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$21.00





Approved Greenbelt Metro Area and MD 193 Corridor Plan and Sectional Map Amendment







March 2013

M-NCPPC Prince George's County Planning Department
www.pgplanning.org



Abstract

TITLE: The Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment

AUTHOR: The Maryland-National Capital Park and Planning Commission

SUBJECT: Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment for a portion of Planning Area 67 in Prince George's County

DATE: March 2013

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ABSTRACT This sector plan updates the 2001 *Approved Sector Plan and Sectional Map Amendment for the Greenbelt Metro Area* and amends portions of the 1989 *Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity* and 1990 *Adopted Sectional Map Amendment for Planning Areas 65, 66, and 67.* Developed with the active participation of the community, including property owners, developers, residents, and elected officials; this document recommends goals, policies, strategies, and actions pertaining to land use, urban design, the environmental and green infrastructure networks, the multimodal transportation system, housing, economic development, health and wellness, the Greenbelt medical mile, public facilities, parks and recreation, historic preservation, zoning, and implementation. The plan builds upon the recommendations of the 2002 Approved General Plan for Prince George's County for centers and corridors in the Developed Tier, addresses sustainable development tied to existing and proposed mass transit options, and incorporates recommendations from functional area master plans such as the Green Infrastructure Functional Master Plan, Master Plan of Transportation, and Water Resources Functional Master Plan. The Sectional Map Amendment proposes zoning changes to implement the land use recommendations of the sector plan.

Note: The Administrative Corrections, AC 2015-002 (Signed 2015-11-24), AC 2019-007 (Signed 2019-10-10), and AC 2019-009 (Signed 2019-10-31) modifies the contents of the 2013 *Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment;* and must be used in conjunction with the approved plan/SMA document.

The Maryland-National Capital Park and Planning Commission

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The Maryland-National Capital Park and Planning Commission 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; and
- In Prince George's County only, the operation of the entire county public recreation program.

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

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

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

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

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FOREWORD

The Prince George's County Planning Board of the Maryland-National Capital Park and Planning Commission is pleased to make available the Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment. This community-based plan and sectional map amendment (SMA) provide a clear vision for the future of the Greenbelt Metro Station Metropolitan Center and the portion of the University Boulevard (MD 193) Corridor that passes through the City of Greenbelt and Town of Berwyn Heights between the Metro Green Line and Hanover Parkway. The sector plan builds on the rich and innovative planning history of Greenbelt, Berwyn Heights, and neighboring College Park.

Policy guidance for this plan came from the 2002 Prince George's County Approved General Plan and county functional area master plans, including the 2005 Approved Countywide Green Infrastructure Plan, 2008 Approved Public Safety Facilities Master Plan, 2009 Countywide Master Plan of Transportation, 2010 Approved Historic Sites and Districts Plan, and 2010 Approved Water Resources Master Plan. The 2002 General Plan designates University Boulevard (Greenbelt Road/MD 193) as an important county corridor with a mix of residential and non-residential land uses concentrated at key identified locations (corridor nodes). The 2002 General Plan also designates the Greenbelt Metro Station Metropolitan Center as a major destination for employment and mixed-use development, drawing from the metropolitan Washington, D.C., area.

The Greenbelt Metro Area and MD 193 Corridor Sector Plan and SMA:

- Presents a unique opportunity to preserve a sensitive stream valley while simultaneously revitalizing and redeveloping existing office and residential development.
- Recommends the retrofit of a 3,600-space surface parking lot into an eco-community focused around the Greenbelt Metro Station that will incorporate natural features, active and passive open spaces, innovative energy generation and reduction techniques, and high density, mixed-use transit- and pedestrian-oriented development. The Greenbelt eco-community will become a regional and national model of how the man-made and natural environments can be integrated as a sustainable, cohesive community.
- Proactively strives to realize the potential for a major employer or Government Services Administration tenant at the Greenbelt Metro Station Metropolitan Center, potentially adding thousands of jobs to the local economy and fostering demand for supporting development and services such as new housing, retail, and office opportunities.
- Establishes a "medical mile" along Hanover Parkway to leverage the proximity of Doctors Community Hospital and numerous healthcare providers in nearby offices to improve the community's health and well-being.
- Emphasizes the importance of safe pedestrian and bicyclist connectivity throughout the sector plan area and to nearby communities and job centers.

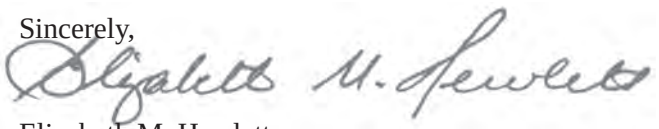
- Provides for appropriate mixed-use infill and redevelopment opportunities at transit-served intersections along the MD 193 Corridor (Greenbelt Road).
- Envisions the revitalization of existing office parks and the integration of amenities, such as restaurants and services, to meet the needs of current and future employees.
- Ensures the preservation of adjacent single-family, residential neighborhoods in Berwyn Heights, College Park, and Greenbelt.
- Establishes design standards to provide for high-quality, urban places and buildings that are sensitive to the rich history of the area and to incorporate sustainable design measures.

In an effort to encourage the active participation of all stakeholders, the sector plan process incorporated extensive community engagement and outreach. Community participation and input began in late 2010, culminating in a series of intensive community workshops in fall 2011 and spring 2012. Additional community input was solicited through civic association and small stakeholder group meetings, work sessions with the City of Greenbelt planning staff, briefings from the Greenbelt Advisory Planning Board, municipal briefings, information gathering sessions, and collaboration on plan revisions following the joint public hearing on the preliminary plan on October 2, 2012. Extensive community feedback and comments were summarized by staff and reviewed by the Planning Board and District Council prior to approval of the sector plan and SMA by the Council on March 5, 2013.

The Greenbelt Metro Area and MD 193 Corridor Sector Plan contains recommendations for land use and urban design, environmental infrastructure and stewardship, the transportation network (including pedestrian and bicycle facilities, transit, and roadways), health and wellness, public facilities, parks and recreation, economic development and revitalization, housing and neighborhood preservation, historic preservation, municipal services, and implementation. The SMA includes zoning changes to facilitate implementation of the plan vision and land use concepts.

The Planning Board very much appreciates the contributions and active engagement of the community and stakeholders in this innovative and exciting planning effort. We believe this sector plan reflects a commitment to implement community desires and build on the 2002 General Plan recommendations for enhanced connectivity, multimodal accessibility, and safety for all residents, workers, and visitors. We look forward to continued collaboration to implement the plan's recommendations and achieve the vision for transit-oriented, mixed-use development at the Greenbelt Metro Station and a revitalized MD 193 Corridor. Thank you for your consideration and review of this very important plan.

Sincerely,



Elizabeth M. Hewlett
Chairman
Prince George's County Planning Board

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Plan Highlights

The Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment (SMA) covers approximately 1.79 square miles of land in northwestern Prince George's County adjacent to the Greenbelt Metro Station and along a portion of the University Boulevard (MD 193) Corridor.[1] The majority of the sector plan area is located within the City of Greenbelt, with a portion south of MD 193 (Greenbelt Road) within the Town of Berwyn Heights. The sector plan envisions the development of the Greenbelt Metro Metropolitan Center as an interconnected, vibrant, and diverse mixed-use, transit-oriented eco-community—building on the historic commitment to sustainability of the City of Greenbelt and Town of Berwyn Heights.

This sector plan recognizes the importance of the natural environment and the sensitive Indian Creek stream valley to the community and emphasizes sustainable urbanism and environmental stewardship as cornerstones of the plan. Multimodal transportation networks remain critical to the future success of the Greenbelt Metro Area and MD 193 Corridor building on past investments in transit infrastructure. A high quality of life with an emphasis on housing and neighborhood preservation, including the maintenance and enhancement of living conditions, will attract new residents, workers, businesses, and visitors and provide more reasons for current residents to remain in their communities.

This sector plan is distinguished by its flexible approach to complex land use and urban design issues while continuing to respect community priorities and values. The plan recognizes that there is an important opportunity for the Greenbelt Metro Metropolitan Center to capitalize on the potential for relocation of a major employer or Government Services Administration (GSA) employment campus that will include supporting office, retail, and residential uses.

The MD 193 Corridor will be transformed to maximize pedestrian and bicycle accessibility, mobility, and safety and will act as a unifying presence tying regional office parks and shopping centers to existing and future residential neighborhoods and targeted mixed-use and pedestrian-oriented development.

Finally, sector plan recommendations and design guidelines and standards will foster an enhanced sense of place.

[1] The sector plan recognizes the portion of the University Boulevard (MD 193) Corridor within the sector plan area is named Greenbelt Road. For the purposes of this sector plan, the corridor is generally referred to as the MD 193 Corridor.

Key recommendations of this sector plan include the following:

Land Use and Urban Design

- ❖ Amend the General Plan boundaries for the Greenbelt Metro Metropolitan Center and University Boulevard (MD 193) Corridor and designate two corridor nodes at Cherrywood Lane/60th Avenue and Hanover Parkway.
- ❖ Recommend land use and urban design strategies for the Greenbelt Metro Metropolitan Center, MD 193 Corridor, and specific locations such as Franklin Park at Greenbelt Station, Beltway Plaza, and Greenway Center/Maryland Trade Center.
- ❖ Focus on issues of sustainability and "green" design, with an emphasis towards creating an eco-community at the Greenbelt Metro Station North Core and preserving and enhancing existing environmental corridors such as Indian Creek.
- ❖ Implement pedestrian- and transit-oriented mixed-use development within the Greenbelt Metro Metropolitan Center and at designated corridor nodes.
- ❖ Preserve the opportunity for a major employer or GSA employment campus at North Core and maximize supporting mixed-use development.
- ❖ Develop an integrated network of natural areas, public open spaces, urban plazas and squares, and civic amenities such as an archeological interpretive center.
- ❖ Support phased redevelopment of key sites including Beltway Plaza, Franklin Park at Greenbelt Station, and Greenway Center/Maryland Trade Center recognizing the value-added nature of these properties today while providing a framework for vertical and horizontal mixed-use development over time.
- ❖ Promote successful, regionally competitive office parks.
- ❖ Recommend urban design strategies for specific locations within the sector plan area and support gateways at the entrances to Berwyn Heights, Greenbelt, and Franklin Park at Greenbelt Station to contribute to a distinct identity.

Environmental Infrastructure

- ❖ Preserve, enhance, and restore the natural environment to the fullest extent possible and ensure sustainability within the desired development pattern.
- ❖ Integrate time-proven approaches to environmental sensitivity and stewardship evident in the historic Greenbelt town core with contemporary best practices to establish a new paradigm for sustainable growth.
- ❖ Implement environmentally sensitive design (ESD) building techniques and reduce overall energy consumption.
- ❖ Restore and enhance water quality in the Indian Creek stream system and other areas that have been degraded, conserve drinkable water, and reduce stormwater runoff and flooding.
- ❖ Preserve and enhance the existing urban tree canopy and recommend woodland conservation bank sites.
- ❖ Reduce light pollution, air pollution, and adverse noise impacts to support community health and wellness recommendations and minimize impacts on environmentally sensitive areas.
- ❖ Provide site-specific environmental recommendations for key locations within the sector plan area.

Transportation (Safety, Connectivity, Mobility, and Access)

- ❖ Facilitate alternate forms of transportation by providing a continuous network of sidewalks, bikeways, and trails; encouraging transit use with coordinated operations and transit-oriented development; and enhancing street connectivity.
- ❖ Implement reconfigured road lanes, dedi-

cated bicycle facilities, and wide sidewalks along MD 193 to maximize pedestrian-friendliness and enhance safety for all users.

- ❖ Manage capacity and minimize congestion on all major roadways by safely and efficiently providing access for all users to destinations within the sector plan area.
- ❖ Construct additional trail connections and facilities to connect neighborhoods with Greenbelt Metro Station, the Indian Creek stream valley, and regional trail networks.
- ❖ Consider a new alignment of Greenbelt Station Parkway and minimize impacts to and the potential realignment of Narragansett Run while ensuring any additional temporary impacts to the waterway to accommodate the construction of the Greenbelt Station Parkway bridge are fully remediated and restored.
- ❖ Provide full interchange movements from Greenbelt Metro Station to and from the Capital Beltway (I-95/495).
- ❖ Redesign the MD 193 bridge over Kenilworth Avenue to eliminate dangerous left-hand turns, streamline traffic flow, and enhance pedestrian and cyclist safety.
- ❖ Support select roadway and intersection redesigns to minimize traffic, pedestrian, and bicyclist conflicts and enhance safety for all users.
- ❖ Implement a comprehensive wayfinding system for orientation and to help direct people and traffic to major destinations and attractions.
- ❖ Recommend a comprehensive managed parking program.
- ❖ Explore the use of alternate means of addressing comprehensive transportation networks and traditional measurements of adequate public facilities for transportation.

Economic Development

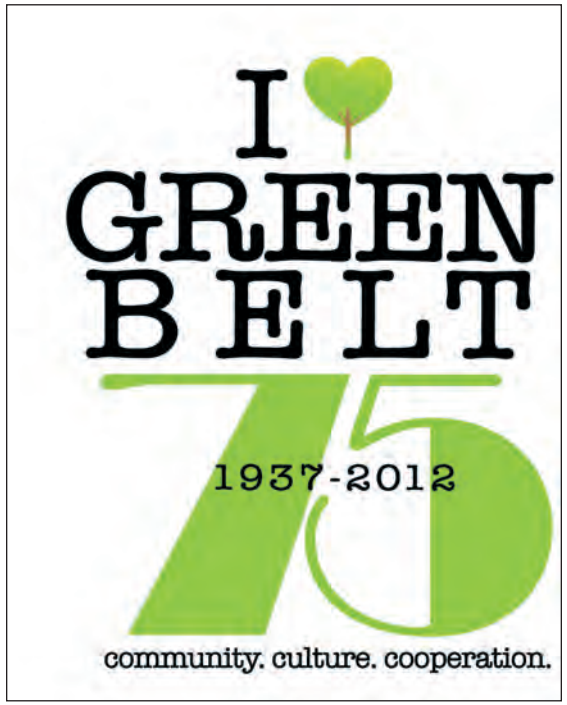
- ❖ Maximize the economic potential of the Greenbelt Metro Station area.
- ❖ Revitalize and redevelop existing commercial properties to improve accessibility and connectivity, enhance the competitiveness of area businesses, and establish distinct senses of place and identity.
- ❖ Provide a state-of-the-art physical infrastructure network to complement the Greenbelt Metro Station and encourage infrastructure providers and developers to extend this network throughout the sector plan area.
- ❖ Reduce office vacancy rates and improve the competitiveness of the local office market.
- ❖ Leverage existing niche markets such as the aerospace and medical sectors.
- ❖ Highlight heritage tourism as a potential economic strength for the area.
- ❖ Support retention of existing businesses and provide relocation assistance as necessary.
- ❖ Encourage a diversity of housing types and price points as an economic development incentive.
- ❖ Mitigate potential adverse impacts of existing industrial businesses and explore opportunities for new industrial and business sectors such as incubator industries.

Housing and Neighborhood Preservation

- ❖ Preserve the character of existing single-family residential neighborhoods.
- ❖ Protect existing residential communities from potentially adverse impacts of new, higher-density development at the Greenbelt Metro Station and along the MD 193 Corridor.
- ❖ Provide a variety of mixed-income housing and housing types with both rental and ownership opportunities to meet the needs of a broad range of potential residents.
- ❖ Expand home improvement programs to facilitate and leverage private reinvestment by property owners.
- ❖ Promote homeownership as a way to strengthen existing neighborhoods.
- ❖ Reduce foreclosure rates and market existing homes as a viable alternative to new rental housing.
- ❖ Address neighborhood public safety issues.

Quality of Life

- ❖ Recognize the importance of community health and wellness.
- ❖ Create a medical mile along Hanover Parkway and within the Greenway Shopping Center and Maryland Trade Center in partnership with Doctors Community Hospital and the numerous medical offices in this area.
- ❖ Support active partnerships to develop and maintain the proposed medical mile.
- ❖ Support the relocation of the Greenbelt school bus maintenance and storage lot and repurpose the site as a relocated elementary school or active park and recreation space.
- ❖ Consider the potential for satellite library facilities co-located with community centers or schools.
- ❖ Require new schools to be built with a more vertical, urban-model approach to reduce acreage requirements.
- ❖ Support relocation of the Greenbelt Volunteer Fire Station to MD 193.
- ❖ In coordination with the City of Greenbelt, develop a diverse variety and integrated network of park and recreational facilities based on community needs and interests.
- ❖ Pursue property acquisition to develop an active recreation facility with ballfields, sports courts, and other amenities to serve residents in the western portion of the sector plan area.
- ❖ Provide small-scale urban parks, plazas, and other open spaces to complement the land use pattern recommended by the sector plan.



The City of Greenbelt celebrated its 75th anniversary in 2012.

- ❖ Foster learning opportunities on the benefits of health and wellness, the natural environment, and the history of the communities.
- ❖ Highlight and interpret the historic significance of the City of Greenbelt, Town of Berwyn Heights, and City of College Park.
- ❖ Recognize the historic importance and cultural heritage of sites such as Toaping Castle, Greenbelt Middle School, Turner Family Cemetery, and Walker Family Cemetery.
- ❖ Conduct archeological investigation of undisturbed areas prior to development.
- ❖ Restore and preserve the unique features of the Greenbelt National Historic Landmark.

Implementation

- ❖ Recommend implementation actions, identify responsible parties, and establish phasing and time-frames for plan implementation.
- ❖ Identify economic development programs available to property and business owners and others within and near the sector plan area.

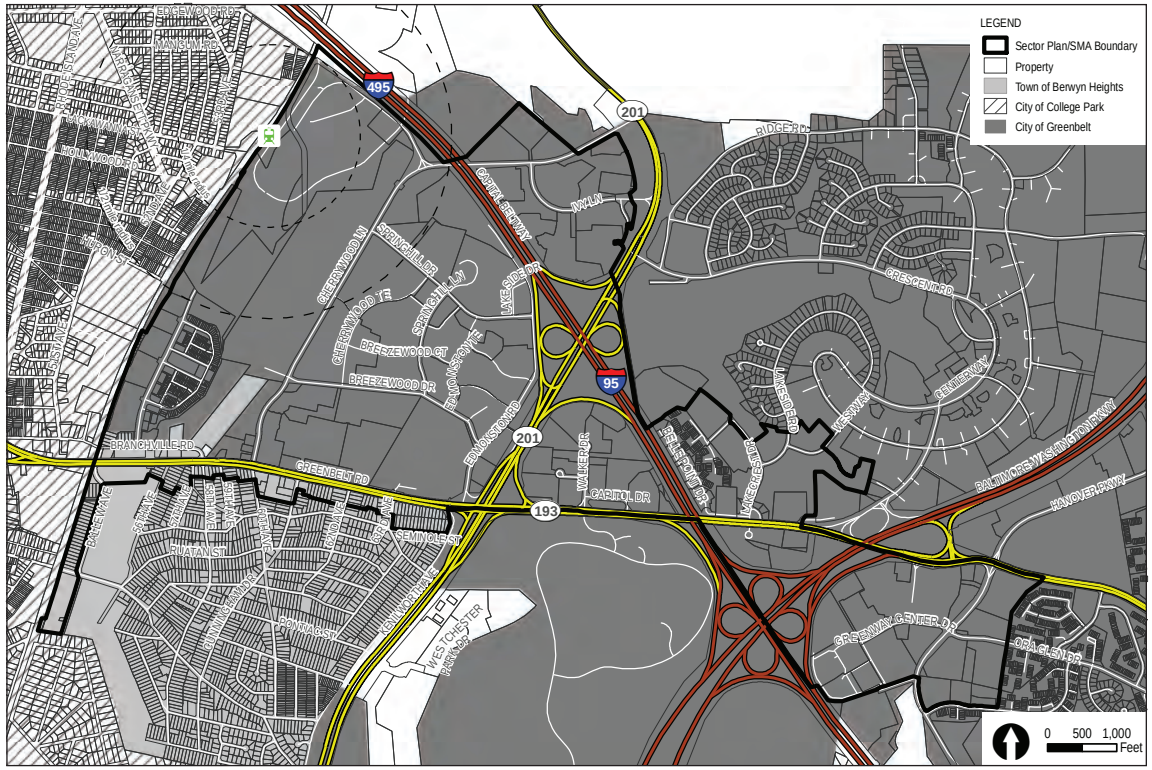
Sectional Map Amendment

- ❖ Establish a Development District Overlay Zone and associated Development District Standards to implement the land use and urban design recommendations of the sector plan.
- ❖ Rezone property to bring the sector plan area's zoning into conformance with the land use recommendations.
- ❖ Amend the uses that are permitted by right on property located within the Development District Overlay Zone.

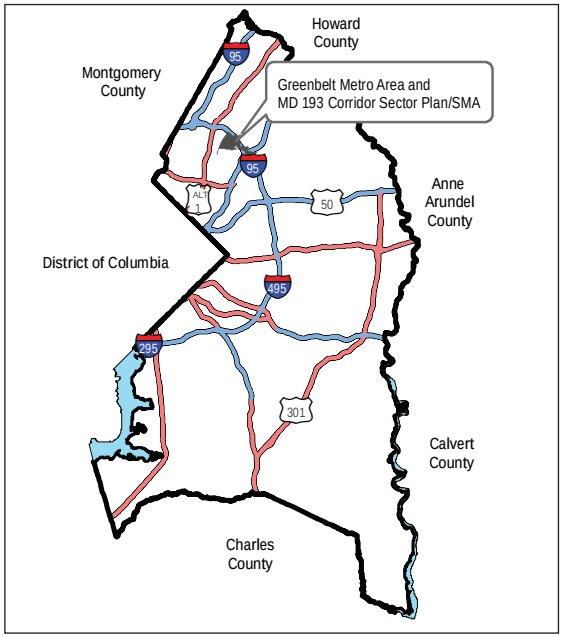
Sector Plan Area

The Greenbelt Metro Area and MD 193 Corridor Sector Plan area encompasses approximately 1.79 square miles (1,144 acres) of land located in the northwestern portion of Prince George's County, Maryland. The sector plan area is bounded by the Capital Beltway (I-95/495), Henry A. Wallace Beltsville Agricultural Research Center, and the historic center of Greenbelt to the north; the city boundaries of College Park to the west; the residential portion of the Town of Berwyn Heights, Greenbelt National Park, and the

MAP 1: Sector Plan and Municipal Boundaries

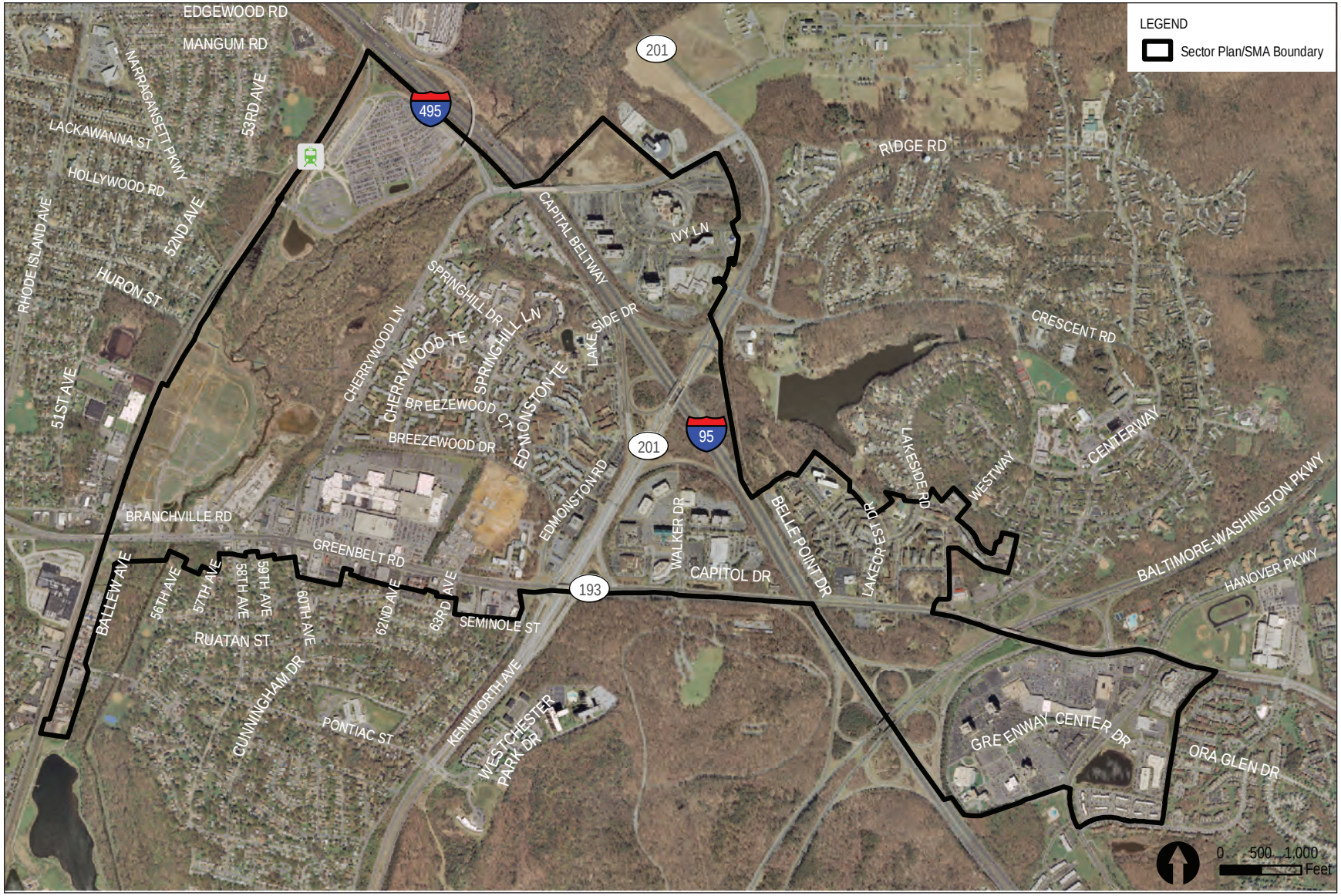


MAP 2: Regional Context

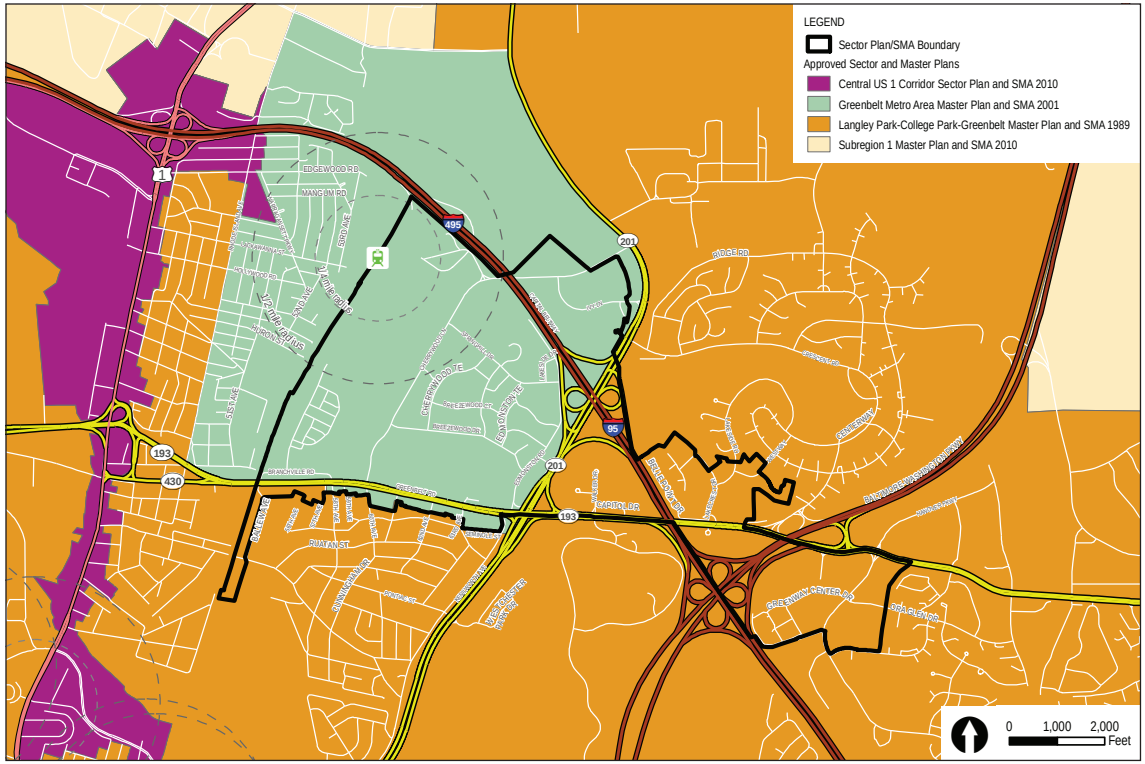


The Greenbelt Metro Station North Core Area, referred to as North Core in this sector plan, is the portion of the Greenbelt Station development located north of Narragansett Run, east of the CSX/Metro Green Line tracks, south of the Capital Beltway (I-95/495), and west of the state preservation parcel containing Indian Creek, west of Cherrywood Lane. The Greenbelt Metro Station South Core Area, referred to as South Core in this plan, is located south of Narragansett Run, east of the CSX/Metro Green Line tracks, north of Branchville Road, and west of Indian Creek. See Map 5 on page 7.

MAP 3: Aerial Map of Sector Plan Area (2011)



MAP 4: Plan Context



MAP 5: Aerial Map of North and South Core



Hunting Ridge apartment complex to the south; and the Windsor Green and Greenbrook residential communities to the east.

The sector plan area features a mix of commercial, multifamily residential, light industrial, and civic uses anchored by the Greenbelt Green Line Metro Station, Beltway Plaza Mall, and Greenway Center shopping center. The Berwyn Heights industrial area and three large office parks are also within the sector plan boundaries: Capital Office Park, Golden Triangle Office Park, and Maryland Trade Center. In addition, smaller office concentrations can be found along Hanover Parkway in the Commerce Center, in the Belle Point Office Park, and along Edmonston Road. Greenbelt National Park adjoins the sector plan area to the south, and the historic mixed-use core of Greenbelt is approximately one-quarter mile to the east.

The sector plan will amend portions of the 1989 *Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity* and 1990 *Adopted Sectional Map Amendment for Planning Areas 65, 66, and 67* and the 2001 *Approved Sector Plan and Sectional Map Amendment for the Greenbelt Metro Area.*

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Why Plan?

Plan Purpose

A sector plan and sectional map amendment (SMA) were completed for the Greenbelt Metro Area in October 2001 to provide a comprehensive planning and zoning approach to properties and communities in proximity to the Greenbelt Metro Station, which opened in 1993. Other portions of the sector plan area were last examined in the 1989 *Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity* and the subsequent 1990 *Adopted Sectional Map Amendment for Planning Areas 65, 66, and 67*. The 2001 Greenbelt Metro Area Sector Plan defined a community vision encouraging quality, integrated, multimodal, and transit-oriented development while preserving existing vital features such as environmental and cultural assets.

Subsequent to the approval of the Greenbelt Metro Area Sector Plan and SMA, the *Prince George's County Approved General Plan* was adopted by the District Council in October 2002. The General Plan designates the Greenbelt Metro Station as a metropolitan center and University Boulevard (known in the sector plan area as Greenbelt Road/MD 193) as a corridor. In conjunction with functional master plans—including the 2005 *Approved Countywide Green Infrastructure Plan*, the 2008 *Approved Public Safety Facilities Master Plan*, the 2009 *Approved Countywide Master Plan of Transportation*, the 2010 *Approved Historic Sites and Districts Plan*, and the 2010 *Approved Water Resources Functional Master Plan*—the General Plan establishes new priorities and recommendations dealing with mixed-use, transit-oriented development, multimodal transportation systems, environmental preservation, and other aspects touched upon by the 2001 Greenbelt Sector Plan.

The purpose of this sector plan is to build upon the foundation provided by the 2001 *Approved Sector Plan and Sectional Map Amendment for the Greenbelt Metro Area*, the 2002 General Plan, and countywide functional master plans to develop a refined vision and realistic approach to implementing the community vision for the future of the Greenbelt Metro Station, Greenbelt Road/MD 193 Corridor, and existing residential communities of Greenbelt, Berwyn Heights, and College Park. Specifically, this plan:

- ❖ Recognizes the historical importance of the natural environment to the communities of Greenbelt, Berwyn Heights, and College Park and blends past and contemporary best practices to ensure a comprehensive and sensitive approach to environmental stewardship, future growth, pedestrian and bicycle connectivity, historic preservation, and community development.
- ❖ Establishes an innovative and comprehensive vision and goals for the North Core that emphasizes the connection of the manmade and natural environments through the development of an eco-community that will serve as a regional and national model for transit-oriented development.
- ❖ Crafts an alternative development framework to proactively help guide the design, connectivity, and integration of a large private sector employer or public/GSA tenant at the Greenbelt Station North Core.
- ❖ Identifies strategies, development standards, and realistic phasing recommendations to address the impact of approved and potential development projects and promote sustainable design and development that capitalizes on the existing transit and trail network, community spirit, green infrastructure network, and historic legacies of the area.
- ❖ Amends the zoning map, through the SMA, in order to implement the land use recommendations of this sector plan and the General Plan.
- ❖ Sets policies that will guide future development in the sector plan area.

Plan Context

Planning Background

Subsequent to the approval of the 2001 sector plan, the vicinity of the Greenbelt Metro Station was designated a metropolitan center and University Boulevard (known as Greenbelt Road/MD 193 through the sector plan area) was designated a corridor by the General Plan. The eastern half of the Greenbelt Metro Area and MD 193 Corridor Sector Plan was not addressed by the 2001 Greenbelt Metro Area Sector Plan. This area, located east of Kenilworth Avenue/MD 201, was last addressed comprehensively in the 1989 *Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity* and 1990 *Adopted Sectional Map Amendment for Planning Areas 65, 66, and 67*. The potential for phased redevelopment on key sites, enhanced connectivity, mobility, and pedestrian and bicyclist safety, mitigation of environmental impacts and introduction of stormwater management, relocation of the Greenbelt Volunteer Fire Station, and the opportunity to address potential negative impacts on existing residential communities such as Belle Point, make this area appropriate for inclusion in this sector plan.

The Greenbelt Metro Area and MD 193 Corridor Sector Plan is the result of a joint planning effort with the City of Greenbelt and Town of Berwyn Heights. Policies and strategies were reexamined in light of the 2002 General Plan and other recent studies, changing markets, and community needs. The new plan makes comprehensive planning and zoning recommendations to implement development of a compact, vertical mixed-use, pedestrian- and transit-friendly Greenbelt Metro Center and MD 193 Corridor consistent with the recommendations of the General Plan. The sector plan also focuses on identified corridor nodes at appropriate locations.

In addition, the policy guidance of approved county functional area master plans, including the 2005 Green Infrastructure Plan, 2008 Public Safety Facilities Master Plan, 2009 Countywide Master Plan of Transportation, 2010 Water Resources Master Plan, and 2010 Historic Sites and District Plan was considered by this sector plan to address the unique circumstances and conditions in place within the sector plan area. Planning studies and other guidance at the city, county, and state levels also contributed to the format and recommendations of this sector plan.

The sector plan is organized into six chapters. **Chapter I—Plan Highlights** outlines the major recommendations and highlights of the sector plan. **Chapter II—Sector Plan Area** provides a brief description of the sector plan and establishes its context within the region. **Chapter III—Why Plan?** presents the plan purpose, outlines key planning conditions that inform the sector plan recommendations, and discusses the public involvement process. **Chapter IV—Plan Vision** presents a consensus-based community vision and holistic overview of the plan's major recommendations, including proposed amendments to the 2002 General Plan. **Chapter V—Where Do We Go From Here?** builds upon the evaluation of existing conditions and the foundation established by previous planning efforts to provide recommendations for key elements of the plan, including Sustainability (land use, urban design, and the natural environment), Transportation (pedestrians and bicycles, transit, and roadways), Economic Development, Housing and Neighborhood Preservation, Quality of Life (health and wellness, Greenbelt Medical Mile, public facilities, parks and recreation, and historic preservation), and Implementation. Finally, **Chapter VI—Sectional Map Amendment** recommends zoning changes needed to implement the approved land use and vision and establishes a Development District Overlay Zone to provide a guide for how future development should be designed and which uses are most appropriate to achieve the plan vision.

Prior Plans and Initiatives

The 1992 Maryland Economic Growth, Resource Protection and Planning Act

This legislation was enacted to encourage economic growth, limit sprawl, and protect the state's natural resources. It establishes consistent general land use policies to be locally implemented throughout Maryland. These policies are stated in the form of eight visions. The 1992 Maryland Planning Act was updated with the passage of the Smart and Sustainable Growth Act of 2009 (see discussion below).

The 1997 Smart Growth and Neighborhood Conservation Act

This act builds on the foundation of the eight visions adopted in the 1992 Maryland Economic Growth, Resource Protection and Planning Act, as amended. The act is nationally recognized as an effective means of evaluating and implementing statewide programs to guide growth and development.

The Maryland smart growth program has three goals:

- To save valuable remaining natural resources.
- To support existing communities and neighborhoods.
- To save taxpayers millions in unnecessary costs for building infrastructure to support sprawl.

A significant aspect of the initiative is the smart growth areas legislation that requires that state funding for projects in Maryland municipalities, other existing communities, industrial, and planned growth areas designated by counties will receive priority funding over other projects. These smart growth areas are called priority funding areas (PFA). The entirety of the sector plan location is designated a PFA by the county and the state. The sector plan recommends a phasing plan and identifies additional tools for implementation to take full advantage of the PFA designation.

2007 Stormwater Management Act

This legislation was enacted by the Maryland General Assembly in 2007. It mandates environmentally sensitive site design that will capture stormwater on-site and allow it to soak into the ground to the greatest practical extent. The act requires on-site stormwater management systems to mimic natural ecosystems. It also recommends the use of "micro-scale" technologies such as green roofs, permeable pavements, bioswales, and rain gardens to drain areas of less than an acre. The Maryland Department of the Environment (MDE) is charged under the act with developing appropriate rules and regulations to implement the act's provisions. MDE is also required to develop a model stormwater management ordinance that can be replicated by local jurisdictions seeking to require new development in their areas to employ green stormwater management practices.

The Smart and Sustainable Growth Act of 2009

The Smart and Sustainable Growth Act of 2009 clarifies the link between local comprehensive plans and local land use ordinances. The bill reinforces the importance of planning for sustainable growth and development in all local jurisdictions within the state. The eight plan visions stated in the 1992 Maryland Planning Act are replaced with an updated and expanded list of twelve visions:

1. A high quality of life is achieved through universal stewardship of the land, water, and air, resulting in sustainable communities and protection of the environment.
2. Citizens are active partners in the planning and implementation of community initiatives and are sensitive to their responsibilities in achieving community goals.
3. Growth is concentrated in existing population and business centers, growth areas adjacent to these centers, or strategically selected new centers.

4. Compact, mixed-use, walkable design consistent with existing community character and located near available or planned transit options is encouraged to ensure efficient use of land and transportation resources and preservation and enhancement of natural systems, open spaces, recreational areas, and historical, cultural, and archeological resources.
5. Growth areas have the water resources and infrastructure to accommodate population and business expansion in an orderly, efficient, and environmentally sustainable manner.
6. A well-maintained, multimodal transportation system facilitates the safe, convenient, affordable, and efficient movement of people, goods, and services within and between population and business centers.
7. A range of housing densities, types, and sizes provides residential options for citizens of all ages and incomes.
8. Economic development and natural resource-based businesses that promote employment opportunities for all income levels within the capacity of the state's natural resources, public services, and public facilities are encouraged.
9. Land and water resources, including the Chesapeake and coastal bays, are carefully managed to restore and maintain healthy air and water, natural systems, and living resources.
10. Waterways, forests, agricultural areas, open space, natural systems, and scenic areas are conserved.
11. Government, business entities, and residents are responsible for the creation of sustainable communities by collaborating to balance efficient growth with resource protection.
12. Strategies, policies, programs, and funding for growth and development, resource conservation, infrastructure, and transportation are integrated across the local, regional, state, and interstate levels to achieve these visions.

Together, the twelve visions provide guiding principles that describe how and where growth can best occur without compromising the state's natural and cultural resources. The act acknowledges that the comprehensive plans prepared by counties and municipalities form the best mechanism to establish priorities for growth and resource conservation. Once priorities are established, it is the state's responsibility to support them.

The 2002 General Plan

The 2002 General Plan sets forth goals, objectives, policies, and strategies that guide future growth and development throughout Prince George's County. It is implemented through more detailed levels of planning, such as this sector plan. The General Plan established three growth policy areas for the county: the Developed, Developing, and Rural Tiers. The combination of these policy areas designates areas of significant economic development, residential development, and preservation.

The General Plan also specifically targets growth to a limited number of designated centers and corridors (see Map 6 on page 13). Development and redevelopment within centers and corridors is intended to capitalize on existing infrastructure by locating homes, jobs, and shopping closer to transit services. These are areas where the benefits to the county for future development can far outweigh costs.

The Greenbelt Metro Station area is a designated metropolitan center and the MD 193 Corridor is a portion of the designated University Boulevard Corridor. Within the sector plan area, both features fall entirely within the Developed Tier. The vision for the Developed Tier is a network of sustainable, transit-supporting, mixed-use pedestrian-oriented, medium- to high-density neighborhoods.

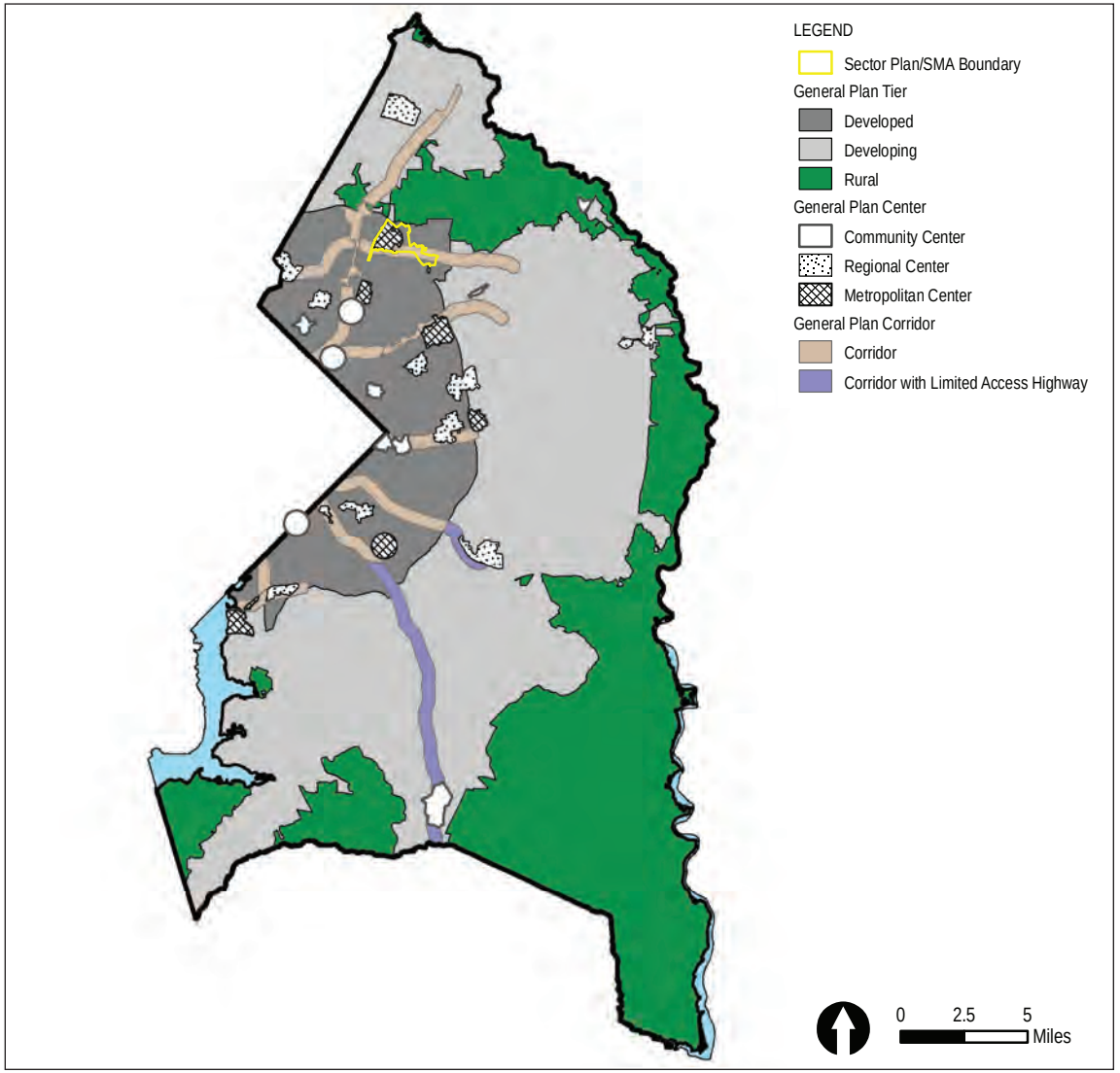
The vision for metropolitan centers is a high concentration of land uses and economic

activities that attract employers, workers, and customers from other parts of the Washington metropolitan area, such as large government service or major employment centers, major educational complexes, or high-intensity commercial uses. High-density residential development may also be located in or very near metropolitan centers. Metropolitan centers can effectively be served by mass transit.

The vision for corridors is mixed residential and nonresidential uses at moderate to high densities and intensities, with a strong emphasis on transit-oriented development. This development should occur at local centers and other appropriate nodes within one-quarter mile of major intersections or transit stops along the corridor.

The Greenbelt Metro Area and MD 193 Corridor Sector Plan amends the General Plan by refining the boundaries of the Greenbelt Metro Metropolitan Center and University Boulevard (MD 193) Corridor and establishing corridor nodes at locations where moderate- to high-density mixed-use development is most appropriate (see Chapter IV).

MAP 6: Approved General Plan (as amended, spring 2012)



Countywide Functional Master Plans

The 2005 Countywide Green Infrastructure Plan, 2008 Public Safety Facilities Master Plan, 2009 Countywide Master Plan of Transportation, 2010 Water Resources Master Plan, and 2010 Historic Sites and Districts Plan amended and updated functional elements of the 2002 General Plan. This sector plan further amends these countywide functional master plans and the 1983 *Functional Master Plan for Public School Sites* to achieve the community vision for the future of the Greenbelt Metro Area and MD 193 Corridor.

1989 Master Plan for Langley Park-College Park-Greenbelt and Vicinity and 1990 Sectional Map Amendment for Planning Areas 65, 66, and 67

This master plan sets forth land use, public facilities, environmental, and zoning recommendations for Planning Areas 65, 66, and 67. The Greenbelt Metro Area and MD 193 Corridor Sector Plan area is in Planning Area 67 and amends the portion of the master plan containing the sector plan area. The 1989 master plan recognizes the potential of the Greenbelt Metro Station and seeks to address four key issues identified by the community at the time: (1) relevant natural and other features of the physical environment; (2) housing requirements of present and future residents; (3) provision of retail and office services and a range of employment and investment opportunities; and (4) meeting the need for public facilities and adequate transportation. The 1990 SMA brought the zoning throughout the area into conformance with the master plan.

Beltway Plaza and portions of Greenbelt Road adjacent to the mall were identified as a major community activity center. Greenway Center was identified as a community activity center, and the Greenbelt employment area (Greenbelt North and South Core areas adjacent to the CSX tracks), the 54th Avenue (Ballew Avenue) industrial area, Capital Office Park, Golden Triangle Office Park, and the Maryland Trade Center/Hanover Parkway area were identified as major employment areas. Recommendations for most areas west of Kenilworth Avenue (MD 201) that are part of this sector plan area were superseded by the 2001 Greenbelt Metro Area Sector Plan. The 1989 master plan recommendations for Greenway Center, the Ballew Avenue industrial area, Golden Triangle Office Park, Maryland Trade Center/Hanover Parkway, and residential and office areas between the Capital Beltway (I-95/495) and the Baltimore-Washington Parkway are amended by this sector plan.

The 2001 Sector Plan and Sectional Map Amendment for the Greenbelt Metro Area

The 2001 sector plan focused on six identified subareas and approximately 1,600 acres of land immediately surrounding the Greenbelt Metro and MARC stations. Four of the six subareas are included in this sector plan: the Core Area, Springhill Lake, the Greenbelt Road Corridor/ Beltway Plaza, and Capital Office Park/Federal Courthouse areas. The 2001 sector plan envisioned intensive mixed-use development near the Greenbelt Metro Station reflecting Maryland smart growth policies to limit urban sprawl and steer development toward transit stations or areas with existing public infrastructure. Five general planning principles guided the 2001 sector plan: transit; pedestrian, and bicycle-oriented development; regional ecological systems; transit villages; and sense of community identity.

Additional recommendations aimed at phasing out incompatible industrial uses near the station site, called for environmentally sensitive, compact mixed-use development, sought improved access between the Capital Beltway (I-95/495) and the North and South Cores, anticipated staged residential redevelopment of the Springhill Lake community, supported a revitalized Beltway Plaza and Greenbelt Road Corridor through streetscape and façade

improvements, envisioned gateway treatments at major road intersections, and advocated safe, integrated sidewalk and trail connections through the entire planning area and to surrounding neighborhoods.

This sector plan supports, refines, and builds upon the general recommendations of the 2001 sector plan.

2009 Toole Design Group Pedestrian and Bicycle Study

Greenbelt's bikeways and sidewalks were given a new focus in 2009 through cooperation with the Transportation Planning Board of the Metropolitan Washington Council of Governments. Toole Design Group was contracted to analyze the existing bikeways and sidewalk network in the City of Greenbelt and develop comprehensive recommendations to improve the network. The effort included outreach throughout Greenbelt to key stakeholders within the community and resulted in the "Greenbelt TLC (Transportation Land Use Connections) Project Recommendations" in December of 2009.

With the Toole study as a foundation, the City of Greenbelt intends to adopt a final Pedestrian and Bicycle Master Plan in 2012. The 2009 Countywide Master Plan of Transportation, the Toole Design Group Pedestrian and Bicycle study, Greenbelt's 2012 Draft Pedestrian and Bicycle Master Plan, and additional community input all form the basis for the bicyclist and pedestrian recommendations contained in this sector plan.

Recent Federal, State, and Local Policy Guidance

Changes to the County Code

The 2005 Countywide Green Infrastructure Plan (GI Plan) contains recommended changes to the County Code that are necessary to ensure that the measurable objectives in the plan can be met by 2025. The plan recommended amendments to the Woodland and Wildlife Habitat Conservation Ordinance (WCO), including measures to reduce forest fragmentation, maximize on-site conservation, and increase the minimum size of woodland conservation areas. The GI Plan also recommended that existing poor water quality be addressed by widening minimum stream buffer widths countywide. These amendments were approved in 2010 and are now requirements in the County Code.

An additional code change that was approved in 2010 was the county's first-ever Tree Canopy Coverage (TCC) Ordinance. This ordinance, the only one of its kind in the State of Maryland, requires that applicable properties meet minimum tree canopy coverage requirements based on the property's zoning. TCC applies to properties even if they are exempt from meeting the requirements of the WCO in an effort to increase tree canopy coverage countywide.

In 2011, a new stormwater management ordinance was passed via CB-15-2011 that now requires the use of environmental site design (ESD) techniques countywide to the maximum extent practicable so that developed and redeveloped sites come as close as possible to predevelopment conditions in terms of stormwater management. Similar to techniques previously labeled as "low-impact development" stormwater methods, ESD requires that when developing a property, first priority be assigned to preservation of existing vegetation and then to on-site infiltration of stormwater. Structural stormwater management methods should be considered only after all other stormwater options have been exhausted. This ordinance change was required by state law to address the necessary reductions in pollution loads in the Chesapeake Bay.

Prince George's County Landscape Manual

The *Prince George's County Landscape Manual* was amended in December 2010 and is intended to set a new standard of excellence in the design, sustainability, and quality of landscaping in the county and to generate aesthetic, economic, environmental, and health

benefits for the county's residents, businesses, and visitors. The updated Landscape Manual emphasizes sustainable landscaping techniques and contains standards specific to the General Plan tier in which property is located, and explicitly recognizes the need for more urban forms of landscaping in centers, corridors, and corridor nodes. This sector plan has been prepared in accordance with the regulatory guidance provided by the 2010 Landscape Manual.

Total Maximum Daily Load (TMDL)

On December 29, 2010, the United States Environmental Protection Agency (EPA) established a nutrient and sediment pollution diet for the Chesapeake Bay watershed intended to restore the water quality of the bay. This program is known as the Chesapeake Bay Total Maximum Daily Load (TMDL). The mitigation and reduction of nutrients such as nitrogen and phosphorus, and sediment, are implemented by local jurisdictions such as Prince George's County through the County Code, and guidance is offered by a Phase II Watershed Implementation Plan (WIP). The state's Phase II WIP documents, which incorporate best management practices in reducing nutrients and sediment within river basins (such as the Potomac and Patuxent Rivers), were submitted to the EPA in March, 2012.

Demographic Profile

According to the 2010 Census, approximately 11,553 residents lived within the 4,609 households found in the census tracts comprising the sector plan area (see Table 1 below). Demographic trends between the 2000 Census and 2010 Census indicate the sector plan area is becoming increasingly diverse in terms of race and ethnicity. The existing transportation amenities—including the Greenbelt Metro Station and easy access to major regional roadways—contribute to shorter commutes than in many other parts of Prince George's County. The area is poised to leverage these demographic and economic factors to strengthen its position within the county and the greater Washington metropolitan area. (See text box in next column.)

While the Greenbelt Metro Area and MD 193 Corridor Sector Plan area falls within six census tracts, its households are concentrated in three—8067.13, 8067.14, and 8067.08 (see Map 7 on page 18). It is important to note that census tract 8067.08 extends beyond the sector plan boundary and encompasses a significant portion of historic Greenbelt.

Population and Households

The combined population of census tracts 8067.13 and 8067.14 (which encompasses Franklin Park at Greenbelt Station) recorded 14 percent growth between 2000 and 2010 as compared to 3 percent and 8 percent experienced in census tract 8067.08 and the county, respectively (see Table 2 page 19).

Notable differences between census tracts 8067.13 and 8067.14 and census tract 8067.08 first become apparent upon examining the areas' median ages. The population in census tract 8067.08 is considerably older on average than that of its western neighbors and the county as a whole (this difference has accelerated since 2000). Not surprisingly, a larger percentage of households in census tracts 8067.13 and 8067.14 have residents under the age of 18, and residents 65 and over account for a smaller percentage. The average household size for these tracts is also higher— 3.04 and 2.97 persons per household, respectively—than that of census tract 8067.08.

Table 1: Population, Households, and Age (2010)

2010	Census Tract 8067.08	Census Tract 8067.13	Census Tract 8067.14	Prince George's County
Total Population	4,232	3,698	3,623	863,420
Total Households	2,173	1,218	1,218	304,042
Average Household Size	1.95	3.04	2.97	2.78
Median Age	40.10	27.30	27.20	34.9
Households with Individuals Under 18 Years	20.90%	51.40%	48.70%	36.80%
Households with Individuals 65 Years and Over	21.60%	5.00%	5.30%	20.30%

Source: U.S. Census Bureau, 2010 Census.

Data for this analysis is sourced from the US Census Bureau, specifically from the 2000 Census, 2010 Census, and the 2006–2010 American Community Survey.

