

# Appendix 1

## Metropolitan Centers

**Branch Avenue Metro Area:** The approved *Heights and Vicinity Master Plan* recommends a high-intensity development area of office uses, a hotel, and limited retail uses for the area immediately adjacent to the Metro station. M-X-T is the approved zoning. Further from the station, the plan recommends a mix of office, employment, and midrise residential development in the C-O, I-1, C-S-C and R-18 zoning categories.

**College Park/University of Maryland Metro Area:** The Transit District Overlay Zone (TDOZ) for this station establishes parcel-by-parcel densities and allowable land uses. This TDOZ contains extensive design guidelines for development within the district. The TDOZ contains recommendations for office, supporting retail, and high-rise residential uses in the district.

**Greenbelt Metro Area Center:** The Greenbelt Metro Area Center is located north of Greenbelt Road and west of Kenilworth Avenue adjacent to I-95. The Center includes the Greenbelt Metro and MARC stations.

**Largo Town Center Metro Area:** The Largo Center is located near the Capital Centre and is bounded by I-95, MD 214 and MD 202. In addition to the arena, the station is surrounded by the Largo Town Center (a partially developed mixed-use development that includes office, retail and residential uses) and partially developed employment parks. The Morgan Boulevard (Summerfield)-Largo Town Center Metro Areas Sector Plan will recommend transit-oriented mixed-use for the Metro site and adjacent sites.

**National Harbor:** This property is located south of the Capital Beltway along the Potomac River. It is proposed for development as a waterfront retail entertainment center with restaurants, hotels and recreational uses.

**New Carrollton Metro Area:** The New Carrollton Station is located next to the US 50/Capital Beltway interchange. The northern side of the station area is covered by the New Carrollton Transit District Overlay Zone (TDOZ), which would allow up to 1.2 million square feet of office and related commercial uses. The TDOZ also includes a proposal for high-rise residential uses within walking distance to the station. The Internal Revenue Service headquarters is located within the TDOZ.

## Regional Centers

**Bowie:** The Bowie Center is located on the north and south sides of US 50 and both sides of US 301/MD 3. The Center includes the University of Maryland Science and Technology Center (zoned EIA—Employment and Institutional Area) in the northeast quadrant of US 50 and MD 3; an M-X-T (Mixed Use—Transportation Oriented) zoned property in the southeast quadrant of US 301 and US 50; and the Bowie Town Center and Bowie Gateway Center in the southwest quadrant of US 301 and US 50. The properties are largely developed.

**Landover Metro Area:** The Landover Metrorail station is located near the intersection of MD 202 and US 50. The area immediately adjacent to the station is the location of the Ardwick-Ardmore Industrial Park.

**Oxon Hill:** This Center is located along Oxon Hill Road, generally east of Livingston Road and south of the Capital Beltway. The area is partially developed with retail and office uses.

**Prince George's Plaza Metro Area:** This station area is covered by the Prince George's Plaza TDOZ. That plan calls for development around the station of office/commercial, additional retail commercial uses, residential units, and a hotel.

**Port Towns:** Located along Bladensburg Road, this Center includes portions of Colmar Manor, Cottage City and Bladensburg. The county is focusing on redevelopment projects.

**Suitland-Iverson Area:** The Metro station is located next to the Suitland Federal Center complex and a small retail area at the intersection of Suitland Road and Silver Hill Road. The Center extends westward along Silver Hill Road to the Iverson Mall area, which is served by seven Metrobus routes and three county bus routes. A part of this area is included within one of the county's revitalization focus areas.

**Morgan Boulevard (Summerfield) Metro Area:** Located north of Central Avenue on Morgan Boulevard, this will be the first new station on the Metro line extension from Addison Road to Largo. The Morgan Boulevard-Largo Town Center Metro Areas Sector Plan will recommend transit-oriented mixed-use for Metro site and undeveloped land adjacent to the station.

