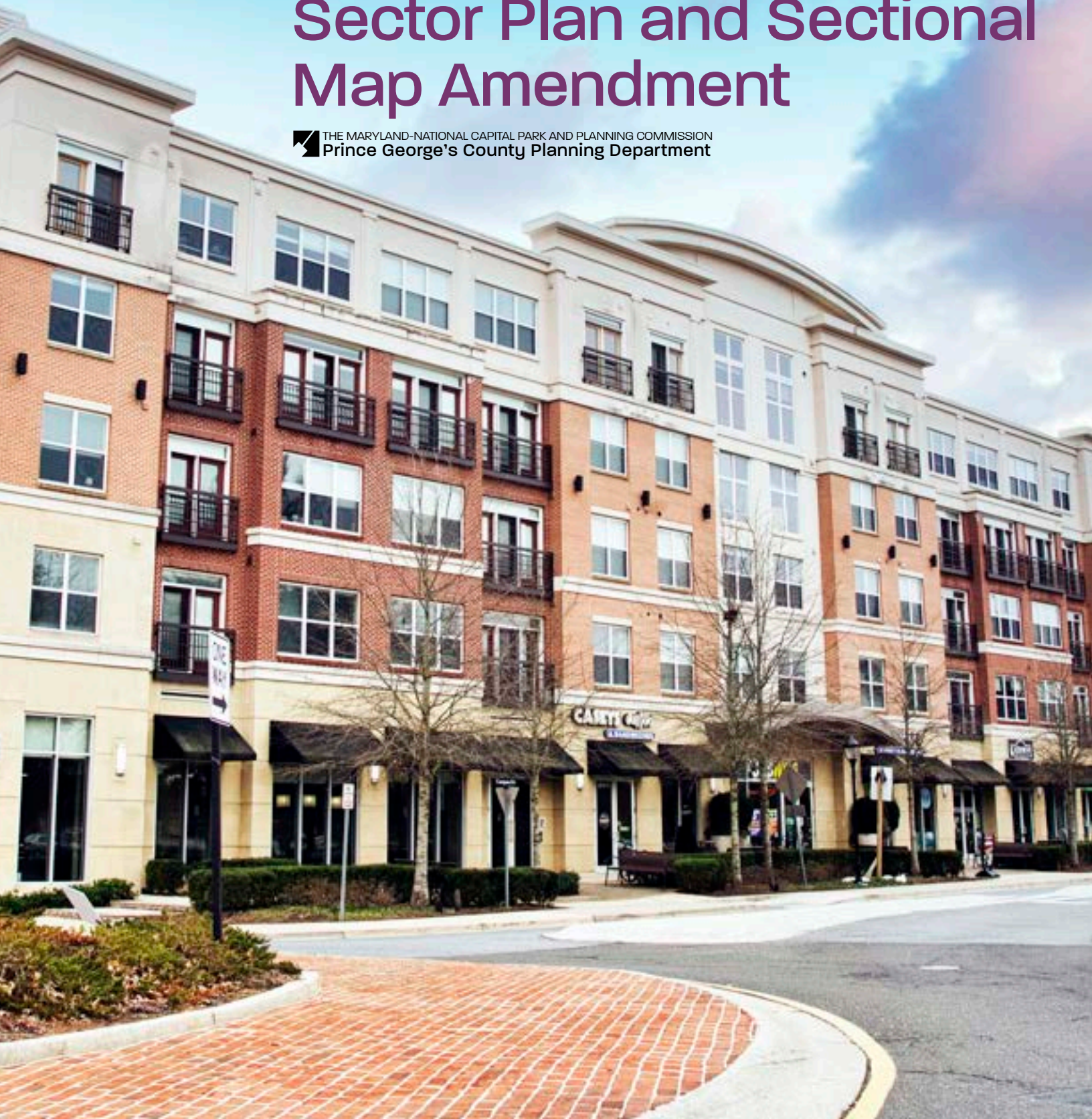


Approved

June 2022

Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan and Sectional Map Amendment

 THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Prince George's County Planning Department



Abstract

Date	June 2022
Title	Approved Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan and Sectional Map Amendment
Author	The Maryland-National Capital Park and Planning Commission
Subject	Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan
Source of copies	The Maryland-National Capital Park and Planning Commission 14741 Governor Oden Bowie Drive Upper Marlboro, MD 20772
Series number	229222306
Number of pages	168

The 2022 *Approved Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan* is the comprehensive community plan for a new neighborhood surrounding the Adelphi Road-UMGC-UMD Purple Line Station. The Sector Plan supersedes the 1989 *Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity* for the portion of Planning Area 66 within this sector, and amends portions of the 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035) and other Countywide functional master plans within the sector plan area.

This Sector Plan was formulated over a 12-month period, guided by a detailed Public Participation Plan that included meetings with, and feedback from, residents, property owners, business owners, public agencies, and other stakeholders. This Sector Plan contains the community's vision for the Adelphi Road-UMGC-UMD Purple Line Station Area along with goals, policies, and strategies to implement the vision through the eight planning elements identified in Plan 2035.

The 2022 *Approved Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan* envisions a new walkable, mixed-use neighborhood that provides new housing opportunities for students, employees, and alumni of the University of Maryland, College Park and other future residents who desire the regional connectivity provided by the Purple Line. The Plan also includes an implementation matrix, clearly illustrating the timeline, necessary partnerships, and key action items to implement the vision for the Adelphi Road-UMGC-UMD Purple Line Station Area over the next 25 years.

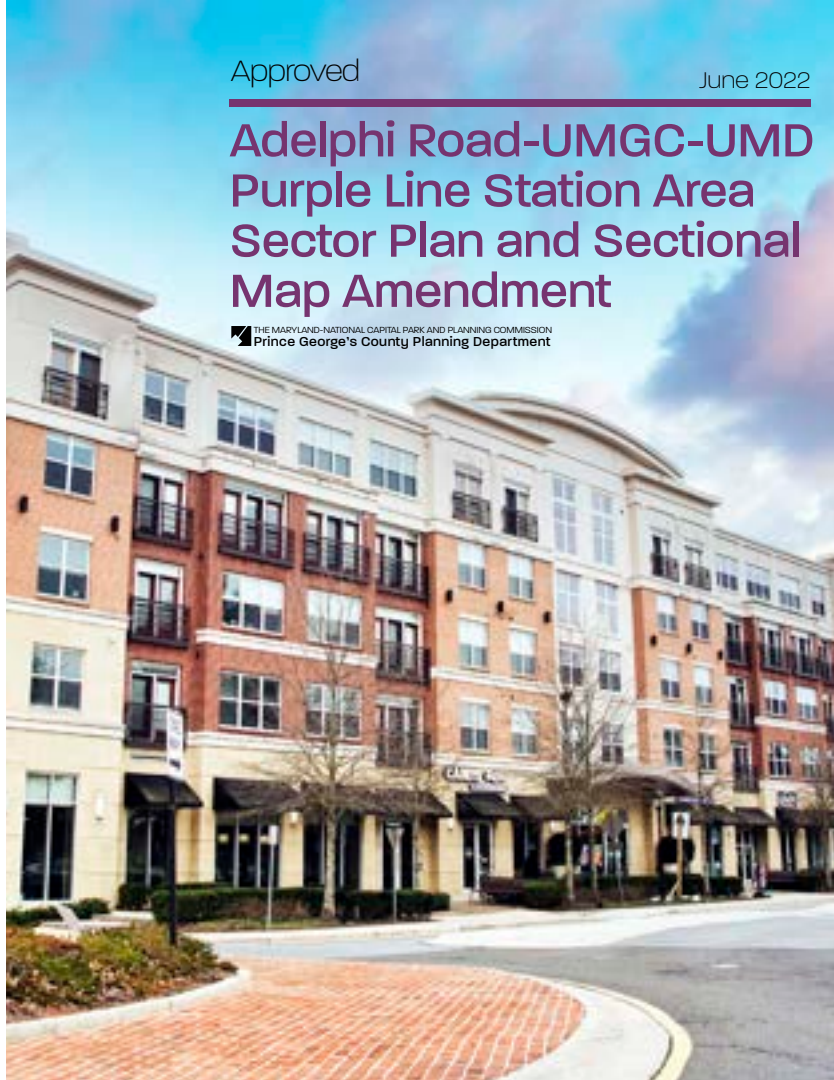
This approved Sector Plan is accompanied by a concurrent Sectional Map Amendment (SMA), which contains the zoning changes necessary to implement this Plan. The 2022 *Approved Adelphi Road-UMGC-UMD Purple Line Station Area Sectional Map Amendment* (SMA) is the approved SMA for portions of Planning Area 66 within the Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan boundary. The approved SMA contains the Prince George's County Council's approved zoning for the properties within the SMA boundary, implements the goals, policies, and strategies of the sector plan, and advances the community's vision for the Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan over the next 25 years.

Approved

June 2022

Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan and Sectional Map Amendment

 THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Prince George's County Planning Department



June 2022

The Maryland-National Capital Park and Planning Commission

Prince George's County Planning Department

14741 Governor Oden Bowie Drive

Upper Marlboro, MD 20772

www.pgplanning.org

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

The Commission has three major functions:

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

The Commission operates in each county through a Planning Board appointed by and responsible to the County government. All local plans, recommendations on zoning amendments, administration of subdivision regulations, and general administration of parks are responsibilities of the Planning Boards.

The Prince George's County Planning Department:

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

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

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Appendix H

Design plans for segment
of the Purple Line

pgplan.org/ARSPAppH

Foreword

The Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission is pleased to make available the 2022 *Approved Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan and Sectional Map Amendment*. This Plan envisions a new pedestrian-oriented neighborhood that provides new housing opportunities for students, employees, and alumni of the University of Maryland, College Park and other future residents who desire the regional connectivity provided by the Purple Line by creating a dynamic community that embraces sustainable urban design, respects natural resources, is sensitive to external impacts, and reduces automobile dependence.

This is a comprehensive Sector Plan that contains recommendations for Land Use, Economic Prosperity, Transportation and Mobility, Natural Environment, Housing and Neighborhoods, Community Heritage, Culture, and Design, Healthy Communities, and Public Facilities specific to the Adelphi Road-UMGC- UMD Purple Line Station Area, and a matrix that identifies the timeframe and responsible entities for implementation.

This approved Sector Plan is accompanied by a concurrent Sectional Map Amendment, which contains the zoning changes necessary to implement this Plan

Sincerely,



Peter Shapiro, Chair

Prince George's County Planning Department



PHOTO BY M-NCPPC



The background of the slide features a photograph of a multi-story brick building with numerous windows. In the foreground, two people are walking across a crosswalk on a street. A red stop sign is visible on the left side of the street. A yellow diagonal graphic element is positioned on the left side of the slide, partially overlapping the text.

Sector Plan



PHOTO BY M-NCPPC

A photograph of a campus scene with green trees, a paved path, and a bicycle rack. A large yellow rectangular overlay covers the left side of the image, and a diagonal purple line runs across the bottom left corner.

Section I Blueprint for Tomorrow



PHOTO BY M-NOPPO

The sector plan primary market area¹ (PMA) is composed of a diverse, highly educated populace of college students and young families. Far more residents of the PMA walk to school or work than the County average.

Introduction

The Approved Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan provides a long-term vision and goals, supported by focused policies and strategies, to guide the evolution of the Adelphi Road-UMGC-UMD Purple Line Station Area through 2047. Residents, workers, students, property owners, the Cities of College Park and Hyattsville, and other community stakeholders collaborated with the Prince George's County Planning Department and other public agencies over a 12-month period to develop the Plan's recommendations.

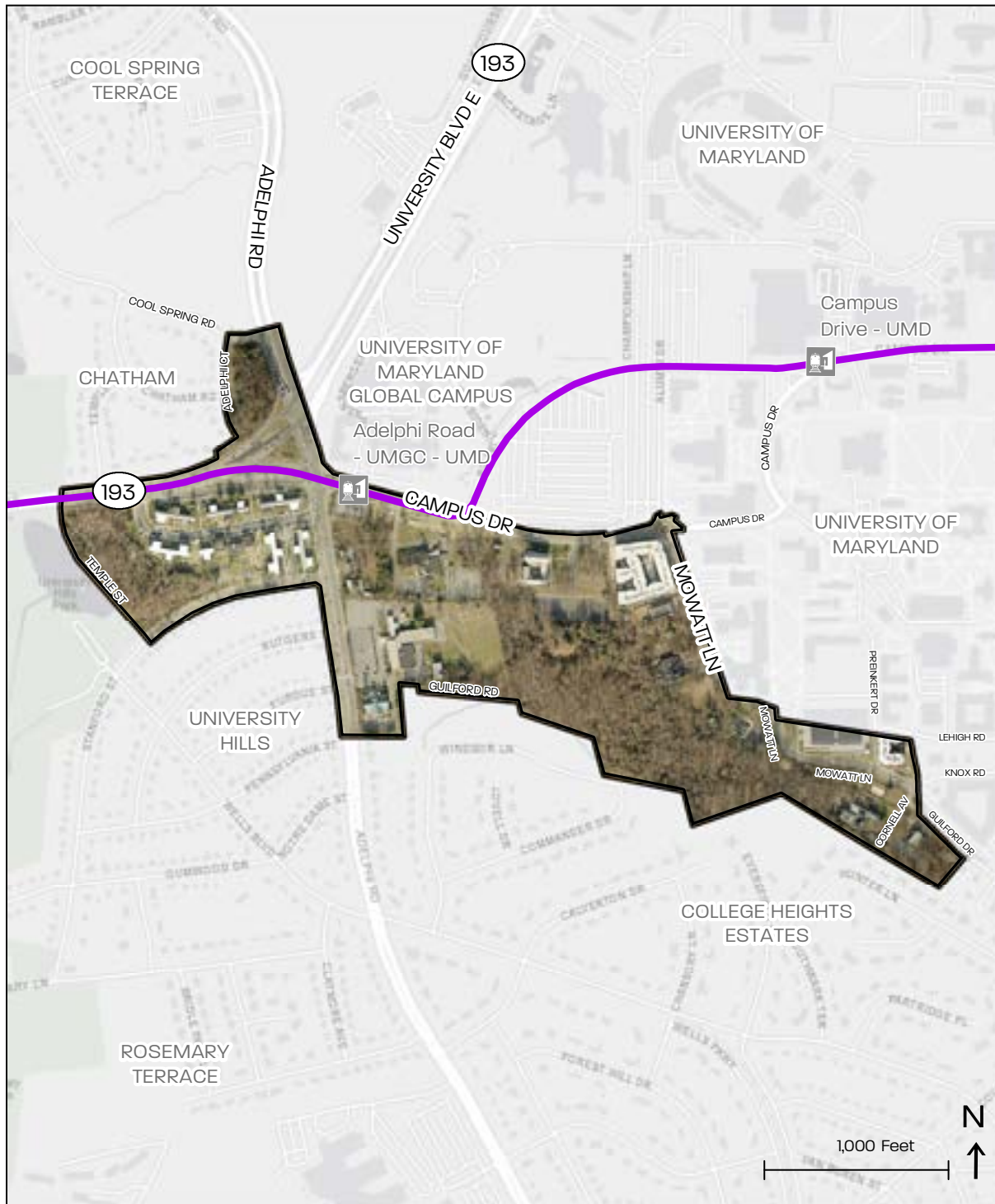
Because of the COVID-19 pandemic, outreach was conducted in a strictly online environment. Methods of outreach included frequent updates and bilingual and accessible promotional material communicated via the project website, social media, and e-newsletters.

WHAT'S IN A NAME?

This sector plan is named the Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan. This plan makes references to the UMD West Center. This plan defines the boundaries, Core, and Edge of the Plan 2035-designated UMD West Center and recommends that it be reclassified from a Campus Center to a Local Transit Center, in recognition of its proximity to the University of Maryland and the Purple Line. The Center includes all but two parcels and a portion of one parcel within the Sector Plan area and may be further expanded by future master or sector plans. See Policy LU 1 and Map 9 for more details.

¹ The sector plan primary market area comprises of nine Metropolitan Washington Council of Government (MWCOC) Transportation Analysis Zones (TAZs) located within one-half mile of the future Adelphi Road-UMGC-UMD Purple Line station.

Map 1. Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan Boundary



Source: Prince George's County Planning Department, GIS Open Data Portal, 2021, <https://gisdata.pgplanning.org/opendata/>. Note : Full data citation available in Appendix F: Map Citations.



Plan Vision

In 2047, the Adelphi Road-UMGC-UMD Purple Line Station is the center of a unique, vibrant, welcoming, inclusive, and accessible neighborhood that serves as a gateway to the University of Maryland. Residents live in a range of housing options in walking distance to jobs, classes, recreational opportunities, and exceptional public transit that connects to jobs throughout the broader region. This sustainable community focuses on providing safe access to local amenities and regional destinations through a network of open spaces to relax, gather, and recreate.



Themes

The Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan aligns with Plan 2035's three guiding themes—**Work, Live, and Sustain**—underscoring the importance of weighing economic, social, and environmental decisions when creating land use policy.

In 2047, residents of Adelphi Road-UMGC-UMD Purple Line Station Area:



WORK

in a thriving and diverse economy that:

- Features diverse businesses that serve the neighborhood and community at large, the university, and a growing research and development sector supported by the University of Maryland, the County's largest employer.
- Allows diverse businesses to locate and grow in high quality spaces that attract pedestrian traffic.



LIVE

in a safe, walkable, and healthy community that:

- Features a range of housing types, including higher-density, mixed-use, pedestrian-oriented neighborhoods that meet the needs and housing preferences of emerging generations of students, young professionals, millennials, and seniors.
- Offers expanded active transportation infrastructure, with safety improvements at intersections and pedestrian crossings, especially in anticipated high-use pedestrian areas such as the Purple Line station.
- Provides safe and convenient access to public services, parks, open spaces, and other quality-of-life amenities.
- Allows University of Maryland students, faculty and staff to safely walk, bike, or use transit to work.



SUSTAIN

our natural resources and rural areas by:

- Expanding the open-space network and preserving natural amenities.
- Reducing automobile dependency by creating a safe, affordable, and efficient multimodal transportation system that allows residents, students, employees, and visitors to walk, bike, or take transit to reach destinations.

Key Policies by Element

LAND USE



- Create a high-intensity, mixed-use, pedestrian-oriented, and university- and transit- supportive neighborhood at the Adelphi Road- UMGC-UMD Purple Line Station Area (UMD West Local Transit Center). Discourage non-transit-supportive or automobile-oriented uses.
- Preserve key publicly owned natural areas to preserve environmental assets and create buffers between the Core and adjacent neighborhoods.

ECONOMIC PROSPERITY



- Create a neighborhood destination by attracting high-quality retail, eating and drinking establishments, and services to the Adelphi Road-UMGC-UMD Purple Line Station.
- Leverage the proximity of the County's largest employer, University of Maryland College Park (UMD), and the University of Maryland Global Campus (UMGC) for maximizing opportunities for business development.

TRANSPORTATION AND MOBILITY



- Incorporate active transportation safety features, attractive streetscaping, and stormwater management best practices into all streets throughout the Sector Plan area.
- Minimize the potential motor vehicle traffic impact generated by all future developments in the Sector Plan area.
- Enhance active transportation infrastructure to create quality of life, support sustainable travel modes, and attract businesses and employees.
- Minimize and mitigate the environmental impacts of transportation infrastructure, facility design, and construction.

NATURAL ENVIRONMENT



- Preserve the tree canopy to support the conservation of the natural environment to create a pleasant environment for passive recreation and active transportation users.
- Reduce urban heat island effect, thermal heat impacts on receiving streams and public health, reduce stormwater runoff by increasing the percentage of shade and tree canopy over impervious surfaces, and use pervious surfaces.

HOUSING AND NEIGHBORHOODS



- Construct range of housing units affordable to students, employees, and seniors at transit-supportive densities proximate to the Adelphi Road-UMGC-UMD Purple Line Station.

COMMUNITY HERITAGE, CULTURE, AND DESIGN



- Transform the area closest to the Adelphi Road- UMGC-UMD Purple Line Station as a landmark gateway to the UMD campus, with a built form that presents distinctive design features that are inviting, safe, sustainable, comfortable, highly visible, accessible, and inclusive.
- Minimize and mitigate the impacts associated with new development on existing neighborhoods.
- Create an integrated and connected street-and-block layout that prioritizes pedestrians, promotes walkability, and provides safe and continued pedestrian connections within the Sector Plan area and to adjacent destinations.

HEALTHY COMMUNITIES



- Create opportunities for recreation and healthy food access within the Sector Plan area.

PUBLIC FACILITIES

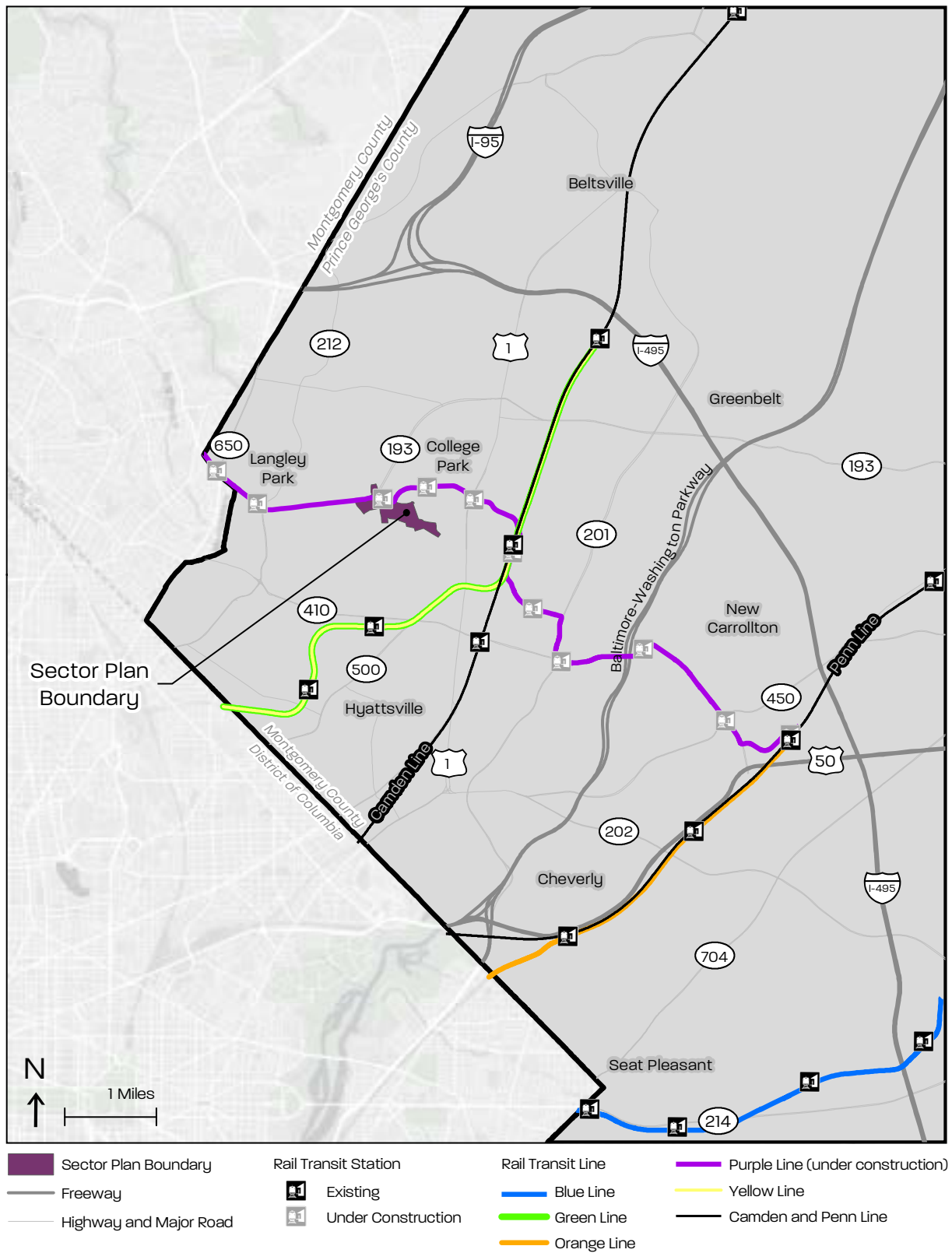


- Provide a variety of parks and recreational facilities in the Sector Plan area to conserve the existing tree canopy and create a vibrant transit- oriented development.
- Ensure all residents are connected to parks, recreation, and open space.
- Create public parks that provide opportunities for residents and visitors to access natural areas and urban tree canopies within the Sector Plan area.

Section II

Defining the context

Map 2. Sector Plan Area: Local Context



Source: Prince George's County Planning Department, GIS Open Data Portal, 2021, <https://gisdata.pgplanning.org/opendata/>. Note: Full data citation available in Appendix F: Map Citations.

Description of the Adelphi Road-UMGC-UMD Purple Line Station Area

The Adelphi Road-UMGC-UMD Purple Line Station Area consists of 102.12 acres adjacent to the proposed Adelphi Road-UMGC-UMD Purple Line Station and the intersection of MD 193 (University Boulevard), Adelphi Road, and Campus Drive. The plan area is south of the University of Maryland Global Campus (UMGC) headquarters and south and west of University of Maryland, College Park (UMD). The plan area includes portions of the cities of Hyattsville and College Park and is located in Councilmanic Districts 2 and 3. The plan area is located within Plan 2035's Established Communities, Planning Subregion 2, and Planning Area 66—College Park-Berwyn Heights & Vicinity in the northwestern area of Prince George's County.

MD 193 (University Boulevard) and Adelphi Road provide connections to major thoroughfares. Major regional destinations outside the plan area include I-95/I-495 (Capital Beltway) to the north, US 1 (Baltimore Avenue) to the east, the Gateway Arts District to the southeast, Prince George's Plaza and the District of Columbia to the south, and Takoma-Langley Crossroads, Takoma Park, Silver Spring, and other areas of Montgomery County to the west. The

sector plan area lies within two subwatersheds in the Anacostia River basin—the Northwest Branch and the Lower Northeast Branch.

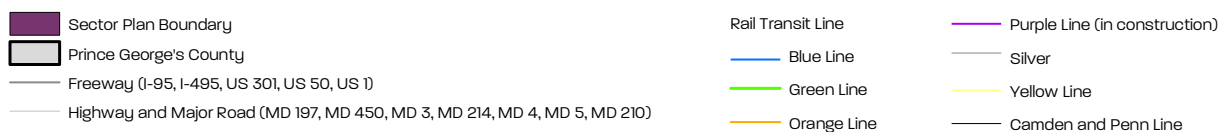
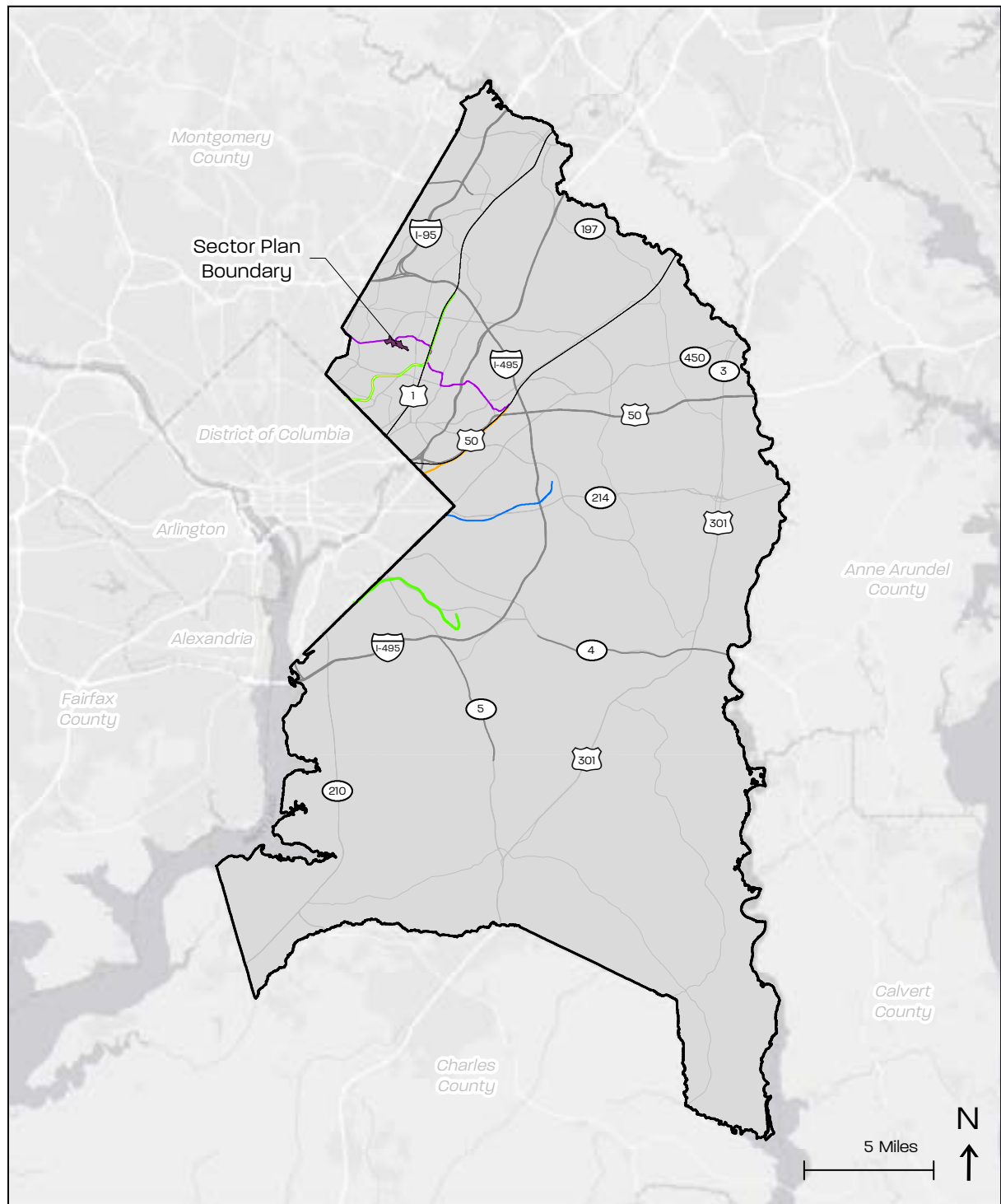
The Adelphi Road-UMGC-UMD Station is the closest Purple Line station to the Mall at Prince George's, the University Town Center, the Prince George's Plaza/Hyattsville Crossing Metrorail Station, and the Northwest Branch Trail. The College Park-UMD Metrorail Station and College Park MARC Stations are three Purple Line stops from the proposed Adelphi Road-UMGC-UMD Station, providing an additional connection to the WMATA Metrorail network and connecting to the MARC regional rail system for northbound commuters. However, most plan area residents are expected to access the Prince George's Plaza/Hyattsville Crossing Metrorail Station via Metrobus or Shuttle-UM service for commuting to Washington, D.C., and the National Capital Region. The plan area primarily consists of existing institutional uses, including religious institutions and undeveloped portions of the UMD campus. There are Regulated Areas of the Countywide Green Infrastructure Network along the southern edge of the Sector Plan boundary associated with Guilford Run.



PHOTO BY M-NCPPC

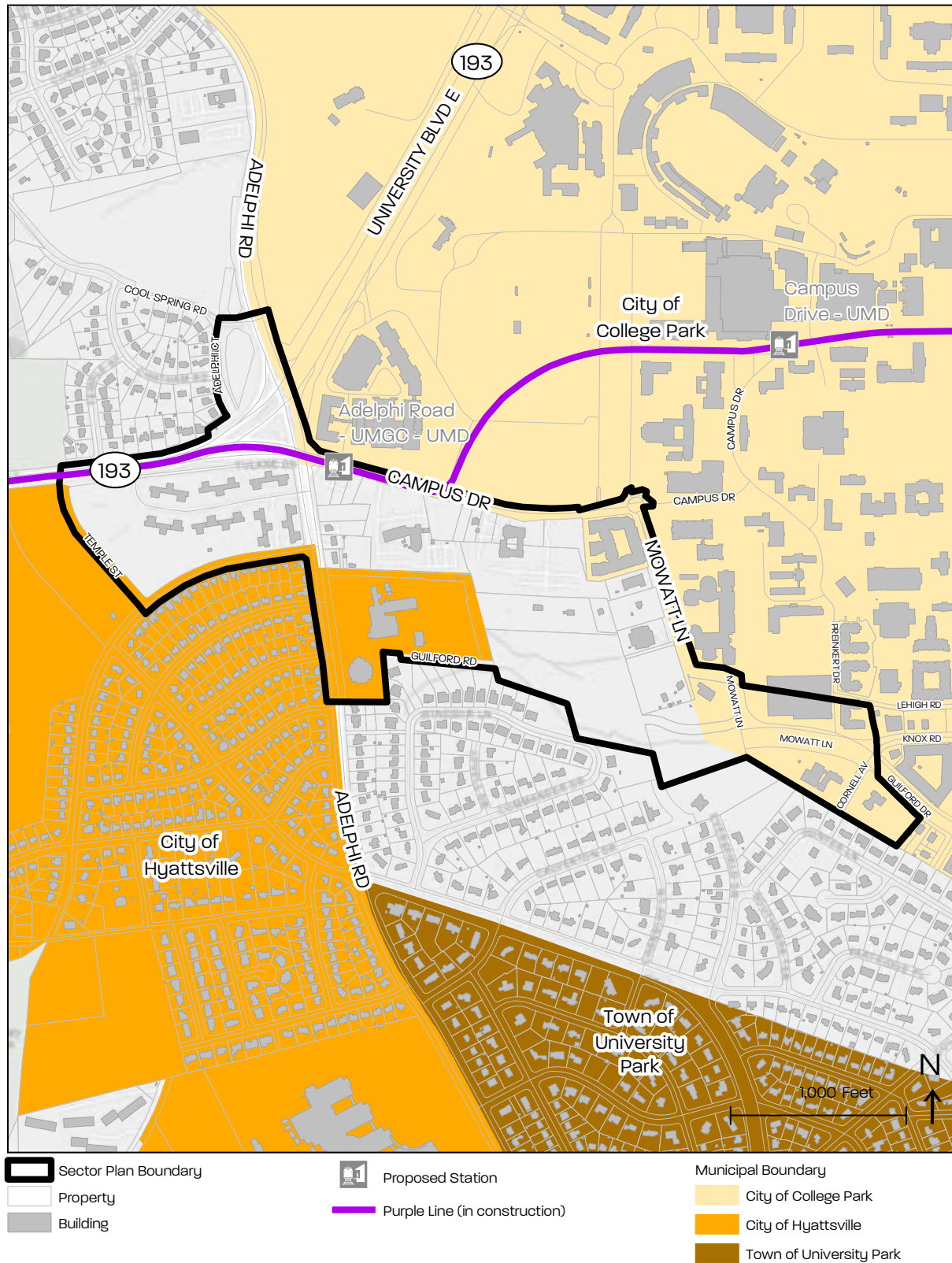
Graduate Hills Apartments is located to the southwest of the intersection of MD 193 (University Boulevard), Adelphi Road, and Campus Drive.

Map 3. Sector Plan Area: County Context



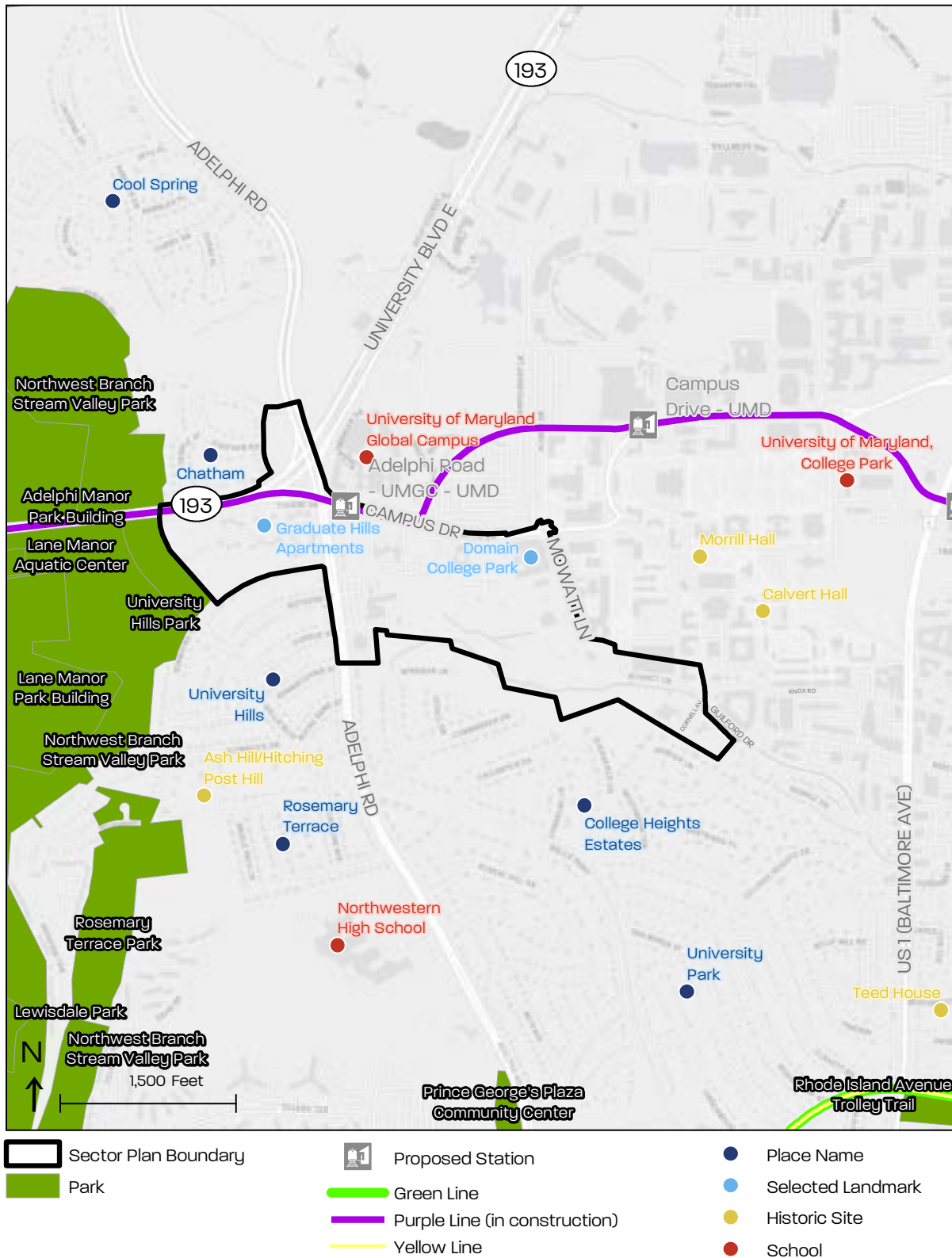
Source: Prince George's County Planning Department, GIS Open Data Portal, 2021, <https://gisdata.pgplanning.org/opendata/>. Note: Full data citation available in Appendix F.

Map 4. Municipal Boundaries



Source: Prince George's County Planning Department, GIS Open Data Portal, 2021, <https://gisdata.pgplanning.org/opendata/>. Note: Full data citation available in Appendix F: Map Citations.

Map 5. Sector Plan Area: Major Geographic Features



Source: Prince George's County Planning Department, GIS Open Data Portal, 2021, <https://gisdata.pgplanning.org/opendata/>. Note: Full data citation available in Appendix F: Map Citations.



ISTOCK.COM/SI-GAL

Who we are



24,212 residents in the sector plan primary market area (PMA), which is 3% of the entire County population



DIVERSE

16% are Black and the number of residents who identify as Asian, two races, or other is rapidly growing. The Hispanic population grew by 43% in the past decade.



HIGHLY EDUCATED

58.6% aged 25+ have a bachelor's degree or higher, compared to 33% of Prince Georgians



YOUNG

More than 60% of residents are under 25 years old because of the large number of college students and young families.



HEALTH AND EDUCATION WORKERS

42% of all jobs in the area are in the health and education fields.



PEDESTRIAN

22% of people walk to work/school, which is significantly more than the County overall (2%).



HIGH INCOMES

The median household income is \$81,359. 26% of residents make more than \$150,000.

THE STUDENT FACTOR

Many live in group quarters—such as on-campus dormitories

High percentage of renters and roommate situations

Median age of 22.0 years is 40% lower than the County

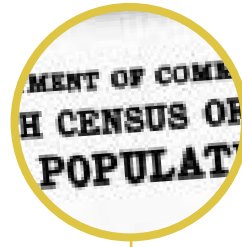
Data is based on the primary market area, which comprises nine adjacent Metropolitan Washington Council of Government Transportation Analysis Zones within one-half mile of Adelphi Road-UMGC-UMD Purple Line station (See Map 1, ARSP Market Study Report).

SOURCES: U.S. Census Bureau, Census 2010 Summary File, Esri, Demographic and Income Profile; University of Maryland IRIS Dashboard.



History

Little remains of the historic fabric of the plan area aside from two houses on the west side of Mowatt Lane owned by families who were among the first to purchase property from the Eversfields in the late nineteenth century. The interior of the plan area remains largely undeveloped, with only a few scattered outbuildings dating to the early twentieth century.



1856

The Calvert lands included the Rossburg Farm on which Charles Benedict Calvert established the Maryland Agricultural College, now the University of Maryland, in 1856.

1861

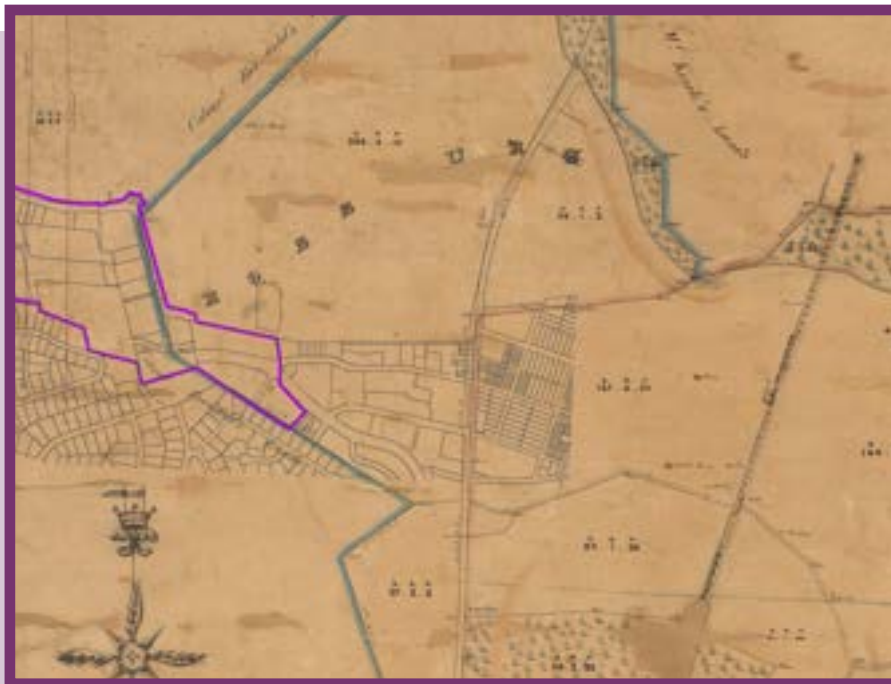
An 1861 map shows what are now Adelphi Road and Campus Drive. Mowatt Lane (Reily's Lane) provided access to the property of James Reily. The property now occupied by Graduate Hills was part of a farm owned by John B. Cochran, president of the Franklin National Bank in Washington, D.C.

1880s

The Eversfield family sold most of the property along the west side of Mowatt Lane to James Stuart, a laborer from Ireland, in 1880. In 1897, a five-acre parcel was traded to John Mowatt. Dr. Montgomery Johns owned property near the southeast corner of the plan area that he purchased from the college in 1865.

1930s-40s

Residents during this period included the families of James R. Reily, teacher; Ridgely Axt, teacher; Arthur Buddington, dairy farmer; John Mowatt, farmer; Alexander Mowatt, carpenter; George Kellerman, bricklayer; Dorothea Rodbird, matron at the University gym; and Thomas White, horticulturalist.



1853

1997 reproduction of 1853 map by William Sides

The boundary between the Calvert and Eversfield lands roughly followed present-day Mowatt Lane and the northern edge of the College Heights Estates subdivision; the properties in the plan area west of Mowatt Lane were part of the Eversfield tracts (Smith's Folly and Eversfield's Meadow) and those south of Guilford Drive were part of the Calvert Rossburg Farm tract.



1950

The University of Maryland expanded its footprint, and College Heights (currently College Heights Estates) and University Hills had been developed. The first large-scale development in the area was the 290-unit University Hills (now Graduate Hills) apartment complex, completed in 1950.

1950s-70s

The growth of the student and faculty population spurred the construction of seven religious facilities. These buildings all exhibit design characteristics of the Modern Movement, although in some cases they are part of a complex of structures of varying periods and styles.

1970s

In the 1970s, Mowatt Lane was extended along the southwest boundary of the university campus to connect to Guilford Drive, which terminated at the intersection with Knox Road.

