stories (or 70 feet) max., 2 stories min. for commercial and mixed-use buildings
Lot Occupation	
Frontage Buildout	60% min. at BTL
Lot Coverage	70% max
Setbacks — Building	
(g.1) Front BTL principal	10 ft. min. 20 ft. max. for multifamily buildings 5 ft. min. 15 ft. max. for two-over-two structures and townhouses 15 ft. min. 25 ft. max. for single-family detached buildings
(g.2) Front BTL secondary	10 ft. min. 20 ft. max. for multifamily buildings 5 ft. min. 15 ft. max. for two-over-two structures and townhouses 15 ft. min. 25 ft. max. for single-family detached buildings
(g.3) Side setback	0 ft. min. for attached multifamily buildings 30 ft. min. for unattached multifamily buildings 12 ft. min. for two-over-two structures and townhouses 0 ft. min. on one side and 10 ft. min on the opposite side for single-family attached buildings; 20 ft. max.
(g.4) Rear setback	15 ft. min. (5 ft. min. if alley-access garages or accessory buildings are provided)



"N" stands for any stories above those shown, up to the maximum. Refer to metrics for exact minimums and maximums.
"BTL" stands for "build-to line."

Image Credits: DPZ for building configuration and setback diagrams

Building Form | Capital Office Park

Height

- ❖ Building heights for office and mixed-use buildings shall range from 4 to 12 stories.
- ❖ Building heights for commercial retail buildings shall range from 1 to 2 stories (or 25 to 40 feet).

Lot Occupation

- ❖ The frontage buildout shall be a minimum of 60 percent at the build-to line.
- ❖ The lot coverage shall be a maximum of 80 percent.

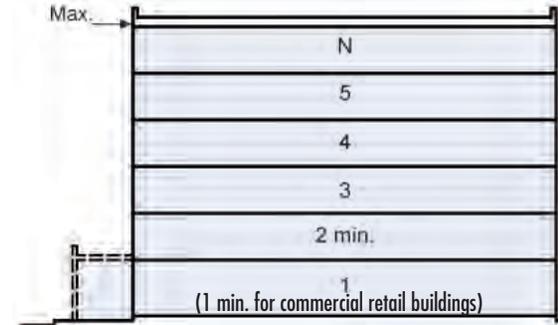
Orientation, Build-to Lines, and Yards

Build-to Lines

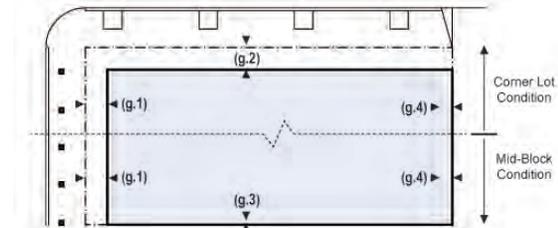
- ❖ The front principal build-to line (g.1) for buildings fronting Cherrywood Lane shall be 15 to 20 feet from the right-of-way.
- ❖ The front principal build-to line (g.1) for buildings fronting Ivy Lane shall be 15 to 30 feet from the right-of-way.
- ❖ The front secondary build-to line (g.2) for buildings shall be 15 to 30 feet from the right-of-way.
- ❖ Side and rear yard setbacks (g.3 and g.4 respectively) shall be as established by the Zoning Ordinance for the underlying zone.

Building Configuration	
Principal Building Height	12 stories or 190 feet max., 4 min. for office and mixed-use buildings 2 stories or 40 feet max., 1 min. for retail buildings
Lot Occupation	
Frontage Buildout	60% min. at BTL
Lot Coverage	80% max
Setbacks — Building	
(g.1) Front BTL principal	15 ft. min. 20 ft. max. fronting Cherrywood Lane 15 ft. min. 30 ft. max. fronting Ivy Lane
(g.2) Front BTL secondary	15 ft. min. 30 ft. max.
(g.3) Side setback	See Zoning Ordinance
(g.4) Rear setback	See Zoning Ordinance

“N” stands for any stories above those shown, up to the maximum. Refer to metrics for exact minimums and maximums.
“BTL” stands for “build-to line.”



Building configuration



Setbacks

Image Credits: DPZ

Building Form | *Beltway Plaza*

Height

- ❖ Building heights for mixed-use, office, and residential buildings shall be between two and six stories (or 40 to 100 feet).
- ❖ Building heights for commercial retail buildings shall be between one and two stories (or 25 to 40 feet), and should be two stories when fronting MD 193.
- ❖ The tallest buildings should be located within the corridor node at MD 193 and Cherrywood Lane and in the center of the Beltway Plaza site.

Lot Occupation

- ❖ The frontage buildout shall be a minimum of 60 percent at the build-to line.
- ❖ The lot coverage shall be a maximum of 70 percent.
- ❖ There shall be no minimum width for townhouse units.

Orientation, Build-to Lines, and Yards

Build-to Lines (g.1 and g.2)

- ❖ The front principal build-to line for buildings along MD 193 shall be between 15 and 25 feet from the right-of-way.
- ❖ The front principal build-to line for buildings along Breezewood Drive shall be between 20 and 30 feet from the right-of-way.
- ❖ The front principal build-to line for buildings along Cherrywood Lane shall be between 10 and 25 feet from the right-of-way.
- ❖ The front secondary build-to line shall be between 10 and 20 feet from the right-of-way.
- ❖ The build-to line for buildings along any internal street built within the Beltway Plaza site as part of a comprehensive, phased redevelopment shall be between 10 and 20 feet from the edge of the curb.

Rear Yards (g.4)

- ❖ The minimum rear yard setback shall be 15 feet from the rear lot line for any

residential development, except where alley-accessed garages or accessory buildings are provided, in which case the minimum rear yard setback shall be 5 feet.

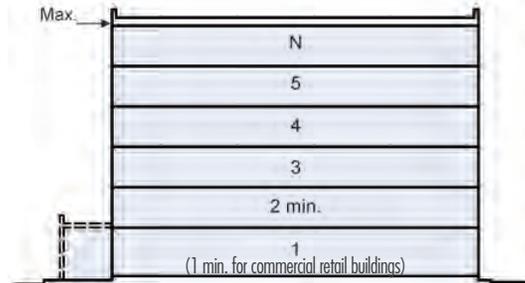
- ❖ There shall be no minimum rear yard requirements for non-residential and mixed-use buildings.

Side Yards (g.3)

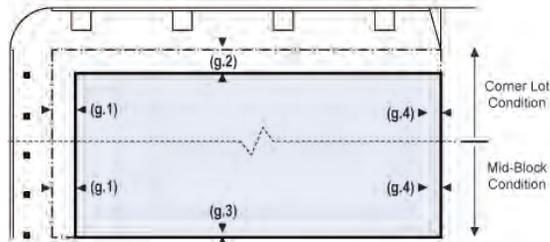
- ❖ There shall be no minimum side yard requirements for non-residential and mixed-use buildings.
- ❖ Unattached multifamily buildings shall be placed a minimum of 30 feet apart as measured sidewall to sidewall. Attached multifamily buildings shall not have a minimum side yard setback.
- ❖ Sticks or groupings of attached building types such as townhouses and two-over-twos shall be placed a minimum of 12 feet apart measured sidewall to sidewall.
- ❖ Single-family dwelling side yard setbacks shall be a minimum of 0 feet on any one side, and 10 feet on the opposite side. The maximum side yard setback for single-family dwellings shall be 20 feet.

Building Form | *Beltway Plaza*

Building Configuration	
Principal Building Height	6 stories or 100 feet max., 2 stories min. for mixed-use, office, and residential buildings 2 stories or 40 feet max., 1 story min. for commercial retail buildings
Lot Occupation	
Frontage Buildout	60% min. at BTL
Lot Coverage	70% max
Setbacks — Building	
(g.1) Front BTL principal	15 ft. min. 25 ft. max. from the ROW of MD 193 20 ft. min. 30 ft. max. from the ROW of Breezewood Drive 10 ft. min. 25 ft. max. from the ROW of Cherrywood Lane 10 ft. min. 20 ft. max. from the edge of the curb of internal streets
(g.2) Front BTL secondary	10 ft. min. 20 ft. max.
(g.3) Side setback	0 ft. min. for non-residential and mixed-use buildings and attached multifamily buildings 30 ft. min. for unattached multifamily buildings 12 ft. min. for two-over-two structures and townhouses 0 ft. min. on one side and 10 ft. min on the opposite side for single-family attached buildings; 20 ft. max.
(g.4) Rear setback	15 ft. min. (5 ft. min. if alley-access garages or accessory buildings are provided) for any residential development 0 ft. min. for non-residential and mixed-use buildings



Building configuration



Setbacks



"N" stands for any stories above those shown, up to the maximum. Refer to metrics for exact minimums and maximums.
"BTL" stands for "build-to line."

Image Credits: DPZ for building configuration and setback diagrams

Building Form | MD 193 Corridor

Height

- ❖ Building heights shall be between one and three stories (or 25 to 55 feet).

Lot Occupation

- ❖ The frontage buildout shall be a minimum of 40 percent and a maximum of 80 percent at the build-to line.
- ❖ The lot coverage shall be a maximum of 80 percent.

Orientation, Build-to Lines, and Yards

Build-to Lines (g.1 and g.2)

- ❖ The front principal build-to line shall be between 0 and 15 feet from the right-of-way.
- ❖ The front secondary build-to line shall be between 10 and 20 feet from the right-of-way.

Rear Yards (g.4)

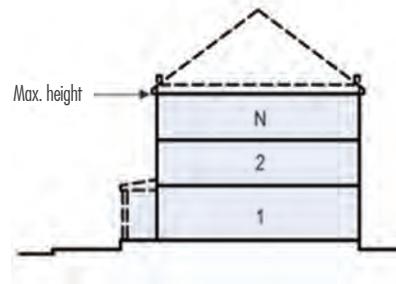
- ❖ The minimum rear yard setback shall be 10 feet from the rear lot line.

Side Yards (g.3)

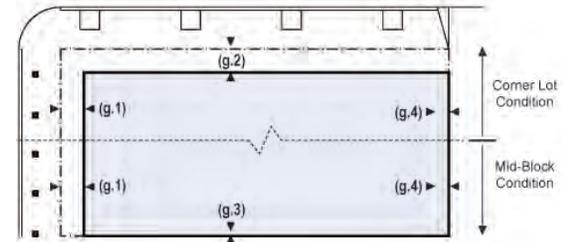
- ❖ The side yard setback shall be between 0 and 24 feet from the side lot line.

Building Configuration	
Principal Building Height	3 stories or 55 feet max., 1 story min.
Lot Occupation	
Frontage Buildout	40% min. at BTL; 80% max. at BTL
Lot Coverage	80% max
Setbacks — Building	
(g.1) Front BLT principal	0 ft. min. 15 ft. max.
(g.2) Front BTL secondary	10 ft. min. 20 ft. max.
(g.3) Side setback	0 ft. min. 24 ft. max.
(g.4) Rear setback	10 ft. min.

“N” stands for any stories above those shown, up to the maximum. Refer to metrics for exact minimums and maximums.
 “BTL” stands for “build-to line.”



Building configuration



Setbacks

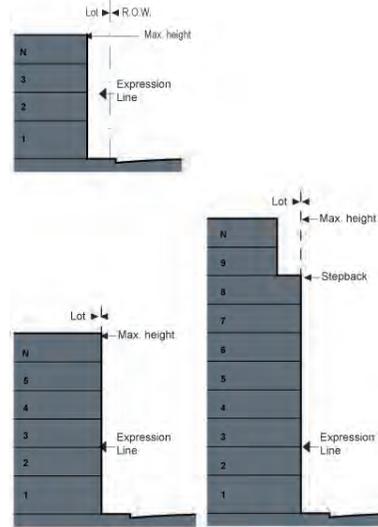


Image Credits: DPZ for building configuration setback diagrams

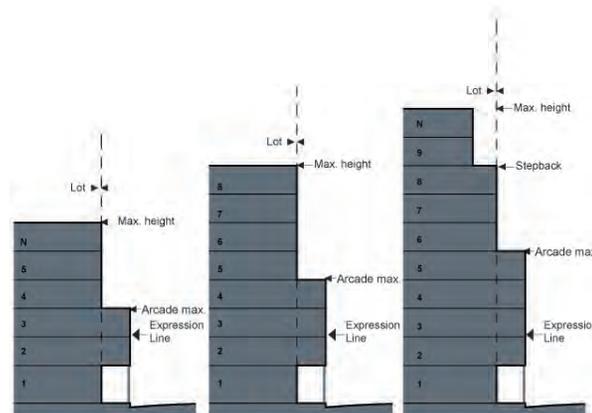
Building Form | *Massing*

Massing requirements are shown for new construction within the Greenbelt Metro Area and MD 193 Corridor development district and are designed to ensure that new development is responsive to issues of scale, natural lighting, and pedestrian comfort. An expression line is required above the second story. Buildings shall include a stepback after eight stories. The maximum height of an arcade varies with building heights.

Please note that “N” stands for any stories above those shown, up to the maximum. Refer to specific subarea requirements from page 213 to page 222 for exact minimums and maximums.



The diagrams on the left illustrate the configuration of stepbacks and expression lines. These diagrams apply to all private frontages except arcades.



The diagrams on the left illustrate the configuration of stepbacks and expression lines. These diagrams only apply to arcade frontages.

Image Credits: DPZ

Building Form | Step-Back Transitions and Landscape Buffers

Generally, compatible buildings and uses should be located adjacent to each other. However, along historically commercial strips, tall buildings or undesirable uses often share rear lot lines with residential buildings.

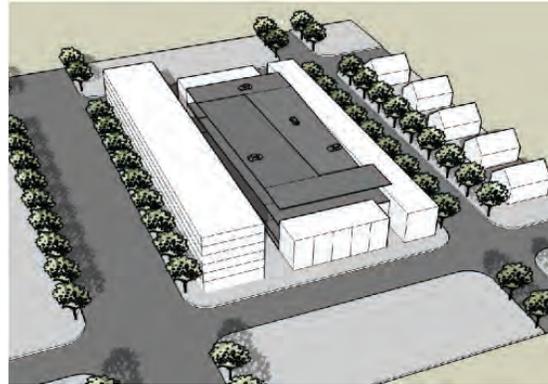
Where properties within the sector plan area are across the street from or share a rear property line with an existing residential neighborhood in Berwyn Heights or Greenbelt, a stepback transition and/or a landscape strip shall be required for all new development within the Greenbelt Metro Area and MD 193 Corridor development district. Existing residential neighborhoods in North College Park are protected by existing uses between residential homes and the railroad lines (generally south of Huron Street) and by the height transition zone imposed by these development district standards in the North Core area.

Where a block that fronts a major street such as MD 193 or Greenbelt Station Parkway is across the street from an existing residential block, the tallest buildings or portions of buildings shall be located fronting the major street. Development shall step down in height through the block to provide a transition to existing residential development.

Development shall also incorporate techniques such as masking mid-block parking garages with residential liner buildings, providing landscape strips, and incorporating architectural detailing that is of equivalent quality as the front façade on any façade that may face existing residential neighborhoods to minimize negative visual impacts and reduce the impression of large, unrelieved building massing. New development should make every attempt to be a “good neighbor” to existing residential neighborhoods.

Landscape buffers in combination with stepback transitions are appropriate when development areas share a property line with

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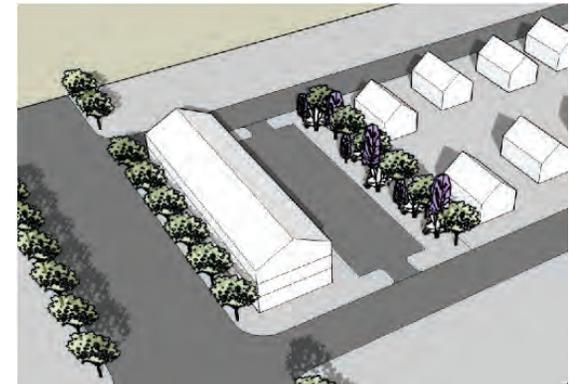


Stepback transition with a mid-block parking structure and residential liner buildings.