MAP 7: Census Tracts

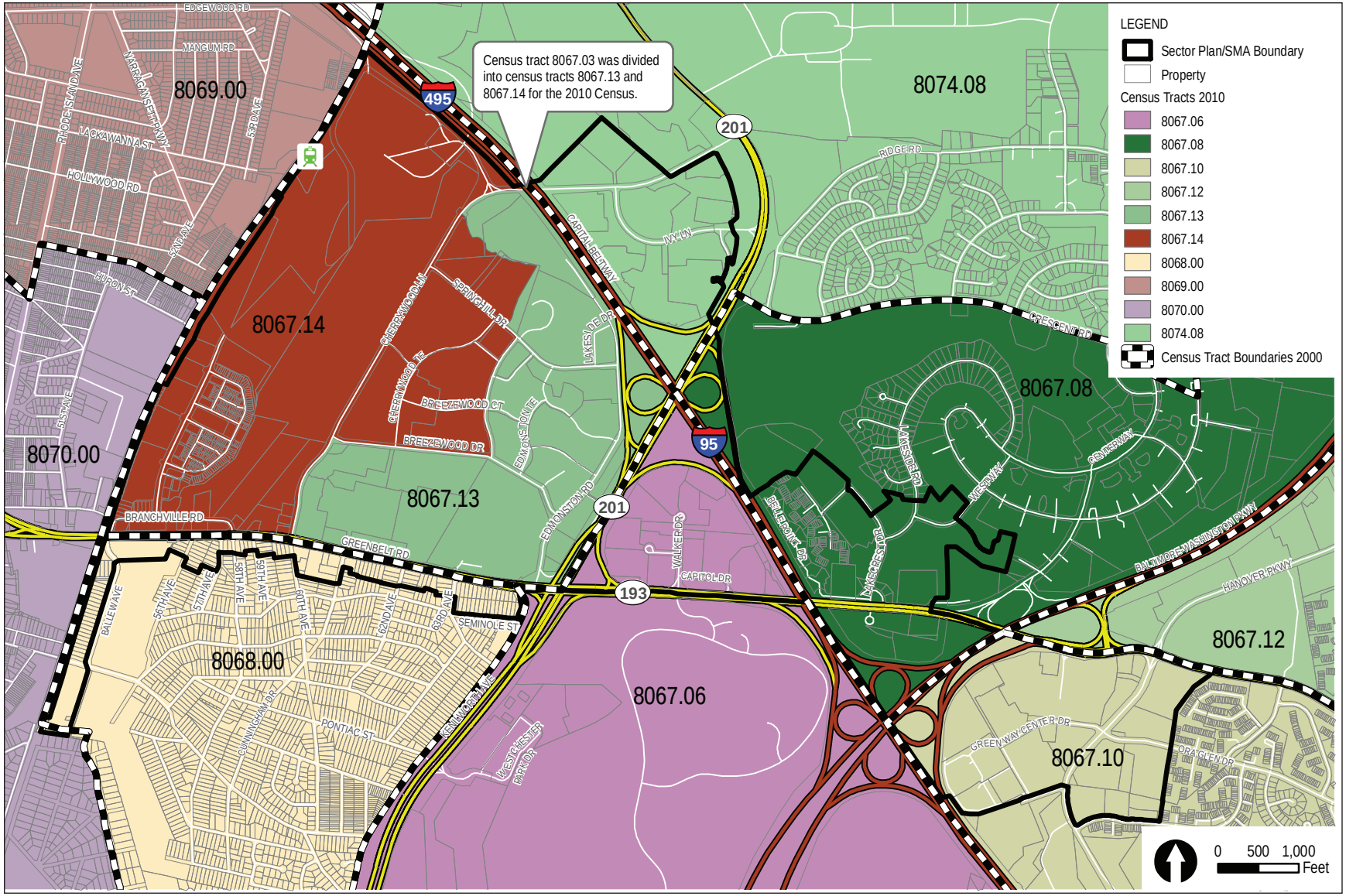
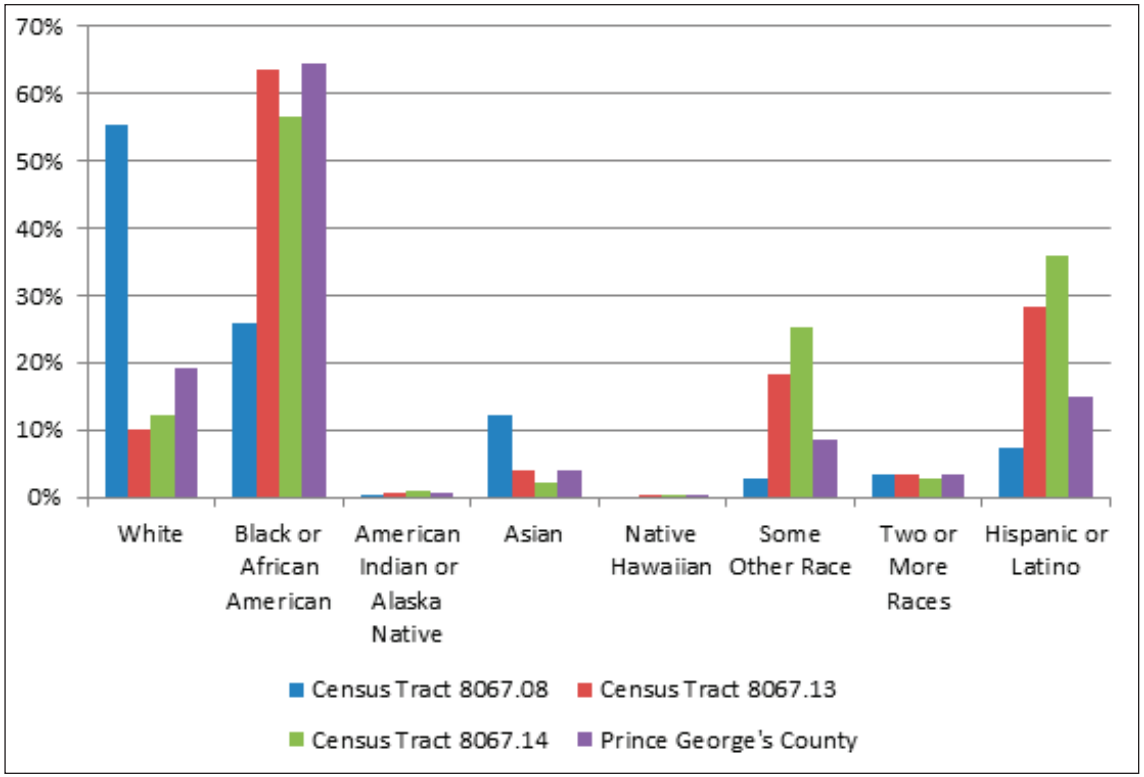


Table 2: Population, Households, and Age (2000)

2000	Census Tract 8067.08	Census Tract 8067.03*	Prince George's County
Total Population	4,126	6,443	801,515
Total Households	2,154	2,343	286,610
Average Household Size	1.92	2.75	2.74
Median Age	36.0	26.3	33.3
Households with Individuals Under 18 Years	20.1%	42.8%	41.00%
Households with Individuals 65 Years and Over	19.4%	4.1%	16.00%

Source: US Census Bureau, 2000 Census.
*Census tract 8067.03 was split into census tracts 8067.13 and 8067.14 for the 2010 Census.

Figure 1: Racial and Ethnic Profile (2010)



Source: US Census Bureau, 2010 Census.

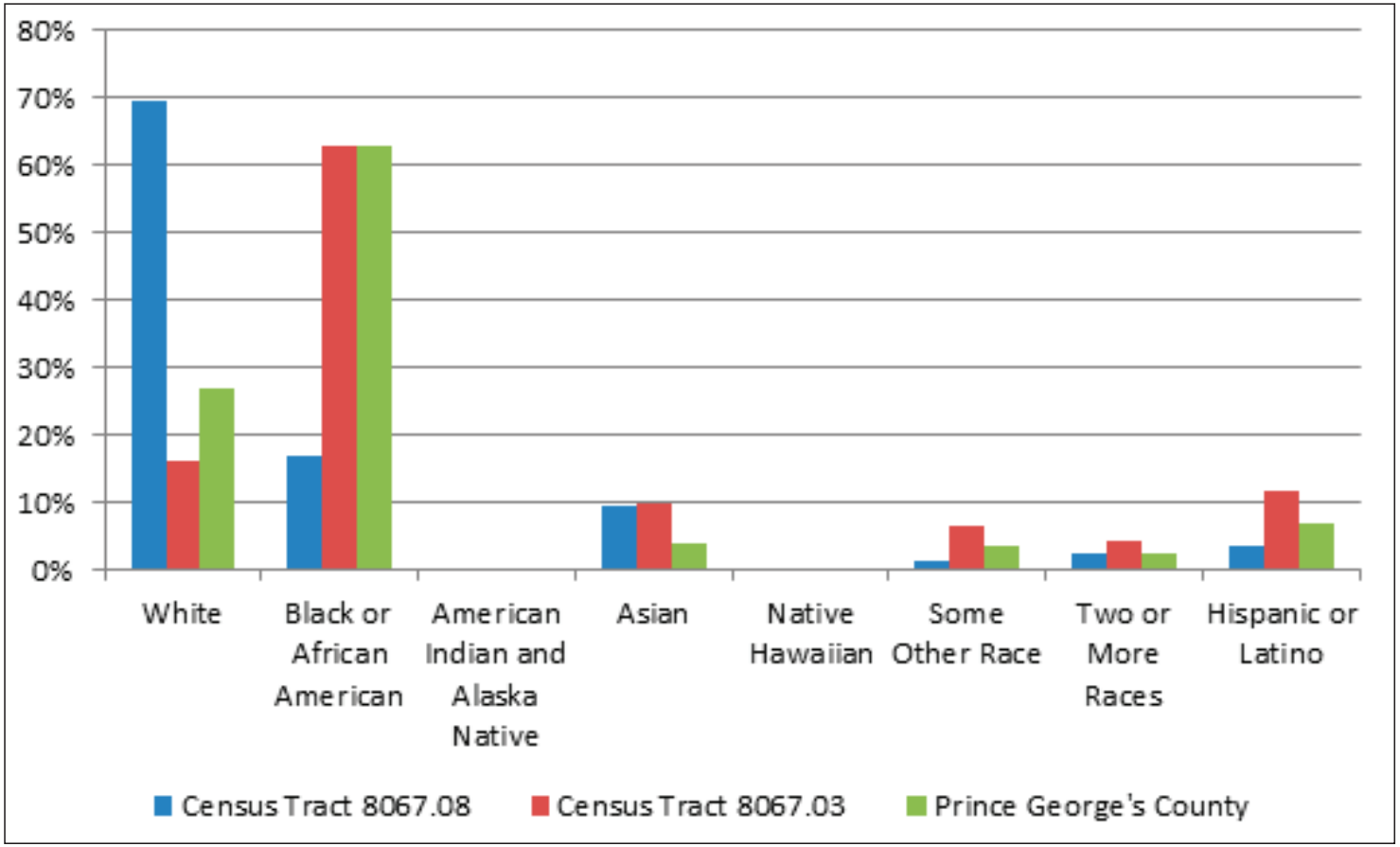
The sector plan area is becoming more racially diverse and the average household size has been increasing slightly since 2000.

Census tract 8067.08 is characterized by proportionately larger white and Asian populations and a significantly smaller Black or African-American population than census tracts 8067.13 and 8067.14 and the county (see Figure 1). An analysis of the change in the racial make-up of the area from 2000 to 2010 reveals that these differences have narrowed over the past decade (see Figure 2 on page 20).

In 2010, census tracts 8067.13 and 8067.14 were distinguished by the proportion of their residents who identified themselves as being Hispanic or Latino (28 percent and 36 percent, respectively as compared to 7 percent for census tract 8067.08 and 15 percent for the county). While rapid growth in the Hispanic or Latino population across the sector plan area has followed a countywide trend, census tracts 8067.13 and 8067.14 recorded an above average increase of 176 percent between 2000 and 2010 (see Figure 1 and Figure 2 on page page 20).

The trends of increased racial diversity and younger residents drawn to multifamily dwelling types are likely to continue within the Washington metropolitan area and in Prince George's County.

Figure 2: Racial and Ethnic Profile (2000)



Source: US Census Bureau, 2000 Census.

Income, Education, Industry, and Poverty

The five-year American Community Survey estimates for 2006–2010 highlight a notable disparity in the census tracts' median household incomes when compared to the county as a whole, with the median income within the census tracts comprising the sector plan area standing well below the county average. Similar disparities are evident in the census tracts' mean household incomes (see Table 3 on right). It is interesting to note that there does not appear to be a strong correlation between the census tracts' income and unemployment levels. This is likely due to the age gap presented above and the educational attainment differences discussed below.

Census tract 8067.08 is distinguished by higher levels of educational attainment with 52 percent of its residents reporting they had received a bachelor's degree or higher as compared to only 14 percent of census tract's 8067.14 and 30 percent of the county's residents.

Table 3: Income, Education, and Poverty (2006–2010 Estimates)

2006–2010 Estimates	Census Tract 8067.08	Census Tract 8067.13	Census Tract 8067.14	Prince George's County
Unemployment (in labor force)	1.50%	6%	13.30%	6.10%
Median household income	$59,917	$43,646	$54,816	$71,260
Mean household income	$71,987	$48,851	$61,651	$85,275
Population 25 years and over with a high school degree or higher	96.30%	89.60%	83.60%	85.80%
Population 25 years and over with a bachelor's degree or higher	52.30%	27.60%	14.30%	29.60%
Families below poverty level	7.70%	20.50%	5.80%	5.00%
Families with female householder, no husband present, with related children under 18 years	23.7%*	32.60%	18.60%	13.90%
Children under 18 years living below the poverty level	30.9%**	29.90%	7.20%	9.60%

Source: US Census Bureau, 2006-2010 American Community Survey.

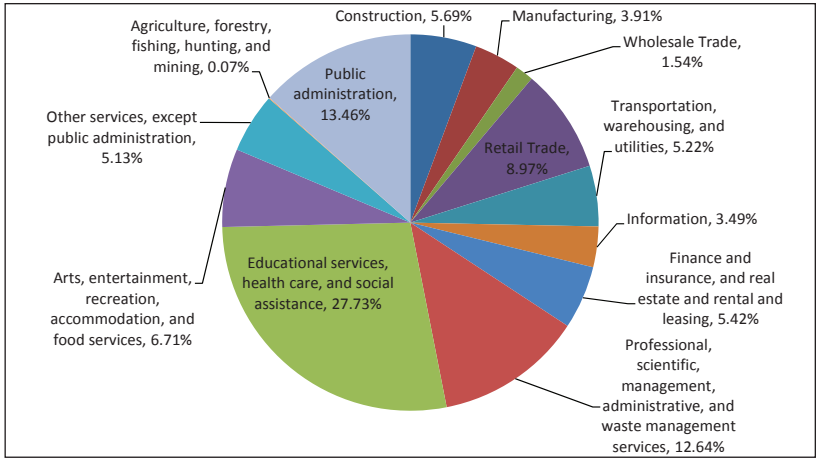
*Note that these households make up only 5.6 percent of the population of census tract 8067.08 as compared to 20.6 percent in census tract 8067.13.

**Note that individuals under the age of 19 comprise 19 percent of census tract 8067.08 as compared to 36 percent in census tract 8067.13.

Census tract 8067.13 is set apart by its markedly higher percentage of families whose incomes fell below the poverty line in the past 12 months when compared to the remaining census tracts and the county (see Table 3 on page 21). This census tract also reported high levels of poverty amongst children under the age of 18 and families headed by a female with related children under 18 years and no husband present.

Figure 3: Industry Breakdown for Residents of Census Tracts 8067.08, 8067.13, and 8067.14 (2006–2010 Estimates)

Source: US Census Bureau, 2006–2010 American Community Survey.



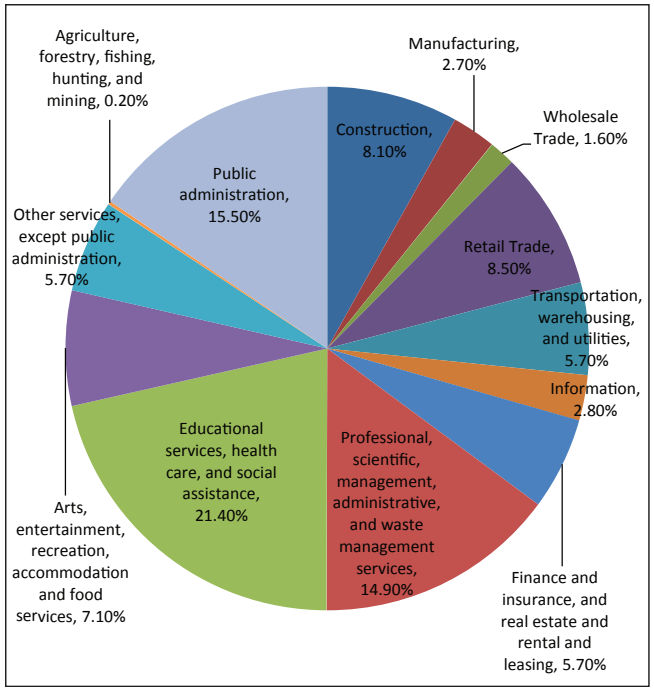


Figure 4: Industry Breakdown for Residents of Census Tract 8067.08 (2006–2010 Estimates)

Source: US Census Bureau, 2006–2010 American Community Survey.

Figure 5: Industry Breakdown for Residents of Census Tract 8067.13 (2006–2010 Estimates)

Source: US Census Bureau, 2006–2010 American Community Survey.

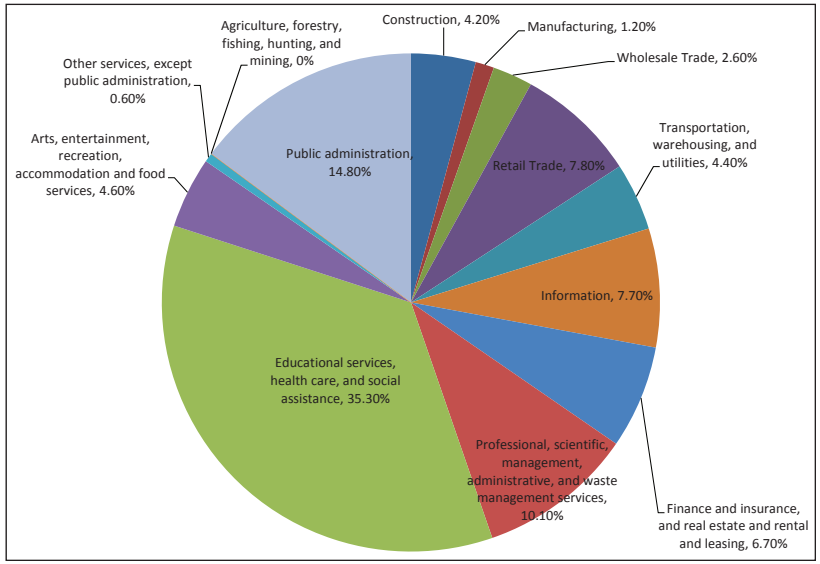


Figure 6: Industry Breakdown for Residents of Census Tract 8067.14 (2006–2010 Estimates)

Source: US Census Bureau, 2006–2010 American Community Survey.

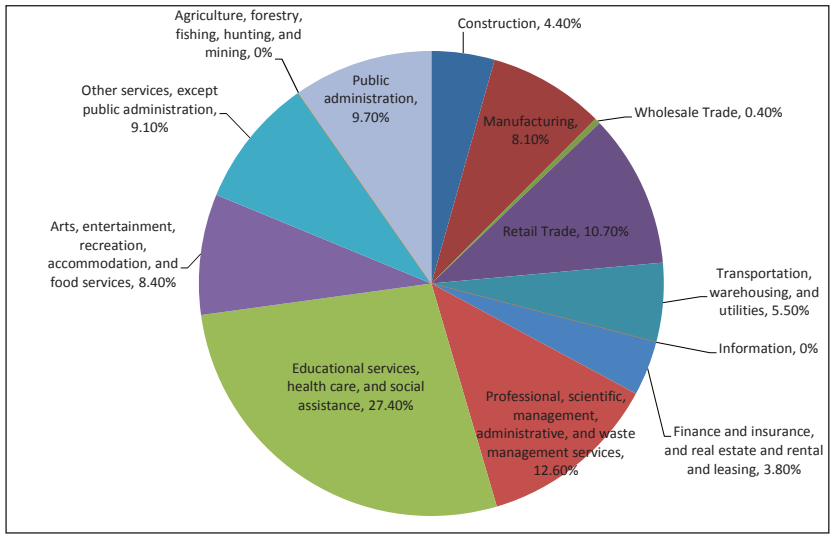
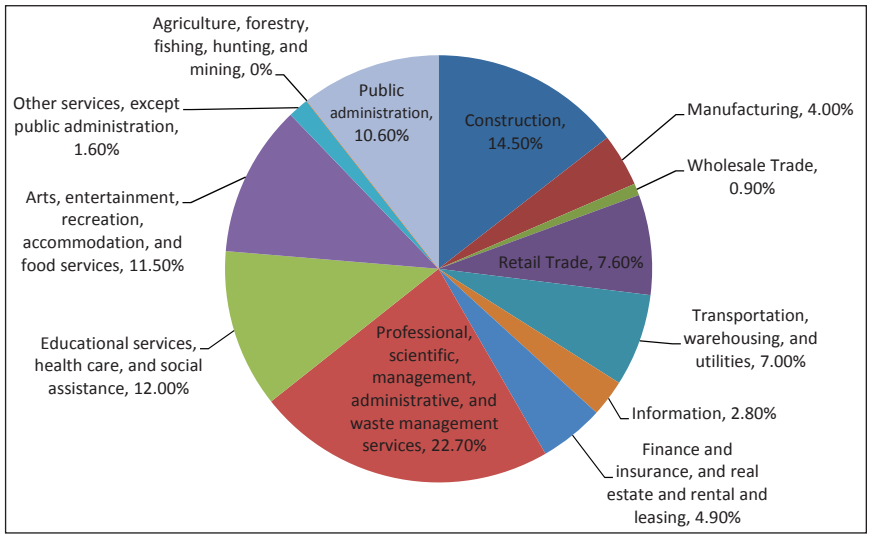


Figure 7: Industry Breakdown for County Residents (2006–2010 Estimates)

Source: US Census Bureau, 2006–2010 American Community Survey.



Over half of the census tracts' residents are employed in three industries: educational services, health care, and social assistance, followed by public administration, and professional, scientific, management administrative and waste management services (see Figure 3). Figures 4, 5, and 6 show the industry breakdown for each of the census tracts.

The county's employment industries are less concentrated. Approximately 23 percent of county residents are employed in professional, scientific, management administrative and waste management services, followed by construction; educational services, healthcare, social assistance; arts, entertainment, recreation, accommodation, and food services; and public administration (see Figure 7).

Housing

There are approximately 5,000 housing units in the three census tracts (see Table 4 below), of which approximately 77 percent fall within the sector plan boundaries in the communities of Franklin Park or Greenbelt Station, University Square, Charlestowne North and Charleston Village, Belle Point, and along Lakecrest Drive and MD 193. The tenure pattern for each diverges significantly from that of the county. While roughly 63 percent of county housing units are owner-occupied, only 49 percent of the housing units in census tract 8067.08 are owner-occupied. All units in Franklin Park at Greenbelt Station are renter occupied. No notable trends were identified when comparing the 2010 to 2000 data.

Table 4: Housing (2010)

2010	Census Tract 8067.08	Census Tract 8067.13	Census Tract 8067.14	Prince George's County
Total housing units	2,299	1,373	1,330	328,182
Owner-occupied housing units	48.6%	0.3%	0.5%	62.80%
Renter-occupied housing units	51.4%	99.7%	99.5%	37.20%

Source: US Census Bureau, 2010 Census.

The majority of the apartments within the sector plan area are concentrated in Franklin Park at Greenbelt Station. The remaining multifamily units are dispersed between Charlestowne North, Charlestowne Village, and University Square. Single-family units are clustered at Belle Point and in historic Greenbelt.

Travel Times to Work

Analysis of the 2006–2010 American Community Survey, published by the U.S. Census Bureau, demonstrates that residents of two of the three census tracts within the sector plan area enjoy shorter travel times to work than the county's mean travel time and than that experienced by residents of many other parts of Prince George's County. The mean travel time to work experienced by county residents is 35 and a half minutes, increasing to nearly 40 minutes in places such as Upper Marlboro and Bowie. In contrast, residents of historic Greenbelt and portions of Franklin Park at Greenbelt Station closer to Greenbelt Metro Station and bus routes along Cherrywood Lane generally experience travel times between 27 and 33 minutes. The highest mean travel time to work for residents of the sector plan area are experienced by residents in the eastern portion of Franklin Park at Greenbelt Station, at 36 and a half minutes.

Table 5: Mean Travel Time to Work (2006–2010 Estimates)

	Census Tract						
	8067.08 Sector Plan	8067.13 Sector Plan	8067.14 Sector Plan	County Mean	8006.05 Upper Marlboro	8005.16 Bowie	8063.00 Hyattsville
Mean Travel Time in Minutes	27.2	36.5	33.4	35.5	39.4	38.9	32.9

Source: US Census Bureau, 2006–2010 American Community Survey.

How We Heard from You

Meaningful and comprehensive stakeholder input and feedback are critical to creating a community-based vision for an area. Active public participation ensures a plan addresses community concerns and ideas, helps make the planning process inclusive and transparent, identifies key opportunities and areas of prioritization, and builds momentum to move the plan towards implementation.

The Greenbelt Metro Area and MD 193 Sector Plan pursued a multi-pronged public participation strategy to engage a broad range of stakeholders, convey information, and solicit feedback.

Information and Data Collection

The planning process began in late 2010 with intensive information and data collection and analysis prior to the plan's formal initiation by the Planning Board and District Council in May 2011. The planning team conducted site visits and meetings with elected officials and staff from the City of Greenbelt, Town of Berwyn Heights, and City of College Park; met with Council Members from Districts One, Three, and Four; reviewed relevant sector and functional master plans; and gathered baseline data.

These pre-planning efforts culminated in the sector plan's first community meeting on March 2, 2011, at the Greenbelt Community Center. Approximately three dozen participants shared their thoughts on the challenges and opportunities facing the sector plan area and commented on the proposed project boundary. This input, along with information gathered during the pre-planning process, was critical to informing the sector plan's goals, concepts, and guidelines and public participation program.

Information collection and analysis continued throughout the planning process in the form of a business roundtable and survey, information tables, online comment solicitation, and interviews.

BASELINE INFORMATION establishes a foundation for future planning and visioning. It relies on the breadth of expertise and experiences provided by the planning team and its partners and involves analysis of existing public facility, environmental, transportation, socio-economic, GIS, and development activity data and trends.

THE GOALS, CONCEPTS, AND GUIDELINES provide a framework for the development of the sector plan. The public participation program identifies a diverse array of community outreach strategies and estimated completion dates for project milestones. Both documents were reviewed and approved by the Planning Board and District Council on May 5, 2011 and May 17, 2011, respectively.

Scenes from the March 2, 2011, information gathering meeting.







Business open house on August 5, 2011.



Outreach at the Beltway Plaza Mall on August 19, 2011.



First community workshop at Greenbelt Middle School on June 14, 2011.

Business Open House and Survey

Businesses constitute an important stakeholder group. Recognizing the limited availability of business owners and managers to attend evening events, the planning team held an open house on the morning of August 5, 2011, in the Golden Triangle Office Park and circulated surveys via US mail and the project web site. Attendees discussed a variety of issues, including concerns regarding overall market conditions, the desire for existing businesses to remain in place, and traffic congestion.

Beltway Plaza Shopper Outreach

To broaden its outreach efforts and capitalize on the draw of the area's largest retail center, the planning team set up an information and survey table inside Beltway Plaza Mall on August 19, 2011. While shoppers generally indicated satisfaction with the convenience and affordability of the products and services offered by businesses located in and around the mall, some identified specific improvements. These included introducing new uses, such as higher-end shops, healthier sit-down restaurants, and a town center atmosphere with some residential development; addressing the lack of coordination between mall security and the police departments of the surrounding jurisdictions; improving pedestrian and motorist safety at the intersection of Kenilworth Avenue and Greenbelt Road; and adding bus service, particularly on the weekends.

Community Interviews

Working closely with the planning staff of the City of Greenbelt and City of College Park, the planning team interviewed local advisory organizations, associations, elected officials, and key property owners (see text box below). This ensured that stakeholder insights and issues were brought to the team's attention early on and could be addressed during follow-up meetings. Issues raised included the continued

INTERVIEWS AND BRIEFINGS were conducted with:

- The Greenbelt Advisory Planning Board.
- The Greenbelt East Advisory Coalition.
- The North College Park Citizens Association.
- Elected officials from the City of Greenbelt, Town of Berwyn Heights, and City of College Park.
- Major property owners including representatives of WMATA, North Core, South Core, Franklin Park at Greenbelt Station, Beltway Plaza, Greenway Center, and Maryland Trade Center.
- Residents, business owners, and other citizens during walking tours and interviews conducted by staff

relevancy, feasibility, and phasing of approved development plans; the location and design of the key infrastructure investments; the retention of industrial uses; and the importance of improving pedestrian, bicyclist, and transit accessibility and safety along the corridor.

Community Workshops

Eight public workshops were conducted over a ten-month period to help craft the sector plan. The first four workshops were organized geographically by focus area (see text box on the right). Following brief presentations, audience members broke into groups to participate in facilitated table discussions. As the meetings progressed, five common themes began to emerge which now serve as the foundation for the sector plan's vision and recommendations. Additional plan emphasis on phasing and implementation complements the five common themes of sustainability; connectivity and safety (transportation); economic development; neighborhood preservation and conservation (including housing); and quality of life.

FIVE COMMON THEMES began to emerge which now serve as the foundation for the sector plan's vision and recommendations: sustainability; connectivity and safety (transportation); economic development; neighborhood preservation and conservation (including housing); and quality of life.

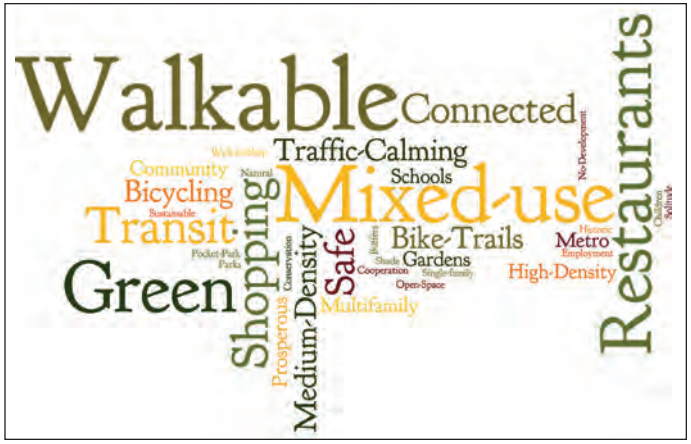
SECTIONS OF THE SECTOR PLAN AREA FACING COMMON ISSUES and opportunities were grouped to facilitate outreach and meaningful community input. These sections or focus areas were:

- Greenway Center, the Maryland Trade Center and surrounding properties, and the properties generally fronting Hanover Parkway.
- The Greenbelt Station North and South Core areas.
- Capital Office Park, Golden Triangle Office Park, the office and residential communities at Belle Point, University Square, Charlestowne North, and Charlestowne.
- The MD 193 Corridor and Beltway Plaza.

It quickly became apparent during the planning process that transit service, pedestrian and bicyclist safety, accessibility, and connectivity were particularly important to the community (see word clouds on the right). To address these concerns, the planning team held a separate meeting in January 2012 to brief stakeholders on the findings of the baseline transportation analysis of the sector plan area's transit ridership, crash data, and traffic counts. Also in January 2012, the Planning Board and District Council approved a six-month extension to the plan preparation phase to allow for additional outreach and coordination with the community and agency partners.



This word cloud highlights some of the biggest challenges identified by the community, which includes the perception of traffic congestion, lack of connectivity, and a need for more coordinated transit service, including weekend service.



This word cloud reflects the community's desire for walkable places, mixed-use development and a wider variety of shopping and eating outlets, and a stronger connection to the natural environment.



Community workshop at the Greenbelt Youth Center on July 21, 2011.



Preliminary recommendations meeting at Springhill Lake Elementary on March 15, 2012.

As the axis and principal catalyst for the future revitalization and redevelopment of the sector plan area, the sixth community workshop was dedicated to land use, design, transportation, and environmental considerations at the Greenbelt Station North Core area. The planning team presented two potential land use scenarios—a mixed-use community and a major employment center—along with several illustrative massing models and site plans. While participants expressed a strong preference for a transit-oriented, mixed-use community—accompanied by appropriately scaled density, sensitive massing, and improved connectivity—at North Core, several topics dominated the ensuing discussion, including:

- ❖ The feasibility of approved development.
- ❖ Height transitions and sensitivity to adjacent residential neighborhoods.
- ❖ The location and design of future WMATA and private-sector parking structures.
- ❖ The financing, phasing, and design of a full interchange with the Capital Beltway (I-95/495).
- ❖ The configuration and placement of the North-South Connector Road (now known as Greenbelt Station Parkway).

Issues regarding the major employment center land use scenario focused on the impacts it could have on:

- ❖ Connectivity and access to the Metro and MARC station.
- ❖ Traffic congestion.
- ❖ Revenue generation for the City of Greenbelt and Prince George's County.
- ❖ The safety of neighboring North College Park.
- ❖ The adequacy of the existing Metro station to handle increased rush hour use.

The seventh workshop pursued a unique approach. It examined the remainder of the sector plan area through two lenses by considering the implications each of the scenarios might have on the focus areas' land use concepts, phasing, and design and other considerations. To help illustrate the redevelopment potential of some of the larger sites in the sector plan area, the planning team discussed how phased infill and transportation and open space improvements could revitalize an area over time.

The final workshop—the culmination of the sector plan development process and a reflection of the overall community feedback and analysis compiled from the pre-planning stage to date—was designed as an open house on April 22, 2012, at Springhill Lake Elementary School. The meeting format enabled stakeholders to circulate between four stations—land

use; transportation; public facilities, historic preservation, and parks and recreation; and economic development and housing—and comment on the preferred land use concept and preliminary plan recommendations. Members of the planning team were available around the room to answer questions and make note of outstanding issues on flipcharts.

Agency Engagement

Securing agency input and feedback at different stages of the planning process is critical to identifying "deal-breakers" early on and developing realistic recommendations, phasing plans, and implementation strategies. The sector plan conducted three rounds of agency meetings with key county, state, transportation, and environment partners (see text box). The meetings allowed the planning team to brief the attendees on the purpose and progress of the sector plan, obtain timely feedback, and start to build consensus for the sector plan recommendations.

The sector plan area was also addressed during the county's monthly transportation coordination meetings at which staff from the Prince George's County Planning Department and Department of Public Works and Transportation, Maryland Department of Transportation, WMATA, and local jurisdictions discussed shared transportation opportunities and issues.

Information Dissemination and Education

The approved public participation program underscored the sector plan's commitment to disseminating project information comprehensively and effectively. To reach a broad audience, the planning team used a diversity of outreach tools and media outlets. It developed a website (www.pgplanning.org/Greenbelt.htm), which, in addition to housing baseline data, analysis, and maps, was updated on a regular basis with meeting notices, presentations, and summaries. The website also enabled stakeholders to sign up to receive electronic project updates.

Project information was also shared via two Planning Department newsletters, which were posted on the web site, mailed, and distributed at subsequent community meetings; via the newsletters of Council Members from Districts One, Three, and Four; and via regular briefings to the City of Greenbelt, the Town of Berwyn Heights, and the City of College Park.

In an effort to keep property owners *and* renters apprised of upcoming workshops, the planning team mailed and hand-delivered copies of flyers to property managers, placing a particular

AGENCY ENGAGEMENT—Key agencies and partners participating in these discussions included:

- City of Greenbelt, City of College Park, and Town of Berwyn Heights.
- County Executive's office.
- The offices of Council Members from Districts One, Three, and Four.
- Maryland Department of Business and Economic Development.
- Maryland Department of Transportation.
- Maryland Department of Natural Resources.
- Washington Metropolitan Area Transit Authority (WMATA).
- Prince George's County Economic Development Corporation.
- Prince George's County Department of Housing and Community Development.
- Prince George's County Redevelopment Authority.
- Prince George's County Revenue Authority.
- Prince George's County Department of Public Works and Transportation.
- Prince George's County Department of Environmental Resources.
- Prince George's County Board of Education.
- Prince George's County Department of Family Services.
- Prince George's County Police Department.
- Prince George's County Fire/EMS Department.
- Prince George's County Department of Parks and Recreation.
- Prince George's County Library System.
- Anacostia Watershed Society.



Issue 2 November 2011

Greenbelt Metro Area and MD 193 Corridor Sector Plan

www.pgplanning.org/greenbelt.htm

PLAN MOMENTUM CONTINUES INTO FALL

INSIDE THIS ISSUE

Planning Lingo 2
About the Plan 2
Missed a Meeting? 3
FAQs 3
Resource Center 4

Transportation Presentation and North Core Design Alternatives Meeting
December 2011
Greenbelt Middle School
8950 Edmonston Road
Greenbelt, MD

Youth Workshop
December 2011
Greenbelt Middle School
8950 Edmonston Road
Greenbelt, MD

Community Workshop 5—Development Alternatives
December 2011/January 2012
Greenbelt Middle School
8950 Edmonston Road
Greenbelt, MD

Community Workshop 6—Preferred Development Concepts
January/February 2012
Greenbelt Middle School
8950 Edmonston Road
Greenbelt, MD

Thanks to your dedicated participation, the Greenbelt Metro Area and MD 193 Corridor Sector Plan marked two successful fall workshops! On the evening of September 22nd, your neighbors, community leaders, and local business owners shared their thoughts on what they would like to see in the future at the North Core and South Core of the Greenbelt Metro Station.

While participants had a range of opinions on topics such as desired uses, transportation improvements, design preferences, and development priorities, a consensus emerged for:

- Medium- (4-7 story) to high-density (8+ story) development within 1/4 mile of the Metro station if handled sensitively.
- "Green" or low-impact design.
- A mix of housing and shopping choices at the Metro station.
- The preservation of the state-owned land and the creation of some passive recreational opportunities and trails.

NORTH CORE/SOUTH CORE?

North Core refers to the properties extending east of the Greenbelt Metro Station to Cherrywood Lane. The property owners are the Washington Metropolitan Area Transit Authority (WMATA) and the State of Maryland. South Core includes the platted townhome lots north of Branchville Road (currently owned by a bank) as well as existing industrial land north of Greenbelt Road.

Stakeholders join Greenbelt Councilmember Emmett Jordan and Dannielle Glaros, of Council Vice Chair Eric Olson's office, to review sector plan priorities.

Other ideas/issues raised at the breakout tables included:

- Ensuring public and pedestrian safety.

CONTINUED ON PAGE 2

DIFFERENT OUTREACH EFFORTS GENERATE NEW INSIGHTS

Businesses are essential partners in our planning process. Recognizing that business owners are frequently unable to participate in evening meetings, the project team organized a business open house on August 5th at an office in the Golden Triangle.

Business owners discussed many issues of the Business Open House including overall market conditions and transportation concerns.

HELP A BUSINESS!

Complete our quick anonymous online survey at www.surveymonkey.com/s/KZ9XGHF.

CONTINUED ON PAGE 4

STAY TUNED FOR MORE DETAILED INFORMATION!

Newsletters, flyers, and the project website were just some of the outreach tools used to inform residents, property owners, and other stakeholders and keep them involved.

emphasis on outreach to Franklin Park at Greenbelt Station (in coordination with the staff of Fieldstone Properties). Some project flyers and materials have been translated into Spanish to better reach Hispanic residents of the sector plan area. The planning team also circulated press releases, posted upcoming meeting schedules on the Greenbelt Patch and College Park Patch, and provided timely information, as requested, to the Greenbelt News Review, Prince George's Gazette, and other English and Spanish media outlets.



La Comisión de Parques y Planificación de Maryland - Área de la Capital Nacional (M-NCPPC)
El Departamento de Planificación del Condado de Prince George

EL ÁREA DE LA ESTACIÓN DE METRO DE GREENBELT Y ÁREAS ALREDEDOR DE LA RUTA 193
PLAN SECTORIAL Y ENMIENDA DEL MAPA SECCIONAL
www.pgplanning.org/Greenbelt.htm

TALLER COMUNITARIO Y
REUNIÓN DE INICIO DE PROYECTO

¡Únase a sus vecinos en la planificación del futuro de el área de la Estación de Metro de Greenbelt y Áreas Alrededor De La Ruta 193!

Aprenda acerca del plan sectorial y participe en un taller comunitario interactivo que se enfocará en propiedades de oficina como Greenway Center, el Maryland Trade Center, y demás propiedades de oficina ubicadas en Hanover Parkway. Los temas que seran discutidos incluyen la utilización de suelos, el transporte, la seguridad pública y el medio ambiente. Los próximos talleres comunitarios seran en el verano y el otoño y se enfocaran en la estación de Metro y el área al oeste del Baltimore-Washington Parkway (I-295).

- ¿Que le gusta acerca de estas áreas?
- ¿Que cambios le gustaria ver?
- ¿Como deben mirarse estas áreas en 5, 15 y 25 años?
- Comparta sus ideas y visión para estas áreas.

Fecha: MARTES 14 DE JUNIO DE 2011

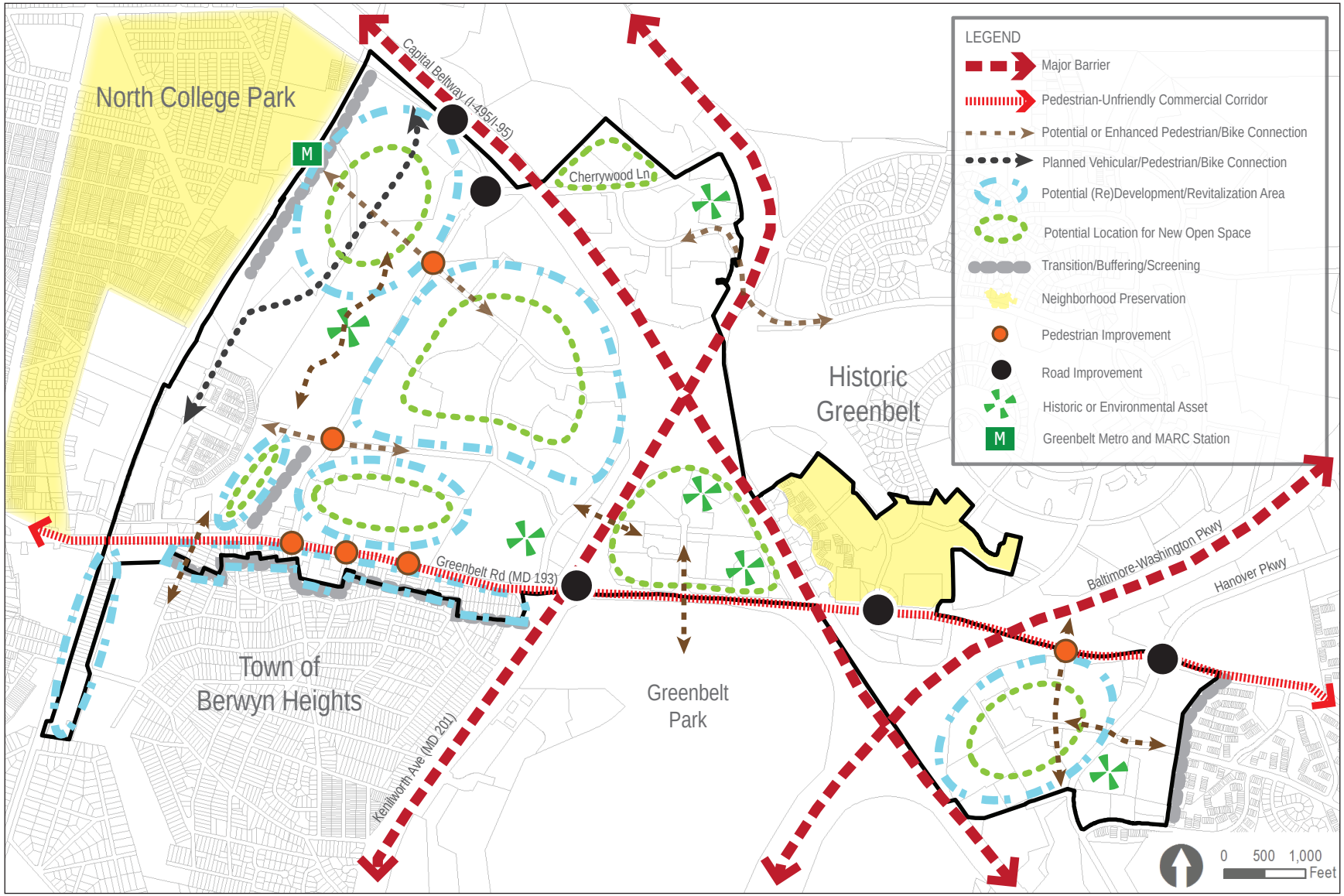
Hora: 6:30 P.M.–9:00 p.m.

Lugar: ESCUELA INTERMEDIA DE GREENBELT
Cuarto de Multiusos
8950 Edmonston Road
Greenbelt, MD 20770

Para participar u obtener mas información, comuníquese con
Daisy Avelar, M-NCPPC, al 952-4535 o por correo electrónico a: Daisy.Avelar@ppd.mncppc.org.
También puede visitarnos en línea en: www.pgplanning.org/Greenbelt.htm

FIGURE 8 on the right hand page serves as a composite of key stakeholder concerns and ideas as they relate to land use and development, transportation, and open space. For a more detailed summary of stakeholder input, please see the What We Know—Existing Conditions section on page 35.

Figure 8: Composite of Key Stakeholder Concerns and Ideas



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What We Know—Existing Conditions

During the community outreach process, five common themes emerged which now serve as the foundation for the sector plan's vision and recommendations. The following section summarizes the planning team's analysis (background and existing conditions), stakeholder ideas and concerns (what you told us), and opportunities for each of the themes—sustainability (land use and urban design, and environmental infrastructure); connectivity and safety (transportation); economic development; neighborhood preservation and conservation (including housing); and quality of life.

Sustainability

Land Use and Urban Design Background and Existing Conditions

The Greenbelt Metro Area and MD 193 Corridor is characterized by the central arterial roadway—Greenbelt Road (MD 193)—that connects Montgomery County to Landover Road (MD 202) in Largo. MD 193 has a traditional suburban feel anchored by large shopping centers on either end of the sector plan area: Beltway Plaza to the west, and Greenway Center to the east. Additional retail and office development lines the southern edge of MD 193 in Berwyn Heights. Development is largely commercial in nature and is set back from the street, often by large surface parking lots that add to the impervious surface cover found in the sector plan area. Major roadways such as the Capital Beltway (I-95/495), Kenilworth Avenue (MD 201), and the Baltimore-Washington Parkway create significant barriers to connectivity and pedestrian and bicycle safety, effectively separating the sector plan area into isolated sections.

The Greenbelt Metro Station is a large, undeveloped site occupied by a commuter parking lot, vehicle transfer areas, and stormwater management ponds. The station area also feels isolated, separated from the rest of Greenbelt by the Indian Creek stream valley (State of Maryland preservation land west of Cherrywood Lane), from Berwyn Heights by distance and Narragansett Run, and from College Park by the Green Line and the CSX tracks. Franklin Park at Greenbelt Station, home to 2,899 multifamily dwelling units, and the Capital Office Park, characterized by office towers surrounded by parking lots, extend to the east.



Major roadways such as Greenbelt Road (MD 193) pose challenges to connectivity and separate the sector plan area.



The Greenbelt Metro Station is characterized by a large surface parking lot.

While the sector plan area is buffered by stable and historic single-family communities that were originally built as compact streetcar suburbs, or, in the case of historic Greenbelt, as a master-planned community emphasizing walkability and connectivity, these principles are lacking within the sector plan area. There is little sense of place, unity, and connection between the "pods" or isolated areas found within the sector plan boundaries. One element that ties the sector plan area to the existing and surrounding communities can be found within its environmental network and tree coverage. However, both natural systems have begun to decline in size and quality over recent decades.

What You Told Us About Land Use and Urban Design

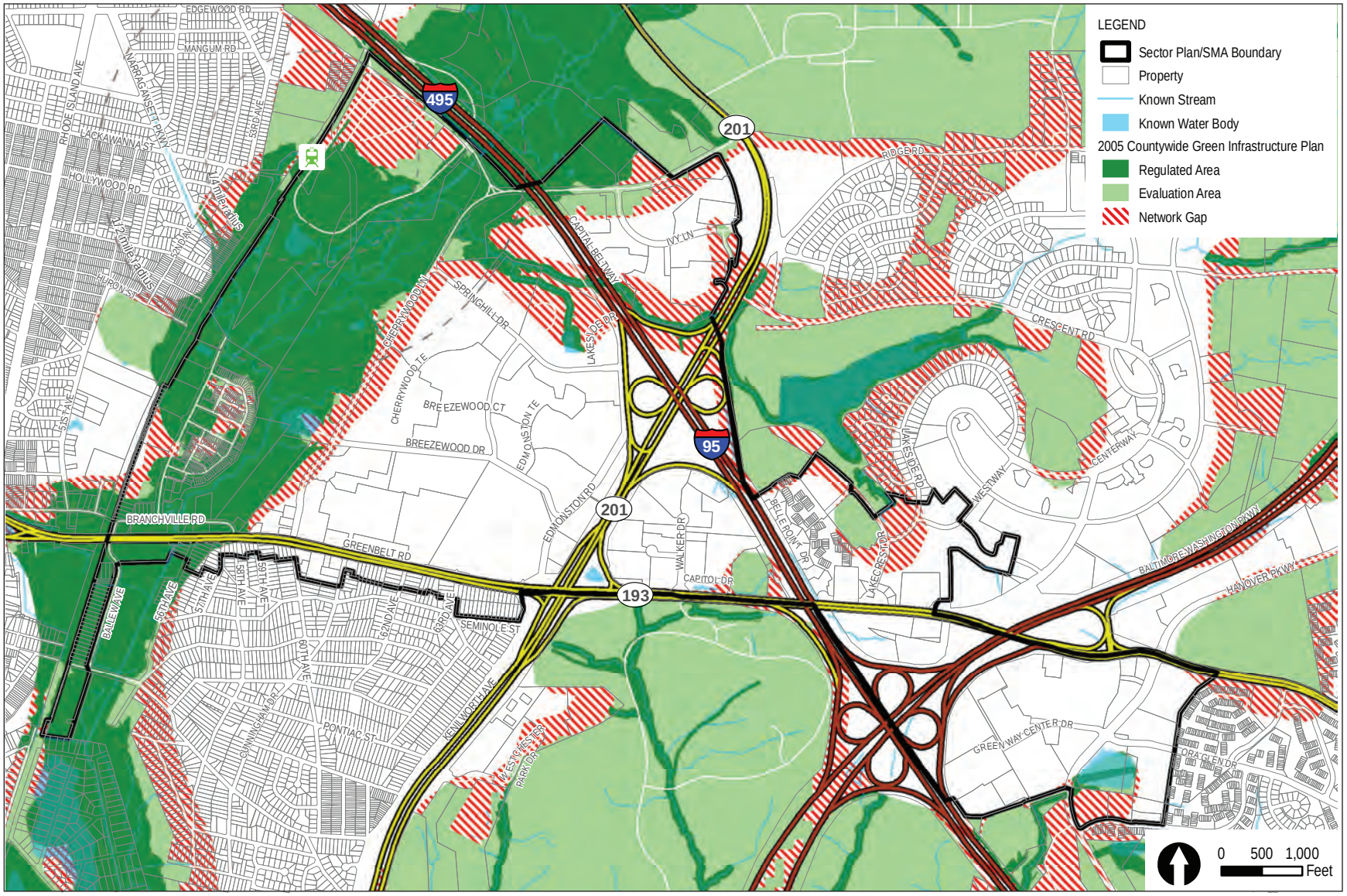
The land use pattern for a community sets the stage for what happens in the future because all other plan elements, such as transportation and public facilities, are based on land use and development. The planning team worked closely with the community to identify their concerns and desires. The input from residents, property owners, municipal officials, developers, and civic groups provided a strong foundation for the sector plan to address specific issues, propose innovative solutions, and shape an implementable vision with clear direction for how to achieve the results and character desired by the community. While it is impossible to summarize everything the planning team heard in this space, key community comments included:

- Desire for additional retail uses and a more comprehensive mix of retail tenants.
- Incorporation of local food sourcing, farmers markets, and similar agricultural and food supply opportunities.
- More recreation and open space opportunities.
- Need for an enhanced sense of place.
- Preservation of remaining natural areas.
- Support for mixed-use development, particularly at the Greenbelt Metro Station North Core area, Beltway Plaza, Greenway Center, and the Maryland Trade Center.
- Concern over the potential residential mix in the future.
- Support for medium- to high-density development at North Core as long as it is handled appropriately and is sensitive to adjacent communities.
- Preservation of existing residential neighborhoods and quality of life, with no negative impacts from new development.
- Incorporation of environmental site design and green design techniques with all new development.
- Retention of existing industrial uses; other residents supported removing existing industrial uses in favor of open space or mixed-use development.
- More amenities at existing recreation facilities and at sites such as the stormwater management pond at Hanover Parkway and Ora Glen Drive.
- Concern over the location and design of parking structures.
- Concern over the potential security and safety risks associated with a major General Services Administration (GSA) tenant at North Core.
- Strong desire to retain the zoning and character of single-family residential areas within the sector plan boundaries.
- Need for increased safety and connectivity, perhaps through pedestrian bridges over major roadways.

Land Use and Urban Design Opportunities

One of the primary goals of the sector plan is to establish a new sense of place and unify the isolated sections of the sector plan area by incorporating historic best practices of community-building with contemporary best practices such as environmental site design and green building design, and capitalizing on the presence of the Metro station and the strengths of Greenbelt, Berwyn Heights, and College Park.

MAP 8: Green Infrastructure Plan



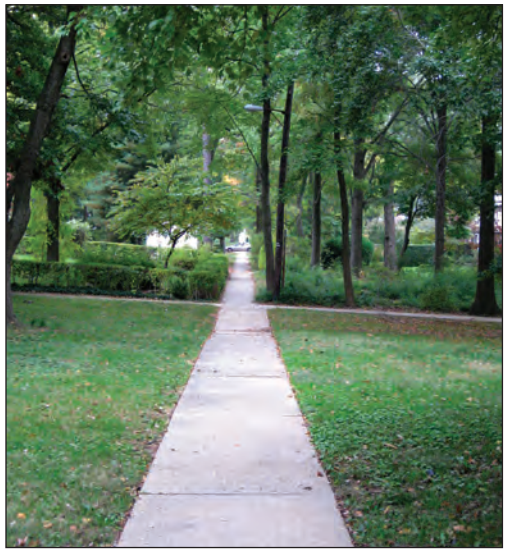
Environmental Infrastructure Background and Existing Conditions

Parts of the Greenbelt Metro Area and MD 193 Corridor are located within the designated network of the 2005 *Approved Countywide Green Infrastructure Plan* (see Map 8 on page 37 and text box below). The Green Infrastructure Plan incorporated the preservation and conservation management area (PCMA) as well as preservation, conservation, and restoration areas identified in the 2001 *Approved Sector Plan and Sectional Map Amendment for the Greenbelt Metro Area.* The 2001 sector plan had designated these areas, including the historic Hollywood Swamp and Greenbelt National Park, to preserve sensitive features such as wetlands, streams, special habitat, and exemplary forest stands, as well as to help manage limited passive recreation.

The Green Infrastructure Plan recommends strategies to preserve, protect, enhance, and restore the county's green infrastructure network, which is composed of three types of natural areas and open spaces: regulated areas, evaluation areas, and network gaps. When an application is submitted for development, an on-site assessment of the regulated environmental features is prepared, approved, and submitted as part of the development application. Impacted environmental areas may include larger areas than the conceptual regulated areas mapped as part of the designated countywide network.

Despite the 2001 sector plan's focus on protection of the environmental features for community enjoyment, modern requirements for stormwater management did not exist at the time, and there was little consideration for the problems that stream bank erosion, sedimentation, and an abundance of impervious surfaces would bring. The environmental challenge facing Greenbelt today is to maintain its unique and attractive natural amenities while simultaneously working with the natural ecosystem and using environmentally-sensitive design to minimize water and air pollution, flooding, and destruction of natural wildlife habitat, especially for threatened and endangered species within the Anacostia River watershed.

In 2011 Prince George's County adopted CB-15-2011, which amended the county's stormwater management ordinance, Subtitle 32, to establish minimum requirements and procedures to control adverse impacts caused by increased stormwater runoff. New development and redevelopment must manage stormwater by using environmental site design to the maximum extent practicable to maintain after development, as nearly as possible, the predevelopment stormwater runoff characteristics. Stream channel erosion,



Maintaining and restoring the tree canopy is very important to the community.



Indian Creek is the environmental heart of the sector plan area.



Improving stormwater management approaches and ensuring that outlets are clear from debris will help reduce flooding and improve overall stream quality.



Existing stormwater management ponds within the sector plan area require additional study and continued attention to maintenance.

pollution, siltation and sedimentation, and local flooding should be reduced, and appropriate structural best management practices should only be used when absolutely necessary. This new stormwater management ordinance should help improve the overall quality of the local watersheds and will mitigate impacts and damage caused by prior development patterns.

WATERSHEDS: The Greenbelt Metro Area and MD 193 Corridor sector plan area lies within the Anacostia River watershed, in one of two non-tidal branches, the Northeast Branch. Some of the challenges the river faces are related to high levels of nutrients, sediment, bacteria, toxins, and poor or very poor conditions for fish and organisms sensitive to environmental changes. The sector plan area also falls into two subwatersheds—the Indian Creek subwatershed and the Upper Northeast Branch subwatershed, also known as Still Creek. Table 6 below contains a summary of the subwatersheds' acreage within the county and within the sector plan area while Map 9 on page 40 shows the subwatersheds in relation to the sector plan area. The revitalization of the sector plan area presents an important opportunity to protect and enhance the water quality within the watershed through the careful planning and placement of restoration and stabilization projects as development occurs.

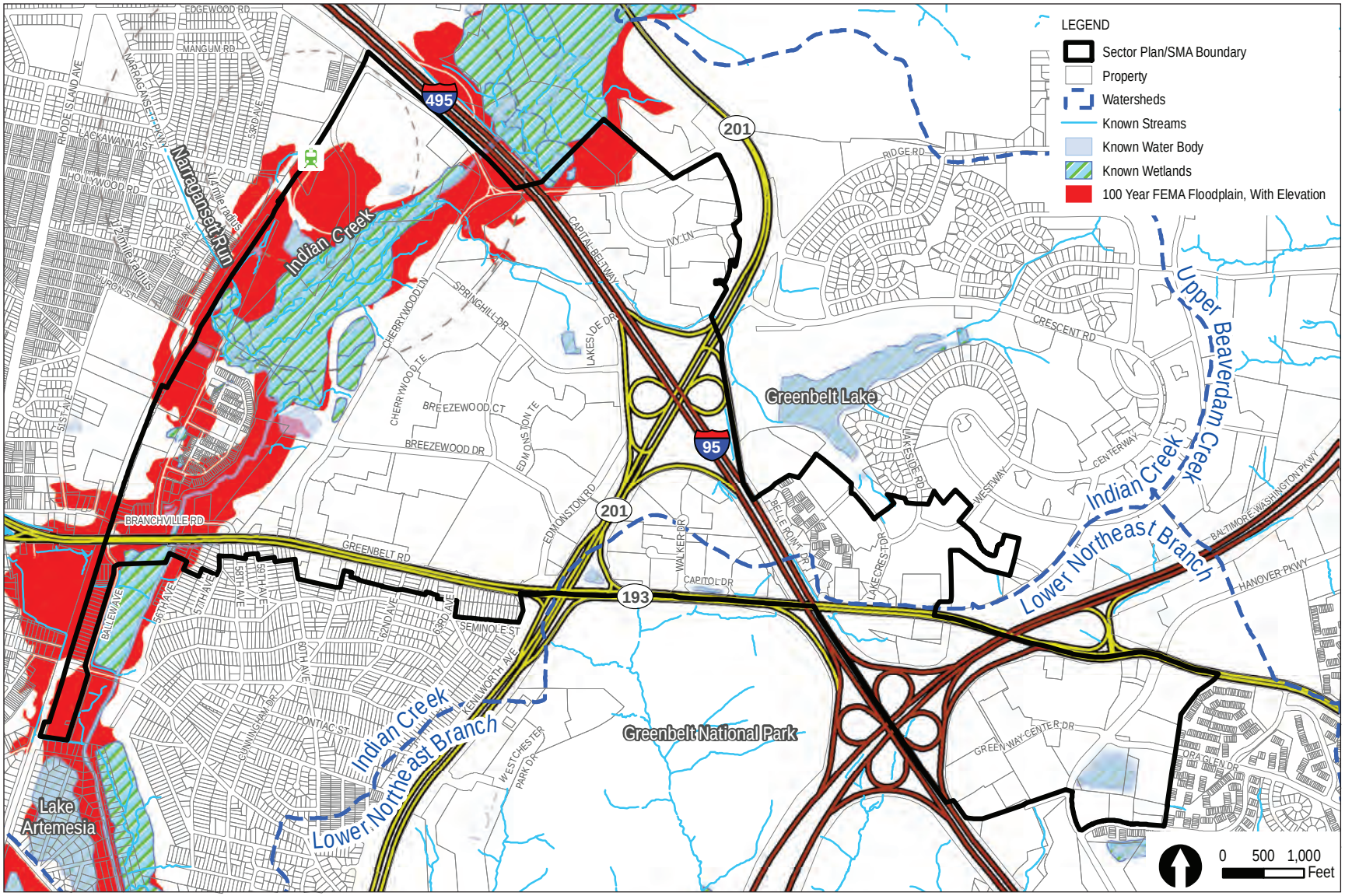
Table 6: Subwatersheds Within the Sector Plan Area

Watershed Name	Total acreage within the county	Percent of county land area	Acreage within the sector plan	Percentage of the watershed within the sector plan
Indian Creek	9,767	3.05	910.30	9.32
Upper Northeast Branch (Still Creek)	2,458	0.77	233.48	9.50

Source: M-NCPPC.