2013

The construction of the Domain represented the most dramatic alteration to the architectural character of the area to date, as it introduced a scale and density of development that had not previously occurred. The Domain's contemporary design and corner location make it a prominent feature.

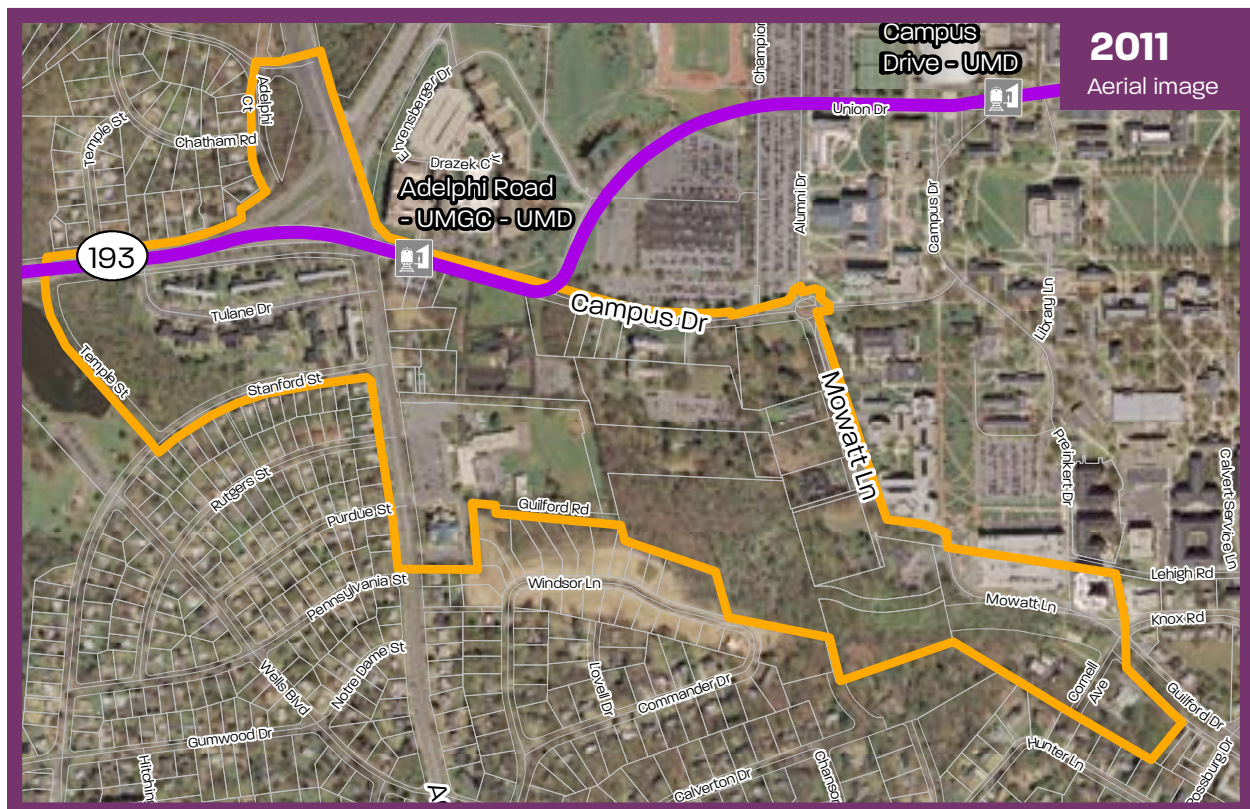


1938

Aerial image

Aerial photographs taken in 1938 show that houses in the plan area were relatively modest and attached to lots of varying size, some of which contained pastures or cultivated fields. At this time, the southeast corner of the plan area remained wooded.





Significant Locations



PHOTO BY M-NCPPC

THE UNIVERSITY OF MARYLAND (UMD)

The University of Maryland, College Park is a public land-grant research university in College Park, Maryland founded in 1856, when the General Assembly chartered a state agricultural school. The Maryland Agricultural College was established on ancestral land of the Piscataway tribe, which it purchased from a slaveholding farmer and agricultural education advocate, and three years later opened with 34 students. It eventually grew to encompass new disciplines in engineering, science, and the liberal arts, welcomed trailblazing women and people of color, survived the Great Fire of 1912, re-emerged as a public college and boomed following World War II. Today, the university is a national powerhouse in research, academics, the arts and athletics; and a campus community of 50,000 students.

Source: <https://www.umd.edu/history-and-mission>



PHOTO BY M-NCPPC

UNIVERSITY OF MARYLAND GLOBAL CAMPUS (UMGC)

The University of Maryland Global Campus (UMGC) is a public university in unincorporated Adelphi, Maryland. It is the largest of the University System of Maryland campuses. Established in 1947, UMGC focuses on online education in its classes and programs on campus. The university offers 120 academic programs in instructor-led and online classes, including bachelor's, master's, and doctoral degrees, as well as undergraduate and graduate certificates

Source: <https://www.umgc.edu/about/index.cfm>

Planning Background

A comprehensive 20-year general plan, the 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035) articulates a shared vision for making Prince George's County a competitive force in the regional economy, a leader in sustainable growth, a community of strong neighborhoods and municipalities, and a place where residents are healthy and engaged. Plan 2035 specifies indicators of success and growth management targets to measure progress toward the vision and goals described in Plan 2035.

Plan 2035 seeks to strategically direct growth to designated Regional Transit Districts and Local Centers. Plan 2035 identified 26 Local Centers and eight Regional Transit Districts. The eight Regional Transit Districts are high-density, vibrant, and transit-rich mixed-use areas envisioned to capture most future residential and employment growth and development in Prince George's County. See www.planpgc2035.org for more information about Plan 2035.

Centers

Local Centers are focal points of concentrated residential development and limited commercial activity serving the County's Established Communities. A location's center designation is based on its access or proximity to high-capacity transit services, universities, or significant public and private investments in infrastructure. Plan 2035 further categorizes Local Centers into Local Transit Centers, Neighborhood Centers, Town Centers, and Campus Centers. Plan 2035 defined the UMD West Center as a Campus Center, in anticipation of this designation being re-evaluated through this sector plan. Campus Centers were envisioned by Plan 2035 to be transit accessible with low- to medium-density, mixed-use development oriented toward supporting university research as well as community and student housing and retail needs. As defined by Plan 2035, the Campus Center designation is inappropriate for all of the centers at the University of Maryland, College Park campus. Both the level and scale of housing needs and the development capacity for this area far exceed that envisioned by a Campus Center. Accordingly, this sector plan designates the UMD West Center as a Local Transit Center. Plan 2035 defines Local Transit Centers as "smaller-scale, mixed-use centers that are well connected by transit. Many of these areas are integrated with an established street grid and offer local-serving retail and limited office uses.

UMD WEST CENTER

Plan 2035 identifies the Adelphi Road-UMGC-UMD Purple Line Station area as the UMD West Campus Center, which is defined by development that is still dense and walkable, but at much lower densities than a typical transit-oriented development around a Metro station. Campus Centers were envisioned by Plan 2035 to have an average net housing density of about 10-15 dwelling units per acre and floor area ratios between 0.5 and 3. However, residential market demand at the Campus Centers associated with the University of Maryland far exceeds Plan 2035's recommendations for Campus Centers. Accordingly, this sector plan classifies the UMD West Center as a Local Transit Center and defines the Center's boundaries, Core, and Edge.

1989 Approved Master Plan for Langley Park-College Park-Greenbelt

The 1989 *Approved Master Plan and Sectional Map Amendment for Langley Park-College Park-Greenbelt* (Planning Areas 65, 66, and 67) is generally bounded by the Beltsville Agriculture Research Center and the Capital Beltway on the north, Cipriano Road and the Baltimore-Washington Parkway on the east, MD 410 (East West Highway) and Good Luck Road on the south, and the Prince George's and Montgomery County line and the City of Takoma Park on the west. The planning areas contain 27.8 square miles of land. The master plan is more than three decades old and does not bear relevance to the current population and market needs. The plan does not envision, much less plan for, the redevelopment opportunities created by the Purple Line light rail system. The master plan recommendations specific to this sector plan area are negligible and outdated for the current needs and future demands for development within this plan area. The master plan does recommend an integrated transportation system composed of highways, Metrorail, Metrobus, and carpools/vanpools with opportunities for pedestrian, equestrian, and bicycle movement on trails and other public rights-of-way.

Legal Context

This sector plan supersedes the 1989 *Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity* within the sector plan area. It also amends portions of the 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035), the 2009 *Approved Countywide Master Plan of Transportation* (MPOT), and *Formula 2040: Functional Master Plan for Parks, Recreation and Open Space* (2013) within the sector plan area. See Appendix D for a list of amendments to Plan 2035 and functional master plans.

On April 1, 2022, the new Prince George's County Zoning Ordinance, along with the new Subdivision Regulations, and the new Landscape Manual became effective, following the Countywide Map Amendment approval (on November 29, 2021). See the Countywide Map Amendment text box for more information. This sector plan was prepared pursuant to the procedures of the prior Prince George's County Zoning Ordinance, until the current zoning ordinance came into effect (on April 1, 2022), following which the procedures of the new zoning ordinance were followed. The land use and zoning recommendations were evaluated and prepared pursuant to the language in the new Zoning Ordinance, Subdivision Regulations, and Landscape Manual. Other provisions of the County Code affecting the use and development of land considered in the preparation of this Plan include, but are not limited to:

Table 1. Prince George's County Ordinance References

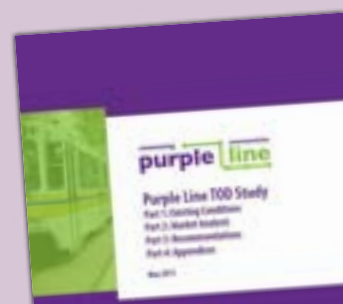
Subtitle	Topic
20A	Transportation
21A	Revenue Authority
23	Roads and Sidewalks
25	Trees and Vegetation
29	Preservation of Historic Resources
32	Water Resources Protection and Grading Code

COUNTYWIDE MAP AMENDMENT

In 2020, the Planning Department proposed a Countywide Map Amendment (CMA) to update the County Zoning Map with the 2018 Zoning Ordinance zones. This sector plan was developed assuming approval of the proposed CMA and can only be implemented by the zones in the 2018 Zoning Ordinance. On April 1, 2022, the 2018 Zoning Ordinance became effective, following the approval of the CMA (in November 2021). Visit zoningpgc.pgplanning.com for more information about the Countywide Map Amendment.

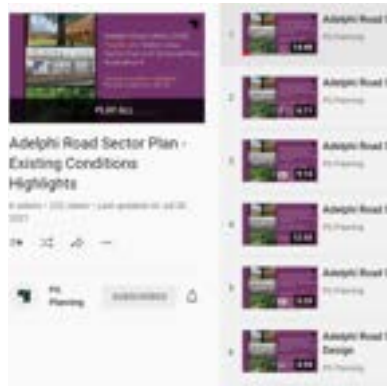
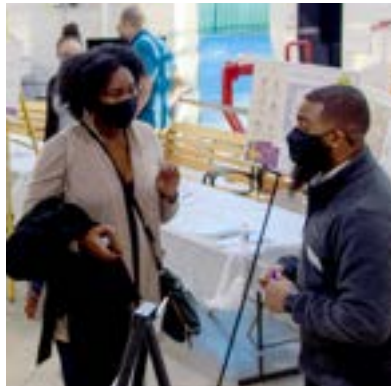
2013 PURPLE LINE TOD STUDY

The 2013 *Purple Line TOD Study* by the Prince George's County Planning Department sets forth development concepts and strategies to maximize the transit-oriented development (TOD) potential and accessibility of five planned Purple Line stations in Prince George's County including the Adelphi Road-UMGC-UMD Purple Line Station. This study is the foundation of this sector plan's recommendations. The study recommends complete, safe, and convenient accommodation for pedestrians, transit riders, motorists, and cyclists. It also recommends supporting mixed-use development with structured parking to activate the street and public realm. A park or open space near the station is recommended to reinforce placemaking and encourage walkability for achieving the vision of the project.



Community Engagement

Find complete details on community engagement efforts in Appendix B.



Date	Stakeholder
10/29/2020	The Honorable Gamelle Glass County Councilmember for District 2
10/29/2020	Tenagan Development Company (TDC)
10/29/2020	The Honorable Ward Mackie, City of College Park Councilmember for District 4
10/29/2020	The Honorable Glen Spivey, County Council Vice Chair, and Councilmember for District 3
10/29/2020	Prince George's County Public Schools Prince George's County Memorial Library System
10/29/2020	County Soil Conservation District Department of Planning, Inspection and Enforcement - Prince George's (DPW&E) Maryland Department of the Environment Washington Suburban Sanitary Commission (WSSC)
10/29/2020	Prince George's County Police Department Prince George's County Fire and Emergency Medical Services Department (F&EMS) City of Hyattsville Police Department Howard County Police Department Baltimore Police Department



48-138

attendees at each of three virtual public meetings from December 2020 through June 2021.



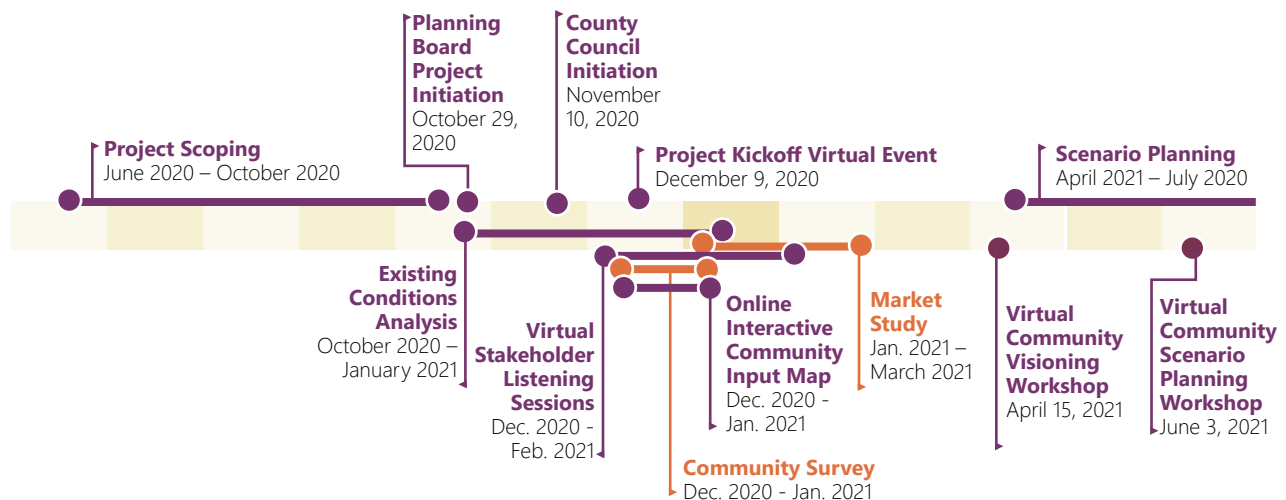
633

views of the 16 videos of community meetings and existing conditions highlights about the area.



16

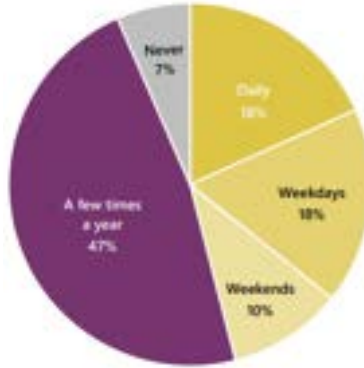
one-on-one or small group virtual listening sessions with key stakeholders.





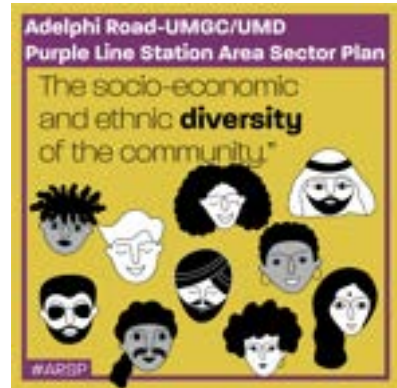
75

comments on our interactive community input map about what residents like, and what type of improvements or amenities are needed.



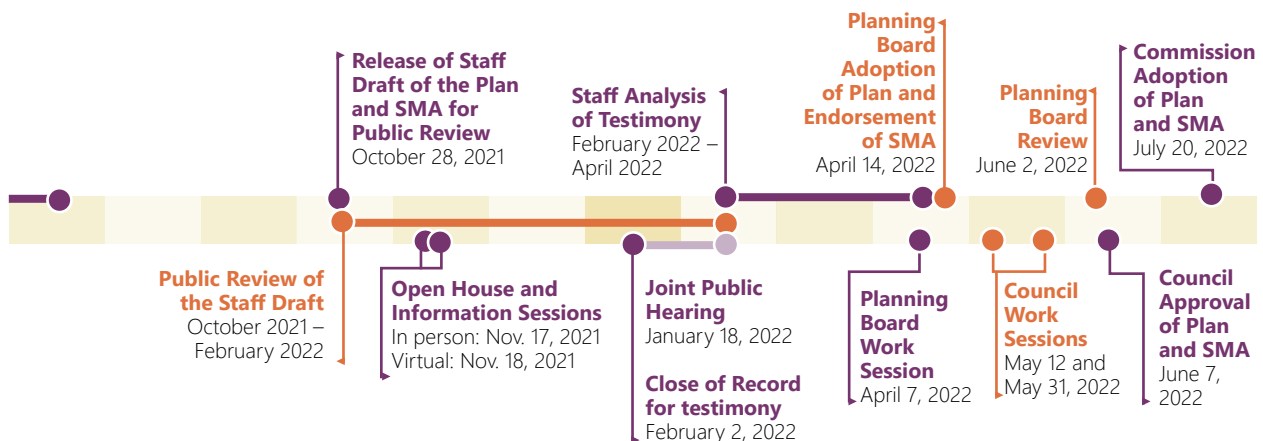
138

respondents to our 30-day online community survey of area residents, nearby residents, and stakeholders.



127

social media posts and ads were part of a public outreach plan including the project's web page, a Konveio site, PowerPoint presentations, and e-mail newsletters



Community Engagement: Key Takeaways

This Plan reflects interviews with key stakeholders and partner agencies, online office hours with residents, feedback received during and after public events, community surveys, and briefings with decision-makers and elected officials. A summary of feedback received from active participants:

LAND USE

- Want increased density and more housing types, especially with the coming of the Purple Line light rail system.
- Do not increase development if it comes at the cost of losing trees.



ECONOMIC PROSPERITY

- Enjoy proximity to businesses along the US 1 (Baltimore Avenue) and MD 193 (University Boulevard) corridors, as well as the Mall at Prince George's.
- Interested in smaller neighborhood-serving businesses, including retail opportunities and restaurants reflective of the community's ethnic diversity, close to the Purple Line station.



TRANSPORTATION AND MOBILITY

- Concerned about the intersection of Adelphi Road, Campus Drive, and
- MD 193 (University Boulevard), particularly regarding congestion, safety, noise, lack of pedestrian and bicycle connections, and no sense of place.
- Perceive lack of pedestrian and bicycle safety and access in the area, especially at the intersection, and want more connectivity, including sidewalks.
- Positive reception of the Purple Line and the Adelphi Road-UMGC-UMD Station, which will serve as an additional, perhaps more formal, entrance to the University of Maryland.



NATURAL ENVIRONMENT

- Concerned about the impacts of additional development and the creation of more surfaces impervious to stormwater, requiring additional controls to prevent flooding and protect water quality.
- Surrounding community prioritizes preservation of natural areas.
- Concerned about the possible impact of approved development applications on green infrastructure and global warming.



HOUSING AND NEIGHBORHOODS

- Want more affordable housing, particularly along the Purple Line corridor, and housing focused on the needs of neighborhoods adjacent to the Sector Plan area, UMD students, and employees.



COMMUNITY HERITAGE, CULTURE, AND DESIGN

- Sector Plan area feels like the back door to UMD, or a "no man's land," because it is not visually appealing and feels isolated



HEALTHY COMMUNITIES

- Support green space in the community as a contribution toward overall community health.



PUBLIC FACILITIES

- Desire additional community parks and open spaces.





Word cloud summarizing the inputs received during the Visioning Workshop (April 14, 2021). Participants provided inputs on what they valued in the plan area and what they would like to see more of.



Word cloud of the participant responses for the six-word headline exercise during the Visioning Workshop (April 14, 2021). Participants were asked to describe their vision for the plan area in about six words.

Major Opportunities and Challenges

During development of this Plan, the project team conducted a comprehensive analysis of existing conditions and identified major opportunities and challenges.

LAND USE



Opportunities

- The light rail station with its proximity to UMD and US 1 increases market demand for a variety of housing and supportive uses that could benefit the university community and reduce the need for students and staff to drive to campus.
- The small size of the Sector Plan area will allow for greater concentration of housing, which will take advantage of its proximity to both the university and the Purple Line station. Higher densities close to transit will promote greater transit ridership, walkability, and bicycle use.

Challenges

- Development interest in the area is high because of a number of factors, including the growth of the two universities, demand for new construction and shorter commutes, and the upcoming opening of the light rail station.
- There is a need to address housing demand in the Residential Market Area.
- The 1989 Approved Master Plan for Langley Park-College Park-Greenbelt did not anticipate the Purple Line Light Rail system.
- Existing zoning within the Sector Plan boundary is inconsistent with the market demand, as well as Plan 2035's vision. Lower-intensity zoning could push development to the east along the US 1 (Baltimore Avenue) Corridor or to the west along the MD 193 (University Boulevard) Corridor.

ECONOMIC PROSPERITY



Opportunities

- Newly constructed mixed-use buildings can support ground-floor spaces to provide neighborhood-scale retail, offices, institutions, and services that serve neighborhood residents, the UMD community, and Purple Line commuters.

Challenges

- Nonresidential uses often lag years behind residential or office uses in mixed-use buildings. Vacant spaces can inhibit the vibrancy and attractiveness of the sector plan area.

TRANSPORTATION AND MOBILITY



Opportunities

- Completion of the Purple Line and the new Adelphi Road-UMD-UMGC Station will strengthen the transportation network of Prince George's County by spurring additional mobility options for local residents, workers, students, and visitors.
- A Sector Plan can identify new pedestrian and bicycle facilities and missing connections to promote transit use and improve the pedestrian environment.

Challenges

- The intersection of Adelphi Road, Campus Drive, and MD 193 (University Boulevard) is challenging to navigate and problematic for walking and bicycling.
- Existing bicycle and transit facilities are limited or minimal at best.

NATURAL ENVIRONMENT



Opportunities

- The County's new Zoning Ordinance contains tools to encourage green building and to preserve green open space.
- The County's new Urban Complete and Green Street standards allow for innovative tree-planting and stormwater management measures.
- Designing with nature and incentivizing green buildings and green infrastructure, paired with the County's existing environmental regulations, can result in even more positive environmental impacts.
- Promoting new development around transit facilities is consistent with the County's General Plan, Plan 2035.

Challenges

- Creating transit-oriented development, which more efficiently uses resources and existing public facilities and greatly reduces carbon footprints, can be challenging when trying to meet green infrastructure goals.

HOUSING AND NEIGHBORHOODS



Opportunities

- More housing types, supported by neighborhood-serving commercial uses and green space/open space, can be added to an area adjacent to the Adelphi Road-UMGC- UMD Purple Line Station and the state's flagship public university.

COMMUNITY HERITAGE, CULTURE, AND DESIGN



Opportunities

- There may be lost cultural assets from the Sector Plan area's history, dating back to the late nineteenth century, that could be highlighted through interpretive signage and wayfinding as part of any new development or redevelopment.

HEALTHY COMMUNITIES



Opportunities

- Proximity to the university and its recreational and public health resources can be leveraged by students and staff.
- Proximity to parks in the Northwest Branch Stream Valley can be leveraged by existing and new residents for recreational activities.
- The provision of new housing and increased and improved connectivity can facilitate thousands of additional bike and walking trips per day.

PUBLIC FACILITIES



Opportunities

- There are opportunities to better connect residents to existing parks in the Northwest Branch Stream Valley and the regional trail network.
- New open spaces and gathering places could serve new and existing residents. The Plan also provides new destinations for public gathering and events and additional opportunities to provide safe pedestrian and bicycle connections to nearby parks and creative placemaking events.

Scenario Planning

As part of the development of the Sector Plan, the Planning Department undertook a scenario planning exercise to review potential growth concepts and evaluate these alternatives to determine which elements of these concepts met the community's vision and goals.

Three growth scenario concepts were developed and presented to the public for feedback during the Virtual Community Scenario Planning Workshop on June 3, 2021. The presentation was also available for comment on the project Konveio page until June 14, 2021. In addition, the project team received comments through emails, letters, and meetings with community members and property owners.

Feedback received from the public during this exercise provided valuable perspectives that strengthened the Sector Plan's ultimate recommended growth concept. See Section III. Land Use for more information about the recommended growth pattern.

SCENARIO PLANNING

Scenario planning is a technique to provide relevant and meaningful information about potential buildout and the effects of different types of growth in different locations so a team can make better-informed decisions about plan policies and strategies.

Growth scenarios must be realistic and achievable. Scenarios cannot include unachievable or unlikely buildout numbers, nor can they include the unrealistic or unlikely preservation of developable property. Unrealistic scenarios can undermine a plan when they do not come to fruition.

Scenario planning identifies different ways a place can grow; it does not identify how a place necessarily will grow. How a place ultimately grows or does not grow is dependent on a number of factors, most importantly, the policy and regulatory environment, infrastructure investment, and the market.

How to Use this Plan

This Sector Plan contains the vision for the 102-acre Adelphi Road-UMGC-UMD Purple Line Station Area and goals, policies, and strategies for implementing that vision. This Plan is divided into eight Plan elements :

- Land Use (LU)
- Economic Prosperity (EP)
- Transportation and Mobility (TM)
- Natural Environment (NE)
- Housing and Neighborhoods (HN)
- Community Heritage, Culture, and Design (CHCD)
- Healthy Communities (HC)
- Public Facilities (PF)

Goals, policies, and strategies are identified within each Plan 2035 element. However, there are connections between the policies and strategies of each element and each section addresses those relationships through cross references to related elements in the Plan.

Hierarchy

Goals, policies, and strategies are organized so that the specific controls the general. If a conflict is perceived between policies or strategies, the more specific strategy is applicable.



Section III

Land Use

GOAL

In 2045, the Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan area is an attractive, vibrant, walkable, sustainable transit-oriented neighborhood that enhances the University of Maryland and the surrounding community.



PLAN 2035 LAND USE GOAL

Direct future growth toward transit-oriented, mixed-use centers in order to expand our commercial tax base, capitalize on existing and planned infrastructure investments and preserve agricultural and environmental resources.



PHOTO BY M-NCPPC



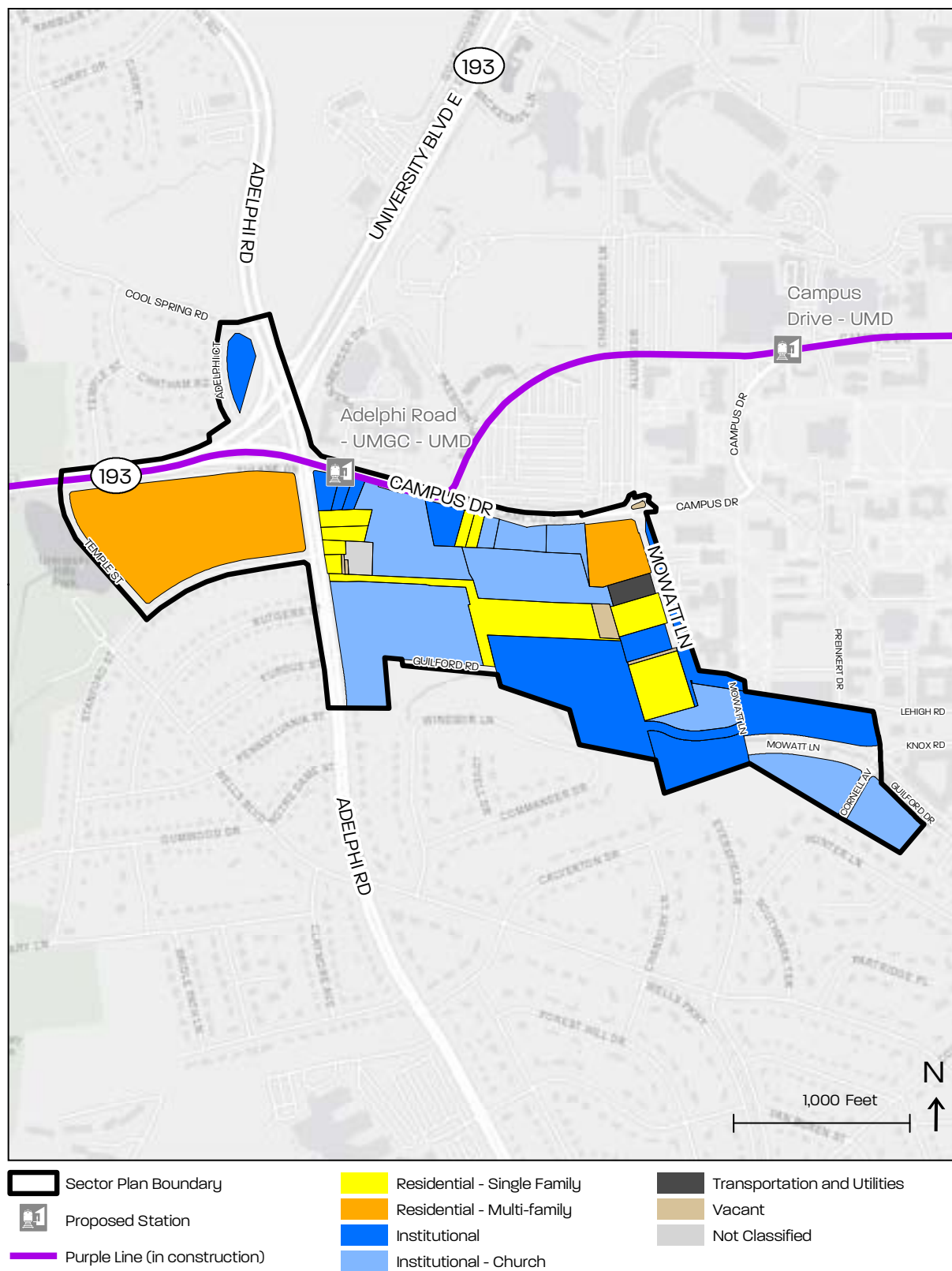
PHOTO BY M-NOPPO

The Domain College Park, at the corner of Campus Drive and Mowatt Lane, offers student apartments and ground-floor commercial.

Existing Conditions

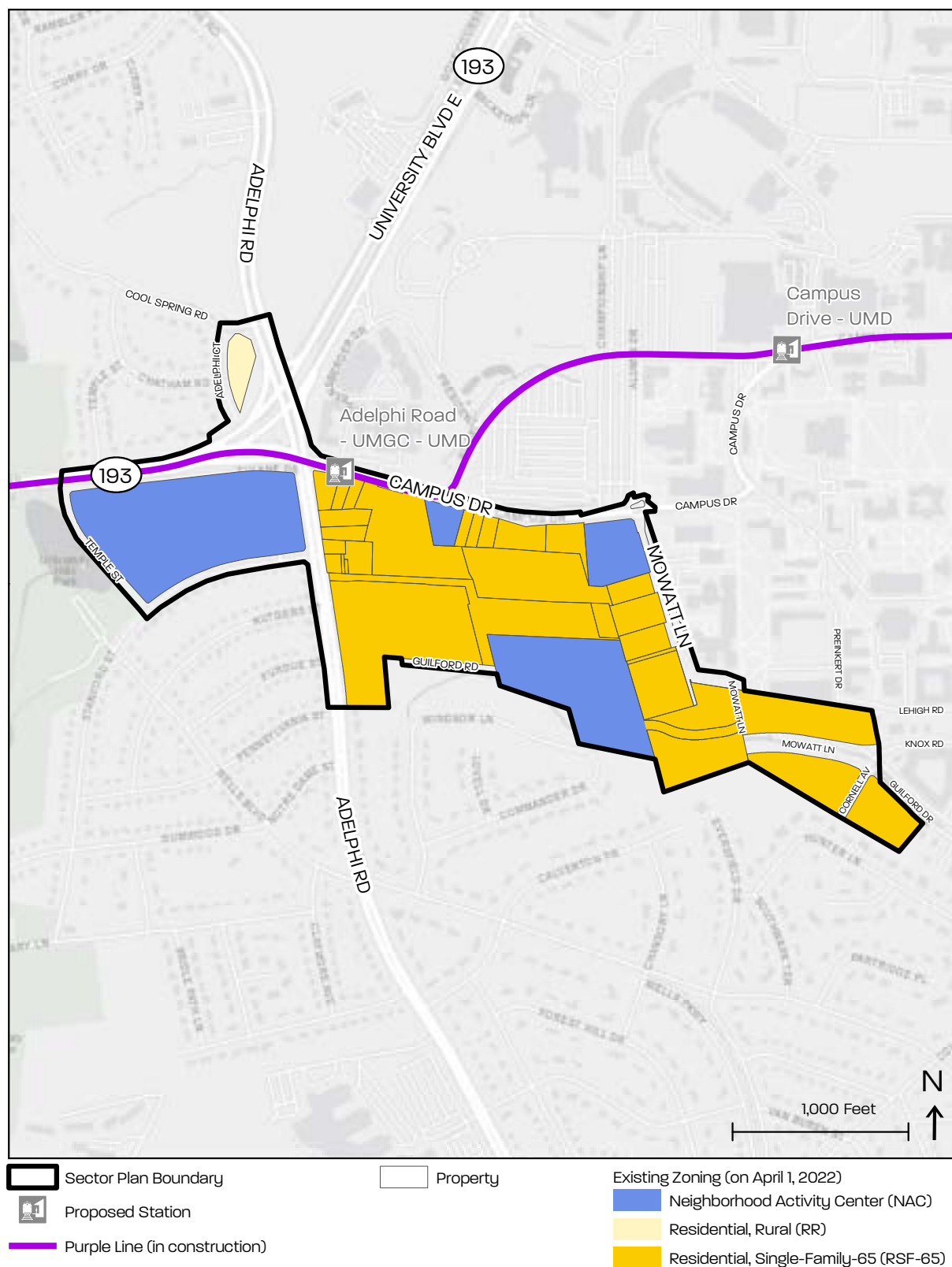
The Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan area is primarily occupied by suburban-scale multifamily residential and institutional uses. Institutional uses, primarily places of worship, are spread throughout the plan area and tend to occupy large parcels. There are two multifamily complexes in the plan area, the Domain at College Park and Graduate Hills Apartments, which is leased to UMD for graduate student housing. The only commercial uses are located on the ground floor of Domain at College Park. Most of the land within the sector plan area is privately owned; however, the State of Maryland and the University of Maryland own 19.95 acres and hold a ground lease for an additional 14.75 acres at Graduate Hills Apartments. A property ownership map is available in Appendix A.

Map 6. Existing Land Use



SOURCE: Prince George's County Planning Department, GIS Open Data Portal, 2021, <https://gisdata.pgplanning.org/opendata/>. Note: Full data citation available in Appendix F: Map Citations.

Map 7. Existing Zoning (on April 1, 2022)



SOURCE: Prince George's County Planning Department, GIS Open Data Portal, 2021, <https://gisdata.pgplanning.org/opendata/>. Note: Full data citation available in Appendix F: Map Citations.

**Table 2.** Future Land Use Categories

Color	Designation	Description	Density (dwelling units per acre)
	Mixed-Use	Areas of various residential, commercial, employment, and institutional uses. Residential uses may include a range of unit types. Mixed-use areas may vary with respect to their dominant land uses, i.e., commercial uses may dominate in one mixed-use area, whereas residential uses may dominate in another. Large-scale mixed-use development should be limited to designated Centers and other areas where it currently exists.	Based on Center
	Neighborhood Mixed-Use	Traditional retail/shopping areas that are transitioning to a mix of residential, shopping, eating and drinking, and other neighborhood-serving amenities. Neighborhood Mixed-Use areas are located outside of designated Centers, often along arterial roadways and at key intersections and interchanges.	(<=48)
	Commercial	Retail and business areas, including employment uses, such as office and services. A range of services are provided at the neighborhood to regional level. New commercial areas have access to multimodal transportation options. These areas are intended to remain predominantly or entirely commercial.	N/A
	Industrial/Employment	Manufacturing and industrial parks, warehouses, and distribution. May include other employment, such as office and services.	N/A
	Institutional	Uses such as military installations, hospitals, sewage treatment plants, and schools.	N/A
	Residential High	Residential areas exceeding 20 dwelling units per acre. Mix of dwelling unit types, including apartments	(>20)
	Residential Medium-High	Residential areas between eight and 20 dwelling units per acre. Mix of dwelling unit types, including apartments.	(> 8 and <= 20)
	Residential Medium	Residential areas between 3.5 and 8 dwelling units per acre. Primarily single-family dwellings (detached and attached).	(> 3.5 and <= 8)
	Residential Low	Residential areas up to 3.5 dwelling units per acre. Primarily single-family detached dwellings.	(> 0.5 and <= 3.5)
	Rural and Agricultural	Low-density residential uses with areas of agricultural and forestry production. Agricultural land (cropland, pasture, farm fields), forest, and very low-density residential.	(<= 0.5)
	Parks and Open Space	Parks and recreation areas, publicly owned open space (federal, state, county, municipal, and M-NCPPC), and privately owned open space.	N/A

Future Land Use Map

Map 8. Future Land Use Map (FLUM) contains specific land use recommendations for each parcel in the Adelphi Road-UMGC-UMD Purple Line Station Area. This map applies to the entire plan area; if an actual conflict exists between the text of a strategy and a future land use designation, the strategy will take precedence.

Implementation of the future land use recommendations on this map may require a zoning reclassification through the concurrent Sectional Map Amendment.

PARKS AND OPEN SPACE

The Future Land Use Map of a master or sector plan may identify certain properties for Parks and Open Space land uses. Parks and other public open spaces may be recommended in the Public Facilities Element (See Section X Public Facilities) for other properties within a master or sector plan; a Parks and Open Space future land use designation is only applied when an entire property is recommended for park and open space uses.



Map 8. Future Land Use Map (FLUM)



SOURCE: Prince George's County Planning Department, GIS Open Data Portal, 2021, <https://gisdata.pgplanning.org/opendata/>. Note: Full data citation available in Appendix F: Map Citations.

Policies and Strategies

POLICY LU 1

Create a high-intensity, mixed-use, pedestrian-oriented, and university- and transit-supportive neighborhood at the Adelphi Road-UMGC-UMD Purple Line Station Area (UMD West Local Transit Center). Discourage non-transit-supportive or automobile-oriented uses.

LU 1.1: Designate the UMD West Center as a Local Transit Center.

LU 1.2: Define the boundaries of the UMD West Local Transit Center as the entire Sector Plan area, with the exclusion of the properties at 3841 Campus Drive (Tax ID 2411122), Lot 3 at 0 Mowatt Lane (Tax ID 4018016), and southern portion of Lot 4 at 7500 Mowatt Lane (Tax ID 4018024). See Map 9. UMD West Local Transit Center—Recommended Boundary, Core, and Edge.

LU 1.3: Designate the Core of the UMD West Local Transit Center as shown on Map 9 to facilitate the highest intensities of mixed-use, pedestrian-oriented, and transit- and university-supportive development closest to the Purple Line station, UMD, and US 1 (Baltimore Avenue). Classify these parcels in the Local Transit-Oriented - Core (LTO-c) Zone to implement the recommendations of this Sector Plan.

LU 1.4: Designate the Edge of the UMD West Local Transit Center as shown on Map 9 to facilitate less intense development between the Core and the existing low-density, single-family neighborhoods to the south that contain a mix of residential units with ground-floor amenities and community spaces focused on the needs of the residents.

LU 1.5: Construct the tallest buildings adjacent to the Adelphi Road-UMGC-UMD Purple Line Station within the Core on the south side of Campus Drive between Adelphi Road and new recommended street UC-201 (see Map 17. Master Plan of Transportation Complete

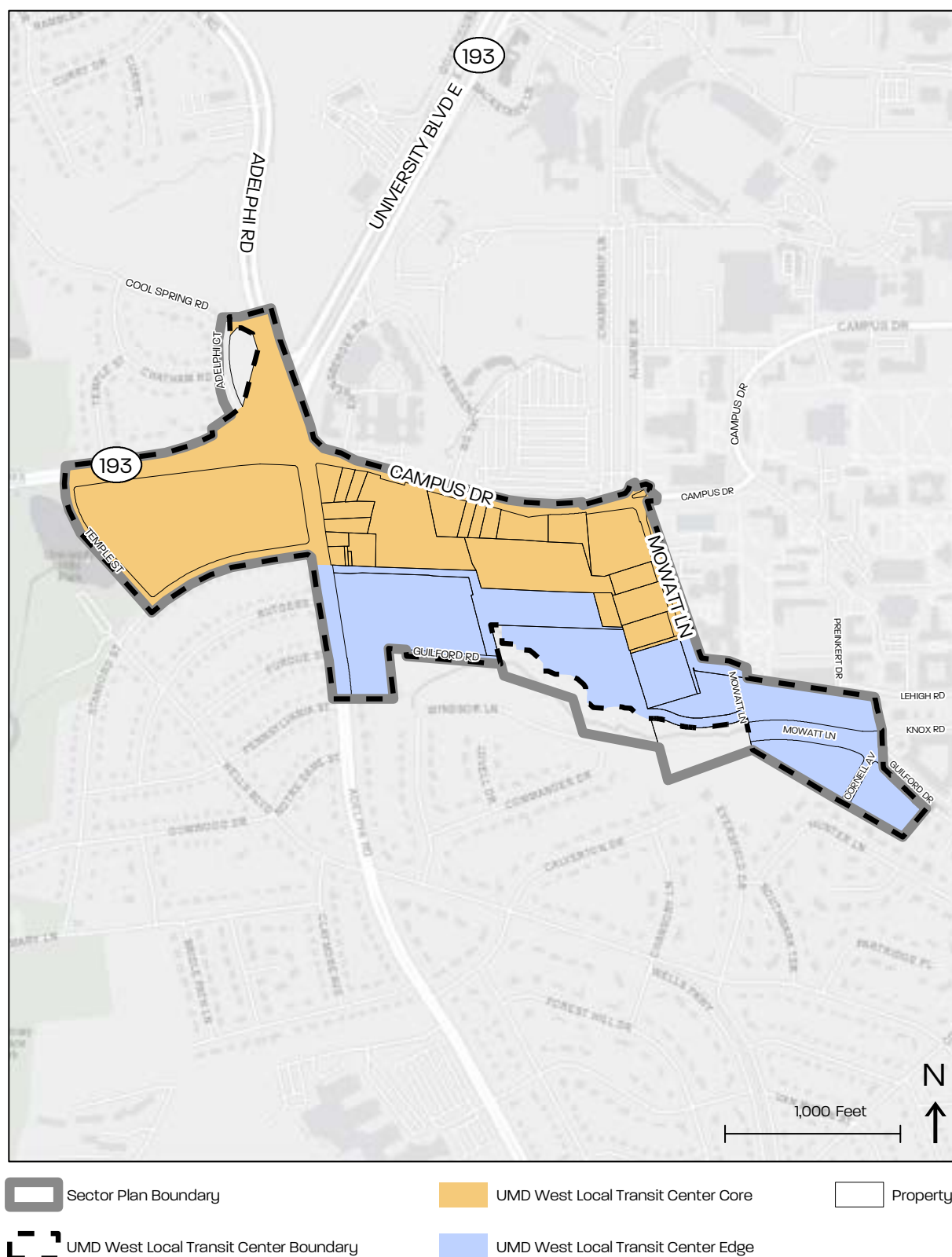
and Green Street Recommendations). Buildings at this location should contain a vertical mix of uses, including multifamily residential and office uses on upper floors and convenience retail, eating and drinking establishments, offices, or personal service uses on the ground floor. Buildings at the corner of Adelphi Road and Campus Drive should front onto the recommended plaza. See Map 10 for more information. See also Strategy PF 2.2.

LU 1.6: Construct buildings on all properties in the Core of the UMD West Local Transit Center (See Strategy LU 1.3) that support a vertical mix of uses to include multifamily residential units (apartments) on upper floors and flexible ground-floor spaces that allow for commercial, personal services, office, institutional, cultural, and recreational uses. Prioritize ground-floor retail and offices at the following locations:

PROPERTY	TAX ID
Adelphi Road	2400109
University Lane	2411387
Campus Drive	2382919
7713 Adelphi Road	2342988
7703 Adelphi Road	2402303
7607 Adelphi Road	2384410
Adelphi Road	2384394
University Lane	2411379
7715 Adelphi Road	2314870
7601 Adelphi Road	2384386
7601 Adelphi Road	2297349

See Map 10 for more information.

Map 9. UMD West Local Transit Center—Recommended Boundary, Core, and Edge



SOURCE: Prince George's County Planning Department, GIS Open Data Portal, 2021, <https://gisdata.pgplanning.org/opendata/>. Note: Full data citation available in Appendix F: Map Citations.