Stepback transition with a mid-block parking lot and townhouse liner buildings.

existing residential neighborhoods (as in Berwyn Heights). The buffer area shall be consistent with the standards of the Landscape Manual.



Landscape buffer between new development and an existing residential area.

Building Form | *Parking*

Parking Requirements

- ❖ The maximum number of off-street surface parking spaces permitted for each land use type (regardless of subarea) shall be equal to 80 percent of the minimum number of required off-street parking spaces in accordance with Section 27-568(a) of the Zoning Ordinance.
- ❖ The minimum number of off-street surface parking spaces required for each land use type shall be reduced from the minimum number of required off-street parking spaces in accordance with Section 27-568(a) of the Zoning Ordinance as reflected in the table below.

Subarea	Minimum Parking Required (As a Percentage of the Minimum Specified in Section 27-568(a))
North Core	0% (i.e. no minimum parking requirements)
South Core	70%
Franklin Park at Greenbelt Station	70%
Capital Office Park	70%
Beltway Plaza	50%
MD 193 Corridor	50%

- ❖ If structured parking is provided, the maximum number of off-street parking spaces permitted may be increased to a level to be determined during the approval of the detailed site plan.
- ❖ Within a public parking district established by a public entity, required parking may be waived if a fee-in-lieu is paid on a per-space basis to the public entity that manages the parking district, at a rate to be determined by the public entity and based on a preliminary engineering cost estimate for the parking facility, provided that public parking is available within one-quarter mile of the development.
- ❖ Mixed-use development with residential, lodging, office, or retail uses may use the shared parking factor to determine appropriate reductions in parking for shared usage. The parking requirement is calculated

For example, a retail commercial use of 27,000 square feet is proposed in the Beltway Plaza subarea, which would need a minimum of 190 parking spaces per 27-568(a). In this development district, this minimum would be reduced by 50 percent, for a total of 95 required parking spaces.

by adding the total number of spaces required by each separate function and dividing the total by the appropriate factor. When three functions share parking, use the lowest factor.

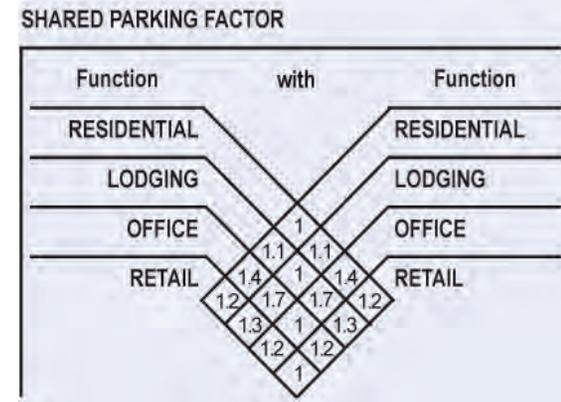


Image Credit: DPZ

To use the shared parking factor, divide the total number of required parking spaces by the shared parking factor to find the reduced number of spaces allowed. For example, if a 27,000 square foot retail proposal in the Beltway Plaza subarea shared parking with 200 one-bedroom multifamily residential units above the ground floor, the minimum number of required parking spaces under these development district standards would be 245 spaces. Dividing this figure by the

shared parking factor of 1.2 (intersection of residential and retail uses) results in a minimum of 205 parking spaces required. Under the same methodology, the maximum number of spaces permitted would be 327 spaces instead of 392, reflecting the benefits of shared parking facilities.

- ❖ A minimum of one bicycle parking space shall be provided within the public or private frontage for every 10,000 gross square feet of retail space.
- ❖ A minimum of one bicycle parking space shall be provided for every two multifamily dwelling units.
- ❖ A minimum of 4 bicycle parking spaces shall be provided for every 50 anticipated or actual employees of an office, mixed-use, civic/recreation, retail use, or combination of uses.
- ❖ Bicycle racks shall be placed in highly visible areas along the street or within parking garages as appropriate. Dedicated bicycle storage rooms may also be used to accommodate required bicycle parking spaces.
- ❖ Off-street parking requirements may be further reduced by a maximum of 20 percent beyond the requirements specified above if incentives and provisions that encourage the use of alternate modes of transportation (other than single-occupancy vehicles) are

included in the development. Features such as bike share stations, electric vehicle charging stations, shared car programs, financial incentives to employees for transit and car- and van-pooling, and the provision of private shuttle bus services, may qualify for parking reductions. The determination of appropriate parking reductions will be made at the time of detailed site plan approval based on evaluation of data provided by the applicant justifying reductions to the parking requirements

- ❖ Parking may be located on- or off-site within one-quarter mile of the development site. When off-site parking is used to meet the parking requirements, the applicant shall provide satisfactory documentation to show that parking is provided off-site.



Bicycle racks should be placed in visible locations to encourage bike use.

- ❖ Where on-street parking is provided, each 20 feet of linear street frontage may be substituted for 1 off-street space to be counted toward the off-street parking requirements.



Bike share stations may contribute to additional reductions to off-street parking requirements.

Building Form | Parking Access

Access of Off-Street Parking Lots and Structured Parking

- ❖ When present, alleys shall be the primary source of access to off-street parking. Parking along alleys may be head-in, diagonal, or parallel. See Figure 1 on the right. Alleys may be incorporated into parking lots as standard drive aisles. Access to all properties adjacent to the alley shall be maintained. Access between parking lots across property lines is also encouraged.
- ❖ The maximum height of a parking structure shall not exceed the maximum principal building heights specified on pages 213 and 214 for the Development District Subarea in which the parking structure is located.”
- ❖ When alleys are not present, secondary frontage or side streets may be used as a primary source of access to off-street parking. See Figure 2 on the right.
- ❖ When alleys, secondary frontage, or side streets are not present, primary frontage streets may be used as the primary source of access to off-street parking, with a driveway that either passes to the side of the building or through the building. See Figures 3 and 4 on the right. This condition should be avoided to the fullest extent possible to reduce the number of driveways.
- ❖ Additional curb-cuts onto the Beltway Plaza site from MD 193 shall be prohibited. Existing curb-cuts and entrances should be consolidated as the site redevelops over time.
- ❖ The vehicular access drive of a parking lot or garage shall be no wider than 22 feet.

Image Credits: DPZ

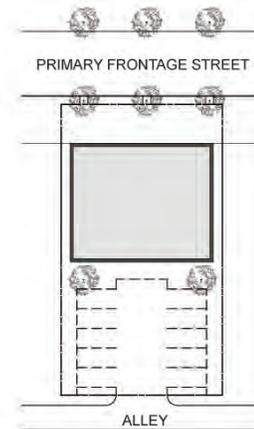


Figure 1:
Rear parking accessed from a rear alley

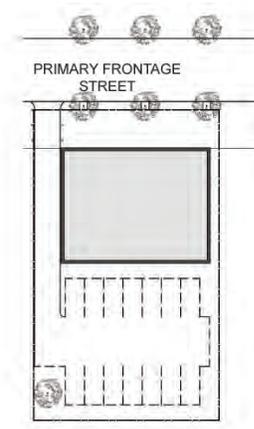


Figure 3: Rear parking accessed from the street. Driveway is located along the side property line.

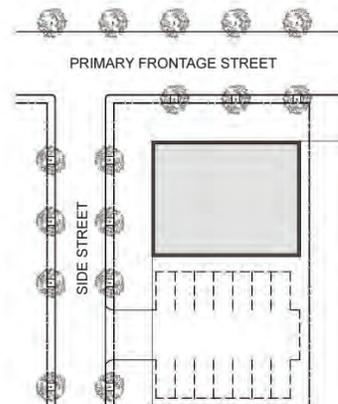


Figure 2: Rear parking accessed from the street. Property is located on a corner with driveway from a secondary street.

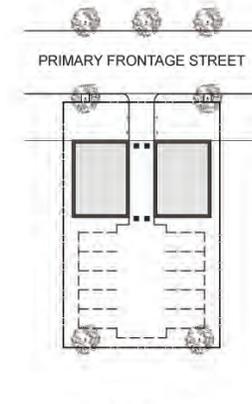


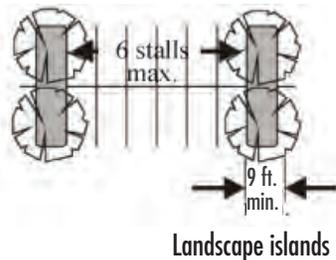
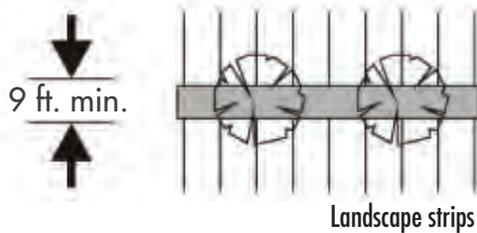
Figure 4: Rear parking accessed from the street. Driveway passes through the mass of the building.

Building Form | *Parking Lots, Loading, and Service Areas*

Parking Lots

- ❖ Off-street surface parking areas shall be set back a minimum of 20 feet from all property lines along streets, except along alleys.

Off-street surface parking shall be set back a minimum of 50 feet from all property lines along streets. The development of a major employment or GSA campus provides additional opportunities to locate parking in appropriate areas not readily visible from streets and public areas.



- ❖ Parking lots shall be concealed from the primary frontage street, secondary frontage, or side street by a liner building whenever possible. When this is not possible, a wall, fence, or landscape strip shall be provided.

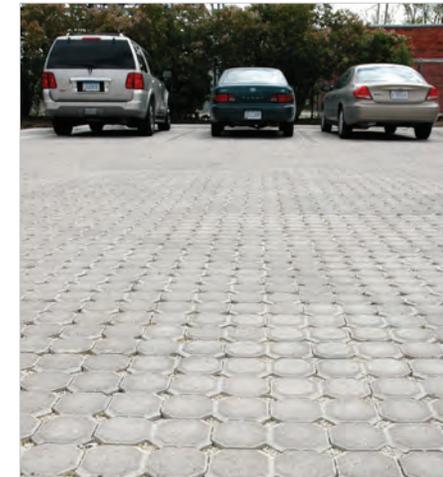
Parking Lot Landscaping Requirements

- ❖ Parking lot landscaping requirements are as specified in the *Landscape Manual*.
- ❖ Durable, pervious surfaces should be used for surface parking lots when feasible. Gravel, and similar materials prone to dust, shall be prohibited.



Loading and Service Areas

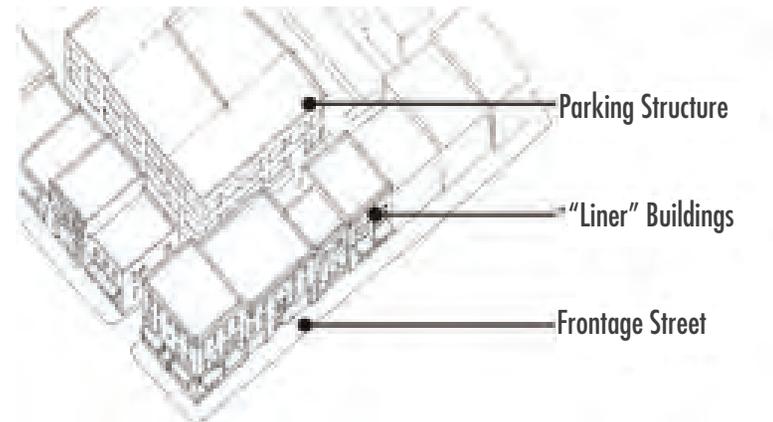
- ❖ Loading and service areas shall not be visible from streets, except alleys. These areas shall be located a minimum of 30 feet away from public sidewalks.
- ❖ Loading and service areas should be hidden from public view by street screens such as fences or street walls.
- ❖ Dumpsters, HVAC units, utility mechanical equipment, and outdoor storage shall be completely screened so as not to be visible from the sidewalks.
- ❖ Window-mounted HVAC units shall not be permitted on facades facing streets.



Building Form | Structured Parking

- ❖ Parking structures shall be set back a minimum of 50 feet from the property lines of all adjacent streets (except rear alleys) to reserve room for liner buildings between the parking structure and the lot frontage. Liner buildings shall be a minimum of two stories in height and may be attached or detached from parking structures.
- ❖ The maximum height of a parking structure shall not exceed the maximum principal building heights specified on pages 213 through 222 for the development district subarea in which the parking structure is located.
- ❖ Parking structures shall be built of durable, high-quality materials such as brick, decorative cast concrete panels, and natural or quality synthetic stone.
- ❖ The materials and design of all parking structures should reflect that of the associated building.
- ❖ Under no circumstances shall unrelieved or undecorated parking structure facades of precast or poured-in-place concrete face existing residential communities. Features such as decorative panels, mesh screening with cultivated plant growth, or artwork should be incorporated on the facades facing existing residential communities to provide an attractive visual “front” to the homes and residents of the community.

Parking structures should incorporate durable, high-quality materials.



Building Form | Drive-throughs, Gas Stations, and Bedroom Percentages

Drive-Throughs

- ❖ Drive-throughs are discouraged throughout the development district.
- ❖ When drive-throughs are provided, a ground-floor shopfront shall face the frontage street and be built to the build-to line, and the drive-through stacking area shall be located on either side of and/or behind the building. Parking shall also be located on either side of the building and/or at the back of the lot. The drive-through window, drive-through stacking area, and parking areas shall not be located on the side of the building close to the frontage street.
- ❖ Drive-throughs of any type shall not be permitted at North Core.
- ❖ Drive-throughs shall be designed to mitigate impacts to the pedestrian environment and streetscape to the maximum extent feasible.

Gas Stations

- ❖ Gas stations shall not be permitted at the Greenbelt Station North Core and South Core areas, in Capital Office Park, or within Franklin Park at Greenbelt Station.
- ❖ Gas stations shall comply with the building form regulations stated in these development district standards.
- ❖ A ground-floor shopfront shall face the frontage street and be built to the build-to line on both the frontage street and the side street. Gas station pumps and drive-through areas shall be located behind the building, away from the street.

Bedroom Percentages

- ❖ Bedroom percentages for multifamily dwellings as specified in Section 27-419 of the Zoning Ordinance shall not apply within the Greenbelt Metro Area and MD 193 Corridor development district.

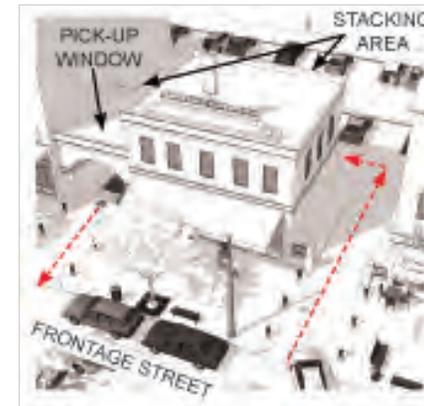
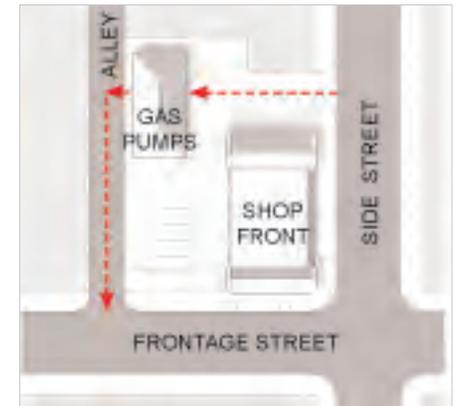
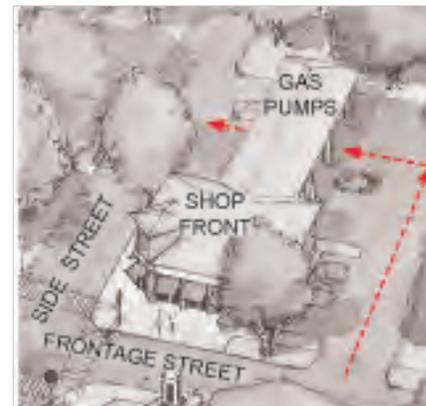


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Architectural Elements | General

Certain design elements are common to all styles of architecture and building types, such as opening compositions, shopfronts, and overall façade articulation—some of these are illustrated to the right. In general, each floor of any building facing a street, park, or square shall contain transparent windows covering between 20 to 70 percent of the wall area, as measured between finished floors.