## Community Centers

**Addison Road Metro Area:** Located on the southeastern quadrant of the intersection of Central Avenue (MD 214) and Addison Road, the station is surrounded by a mixture of retail, commercial and residential land uses. *The Addison Road Metro Sector Plan and Sectional Map Amendment* was approved on October 24, 2000. The sector plan recommends a town center for the area surrounding Metro.

**Capitol Heights Metro Area:** This Center is located on the county side of the East Capitol Street and Eastern/Southern Avenue border with the District of Columbia. Land uses in the immediate vicinity are predominantly residential except for some retail and commercial land uses along East Capitol Street.

**Cheverly Metro Area:** The Cheverly Metrorail Station is located on Columbia Park Road at the bridge over US 50. The station is surrounded by predominately industrial uses in the Cabin Branch industrial park (I-1 and I-2 zoning) and environmentally sensitive areas.

**Landover Mall Area:** The Landover Mall Area Center, including surrounding properties, is located north of Landover Road (MD 202) and west of the Capital Beltway (I-95/495). Line haul bus service through this mall is the most productive in the county. WMATA (Metrobus) routes A12, A15 and F14 operate near or through this mall. County (The Bus) routes 21 and 22 also serve this area.

**Langley Park:** This Center is located at the intersection of University Boulevard and New Hampshire Avenue. This area is part of both the University Boulevard Corridor and a potential alignment for the Purple Line.

**Naylor Road Metro Area:** The *2000 Heights and Vicinity Master Plan* recommends the redevelopment of portions of the Branch Avenue and Naylor Road corridors adjacent to the Metro station to office and limited low-intensity retail uses.

**Southern Avenue Metro Area:** The *2000 Heights and Vicinity Master Plan* recommends office uses for the Metro site properties surrounding the rail station.

**West Hyattsville Metro Area:** This station is covered by a TDOZ that addresses the design issues and ultimate development in the area. The TDOZ calls for a mixture of residential, commercial, and office uses in the area.

## Future Centers

**Brandywine:** The Brandywine Center is located on both sides of MD 5/US 301 north of the Charles County line. On the east side is a partially developed employment area. On the west side is the Brandywine Special Study Area identified in the *1993 Subregion V Master Plan*. This area is currently recommended for a mix of residential, employment and retail uses.

**Konterra:** This proposed Center is to be located on both sides of I-95, south of Van Dusen Road and north of the proposed Intercounty Connector. The *1990 Subregion I Master Plan* recommends a mix of residential, retail, and employment uses. The portion of the property to the east of I-95 is zoned M-X-T (Mixed Use—Transportation Oriented); the portion to the west is zoned C-R-C (Commercial Regional Center). The property is currently undeveloped.

**Riverdale MARC Area:** The Riverdale MARC commuter rail stop is located within the Town of Riverdale Park's Town Center in the vicinity of Queensbury Road and Rhode Island Avenue. The Center includes businesses, residences and public spaces.

**Seabrook MARC Area:** The Seabrook MARC commuter rail station operates between Baltimore and Washington. The *Glenn Dale, Seabrook, Lanham & Vicinity Master Plan* (1993) recommends 120 additional parking spaces at the station. The Seabrook station is adjacent to an existing village activity center that contains approximately 150,000 square feet of commercial uses. Service commercial and office commercial are additional land uses in the station's immediate area.

**Westphalia Center:** This Center is located on the north side of MD 4, east of the Capital Beltway. It includes partially developed employment areas such as the Presidential Corporate Center and an activity center (proposed in the *1994 Melwood-Westphalia Master Plan*) located at the quadrants of Dower House Road and Presidential Parkway. The proposed Center is to include office, retail and residential uses.

# Appendix 11

## A Glossary of Terms

**Area Master Plans:** Area master plans consist of a plan map along with supporting data, text and other maps. They provide specific recommendations on a planning area or subregion basis on the environment, historic preservation, living areas, housing, commercial areas, employment areas, urban design, circulation, and transportation.

**Bus Rapid Transit (BRT):** A fixed guideway transit (FGT) system in which transit buses operate on rights-of-way that are physically or otherwise off-limits to regular vehicular traffic. These systems are often constructed so that they can be upgraded to light-rail vehicle operations when ridership grows beyond the operational capacity of transit buses. The Maryland Department of Transportation is considering bus rapid transit for several major arterial roads in Prince George's County.