LU 1.7: Construct buildings on the following properties within the Edge of the UMD West Local Transit Center that support a vertical mix of uses with multifamily residential units (apartments) on upper floors and flexible ground-floor spaces that allow for commercial, personal services, office, institutional, cultural, and recreational uses:

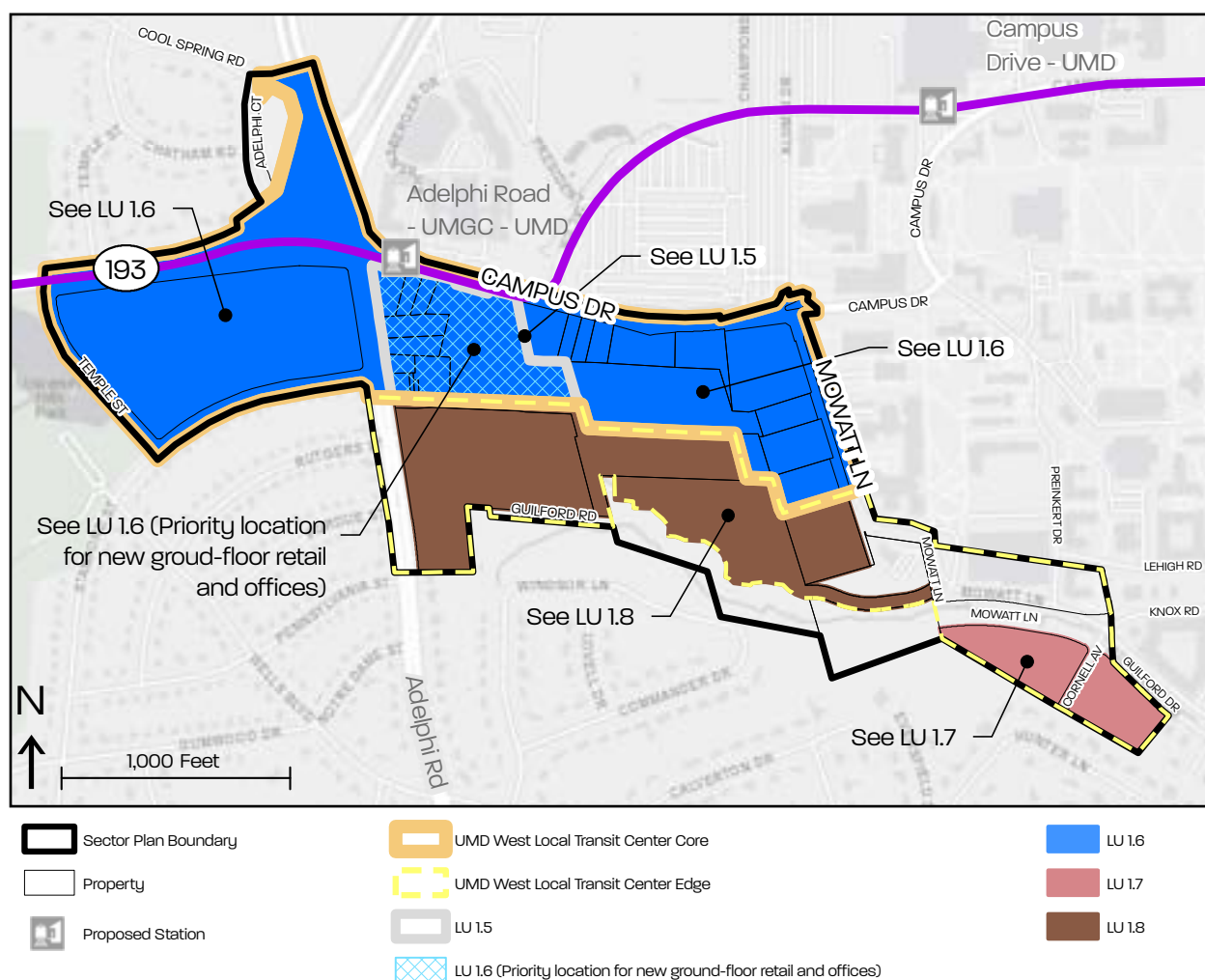
PROPERTY	TAX ID
4141 Guilford Drive	2379410
4201 Guilford Drive	2347151

See Map 10 for more information.

LU 1.8: Construct buildings on the following properties within the Edge of the UMD West Local Transit Center that support a vertical mix of uses with multifamily (student units, and/or apartments) on upper floors and flexible ground-floor spaces that allow for institutional, cultural, and recreational uses. Alternatively, townhomes may be constructed on these properties; townhouses should be located south of multifamily buildings, creating a step-down in building heights to adjacent neighborhoods, where feasible. See Map 10 for more information.

PROPERTY	TAX ID
7501 Adelphi Road	2379394
3623 Campus Drive	2424737
7500 Mowatt Lane (excluding the southern portion of this parcel located outside the UMD West Center boundary)	4018024
7604 Mowatt Lane	2287050

Map 10. Strategies LU 1.5, LU 1.6, LU 1.7, and LU 1.8



SOURCE: Prince George's County Planning Department, GIS Open Data Portal, 2021, <https://gisdata.pgplanning.org/opendata/>. Note: Full data citation available in Appendix F: Map Citations.



POLICY LU 2

Preserve key publicly owned natural areas to preserve environmental assets and create buffers between the UMD West Local Transit Center and adjacent neighborhoods.

See also Policies Policy HD 2 and Policy PF 2

LU 2.1: Preserve the properties at 3841 Campus Drive (Tax ID 2411122), Lot 3 at 0 Mowatt Lane (Tax ID 4018016) and southern portion of Lot 4 at 7500 Mowatt Lane (Tax ID 4018024), exclude them from the UMD West Local Transit Center (See Strategy LU 1.2), recommend Parks and Open Space future land use, and reclassify them into the Reserved Open Space (ROS) Zone. (See Future Land Use Map (FLUM), and UMD West Local Transit Center—Recommended Boundary, Core, and Edge).

LU 2.2: Encourage the University of Maryland to subdivide the parcel at 7500 Mowatt Lane to facilitate conservation of southern portion of that property. Any new parcel or lot abutting Guilford Run created by such a subdivision should be reclassified to the Reserved Open Space (ROS) Zone.

POLICY LU 3

Encourage and support the consolidation of parcels to facilitate the envisioned development.

LU 3.1: Properties should be consolidated into groups as shown on Map 11. Recommended Consolidation of Parcels and each group redeveloped as a single development (as either individual buildings or multiple buildings in a single development). See Appendix A, Table A-1. Recommended Consolidation of Parcels.

POLICY LU 4

Assist property owners with the redevelopment of their properties.

LU 4.1: Provide technical assistance to property owners and help them identify and secure incentives to facilitate redevelopment of their properties. See Appendix A for more information about incentive programs.

PARCEL ASSEMBLAGE

“Assemblage can create site planning flexibility, potentially allowing for the use of constrained land with required parking and landscaping, while leaving the remaining developable land to be more fully utilized with increased building floor area. Instead of one parcel having limited developmental potential and the other parcels having normal developmental potential, assemblage may allow the combined parcels to all be developed to a greater extent.”

“Parcel acreage plays a major role in determining the range of potential land uses and developmental intensities that are reasonably probable to achieve. Often, the greater the acreage, the more types and intensities of use local jurisdictions will allow. The likelihood of a correspondingly higher market value also increases. Therefore, the assemblage of parcels and the resulting increased acreage can create certain opportunities.”

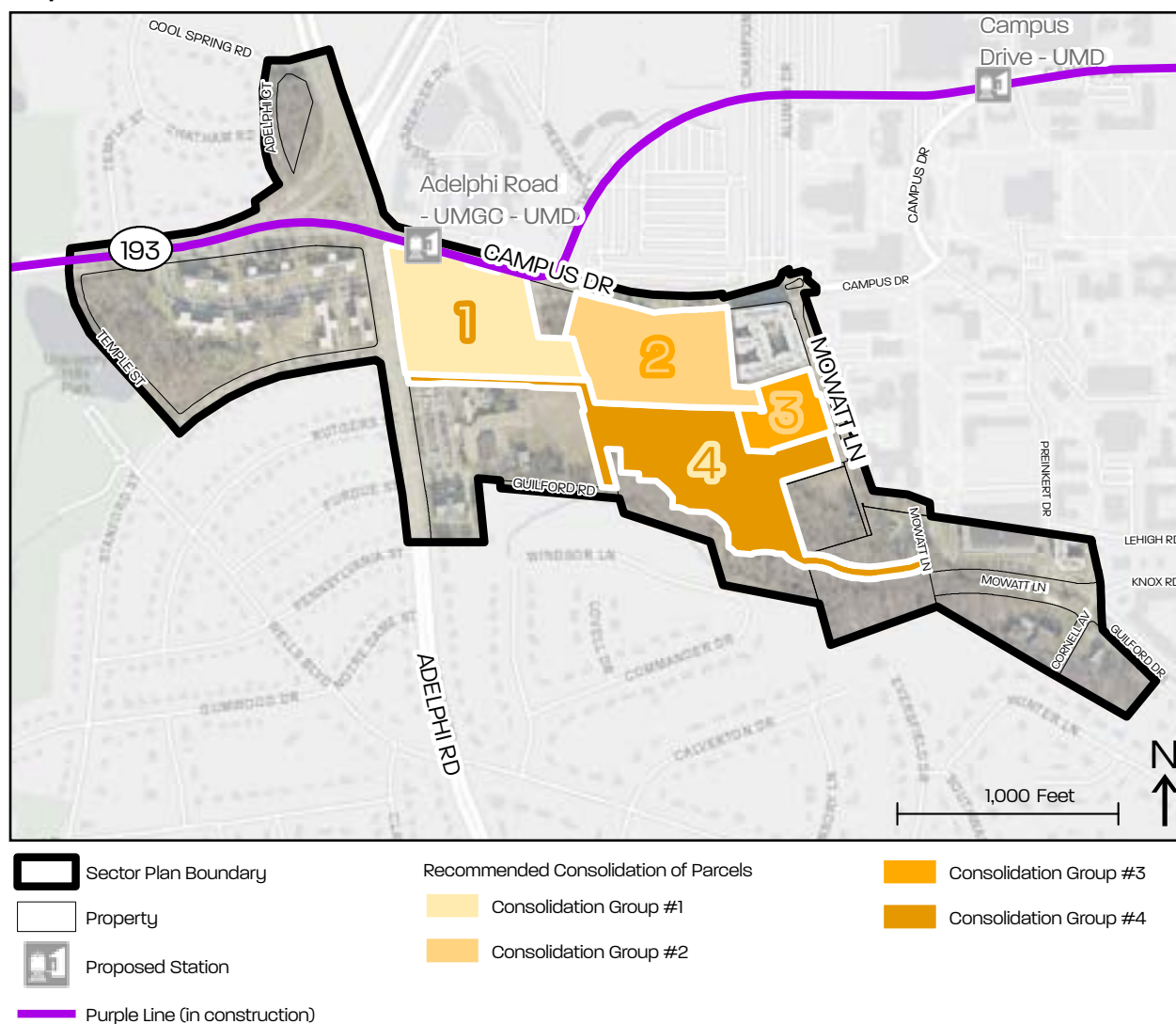
Source: International Right of Way Association, 2012, The Added Value of Assembling Parcels, accessed online on 8-17-2021, https://eweb.irwaonline.org/eweb/upload/w eb_mar_apr12_AssemblingParcels.pdf

POLICY LU 5

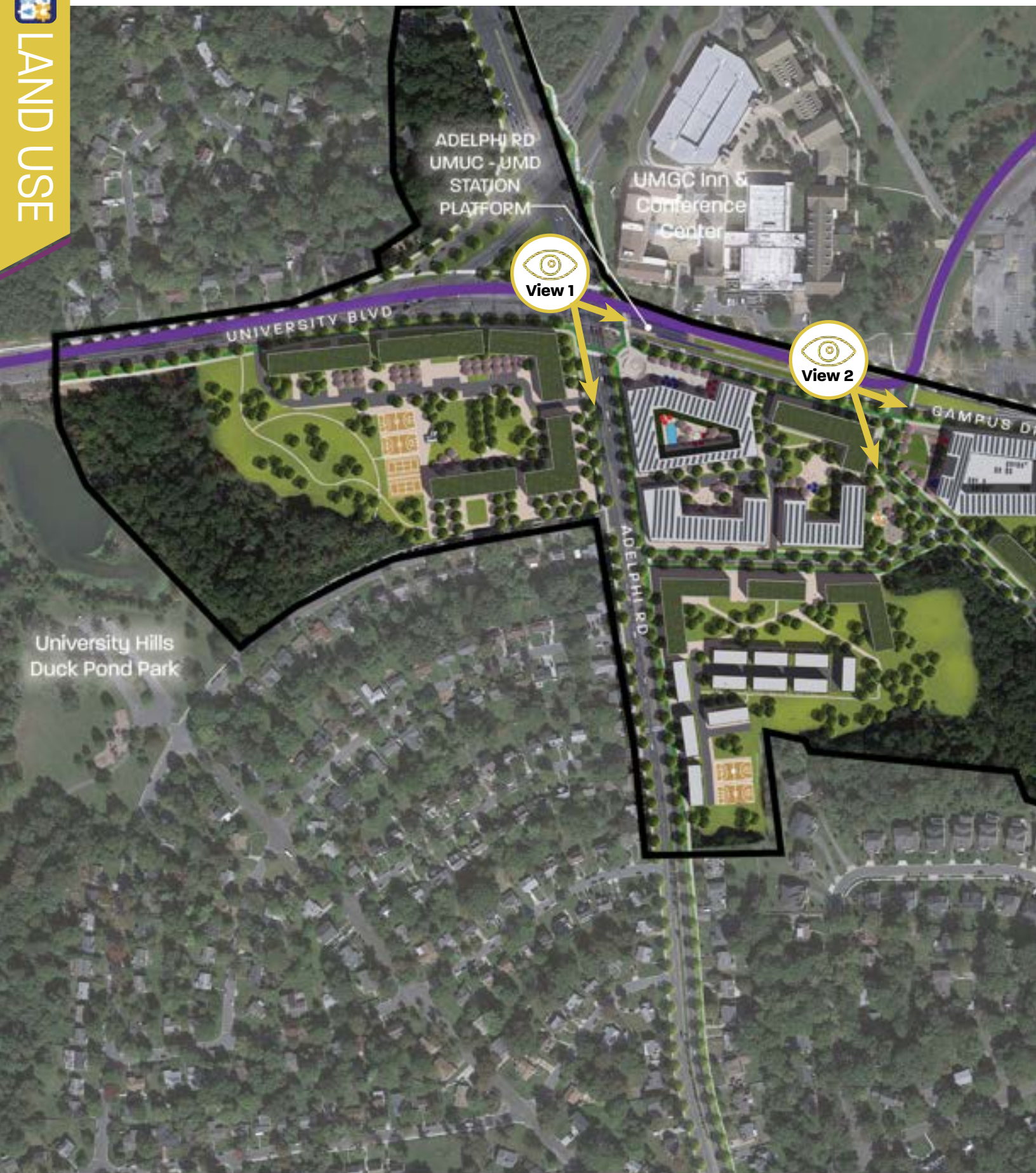
Maximize use of the Local Transit-Oriented, Planned Development (LTO-PD) Zone to encourage and facilitate the addition of desired amenities, including, but not limited to, Center-appropriate streetscapes, innovative stormwater management facilities, additional onsite tree preservation, and the provision of below-market-rate housing.

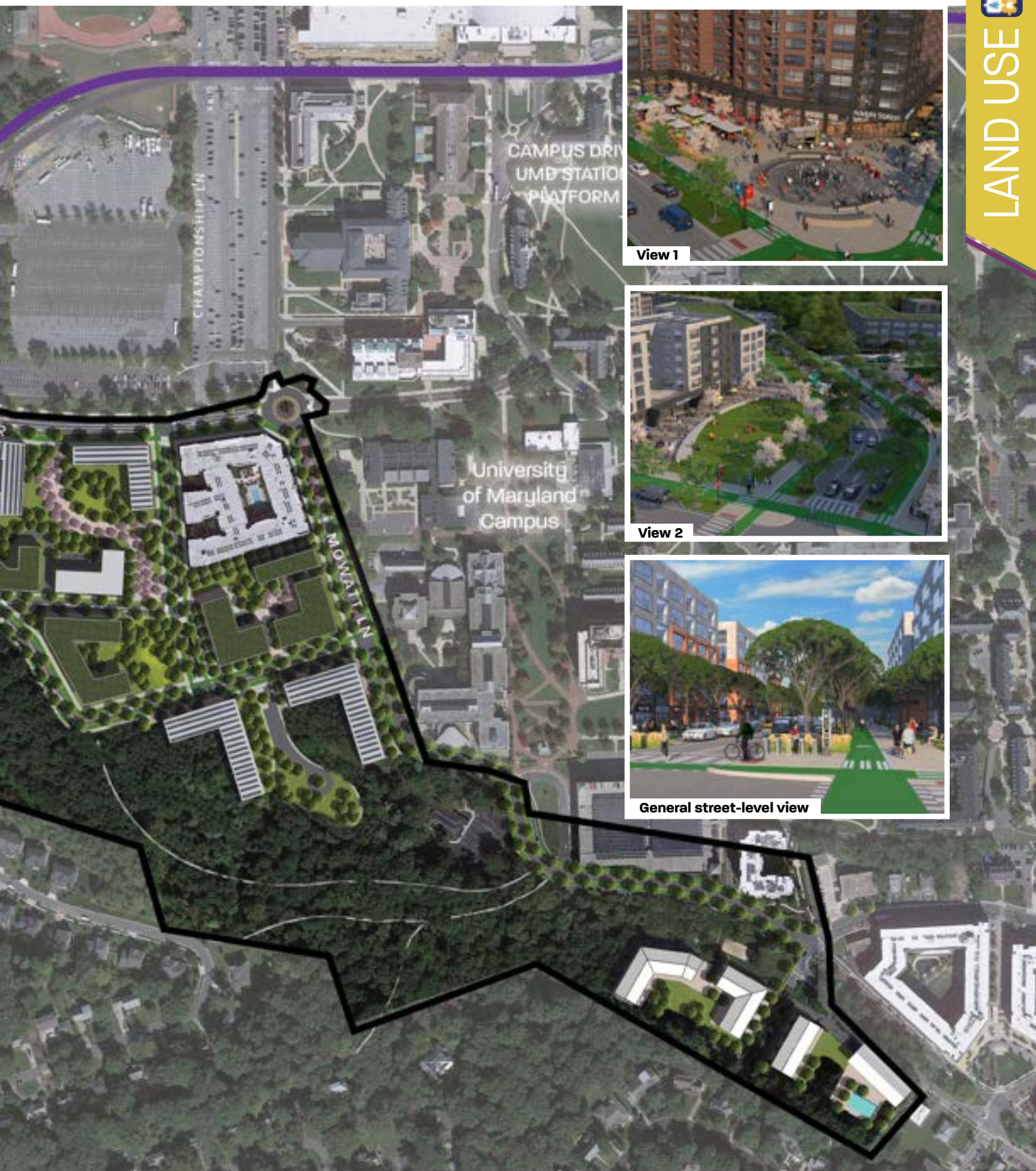
LU 5.1: The LTO-PD Zone should be used on all properties in the UMD West Local Transit Center except those zoned ROS.

Map 11. Recommended Consolidation of Parcels



SOURCE: Prince George's County Planning Department, GIS Open Data Portal, 2021, <https://gisdata.pgplanning.org/opendata/>. Note: Full data citation available in Appendix F: Map Citations.





View 1

View 2

General street-level view



PHOTO BY M-NCPPC



Section IV

Economic Prosperity

GOAL

In 2047, the Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan area thrives through its support of the University of Maryland, the County's largest employer, and the diverse businesses that serve the neighborhood, the University, and a growing research and development sector.



PLAN 2035 ECONOMIC PROSPERITY GOAL

Create a diverse, innovative, and regionally competitive economy that generates a range of well-paying jobs and strategically grows the tax base.





The University of Maryland, College Park (UMD) is the County's largest employer.

PHOTO BY M-NOPPCO

Existing Conditions

The economic engines for the Adelphi Road-UMD-UMGC Purple Line Station Area Sector Plan are the County's largest employer—UMD, which employs 13,977 staff and faculty on the College Park campus, and UMGC with more than 5,580 employees. In addition, more than 40,000 students attend UMD; UMGC students attend classes virtually or at satellite locations.

Stable growth in enrollment over the past five years reflects both universities' efforts to expand their undergraduate programs. These two institutions, along with supporting entities, including government agencies primarily located in the College Park/UM Metro/M Square Purple Line Regional Transit District east of US 1 (Baltimore Avenue), are the major economic generators for the area.

GREATER COLLEGE PARK PUBLIC-PRIVATE PARTNERSHIP (P3)

Launched in 2015, the Greater College Park public-private partnership (P3) among the City of College Park, Prince George's County, UMD, and private developers grew out of the College Park City-University Partnership. The effort began with the Hotel at the University of Maryland and expanded to UMD's Discovery District research park, which will be connected to the Adelphi Road Sector Plan area by the Purple Line. Greater College Park P3 has a \$2 billion fund to support development in College Park.



Educational services accounted for 19,555 jobs in City of College Park in 2018—two-thirds of the citywide total job base. Retail trade and accommodations and food services, which are largely supported by university-related activity, accounted for another 13 percent of total jobs. The City of College Park had 2,214 public administration jobs in 2018, reflecting the presence of federal offices as well as the City of College Park itself.

Resident-based employment by occupation and industry indicates that most residents work in white-collar (office and professional) professions—67 percent of Primary Residential Market Area (RMA) residents and 69.7 percent of the City of College Park residents. Fewer Prince George's County residents hold white-collar jobs (61 percent). For all three geographies, residents working in service professions represent 18-20 percent of all employed residents.

The sector plan office submarket consists of 2.175 million square feet of office space including general office space, neighborhood-serving office space, and office space in nontraditional buildings such as retail centers. However, most of the office space is in older structures; one-third was constructed prior to the 1970s, and about 500,000 square feet was constructed in both the 1970s and 1980s.

Table 3. Higher Education Student Population Trends

	2016	2017	2018	2019	2020
University of Maryland College Park					
Undergraduate	28,472	29,868	30,762	30,511	30,872
Graduate	10,611	10,653	10,438	10,232	9,834
Total	39,083	40,521	41,200	40,743	40,706
University of Maryland Global Campus					
Undergraduate	44,219	45,604	47,253	46,162	47,080
Graduate	13,310	13,775	13,350	12,119	11,446
Total	57,529	59,379	60,603	58,281	58,526

SOURCES: University of Maryland IRIS Dashboard, accessed February 2021; Partners for Economic Solutions, 2021

Table 4. Higher Education Faculty and Staff Trends

	2016	2017	2018	2019	2020
University of Maryland College Park					
Faculty	4,394	4,425	4,446	4,468	4,264
Professional Staff	5,697	5,806	5,774	5,846	5,736
Graduate Assistants	3,981	4,109	4,188	4,191	3,977
Total	14,072	14,340	14,408	14,505	13,977
University of Maryland Global Campus					
Faculty	3,437	3,672	3,887	3,739	3,837
Professional Staff	1,459	1,675	1,708	1,626	1,740
Graduate Assistants	142	7	6	6	6
Total	5,038	5,354	5,601	5,371	5,583

SOURCES: University of Maryland IRIS Dashboard, accessed February 2021; Partners for Economic Solutions, 2021

Table 5. Adelphi Road Sector Plan Area Retail Potential

	Square Feet		
	Existing	2021-2031	2031-2045
Neighborhood			
Goods & Services	1,537	5,400	8,050
Food & Beverage	8,463	8,300	10,950
Shoppers Goods	-	-	-
Subtotal	10,000	13,700	19,000

SOURCE: Partners for Economic Solutions, 2021.

Policies and Strategies

POLICY EP 1

Create a neighborhood destination by attracting high-quality retail, eating, and drinking establishments, and services to the Adelphi Road–UMGC-UMD Purple Line Station.

EP 1.1: Work with the City of College Park and Prince George’s County Economic Development Corporation (PGCEDC) to retain and recruit quality tenants to locate near the station, while also ensuring that the station area complements, rather than competes with, Prince George’s Plaza, the US 1 Corridor, or other commercial centers.

EP 1.2: Integrate neighborhood-scale retail, service, eating and drinking establishments into the ground-floor of residential buildings. See also Strategies LU 1.5, LU 1.6, LU 1.7, and HD 1.5.

EP 1.3: Concentrate new ground-floor commercial uses along Campus Drive. See Strategies LU 1.5, LU 1.6, and LU 1.7.

EP 1.4: Coordinate with UMD to update their UMD Facilities Master Plan 2011-2030 for the west portion of campus, in particular Parking Lot 1, to integrate transit-oriented development, sustainability, and stormwater management best practices.

POLICY EP 2

Leverage the proximity of the County’s largest employer, University of Maryland College Park (UMD), and the University of Maryland Global Campus (UMGC) to maximize opportunities for business development.

EP 2.1: Partner with UMGC and UMD to integrate technological and research offices into mixed-use buildings, especially those nearest the Purple Line station. See also Strategies LU 1.5 and LU 1.6.



Section V

Transportation and Mobility

GOAL

In 2047, the Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan area fosters safe travel for pedestrians, bicyclists, transit users, and drivers transitioning between the Purple Line light rail, campus, homes, jobs, recreation, and businesses. An improved transportation network and housing proximate to the Purple Line and the University of Maryland will reduce dependency on single-occupant vehicles.



PLAN 2035 TRANSPORTATION AND MOBILITY GOAL

Provide and maintain a safe, affordable, accessible, and sustainable multimodal transportation network that supports the County's desired land use pattern and Plan 2035 goals.





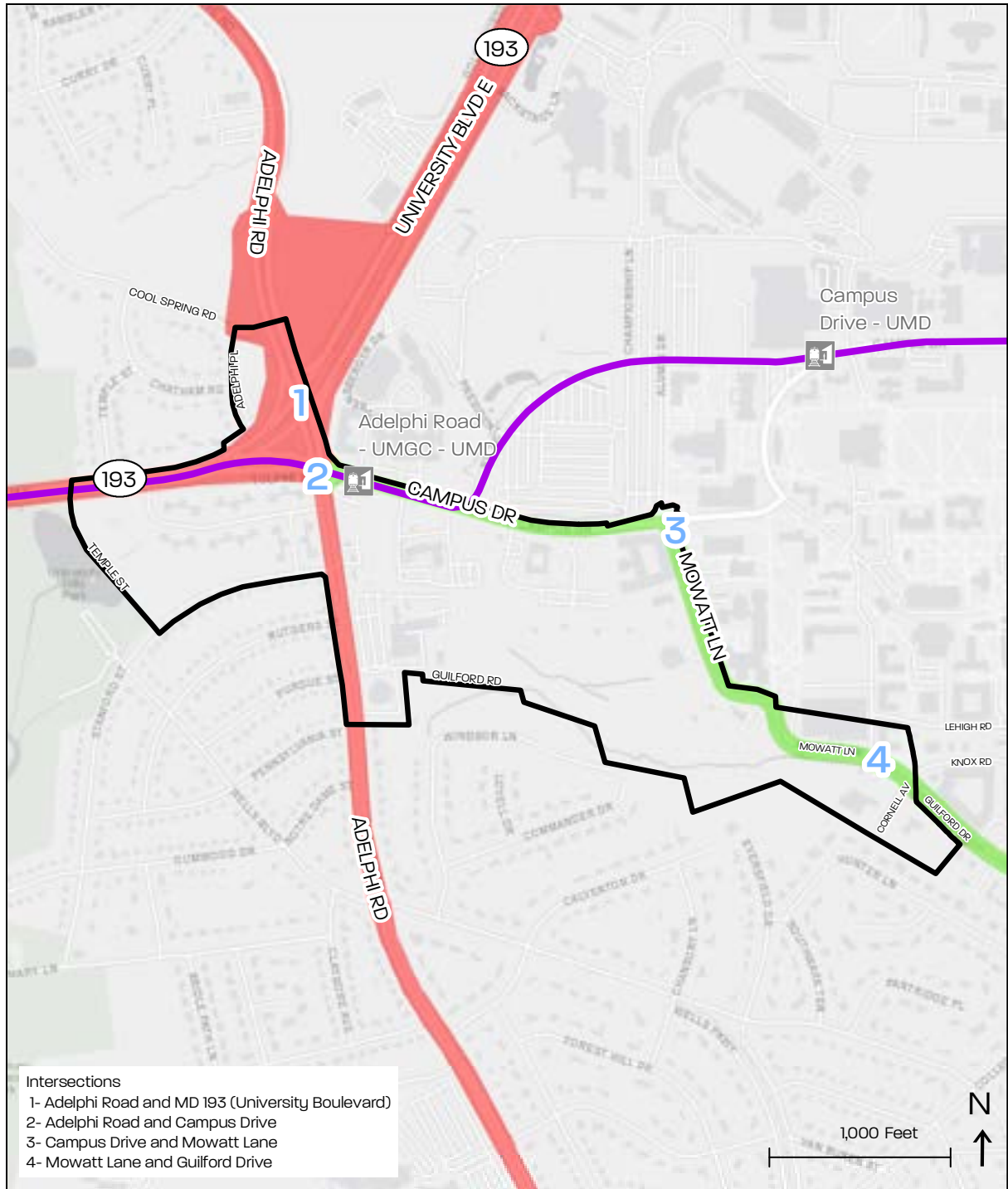
PHOTO BY MTA

The opportunity to take multiple modes of transportation, including the future Purple Line light rail, in the sector plan area creates choices for residents and visitors.

Existing Conditions

The Adelphi Road-UMGC-UMD Purple Line Station Area provides a unique opportunity to connect new and existing residents, workers, students, faculty, and visitors to UMD, the City of College Park, and the greater region via walking, biking, bus, and the Purple Line. MD 193 (University Boulevard) and Adelphi Road are important roadways facilitating motor vehicle traffic to Langley Park, Hyattsville, Greenbelt, Montgomery County, I-495, the Baltimore-Washington Parkway, and Campus Drive, which is the westernmost entrance to the University of Maryland. While the Purple Line presents a great opportunity to increase transit connectivity between the sector plan area and the region, current pedestrian access to the station area is inhibited by wide, suburban roads such as MD 193 (University Boulevard) and Adelphi Road serving regional traffic.

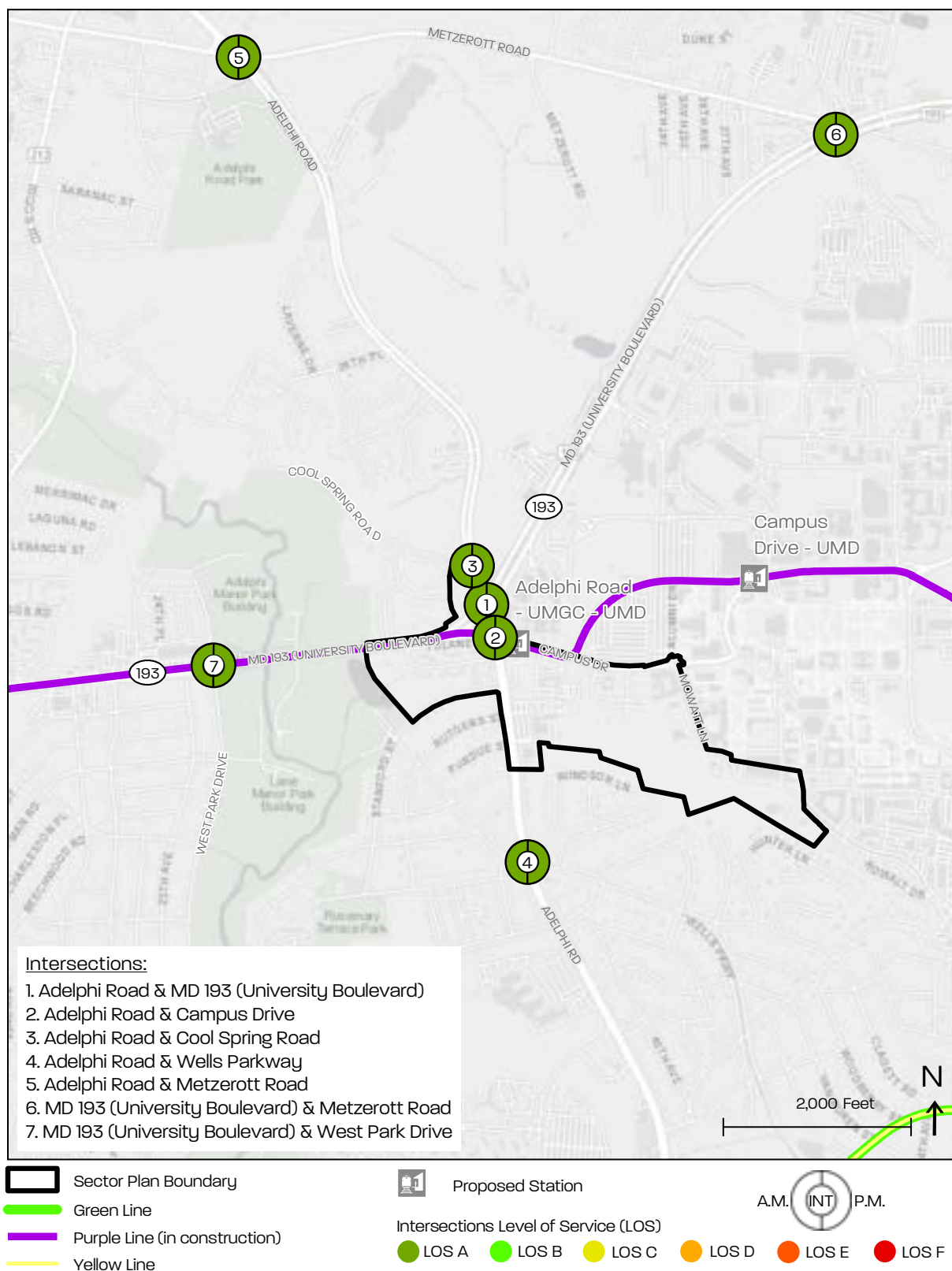
Map 12. Existing Master Plan of Transportation Rights-of-Way and Intersections



Source: Prince George's County Planning Department, GIS Open Data Portal, 2021, <https://gisdata.pgplanning.org/opendata/>. Note: Full data citation available in Appendix F: Map Citations.



Map 13. Intersection Level of Service (LOS)



Source: Prince George's County Planning Department, GIS Open Data Portal, 2021, <https://gisdata.pgplanning.org/opendata/>. Note: Full data citation available in Appendix F: Map Citations.



PHOTO BY M-NCPPC

More than 20 percent of the residents in the sector plan primary market area commute via walking.

The roadways in the sector plan area provide capacity to accommodate some growth in traffic; however, some stakeholders expressed concerns about accessibility and spot congestion along Adelphi Road and MD 193 (University Boulevard). Unsignalized intersections and traffic speeds can complicate the ease of navigating the area, especially for bicyclists and pedestrians. The opening of the Purple Line and the addition of housing in the sector plan area where people can walk, bicycle, or take transit to most of their destinations, creates choices for travelers.

Active Transportation

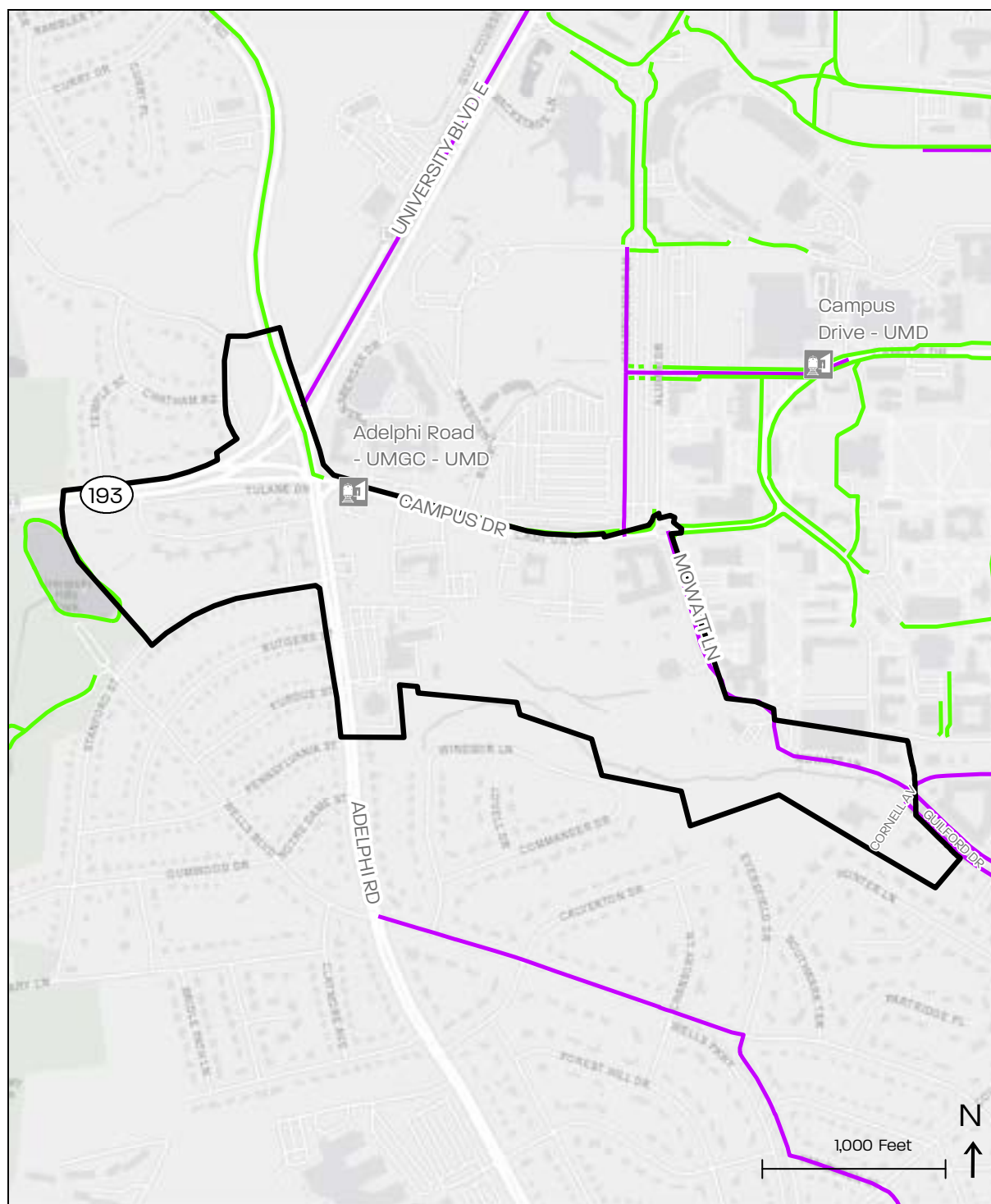
The intersection of MD 193 (University Boulevard), Adelphi Road, and Campus Drive is at the heart of the sector plan area. The size of this intersection combined with a high volume and speed of vehicles passing through it creates an inhospitable and uncomfortable built environment for people walking, bicycling, and using transit. Pedestrian activity along the roads in the sector plan area, combined with the presence of driveways, the large number of fast-






moving motor vehicles, and the lack of pedestrian facilities put motorists and pedestrians into conflict and present safety issues for pedestrians. The high motor vehicle volumes during the peak travel periods, the speeds of motor vehicles, and the lack of bicyclist facilities puts motorists and bicyclists into conflict, and present safety issues for bicyclists.

The five-foot-wide sidewalk along the north side of MD 193 is intermittent, and the sidewalk on the south side culminates in the parking area of Graduate Hills. Gaps and indirect routes make walking less convenient, less comfortable, and less safe. Additionally, there is no existing route to cross MD 193 (University Boulevard) west of Adelphi Road. South of Campus Drive, sidewalks along both sides of Adelphi Road range in width from four to six feet and intersect with the residential streets without marked crosswalks. These sidewalks also intersect with driveways that directly access Adelphi Road, which limits the distinction of pedestrian and non-pedestrian space and can reduce drivers yielding to pedestrians.



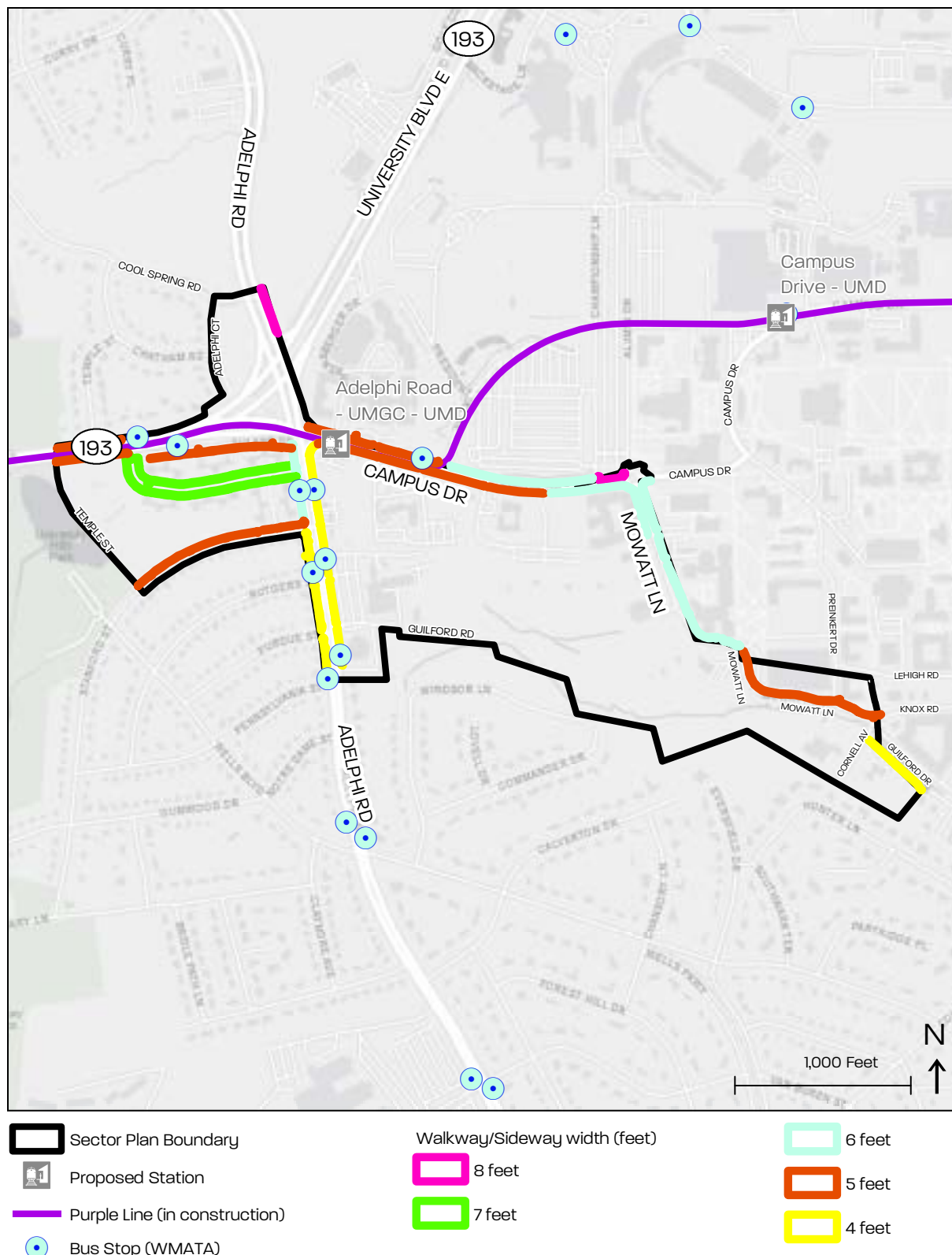
Map 14. Existing Bicycle Facilities



- | | | | |
|---|----------------------|---|--------------------------------|
|  | Sector Plan Boundary |  | Existing Bicycle Facilities |
|  | Proposed Station |  | Park Trail and Shared Use Path |
| | |  | Shared Lane |

Source: Prince George's County Planning Department, GIS Open Data Portal, 2021, <https://gisdata.pgplanning.org/opendata/>. Note: Full data citation available in Appendix F: Map Citations.

Map 15. Existing Pedestrian Facilities



Source: Prince George's County Planning Department, GIS Open Data Portal, 2021, <https://gisdata.pgplanning.org/opendata/>. Note: Full data citation available in Appendix F: Map Citations.

Transit

The area surrounding the Adelphi Road-UMGC-UMD Purple Line Station features several WMATA Metrobus and UMD shuttle bus lines. Prince George's County's TheBus serves much of the surrounding area but does not have any dedicated stops within the sector plan area. WMATA features five bus routes (C-2, C-8, J-4, F-6, and F-8) within the boundary of the sector plan. Shuttle-UM has four routes that fall within the bounds of the sector plan (Shuttle-UM 108, 111, 113, and 118). See Table 6 for information about bus services and stops that serve the sector plan area.