- ❖ Development should emphasize the division between street level and the upper stories through design features such as expression lines, aligned windows, awnings, patterned bands, and cornices.
- ❖ New buildings that are greater than 100 feet in frontage on any street should be articulated through massing, material, color, openings, and detail changes to appear as multiple buildings rather than one single building.
- ❖ Blank walls are not permitted on any façade.

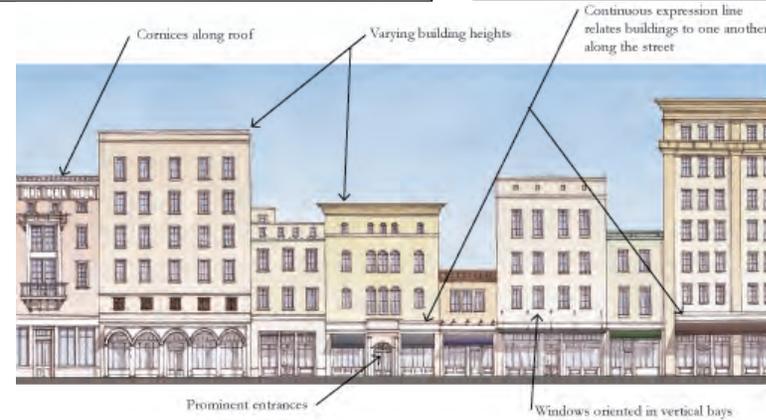


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Architectural Elements | *Facades and Shopfronts*

- ❖ In order to provide clear views of merchandise in stores and to provide natural surveillance of exterior street spaces, the ground floor along the building frontage shall have untinted, transparent storefront windows and doors covering between 50 percent and 70 percent of the wall area (between the finished floors).
- ❖ Low emissivity glass with high visual light transmittance may be permitted, but tinted glass shall not be permitted.
- ❖ Storefront windows shall extend to at least eight feet above the adjacent sidewalk.
- ❖ Storefronts shall remain unshuttered at night and shall provide clear views of interior spaces lit from within.
- ❖ Metal bars and security gates (including rolling doors) are prohibited on all shopfronts and any facades visible to the public.
- ❖ Each floor of any building facing a frontage street or open space shall contain transparent windows covering 20 percent to 70 percent of the wall area, as measured between finished floors.
- ❖ Ground-floor residential units should have a raised finish floor at least 24 inches above the sidewalk grade to provide sufficient privacy for ground-floor residents.

- ❖ Storefront windows and facades facing a major employer or GSA campus should incorporate unobtrusive security measures and building hardening approaches, such as internal alarm systems and mylar film on windows, in lieu of more visible techniques such as steel shutters.
- ❖ To permit the widest range of architectural expression within a major employer or GSA campus, fenestration up to 100 percent of the wall area (e.g. glass curtain walls) may be provided.

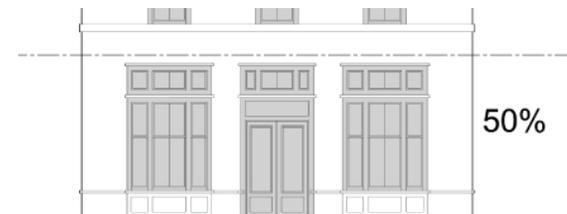


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Architectural Elements | Awnings, Galleries, and Arcades

Awnings

- ❖ Minimum awning depth = 5 feet (measured perpendicular to the wall face). Minimum underside clearance = 8 feet from the sidewalk. The above requirements apply to first floor awnings. Awnings above the first floor have no minimum requirements.
- ❖ Awnings may occur forward of the front build-to line and may encroach within the right-of-way with the approval of the pertinent agency but shall not extend closer to the curb line than two feet.
- ❖ Awnings shall not extend into the tree lawn or tree planting areas.



Awnings provide shade and contribute to sense of place.

- ❖ Awnings shall be made of durable fabric and may be either fixed or retractable. High-gloss or plasticized fabrics are prohibited. Backlit awnings are also prohibited.

Galleries and Arcades

- ❖ Minimum gallery depth = 10 feet (measured from building face to outside column face). Minimum arcade depth = 12 feet (measured from building face to outside column face). Minimum underside clearance = 8 feet from the sidewalk.
- ❖ Galleries shall only be one story in height and may have flat or pitched roofs. Open



balconies are permitted above the sidewalk ground level.

- ❖ Arcades shall be three to five stories in height with a one-story, open-air colonnade on the ground level.



A gallery or arcade provides a comfortable and inviting place to find shade or shelter from the elements.

- ❖ Galleries and arcades may occur forward of the front build-to line and may encroach within the right-of-way with the approval of the pertinent agency but shall not extend closer than two feet from the curb line.
- ❖ Galleries and arcades shall only be constructed where the minimum depth can be achieved.
- ❖ When used, galleries and arcades should extend over the entire length of a façade unless other constraints preclude them.

Architectural Elements | *Marquees and Balconies*

Marquees

Minimum marquee depth = 6 feet (measured perpendicular to the wall face). Minimum underside clearance = 8 feet from the sidewalk. The above requirements apply to first floor marquees. Marquees above the first floor shall not be permitted.

- ❖ Marquees typically are used above the primary entrances to buildings such as cinemas, hotels, and office buildings. They may be cantilevered (with the structure hidden internally) or supported from above by suspension cables or chains.
- ❖ Marquees may occur forward of the front build-to line and may encroach within the right-of-way with the approval of the pertinent agency but shall not extend closer to the curb line than two feet.



A marquee helps identify entrances and add a touch of character to a building.

Balconies

Minimum balcony depth = 3 feet (measured perpendicular to the wall face). Minimum underside clearance = 8 feet from the sidewalk.

- ❖ Balconies may occur forward of the front build-to line but may not encroach within the right-of-way.
- ❖ Balconies shall be permitted to have roofs but are required to be open, nonair-conditioned parts of buildings.
- ❖ On corners, balconies shall be permitted to wrap around the side of the building facing the street.



Balconies can help mitigate monotonous design and provide access to the outdoors for residents.

Balconies shall not be permitted on any building facades facing a major employment or GSA campus.

Architectural Elements | Porches and Stoops

Porches

Minimum porch depth = 8 feet (measured from building face to outer column face). Minimum underside clearance = 8 feet from the finished porch floor.

- ❖ Front porches may occur forward of the front build-to line but may not extend into the right-of-way.
- ❖ Side porches may extend past the side setback requirements but not into any easement or property line.
- ❖ Porches should match the architectural style and detailing of the primary building.



Porches can extend living space and provide a link to nature.

Stoops

Minimum stoop depth = 4 feet (measured from building face to edge of the uppermost riser). Minimum stoop width = 4 feet

- ❖ Stoops may occur forward of the front build-to line but may not extend into the right-of-way.
- ❖ Stoop stairs may run to the front or to the side.
- ❖ Stoops should match the architectural style and detailing of the primary building.

A stoop is a traditional gathering place within communities.



Architectural Elements | Street Screens

Street screens shall be used to screen parking lots and service areas of private lots from frontage streets. The following types of street screens may be used in the Greenbelt Metro Area and MD 193 Corridor development district.

Street Walls

Minimum street wall height = 3 feet and 6 inches above adjacent sidewalk grade.
Maximum street wall height = 6 feet above adjacent sidewalk grade.



Walls along the street help maintain a unified character and can obscure unattractive uses such as surface parking areas

- ❖ Street walls shall be constructed of brick, stone, or masonry faced with stucco (with texture and color to match building walls). Unclad cinder block shall not be permitted.
- ❖ Street walls, fences, or hedges are encouraged along side yards.

Fences

Minimum fence height = 3 feet and 6 inches above adjacent sidewalk grade. Maximum fence height = 6 feet above adjacent sidewalk grade (except for publicly-owned recreation facilities or athletic courts, where the maximum fence height shall be set during detailed site plan review).



Attractive fences contribute to the character of the neighborhood.

- ❖ Fences shall be built of durable, high-quality materials such as brick, stone, aluminum, iron, and pressure-treated wood.
- ❖ Chain-link fence shall not be permitted. An exception may be made only where necessary around publicly-owned recreation facilities or athletic courts.
- ❖ Barbed wire, razor wire, corrugated metal, corrugated fiberglass, sheet metal, and wire mesh shall not be permitted.

Hedges

- ❖ Hedges may serve the same purposes as walls and fences to provide privacy and delineate the edges of yards. Hedgerows may include posts of brick, stone, or masonry faced with stucco.
- ❖ Use of native plants is encouraged. Use of invasive species shall not be permitted.

Architectural Elements | *Materials*

Building wall materials shall be combined on each façade horizontally only, with the heavier materials (stone, brick, concrete with stucco, etc.) below and supporting the lighter materials (wood, siding, etc.). Any change in materials shall preferably occur at the floor or sill level.

Siding

Permitted siding types include:

- ❖ Horizontal lap of wood, cementitious siding, or composition board (such as Hardiplank®).
- ❖ Vertical wood board and batten.

Vinyl and aluminum siding shall not be permitted.

Stucco

Surfaces finished in stucco should be smooth and hand trowelled in texture and painted. Sprayed on stucco finishes and exterior insulation and finish systems (EIFS) are discouraged.

Masonry

Masonry walls, whether load bearing or veneer, may only be of brick or natural stone. Masonry is encouraged as the primary building material for development at North Core, South Core, Beltway Plaza, Franklin Park at Greenbelt Station, and the MD 193 Corridor.

Reflectivity

Material selection should take into account the potential impacts light and noise reflectivity may have on adjacent residential neighborhoods.



Architectural Elements | Landmark Features

Landmark features should be provided in strategic locations to give prominence and visibility to their sites. A landmark feature can be an architectural element such as a tower or a lantern as described below. A gateway feature, sculpture, or other work of public art can be considered a landmark feature as well, particularly if located in a park, plaza, or square.

Towers

Towers with a footprint smaller than 30 by 30 feet may extend up to one story above the designated height limit. Towers with a footprint smaller than 20 by 20 feet may extend up to two stories above the designated height limit.

- ❖ Towers are permitted on all civic buildings or any building that is located on a corner lot.
- ❖ Freestanding towers are permitted at North Core and in the Cherrywood Lane/60th Avenue corridor node, but shall not exceed 60 feet in height. Consideration should be given to incorporating features such as clocks or special illumination on freestanding landmark towers.



Towers are classic elements that can add a touch of individuality to buildings and serve as community landmarks.

Lanterns

The maximum lantern height is 12 feet from the ridge of the roof upon which it sits, excluding pinnacles.

Lanterns generally provide light into interior spaces and are often positioned above an interior light or stair well. Lanterns may extend above the designated height limit.

Architectural Elements | Signage

- ❖ New signs shall be attached to the façade. Signs may be flat against the façade or mounted projecting or hanging from the façade. Signs may also be mounted on the roof of landmark or civic buildings in certain cases, to be determined at the time of a detailed site plan review.
- ❖ A maximum of one freestanding or monument sign shall be permitted for each commercial shopping center, office park, or mixed-use development exceeding 100,000 square feet in size.
- ❖ A maximum of one freestanding or monument sign shall be permitted for each residential development exceeding 200 dwelling units.
- ❖ Freestanding and monument signs shall not exceed eight feet in height, and the maximum area of any single freestanding or monument sign shall not exceed 80 square feet. Freestanding and monument signs shall be constructed of durable, high-quality materials such as, but not limited to, decorative masonry, wrought iron, or weatherized decorative metals.

- ❖ Signs shall be externally lit from the front with a full-spectrum light source. Internal and back lighting are permitted as an exception only for individual letters or numbers, such as for “channel letter” signage (panelized back lighting and box lighting fixtures are prohibited). Signage within a shopfront may be neon lit.
- ❖ Building numbers are required, and commercial buildings require building numbers on both the front and rear.



A variety of high-quality signs used in moderation add visual interest without contributing to clutter.



Signs painted on buildings should be proportional so as not to overwhelm the architectural style and character.



Vertical and horizontal signs can be effective to draw the attention of pedestrians, bicyclists, and motorists alike.

Notwithstanding the signage standards outlined above, a major employment or GSA campus shall be permitted a maximum of one freestanding sign oriented to the Capital Beltway (I-95/495). This freestanding sign, if provided, shall be designed in accordance with the signage regulations specified in Part 12 of the Zoning Ordinance.

- ❖ The maximum gross area of building-mounted signage shall not exceed ten percent of the façade area of the commercial portion of the building. Architectural signs, or signage painted on a building façade, or signs mounted on the roof may exceed this limit in certain cases, to be determined at the time of a detailed site plan review.
- ❖ Signage submitted for multi-tenant buildings shall be coordinated and shall present a unified approach to signage.
- ❖ Signs shall be made of a durable, high-quality material such as metal, wood, and glass. Signs shall be of professional quality and finish. Signs shall be properly repaired and maintained throughout the year.
- ❖ Signs mounted on the façade shall maintain a minimum clear height of eight feet above the sidewalk.
- ❖ Signs shall not extend within two feet of the curb line.
- ❖ The maximum area of any single sign mounted perpendicular to a given façade shall not exceed ten square feet.

Sustainability and the Environment

Leadership in Energy and Environmental Design (LEED®) Certification

- ❖ LEED® standards for building, as set forth by the U.S. Green Building Council, or other similar rating system standards, should be reviewed and integrated into the design and construction process for all new development and renovation projects. LEED-Silver or better certification (or the equivalent) is desired for all new development.
- ❖ Unless otherwise exempt from these development district standards, all development at the Greenbelt Station North Core shall obtain a minimum of silver certification in one of the following applicable LEED® rating systems or an equivalent rating under a similar rating system: new construction and major renovations, commercial interiors, core and shell, retail, and homes.
- ❖ LEED-Gold or platinum certification under an applicable LEED® rating system is encouraged for all development when feasible.
- ❖ Developments composed of several buildings should pursue LEED® for Neighborhood Development certification.

Passive Solar and Ventilation Design

- ❖ Provide shade for south-facing façades by designing properly-sized overhangs on south facing glazing. Mature trees can also fulfill the need for shade on south facing façades.
- ❖ Solar tubes and skylights can reduce the need for electric lighting or provide sunlight to rooms that have few or no windows. These are encouraged because they provide natural daylighting to interior spaces.
- ❖ Maximize opportunities to align fenestration on opposite façades of buildings in order to facilitate cross-ventilation. Minimize floor plate sizes so that rooms may have access to light and air.

Materials

Wherever possible, green materials shall be used in both the structure and interior finishes of buildings. These include: recycled or salvaged materials, rapidly renewable materials (derived from plants with a fast growth cycle), Forest Stewardship Council® certified wood, and materials harvested or manufactured locally.