**Capital Improvement Program (CIP):** Schedule of acquisition and development projects prepared annually with associated cost estimates.

**Commission 2000:** A 53-member broad-based, blue ribbon panel appointed by the County Executive and the County Council charged with the preparation of a Biennial Growth Policy Plan. The plan was adopted, with amendments, as the Interim General Plan in November 2000.

**Constrained Long-Range Plan (CLRP):** The approved regional plan for highway, transit, and bikeway projects, as well as major jurisdictional and regional studies. Individual jurisdictional submissions are prepared by the District of Columbia, Maryland and Virginia for the National Capital Transportation Planning Board. To be eligible for federal financial assistance, a Prince George's County highway, transit, trail or bikeway project, or major transportation study, such as those proposed or required by the new General Plan or the Master Plan of Transportation (see below), will have to be submitted to the state for inclusion in the Maryland section of the CLRP and the appropriate Transportation Improvement Plan (TIP) (see below).

**Consolidated Transportation Program (CTP):** The state transportation capital improvement plan, including all state funded or sponsored road, transit, bike\pedestrian projects, and studies to be undertaken in Prince George's County.

**Community Centers:** Concentration of activities, services and land uses that serve, and are focal points for, the immediate neighborhoods.

**Corridors:** The land within one-quarter mile of both sides of designated high-volume transportation facilities, such as arterial roads. If the designated transportation facility is a limited access highway, the Corridor extends one-quarter mile from the interchanges.

**Decibel "A" Weighted (dBA):** A measure of sound levels in average decibels usually over a 24-hour period calculated using a logarithmic average.

**Developed Tier:** The subarea of the county consisting primarily of inner-county areas that are largely developed.

**Developing Tier:** The largely suburban subarea of the county located primarily in the central portion of the county.

**Ecological Functions:** The functions of a natural system that includes water, air, soil, flora, fauna, and all related elements. These functions regulate air, water, and soil temperatures and provide appropriate habitat for ecosystem residents and migrants.

**Fixed Guideway Transit (FGT):** Transit service provided on its own right-of-way: a rail track, physically restricted vehicle lanes, or a dedicated roadway in the road and highway system. Both the Metrorail regional rapid transit and MARC commuter rail systems that serve Prince George's County are FGT systems.

**Functional Plans:** Map and supporting text that comprehensively cover a specific topic (such as public safety, transportation or historic preservation) for the entire county.

**General Plan:** The document that provides long-term, comprehensive guidance for future county development.

**Green Building:** Practices that consider the impacts of buildings on the local, regional, and global environment, energy and water efficiency, reduction of operation and maintenance costs, minimization of construction waste, and eliminating the use of harmful building materials.

**Green Corridor:** See Green Infrastructure

**Green Hub:** See Green Infrastructure

**Green Infrastructure:** A network of large undisturbed land areas (hubs) connected by designated pathways for the movement of wildlife and humans (green corridors).

**High-Occupancy Vehicle (HOV):** A passenger vehicle containing more than one person. HOV facilities—such as those proposed for John Hanson Highway (US 50) in Prince George's County—generally require a minimum number of occupants for a vehicle to be granted access to HOV lanes.

**Impervious surfaces:** Surfaces that do not allow water to penetrate through them.

**Infill Development:** Development that takes place on vacant or underutilized parcels within an area that is already characterized by urban development and has access to urban services.

**Infrastructure:** The basic facilities (such as roads, schools, water and sewer facilities) needed for the growth of a community.

**Level of Service (LOS):** The adequacy of the road and street network in the county transportation system is generally measured and expressed in terms of its LOS. Each level of service is one in a hierarchy of indices that evaluate the level and severity of automotive traffic congestion on a specific road segment or at specific intersections. The General Plan recommends the minimum acceptable LOS by Tier.

**Light Spill-Over:** Light from nonnatural sources that covers areas beyond that needed for the lighting use or that trespasses onto another person's property.