All of the streams within the sector plan area receive stormwater run-off and contain areas that are structurally unsound (such as failing slopes, deep canyons, or severe erosion).

MAP 9: Subwatersheds within the Sector Plan Area



Within these watersheds there are multiple known streams (see Table 7 below). Some of these streams have drainage areas over 50 acres, and many have an associated area of 100-year floodplain. The known wetlands within the sector plan area provide essential habitat and the human-related functions of rain water quality and quantity control. These features form some of the natural assets of the area that provide stormwater management services, corridors for wildlife movement, and areas that assist in the moderation of air quality and temperatures.

FLOODPLAINS: The majority of the sector plan area was developed prior to the adoption of the current County Code requirements regarding woodland conservation, and stream, wetland and floodplain protections. Some streams that previously existed were removed and piped. Some wetlands were filled in order to create more dry land for development.

Most of the sector plan area was developed without the benefit of site features to manage stormwater runoff. Instead of mimicking the pre-development conditions and making sure that the quantity of rain water that falls in an area has the opportunity to infiltrate into the ground, rain water runoff currently flows untreated into the receiving streams and wetlands. The result of land development without stormwater management features is the structural degradation of the remaining streams, wetlands, and floodplains. All of the streams within the sector plan area receive stormwater runoff and contain areas that are structurally unsound (such as failing slopes, deep canyons, or severe erosion).

WATER QUALITY: The quality of the water is also compromised when there are no site features to manage stormwater coming from impervious surfaces such as roads, parking lots, rooftops, and sidewalks. Levels of impervious surfaces above ten percent can result in severe degradation of the water quality in receiving streams if measures are not provided to slow the runoff, remove pollutants, and allow stormwater to infiltrate into the ground. The water quality rating is measured using the Benthic Index of Biological Integrity (IBI), a method of assessing the health of small bugs, or macroinvertebrates, which are very sensitive to water quality conditions. Impervious surface percentages and the associated water quality assessments are included in Table 8 on page 43. The highest rating on this scale is "very good" and the lowest is "very poor." In addition to the IBI assessment, the Indian Creek Environmental Baseline Conditions and Restoration Report prepared for the Anacostia Watershed Restoration Partnership (2009) states that the Maryland Department of the Environment has designated Indian Creek as a Use I stream suitable for water recreation and support of aquatic life, perhaps reflecting the "fair" water quality rating. The report also states that while segments of streams within the watershed remain of high quality, many barriers both physical and biological remain.

The combination of development without stormwater management features and the high percentage of impervious surfaces has resulted in water quality conditions that need to be addressed through installation of new stormwater management features, structural stabilization of

Table 7: Hydrologic Features Within the Sector Plan Area

Watershed Name	Linear feet of known streams	Acres of known wetlands	100-year floodplain acres
Indian Creek	39,784	78.80	220
Upper Northeast Branch (Still Creek)	2,914	4.81	0

Source: M-NCPPC.

MAP 10: Tree Canopy within Sector Plan Area



streams, and re-establishment of natural drainage and flow patterns wherever possible.

TREE CANOPY COVERAGE: Tree canopy in the sector plan area has diminished considerably in recent decades as a result of development activity. Aerial photographs from 1938 show a mix of densely forested areas and patches of agricultural land and woodlands within and around the sector plan area. Much of the areas where streams remain were previously wooded and protected from the agricultural and stormwater runoff. Today, much of the forested areas has been removed to provide areas for the construction of residential, commercial, and industrial uses. Map 9 (left) shows the tree canopy in the sector plan area and Table 9 below provides a summary of the tree and forest canopy coverage.

AIR QUALITY: Air quality is by nature a regional issue. The Washington metropolitan area, which includes the sector plan area, does not currently meet the federal standards for ground level ozone. While air quality is not regulated at the local level, development proposals could reduce heat islands by planting and preserving trees and improving street grids to minimize traffic congestion and vehicle emissions. The recent passage of the Tree Canopy Coverage Ordinance in the County Code (see Plan Context on page 15) is intended to increase tree canopy in developed and redeveloping communities, contributing to improved air quality.

NOISE: The recommendations in the transportation section of this sector plan relate to easing congestion and increasing multimodal options, which will also address air quality and noise issues. Noise issues related to transportation uses are limited to those roadways that produce enough noise to result in levels above the state standard of 65 dBA Ldn (decibels averaged for day and night situations) for outdoor activity areas. The roadways that result in these noise levels include those designated as arterial and greater. The Capital Beltway (I-95/495), Kenilworth

Table 8: Impervious Surfaces Data and Water Quality Ratings Within the Sector Plan Area

Watershed	Acreage of impervious surfaces (acres)	Impervious surfaces (percent)	Water quality rating (IBI measure)	Watershed rating (Habitat measure)
Indian Creek	383.63	42.14	Fair	Poor
Upper Northeast Branch (Still Creek)	129.69	55.55	Very poor	Poor

Source: M-NCPPC.

Table 9: Tree Canopy Coverage Comparison

Watershed	Canopy Coverage 1938 (acres)	Percentage of Canopy Coverage (1938)	Canopy Coverage 2009 (acres)	Percentage of Canopy Coverage (2009)	Percent Change in Canopy Coverage
Indian Creek	644.78	71	222.70	24	-47
Upper Northeast Branch (Still Creek)	161.44	69	45.71	20	-49

Source: M-NCPPC.

Avenue (MD 201), the Baltimore-Washington Parkway, and MD 193 (Greenbelt Road) all exceed the state standard for noise levels (see Table 10 below).

Noise levels above 65 dBA Ldn from the Capital Beltway affect the Belle Point neighborhood and the Golden Triangle and Capital Office Parks. Normal building materials used in modern construction will reduce interior noise levels by an average of 20 dBA Ldn. With a state standard of 45 dBA Ldn, no additional measures should be needed in this community to ensure the state standards are met with regard to interior noise levels.

LIGHT POLLUTION: Light pollution can be defined as unwanted light or intrusions caused by glare. Light intrusion into residential areas and environmentally-sensitive areas from commercial and industrial areas are concerns of the community. In addition, consistent light levels throughout communities have been shown to reduce crime because the human eye does not need to adjust when viewing different areas. Special consideration should be given to managing light levels throughout the sector plan area to provide a consistent level of lighting using downward-facing lighting with full cut-off fixtures in accordance with "Dark Sky" protocols.

Table 10: Location of Noise Contours (Distance in Feet)

Road Segment	Location of 65 dBA Ldn noise contour*
I-95/495 North of Edmonston Road	1,027
I-95/495 Edmonston Road to B-W Parkway	1,059
I-95/495 B-W Parkway to edge of sector plan area	997
B-W Parkway south of I-95/495	610
B-W Parkway north of I-95/495	638
Kenilworth Avenue	330
MD 193 (Greenbelt Road)	247

* Noise contours are calculated using a standardized noise model and are measured from the centerline of the roadway outward.

What You Told Us About Environmental Infrastructure

It was clear throughout the outreach and public participation process that the residents of the three communities of Greenbelt, Berwyn Heights, and College Park care deeply about the natural environment. They expressed a strong desire to maintain and restore the tree canopy within and adjacent to the sector plan area and to preserve existing waterways such as Indian Creek and Narragansett Run. They also wanted to preserve existing forested lands and reduce cutting for new development, improve stormwater management to eliminate existing flooding issues and improve stream quality, and enhance large expanses of parking and impervious surfaces with new planting areas.

Dark Sky protocols aim to reduce light pollution, ensure even night-time lighting levels to deter crime and provide adequate illumination for human needs, and mitigate the impacts of light pollution on animal habitat and behavior and our ability to see the stars of the night sky.

Ecosystem services are defined as the benefits that nature provides to people and itself. They are grouped into four broad categories: provisioning, such as the production of food and water; regulating, such as the control of climate and disease; supporting, such as nutrient cycles and crop pollination; and cultural, such as spiritual and recreational benefits.

The environmental assets of the communities within the sector plan area are important elements that were considered as part of the revitalization strategies of the sector plan. When woodlands need to be removed for future development projects, these environmental assets and their associated ecosystem services should be replaced as close to the point of impact as possible.

Residents of the Belle Point community indicated noise from the Capital Beltway as a major issue of concern, and other nearby residents discussed air quality and light pollution as negative environmental factors impacting their quality of life. The Indian Creek stream valley was universally hailed as a potential preservation parcel that should become an environmental strength for the sector plan area.

The final draft of the Anacostia River Watershed Restoration Plan and Report was released in February 2010, and was an effort of the Anacostia Watershed Restoration Partnership. The partnership consists of a number of federal, state, and local environmental agencies, the Metropolitan Washington Council of Governments (MWCOG), a number of non-governmental organizations, and county and municipal representatives.

The stormwater management pond at Hanover Parkway and Ora Glen Drive was viewed as something of a missed opportunity by members of the community, who desire additional recreation amenities such as a loop trail to better take advantage of this feature. Smaller stormwater management ponds such as the facility next to the restaurant in the Golden Triangle Office Park were discussed as needing additional attention and study (during the preparation of the sector plan, this stormwater management facility was improved by the Prince George's County Department of Public Works and Transportation). Access from homes, businesses, and offices to environmental areas was also important to the community, but should primarily be limited to pedestrian and bicycle access to reduce impacts large roadways may generate.

Environmental Infrastructure Opportunities

The sector plan area and the region face a number of challenges to repair environmental damage that has occurred over recent decades. The current physical environment includes extensive areas of impervious surfaces from parking lots and buildings that do not contain trees or woodlands to break up the visual landscape or provide the benefits of green infrastructure. Many of these areas also do not contain adequate stormwater management features to treat runoff before it reaches the receiving streams. Land redevelopment within the sector plan area provides an excellent opportunity to address stormwater quality and water quantity issues, stabilize receiving streams, and increase tree canopy throughout the sector plan area.

Another challenge in the sector plan area is the poor water quality in the receiving streams. The Environmental Protection Agency and the Maryland Department of the Environment have set pollution limits called total maximum daily loads (TMDLs) statewide and by major river basins through watershed implementation plans (WIPs). There are many opportunities in the sector plan area to address TMDLs through the installation of stormwater management features where they do not exist today and to stabilize streams as development occurs.

The Anacostia River Watershed Restoration Plan has designated projects within the sector plan's watersheds (see text box on left). These projects should be considered the highest priorities for public-funding mitigation projects and for projects that are required for development mitigation.

Since a majority of the sector plan area is within the Indian Creek subwatershed, the Indian Creek Subwatershed Action Plan can serve as an effective starting point for restoration strategies and proposed projects such as stormwater management retrofits, stream restoration, wetland creation and restoration, fish blockage removal or modification, riparian reforestation, meadow creation, street tree and invasive management, trash reduction, toxic remediation, and parkland acquisition. The 2020 restoration objectives are based on these strategies, and the 2020 vision is to restore the watershed to an environmentally healthy and sustainable condition.

A plan was also completed for the Upper Northeast Branch (Still Creek) subwatershed. It includes strategies similar to the Indian Creek subwatershed strategies and seeks to reduce stormwater pollutant loads through environmental site design practices such as green roofs, rain barrels and cisterns, soil amendments, bioretention, and rain gardens.

Transportation (Safety, Connectivity, Access, and Mobility)

Transportation Background

The sector plan's transportation recommendations are grounded on the analysis conducted during the sector plan process, stakeholder input and feedback, the 2009 Toole Design Group pedestrian and bicycle study, and the 2009 *Approved Countywide Master Plan of Transportation.*

M-NCPPC worked with transportation consultants to develop a comprehensive existing conditions analysis of transportation conditions within and adjacent to the sector plan area. The full existing conditions memorandum and associated appendices are available upon request from the Prince George's County Planning Department's Transportation Planning Section.

Highlights from the existing conditions analysis are included in the discussion below.

In 2009, Toole Design Group conducted a pedestrian and bicycle study for the City of Greenbelt that evaluated existing facilities and recommended changes to the transportation network to improve access and connectivity. The sector plan builds upon the 2009 recommendations and the resulting Greenbelt Draft Pedestrian and Bicycle Master Plan.



Multiple transit operators serve the sector plan area.

It is also important to note that the 2009 *Approved Countywide Master Plan of Transportation* contains seven policies relating to "complete streets," a school of design for streets and roadways that takes all users—drivers, transit riders, pedestrians, and bicyclists—and all ages into consideration, providing safer ways for everyone to travel. These policies focus on sidewalk provision, bicycle facilities, community improvement projects, and evaluation of development proposals to ensure conformance with the principles for complete streets design. On May 16, 2012, the National Capital Region Transportation Planning Board (TPB) adopted a complete streets policy and guidance for the National Capital Region that aims to provide safe and adequate accommodation for all transportation users. The TPB resolution and policy will provide guidance to future consideration of and amendments to county complete streets policies. New pedestrian and bicycle facilities within the sector plan area should incorporate the county complete streets policies to the fullest extent possible.



Stakeholders completed a transportation priorities survey in January 2012.



Pedestrians and Bicycles Existing Conditions

The sector plan area is characterized by major highway intersections and freeway interchanges that directly and negatively impact pedestrian and bicycle mobility and access. MD 193 is perceived as a very dangerous place for both pedestrians and bicyclists, particularly those who wish to cross the street. Dedicated bicycle facilities are lacking through much of the sector plan area, and sidewalks are often missing, narrow, or lead to locations with poorly indicated crossing patterns for pedestrians. While an off-road system of bicycle and trail connections is emerging, with nearby linkages to regional trail networks such as the Indian Creek trail, Lake Artemesia, and the Northeast Branch stream valley trail system, overall connectivity, mobility, access, and safety emerged as community priorities and form one of the vision themes of this sector plan.

M-NCPPC staff conducted several site surveys to evaluate the existing conditions of pedestrian and bicycle facilities within the sector plan area. Key observations include:

- ❖ Large numbers of pedestrians crossing MD 193 at Beltway Plaza, Greenway Center, and Hanover Parkway.
- ❖ Missing sidewalks along MD 193 between some of the entrances to Beltway Plaza.
- ❖ Sidewalk maintenance throughout the sector plan area could be enhanced.
- ❖ Long, circuitous pedestrian access to the Greenbelt Metro Station.
- ❖ While recent sidewalk and pedestrian crossing improvements made by the State Highway Administration improve safety, new sidewalks are often reconstructed in the same locations where sufficient space has not been allocated to street trees and landscaped buffers from traffic lanes.
- ❖ Continuous sidewalks are present along Hanover Parkway and throughout Franklin Park at Greenbelt Station, providing links to bus stops and generating pedestrian activity.
- ❖ Lighting is oriented to automobile traffic and not the pedestrian.
- ❖ There are few benches, trash receptacles, bike racks, art installations, and other amenities.
- ❖ Bus stops, other than those provided by the City of Greenbelt, are lacking amenities such as shelters, bus information or time schedules, and benches.
- ❖ Cherrywood Lane lacks continuous sidewalks on the western side and close to Beltway Plaza on the eastern side.
- ❖ The sidewalks along MD 193 near the Baltimore-Washington Parkway do not incorporate marked crosswalks.
- ❖ There are no dedicated bikeways along MD 193, and on-road bikeways are not well defined or connected to regional bike networks.

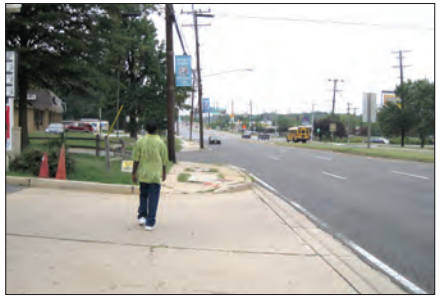
- ❖ Bicycle facilities are found along portions of Kenilworth Avenue, Cherrywood Lane, Ivy Lane, and Greenbelt Metro Station Drive.
- ❖ The local bicycle network does not have a complete, marked connection to the Greenbelt Metro Station platform.
- ❖ MD 193 does not contain a shoulder that could be used for bicyclists.
- ❖ Street surface conditions, especially along MD 193, are deteriorating and may need to be repaired.
- ❖ Existing bikeways and recreational/functional trails are used heavily, especially the trail system in Buddy Attick Park and the Indian Creek trail/Lake Artemesia trail.
- ❖ Numerous access points line MD 193, and power poles and signage create obstacles along sidewalks for pedestrians and bicyclists.
- ❖ The approval for Conceptual Site Plan CSP-01008/01 for development of the Greenbelt Metro Station North and South Cores contains a condition to construct a pedestrian overpass to North College Park at a location to be determined.

What You Told Us About Pedestrians and Bicycles

Members of the community pointed to the need for safe crossings, Americans with Disabilities Act (ADA) improvements, safe and convenient Metro and transit access, and weekend and evening bus transit service as major transportation concerns. The desire for complete streets design integrating bike facilities, sidewalks, amenities, and safer roadways ranked high among most participants. Additional comments focused on providing safe access at dangerous locations, consideration for additional bicycle and pedestrian bridges at multiple locations, ensuring safer paths to and from schools, and enhancing connections to Greenbelt National Park and to regional bicycle and trail networks. Finally, the inherent link between land use, urban design, and bicycle and pedestrian design was recognized by the community, with greater coordination desired between overall design and the existing and future transportation networks.

Transit Existing Conditions

The sector plan area is fairly well-served by existing transit options. Greenbelt features the northern terminus station of the Washington Metropolitan Area Transit Authority (WMATA) Metrorail Green Line and a MARC Camden Line station serving northern Prince George's County. Bus service is provided by WMATA, the Prince George's County Department of Public Works and Transportation (DPW&T) TheBus system, and the University of Maryland, College Park Shuttle-UM system. The Metrobus B-30 bus route also provides express service between the Greenbelt Metro Station and BWI-Thurgood Marshall Airport. The Metrorail Green Line operates between 5:00 a.m. to







midnight on weekdays and from 7:00 a.m. to midnight on weekends. The frequency of service ranges from generally six to eight minutes during weekday peak periods to 12 to 15 minutes during other time periods. MARC service is limited to weekday AM and PM peak periods, offering varying headways between 6:00 a.m. and 9:00 a.m. into the District of Columbia, and returning service from Washington D.C. between 4:00 p.m. and 7:00 p.m. The Camden Line does not operate on weeknights, on weekends, or on major holidays.

WMATA's Metrobus hours of operation vary considerably depending on the route. The typical frequency of service or bus headway for Metrobus routes serving the sector plan area varies from 20 to 30 minutes during the morning and evening peak hours to 30 to 45 minutes during the off peak hours with no Sunday service. Almost all of the DPW&T bus routes operate on weekdays with no service on Saturdays, Sundays, and major holidays. The county's bus service is generally limited to hours between 6:00 a.m. and 7:00 p.m., with service headways between 30 to 40 minutes during the peak periods and about 60 minutes during off peak hours. The University of Maryland's Shuttle UM operates on 30 to 60 minute headways with service limited to university students, faculty, and staff.

The current average weekday and weekend Metrorail ridership numbers collected for the existing conditions analysis are shown in Table 12 on right. The average weekday ridership of the bus routes that serve the sector plan area indicate that the highest weekday ridership is realized by Metrobus routes C2 and C4 between Greenbelt Metro Station and Wheaton Metro Station, at about 10,615 riders per day. None of the other routes serving the area exceeded 1,900 daily riders.

According to WMATA, outside the core service area of Washington, D.C., growth in boardings at Metro stations has paralleled land use development near those stations (*Transit Ridership Trends and Markets, March 2009).* While the Greenbelt station has seen a 195 percent increase in ridership since opening in 1993, it has experienced annual growth of only about two percent between 2002 and 2007. Not surprisingly, the station's rail mode share (percentage of residents within half a mile of the Greenbelt station that commute to work by Metro) was reported as 14.1 percent, compared to a more urban, mixed-use area such as Friendship Heights where the mode share is nearly 50 percent.

Table 12: Greenbelt Metrorail Station Average Ridership Summary

Day	Entry (Number of Passengers)	Exit (Number of Passengers)
Weekdays	6,912	6,778
Saturdays	4,298	3,946
Sundays	2,714	2,691

Source: WMATA.

Table 11 below summarizes how people accessed the Greenbelt Metro Station in 2007 (also referred to as the station's "modal split"). A majority of metro riders (61 percent) indicated they had arrived at the station by car. This finding suggests that the isolation of the Greenbelt Metro Station and the lack of connectivity and wayfinding signage detract from the ability of pedestrians and bicyclists to travel to the station.

Table 11: How Metrorail Riders Arrived at Greenbelt Metro Station (2007)

Total Boardings	Car	Metrobus	Kiss and Ride	Walked	TheBus	Bicycle	Other
7,734	60.9% (4,528 people)	16.7%	10.4%	4.2%	2.9%	0.2%	1.4% rode in car; 1.1% other bus; 0.3% taxi

Source: WMATA.

To accommodate the large number of automobiles accessing the site, the Greenbelt Metro Station provides 3,716 vehicle parking spaces and includes drop-off and pick-up locations for commuter buses, taxis, and kiss-and-ride vehicles. While there are both short- and long-term bicycle parking spaces at the station and WMATA has plans to increase the amount of bicycle parking, few commuters access the station by bicycle.

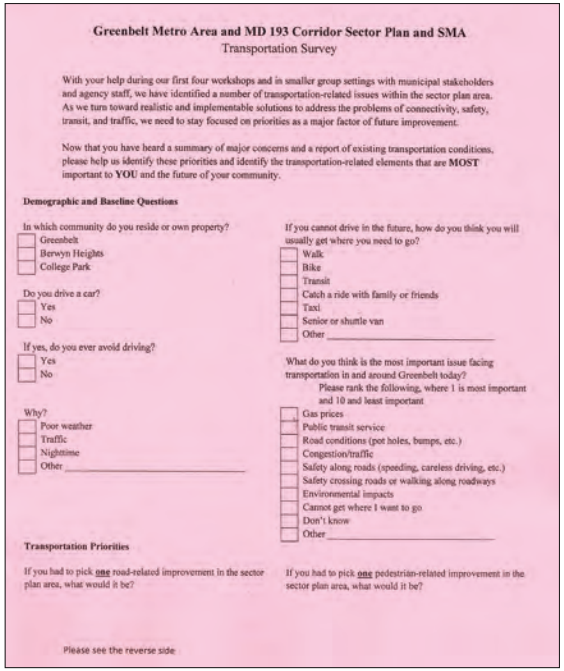
The total number of people living (2,448) and working (1,936) within half a mile of the Greenbelt Metro Station is among the lowest in the Metro system (*Transit Ridership Trends and Markets, March 2009).* Currently approved development plans at North Core, South Core, and Franklin Park at Greenbelt Station would raise those numbers, but ensuring a balanced mix of land uses and encouraging additional employment development at the North Core and nearby locations would provide additional incentive to ride Metro and achieve higher returns on past investments in the county's transit system.

Within the sector plan area there is a noticeable lack of uniform bus stop amenities and shelters. The typical bus stop outside the City of Greenbelt is marked by the presence of a bus stop sign on a pole. The presence of a uniform bus shelter provides shelter for waiting passengers from sun, wind, and rain, helps to establish an identity for the transit service, and brands and markets transit as an acceptable alternative to driving.

What You Told Us About Transit

Due to the presence of a major Metro station, the MARC station, and associated network of bus transit routes, there is a large dependence on transit service within the community. However, recent cutbacks to evening and weekend service posed significant mobility issues for residents, workers, and visitors. In a survey given to the community, public transit service was identified as the number one transportation issue within the sector plan area.

LEVEL-OF-SERVICE (LOS): A qualitative measure of effectiveness describing operational conditions within a traffic stream based on service measures such as speed and travel time, freedom to maneuver, traffic interruptions, comfort, and convenience. The minimum acceptable standard for traffic levels-of-service within the Greenbelt Metro Area and MD 193 Corridor sector plan area is LOS E per the 2002 General Plan and 2009 Master Plan of Transportation.



Greenbelt Metro Area and MD 193 Corridor Sector Plan and SMA
Transportation Survey

With your help during our first four workshops and in smaller group settings with municipal stakeholders and agency staff, we have identified a number of transportation-related issues within the sector plan area. As we turn toward realistic and implementable solutions to address the problems of connectivity, safety, transit, and traffic, we need to stay focused on priorities as a major factor of future improvement.

Now that you have heard a summary of major concerns and a report of existing transportation conditions, please help us identify these priorities and identify the transportation-related elements that are **MOST** important to **YOU** and the future of your community.

Demographic and Baseline Questions

In which community do you reside or own property?
- ☐ Greenbelt
- ☐ Berwyn Heights
- ☐ College Park

Do you drive a car?
- ☐ Yes
- ☐ No

If yes, do you ever avoid driving?
- ☐ Yes
- ☐ No

Why?
- ☐ Poor weather
- ☐ Traffic
- ☐ Nighttime
- ☐ Other _____

If you cannot drive in the future, how do you think you will usually get where you need to go?
- ☐ Walk
- ☐ Bike
- ☐ Transit
- ☐ Catch a ride with family or friends
- ☐ Taxi
- ☐ Senior or shuttle van
- ☐ Other _____

What do you think is the most important issue facing transportation in and around Greenbelt today?
Please rank the following, where 1 is most important and 10 and least important
- ☐ Gas prices
- ☐ Public transit service
- ☐ Road conditions (pot holes, bumps, etc.)
- ☐ Congestion/traffic
- ☐ Safety along roads (speeding, careless driving, etc.)
- ☐ Safety crossing roads or walking along roadways
- ☐ Environmental impacts
- ☐ Cannot get where I want to go
- ☐ Don't know
- ☐ Other _____

Transportation Priorities

If you had to pick **one** road-related improvement in the sector plan area, what would it be?

If you had to pick **one** pedestrian-related improvement in the sector plan area, what would it be?

Please see the reverse side

A comprehensive transportation survey was given to the community so we could better understand the issues and desires for roads, trails, transit, and other connections.

The lack of convenient non-vehicular access to the Metro station and local bus stops was cited as a reason why people may be more likely to continue to use their cars or find other



Safer access to Greenway Center will require a multimodal approach emphasizing pedestrian and bicycle movement as well as cars and buses.



The intersection of MD 193 and Kenilworth Avenue (MD 201) poses numerous access, connectivity, and safety challenges.

means to get to their destination such as taxis or rides by friends. We heard that there was a delay between providing updated signage and route information once service routes changed, and that some bus stops lack shelters or information.

Some community members desire additional bus transfer facilities or small bus hubs at locations such as Greenway Center and believe that these facilities or hubs would help increase transit use. The potential for future bus rapid transit was also mentioned, particularly along MD 193. Connections to existing and proposed transit facilities were identified as a priority, particularly adding new connections such as environmental/interpretive trails through the Indian Creek stream valley to the Greenbelt Metro Station and preserving existing connections through the North Core site. There are some concerns that a major employer or GSA tenant campus may restrict the existing access to the Metro station. While increased service was the most commonly requested transit improvement, service during daytime hours was viewed as sufficient throughout the sector plan area.

Roadways Existing Conditions

Overall, traffic is congested during both the AM and PM peak hours along major roadways such as the Baltimore-Washington Parkway and Capital Beltway (I-95/I-495) and nears congestion at key locations along MD 193. In addition, the Greenbelt Metro Station is a magnet for vehicular traffic. The limited existing roadway access to the Metro station constrains internal local access and circulation in the general vicinity of the station. Local traffic is forced to mix with relatively high speed through traffic along MD 193, Cherrywood Lane, Ivy Lane, and Edmonston Road. A major challenge for this sector plan has been to identify measures that address peak hour traffic congestion and operational difficulties, increase transit use, walking, and biking within the sector plan area, and minimize the impact of through traffic on the existing and established neighborhoods.

The turning movement counts and peak period volume data was analyzed for the 29 intersections found within the sector plan area to determine inadequacies and identify areas that required additional study. The existing conditions report found that of these 29 intersections, none experienced a level-of-service (LOS) (see text box on page 50) lower than the standard for the Developed Tier (LOS E or better). Three intersections—MD 193 at the southbound ramp to Kenilworth Avenue (MD 201), MD 193 at Greenway Shopping Center, and Cherrywood Lane at Greenbelt Metro Drive—experience near-unacceptable



The intersection of Lakecrest Drive, American Legion Drive, and MD 193 was often cited as one of the more confusing and dangerous movements in the area.



The intersection of MD 193 and Hanover Parkway experiences some of the longest traffic delays within the sector plan area.

LOS during the evening peak period. The intersection of Cherrywood Lane at Greenbelt Metro Drive is soon to be improved with the construction of a traffic circle.

The existing traffic volumes along major roadways are shown in Table 13 below. Even though most roadways have the daily capacity to carry more traffic, peak hour congestion is approaching unacceptable levels at many of the studied intersections, effectively creating the need for additional widening along a few select approaches. Among intersections, the intersection of MD 193 with Hanover Parkway experiences unacceptable LOS F only during the PM peak hour. This poor PM peak hour LOS is the result of only three through lanes along the eastbound approach of MD 193 and shared through and right turning lanes on both the northbound and southbound approaches of Hanover Parkway. Through traffic along the major roadways within the sector plan area operates adequately, although both the Capital Beltway (I-95/495) and Baltimore-Washington Parkway are operating at the minimum acceptable level per the 2002 General Plan and 2009 Master Plan of Transportation.

Table 13: Existing Average Daily Traffic

Roadway	Daily Traffic Count (Vehicles)	Existing Lanes (Within Sector Plan Area)	Existing Roadway Levels of Service
Capital Beltway (I-95/495)	216,000	8 lanes	E
Baltimore-Washington Parkway	99,000	4-6 lanes	E
MD 193 (Greenbelt Road)	47,000	6 lanes	C
Kenilworth Avenue (MD 201)	47,000	6 lanes	C
Hanover Parkway	11,000	4 lanes	D
Cherrywood Lane	10,000	2-4 lanes	C
Southway	6,000	2-4 lanes	D

Source: M-NCPPC staff, SHA, DPW&T, and Wallace, Montgomery, and Associates, LLP/Wilbur Smith Associates..

Crash data was collected for MD 193 and Cherrywood Lane for the years 2007 through 2009. None of the reported crashes in this time frame involved fatalities. Along MD 193, there

is a significantly higher total crash rate than the state-wide average for similar roadways, with the predominant crash type listed as rear-end collisions. In response to this higher crash total, SHA identified the segment of MD 193 in the vicinity of the Kenilworth Avenue (MD 201) interchange among the state's Secondary Candidate Safety Improvement Sections in 2009. The high number of access points along MD 193 and aggressive driver behavior such as failure to give full attention, excessive speeds, and following too closely in congested conditions may contribute to a high crash rate. In contrast, the crash rate along Cherrywood Lane is lower than the state-wide average, and the predominant crash type was angle collisions due to failure to give full attention, failure to yield the right-of-way, and failure to obey stop signs. New signal timing efforts underway by the State Highway Administration may help mitigate the crash issues along MD 193.

Studies on vehicle travel speeds indicate dramatic increases in severity of injury or death when a pedestrian is struck with a vehicle with high rate of speed. Studies show the likelihood of a pedestrian being killed when struck by a vehicle increases from 50 percent to as high as 80 percent when travel speeds are increased from 30 miles per hour (MPH) to 40 MPH. Vehicular speeds along MD 193 are frequently at or above 40 MPH.

What You Told Us About Roadways

There was a significant perception within the community that all the major local roadways were congested, particularly MD 193. Congestion was identified as an issue for all directions of travel—both along the main east-west route of MD 193 and coming into and out of adjoining residential and commercial areas to the north and south. Roadways were perceived to be unsafe and poorly signed, and the signal timing was cited as a concern. The movements to and from Kenilworth Avenue (MD 201) and MD 193 was another key area of concern. This area is seen as dangerous, with short sight-distances, unusual movements, and numerous signals contributing to driver and pedestrian confusion. High rates of speed were also cited as a concern.

The intersection of Lakecrest Drive, American Legion Drive, and MD 193 was a particularly important intersection during the community outreach process, often cited as one of the more confusing and dangerous movements in the area. Eliminating confusing movements—and the associated queuing issues leaving the neighborhood—were desired by many residents. Other intersections of note include MD 193 and the entrance to Greenway Center, MD 193 at Hanover Parkway, and the main entrance to Beltway Plaza Mall at Cunningham Drive, all of which were viewed as dangerous locations that need intervention.

The new traffic that may result from approved and future development played a key role in the transportation discussions with the community, and any negative impacts associated with new traffic must be mitigated. The impact of key development projects outside the sector plan area also raised concerns with regard to the local roadway network, particularly Konterra in Northern Prince George's County. It was felt by many in Greenbelt that the 2009 Master Plan of Transportation's recommendation to expand Kenilworth Avenue/Edmonston Road all the way to Konterra would serve as a siphon, drawing additional traffic from the north to MD 193.

The community still had questions as to the relationship of South Core and North Core development on area roadways, particularly at the intersection of MD 193 and Greenbelt Station Parkway (formerly the North/South Connector Road). At the time of this writing, development of South Core was on hold, but as development occurs a traffic signal is to be installed at this intersection. Residents of North College Park and Greenbelt were also concerned about the final alignments of Greenbelt Station Parkway (formerly the North/South Connector

Road) and the ramp system at the future Capital Beltway (I-95/495) interchange.

The National Park Service, under the direction of Congress, conducted a feasibility study of the widening of the Baltimore-Washington Parkway between Washington, D.C., and the Baltimore Beltway concurrent with the public outreach program of this sector plan. As of May, 2012, a final report was not available, but this sector plan does not support the widening of the Baltimore-Washington Parkway—nor do most members of the community who spoke on this issue during the preparation of the sector plan.

Transportation Opportunities

Tying closely with what staff heard on transit and pedestrians and bicycles, it is clear that the community desires a balanced, comprehensive evaluation and approach to the transportation network within the sector plan area, particularly since roadways were viewed as the most obvious and significant determinant of transportation networks in the area. A major goal of this sector plan will be to increase pedestrian and bicycle access to the Greenbelt Metro Station to increase modal splits and reduce the dependence on the automobile as the primary mode of access. The sector plan's land use and design recommendations emphasize mixed-use, transit-oriented development and should also help ensure a more balanced transportation and access system.

New development and redevelopment potential, along with commitments from the municipalities, Prince George's County, and state and regional agencies offer numerous changes to retrofit the transportation network and emphasize transit, pedestrian, and bicycle connectivity and safety. Consolidated and reduced parking requirements, connected and well-designed parking areas, and reduced curb cuts and consolidated access points along major roadways will reduce conflicts between vehicles and pedestrians, further enhancing safety for all users. Reconfigured roadways, improved streetscape design, and landscape plantings will also benefit the overall transportation network.

Economic Development

Economic Development Background and Existing Conditions

The sector plan's three-mile trade area (see text box and Map 11 on page 55) has long served as a significant employment and commercial center for the county. While it comprises only six percent of the county's total land area, it accounts for 27 percent of its employment.

The amount of office space in the trade area underscores its importance as an employment center. While the trade area accounts for only six percent of the county's land area, it contains approximately 19 percent of it office space.





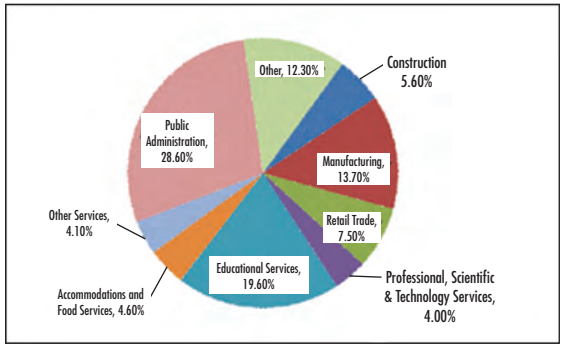
The types of office space in the trade area range from one- to two-story offices in strip centers to large Class A complexes in regional office parks.



JOBS PROFILE: In 2010, approximately 3,292 businesses employed 88,015 full-time workers in the trade area. The influence of local, state,

and federal government is noteworthy in the trade area with approximately 29 percent of jobs attributed to the public administration sector (see Figure 9). The University of Maryland, College Park, and University of Maryland University College are key employment generators with 20 percent of jobs reported in the educational services sector. The third highest employment sector is manufacturing.

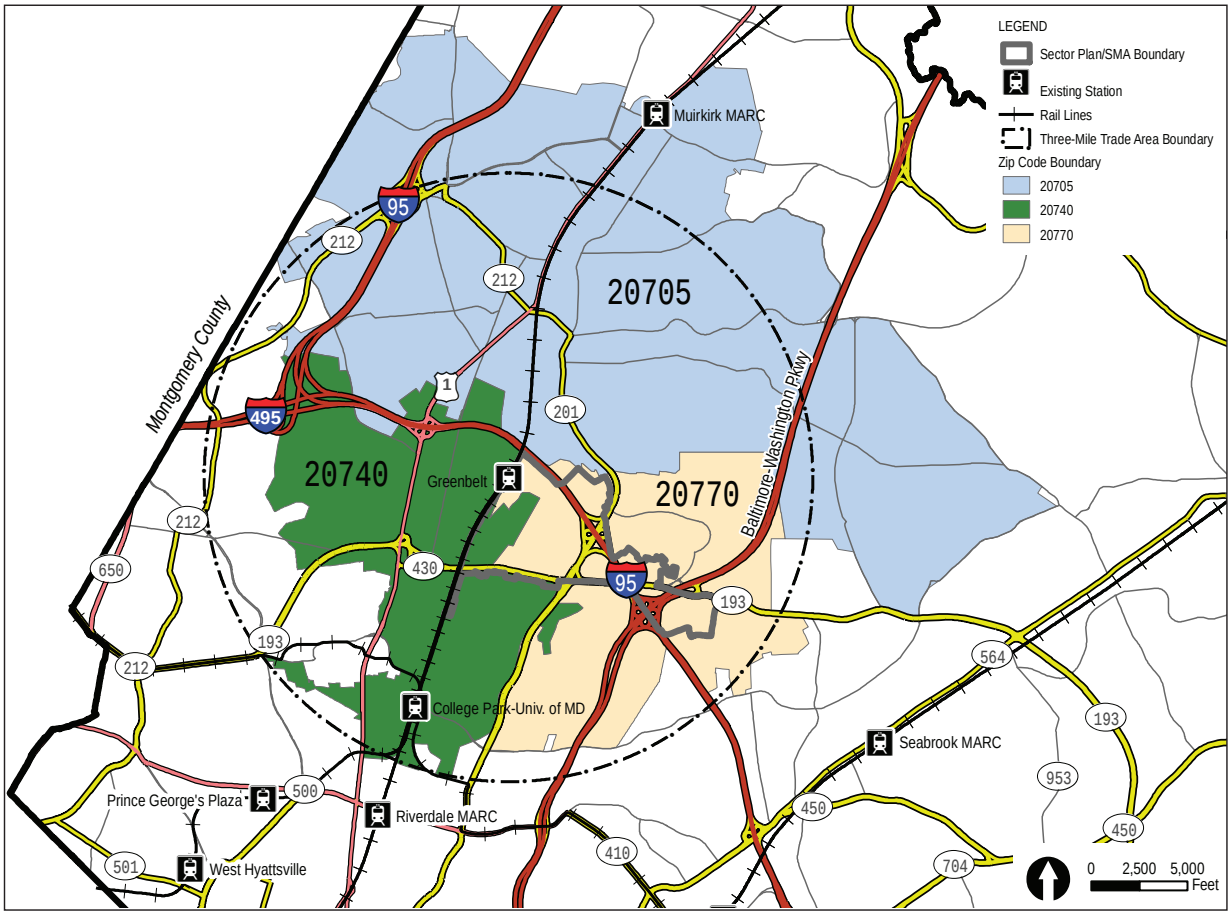
Figure 9: Distribution of Employees across Industries in the Trade Area (North American Industrial Classification System)



Source: Infogroup, Omaha NE Copyright 2010, all rights reserved. ESRI forecast for 2010.

The primary trade area—defined for the purposes of this sector plan as a three-mile area with a centroid located at the Greenbelt Metro Station—applies to an area in which businesses draw 70 percent or more of their customers and revenues and in which existing and proposed residents will tend to support these businesses.

MAP 11: Three-Mile Trade Area and Relevant Zip Codes*



*This map approximates the boundaries of the United States Postal Service (USPS) zip code delivery areas impacting the sector plan area. These boundaries are based on actual delivery areas used by mail carriers. Since neither the USPS nor the U.S. Census Bureau maintains official zip code boundary files or maps, M-NCPPC created the dataset in order to be able to map data aggregated by zip code. Consult the Planning Department's GIS data dictionary for additional detail on how the dataset was created.

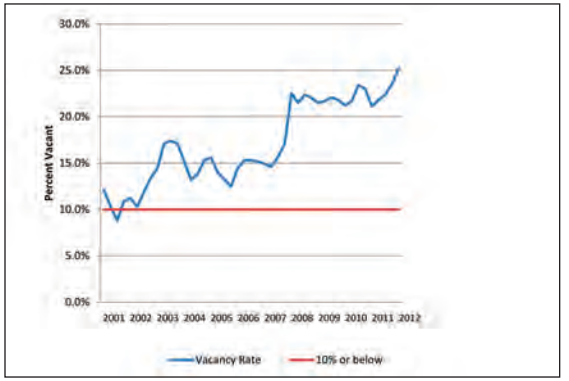
OFFICE PROFILE: Approximately 151 office buildings, totaling 5 million square feet, span the trade area, supplying 19 percent of the county's office inventory and 30 percent of its Class A space. Non-university office jobs are concentrated in the trade area's office parks and employment centers—Golden Triangle, Capital Office Park, Maryland Trade Center, M Square, NASA Goddard, Doctors Community Hospital, and Beltsville Agricultural Research Center.

VACANCY, ABSORPTION AND RENTAL TRENDS: Three underlying statistics for the office market in the trade area suggest a weak market—vacancy rates, net absorption, and rental rates. Vacancy rates have exhibited a troubling upward trend over the past decade (see Figure 10). (A healthy office market typically has vacancy rates of 10 percent or lower.)

Direct total square feet of office space has continued to increase from the first quarter of 2005 to the present (see Table 14 below) while total net absorption was negative 138,535 feet (see Table 15 on page 57).

Rental rates for office space have similarly underperformed, revealing a 12 cents per square foot decline from the first quarter of 2005 to the present (see Tables 14 (below) and 15 (on page 57)).

Figure 10: Office Vacancy Rates (2001–2012)



Source: CoStar.

Table 14: Office Market Trends

Period	Total RBA*	Total Vacant %	Direct Total Available SF	Total Net Absorption SF	Total SF Leased	RBA Delivered	RBA Under Construction	Average Rental Rate
2012 1Q**	5,017,200	24.6%	1,330,448	-60,976	22,703	0	0	$20.45/sf
2011 1Q	5,017,200	21.0%	1,140,287	95,166	95,148	0	0	$20.65/sf
2010 1Q	5,017,200	21.1%	1,229,911	126,325	46,861	123,000	0	$21.01/sf
2009 1Q	4,889,200	21.4%	1,060,200	25,372	56,970	0	128,000	$22.35/sf
2008 1Q	4,846,900	22.4%	953,933	-260,507	23,750	0	42,300	$23.22/sf
2007 1Q	4,726,900	14.8%	834,770	19,765	65,280	6,124	120,000	$22.64/sf
2006 1Q	4,720,776	14.4%	712,347	-91,345	113,691	0	0	$20.97/sf
2005 1Q	4,710,776	15.6%	-	56,408	223,852	85,092	10,000	$20.57/sf

Source: CoStar. * RBA stands for Rentable Building Area; ** Data through February 26, 2012.

Net absorption is defined as square feet leased in a specific geographic area over a fixed period-of-time after deducting space vacated in the same area during the same period.

Table 15: Office Market Profile (February 2012)

Period	Total Vacant	Direct Total Available SF	Total Net Absorption SF	Total SF Leased	Rentable Building Area Delivered	Change in Rental Rate ($)
January 2005–February 2012	19.1%	1,010,548	-138,535	79,474	13,501	-$0.12

Current trends, the magnitude of available office space, and existing and anticipated competition from College Park, New Carrollton, Prince George's Plaza, White Oak, and Konterra, will dampen demand for newly constructed office space for some time (see Table 16 below). External stimulants, such as securing a major employer or GSA tenant at North Core, could, however, reverse this assessment. In the short- to medium-term, the presence of a new major employer would likely result in spin-off office demand and accelerate the absorption of vacant space. In the medium- to longer-term, it would encourage new infill office development.

While current trends offer little incentive or potential for office construction, securing a major employer or GSA tenant at North Core could reverse this assessment by generating spin-off demand in the short- to medium-term and stimulating new infill office development and redevelopment in the medium- to longer-term.





Table 16: Select Regional Competition

Name	Planned Development at Buildout
M Square Research Park	2.2 million sq. ft. office
Prince George's Plaza	1.4 million sq. ft. total retail, 265,000 additional sq. ft. office, 1,130+ dwelling units
Konterra Town Center East	810,000 sq. ft. office, 1.4 million sq. ft. retail, 2,161 dwelling units
White Oak	130 acre FDA research campus, Washington Adventist Hospital, $3 billion life-science mixed-use center

Source: M-NCPPC.

The methodology used to assess market conditions and potential development involved defining a commercial market trade area, evaluating demographic and economic data, exploring historical trends in the trade area and the county, and identifying regional competition. Data sources included, but were not limited to, U.S. Census, ESRI, Infogroup, CoStar, Hanley Wood, City of Greenbelt, Maryland Department of Assessments and Taxation, MapQuest, M-NCPPC Round 8 Forecast, and other market sources.

Many of the existing businesses in the area cater to the automobile.



RETAIL PROFILE: An estimated 3.8 million square feet of retail space, in 283 facilities, service the trade area. The four largest retail centers are Beltway Plaza (825,000 square feet), IKEA (300,000 square feet), Greenway Center (265,000 square feet), and College Park Market Place (229,355 square feet). They account for 42 percent of the total retail space in the trade area.

VACANCY, ABSORPTION AND RENTAL TRENDS: While a modest amount of retail space (55,434 square feet) has been added since the first quarter of 2006 and/or is under construction in the trade area, the retail market has also displayed worrisome trends, including high vacancy rates, excess available space, and negative net absorption for the period (see Tables 17 and 18). The one outlier remains the positive growth in average rental rates from $14.87 per square foot in the first quarter of 2006 for a triple net lease to $18.17 per square foot in the first quarter of 2012.

Table 17: Retail Market Trends

Period	Total RBA*	Total Vacant %	Direct Total Available SF	Total Net Absorption SF	Total SF Leased	RBA Delivered	RBA Under Construction	Average Rental Rate
2012 1Q**	3,790,808	6.6	297,085	-17,258	5,388	0	0	$18.17/nnn***
2011 1Q	3,786,794	6.7	290,094	52,306	52,392	8,976	0	$17.45/nnn
2010 1Q	3,777,818	11.0	362,703	13,802	38,998	0	0	$18.06/nnn
2009 1Q	3,777,818	8.7	349,828	-34,386	8,193	0	0	$19.03/nnn
2008 1Q	3,777,818	3.1	121,142	-94,39	4,399	0	0	$21.40/nnn
2007 1Q	3,731,360	3.5	137,727	10,752	1,500	0	46,458	$18.34/nnn
2006 1Q	3,731,360	2.5	101,200	-7,968	0	0	0	$14.87/nnn

Source: CoStar.

* RBA stands for Rentable Building Area. ** Data through February 26, 2012. *** nnn stands for triple-net lease, a type of net lease in which the tenant pays all or part of the taxes, insurance, and maintenance associated with use of a property, in addition to rent.

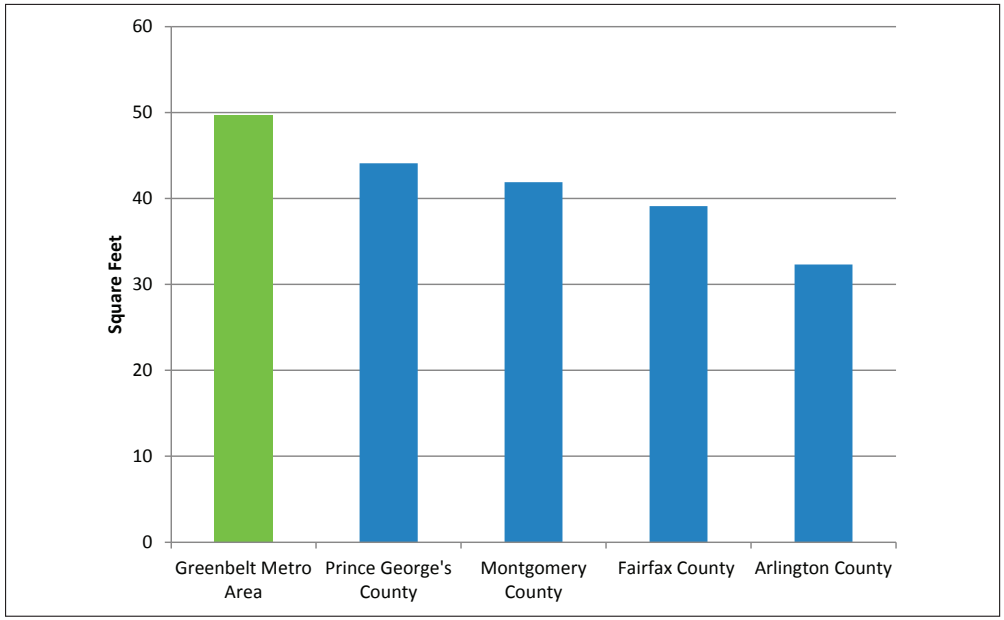
Table 18: Retail Market Profile (February 2012)

Period	Total Vacant %	Direct Total Available SF	Total Net Absorption SF	Total SF Leased	Rentable Building Area Delivered	Change in Rental Rate
January 2006–February 2012	6.1%	236,840	-104,379	20,212	8,493	+$3.30

Source: CoStar.

These findings, combined with a cross-jurisdictional comparison of the amount of retail available per person, suggest that the retail market has reached saturation and that a significant increase in population or day-time workers will be critical to stimulating new retail demand (see Figure 8 on opposite page). It is important to recognize that since this analysis examined gross square feet rather than individual retail sectors, specific goods may be underserved or overserved by existing businesses. This creates an opportunity to modify the mix of retail goods and services currently offered in the trade area to better meet local consumer needs.

Figure 11: Square Feet of Retail Per Person, 2012



Source: CoStar.

INDUSTRIAL PROFILE: There is approximately 6.3 million square feet of industrial space in the trade area, ranging from scrap metal processing and auto-related installation and salvage uses to municipal facility maintenance areas.



ABOVE: Existing industrial businesses along Branchville Road and Ballew Avenue provide a valuable source of employment and tax revenue.
PICTURES BELOW: Ballew Avenue Industrial Area.

While key retail indicators suggest the market has reached saturation, opportunities exist to rebalance the existing mix of goods and services offered in the trade area to better meet consumer needs. A significant increase in population and/or day-time workers would also stimulate new retail demand.





Vacancy, Absorption and Rental Trends: Overall, the market for industrial space in the trade area appears relatively stable. In the first quarter of 2012, the market faced an 8.5 percent vacancy rate as compared to the 24.6 percent vacancy rate experienced in the office sector (see Table 19 below). The amount of available space has not varied widely from quarter to quarter, and net absorption from the first quarter of 2005 through the first quarter of 2012 has been positive, if modest (see Table 20 below). Rents per square foot also showed a positive gain of 80 cents during this period.

Table 19: Industrial Market Trends

Period	Total RBA*	Total Vacant %	Direct Total Available SF	Total Net Absorption SF	Total SF Leased	RBA Delivered	RBA Under Construction	Average Rental Rate
2012 1Q**	6,271,269	8.5%	504,423	-18,763	16,265	0	0	$6.84/nnn***
2011 1Q	6,271,269	8.6%	640,591	-20,839	40,447	0	0	$6.40/nnn
2010 1Q	6,271,269	10.0%	670,350	-20,877	43,493	0	0	$6.67/nnn
2009 1Q	6,271,269	6.5%	513,234	-8,659	70,005	0	0	$6.66/nnn
2008 1Q	6,271,269	5.4%	454,546	85,915	37,370	0	0	$7.01/nnn
2007 1Q	6,271,269	4.8%	381,228	42,472	29,630	32,460	0	$6.58/nnn
2006 1Q	6,159,650	8.0%	457,410	-15,135	134,424	92,379	77,520	$6.17/nnn
2005 1Q	6,146,430	7.9%	-	-70,817	52,818	0	0	$6.04/nnn

Source: CoStar.

* RBA stands for Rentable Building Area. ** Data through February 26, 2012. *** nnn stands for triple-net lease, a type of net lease in which the tenant pays all or part of the taxes, insurance, and maintenance associated with use of a property, in addition to rent.

Table 20: Industrial Market Profile (February 2012)

Period	Total Vacant %	Direct Total Available SF	Total Net Absorption SF	Total SF Leased	Rentable Building Area Delivered	Change in Rental Rate ($)
January 2005–February 2012	7.4%	533,547	8,362	57,047	4,305	+$0.80

Source: CoStar.

Flex space is adaptable space that can be easily divided for office use, research laboratories, or industrial purposes.

FLEX SPACE PROFILE: The amount of flex space (approximately 786,000 square feet) has remained constant in the trade area between the first quarter of 2005 to the first quarter of 2012, suggesting it meets current needs (see Table 21 below).

VACANCY, ABSORPTION AND RENTAL TRENDS: An analysis of trends in the flex space market indicates some interesting contradictions. While vacancy rates and the amount of available flex space have continued to increase and the total net absorption between the first quarter of 2005 and the first quarter of 2012 was negative, the average rent for a triple net lease increased by $2.44 per square foot (see Tables 21 and 22 below).

Table 21: Flex Market Trends

Period	Total RBA*	Total Vacant %	Direct Total Available SF	Total Net Absorption SF	RBA Delivered	RBA Under Construction	Average Rental Rate
2012 1Q**	785,590	16.6%	130,634	0	0	0	$10.09/nnn***
2011 1Q	785,590	17.1%	166,761	-14277	0	0	$10.68/nnn
2010 1Q	785,590	13.2%	137,078	-7200	0	0	$11.49/nnn
2009 1Q	785,590	17.6%	172,465	-43094	0	0	$11.51/nnn
2008 1Q	785,590	11.0%	95,822	7533	0	0	$9.93/nnn
2007 1Q	785,590	8.7%	61,773	-4640	0	0	$14.57/nnn
2006 1Q	785,590	8.5%	33,832	2167	0	0	$7.47/nnn
2005 1Q	785,590	6.7%	-	21892	0	0	$7.65/nnn

Source: CoStar. * RBA stands for Rentable Building Area. ** Data through February 26, 2012. *** nnn stands for triple-net lease, a type of net lease in which the tenant pays all or part of the taxes, insurance, and maintenance associated with use of a property, in addition to rent.

Table 22: Flex Market Profile (February 2012)

Period	Total Vacant %	Direct Total Available SF	Total Net Absorption SF	Rentable Building Area Delivered	Change in Rental Rate
January 2005–February 2012	12.1%	106,461	-56,439	0	+ $2.44

Source: CoStar.

What You Told Us About Economic Development

Comments received during the sector plan process focused on the retail, office, and industrial markets. Stakeholders questioned the feasibility and viability of the level of retail (1.1 million square feet) featured in the approved conceptual site plan for North Core and expressed concerns over the impact such an influx of retail would have on existing shopping centers. They also voiced a desire for a more balanced mix of service and goods in the sector plan area.

High vacancy rates in the existing office market were identified as an ongoing challenge, in particular to the City of Greenbelt. The recent purchase of Maryland Trade Center III by Trammell Crow may signal a gradual, if modest, revival of investor interest.

The future of industrial uses in the sector plan area proved controversial. A number of residents in the City of Greenbelt expressed a desire to relocate Prince George's Scrap and repurpose the site with a use that was more compatible with the planned residential development in South Core and more appropriate for the location considering its proximity to the Greenbelt Metro and MARC station. The business remains, however, a critical source of tax revenue for the Town of Berwyn Heights.

Berwyn Heights' town leadership also invited the planning team to examine the possibility of introducing alternate uses along Ballew Avenue.

Economic Development Opportunities

The sector plan area faces a series of major economic challenges. Current market realities in the trade area, county, and region, coupled with tight credit markets, growing competition from neighboring planned developments, and the cost of constructing significant infrastructure improvements (including a full Beltway interchange), suggest a conservative assessment of potential new development is necessary. Nonetheless, the area is presented with a range of opportunities, some short term and some longer term.

The possible relocation of a major employer or government agency to North Core could generate spin-off office demand in the short- to medium-term, thereby reducing office vacancies and accelerating revitalization efforts, and stimulate new infill office development and redevelopment in the medium- to longer-term. It would also bolster the retail sector and encourage the introduction of a more diverse mix of goods and services.

With county and state support, the office market could capitalize on spin-off development



Maryland Trade Center III was recently purchased by Trammell Crow.



The planning team was asked to consider different uses within the Ballew Avenue Industrial Area.

associated with the University of Maryland, College Park; NASA Goddard Space Flight Center; BARC; and BRAC-related growth at Ft. Meade.

The County Executive remains committed to implementation and coordination across all segments of government. There are new opportunities and benefits to be realized by close collaboration with municipal, county, state, and regional agencies in the implementation of the sector plan recommendations. During the preparation of the sector plan, the project team met with agency representatives on a number of occasions, where a sense of enthusiasm and will to act came to the fore. The potential for the Greenbelt Metro Area and MD 193 Corridor to emerge as a countywide priority is high, and the initial coordination with agency staff puts this sector plan high on the radar.

While the construction of a full Beltway interchange remains a critical factor in its development, the Greenbelt Metro and MARC Station area, under consolidated ownership, continues to present an important transit-oriented development opportunity for the county. Given the state of the national and regional economy, the funds already invested in the county's heavy rail transit infrastructure, and the significant economic returns on investment that could be realized by medium- to high-density, mixed-use development, the county and the local communities cannot afford *not* to realize this opportunity at the Greenbelt Metro Station.

Housing and Neighborhood Preservation

Housing and Neighborhood Preservation Background and Existing Conditions

HOUSING STOCK: According to the US Census, there were approximately 25,800 dwelling units in the three-mile trade area in 2000 (see Map 10 on page 55). The trade area is distinguished by two principal housing developments—Greenbelt Homes Incorporated Cooperative (GHI) and Franklin Park at Greenbelt Station (see text boxes).