On-site Energy Generation and Efficiency

- ❖ In the case of pitched roofs, place photovoltaic panels on the slope that has the highest amount of solar gain.
- ❖ In the case of flat-roofs, place photovoltaic panels behind a parapet so that they are not visible from the street, and orient them as closely as possible to the ideal angle for solar gain. Sun-tracking panels are encouraged.
- ❖ Roof-mounted solar hot water and/or photovoltaic panels are encouraged to reduce grid demand energy use.
- ❖ Proposed plantings and/or building additions that will shade preexisting solar panel installations on adjacent properties should be avoided.



On-site energy generation, such as this geothermal pump system, can reduce overall energy costs.

Sustainability and the Environment

- ❖ Phase out fossil-fuel climatization systems such as oil heating. Renewable energy sources, such as wind, solar, and geothermal generation, should be pursued.
- ❖ Air-conditioning systems and appliances should be of the highest efficiency ratings. Wherever possible, use Energy Star appliances.
- ❖ All lighting should use high-performance or LED lighting systems.

Landscaping

- ❖ Minimize lawn or turf area. Turf should only be used in areas where it provides functional benefits.
- ❖ Use drought-tolerant and/or slow-growing hardy grasses, native and indigenous plants, shrubs, ground covers, and trees appropriate for local conditions.
- ❖ Permanent irrigation systems shall only utilize captured rainwater and/or building graywater (with approved filtration systems).

Potable water use shall not be permitted in permanent irrigation systems.

- ❖ Use mulches to minimize evaporation, reduce weed growth, and slow erosion.
- ❖ Encourage on-site food production by planting fruit-bearing trees adapted to the local climate.
- ❖ Encourage setting aside areas and constructing composting areas and planting beds for the cultivation of fruits, vegetables, and herbs.

The developer and property owners for any future major employer or GSA campus are encouraged to provide native species and landscaping in excess of the requirements of the Landscape Manual to create naturalized habitats such as meadows and woodlands within any security buffer yards that may be required, if feasible and appropriate.



A variety of native plant species in place of turf lawns reduces water use.

Sustainability and the Environment

Water Efficiency and Recharge

- ❖ Surface parking areas, alleyways, and driveways should be constructed with durable, pervious paving materials (grass paver systems, porous paving, or pervious asphalt) to promote groundwater recharge and reduce stormwater runoff quantity and flow rates. Gravel is discouraged because of issues related to dust generation.
- ❖ All at-grade walks (excluding public sidewalks) and pathways shall be constructed with pervious materials.

- ❖ Capture slow runoff using exfiltration tanks, drainage swales, and other devices.
- ❖ Use low-flow water closets, faucets, showerheads, washing machines, and other efficient water-consuming appliances.

Stormwater Management and Indian Creek

- ❖ All new development within established floodplains shall comply with all adopted county, state, and federal environmental regulations to prevent unnecessary runoff and pressure on Indian Creek and the local watersheds.

- ❖ Underground or above-grade cisterns should be integrated into the site plan for all new development within or abutting Indian Creek. These cisterns will both reduce the amount of stormwater flowing into Indian Creek and help to store water on-site for uses, such as landscape irrigation.
- ❖ Site grading, paving, and planting shall be done in a manner that minimizes off-site stormwater runoff.
- ❖ Suburban stormwater management measures, such as regional storage and drainage ponds, shall be prohibited.



Image Credit: USDA-NRCS, Iowa



Environmental site design techniques can be engineered for a wide array of locations, regardless of their size.

Sustainability and the Environment

Food Production

Local food production techniques are appropriate throughout the Greenbelt Metro Area and MD 193 Corridor development district. Cities are increasingly allowing urban agriculture and the raising of animals for supplies and reduction in energy consumption for food transport.

- ❖ Community gardens provide a focus for recreation and sociability greater than that of private yards. They are also welcomed by apartment-dwellers who enjoy gardening. Community garden plots are not sold but rather left under municipal or private administration.
- ❖ Green roofs also provide opportunities for food production, even as they mitigate carbon emissions and reduce stormwater runoff. They may be incentivized by giving developers bonuses for installing them.
- ❖ Fruit trees may be included and designated for local food production.



Local food production is an increasingly important part of urban life.

Streets and Open Spaces

The design of streets and relationship to the built environment is an essential element of urban design and placemaking. Streets are considered a major public place, and careful attention must be paid to the design and configuration of streets, including the streetscape, bicycle facilities, street trees, street lighting, and amenities such as benches and trash receptacles. The right-of-way may vary along streets within the Greenbelt Metro Area and MD 193 Corridor development district. In order to achieve a unified street character, easements shall be used where necessary to create a consistent build-to line, landscape area, sidewalk width, and bicycle facilities.

Streetscape

Streetscape refers to the area between the private property line and the edge of the vehicular lanes. General streetscape arrangement types are described to the right. More detailed information about each streetscape arrangement type is included on the following page. Streets with on-street parking and bump-outs containing planted trees should be considered where appropriate.

(ST) For Street: this frontage has raised curbs drained by inlets and sidewalks separated from the vehicular lanes by individual or continuous planters, with parking on one or both sides. The landscaping consists of shade trees aligned in a regularly spaced alley.

(DR) For Drive: This frontage has raised curbs drained by inlets and a wide sidewalk or paved path along one side, related to a greenway or waterfront. It is separated from the vehicular lanes by individual or continuous planters. The landscaping consists of a shade tree species in a regularly spaced alley.

(AV) For Avenue: This frontage has raised curbs drained by inlets and wide sidewalks separated from the vehicular lanes by a continuous planter with parking on both sides. The landscaping consists of a shade tree species aligned in a regularly spaced alley.

(CS) (AV) For Commercial Street or Avenue: This frontage has raised curbs drained by inlets and very wide sidewalks along both sides separated from the vehicular lanes. The landscaping consists of a shade tree species aligned with regular spacing where possible but clears the storefront entrances.

(BV) For Boulevard: This frontage has slip roads on both sides. It consists of raised curbs drained by inlets and sidewalks along both sides, separated from the vehicular lanes by planters. The landscaping consists of double rows of a shade tree species aligned in a regularly spaced alley.

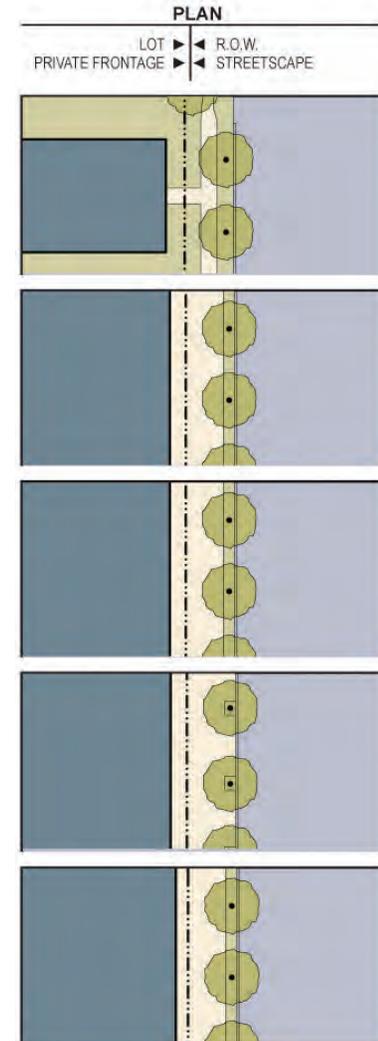


Image Credit: DPZ

Streets and Open Spaces

Detailed streetscape arrangement types are included in the table to the right. This table includes descriptions and dimensions for each element of the streetscape, from the full assembly to the specific curb, walkway, and planter. Cycle tracks, side paths, and other appropriate forms of buffered bicycle lanes may also be considered as an appropriate streetscape element for all frontage types. Additional information about street trees and street lighting is included on pages 247 and page 248.

Required Streetscape Elements

Public Frontage Type	ST-DR-AV	ST-DR-AV-BV	CS-DR-AV-BV	CS-DR-AV-BV
<p>Assembly: The principal variables are the type and dimension of Curbs, walkways, Planters and landscape.</p> <p>Total Width</p>	12-18 feet	12-18 feet	18-24 feet	18-30 feet
<p>Curb: The detailing of the edge of the vehicular pavement, incorporating drainage.</p> <p>Type</p> <p>Radius</p>	Raised Curb 5-20 feet	Raised Curb 5-20 feet	Raised Curb 5-20 feet	Raised Curb 5-20 feet
<p>Walkway: The pavement dedicated exclusively to pedestrian activity.</p> <p>Type</p> <p>Width</p>	Sidewalk 4-8 feet	Sidewalk 4-8 feet	Sidewalk 12-20 feet	Sidewalk 12-30 feet
<p>Planter: The layer which accommodates street trees and other landscape.</p> <p>Arrangement</p> <p>Species</p> <p>Planter Type</p> <p>Planter Width</p>	Regular Alternating Continuous Planter 8 feet-12 feet	Regular Single Continuous Planter 8 feet-12 feet	Regular Single Continuous Planter 4 feet-6 feet	Opportunistic Single Tree Well 4 feet-6 feet
<p>Landscape: Refer to Street Trees Section)</p>				
<p>Lighting: (Refer to Street Lighting Section)</p>				

Image Credit: DPZ

Streets and Open Spaces | | Streetscape, Amenities, and Street Trees

Additional detail on streetscapes, including sidewalk treatments, pedestrian and bicyclist amenities, and decorative elements essential to create a strong sense of place, are specified below:

Sidewalks

- ❖ At the time of development, the developer/property owner is required to install sidewalks for the entire frontage of the site.
- ❖ Special decorative paving materials, such as brick, precast pavers, or granite pavers, are recommended at high visibility intersections such as MD 193 (Greenbelt Road) at Cunningham Drive, 62nd Avenue, and Cherrywood Lane, and at Cherrywood Lane at Breezewood Drive and Springhill Drive.



- ❖ Sidewalk materials should be continued across driveways whenever possible, and accent paving should be used to define pedestrian crossings.
- ❖ Asphalt shall not be permitted as a sidewalk material.

Landscape Strips

Landscape strips and planting areas are required along all streets, and shall be provided in accordance with the regulations of the Landscape Manual.

Streetscape Amenities

- ❖ Amenities, such as benches, bicycle racks, trash receptacles, fountains, public artwork,



game tables, moveable seating, mailboxes, and bus shelters, shall be required for all development.

- ❖ Streetscape amenities shall be consistent in design within a development project and should be consistent within each subarea.
- ❖ All proposed streetscape amenities shall be indicated on detailed site plan submittals and shall include information of location, spacing, quantity, construction details, and method of illumination.

Street Trees

Street trees are required in all subareas at a spacing of approximately 30 feet on center. Refer to the Landscape Manual for additional requirements and permitted tree species. Invasive tree species shall not be permitted.



Streetscape Lighting

A combination of pedestrian-scaled street light fixtures and intersection street light fixtures may be required to ensure a well-lit street area and to establish a unifying element along the street.

- ❖ Pedestrian-scaled fixtures shall be used on all streets.
- ❖ Street light locations shall be coordinated with the underlying utility locations and street tree plantings, and should be placed to ensure even distribution of lighting levels.
- ❖ Illumination shall be provided for main entrances, passageways, parking lots, recycling areas, service entrances and areas, alleys, pathways, parks, and plazas.
- ❖ Pedestrian-scaled lighting fixtures shall be no taller than 15 feet.
- ❖ In commercial and mixed-use areas, business owners should illuminate storefront windows at night from the interior to assist with lighting the sidewalk and accenting their business.
- ❖ Light poles may include armatures that allow for the hanging of banners or other amenities (e.g., hanging flower baskets, artwork, etc.).
- ❖ Consideration of security and pedestrian comfort shall be prioritized by increasing illumination low to the ground in public

parking lots, at building entries, in public plazas, and at transit stops.

- ❖ Low-level up-lighting in tree boxes to illuminate trees and decorative shrubs may be used in commercial districts or gateway entrances.

Specific Uses of Lighting

To increase safety, help with orientation, and highlight the identity of an area, the street elements specified below are recommended to be lit.

- ❖ Transit stops: People feel more secure when transit stops are well-lit. Lighting also draws attention to, and encourages, the use of such amenities.
- ❖ Edges: Edges of a park or plaza shall be lit to define and identify the space.
- ❖ Architectural details: Lighting entrances, archways, cornices, columns, and other features can call attention to the uniqueness of a building or place. Lighting of building entrances also contributes to safety.
- ❖ Focal points and gateways: Lighted sculptures, fountains, and towers in a neighborhood, especially those visible to pedestrians and vehicles, provide a form of wayfinding.



Streetscape Lighting

Lighting fixtures shall be appropriately chosen for the subarea where they are located. The standards below shall be used as a guide to selecting fixtures.

- ❖ Variety in character is good to establish identity and uniqueness. However, there shall be consistency within the Greenbelt Metro Area and MD 193 Corridor development district, creating a unifying scheme of illumination that is appropriate to the scale of the street and the level of nighttime activity. Lamp styles shall not be mixed along any one particular block of a street.
- ❖ Light fixtures shall be downcast or low cut-off fixtures to prevent glare and light pollution.
- ❖ Energy-efficient lamps shall be used for all public realm lighting in order to conserve energy and reduce long-term costs.

Streets and Open Spaces | | Open Space

An interconnected network of public and private open spaces is an essential component of the Greenbelt Metro Area and MD 193 Corridor sector plan and development district. Every effort should be made to integrate new development with active and passive open spaces such as parks, plazas, squares, and greens. Appropriate arrangements for open space are described in the table below:

- ❖ Public and private open spaces should be situated at prominent locations within the development district and consideration should be given to providing a theme and/or dedicating open spaces to important events or citizens.
- ❖ Pervious paving materials are encouraged whenever possible to facilitate landscaping, tree growth, and the absorption and treatment of rainwater runoff.
- ❖ Asphalt shall not be used within paved squares and plazas, but may be used for open space types that are more natural in character such as within pocket parks and parks containing ballfields.
- ❖ Privately owned and operated open spaces should be accessible to the public whenever feasible.

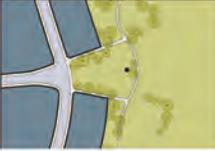
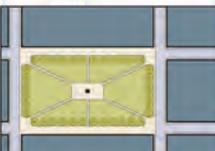
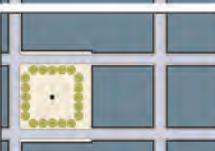
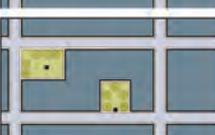
<p>Park: A natural preserve available for unstructured recreation. A park does not need to be fronted by buildings. Its landscape shall consist of Paths and trails, meadows, waterbodies, woodlands and open shelters; all naturalistically disposed. Parks may be lined, following the trajectories of natural corridors.</p>	
<p>Green: An Open Space, available for unstructured recreation. A Green may be spatially defined by landscaping rather than buildings fronting it along the edges. Its landscape shall consist of lawn and trees, naturalistically disposed.</p>	
<p>Square: An Open Space available for unstructured recreation and public gatherings. A Square is spatially defined by building Frontages. Its landscape shall consist of paths, lawns and trees, formally disposed. Squares should be located at the intersection of important Thoroughfares.</p>	
<p>Plaza: An Open Space available for public gatherings and outdoor markets. A Plaza shall be spatially defined by building Frontages. Its landscape shall consist primarily of pavement. Trees are optional. Plazas should be located at the intersection of important streets.</p>	
<p>Playground: An Open Space designed and equipped for the recreation of children. A playground should be fenced and may include an open shelter. Playgrounds shall be interspersed within Residential areas and may be placed within a Block. Playgrounds may be included within parks and greens.</p>	

Image credit for above: DPZ



These development district standards recognize that a broad range of security requirements may be necessary with the development of a major employer or GSA campus, which may preclude public access to open spaces. However, the developer and property owners are encouraged to work with M-NCPPC, WMATA, Prince George's County, the local municipalities, and other appropriate parties to determine if public access to campus open spaces is desirable or feasible.