**Master Plan of Transportation (MPoT):** A countywide functional comprehensive plan of street, road, and highway; transit; and trail, bike and pedestrian facilities needed to ensure the operational integrity of the county transportation system and to complement the development and growth envisioned and recommended in the General Plan, and adopted and approved area plans, in Prince George's County.

**Metropolitan Centers:** Areas of the county with a high concentration of land uses (such as government service or major employment, major educational complexes, high-intensity commercial uses) that attract employers and customers from other parts of the Metropolitan Washington region. Metropolitan Centers are, or may be, cost-effectively served by mass transit.

**Node:** A location along a Corridor at a major intersection or major transit stop (bus or rail) that consists of a concentration of high-intensity, mixed-use residential and commercial development. Nodes should be interspersed with stretches of lower intensity land uses or open space.

**Pedestrian-Oriented Design:** Land use activities that are designed and arranged in a way that emphasizes travel on foot rather than by car. The factors that encourage people to walk are often subtle, but they most regularly focus upon the creation of a pleasant environment for the pedestrian. Elements include compact, mixed-use development patterns with facilities and design that enhance the environment for pedestrians in terms of safety, walking distances, comfort, and the visual appeal of the surroundings. Pedestrian-friendly environments can be created by locating buildings close to the sidewalk, by lining the street with trees, and by buffering the sidewalk with planting strips or parked cars, small shops, street-level lighting and signs, and public art or displays.

**Possible Future Center:** A possible future center is one that is anticipated for more intense development at some point in the future, but is not accorded any priority status for public facilities, programming, grants, loans, programs, standards, etc., until after being designated as a "Center" by the District Council in some future action (Biennial Update, area plan, or sector plan). In most cases, there are significant new public infrastructure facilities that need to be programmed in order for significant development to occur, such as the major interchange along on I-95 for Konterra or MD 4 for Westphalia, or the Waldorf Bypass (or some substitute) for Brandywine.

**Regional Centers:** Concentrations of regionally marketed commercial and retail centers, office and employment areas, some higher-education facilities, and possibly sports and recreational complexes. Regional centers are, or can be, effectively served by mass transit.

**Revitalization Overlay:** A method of designating areas that will be targeted for revitalization assistance. Designations will be temporary (generally from five to ten years), limited in size (generally no larger than ten acres) and will focus attention on neighborhoods that are experiencing: (1) problems with attracting investment due to obsolescent infrastructure and facilities, and/or (2) concentrated levels of household poverty with elevated levels of social and economic distress.

**Sensitive Environmental Features:** These features include streams, stream valleys, and their associated features; the habitats of state-listed species that are rare, threatened, and endangered; 100-year floodplains; and certain high-priority forests.

**Single-Occupancy Vehicle (SOV):** Vehicle containing the driver only.

**Sky Glow:** Light from nonnatural sources that reflects off the night sky and causes a reduction in the overall darkness of an area.

**Traffic Levels of Service (LOS):** See “levels of service” above.

**Transfer of Development Rights (TDR):** A growth management tool used to protect designated rural and environmentally sensitive areas by allowing development rights to be transferred to properties in other parts of the county.

**Transportation Improvement Program (TIP):** A six-year regional schedule for the study, acquisition, upgrading, or development of major highway, transit, bike and pedestrian facilities, and services. A joint effort of the National Capital Transportation Planning Board and its constituent jurisdictions—principally the state transportation agencies of Maryland, the District of Columbia, and Virginia—the TIP complements the CLRP (see above). Any project that is to be a candidate for federal financial assistance must be included in both plans.

**Transit Master Plan (TMP):** A five-year comprehensive blueprint for regional and local bus and paratransit service to be provided in and by Prince George’s County, prepared by the Department of Public Works and Transportation.

**Transit-Oriented Development (TOD):** Land uses that are sited, designed and combined to maximize transit, particularly rail, ridership.

**Transit-Supporting Development (TSD):** Similar to TOD, transit-supporting development is land use that is generally sited and designed to increase, as opposed to maximize, transit ridership.