The trade area's median year of construction (1965) is the principal indicator of the age of its housing stock and has two important implications. First, it affects the competitiveness and ability of the area to attract a diverse range of new households. And second, an aging housing stock can create unique challenges for homeowners in terms of rising home repair and maintenance costs.

As Table 23 on page 65 shows, recent housing activity in the trade area has primarily focused on student/rental housing along the US 1 Corridor. While a substantial number of multifamily units have been completed, the demand for multifamily apartments in the county and within the region continues to grow.

The trade area is distinguished by two housing developments—Greenbelt Homes Incorporated Cooperative (GHI) and Franklin Park at Greenbelt Station. GHI is a historic planned community of 1,600 one- to four-bedroom townhouses and detached homes with a strong connection to a neighborhood-serving retail center. Managed by a nine-member board of directors and general manager, it offers a unique form of home ownership that celebrates the historical legacy and ideals of the original Greenbelt plan. GHI is located just outside of the sector plan area.









Table 23: Select Recent Housing Activity in the Trade Area

Project	Housing Type	Number of Units	Status as of Spring 2012
University View	Student apartments	352	Complete
University View II	Student apartments	154	Complete
University View Village	Apartments TBD	272	Applying for permits
Camden Village at College Park	Market rate apartments, townhomes	508 12	Complete
Mazza Grandmarc apartments	Student apartments	231	Complete
Starview Plaza	Student apartments	172 total 94 Phase 1	Phase 1 complete
Jefferson Square Apartments at College Park	Market rate apartments, townhomes	160 45	Approved
Jefferson at College Park West	Market rate apartments	220	Approved
The Varsity	Student apartments	258	Complete
Domain College Park	Market rate apartments	256	Under construction
Mosaic at Turtle Creek	Market rate apartments	300	Approved
Maryland Book Exchange	Market rate apartments, student apartments	313 total	Appeal filed with District Council

HOUSING SALES: The trade area has not remained immune to the regional and national downturn in the housing market. After peaking in 2007, average sale prices in zip codes 20770, 20740, and 20705 plummeted (see Table 24 on page 66 and text box to the right).



RIGHT: University View, University View II, and the Varsity add more than 750 apartments and ground floor retail to an emerging walkable node along the US 1 Corridor.

Franklin Park at Greenbelt Station is the third largest apartment complex on the East Coast with 2,899 units ranging from one- to four-bedroom garden-style apartments to townhomes. Built in 1964 under the name Springhill Lake, it has undergone two changes in ownership in the last five years (it was briefly coined Empirian Village). Under the management of Fieldstone Properties, its units are undergoing ambitious renovations and are actively being marketed to military personnel, college and graduate school students, and corporate clients. Rents ranged from $1,249 to $1,894 in early 2012.



Franklin Park at Greenbelt Station.

The sector plan's trade area comprises zip codes 20740 and 20770, in their entirety, and approximately 50 percent of zip code 20705 (see Map 10 in Economic Development section on page 55).

Table 24: Average Sale Price Trends

Trade Area Zip Codes	Average Sale Price 2007	Average Sale Price 2011	Decline ($)	Decline (%)
20770	$295,035	$145,249	-$149,786	-51%
20740	$348,447	$190,697	-$157,750	-45%
20705	$389,070	$189,945	-$199,125	-51%
County	$364,310	$210,489	-$153,821	-42%

Source: Hanley Wood, 2011.

It is worth noting two encouraging, if modest, indicators of the beginning of a housing market recovery in the trade area. In 2011 the median sale prices for zipcodes 20705 and 20740, which include all of the Town of Berwyn Heights and parts of the City of College Park, exceeded that of the county (see Table 25 below). All three zipcodes also outperformed the county in their month's supply.

Table 25: Current Housing Market

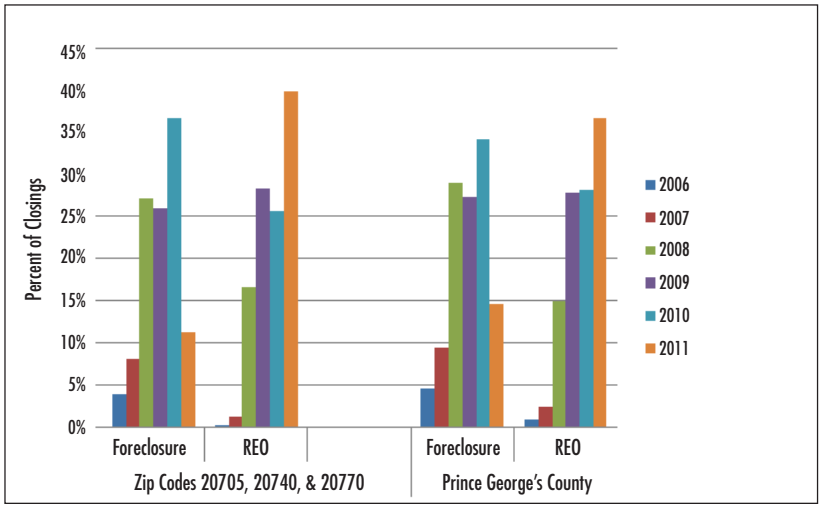
Trade Area Zip Codes	2011 Median Sale Price	Number of Homes for Sale	Average Sales Per Month 1/11–12/11	Month's Supply*
20770	$130,600	112	31.6	3.5
20740	$180,000	104	24.6	4.2
20705	$181,900	145	23.5	6.2
County	$176,400	6,322	970	6.5

Source: Hanley Wood, M-NCPPC.
* The number of months required to sell all of the houses listed for sale based on the current average sales per month.

FORECLOSURE SALES AND FILINGS: While high foreclosure rates in the county continue to be of concern, a review of 2011 trends reveals some signs of improvement when the trade area is examined as whole. Foreclosures (expressed as a percentage of all closings) in zip codes 20705, 20740, and 20770 declined from 36.7 percent in 2010 to 11.3 percent in 2011 (see Figure 12). The three zipcodes' combined foreclosure and real estate owned (REO) closings also decreased from 62.3 percent of all closings in 2010 to 50.6 percent in 2011.

Nonetheless, local and county foreclosure prevention efforts must remain vigilant. Two of the trade area zip codes were on the State of Maryland's Department of Housing and Community Development's Very High Foreclosure Hot Spot list in the fourth quarter of 2011 (see Table 26 on page 67). Furthermore, zip code 20770, which includes the majority of the City of Greenbelt, recorded an increase in foreclosure filings between the fourth quarter of 2010 and the fourth quarter of the following year.

Figure 12: Foreclosure and REO Closings Trend Comparison (2006–2011)



Source: Hanley Wood.

Table 26: Foreclosure Data for Very High Foreclosure Hot Spots in Trade Area (Fourth Quarter 2011)

Zip Code	Foreclosure Filings	Rate*	Index**	Change from Fourth Quarter 2010
20705	35	142	300	Positive—the zip code was classified as a *severe* foreclosure hot spot in Q4 2010
20770	26	170	251	Negative—the zip code was classified as a *high* foreclosure hot spot in Q4 2010

Source: RealtyTrac and DHCD, Office of Research.

* Number of homeowner households per foreclosure. ** The extent to which a community's foreclosure rate exceeds or falls short of the state's average foreclosure rate.

A foreclosure hot spot is defined as a community that had more than ten foreclosure events in the current quarter and recorded a foreclosure concentration ratio of greater than 100. Hot spot communities are grouped into three broad categories: "high," "very high," and "severe."

Source: Maryland Department of Housing and Community Development.

REO describes property owned by a lender, such as a bank or government agency, after an unsuccessful sale at a foreclosure auction. This commonly occurs when the amount owed on a foreclosed home is higher than its current market value. A property is marked as REO once it is repossessed and categorized as a non-performing asset.



Preserving and enhancing existing residential neighborhoods is a major goal of this sector plan.

Housing Projections and Buildout Analysis

A housing analysis based on the recommended future land use pattern was conducted by staff to inform the transportation network analysis and future pupil yield calculations for school service and adequacy. The Planning Department began this analysis by identifying the Prince George's Transportation Analysis Zones (TAZs) that impact the sector plan area. Because both transportation and schools are functional networks that extend beyond the physical boundaries of a sector plan, the TAZs identified for the analysis include a number of areas in College Park and East Greenbelt that are outside the sector plan area.

A baseline analysis is generated, informed by two factors: existing households (employment type and numbers are also part of this analysis) and new households that are part of approved development projects. The 25,762 households fall within the TAZ policy area analyzed for this sector plan. Two alternate scenarios were then analyzed, which include existing households and

employment numbers as well as projections based on the recommended land use pattern. These scenarios—high office and mixed-use/balanced—were investigated separately to focus on any potential impacts, and aspects of these scenarios were then merged as the preliminary sector plan's recommended land use pattern was finalized.

Looking to the TAZs that are fully or partially within the sector plan boundaries, the buildout analysis finds the following:

Table 27: Household Projections

Households (by PGTAZ)	Total	City of Greenbelt	Town of Berwyn Heights
Existing	8,605	7,588	1,017
Baseline Analysis (Existing and Approved Households)	13,115	12,098	1,017
High-Office Scenario	11,176	10,159	1,017
Mixed-Use/Balanced Scenario	10,506	9,489	1,017

Source: M-NCPPC

Within the corporate boundaries of the City of Greenbelt, 4,510 new dwelling units have already been approved within the corporate boundaries of the City of Greenbelt. However, this sector plan, while recognizing the approved dwelling units (located on the Greenbelt Station and Franklin Park at Greenbelt Station sites) may still occur because they are part of approved conceptual site plans, supports a more modest level of household growth of approximately 2,600 new households.

These figures do not propose any additional households within the corporate boundaries of Berwyn Heights because the portions of the town that fall within the sector plan boundaries are part of the commercial and industrial areas of the town. Staff expects that the approved land use pattern will facilitate small-scale additions to the household numbers within Berwyn Heights in the medium- to long-term, primarily with mixed-use development of residential above retail.

What You Told Us About Housing and Neighborhood Preservation

Throughout the sector plan preparation process, stakeholders underscored the importance of preserving and strengthening existing residential neighborhoods, for example, by supporting and promoting foreclosure prevention, home improvement, and aging-in place programs. In addition, the residents of North College Park voiced strong concerns over the potential adverse impacts of development at North Core on their neighborhood.

While the implications of new residential development on public facilities, parks, and open space must be carefully examined before approval, stakeholders recognized the opportunities new development could create for high quality new senior/age-restricted and owner-occupied housing.





LEFT: Lackawanna Street leads to a pedestrian and bicycle connection to the Greenbelt Metro Station. This sector plan recommends preserving and enhancing the single-family neighborhood of North College Park.
ABOVE: The University Square apartment complex.

Housing and Neighborhood Preservation Opportunities

While high numbers of foreclosures, struggling home sale prices, and the number of houses on the market will continue to restrain new housing construction in the short-term, low interest rates and future down-payment assistance programs for first-time homebuyers of foreclosed properties will likely facilitate a gradual recovery and reduction in the existing housing inventory. In the meantime, the ongoing uncertainty in the for-sale housing market is expected to continue to fuel robust demand for rental housing (see text box).

It is also critical to recognize the opportunities forecasted regional demand for both multifamily housing and smaller, more affordable owner and renter housing could create for the sector plan area. Forecasted demand also reinforces the urgency of preserving and enhancing existing housing stock (see text box).

The Washington/Baltimore Apartment Mid-Year 2011 Outlook reports the following statistics for suburban Maryland:

- Vacancy rates were only 2.4 percent.
- Mid- and high-rise rents increased by 12.2 percent.
- Garden and low-rise rents increased by 4.4 percent.

The report concludes that robust rent growth during 2011 is anticipated due to extremely tight vacancy rates in the region.

According to George Mason University's 2011 "Housing the Region's Future Workforce Policy—Challenges for Local Jurisdictions" report:

- The Washington DC metropolitan area is expected to add 1.05 million net new jobs between 2010 and 2030, more than a third of which will be in the professional and technical services sector. It is anticipated that many of these positions will be entry-level.
- If each jurisdiction provided enough housing to accommodate all of its future workers, the region would need to construct 731,457 net new housing units between 2010 and 2030 or 38,000 net new housing units each year. (If the jobs added retained the same inter-regional commuting rates of current jobs, housing demand is projected to be 348,282. This assumption would significantly worsen already unsustainable levels of traffic congestion over the next two decades.)
- Housing forecasts suggest regional demand for 283,677 single-family detached homes and townhomes and 447,780 multifamily units. The latter constitutes over 60 percent of new housing units, a marked departure from the region's historic focus on single-family communities.
- The regional forecasts also alert us to a shift in the homeownership rate for future residents. While the region's homeownership rate is 64 percent, only 55 percent of new workers over the next 20 years will live in owner-occupied housing units.
- To accommodate new entry-level employees, workers in sectors that traditionally pay lower wages, and growing numbers of single-earner households, more than two-thirds of owner-occupied units need to be priced below $400,000 and more than half of new renters will need housing with rents less than $1,250 a month (as of 2011). Much of the needed moderately priced housing will be preserved from existing stock rather than generated through new construction.

Quality of Life

Health and Wellness Background and Existing Conditions

According to a 2011 study produced by The Trust for Public Land Center for City Park Excellence entitled "From Fitness Zones to the Medical Mile: How Urban Park Systems Can Best Promote Health and Wellness," some 49 percent of all Americans get less than the minimum amount of physical activity and exercise, and more than a third of all adults are sedentary. Other studies indicate rising obesity levels, particularly with our nation's youth, resulting in an average of more than $1,500 per year in health care costs for every American.

What You Told Us About Health and Wellness

During the community engagement process, the desire for improved connectivity, mobility, and access and the need for increased parks and recreation facilities was heard time and again. Additionally, the community expressed the desire for access to sustainable and healthy foods, concern with air quality and the impacts on the ability to breathe clean air, and the need to closely link active and passive recreation activities more closely to places where people live and work. Pedestrian- and transit-oriented, mixed-use development was also cited as a potential solution to begin addressing health and wellness concerns. By encouraging more compact forms of development in appropriate locations, people will be more likely to walk or ride a bike to get to their destinations.



Community farmers markets are a good first step toward improving overall health and wellness and access to healthy foods.



Public Facilities Background and Existing Conditions

Six elementary schools, one middle school, and three high schools currently serve the sector plan area (refer to the Public Schools Appendix on page A-11). Of these, three elementary schools and two high schools are at or above capacity as of November 2011. Most schools have been rated in "fair" or "good" condition during the latest evaluation conducted by Parsons 3DI in 2008, with only Greenbelt Elementary School unrated because it was considered too new to include. A replacement for the Greenbelt Middle School opened for the 2012–2013 school year and is also too new to include.

First due service refers to the fire/EMS stations that have the first priority and responsibility for answering calls of service within a community.

The Greenbelt Branch Library is the closest library branch of the Prince George's County Memorial Library System (PGCMLS) to the sector plan area, serving current and future residents. Additional library branches of the PGCMLS that are within a five-mile radius of the sector plan area include the Hyattsville, Beltsville, New Carrollton, Bladensburg, and Mount Rainier Branch Libraries.

The Greenbelt Branch Library, located at 11 Crescent Road in Greenbelt, opened in 1970. In 2010 the library underwent extensive renovations that included a revitalized collection area, new finishes, energy efficient light fixtures and updated staff work rooms and offices.

There are two hospitals located within a five-mile radius of the sector plan area which provide service to the area: Doctors Community Hospital in Lanham and Prince George's Hospital Center in Cheverly. Additionally, numerous medical and healthcare offices are located along Hanover Parkway, in the Maryland Trade Center, and in the Belle Point office center.

Police service to the sector plan area within the City of Greenbelt is provided by the Greenbelt Police Department. The department employs 54 sworn officers and 15 support personnel. The Town of Berwyn Heights' Police Department consists of seven officers and patrols the town and surrounding areas.

The sector plan area lies within Prince George's County Police Department's Districts I and VI. The District I station headquarters is located at the Hyattsville Justice Center. The District VI station is co-located with the Beltsville Branch Library.

Fire and emergency medical services (EMS) are provided by the Prince George's County Fire/EMS Department (PGFD). This department is one of the two largest combination Fire/EMS departments in the United States, with both career and volunteer elements. First due service to the Greenbelt sector plan area is provided by the Berwyn Heights Fire/EMS Station, Company 14 and the Greenbelt Volunteer Fire/EMS Station, Company 35 (see Table 27 on page 68).

Table 28: Fire/EMS Stations Serving the Greenbelt Sector Plan Area

Co.	Name	Address	City	Apparatus	2008 PSFMP Recommendation
14	Berwyn Heights	8811 60th Avenue	Berwyn Heights	1 Boat 1 Ambulance 1 Aerial Truck 2 Rescue Squads	N/A
35	Greenbelt	125 Crescent Road	Greenbelt	2 Engines 1 Ambulance	Relocate to a site in the vicinity of Greenbelt Road and the Baltimore-Washington Parkway Between 2014–2020

Source: M-NCPPC.

The Greenbelt Fire/EMS station is programmed in the 2012–2017 Capital Improvement Program for relocation to a site in the vicinity of Greenbelt Road and the Baltimore-Washington Parkway. Map 11 on right shows the existing public facilities within and near the sector plan area.

What You Told Us About Public Facilities

Through meetings and interviews with the community, the planning team learned that the preservation of the historic portion of the Greenbelt Middle School for future community uses was an immediate priority. Concern with school overcrowding was also expressed, and some people felt that the existing school bus lot should be relocated. The area of MD 193 near Eleanor Roosevelt High School needs additional, wider sidewalks to enhance pedestrian safety.

Concerns were raised regarding current staffing levels of the Greenbelt Volunteer Fire Department and its possible relocation. A proposed site along Hanover Parkway near MD 193 was considered undesirable due to the busy intersection, fears that response times may suffer, and a belief that nearby stations to the south and east may result in overlapping service coverage.

Finally, enhanced coordination between county and municipal police departments was requested to better address crime within the community.



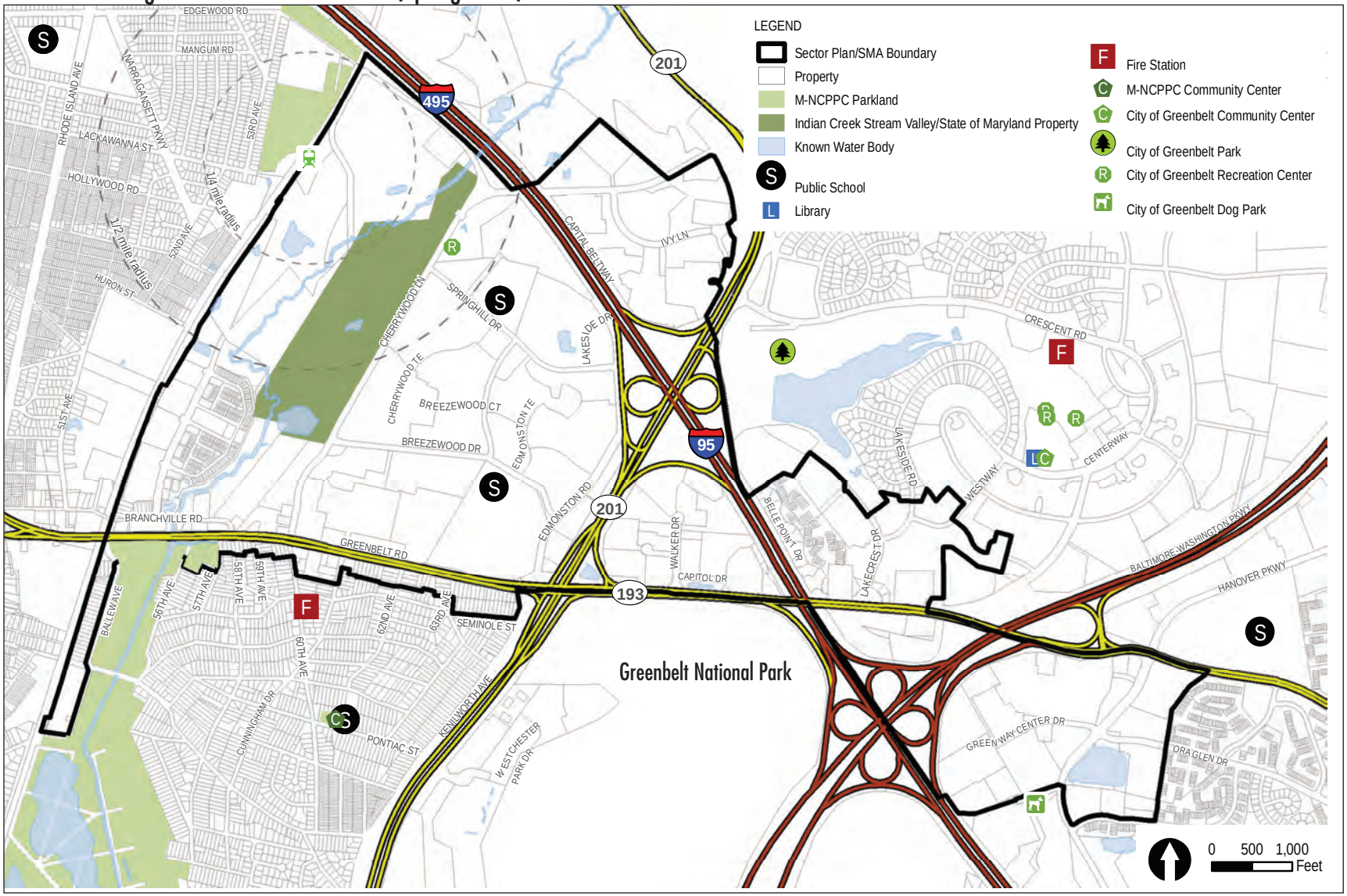
The adaptive reuse and preservation of historic Greenbelt Middle School ranks highly within the community.

Parks and Recreation Background and Existing Conditions

There are two parks and recreation providers within the sector plan area. Because it is not part of the Metropolitan District, the City of Greenbelt is responsible for providing parks and recreation services for its residents. In the Town of Berwyn Heights, The Maryland-National Capital Park and Planning Commission is the primary provider of parks and recreation services. Map 12 on page 73 depicts the existing parks and recreation facilities within and near the sector plan area.

Providing new parks and recreation facilities in the Town of Berwyn Heights within the sector area will be limited, if not impossible,

MAP 12: Existing Public Facilities and Parks (Spring 2012)





ABOVE: Greenbelt skate park.
BELOW: Greenbelt Community Center.



RIGHT: The Indian Creek Stream Valley Park Trail is an important link to the region.

depending on the land use proposed for the industrial property located north of Branchville Road. As with many communities in the surrounding area, the addition of a small field or courts for pick-up soccer and/or a regulation-size rectangular field for soccer, football, and lacrosse would be beneficial to residents, but finding space for these amenities will be challenging. The creation of these public facilities in Greenbelt may benefit residents in Berwyn Heights as well.

What You Told Us About Parks and Recreation

The City of Greenbelt recognizes the need for new competition-sized ballfields—preferably in one or more active recreation parks located west of Kenilworth Avenue (MD 201)—that will serve residents of Franklin Park at Greenbelt Station and future residents of Beltway Plaza, North Core, and South Core. Other park needs expressed during community meetings include outdoor seating areas for eating and relaxation at existing retail and office areas such as Greenway Shopping Center, Capital Office Park, and Beltway Plaza, and environmental interpretation of natural areas including the Indian Creek stream valley.

The community reiterated the need for ballfields and other active forms of recreation within the sector plan area while also calling for enhanced connectivity and access to existing parks and recreation amenities such as Greenbelt National Park. Trails for recreational uses, recreation and trail amenities at the stormwater management pond at Hanover Parkway and Ora Glen Drive, and more green spaces, parks, and amenities within all new development ranked high.





BELOW: The stormwater management pond at Hanover Parkway and Ora Glen Drive offers an opportunity for new recreational amenities such as a fitness trail, and is envisioned as part of this sector plan's proposed medical mile.

Specific recommendations for open space and recreation opportunities were identified for North Core, Greenway Center/Maryland Trade Center, Beltway Plaza, and Franklin Park at Greenbelt Station. Community members also called for the display of artwork, incorporation of performing arts, and greater programming and theming of parks and recreation spaces.

Historic Preservation Background and Existing Conditions

The sector plan area includes historic resources that reflect many important themes in the development of western Prince George's County and the county as a whole (see Map 12 on page 77). Historic themes include agriculture, aviation, community development, education, and transportation. A wealth of historic sites are present in and near the sector plan area, including prehistoric camp sites, tobacco plantations, turnpikes and railroads, airports, and planned communities. While Appendix A contains a more detailed history of the sector plan area, key conditions are presented below.

- The Baltimore-Washington Parkway (69-026) is listed in the National Register of Historic Places and is a Prince George's County historic site.
- The Walker Family Cemetery (67-004-03a) and Turner Family Cemetery (67-004-03b) are historic resources and are part of the Greenbelt National Historic Landmark (67-004).
- The old Greenbelt Middle School is also part of the Greenbelt National Historic Landmark.
- One archeological site has been identified in the sector plan area: 18PR801 Toaping Castle (home of the Walker family). Two other archeological sites are located in close proximity to the sector plan area: 18PR94—a prehistoric camp site—was discovered during the planning process for the Metrorail maintenance yard, which is to the north of the sector plan area; and 18PR411, a Native-American base camp on the Greenbelt Courthouse property.
- Other historic properties that have been documented but not evaluated for local significance include: Wild Cat Farm (67-002), the MD 193 bridge over the CSX Railroad (67-030), Greenbelt Maryland National Guard Armory (67-036), and American Legion Post 136 (67-037).
- One historic marker—at the intersection of MD 193 and Walker Drive—was erected in 1976 by the Prince George's County Historical Society, City of Greenbelt Bicentennial Committee.

What You Told Us About Historic Preservation

Throughout the plan process, several concerns were voiced by the community regarding historic preservation. The community was concerned about maintaining, preserving, and promoting the Walker and Turner Family Cemeteries, historic portions of the old Greenbelt Middle School, and the Toaping Castle archeological site. Many residents felt that new development should build on the history and culture of Greenbelt, Berwyn Heights, and College Park and should incorporate elements of walkability, sustainability, environmental preservation, and sense of community inherent in the design and construction of historic Greenbelt, historic Berwyn Heights, and the former streetcar suburbs of College Park. Greenway Center and the Maryland Trade Center could be redesigned around a theme based on the history of Schrom Airport. Indian Springs at the northern end of the Golden Triangle Office Park should be cleaned up and historic features identified. Finally, members of the community believed that new buildings on the south side of MD 193 should have a height restriction to preserve the character of the Berwyn Heights neighborhood.

Quality of Life Opportunities

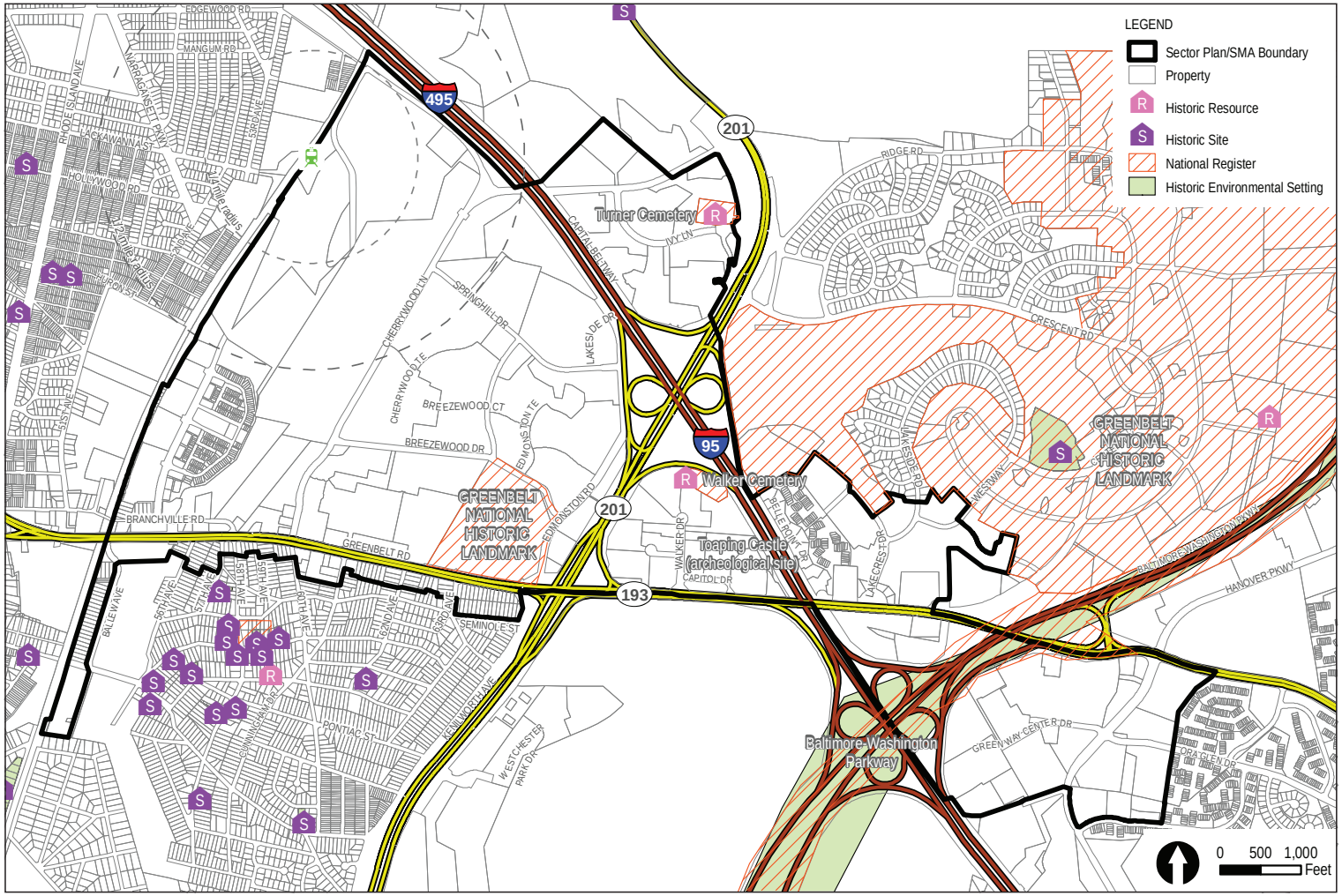
A comprehensive examination of quality of life elements such as parks and recreation and public facilities allows for a complete and cohesive set of recommendations that will improve the quality of life for existing and future residents. Building on the history of Greenbelt, Berwyn Heights, and College Park can help establish a unique sense of place and community identity within the sector plan area. Planning for additional community amenities such as civic and institutional uses at sites including the Greenbelt Metro Station North Core and new recreational opportunities will ensure the area is ready to draw the highest quality of development, will add value to both future and existing development, and will increase economic returns on investment. Proactive approaches to improving health and wellness and providing adequate public facilities, indoor and outdoor recreation, and preserving the area's historic heritage will set an example for neighboring and regional communities and provide for a bright future for the children and grandchildren of today's residents.

Municipal Services

The City of Greenbelt, Town of Berwyn Heights, and City of College Park provide an array of public services to their resident and business citizens, including police, recreation, public works, trash collection, snow removal, street maintenance, family and youth support services, code enforcement, property maintenance, and animal control. In addition, the City of Greenbelt is not included in the Maryland-Washington Metropolitan District for the purposes of parks and recreation, which makes Greenbelt one of three municipalities in Prince George's County to provide and maintain its own parks, recreation facilities, and recreation department independent of the jurisdiction of the Maryland-National Capital Park and Planning Commission. (See City of Greenbelt Parks and Recreation Facilities Appendix on page A-16 for an inventory.)

As plans for new development, redevelopment, and infill development are considered and planned, it is essential that there be coordination between the developer and the pertinent municipality to address local and community service and facility needs in addition to regional and countywide needs. Land developers and builders are urged to contact the appropriate municipality in the early stages of project planning so this coordination becomes a part of the development process.

MAP 13: Existing Historic Resources (Spring 2012)



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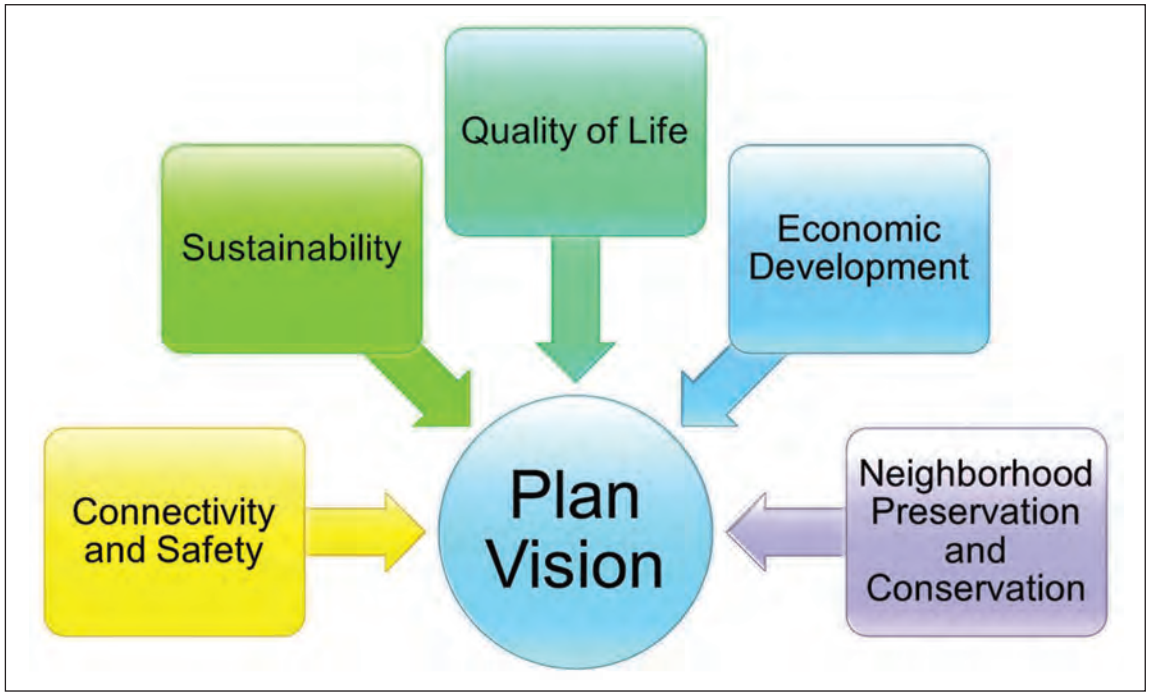
Plan Vision

The Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment (SMA) envisions:

- An interconnected, vibrant, and diverse mixed-use metropolitan center that provides new housing, employment, and recreational opportunities by capitalizing on the area's strategic location, transportation assets, and unique open space system, incorporating lessons of walkability, mobility, and accessibility from historic Greenbelt and building on the communities' commitment to sustainability.
- A transformed MD 193 Corridor featuring competitive regional office parks; revitalized shopping centers; strong residential neighborhoods; pedestrian-oriented, mixed-use development; and phased, multimodal transportation improvements that enhance the corridor's safety, accessibility, and appeal.

Figure 13 on page 81 illustrates the sector plan's vision concept and serves as a framework for the recommendations presented in Chapter V.

Five planning principles underlie the sector plan's vision and recommendations for the Greenbelt Metro Metropolitan Center and University Boulevard (MD 193) Corridor—sustainability; connectivity and safety; economic development; neighborhood preservation and conservation; and quality of life.



The vision for the sector plan area builds on five planning principles.

Sustainability

During the public participation process, stakeholders underscored the importance of incorporating sustainable practices into future design, development, and infrastructure decisions. Their commitment to sustainability is woven throughout the sector plan and is reflected in the plan's efforts to integrate the built and natural environments, establish an eco-community at Greenbelt Metro Station, protect and enhance environmentally sensitive areas, emphasize energy conservation and innovative clean energy generation, and reduce dependence on vehicular transportation.

Connectivity and Safety

The economic viability of the sector plan area, the safety and wellness of local residents, and the health of the natural environment all rely on a critical element—a safe, integrated, and multimodal transportation network that balances the needs of residents, workers, businesses, and regional commuters. The plan strives to maximize the use and accessibility of the Greenbelt Metro and MARC Station, expand bus service, and improve trail, pedestrian, and bicycle connectivity while maintaining adequate vehicular levels of services on the area's key transportation routes.

Economic Development

To address current and anticipated opportunities and challenges—including the state of the county's office market and the competition posed by regional development—the sector plan leverages the area's location advantages, transportation assets, established reputation, and federal and institutional spinoff opportunities to maximize the competitiveness of the local business sector. Prioritizing Metro station development, phased redevelopment and strategic infill, and targeted infrastructure and streetscape improvements will elevate the sector plan area to the forefront of Prince George's County's economic development opportunity sites.

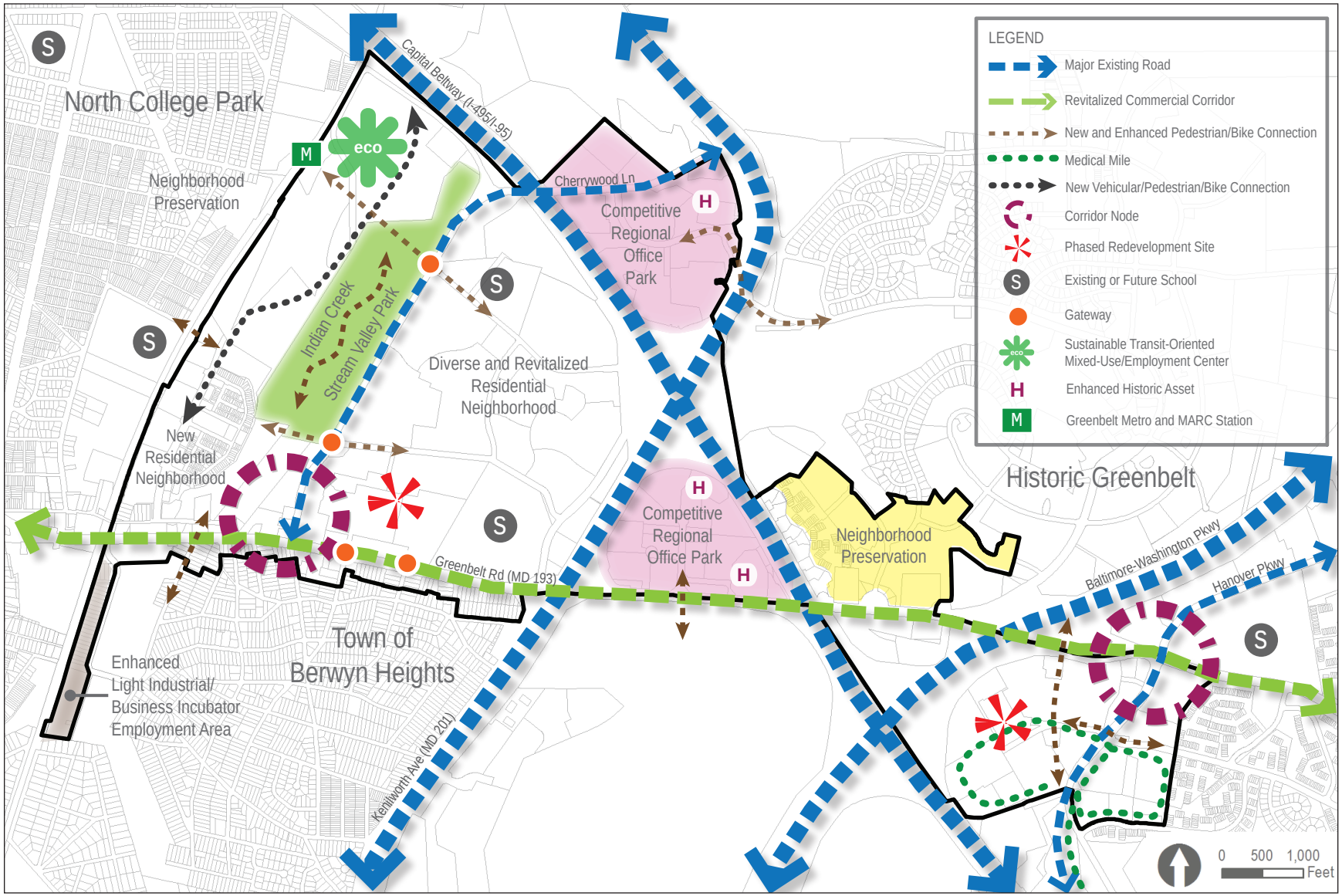
Neighborhood Preservation and Conservation

Strong residential neighborhoods serve as the foundation of the City of Greenbelt, Town of Berwyn Heights, and City of College Park. Preserving and strengthening those communities by minimizing and mitigating the adverse impacts of new development and by addressing the challenges posed by the current housing market are two of the plan's priorities.

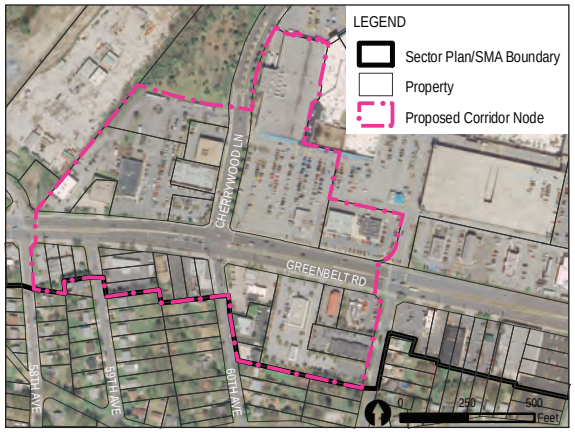
Quality of Life

Ensuring a high quality of life is pivotal to enhancing the vibrancy of the sector plan area and to retaining existing and attracting new residents, visitors, and employees. Quality of life is enhanced by diversifying housing options, providing a range of accessible public facilities, parks, and recreational opportunities, and celebrating the area's historic assets and legacy. Additionally, health and wellness is recognized as an increasingly important aspect of vibrant, sustainable communities.

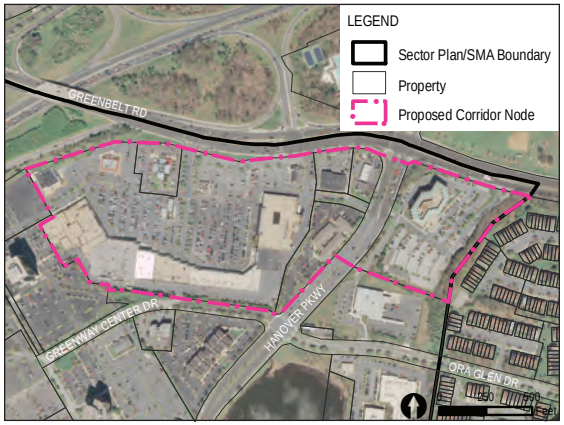
Figure 13: Vision Concept



Amendments to the General Plan



This sector plan amends the 2002 General Plan and designates a corridor node concentrated around the intersection of MD 193 and Cherrywood Lane and 60th Avenue.



A second corridor node is designated around the intersection of MD 193 and Hanover Parkway.

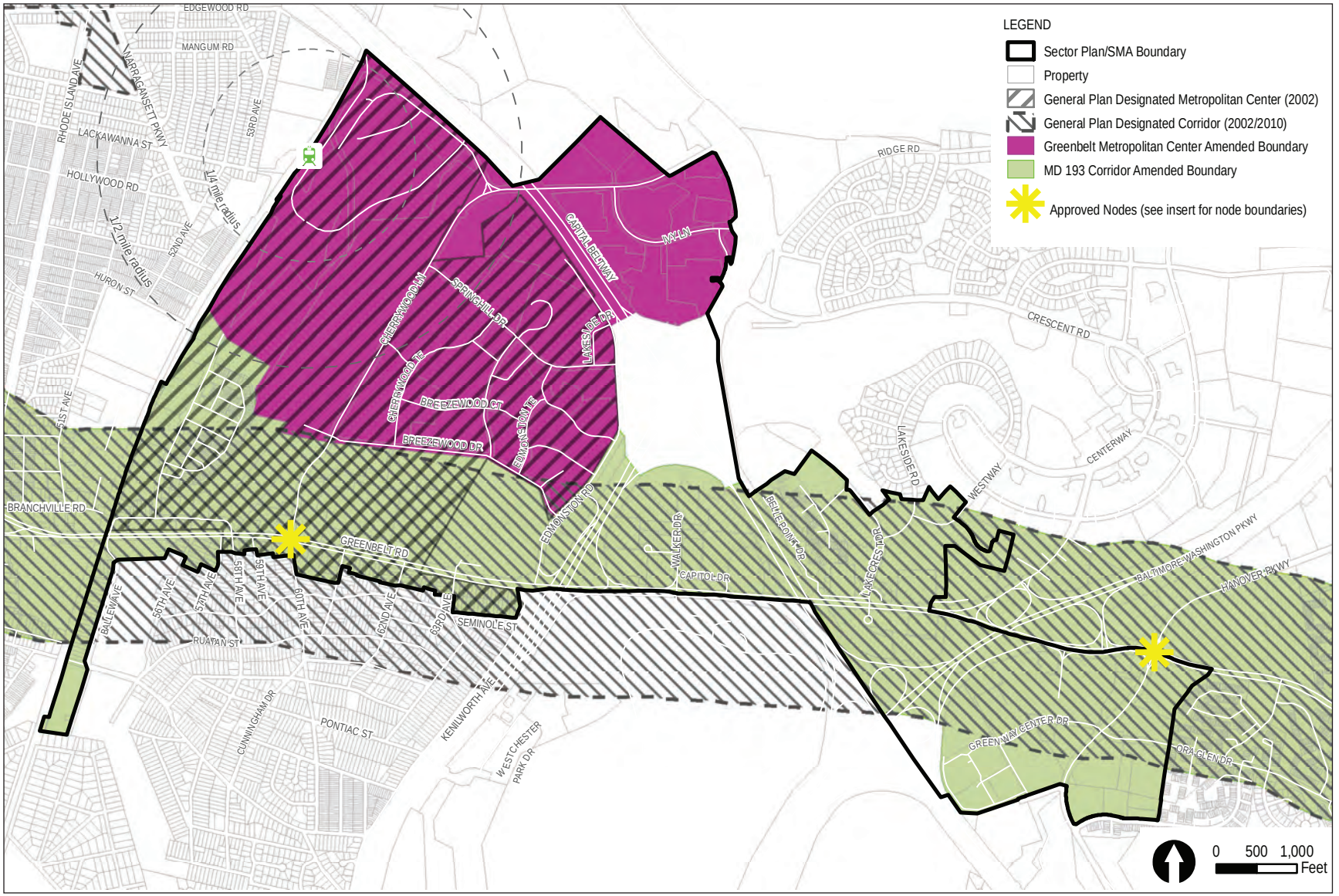
The 2002 *Prince George's County Approved General Plan* establishes policy areas for tiers, centers, and corridors. The *Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment* includes land in the Developed Tier and encompasses approximately two and three-quarter miles of the University Boulevard Corridor. The 2002 General Plan provides for the amendment of policy areas through the comprehensive planning process. The Greenbelt Metro Area and MD 193 Corridor Sector Plan amends the 2002 General Plan as follows:

- ❖ Revises the boundaries of the Greenbelt Metro Metropolitan Center to include the Greenbelt Station North Core area, State of Maryland preservation land west of Cherrywood Lane, Capital Office Park, the City of Greenbelt's Springhill Lake Recreation Center, and the Franklin Park at Greenbelt Station apartment complex. Beltway Plaza Mall, the Greenbelt Station South Core area, and properties along the University Boulevard Corridor are no longer part of the Greenbelt Metro Metropolitan Center (see Map 14 on right).
- ❖ Amends the name of the University Boulevard Corridor to the University Boulevard (MD 193) Corridor. Because the University Boulevard Corridor changes names along its length, a more accurate description would include the state route designation. For the purposes of this sector plan, the corridor is hereafter referred to as the MD 193 Corridor or Greenbelt Road.
- ❖ Amends the MD 193 Corridor to define its boundaries as it passes through the City of Greenbelt and the Town of Berwyn Heights (see Map 13 on right).
- ❖ Designates two corridor nodes along the MD 193 Corridor at Cherrywood Lane/60th Avenue and Hanover Parkway (see figures on left).

For the purposes of this sector plan, corridor nodes are identified as desirable and appropriate locations for transit-oriented, mixed-use development at medium to high densities and intensities. Development within the corridor nodes shall be designed and built to ensure compatibility with adjacent, existing residential communities.

See map of General Plan on facing page. This sector plan amends the 2002 General Plan to redefine the boundaries of the Greenbelt Metro Metropolitan Center and University Boulevard (MD 193 Corridor) and to designate two corridor nodes.

MAP 14: General Plan—Approved Amendments



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Where Do We Go from Here?

Sustainability

Land Use and Urban Design

Vision

The Greenbelt Metro Area comprises a sustainable, interconnected, and diverse mixed-use, transit-oriented center that serves as a regional draw and integrates new housing, employment, and recreational opportunities in an eco-community. The center is complemented by a transformed MD 193 Corridor featuring revitalized regional office parks and shopping centers, thriving residential neighborhoods, and targeted pedestrian-oriented, mixed-use development.

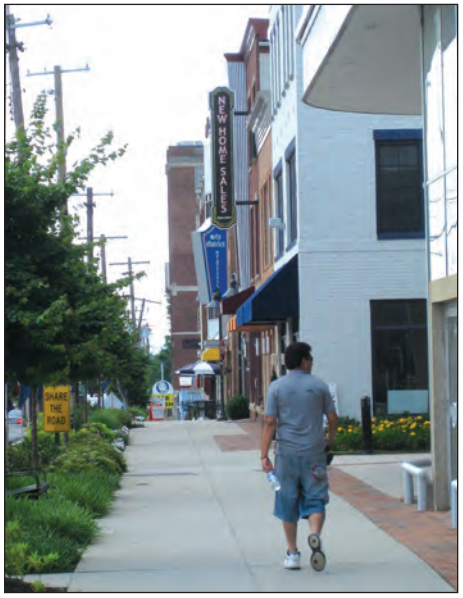
Common Goals

The following goals reflect the community's shared values and priorities for the sector plan area and, thus, apply equally to the center and corridor.

- ❖ Achieve high-quality and sustainable design in development and redevelopment that reflects the rich history of the City of Greenbelt and Town of Berwyn Heights, incorporates crime prevention through environmental design principles, and ideally obtains a minimum level 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 programs.
- ❖ Preserve and restore the green infrastructure network and ensure that environmental stewardship remains a community priority.
- ❖ Collaborate with the City of Greenbelt, Town of Berwyn Heights, and the Prince George's County Department of Parks and Recreation to integrate a network of sites for civic and open spaces, recreation facilities, and institutional uses as part of phased redevelopment plans.
- ❖ Enhance pedestrian and bicycle safety and connectivity by constructing wide sidewalks, landscape buffers from traffic, street trees, bicycle lanes, and trails.
- ❖ Accommodate a range of users and encourage non-vehicular movement within and between key destinations in the sector plan area by installing pedestrian and bicycle amenities such as bicycle racks, bike share stations, benches, trash receptacles, and pedestrian-scale lighting.
- ❖ Increase transit ridership by incorporating new bus hubs in centralized locations, expanding bus service, and installing related amenities, such as bus shelters and real-time schedule information.
- ❖ Encourage the highest-quality development by using innovative mixed-use zoning and urban design concepts, identifying market incentives and new partnerships, providing an effective and timely development review process, and enforcing development district standards for all new construction.
- ❖ Ensure new parking does not dominate redevelopment and infill development by establishing parking maximums and concealing structures and surface lots behind liner retail or office uses and/or appropriate landscaping and buffering.
- ❖ Improve community health and wellness through sustainable land use policies and progressive urban design principles.
- ❖ Support public sector investment in new infrastructure and in the reconstruction of MD 193 to complement new land use regulations and new development.
- ❖ Preserve the character of residential neighborhoods while ensuring they have access and are convenient to mixed-use areas, parks and recreation space, and natural areas.



Sustainability is a major theme of this sector plan.



Wide sidewalks, street trees, landscape strips, and pedestrian-scaled signage help create visual interest along streets.

Land Use and Urban Design Principles

SUSTAINABILITY is an imperative that shall infiltrate every aspect of planning, preservation, and development in the Greenbelt Metro Area and MD 193 Corridor, particularly the North Core. This area can become a model for sustainability by reducing harmful emissions, managing stormwater runoff, conserving energy, promoting "green" development, and protecting existing natural resources.

While development may create additional vehicle trips, they can be mitigated by providing a mix of uses at appropriate locations throughout the sector plan area and by promoting increased transit use, walking, and biking. This will also reduce carbon emissions from automobile use, as the number and length of auto trips will be reduced with the introduction of a more sustainable form of mixed-use development. Comprehensive stormwater management practices should be adopted to reduce runoff into Indian Creek and other water bodies, preventing pollutants from directly entering the stream and reducing the rapid erosion of stream banks.

Energy conservation measures, such as reducing automobile usage, weatherizing buildings, and incorporating new lighting solutions should be put in place in order to preserve precious fossil fuels for the future and reduce pollutants. The Indian Creek stream valley should be preserved and enhanced to improve the quality of natural resources, including wildlife and ecosystem health. Furthermore, a stronger, more sensitive linkage between the natural and built environments will foster the creation of a place unique in Prince George's County, where the often conflicting needs of these areas are brought into balance.

This sector plan emphasizes the relationship between the natural and built environments. Successful places require careful consideration of how these elements impact one another. Development must be respectful of the natural environment to preserve precious resources and amenities for residents, workers, and visitors.

MULTIMODAL TRANSPORTATION:

The perception of traffic congestion and poor connectivity were major community concerns. Promoting walking, biking, and transit as the future of transportation will have a great impact on the use of the automobile in the sector plan area. The irony of an automobile-dependent transportation system is that mobility suffers as gridlock and increasingly far-flung destinations hinder the efficient movement of people and goods.

Greenbelt and Berwyn Heights are well suited for a transition towards a more multimodal future. The Washington Metropolitan Area Transit Authority (WMATA) Metro Green Line serves much of the community. While many residents are already accustomed to walking and biking, this aspect of mobility could be improved. To encourage greater numbers of residents and workers to walk, bike, or ride transit, the streets must be designed to be convenient, safe, comfortable, and interesting.

PLACE-MAKING: MD 193 should be viewed as a connection between memorable places rather than a commercial strip corridor. This concept entails the development of higher-intensity, compact, mixed-use corridor nodes connected by lower-intensity development and a reconfigured MD 193 that provides additional amenities for pedestrians and bicyclists. More intense development should be concentrated in key areas, supporting a dynamic mix of uses and serving as a destination for pedestrians, bicyclists, and drivers who want to park their cars once and walk to their destinations. An appropriate transition from higher-intensity uses to the existing neighborhoods to the west, south, and east should also be provided to preserve the quality of life of existing residents. Corridor nodes anchoring the east and west ends of the sector plan area will serve as excellent transit and multimodal stops and encourage pedestrians to congregate at appropriate retail and employment areas.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED):

This is a proactive strategy to prevent crime through responsible urban design. The key principle behind CPTED is that people are more likely to commit crimes in places where they cannot easily be observed; therefore, places must be designed so that criminals feel more at risk when committing a crime. The four key strategies of CPTED are natural surveillance, territorial reinforcement, natural access control, and maintenance.

Within the sector plan area, most crime or dangerous situations can be averted through natural surveillance, where people are regularly passing by or looking out their window because of the way the neighborhood or street is designed. This natural surveillance lends a high degree of safety, because people are watching and crime will not go unnoticed. Natural surveillance is highest where there is a connected street network, buildings are set close to the street and other public spaces, and where there is well-designed street lighting. Natural surveillance is lowest where there are blank walls, deep setbacks (which create nooks for a criminal to hide) and tall fences or hedges to hide behind.



Streets should be designed to accommodate all users—pedestrians, bicyclists, transit riders, and motorists—and development should be located and designed to help create a sense of enclosure along the street.

Territorial reinforcement is based on the principle that most people will protect their own territory and respect the territory of others. Clear distinctions between public space and private space, perhaps through the use of low walls, fences, or elevated front stoops and porches, contribute to a sense of territorial reinforcement. Maintenance and caretaking of property also plays a role, by sending a message that illegitimate behavior and activities are not tolerated.

Natural access control focuses on placing entrances to buildings in plain public view from



Open spaces and public plazas framed with residential and commercial development are safer because residents, shoppers, and employees are able to keep an eye on events taking place outside.

streets, plazas and other open spaces, and other buildings. Traffic calming measures can contribute to natural access control by making streets less attractive for quick getaways. Controlled entrances to multifamily buildings also help reduce opportunities for crime, as concierges, doormen, and residents have an opportunity to recognize strangers.

Finally, a commitment to maintenance by property owners, tenants, and residents will help make the area look less attractive to criminals. Areas demonstrating community pride and dedication to cleanliness, repairs, and regular upkeep reflect the sense of ownership felt by the community. People are less likely to commit crime in a well-maintained location.

Description of Land Use Categories

The existing land use categories included in this sector plan were developed for the county's *Approved Water Resources Functional Master Plan*, which was mandated by the State of Maryland to address issues of water quality and quantity (see Map 15 on right). While useful for that purpose, land use categories, such as beaches or bare exposed rock, although not present in the Greenbelt Metro Area and MD 193 Corridor, are not conducive to land use planning. Therefore, the proposed land use categories were created as consolidated, consistent categories that facilitate coordination and analysis for land use planning purposes (see Map 16 on 91).