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Comprehensive Rezoning Policies

Introduction

The comprehensive rezoning process, also known in Prince George’s County as the sectional map amendment process, allows for the rezoning of a section of the overall county zoning map in order to bring zoning into conformance with approved county plans and policies. This chapter contains the sectional map amendment (SMA) for the Greenbelt Metro Area and MD 193 Corridor sector plan area. This SMA is intended to implement the land use recommendations of the approved sector plan for the foreseeable future.

The District Council initiated the SMA in 2011 through Council Resolution CR-40-2011, with the expressed intent to process the SMA concurrent with the sector plan. The procedure followed was in accordance with Council Bill CB-39-2005, which amended the process whereby the District (County) Council approves the sector plan and SMA simultaneously (originally established in CB-33-1992).

Comprehensive rezoning, through the SMA, is a necessary implementation step in the land use planning process. It ensures that future development will be in conformance with county land use plans and development policies, reflecting the county’s ability to accommodate future development. Existing zoning that hinders such development may be corrected, and piecemeal rezonings will be reduced through the SMA process. The approval of the zoning pattern recommended by the sector plan and implemented by this

SMA brings zoning into greater conformity with county land use goals and policies as they apply to the Greenbelt Metro Area and MD 193 Corridor area, thereby enhancing the health, safety, and general welfare of all the county’s residents and citizens.

The county’s Capital Improvement Program and Ten-Year Water and Sewerage Plan, as well as existing land use and zoning and pending zoning applications, were examined and evaluated in preparation of both the land use plan and this approved comprehensive rezoning. Consideration has also been given to the environmental and economic impact of the land use and zoning proposals. The approval of the SMA results in the revision of the official 1 inch=200 feet scale zoning map(s) for this sector plan area. Future comprehensive examinations of the zoning within these areas will occur in accordance with the procedures established for sectional map amendments.

The Greenbelt Metro Area and MD 193 Corridor sector plan area was adopted into the Maryland-Washington Regional District on November 29, 1949. Comprehensive rezoning of the entirety of the plan area last occurred on May 1, 1990, with the approval of the SMA for Langley Park, College Park, Greenbelt, and Vicinity (Planning Areas 65, 66, and 67) by Council Resolution CR-39-1990. The portion of the sector plan area west of Kenilworth Avenue (MD 201) was last rezoned on October 16, 2001, when the *Approved Sector Plan and Sectional Map Amendment for the Greenbelt Metro Area* was approved by Council Resolution CR-63-2001.

The following are comprehensive rezoning policies established by the Planning Board and District Council to guide SMA preparation.

Public Land Policy

The established land policy states that all public land should be placed in the most restrictive or dominant adjacent zone, whichever 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 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 have been set aside specifically for public open space. In those cases the R-O-S (Reserved Open Space) Zone or the O-S (Open Space) Zone is applied as the most appropriate zone, depending on the size of the property.

Federal and state government property, which is scattered throughout the county, is not subject to the requirements of the Zoning Ordinance. An exception occurs when joint development proposals are brought through the county development process by a private partner on land owned by the University of Maryland, the Washington Metropolitan Area Transit Authority (WMATA), or similar entities. The intent of the comprehensive rezoning process is to apply a zoning category to all land, including federal and state 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 the intended character of the property and/or area should warrant another zoning category.

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 has been prepared in accordance with that section.

Limitations on the Use of Zones

Zoning classifications in the SMA are limited only by the range of zones within the 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 zoning 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(h) that:

“The area of the ‘property,’ as the word is used in Subsection (g)(2), above, is the minimum required by the Zoning Ordinance which makes the use legally existing when the sectional map amendment is approved.”

Conditional Zoning

The inclusion of safeguards, requirements, and conditions beyond the normal provisions of the Zoning Ordinance that 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 that 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 Conditional 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 to 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 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 (CDZs) may be included in a sectional map amendment. Normally, 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 CDZ can be recognized. Under this process, 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 CDZ to be included within the SMA. 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.

Under limited circumstances, a CDZ may be approved in a sectional map amendment without the filing of a formal rezoning application by an applicant. The recommendations of the sector plan and the SMA zoning change, including any design guidelines or standards, may constitute the basic plan for development. In these cases, overall land use types, quantities, and relationships for the recommended development concept should be described in the SMA text and be subject to further adjustment during the second phase of review, the comprehensive design plan, as more

detailed information becomes available. (See CB-76-2006, CB-77-2006, and Sections 27-223(b), 27-225(a)(5), 27-225(b)(1), 27-226(a)(2), 27-226(f)(4), 27-478(a)(1), 27-480(g), and 27-521(a)(1) of the Zoning Ordinance.)

Mixed-Use Zoning Recommendations

Implementation of the long-range land use recommendations of the Greenbelt Metro Area and MD 193 Corridor sector plan for mixed-use, pedestrian, and transit-oriented development in designated corridor nodes requires application of mixed-use zoning techniques. To effectively and efficiently implement the mixed-use, pedestrian- and transit-oriented development patterns recommended by the 2002 General Plan and recent small area plans, including the Greenbelt Metro Area and MD 193 Corridor sector plan, it is recommended that an appropriate set of mixed-use zoning categories or techniques be prepared (or existing zones modified), so that there is an effective set of regulations to fully achieve the vision for the Greenbelt Metro Area and MD 193 Corridor sector plan area.

A combination of the M-U-I (Mixed-Use Infill) Zone, M-X-T (Mixed-Use Transportation Oriented) Zone, and a DDOZ

(Development District Overlay Zone) serves as an adequate zoning approach to implement the recommendations of the sector plan for higher intensity, mixed-use development concentrated in the areas designated by the plan. The DDOZ will also address smaller-scale, mixed-use development in other areas; provide for transitions in density, intensity, and design between new development and existing neighborhoods; and ensure consistency in the application of development district standards for new development and redevelopment.

Property in a DDOZ area may be reclassified from its underlying zone to the M-U-I Zone or other mixed-use zone as part of the SMA or through the property owner application process (Section 27-548.26(b)) of the Zoning Ordinance. This sector plan and SMA only supports the property owner application process for rezoning to a mixed-use zone to support plan recommendations for redevelopment along the Berwyn Heights frontage of MD 193 and for mixed-use, commercial and residential development in the Greenway Center/Maryland Trade Center area as the market for specialized housing types evolves. Expansion of the DDOZ boundaries is not recommended or supported south of Seminole Street in Berwyn Heights.

Development should also be phased so that certain levels trigger requirements meant to

ensure conformance to the sector plan. For example, once a given number of dwelling units have been approved, there could be a focus on retail or commercial space, and residential building permits could be placed on hold until specific levels of office or retail space have been achieved.

Public Rezoning Requests

One rezoning request was submitted by the public following initiation of the SMA. This request is shown on Map 25 on page 255 and is described in Table 36 on right. This request for rezoning was reviewed in the context of the sector plan land use policies.

Table 36: Public Rezoning Requests

Property	Acreage	Requestor	Current Zone	Requested Zone	Proposed SMA
1. JRJ Management, LLC Property	0.34	JRJ Management, LLC	C-O	C-S-C	C-S-C

Comprehensive Rezoning Changes

To implement the sector plan policies and land use recommendations contained in the preceding chapters, several parcels of land must be rezoned to bring the zoning into conformance with the sector plan. The comprehensive rezoning process (via the SMA) provides the most appropriate mechanism for the public sector to achieve this goal. As such, the SMA is approved as an amendment to the official zoning map(s) concurrently with approval of the sector plan.

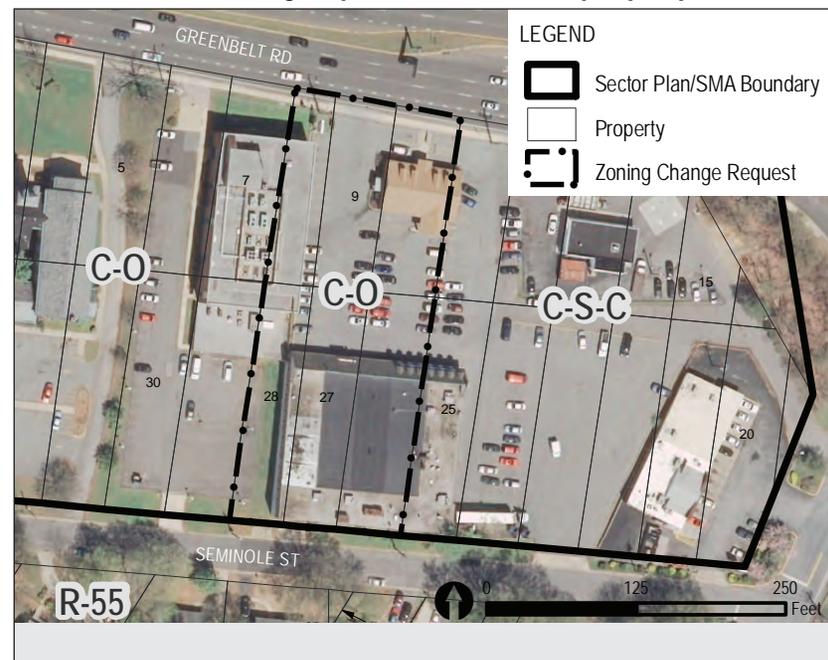
The approved SMA includes nine zoning changes based on the land use and development policies described in the previous chapters of this sector plan. The zoning changes include a development district overlay zone (DDOZ), which is superimposed over the Greenbelt Metro Metropolitan Center (North Core, Indian Creek stream valley, Franklin Park at Greenbelt Station, Springhill Lake Community Center, and the Capital Office Park), the Beltway Plaza holdings, commercial and mixed-use zoned properties

along Branchville Road, and the commercial properties on the south side of MD 193 in Berwyn Heights to ensure that the development of land meets the goals described in the sector plan.

The locations of proposed changes are shown on Map 28 on page 259 and described in Table 37 on page 257. These proposed zoning changes result in a new zoning inventory for the area (Table 37 on page 257). The approved zoning pattern for the Greenbelt Metro Area and MD 193 Corridor sector plan area is shown on Map 26 on page 256. These maps are included for illustrative

purposes only. Upon approval, the 1 inch=200 feet scale zoning maps will represent the official zoning boundaries.

MAP 25: Public Rezoning Requests (Locator of Property Keyed to Table)



MAP 26: Existing Zoning

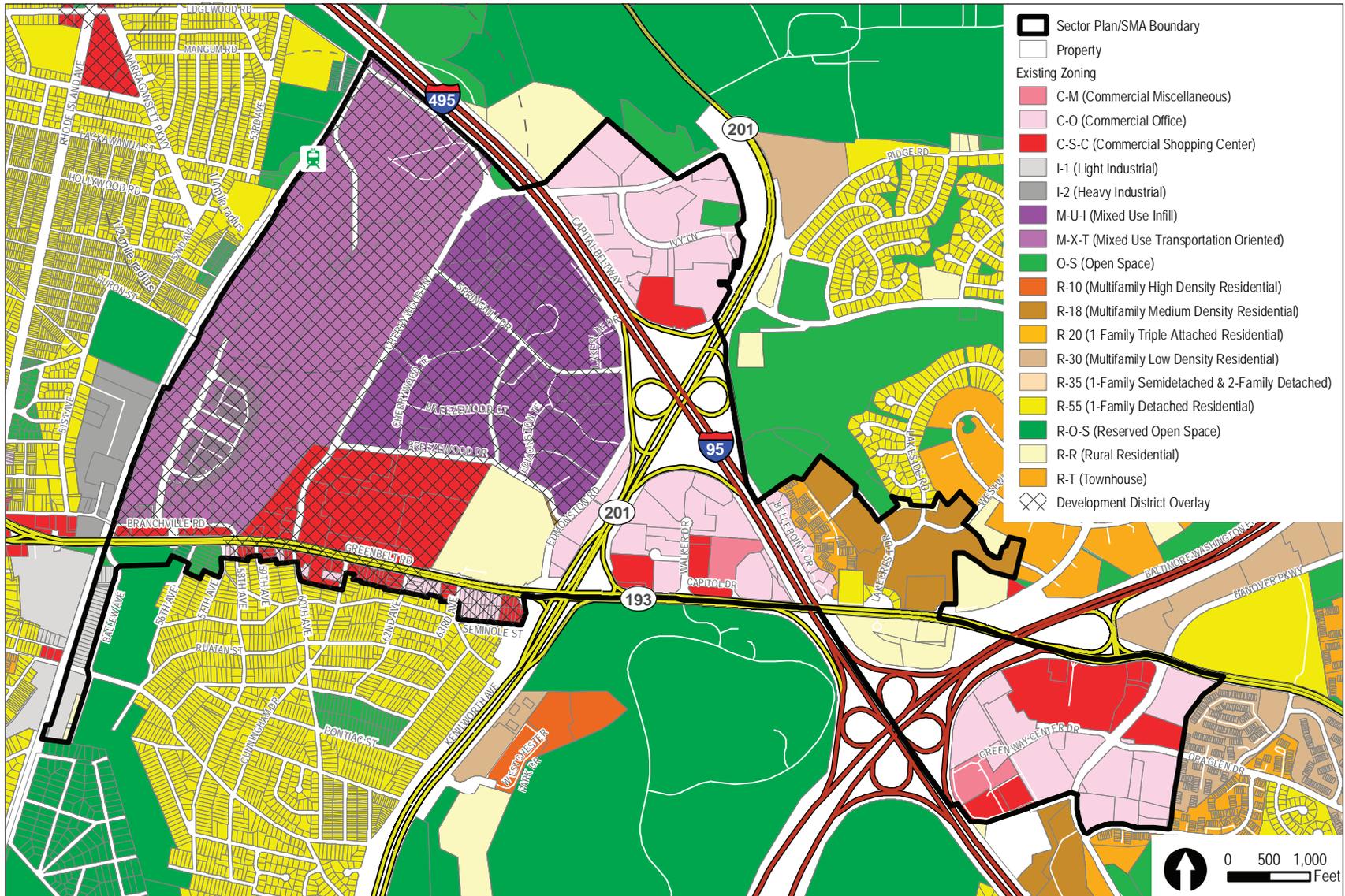
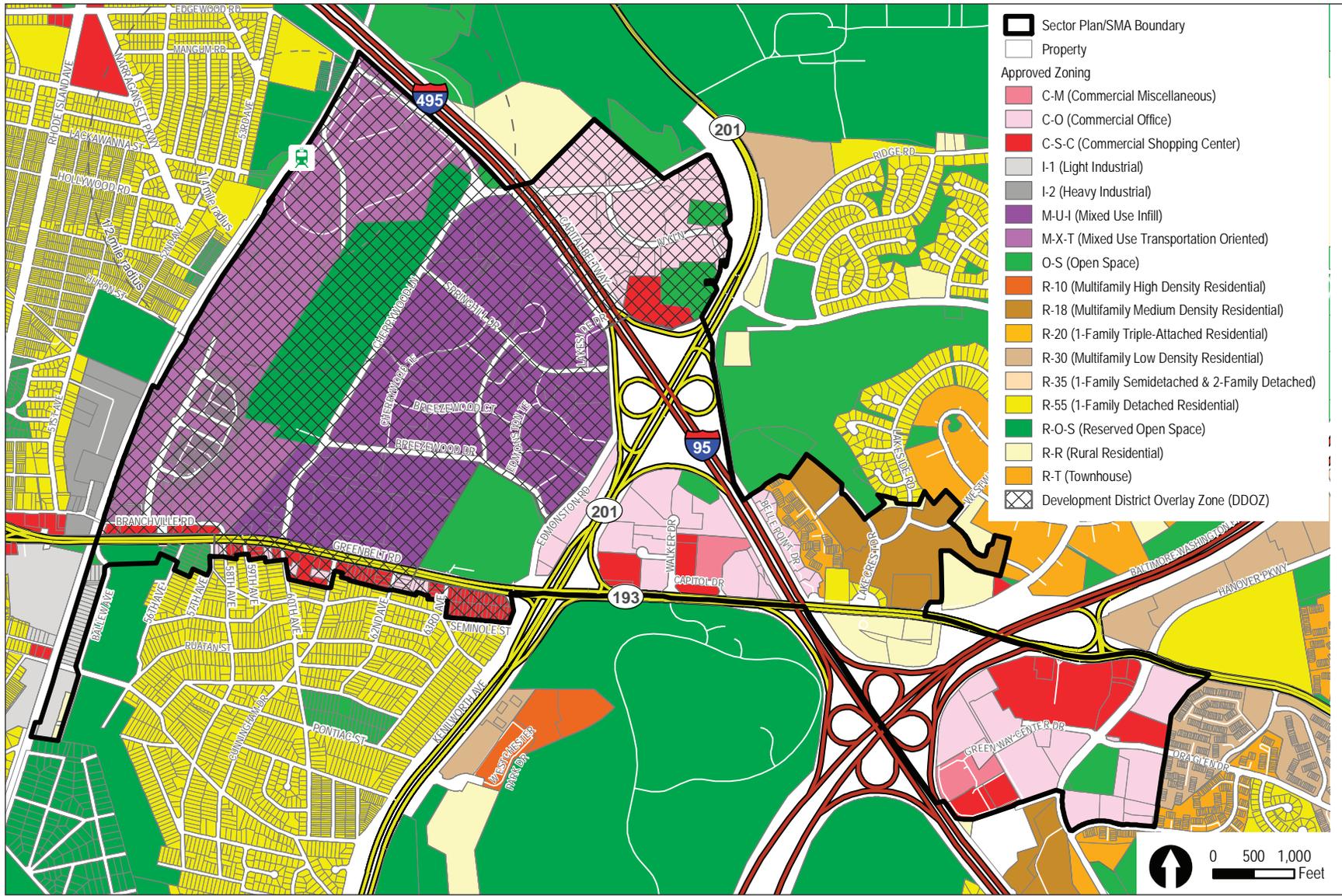