Vision Zero Prince George's is a Countywide strategy to eliminate traffic-related deaths and serious injuries by 2040. The Vision Zero Prince George's Data and Trends map displays crashes that led to serious injury or death.

Within the boundaries of the sector plan, there have been zero pedestrian-related deaths or serious injuries, and zero driver fatalities from crashes between 2015 and 2018, the most up-to-date data available. Although there have been no fatal collisions in the study area, the County will continue to pursue a Vision Zero approach to ensure safe streets for everyone.

VISION ZERO PRINCE GEORGE'S

The Vision Zero Prince George's program is an approach to safe transportation that incorporates the "6 Es" to address traffic safety holistically and comprehensively.

- Education
- Emergency Response
- Engineering
- Enforcement
- Evaluation
- Equity

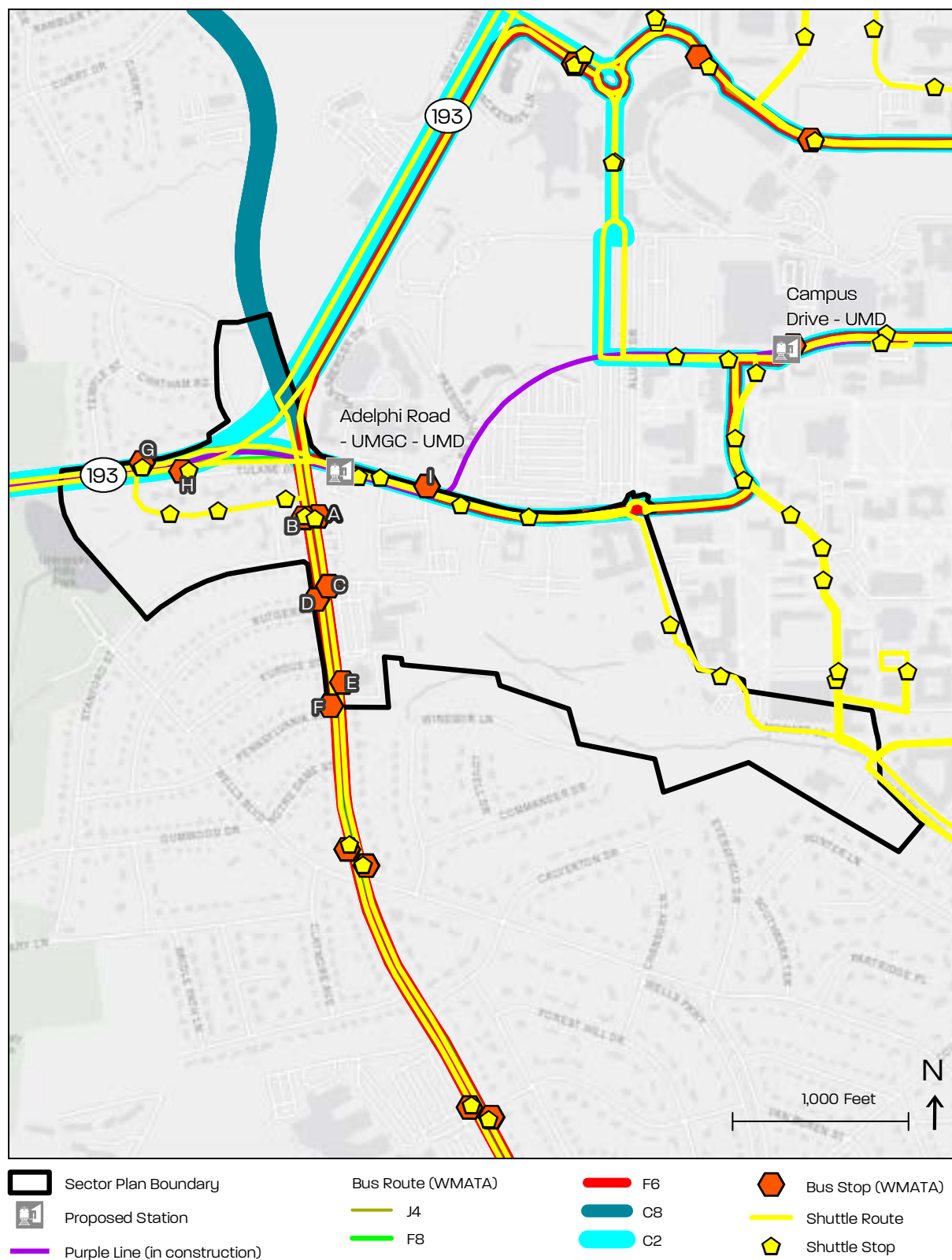
SOURCE: <https://www.princegeorgescountymd.gov/3183/Vision-Zero->



PHOTO BY M-NCPPC

In addition to the five WMATA Metrobus routes, the sector plan area is also served by four Shuttle-UM routes (a bus service operated by the University of Maryland).

Map 16. Existing Transit Facilities



Source: Prince George's County Planning Department, GIS Open Data Portal, 2021, <https://gisdata.pgplanning.org/opendata/>. Note: Full data citation available in Appendix F: Map Citations.



Table 6. Bus Stop Service and Design Features in the Sector Plan Area (data collection occurred during September 2020 – December 2020 timeframe)

Map ID	Location	Lines Served	Ridership (WMATA Weekday Averages, Fall 2019)	Sidewalk Accessible	Concrete Waiting Area (Bus Stop Pad)	Bus Stop Shelter	Seating	Lighting
A	Northbound Adelphi Rd @ Tulane Dr	WMATA: F6 East Shuttle-UM 113	F6E: 9 Board, 15 Alight	✓	✓	✓	✓	✓
B	Southbound Adelphi Rd @ Tulane Dr	WMATA F6 West & F8 South Shuttle-UM 113	F6W: 15 Board, 7 Alight F8S: 13 Board, 3 Alight	✓	✓	✓	✓	✗
C	Northbound Adelphi Rd @ Rutgers St	WMATA F6 East & F8 North Shuttle-UM 113	F6E: 0 Board, 5 Alight F8N: 1 Board, 5 Alight	✓	✓	✗	✗	✗
D	Southbound Adelphi Rd @ Rutgers St	WMATA F6 West & F8 South Shuttle-UM 113	F6W: 3 Board, 0 Alight F8S: 2 Board, 2 Alight	✓	✓	✗	✗	✗
E	Northbound Adelphi Rd @ Pennsylvania St	WMATA F6 East & F8 North Shuttle-UM 113	F6E: 1 Board, 4 Alight F8N: 2 Board, 5 Alight	✓	✓	✗	✓	✗
F	Southbound Adelphi Rd @ Pennsylvania St	WMATA F6 West & F8 South Shuttle-UM 113	F6W: 5 Board, 1 Alight F8S: 5 Board, 0 Alight	✓	✓	✗	✗	✗
G	Westbound MD 193 @ Temple St.	WMATA F8 North & C2 West Shuttle-UM 111	F8N: 2 Board, 3 Alight C2W: 7 Board, 3 Alight	✓	✓	✗	✗	✓
H	Eastbound MD 193 @ Tulane Dr	WMATA F8 South, C2 East & J4 East Shuttle-UM 111 & 118	F8S: 2 Board, 1 Alight C2E: 7 Board, 14 Alight J4E: 1 Board, 7 Alight	✗	✗	✗	✗	✗
I	Westbound Campus Dr @ Presidential Dr	WMATA F6 West, C2 West, C8 West & J4 West	F6W: 6 Board, 5 Alight C2W: 15 Board, 4 Alight C8W: 20 Board, 3 Alight J4W: 6 Board, 1 Alight	✓	✓	✗	✗	✗

Policies and Strategies

Complete and Green Streets

POLICY TM 1

Incorporate active transportation safety features, attractive streetscaping, and stormwater management best practices into all streets throughout the sector plan area.

TM 1.1: Work with agencies, property owners, and developers to reconstruct all existing streets to the urban street design standards within the 2017 Prince George's County Urban Street Design Standards (or the most up-to-date County-approved urban street standards) during redevelopment of properties or through Department of Public Works & Transportation (DPW&T)/Maryland State Highway Administration (SHA) capital improvement projects (CIP). (See Table 7. Recommended Master Plan of Transportation Complete and Green Streets for specific recommended urban street design standards; Map 17. Master Plan of Transportation Complete and Green Street Recommendations, and the descriptions of key street design standards on page 66)

TM 1.2: Construct all new streets to the appropriate urban street design standard within the 2017 Prince George's County Urban Street Design Standards or most up-to-date County-approved urban street standards. Where the dimensions of sidewalks within these standards conflict with those within the Zoning Ordinance, the wider sidewalk standard should apply. (See Table 7. Recommended Master Plan of Transportation Complete and Green Streets for specific urban street design standards; and Map 17. Master Plan of Transportation Complete and Green Street Recommendations)

TM 1.3: Coordinate with property owners to create a minimum street grid that facilitates the movement of vehicles, bikes, and people safely including road access off of Adelphi Road and Mowatt Lane as recommended in Table 7 and additional road access onto Campus Drive at or near its intersection with Presidential Drive. All streets should avoid impacting the Regulated Area of the Countywide Green Infrastructure Network.

COMPLETE AND GREEN STREETS

Prince George's County established the Complete and Green Streets policy in 2012 with the Council Bill CB-83-2012. DPW&T incorporated Urban Street Design Standards in 2017.

See page 66 for descriptions of Urban Street Design Standards; a full description of these standards may be found at: https://www.princegeorgescountymd.gov/DocumentCenter/View/20269/Prince-Georges-County-Urban-Street-Design-Standards_2017?bidId=

TM 1.4: Evaluate the potential to use off-peak, on-street parking as a traffic calming mechanism and convenience for shoppers and visitors on Campus Drive and Adelphi Road. Should a pilot project be successful, DPW&T and/or SHA should consider permanent on-street parking in the outside lanes.

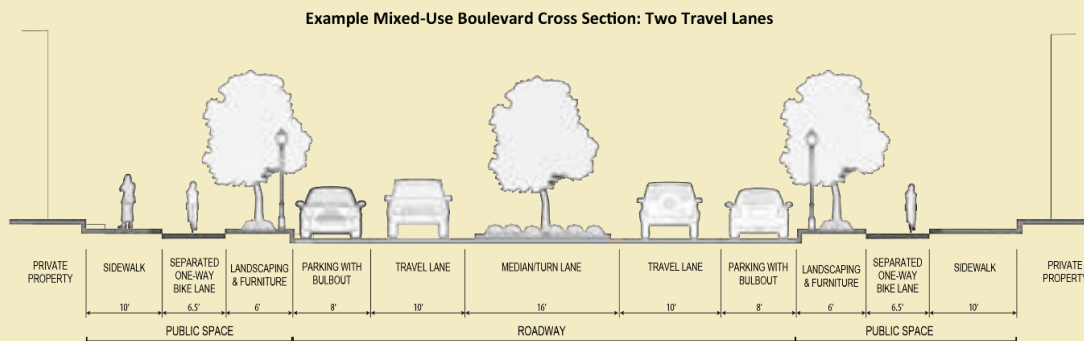
TM 1.5: Where existing streets cannot be retrofit to the DPW&T Urban Street Design Standards due to operational considerations, retrofit such streets with stormwater management facilities, such as bioswales and other best SWM facilities, as encouraged or required by the DPW&T Urban Street Design Standards or equivalent SHA design standards.

TM 1.6: All new streets should be dedicated to any municipality in which they are located or Prince George's County.

Prince George's County Urban Street Design Standards

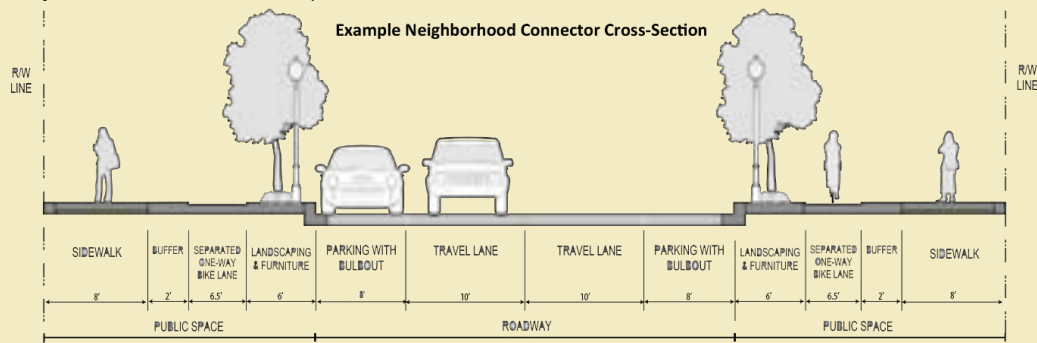
MIXED-USE BOULEVARD

Mixed-Use Boulevards are significant roadways that travel through the heart of medium- to high-density mixed-use centers. Buildings along Mixed-Use Boulevards are located close to the street. Mixed-use Boulevards experience heavy transit, pedestrian, and bicycle activity and require slow vehicular speeds, wide sidewalks, and short crossings to ensure the safety of all users. Separated bicycle lanes are recommended on this type of roadway unless traffic volumes are extremely low.



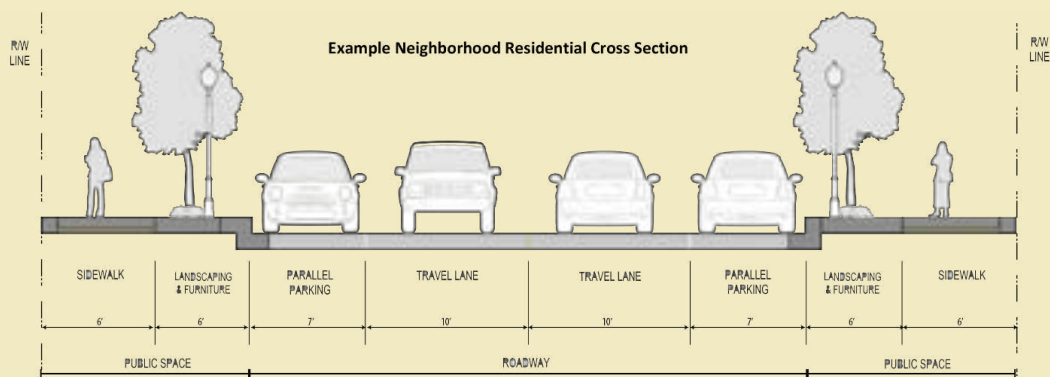
NEIGHBORHOOD CONNECTOR

Neighborhood Connectors link multiple neighborhoods and provide important walking and bicycling routes between them. Neighborhood Connectors typically have continuous development which may be small- and medium-sized businesses and/or residential; however, the scale of development is less intense than that of the Mixed-Use Boulevards. If the neighborhood connector serves as a “main street” destination, it will often have outdoor events and dining along the street edge. These streets encourage bicycle and pedestrian activity and require slow speeds. Major bus routes may occur on these streets. Sidewalk widths will vary depending on the scale of the adjacent residential development.

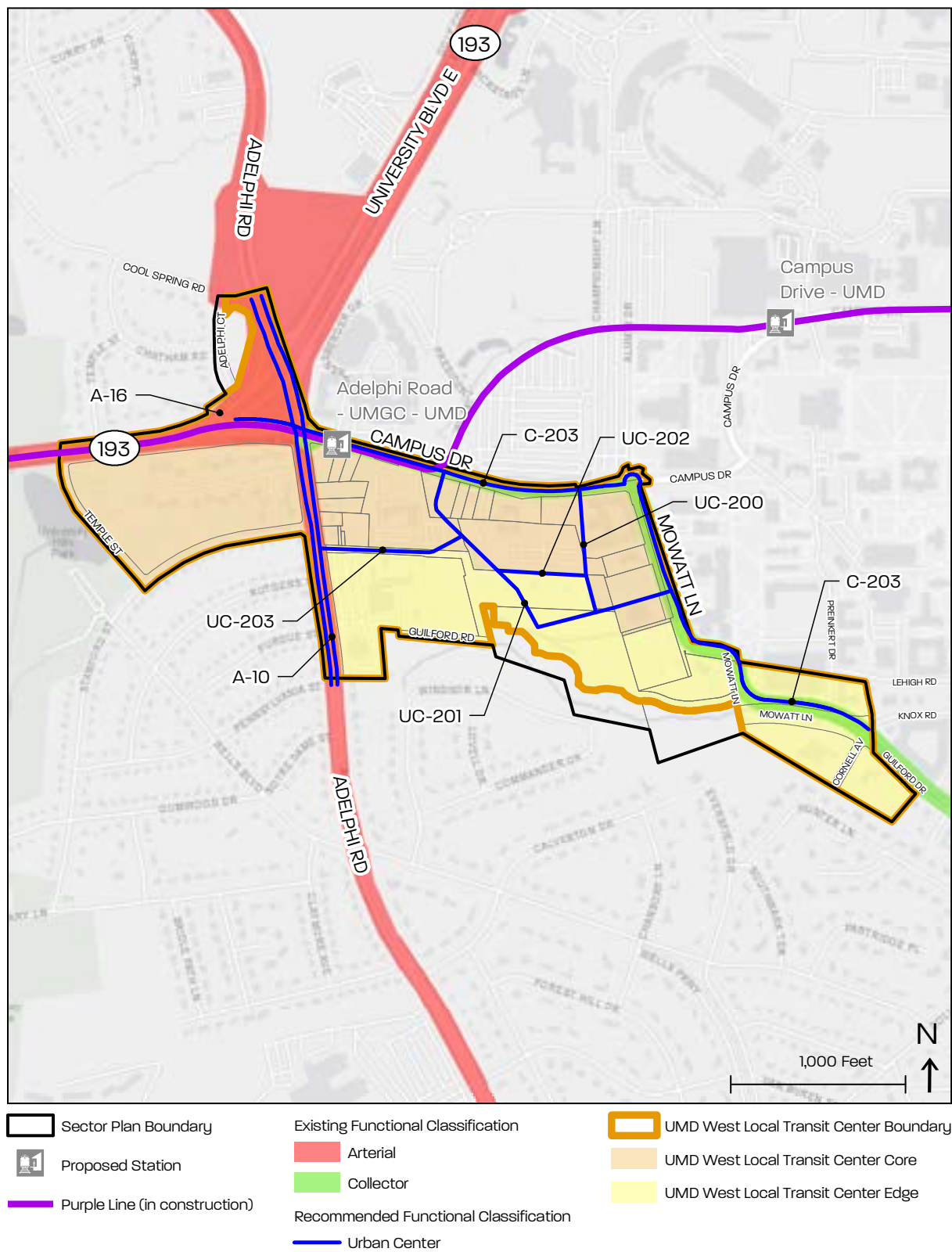


NEIGHBORHOOD RESIDENTIAL

Neighborhood Residential streets have low traffic volumes and provide access to single-family and multifamily housing. Despite lower volumes of pedestrians than along Mixed-Use Boulevards and Neighborhood Connectors, sidewalks are also important along these streets. Due to the low traffic volumes, bicyclists often share the roadway with motorists. On- street parking is provided although in some locations it may be consolidated to one side of the roadway.



Map 17. Master Plan of Transportation Complete and Green Street Recommendations



Source: Prince George's County Planning Department, GIS Open Data Portal, 2021, <https://gisdata.pgplanning.org/opendata/>. Note: Full data citation available in Appendix F: Map Citations.

**Table 7.** Recommended Master Plan of Transportation Complete and Green Streets

Route ID and Facility Name	From	Min. Row	Right-Of-Way Type	Elements	Motor Vehicle Lanes	Notes
A-10, Adelphi Road	Cool Spring Road to Pennsylvania Street	106' 122' w/ parking	Mixed-Use Boulevard (A) Center Turn Lane Std. 100.24	10' wide sidewalks in Core 8' wide sidewalks outside Core 10' two-way cycle track on east side 8' buffer	4	Cycle track may be replaced by buffered on-street bicycle lanes. Min. ROW will be less in Edge. Min. ROW will increase if on-street parking is added.
A-16, MD 193	Temple Street to Adelphi Road	137"	Urban Major Collector Std. 100.02	Purple Line 10' wide sidewalks in Core 8' wide sidewalks outside Core 10' two-way cycle track on south side Shared-use path on north side. 8' buffer	4	Cycle track may be replaced by buffering the on-street bicycle lanes constructed as part of the Purple Line improvements
C-203, Campus Drive	MD 193 (University Boulevard) to Presidential Drive/UC-201	107' to 127" 123' to 143' w/ parking	Mixed-Use Boulevard (A) Std. 100.22	Purple Line 10' wide sidewalks 10' two-way cycle track on south side 8' buffer	4	Cycle track may be replaced by buffered on-street bicycle lanes. Min. ROW will increase if on-street parking is added. Min. ROW includes Purple Line and right turn lane from westbound Campus Drive to northbound MD 193.
C-203, Campus Drive	Presidential Drive/UC-201 to Mowatt Lane	106' 122' w/ parking	Mixed-Use Boulevard (A) Std. 100.22	10' wide sidewalks 10' two-way cycle track on south side 8' buffer	4	Cycle track may be replaced by buffered on-street bicycle lanes. Min. ROW will increase if on-street parking is added.
C-203, Mowatt Lane	Campus Drive to Guilford Drive	103'	Mixed-Use Boulevard (A) Center Turn Lane Std. 100.24	10' wide sidewalks 8' buffer Separated bicycle lanes	2	
UC-200	Campus Drive (C-203) to UC-201	83'	Neighborhood Connector Std. 100.27	10' wide sidewalks in Core 8' wide sidewalks outside Core Separated bicycle lanes	2	
UC-201	Mowatt Lane (C-203) to Campus Drive (C-203)	83'	Neighborhood Connector Std. 100.27	10' wide sidewalks in Core 8' wide sidewalks outside Core Separated bicycle lanes	2	
UC-202	UC-200 to UC-201	60'	Neighborhood Residential Std. 100.28	Shared lane markings (Sharrows)	2	
UC-203	UC-201 to Adelphi Road (A-10)	83'	Neighborhood Connector (B) Std. 100.27	8' wide sidewalks Separated bicycle lanes	2	



POLICY TM 2

Minimize the potential motor vehicle traffic impact generated by all future developments in the sector plan area.

TM 2.1: Ensure all existing and new streets within the sector plan area meet the required Level of Service (LOS) for the Local Transit-Oriented (LTO) Zones in both the AM and PM peak periods.

POLICY TM 3

Minimize and mitigate the environmental impacts of transportation infrastructure, facility design, and construction.

TM 3.1: Provide primary access to 7500 Mowatt Lane by constructing new recommended street UC-201 (See Table 7. Recommended Master Plan of Transportation Complete and Green Streets; and Map 17. Master Plan of Transportation Complete and Green Street Recommendations). Replace the previously approved vehicular access on the southern side of the property with Shared-Use Path T-206. (See Map 18. Recommended Bicycle and Pedestrian Facilities), as far north on the parcel as possible, and outside the 100-foot stream buffer recommended by Strategy NE 1.3, while still providing critical connectivity.

TM 3.2: Vacate Temple Street between Stanford Street and MD 193 (University Boulevard) and transfer the right-of-way to the M-NCPPC for inclusion in the expanded University Hills Duck Pond Park. (See Policy PF 2).

LOCAL TRANSIT ORIENTED (LTO) ZONE—TRAFFIC LEVEL OF SERVICE (LOS) REQUIREMENTS

The Local Transit Oriented Zone (LTO) is designed for transit-rich, mixed-use development that incorporates walking and bicycling to transit and nearby destinations, encourages multiple and complementary uses, and supports circulation patterns for multimodal mobility. The LTO zone supports the high level of activity envisioned for Plan 2035 Centers and has a higher LOS threshold before transportation is deemed inadequate. This threshold will encourage the amount and pattern of development envisioned by this plan that can leverage the nearby Purple Line and pedestrian and bicycle connections to meet a balanced transportation system.

Source: Prince Georges County Subdivision Regulations, Sections 24-4500 through 4506.



PHOTO BY M-NCPPC

The University Hills Duck Pond Park is located west of the Graduate Hills Student Apartment, just outside the sector plan area.



ILLUSTRATION BY STANTEC ARCHITECTURE, INC.

Illustration of the pedestrian and bicycle infrastructure and streetscape elements recommended for the sector plan area for achieving a vibrant, activated, safe and walkable Center. This rendering is for illustrative purposes only and do not reflect required or mandated development. Market conditions will dictate the phasing, scale, and ultimate land uses developed. This rendering illustrates how the internal street plan area may develop, pursuant to County regulations, over time.

Active Transportation: Bicycle/Pedestrian/Micro-Mobility

POLICY TM 4

Enhance active transportation infrastructure to support healthy and sustainable travel modes and attract businesses and employees.

TM 4.1: Construct the pedestrian and bicycle facilities identified in Table 7. Recommended Master Plan of Transportation Complete and Green Streets, and Table 8. Recommended Master Plan of Transportation Shared-Use Paths and Trails. (See Map 18. Recommended Bicycle and Pedestrian Facilities). See also Strategy TM 5.1.

TM 4.2: Provide marked crosswalks on all legs of all intersections in the plan area. (See Table 7. Recommended Master Plan of Transportation Complete and Green Streets) The highest priority intersections for crosswalks are:

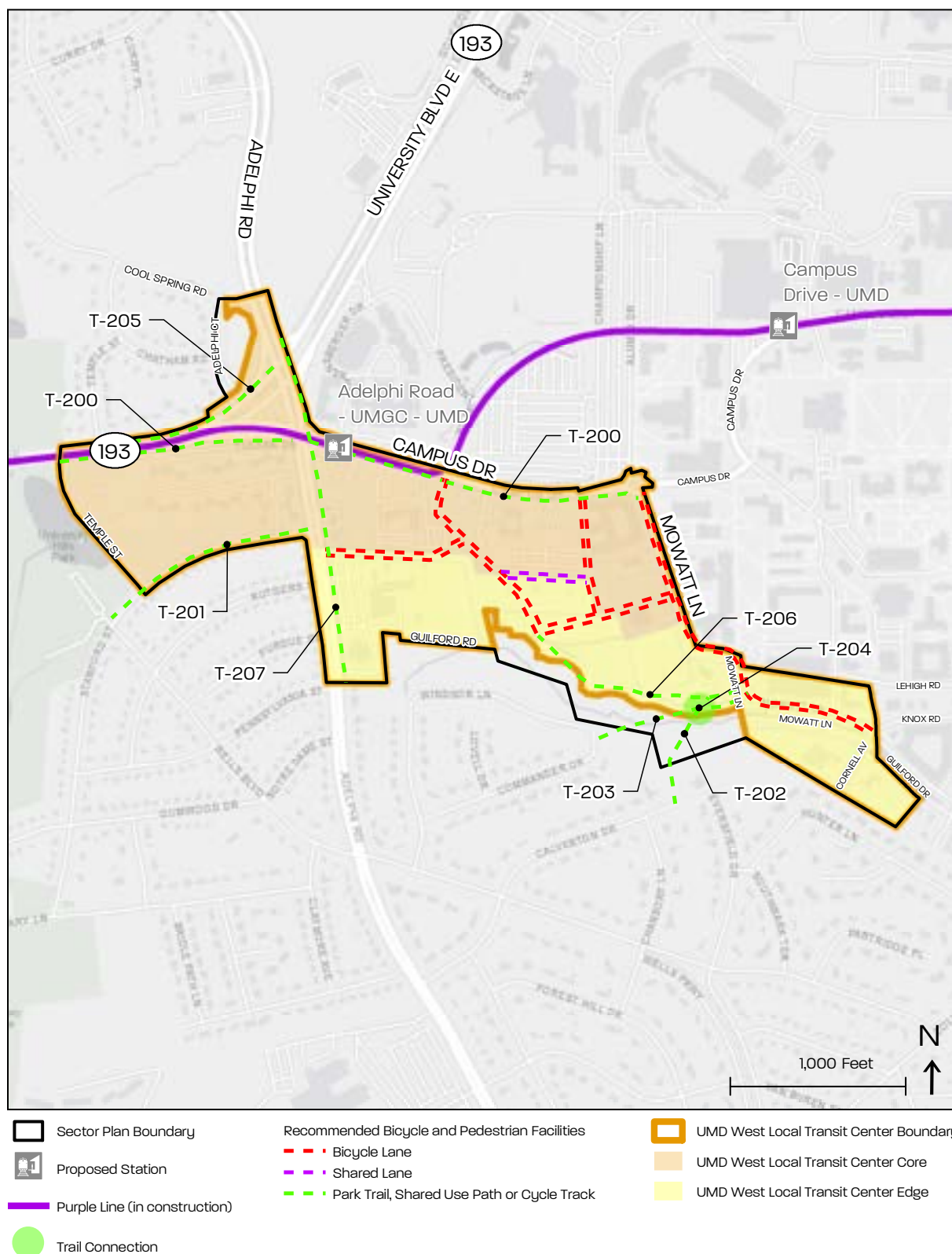
- MD 193 (University Boulevard) and Adelphi Road
- MD 193 (University Boulevard) and Campus Drive

ACTIVE TRANSPORTATION AND PEDESTRIAN/BICYCLE SAFETY FEATURES

- Street trees
- Wide sidewalks accented with special paving materials
- A buffer between streets and sidewalks
- Curb bulb-outs and bump-outs
- Bus stops
- Pedestrian-scaled signage and wayfinding, and
- Lighting fixtures
- Street furnishings such as benches, trash receptacles, and bicycle racks



Map 18. Recommended Bicycle and Pedestrian Facilities



Source: Prince George's County Planning Department, GIS Open Data Portal, 2021, <https://gisdata.pgplanning.org/opendata/>. Note: Full data citation available in Appendix F: Map Citations

TM 4.3: Provide long-term bicycle parking facilities, including bicycle “fix-it stations,” for residents at multifamily developments, consistent with the AASHTO Guide¹ for the Development of Bicycle Facilities.

TM 4.4: Provide short-term covered bicycle parking at the Purple Line Station and at all developments within one-quarter mile of station.

TM 4.5: Provide pedestrian and bicycle facilities as recommended by the DPW&T Cool Spring Road/Adelphi Road Pedestrian and Bicycle Access Improvements Project adjacent to the western portion of the plan area.

TM 4.6: Evaluate the potential for replacing the five-lane segment of Adelphi Road from the southern plan boundary to Campus Drive with the Mixed-Use Boulevard (A) Center Turn Lane (DPW&T Standard 100.24), which includes on-street parking, separated bicycle lanes and wide sidewalks and reduces vehicle travel lanes from four to two.

1. Conduct a temporary pilot road diet to evaluate its effectiveness and impact on improved multimodal performance and safety.
2. Should this pilot project be successful, DPW&T and SHA should partner to implement the recommended road diet permanently. (See Table 7. Recommended Master Plan of Transportation Complete and Green Streets; and Map 17. Master Plan of Transportation Complete and Green Street Recommendations)

1 American Association of State Highway and Transportation Officials (AASHTO), AASHTO Guide for the Development of Bicycle Facilities (2012), https://nacto.org/wp-content/uploads/2015/04/AASHTO_Bicycle-Facilities-Guide_2012-toc.pdf



PHOTO BY M-NOPPC

SHARED-USE PATHS/TRAILS

Shared-use paths are walking and bicycling transportation facilities that are physically separated from motor vehicle traffic. While many shared-use paths are parallel to a roadway and within the right-of-way, they may also have their own independent right-of-way and provide a connection wholly separate from the roadway.

Shared-use paths are sometimes referred to as “trails;” however, trails can also refer to natural-surface or unimproved recreational facilities. While the term “trail” may still be within the proper name of a shared-use path, care should be taken to not use these terms interchangeably, as they have different purposes and design requirements.

POLICY TM 5

Increase connectivity through development of a comprehensive shared-use path and trail network.

See also Policy TM 2

TM 5.1: Construct the pedestrian and bicycle recommendations in Table 7. Recommended Master Plan of Transportation Complete and Green Streets, and Table 8. Recommended Master Plan of Transportation Shared-Use Paths and Trails, which include facilities along roadways as well as shared-use paths independent from the roadway. (See Map 17. Master Plan of Transportation Complete and Green Street Recommendations and Map 18. Recommended Bicycle and Pedestrian Facilities)

TM 5.2: Formalize the existing unofficial, undeveloped natural-surface trail as shared pedestrian and bicycle path T-203 from Mowatt Lane to Commander Drive in the College Heights Estates neighborhood. (See Table 8. Recommended Master Plan of Transportation Shared-Use Paths and Trails; and Map 18. Recommended Bicycle and Pedestrian Facilities)

TM 5.3: Formalize the connection between the existing unofficial, undeveloped natural-surface trail (T-202) and the planned natural-surface trail (T-203) to enhance connectivity between UMD and the College Heights Estates neighborhood and to enhance connectivity throughout the plan area. (See Table 8.

SHARED-USE PATHS

All shared-use paths should be constructed consistent with 2012 AASHTO Guide for the Development of Bicycle Facilities, or the most recent guide.

Source: AASHTO Guide for the Development of Bicycle Facilities (2012), https://nacto.org/wp-content/uploads/2015/04/AASHTO_Bicycle-Facilities-Guide_2012-toc.pdf

Recommended Master Plan of Transportation Shared-Use Paths and Trails; and Map 18. Recommended Bicycle and Pedestrian Facilities)

TM 5.4: Develop and implement a wayfinding and signage strategy for all shared-use paths. See also Strategy HD 4.2.

TM 5.5: Explore the opportunity to expand the Stanford Street right-of-way to accommodate a sidewalk in addition to the recommended shared-use path as development occurs.

POLICY TM 6

Create micro-mobility opportunities at key locations.



PHOTO BY M-NCPPC

Electric scooter parking outside The Domain..

TM 6.1: Provide bicycle share, scooter share, and other micro-mobility facilities, including docking stations, parking areas, and signage.

TM 6.2: Construct electric-assist bicycle and electric scooter infrastructure adjacent to the Purple Line station. Coordinate with UMD Transportation Services and the City of College Park to determine the proper siting of e- scooter parking in the plan area. Potential locations include all intersections within the plan area and at residential buildings serving students.

Table 8. Recommended Master Plan of Transportation Shared-Use Paths and Trails

Route ID	Facility Name	From	To	Min. ROW	Right-of-Way type	Notes
T-200	Cycle Track A	Mowatt Lane	Northwest Branch	10'	Cycle Track	Construct the planned 10'-12' hard-surface off-street cycle track consistent with AASHTO Guidelines along the south side of University Boulevard and Campus Drive.
T-201	Trail B	Adelphi Road	University Hills Duck Pond Park	10'	Shared- Use Path	Construct the planned side path as a 10'- 12' hard-surface shared-use path consistent with AASHTO Guidelines from the west side of Adelphi Rd to the University Hills Duck Pond Park
T-202	Trail C	Mowatt Lane	Calverton Drive	10'	Shared- Use Path	Complete the natural-surface shared-use path by connecting the University of Maryland Hillel property and the College Heights neighborhood via the State of Maryland property in the southeastern corner of the plan area. This replaces a previous MPOT trail in this location.
T-203	Trail D	Mowatt Lane	Commander Drive	10'	Shared- Use Path	Formalize the existing undeveloped natural-surface shared-use path from Mowatt Lane to Commander Drive in the College Heights Neighborhood. This replaces a previous MPOT trail in this location.
T-204	Trail C + Trail D Connection	N/A	N/A	10'	Shared- Use Path	Connect Trail C + Trail D to expand connectivity between the University of Maryland Campus and the College Heights Neighborhood.
T-205	Shared- Use Path A	Adelphi Road	University Boulevard	8'	Shared- Use Path	Connect the plan area to the existing sidewalk, along Cool Spring Rd. and Adelphi Road, which is a planned five (5) foot sidewalk with three (3) foot buffer or eight (8) foot wide shared use path.
T-206	Shared- Use Path B	Mowatt Lane	UC-201	8'	Shared- Use Path	Path will replace previously approved access road to 7500 Mowatt Lane.
T-207	Cycle Track B	Sector Plan Boundary	MD 193 (University Boulevard)	10'	Cycle Track	Construct the planned 10'-12' hard-surface off-street cycle track consistent with AASHTO Guidelines along the east side of Adelphi Road.

Transit

POLICY TM 7

As development occurs in the Sector Plan area, explore the potential of increasing connectivity to destinations throughout the County by expanding transit services and amenities.

See Map 16. Existing Transit Facilities

TM 7.1: Complete construction of the Purple Line.

TM 7.2: Provide shelters with seating at all bus stops along MD 193, Adelphi Road, and Campus Drive. Shelter amenities should include, but not be limited to, seating, trash receptacle, and real-time passenger information. Consider adding charging stations for electronic devices.

TM 7.3: Provide real-time bus arrival information at the bus stops at MD 193 and Tulane Drive, and Adelphi Road and Tulane Drive.

TM 7.4: Provide ADA-accessible "floating bus stops" at the Adelphi Road and Tulane Drive bus stops to separate bus and bicycle traffic and provide a safe waiting space for transit riders.

TM 7.5: Coordinate the implementation of transit service improvements guided by the Prince George's County Transit Service and Operations Plan, the WMATA Bus Transformation Project Bus Service Guidelines, and the Countywide Master Plan of Transportation (MPOT).

TM 7.6: As development occurs, evaluate opportunities to connect the sector plan area to other destinations in the County by adding TheBus service in the Sector Plan Area.

TM 7.7: Encourage transit agencies to evaluate the feasibility of rerouting transit in the sector plan area to serve the new street network as new streets are developed as development occurs.



PHOTO BY M-NCPPC

FLOATING BUS STOPS

Floating bus stops are islands in the middle of the road designed to separate bus and bicycle traffic while providing a safe waiting area for transit rider.



GRAPHIC BY FEDERAL HIGHWAY ADMINISTRATION

PROTECTED INTERSECTIONS

A protected intersection is an intersection with corner refuge islands, stop bars for cyclists set ahead of those for motorists, bicycle-friendly signal phasing, and bike lane setbacks that give turning motorists a clear view of crossing cyclists. The combination of these elements creates an intersection where cyclists and pedestrians are more readily seen by motorists and the non-motorized travelers have shorter distances to travel to cross the street.

Source: Protected Intersections | National Association of City Transportation Officials (nacto.org)



Traffic Calming And Safety

POLICY TM 8

Support the County's efforts to achieve Vision Zero Prince George's, a Countywide interdisciplinary approach to eliminate all traffic-related fatalities and serious injuries.

TM 8.1: Provide traffic-calming measures to slow traffic and increase driver awareness of pedestrians, bicyclists, transit riders, and other motorists on new and existing streets.

TM 8.2: Evaluate the potential for the construction of protected intersections to calm traffic to prioritize pedestrians and bicyclists at all intersections in the sector plan area.

TM 8.3: When assessing the feasibility of traffic-calming measures to address observed safety deficiencies, the roadway operating and permitting agencies should institute traffic-calming facilities regardless of roadway traffic volumes or the LOS adequacy threshold.

TM 8.4: Increase engagement and education regarding the importance of safety and best practices when driving, walking, bicycling, and riding transit.

TRAFFIC CALMING

Traffic calming refers to a series of strategies aimed at increasing driver awareness of pedestrian, bicyclists, and other users by reducing vehicle speeds. Common traffic calming measures include but are not limited to on-street parking, curb extensions/bulb-outs, road diets, and other ways to visually, if not physically, narrow the perceived lane width.

Street and roadway designs that reduce the likelihood of pedestrian-vehicle and bicycle-vehicle collisions, especially in areas where people traveling by different modes are expected to interact, should always be prioritized.

Source: nacto.org/treatment/traffic-calming

PARKING MANAGEMENT

The management of parking supply is a key tool in ensuring successful and sustainable transit-oriented development. The 2016 Approved Prince George's Plaza Transit District Development Plan, the County's master plan for the area surrounding the Hyattsville Crossing Metro Station, states: "The availability of free parking is one of the main contributing factors to automobile use. The search for an available on-street parking spot is one of the leading causes of traffic congestion. Even residents who would prefer to walk, bike, or take transit will consider driving if they can be guaranteed a free parking spot at their destination. To encourage the use of non-auto forms of travel, the supply of parking should be constrained to the level of actual demand, and priced based on its actual value. To reduce demand for parking, residents, visitors, shoppers, workers, and business owners need to feel confident that they can get to their destinations—or that customers can get to their businesses—easily and affordably without driving."

Policy TM 8 of Plan 2035 recommends that the County "ensure minimum and maximum parking requirements for transit-accessible areas are appropriate to advance the overall goals of Plan 2035." To implement this policy, the 2018 Zoning Ordinance contains new parking regulations that allow, and, in many cases, require property owners to provide fewer parking spaces than were previously required. Transit-supportive parking regulations reduce vehicle trips by allowing the sharing of parking spaces for multiple uses, lower development costs, and support transit, bicycle, pedestrian, and other non-motor vehicle travel modes.

Key regulations cited in Policy TM 9 of this Sector Plan include:

Section 27-6307(e), which allows a property owner to use on-street parking spaces to help meet an off-street parking requirement. On-street parking serves multiple visitors and business patrons over the course of a given day.

Section 27-6308(a), which allows a reduction in parking spaces provided for development within a half-mile of a transit station, since many residents will walk or take transit (especially adjacent to UMD).

SOURCE: Plan 2035

Parking

POLICY TM 9

Manage parking to encourage walking, bicycling, transit, and other alternative modes of transportation.

TM 9.1: Evaluate the potential for residential parking districts per Subtitle 26, Division 9 of the County Code or municipal parking ordinances to discourage/reduce overflow parking in surrounding neighborhoods.

TM 9.2: Collaborate with the City of College Park, the Revenue Authority of Prince George's County, the University of Maryland, businesses, and property owners to advance parking management practices, such as variable demand-based parking pricing, carpool parking priority, parking cash-out programs, and unbundled parking costs, among others.

TM 9.3: Permit on-street parking to count toward off-street parking minimums, per Section 27-6307(e) of the Zoning Ordinance (Off-Street Parking Alternatives: On-Street Parking).

TM 9.4: Permit a 50 percent parking reduction within one-quarter mile of the Purple Line Station pursuant to Section 27-6308(a) of the Zoning Ordinance (Reduced Parking Standards for Parking Demand Reduction Strategies: Transit Accessibility).

TM 9.5: Permit a 15 percent reduction between one-quarter and one-half mile of the Purple Line Station, pursuant to Section 27-6308(a) of the Zoning Ordinance (Reduced Parking Standards for Parking Demand Reduction Strategies: Transit Accessibility).

TM 9.6: Coordinate with UMD Transportation Services and the Cities of College Park and Hyattsville to determine the proper siting of car sharing locations, and ride-hailing loading/unloading spaces, as new development occurs.



Section VI

Natural Environment

GOAL

In 2047, the Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan area promotes sustainability by protecting valuable natural resources and incorporating and integrating existing natural features within the built environment.



PLAN 2035 NATURAL ENVIRONMENT GOAL

Preserve, enhance, and restore our natural and built ecosystems to improve human health, strengthen our resilience to changing climate conditions, and facilitate sustainable economic development.



PHOTO BY M-NCPPO



Existing conditions

Green Infrastructure

The sector plan area lies within two subwatersheds in the Anacostia River basin—the Northwest Branch and the Lower Northeast Branch. The Anacostia River drains the highly urbanized areas of Montgomery and Prince George’s Counties and the District of Columbia. Decades of urbanization have resulted in a loss of wetlands and forest cover and the increased conversion of natural landscapes to impervious surfaces. These actions contributed to poor water quality, habitat loss, and extreme runoff events, which have reshaped the river over time. Although the 2017 rating based upon a reassessment of water quality, completed as part of the *Approved Prince George’s County Resource Conservation Plan: A Countywide Functional Master Plan* (RCP) was not broken down to the subwatershed level of detail, the conditions in the Northwest Branch improved while conditions stayed the same in the Lower Northeast Branch, since the previous evaluations in 2003 and 2013. Water quality in the sector plan area may be adversely impacted by the prevalence of impervious surfaces (nearly 36 percent of the plan area) and compacted soils. Without the benefit of current stormwater management techniques, these surfaces can cause excessive, rapid, and polluted stormwater to run off into the receiving streams.

Redevelopment of uses constructed prior to the advent of the current stormwater management regulations often leads to better onsite stormwater management and less runoff.

About 0.03 acres of known wetlands are within the sector plan area, a tiny section of land adjacent to the University Hills Duck Pond. There are no Wetlands of Special State Concern¹ (WSSCs) within or adjacent to the sector plan area. Additionally, 4 percent of the sector plan area falls within the County floodplain²

1 Many Wetlands of Special State Concern (WSSC) contain the last remaining populations of rare or threatened native plants and animals in the state.

2 In Prince George’s County, the location of the 1 percent annual chance (100-year) floodplain is based on future land conditions in the watershed and determined or approved by DPIE. The County floodplain is usually larger in area compared to the FEMA floodplain because the analysis is based on ultimate development or build-out conditions in a watershed while the FEMA floodplain is based only upon present land use conditions.