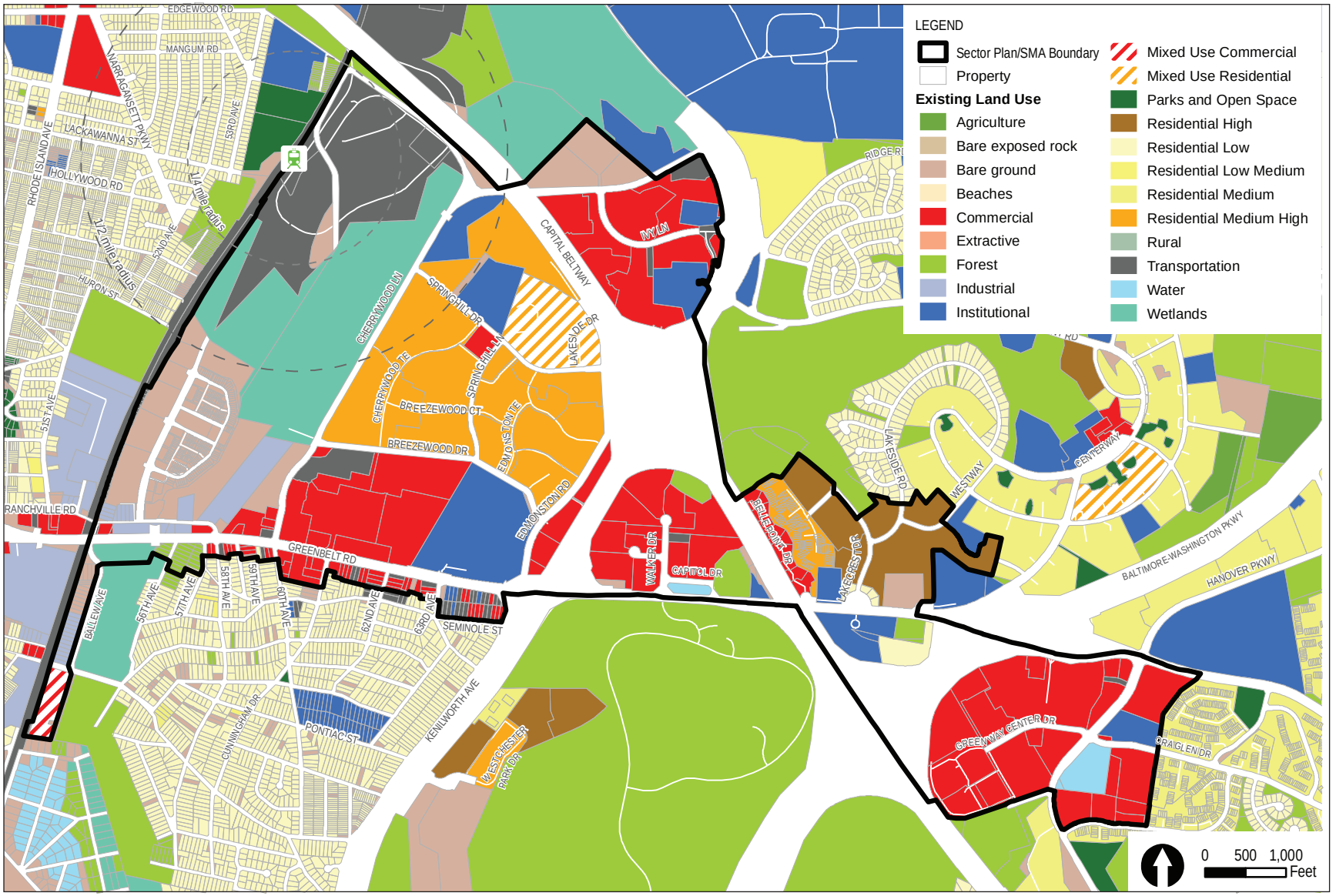
MIXED-USE COMMERCIAL: Properties that contain a mix of uses which are predominantly non-residential, including commerce, office, institutional, civic, and recreational uses. These properties may include a residential component, but are primarily commercial in nature.

COMMERCIAL: Contains commerce, office, and wholesale services. These properties are used primarily for offices and/or the sale of products and services, including associated yards, storage areas, and parking areas.

INDUSTRIAL: Includes small-scale industrial uses, manufacturing and industrial parks, associated warehouses, storage yards, research laboratories, and parking areas.

INSTITUTIONAL: This includes elementary and secondary schools, public and private colleges

MAP 15: Existing Land Use (Spring 2012)



and universities, military installations, churches, medical and health care facilities, correctional facilities, fire and police stations, libraries, and government offices and facilities.

MIXED-USE RESIDENTIAL: Properties that contain a mix of uses that are predominantly residential.

RESIDENTIAL HIGH: Detached and attached dwelling units and associated areas at densities higher than 20 dwelling units/acre (du/acre).

RESIDENTIAL MEDIUM-HIGH: Detached and attached dwelling units and associated areas with densities between 8 du/acre and 20 du/acre.

RESIDENTIAL MEDIUM: Detached and attached dwelling units and associated areas with densities between 3 du/acre and 8 du/acre.

RESIDENTIAL LOW MEDIUM: Detached single-family dwelling units and associated areas with densities between 2 du/acre and 3 du/acre.

RESIDENTIAL LOW: Detached single-family dwelling units and associated areas with densities between 0.5 du/acre and 2 du/acre.

RURAL: Detached single-family dwelling units and associated areas with densities less than or equal to 0.5 du/acre.

PARKS AND OPEN SPACE: Properties where the use does not require structures, including parks, recreation areas (except areas associated with schools or other institutions), golf courses, and cemeteries.

EXTRACTIVE: Consists of active surface mining operations, including sand and gravel pits, quarries, coal surface mines, and deep coal mines.

AGRICULTURAL: Includes cropland, pastures, orchards/vineyards/horticulture, feeding operations, agricultural buildings and facilities, and row and garden crops.

FOREST: Deciduous forest (trees characteristically lose their leaves at the end of the growing season), Evergreen forest (trees are characterized by persistent foliage throughout the year), mixed forest (neither deciduous or evergreen species dominate but both are present), and brush (areas which do not produce timber or other wood products but may have cut-over timber stands, abandoned agriculture fields, or pasture).

WATER: Water features consist of rivers, waterways, reservoirs, ponds, bays, estuaries, and oceans.

WETLANDS: Forested or non-forested wetlands, including tidal flats, tidal and non-tidal marshes, and upland swamps and wet areas.

BEACHES: Extensive shoreline areas of sand and gravel accumulation, with no vegetative cover or other land use.

BARE EXPOSED ROCK: Areas of bedrock exposure, scarps, and other natural accumulations of rock without vegetative cover.

BARE GROUND: Areas of exposed ground caused naturally, by construction, or by other cultural processes including grassy areas.

TRANSPORTATION: Includes miscellaneous transportation features not elsewhere classified, such as public and private roads and parking lots.

Classification in a mixed-use land use category is not intended to mandate a vertical mix of uses but rather to reflect that a mix of uses—horizontal as well as vertical—are the desired land use for the subject property. Consideration must be given to the overall character and mix of uses present within the sector plan area. The approved land use map indicates the desired mix of land uses that may occur on a given property (see Map 15 on right).

MAP 16: Approved Land Use

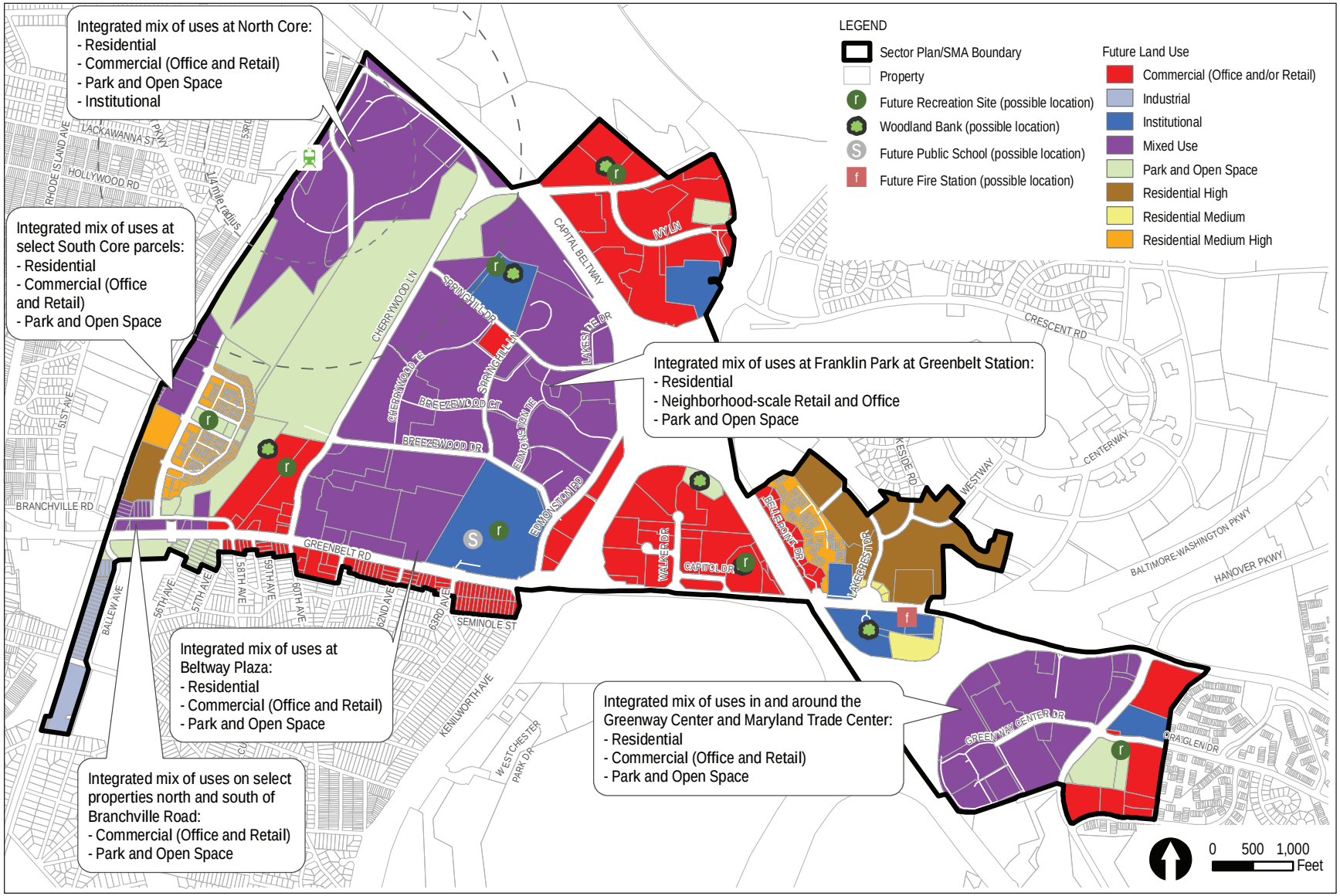


Table 29: Existing Land Use by Acreage*

Land Use Category	Acreage
Bare ground	94.40
Commercial	270.97
Forest	15.70
Industrial	19.01
Institutional	80.60
Mixed Use Commercial	5.42
Mixed Use Residential	22.47
Residential High	39.82
Residential Low	6.45
Residential Medium High	143.67
Transportation	93.03
Water	7.94
Wetlands	102.53
Subtotal	902.01
Right-of-Way	242.11
Total	**1,144.12**

Source: M-NCPPC

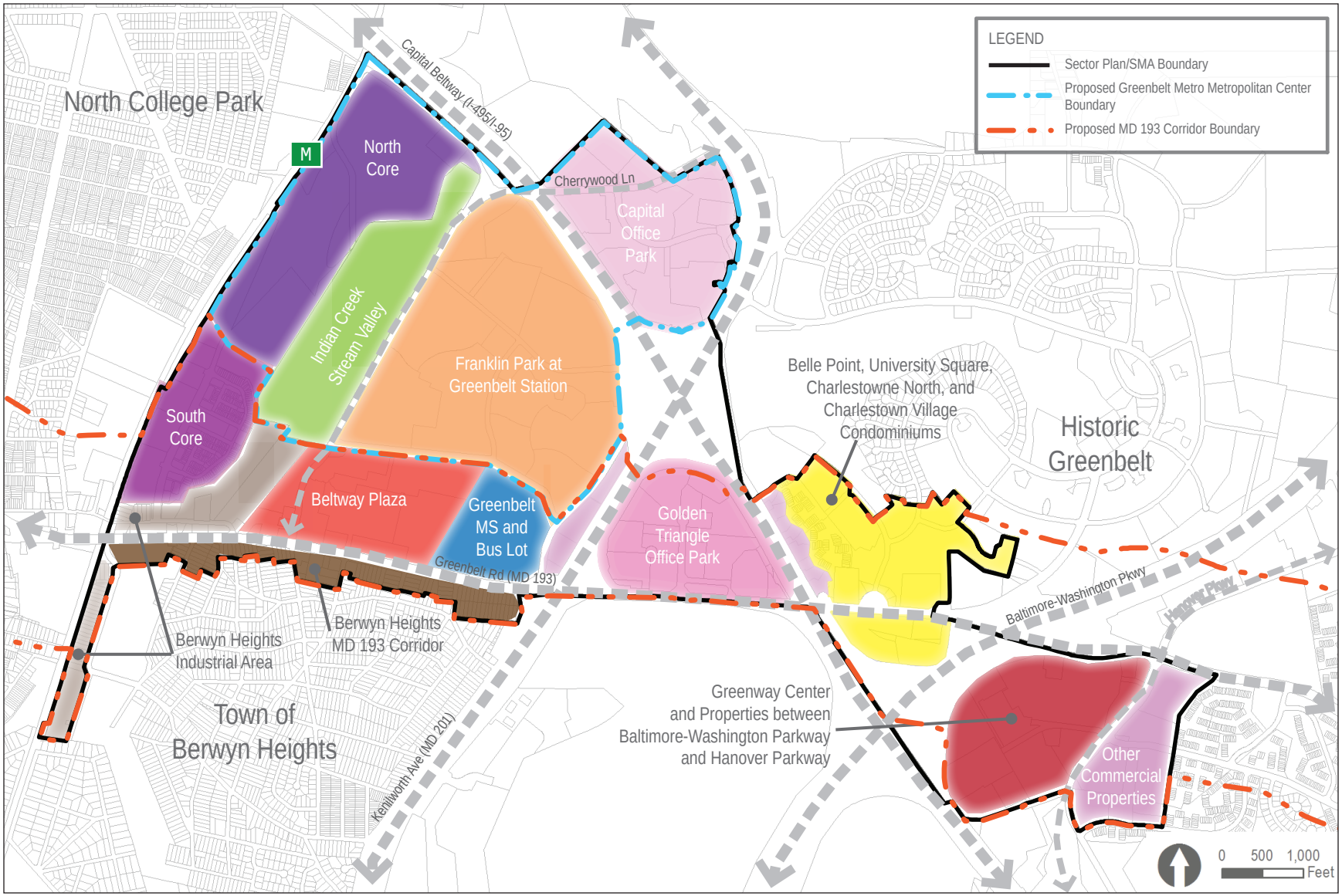
Table 30: Approved Land Use by Acreage*

Land Use Category	Acreage
Commercial	198.73
Industrial	11.97
Institutional	71.47
Mixed Use	381.33
Park and Open Space	147.62
Residential High	50.77
Residential Medium	6.02
Residential Medium High	34.11
Subtotal	902.01
Right-of-Way	242.11
Total	**1,144.12**

Source: M-NCPPC

*A slight discrepancy of approximately .01 acre may result from rounding acreages within these tables.

MAP 17: Greenbelt Metro Area and MD 193 Corridor Focus Areas



Greenbelt Metro Metropolitan Center

Goals:

- ❖ Concentrate medium- to high-density, transit-oriented, mixed-use development, including a potential major employment or Government Services Administration (GSA) campus, in the North Core to capitalize on the Greenbelt Metro and MARC station and generate new housing, employment, shopping, and recreational opportunities for surrounding communities and the county as a whole (see illustrations on page 97).
- ❖ Create a model "green" community or eco-community in the North Core that demonstrates a strong commitment to environmental stewardship, low-impact construction practices, innovative on-site stormwater management, improved air quality and noise standards, alternative energy, and integrated, multi-purpose open spaces.
- ❖ Facilitate the phased redevelopment of Franklin Park at Greenbelt Station into a diverse, mixed-use residential neighborhood that provides a range of housing types and price points with complementary neighborhood-oriented retail and recreational amenities.
- ❖ Preserve and restore the Indian Creek Stream Valley while enhancing trail connectivity to the Metro and MARC station.
- ❖ Strengthen the regional competitiveness of the Capital Office Park by improving circulation, introducing new public spaces, and encouraging commercial infill oriented towards area employees and businesses.

North Core (See Figure 14.)

POLICY 1: Create a vibrant and pedestrian-friendly, transit-oriented, mixed-use community.

STRATEGIES

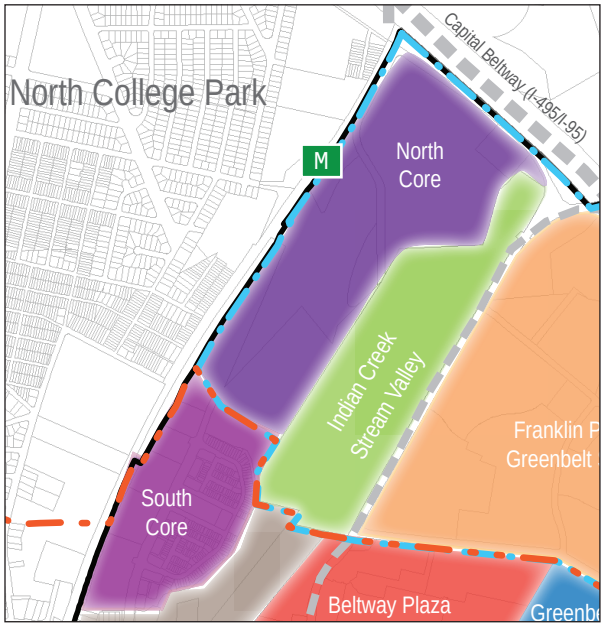
Strategy 1.1. Encourage a vertical mix of uses and urban design features such as outdoor seating, urban parks and plazas, artwork, and other amenities that foster an active 24-hour environment.

Strategy 1.2. Concentrate ground-floor retail along the site's main streets and near the Metro and MARC station to capitalize on commuter foot traffic and maximize convenience for North College Park residents.



Development should incorporate a mix of uses, public and private open spaces, pedestrian amenities, and pedestrian-scaled architectural detailing.

Figure 14: North Core



Development around the Greenbelt Metro and MARC Station has the potential to serve as an important economic engine for surrounding municipalities, the county as a whole, and the region. This sector plan supports the development of a major employment or Government Services Administration (GSA) campus at North Core within the following framework:

Land use and transportation recommendations and design regulations should ensure flexibility to allow for the construction of a range of mixed-use development scenarios including a medium- to high-density, mixed-use community or a prominent mixed-use employment center

The overall development concept should be pedestrian-, bicycle-, and transit-oriented demonstrating a safe, accessible, and efficient internal circulation network and direct external connections to South Core, Franklin Park at Greenbelt Station, and North College Park.

Development should be context sensitive; it should reflect the historic legacies of the City of Greenbelt and Town of Berwyn Heights, pursue the highest levels of sustainable design, and respect the character of neighboring North College Park.

A mix of other uses—such as retail, housing, and open spaces—should be incorporated within North Core to help foster a sense of place; provide convenient services to and amenities for employees, local commuters, and area residents; and help create a vibrant 24-hour environment.

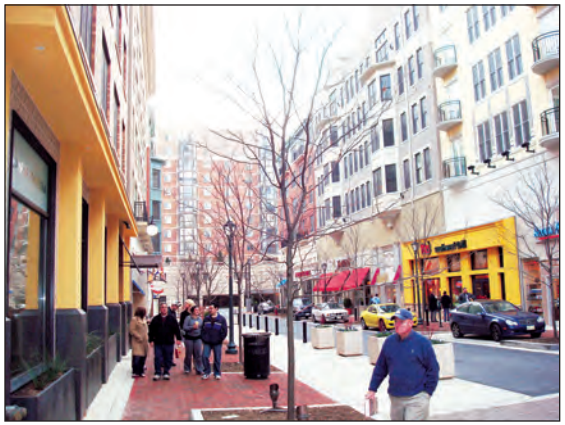
Because a major employer or GSA campus would have unique planning impacts, the sector plan proposes additional policies, strategies, and development district standards that only apply to a major employer or GSA scenario at North Core. These major employer/GSA-specific recommendations and standards are clearly identified throughout the sector plan and SMA by text boxes outlined with a double line like this one.

For the purposes of this sector plan, a major private sector employment campus or major private sector employer is defined as any single company or use that employs more than 2,000 people on-site.

Strategy 1.3. Incorporate a mix of housing types including multifamily units and townhomes that are attractive to a range of homebuyers and renters, including seniors, active adults, empty-nesters, families, moderate-income households, and young professionals.

Strategy 1.4. Fund the construction of a ramp system at the Capital Beltway (I-95/495) to provide the full interchange movements necessary to support the development potential at North Core.

Strategy 1.5. Develop an archeological interpretive center and museum as a centerpiece of the civic component of North Core. This civic amenity provides an opportunity to display prehistoric and historic artifacts found within and adjacent to the sector plan area and to examine the artifacts' ecological context.



Strategy 1.6. Ensure parking does not dominate the site by establishing parking maximums, providing structured, below-grade, or podium parking, reducing the amount of surface parking, and concealing parking areas behind retail or office uses and appropriate landscaping and buffering. The design of parking facilities should not be an afterthought when considering the overall site design of North Core.

Strategy 1.7. Encourage public agencies and/or major private employers to locate in North Core as a key component of the mixed-use center and to promote a quality and transit-oriented development.

Many residents of Greenbelt and Berwyn Heights made it clear they wanted to "age in place" and remain in their communities over the long-term. Opportunities for active adult and senior housing are key to meeting this desire and providing a chance for residents to live near friends and family, and should be emphasized when future housing is planned and built.



An eco-community is an emerging planning and development concept that combines energy conservation, clean energy generation, incorporation of natural features, native plantings, increased tree canopy coverage, and other ideals relating to the preservation and restoration of the natural environment with aspects of the built environment. New buildings are sited to minimize impacts to topography and existing vegetation and maximize access and convenience to open spaces and natural areas. Recycling and reuse of existing materials and energy efficiency at all stages from construction through operation are emphasized, both to reduce impacts and save on development, operations, and maintenance costs. Large expanses of impervious surfaces are discouraged in favor of green roofs and pervious pavement.

The Greenbelt Metro Station North Core area presents a unique opportunity within Prince George's County to establish an eco-community that will evoke the planning principles used to build historic Greenbelt while pursuing a new approach to transit-oriented, mixed-use development of a major Metro station area.

What does a conceptual site plan (CSP) approval mean? The specific purposes of a CSP are to explain the relationship of proposed uses, illustrate approximate locations where development may be placed, illustrate general environmental conditions, and generally describe the recreational facilities, building form and architecture, and streetscapes to be provided on the final plan. Once approved, these features, along with any conditions imposed on the approval of a CSP by the Planning Board or District Council, run with the land and are binding upon a property in perpetuity (as CSPs do not expire) unless the property owner requests an amendment or the underlying zoning of the property changes. CSPs serve as the foundation for subsequent development applications and approvals, such as for detailed site plans.

A CSP is not fully protected from future changes in the law unless the property has obtained "vested rights." Vesting occurs when a developer/property owner has obtained a validly-issued permit and commenced significant and visible construction in good faith. Once the rights have vested, even if the law changes, the developer/property owner is entitled to proceed under the previous CSP approval and its governing provisions

Two CSPs have been approved for the Greenbelt Metro Station North and South Core areas (CSP-01008/01) and Franklin Park at Greenbelt Station (CSP-05001). Note that the development programs granted by the approval of these CSPs constitute an expectation of what may occur on these properties in the future. For the purposes of this sector plan, the South Core portion of Greenbelt Station is considered vested. North Core and Franklin Park at Greenbelt Station have not yet vested.

The development approved in these specific CSPs form the foundation for what the sector plan considers to be the maximum development potential of these large properties. The level of development approved in these CSPs was used to generate the buildout under existing zoning and inform the transportation network modeling for the projected traffic generation of existing and approved development.

While this sector plan cannot amend a CSP that is considered vested or a CSP whose underlying zoning is retained by the concurrent sectional map amendment (since the development program and conditions of approval set by the Planning Board or District Council remain intact absent a rezoning or a change to county law), property owners are encouraged to consider new approaches to redevelopment of their properties in accordance with its vision, goals, policies, and strategies.



Figure 15: North Core Illustrative Drawings
These illustrative concept drawings show how North Core may develop with a large mixed-use community (above right) or a major employer/GSA campus with mixed-use development near the Metro and MARC station (above). These concept drawings are for illustrative purposes only and should not be construed to mandate the presented site plans or be interpreted as the sector plan's final recommendations for North Core site planning.



Careful design and a comprehensive view of the relationship of the natural and built environments will be needed to develop the eco-community.



Even small areas can include environmental site design techniques that will add to the ability of the community to improve and reduce stormwater runoff.

POLICY 2: Promote sustainable and innovative high-quality environmental design in a model eco-community that establishes a strong sense of place, preserves environmentally fragile areas, and restores degraded natural features.

STRATEGIES

Strategy 2.1. Explore opportunities to design and develop North Core as an eco-community and to pursue LEED® for Neighborhood Development certification (see text box on page 99).

Strategy 2.2. Require new buildings to obtain a minimum of LEED® Silver or equivalent certification.

Strategy 2.3. Minimize development impacts and support the restoration of Narrangansett Run and Indian Creek.

Incorporating building height transitions will help reduce visual impacts of new development on existing residential areas.



Strategy 2.4. Manage stormwater through the use of green roofs, rain gardens, bioretention cells, pervious pavement, and other environmental site design techniques to improve and reduce stormwater runoff.

Strategy 2.5. Consider solar, wind, geothermal, and other alternative forms of energy as a key element of the eco-community.

Strategy 2.6. Use native, drought-tolerant and low maintenance plant material, to the greatest extent feasible, and minimize turf grass. Invasive plant species shall not be used.

Strategy 2.7. Work with potential major private sector employers, the GSA, and potential large tenants to incorporate environmental site design techniques, native plantings, rain gardens, and publicly accessible open spaces (in appropriate locations) to foster an eco-friendly approach and soften the visual environment to minimize potential fortress-like design.

POLICY 3: Ensure that development does not adversely impact, but rather enhances, the neighboring residential community of North College Park.

STRATEGIES

Strategy 3.1. Establish and enforce building height limits to minimize shadows, reduce potential wind effects, ensure compatibility in terms of scale and design, and minimize visual impacts of new development to protect the quality of life of North College Park residents.

Strategy 3.2. Work with the Prince George's County Department of Public Works and Transportation, WMATA, the development team, the City of Greenbelt, and other agencies to locate Greenbelt Station Parkway (formerly the North-South Connector Road) at the eastern perimeter of the site to minimize noise and air quality impacts and preserve land at the station platform for transit-oriented development, public plazas and amenities, and landscape buffering.

Strategy 3.3. Work with WMATA and the site development team to minimize the visual impact of commuter parking garage(s) on North College Park through innovative siting, architectural design, and landscaping. Future parking garages should be integrated in the overall site plan and screened by liner buildings whenever possible. Stand-alone parking structures are discouraged.

Strategy 3.4. Incorporate retail and open space amenities that meet the needs of new households, commuters, North Core employees, and North College Park residents.

Strategy 3.5. Fund and construct pedestrian and bicycle improvements that create new, well-lit connections between North College Park and North Core amenities and facilities.

> Strategy 3.5. Establish a partnership with the communities of College Park and Greenbelt to actively identify and address potential issues related to the ongoing operation of a major employment or GSA campus.

In May, 2012, the City of Greenbelt and M-NCPPC were awarded a state grant to study the feasibility of providing bike share stations within the community.



The Leadership in Energy and Environmental Design (LEED®) program is a building rating system developed and maintained by the U.S. Green Building Council. LEED® offers one approach to gauge the environmental sensitivity and level of "green design" incorporated by new development, and is one tool to help understand and mitigate the negative impacts on the natural environment that may be posed by new construction and renovation. Several sub-systems developed under the LEED® umbrella are particularly useful within the sector plan area, including:

LEED® for New Construction—intended primarily for new buildings.

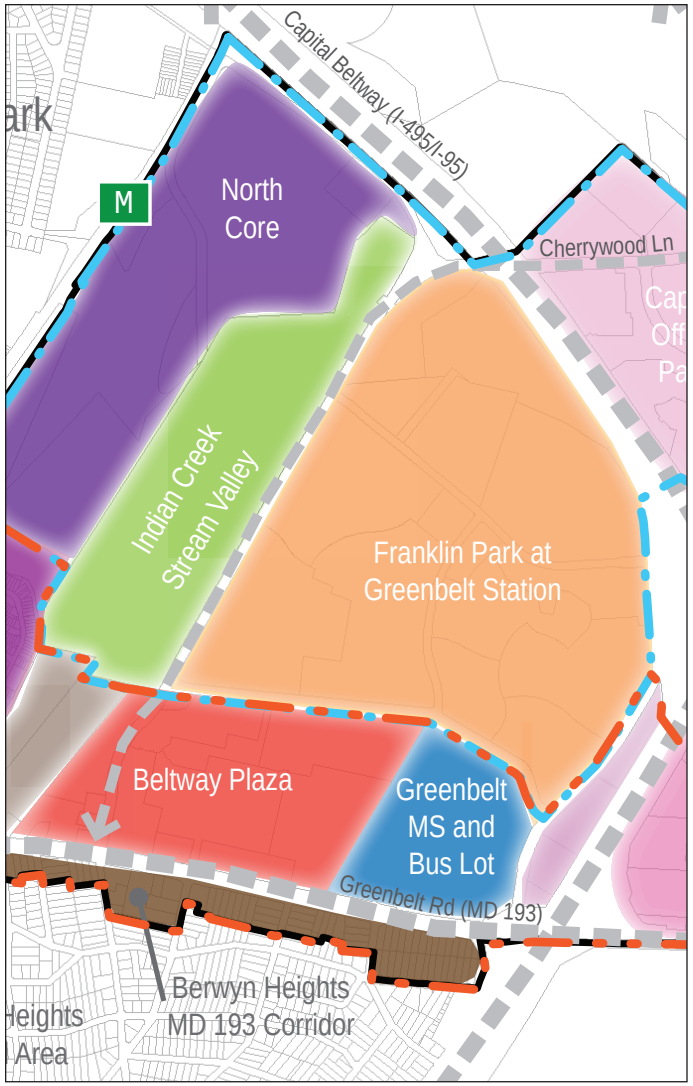
LEED® Core and Shell—primarily used for office buildings and other leased building types.

LEED® for Homes—promotes green homes—both single-family and multifamily—and emphasizes high-performance measures.

LEED® Neighborhood Development—intended for community development and multiple properties.

LEED®-rated buildings at the Silver level or higher, or an equivalent rating under another green building program, is encouraged for all new development within the Greenbelt Metro Area and MD 193 Corridor.

Figure 16: Indian Creek Stream Valley



POLICY 4: Incorporate an integrated and safe pedestrian, bicycle, and transit circulation network into the overall design of the site.

STRATEGIES

Strategy 4.1. Ensure a fully functional transit hub remains the centerpiece of the Greenbelt Metro Station, incorporating Metro Green Line and MARC access with a bus transfer facility, bicycle amenities such as racks, storage lockers, and bike share stations, and convenient pedestrian access to the station platform and nearby mixed-use development and community amenities.

Strategy 4.2. Provide safe, accessible, and welcoming pedestrian and bicycle connections to South Core and Franklin Park at Greenbelt Station.

Strategy 4.3. Ensure block lengths are scaled for the pedestrian. A general rule of thumb is that blocks should not exceed 300 feet by 600 feet in size.

Strategy 4.4. Provide incentives for developers and property owners to include showers and changing facilities for those who choose to commute to work on bicycles.

Strategy 4.4. Balance potential security requirements with the need to provide and maintain strong pedestrian and bicycle circulation within an employment campus to maximize access, convenience, and transit use.

Indian Creek Stream Valley
(See Figure 16.)

POLICY 1: Preserve the state-owned forest and wetlands property west of Cherrywood Lane (see text box on page 101).

STRATEGIES

Strategy 1.1. Retain the property in a natural state for passive recreation and open space use. Downzone the property to the Reserved Open Space Zone to reflect the recommendations of the sector plan and to protect the property from development pressures.

Strategy 1.2. Fund coordinated restoration and afforestation efforts.

POLICY 2: Encourage passive recreation through the property.

STRATEGIES

Strategy 2.1. Construct an environmentally-sensitive network of trails connecting the property to North Core, South Core, and Franklin Park at Greenbelt Station.

Strategy 2.2. Integrate interpretative signage—featuring the natural environment, the history of industrial uses along the Indian Creek Stream Valley, and ongoing efforts to reclaim the area from industrial damage—and safety measures such as full cut-off optics and blue light emergency phones to highlight the environmental setting and encourage use.

Strategy 2.3. Prohibit clear-cutting for the purposes of building active recreation sites and facilities.

Franklin Park at Greenbelt Station (See Figure 17 on page 102.)

POLICY 1: Foster a diverse, moderate- to high-density, mixed-use residential neighborhood.

STRATEGIES

Strategy 1.1. Incorporate a mix of housing types through phased redevelopment, including multifamily mid- to high-rise units, two over twos, and townhomes that are attractive to a range of homebuyers and renters, including seniors and active adults, families, and mixed-income households.

Strategy 1.2. Begin phased redevelopment by fronting new buildings along Cherrywood Lane to frame the street and improve safety along this important commuter route to the Metro and MARC station, and along Breezewood Drive to serve as a transition to new residential uses at Beltway Plaza.

For the purposes of this sector plan, the Indian Creek stream valley refers to the properties containing Indian Creek located west of Cherrywood Lane, south of the Capital Beltway (I-95/495), and north of Branchville Road. The intent of the sector plan is to preserve and restore this sensitive environmental corridor and increase connectivity—in the form of pedestrian and bicycle trails—within the Indian Creek stream valley and to link nearby sites such as North Core, South Core, Franklin Park at Greenbelt Station, Beltway Plaza, and the Northeast Branch stream valley trail system.

The introduction of a mix of housing types to Franklin Park at Greenbelt Station will strengthen its marketability and sense of community, and can help meet the identified housing needs of the City of Greenbelt, Town of Berwyn Heights, and Prince George's County.

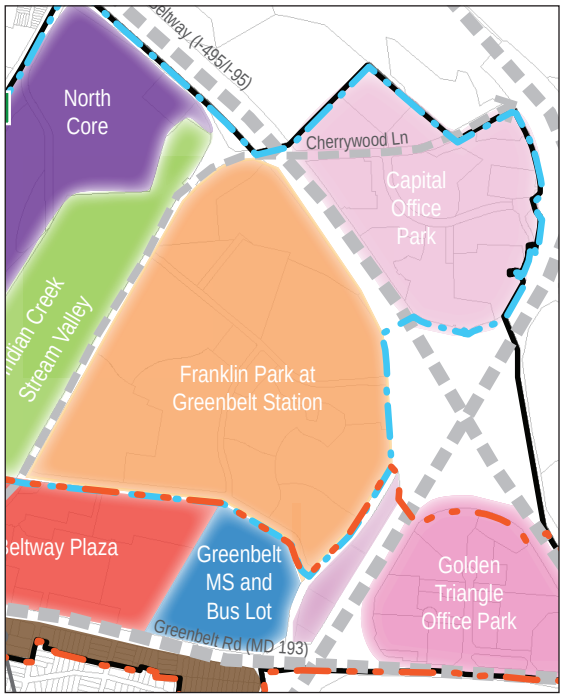








Figure 17: Franklin Park at Greenbelt Station and Capital Office Park



Strategy 1.3. Concentrate neighborhood-serving, convenience ground-floor retail in the neighborhood's core.

Strategy 1.4. Support the expansion and renovation or future relocation of Springhill Lake Elementary as determined by the Prince George's County Board of Education.

Strategy 1.5. Construct a formal interconnected grid pattern of streets to encourage walking and bicycling, balance traffic flow, and reduce the number of automobile trips. Incorporate complete streets features to accommodate pedestrians, bicyclists, and automobiles.

POLICY 2: Promote sustainable, high-quality design.

STRATEGIES

Strategy 2.1. Establish gateways using coordinated signage, lighting, landscaping, and infrastructure improvements along Cherrywood Lane at Breezewood Drive and Springhill Drive to define the key entry points to Franklin Park at Greenbelt Station and foster a sense of arrival.

Strategy 2.2. Convert Cherrywood Lane, Breezewood Drive, and Edmonston Road into "green streets" incorporating pervious paving materials, landscaped filtration areas, bioswales, and other environmental site design techniques.

Strategy 2.3. Use environmental site design techniques to retrofit existing stormwater management facilities, enhance future stormwater management, and contribute to a more natural and pleasant visual environment.

Strategy 2.4. Provide a small commercial or mixed-use area near the center of the property to provide an opportunity for small-scale neighborhood-serving retail uses and start-up businesses.

Strategy 2.5. Incorporate numerous and interconnected open space areas and recreational amenities throughout the site to serve existing and future residents.

POLICY 3: Enhance the pedestrian, bicycle, and transit circulation network throughout the site.

STRATEGIES

Strategy 3.1. Support infrastructure improvements along Springhill Drive, Cherrywood Lane, Breezewood Drive, and Edmonston Road in accordance with complete streets principles.

Strategy 3.2. Provide a robust internal network of pedestrian and bicycle trails, paths, and alleys.

Capital Office Park
(See Figure 17 on page 102.)

POLICY 1: Promote a successful and competitive regional office park.

STRATEGIES

Strategy 1.1. Support existing office uses and retain zoning except for the State Highway Administration (SHA) District 3 office, which should be rezoned in accordance with the county's public lands policy.

Strategy 1.2. Support commercial infill in response to market demand, such as new office space and office-serving retail.

Strategy 1.3. Explore opportunities to incorporate a pocket park, future recreation site, or woodland bank along the north side of Cherrywood Lane.

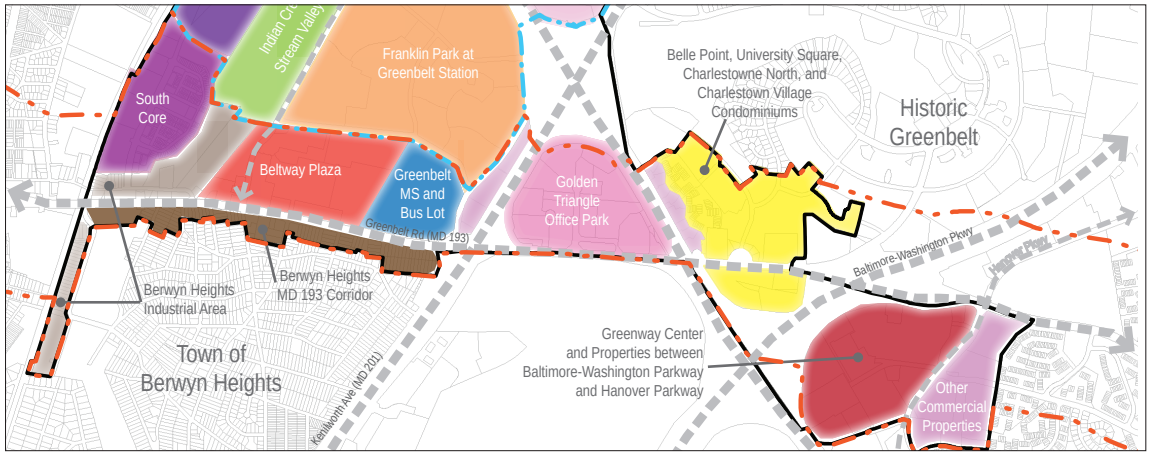
Strategy 1.4. Incorporate and celebrate the history of the Turner Family Cemetery as part of the Capital Office Park's open space network.

University Boulevard (MD 193) Corridor **(See Figure 18 on page 103.)**

GOALS:

- ❖ Concentrate higher-density development at designated corridor nodes and gateways to the City of Greenbelt and Town of Berwyn Heights (see text box to the right).
- ❖ Retain and strengthen existing residential neighborhoods and office parks.
- ❖ Create a unifying experience along the MD 193 Corridor to tie the sector plan area

Figure 18 University Boulevard (MD 193)



The 2002 General Plan establishes a concept of corridor nodes, areas along a designated corridor where the most intensive mixed-use development is to be directed. This sector plan recommends two corridor nodes: MD 193 at Cherrywood Lane/60th Avenue, and MD 193 at Hanover Parkway. Development within the corridor nodes (which extend approximately 1/8 mile from the intersections—see Chapter IV) should incorporate a vertical and horizontal mix of uses, be located close to the street to provide a strong sense of enclosure, eliminate parking between the building and the street, and provide architectural designs and features to indicate these areas are special places along the University Boulevard (MD 193) Corridor.

This sector plan recognizes both proposed corridor nodes include portions of integrated shopping centers that are envisioned for phased redevelopment over time—Beltway Plaza and Greenway Center. As these shopping centers begin to redevelop, the property owners should begin to direct development intensity to the corridor nodes and provide amenities and infrastructure to foster strong pedestrian, bicycle, and transit use and access.





TOP: Open spaces surrounded by new residential development increase property values and contribute to the sense of place and community.
BOTTOM: Whenever possible, residential parking garages should front internal alleys rather than streets. Larger parking structures should be screened from public view or designed to mimic features of associated buildings to reduce the visual impact of parking areas.

together and foster a shared sense of character and place.

- ❖ Build pedestrian- and bicycle-friendly, low- to moderate-density commercial development that distinguishes MD 193 as an important corridor in the county.
- ❖ Reduce traffic conflicts by implementing access management techniques such as reducing curb cuts on MD 193, encouraging transit use, introducing pedestrian and bicycle facilities, and encouraging alternate routes for through-traffic.
- ❖ Support public sector reinvestment in the reconstruction of the MD 193 Corridor to improve safety and connectivity and complement new land use regulations and new development.

South Core (See Figure 18 on page 103.)

POLICY 1: Create a sustainable mixed-use residential community that establishes a sense of place and respects its environmental context.

STRATEGIES

Strategy 1.1. Develop a mix of townhouses and multifamily units that are attractive to a range of homebuyers and renters, including families, moderate-income households, and young professionals.

Strategy 1.2. Integrate open spaces and design stormwater management facilities in accordance with environmental site design practices such that they serve both functional and recreational roles.

Strategy 1.3. Support additional parkland dedication to the City of Greenbelt should centrally-located retail uses prove unsupportable by the market over the short-term. Additionally, if retail uses are unsupportable, consider the introduction of new housing types, designs, and price points to appeal to a broader range of potential homeowners.

Strategy 1.4. Discourage additional front-loaded parking in accordance with CPTED principles.

Strategy 1.5. Create visual linkages to the Indian Creek stream valley park.

POLICY 2: Incorporate an integrated and safe pedestrian, bicycle, and transit circulation network into the overall design of the site.

STRATEGIES

Strategy 2.1. Provide pedestrian and bicycle connections to North Core, Franklin Park at Greenbelt Station, the Indian Creek stream valley park, and Beltway Plaza.

Strategy 2.2. Provide several connections to the new interpretive trail system to be built by the City of Greenbelt and to the Indian Creek trail.

Strategy 2.3. Explore opportunities to incorporate complete streets design features on Greenbelt Station Parkway.

Beltway Plaza

(See Figure 18 on page 103.)

POLICY 1: Support the phased, comprehensive redevelopment of Beltway Plaza into a pedestrian-friendly, mixed-use development (see pages 106 and 107).

STRATEGIES

Strategy 1.1. Rezone the entire Beltway Plaza property to permit comprehensive, well-designed, mixed-use redevelopment.

Strategy 1.2. Require the approval of a conceptual site plan prior to detailed site plan submittal. This conceptual site plan should outline a comprehensive approach to redevelopment, including a general indication of phasing, future land uses, and future connections to adjacent properties.

Strategy 1.3. Incorporate a mix of housing types that are attractive to a range of homebuyers and renters. Concentrate townhomes at the rear of the property as a transition to the residential uses along Breezewood Drive at Franklin Park at Greenbelt Station and encourage multifamily types throughout the site. Discourage single-family detached development. Include neighborhood-serving retail uses on the ground floor of new buildings to meet convenience needs of existing and future residents.

Strategy 1.4. Encourage a mix of pedestrian-oriented uses, designed both vertically within individual buildings and horizontally among multiple buildings, as the property redevelops.

Strategy 1.5. Frame the MD 193 Corridor with enhanced landscaping; a wide, continuous sidewalk; and, over the medium- to long-term, new mixed-use commercial development featuring rear-oriented parking.



Strategy 1.6. Provide urban design standards to guide the redevelopment of Beltway Plaza and ensure high-quality streets and streetscape, open and public spaces, and building form and architecture.

Strategy 1.7. Incorporate environmental site design techniques and innovative approaches to stormwater management, reduction of impervious surfaces, green roofs, and other sustainable development practices in all phases of redevelopment.

Strategy 1.8. Work with the property owner to address the constraints existing long-term leases pose to redevelopment. Consider financial

Beltway Plaza Illustrative Phasing Plan

The size, consolidated ownership, and strategic location of Beltway Plaza position the shopping center to redevelop over time into a vibrant, pedestrian-friendly, mixed-use landmark along the MD 193 Corridor. Two elements will prove critical to the site's evolution—public-private investment in infrastructure and streetscape improvements, and a realistic and thoughtful phasing plan and design elements that facilitate infill development and redevelopment while ensuring the site is examined comprehensively.

Any proposed phasing plan should involve a commitment by the property owner to comprehensively craft:

- **A circulation network that establishes a system of internal streets, scaled, as appropriate, for pedestrian, bicycle, and transit use, and new connections between MD 193 and Breezewood Drive and to Franklin Park at Greenbelt Station across Breezewood Drive.**
- **A coordinated landscaping, signage, and lighting plan and design theme that incorporates lessons from historic Greenbelt while encouraging the site to shape its own unique sense of place.**
- **A sustainability plan that demonstrates the site's holistic and innovative approaches to reducing impervious surfaces, improving water and air quality, and limiting noise and light pollution.**
- **A land use program that:**
  - **Requires a mix of uses—including ground-floor retail; a range of housing types; and public, open spaces—while providing flexibility to the property owner to respond to market demands.**
  - **Establishes gateways along MD 193 at Cherrywood Lane, Cunningham Drive, and 62nd Avenue, and frame/define these gateways with multi-story buildings placed close to the streets, publicly accessible plazas, landmark structures or features, and special landscaping and signage treatments.**
  - **Transitions in height, building types, and building massing to ensure a more compatible relationship to the mixed-use residential neighborhood at Franklin Park at Greenbelt Station.**
  - **Fosters a vibrant and safe, pedestrian-oriented environment.**
- **A coordinated parking management plan that encourages shared-parking and minimizes the visual impact of surface parking lots and parking garages through appropriate screening and landscaping.**

This sector plan should serve as a guide for the phased redevelopment of the Beltway Plaza holdings. The following illustrative site plan diagrams show how the site could evolve in a comprehensive manner. These illustrative site plan diagrams should not be construed as a mandate. The sector plan recognizes that market conditions will dictate specific phasing and uses.



RIGHT: Beltway Plaza Existing Conditions

TOP: In the near-term, residential infill and integrated public open spaces are constructed in the rear of the property along Breezewood Drive to frame the street. New landscaping, lighting, and pedestrian paths create a welcoming transition to Franklin Park at Greenbelt Station. Liner uses and appropriate buffering conceal parking. Streetscape improvements are made along MD 193 to complete sidewalk networks and widen existing sidewalks, provide street trees, and accommodate bicycles.

MIDDLE: In the medium-term, a new pedestrian and transit-oriented grid system begins to form, bisecting the Beltway Plaza Mall while retaining its principal anchors. Direct road connections from Cherrywood Terrace, Cunningham Drive, and 62nd Avenue are constructed into the core of the site. New high-quality retail uses frame the intersections of MD 193 and Cherrywood Lane and MD 193 and Cunningham Drive, and serve as gateways to the center while retaining many of the mall's pad sites and maintaining unobstructed view corridors to the mall's anchor tenants. The MD 193 streetscape is improved in concert with State Highway Administration improvements to the roadway, with emphasis on dedicated bicycle facilities.

BOTTOM RIGHT: At buildout, the Beltway Plaza Mall is transformed into a vibrant and competitive mixed-use center featuring a network of walkable streets, pedestrian-oriented development, and attractive open spaces. The mall's largest tenants continue to anchor the site while new retail and office uses, plazas, and pocket parks define its street grid and the MD 193 Corridor.



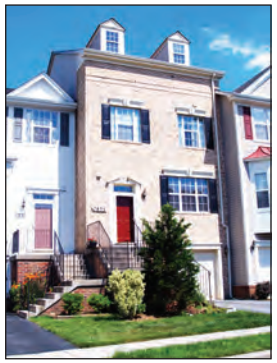
These concept drawings are for illustrative purposes only and should not be construed to mandate the presented site plans or be interpreted as the sector plan's final recommendations for the potential redevelopment of the Beltway Plaza property."



Relocation of the school bus lot would allow for ballfields, open space, or a new/relocated elementary school adjacent to the Greenbelt Middle School campus.



A mix of housing types offers choices in housing selection, an important element of place-making and transit-oriented, mixed-use development reinforced by the recommendations of this sector plan.



incentives, guarantees for relocation, and other techniques that may encourage tenants to take a flexible approach to redevelopment.

Strategy 1.9. Prior to the submission of any conceptual or detailed site plans, the applicant should conduct community outreach meetings to collaborate with and obtain input and feedback from area residents and the City of Greenbelt and Town of Berwyn Heights.

Strategy 1.10. Integrate and amenitize safe, attractive, and accessible public open spaces in all phases of redevelopment.

POLICY 2: Ensure the character of new development is connected to and compatible with Franklin Park at Greenbelt Station to the north and the commercial uses along the southern side of MD 193.

STRATEGIES

Strategy 2.1. Incorporate clear pedestrian- and bicycle-friendly linkages that connect Beltway Plaza to Franklin Park at Greenbelt Station and the Town of Berwyn Heights.

Strategy 2.2. In coordination with the Town of Berwyn Heights and the City of Greenbelt, encourage redevelopment to frame new gateways along MD 193 at Cherrywood Lane, Cunningham Drive, and 62nd Avenue.

Greenbelt Middle School and Bus Lot (See Figure 18 on page 103.)

POLICY 1: Retain institutional and recreational land uses to continue to provide vital educational and recreational services to surrounding communities.

STRATEGIES

Strategy 1.1. Explore opportunities and identify funding sources to restore and reuse the historic portions of the former Greenbelt Middle School as a new institutional or community use.

Strategy 1.2. Work with the Prince George's County Board of Education to relocate the Prince George's County bus and maintenance lot in the medium- to long-term to a more suitable location convenient to the northern service area.

Strategy 1.3. Repurpose the bus lot as a potential location for a new or relocated elementary school and/or recreational facility.

Belle Point, University Square, Charlestowne North, and Charlestowne Village Condominiums (See Figure 18 on page 103.)

POLICY 1: Maintain safe, welcoming, and stable residential neighborhoods.

STRATEGIES

Strategy 1.1. Retain existing residential uses and zoning.

Strategy 1.2. Promote foreclosure prevention programs.

Strategy 1.3. Work with the local residents to identify, prioritize, and address sidewalk and lighting gaps along residential roads.

Golden Triangle (See Figure 18 on page 103.)

POLICY 1: Promote a successful and competitive regional office park.

STRATEGIES

Strategy 1.1. Support existing office uses and retain zoning.

Strategy 1.2. Support commercial infill in response to market demand, such as new office space and office-serving retail. Total development in the Golden Triangle office park (exclusive of the existing Capital Cadillac property), including new commercial infill development, should not exceed 912,000 square feet per Preliminary Plan of Subdivision 4-03135.

Strategy 1.3. Enhance the accessibility and internal circulation of the office park by improving pedestrian and bicycle accessibility and safety.

Strategy 1.4. Explore opportunities to incorporate pocket parks and a future recreation site north of MD 193, between Capitol Drive and the Capital Beltway.

Strategy 1.5. Incorporate and celebrate the history of the Walker Family Cemetery, Indian Springs Park, and Toaping Castle as part of the Golden Triangle's open space network.

Berwyn Heights MD 193 Corridor (See Figure 18 on page 103.)

POLICY 1: Retain and revitalize the mixed-use commercial development along MD 193 in Berwyn Heights.



A sense of place is reinforced when elements such as wide sidewalks, street trees, banners, awnings, and buildings close to the street are brought together in a comprehensive, planned manner.

STRATEGIES

Strategy 1.1. Ensure redevelopment remains compatible with the residential neighborhoods in the Town of Berwyn Heights by establishing maximum building heights and context-sensitive design.

Strategy 1.2. Prioritize redevelopment and enhanced signage and landscaping at designated intersections to frame new gateways along MD 193 at 60th Avenue, Cunningham Drive, and 62nd Avenue. Define the intersection at 60th Avenue as a prominent gateway to the Greenbelt Metro and MARC Stations and the Greenbelt

Greenway Center and the Commercial Properties between Hanover Parkway and the Baltimore-Washington Parkway

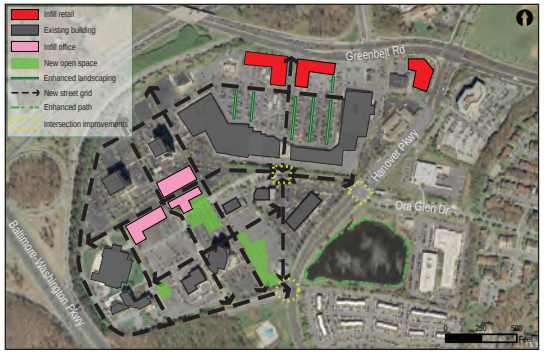
This sector plan should serve as a guide for the phased redevelopment of Greenway Center and the Maryland Trade Center. The following illustrative site plan diagrams show how the site could evolve in a comprehensive manner. These illustrative site plan diagrams should not be construed as a mandate. The sector plan recognizes that market conditions will dictate specific phasing and uses.



ABOVE: Greenway Center—existing conditions.

TOP RIGHT: In the near-term, new landscaping, pathways, and lighting improve pedestrian safety and circulation within the Greenway Center. In response to market demand, a limited amount of new retail may begin to frame the main entrance to the shopping center and the intersection of Hanover Parkway and MD 193. A walking path and new amenities transform the existing county-owned stormwater pond at Hanover Parkway and Ora Glen Drive into a local amenity.







MIDDLE LEFT: In the medium-term, a pedestrian and transit-oriented grid system creates a network of new vehicular and pedestrian connections between the Maryland Trade Center properties and the Greenway Center. A road bisects the Greenway Center—while retaining its principal anchors—to forge a direct link to Hanover Parkway. As the office market rebounds, new infill office uses develop around Maryland Trade Center I, II, and III, helping to define the new streets. Public open spaces, including pocket parks and plazas, provide passive recreational opportunities for employees and shoppers. A linear park celebrates Schrom Airport, mimicking the layout of the former airport's runway. Retail infill continues to frame the center's gateway. Public art, landscaping, and pedestrian-oriented intersection improvements along Hanover Parkway at Ora Glen Drive/Greenway Center Drive and Hanover Drive enhance access from/to neighboring residential communities and the Hanover Parkway medical office complex.

BOTTOM LEFT: At buildout, the area is transformed into an interconnected, vibrant mixed-use commercial center featuring a revitalized pedestrian-friendly shopping center, redeveloped and infill office, a modest amount of new housing, and attractive open spaces.

Metro Metropolitan Center; the intersection at Cunningham Drive as a welcoming and principal entryway to the Town of Berwyn Heights; and the intersection at 62nd Avenue as a commercial entrance oriented toward Beltway Plaza and the north side of MD 193. Work in partnership with Beltway Plaza, the City of Greenbelt, the Town of Berwyn Heights, the Maryland State Highway Administration, and Prince George's County.

Strategy 1.3. Provide unified signage, pedestrian-scaled street lighting, banner signs, uniform bench and trash receptacle designs, and other features along the MD 193 Corridor to enhance the sense of place.

Strategy 1.4. Support land consolidation and future rezoning under the sector plan's Development District Overlay Zone to facilitate redevelopment along the Berwyn Heights frontage of MD 193. However, expansion of the DDOZ boundaries is not recommended or supported south of Seminole Street.

Strategy 1.5. Explore opportunities to relocate the Town of Berwyn Heights' Fire Department and Rescue Squad (Company 14) along with appropriate town municipal offices to the MD 193 Corridor to act as a civic anchor along this important roadway and to help spur commercial revitalization.

Berwyn Heights Industrial Area
(See Figure 18 on page 103.)

POLICY 1: Retain and enhance industrial activity in the Town of Berwyn Heights while exploring opportunities to introduce new commercial and recreational uses.

STRATEGIES

Strategy 1.1. Retain the predominantly industrial land uses and existing zoning along Ballew Avenue and the 8500 block of 55th Avenue in the short- to medium-term while enhancing the street's landscaping and streetscape.

Strategy 1.2. Explore opportunities to attract new business incubators along Ballew Avenue and the 8500 block of 55th Avenue in the longer-term, in collaboration with the Prince George's County Economic Development Corporation, the University of Maryland, NASA Goddard, the Beltsville Agricultural Research Center (BARC), and the private sector.

Strategy 1.3. Retain industrial activity at the Prince George's Scrap site in the short- to medium-term and provide enhanced buffering to screen future residential uses from noise, light, and air impacts.

Strategy 1.4. Explore opportunities and incentives available to relocate Prince George's Scrap over the medium- to long-term, introduce low-to moderate-density, neighborhood-oriented office or retail uses, and repurpose part of the site as open space or a woodland bank.

Strategy 1.5. Retain a mix of commercial and industrial uses and existing zoning along Branchville Road in the short- to medium-term with enhanced buffering and landscaping to screen future residential uses from noise, light, and air impacts.

Strategy 1.6. Encourage development of low-to moderate-density, neighborhood-oriented office and retail uses over the medium- to long-term.

Greenway Center and the Commercial Properties between Hanover Parkway and the Baltimore-Washington Parkway
(See Figure 18 on page 103.)

POLICY 1: Implement circulation, infrastructure, and open space improvements at the Greenway Center and in the commercial properties between Hanover Parkway and the Baltimore-Washington Parkway over the short- to medium-term.



Pedestrian-scale amenities such as this lighting fixture help encourage people to walk and bike within their community.



Medical offices occupy much of the Belle Point Office Park.

STRATEGIES

Strategy 1.1. Enhance pedestrian and bicycle access to and within Greenway Center by constructing sidewalks, crosswalks, and pathways and incorporating bicycle facilities such as bike racks as appropriate.

Strategy 1.2. Provide additional open space, trees and planting areas within the surface parking lots, remove excess impervious surface cover, and incorporate environmental site design techniques to mitigate stormwater runoff.

Strategy 1.2. Begin to establish a new pedestrian- and bus-oriented grid system and ensure block lengths are scaled for the pedestrian as the site begins to redevelop over the medium-term. Ensure infill development, including pad site redevelopment, addresses pedestrian connectivity and safety.

POLICY 2: Support the phased, comprehensive redevelopment of the Greenway Center and the commercial properties between Hanover Parkway and the Baltimore-Washington Parkway properties into a pedestrian-friendly, commercial mixed-use development over the medium- to long-term.

STRATEGIES

Strategy 2.1. Support future rezoning to an appropriate mixed-use zone, such as the M-X-T Zone, to implement the land use recommendations of the sector plan and ensure a comprehensive, well-planned, and balanced approach to redevelopment.

Strategy 2.2. Encourage a vertical and horizontal mix of uses.

Strategy 2.3. Concentrate ground-floor retail and restaurant uses, which foster an active environment, in the development's retail core.