Table 37: Existing and Approved Zoning Inventory (in Acres)

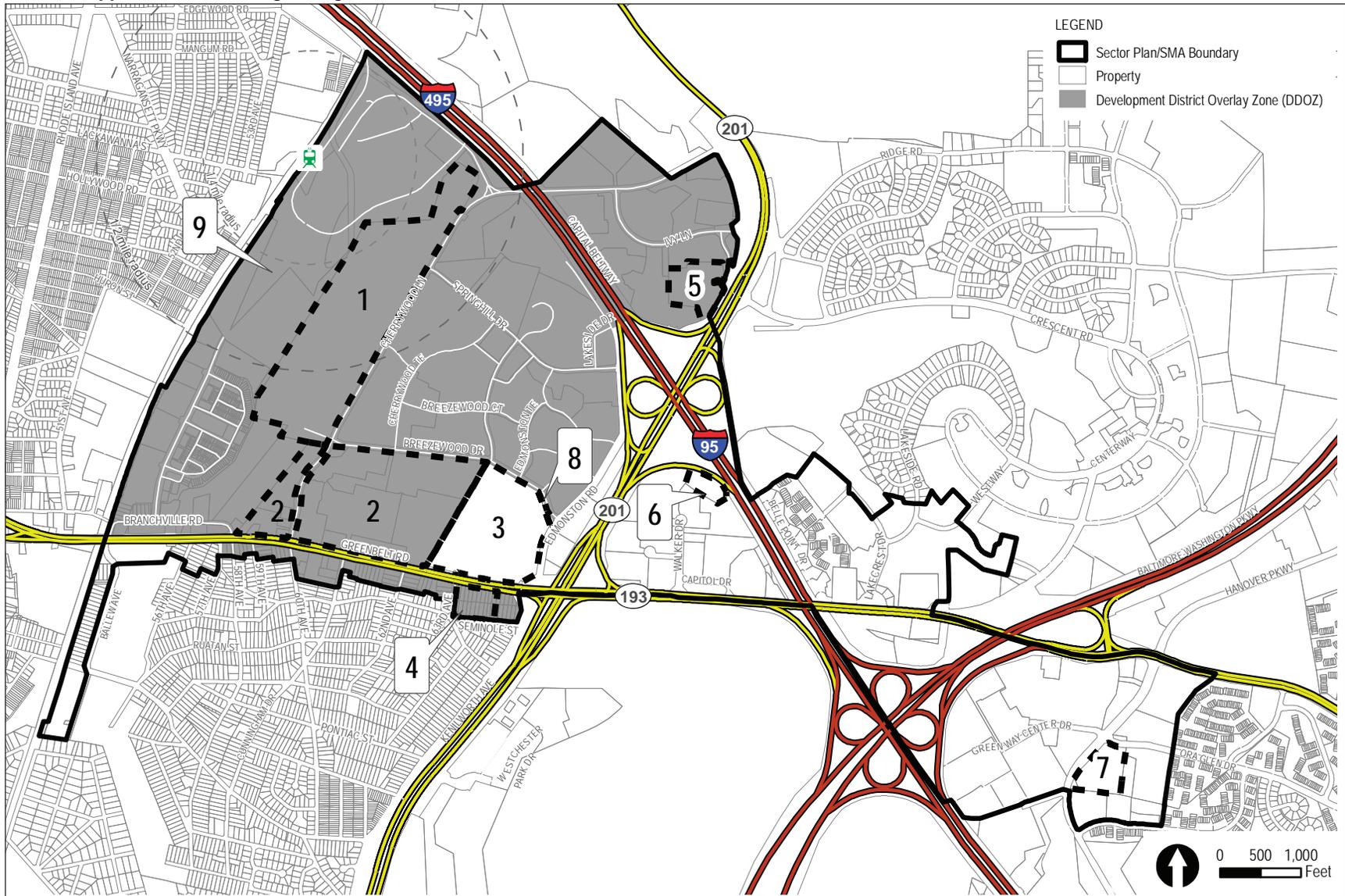
Zone	Existing Zoning	Net Change	Approved Zoning
R-O-S (Reserved Open Space)	4.60	+75.46	80.06
O-S (Open Space)	7.61	+49.84	57.45
R-R (Rural Residential)	50.65	-32.87	17.78
R-55 (One-Family Detached Residential)	4.40	--	4.40
R-T (Townhouse)	12.02	--	12.02
R-18 (Multifamily Medium Density Residential)	43.52	-0.31	43.21
C-O (Commercial Office)	192.25	-21.02	171.23
C-M (Commercial Miscellaneous)	12.49	--	12.49
C-S-C (Commercial Shopping Center)	138.01	-56.16	81.85
I-1 (Light Industrial)	10.94	--	10.94
M-U-I (Mixed-Use Infill)	175.32	+60.52	235.84
M-X-T (Mixed Use-Transportation Oriented)	249.73	-75.46	174.27
Subtotal	901.54		901.54
Right-of-Way	242.28		242.28
Total	1,143.82		1,143.82

Source: M-NCPPC, May 2012

MAP 27: Approved Zoning



MAP 28: Approved SMA Zoning Changes



Approved SMA Zoning Changes

Table 38: Approved SMA Zoning Changes

Change Number	Zoning Change	Areas of Change (acres)	Approved SMA/ZMA/SE		200' Scale Index Map
			Number	Date	
1	M-X-T to R-O-S	75.46	SMA	10/16/01	211NE05
Discussion: The property is owned by the State of Maryland and is rezoned to the R-O-S (Reserved Open Space) Zone in keeping with the public land policies stated in the sectional map amendment.					
Use	Address	Tax Map and Grid	Legal Description		Tax Account
Undeveloped wetlands	Branchville Road	026A3	Parcel 093		3361813
2	C-S-C to M-U-I	64.94	SMA	10/16/01	210NE05
Discussion: The rezoning will allow for a mix of uses to support the sector plan's recommendations for the phased, comprehensive redevelopment of the site over time into a pedestrian-friendly, mixed-use development.					
Use	Address	Tax Map and Grid	Legal Description		Tax Account
Parking lot	5930 Greenbelt Road	026A4	BELTWAY PLAZA, PARCEL H		2290385
Pearl Express retail commercial and parking lot	5900 Greenbelt Road	026A4	BELTWAY PLAZA – RSB, PARCEL L		2290393
Chipotle, Atlanta Bread, Sprint, Mattress Warehouse retail commercial and parking lot	5506 Cherrywood Lane	026A4	BELTWAY PLAZA, PARCEL P		2290427
Cash Depot, Western Union, Lovely Braiding, Bankruptcy Law Center, misc. office and retail commercial	5510 Cherrywood Lane	026A4	BELTWAY PLAZA, PARCEL Q		2323202

Change Number	Zoning Change	Areas of Change (acres)	Approved SMA/ZMA/SE		200' Scale Index Map
			Number	Date	
2	C-S-C to M-U-I	64.94	SMA	10/16/01	210NE05
Use	Address	Tax Map and Grid	Legal Description		Tax Account
CVS, Chef's Secret restaurant retail commercial and parking lot	5910 Greenbelt Road	026A4	BELTWAY PLAZA- RSB. PARCEL T		3085990
Parking lot and undeveloped land	Greenbelt Road	026A4	BELTWAY PLAZA- RSB. PARCEL U		3086006
Retail commercial and parking garage	6051 Breezewood Drive	026A4	BELTWAY PLAZA-RSB. PARCEL Y		3862026
Commercial shopping center and parking garage	6050 Greenbelt Road	026A4	BELTWAY PLAZA- RSB. PARCEL Z		3861986
Giant Food retail commercial and parking lot	6000 Greenbelt Road	026A4	BELTWAY PLAZA- RSB. PARCEL AA		3861994
Mattress Discounters retail commercial, Silver Diner restaurant, and parking lot	6040 Greenbelt Road	026A4	BELTWAY PLAZA- RSB. PARCEL BB		3861978
Chevy Chase Bank and Boston Market, Popeye's, Joe's Crab Shack restaurants and parking lot	6100 Greenbelt Road	026A4	BELTWAY PLAZA- RSB. PARCEL CC		3862034
Parking lot	6001 Breezewood Drive	026A4	BELTWAY PLAZA- RSB. PARCEL DD		3862000

Change Number	Zoning Change	Areas of Change (acres)	Approved SMA/ZMA/SE		200' Scale Index Map
			Number	Date	
2	C-S-C to M-U-I	64.94	SMA	10/16/01	21ONE05
Use	Address	Tax Map and Grid	Legal Description		Tax Account
Academy Stadium Theaters, commercial shopping center	5705 Cherrywood Lane	026A4	BELTWAY PLAZA- RSB. PARCEL EE		3862018
Target and Marshall's retail commercial, Wendy's restaurant, and parking lot	6200 Greenbelt Road	026A4	BELTWAY PLAZA- RSB. PARCEL FF		3862042
3	R-R to O-S	32.87	SMA	10/16/01	21ONE06
Discussion: The property is owned by the Board of Education and is rezoned to the O-S (Open Space) Zone in keeping with the public land policies stated in the sectional map amendment.					
Use	Address	Tax Map and Grid	Legal Description		Tax Account
Greenbelt Middle School, middle school (under construction), school bus storage lot and undeveloped land	6350 Greenbelt Road	026B4	Parcel 010		2292639
4	C-O to C-S-C	4.36	SMA SE-1630	10/16/01 10/18/67	21ONE05 21ONE06
Discussion: The rezoning will allow for a small scale mix of commercial office and retail uses compatible with existing uses on the eastern portion of the block.					
Use	Address	Tax Map and Grid	Legal Description		Tax Account
Berwyn Presbyterian Church and parking lot	6301 Greenbelt Road	034B1	CHARLTON HEIGHTS, BLOCK 45, LOT 1		2291573
Berwyn Presbyterian Church and parking lot	6301 Greenbelt Road	034B1	CHARLTON HEIGHTS, BLOCK 45, LOT 2		2291573

Change Number	Zoning Change	Areas of Change (acres)	Approved SMA/ZMA/SE		200' Scale Index Map
			Number	Date	
4	C-0 to C-S-C	4.36	SMA SE-1630	10/16/01 10/18/67	210NE05 210NE06
Use	Address	Tax Map and Grid	Legal Description		Tax Account
Berwyn Presbyterian Church and parking lot	6301 Greenbelt Road	034B1	CHARLTON HEIGHTS, BLOCK 45, LOT 3		2291573
Berwyn Presbyterian Church and parking lot	6301 Greenbelt Road	034B1	CHARLTON HEIGHTS, BLOCK 45, LOT 4		2291573
Berwyn Presbyterian Church and parking lot	6301 Greenbelt Road	034B1	CHARLTON HEIGHTS, BLOCK 45, LOT 5		2291573
Berwyn Presbyterian Church and parking lot	6301 Greenbelt Road	034B1	CHARLTON HEIGHTS, BLOCK 45, LOT 31		2291581
Berwyn Presbyterian Church and parking lot	6301 Greenbelt Road	034B1	CHARLTON HEIGHTS, BLOCK 45, LOT 32		2291581
Berwyn Presbyterian Church and parking lot	6301 Greenbelt Road	034B1	CHARLTON HEIGHTS, BLOCK 45, LOT 33		2291581
Berwyn Presbyterian Church and parking lot	6301 Greenbelt Road	034B1	CHARLTON HEIGHTS, BLOCK 45, LOT 34		2291557
Berwyn Presbyterian Church and parking lot	6301 Greenbelt Road	034B1	CHARLTON HEIGHTS, BLOCK 45, LOT 35		2291557
Verizon telephone office commercial and parking lot	6301 Greenbelt Road	034B1	BERWYN HEIGHTS, BLOCK 45, LOT 6		2291573
Verizon telephone office commercial and parking lot	Greenbelt Road	034B1	BERWYN HEIGHTS, BLOCK 45, LOT 7		2304566