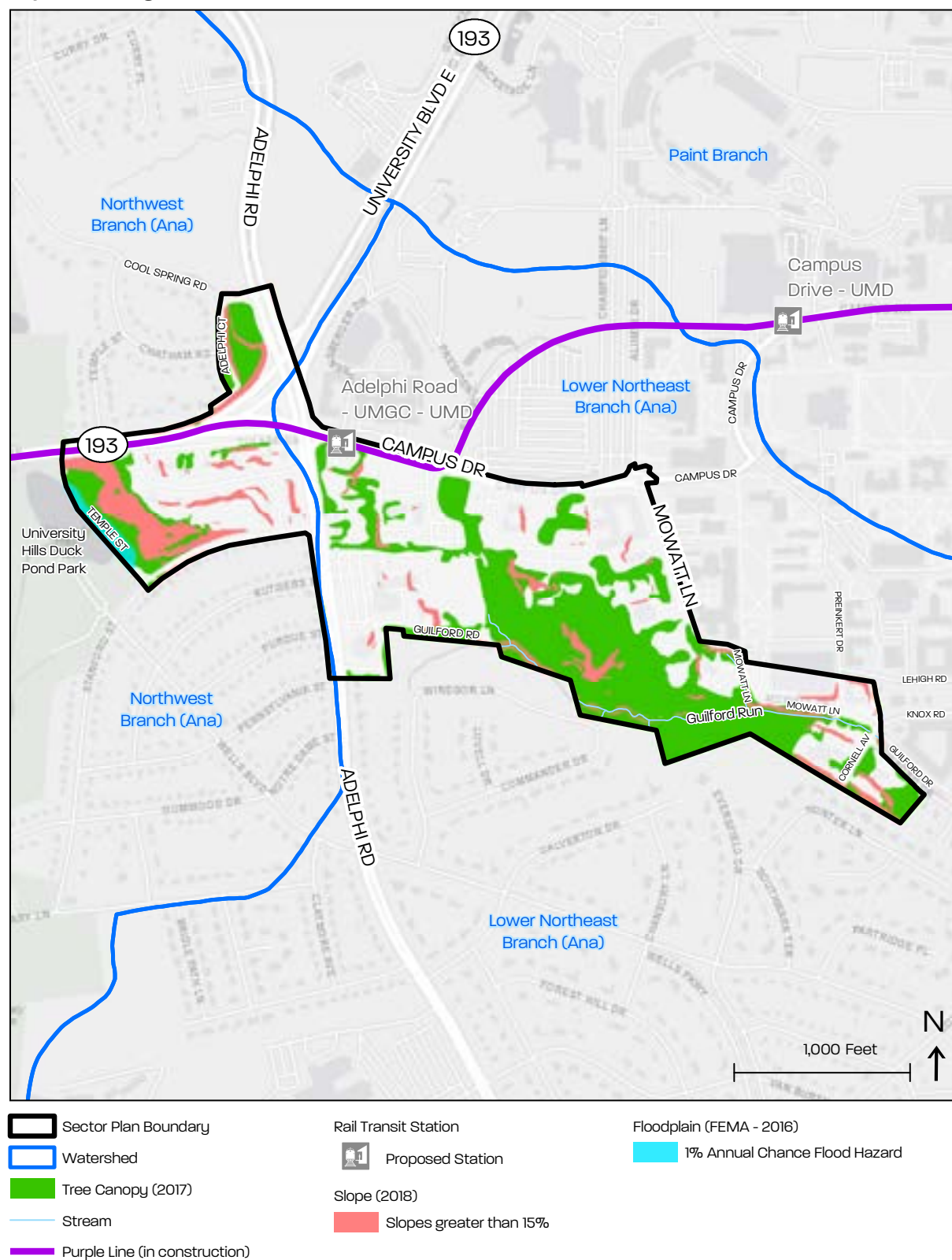
Table 9. Watersheds in the Plan Area

Watershed	Watershed acres within County	% Of County	Watershed acres within plan area	% of plan area
Anacostia Northwest Branch	5,037.86	1.58%	27.94	27.10%
Anacostia Lower Northeast Branch	4,504.20	1.41%	75.15	72.90%
Total	9,542.06	2.99%	103.09	100.00%

COUNTYWIDE GREEN INFRASTRUCTURE NETWORK AND REGULATED ENVIRONMENTAL FEATURES

The Green Infrastructure Network “Regulated Areas represent a conceptual delineation of connected regulated environmental features including streams, wetlands and their buffers, the 100-year floodplain, and their adjacent steep slopes.” These features are identified as Regulated Environmental Areas by the County Code. Regulated Areas of the Countywide Green Infrastructure Network “are considered conceptual until their features and their buffers are mapped in greater detail on an approved Natural Resource Inventory (NRI).” Regulated environmental features identified on an approved NRI are protected through the subdivision, floodplain, and woodland conservation ordinances. “Impacts to regulated environmental features are recommended for approval only where necessary for construction of road crossings, the installation of necessary public utilities, or the placement of stormwater outfalls when no alternatives are feasible.”

Map 19. Existing Environmental Features



Source: Prince George's County Planning Department, GIS Open Data Portal, 2021, <https://gisdata.pgplanning.org/opendata/>. Note: Full data citation available in Appendix F: Map Citations.

and consists of 1.31 acres east of the University Hills Duck Pond Park and 2.86 acres along Guilford Run in the southeastern part of the sector plan area. More than 8 percent (approximately 9.11 acres) of the sector plan area lies within the Regulated Areas of the 2017 Countywide Green Infrastructure Network (GI). Regulated Areas include the vegetated buffer surrounding the University Hills Duck Pond in the northwest corner and the vegetated buffer following Guilford Run creek in the southeast corner. See Map 20. Existing Environmental Easements and Regulated Areas of the Countywide Green Infrastructure Network.

Conservation Easements

A conservation easement is a voluntary legal agreement recorded between a landowner and a land trust or government agency that permanently limits the uses of the land to protect its conservation values and sensitive environmental features. All conservation

easements must provide public benefits, which may include water quality, wildlife habitat, outdoor recreation, and education. A conservation easement is a “tool in the toolbox” that permanently protects regulated environmental features.

Forest and Tree Canopy/Impervious Surfaces

Forest and tree canopy coverage in the plan area increased by 2 percent between 1993 and 2017 because of a renewed focus on tree and woodland preservation during the land development process. As of 2017, tree canopy covered about 38 percent of the plan area, a relatively high percentage. Nearly 36 percent of the sector plan area is made up of impervious surfaces; however, the existing tree canopy covers only a small amount of those impervious surfaces. This may indicate higher ambient temperatures that contribute to the urban heat island effect.

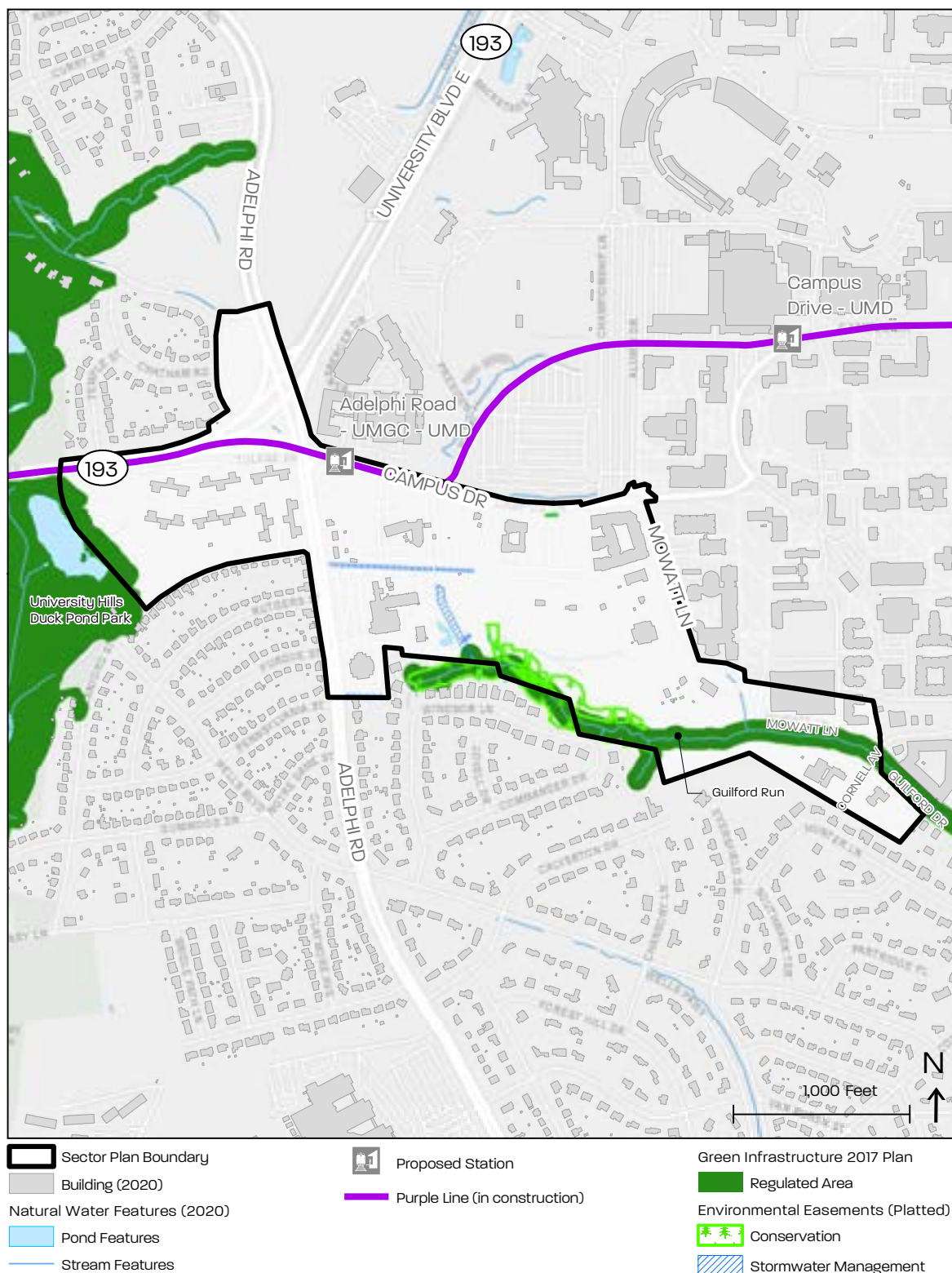


Trees line the median of Guilford Drive in the southeast part of the sector plan area.

PHOTO BY M-NCPPC



Map 20. Existing Environmental Easements and Regulated Areas of the Countywide Green Infrastructure Network



Source: Prince George's County Planning Department, GIS Open Data Portal, 2021, <https://gisdata.pgplanning.org/opendata/>. Note: Full data citation available in Appendix F: Map Citations



Policies and Strategies

Green Infrastructure

POLICY NE 1

Preserve the maximum amount of existing natural resources practicable within the context of creating urban, walkable communities. Ensure that areas of connectivity and ecological functions are maintained, restored, or established.

NE 1.1: There should be minimal-to-no impact to the Regulated Areas of the Countywide Green Infrastructure Network within the sector plan area.

NE 1.2: During development and redevelopment of properties within the sector plan area, maximize preservation and/or restoration of valuable natural resources through site design and open space set asides that overlap with natural areas identified within the Countywide Green Infrastructure Network.

NE 1.3: Maximize the forested buffer along Guilford Run.

- a. Any new development should be designed to maximize buffers beyond 100 feet measured from the top of the bank on each side of the stream.
- b. Amend applicable county codes to increase the minimum forest buffer requirements.

NE 1.4: Acquire additional portions of properties to be added to the Guilford Run Stream Valley Park (Conservation Area C).

NE 1.5: Tree requirements associated with the Woodland and Wildlife Habitat Conservation Ordinance should be fulfilled within the Guilford Run sub-watershed unless a receiving location is deemed unavailable pursuant to Section 25-122 of the Woodland and Wildlife Habitat Conservation Ordinance.

BALANCING GROWTH AND PRESERVATION

Plan 2035 and the 2017 *Approved Resource Conservation Plan: A Countywide Functional Master Plan* (RCP) recognize the need to balance targeted growth in designated Centers with the need to conserve and preserve the County's rich environmental resources. Strategy 2.3 of the Countywide Green Infrastructure Plan (pg. 50) recommends the County:

"[a]llow impacts to regulated environmental features as appropriate to accommodate new development and redevelopment within designated Downtowns, Regional Transit Districts, the Innovation Corridor, and Local Centers and where needed to accommodate planned development on constrained sites. Mitigation for these impacts should be provided as close to the area of impact as possible."

While the established County policy is to allow such impacts, this Sector Plan recommends preserving the Regulated Areas of the Countywide Green Infrastructure Network, while acknowledging that impacts to the Evaluation Areas are unavoidable in the sector.



PHOTO BY M-NCPPC

NE 1.6: Amend the Countywide Green Infrastructure Network, as delineated by the 2017 *Approved Resource Conservation Plan: A Countywide Functional Master Plan* (RCP), as follows:

- a. Add the following parcels as Evaluation Areas:
 - i. Conservation Area A (3841 Campus Drive; Tax ID 2411122)
 - ii. Conservation Area B (western portion of 3424 Tulane Street; Tax ID 1965334)
 - iii. 7715 Adelphi Road (Tax ID 2314870)
 - iv. Parcel A on Mowatt Drive (Tax ID 2411528).
- b. Remove The Domain at College Park, 3711 Campus Drive (Tax ID 5516582) from the Evaluation Area, as the property has been fully developed.
- c. Add the wetlands and their 25-foot buffer identified in NRI-152-06-03 to the Regulated Area.

See Map 21. Proposed Amendments to the Countywide Green Infrastructure Network, Policies Policy LU 2, Policy NE 3, and Policy PF 2.

NE 1.7: Maximize the use of conservation easements to preserve, in perpetuity, sensitive environmental features within the sector plan area.

EVALUATION AREAS

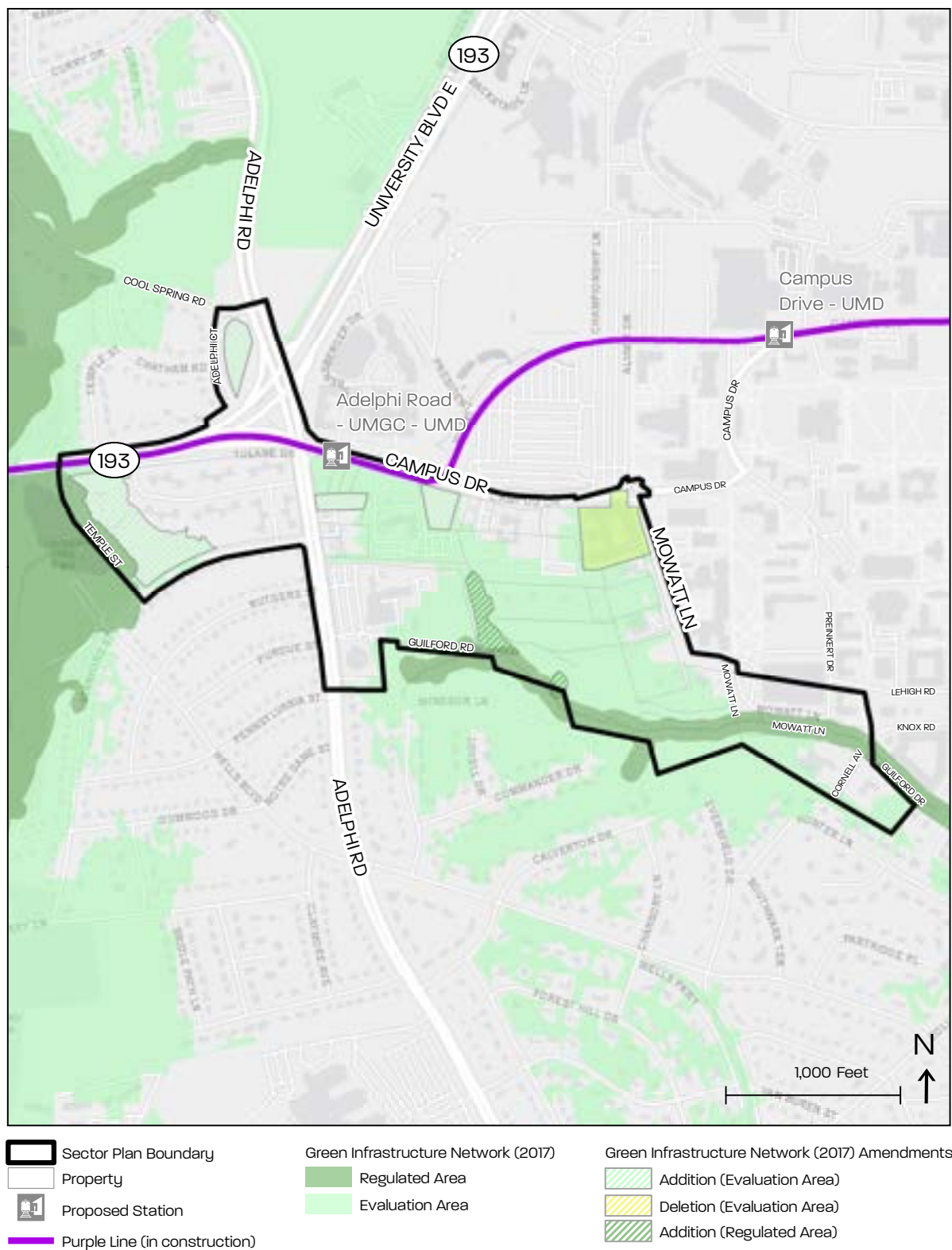
According to the 2017 *Approved Resource Conservation Plan: A Countywide Functional Master Plan*, page 30:

"The Evaluation Areas [of the Countywide Green Infrastructure Network] will be considered during the [development] review process as areas of high priority for on-site woodland and wildlife habitat conservation and restoration of lost connectivity. These areas should be considered before the use of off-site conservation options. Properties that contain evaluation areas will develop in keeping with the underlying zoning and in conformance with the other regulations of applicable ordinances; however, consideration must be given to the resources that exist and their priority for preservation, restoration, and permanent conservation."

Most of the Evaluation Areas of the Countywide Green Infrastructure Network run along the southern portion of the plan area boundary along the Guilford Run vegetated buffer. See Map 23. Proposed Amendments to the Countywide Green Infrastructure Network.



Map 21. Proposed Amendments to the Countywide Green Infrastructure Network



Source: Prince George's County Planning Department, GIS Open Data Portal, 2021, <https://gisdata.pgplanning.org/opendata/>. Note: Full data citation available in Appendix F: Map Citations



Stormwater Management/Impervious Surfaces

POLICY NE 2

Proactively address stormwater management.

NE 2.1: To more fully protect undisturbed green infrastructure and given the presence of compacted soils and density of the proposed development creating space constraints, limit the use of environmental site design (ESD) to manage stormwater management volume.

NE 2.2: Construct underground/structured stormwater management facilities as a land-saving option to retain and release the stormwater volume resulting from proposed development densities, pursuant to County stormwater management regulations.



PHOTO BY M-NCPPC

Green infrastructure for stormwater management.

NE 2.3: As redevelopment and street construction/reconstruction occur, retrofit portions of properties and rights-of-way using stormwater best management practices (BMPs) to facilitate stormwater infiltration, reduce surface runoff volumes, and minimize adverse impacts to water quality. Stormwater BMPs are defined as control measures implemented to mitigate changes to both the quality and quantity of runoff. BMPs usually focus on water quality problems caused by an increase in impervious surfaces. Stormwater BMPs can include storage practices (e.g., retention ponds or green infrastructure design), vegetative practices (e.g., buffers, green roofs, or wetlands), filtration/infiltration practices (e.g., porous pavement or functional stormwater design), and water-sensitive development (e.g., low impact development). See also Strategy TM 1.4.

NE 2.4: Retrofit the University of Maryland campus with modern stormwater management facilities and green infrastructure to reduce runoff into Guilford Run.

POLICY NE 3

Reduce urban heat island effect, thermal heat impacts on receiving streams and public health, reduce stormwater runoff by increasing the percentage of shade and tree canopy over impervious surfaces, and use pervious surfaces.

NE 3.1: Maximize use of pervious surfaces (pervious pavement, green roofs, etc.) during construction.

See Policies Policy TM 1 and Policy TM 9 for additional strategies for urban street design and reductions of parking that also implement this Policy.

PERVIOUS SURFACES

Section 27-6304(b)(2) of the Zoning Ordinance states "The use of pervious or semi-pervious parking lot surfacing materials—including, but not limited to—pervious asphalt and concrete, open-joint pavers, and reinforced grass/gravel/shell grids, is encouraged."



Forest Cover/Tree Canopy Coverage

POLICY NE 4

Preserve the tree canopy to support the conservation of the natural environment.

NE 4.1: Maximize tree canopy in all outdoor spaces to ensure comfort and shade for users and to mitigate urban heat island effect and enhance air quality by preserving existing trees and planting new trees.

NE 4.2: Install street trees to the maximum extent possible along all streets and shared-use path rights-of-way in accordance with the County Urban Street Design Standards. See Section V Transportation and Mobility.

NE 4.3: Ensure all trees will have the necessary soil volume and canopy space to thrive.

NE 4.4: Use selective clearing and restoration planting to develop an invasive species management plan in the Guilford Run stream valley (Conservation Area C) to ensure minimal impact on the natural environment and tree canopy. Also see Policy PF 2 and Map 27. Recommended Parks and Public Open Spaces.

NE 4.5: Locate open space set-aside areas directly adjacent to the existing platted conservation easement along Guilford Run and maximize preservation of specimen trees. See Policy PF 2

NE 4.6: Preserve the northwest area of the Sector Plan as Conservation Area A. See Policies Policy LU 2 and Policy PF 2, Strategy NE 1.6, Table 16. Recommended Parks and Public Open Spaces, and Map 27. Recommended Parks and Public Open Spaces.

NE 4.7: Preserve the western side of the sector plan area adjacent to University Hills Duck Pond as Conservation Area B to protect steep slopes, woodlands, and floodplain. See Policy PF 2, Strategy NE 1.6, Table 16. Recommended Parks and Public Open Spaces, and Map 27. Recommended Parks and Public Open Spaces.

NE 4.8: Preserve the southern area of the Sector Plan along Guilford Run as Conservation Area C. See Policies Policy LU 2 and Policy PF 2, Strategy NE 1.6, Table 16. Recommended Parks and Public Open Spaces, and Map 27. Recommended Parks and Public

SOIL VOLUME

Soil volume, measured in cubic feet, represents the amount soil and space needed to support a healthy environment for trees to thrive. The adequate volume needed depends on the expected full-grown size of the tree. "Several nationally recognized arborists have studied the minimum soil volume needed to support shade trees in confined situations, and they have concluded that 1,000 - 1,200 cubic feet or more of soil volume is needed for a large shade tree to grow in confined rooting environments such as parking lot islands" or other paved areas. The soil volume could be slightly reduced if the tree pits are linked together.

Source: Montgomery County Planning Commission, "Sustainable Green Parking Lots," https://www.montcopa.org/DocumentCenter/View/9735/Green-Sustainable-Parking-Guide-2_10_2016-Web, accessed September 14, 2021.

INVASIVE SPECIES MANAGEMENT PLAN/ INTERPLANTING

An Invasive Species Management Plan is the removal of exotic or invasive species and Restoration Planting is the process of planting of native plants to improve the quality of the vegetation within an area designated for woodland conservation.

Source: Invasive Plant Management Techniques | Athens-Clarke County, GA - Official Website (accgov.com)

WOODLAND AND WILDLIFE HABITAT ORDINANCE (WCO) AND WOODLAND CONSERVATION FUND

The Woodland and Wildlife Habitat Ordinance (WCO) (Subtitle 25, Division 2) allows for the woodland conservation requirement for a developing site to be satisfied onsite, off-site (banking), or by payment of a fee-in-lieu based on the area being mitigated. Fees-in-lieu collected, and fines associated with violations of the WCO are put in the Woodland Conservation Fund. Money deposited in the Woodland Conservation Fund are administered by the Prince George's County Department of Environment and may be used for afforestation/ reforestation projects, street tree planting, forest maintenance, achieving tree canopy goals, and land acquisition for conservation purposes.



PHOTO BY M-NCPPC



Open Spaces.

CLIMATE CHANGE

POLICY NE 5

Support local actions that mitigate the impact of climate change.

NE 5.1: Continue to support and promote the Prince George's Climate Action Commission, in accordance with Council Resolution CR-7-2020, to develop a Climate Action Plan for Prince George's County that will prepare for regional climate change impacts and will set climate stabilization goals.

NE 5.2: All new developments should incorporate the Green Building Standards in Sec. 27-61600 of the Zoning Ordinance.

NE 5.3: Continue to expand active transportation opportunities to reduce automobile dependency and carbon emissions. See Policy TM 4 for details.

GREEN BUILDING STANDARDS

The County's current Zoning Ordinance, effective April 1, 2022, contains new green building standards that "will result in development that promotes healthy lifestyles, reduces greenhouse gas emissions, and protects our natural resources. Implemented through a scoring system, applicants would have to select from a list of green practices to satisfy the minimum point requirement to get an approval or permit for their development. All new development that consists of 10 or more dwelling units or nonresidential space of at least 25,000 square feet would need to comply with these regulations."

See Section 27-61600 of the Zoning Ordinance for more information.

SOURCE: Prince George's County Planning Department, "Development Standards—Increasing Design Quality of New Development", <http://zoningpgc.pgplanning.com/wp-content/uploads/2019/12/Zoning-Fact-Sheet-4-v5.pdf>, accessed October 5, 2021.



Section VII

Housing and Neighborhoods

GOAL

In 2047, the Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan area provides a range of housing options for a diverse population that meets the needs of the community and supports the anchor institutions and market demand to create an inclusive neighborhood.



PLAN 2035 HOUSING AND NEIGHBORHOODS GOAL

Provide a variety of housing options— ranging in prices, density, ownership, and type—to attract and retain residents, strengthen neighborhoods, and promote economic prosperity.



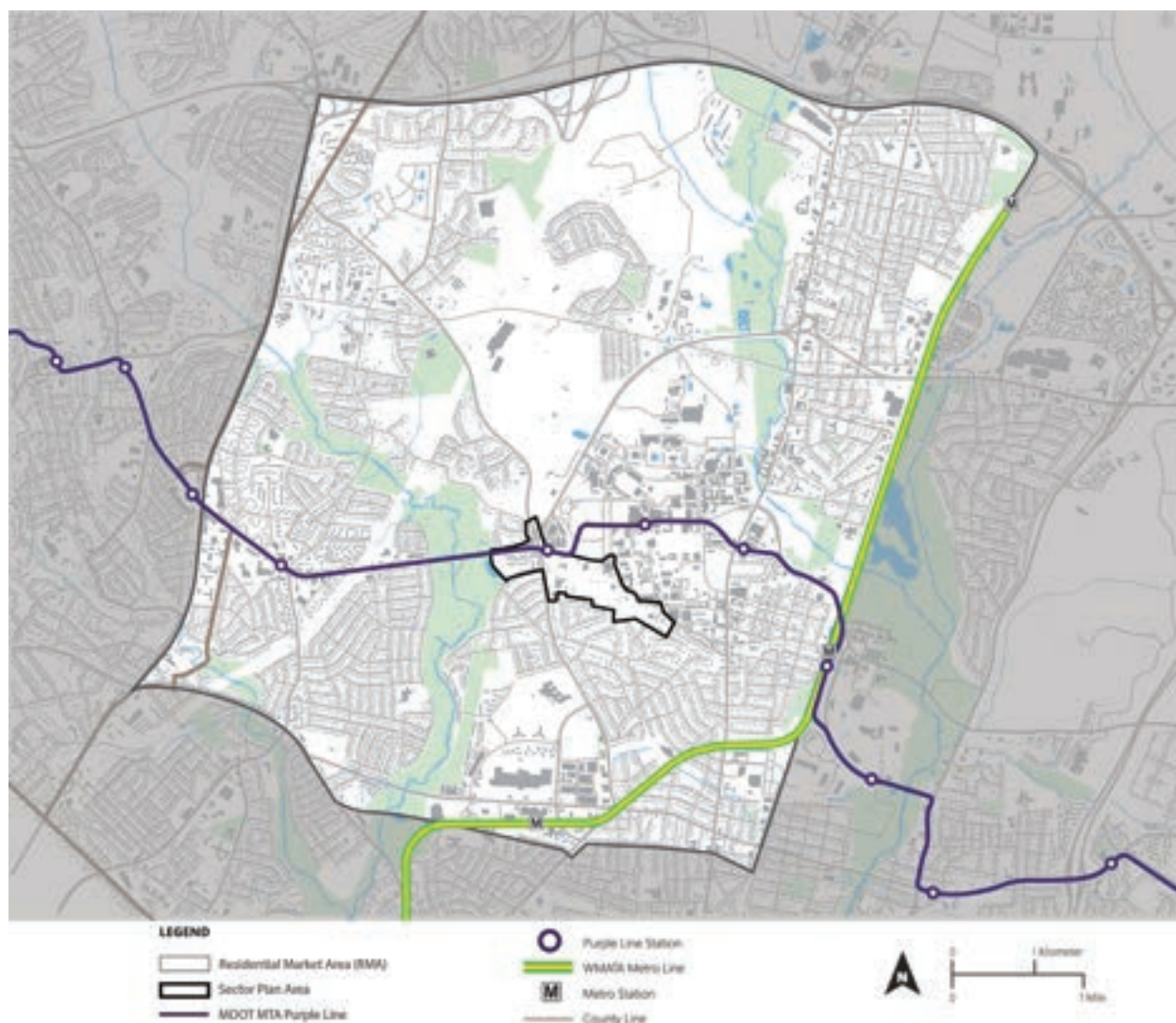
PHOTO BY M-NOPPO

Residential Market Area

When developing a sector plan, planners look at the demand for housing not just in the fixed geography of a sector or Planning Area, but also in neighboring communities. A key factor in determining housing demand is identifying the nature of the existing and anticipated supply: what types, sizes, or sale/rent

price points are available in the surrounding area. This sector plan's primary residential market area (RMA) incorporates portions of the City of College Park and many neighborhoods outside the City of College Park, including Adelphi, Calvert Hills, Riverdale Park, and University Park. See Map 22.

Map 22. Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan Residential Market Area



SOURCE: Prince George's County Planning Department, GIS Open Data Portal, 2021, <https://gisdata.pgplanning.org/opendata/>. Note: Full data citation available in Appendix F: Map Citations.

Existing Conditions

Of the area's housing base, 60.7 percent is single-family detached homes. Larger multifamily housing (20 or more units per structure) in the RMA (Residential Market Area) represents 17.2 percent of the housing west of the campus. Some single-family homes have been divided into smaller rental housing alternatives for students.

More than one-third of housing units were built in the 1950s. The development pattern of the area's existing neighborhoods leaves limited opportunity for new development; only 11.1 percent of the housing units have been built since 2010, compared to 19 percent in the City of College Park.

The Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan area rental market serves UMD students seeking off-campus options as well as university staff and younger couples. CoStar, a commercial real estate information company, reports 10,850 beds in 3,664 non-dormitory student housing units with an occupancy of 93 percent and 63 percent preleasing of the 762 units under construction. Overall, CoStar estimates the RMA has 17,131 rental units of all types of non-dormitory housing and another 1,893 units under construction. CoStar's development pipeline suggests an additional 1,206 rental and market-rate units slated for development in the near term. Affordable rent-subsidized housing units represent a small percentage of existing units with only 637 units in four properties.

About half of the multifamily units were built in the 1950s and 1960s. During the 1970s, 1980s, and 1990s, the area slowly added about 1,000 multifamily units to the housing stock each decade.

Development of new rental housing began to rapidly increase over the past decade with the addition of 13 new buildings with 3,746 new units because of the area's growing appeal and a favorable financial climate for rental housing investments.

Full-time undergraduates at UMD totaled 28,610 in 2020 and are projected by the university to increase to 31,830 by 2025. An estimated 10,850 undergraduates live on campus in university housing, but off-campus student housing has expanded in recent years. Additionally, UMD supports a large number of graduate and post-doctoral students, with roughly 7,500 full-time students.

The market for rental housing also includes UMD's large base of faculty and professional staff, some of

SECTOR PLAN AREA HOUSING

While the sector plan looks at the broader RMA to evaluate its housing market, the sector plan area is home to two apartment complexes and a handful of single-family dwellings.

The first large-scale development in the sector plan area is the 290-unit University Hills (now Graduate Hills) apartment complex completed in 1950. Graduate Hills (UMD's only graduate housing) is located at the intersection of Adelphi Road and MD 193 (University Boulevard) and offers an off-campus housing experience for UMD Graduate students.

Constructed in 2013, the Domain is a five-story mixed use building located at the southwest corner of Campus Drive and Mowatt Lane with apartments on upper floors and commercial on the ground floor.

whom could be attracted by new quality rental and for-sale communities proximate to the university. Households with one member employed by the university and another commuting to a job elsewhere in Prince George's County, Montgomery County, or the District of Columbia could find a Purple Line station location particularly appealing. There is a limited supply of high-end, multifamily residential offerings throughout the area for faculty and staff.

The City of College Park residential market area has only one senior housing development. The 141-unit high-rise built in 1982 includes 700-square-foot, one-bedroom units on roughly three acres. Age-restricted developments in the sector plan area could attract active seniors interested in downsizing from their homes, including University of Maryland alumni and current and retired staff and faculty.

The production of independent senior living in the County does not meet the demand. The Sector Plan PMA has 2,318 residents (9.6 percent) aged 55 to 74; the residents of this age group are those most likely to live in independent senior housing. The appeal of areas with nearby transit, retail, entertainment, and other amenities suggests a higher-than-average capture rate for the Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan area with an annual demand of 45 units.

Table 10. Supportable Rents for Market-Rate Apartments in the Adelphi Road Sector Plan Area

Unit	Square Feet		Mix	Rent Per Sq Ft		Monthly Rents	
Rental Apartments							
Studio	600	- 650	25%	\$2.95	- \$3.10	\$1,860	- \$1,920
1 Bedroom	750	- 825	20%	\$2.65	- \$2.70	\$2,030	- \$2,190
2 Bedroom	1,000	- 1,100	25%	\$2.45	- \$2.55	\$2,550	- \$2,700
3 Bedroom	1,175	- 1,250	30%	\$2.35	- \$2.45	\$2,880	- \$2,940
Rental Townhouse							
2 Bedroom	1,500	- 1,650	60%	\$2.40	- \$2.50	\$3,750	- \$4,130
3 Bedroom	1,750	- 1,900	40%	\$2.40	- \$2.45	\$4,290	- \$4,560

SOURCE: Partners for Economic Solutions, 2021.

Table 11. Adelphi Road Sector Plan Area Market-Rate Residential Demand Potential, 2020-2045

	Supportable Market-Rate Development	
	Percent	Units
Rental Residential		
Apartments	85%	1,500
Townhouses	15%	260
Total Rental Demand	100%	1,760
For-Sale Residential		
Condominiums	35%	190
Townhouses	65%	360
Total Owner Demand	100%	550
Senior Independent Living		
Apartments	85%	260
Townhouses	15%	40
Total Senior Living Demand	100%	300
Total Residential Demand		2,610

NOTE: These demand estimates exclude opportunities for dormitories and affordable housing. SOURCE: Partners for Economic Solutions, 2021.

Table 12. Rental Units by Type

Unit Status	Total Units	Market Units	Student Housing	
			Units	Beds
Existing	17,131	13,467	3,664	10,850
Under Construction	1,893	1,214	679	762
Proposed ¹	1,206	581	625	N/A
Subtotal	20,230	15,262	4,968	11,612
Demolished		101		

SOURCE: CoStar, accessed February, 2021; PES, 2021. Note: "Proposed" developments include projects with submitted plans and announced projects that the market analysis found are most likely to proceed forward to construction or are currently under construction



PHOTO BY M-NCPPC

Graduate Hill Apartments



Policies and Strategies

POLICY HN 1

To accommodate projected demand, construct a range of housing units affordable to undergraduate and graduate students, employees, and seniors at transit-supportive densities proximate to the Adelphi Road-UMGC-UMD Purple Line Station.

HN 1.1: Construct a mix of multifamily, student, and single-family attached housing units and mid-to-high densities, at varying price points catering to students, faculty, staff, rail commuters, and seniors.

HN 1.2: Construct housing for graduate and undergraduate students to accommodate projected demand.

HN 1.3: Expand universal design housing choices, including “visitable” units, which allow for barrier-free access into the first floor and to a first-floor restroom.

HN 1.4: Identify opportunities to attract senior housing by capitalizing on the attractiveness of the sector plan areas, College Park, and the University of Maryland, especially to university alumni. See Appendix G.

HN 1.5: Identify opportunities to implement the recommendations of Housing Opportunities for All, including developing affordable multifamily housing, especially for students and seniors, by forming a partnership with the Prince George’s County Housing Authority, DHCD, University of Maryland, and the City of College Park.

HN 1.6: To increase housing opportunities and affordability for university students, faculty, and/or staff, consider the construction of dormitory or other on-campus residential space for students, faculty, and/or staff on the appropriate areas of the University’s property at 7500 Mowatt Lane, and/or at other areas of campus beyond the Sector Plan’s boundaries.

PURPLE LINE CORRIDOR COALITION (PLCC) - PROGRAMS AND TOOLS

Capital Tools

PLCC could help with loans for predevelopment, acquisition, construction, bridge, and energy efficiency financing for affordable housing and community facilities for education, food access and health care along the Purple Line corridor.

Technical Assistance

PLCC’s Housing Accelerator Action Team provides preliminary support for developers, faith-based organizations and community organizations looking to access capital to develop affordable housing.

SOURCE: Purple Line Corridor Coalition (PLCC), accessed online on July 27, 2021 <https://purplelinecorridor.org/haat/>



Section VIII Community Heritage, Culture, and Design

GOAL

In 2047, the Adelphi Road-UMGC-UMD Purple Line Station Area Sector features an attractive built environment and public realm that celebrates the unique identity of the sector plan area as a gateway to the University of Maryland campus and the community at large, and presents diverse, inclusive, vibrant, and connected public spaces that integrate compatible uses, and maximize the benefits associated with the proximity to the transit station and adjacent campus.



PLAN 2035 COMMUNITY HERITAGE, CULTURE, AND DESIGN GOAL

Create walkable places that enable social interaction and reflect community character, and preserve and promote our cultural, historic, and rural resources to celebrate our heritage.





PHOTO BY M-NCPPC

There are no County designated historic sites, historic resources, or historic districts in or adjacent to the sector plan area.

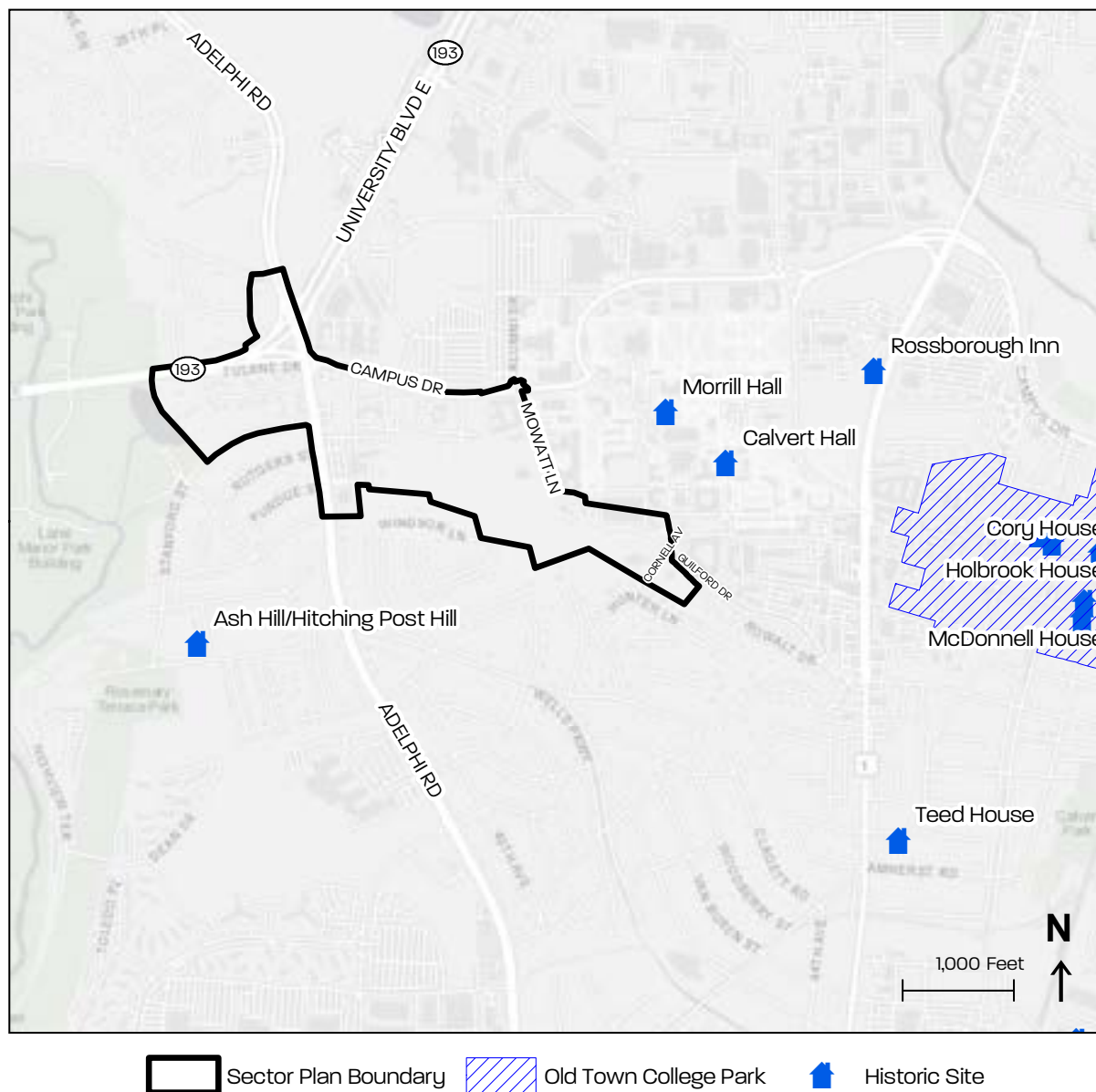
Existing Conditions

The sector plan area only contains a few structures, all built in the twentieth century. Composed mostly of churches and single-family homes, the sector plan area lacks a cohesive urban design and is dominated culturally by nearby UMD. Mid-Century Modern¹ comes to the forefront of architecture within the plan. There are no County-designated historic sites, historic resources, or historic districts in or adjacent to the sector plan area (See Map 23. Existing County Historic Sites, Resources, and Districts in the Vicinity of the Sector Plan Area). Though the Sector Plan area contains no sites or districts designated

on the National Register of Historic Places, it is walking distance to four National Register Historic Districts: College Heights Estates, University Park, Calvert Hills, and Old Town College Park (See Map 24. Existing National Register Historic Sites and Districts in the Vicinity of the Sector Plan Area). Of these four, only Old Town College Park is regulated by Subtitle 29, the Prince George's County Historic Preservation Ordinance. The sector plan area comprises properties that were part of land owned by the Calvert and Eversfield families until the mid to late nineteenth century. (See Section II Defining the context)

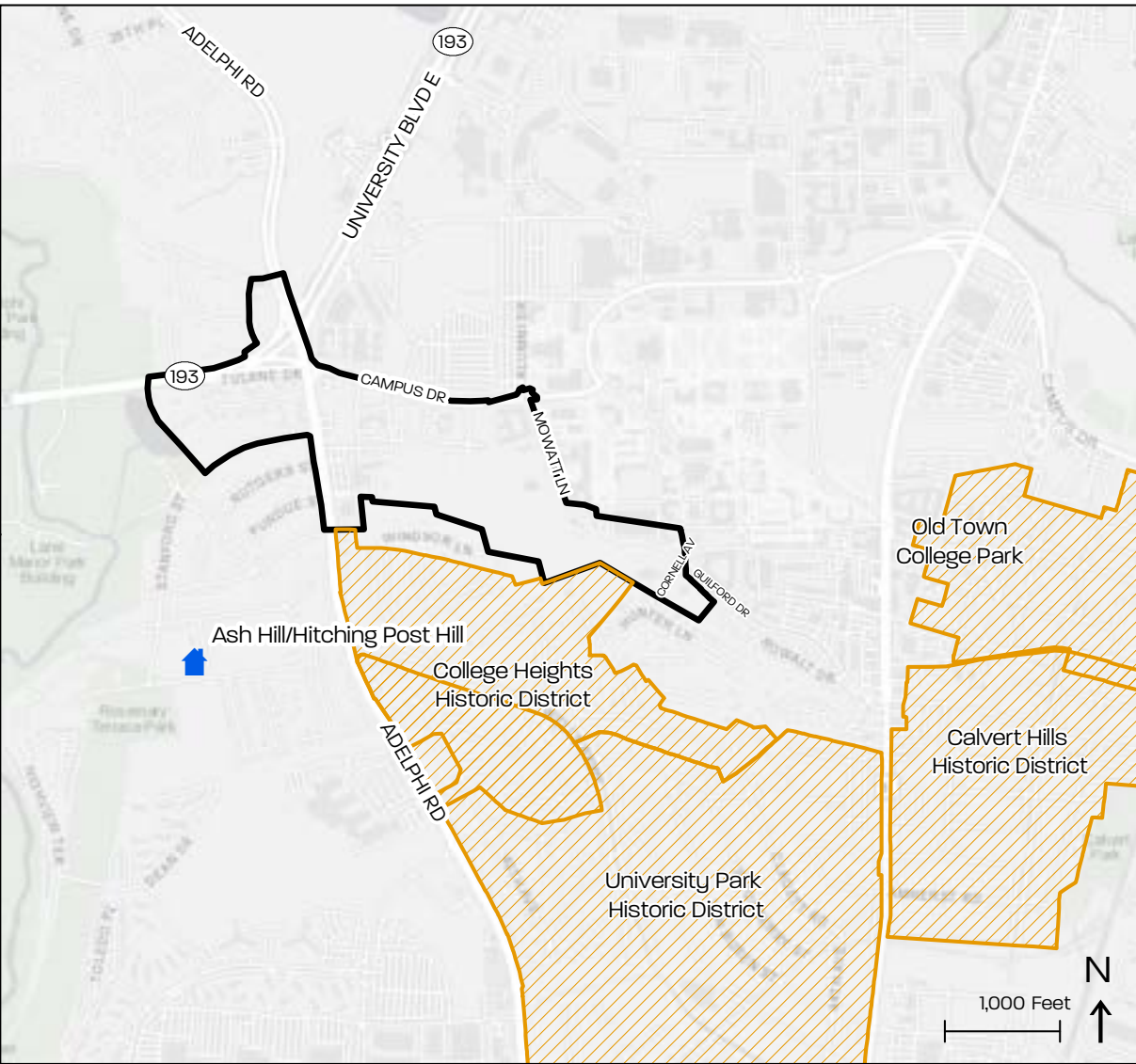
¹ The Planning Department's Prince George's Modern study defines the Mid-Century architectural period as 1941 to 1978.