Strategy 2.4. Incorporate a mix of residential development with an emphasis on providing housing types attractive to seniors and active adults.

Strategy 2.5. Encourage and support land consolidation and future rezoning to facilitate redevelopment.

POLICY 3: Promote sustainable and high-quality design that helps foster a sense of place.

STRATEGIES

Strategy 3.1. Encourage architectural design and features that reflect aspects of health and wellness, incorporate CPTED principles, and contribute to the sense of place within the area.

Strategy 3.2. Celebrate the history of the former Schrom Airport by incorporating historic markers and interpretative signage along future streets and/or a future public open space that follows the path of the former airport's runway. In collaboration with the City of Greenbelt, coordinate such elements with monuments and other features installed in the future at Schrom Hills Park and in other locations.

Other Commercial Properties
(See Figure 18 on page 103.)

POLICY 1: Retain and support office clusters.

STRATEGIES
Strategy 1.1. Retain existing office uses and zoning along Edmonston Road, Belle Point Drive, and Hanover Parkway.

Strategy 1.2. Support code enforcement efforts to maintain the appearance and safety of existing uses.

Strategy 1.3. Transform the large stormwater pond along Hanover Parkway into a community amenity by creating a loop trail, improving landscaping, and adding new benches and lighting.

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Environmental Infrastructure

Vision

Restored and revitalized natural areas are key components of the Greenbelt Metro Area and MD 193 Corridor sector plan area. Development and redevelopment is designed to incorporate natural features, restore tree canopy coverage, minimize stormwater runoff, and incorporate best practices of sustainable development during construction and the lifetime operation of buildings and man-made spaces. The eco-community at Greenbelt Metro Station's North Core stands as a regional and national model for sustainable development and environmental stewardship.

Goals

- ❖ Preserve, enhance, and restore the natural environment and its diverse ecosystems, ensuring sustainability within the desired development pattern.
- ❖ Merge concepts of environmental sensitivity and integration of natural features evident in the historic Greenbelt town core with contemporary best practices to establish a new paradigm for sustainable growth.
- ❖ Consider environmental impacts and incorporate site-specific approaches to restore environmental quality as a natural part of any potential development project.

Background

The community of Greenbelt combines many features of rural, suburban, and urban life. From the beginning, there was an effort to preserve its natural open spaces, waterways, and woodlands, while at the same time provide recreational, entertainment, and shopping amenities typical of suburbs and urban life. Greenbelt was named after the belts

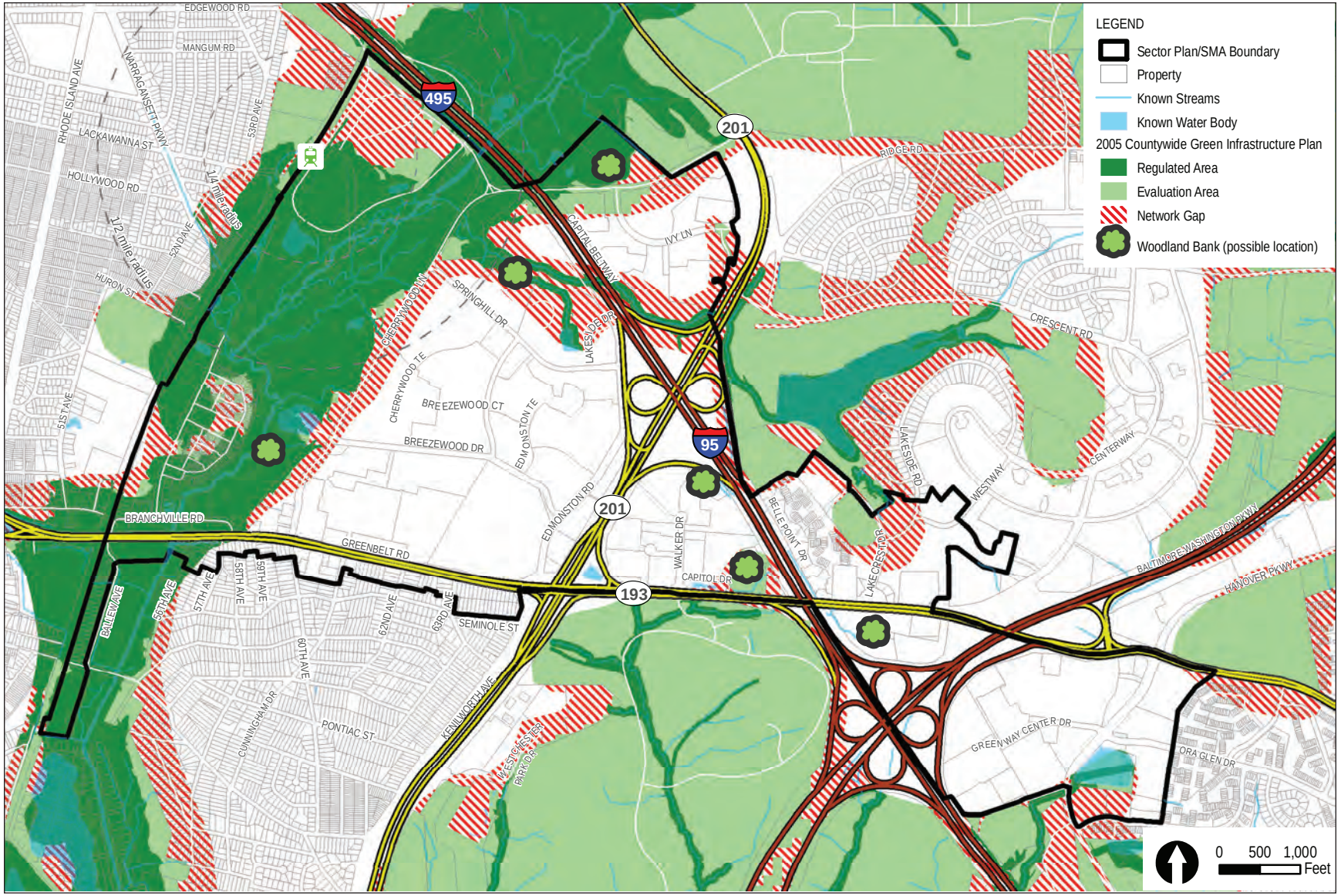
Regulated Areas are those areas that contain sensitive environmental features such as streams, wetlands, slopes, and floodplains that are regulated by the county code with regard to proposed disturbance. The delineation of Regulated Areas is considered conceptual only. Identification and mapping of these areas was done based on the best available information and is not site-specific enough to be used for specific scenario building or review of development applications. A Natural Resource Inventory (NRI) documenting all of the existing regulated environmental features on a site is required to be submitted and approved prior to development.

Evaluation Areas contain sensitive features such as interior forests, certain water bird nesting sites, and unique habitats that are not regulated in the county code. This designation is also conceptual based on the best available mapping information. These areas are evaluated during the land development review process in order to preserve the best possible features on a specific site. The information that results in an area being designated as an Evaluation Area is also provided as part of the NRI during the review of site-specific development applications.

Network Gaps are those areas that are critical to the connection of the regulated and evaluation areas and were included in the green infrastructure mapping to identify areas of possible connectivity. During the review of development applications, these areas are evaluated for restoration opportunities to enhance the ecological functioning of the network.

Combined together, these three features constitute the designated network of countywide significance as shown in the *Approved Countywide Green Infrastructure Plan*. The network does not contain all the regulated and evaluation areas within the county, only those that meet the green infrastructure master plan's designated criteria for countywide significance.

MAP 18: Green Infrastructure Plan with Possible Woodland Banks



of forested acres surrounding it, and the belts of green between the neighborhoods which provide a link to open space for the residents. The stewardship of the natural environment evidenced by both Greenbelt and the Town of Berwyn Heights has led to their designation as Tree Cities.

Approximately 489 acres of the sector plan area are within the designated green infrastructure network of Regulated Areas, Evaluation Areas, or Network Gaps (see Map 18 on left and text box on page 115). This environmental envelope includes resource protection areas, public spaces, trails, and recreational facilities. Before development applications can be approved, field work is needed to specifically delineate the regulated features and their associated environmental protection buffers. This important field work may result in refinements to conceptual Regulated Areas mapped as part of the designated countywide network.

Areawide Recommendations

POLICY 1: Restore and enhance water quality in the Indian Creek stream system and other areas that have been degraded and preserve water quality in areas not degraded.

STRATEGIES

Strategy 1.1. Stabilize and restore ecological functions of receiving streams as part of the stormwater management designs for new development, and as separate, publicly funded projects when necessary. Require full preservation of remaining elements and their buffers.

Strategy 1.2. Seek public and private funding sources to implement stream stabilization and restoration projects to assist in the revitalization of the existing communities of North College Park, established Greenbelt communities, and Berwyn Heights.

Strategy 1.3. Use the Anacostia River Watershed Restoration Plan as a source for stream restoration and enhancement projects for private and publicly funded projects.

Strategy 1.4. Identify and implement ecologically significant restoration projects and improve stream bank stability, particularly within the Indian Creek stream valley.

Strategy 1.5. Coordinate the design and installation of new stormwater management facilities for multiple properties and identify restoration projects that will address drainage into the Indian Creek and Still Creek watersheds.



Restoration and stabilization projects along Indian Creek will continue to improve the quality of the stream and the natural environment.



Rain gardens and other bioretention techniques can be installed in small spaces within urban environments.

Strategy 1.6. Encourage rain gardens and other small-site measures that promote bioretention and explore the feasibility of county or municipal demonstration projects on public land.

Strategy 1.7. Install permeable paving materials to allow stormwater to seep into the ground. Reduce impervious surfaces to the maximum extent possible throughout the sector plan area.

Strategy 1.8. Increase education and awareness of the trash and litter problem throughout the sector plan area to reduce the negative impact of debris on stormwater flows.

POLICY 2: Conserve water and avoid using potable water for nonpotable uses.

STRATEGIES

Strategy 2.1. Promote the conservation of potable water for personal uses.

Strategy 2.2. Educate and strengthen knowledge among residents throughout the sector plan area of nonpotable water sources, such as from rain barrels, and other ways to conserve and reuse water.

Strategy 2.3. Raise the level of consciousness about using nonpotable water for purposes such as lawn irrigation, car washing, and other appropriate commercial and industrial uses which occur within the sector plan area.

Strategy 2.4. Work with the City of Greenbelt and Town of Berwyn Heights to provide educational materials on their municipal websites and to consider providing rain barrels to residents.

Strategy 2.5. Implement conservation landscaping techniques that reduce water consumption and the need for fertilizers or chemical applications.

Strategy 2.6. Require the capture and reuse of stormwater for gray water or other uses to the fullest extent possible.

POLICY 3: Reduce flooding and its detrimental effects on human and natural resources.

STRATEGIES

Strategy 3.1. Manage flooding caused by woody debris and trash blockages of culverts, stream banks, and channels through performance monitoring and evaluation of maintenance activities.

Strategy 3.2. Control at least the first inch of rainfall on-site through methods that facilitate infiltration evapotranspiration, or reuse of the stormwater, where appropriate.

Strategy 3.3. Encourage the use of shared environmentally sensitive stormwater management facilities, where appropriate.

Strategy 3.4. Require new development and redevelopment to incorporate stormwater volume control measures that exceed the state standard of controlling 2.7 inches of stormwater on-site in order to reduce the impact of stormwater on Indian Creek.

POLICY 4: Implement environmentally sensitive design (ESD) building techniques and reduce overall energy consumption.

STRATEGIES

Strategy 4.1. Emphasize the use of green building techniques for all new development and redevelopment.

Strategy 4.2. Coordinate stormwater management efforts by addressing low-impact and urban stormwater management techniques in site and street designs.

Strategy 4.3. Incorporate low-energy use appliances and renewable energy sources such as solar, wind, and geothermal.

Strategy 4.4. Ensure use of full cut-off optics for consistent light levels and minimal light pollution.

Strategy 4.5. Install measures such as bioretention/rain gardens, bioswales with native plants, retrofitted dry ponds, permeable pavements and the reduction of impervious surfaces, measures to reduce runoff volume, urban forest and grass buffers, urban filtering and infiltration practices, and urban nutrient management.

Strategy 4.6. Encourage LEED® certification or pursue certification under an equivalent green building rating system for all new development.

POLICY 5: Preserve and enhance the existing urban tree canopy.

STRATEGIES

Strategy 5.1. Retain existing woodlands to the extent possible during the design and implementation of new projects.

Strategy 5.2. Establish woodland conservation banks within the Indian Creek and Lower Northeast Branch watersheds and consider additional woodland conservation banks in the Capital Office Park north of Cherrywood Lane, near Springhill Lake Recreation Center and Springhill Lake Elementary School near the intersection of MD 193 (Greenbelt Road) and Lakecrest Drive, adjacent to the Walker Family Cemetery, and on the Toaping Castle site. Place floating tree bank symbols on the green infrastructure map and utilize these banks when off-site woodland conservation acreage is needed to ensure trees are provided in the local vicinity of new development projects (see Map 17 on page 116).

Strategy 5.3. Increase the amount of tree canopy within the sector plan area through the planting of trees on all properties, either at the time of development/re-development or through incentives and programs such as Arbor Day tree giveaways. New street trees, parking area plantings, and other trees will also break up the expanse of asphalt and concrete found on numerous sites.

Strategy 5.4. Re-establish forested stream buffers where they do not exist today.

Strategy 5.5. Provide a diversity of native-stock trees when planting street, landscape, and lawn trees in order to promote ecosystem health and resiliency against disease and destruction.

Strategy 5.6. Plant trees in strategic locations to cool buildings and mechanical equipment, reducing overall energy consumption.

POLICY 6: Reduce light pollution and intrusion into residential communities and environmentally sensitive areas.



Tree canopy can be easily increased by planting trees along connections and pathways throughout the sector plan area, reflecting the design features of historic Greenbelt.

STRATEGIES

Strategy 6.1. Use lighting technologies for athletic fields, shopping centers, and gas stations that reduce light intrusion on adjacent properties, so that safe and even light levels are maintained.

Strategy 6.2. Require the use of full cut-off optic light fixtures to eliminate light pollution.

Strategy 6.3. As new and redevelopment proposals are evaluated, light levels should be considered, overall lighting should be minimized and properly directed, and a detailed lighting plan should be submitted.

POLICY 7: Reduce air pollution to support community health and wellness by supporting development that is accessible by nonmotorized and alternative modes of travel, as well as by increasing the urban tree canopy.

STRATEGIES

Strategy 7.1. Promote mixed-use and transit-oriented development that minimizes the need for motor vehicle trips in order to prevent conditions that may create local air pollution nuisances.

Strategy 7.2. Incorporate tree planting and vegetated areas into redevelopment plans, and encourage tree planting on existing properties.

Strategy 7.3. Provide trees and other plantings in proximity to the CSX tracks to minimize potential emissions from freight trains.

POLICY 8: Reduce adverse noise impacts to meet State of Maryland noise standards.

STRATEGIES

Strategy 8.1. Evaluate development and redevelopment proposals for the impacts of noise. Each site will be evaluated during the development review process for conformance with noise standards using Phase I noise studies and noise models.

Strategy 8.2. Work with WMATA, the North Core development team, CSX, and the City of Greenbelt to mitigate potential noise impacts that may arise from the proposed test track facility paralleling the Metro Green Line and from future Green Line extensions.

Strategy 8.3. Provide for adequate setbacks for projects located close to existing and proposed noise generators and roadways of arterial classification or greater.

Strategy 8.3. Provide noise attenuation measures when noise issues are identified.

Property-Specific Recommendations

POLICY 1: Support the development of an eco-community at the Greenbelt Station North Core, incorporating best practices to sustainable design, pedestrian- and transit-oriented mixed-use development, open space preservation and restoration, and connectivity to surrounding areas.

STRATEGIES

Strategy 1.1. Incorporate new open space and ensure the use of environmental site design throughout to break up existing impervious surfaces.

Strategy 1.2. Incentivize the design and construction of green buildings. All new construction at North Core shall obtain a minimum rating of LEED® Silver or an equivalent rating from other green building programs. LEED® Gold or Platinum or an equivalent rating is encouraged.

Strategy 1.3. Remove invasive plant species.

Strategy 1.4. Stabilize and restore all streams using "least disturbance" methods.

Strategy 1.5. Preserve Narragansett Run in its current stream alignment to the fullest extent practicable. Changes to the waterway should only occur to support the construction of the Greenbelt Station Parkway bridge linking the North and South Cores. Any additional temporary impacts resulting from the construction of the bridge should be mitigated and Narragansett Run restored to the fullest extent practicable upon the completion of the bridge.

POLICY 2: Minimize the impacts of existing impervious surface cover and high-intensity development at Greenway Shopping Center and the Maryland Trade Center.

STRATEGIES

Strategy 2.1. Distribute environmental site design techniques and features throughout the shopping center and office complex.

Strategy 2.2. Reduce existing impervious surfaces by redesigning the parking lots (especially the Maryland Trade Center holdings) to include features like a plaza with a focal point (e.g. a fountain and benches), more plantings, and bioswales.

Strategy 2.3. Incorporate green roofs in new development and redevelopment projects to mitigate the local heat island effects of large expanses of impervious surfaces. Consider incentives for green roofs.

Strategy 2.4. Retrofit the stormwater management pond at the southeast corner of the intersection of Hanover Parkway and Ora Glen Drive to transform the pond into a community recreation amenity:

- ❖ Install floating wetlands with plants or similar methods that help filtrate the pond, reduce nutrients, and provide native plants for beautification and wildlife support.
- ❖ Plant appropriate native species along the perimeter of the stormwater management pond to provide additional habitat.
- ❖ Provide a trail circumnavigating the pond.
- ❖ Plant shade trees at appropriate locations along the trail to provide opportunities for rest and shade.
- ❖ Include benches and other pedestrian-friendly amenities.

POLICY 3: Ensure the restoration of the feeder streams that impact the Franklin Park at Greenbelt Station property.

Strategy 3.1. Identify stream restoration projects for areas within and adjacent to Franklin Park at Greenbelt Station to support the health and quality of Indian Creek. Update the detailed stream corridor assessment if the document is more than five years old at the time of future development applications.

POLICY 4: Ensure the highest quality of environmental site design in the redevelopment of the Beltway Plaza Shopping Center.

STRATEGIES

Strategy 4.1. Distribute environmental site design techniques and improvements throughout the shopping center property specifically including (but not limited to) bioretention areas, filtering and infiltration practices, filtration areas, and impervious area treatments.

Strategy 4.2. Meet greening requirements using extensive tree planting and green roofs as the site redevelops.

POLICY 5: Introduce environmental site design practices to the Capital Office Park and Golden Triangle office park.

STRATEGIES

Strategy 5.1. Reduce impervious surfaces through redesigning parking lots to include more green plantings.

Strategy 5.2. Monitor stormwater retention ponds in the Golden Triangle area along MD 193 on either side of the Toaping Castle Historic Resource marker.

Strategy 5.3. Consider the parcel in the southwest portion of the Golden Triangle office park for off-site woodland conservation.

POLICY 6: Mitigate environmental issues within the Belle Point and Charlestowne neighborhoods.

STRATEGIES

Strategy 6.1. Protect the stream that flows into Greenbelt Lake with general clean up and stream and wetland mitigation restoration projects to correct stormwater runoff problems.

Strategy 6.2. Consider more and denser tree plantings with mature trees along the Capital Beltway (I-95/495) to further mitigate potential noise, air quality, and visual environment impacts.

Strategy 6.3. Consider additional noise attenuation measures if the Belle Point Office Park redevelops.

POLICY 7: Preserve the Indian Creek stream valley natural resource area west of Cherrywood Lane.

STRATEGIES

Strategy 7.1. Work with the State of Maryland to ensure the permanent preservation and conservation of the state-owned parcel immediately west of Cherrywood Lane.

Strategy 7.2. Consider placing conservation easements on this property to preserve the natural character.

Strategy 7.3. Seek public funding for stream stabilization and restoration projects to assist in the protection of woodlands and wildlife habitat.

Strategy 7.4. Redesign and reconstruct Cherrywood Lane, Edmonston Road, Breezewood Drive, and Springhill Drive as green streets.

Strategy 7.5. Increase lighting along Cherrywood Lane with full cut-off optics to reduce glare and light pollution.

Transportation (Safety, Connectivity, Mobility, and Access)

Pedestrians and Bicyclists

Vision

A network of convenient and safe pedestrian and bicycle facilities incorporating complete streets policies and context-sensitive design solutions provides efficient and safe walking and biking alternatives to private cars. A complete pedestrian and bicyclist network encourages social interaction, improves health and wellness, contributes to economic development and job creation, lowers transportation costs, and improves transportation safety and comfort for everyone.

Goals

- Provide a continuous, multimodal network of sidewalks, bikeways, and trails that enhance opportunities for residents to make trips by walking or bicycling.
- Enhance the existing trail networks within and adjacent to the Greenbelt Metro Area and MD 193 Corridor to meet the needs of users.
- Coordinate pedestrian and bicyclist network improvements with the desired land use pattern and urban design recommendations to maximize the potential benefits of pedestrian- and transit-oriented and transit-supportive development.

Background

The desires and concerns of the community inform the transportation recommendations as a major vision component focused on safety and connectivity within a multimodal transportation network. The transportation element of this sector plan also builds on several recent initiatives, including the 2009 Toole Design Group study, transit ridership studies conducted by WMATA, State Highway Administration (SHA) traffic counts, the transportation analysis for the sector plan conducted by Wallace Montgomery and Associates, and the 2012 Greenbelt Draft Pedestrian and Bicycle Master Plan.

Some commonly used definitions for transportation facilities include:

- **Bicycle lanes**—On-road dedicated one-way bicycle facilities. Roads are signed and signalized for bicycle use.
- **Buffered bike lanes**—On-road and off-road dedicated one-way bicycle facilities. Roads are signed and signalized for bicycle use. "Cycle tracks" are a type of buffered bike lane approved for use in Maryland by the State Highway Administration in 2011.
- **Sidepaths or multiuse pathways/ trails**—Off-road bidirectional trail or multiuse facilities often found in parks, adjacent to major roads, and along stream valleys.
- **Shared-use roads**—Roads and shared space used by bicycles and vehicles. Shared-use roads can contain painted markings on travel lanes or bicyclists can use wide outside lanes and wide shoulders. They may also feature on-road shared space that can be signed and/or signalized.



A combination traffic island and pedestrian refuge improves safety and creates an impromtu focal point and landscaped amenity.

CB-2-2012 was adopted on April 24, 2012, and is intended to require the Planning Board to make a finding of the adequacy of public pedestrian and bikeway facilities for all subdivision proposals within designated centers and corridors. Developers will be required to construct adequate pedestrian and bikeway facilities (that do not currently exist) throughout the subdivision and within one-half mile walking or biking distance of the subdivision. The criteria for determining adequacy are to be established on or before June 1, 2013, at which time the full requirements of CB-2-2012 will take effect.

POLICY 1: Ensure land uses, including the mix of uses and the physical design of buildings, and streets support pedestrian and bicyclist access as the primary modes of travel.

STRATEGIES

Strategy 1.1. Manage traffic speeds through the reconfiguration of MD 193 (Greenbelt Road) and by considering measures such as reduced lane widths and on-street parking, where appropriate, along other roadways. Provide enhanced on-road or buffered bicycle lanes, wider sidewalks, and landscaping.

Strategy 1.2. Provide wider, complete sidewalks throughout the Greenbelt Metro Area and MD 193 Corridor along both sides of all streets. Provide amenities and features, such as safe crossings, pedestrian count-down lights, median refuges, curb bump-outs at intersections to narrow crossing distances, and additional signage to facilitate pedestrian safety, in keeping with complete streets policies. Curb extensions (also known as "chokers" or "bump outs") are a traffic-calming strategy primarily intended for local streets and may not be appropriate for collector or arterial roadways.

Strategy 1.3. Work with developers to fund and construct on- and off-site pedestrian improvements at the time of subdivision in accordance with CB-2-2012 (see text box on left).

Strategy 1.4. Bring buildings closer to the street to help define the street space and foster walkability and pedestrian comfort.

Strategy 1.5. Implement specific streetscape improvements intended to enhance the comfort of pedestrians and bicyclists:

- ❖ Plant street trees to provide shade.
- ❖ Provide marked bike lanes, cycle tracks, and multiuse paths where appropriate.
- ❖ Provide a comprehensive wayfinding system of street signage, directional signs, interpretive signs, and markers.
- ❖ Coordinate with the Prince George's County Police Department to implement CPTED measures in the design and construction of pedestrian and bicycle facilities.
- ❖ Clearly delineate pedestrian space with pavement treatments and other features.

Strategy 1.6. Develop educational and incentive programs to encourage the community to walk, bicycle, and use transit.

Strategy 1.7. Work with developers, GSA, WMATA, and other pertinent parties to ensure bicycle and pedestrian access through any future employment campus is provided to the maximum extent possible.

POLICY 2: Improve bicycle, pedestrian, and vehicular accessibility throughout the sector plan area and within adjacent communities by filling in missing linkages and ensuring the internal network is pedestrian- and bicycle-friendly through appropriate design, including traffic calming techniques (see Map 19 on page 127 and Table 31 on page 128).

STRATEGIES

Strategy 2.1. Conduct an existing conditions inventory of pedestrian and bicyclist facilities within half a mile of the designated Greenbelt Metro Metropolitan Center and University Boulevard (MD 193) Corridor to identify gaps and areas that warrant additional improvements.

Strategy 2.1. Ensure that local streets in adjacent communities continue to respect the residential character of neighborhoods. Streets should connect whenever possible to enhance the overall connectivity and walkability of the communities, but should not be wide enough or fast enough to provide an incentive for regional traffic to "cut through" areas such as the Town of Berwyn Heights to avoid congestion on MD 193 and other roadways.

Strategy 2.2. Provide traffic-calming measures such as speed tables, chicanes (curved roadway design elements), roundabouts, and other techniques to discourage through traffic from using local residential streets.

Strategy 2.3. Incorporate complete streets principles when redesigning any existing street or when developing new street designs on developing sites.

Strategy 2.4. Provide additional connections between existing and future neighborhoods and the Indian Creek trail and Northeast Branch trail systems to contribute to stronger communities that enjoy greater mobility and access to regional transportation systems.

Strategy 2.5. Build a pedestrian overpass linking the Greenbelt Metro Station area to North College Park south of Huron Street to maximize safety and connectivity. If it is determined that this pedestrian overpass is infeasible or no longer necessary, the South Core development team may take the appropriate steps to request the removal of the conditions of the approval of CSP-01008/01 requiring the pedestrian overpass.





ABOVE: One approach to incorporating a sidewalk and cycle track. Credit: PBIC Image Library, Carl Sunstrom. LEFT: Wayfinding signage helps orient visitors to new places



This trail is an example of an environmentally friendly transportation alternative that could provide connections to the Greenbelt Metro Metropolitan Center through the Indian Creek stream valley preservation area.



Large, clearly marked crosswalks are appropriate amenities in transit-oriented communities, emphasizing the pedestrian comes first and enhancing safety.

Strategy 2.6. Ensure public improvements keep pace with new construction by working with the Maryland Department of Transportation, Prince George's County Department of Public Works and Transportation (DPW&T), local municipalities, and developers to provide a stronger and more direct link with capital improvement programming.

Strategy 2.7. Pursue partnerships with WMATA and the pedestrian and bicycle element of their Capital Improvement Program to inventory specific on- and off-site improvements that may be necessary near the Greenbelt Metro Station, and potentially fund specific improvement projects to enhance connectivity to the regional transportation system.

POLICY 3: Incorporate walkable street sections and provide the safety, connectivity, access, and mobility connections necessary to implement a complete and comprehensive pedestrian network.

STRATEGIES

Strategy 3.1. Work with the Town of Berwyn Heights, SHA, and DPW&T to implement appropriate pedestrian improvements throughout the town, including new sidewalks, crosswalks, and pedestrian amenities such as bus stop shelters and benches. Emphasize pedestrian and bicyclist safety at the intersection of MD 193 (Greenbelt Road) and 63rd Avenue by providing pedestrian safety improvements and an expanded median with a pedestrian safety refuge for students and others.



Public art and small urban plazas, squares, and greens contribute to the walkability of a mixed-use, sustainable environment.

MAP 19: Existing, Planned-Approved, and Proposed Bicycle and Pedestrian Facilities

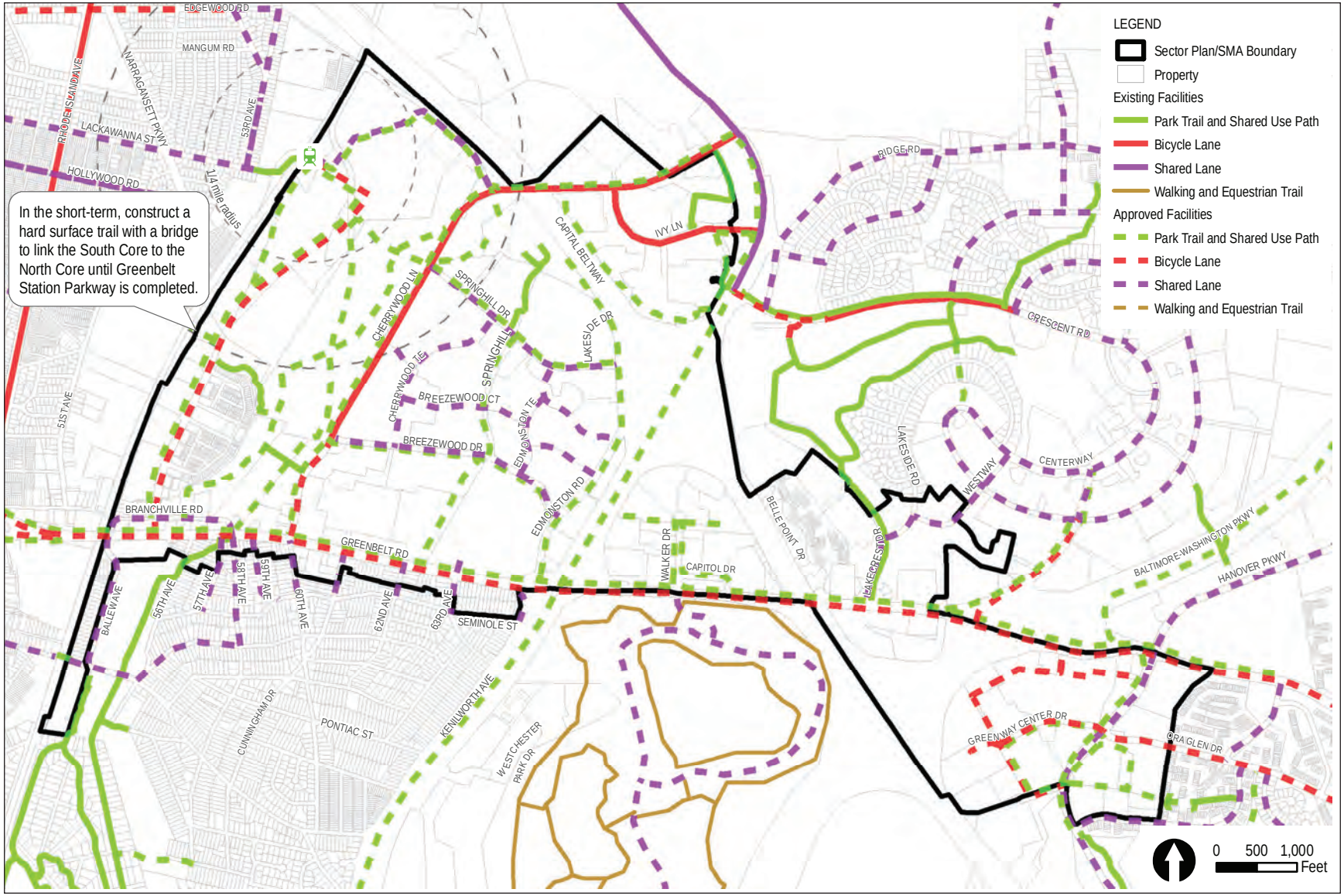


Table 31: Existing, Planned, and Proposed Bikeways and Trails

Bikeway or Trail Name	Facility Type	Limits	Comments
57th Avenue	Shared-use roadway	MD 193 to Seminole Street	Install shared lane markings (sharrows)
58th Avenue	Shared-use roadway	MD 193 to Ruatan Street	Install shared lane markings (sharrows)
59th Avenue/Tecumseh Street	Shared-use roadway	MD 193 to Seminole Street	Install shared lane markings (sharrows)
60th Avenue	Shared-use roadway	MD 193 to Seminole Street	Install shared lane markings (sharrows)
62nd Avenue	Shared-use roadway	MD 193 to Seminole Street	Install shared lane markings (sharrows)
63rd Avenue	Shared-use roadway	MD 193 to Seminole Street	Install shared lane markings (sharrows)
Ballew Avenue	Shared-use roadway	Branchville Road to Berwyn Road	Install shared lane markings (sharrows)
Ballew Avenue	Hard surface trail	Berwyn Road to Lake Artemesia	2009 Master Plan of Transportation recommendation
Baltimore-Washington Parkway Trail	Sidepath	Baltimore-Washington Parkway	Provide a sidepath through the Baltimore-Washington Parkway
Beltway Plaza Trail	Hard surface trail	Breezewood Drive to MD 193	Continue the hard surface trail at the northeast corner of the Beltway Plaza site along the eastern property line to MD 193
Berwyn Road	Shared-use roadway	CSX/Metro ROW to Ruatan Street	Install shared lane markings (sharrows)
Branchville Road	Shared-use roadway and continuous sidewalks	MD 193 to Ballew Avenue	Install shared lane markings (sharrows) and continuous sidewalks along both sides of the street
Breezewood Court	Shared-use roadway	Cherrywood Terrace to Edmonston Terrace	Install shared lane markings (sharrows)
Breezewood Drive	Shared-use roadway and sidepath	Cherrywood Lane to Edmonston Road	Install shared lane markings (sharrows) and a sidepath to complete a safe, child-friendly connection and loop trail within Franklin Park at Greenbelt Station
Capital Office Park Trail Connector	Hard surface trail	Crescent Road to Cherrywood Lane	Widen and repave the existing hard surface trail
Cherrywood Court	Shared-use roadway	Cherrywood Lane to Cherrywood Terrace	Install shared lane markings (sharrows)
Cherrywood Lane	Continuous sidewalks	Beltway Plaza entrance drive to Greenbelt Metro Drive	Install a continuous sidewalk on the west side of Cherrywood Lane

Bikeway or Trail Name	Facility Type	Limits	Comments
Cherrywood Lane	Continuous sidewalks	Ivy Lane to United States Courthouse entrance	Provide continuous sidewalk connections along the north/west side of Cherrywood Lane
Cherrywood Lane	On-road bike lanes	Breezewood Drive to MD 193	Install bike lanes as redevelopment begins to occur on the Beltway Plaza properties
Cherrywood Lane	Intersection improvements	Intersection with Giant parking lot	Provide intersection improvements to enhance sight distance and safety
Cherrywood Lane	Intersection improvements	Intersection with Greenbelt Metro Drive	Install pedestrian improvements such as crosswalks and sidewalks with the traffic circle
Cherrywood Terrace	Shared-use roadway	Breezewood Drive to Springhill Drive	Install shared lane markings (sharrows)
Crescent Court 3 Connector	Hard surface trail	Crescent Road to Buddy Attick Park	Construct a hard surface trail to provide access to the park
Crescent Road	On-road bike lanes	Kenilworth Avenue (MD 201) to Ridge Road	Construct bicycle lanes
Crescent Road	Sidepath	Kenilworth Avenue (MD 201) to Ridge Road	Provide a sidepath to Ridge Road
Cunningham Drive	Shared-use roadway	MD 193 to Seminole Street	Install shared lane markings (sharrows)
Edmonston Court	Shared-use roadway	Edmonston Terrace to Edmonston Road	Install shared lane markings (sharrows)
Edmonston Road	Sidepath	Lakeside Drive to MD 193	Construct a sidepath to facilitate bicycle and pedestrian movement
Edmonston Road (MD 201)	Intersection improvements	Crescent Road to Ivy Lane	Install crosswalks, curb ramps, and pedestrian crossing signals, and move the vehicle stop bar at Crescent Road closer to the traffic signal
Edmonston Terrace	Shared-use roadway	Breezewood Drive to Springhill Drive	Install shared lane markings (sharrows)
Golden Triangle Trail Network	Sidepath	Walker Drive, Capitol Drive, Golden Triangle Drive, and internal driveways	Provide a sidepath network throughout the Golden Triangle Office Park
Greenway Center Drive	On-road bike lanes	Hanover Parkway to Martins Crosswinds property	Construct bicycle lanes

Bikeway or Trail Name	Facility Type	Limits	Comments
Greenway Center Entrance	Continuous sidewalks	MD 193 to retail shopfronts	Provide an accessible pedestrian pathway parallel to the vehicular access drive
Greenway Center Entrance	Intersection improvements	Intersection with MD 193	Add marked crosswalks and accessible pathways, and provide pedestrian crossing signals
Greenbelt Medical Mile	Hard surface trail	Hanover Parkway stormwater management pond and Maryland Trade Center	Provide hard surface trail loops around the Hanover Parkway stormwater management facility and within the Maryland Trade Center as the northern portions of the proposed medical mile trail network
Greenbelt Metro Drive	Shared-use roadway and sidepath	Cherrywood Lane to Greenbelt Metro Station	Install shared lane markings (sharrows) and reflect 2009 Master Plan of Transportation recommendation for a sidepath
Greenbelt National Park Trail System	Shared-use roadway and natural surface trails	Greenbelt National Park	2009 Master Plan of Transportation recommendation
Greenbelt Station Parkway	On-road bike lanes and sidepath	MD 193 to Greenbelt Metro Station	Construct bicycle lanes and provide a sidepath; in the short term, construct a hard surface trail with a bridge to link the South Core to the North Core until Greenbelt Station Parkway is completed
Hanover Parkway	Shared-use roadway	Mandan Road to Good Luck Road	2009 Master Plan of Transportation recommendation
Hanover Parkway	Continuous wide sidewalks or sidepath	Greenbrook Drive to MD 193	Work with Greenway Center to define convenient, safe, and accessible pedestrian pathways and improve pedestrian access to the shopping center
Hanover Parkway	Intersection improvements	Ora Glen Drive to MD 193	Add crosswalks and pedestrian crossing signals, and provide a mid-block crossing near Greenway Center
Indian Creek Stream Valley Park Trail	Hard surface trail	South of the Capital Beltway (I-95/495), west of Cherrywood Lane, east of the Metro Green Line, and north of MD 193	Construct a hard surface trail, with boardwalks where appropriate to cross wetlands, throughout the Indian Creek stream valley east of the Greenbelt Metro Station North and South Cores. Provide linkages to both development areas, Breezewood Drive, and Springhill Drive. Connect the stream valley park trail to Branchville Road, and across MD 193 to the existing trail head west of 57th Avenue. Provide a short loop trail around the north, east, and south sides of the South Core development site, and link the trail to the Indian Creek stream valley trail

Bikeway or Trail Name	Facility Type	Limits	Comments
Indian Creek Stream Valley Park Trail	Hard surface trail	MD 193 trailhead to Northeast Branch Stream Valley Park Trail	2009 Master Plan of Transportation recommendation
Ivy Lane	On-road bike lanes	Turner Place to Kenilworth Avenue	Add bike lane improvements and signage along Ivy Lane
Ivy Lane/Lastner Lane	Shared-use roadway	Ridge Road to Ridge Road	Install shared lane markings (sharrows)
Kenilworth Avenue	Sidepath	Capital Beltway to Cherrywood Lane	Revise the 2009 Master Plan of Transportation recommendation due to waivers from required bicycle improvements associated with the reconstruction of the Kenilworth Avenue bridge over the Capital Beltway (I-95/495)
Lackawanna Street Trail Connector	Hard surface trail	53rd Avenue to Greenbelt Metro Station	2009 Master Plan of Transportation recommendation. Support continued CPTED measures to enhance safety while allowing for additional, appropriate vegetation
Lake Artemesia Trail	Hard surface trail	Berwyn Road south to, and surrounding, Lake Artemesia	2009 Master Plan of Transportation recommendation
Lakecrest Drive	Sidepath	MD 193 to Prince James Way	Construct a sidepath to provide a pedestrian and bicycle connection
Lakecrest Drive	Shared-use roadway	MD 193 to Lakeside Drive	Install shared lane markings (sharrows)
Lakecrest Drive	Intersection improvements	Intersection with MD 193 and American Legion Drive	Provide pedestrian improvements to support the reconfiguration of this intersection, including sidewalks, crosswalks, and pedestrian crossing signals
Lakeside Drive	Shared-use roadway	Lakecrest Drive to Westway	Install shared lane markings (sharrows)
MD 193	On-road bike lanes	Montgomery County line to Lanham-Severn Road	Install bike lanes; within the section bounded by the Metro Green Line/CSX tracks and the Capital Beltway (I-95/495), construct buffered bike lanes if feasible.
MD 193	Continuous sidewalks/sidepath	Metro Green Line/CSX tracks to Southway	Construct wide sidewalks and provide pedestrian amenities.
MD 193	Safe routes to schools	Intersection at 63rd Avenue	Provide pedestrian improvements, including an enhanced median with pedestrian safety refuge, to enhance the protection of children and others crossing MD 193

Bikeway or Trail Name	Facility Type	Limits	Comments
North College Park Pedestrian Overpass	Hard Surface Trail (Pedestrian and Bicyclist Bridge/Overpass)	Huron Street to Branchville Road	Construct a pedestrian/bicyclist overpass across the CSX and Metro line to link North College Park and the South Core area
Ora Glen Drive	On-road bike lanes	Hanover Parkway to Mandan Road	Install bike lanes
Ruatan Street	Shared-use roadway	Berwyn Road to 58th Avenue	Install shared lane markings (sharrows)
Southway	On-road bike lanes and sidepath	MD 193 to Ridge Road; sidepath to Roosevelt Center	Provide bike lanes and complete the sidepath on both sides of Southway
Southway	Intersection improvements	Intersection with Ridge Road	Add curb extensions
Springhill Court	Shared-use roadway	Edmonston Terrace to Edmonston Road	Install shared lane markings (sharrows)
Springhill Drive	Safe routes to schools and intersection improvements	Cherrywood Lane to Springhill Lane	Construct narrowed crosswalks/curb bulb-outs and pedestrian refuge islands with raised crosswalks
Springhill Drive	Shared-use roadway and sidepath	Cherrywood Lane to Edmonston Road	2009 Master Plan of Transportation recommendation; install shared lane markings (sharrows) and a sidepath to create an internal loop trail and ensure the safety of children
Springhill Lane	Safe routes to schools	Springhill Drive to Breezewood Drive	Install traffic calming measures including chicanes, curb extensions, or roundabouts (where warranted)
Springhill Lane	Sidepath	Springhill Drive to Breezewood Drive	Construct a sidepath on the west side of Springhill Lane to link to the Beltway Plaza connector trail
Springhill Lane	Intersection improvements	Intersections with Market Street, Breezewood Court, and Breezewood Drive	Install marked crosswalks, curb ramps, and curb extensions where missing from intersections
Westway	Shared-use roadway	Lakeside Drive to Crescent Road	Install shared lane markings (sharrows) to facilitate safe biking routes to schools

Strategy 3.2. Ensure the pedestrian network is fully integrated with the land use pattern and future developments to provide access to open space, public plazas, and other features.

Strategy 3.3. Incorporate safe routes to schools design principles and seek funding sources to improve connectivity to schools within and adjacent to the sector plan area. It should be noted that some safe routes to schools improvements are scheduled to begin in the vicinity of Springhill Lake Elementary School in 2012.

Strategy 3.4. Support efforts by the City of Greenbelt, Town of Berwyn Heights, and City of College Park to construct streetscape and sidewalk improvements required for development at North Core and South Core, such as a continuous sidewalk on the west side of Cherrywood Lane.

Strategy 3.5. Provide amenities such as pedestrian-scale lighting and signage, benches, water fountains, trash receptacles, building awnings, and café seating to encourage pedestrian use.

Strategy 3.6. Encourage all new development and redevelopment to incorporate pedestrian and bicyclist facilities beyond the minimum required levels to maximize the importance of these non-vehicular modes of transportation and improve comfort and use levels.

Strategy 3.7. Reduce the number of curb cuts along major roadways such as MD 193, connect parking lots, and provide connected street connections away from the main roads to reduce potential pedestrian and vehicle conflicts. Work with the SHA, property owners/developers, City of Greenbelt, Town of Berwyn Heights, and City of College Park to consider the development and application of an access management plan along MD 193 (Greenbelt Road).

Strategy 3.8. Provide wide sidewalks and street trees on both sides of Branchville Road and along the western side of Ballew Avenue to enhance the gateway and arrival experience to Lake Artemesia. Incorporate wayfinding signage along Branchville Road, Ballew Avenue, and at the Indian Creek stream valley trailhead at MD 193 (Greenbelt Road).

POLICY 4: Recognize that cyclists have different abilities and comfort levels related to bicycling in traffic as vehicles, and those cyclists' skills and abilities may change over time as new cyclists become more experienced.

STRATEGIES

Strategy 4.1. Provide a robust network of paths and off-street facilities, where feasible and safe, to accommodate travel by unskilled cyclists.

Strategy 4.2. Provide on-street and off-street dedicated bicycle facilities, including cycle tracks, buffered bike lanes, and shared lane markings, where safe and feasible, to accommodate travel by skilled cyclists.

Strategy 4.3. Continue evaluation of existing signalized intersections along MD 193 to ensure the needs of bicyclists and pedestrians (including pedestrians with disabilities) are being met, and make any needed adjustments to facilitate these modes of travel along the corridor.

POLICY 5: Facilitate bicyclists within the Greenbelt Metro Metropolitan Center and along the MD 193 Corridor through development and redevelopment so that bicycle routes are enhanced or established.

STRATEGIES

Strategy 5.1. Recognize the increasing potential for functional bicycling as an alternate mode of travel to and from work and school (see text box on following page).

Strategy 5.2. Support both the City of Greenbelt and Prince George's County in their efforts to study the feasibility of future bikeshare facilities. Consider bikeshare stations at Greenbelt Metro Station, Historic Greenbelt, Greenway Center, and Beltway Plaza as initial locations, and provide signage and education



Providing an enhanced arrival experience and ensuring additional connections to points within the sector plan area will highlight Lake Artemesia as a major community amenity.

Bicycle facilities such as on-road lanes are essential in improving mobility, access, and connectivity.



materials that will clearly indicate the regional connections to soon-to-be implemented bikeshare systems in College Park and the University of Maryland, College Park campus, as well as the expanding system in Washington, D.C. Support additional expansion of bikeshare programs to Berwyn Heights and other locations within and near the sector plan area.

Strategy 5.3. Provide bicycle parking, including bicycle racks and lockers, to encourage and facilitate bicycle travel.

Strategy 5.4. Encourage nonresidential and mixed-use development to provide shower facilities and bicycle lockers as further incentives for increasing bicycle use.

Functional bicycling, or "utility cycling," describes cycling done simply as a means of transport, such as to school or work, rather than as a sport or leisure activity. Functional bicycling is gaining popularity within the United States, and jurisdictions such as the District of Columbia have embraced and developed functional bicycling routes and corridors and drafted guidelines for the development of bicycle facilities. The Prince George's County functional bikeway network was approved in 2009 and contains both functional and recreational bikeways and trails.

Transit and Roadways

Vision

A multimodal transportation system incorporating commuter rail, bus routes, and major roadways integrated with a robust bicycle, trail, and pedestrian network complements the land use and community vision for the Greenbelt Metro Area and MD 193 Corridor. Through traffic is accommodated and potential conflicts with local travel are minimized, ensuring a safer and more inviting community for residents, workers, and visitors. Improved streetscapes, strategic roadway reconfigurations, and incorporation of complete streets policies enhance the visual character of the communities, strengthen linkages between different travel modes, increase safety for all users, enhance mobility and access, and minimize impacts to the natural environment.

Goals

- ❖ Provide an integrated and comprehensive multimodal transportation system to support the land use pattern and vision recommended by this sector plan.
- ❖ Improve overall safety, mobility, access, and circulation.
- ❖ Promote the use of alternative modes of travel throughout the sector plan area and increase transit ridership by improving access to and from the Metro station and along the MD 193 Corridor.
- ❖ Improve the streetscape of key roadways to encourage transit use, discourage speeding, create an attractive setting for all users, and enhance communities located within the sector plan area.
- ❖ Address vehicular access-related issues at specific locations and with a variety of measures that emphasize safety, incorporate pedestrian- and bicycle-friendly characteristics, and increase capacity.
- ❖ Create a network of complete street roadways and boulevards to better serve the existing and planned neighborhoods in the Greenbelt Metro Area and MD 193 Corridor Sector Plan area.

Background

The transit and roadway system recommended by this sector plan is designed to promote and ensure a balanced transportation and transit facilities network. Future improvements in the sector plan area are needed to improve mobility, accessibility, and connectivity by creating a safe, functional, and attractive multimodal transportation system that will serve existing communities and future development. See Chapter III and the transportation and modeling appendix of this sector plan for more information concerning the existing transit and roadways situation.

The functional classification of roadway facilities describes the interaction between various roadways:

- Freeways/Parkways are limited-access, divided highways for movement of high volumes of traffic at high speeds over significant distances. Access to these facilities is limited to grade-separated interchanges.
- Expressways are also divided highways with less mobility than freeways, but more access via grade-separated interchanges and some at-grade intersections.
- Arterials are either divided or undivided multilane highways with more access than freeways or parkways. Typically, more than half of traffic on an arterial facility consists of through traffic. Arterials in the sector plan area include MD 193 (Greenbelt Road) and Kenilworth Avenue (MD 201).
- Major collectors are four-lane divided roadways with controlled access to abutting properties and at-grade intersections. Hanover Parkway north of Hanover Drive is proposed to be upgraded to a major collector.
- Collector roadways are two-or four-lane roadways, generally undivided, with minimum control of access. Collectors are intended to provide connection and movements between local developed areas, neighborhoods, and arterial roadways. Sector plan area collectors include Hanover Parkway, Cherrywood Lane, Ivy Lane, and Greenbelt Station Parkway (formerly the North/South Connector).
- Industrial, commercial, and residential streets are two lane roadways that provide access to and between abutting properties, and are selectively shown on area master or sector plans.

TRANSIT NETWORK: The sector plan area is well served by existing transit networks, including the Metro Green Line, MARC Camden Line, and buses operated by WMATA, DPW&T, and University of Maryland, College Park. However, the transit network within the sector plan area could be enhanced by expanded service hours, consolidated stops and station locations, new transit hubs at key locations including Beltway Plaza and Greenway Center, and amenities for transit riders, such as shelters, schedules and real-time location information, benches, and shade. This sector plan advocates an enhanced transit system complemented by a rich network of sidewalks, bicycle paths, and trails to maximize connectivity and convenience. The opportunity exists to capitalize on the in-place transit infrastructure as the foundation for economic development and the revitalization of the local communities, and every effort should be made to maximize the returns on investment and potential offered by the Metro station and other transit facilities.

ROADWAY NETWORK: The sector plan area is served by a network of roadways that form a distinguishable hierarchy based on the level of mobility and access, commonly referred as the functional classification (see definitions to the left). While major roadways offer access to the greater Washington metropolitan area and may be convenient for businesses and travelers, they also serve as significant barriers separating the sector plan area into multiple small and isolated segments. A major goal and part of the vision of this sector plan is to tie these segments together through enhanced pedestrian, bicycle, transit, and vehicle access.

The Capital Beltway (I-95/495), an eight-lane freeway, is the most prominent roadway feature within the Greenbelt Metro Area and MD 193 Corridor Sector Plan area. The Baltimore-Washington Parkway is a four-to six-lane parkway running through the sector plan area from southwest to northeast. Arterials such as MD 193 and Kenilworth Avenue (MD 201) also pass through portions of the sector plan area.

A recommended functional classification of a roadway may be amended when a new master or sector plan is approved to better reflect the anticipated functionality of that road as a result of proposed land use changes.

The 2009 *Approved Countywide Master Plan of Transportation* (MPOT) eliminated the collector designations for Crescent Road (C-216), Ora Glen Drive (C-217), and Ridge Road (C-219) previously recommended by the 1989 Langley Park-College Park-Greenbelt Master Plan and the 2001 Greenbelt Metro Area Sector Plan. This sector plan recommends additional amendments to the MPOT roadway network (see Policy 3,

MAP 20: Existing and Proposed Master Plan Rights-of-Way

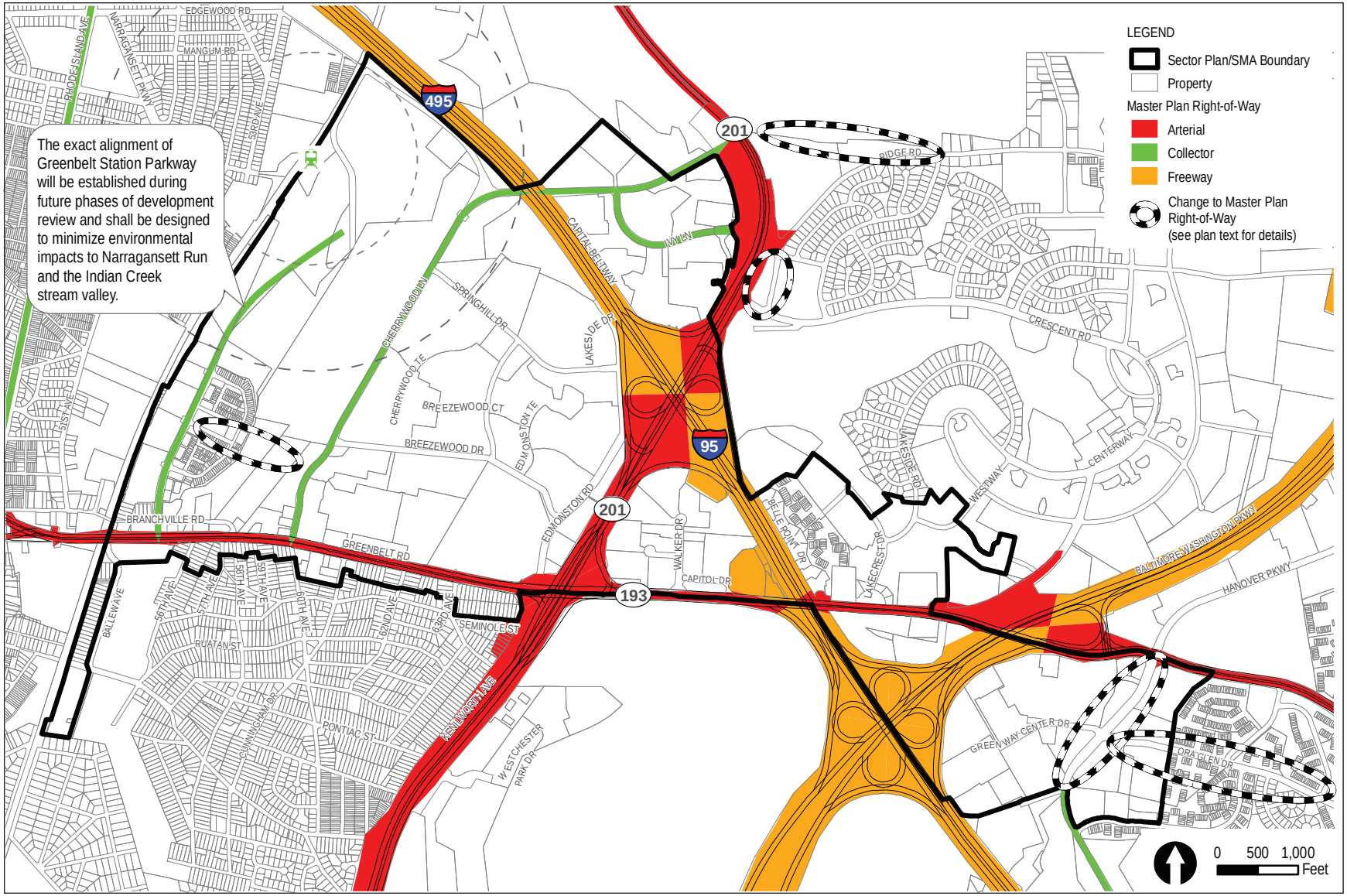


Table 32 on page 140, and Map 19 on page 137).

In addition to the MPOT roadway network, there are several unclassified roadways that serve important connectivity roles. For example, Edmonston Road, Breezewood Drive, Lakecrest Drive, and Southway are and should continue to function as residential streets, which link households to collector streets and other roadways. Walker Drive and Greenway Center Drive function as local commercial streets, providing access to shopping and office employment areas.

POLICY 1: Use transit service to provide an alternative to automobile transportation throughout the sector plan area.

STRATEGIES

Strategy 1.1. Increase connectivity to the Greenbelt Metro Station by incorporating a network of pedestrian and bicycle trails, coordinating bus transit service, and constructing full interchange movements between the Metro station area and the Capital Beltway (I-95/495).

Strategy 1.2. Coordinate with operating agencies including WMATA, DPW&T, and the University of Maryland ShuttleUM system to improve existing bus service along MD 193 and to the Greenbelt Metro Station. Improvements should include enhanced weekend service, weekday headways of 20 minutes or less during peak periods and 30 minute headways during off-peak hours, and daily service spans of at least 18 hours. Coordinate with the University of Maryland, College Park, to promote the use of the ShuttleUM system by City of Greenbelt residents who are now able to ride the buses per the 2012 memorandum of understanding.

Strategy 1.3. Provide bus transfer stations or transit hubs within Greenway Center and Beltway Plaza, and ensure direct, convenient access to these facilities or provide consolidated bus stops within the proposed corridor nodes located at the intersections of MD 193 and Cherrywood Lane and MD 193 and Hanover Parkway.

Strategy 1.4. Conduct a feasibility study on the appropriateness of implementing dedicated bus lanes along MD 193 (Greenbelt Road). Consider future Bus Rapid Transit service in the medium- to long-term along MD 193 and Kenilworth Avenue Extended to link University of Maryland, College Park; NASA Goddard Space Flight Center; the Beltsville Agricultural Research Center; and Konterra to the sector plan area.

Strategy 1.5. Coordinate with operating agencies, developers, the City of Greenbelt, and the Town of Berwyn Heights to improve the existing bus stops in the sector plan area with uniform and attractive shelters, lighting fixtures, route maps, schedules, on-time bus arrival information, and other bus stop amenities such as seating, crosswalks, and wayfinding signage and maps.

Strategy 1.6. Coordinate with transit operating agencies to coordinate private transit and shuttle service to eliminate redundant lines and mitigate potential negative impacts on the natural environment. Support internal transit service between North Core and South Core until such time as this service can be provided as part of the larger transit network.