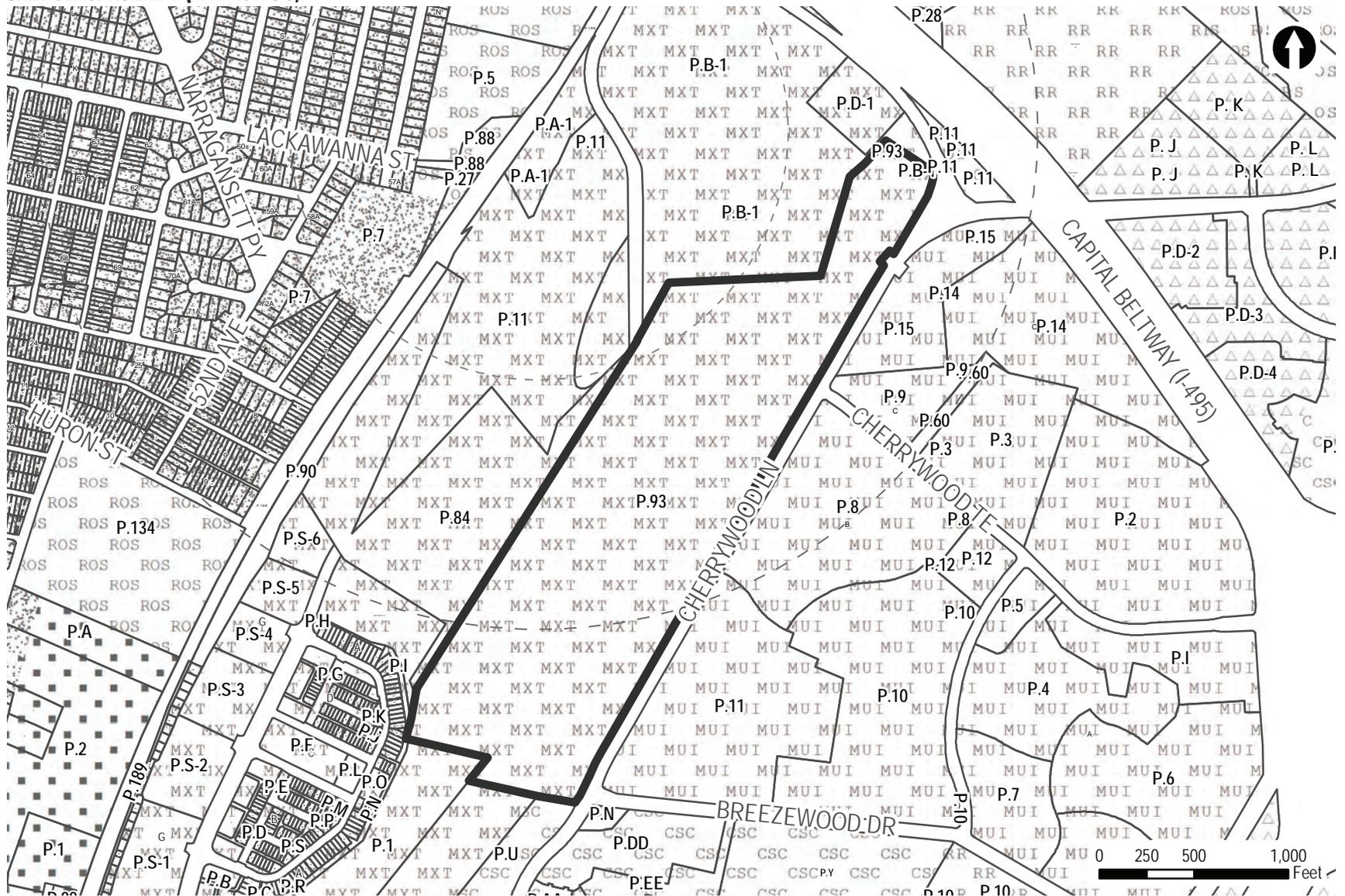
Change Number	Zoning Change	Areas of Change (acres)	Approved SMA/ZMA/SE		200' Scale Index Map
			Number	Date	
4	C-0 to C-S-C	4.36	SMA SE-1630	10/16/01 10/18/67	210NE05 210NE06
Use	Address	Tax Map and Grid	Legal Description		Tax Account
Verizon telephone office commercial and parking lot	6329 Greenbelt Road	034B1	BERWYN HEIGHTS, BLOCK 45, LOT 8		2388734
Washington First Bank and parking lot	6329 Greenbelt Road	034B1	BERWYN HEIGHTS, BLOCK 45, LOT 9		2388734
Washington First Bank and parking lot	6329 Greenbelt Road	034B1	BERWYN HEIGHTS, BLOCK 45, LOT 10		2388783
Sir Walter Raleigh Inn restaurant, ReMax real estate service commercial and parking lot	Seminole Street	034B1	BERWYN HEIGHTS, BLOCK 45, LOT 26		2388775
Sir Walter Raleigh Inn restaurant, ReMax real estate service commercial and parking lot	Seminole Street	034B1	BERWYN HEIGHTS, BLOCK 45, LOT 27		2388775
Verizon telephone office commercial and parking lot	Seminole Street	034B1	BERWYN HEIGHTS, BLOCK 45, LOT 28		2304574, 2388791
Verizon telephone office commercial and parking lot	Seminole Street	034B1	BERWYN HEIGHTS, BLOCK 45, LOT 29		2304574

Change Number	Zoning Change	Areas of Change (acres)	Approved SMA/ZMA/SE		200' Scale Index Map
			Number	Date	
4	C-0 to C-S-C	4.36	SMA SE-1630	10/16/01 10/18/67	210NE05 210NE06
Use	Address	Tax Map and Grid	Legal Description		Tax Account
Berwyn Presbyterian Church and parking lot	Seminole Street	034B1	BERWYN HEIGHTS, BLOCK 45, LOT 30		2291581
5	C-0 to O-S	7.50	SMA	10/16/01	211NE06
Discussion: The property is owned by the State of Maryland and is rezoned to the O-S (Open Space) Zone in keeping with the public land policies stated in the sectional map amendment.					
Use	Address	Tax Map and Grid	Legal Description		Tax Account
Maryland State Highway Administration District 3 office and parking lot	9300 Kenilworth Avenue	026C3	Parcel 017		2400018
6	C-0 to O-S	2.66	N/A	N/A	210NE06
Discussion: This parcel is part of the National Historic Landmark for Historic Greenbelt and contains the Walker Family Cemetery. The parcel was previously shown as part of the right-of-way (ROW) of the interchange of the Capital Beltway (I-495/I-95) and Kenilworth Avenue (MD 201) until a 2010 review of plat data indicated the parcel was formerly platted and never incorporated in the road ROW, at which time the parcel was defined in the county's Geographic Information System database. This rezoning will ensure the continued preservation of the historic Walker Family Cemetery.					
Use	Address	Tax Map and Grid	Legal Description		Tax Account
Walker historic cemetery and undeveloped land	Walker Drive	026C4	None associated		None associated

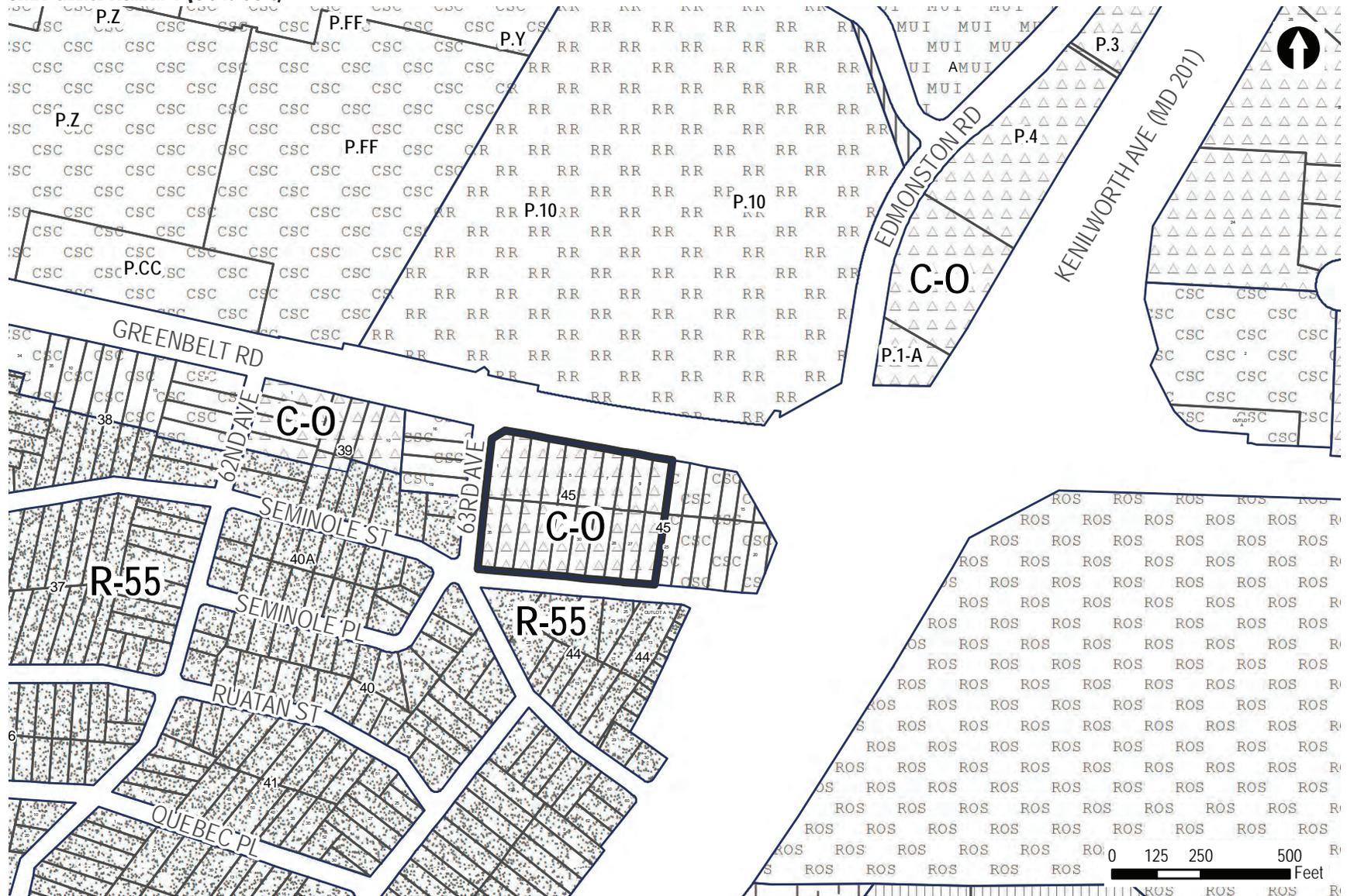
Change Number	Zoning Change	Areas of Change (acres)	Approved SMA/ZMA/SE		200' Scale Index Map
			Number	Date	
7	C-0 to O-S	6.50	SMA	5/1/90	210NE07
Discussion: The property is owned by Prince George's County and is rezoned to the O-S (Open Space) Zone in keeping with the public land policies stated in the sectional map amendment.					
Use	Address	Tax Map and Grid	Legal Description		Tax Account
Stormwater management pond	Hanover Parkway	034F2	Parcel 002		2426211
Stormwater management pond	Hanover Parkway	034F2	Parcel 015		2324481
8	R-18 to O-S	0.31	SMA	10/16/01	210NE06
Discussion: This rezoning will eliminate a small portion of multifamily zoning adjoining the Greenbelt Middle School property on the south side of Breezewood Drive. The O-S (Open Space) Zone is proposed in accordance with the sectional map amendment policies to bring zoning into greater conformity with county land use goals and policies.					
Use	Address	Tax Map and Grid	Legal Description		Tax Account
Undeveloped land	Cherrywood Drive	026B4	None		None

Change Number	Zoning Change	Areas of Change (acres)	Approved SMA/ZMA/SE		200' Scale Index Map
			Number	Date	
9	Superimpose DDOZ	670.55	SMA SE-2158 CSP-05001-C	10/16/01 11/19/69 9/8/05	210NE05 210NE06 211NE05 211NE06 212NE05 212NE06
<p>Discussion: The DDOZ (Development District Overlay Zone) is implemented to achieve the vision, goals, policies, and strategies of the sector plan to promote high-quality development, a mix of uses, pedestrian- and transit-oriented development at appropriate locations, an eco-community at the Greenbelt Metro Station, and preservation and restoration of the natural environment.</p>					
Use	Address	Tax Map and Grid	Legal Description	Tax Account	
Greenbelt Metro Station, Franklin Park Apts., Capital Office Park, Beltway Plaza, misc. retail & service commercial, misc. industrial, institutional, and undeveloped land	Multiple addresses in Greenbelt and Berwyn Heights	025E4, 025F4, 026A1, 26A2, 026A3, 026A4, 026B1, 026B2, 026B3, 026B4, 026C3, 026C4, 034A1, 034B1	All properties within the Greenbelt Metro Metropolitan Center, and properties within the University Boulevard (MD 193) Corridor bounded by the CSX, Metro Green Line, and 58th Avenue to the west, the residential portion of Berwyn Heights to the south, Edmonston Road to the east, and the Greenbelt Metro Metropolitan Center to the north (refer to the zoning change map).	106 PROPERTIES	

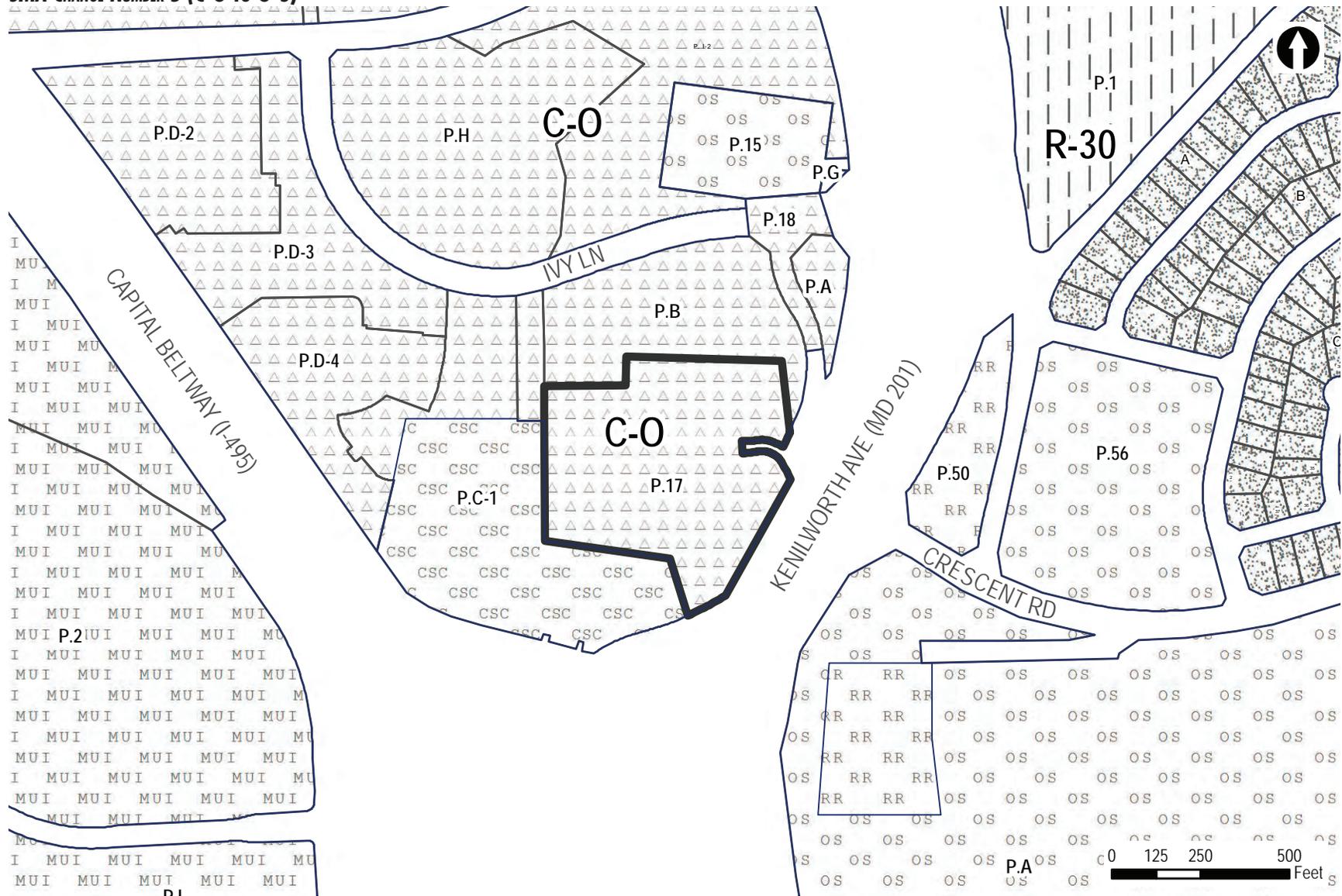
SMA CHANGE NUMBER 1 (M-X-T to R-O-S)