Map 23. Existing County Historic Sites, Resources, and Districts in the Vicinity of the Sector Plan Area



SOURCE: Prince George's County Planning Department, GIS Open Data Portal, 2021, <https://gisdata.pgplanning.org/opendata/>. Note: Full data citation available in Appendix F: Map Citations.

Map 24. Existing National Register Historic Sites and Districts in the Vicinity of the Sector Plan Area



Sector Plan Boundary
 Historic District, National Register
 🏠 Historic Site, National Register

SOURCE: Prince George's County Planning Department, GIS Open Data Portal, 2021, <https://gisdata.pgplanning.org/opendata/>. Note: Full data citation available in Appendix F: Map Citations.



Policies and Strategies

POLICY HD 1

Transform the area closest to the Adelphi Road-UMGC-UMD Purple Line Station as a landmark gateway to the UMD campus, with a built form that presents distinctive design features that are inviting, safe, sustainable, comfortable, highly visible, accessible, and inclusive.

See also Policy LU 1, Policy TM 1, and Policy PF 2.

HD 1.1: Create a high-quality, inclusive, and interconnected public realm that serves the needs of a diverse population and creates unique spaces that promotes and accommodates 18-hour activity.

HD 1.2: Work with UMD, UMG, City of College Park, property owners and developers to identify the design features for creating a unique, memorable public gateway to UMD and UMG adjacent to the Purple Line Station (such as a distinctive streetscape design, along with wayfinding, signage, and interactive public art design features) that celebrates the university and the broader community.

HD 1.3: Promote continuity and consistency of the built form, pattern, natural areas, and public realm along Campus Drive, Mowatt Lane, and Guilford Drive that integrates and connects the new development with the existing built environment by incorporating similar architecture and landscaping patterns to UMD and UMG.

HD 1.4: Create a brand and a unique sense of place through streetscape design features (such as banners, public art, wayfinding, signage, light design, and seating) that create and enhance an identity for the UMD West Campus Center along the major thoroughfares (Campus Drive, Mowatt Lane, Guilford Drive, University Boulevard, and Adelphi Road).

HD 1.5: Activate the public realm by allowing eating and dining establishments to add outdoor seating; evaluate and amend the County Code as necessary to implement this strategy.



PHOTO BY M-NOPPO

Outdoor seating activates the public realm, creates sense of place and improves walkability.

GATEWAY

"Gateways define the edge and entryways into a city and create a theme or signature element to notify travelers of this change." Design features such as large monuments or signage, landscaping and plantings, structures, or lighting provide visual transition points from adjacent communities.

Source: City of Elmhurst, Comprehensive Plan, accessed online on 09/13/2021, <https://www.elmhurst.org/DocumentCenter/View/545/Elmhurst-Comp-Plan-Part-VI?bidId=>



ILLUSTRATION BY STANTEC ARCHITECTURE, INC

This Illustration shows the intersection of Campus Drive and Adelphi Road looking Southeast, with the Purple Line Station shown on the left. The plan recommends the area next to the Purple Line station as a transformative landmark gateway to the UMD campus, with a distinctive design--creating an inviting, safe, accessible, and inclusive space. The Plaza next to the station is envisioned to be the focal point of the Plan Area, with ground floor retail and vibrant programming which could include amenities such as a Farmer's Market or Food Trucks. The wide sidewalks and bicycle lanes provide safe connections for pedestrians and bicyclists. Wayfinding, signage, public art, and banners all help in creating a sense of place, with the unique identity, as a gateway to UMD.



POLICY HD 2

Minimize and mitigate the impacts associated with new development on existing neighborhoods. See also Policies Policy LU 2 and Policy PF 3.

HD 2.1: Minimize and mitigate the visual effects of new buildings on adjacent low-density, single-family neighborhoods by constructing the tallest buildings closest to MD 193 (University Boulevard), Campus Drive, and Mowatt Lane, and reducing building heights toward the single-family neighborhoods through the application of the Neighborhood Compatibility Standards in the Zoning Ordinance. (Section 27-61200 of the Zoning Ordinance contains additional information on the Neighborhood Compatibility Standards)

HD 2.2: Provide landscape buffers between new development and adjacent low-density, single-family detached homes beyond the minimum requirements identified in Section 4.7 of the Landscape Manual to mitigate visual and noise impacts.

HD 2.3: Discourage locating community gathering spaces that allow for noise generating activities (such as movies, festivals, concerts, etc.) within the Edge of the UMD Campus Center and non-center properties adjacent to existing single-family detached homes.

NEIGHBORHOOD COMPATIBILITY STANDARDS

Section 27-61200 of the current Zoning Ordinance contains new Neighborhood Compatibility Standards. Among other things, these standards regulate the transition between new buildings and existing houses by requiring step-downs in height as new buildings get closer to existing houses. New buildings in the sector plan area will be required to conform to the provisions of Section 27-61200.

HD 2.4: Minimize shadow impacts through appropriate massing and placement of buildings. Encourage shadow studies to evaluate and potentially reduce shadowing on existing houses.

POLICY HD 3

Create an integrated and connected street-and-block layout that prioritizes pedestrians, promotes walkability, and provides safe and continued pedestrian connections within the sector plan area and to adjacent destinations. See also Policy TM 1.

HD 3.1: Design streets and configure structures/buildings to create vistas or views of landmark features, buildings, or public spaces wherever possible.

HD 3.2: Maximize fenestration at street level oriented toward pedestrian rights-of-way, streets, and open spaces for all buildings, exceeding the minimum standards in Section 27-4204 of the Zoning Ordinance.

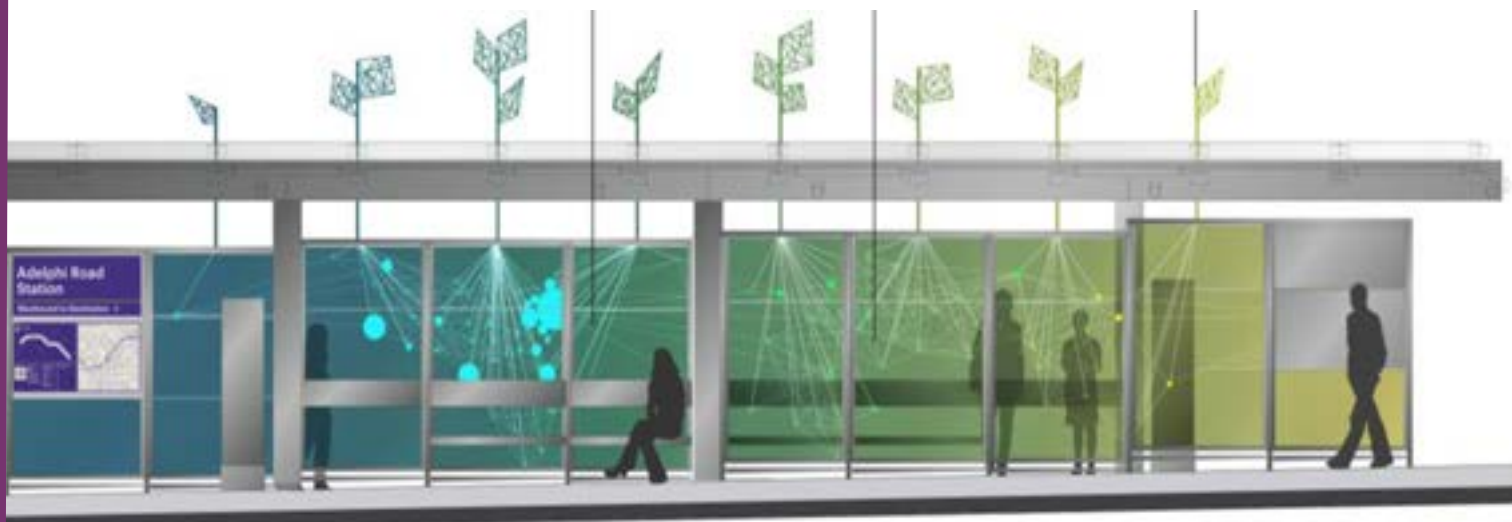
HD 3.3: Incorporate pedestrian-scale streetscape design elements, such as street furniture, wayfinding, signage, architectural projections, facades, and fenestration. See also Strategy HD 1.5.

HD 3.4: Where feasible, consider stepping back upper stories of buildings to increase human scale and reduce shadow impacts on the public right-of-way.

HD 3.5: Design streetscapes and open spaces to incorporate features that protect pedestrians and users from weather, such as trees, covered waiting areas, building projections, awnings, covered bus stops.

HD 3.6: Work with property owners and developers to encourage clustering of buildings on larger lots.

Figure 1. Proposed Public Art for the Adelphi Road-UMGC-UMD Purple Line Station



ARTWORK BY NORMAN LEE AND SHARON ALLBRITTON, COURTESY OF MTA

PEDESTRIAN-SCALE DESIGN

Facade Design: “The proportion of various architectural elements also has an effect on the pedestrian. The dimensions of windows, doorways, arches and columns are most accommodating when they are not overwhelming in size. Formidable elements are difficult for the pedestrian to interact with while human scaled elements are comfortable and relateable.”

Signage: “Signage should be designed with consideration of street width, traffic speed and land use. For a pedestrian oriented area, signs should be mounted at a comfortable height and be clear and legible from the close range at which a pedestrian encounters the sign.”

Streetscape Elements: “Signage, landscaping, lamp posts, fencing, pavers, benches, planters, sculpture, cafe tables, chairs, art work, and other similar items add to the ground floor design of a building allowing the pedestrian to relate to the building through its environment.”

Source: City of Powell, Pedestrian Scale Design Guidelines Manual, 2009, accessed online on 09/13/2021, <https://cityofpowell.us/wp-content/uploads/2015/11/City-of-Powell-Pedestrian-Scale-Design-Guidelines-11.04.09.pdf>

POLICY HD 4

Highlight and celebrate the history and culture of the University of Maryland and the broader community.

HD 4.1: Install temporary and permanent public art and organize events that celebrate the history and culture of the University of Maryland and surrounding communities.

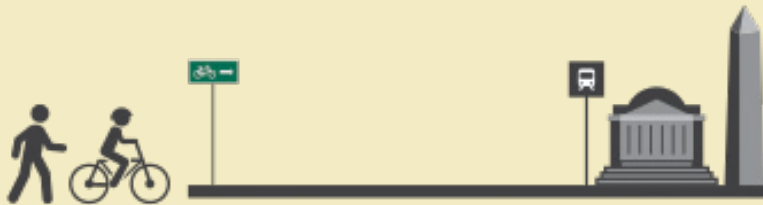
HD 4.2: Work with City of College Park, City of Hyattsville, UMD, DPR, DPW&T, MTA, and SHA to install pedestrian-scale and distinct wayfinding next to the Purple Line Station and along regional trails and trailheads that serve as connecting routes to the nearby destinations such as the Anacostia Trails Heritage Area and nearby County and National Register historic sites and districts. See also Strategy TM 5.4.

Wayfinding uses different levels to determine signage for areas



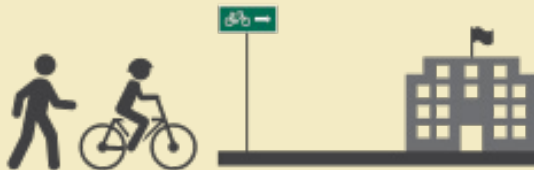
Level 1: Districts and Neighborhoods

Examples: Washington, D.C., Downtown Silver Spring



Level 2: Specific Landmarks and Attractions

Examples: Transit Stations, Regional Parks



Level 3: Local Destinations

Examples: Parks, Schools

WAYFINDING

- Enhances the value of a transportation network
- Helps people identify and navigate desirable routes between destinations
- Reinforces the local sense of place and area identity
- Bicyclist- and pedestrian-scale wayfinding signs promote active travel
- Easy to implement
- Low-cost project

CORE PRINCIPLES

- Connect Places
- Consistent Names
- Keep Information Simple
- Maintain Movement
- Be Predictable
- Progressively Disclose Information

SOURCE: Prince George's County Planning Department, Northern Gateway Wayfinding and Signage Plan presentation, Jan 30 2021, https://www.mnccpc.org/DocumentCenter/View/16635/NorthernGatewayCommunityMtg2_20210130_ENGLISH; Prince George's County Planning Department, Largo Town Center Wayfinding, Branding and Placemaking Strategy Planning Board presentation,

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

"CPTED is a multidisciplinary approach of crime prevention that uses urban and architectural design and the management of built and natural environments. CPTED strategies aim to reduce victimization, deter offender decisions that precede criminal acts, and build a sense of community among inhabitants so they can gain territorial control of areas, reduce crime, and minimize fear of crime."

SOURCE: The International Crime Prevention Through Environmental Design Association, accessed online on July 14, 2021, <https://www.cpted.net/>

PRINCE GEORGE'S COUNTY'S SUSTAINABLE ENERGY PROGRAM - GUIDING POLICIES AND PLANS

Smart Energy Communities Policy & Action Plan

"The Smart Energy Communities Policy and Petroleum Reduction and Renewable Energy Action Plan declare the County's intent to take a leadership role in reducing transportation petroleum consumption and increasing renewable energy generation by partnering with the Maryland Energy Administration (MEA) and enrolling as a Smart Energy Community."

Climate Change

"Sustainable Energy works closely with our regional partner, the Metropolitan Washington Council of Governments on various initiatives such as the development of the regional and county-wide GHG emissions inventory. Prince George's County surpassed the regional 2012 goal, demonstrating that GHG reductions are possible even as the population and economy grows. As of April 2018, despite experiencing an 8% growth in population, GHG emissions reduced from 11.3 MMTCO₂e (million metric tons of carbon dioxide equivalent) in 2005 to 9.9 MMTCO₂e in 2015, **representing an overall decrease of 12% within Prince George's County.**" (emphasis added)

Source: Prince George's County Government, accessed online on 09/14/2021 <https://www.princegeorgescountymd.gov/936/Sustainable-Energy-Program>

POLICY HD 5

Promote crime prevention techniques and sustainable, green neighborhoods.

HD 5.1: Implement Crime Prevention Through Environmental Design (CPTED) strategies with new and redeveloped projects that include unobstructed pedestrian-friendly sidewalks, well-lit parking areas, building entrances, and yards, and well-maintained landscaping and common areas.

HD 5.2: Incentivize the design and construction of green buildings by identifying and implementing incentive programs, including financial and regulatory incentives, for new construction to obtain a minimum rating of Silver in the LEED Building Design and Construction (BD+C), Neighborhood Development (ND), or HOME systems or equivalent certification under other comparable green building rating systems. See Appendix A for more information about incentive programs. See also Strategy NE 5.2 and Green Building Standards on page 94.



PHOTO BY M-NCPPO

A green roof.



Section IX

Healthy Communities

GOAL

In 2047, the Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan area encourages a healthy and active lifestyle for a variety of abilities with a range of opportunities to safely walk, bicycle, or ride transit to variety of fresh and healthy food sources, natural areas, and recreational opportunities.



PLAN 2035 HEALTHY COMMUNITIES GOAL

Create safe, connected communities that promote active lifestyles and provide convenient access to healthy foods.

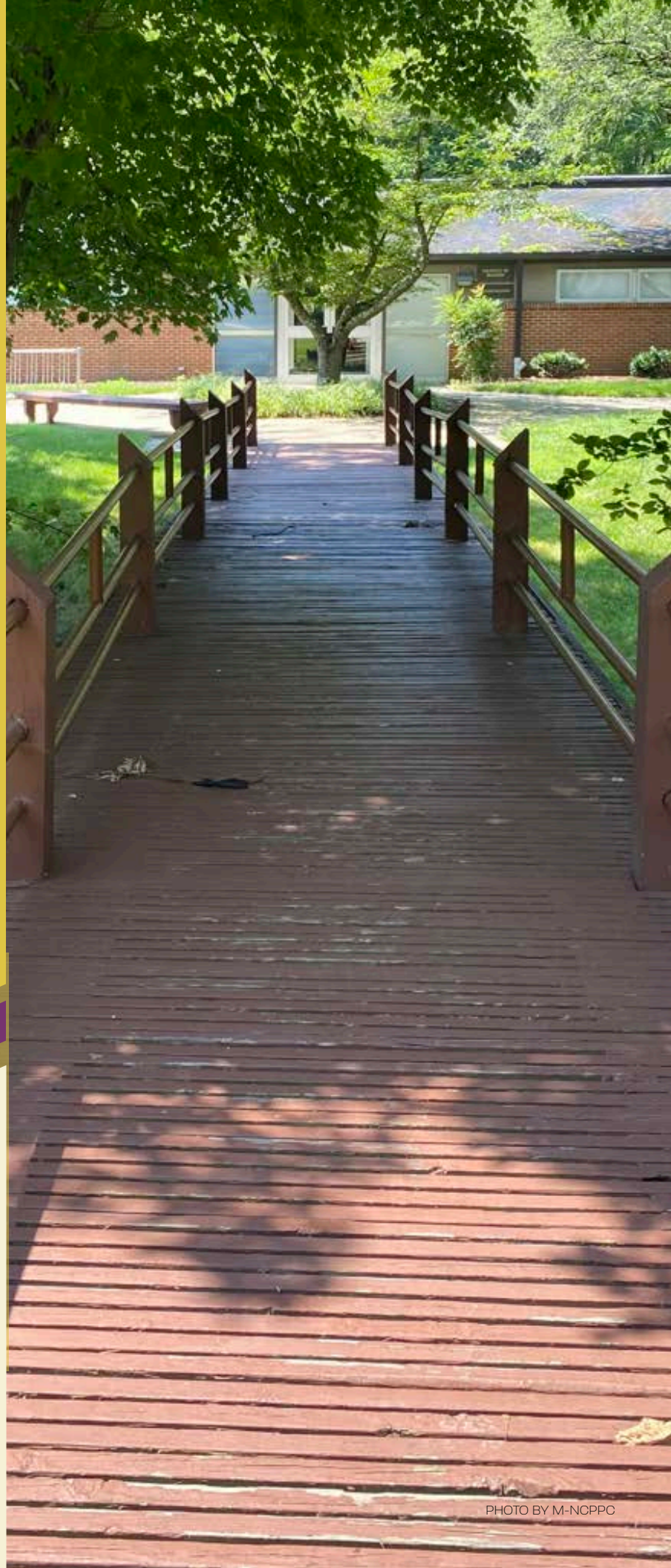




PHOTO BY M-NCPPC

Plan 2035 states that walkable communities are not only key to health, but also to reducing emissions.

Existing Conditions

Plan 2035 states that designing walkable communities and increasing access to recreation facilities, urban parks, and healthy food will improve the health and quality of life for Prince Georgians and help make Prince George's County a county of choice in the Washington metropolitan region. Plan 2035 also states that creating multimodal, walkable communities—critical to improving public health—will reduce the County's greenhouse gas emissions and regional carbon footprint.

The Adelphi Road-UMGC-UMD Purple Line Station Area is well positioned to connect residents and visitors to opportunities for healthy living inside and outside the sector plan area. The sector plan area is adjacent to the Northwest Branch Stream Valley Park and Trail system and other community parks. The

University of Maryland provides numerous recreational and other healthy opportunities for students and employees who choose to live in the sector plan area. New development, such as the "Southern Gateway" project on US 1 (Baltimore Avenue), presents opportunities to bring grocery and fitness tenants within a short walk of the sector plan area.

There has been an increase in scientific research that demonstrates the importance of environmental areas on the improvement of mental health. Environmental areas can include wilderness environments, nature reserves, and urban parks. In the presence of nature and experiencing nature, individuals have noted less anxiety, less depression, less mental distress, lessened disease prevalence, healthier levels of cortisol, and a greater sense of well-being.



Policies and Strategies

POLICY HC 1

Create opportunities for recreation and healthy food access within the Sector Plan area.

HC 1.1: Create a robust, safe bicycle and pedestrian network that connects residents and workers with the region's trail network. See Policy TM 4.

HC 1.2: Attract eating and drinking establishments to the sector plan area that serve healthy food options.

HC 1.3: Attract fitness, health care, or other wellness tenants to nonresidential spaces in the sector plan area.

HC 1.4: Provide public fitness equipment along shared-use paths and trails. See also Strategy PF 2.2.

HC 1.5: As properties are redeveloped, identify opportunities for community gardening or urban agriculture spaces, including on terraces and rooftops of buildings.

HC 1.6: Create new urban public open spaces that are accessible, allow for not only active recreation, but passive enjoyment of natural settings for relaxation and recharge, opportunity for socialization, and an enjoyable outdoor experience for diverse population. See Strategy PF 2.3.

POLICY HC 2

Connect sector plan area residents to recreational and healthy food opportunities beyond the plan boundary.

HC 2.1: Work with local businesses and nonprofit organizations outside the sector plan area who provide healthy food options or health/wellness services to provide pedestrian-scale signage or other advertisements within the sector plan area.

HC 2.2: Ensure seamless pedestrian and bicycle access to healthy food and health/wellness opportunities in the US 1 Corridor. See also Policy TM 4.



PHOTO BY MONTGOMERY COUNTY PARKS



PHOTO BY PRINCE GEORGE'S COUNTY
DEPARTMENT OF PARKS AND RECREATION

Active lifestyle and access to
nature leads to improved health and
wellbeing.



PHOTO BY PRINCE GEORGE'S COUNTY DEPARTMENT OF
PARKS AND RECREATION



Section X

Public Facilities

GOAL

In 2047, the Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan area features attractive urban parks, shared-use paths and public open spaces where residents choose to relax, gather, and play.



PLAN 2035 PUBLIC FACILITIES GOAL

Enhance the quality of life and economic competitiveness of Prince George's County through education, public safety, recreation facilities.





Existing Conditions

The Adelphi Road-UMGC-UMD Purple Line Station Area is served by several public facilities located in surrounding communities. Public facilities include:

- Prince George’s County Public Schools
- Branches of the Prince George’s County Memorial Library System
- Police Stations
- Fire/Emergency Medical Services (EMS) Stations
- Public Water and Sewer Services
- Parks and Public Open Spaces
- Recreation Facilities

There are no public facilities currently within the sector plan area.

Schools

The sector plan area is served by two high schools, two middle schools, and four elementary schools. In addition, several new school construction projects are in the pipeline, including construction of a new Adelphi Elementary School, the replacement Hyattsville Middle School, the new Northern Adelphi Area High School, and the rehabilitation of High Point High School. All construction projects are expected to be completed by 2025 and are anticipated to add significant enrollment capacity. Pursuant to Section 24-4510(a)(3)(D) of the 2018 Subdivision Regulations, preliminary plans of subdivision located in the Transit-Oriented/Activity Center base or PD zones are exempt from the County’s adequate public facilities ordinance for schools.

Libraries

There are 19 branches of the Prince George’s County Memorial Library System in the County. The sector plan area is served by the Hyattsville Branch, which was temporarily located at 6502 America Boulevard. The permanent location of the new library will be 6530 Adelphi Road. The 40,000-square-foot replacement of the former Hyattsville Branch library will include additional study rooms, community meeting space, and a parking garage. Construction of this library was completed in 2021.

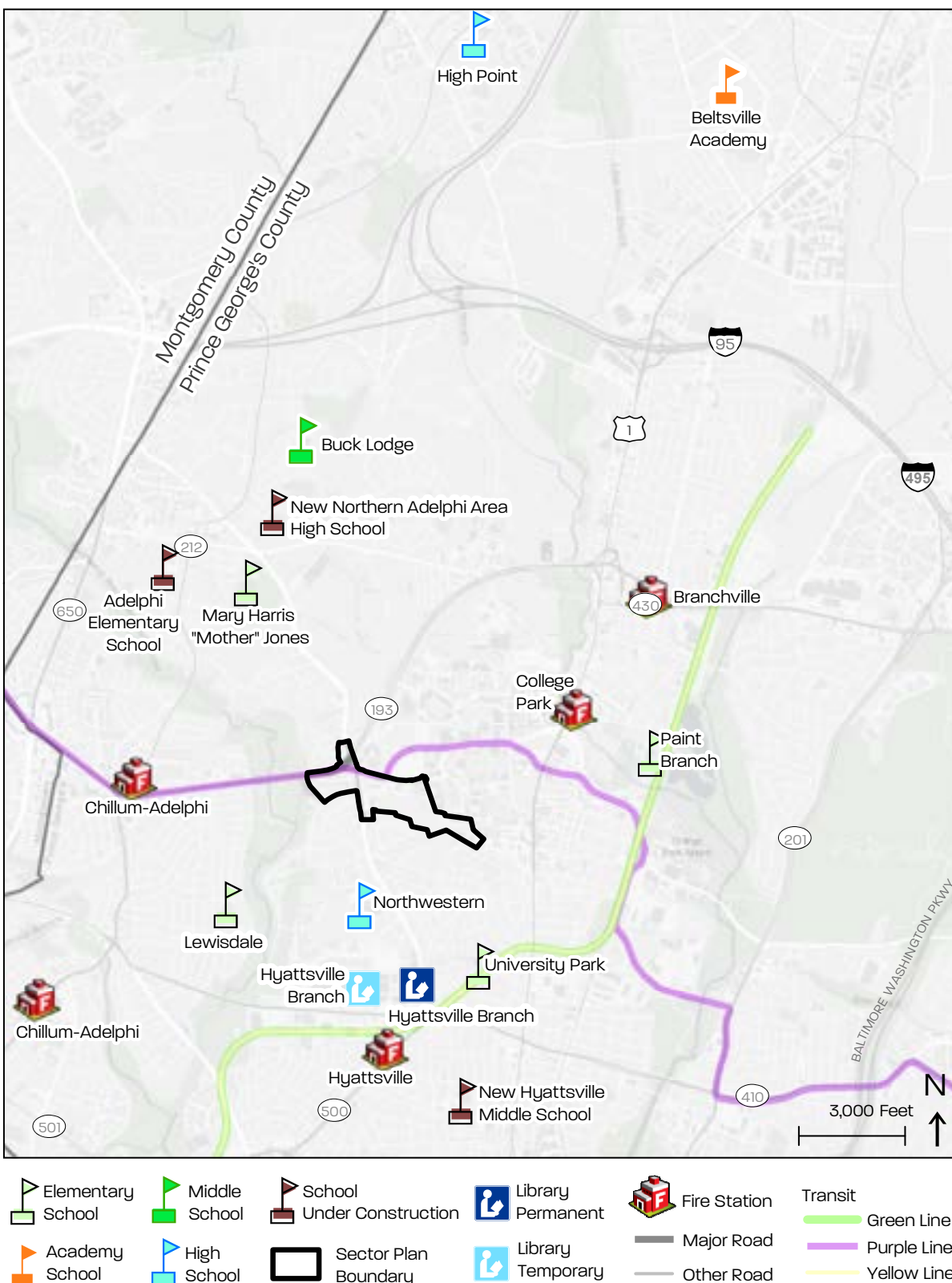
Table 13. Elementary, Middle and High Schools serving the Sector Plan Area

Existing Schools	Address
Elementary Schools	
Lewisdale Elementary School	2400 Banning Place, Hyattsville, MD 20783
Mary Harris “Mother” Jones Elementary School	2405 Tecumseh Street, Adelphi, MD 20783
Paint Branch Chinese Immersion Elementary School	5101 Pierce Avenue, College Park, MD 20740
University Park Elementary School	4315 Underwood Street, Hyattsville, MD 20782
Academy (Pre-K through 8)	
Beltsville Academy	4300 Wicomico Ave., Beltsville, MD 20705
Middle Schools	
Buck Lodge Middle School	2611 Buck Lodge Road, Adelphi, MD 20783
Hyattsville Middle School	6001 42nd Avenue, Hyattsville, MD 20781
High Schools	
High Point High School	3601 Powder Mill Road, Beltsville, MD 20705
Northwestern High School	7000 Adelphi Road, Hyattsville, Maryland 20782
New Schools (Under Construction)	
Adelphi Elementary School	8820 Riggs Road, Adelphi, MD 20783
New Hyattsville Middle School	6001 42nd Avenue, Hyattsville, MD 20781
New Northern Adelphi Area High School	9000 25th Avenue, Adelphi, MD 20783

Source: PGOPS



Map 25. Public Facilities in the Surrounding Communities Serving the Sector Plan Area



SOURCE: Prince George's County Planning Department, GIS Open Data Portal, 2021, <https://gisdata.pgplanning.org/opendata/>. Note: Full data citation available in Appendix F: Map Citations.

Police

The Prince George’s County Police Department is the primary law enforcement agency in the County and comprises eight administrative districts, each with a station and a substation. The sector plan area is served by Police District Station 1. The sector plan area is also patrolled by the Hyattsville Police Department, the University of Maryland Police Department, and the College Park Police Department.

Fire/Emergency Medical Services (EMS)

The Prince George’s County Fire and Emergency Medical Services (EMS) Department consists of a combination of sworn and civilian staff, in addition to more than 1,200 active volunteers, that operate 45 fire and EMS stations and several Fire/EMS Department support facilities under the authority of the County Fire/EMS Chief. The sector plan area is served by five fire/EMS stations. The current Capital Improvement Program (CIP) for the Fire/EMS Department includes three specific CIP projects for new fire stations.

Water and Sewer

Water and sewer services within the sector plan area are provided through the Washington Suburban Sanitary Commission. The water and sewer plan for the County is outlined in the Adopted 2018 Water and Sewer Plan by the Prince George’s County Department of Permitting, Inspection and Enforcement (DPIE). The entire sector plan area is served by public water and sewer. There are no known capacity issues.

Parks And Recreation

While there are no parks in the sector plan area, there are parks within walking distance that serve this local population. The sector plan area is within the Service Area 2 geography¹ as outlined in DPR’s *Formula 2040: Functional Master Plan for Parks and Recreation and Open Space* (Formula 2040). By the year 2040, the total population in Service Area 2 is projected to increase by nearly 20 percent. Service Area 2 needs a large amount of aquatic and nonaquatic space to meet the standard: 143,284 nonaquatic square feet and 9,911 outdoor aquatic square feet. There are no current plans for new aquatic facilities.

1 See Formula 2040 for more information about DPR Service Areas.

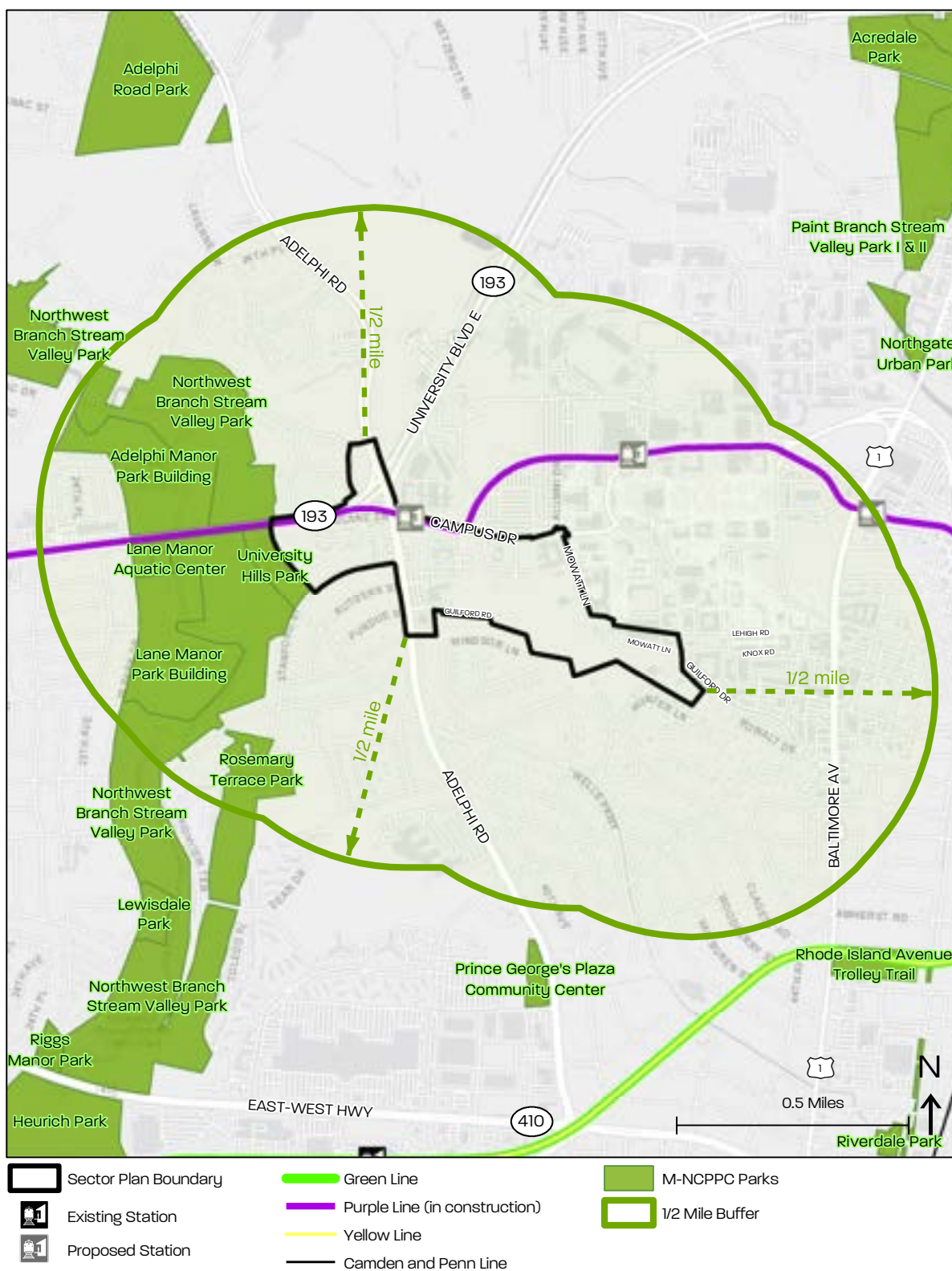


PHOTO COURTESY ELVERT BARNES/CC BY-SA 2.0

Table 14. Fire/EMS Stations Serving the Sector Plan Area

Existing Fire/EMS Stations	Address
Company 801 Hyattsville	6200 Belcrest Road, Hyattsville, MD 20781
Company 811 Branchville	4905 Branchville Road, College Park, MD 20740
Company 812 College Park	8115 Baltimore Avenue, College Park, MD 20740
Company 834 Chillum-Adelphi	7833 Riggs Road, Langley Park, MD 20783
Company 844 Chillum	6330 Riggs Road, Chillum, MD 20782
New/Rehabilitated Fire/EMS Stations in 2021 CIP	Address
New Branchville Fire/EMS Station 811	Location Not Determined
New or Rehabilitated Chillum Fire/EMS Station 834	Location Not Determined
New or Rehabilitated Chillum Fire/EMS Station 844	Location Not Determined

Source: Prince George’s County FY 2021-2026 Approved Capital Improvement Program and Budget, found online at https://www.prince-georgescountymd.gov/DocumentCenter/View/29041/Fire_EMS-Department, accessed September 15, 2021, and Prince George’s County Fire/EMS Department Website, found online at <https://www.princegeorges-countymd.gov/288/Our-Stations>, accessed September 15, 2021.

**Map 26. Existing Parks Within Walking Distance of the Sector Plan Area**

SOURCE: Prince George's County Planning Department, GIS Open Data Portal, 2021, <https://gisdata.pgplanning.org/opendata/>. Note: Full data citation available in Appendix F: Map Citations.



Policies and Strategies

Schools

POLICY PF 1

Minimize and mitigate the impact on school capacity from any new developments

PF 1.1: Continue to coordinate with Prince George's County Public Schools (PGCPS) to identify strategies for providing adequate facilities to ensure all students have an opportunity to attend a high-quality public school that operates at no greater than 100 percent capacity.



PHOTO COURTESY OF THE MARYLAND GOVERNOR'S OFFICE/CC BY 2.0
High Point High School in Beltsville is one of two high schools that serves the plan area.

Parks and Recreation

POLICY PF 2

Provide a variety of parks and recreational facilities in the Sector Area to create a vibrant transit-oriented development with public gathering spaces and areas, preserve environmental assets, and help address identified park needs.

See also Policy LU 2

PF 2.1: Construct the Park and Recreational Facilities outlined in Table 16. Recommended Parks and Public Open Spaces.

PF 2.2: Work with property owners, MTA, DPW&T, SHA, M-NCPPC, and, if applicable, municipal partners to create a public plaza that integrates vibrant and inclusive spaces, accommodates 18-hour activities, social gatherings and respite, and prioritizes pedestrian access. Include features such as seating, gathering space, public art, a water feature, and green space to relax. Create flexible design that allows communal gathering spaces for farmers' markets, festivals, concerts, and other events. Encourage food trucks at these and other events, pursuant to County regulations. See also Strategy HD 1.3.

PF 2.3: Add amenities to new public spaces that support flexible programming for different age groups and diverse interests.



PHOTO BY M-NCPPC

Water features are important design features in public spaces.



ILLUSTRATION BY STANTEC ARCHITECTURE, INC.

PROVISION OF PARKS AND PUBLIC OPEN SPACES

The parkland dedication process requires new residential subdivisions to either dedicate land and/or facilities for a park or other recreational use, or to provide, as an alternative, payment of an in-lieu fee or the construction of recreational facilities on M-NCPPC land. Each residential development proposal is subject to this process to ensure adequate park facilities are considered in each development proposal. This program is part of a comprehensive approach to the planning for and funding of all parks, open space, trails, and other related assets in Prince George's County. Parkland dedication is only one instrument to assist in the provision of neighborhood, community, and urban parks.

If the dedication of land is not appropriate or desired at a specific location, a fee-in-lieu payment can be made. The fee-in-lieu will be directly linked to the land value of the acreage that was to be provided. The purpose of the fee is to allow the Department of Parks and Recreation to purchase the required amount of parkland in that service area to serve the new residents. If recreational facilities are provided in lieu of, or in combination with, land or fees, the value of those facilities will be deducted from the overall dedication requirement.

In general, the Department of Parks and Recreation recommends that parkland considered for dedication that is two acres or less in size remain as an onsite, private recreation or open space facility with a public access use easement. This will allow for the development and maintenance of smaller park spaces, especially in Plan 2035 centers.

Illustration of the Park A recommended at the southeast corner of the intersection of Campus Drive and continuation of Presidential Drive. The park is envisioned to offer community gathering space for residents and visitors with opportunities for lounging, eating at restaurants, fitness activities, and pop-up events. The wide sidewalks and bicycle lanes provide safe connections for pedestrians and bicyclists. Wayfinding, signage, public art, and banners help in creating a sense of place for residents and visitors.

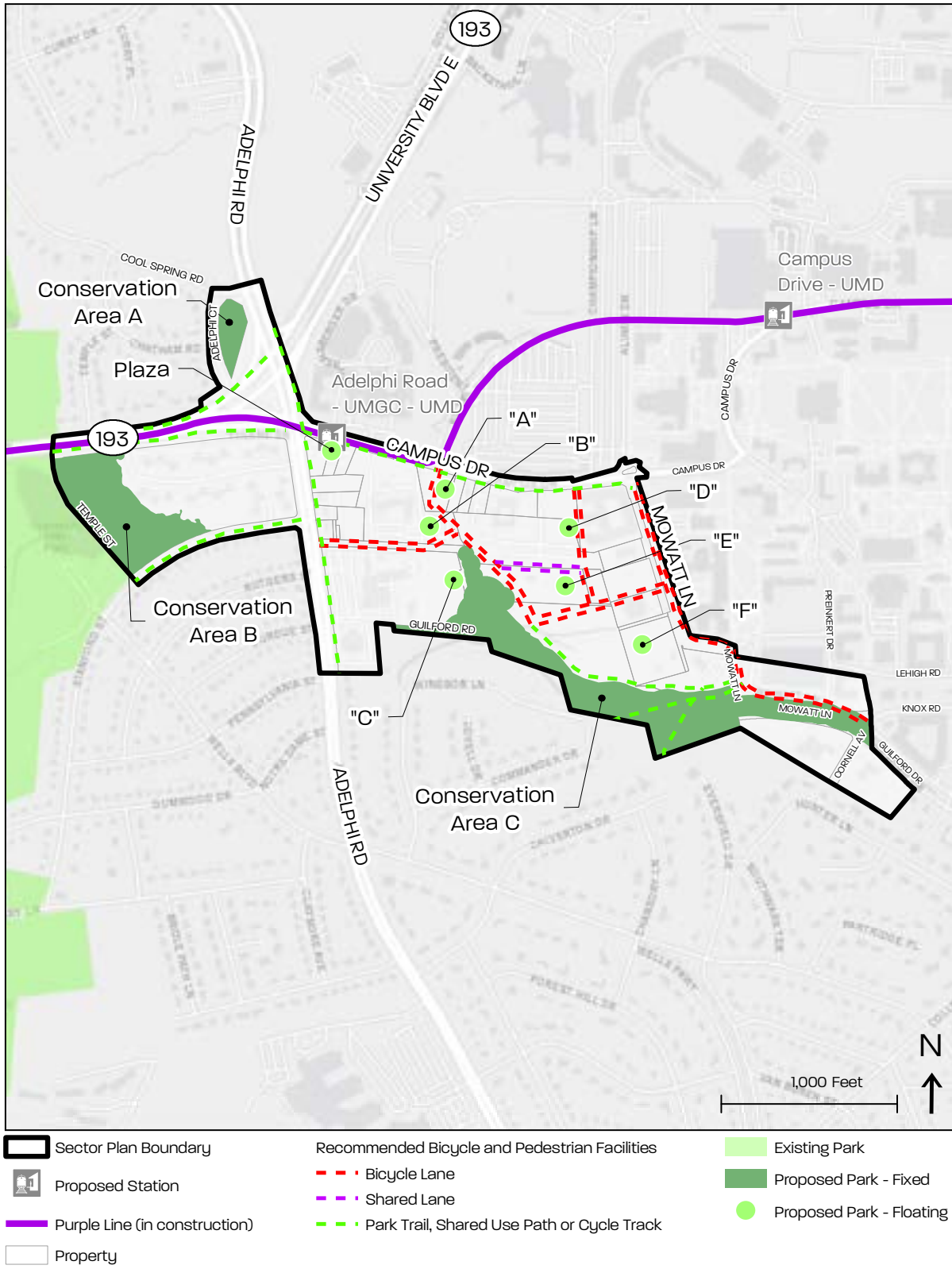


PHOTO BY M-NCPPC

Public spaces should offer seating, art, water features, and green space that allows flexible programming for everyone.



Map 27. Recommended Parks and Public Open Spaces



SOURCE: Prince George's County Planning Department, GIS Open Data Portal, 2021, <https://gisdata.pgplanning.org/opendata/>. Note: Full data citation available in Appendix F: Map Citations.



PHOTO BY M-NOPPO

All open space should be connected through trails for active transportation.

PF 2.4: Ensure that all new parks meet or exceed the Urban Park Typology and Guidelines found in Formula 2040, Appendices F and G.

PF 2.5: Secure public-use easements for privately built and/or maintained open spaces in the sector plan area. See Table 16. Recommended Parks and Public Open Spaces.

PF 2.6: Finalize all recommended park functions/amenities based upon the community needs identified at the time of park facility planning through community engagement.

PF 2.7: Acquire or establish easements for publicly accessible park spaces, either through fee-simple purchase or the parkland dedication process, at the

fixed locations and in the proximity of the floating park symbols identified in Map 27. Recommended Parks and Public Open Spaces and Table 16. Recommended Parks and Public Open Spaces.