Strategy 1.7. Provide local shuttle bus service between Greenway Center/ Maryland Trade Center, the Historic Greenbelt town core, Berwyn Heights, College Park, Capital Office Park, Beltway Plaza, South Core, and any future major employer or GSA campus located at North Core.

Strategy 1.8. Ensure direct and convenient access for pedestrians and bicyclists to the Greenbelt Metro Station is preserved.

POLICY 2: Encourage and support sustainable, mixed-use, transit-oriented development, and promote alternate means of transportation throughout the sector plan area.

STRATEGIES

Strategy 2.1. Incorporate complete streets principles and design features in the reconstruction of any existing roadway and construction of any new roadway within the sector plan area.

Strategy 2.2. Reconstruct Cherrywood Lane, Breezewood Drive, and Edmonston Road as green streets in accordance with the land use and environmental infrastructure sections of this sector plan.

Strategy 2.3. Consider additional methods to reduce impervious surfaces and incorporate pervious and porous paving materials where appropriate.

Strategy 2.4. Work with employers, business owners, municipalities, and county, state, and regional agencies to develop and implement incentives to encourage transit use, such as subsidized WMATA SmarTrip cards, van and car pooling programs, free or subsidized shuttle service, parking reductions, and other techniques.

Strategy 2.5. Establish a transportation demand management district (TDMD) within the Greenbelt Metro Metropolitan Center as provided in Subtitle 20A of the County Code. Consider extending the TDMD along the MD 193 Corridor. Set trip reduction goals for the TDMD.

Strategy 2.6. Coordinate with the Transportation Management Association of the TDMD to work with the community and local employers, transportation agencies, and service providers to ensure that a program of TDM strategies is initiated and managed to meet the trip reduction goals. Report on progress to the Planning Board annually, as provided in Subtitle 20A.

Strategy 2.7. Review all development and redevelopment applications for full compliance with transit-oriented development and complete streets principles, as well as full accommodation for transit, pedestrians, and bicycles and convenient access for all users.

Strategy 2.8. Consider establishing a priority investment district (PID) within the entire sector plan area to help manage adverse impacts of traffic congestion that may be caused by desirable infill or redevelopment. A PID may alleviate the need to widen portions of MD 193 and Kenilworth Avenue (MD 201).

POLICY 3: Implement the master-planned roadway network, using the complete streets and green street principles and walkable street designs recommended by this sector plan whenever feasible.

STRATEGIES

Strategy 3.1. Reaffirm the recommendations of the Master Plan of Transportation for the following roadways (see Table 32 on page 140):

- F-5—Capital Beltway (I-95/495): Designated and recommended to remain a freeway throughout Prince George's County. This sector plan reconfirms the Master Plan of Transportation recommendation to construct full interchange movements at the Greenbelt Metro Station.
- I-200—Branchville Industrial Access Road: Designated and recommended to remain an industrial road.
- I-202—Ballew Avenue: Designated and recommended to remain an industrial road.
- A-14—Kenilworth Avenue (MD 201): Designated and recommended to remain an arterial within the sector plan area.

Table 32: Existing and Proposed Roadway Facilities

Roadway	Limits	Functional Classification	Master Plan Identifier	Proposed Rights of Way (feet)	Proposed Number of Lanes
Baltimore-Washington Parkway	D.C. line to Anne Arundel County	Freeway	F-2	Varies	4 to 6
Capital Beltway (I-95/495)	Montgomery County to Woodrow Wilson Bridge	Freeway	F-5	300	8-12
Kenilworth Avenue (MD 201)	Baltimore-Washington Parkway to Sunnyside Avenue	Arterial	A-14	120	4 to 6
MD 193 (University Boulevard/Greenbelt Road/Glenn Dale Boulevard)	Montgomery County to Annapolis Road	Arterial	A-16	120–200	4 to 8
Greenbelt Station Parkway	MD 193 to Greenbelt Metro Station	Collector	C-206	80	2 to 4
Cherrywood Lane	MD 193 to Kenilworth Avenue (MD 201)	Collector	C-207	80–100	2 (4 south of Breezewood Drive)
Hanover Parkway	MD 193 to Hanover Drive	Major Collector	MC-201	100–120	4
Hanover Parkway	Good Luck Road to Hanover Drive	Collector	C-211	80–120	2
Ivy Lane	Cherrywood Lane to Kenilworth Avenue Extended (MD 201)	Collector	C-213	80	2
Branchville Industrial Access Road	Greenbelt Road to Ballew Avenue/51st Avenue	Industrial	I-200	70	2
Ballew Avenue	Branchville Industrial Access Road to 900 feet south of Berwyn Road	Industrial	I-202	70	2

Source: M-NCPPC

Strategy 3.2. Modify the recommendations of the Master Plan of Transportation as follows:

- F-2—Baltimore-Washington Parkway: Designated and recommended to remain a freeway throughout Prince George's County and to remain four lanes through the sector plan area. Also designated as a scenic byway. This sector plan recognizes that portions of the Baltimore-Washington Parkway contain six lanes—primarily around merge lanes and off-ramps within the sector plan area—but does not support the expansion to six lanes elsewhere.
- A-16—MD 193 (Greenbelt Road): Designated and recommended to remain an arterial within the sector plan area. Widen the intersection approaches between the Capital Beltway (I-95/I-495) and Hanover Parkway as may be necessary to accommodate approaches to signalized intersections nearing unacceptable levels of service. Consider the reconfiguration of the bridge over Kenilworth Avenue (MD 201) as a diverging diamond interchange. Accommodate any necessary widening for intersection approaches within the existing ROW to the extent possible.

- ❖ MC-201—Hanover Parkway: Upgrade the segment of Hanover Parkway (C-211) between MD 193 and Hanover Drive to a four-lane major collector with a ROW between 100 and 120 feet.
- ❖ C-206—Greenbelt Station Parkway: Designated and recommended to remain a collector; remove the short east to west spur leading to Breezewood Drive from the Master Plan of Transportation. Reduce the recommended number of lanes to two to four lanes.
- ❖ C-207—Cherrywood Lane: Designated and recommended to remain a collector; reduce the number of lanes to two lanes. Delete the Cherrywood Lane Extended/Ridge Road connector spur east of Kenilworth Avenue (MD 201).
- ❖ C-211—Hanover Parkway: Designated and recommended to remain a collector between Good Luck Road and Hanover Drive; reduce the proposed number of lanes from four to two lanes.
- ❖ C-213—Ivy Lane: Designated and recommended to remain a collector; reduce the number of lanes to two lanes.
- ❖ (Old) C-217—Delete C-217, Ora Glen Drive, from the Master Plan of Transportation roadway maps on pages 80 and 86 and from the county's Geographic Information Systems (GIS) database. This facility is no longer part of the functional classification system per the District Council's approval of the Master Plan of Transportation in 2009.
- ❖ Delete the short triangular collector spur located east of Kenilworth Avenue (MD 201) along Crescent Road and Ridge Road from the county's Master Plan of Transportation GIS database. This facility is not part of the approved Master Plan of Transportation.

POLICY 4: Construct select roadway improvements and reconfigure existing roadways to facilitate access, improve safety for all users, and reduce conflicts.

STRATEGIES

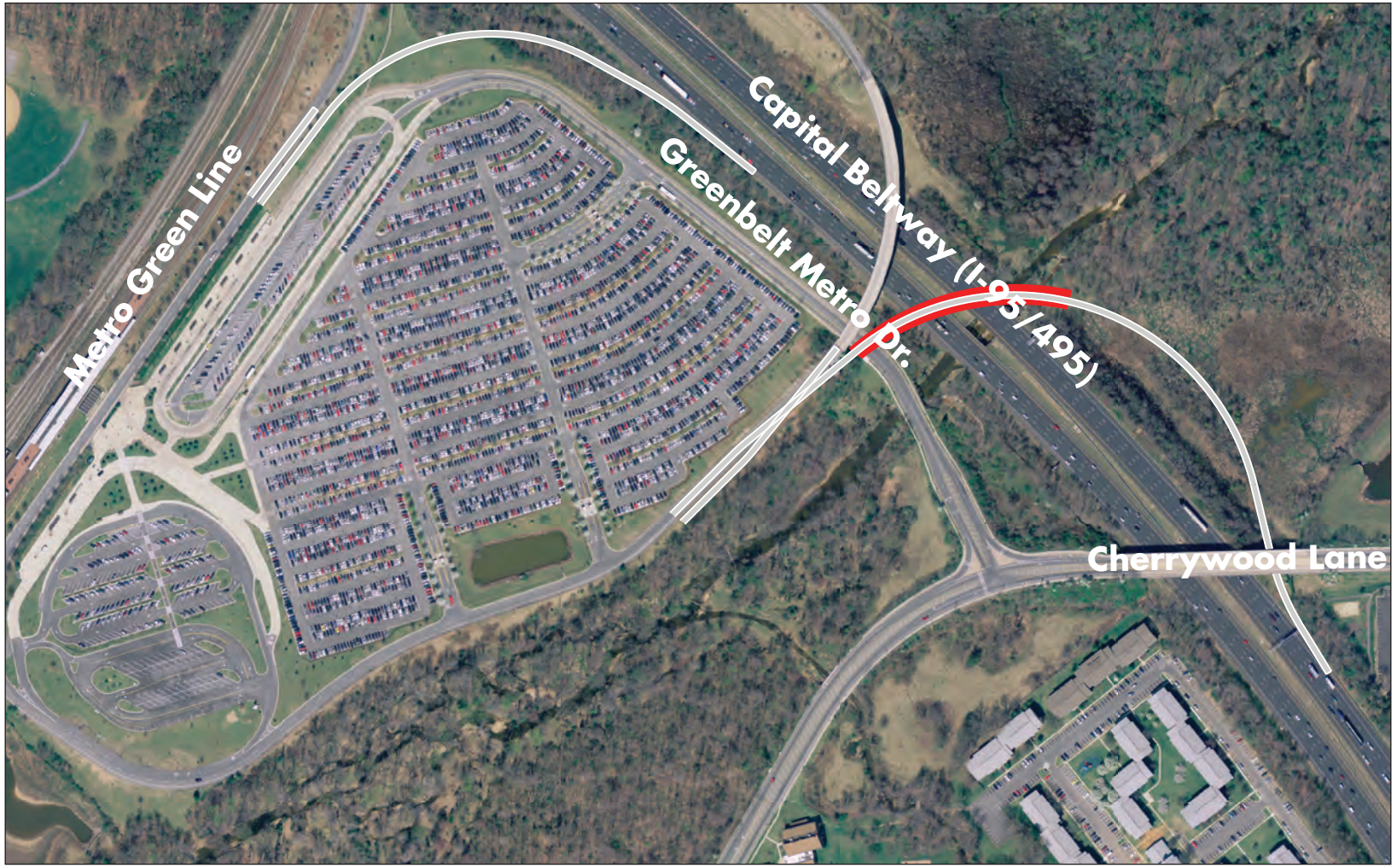
Strategy 4.1. Build a complete ramp system at the Capital Beltway (I-95/495) and Greenbelt Station to provide direct access to the Greenbelt Metro Station from the northbound Capital Beltway (I-95/495) outer loop and southbound



Reconstructing the complex intersection at MD 193, Lakecrest Drive, and American Legion Drive will reduce confusion and greatly enhance safety.



Separating through traffic from local traffic will enhance safety by eliminating dangerous merges, and allow for a lane reduction along Southway.



A complete ramp system at the Beltway and Greenbelt Metro Station will provide full access to and from the station and maximize the economic development potential of North Core and South Core. This illustrative drawing from the consultant firm Wallace Montgomery reflects one possible alternate approach to the preliminary work conducted by the Maryland State Highway Administration (SHA) in the mid 2000s. While this illustrative image shows just one of a number of potential configurations for a future interchange, consideration should be given to modifying the SHA proposal to eliminate a large traffic circle at the northeastern portion of the Greenbelt Metro Station site, which would preserve more land in North Core for future development.

A diverging diamond interchange (DDI) is an innovative transportation engineering approach designed to address unsafe grade separated interchanges by using signal controls and lane cross-over shifting to eliminate left turn movements into oncoming traffic. Pedestrians and bicycles are important components of successful DDI improvements, and the safety for those walking or biking can be greatly improved by considering a DDI as a potential transportation improvement on the MD 193 bridge over Kenilworth Avenue (MD 201). Along with a reconfiguration to the lane approaches and through lanes over the bridge, a DDI may be an appropriate technique to provide more space for pedestrian and bicyclist facilities.

Bicycle lanes are placed in the right-most through lanes; this would be no different in a DDI. When the lanes crossover to the left side between off-ramps, the right through lane is adjacent to the median, and the roadway will act as a one-way street, enhancing cyclist comfort with the roadway. Bicycle traffic will get a signalized intersection and avoid all left-turning movements, reducing conflict points.

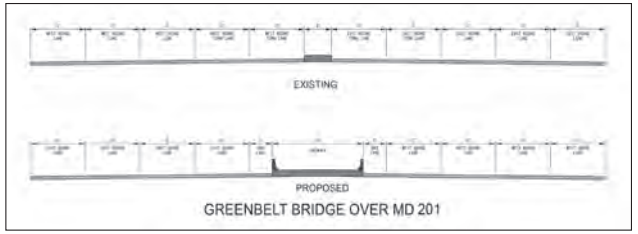
Locating pedestrian sidewalks in the median is usually preferable to locating sidewalks on the outside edges of a DDI for several reasons:

- Pedestrians can cross at a signalized intersection that crosses just one direction of traffic. If the pedestrians were kept on the outside, pedestrians would have to cross free-flow left turn movements from MD 193 to Kenilworth Avenue (MD 201) at uncontrolled intersections.
- Pedestrians would bypass all left turning movements in the DDI, reducing dangerous conflict points.
- The ability to reduce the lanes to four on the bridge allows for a very wide sidewalk in the median, and this extra median width would allow the roadway to curve at the crossovers with minimal or no impact to the existing ROW.
- Pedestrians will have the ability to cross from one side of MD 193 to the other if the sidewalk is in the median. This would not be possible on a DDI if the sidewalks remain on the outside.
- Bike lanes adjacent to the median provide an additional buffer between vehicular traffic and pedestrians.

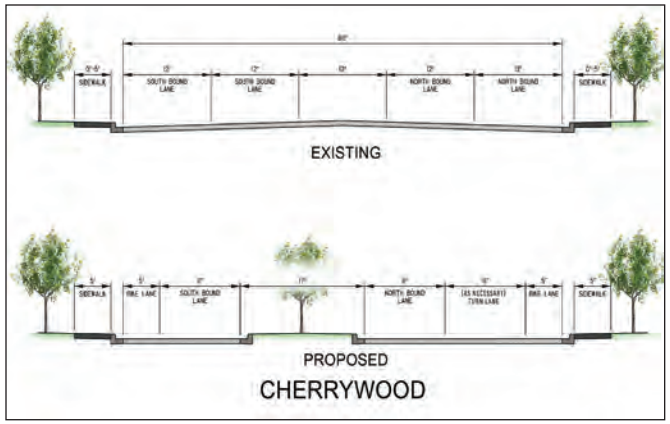
Overall, alignment of the sidewalks within the median of a DDI enhances pedestrian safety and comfort and could help address connectivity and safety issues along this portion of MD 193. The safety, operational, and connectivity functions of this key intersection should be studied in further detail prior to the determination of appropriate design measures to address any specific issues.



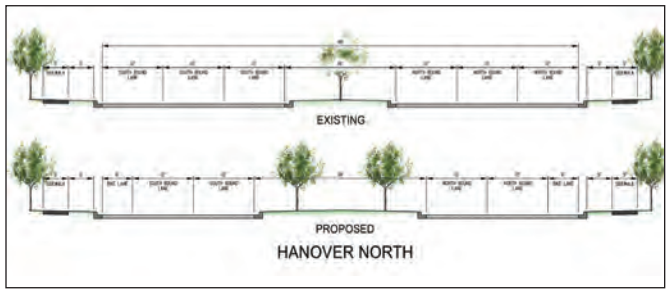
A diverging diamond interchange along MD 193 could provide numerous improvements to connectivity and safety for all users. Note the proposed reconfiguration of Edmonston Road north of MD 193.



The diverging diamond concept involves shifting the eastbound and westbound travel lanes and features a wide median sidewalk and bicycle lanes.



North of Breezewood Drive, Cherrywood Lane is envisioned as a green-street boulevard with wide bike lanes, turn lanes where needed, and sidewalks on both sides of the street.



Hanover Parkway should be upgraded north of Hanover Drive.

access from the Metro station to the inner loop (see diagram on page 142). The design and construction of new ramps and related roadway infrastructure should mitigate visual, noise, light, and air pollution impacts on the established residential neighborhood of North College Park and surrounding communities to the fullest extent possible.

Strategy 4.2. Reconstruct and reconfigure the intersection of Lakecrest Drive, Lakecrest Circle, American Legion Drive, and MD 193 to enhance safety, eliminate queuing issues for residents leaving the community, and reduce dangerous high-speed merges from westbound MD 193.

Strategy 4.3. Reconstruct the ramps between MD 193 and the Baltimore-Washington Parkway to separate ramp/through traffic from local traffic on Southway.

Strategy 4.4. Consider the reconfiguration of the existing diamond interchange at MD 193 and Kenilworth Avenue (MD 201) perhaps as a diverging diamond interchange, or other appropriate engineering solution, with four through lanes in each direction and safer pedestrian and bicycle accommodation to address gaps in connectivity and enhance the safety of all users.

Strategy 4.5. Widen the approaches to signalized intersections along MD 193 between the Capital Beltway (I-95/495) and Hanover Parkway and between Walker Drive and 62nd Avenue, and provide wide sidewalks, bike lanes, and other appropriate pedestrian and bicycle provisions.

Strategy 4.6. Reconstruct Cherrywood Lane as a two-lane divided roadway between Breezewood Drive and Kenilworth Avenue (MD 201) with a roundabout at its intersection with Greenbelt Metro Drive. Retain the portion of Cherrywood Lane between Breezewood Drive and MD 193 as a four-lane roadway, and provide bicycle lanes along the entirety of Cherrywood Lane.

Strategy 4.7. Reconstruct Southway as a two-lane divided roadway between MD 193 and Ridge Road with a roundabout at its intersection with the off-ramp from the Baltimore-Washington Parkway.

Strategy 4.8. Reconstruct Hanover Parkway as a four-lane divided facility in accordance with the county's major collector standards between MD 193 and Hanover Drive. Transition Hanover Parkway to a four lane undivided collector facility south of Hanover Drive.

Strategy 4.9. Construct Greenbelt Station Parkway as a four-lane collector between

MD 193 and Greenbelt Metro Drive, generally following an eastern alignment north of Narragansett Run, just west of the Indian Creek stream valley/State of Maryland preservation land. The final alignment of the portion of Greenbelt Station Parkway north of Narragansett Run will be determined during the development review and approval process for Greenbelt Station's North Core.

Strategy 4.10. Reconstruct Ivy Lane as a two-lane divided collector facility between Cherrywood Lane and Kenilworth Avenue (MD 201).

Strategy 4.11. Reconstruct Branchville Road and Ballew Avenue as two-lane striped roadways with 12-foot-wide lanes.

Strategy 4.12. Reconfigure Edmonston Road as a one way inbound (northbound) roadway between MD 193 and Breezewood Drive, transitioning to a two-lane roadway north of Breezewood Drive.

POLICY 5: Recognize parking is a major determinant of alternative travel mode usage and use parking supply to support the sector plan goals for increased use of walking, biking, and transit, ensure the amount of off-street parking is appropriate for the desired development pattern, and alter the way parking is used to shape the streetscape and encourage shared parking.

STRATEGIES

Strategy 5.1. Encourage transit use through walkable design. Many transit riders do not need parking spaces, even at the origin of their trip.

Strategy 5.2. Establish a parking management district within the Greenbelt Metro Metropolitan Center (in accordance with Section 21A-306 of the County Code), and implement parking charges to reduce the demand for parking. Consider including key properties along the MD 193 Corridor, such as South Core, Beltway Plaza, and Greenway Center, in the parking management district, and/or allow for additional expansion to these areas in the future.

Strategy 5.3. Specify parking ratios in the development district standards that are generally lower than current parking requirements. Increase transit provision and explore other measures that will encourage alternate modes of transportation.

Strategy 5.4. Work with WMATA, developers, the City of Greenbelt, and the Town of Berwyn Heights to reduce on-site parking at the Greenbelt Metro Station below the one-to-one replacement ratio formerly required by WMATA on joint development sites to the fullest extent practicable.

Strategy 5.5. Consider parking reduction credits based on walkability, bikeability, and the availability and proximity of transit serving each new development.

Strategy 5.6. Organize parking along streets as parallel parking stalls (if determined to be appropriate by the appropriate operating agency) so that automobiles actually provide structure and form to the street. Consider the use of on-street, parallel parking as a technique to buffer and protect bicycle facilities from street traffic.

Strategy 5.7. Reduce parking demand by applying shared parking principles through the development district standards.

POLICY 6: Ensure that MD 193 and Cherrywood Lane are reconstructed with appropriate design features to transform them into attractive, safe, multimodal complete boulevards.

STRATEGIES

Strategy 6.1. Construct raised and landscaped center medians with pedestrian/bicyclist refuge areas at intersections and midblock locations

as deemed appropriate by SHA or the City of Greenbelt.

Strategy 6.2. Provide continuous on-street bicycle lanes along the outside lanes of both roadways.

Strategy 6.3. Construct continuous wide sidewalks along both sides of both roadways.

Strategy 6.4. Plant street trees and ground cover along the boulevards to provide shade, tree canopy coverage, and visual interest.

Strategy 6.5. Install pedestrian and safety improvements such as highly visible crosswalks at every intersection, pedestrian count-down signals, pedestrian-scaled lighting fixtures, and red-light and speed enforcement cameras

Strategy 6.6. Work with the SHA to consider the extension of roadway and streetscape improvements made to MD 193 (Greenbelt Road) to US 1 along MD 430/Greenbelt Road

POLICY 7: Discourage through traffic movement and unsafe speeds along residential, commercial, and industrial streets.

STRATEGIES

Strategy 7.1. Implement appropriate traffic calming measures such as chicanes, one-way streets, and speed tables, especially within Berwyn Heights, Franklin Park at Greenbelt Station, and the Belle Point/Charlestowne/ University Square area. Coordinate with DPW&T's Neighborhood Traffic Management Program, the City of Greenbelt, and the Town of Berwyn Heights to identify appropriate measures and locations.

Strategy 7.2. Ensure roadways incorporate features intended to provide safety for pedestrians, such as raised crosswalks, small turning radii at intersections, and provision of on-street parking where appropriate.

Strategy 7.3. Provide traffic calming measures and wide sidewalks, bike lanes, and raised, high-visibility crosswalks along Branchville Road and Ballew Avenue.

Economic Development

Vision

The Greenbelt Metro Area and MD 193 Corridor is an important employment, educational, research, and medical center that serves the county and region. Building off of its strategic location, transit assets, historic legacy, and proximity to major economic drivers—including the University of Maryland, M-Square, NASA Goddard, the Beltsville Agricultural Research Center, and Doctors Community Hospital—the area generates a range of employment opportunities; delivers easily-accessible, quality goods and services; provides a diversity of housing options; and makes significant contributions to municipal and county tax bases.

Goals

- ❖ Maximize the local, countywide, and regional, transit-oriented development potential of the Greenbelt Station North Core.
- ❖ Promote and strengthen the existing office and retail markets.
- ❖ Facilitate the revitalization and redevelopment of existing commercial properties to improve pedestrian accessibility, foster a sense of place, and enhance the competitiveness of area businesses.
- ❖ Diversify residential options to meet current and future housing demands.
- ❖ Develop heritage tourism as an economic engine in the area.
- ❖ Support the long-term transition from industrial to commercial or recreational uses.

Background

The sector plan area contains significant transportation infrastructure featuring the terminus station of the Metro Green Line, multiple bus lines, and major roadways (Capital Beltway I-95/495, Baltimore-Washington Parkway, MD 193/Greenbelt Road, and Kenilworth Avenue/MD 201) that link the area to major employment centers within the region. Opportunities to redevelop under-utilized properties and fill vacant office and retail space are strengthened by these roadways and transit facilities.

Transit-oriented, mixed-use development at the Greenbelt Metro Station and the potential for a major employment campus or GSA tenant could serve as an economic game-changer for Prince George's County and the communities of Greenbelt, Berwyn Heights, and College Park.

A balance must be struck between the potential future of the area as an employment hub for the county with the preservation and revitalization of the existing businesses that have enhanced the character and market identity of the sector plan area.

POLICY 1: Champion new transit-oriented, mixed-use commercial and residential development at the Greenbelt Metro Metropolitan Center to capitalize on two of the sector plan's central transportation assets—the Metro station and the MARC platform.

STRATEGIES

Strategy 1.1. Work with the City of Greenbelt and the Prince George's County Economic Development Corporation to market new office development at North Core.

Strategy 1.2. Ensure flexibility in land use, design, and transportation recommendations to support development of a major employment or GSA campus at North Core.

Strategy 1.3. Provide appropriate retail opportunities in the North Core and South Core to support the community's long-term vision for the metropolitan center and to meet current and future residents', employees', and commuters' retail needs.

Strategy 1.4. Maximize the appeal of North Core by developing a robust infrastructure which includes smart metering, lighting systems, and transit coordination systems; incorporates state-of-the-art broadband and wireless internet and communications networks; capitalizes on green energy generation and other opportunities to enhance the green economy as part of the eco-community; and incorporates innovative sound reduction approaches to minimize negative impacts on adjacent neighborhoods.

Strategy 1.5. Work with the City of Greenbelt and Town of Berwyn Heights in obtaining Sustainable Communities designation from the State of Maryland to qualify for state tax credits and financial programs.

POLICY 2: Reduce office vacancy rates to healthy levels typical of Class-A office space in competing jurisdictions.

STRATEGIES

Strategy 2.1. Focus recruitment efforts on appropriate industry clusters identified in the Planning Department's draft Economic Generators and Catalysts Study, such as healthcare and life sciences, federal government, business services, and information, communications, and electronics industries.

Strategy 2.2. Capitalize on existing and emerging market strengths in aerospace, the green economy, technology, and telecommunications and networking to strengthen Greenbelt's regional economic identity.

Strategy 2.3. Work with the City of Greenbelt, Town of Berwyn Heights, and the Prince George's County Economic Development Corporation to identify public and private partners and funding sources to market existing office space and capture spinoff opportunities generated by existing and future government and private-sector employers in the area, including Goddard Space Flight Center, Beltsville Agricultural Research Center (BARC)



Emphasizing the strengths of the local market will help reduce office vacancy rates.

and Fort Meade's Base Realignment and Closure (BRAC)-driven expansion.

POLICY 3: Enhance the competitiveness and responsiveness of the area's retail sector by ensuring it can adapt to changes in the retail market and meet gaps in consumer demand.

STRATEGIES

Strategy 3.1. Work with the City of Greenbelt, Town of Berwyn Heights, and the Prince George's County Economic Development Corporation to provide technical assistance, training, and affordable financing to:

- ❖ Help local businesses adapt to changes in the demographic makeup of local consumers
- ❖ Ensure existing businesses remain competitive in the face of emerging retail opportunities at North Core and elsewhere within and near the sector plan area
- ❖ Help retain and grow existing small businesses

Strategy 3.2. Provide financial and tax incentives for local businesses to spur private investment, such as, but not limited to, tax abatement, streamlined review processes, and façade and streetscape improvement programs, to enable area businesses to improve and maintain their appearance.

Strategy 3.3. Orient new retail space to serve the immediate needs of the neighborhood or office park in which it is located to enhance its viability.

Strategy 3.4. Maintain and promote existing niche businesses and expand specialty retail offerings to meet gaps in the marketplace.

Strategy 3.5. Explore opportunities to create a non-profit neighborhood business alliance to promote the retail and service businesses unique to the area, develop a buy local program, attract retail and services desired by the community, and represent business interests to local government, residents, and the media.

POLICY 4: Improve and develop a sense of place within commercial areas to retain existing and attract new uses.

STRATEGIES

Strategy 4.1. Incorporate additional amenities, such as public plazas, green spaces, and benches, as redevelopment and infill development occurs.

Strategy 4.2. Enhance connectivity between commercial areas and surrounding neighborhoods so that these areas are better incorporated into the fabric of the community.



Small public places and pocket parks integrated with new development will increase property values and attract tenants.

Strategy 4.3. Expand the number and diversity of community events held in commercial areas.

Strategy 4.4: Support the phased redevelopment of commercial areas to meet the community's long-term vision and priorities for the sector plan area in a planned and orderly manner that recognizes and addresses fiscal realities.

Strategy 4.5: Encourage all infrastructure providers and developers to provide state of

the art infrastructure networks and equipment throughout the sector plan area to provide additional incentives for new uses and reinforce the regional competitiveness of Greenbelt and Berwyn Heights.

POLICY 5: Preserve, increase, and improve housing choices and opportunities.

STRATEGIES

Strategy 5.1. Preserve the character of existing residential neighborhoods by supporting the preservation and renovation of the existing housing stock.

Strategy 5.2. Encourage developers to offer a diversity of housing types and price points, particularly at North Core, Franklin Park at Greenbelt Station, and Beltway Plaza.

Strategy 5.3. Capitalize on growing regional demand for new transit-accessible and green housing options.

Strategy 5.4. Promote additional opportunities for active adult and senior housing and other housing types to meet identified housing needs.

POLICY 6: Expand heritage tourism in the area to celebrate the area's history, stimulate local economic development, and fund capital improvement projects.

STRATEGIES

Strategy 6.1. Create a coordinating body to work with the Anacostia Trails Heritage Area board in crafting an implementation strategy and pursue grants, loans, and tax credits to promote heritage tourism, provide wayfinding and interpretive signage, and fund related infrastructure and streetscape improvements in the sector plan area (see the text box below).

The Anacostia Trails Heritage Area (ATHA) is a certified heritage area overseen by the Maryland Heritage Areas Authority, located along the Anacostia River and US 1 in northern Prince George's County. ATHA encompasses 83.7 square miles and 14 municipalities and focuses on economic development and tourism through the promotion of cultural, historical, and natural resources.

Strategy 6.2. Support and implement pertinent recommendations for heritage tourism—contained in the 2001 *Approved Anacostia Trails Heritage Area Management Plan: A Functional Master Plan for Heritage Tourism*—with emphasis on the subthemes of "Aviation Firsts," "Streetcar Suburbs," "Education," and "Greenbelt, a Planned Greentown."

POLICY 7: Address the adverse impacts of industrial businesses on surrounding amenities, residential development, and commercial centers while respecting the important role they play in generating stable, local jobs, and county and municipal tax revenue.

STRATEGIES

Strategy 7.1. Work with industrial businesses to add value to their properties by renovating facades and improving buffering and landscaping to minimize and mitigate visual, light, noise, and water quality impacts on neighboring open space and residential and commercial uses.

Strategy 7.2. Explore opportunities to attract incubator businesses in partnership with the University of Maryland, NASA Goddard, BARC, the Prince George's County Economic Development Corporation, other public agencies, and the private sector.

Strategy 7.3. Assist industrial businesses to transition to more profitable uses in the longer-term that are consistent with the sector plan's future vision for the area or to relocate to alternate sites either within the Ballew Avenue industrial area or elsewhere within the county.

POLICY 8: Ensure the implementation of the long-term vision for the Greenbelt Metro

Metropolitan Center and MD 193 Corridor remains a county priority.

STRATEGIES

Strategy 8.1 Establish a policy group to ensure the continued focus on plan implementation, lobby for county and state investment, and create a coordinated approach to proposed redevelopment and revitalization efforts.

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Housing and Neighborhood Preservation

Vision

Thriving and diverse residential neighborhoods are essential to the success and vibrancy of the City of Greenbelt and the Town of Berwyn Heights. The character of residential communities within and bordering the sector plan area is preserved while ensuring their residents have access to high-quality public facilities, recreational services, shopping and employment opportunities, and home improvement and foreclosure prevention programs. A mix of housing types and price points ensures a diversity of new and existing households.

Goals

- ❖ Preserve, protect, and strengthen existing residential neighborhoods.
- ❖ Diversify the mix of available housing types and price points to retain and attract a range of new households, including first-time homeowners, low- to moderate-income families, young professionals, empty nesters, and seniors.

Background

Neighborhoods such as the historic cooperative housing community represented by Greenbelt Homes Inc. and stable single-family residential communities in North College Park and Berwyn Heights provide a strong housing base complemented by large multifamily development such as Franklin Park at Greenbelt Station and University Square. However, there is a need for new multifamily development, mixed-income housing, and a mix of housing types to address the changing needs of population groups such as the Baby Boomer and Millennial generations, both of which are increasingly choosing to live in dense, mixed-use multifamily communities.

Consideration must be given to how new housing and an increase in multifamily units to meet growing demand will be balanced with existing neighborhoods. It is particularly important to ensure that single-family homes in existing communities remain competitive as the region emerges from a housing foreclosure crisis.

POLICY 1: Minimize and mitigate adverse impacts of new and infill development on surrounding residential communities.

STRATEGIES

Strategy 1.1. Implement sector plan recommendations for land use, urban design, and transportation to ensure appropriate transitions in density, discourage pass-through commuter traffic in residential neighborhoods, and respect community preferences regarding key infrastructure improvements.

Foreclosure and mortgage assistance resources such as the State of Maryland Hope Initiative Hotline (1-877-462-7555) are available to help homeowners. In late 2011, Fannie Mae opened the Capital Area Mortgage Help Center at 6401 Triangle Drive, Suite 120, in the Golden Triangle Office Park. Their phone number is 1-866-442-9376.

Strategy 1.2. Implement sector plan recommendations for environmental infrastructure, stewardship, and sustainability to eliminate negative impacts from inadequate or obsolete stormwater management controls.

Strategy 1.3. Consider the potential impact of noise, lighting, parking, and loading and trash areas on existing communities during the development review process.

POLICY 2: Reduce foreclosure rates and address the impact of foreclosures on surrounding communities.

STRATEGIES

Strategy 2.1. Promote foreclosure prevention programs and services through the City of Greenbelt, the Town of Berwyn Heights, and local civic and homeowners' associations. Use municipal websites and newsletters to distribute information on these programs and services.

Strategy 2.2. Support efforts to re-fund the Prince George's County "Down Payment On Your Dream" program which provided down payment assistance to first-time home buyers of foreclosed properties.

Strategy 2.3. Pursue aggressive code enforcement at both the city, town, and county levels to address and correct code violations.

POLICY 3: Provide a variety of housing types to meet housing gaps identified by the City of Greenbelt and the growing regional demand for new transit-accessible and "green" housing options and opportunities for existing residents to age in place.

The sector plan area and adjacent neighborhoods are characterized by a variety of existing housing types, which are as important to the future of the communities as they have been to the past.







STRATEGIES

Strategy 3.1. Conduct a housing survey to confirm existing and identify any new housing gaps in the City of Greenbelt.

Strategy 3.2. Promote the existing, unique housing opportunities (including cooperative housing opportunities)—their historic nature, sense of community, and commitment to sustainability—in Greenbelt and Berwyn Heights as an important component of the area's future housing stock. Consider cooperative housing as an option throughout the sector plan area as new housing development is contemplated.

Strategy 3.3. Require a mix of housing options at North Core, such as medium- to high-rise multifamily apartments and condominiums, two over twos, townhouses, and eco-housing attractive to a range of household types and incomes.

Strategy 3.4. Explore opportunities to provide active adult or senior housing opportunities throughout the sector plan area and, in particular, at North Core, Beltway Plaza, and Greenway Center/Maryland Trade Center where senior residents could live within walking distance of shopping and recreational opportunities and transit hubs.

Strategy 3.5. Encourage a mix of housing options as Franklin Park at Greenbelt Station redevelops, including medium- to high-rise multifamily apartments and condominiums, two over twos, townhouses, and limited numbers of small lot single-family detached homes attractive to a range of household types and incomes.

Strategy 3.6. Develop a phasing plan and prioritize development to ensure new housing types are appropriately located to implement the sector plan vision and land use recommendations.

Strategy 3.7. Recognize that the nexus of land costs, infrastructure costs, and building code changes may have negative impacts on returns on investment, and explore incentives to make redevelopment more attractive over the short- to medium-term.

POLICY 4: Address the decline in affordable rental and homeowner housing options within and surrounding the sector plan area.

STRATEGIES

Strategy 4.1. Work with the Prince George's County Department of Housing and Community Development, Planning Department, and the Redevelopment Authority to implement a density-bonus program to increase affordable housing options around the county's Metro stations.

Strategy 4.2. Incorporate mixed-income housing as development and redevelopment occurs, in particular at North Core, Franklin Park at Greenbelt Station, and Beltway Plaza.

Strategy 4.3. Work with the City of Greenbelt, Prince George's County Department of Housing and Community Development's Rental Assistance Division, property owners, developers, and other stakeholders to assist tenants displaced by large-scale redevelopment in the sector plan area in locating new housing.

POLICY 5: Improve public safety and access to high-quality public facilities and recreational services.

STRATEGIES

Strategy 5.1. Incorporate CPTED measures in all new development and redevelopment to discourage criminal activity.

Strategy 5.2. Construct sidewalks, bicycle lanes, traffic calming devices, and streetlights, where appropriate, to provide safe access to schools, parks, and recreational facilities.

Strategy 5.3. Enforce county, city, and town codes relating to housing, parking, noise, and litter.

Strategy 5.4. Encourage and support volunteer efforts, such as neighborhood watch and clean-up/fix-up days.

Strategy 5.5. Ensure new residential development incorporates high-quality passive and active open spaces and makes adequate provisions for the public facilities that will support it.

POLICY 6: Strengthen existing residential communities by promoting home improvement and home ownership programs.

Strategy 6.1. Educate residents on existing county, state, and federal home repair, weatherization, energy efficiency, and first-time homebuyer programs.

Strategy 6.2. Work with the City of Greenbelt, Prince George's County Departments of Public Works and Transportation, Environmental Resources, and Housing and Community Development, and the Maryland State Highway Administration to determine whether noise studies should be conducted along the Capital Beltway and to identify, if warranted, what measures should be pursued to mitigate noise impacts on surrounding residential neighborhoods.

Quality of Life

Community Health and Wellness

Vision

Promote health and wellness through sustainable development practices that foster a connected, multimodal, mixed-use built environment; protect and incorporate the natural environment in a network of trails and exercise stations; and provide access to healthy foods.

Goals

- ❖ Create land use policies that ensure development considers community health and wellness.
- ❖ Capitalize on and improve the public infrastructure system so that parks, restaurants, shops, schools, libraries, and other community resources are conveniently located and physically accessible.
- ❖ Create a transportation network that is safe, multimodal, and sustainable.
- ❖ Construct quality, affordable housing on properties recommended for mixed-use development and in locations accessible to the park network and trail systems.
- ❖ Reduce obesity and improve overall health quality by providing access to healthy foods, ensuring compatible uses, linking recreation amenities to communities, providing education on the benefits of good health, and increasing health and recreation programming.

Background

Greenbelt was originally designed to be a self-sustaining community complete with roads, trails, natural areas, housing, schools, recreation amenities, retail, offices, and government facilities. Over time, the application of these principles of community design has diminished across the country. Development within the United States, particularly after World War II, has resulted in a lack of pedestrian connectivity; poor access to schools, commercial, and institutional uses; and ultimately poorer health for many communities.

Suburban, sprawling patterns of development, the reliance on the automobile, and the degradation of our natural environment has contributed to our society's declining health and overall wellness. The built and natural environments should foster health and disease prevention and be a prime consideration for land use policies. Access

to healthy foods, reliable and alternative modes of transportation, safe places to walk and exercise, and employment and housing options that empower individuals to make healthier lifestyle choices are paramount.

POLICY 1: Ensure that permitted land uses benefit the overall health and wellness of the community.

STRATEGIES

Strategy 1.1. Discourage fast food establishments with drive-through lanes and windows.

Strategy 1.2. Restrict uses that negatively impact community health, such as those that may generate toxic fumes.

POLICY 2: Coordinate with Prince George's County Public Schools, the City of Greenbelt Department of Recreation, and the Prince George's Department of Parks and Recreation to provide an array of opportunities for physical activity for students of all age groups.

STRATEGIES

Strategy 2.1. Increase the required number of physical education hours for all grade levels.

Strategy 2.2. Pursue joint use agreements to share school indoor and outdoor facilities with those that have less access to recreational and community facilities.

Strategy 2.3. Encourage school facility siting that establishes schools as focal points within neighborhoods and incorporate CPTED principles.

Strategy 2.4. Support the safe routes to schools policies and strategies included in this sector plan by requiring safe pedestrian and bicycle access to schools.

Strategy 2.5. Encourage Prince George's County Public Schools to offer locally grown foods in school breakfast and lunch programs.

Strategy 2.6. Allow farmers markets to operate on school grounds on weekends or after school hours.

Strategy 2.7. Offer healthy food options in school vending machines and cafeteria menus, and at school activity locations (e.g. concessions at athletic events).

POLICY 3: Create health partnerships in the City of Greenbelt, Town of Berwyn Heights, and the City of College Park between the public and private sectors and the community.

STRATEGIES

Strategy 3.1. Explore the feasibility and appropriateness of the designation of a wellness opportunity district in which incentives and policies would be provided to support and encourage health and wellness in the area.

Strategy 3.2. Engage public, private, non-profit, community, youth, and business leaders to highlight the potential financial and health benefits that could be realized through cooperation and active participation in a partnership for health program.

Strategy 3.3. Consider establishing a federally qualified health center (FQHC) within Greenbelt (see text box on the right hand page), and coordinate with the FQHC on the implementation and maintenance of the medical mile concept and incorporated exercise amenities (refer to the Greenbelt Medical Mile element of this sector plan).

POLICY 4: Refer conceptual and detailed site plans to the Prince George's County Health Department at the time of the Subdivision and Development Review Committee (SDRC) for a health impact assessment (HIA) in accordance with CB-41-2011 (see text box on the right hand page).

STRATEGIES

Strategy 4.1. Provide incentives for developers to conduct HIAs and provide health and wellness amenities as a part of the development process. The developer's health and impact assessments should be coordinated with the Prince George's County Health Department, local jurisdictions, the Planning Department, and the Prince George's County Department of Parks and Recreation.

Strategy 4.2. Continue coordination between Prince George's County Planning Department and Health Department to streamline the HIA and development review processes.

POLICY 5: Incorporate a health and wellness focus in the desired network of urban and natural park spaces.

STRATEGIES

Strategy 5.1. Construct trails that will connect the urban park system and recreational facilities to the medical mile, Greenbelt Metro Station, adjacent neighborhoods, schools, and commercial areas.

Strategy 5.2. Create a mix of uses and maximize programming within urban and natural park spaces to encourage diversity and use. Consider both active and passive recreation amenities and uses; small-scale, healthy food/retail options; and programs that take advantage of the natural and man-made features of the parks network such as organized team sports, nature walks, stargazing, and other activities.

Strategy 5.3. Cultivate a network of community gardens throughout the sector plan area.

Strategy 5.4. Combat crime by programming activities within public parks, particularly those that may be underutilized by residents and workers.

Federally Qualified Health Centers (FQHCs) are community-based organizations established to coordinate and provide comprehensive primary and preventive healthcare to all persons regardless of their ability to pay. FQHCs receive compensation from the federal government in the form of grants, reimbursements, and free malpractice coverage to subsidize their operations and facilitate their ability to meet the healthcare needs of those without the ability to pay for services.

Adopted by the County Council on November 15, 2011, CB-41-2011 requires the Prince George's County Health Department to conduct health impact assessment reviews for all conceptual site plan, detailed site plan, conceptual design plan, and specific design plan applications and for all master and sector plans.

The community health and wellness plan element was informed by prior and ongoing county health initiatives and staff research on national best practices. In 2011, The Trust for Public Land Center for City Park Excellence published a particularly informative document entitled "From Fitness Zones to the Medical Mile: How Urban Park Systems Can Best Promote Health and Wellness," by Peter Harnik and Ben Welle.

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Greenbelt Medical Mile

Vision

A medical mile incorporating recreation and workout amenities, contemplation spaces, parks and open spaces, and public artwork enhances the health and fitness level of the community, reduces obesity levels, establishes a distinct identity and focus on personal healthcare, and provides economic benefits to local businesses and the City of Greenbelt.

Goals

- ❖ Create a medical mile in the eastern portion of the sector plan area to blend elements of land use, urban design, health and wellness, recreation, and economic development within a unique and distinctive community amenity.
- ❖ Reduce obesity levels and improve overall community fitness, health, and wellness by supplementing the medical mile trail with exercise opportunities.
- ❖ Provide amenities to reduce stress, provide mental relaxation, and enhance passive enjoyment of the medical mile.

Background

The proximity of Doctors Community Hospital and presence of numerous community-serving health and medical offices within the eastern portion of the sector plan area present an opportunity to develop partnerships to emphasize the social, physical, and economic benefits of health and wellness. This sector plan supports partnership opportunities and collaboration with the City of Greenbelt, Prince George's County Health Department, and other entities to design and build a "medical mile," a dedicated fitness and wellness trail that will link existing and future medical businesses along Hanover Parkway.

Walking is man's best medicine—Hippocrates

The medical mile concept draws from national best practices of incorporating land use and urban design principles, integrating existing and proposed open spaces, educating the community on the benefits of health and wellness, and developing a distinct community identity. Linking the hospital and healthcare providers with office parks, Maryland Trade Center, and Greenway Center through a network of trails, fitness stations, art installations, contemplation spaces, and other amenities will reinforce the medical focus of eastern Greenbelt while capitalizing on the untapped potential to implement a concept that would be unique within the Washington, D.C. region.

POLICY 1: Develop a medical mile along Hanover Parkway and within Greenway Center and the Maryland Trade Center to pursue innovative ways to improve physical and mental health and well-being, reduce stress, lower obesity levels, and raise awareness of the benefits of health, wellness, and proper nutrition (see Figure 19 on page 163).

The proposed Greenbelt Medical Mile builds on recent studies examining how land use, trail systems, and recreation and exercise facilities can be coordinated to help reduce obesity levels and improve community health. Several facilities have been constructed and partnerships forged within the United States, some of which are described below.

One successful example of a medical mile is found in Little Rock, Arkansas, where a three-dimensional mural wall, a wellness promenade, and a body-mind-spirit entry plaza have been provided adjacent to the Arkansas River, Riverfront Park, and the Bill Clinton Presidential Library. According to the City of Little Rock: "The trail is an economic, health and environmental conservation stimulator." ("From Fitness Zones to the Medical Mile: How Urban Park Systems Can Best Promote Health and Wellness." Peter Harnik and Ben Welle, The Trust for Public Land Center for City Park Excellence, 2011). This trail, a fourteen mile loop, will eventually connect to large regional trail systems.

The City of Los Angeles has installed 30 fitness zones within the city near playgrounds and administrative offices. These zones contain exercise and fitness equipment and are frequently placed within communities of "high need"—those with high rates of obesity, diabetes, and hypertension.

In Milwaukee, the county Department of Parks, Recreation, and Culture partnered with an environmental education and public health non-profit organization—the Urban Ecology Center—to create opportunities to get people outdoors for exercise and enjoyment.

STRATEGIES

Strategy 1.1. Develop partnerships between the City of Greenbelt, Prince George's County Health Department, Doctors Community Hospital, Prince George's County Department of Parks and Recreation, and local medical and healthcare offices to design and implement the medical mile.

Strategy 1.2. Create a dedicated oversight committee or management group to refine the medical mile concept and serve in an advisory capacity through the construction and operation of the medical mile.

Walking is the best possible exercise.—Thomas Jefferson

Strategy 1.3. Establish a development and implementation fund dedicated to the medical mile concept. Identify appropriate non-profit, county, state, and federal funding sources that can form the basis of the fund. Encourage the local healthcare community and property owners and developers working within Greenway Center, Maryland Trade Center, and along Hanover Parkway to contribute to the fund.

Strategy 1.4. Design and create a network of trails that promotes physical activity, encourages health and wellness in the community, and builds off of the area's medical context, enhanced by the cluster of medical offices along Hanover Parkway and the proximity of Doctors Community Hospital.

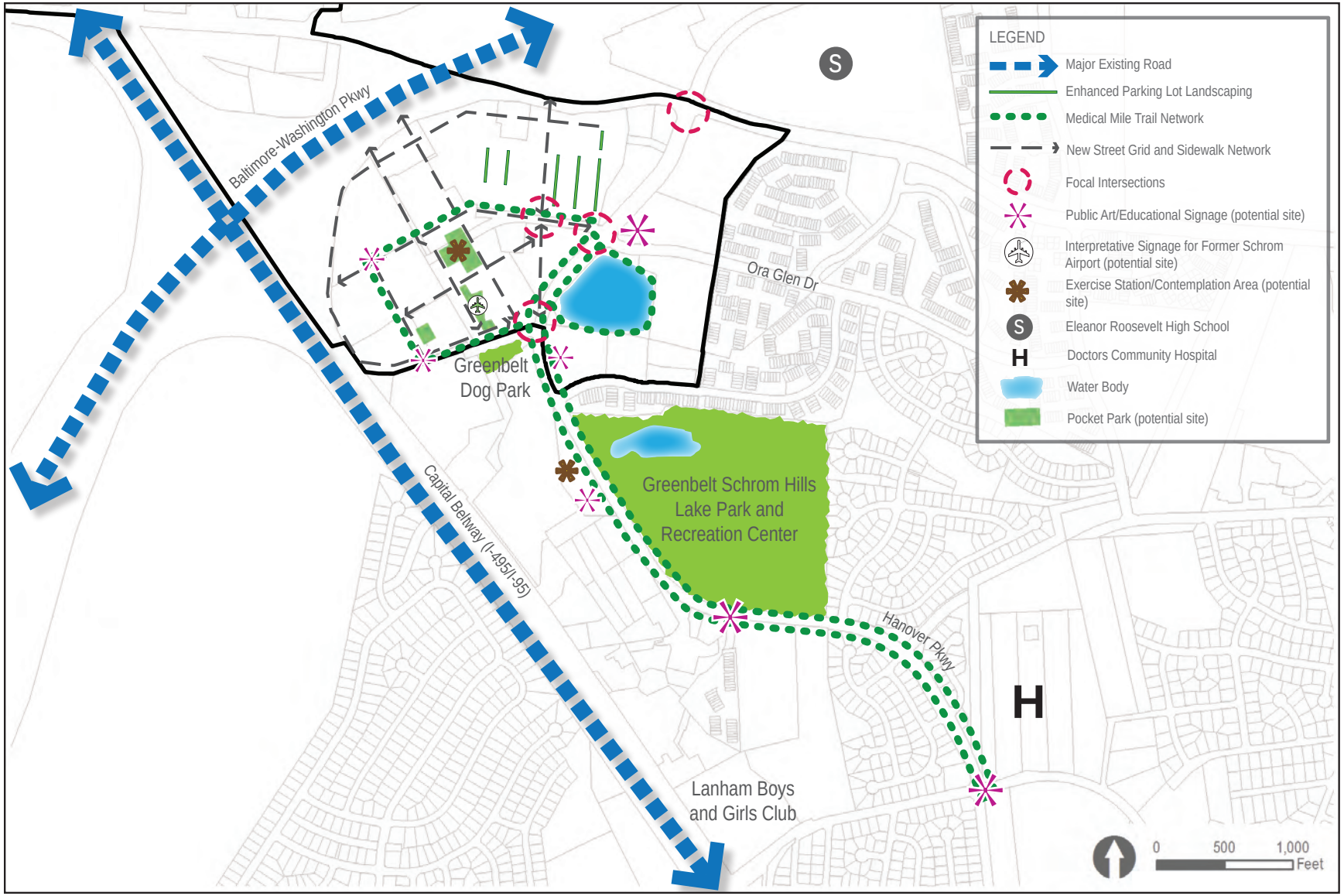
POLICY 2: Promote sustainable and high-quality design that reflects a "health and wellness" theme and contributes to the distinct sense of identity and place of the medical mile.

STRATEGIES

Strategy 2.1. Encourage architectural design and features that reflect aspects of health and wellness, incorporate CPTED principles, and contribute to the sense of place within Greenway Center, the Maryland Trade Center, and along the medical mile.

Strategy 2.2. Incorporate amenities such as trails, special paving and tinted concrete, pedestrian amenities such as benches and trash receptacles,

Figure 19: Medical Mile





The nearby Doctors Community Hospital offers an opportunity for a medical mile anchor at the southern end.



Medical offices lining Hanover Parkway contribute to a critical mass of healthcare providers along the proposed medical mile.

special landscaping treatments, interpretive and educational signage, exercise stations, a contemplation labyrinth and other spaces, art installations, water features, emergency phones, and linkages to Schrom Hills Park, Greenway Center, Maryland Trade Center, and the stormwater management pond south of Ora Glen Drive.

Strategy 2.3. Develop a theme for the medical mile, building on local history and former sites such as Schrom Airport, farms and plantations, and the town center of Greenbelt.

Strategy 2.4. Create and distribute marketing and education materials and provide educational signage to empower health and wellness and highlight the presence and benefits of the medical mile.





The Maryland Trade Center and Hanover Parkway sit on the former site of Schrom Airport. Courtesy Greenbelt Museum.

Public Facilities

Vision

The community is well-served by a robust system of schools, libraries, medical facilities, and police and fire/EMS services, enhancing safety and general welfare and promoting a strong sense of place and community.

Goal

Provide and maintain public facilities in locations that efficiently serve the population of the sector plan area.

Background

The sector plan area is served by 10 schools (refer to the Public Schools appendix on page A-11), the Greenbelt branch library, two fire/EMS stations, and the county's District I Police Station, which provides backup to municipal police departments in Greenbelt and Berwyn Heights. While four of the existing schools are at or above capacity, analysis of the future pupil yield for existing and potential new development does not indicate the need for an additional school facility.

A critical mass of healthcare facilities has developed along the eastern portion of the sector plan area, anchored by the recently expanded Doctors Community Hospital. This provides a unique opportunity to build public and private partnerships to enhance the community's health and wellness.

In recent years, overall crime levels have been on the decline within the sector plan area, and in general the area is well-served by nearby fire/EMS departments. However, the Greenbelt Volunteer Fire/EMS Station is slated for relocation in the short- to medium-term to provide more balanced service to the eastern portion of Greenbelt. This section of the sector plan provides policies and strategies for public facilities and services needed to support the desired land use pattern and community vision for the future of the Greenbelt Metro Area and MD 193 Corridor.

Public Schools

Projected Buildout and its Impact on Public Schools

Table 33 below shows the pupil yield rates—the estimated number of elementary, middle, and high school students per dwelling unit—used to determine future school needs for the sector plan area (see the Public Schools Appendix on page A-11for more detailed information on the methodology used in this process).

Current pupil yield rates—based on 2011 enrollment numbers—are now broken down by housing type. This marks a notable departure from past yield rates which aggregated the rates for all housing types. It is also important to note that the current elementary pupil yield rate has declined (in 2001, the pupil yield rates for all housing types were .24, .06, and .12 for elementary, middle, and high schools, respectively).

Table 33: Pupil Yield Rates (2009)

Dwelling Unit Type	Elementary	Middle	High
Single-family, detached	0.16	0.13	0.14
Single-family, attached	0.14	0.11	0.10
Multifamily, garden-style	0.14	0.06	0.09
Multifamily with structured parking	0.04	0.04	0.03

Source: PGCPS and Prince George's County Planning Department (PGCPD), 2008.

Three land use scenarios were analyzed during the preparation of this sector plan:

- ❖ A baseline analysis consisting of existing and approved dwelling units.
- ❖ A mixed-use scenario assuming significant mixed-use development at North Core.
- ❖ A major employer/GSA tenant scenario assuming over two million square feet of office development and a more limited mix of uses at North Core.

Analysis of these three scenarios allows for a straight-forward comparison between what is already approved and the land use scenarios supported by the sector plan.

As reflected in Table 34 below, all three scenarios indicate a projected deficit for elementary and high school seats and an excess of middle school seats. While the mixed-use and major employer/GSA scenarios generate fewer dwelling units than approved development for the Greenbelt Station and Franklin Park at Greenbelt Station sites, their projected deficits at buildout are slightly higher because the sector plan envisions a greater mix of housing types (single-family dwelling units generate more students than multifamily units).

No new schools are needed to serve the anticipated level of development within the sector plan area.

Table 34: 2040 Projected School Enrollment and Buildout Capacity for Baseline and the Development Scenarios

Baseline

Schools	State Rated Capacity (SRC)	2011 Enrollment	Existing Excess Seats/Deficit	Projected Buildout Seats Needed	Enrollment at Buildout	Projected Buildout Excess/Deficit
Elementary	2,939	3,024	-85	30	3,054	-115
Middle	1,092	660	706	194	854	238
High	6,582	6,881	-299	79	6,960	-378

Major Employer/GSA

Schools	State Rated Capacity (SRC)	2011 Enrollment	Existing Excess Seats/Deficit	Projected Buildout Seats Needed	Enrollment at Buildout	Projected Buildout Excess/Deficit
Elementary	2,939	3,024	-85	102	3,126	-187
Middle	1,092	660	706	158	818	274
High	6,582	6,881	-299	103	6,984	-402

Mixed-Use

Schools	State Rated Capacity (SRC)	2011 Enrollment	Existing Excess Seats/Deficit	Projected Buildout Seats Needed	Enrollment at Buildout	Projected Buildout Excess/Deficit
Elementary	2,939	3,024	-85	139	3,163	-224
Middle	1,092	660	706	120	780	312
High	6,582	6,881	-299	108	6,989	-407

The 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* recommends building a Pre-K-8 urban model school combining elementary and middle school curriculums on property owned by the Board of Education at 51st Avenue and Huron Street. This facility will serve the future elementary school needs for both the Central US 1 Corridor and the Greenbelt Metro Area and MD 193 Corridor sector plan areas. Elementary schools are built to accommodate 740 students, middle schools have a capacity for 900 to 1,000 students, and high schools are built for a capacity for 1,500 to 2,200 students. Barring a significant increase in the number of envisioned dwelling units, no other new schools are needed to serve the sector plan area during the life of the sector plan (see Map 21 on page 168). However, any future discussion of a new north county high school by the Board of Education should address the potential for serving students residing in the Greenbelt sector plan area.

POLICY 1: Ensure the number and mix of schools achieves a system that operates at 100 percent of capacity or less at every school.

STRATEGIES

Strategy 1.1. Consider the expansion/renovation or relocation of Springhill Lake Elementary School in the short- to medium-term. If Springhill Lake Elementary School is relocated, consider the adaptive reuse of portions of the existing school building for community and recreation uses to serve future residents of Franklin Park at Greenbelt Station, North Core, and Beltway Plaza. Pursue opportunities to develop active recreation fields at Springhill Lake Elementary School to expand the City of Greenbelt's recreation amenities for the western portion of the city.