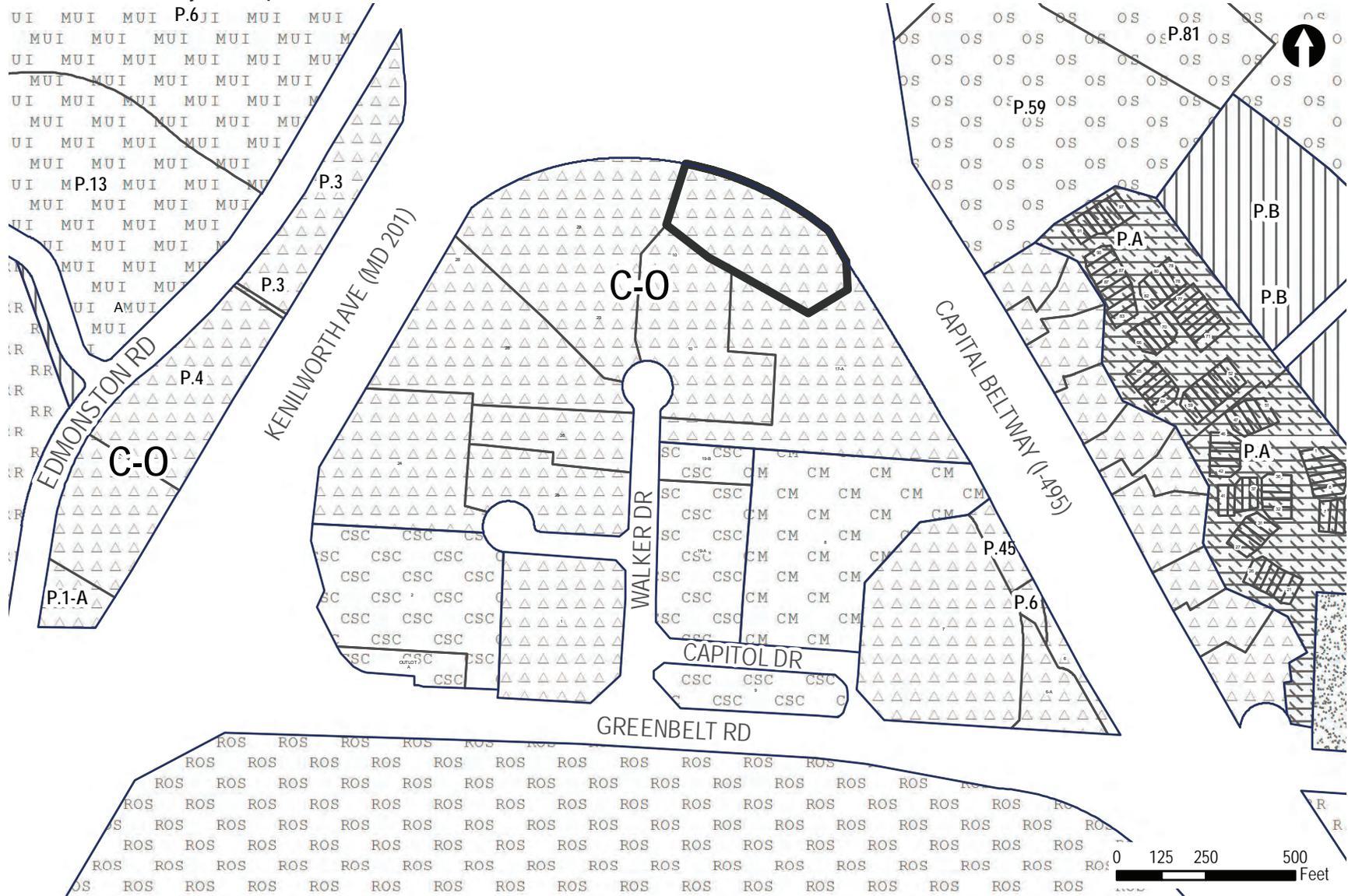
SMA CHANGE NUMBER 4 (C-0 to C-S-C)



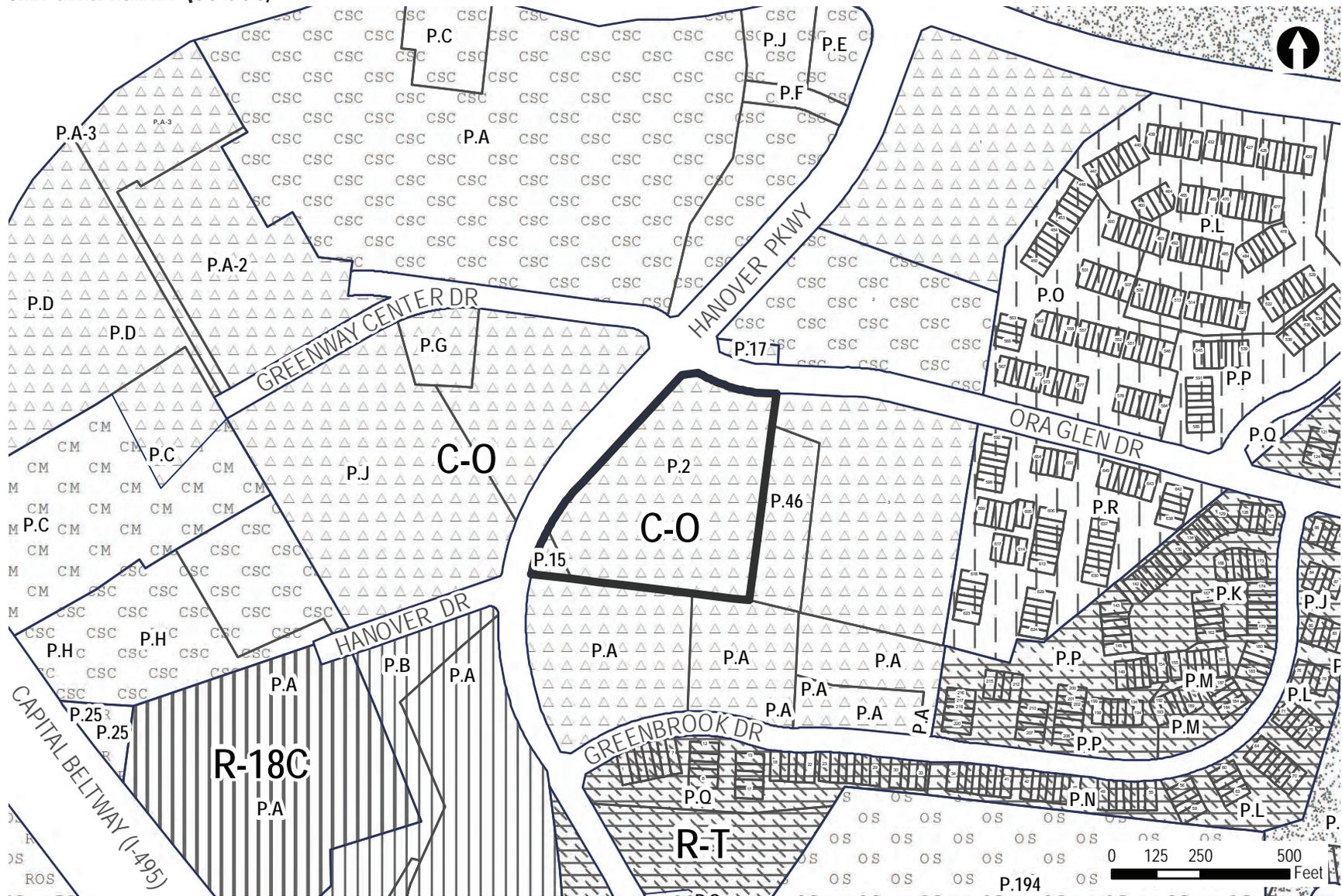
SMA CHANGE NUMBER 5 (C-0 to O-S)



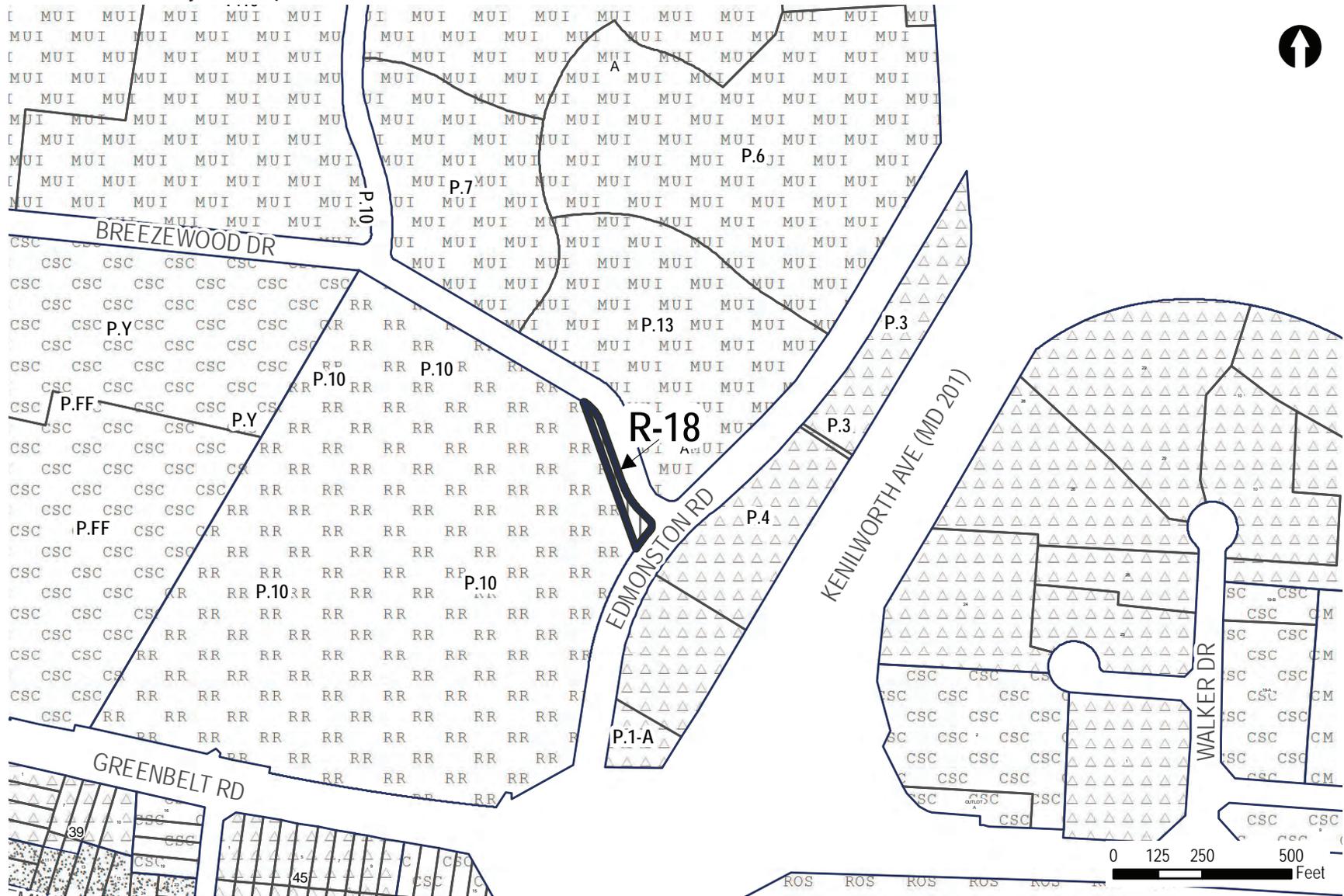
SMA CHANGE NUMBER 6 (C-0 to O-S)



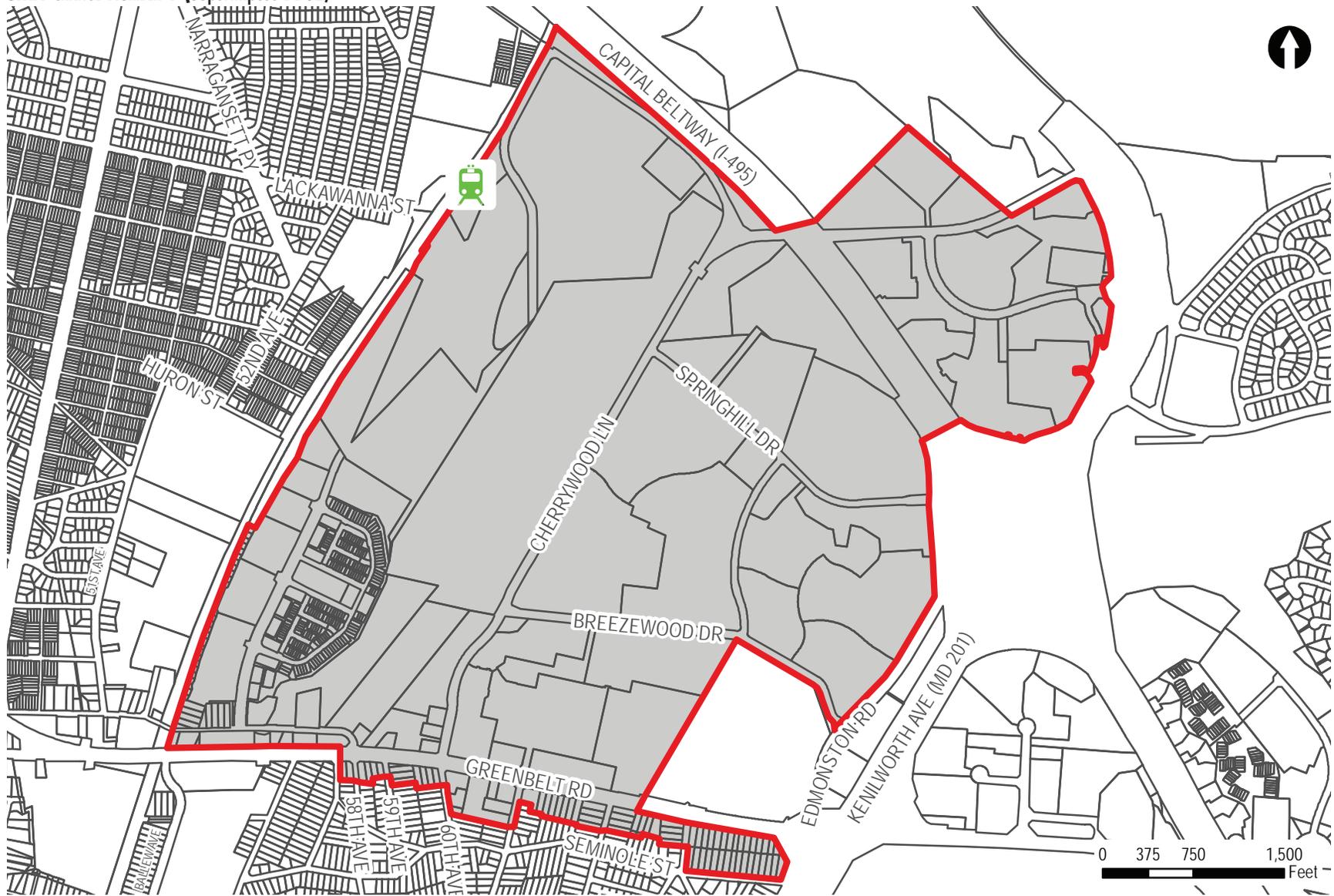
SMA CHANGE NUMBER 7 (C-0 to 0-S)



SMA CHANGE NUMBER 8 (R-18 to 0-S)



SMA CHANGE NUMBER 9 (Superimpose DDOZ)



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