PF 2.8: As the property at 7500 Mowatt Lane develops, facilitate the creation of recommended “Conservation Area C (Guilford Run Stream Valley Park)” through the transfer of ownership to DPR and appropriate acquisition process. This should include, but not be limited to, areas zoned ROS, all approved tree conservation areas, primary management areas (TDML stream buffer, preservation of Willow Oak and specimen tree critical root zones), and other sensitive environmental features on the subject properties to Conservation Area C.

POLICY PF 3

Ensure all residents are connected to parks, recreation, and open space.

PF 3.1: Connect new parks and recreational facilities to existing and planned trails to enhance active transportation connections in the Sector Plan Area and the surrounding community. See Map 18. Recommended Bicycle and Pedestrian Facilities.



Table 15. Recommended Parks and Public Open Spaces

Name	Location	Tax ID	Floating	Fixed	Park Type	Acres	Park Ownership	Functions, and features/ Comments
Conservation Area A	3841 Campus Drive, NW corner of MD 193 and Adelphi Road	2411122		●	Resource park	1.08	M-NCPPC	Conserve existing tree canopy and maintain as a natural area.
University Hills Duck Pond Park Expansion (Conservation Area B)	3424 Tulane Street, located between MD 193 and Stanford Street, west of Graduate Hills Apartments and contiguous with University Hills Duck Pond Park. Includes Temple Street right-of-way (see Strategy TM 3.2)	1965334		●	Resource Park	6.31	M-NCPPC	<p>Conserve existing tree canopy and natural features and maintain as a natural area contiguous to the University Hills Duck Pond Park.</p> <p>Incorporate passive outdoor recreational features such as:</p> <ul style="list-style-type: none"> • Multiuse natural-surface trail loops with mile markers • Wayfinding and signage • Small nature center • Outdoor fitness equipment • Interpretive signages for environmental education • Gazebos and benches for views • Picnic tables
Guilford Run Stream Valley Park (Conservation Area C)	Located along the Guilford Run Area at the southern portion of the plan area	4018024; 4018016;		●	Resource Park	At least 12.4 acres	M-NCPPC	<p>Conserve existing tree canopy and protect, restore, and maintain as a natural area and a greenway connecting the northern and southern portions of the sector plan area and adjacent neighborhoods south of the sector plan area; incorporate combination of active and passive outdoor recreational features such as:</p> <ul style="list-style-type: none"> • Multiuse natural-surface trail loops with mile markers • Wayfinding and signage • Outdoor fitness equipment along the trails • Interpretive signage for environmental education associated with Guilford Run and wildlife • Benches at viewpoints



Name	Location	Tax ID	Floating	Fixed	Park Type	Acres	Park Ownership	Functions, and features/ Comments
Plaza	Located at the SE corner of Adelphi Road and Campus Drive	2400109; 2411379; 2411387	●		Plaza	<2	TBD	<p>Functions as the heart of the sector plan serving the community as well as the visitors. Integrates vibrant and inclusive spaces, accommodates 18-hour activities, social gatherings and respite, and prioritizes pedestrian access.</p> <p>Include features such as:</p> <ul style="list-style-type: none"> • Seating • Gathering space • Interactive public art • Water feature • Play area • Green space to relax • Create flexible design that allows communal gathering spaces for: <ul style="list-style-type: none"> • Farmers' market • Seasonal festivals • Pop-up movies • Concerts, events • Food trucks <p>Should be enclosed by building walls on at least two sides with primary access from Campus Drive. Surrounding buildings should have activated ground-floor uses and façade transparency with outdoor seating.</p> <p>See Strategies HD 1.3 and PF 2.2</p>
Park A	Located in the southeast corner of the intersection of Campus Drive and UC-201.	2411528; 2411056		●	Hybrid of Linear Park and Commons/Greens	<1	TBD	<p>Activated space near ground-floor retail for lounging, eating, and street music. Incorporate:</p> <ul style="list-style-type: none"> • Hardscape • Softscape • Shade • Moveable stage or mini-stage
Park B	Located at the northwest corner at the intersection of UC-201 and UC-203.	2411049		●	Hybrid of a Linear Park and Pocket park	<1	TBD	<p>Passive green space occasionally activated for vendors, live music. Can function as meeting space for residents living along the internal street network.</p> <p>May include active recreation facilities such as:</p> <ul style="list-style-type: none"> • Playground equipment for young children • Informal open space <p>May include passive recreation features such as:</p> <ul style="list-style-type: none"> • Trails • Picnic/sitting areas • Community garden • Planted areas



Name	Location	Tax ID	Floating	Fixed	Park Type	Acres	Park Ownership	Functions, and features/ Comments
Park C	Located on the west side of UC-201 Preferred location at property Tax ID 2424737; 2379394	TBD	●		Hybrid of a Linear Park and Neighborhood Park	<1	TBD	This will be a neighborhood-serving park. Include: <ul style="list-style-type: none"> • Passive green space for lounging in the grass • Potential to integrate a dog park • Playground equipment for young children • Multi-purpose paved area • Informal open space • Splash pads Passive recreation features such as: <ul style="list-style-type: none"> • Trails • Picnic/sitting areas • Community garden • Planted areas
Park D	Located in the northeast area of the Sector Plan along UC-200 north of UC-202 Preferred location with property Tax ID 2411577	TBD	●		Pocket Park/Mini Park	<0.5	TBD	Street and intersection can be closed off to traffic to function as a hardscape shared space that prioritizes pedestrian and bicyclists and all the users of the open space.
Park E	Located on the south side of UC-202 between UC- 200 and UC-201 Preferred location with property Tax ID 2424737	TBD	●		Hybrid of a Pocket Park/Mini Parks and Commons /Greens;	<1	TBD	Mix of hardscape/softscape for variety of uses including: <ul style="list-style-type: none"> • Lounging • Meetups • Markets • Concerts • Events • A green with tree canopy. • Environmental conservation and educational programming.
Park F	Located on the south side of UC- 201 and west side of Mowatt Lane Preferred location at property with Tax ID 2287050.	TBD	●		Hybrid of a Pocket Park/Mini Parks and Commons /Greens;	<1	TBD	Green with tree canopy. Provide environmental conservation and educational programming.

Notes:

1. Fixed Parks have a defined area and acreage and a specific location identified on Map 27, Recommended Parks and Public Open Spaces
2. Floating Parks have a preferred location identified on Map 27, Recommended Parks and Public Open Spaces, and a recommended acreage.
3. Hybrid parks are recommended facilities that have the characteristics of more than one Urban Park Typology as defined by Formula 2040, Appendices F and G.

Figure 2. Excerpt from DPR's Formula 2040 - Appendix G: Urban Park Typology

GUIDELINES ILLUSTRATED

Relationship to Adjacent Uses

1. Mixed-Use
2. Building Frontage / Entrances

Access

3. Gateways
4. Street Grid Continuity
5. Trail System Connections
6. Transit System Connections
7. Street Front Access
8. Safe Pedestrian Crossings
9. Shared Parking Strategies
10. Continuous Waterfront Access

Active Uses

11. Intensive Use Zones
12. Programmable Gathering Spaces
13. Active Recreation Fields and Courts
14. Play Spaces

Passive Uses

15. Passive Recreation Areas

Special Features

16. Visitor Facilities
17. Viewsheds
18. Streetscape Enhancements
19. Natural System Enhancements
20. Identity Features
21. Naturally or Historically Significant Feature

Plazas

FUNCTION

Depending on size, plazas may support activities including open air markets, concerts, festivals, and special events but are not often used for active recreational purposes. Plazas are often located at transit stops or other important nodes and serve as the focal point for community activities. Although a plaza may include landscaped areas, the emphasis is often on paved surfaces that can accommodate a large number of visitors.

FEATURES

Amenities include benches, hardscapes, lighting, and access to transit.

SIZE

0.25–1 acre

VISIT LENGTH

varies by program

PLAZAS

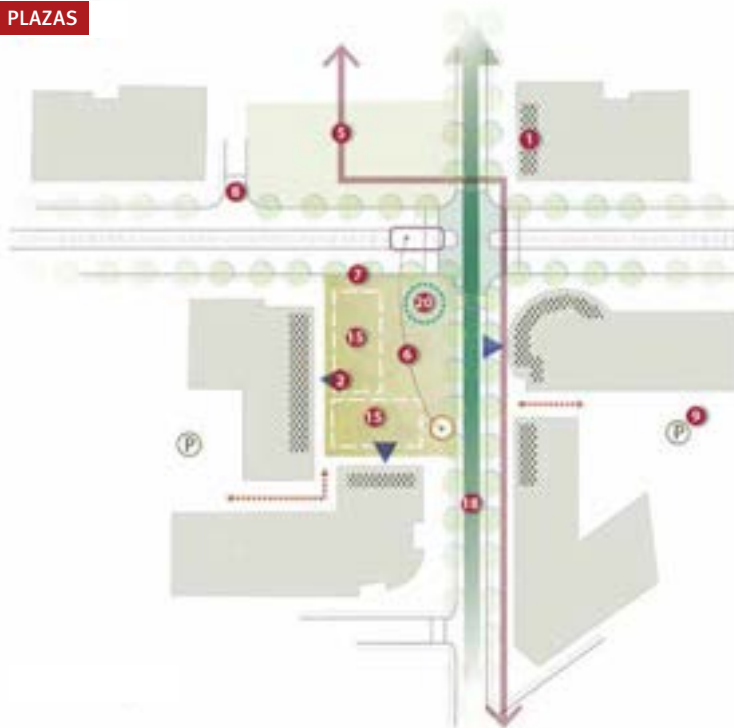


Figure 3. Excerpt from DPR's Formula 2040 - Appendix G: Urban Park Typology

GUIDELINES ILLUSTRATED

Relationship to Adjacent Uses

1. Mixed-Use
2. Building Frontage / Entrances

Access

3. Gateways
4. Street Grid Continuity
5. Trail System Connections
6. Transit System Connections
7. Street Front Access
8. Safe Pedestrian Crossings
9. Shared Parking Strategies
10. Continuous Waterfront Access

Active Uses

11. Intensive Use Zones
12. Programmable Gathering Spaces
13. Active Recreation Fields and Courts
14. Play Spaces

Passive Uses

15. Passive Recreation Areas

Special Features

16. Visitor Facilities
17. Viewsheds
18. Streetscape Enhancements
19. Natural System Enhancements
20. Identity Features
21. Naturally or Historically Significant Feature

Pocket Parks / Mini Parks

FUNCTION

Pocket parks are typically small urban open spaces used for passive recreation. These mini parks are often a single space designed for casual use and serve people working nearby. They are frequently located in places with a high-volume of pedestrian traffic and visibility. Often owned and or maintained by a property association, or neighborhood group, these small spaces create an oasis in hard, urbanized areas.

FEATURES

Pocket parks tend to have limited amenities and consist of planted areas, hardscape, seating, and visual amenities like a fountain or artwork.

SIZE

less than 0.25 acre

VISIT LENGTH

10 minutes to 1 hour

POCKET PARKS

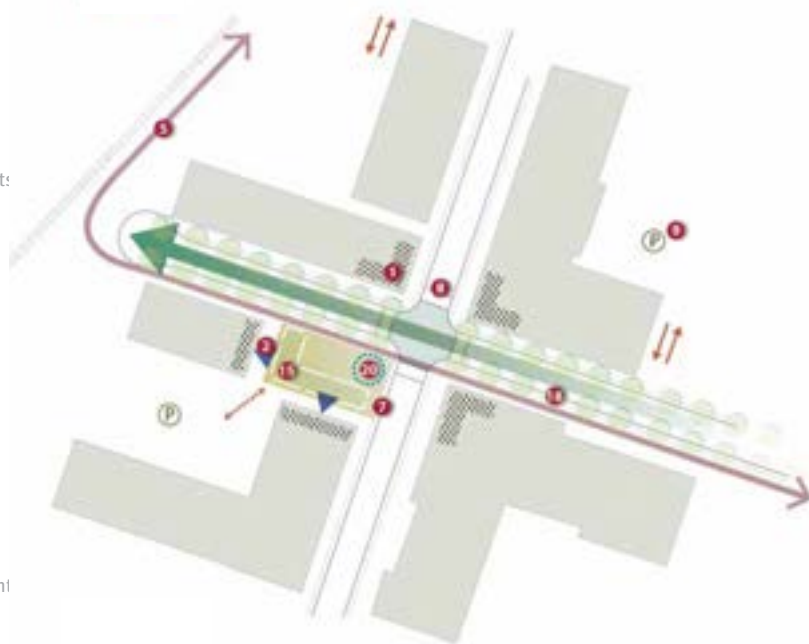


Figure 4. Excerpt from DPR's Formula 2040 - Appendix G: Urban Park Typology

GUIDELINES ILLUSTRATED

Relationship to Adjacent Uses

1. Mixed-Use
2. Building Frontage / Entrances

Access

3. Gateways
4. Street Grid Continuity
5. Trail System Connections
6. Transit System Connections
7. Street Front Access
8. Safe Pedestrian Crossings
9. Shared Parking Strategies
10. Continuous Waterfront Access

Active Uses

11. Intensive Use Zones
12. Programmable Gathering Spaces
13. Active Recreation Fields and Courts
14. Play Spaces

Passive Uses

15. Passive Recreation Areas

Special Features

16. Visitor Facilities
17. Viewsheds
18. Streetscape Enhancements
19. Natural System Enhancements
20. Identity Features
21. Naturally or Historically Significant Feature

Commons / Greens

FUNCTION

Commons and greens are large, flexible open spaces that serve as the recreation and social focus of mixed-use neighborhoods. Active uses, like housing and retail are complementary to the activities occurring at a common or green. The space is often used for a variety of public gatherings including markets, performances, and special events.

FEATURES

A central lawn is often the main focus, with adjacent spaces providing complementary uses. Other features may include gardens, water features, play spaces, and shade structures.

SIZE

1+ acres

VISIT LENGTH

varies

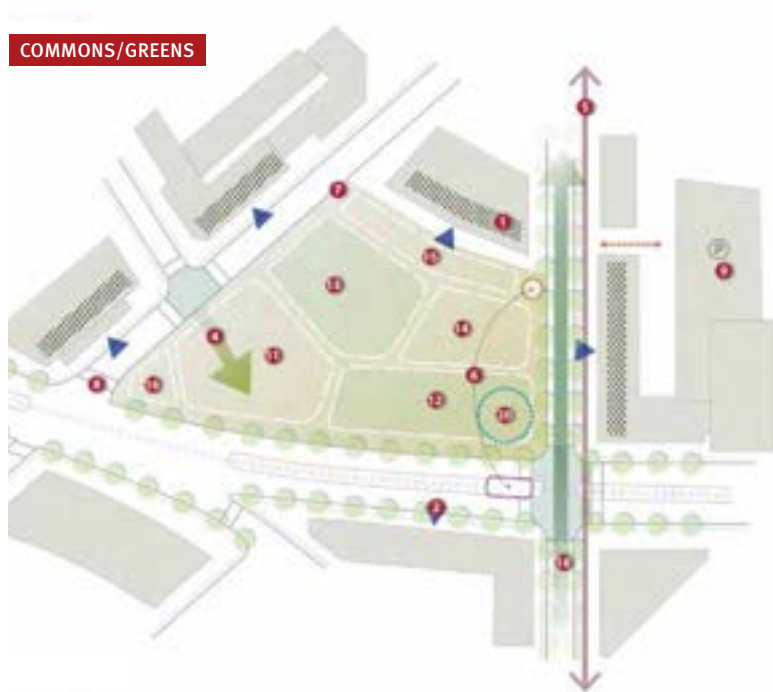


Figure 5. Excerpt from DPR's Formula 2040 - Appendix G: Urban Park Typology

GUIDELINES ILLUSTRATED

Relationship to Adjacent Uses

1. Mixed-Use
2. Building Frontage / Entrances

Access

3. Gateways
4. Street Grid Continuity
5. Trail System Connections
6. Transit System Connections
7. Street Front Access
8. Safe Pedestrian Crossings
9. Shared Parking Strategies
10. Continuous Waterfront Access

Active Uses

11. Intensive Use Zones
12. Programmable Gathering Spaces
13. Active Recreation Fields and Courts
14. Play Spaces

Passive Uses

15. Passive Recreation Areas

Special Features

16. Visitor Facilities
17. Viewsheds
18. Streetscape Enhancements
20. Identity Features
21. Naturally or Historically Significant Feature

Resource Parks

FUNCTION

Resource parks are lands set-aside primarily for the preservation of a natural, cultural, or historic resource. Uses are often passive and include activities that minimize impact on the park's setting and the resource being preserved.

FEATURES

Resource parks may include nature centers, wildlife viewing, gardens, and gazebos, large bodies of water, picnic areas, interpretative displays, or informational signage. They may be designed to provide habitat, protect waterways, or manage stormwater. Or, they may be used to educate citizens on specific heritage and cultural resources of the preserved site.

SIZE

5-30 acres

VISIT LENGTH

1-3 hours

RESOURCE PARKS



Figure 6. Excerpt from DPR's Formula 2040 - Appendix G: Urban Park Typology

GUIDELINES ILLUSTRATED

Relationship to Adjacent Uses

1. Mixed-Use
2. Building Frontage / Entrances

Access

3. Gateways
4. Street Grid Continuity
5. Trail System Connections
6. Transit System Connections
7. Street Front Access
8. Safe Pedestrian Crossings
9. Shared Parking Strategies
10. Continuous Waterfront Access

Active Uses

11. Intensive Use Zones
12. Programmable Gathering Spaces
13. Active Recreation Fields and Courts
14. Play Spaces

Passive Uses

15. Passive Recreation Areas

Special Features

16. Visitor Facilities
17. Viewsheds
18. Streetscape Enhancements
20. Identity Features
21. Naturally or Historically Significant

Greenways & Linear Parks

FUNCTION

Greenways and linear parkways are narrow open space systems that knit together other parks or natural systems. Greenways may follow natural resources like stream and river corridors. Others can be corridors that are built as a part of development projects or interconnected recreational and natural areas.

FEATURES

Trails for walking, jogging, hiking, bicycling, skating, and fitness; outdoor fitness stations.

SIZE

varies

VISIT LENGTH

15 min–1.5 hours

GREENWAYS & LINEAR PARKS

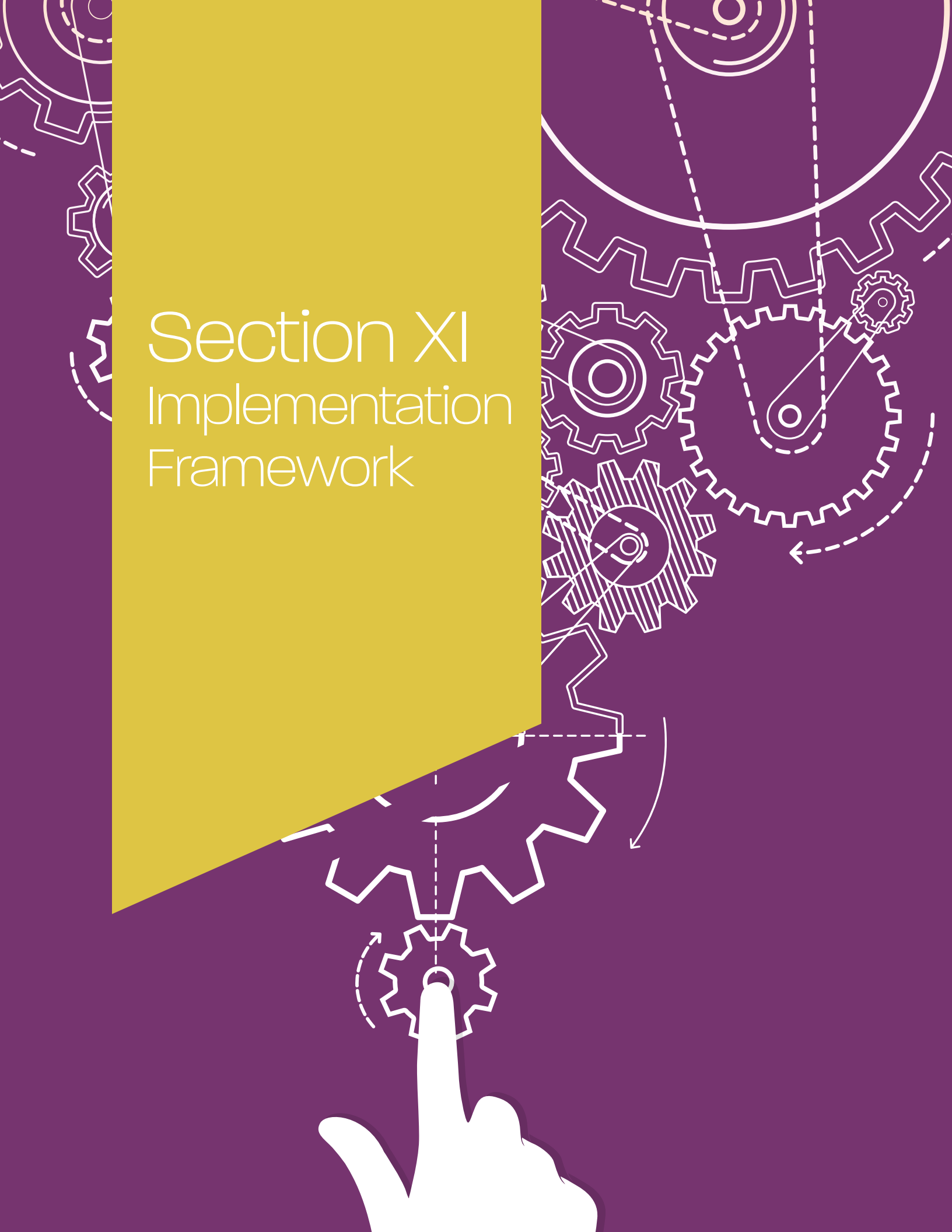




PHOTOS BY PRINCE GEORGE'S COUNTY
PARKS AND RECREATION

The plan recommends 10 different parks in the sector plan area. These hierarchy of parks are envisioned to accommodate the diverse needs of residents and visitors.



The background is a solid purple color. It features a complex illustration of interlocking gears of various sizes. Some gears are solid white outlines, while others are dashed. A white hand with a pointing index finger is positioned at the bottom center, touching one of the gears. A large, solid yellow rectangle is placed on the left side of the page, partially overlapping the gears. The text 'Section XI Implementation Framework' is written in white, sans-serif font within this yellow rectangle.

Section XI

Implementation Framework

Introduction

This Sector Plan serves as a policy guide for elected officials, government agencies, property owners, the real estate and development industries, preservation and environmental organizations, and other parties interested. Its goals, policies, and strategies will require the action of agencies and stakeholders including changes to ordinances, capital improvement program commitments, and operating budget initiatives.

The concurrent Sectional Map Amendment contains the zoning of every property in the sector plan area to implement the land use vision.

Some of this plan's recommendations will require County or state agencies, or the M-NCPPC, to construct capital improvement projects. State funding may be available through the State Highway Administration and the University of Maryland, College Park, Capital Improvement Programs (CIP) which are both crucial in the plan's implementation. Public funds are required for the design, land acquisition, construction, operations, and maintenance of public facilities, such as sidewalks, streets, shared-use paths, parks, and transit facilities.

The implementation of this plan also requires property owners and developers to invest in this community, including acquiring and consolidating properties to create developable parcels, and constructing buildings, landscape improvements, stormwater management infrastructure, and key elements of the public realm such as sidewalks and plazas, potentially constructing streets and sidewalks, assemble and redevelop properties.

Several existing County, state, and federal programs could help fund facility improvements, such as the Priority Funding Areas Act, Revitalization Tax Credits, State TOD Designation, the Sustainable Community Program, Opportunity Zone, Transportation Finance and Innovation Act (TIFIA), Better Utilizing Investments to Leverage Development Grants (federal), Surface Transportation Grant Program (federal), Tax increment Financing (local), and Sustainable Energy-Clean Energy Program incentives. More information on incentive programs is found in the Appendix A.

Successful implementation of this sector plan will take time and require the efforts of all stakeholders—government, the private sector, nonprofit organizations, property owners, and residents over the 25- year life of the plan. The recommended implementation timeframes are not fixed; rather, they are intended to be flexible and allow implementation to occur as opportunities and resources arise.

Implementation timeframes are:

- **Short-term:** Strategies intended to be implemented by 2027. These strategies may require fewer resources and may be easier to accomplish in the near-term. Alternately, they may be high-priority strategies that lay the foundation for the implementation of later strategies.
- **Mid-term:** Strategies intended to be implemented between 2027 and 2032. These strategies may require interagency collaboration or additional resources prior to implementation.
- **Long-term:** Strategies intended to be implemented after 2032. These strategies require complex interagency collaboration, analyses, or resources that may take many years before implementation can begin. They may also require that the regional real estate and employment markets favorably shift to support full implementation.

Implementation Matrix

The following implementation matrix identifies agencies and partners that may have a role in implementing strategies. The matrix may not be inclusive of all agencies and partners; rather, the list is intended to support interagency collaboration and spur timely implementation of sector plan recommendations. As strategies are implemented, additional partners may be identified to assist with implementation. The matrix does not contain strategies that are statements of policy or guidance whose implementation is their inclusion in this master plan.

Table 17. Acronyms

DHCD	Prince George's County Department of Housing and Community Development
DNR	Maryland Department of Natural Resources
DOE	Prince George's County Department of Environment
DOH	Prince George's County Department of Health
DPIE	Prince George's County Department of Permitting, Inspections and Enforcement
DPW&T	Prince George's County Department of Public Works and Transportation
DPR	Prince George's County Department of Parks and Recreation
HAPGC	Housing Authority of Prince George's County
MDOT	Maryland Department of Transportation
MDC	Maryland Department of Commerce
MHAA	Maryland Heritage Areas Authority
M-NCPPC	Maryland-National Capital Park and Planning Commission
MSAC	Maryland State Arts Council
MTA	Maryland Department of Transportation Maryland Transit Administration
PEPCO	Potomac Electric Power Company
PGCAHC	Prince George's County Arts and Humanities Council
PGCEDC	Prince George's County Economic Development Corporation
PGCPS	Prince George's County Public Schools
PGCMLS	Prince George's County Memorial Library System
PGCOCS	Prince George's County Office of Central Services
PGCSOD	Prince George's County Soil Conservation District
RAPGC	Revenue Authority of Prince George's County
PLCC	Purple Line Corridor Coalition
RDA	Prince George's County Redevelopment Authority
SHA	Maryland Department of Transportation State Highway Administration
TBD	To Be Determined
UMD	University of Maryland, College Park
UMGC	University of Maryland Global Campus
WMATA	Washington Metropolitan Area Transit Authority
WSSC	Washington Suburban Sanitary Commission

Table 18. Implementation Matrix

Action	Strategy	○ Lead Entity and ● Partner Entities											Time O=Ongoing S=Short term (<5 years) M=Mid term (5-<10 years) L=Long term (>10 years)
		DPW&T	M-NCPPC	SHA	MTA	Municipalities	UMD/UMGC	Owners/Developers	DoE	PGCEDC	DHCD	TBD	
LAND USE													
Construct vertical mixed-use buildings in Core and portions of Edge	LU 1.5-1.7							○					S
Construct a mix of uses in southern part of Edge (may include townhomes	LU 1.8							○					M-L
Consolidate parcels	LU 3.1						●	○					O
Incentivize redevelopment	LU 4.1									○	●	RDA ● MDC ●	O
ECONOMIC PROSPERITY													
Retain, attract commercial tenants	EP 1.1					●		○		●			S
Add ground-floor commercial	EP 1.2-1.3							○					S
Update UMD Facilities Master Plan 2011-2030	EP 1.4							○					S
Add research offices to mixed-use buildings	EP 2.1						○	○					S
TRANSPORTATION AND MOBILITY													
Make existing and new streets meet urban street standards	TM 1.1-1.3	○		○			○	○				DPIE ●	S
Evaluate piloting on-street parking	TM 1.4	○		○		○	○	○					S
Retrofit streets with stormwater management facilities	TM 1.5	○		○		○	○	○				DPIE ●	O
Dedicate new streets to Municipality/County	TM 1.6							○					O
Ensure LOS standards are met	TM 2.1	●	●	●				○					O
Add new road with adjacent shared-use path	TM 3.1	●						●			○		S
Transfer ROW of portion of road to become part of park	TM 3.2		●					○					S
Construct bicycle and pedestrian facilities	TM 4.1	●	●	●	●			●			○		O
Provide marked crosswalks	TM 4.2	●		●			●				○		O
Provide long-term bicycle parking facilities at multifamily developments	TM 4.3							○					S
Provide short-term bicycle parking at the PL Station	TM 4.4	●	●		○	●	●	●					S
Implement DPW&T Cool Spring Road/Adelphi Road Pedestrian and Bicycle Access Improvements Project	TM: 4.5	○	●										S

Action	Strategy	○ Lead Entity and ● Partner Entities											Time O=Ongoing S=Short term (<5 years) M=Mid term (5-<10 years) L=Long term (>10 years)
		DPW&T	M-NCPPC	SHA	MTA	Municipalities	UMD/UMGC	Owners/Developers	DoE	PGCEDC	DHCD	TBD	
Signalized crosswalk at Cool Spring and Adelphi Roads	TM 4.6	○	●										S
Create shared-use paths and associated wayfinding	TM 5.1-5.4	●	●	●			●	●				○	O
Expand Stanford Street ROW to accommodate an additional sidewalk	TM 5.5							○					M
Provide micro-mobility facilities and infrastructure	TTM 6.1-6.2	●	●			●	●	●				○	O
Construct Purple Line	TM 7.1				○								S
Provide shelters	TM 7.2	●			●	●	●	●				○	O
Provide real-time bus information	TM 7.3	●			●	●	●	●				○	O
Provide “floating bus stops”	TM 7.4	○											O
Coordinate implementation of transit improvement projects	TM 7.5	○											O
Evaluate opportunities to connect Sector Plan to the County	TM 7.6	○											O
Encourage transit agencies to evaluate the feasibility of rerouting transit through plan area	TM 7.7	○											S
Evaluate and provide traffic-calming measure	TM 8.1-8.3	●		●			●	●				○	O
Increase education about transportation safety	TM 8.4	●		●	●		●					○	O
Evaluate residential parking districts	TM 9.1					●						RAPGC ○	O
Advance parking management practices	TM 9.2	○	●				●	●					O
Permit changes to parking standard	TM 9.3-9.5		○					●					O
Set locations for car share/ride hailing/loading spaces	TM 9.6	●		●		●	●	●				○	S
NATURAL ENVIRONMENT													
Use site design, open space set asides to preserve natural resources	NE 1.2							○					O
Maximize forested buffer along Guilford Run	NE 1.3							○	○			County Council ○ DPIE ○	S
Acquire additional property along Guilford Run for Conservation Area C	NE 1.4		○										M
Fulfill the WCO requirement within Guilford Run sub-watershed	NE 1.5							○					M
Maximize use of conservation easements	NE 1.7							○					M
Limit use of ESD	NE 2.1	●	●					○					O

Action	Strategy	○ Lead Entity and ● Partner Entities										Time O=Ongoing S=Short term (<5 years) M=Mid term (5-<10 years) L=Long term (>10 years)		
		DPW&T	M-NCPPC	SHA	MTA	Municipalities	UMD/UMGC	Owners/Developers	DoE	PGCEDC	DHCD		TBD	Other
Construct underground stormwater management facilities	NE 2.2	●						●				○		S
Retrofit using stormwater management BMPs	NE 2.3-2.4	●					●	●						S
Maximize use of pervious surfaces	NE 3.1	●	●	●	●	●	●	●						O
Install street trees and preserve existing trees	NE 4.2-4.4	●		●			●	●						O
Develop invasive species management plan	NE 4.4		○						●					S
Preserve open space and conservation areas	NE 4.5-4.8		○											O
HOUSING AND NEIGHBORHOODS														
Construct mix of housing for various populations	HN 1.1-1.2							○						S
Attract, encourage senior housing	HN 1.3-1.4							○						M
Increase housing opportunities and affordability	HN 1.5-1.6						○	○			○		RDA ●	M
COMMUNITY HERITAGE, CULTURE, AND DESIGN														
Add design features to create gateway	HD 1.1-1.3	●	●	○	●			○						M
Create a brand and sense of place	HD 1.4	●		●		●	●	●		●		○		M
Allow outdoor dining	HD 1.5							●					County Council ○ DPIE ●	S
Build tallest buildings closest to Purple Line	HD 2.1 & HD 2.4							○						S
Add landscape buffers	HD 2.2							○						O
Discourage gathering spaces near single-family homes	HD 2.3		○					○						M
Design streets and buildings to create vistas	HD 3.1							○						M
Use street-level, pedestrian-scale elements	HD 3.2-3.5							○						O
Cluster buildings	HD 3.6							○						O
Install public art and wayfinding	HD 4.1-4.2	●	●	●	●	●	●	●				○		M
Use CPTED	HD 5.1	●	●	●	●	●	●	●						M
Incentivize green buildings	HD 5.2								○				County Council ○	O
HEALTHY COMMUNITIES														

Action	Strategy	Lead Entity and Partner Entities											Time O=Ongoing S=Short term (<5 years) M=Mid term (5-<10 years) L=Long term (>10 years)	
		DPW&T	M-NCPPC	SHA	MTA	Municipalities	UMD/UMGC	Owners/Developers	DoE	PGCEDC	DHCD	TBD		Other
Attract healthy lifestyle businesses	HC 1.2-1.3													O
Provide public fitness equipment	HC 1.4													S
Add community gardens, agriculture	HC 1.5													M
Create urban open spaces	HC 1.6													M
Add signage to healthy food, wellness options	HC 2.1													O
PUBLIC FACILITIES														
Ensure adequate school facilities	PF 1.1													O
Construct new parks and acquire conservation areas	PF 2.1													O
Create public plaza, add amenities to new public spaces	PF 2.2													O
Ensure parks meet Formula 2040 guidelines	PF 2.4													O
Secure public use easements	PF 2.5 & PF 2.7													O
Finalize amenities through community engagement	PF 2.6													O
Facilitate the creation of Conservation Area C (Guilford Run Stream Valley Park)	PF 2.8													M
Connect all parks to trails	PF 3.1													O



PHOTO BY M-NCPPC

Section XII

Monitoring and Evaluation

UNIVERSITY OF MARYLAND

Evaluating the Adelphi Road-UMGC- UMD Purple Line Station Area

The Plan 2035 Five-Year Evaluation analyzes the County's progress toward the Plan 2035 vision and goals in five-year intervals. The evaluation provided insight into the implementation of the general plan's longer-range policies and strategies and gauged their alignment with local, regional, and national demographic, socioeconomic, and environmental trends. As well, the evaluation identified completed strategies, programs, and projects. Findings from the evaluation help inform possible minor plan amendments and modifications. The primary

methodology to evaluate the success of the plan was the monitoring of specific indicators at one- and five-year intervals such as an increase of higher educational attainment or a decrease in poverty rates. The list of Plan 2035 indicators can be found in Plan 2035, Table 26: Indicators of Success on page 268.

To evaluate the success of this sector plan, the project team identified the following indicators that can demonstrate progress toward achievement of the plan's vision:

Table 19. Adelphi Road-UMGC-UMD Purple Line Station Area Indicators of Success

Indicator	Target	Why is this important to ARSP?	Data Source(s)	Interval (Years)	Element	Relevant Policies
Number of vacant, for-lease, non- residential units	2037: 1 2047: 3	A low number of vacancies in for-lease non-residential spaces or units can demonstrate positive business climate, higher foot traffic for activated public realm, and the presence of the neighborhood serving retail, offices, and services that residents demand.	CoStar, Field analysis	5	Land Use	LU 1
					Economic Prosperity	EP 1 EP 2
Number of new dwelling units constructed	2047: 2,321	Plan Area is positioned by its proximity to campus to have some of the largest shares of pedestrian and bicycle commuting in the County. The more dwelling units in this area, the more people can walk and bike to campus.	CoStar	1	Land Use	LU 1 LU 5
					Housing and Neighborhoods	HN 1
Travel mode split	2047: 75% of trips taken by non-auto means (walking, bicycling, transit, etc.)	A successful transit center would require higher proportions of trips that are generated to and from the sector plan area by walking, bicycling, and transit versus single-occupancy vehicle trips.	TBD	5	Transportation and Mobility	TM 1, TM 3-9
					Healthy Communities	HC 1 HC 2
Miles of bicycle and pedestrian facilities constructed	2047: 3.84 miles	The success of this transit center depends upon availability of safe pedestrian and bicyclist access and connections to transit, homes, businesses, and destinations within and adjacent to the sector plan area. This requires availability of safe and connected pedestrian and bicycle facilities.	Prince George's County MDP Annual Report	1	Transportation and Mobility	TM 1, TM 3-5
					Natural Environment	NE 5
					Community Heritage, Culture, and Design	HD 1 HD 3
					Healthy Communities	HC 1 HC 2
					Public Facilities	PF 3

Indicator	Target	Why is this important to ARSP?	Data Source(s)	Interval (Years)	Element	Relevant Policies
Amount of Tree Canopy Preserved	2047: 15 percent of plan area	Benefits of urban tree canopy within this sector plan area include reducing the “urban heat island effect, improving water quality, reducing air pollution, enhancing property values, providing wildlife habitat, facilitating social and educational opportunities, reducing summer temperatures, and helping a community attract businesses and residents.” ¹	M-NCPPC GIS data (multiple layers)	5	Land Use	LU 2 LU 5
					Natural Environment	NE 1, NE 3-5
					Healthy Communities	HC 1
					Public Facilities	PF 2
Number of LEED® certified buildings and/or neighborhood developments	2047: 3	Green building design and neighborhood development practices help in reduction in GHG emissions, urban heat island effect, and minimizing the impact of development on the environment through sustainable development. “The Leadership in Energy and Environmental Design (LEED) Green Building Rating System™ is one of the tools that encourages and accelerates the adoption of sustainable green building and development practices through the creation and implementation of universally understood and accepted tools and performance criteria.” ²	CoStar	5	Natural Environment	NE 2 NE 3 NE 5
					Community Heritage, Culture, and Design	HD 5
Number of new parks constructed	2047: All the parks in Table 15.	Access to a variety of open spaces is critical for physical, mental and emotional wellbeing. For creating vibrant and healthy communities within the sector plan area access to acres of parks and open spaces could present the much-needed opportunities for active lifestyle, gathering and events, and connections with nature.	Department of Parks and Recreation	5	Land Use	LU 2, LU 5
					Natural Environment	NE 1, NE 4
					Healthy Communities	HC 1
					Public Facilities	PF 2

1 Source: Prince George’s Plan 2035, 2019 Five-Year Evaluation, accessed online on 9/24/2021, <https://www.mncppcapps.org/planning/publications/PDFs/383/Plan%202035.pdf>.

2 Source: Prince George’s Plan 2035, 2019 Five-Year Evaluation, accessed online on 9/24/2021, <https://www.mncppcapps.org/planning/publications/PDFs/383/Plan%202035.pdf>.



Sectional Map Amendment



Introduction

The comprehensive rezoning process, also known in Prince George's County as the sectional map amendment (SMA) process, allows for the rezoning of a section of the overall county zoning map to bring zoning into conformance with approved County plans and policies. This Sectional Map Amendment (SMA) for the area covered by the 2022 *Approved Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan* was approved concurrently with the sector plan. The SMA is intended to implement the land use recommendations of the sector plan.

The District Council initiated the SMA on November 10, 2020, concurrent with its initiation of the sector plan, through Council Resolution CR-123-2020. The procedure was in accordance with Section 27-225.01.05 of the prior zoning ordinance. On April 1, 2022, the procedures in Sections 27-3502 and 27-3503 of the Prince George's County Zoning Ordinance became effective following the approval of the Countywide Map Amendment (CMA) on November 29, 2021.

The SMA process allows the master or sector plan's future land use vision to be implemented through the application of the appropriate zone classifications. 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 the need for individual, or piecemeal rezonings reduced, through the SMA process. The approval of the zoning pattern recommended by the Approved Sector Plan and implemented by the SMA brings zoning into greater conformity with County land use goals and policies as they apply to the Adelphi Road-UMGC-UMD Purple Line Station Area, thereby enhancing the health, safety, and general welfare of all the County's residents and citizens.

COUNTYWIDE MAP AMENDMENT

The District Council initiated a Countywide Map Amendment (CMA) on June 18, 2019, through Council Resolution CR-27- 2019. On July 30, 2019, the Prince George's County Planning Department released a proposed CMA that recommends reclassification of the entire County (except the City of Laurel) into the zones contained in the County's Adopted 2018 Zoning Ordinance.

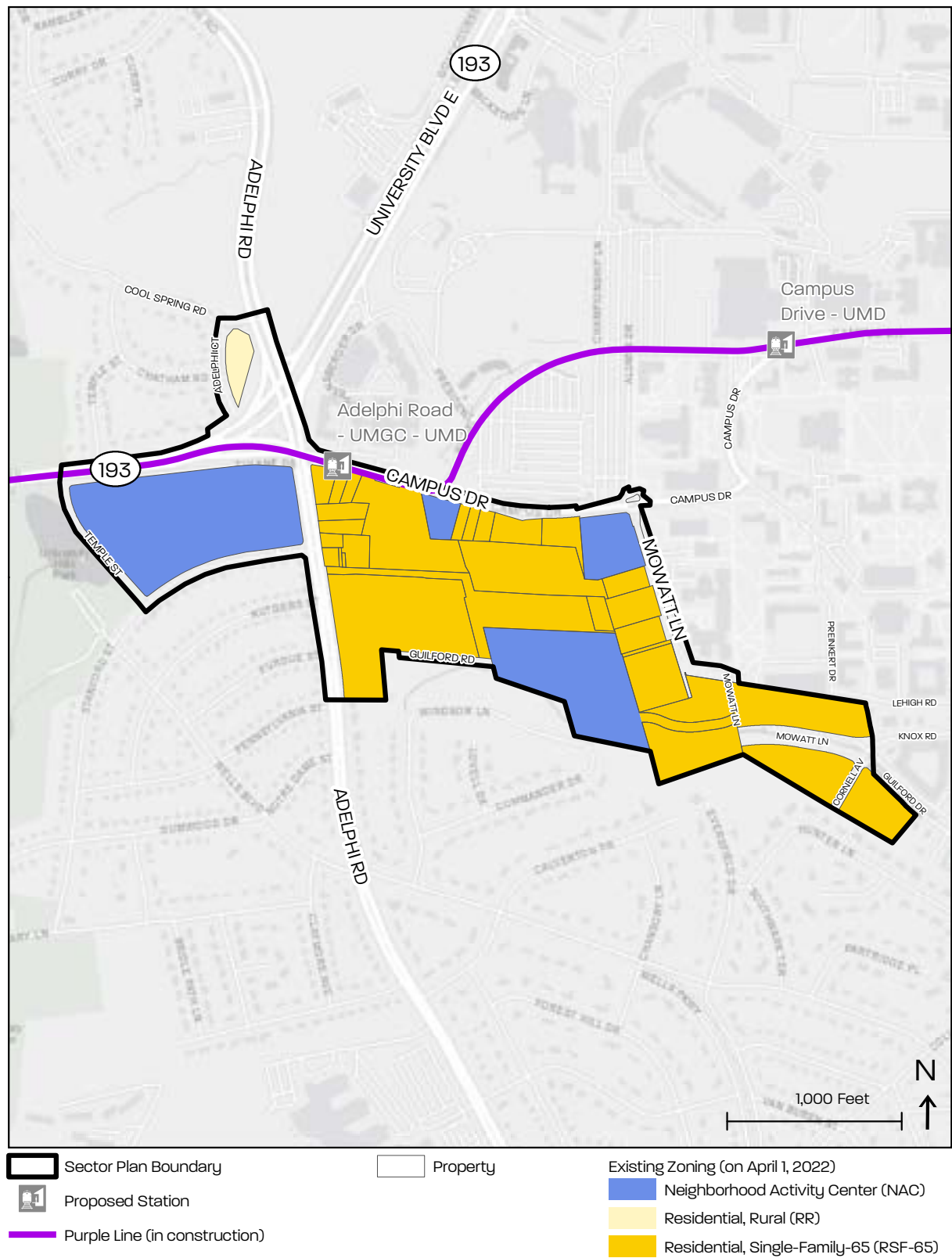
On November 29, 2021, the Prince George's County Council approved the Countywide Sectional Map Amendment (CMA), and subsequently, on April 1, 2022, the 2018 Zoning Ordinance, 2018 Subdivision Regulations, and 2018 Prince George's County Landscape Manual became effective.

The 2022 *Approved Adelphi Road-UMGC-UMD Purple Line Station Area Sectional Map Amendment* (SMA) applies the zoning classifications identified in the new Zoning Ordinance.

The County's Capital Improvement Program, 10-Year Water and Sewer Plan, and existing land use and zoning were examined and evaluated in preparation of the land use plan and this approved SMA. Consideration has also been given to the environmental and economic impact of the land use and zoning proposals.

The approved SMA revised the official 1 inch = 200 feet scale zoning map(s) for this sector plan area. Details of the approved zoning for each property are provided in the following sections.