**Watershed:** An area of land with a common drainage point.

**Woodland Conservation Ordinance:** A state and county regulation that seeks to preserve high-priority woodlands through the land development process. It includes the designation and protection of woodland conservation areas, as well as mitigation measures and penalties.



# A cknowledgments

Fern V. Piret, Ph. D., Planning Director  
Michael E. Petrenko, AICP, Deputy Planning Director  
Nick Motta, Chief, Countywide Planning Division

## **PROJECT TEAM COORDINATORS**

John N. Funk, III, AICP, Planning Supervisor, Countywide Planning Division  
Tom Tyson, AICP, Project Leader, Planner Coordinator, Countywide Planning Division  
Harold Foster, AICP, Planner Coordinator, Countywide Planning Division  
Chris Izzo, AICP, Planner Coordinator, Countywide Planning Division  
Cecilia Lammers, Supervisor, Environmental Planning, Countywide Planning Division  
Craig Rovelstad, AICP, Planner Coordinator, Community Planning Division

## **PROJECT TEAM**

### ***Countywide Planning Division***

Glen Burton, Planner Coordinator  
Manfredo Davila, Senior Planner  
Kim Finch, ASLA, Planner Coordinator  
Eric Foster, Planning Supervisor  
Rodney B. Harrell, Senior Public Facilities Planner  
John Markovitch, Senior Planner  
Tom Masog, Planner Coordinator  
Famarz Mokhtari, Planner Coordinator  
Fred Shaffer, Senior Trails Planner  
Sheila Taylor-Latney, Administrative Aide II  
Sam White, Principal Planning Technician  
Tiffany Williams, Senior Planner

### ***Community Planning Division***

Reggie Baxter, Planner Coordinator  
Teri Bond, AICP, Planner Coordinator  
Joe Chang, Planner Coordinator  
Robert Cline, AICP, Planning Supervisor  
Judy D'Ambrosi, Senior Planner  
Al Dobbins, AICP, Chief  
Paul Fields, Planner Coordinator  
Eric Fisher, Intern 2001  
Steve Fisher, Planner Coordinator  
Heather Higgins, Planner  
Brenda Iraola, ASLA, Planner Coordinator  
Wendy Irminger, Planner Coordinator  
Nancy Mattingly, Administrative Aide III  
Dineene O'Connor, Senior Planner  
Christine Osei, Senior Planner  
Gail Rothrock, AICP, Planning Supervisor  
Phil Taylor, Senior Planner  
Gary R. Thomas, Principal Planning Technician  
Elaine Wright, Administrative Aide III  
Jill Yutan (former employee), Senior Planner

### ***Information Center***

M'Balu Abdullah, IT Support Specialist II, Webmaster  
Stu Bendelow, AICP, Planning Supervisor  
Ward Bourgondien, Video and Photography Specialist  
Laura Clarke, Planning Information and Permit Review Supervisor  
Terry Dandridge, Clerk III  
Fleming El-Amin, Senior Planner  
John Ferdock, Graphic Designer  
La'Tasha Harrison, Clerk III  
James Johnson, Clerk III  
Susan Kelley, Supervisor, Publications and Graphics  
and Office Services Sections  
Dee McChesney, Publications Specialist  
Terri Plumb, Publications Specialist  
Steven Roy, Clerk III  
Pat Thornton, Public Affairs Specialist  
Joe Valenza, Ph. D., Planner Coordinator

### ***Information Management Division***

John Brown, GIS Tech III  
George Clark, GIS Tech III  
Asfaw Fanta, Planning Supervisor  
Barney Green, GIS Specialist II  
Michael Shean, GIS Specialist III

### ***Development Review Division***

Faroll Hamer, Chief  
Alan Hirsch, Planning Supervisor  
Renee Steward, Administrative Aide III

### ***Redevelopment Authority***

Gül Güleruz, Planner Coordinator  
John Henderson, AICP, Chief

### ***Department of Parks and Recreation***

Carol Binns, Planning Technician  
Chuck Montrie, Planner Supervisor



**The Maryland-National Capital Park & Planning Commission**