Map 28. Existing Zoning (on April 1, 2022)





Map 30. Approved Zoning Changes (June 2022)

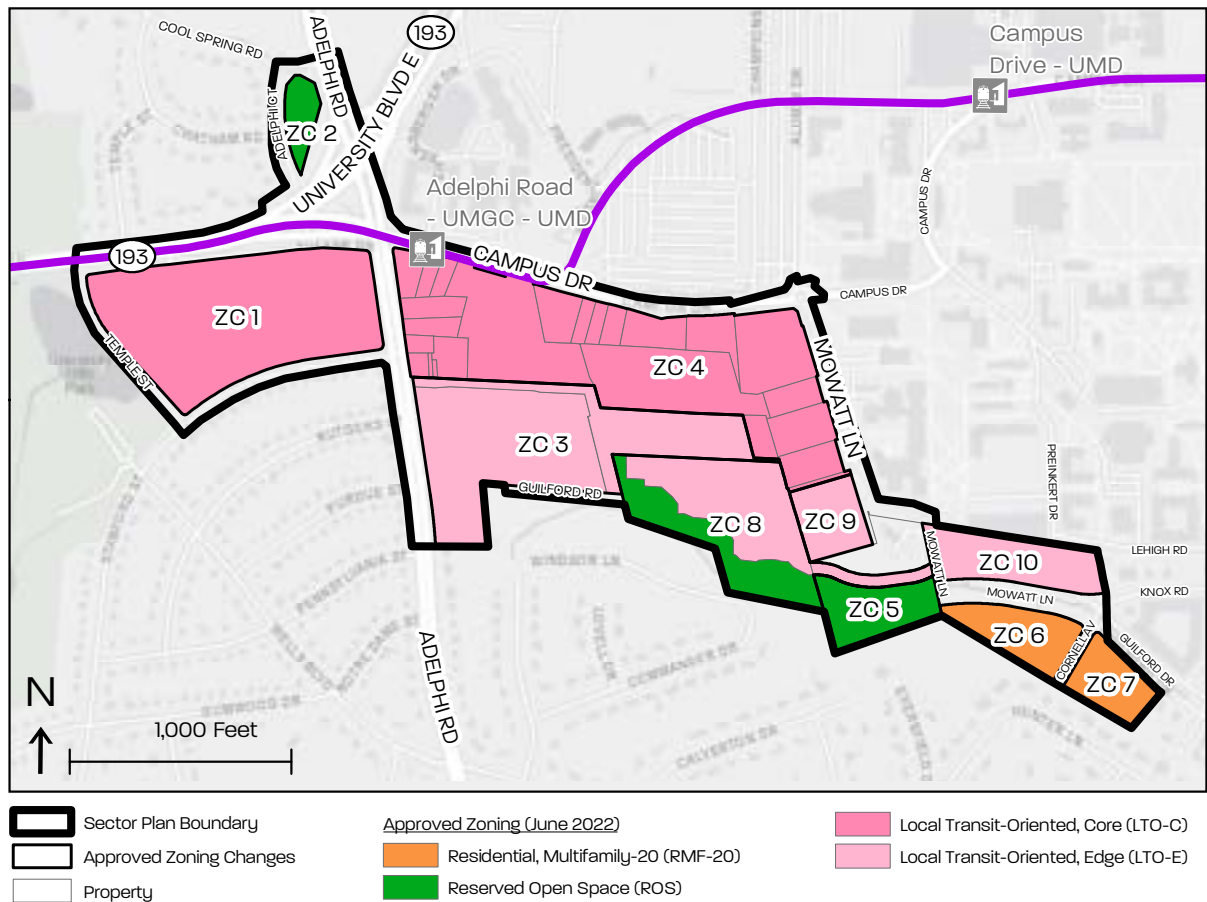


Table 20. Zoning Class Descriptions

Zoning Class	Zoning Description
LTO (Local Transit-Oriented)	Provides for moderate-intensity, vibrant, transit-rich mixed-use centers incorporating walkable urbanism and robust connectivity for pedestrians, bicyclists, transit-riders, and drivers. Often well-connected to regional transit. Vertical mixed-use development, with ground-floor retail, service, or office uses and residential above, is strongly encouraged.
NAC (Neighborhood Activity Center)	Provides for lower-density, small-scale, mixed-use centers intended to serve surrounding neighborhoods. Vertical mixed-use development, with ground-floor retail, service, or office uses and residential above, is encouraged.
RMF-20 (Residential, Multifamily-20)	Provides for a variety of medium to moderately high-density residential development offering variety in housing types and price points; incorporates a mix of residential types and nonresidential uses; supports nearby activity centers.
RSF-65 (Residential, Single-Family-65)	Provides for primarily small-lot, single-family detached communities reflective of traditional subdivision patterns.
RR (Residential, Rural)	Provides for low-density, single-family detached dwellings on lots approximately one half-acre in size that incorporate a rural character.
ROS (Reserved Open Space)	Supports and maintains significant environmental lands and features; protects ecological heritage lands; and provides for very low-density residential development and limited nonresidential development.

SOURCE: Visual Guide to Zoning Categories, Prince George's County Planning Department, M-NCPPC, accessed online on 9-6-2022, <https://pgccouncil.us/DocumentCenter/View/4056/Visual-Guide-to-Zoning-Categories->

Comprehensive Rezoning Changes

Map 29. Approved Zoning (June 2022) shows the approved zoning classifications within the Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan area. To implement the policies and land use recommendations in the Approved Sector Plan, several properties are reclassified to bring their zoning into conformance with the Plan. The SMA process is the most appropriate mechanism for the public sector to achieve the Sector Plan goals. As such, the SMA concurrently amends the official zoning map(s) with approval of the sector plan. The SMA includes 10 zoning changes based on the land use and development policies described in the Sector Plan.

The locations of these zoning changes are shown on Map 30. Approved Zoning Changes (June 2022). These zoning changes result in a new zoning inventory for the area (Table 22. Comprehensive Rezoning Changes). These maps and tables are included for illustrative purposes only. The 1" = 200' scale County zoning maps represent the official zoning boundaries.

Table 22. Comprehensive Rezoning Changes

Zoning Change Number	Zoning Change	Area of Change (Acres)
ZC 1	NAC to LTO-C	14.86
ZC 2	RR to ROS	1.08
ZC 3	RSF-65 to LTO-E	13.81
ZC 4	NAC and RSF-65 to LTO-C	22.51
ZC 5	RSF-65 to ROS	2.86
ZC 6	RSF-65 to RMF-20	2.75
ZC 7	RSF-65 to RMF-20	2.23
ZC 8	NAC and RSF-65 to LTO-E and ROS	9.51
ZC 9	RSF-65 to LTO-E	2.22
ZC 10	RSF-65 to LTO-E	3.82

Table 21. Existing and Approved Zoning Inventory

Zoning Class	Existing Acreage (on April 1, 2022) (acres)	Approved SMA Acreage (June 7, 2022)	Net Change in Acreage (+/-) (acres)
LTO-C (Local Transit-Oriented, Core)	0	37.38	37.38
LTO-E (Local Transit-Oriented, Edge)	0	25.83	25.83
NAC (Neighborhood Activity Center)	27.13	0	-27.13
RMF-20 (Residential, Multifamily-20)	0	4.98	4.98
RSF-65 (Residential, Single-Family-65)	49.20	1.76	-47.44
RR (Residential, Rural)	1.08	0	-1.08
ROS (Reserved Open Space)	0	7.47	7.47

Zoning Change 1 (ZC 1): NAC to LTO-C

Zoning Change No.	Zoning Change	Area of change (Acres)	Approved CMA/SMA/ZMA/SE Number	Approved CMA/SMA/ZMA/SE Date	200' Scale Index Map
ZC 1	NAC to LTO-C	14.86	CMA	April 1, 2022	209NE03

This property is within the Core of the UMD West Local Transit Center. The Future Land Use Map (FLUM) in the Sector Plan recommends a mix of uses on this property. (See Map 8 and Map 31).

This property is currently classified in the Neighborhood Activity Center (NAC) Zone. The NAC Zone does not permit the density of the existing Graduate Hills Apartments, nor would it allow for redevelopment of this property at the same or greater density as recommended by the Approved Sector

Plan. In addition, being the single largest parcel located adjacent to the Purple Line station presents a unique opportunity to concentrate density and a mix of uses a short walk from the station. Adjacency to the University of Maryland campus, and University of Maryland Global Campus, and proximity to the US 1 corridor makes it a prime location for the highest transit-supportive density and use through the recommended Local Transit-Oriented, Core (LTO-C) Zone. See also Policy HN 1 and Strategies LU 1.3, NE 1.1, NE 1.2, NE 1.5, NE 1.6, NE 4.7.

Property Address	Tax Map and Grid	Tax Account	Description	Lot	Block	Parcel	Current Ownership (June 2022)
3841 Campus Drive	033B2	2411122	Pt Par 140	N/A	N/A	140	State

Zoning Change 2 (ZC 2): RR to ROS

Zoning Change No.	Zoning Change	Area of change (Acres)	Approved CMA/SMA/ZMA/SE Number	Approved CMA/SMA/ZMA/SE Date	200' Scale Index Map
ZC 2	RR to ROS	1.08	CMA	April 1, 2022	210NE03

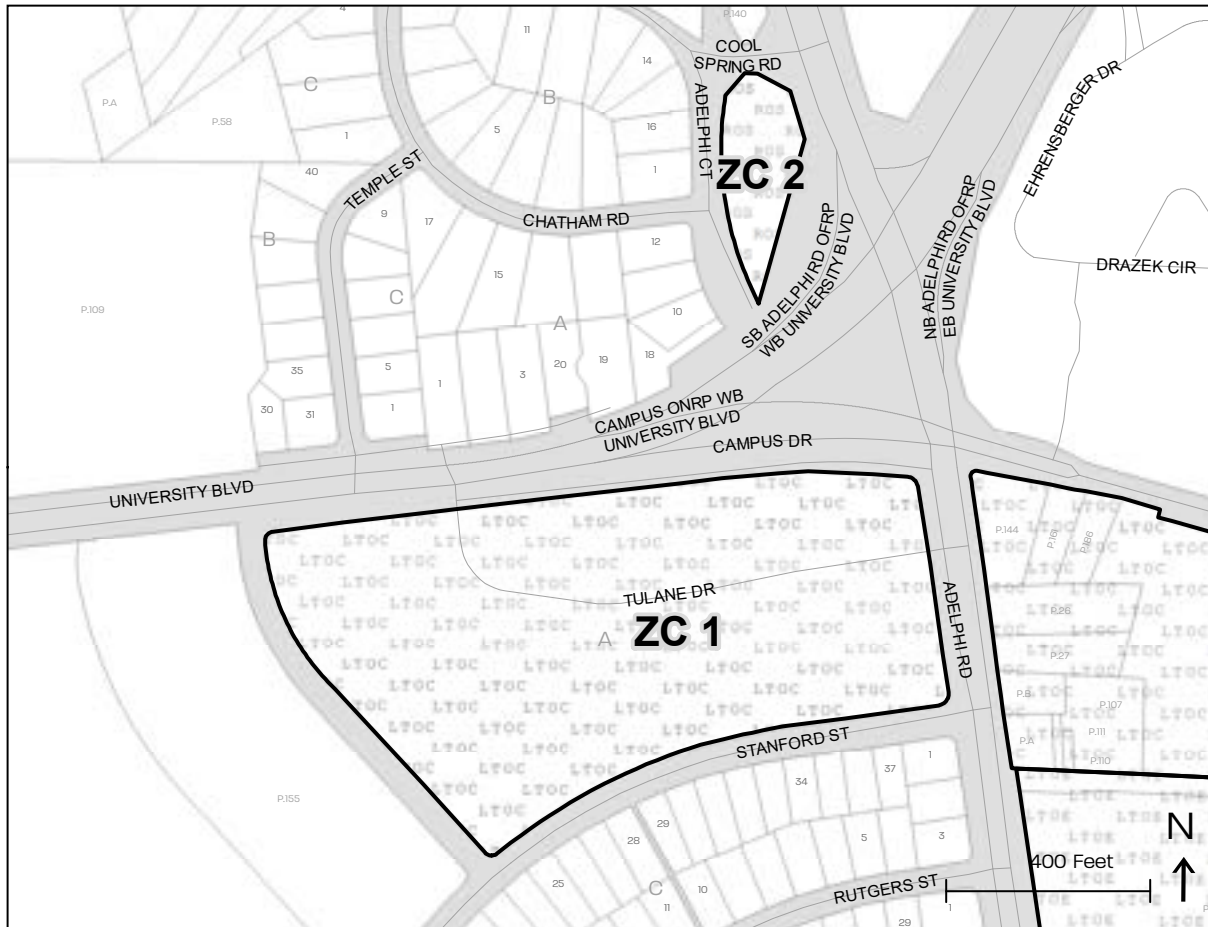
The Future Land Use Map (FLUM) in the Sector Plan recommends Parks and Open Space land uses on this property. (See Map 8 and Map 31).

This parcel is currently covered with trees and serves as a natural area. The sector plan recommends preserving this property as Conservation Area A due to its public ownership and value to the neighborhood

as a wooded area that acts as a natural barrier and transition from the higher-density development at the core of the sector plan area to the low-density single-family detached homes to the north and west of the plan boundary. See also Policy LU 2, Strategies NE 1.1, NE 1.4, NE 1.6, NE 4.3, NE 4.6, HC 1.6, PF 2.1, and PF 3.1 and Map 27. Recommended Parks and Public Open Spaces.

Property Address	Tax Map and Grid	Tax Account	Description	Lot	Block	Parcel	Current Ownership (June 2022)
3841 Campus Drive	033B2	2411122	Pt Par 140	N/A	N/A	140	State

Map 31. Zoning Change (ZC) 1: NAC to LTO-C and Zoning Change (ZC) 2: RR to ROS



Zoning Change 3 (ZC 3): RSF-65 to LTO-E

Zoning Change No.	Zoning Change	Area of change (Acres)	Approved CMA/SMA/ZMA/SE Number	Approved CMA/SMA/ZMA/SE Date	200' Scale Index Map
ZC 3	RSF-65 to LTO-E	13.81	CMA	April 1, 2022	209NE03

The Future Land Use Map (FLUM) in the Sector Plan recommends a mix of uses on these properties. (See Map 8 and Map 32).

These parcels are largely undeveloped or places of worship and currently classified in the Residential, Single-Family-65 (RSF-65) Zone; this zoning does not permit the development of these properties at the densities recommended by the Sector Plan.

The proximity of these parcels to the Purple Line station, UMD campus and US 1 corridor presents a unique opportunity to concentrate high density and mix of uses a short walk from the station and other nearby destinations while allowing for a transition in densities and building heights between the UMD West Local Transit Center Core (see Map 29. Approved Zoning (June 2022)) and adjacent neighborhoods. See also Policies LU 1, LU 3, LU 5, HN 1.

Property Address	Tax Map and Grid	Tax Account	Description	Lot	Block	Parcel	Current Ownership (June 2022)
7501 Adelphi Road	033A3	2379394	Parcel D-1	N/A	N/A	P D-1	Nonprofit
3623 Campus Drive	033A3	2424737	Outparcel 3	N/A	N/A	034	Private

Zoning Change 4 (ZC 4): NAC/RSF-65 to LTO-C

Zoning Change No.	Zoning Change	Area of change (Acres)	Approved CMA/SMA/ZMA/SE Number	Approved CMA/SMA/ZMA/SE Date	200' Scale Index Map
ZC 4	NAC/RSF-65 to LTO-C	22.51	CMA	April 1, 2022	209NE03, 209NE04

These properties are located within the Core of the UMD West Local Transit Center (see Map 29. Approved Zoning (June 2022)). The Future Land Use Map (FLUM) in the Sector Plan recommends a mix of uses on these properties. (See Map 8 and Map 32).

These parcels are currently classified in the Neighborhood Activity Center (NAC) and Residential, Single-Family-65 (RSF-65) Zones; this zoning does not permit the development of these properties at the densities recommended by the Approved Sector Plan. Their adjacency to the Purple Line station, University of Maryland campus, and University of Maryland Global Campus, and proximity to the US 1

corridor makes them prime locations for the high transit-supportive densities and uses available in the recommended Local Transit-Oriented, Core (LTO-C) Zone. Existing uses include places of worship, public utilities, and single-family detached housing (which is inappropriate for a transit station area). Several parcels are currently vacant. See also Policies LU 1, LU 3, LU 5, EP 1, HN 1, and Strategy PF 2.1 in the Approved Sector Plan.

The Approved Sector Plan recommends consolidation of several of these properties to facilitate the envisioned transit-oriented development. See Strategy LU 3.1 in the Approved Sector Plan.

Property Address	Tax Map and Grid	Tax Account	Description	Lot	Block	Parcel	Current Ownership (June 2022)
Adelphi Road	033A3	2400109	SE Cor Colesville Rd & Univ Lane	N/A	N/A	144	State
University Lane	033A3	2411379	NR University of Maryland	N/A	N/A	161	State
University Lane	033A3	2411387	Near University of Maryland	N/A	N/A	186	State

Property Address	Tax Map and Grid	Tax Account	Description	Lot	Block	Parcel	Current Ownership (June 2022)
7715 Adelphi Road	033A3	2314870	Colesville Rd	N/A	N/A	26	State
7713 Adelphi Road	033A3	2342988	N/A	N/A	N/A	027	Private
7703 Adelphi Road	033A3	2402303	Rawleys Addn Parcel B	N/A	N/A	P. B	Private
7607 Adelphi Road	033A3	2384410	Colesville Rd	N/A	N/A	107	Private
7601 Adelphi Road	033A3	2384386	Rawleys Addn Par A	N/A	N/A	N/A	Private
7601 Adelphi Road	033A3	2297349	Rawleys Addn Par A	N/A	N/A	111	Private
Adelphi Road	033A3	2384394	N/A	N/A	N/A	110	Private
Campus Drive	033A3	2382919	Baptist Ch Prop Pt Par A Eq .04a	N/A	N/A	P.A	County
Campus Drive	033A3	5636031	Pt Par A Eq 29,589 sf	N/A	N/A	N/A	State
Campus Drive	033A3	3345402	Baptist Church Prop Pt Par A Cell Tower (Town DNX 05)	N/A	N/A	N/A	Nonprofit
3515 Campus Drive	033A3	2411049	Baptist Ch Prop Pt Par A	N/A	N/A	N/A	Nonprofit
Campus Drive	033A3	2411528	Parcel A	N/A	N/A	N/A	State
Campus Drive	033A3	5533451	Leasehold Interest Pt Lots B1. B2	N/A	N/A	N/A	Nonprofit
3617 Campus Drive	033A3	2411056	Lots B1. B2	N/A	N/A	N/A	Nonprofit
3617 Campus Drive	033A3	5533451	Leasehold Interest Pt Lots B1. B2	N/A	N/A	B-1	Private
Campus Drive	033A3	2411627	Church Parking	N/A	N/A	B-3	
3621 Campus Drive	033A3	2411593	Par C & Pt Aband Rd Btw Par C & Univ La	N/A	N/A	P.C.	Nonprofit
3701 Campus Drive	033A3	4000956	Parcel D-1	N/A	N/A	P.D-1	Nonprofit
3711 Campus Drive	033B3	5516582	Domain College Park, Parcel A	N/A	N/A	N/A	Private
3621 Campus Drive	033A3	2411577	Cat Tail Hill	N/A	N/A	033	Nonprofit
7620 Mowatt Lane	033B3	2340404	N/A	N/A	N/A	Parcel 041	Private
7706 Mowatt Lane	033B3	2382372	Parcel B Public Utility Oper Perperty	N/A	N/A	P.B.	Utility
7618 Mowatt Lane	033B3	2287043	N/A	N/A	N/A	042	Private
7612 Mowatt Lane	033B3	2292571	Parcel A	N/A	N/A	P.A.	Nonprofit
N/A	N/A	9999999	N/A	N/A	N/A	N/A	N/A

Zoning Change 5 (ZC 5): RSF-65 to ROS

Zoning Change No.	Zoning Change	Area of change (Acres)	Approved CMA/SMA/ZMA/SE Number	Approved CMA/SMA/ZMA/SE Date	200' Scale Index Map
ZC 5	RSF-65 to ROS	2.86	CMA	April 1, 2022	209NE03

The Future Land Use Map (FLUM) in the Sector Plan recommends Parks and Open Space land uses on this property (See Map 8 and Map 33).

This parcel is entirely located within recommended Conservation Area C and predominantly contains Regulated Areas of the Countywide Green Infrastructure Network; the remainder of the property contains additional environmental constraints that greatly limit its potential for development. The Approved Sector Plan recommends preserving this

property because of its public ownership, infeasibility for development, and value to the adjacent neighborhood as a forested area that acts as a natural barrier and transition from the higher-density development at the edge of the sector plan area to the low-density, single-family detached homes to the southeast of the plan boundary. See Policy LU 2 and Strategies NE 1.3, NE 1.4, NE 1.6, NE 4.1, NE 4.4, NE 4.8, HC 1.6, PF 2.1, PF 2.4, PF 2.6, and PF 3.1 and Map 27 in the Approved Sector Plan.

Property Address	Tax Map and Grid	Tax Account	Description	Lot	Block	Parcel	Current Ownership (June 2022)
Mowatt Lane	033B4	4018016	N/A	3	N/A	3	State

Zoning Change 6 (ZC 6): RSF-65 to RMF-20

Zoning Change No.	Zoning Change	Area of change (Acres)	Approved CMA/SMA/ZMA/SE Number	Approved CMA/SMA/ZMA/SE Date	200' Scale Index Map
ZC 6	RSF-65 to RMF-20	2.75	CMA	April 1, 2022	209NE04

This property is located within the Edge of the UMD West Local Transit Center. The Future Land Use Map (FLUM) in the Sector Plan recommends a mix of uses on this property. (See Map 8 and Map 33).

The parcel currently consists of a place for worship. This property is currently classified in the Residential,

Single-Family-65 (RSF-65) Zones; its adjacency to the University of Maryland campus and proximity to the Purple Line station and US 1 corridor makes it a prime location for allowing higher, transit-supportive densities through the recommended Residential, Multifamily-20 (RMF-20) Zone. See Strategies LU 1.4 and LU 1.7 in the Approved Sector Plan.

Property Address	Tax Map and Grid	Tax Account	Description	Lot	Block	Parcel	Current Ownership (June 2022)
4141 Guilford Drive	033B4	2379410	Parcel A	N/A	N/A	N/A	Nonprofit

Zoning Change 7 (ZC 7): RSF-65 to RMF-20

Zoning Change No.	Zoning Change	Area of change (Acres)	Approved CMA/SMA/ZMA/SE Number	Approved CMA/SMA/ZMA/SE Date	200' Scale Index Map
ZC 7	RSF-65 to RMF-20	2.23	CMA	April 1, 2022	209NE04

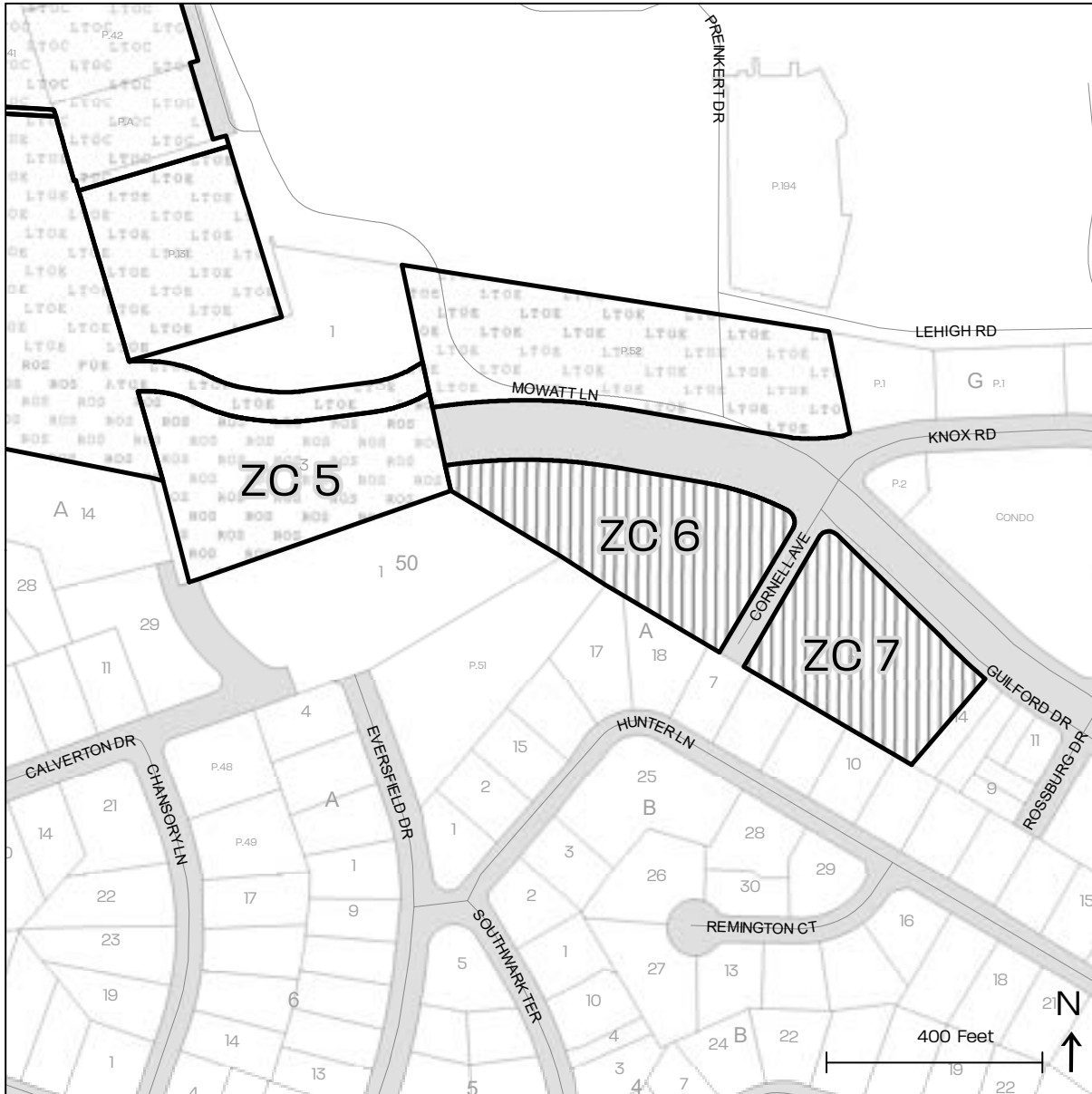
This property is located within the Edge of the UMD West Local Transit Center. The Future Land Use Map (FLUM) in the a Sector Plan recommends a mix of uses on this property. (See Map 8 and Map 33).

The parcel currently consists of a place for worship. This property is classified in the Residential, Single-

Family-65 (RSF-65) Zone; its adjacency to the University of Maryland campus and proximity to the Purple Line station and US 1 corridor makes it a prime location for allowing higher, transit-supportive densities through the recommended Residential, Multifamily-20 (RMF-20) Zone. See Strategies LU 1.4 and LU 1.7 in the Approved Sector Plan.

Property Address	Tax Map and Grid	Tax Account	Description	Lot	Block	Parcel	Current Ownership (June 2022)
4201 Guilford Drive	033B4	2347151	Parcel A	N/A	Eye	N/A	Nonprofit

Map 33. Zoning Change (ZC) 5: RSF-65 to ROS and Zoning Changes (ZC) 6 & 7: RSF-65 to RMF-20



Zoning Change 8 (ZC 8): NAC/RSF-65 to LTO-E/ROS

Zoning Change No.	Zoning Change	Area of change (Acres)	Approved CMA/SMA/ZMA/SE Number	Approved CMA/SMA/ZMA/SE Date	200' Scale Index Map
ZC 8	RSF-65 to RMF-20	5.27	CMA	April 1, 2022	209NE03
	NAC to ROS	3.53			
	RSF-65 to LTO-E	0.71			

Strategy LU 2.2 of the Sector Plan states “encourage the University of Maryland to subdivide the parcel at 7500 Mowatt Lane to facilitate conservation of southern portion of that property. Any new parcel or lot abutting Guilford Run created by such a subdivision should be reclassified to the Reserved Open Space (ROS) Zone.”

The northern 6.07 acres of the subject property are located in the Edge of the UMD West Local Transit Center. The Future Land Use Map (FLUM) in the a Sector Plan recommends a mix of uses on this portion of the property.

The southern 3.46 acres of the subject property are not located within the UMD West Local Transit Center. The Future Land Use Map (FLUM) in the Sector Plan recommends Parks and Open Space land uses on this property (See Map 8 and Map 34).

The northern portion of the subject property is currently classified in the Neighborhood Activity Center (NAC) Zone; this zone does not permit the development of this portion of the subject property at the densities recommended by the Approved Sector Plan. The proximity of this portion of the subject property to the Purple Line station, UMD campus and US 1 corridor presents a unique opportunity to concentrate high density and a mix of uses a short walk from the station and other nearby destinations

while allowing for a transition in densities and building heights between the UMD West Local Transit Center Core (see Map 29. Approved Zoning (June 2022)) and adjacent neighborhoods. See also Policies LU 4, LU 5, and Strategies LU 1.4, LU 1.8, LU 2.1, LU 2.2, NE 1.1, NE 1.2, NE 1.3, NE 1.4, NE 1.6, NE 1.7, NE 4.8, HC 1.6, and PF 2.1 in the Approved Sector Plan.

The southern portion of the subject property is currently classified in the NAC and RSF-65 Zones; these zones would inhibit the recommendations of the Approved Sector Plan to preserve the southern portion of the subject property. This portion of the subject property is entirely part of recommended Conservation Area C and contains Regulated Areas of the Countywide Green Infrastructure Network; this portion of the subject property contains environmental constraints that greatly limit its potential for development. The Approved Sector Plan recommends preserving this property because of its public ownership, infeasibility for development, and value to the adjacent neighborhood as a forested area that acts as a natural barrier and transition from the higher-density development at the edge of the sector plan area to the low-density, single-family detached homes to the southeast of the plan boundary. See Policy LU 2 and Strategies NE 1.1, NE 1.2, NE 1.3, NE 1.4, NE 1.6, NE 1.7, NE 4.7, HC 1.6, PF 2.1, and PF 3.1 and Map 27 in the Approved Sector Plan.

Property Address	Tax Map and Grid	Tax Account	Description	Lot	Block	Parcel	Current Ownership (June 2022)
7500 Mowatt Lane	033A3	4018024	N/A	4	N/A	N/A	State

Zoning Change 9 (ZC 9): RSF-65 to LTO-E

Zoning Change No.	Zoning Change	Area of change (Acres)	Approved CMA/SMA/ZMA/SE Number	Approved CMA/SMA/ZMA/SE Date	200' Scale Index Map
ZC 9	RSF-65 to LTO-E	2.22	CMA	April 1, 2022	209NE03

This property is located within the Edge of the UMD West Local Transit Center. The Future Land Use Map (FLUM) in the Sector Plan recommends a mix of uses on this property (See Map 8 and Map 34).

This parcel currently contains a single-family home. This property was previously classified in

the Residential, Single-Family-65 (RSF-65) Zone; its adjacency to the University of Maryland campus and proximity to the Purple Line station and US 1 corridor makes it a prime location for allowing higher, transit-supportive densities through the recommended Local Transit-Oriented, Edge (LTO-E) Zone. See Strategies LU 1.4 and LU 1.8 in the Approved Sector Plan.

Property Address	Tax Map and Grid	Tax Account	Description	Lot	Block	Parcel	Current Ownership (June 2022)
7604 Mowatt Lane	033B3	2287050	N/A	N/A	N/A	131	Private

Zoning Change 10 (ZC 10): RSF-65 to LTO-E

Zoning Change No.	Zoning Change	Area of change (Acres)	Approved CMA/SMA/ZMA/SE Number	Approved CMA/SMA/ZMA/SE Date	200' Scale Index Map
ZC 10	RSF-65 to LTO-E	3.82	CMA	April 1, 2022	209NE03

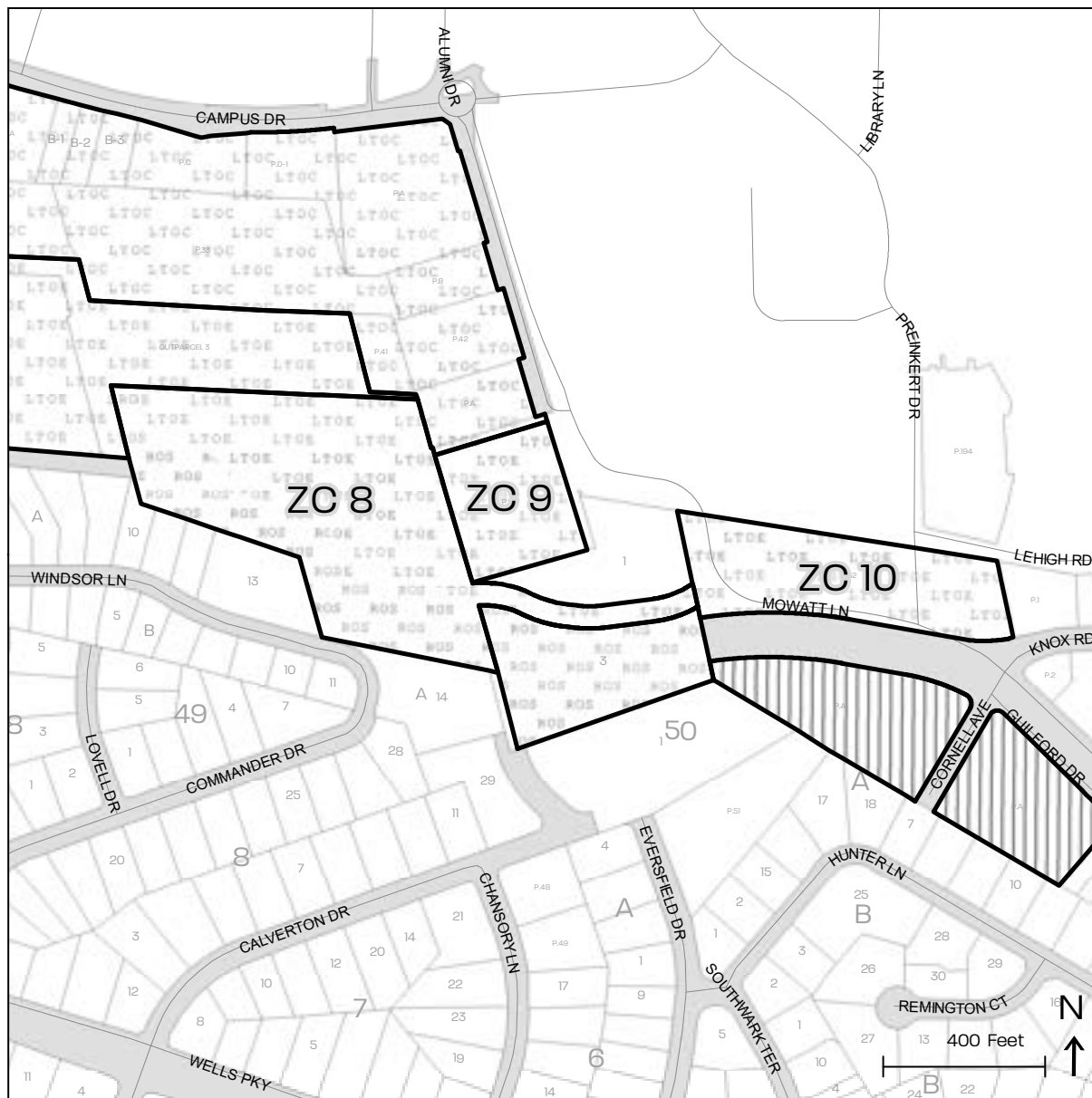
This property is located within the Edge of the UMD West Local Transit Center. The Future Land Use Map (FLUM) in the 2022 Approved Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan recommends a mix of uses on this property (See Map 8 and Map 34).

The parcel currently consists of the nine-story South Campus Commons 7 apartment building at

6801 Preinkert Drive and the six-story Mowatt Lane Parking Garage at 7591 Mowatt Lane on the University of Maryland, College Park campus. The scale of this development is commensurate with that in the LTO Zones. This property was previously classified in the Residential, Single-Family-65 (RSF-65) Zone, which is not reflective of the scale of existing development. See Strategy LU 1.4 in the Approved Sector Plan.

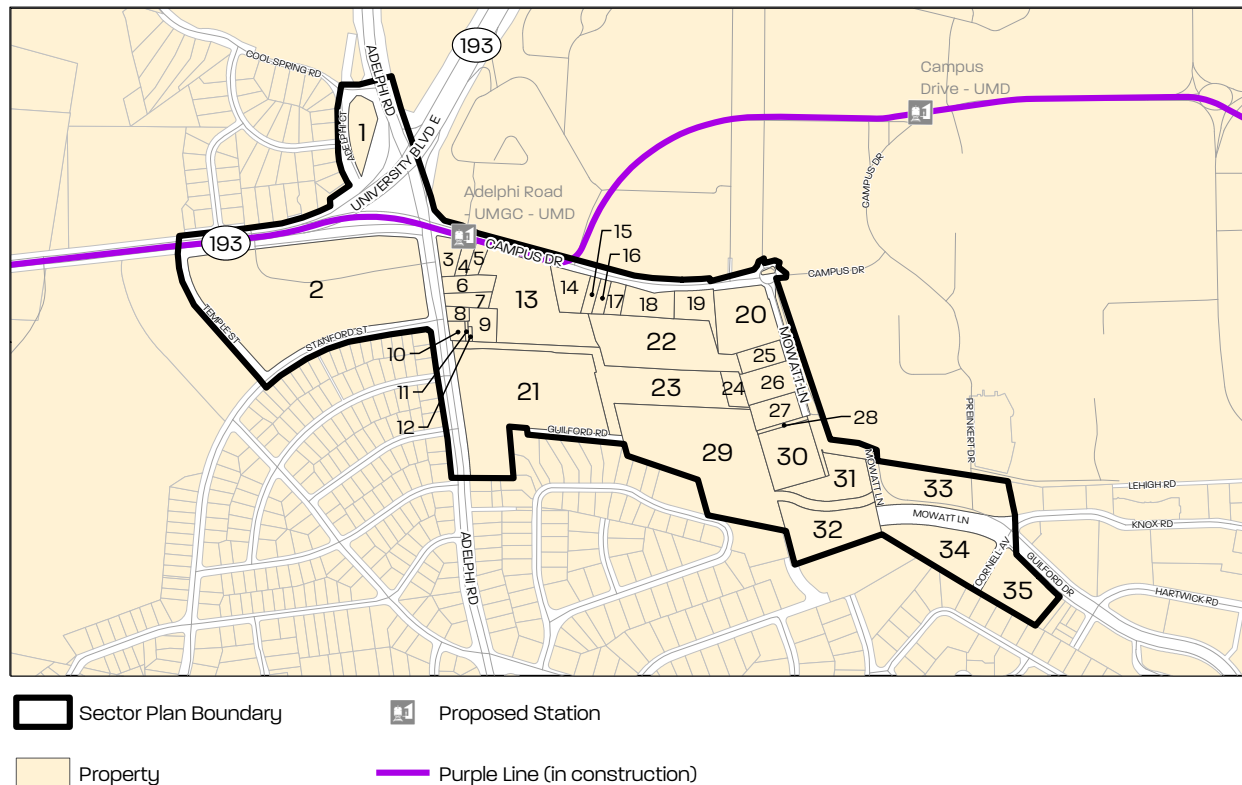
Property Address	Tax Map and Grid	Tax Account	Description	Lot	Block	Parcel	Current Ownership (June 2022)
Knox Road	033B3	2411171	N/A	N/A	N/A	052	State

Map 34. Zoning Change (ZC) 8: NAC/RSF-65 to LTO-E/ROS and Zoning Changes (ZC) 9 & 10: RSF-65 to LTO-E



Parcel-Specific Zoning Information

Map 35. Parcel Information



Note: Map 8. Parcel Information is meant for geographic reference ONLY. Parcels located within the sector plan boundary are numbered (as Map IDs) on Map 8 for illustrative purposes only and are not representative of the legal description of the properties. These Map ID numbers should not be used to otherwise reference a property during the legislative process. Most parcels in Prince George's County have a legal parcel number and conflating Map ID with Parcel Numbers could prove confusing.

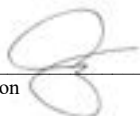
Table 23. Parcels Subject to this Sectional Map Amendment


Map 35 ID	Zoning Change Number	Current Zone (April 1, 2022)	Approved Zone (June 7, 2022)	Address	Tax Account	Current Ownership (June 2022)
1	ZC 2	RR	ROS	3841 Campus Drive	2411122	State
2	ZC 1	NAC	LTO-C	3424 Tulane Drive	1965334	State
3	ZC 4	RSF-65	LTO-C	Adelphi Road	2400109	State
4	ZC 4	RSF-65	LTO-C	University Lane	2411379	State
5	ZC 4	RSF-65	LTO-C	University Lane	2411387	State
6	ZC 4	RSF-65	LTO-C	7715 Adelphi Road	2314870	State
7	ZC 4	RSF-65	LTO-C	7713 Adelphi Road	2342988	Private
8	ZC 4	RSF-65	LTO-C	7703 Adelphi Road	2402303	Private
9	ZC 4	RSF-65	LTO-C	7607 Adelphi Road	2384410	Private
10	ZC 4	RSF-65	LTO-C	7601 Adelphi Road	2384386	Private
11	ZC 4	RSF-65	LTO-C	7601 Adelphi Road	2297349	Private
12	ZC 4	RSF-65	LTO-C	Adelphi Road	2384394	Private
13	ZC 4	RSF-65	LTO-C	Campus Drive	2382919	County
13	ZC 4	RSF-65	LTO-C	Campus Drive	5636031	State
13	ZC 4	RSF-65	LTO-C	Campus Drive	3345402	Nonprofit
13	ZC 4	RSF-65	LTO-C	3515 Campus Drive	2411049	Nonprofit
14	ZC 4	NAC	LTO-C	Campus Drive	2411528	State
15	ZC 4	RSF-65	LTO-C	Campus Drive	5533451	Nonprofit
15	ZC 4	RSF-65	LTO-C	3617 Campus Drive	2411056	Nonprofit
16	ZC 4	RSF-65	LTO-C	3617 Campus Drive	5533451	Private
17	ZC 4	RSF-65	LTO-C	Campus Drive	2411627	Nonprofit
18	ZC 4	RSF-65	LTO-C	3621 Campus Drive	2411593	Nonprofit
19	ZC 4	RSF-65	LTO-C	3701 Campus Drive	4000956	Nonprofit
20	ZC 4	NAC	LTO-C	3711 Campus Drive	5516582	Private
21	ZC 3	RSF-65	LTO-E	7501 Adelphi Road	2379394	Nonprofit
22	ZC 4	RSF-65	LTO-C	3621 Campus Drive	2411577	Nonprofit
23	ZC 3	RSF-65	LTO-E	3623 Campus Drive	2424737	Private
24	ZC 4	RSF-65	LTO-C	7620 Mowatt Lane	2340404	Private
25	ZC 4	RSF-65	LTO-C	7706 Mowatt Lane	2382372	Utility
26	ZC 4	RSF-65	LTO-C	7618 Mowatt Lane	2287043	Private
27	ZC 4	RSF-65	LTO-C	7612 Mowatt Lane	2292571	Nonprofit
28	ZC 4	RSF-65	LTO-C	N/A	9999999	N/A
29	ZC 8	NAC/RSF-65	LTO-E/ROS	7500 Mowatt Lane	4018024	State
30	ZC 9	RSF-65	LTO-E	7604 Mowatt Lane	2287050	Private
32	ZC 5	RSF-65	ROS	Mowatt Lane	4018016	State
33	ZC 10	RSF-65	LTO-E	Knox Road	2411171	State
34	ZC 6	RSF-65	RMF-20	4141 Guilford Drive	2379410	Nonprofit
35	ZC 7	RSF-65	RMF-20	4201 Guilford Drive	2347151	Nonprofit

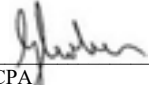
CERTIFICATE OF ADOPTION AND APPROVAL

The 2022 *Approved Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan and Sectional Map Amendment (SMA)* supersedes the 1989 *Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity* for the portion of Planning Area 66 within this Sector. This plan will amend portions of the 2014 *Plan Prince George's 2035 Approved General Plan*, the 2009 *Approved Countywide Master Plan of Transportation, Formula 2040: Functional Master Plan for Parks, Recreation and Open Space*, and the 2017 *Approved Resource Conservation Plan: A Countywide Functional Master Plan*. The Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan and Sectional Map Amendment (SMA) by Resolution No. 2022-41 (sector plan) and Resolution No. 2022-42 (SMA) on April 14, 2022. The Prince George's County Council approved the sector plan and SMA by Resolution No. CR-075-2022 (sector plan), and Resolution No. CR-076-2022 (SMA), on June 7, 2022, after duly advertised public hearing held on January 18, 2022.

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION



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Sheila Hosagrahara Somashekhar Purple Line Corridor Coalition (PLCC)/National Center for Smart Growth

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