Strategy 1.2. Explore the potential relocation of Springhill Lake Elementary School to the current Board of Education bus lot property to enhance the education and recreation campus

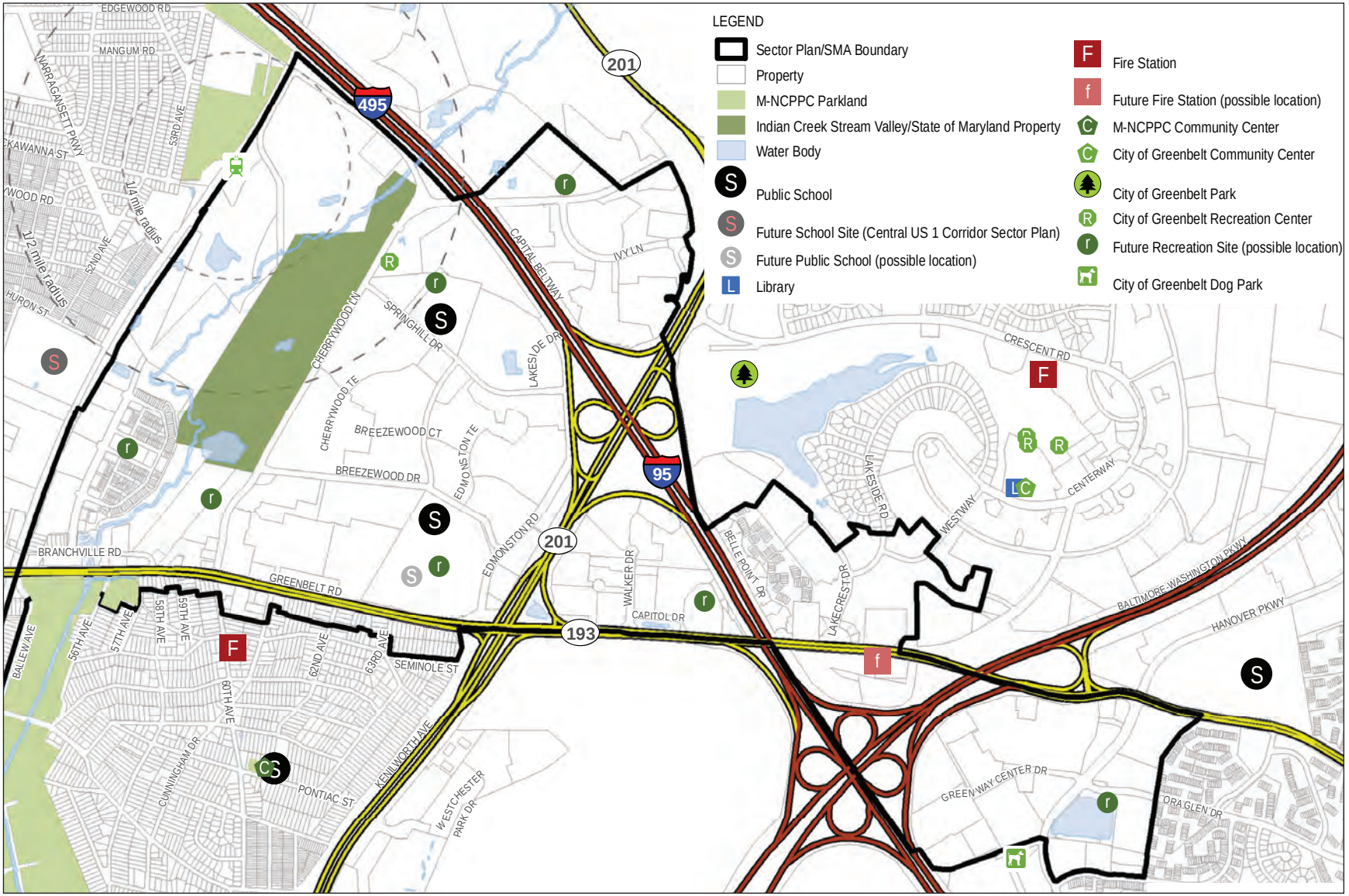


The new Greenbelt Middle School opened August 2012.



Springhill Lake Elementary School is over-capacity and could benefit from expansion or renovation.

MAP 21: Existing and Approved Public Facilities and Parks



formed by the new and historic Greenbelt Middle School buildings.

Strategy 1.3. Construct any relocated or new schools as multistory urban schools in areas where schools are needed but developable land is limited.

Strategy 1.4. Support the medium- to long-term relocation of the Board of Education school bus lot to a more appropriate location that is still convenient to the Northern Service Area.

Strategy 1.5. Co-locate any relocated or new schools with parks and recreation facilities and public facilities such as satellite library branches.

POLICY 2: Provide safe connections to public schools and other public facilities within and adjacent to the Greenbelt sector plan area.

STRATEGIES

Strategy 2.1. Provide and maintain continuous safe sidewalks with improved pedestrian crossings and lighting.

Strategy 2.2. Utilize funding sources such as the Safe Routes to Schools program and developer contributions to address infrastructure needs around school facilities.

Libraries

POLICY: Consider co-location of satellite library facilities with other public facilities, civic amenities, or concentrations of shopping and employment.

STRATEGY

Locate satellite library facilities with schools or other public uses at North Core, Beltway Plaza, and/or Greenway Center.



Urban model schools take much less land than more suburban forms and evoke historic and traditional approaches to school construction.

Healthcare

POLICY: Collaborate with Doctors Community Hospital and local medical and healthcare offices to support the creation of the medical mile in the eastern portion of the sector plan area (see the Greenbelt Medical Mile element on page 161).

STRATEGY

Emphasize the design, construction, and maintenance of the medical mile and work with developers to ensure development and redevelopment projects in the eastern portion of the sector plan area contribute to its success.

Location of a satellite library facility within an emerging mixed-use area could provide a civic anchor that would serve as a community focal point much like the Greenbelt Branch Library in historic Greenbelt.





ABOVE: The Greenbelt Volunteer Fire/EMS Station is recommended for relocation to MD 193.

BELOW: Berwyn Heights Fire/ EMS station.



Public Safety

The sector plan reaffirms the recommendations of the 2008 Public Safety Facilities Master Plan (PSFMP) for the Fire and EMS facilities that serve the sector plan area.

POLICY 1: Incorporate CPTED principles in all new development and redevelopment.

STRATEGIES

Strategy 1.1. Provide design guidelines and development district standards that ensure CPTED principles will be a major consideration during the development review process by establishing baseline requirements. (CB-29-2011 mandates all detailed site plan and specific design plan applications be referred to the Prince George's County Police Department for review and comment on CPTED issues prior to the Planning Board hearing).

Strategy 1.2. Coordinate with the Greenbelt, Berwyn Heights, and county police departments to provide guidance and education to residents and businesses on CPTED retrofits and enhancements and the CPTED review process to facilitate conformance.

POLICY 2: Identify a suitable site for relocating the existing Greenbelt Volunteer Fire/EMS station per the recommendations of the 2008 PSFMP.

STRATEGIES

Strategy 2.1. Add a floating fire station symbol in the vicinity of MD 193 and the Baltimore-Washington Parkway to indicate the preferred general location for the relocation of Company 35.

Strategy 2.2. Consider the future relocation or expansion of the Berwyn Heights Fire/EMS Station. If relocation is appropriate, consider a new shared station with the Branchville Fire Station (recommended for renovation or replacement over the long-term with funding after 2021) or a stand-alone structure either south of MD 193 or along Branchville Road east of the CSX tracks.

Parks and Recreation

Vision

A network of high quality, safe, and convenient parks and recreational facilities provide recreation, relaxation, and socialization opportunities and promote wellness for all residents, workers, and visitors. Amenities including urban plazas, squares, indoor facilities, parks, and fields create numerous opportunities for recreational activities and contribute to the livability of the sector plan area.

Goal

Provide parks and open space for active and passive recreation, programmed events, natural areas conservation, and natural and cultural resource protection.

Background

A variety of parks and recreation spaces will be necessary to meet the existing and future needs of residents, achieve the community vision for the sector plan area, and ensure the success of future transit-oriented, mixed-use development. Existing facilities and natural areas and redevelopment sites offer new opportunities to enhance parks and expand recreational services in and adjacent to the Greenbelt Metro Area and MD 193 Corridor.

The City of Greenbelt is not within the Metropolitan District and is responsible for providing parks and recreation services for its residents. (See Appendix on page A-16for an inventory of City of Greenbelt Park and Recreation Facilities.)

POLICY 1: Provide new recreation fields and parkland featuring competitive-sized ballfields serving Franklin Park at Greenbelt Station, Beltway Plaza, North Core, South Core, and Berwyn Heights.

STRATEGIES

Strategy 1.1. Coordinate with the City of Greenbelt and the Town of Berwyn Heights to acquire land for a future park in the vicinity of one or more of the floating park symbols designated by this sector plan. These floating symbols are placed adjacent to the Springhill Lake Community Center and Springhill Lake Elementary School, southwest of the intersection of Cherrywood Lane and Breezewood Drive, in the center of the South Core site, west of the Greenbelt Federal Courthouse, next to Capitol Cadillac, on the stormwater management pond at Ora Glen Drive and Hanover Parkway, and on the Board of Education bus lot adjacent to Greenbelt Middle School (see Map 21 on page 168).

Strategy 1.2. Consider innovative arrangements for the acquisition of land for active parks and recreation use, including fee simple acquisition, dedication negotiated as part of redevelopment plans, tax-increment financing strategies, public/private partnerships, or bonus density and other techniques that may encourage property owners to dedicate land for recreational uses.

Strategy 1.3. Ensure a variety of amenities are provided to maximize use and better serve the recreation needs of the community, including regulation rectangular ballfields for football, soccer, or lacrosse, diamond-shaped ballfields, court sports (futsal, basketball, and tennis), a skate park, playgrounds, group picnic facilities, fitness equipment, and a fitness walking trail, along with parking for 40–50 spaces per ballfield.

Strategy 1.4. Coordinate with the City of Greenbelt during the development review process to ensure parks and recreation needs

within the city are addressed. Any potential developer contributions to recreation amenities shall be coordinated with the City of Greenbelt, as should any future expansion or possible relocation of the Springhill Lake Recreation Center.

POLICY 2: Develop urban park and recreation opportunities such as pocket parks, squares, plazas, indoor recreation facilities, and town greens.

STRATEGIES

Strategy 2.1. Ensure the dedicated urban park space in South Core serves the needs of the new residents, employees, and shoppers by considering event space for markets and performances, sitting and eating areas, locations for public art, promenades, a community garden, and active recreation that is appropriate for the scale of the space.

Strategy 2.2. Weave park space into the urban fabric of the redevelopment of North Core, Beltway Plaza, and Greenway Center/ Maryland Trade Center. Ensure a wide variety in the types and sizes of urban parks and open spaces and provide sitting and eating areas, event space, and opportunities for walking, passive outdoor enjoyment, and active recreation.

Strategy 2.3. Support acquisition or dedication of additional open space in South Core for recreation uses if the market for retail development is not realized.

POLICY 3: Promote projects that increase tree canopy coverage, stabilize streams, improve water quality of runoff, and create habitat.

STRATEGIES

Strategy 3.1. Establish a continuous stream buffer along Indian Creek in South Core.

Strategy 3.2. Recognize and support use of developer contributions at South Core and North Core to construct an interpretive trail system through the Indian Creek stream valley and to restore degraded environmental conditions. Work with the City of Greenbelt, Town of Berwyn Heights, Prince George's County Department of Parks and Recreation, and developers to ensure trails are well-lit with full cut-off lighting fixtures.

Strategy 3.3. Re-forest the stream buffers within the sector plan area, focusing on the industrial land as the highest short-term priority.

Strategy 3.4. Identify areas in need of stream or wetland restoration or reforestation so they are included as possible environmental mitigation or stewardship projects for large public works projects, such as highway construction.

POLICY 4: Provide more outdoor amenities in and near office parks.

STRATEGIES

Strategy 4.1. Revitalize the stormwater retention and management pond at the southeast corner of the intersection of Hanover Parkway and Ora Glen Drive by incorporating passive park amenities. Plant native wetland species, provide additional shade trees where appropriate, formalize an amenity trail, provide additional seating, and add floating vegetation and other modern approaches to maximize the water filtration and purification potential of the facility.

Strategy 4.2. Explore ways to encourage existing office developers and management companies to provide pocket urban parks for sitting and eating and/or outdoor events within commercial areas where there are no immediate redevelopment plans, such as the Golden Triangle and Capital Office Park. Consider an east to west pedestrian plaza or mall to tie development within Golden Triangle together and facilitate outdoor activity by workers, shoppers, and hotel guests.

POLICY 5: Build a recreation building and activity fields that will serve eastern Greenbelt along the MD 193 Corridor.

Strategy 5.1. Explore the feasibility of acquiring the 16-acre Board Education property that contains a baseball field located on Mandan Road just outside of the sector plan area.

POLICY 6: Create learning opportunities to promote greater awareness and appreciation of the ecological services that natural areas and environmental mitigation projects provide to the community.

STRATEGIES

Strategy 6.1. Provide environmental interpretation opportunities along the Indian Creek stream valley by creating overlook areas with seating and interpretive signage.

Strategy 6.2. Include an educational component as part of all environmental mitigation projects to provide public information as to its purpose and importance to the environmental health of the area.









A variety of park spaces can meet various needs for active and passive recreation, outdoor enjoyment, and environmental restoration and preservation.

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Historic Preservation

Vision

The histories of Greenbelt and Berwyn Heights are celebrated through protection of their historic resources, context-sensitive new development, and provision of interpretive markers and trails.

Goals

- ❖ Provide opportunities for effective integration of community history and identified historic resources within and in proximity to the Greenbelt Metro Area and MD 193 Corridor Sector Plan area.
- ❖ Encourage the use of archeological investigation at the time of development or redevelopment to expand understanding of the history and significance of the sector plan area.
- ❖ Ensure the protection of the unique features and important sites of the Greenbelt National Historic Landmark and Berwyn Heights community and incorporate those features into new development.

Background

Greenbelt, Berwyn Heights, and College Park share a rich history dating back to prehistoric times. Capitalizing on their shared histories benefits economic development, contributes to the historic themes and sense of place already present in Greenbelt and Berwyn Heights, and ties closely to the parks and recreation system proposed within the sector plan area. Refer to Map 13, Existing Historic Resources, on page 77, to view existing historic features in the context of the sector plan area.

POLICY 1: Incorporate opportunities to highlight and interpret the historic significance of the Greenbelt National Historic Landmark and the Berwyn Heights community.

STRATEGIES

Strategy 1.1. Include publicly accessible interpretation of the history and significance of Schrom Airport in the Greenway Center and Maryland Trade Center and along planned trails around the sediment control pond at the intersection of Hanover Parkway and Ora Glen Drive; of the Toaping Castle plantation and the Turner and Walker Family Cemeteries; and of the prehistoric occupation of the area along planned trails in the North and South Core areas near the Greenbelt Metro Station.





TOP: Walker Family Cemetery.
BOTTOM: Turner Family Cemetery. Courtesy Greenbelt Museum



The historic portions of Greenbelt Middle School should be restored and preserved, and consideration should be given to adaptive reuse of the building for civic, institutional, and recreational uses.



An interpretive center or museum at North Core could be a distinctive and important civic amenity that contributes to a unique sense of place.

POLICY 2: Conduct archeological investigation of undisturbed areas prior to development.

STRATEGIES

Strategy 2.1. Preserve in place any identified areas of archeological significance to the greatest extent possible.

Strategy 2.2. Retain artifacts of interest discovered through local archeological investigations within the sector plan area.

Strategy 2.3. Incorporate information on archeological finds along interpretive trails and at other appropriate locations.

POLICY 3: Restore and preserve the unique features of the Greenbelt National Historic Landmark and the Berwyn Heights community.

STRATEGIES

Strategy 3.1. Collaborate with the City of Greenbelt, the Prince George's County Board of Education, the Maryland Historical Trust, M-NCPPC, and local preservation groups to restore and preserve the Turner and Walker Family cemeteries and portions of the Greenbelt Middle School.

Strategy 3.2 Develop an interpretive center at the North Core as a civic amenity to display appropriate historical artifacts, provide educational opportunities, and incorporate interpretive exhibits that examine the rich history and ecological context of the local communities.

Strategy 3.3. Restrict the height of new buildings to three stories on the south side of MD 193 in Berwyn Heights to protect the historic character of the community.

Strategy 3.4. Designate the Toaping Castle Site (18PR801) and the historic Greenbelt Middle School (68-004) as Historic Resources and evaluate these sites for designation as Prince George's County historic sites (see Map 22 on right).

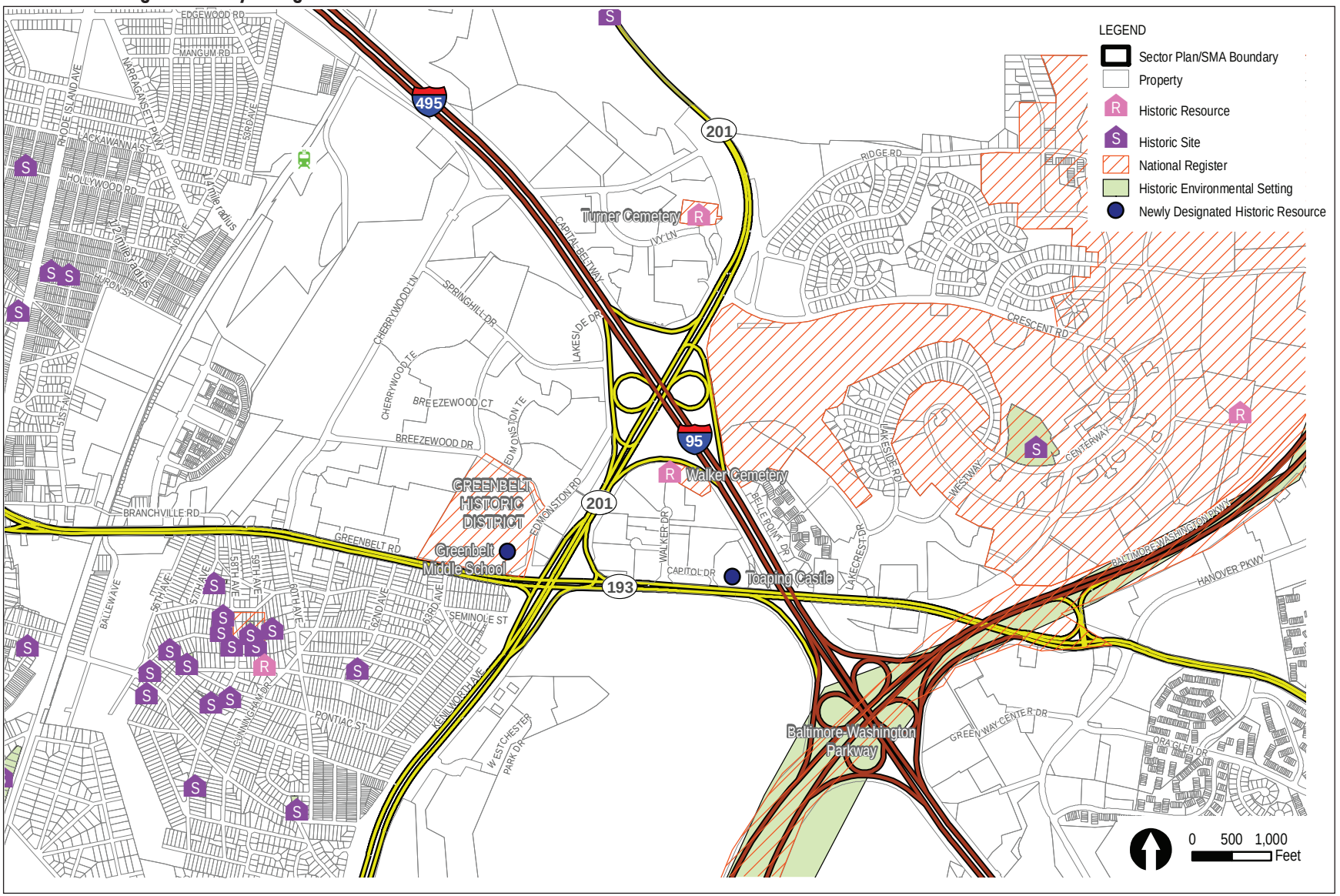
Strategy 3.5. Document historic structures that are more than 50 years of age in the sector plan area.

POLICY 4: Apply successful placemaking and community-building lessons of the past to new development and redevelopment.

STRATEGIES

Strategy 4.1. Incorporate elements of walkability, sustainability, environmental preservation, and sense of community inherent in Historic Greenbelt and historic Berwyn Heights in the design and construction of new development.

MAP 22: Existing and Newly Designated Historic Resources



Strategy 4.2. Redevelopment of Franklin Park at Greenbelt Station should incorporate the design principles of Historic Greenbelt, such as concentrating neighborhood-serving retail in the neighborhood's core, incorporating numerous and interconnected open space areas and recreational amenities throughout the site, and providing a robust internal network of pedestrian and bicycle trails, paths, and alleys.



Springhill Lake and Beltway Plaza in 1974. Courtesy Greenbelt Museum.

Implementation

Implementation of the vision and recommendations of the Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan will require forging ongoing partnerships between county and municipal governments, civic and community interests, and business and resident stakeholders. This element describes the steps involved in realizing the sector plan's vision and includes an action table outlining key implementation recommendations, potential parties, and timeframes. Economic development and programs that may facilitate implementation of the sector plan recommendations are also identified.

In addition to the parties identified in this chapter, developers, citizens, policy makers, and other stakeholders are encouraged to explore alternative funding sources, programs, and nonprofit organizations that may be able to provide complementary resources to implement the plan. They include the Metropolitan Washington Council of Governments, National Alliance of Public Transportation Advocates, Coalition for Smarter Growth, Transportation 4 America, the National Complete Streets Coalition, placemaking organizations, land banks, and environmental nonprofits active in the greater Washington metropolitan area.

For purposes of timing, the term "ongoing" refers to implementation steps that are either underway when this sector plan was prepared or which should be started soon after its approval, and which are expected to last through much of the 30-year horizon of the sector plan. "Short-term" refers to 0-5 years from sector plan approval, "medium-term" denotes implementation steps that largely occur between 5 and 15 years from sector plan approval, and "long-term" indicates projects that are expected to take place between 15 and 30 years from sector plan approval.

Table 35: Recommended Implementation Actions

Objective	Proposed Action Steps	Potential Parties Involved	Time Frame
Transportation (TR)			
TR1	Provide and maintain continuous safe sidewalks with improved pedestrian crossings and lighting to ensure safe routes to schools, and address infrastructure needs around school facilities	Prince George's County Board of Education; City of Greenbelt; Town of Berwyn Heights; developers; Prince George's County Department of Public Works and Transportation (DPW&T); M-NCPPC; and State Highway Administration (SHA)	Ongoing
TR2	Provide wider, complete sidewalks and other pedestrian safety amenities throughout the sector plan area in keeping with the Prince George's County or City of Greenbelt's future complete streets policies	Developers; City of Greenbelt; Town of Berwyn Heights; DPW&T; SHA; and M-NCPPC	Ongoing
TR3	Conduct an existing conditions inventory of pedestrian and bicyclist facilities within half a mile of the designated Greenbelt Metro Metropolitan Center and University Boulevard (MD 193) Corridor.	M-NCPPC; City of Greenbelt; Town of Berwyn Heights; City of College Park; DPW&T; and SHA	Ongoing
TR4	Provide traffic-calming measures where appropriate within the sector plan area and adjacent communities to discourage through traffic from using local residential streets	City of Greenbelt; Town of Berwyn Heights; City of College Park; DPW&T; and developers	Ongoing
TR5	Build upon the 2009 study recommendations and the resulting Greenbelt 2012 Draft Pedestrian and Bicycle Master Plan	City of Greenbelt; DPW&T; SHA; and M-NCPPC	Ongoing
TR6	Coordinate with the University of Maryland, College Park, to promote the use of the Shuttle-UM system by City of Greenbelt residents who are now able to ride the buses per the 2012 memorandum of understanding.	University of Maryland and City of Greenbelt	Ongoing

Objective	Proposed Action Steps	Potential Parties Involved	Time Frame
TR7	Work with implementing agencies and government entities to provide a stronger and more direct link between proposed improvements and capital improvement programming	DPW&T; Prince George's County Government; SHA; State of Maryland; Washington Metropolitan Area Transit Authority (WMATA); City of Greenbelt; and Town of Berwyn Heights	Short-Term
TR8	Inventory specific on- and off-site improvements that may be necessary near the Greenbelt Metro Station as part of WMATA's Capital Improvement Program	WMATA; City of Greenbelt; City of College Park; Town of Berwyn Heights; and M-NCPPC	Short-Term
TR9	Implement appropriate pedestrian improvements, including an enhanced median with pedestrian refuge at the intersection of MD 193 (Greenbelt Road) and 63rd Avenue, within Berwyn Heights	Town of Berwyn Heights; SHA, DPW&T; and M-NCPPC	Short-Term
TR10	Construct streetscape and sidewalk improvements required for development at North Core and South Core	Developers; City of Greenbelt; Town of Berwyn Heights; City of College Park; WMATA; Maryland Department of the Environment (MDE); Maryland Department of Natural Resources (DNR); and M-NCPPC	Short-Term
TR11	Evaluate existing signalized intersections along MD 193 to meet the needs of bicyclists, pedestrians, transit riders, and motorists	SHA; City of Greenbelt; Town of Berwyn Heights; DPW&T; and M-NCPPC	Short-Term
TR12	Support both the City of Greenbelt and Prince George's County in their efforts to study the feasibility of future bikeshare facilities, and implement bikeshare stations if warranted	City of Greenbelt and M-NCPPC	Short-Term
TR13	Construct Greenbelt Station Parkway as a two- to four-lane collector between MD 193 (Greenbelt Road) and Greenbelt Metro Access Drive, generally following an eastern alignment north of Narragansett Run. The final alignment of the portion of Greenbelt Station Parkway north of Narragansett Run will be determined during the development review and approval process for Greenbelt Station's North Core.	Developers; WMATA; DPW&T; and City of Greenbelt	Short-Term

Objective	Proposed Action Steps	Potential Parties Involved	Time Frame
TR14	Improve and consolidate WMATA, TheBus, and Shuttle UM bus service within the sector plan area, and improve existing and consolidated bus stops	WMATA; DPW&T; University of Maryland; City of Greenbelt; Town of Berwyn Heights; and Prince George's County	Short-Term
TR15	Review all development and redevelopment applications for full compliance with transit oriented development and complete streets principles, as well as full accommodation for transit, pedestrians, and bicycles and convenient access for all users	M-NCPPC; City of Greenbelt; Town of Berwyn Heights; DPW&T: SHA; WMATA; and other appropriate review agencies	Short-Term
TR16	Reconstruct and reconfigure the intersection of Lakecrest Drive, Lakecrest Circle, American Legion Drive, and MD 193 (Greenbelt Road)	City of Greenbelt; DPW&T; and SHA	Short-Term
TR 17	Implement appropriate traffic calming measures within Berwyn Heights, Franklin Park at Greenbelt Station, and the Belle Point/Charlestowne/University Square area, and along Branchville Road and Ballew Avenue as needed to address through traffic and speeding	DPW&T; City of Greenbelt; Town of Berwyn Heights; and developers	Short-Term
TR 18	Consider the development and application of an access management plan along MD 193 (Greenbelt Road).	SHA; developers; property owners; City of Greenbelt; Town of Berwyn Heights; and City of College Park	Short- to Medium-Term
TR 19	Reconstruct the ramps between MD 193 (Greenbelt Road) and the Baltimore-Washington Parkway to separate ramp/through traffic from local traffic on Southway	National Parks Service; City of Greenbelt; SHA; and DPW&T	Short- to Medium-Term
TR 20	Establish a transportation demand management district within the Greenbelt Metro Metropolitan Center and consider extending it along MD 193	Prince George's County; City of Greenbelt; and Town of Berwyn Heights	Short- to Medium-Term
TR 21	Provide bus transfer stations or transit hubs within Greenway Center and Beltway Plaza	WMATA; DPW&T; University of Maryland; developers; and Prince George's County.	Short- to Medium-Term

Objective	Proposed Action Steps	Potential Parties Involved	Time Frame
TR 22	Provide local bus service linking any potential major employer or GSA campus at North Core with the rest of the sector plan area	WMATA; DPW&T; University of Maryland; developers; and Prince George's County.	Short- to Medium-Term
TR 23	Provide on-street and off-street dedicated bicycle facilities within the sector plan area and along key transportation routes adjacent to the area	Developers; City of Greenbelt; Town of Berwyn Heights; SHA; DPW&T; and M-NCPPC	Short- to Medium-Term
TR 24	Reconstruct Cherrywood Lane, Breezewood Drive, and Edmonston Road into green streets	City of Greenbelt; DPW&T; DER; developers; and Prince George's County	Short- to Medium-Term
TR 25	Construct a pedestrian overpass linking the Greenbelt Metro Station South Core area to North College Park	Developers; CSX; WMATA; City of Greenbelt; and City of College Park	Short- to Medium-Term
TR 26	Consider establishing a priority investment district to help manage the adverse impact of traffic congestion that may be caused by infill or redevelopment that is otherwise desirable	Prince George's County; City of Greenbelt; and Town of Berwyn Heights	Short- to Medium-Term
TR 27	Establish a parking management district within the Greenbelt Metro Metropolitan Center (in accordance with Section 21A-306 of the County Code). Consider including key properties along the MD 193 Corridor, such as South Core, Beltway Plaza, and Greenway Center, in the parking management district and/or allow for additional expansion to these areas in the future.	Prince George's County; City of Greenbelt; and Town of Berwyn Heights	Short- to Medium-Term
TR 28	Reconstruct MD 193 (Greenbelt Road), MD 430, and Cherrywood Lane with appropriate design features to transform them into attractive, safe, multimodal complete boulevards	Developers; SHA; City of Greenbelt; Town of Berwyn Heights; City of College Park; and Prince George's County	Short- to Medium-Term
TR 29	Reconstruct portions of Hanover Parkway south of MD 193 (Greenbelt Road) to major collector standards as a four lane divided facility	DPW&T; City of Greenbelt; and developers	Short- to Medium-Term

Objective	Proposed Action Steps	Potential Parties Involved	Time Frame
TR 30	Build a complete ramp system at Greenbelt Metro Station and the Capital Beltway (I-95/495)	SHA; developers; Prince George's County; WMATA; City of Greenbelt; and Town of Berwyn Heights	Short- to Medium-Term
TR 31	Reconfigure the existing diamond interchange at MD 193 (Greenbelt Road) and Kenilworth Avenue (MD 201) to a diverging diamond interchange or other appropriate design to address identified safety, operational, and connectivity issues	SHA; developers; DPW&T; City of Greenbelt; and Town of Berwyn Heights	Short- to Medium-Term
TR 32	Reconstruct Southway as a two lane divided roadway between MD 193 (Greenbelt Road) and Ridge Road with a roundabout at the off-ramp from the Baltimore-Washington Parkway	National Parks Service; City of Greenbelt; SHA; and DPW&T	Short- to Medium-Term
TR 33	Reconstruct Ivy Lane as a two lane divided collector facility	City of Greenbelt; DPW&T; and developers	Short- to Medium-Term
TR 34	Reconstruct Branchville Road and Ballew Avenue as two-lane, striped roadways with 12-foot-wide lanes and wide sidewalks, bicycle facilities, and street trees on both sides of Branchville Road and along the western side of Ballew Avenue	City of Greenbelt; Town of Berwyn Heights; and developers	Short- to Medium-Term
TR 35	Reconfigure Edmonston Road as a one-way northbound roadway between MD 193 (Greenbelt Road) and Breezewood Drive	City of Greenbelt; SHA; and developers	Short- to Medium-Term
TR 36	Conduct a feasibility study on the appropriateness of implementing dedicated bus lanes along MD 193 (Greenbelt Road)"	City of Greenbelt; MDOT; DPW&T; WMATA; University of Maryland; Town of Berwyn Heights; City of College Park; Developers; and Prince George's County	Short- to Medium-Term
TR 37	Consider Bus Rapid Transit (BRT) service along MD 193 and Kenilworth Avenue Extended to link University of Maryland, College Park, NASA Goddard Space Flight Center, the Beltsville Agricultural Research Center, and Konterra to the sector plan area	WMATA; DPW&T; University of Maryland; Maryland Department of Transportation (MDOT); City of Greenbelt; Town of Berwyn Heights; City of College Park; developers; and Prince George's County	Medium- to Long-Term

Objective	Proposed Action Steps	Potential Parties Involved	Time Frame
TR 38	Widen the intersection approaches along MD 193 (Greenbelt Road) between the Capital Beltway (I-95/495) and Hanover Parkway as may be necessary to accommodate approaches to signalized intersections nearing unacceptable levels of service	SHA; developers; City of Greenbelt; Town of Berwyn Heights; and Prince George's County	Medium- to Long-Term
Economic Development, Marketing, and Branding (MB)			
MB1	Market new office development at North Core, either as part of a major private-sector employment center or Government Services Administration (GSA) campus or as part of a mixed-use community	City of Greenbelt; WMATA; Prince George's County Economic Development Corporation (EDC); County Executive's office; and developers	Ongoing
MB2	Identify public and private partners and funding sources to market existing office space and capture spinoff opportunities generated by existing and future government and private-sector employers in the area	City of Greenbelt; Town of Berwyn Heights; and EDC	Ongoing
MB3	Promote the overall vision of the Greenbelt Metro Area and MD 193 Corridor Sector Plan	City of Greenbelt; Town of Berwyn Heights; citizens; and M-NCPPC	Ongoing
MB4	Promote the Indian Creek stream valley trail system	City of Greenbelt; Town of Berwyn Heights; M-NCPPC; Anacostia Trails Heritage Area; and Citizens to Conserve and Restore Indian Creek (CCRIC)	Ongoing
MB5	Develop and implement a comprehensive wayfinding system of street signage, directional signs, interpretive signs, and markers. Incorporate wayfinding signage along Branchville Road, Ballew Avenue, and at the Indian Creek stream valley trailhead at MD 183 (Greenbelt Road)	City of Greenbelt; Town of Berwyn Heights; M-NCPPC; SHA; DPW&T; and developers	Ongoing

Objective	Proposed Action Steps	Potential Parties Involved	Time Frame
MB6	Work with the City of Greenbelt and Town of Berwyn Heights to obtain Sustainable Communities designation from the State of Maryland to qualify for state tax credits and financial programs	City of Greenbelt; Town of Berwyn Heights; and M-NCPPC	Short-Term
MB7	Create an implementation policy group to ensure continued focus on plan implementation	City of Greenbelt; Town of Berwyn Heights; citizens; business and property owners; Prince George's County Government; and M-NCPPC	Short-Term
MB8	Promote potential redevelopment programs and incentives to help spur revitalization and redevelopment, and fill existing vacancies	City of Greenbelt; Town of Berwyn Heights; EDC; and Redevelopment Authority	Short-Term
MB9	Provide technical assistance, training, and affordable financing intended to strengthen the competitiveness of local businesses	City of Greenbelt; Town of Berwyn Heights; and EDC	Short-Term
MB10	Provide financial and tax incentives, such as, but not limited to, tax abatement, streamlined review processes, and façade and streetscape improvement programs	EDC; Prince George's County Government; City of Greenbelt; Town of Berwyn Heights; and M-NCPPC	Short-Term
MB11	Explore the need for and costs associated with creating a non-profit neighborhood business alliance	Business owners; City of Greenbelt; and Town of Berwyn Heights	Short-Term
MB12	Create a coordinating body to work with the Anacostia Trails Heritage Area board to oversee improvements intended to promote heritage tourism	Anacostia Trails Heritage Area; City of Greenbelt; Town of Berwyn Heights; CCRIC; and M-NCPPC	Short-Term
MB13	Explore opportunities to create partnerships to attract incubator businesses	City of Greenbelt; Town of Berwyn Heights; EDC; University of Maryland, College Park; NASA Goddard Space Flight Center; Beltsville Agricultural Research Center; and other entities	Short- to Medium-Term
MB14	Explore opportunities and incentives available to relocate Prince George's Scrap and redevelop the current site	City of Greenbelt; Town of Berwyn Heights; Prince George's County Government; and M-NCPPC	Medium- to Long-Term

Objective	Proposed Action Steps	Potential Parties Involved	Time Frame
Environmental Sustainability (ES)			
ES1	Adopt sustainability standards, such as those developed by Leadership in Energy and Environmental Design (LEED®) or similar systems for new construction, especially in the Greenbelt Metro Metropolitan Center, Beltway Plaza, and Greenway Center/Maryland Trade Center	Prince George's County Government; M-NCPPC; City of Greenbelt; Town of Berwyn Heights; and developers	Ongoing
ES2	Require a minimum rating of LEED® Silver or an equivalent rating from other green building programs for all new construction at North Core	Developers; M-NCPPC; and City of Greenbelt	Ongoing
ES3	Establish a continuous stream buffer along Indian Creek, both within the Indian Creek preservation parcel owned by the State of Maryland and in South Core. Continue to work with the State of Maryland to ensure the permanent preservation and conservation of the state-owned parcel	Developers; MDE; DNR; City of Greenbelt; Town of Berwyn Heights; M-NCPPC; Prince George's County Department of Environmental Resources (DER); and U.S. Army Corps of Engineers	Ongoing
ES4	Preserve Narragansett Run in its current stream alignment to the fullest extent practicable, and mitigate and fully restore any impacts resulting from the construction of the Greenbelt Station Parkway bridge	M-NCPPC; City of Greenbelt; Town of Berwyn Heights; City of College Park; MDE; DNR; DER; U.S. Army Corps of Engineers; and developers	Ongoing
ES5	Restore degraded environmental conditions within the Indian Creek stream valley and in other identified locations	Developers; City of Greenbelt; Town of Berwyn Heights; M-NCPPC; MDE; DNR; DER; local environmental groups; and U.S. Army Corps of Engineers	Ongoing
ES6	Adopt water management practices in developing site plans, addressing urban stormwater runoff, new building construction, and infrastructure	Developers; M-NCPPC; DPW&T; DNR; environmental agencies; and nonprofit organizations	Ongoing

Objective	Proposed Action Steps	Potential Parties Involved	Time Frame
ES7	Reforest stream buffers through the Greenbelt Metro Station area, focusing on industrial lands as the highest short-term priority. Pursue every opportunity to increase tree canopy coverage through the design and implementation of development and redevelopment	Developers; City of Greenbelt; Town of Berwyn Heights; MDE; DNR; and DER	Ongoing
ES8	Identify areas in need of stream or wetland restoration or reforestation and include them as possible environmental mitigation or stewardship projects	Developers; City of Greenbelt; Town of Berwyn Heights; M-NCPPC; MDE; DND; DER; U.S. Army Corps of Engineers; SHA; DPW&T; and local environmental groups	Ongoing
ES9	Stabilize and restore ecological functions of receiving streams as part of the stormwater management designs for new development and as separate, publicly funded projects when necessary	Developers; City of Greenbelt; Town of Berwyn Heights; M-NCPPC; MDE; DND; DER; and U.S. Army Corps of Engineers.	Ongoing
ES10	Ensure development applications are consistent with the recommendations of the countywide Water Resources Element Functional Master Plan	M-NCPPC; City of Greenbelt; Town of Berwyn Heights; environmental agencies and nonprofit organizations; and State of Maryland	Ongoing
ES11	Promote existing environmental amenities and raise awareness of the importance of the relationship between the natural and built environments	City of Greenbelt; Town of Berwyn Heights; M-NCPPC; and environmental stakeholders	Short-Term
ES12	Coordinate the design and installation of shared stormwater management facilities and fund public acquisition of needed land and design for implementation	Prince George's County Government; MDE; DNR; U.S. Army Corps of Engineers; State of Maryland; City of Greenbelt; and Town of Berwyn Heights	Short-Term
ES13	Establish woodland conservation banks within the Indian Creek and Lower Northeast Branch watersheds and consider additional woodland conservation banks in identified locations	Prince George's County Government; MDE; DNR; U.S. Army Corps of Engineers; State of Maryland; City of Greenbelt; and Town of Berwyn Heights	Short-Term
ES14	Install environmental site design techniques within the Greenway Shopping Center and Maryland Trade Center, and at Beltway Plaza	Property owners/management companies; developers; City of Greenbelt; M-NCPPC; and DER	Short-Term

Objective	Proposed Action Steps	Potential Parties Involved	Time Frame
ES15	Identify and implement stream restoration projects for areas within and adjacent to Franklin Park at Greenbelt Station	Property owner; developers; City of Greenbelt; and DER	Short-Term
ES16	Redesign and reconstruct Cherrywood Lane, Edmonston Road, Breezewood Drive, and Springhill Drive as green streets	City of Greenbelt; developers; DPW&T; DER; and M-NCPPC	Short- to Medium-Term
Planning and Urban Design (PD)			
PD1	Create a strategic plan to coordinate with property owners, municipalities, and agencies to implement plan recommendations	City of Greenbelt; Town of Berwyn Heights; Prince George's County EDC; Redevelopment Authority; and Revenue Authority	Ongoing
PD2	Identify opportunities and provide assistance to consolidate properties for redevelopment, particularly along the south side of MD 193 in Berwyn Heights	Developers; City of Greenbelt; Town of Berwyn Heights; Prince George's County EDC; and Redevelopment Authority	Ongoing
PD3	Identify and introduce prospective developers to key property owners	City of Greenbelt; Town of Berwyn Heights; Prince George's County EDC; Redevelopment Authority; and developer community	Ongoing
PD4	Develop an eco-community at North Core	Developers; Prince George's County Government; City of Greenbelt; and M-NCPPC	Ongoing
PD5	Establish a development and implementation fund dedicated to the creation of a "Medical Mile" along Hanover Parkway and within the Greenway Center Shopping Center and Maryland Trade Center	City of Greenbelt; Prince George's County Health Department; Doctors Community Hospital; M-NCPPC; local medical and healthcare offices; DPW&T; and developers	Ongoing
PD6	Establish a partnership with area residents to proactively identify and address potential issues related to a major employment or GSA campus at North Core	Developers; property managers; government agencies; City of College Park; City of Greenbelt; and civic associations	Ongoing
PD7	Work with Beltway Plaza to address constraints existing long-term leases pose to redevelopment	Developers; property owners; tenants; City of Greenbelt; EDC; Redevelopment Authority; and M-NCPPC	Ongoing

Objective	Proposed Action Steps	Potential Parties Involved	Time Frame
PD8	Install sidewalks where they are missing, add street trees, and provide pedestrian amenities, such as pedestrian-scaled street lighting, benches, and trash receptacles, along MD 193 to enhance its walkability	Developers; City of Greenbelt; Town of Berwyn Heights; and SHA	Short-Term
PD9	Minimize the visual impact of any future commuter parking garages at North Core	WMATA; developers; City of Greenbelt; City of College Park; M-NCPPC; and civic associations	Short- to Medium-Term
PD10	Prioritize redevelopment and enhanced signage and landscaping to frame new gateways along MD 193 at 60th Avenue, Cunningham Drive, and 62nd Avenue	Developers; property owners; City of Greenbelt; Town of Berwyn Heights; SHA; and Prince George's County Government	Short- to Medium-Term
PD11	Promote redevelopment and transit-supportive, mixed-use development at the two corridor nodes along MD 193 (Cherrywood Lane/60th Avenue and Hanover Parkway). Consider incentives for redevelopment at these locations	Developers; property owners; City of Greenbelt; Town of Berwyn Heights; M-NCPPC; and Prince George's County Government	Short- to Medium-Term
PD12	Develop gateways at major intersections along Cherrywood Lane to define key entry points and foster a sense of arrival and place	Developers; property owners; City of Greenbelt; and M-NCPPC	Short- to Medium-Term
Health and Wellness (HW)			
HW1	Provide an array of opportunities for physical activity for students of all age groups; offer locally grown foods in school breakfast and lunch programs; offer healthy food options in vending machines, cafeteria menus, and at school activity locations; and allow farmers markets to operate on school grounds when school is not in session	Board of Education; City of Greenbelt; and M-NCPPC	Ongoing
HW2	Engage public, private, non-profit, community, youth, and business leaders to highlight the potential financial and health benefits that could be realized by a partnership for health	Prince George's County Government; City of Greenbelt; Town of Berwyn Heights; and City of College Park	Ongoing

Objective	Proposed Action Steps	Potential Parties Involved	Time Frame
HW3	Refer conceptual and detailed site plans to the Prince George's County Health Department and provide incentives for developers to conduct health impact assessments and provide health and wellness amenities	Prince George's County Government; M-NCPPC; City of Greenbelt; Town of Berwyn Heights; and developers	Ongoing
HW4	Create a partnership for health, and explore the feasibility of designating the municipalities of Greenbelt, Berwyn Heights, and College Park as a wellness opportunity district	Prince George's County Government; City of Greenbelt; Town of Berwyn Heights; City of College Park; and local non-profit organizations	Short-Term
Public Facilities and Historic Preservation (PF)			
PF1	Coordinate with the Prince George's County Police Department to ensure CPTED principles are effectively incorporated in new development and provide guidance and education to residents and businesses	Prince George's County Police Department; M-NCPPC; City of Greenbelt Police Department; and Town of Berwyn Heights Police Department	Ongoing
PF2	Restore and preserve the Turner and Walker Family cemeteries	City of Greenbelt; Maryland Historical Trust; M-NCPPC; and local preservation groups	Ongoing
PF3	Repurpose portions of the historic Greenbelt Middle School for civic and institutional uses	City of Greenbelt; Board of Education; Maryland Historical Trust; M-NCPPC; and local preservation groups	Ongoing
PF4	Develop a robust modern infrastructure at North Core to include smart metering, lighting systems, transit coordination systems, state-of-the-art broadband and wireless internet and communications networks, green energy generation, and innovative sound reduction approaches. Encourage expansion of modern infrastructure networks throughout the sector plan area.	Developers; City of Greenbelt; PEPCO; Comcast; Verizon; and other utility agencies	Ongoing
PF5	Evaluate Toaping Castle and the historic Greenbelt Middle School for designation as Prince George's County Historic Sites	M-NCPPC and Prince George's County Historic Preservation Commission	Short-Term

Objective	Proposed Action Steps	Potential Parties Involved	Time Frame
PF6	Document historic structures that are more than 50 years of age in the sector plan area	M-NCPPC and Prince George's County Historic Preservation Commission	Short-Term
PF7	Expand/renovate or relocate Springhill Lake Elementary School and consider adaptive reuse of portions of the existing building for community and recreation uses	Prince George's County Board of Education; City of Greenbelt; and developers	Short- to Medium-Term
PF8	Build an archeological interpretive center and museum as a major civic amenity at North Core	Developers; Prince George's County Government; City of Greenbelt; Town of Berwyn Heights; Prince George's County Historic Preservation Commission; CCRIC; and local preservation groups	Short- to Medium-Term
PF9	Identify appropriate locations and construct satellite library facilities as joint-use facilities with other public uses, civic amenities, or concentrations of shopping and employment	Prince George's County Library System; City of Greenbelt; Town of Berwyn Heights; and developers	Medium- to Long-Term
PF10	Relocate the Greenbelt school bus lot to a more appropriate location that is still convenient to the Northern Service Area	Prince George's County Board of Education	Medium- to Long-Term
PF11	Construct a new fire/EMS station for the Greenbelt Volunteer Fire Department	Prince George's County Government and City of Greenbelt	Medium-Term
PF12	Study the relocation of the Berwyn Heights Fire/EMS station	Prince George's County Fire/EMS Department and Town of Berwyn Heights	Medium-Term
PF13	Consider the relocation of select municipal offices to the MD 193 corridor to act as civic anchors for potential redevelopment	Town of Berwyn Heights	Medium- to Long-Term
PF14	Incorporate historic markers, interpretive signage, and open spaces following the path of the former runway to celebrate the history of the Schrom Airport in the redevelopment of the Maryland Trade Center	Developers; City of Greenbelt; and M-NCPPC	Medium- to Long-Term

Objective	Proposed Action Steps	Potential Parties Involved	Time Frame
Parks and Recreation (PR)			
PR1	Provide a variety of open spaces and urban park facilities within North Core, Beltway Plaza, and Greenway Center/ Maryland Trade Center	Developers; City of Greenbelt; and M-NCPPC.	Ongoing
PR2	Encourage existing office developers to provide urban pocket parks	Developers; property managers; City of Greenbelt; Town of Berwyn Heights; and M-NCPPC	Ongoing
PR3	Develop the dedicated urban park space in South Core	City of Greenbelt and developers	Short-Term
PR4	Construct an interpretive trail system through the Indian Creek stream valley, provide environmental interpretation opportunities, and ensure trails are well-lit with full cut-off lighting fixtures	Developers; City of Greenbelt; Town of Berwyn Heights; and M-NCPPC	Short-Term
PR5	Acquire property and construct an active recreation park in the vicinity of one or more of the floating park symbols designated by this sector plan	City of Greenbelt; Town of Berwyn Heights; M-NCPPC; and the developer community	Short- to Medium-Term
PR6	Revitalize the stormwater retention and management pond at the southeast corner of Hanover Parkway and Ora Glen Drive by incorporating recreation amenities and environmental site design techniques	City of Greenbelt; DPW&T; M-NCPPC; and DER	Short- to Medium-Term
PR7	Build a recreation building and activity fields to serve the eastern sections of the City of Greenbelt	City of Greenbelt and Prince George's County Board of Education	Short- to Medium-Term
PR8	Support acquisition or dedication of additional open space in South Core for recreation uses if the market for retail development is not realized	Developers; City of Greenbelt; Town of Berwyn Heights; and M-NCPPC	Short- to Medium-Term
Housing and Neighborhood Conservation (HN)			
HN1	Educate stakeholders about foreclosure prevention programs, provide educational materials, and assist homeowners in retaining their homes	Prince George's County Department of Housing and Community Development (DHCD); City of Greenbelt; Town of Berwyn Heights; and State of Maryland	Ongoing

Objective	Proposed Action Steps	Potential Parties Involved	Time Frame
HN2	Re-fund the Prince George's County "Down Payment On Your Dream" program	DHCD and Prince George's County Government	Ongoing
HN3	Educate stakeholders about code standards and requirements, and provide increased code enforcement	City of Greenbelt; Town of Berwyn Heights; DER; and M-NCPPC	Ongoing
HN4	Educate residents on existing county, state, and federal home repair, weatherization, and first-time homebuyer programs	City of Greenbelt; Town of Berwyn Heights; DHCD; DER; and State of Maryland	Ongoing
HN5	Support the City of Greenbelt, Town of Berwyn Heights, and City of College Park in securing Community Development Block Grants and other sources of funding to facilitate improvements	City of Greenbelt; Town of Berwyn Heights; City of College Park; Prince George's County Government; and M-NCPPC	Ongoing
HN6	Develop incentives and identify funding programs to encourage reinvestment in existing neighborhoods	City of Greenbelt; Town of Berwyn Heights; City of College Park; and Prince George's County Government	Ongoing
HN7	Provide a mix of housing options, active adult or senior housing opportunities, and mixed-income housing, particularly at North Core, Beltway Plaza, Franklin Park at Greenbelt Station, and Greenway Center/Maryland Trade Center	Developers; M-NCPPC; DHCD; Redevelopment Authority; and City of Greenbelt	Ongoing
HN8	Work with stakeholders to assist tenants displaced by large-scale redevelopment in the sector plan area in locating new housing.	City of Greenbelt; DHCD; Property Owners; and Developers	Ongoing
HN9	Determine whether noise studies should be conducted along the Capital Beltway (I-95/495) and identify, if warranted, what measures should be pursued to mitigate noise impacts on surrounding residential neighborhoods	City of Greenbelt; DPW&T; DER; DHCD; and SHA	Short-Term
HN10	Develop an organized stakeholder coalition to serve as a local advocate for the plan vision and implementation	City of Greenbelt; Town of Berwyn Heights; DHCD; and Redevelopment Authority	Short-Term

Objective	Proposed Action Steps	Potential Parties Involved	Time Frame
HN11	Conduct a housing survey to confirm existing and identify any new housing gaps in the City of Greenbelt	City of Greenbelt; DHCD; and M-NCPPC	Short-Term
HN12	Develop a phasing plan and prioritize development to ensure new housing types are appropriately located to implement the sector plan	City of Greenbelt; Town of Berwyn Heights; DHCD; and M-NCPPC	Short-Term
HN13	Implement a density-bonus program to increase affordable housing options around the county's Metro stations	M-NCPPC; DHCD; and Redevelopment Authority	Short-Term
Development Regulations (DR)			
DR1	Integrate the development district standards with countywide development standards and procedures to ensure consistency of review and certainty in the process. Educate property owners and potential developers on the development district standards to facilitate redevelopment	M-NCPPC and Prince George's County	Ongoing
DR2	Incorporate crime prevention through environmental design (CPTED) measures in all new development and redevelopment	Developers; M-NCPPC; Prince George's County Police Department; City of Greenbelt; and Town of Berwyn Heights	Ongoing
DR3	Streamline development procedures and approval processes	M-NCPPC; Prince George's County; City of Greenbelt; and Town of Berwyn Heights	Short-Term
DR4	Support future rezoning to facilitate redevelopment of commercial and office areas along the south side of MD 193 within the Town of Berwyn Heights	M-NCPPC; developers; property owners; and Town of Berwyn Heights	Medium- to Long-Term
DR5	Support future rezoning to an appropriate mixed-use zone to implement the land use recommendations of the sector plan for Greenway Center and the Maryland Trade Center	M-NCPPC; developers; property owners; and City of Greenbelt	Medium- to Long-Term

Revitalization and Economic Development Tools

The following incentives and techniques can be employed to assist homeowners, remove constraints to development, and build on specific opportunities created by the sector plan. They range from fairly conceptual to more specific incentives and programs to direct subsidies and assistance by the public sector. During development and redevelopment projects, these programs and incentives should be considered individually and collectively for their applicability to the project.

Neighborhood Conservation Tools

The Prince George's County Department of Housing and Community Development administers the following programs:

- The Single-Family Rehabilitation Administration helps upgrade the quality of deteriorated dwellings to contemporary minimum property standards. Program priorities are the correction of code or potential code deficiencies, structural deficiencies, weatherization, and general improvements. Typical activities include roof replacement, heating and air conditioner upgrades, and lead based paint abatement. Handicapped accessibility improvements are also eligible. This is a loan-based program with repayment deferred for the first ten years.
- The HOME Homeowner Rehab Program assists existing homeowners with the repair, rehabilitation, or reconstruction of eligible owner-occupied units. Projects include meeting applicable codes, standards, and ordinances, energy-related improvements, lead-based paint hazard reduction, and accessibility improvements for disabled persons.
- The Weatherization Program primarily weatherizes homes of seniors, the disabled, and families with children under the age of five who are at 200 percent of the state poverty level or at 60 percent of the state median income, if no applicants meet the first requirement. Both owner- and renter-occupied housing units are eligible.
- The Community Development Block Grant (CDBG) Program provides annual grants on a formula basis to entitled cities, municipalities, and non-profit organization. The program is intended to develop viable urban communities by supporting decent housing, providing a suitable living environment, and expanding economic opportunities, principally for low and moderate-income persons. Eligible activities include acquisition or disposition of real property, clearance and/or demolition, housing rehabilitation

and preservation, removal of architectural barriers to the handicapped, public facilities improvements, economic development, and public services.

Down Payment On Your Dream (Neighborhood Stabilization Program)

Prince George's County has instituted a program that provides down payment and closing costs assistance when purchasing a vacant foreclosed property within the county. Eligibility is based on household income and is limited to specified ZIP codes. Potential buyers with a household income at or below 120 percent of the area median may qualify for the Down Payment On Your Dream program. As of May, 2012, funding for this program is depleted; however, the sector plan supports re-funding this program to assist in neighborhood revitalization efforts within Greenbelt and Berwyn Heights.

Other Prince George's County Programs

Prince George's County Economic Development Incentive Fund

The Economic Development Incentive Fund was established in 2012 with a one-time investment of fifty million dollars. Funds are to be appropriated over the next five fiscal years. The goals of the fund are to expand the county's commercial tax base, promote major development and redevelopment opportunities and transit-oriented development (TOD), bolster job retention and creation, support small and local businesses, and encourage growth of key industry sectors. Eligible uses for the funds include land and building acquisitions, building construction and improvement, equipment acquisition, and working capital.

Tax-Increment Financing Districts

Tax-increment financing (TIF) is a flexible economic development tool used by many jurisdictions. Under this technique, property tax revenues are frozen at the time a TIF district is established. This base level of revenue will continue to flow to the taxing entities over the life of the district. However, as development and redevelopment occur in the district, property tax revenues increase. This increase in property tax revenue from the base year (or the increment) is retained in a special allocation fund (TIF fund). The monies in the TIF fund are reinvested back into the TIF district. These funds can be used to purchase land and/or fund capital investment through TIF revenue bonds. Use of TIF programs can be an important source of financing joint development projects. Overall, TIF revenues ensure that the success in a given district generates revenues to support additional investment in the district. Tax-increment financing does not increase property taxes. The revenues generated from the district could help support land assembly, land write-downs, and infrastructure development for target projects in the corridor area as well as the provision of amenities. However, it is important to recognize that the use of TIF restricts county access, thus making this additional tax revenue not available for county general fund purposes.

Revitalization Property Tax Credits

The majority of the sector plan area is within census tracts that are eligible for the county's revitalization property tax credit program. This program uses a diminishing county property

tax credit over several years for assessable improvements made to commercial, industrial, and residential properties.

The tax credits are intended to help enhance the financial feasibility of a project by reducing operating costs. Qualifying commercial projects receive a graduated 20 percent tax credit over five years, beginning with a 100 percent credit the first year and dropping to 80 percent in the second year, 60 percent in the third year, 40 percent in the fourth year, and 20 percent in the fifth year. Residential property taxes are abated 100 percent in the first year, 66 percent in the second year, and 33 percent in the third year.

Prince George's County Redevelopment Authority Programs

- Shopping Center Rehabilitation Program (SCRP): the SCRP is designed to help owners of older shopping centers invest in the rehabilitation of the buildings, grounds, and equipment that make up the center. The SCRP will provide up to 25 percent of the requested funding, but no more than $2.5 million, matching the balance of the total financing required to renovate the center.
- Business Building Re-Use Program (BBRP): The BBRP is designed to help encourage the reuse of vacant or underutilized business buildings. For example, if market studies indicate that a vacant or underutilized strip center is no longer viable as a retail facility, the BBRP will provide up to 25 percent, but no more than $1.0 million, of the financing necessary to convert the property into another viable business use.
- New Building Loan Program (NBLP): The NBLP is designed to help encourage new retail, commercial, and industrial development projects in inner-beltway communities, where a market study indicates the area can support the new facility. This program will provide up to 50 percent, but no more than $2.0 million, of the financing necessary for the construction cost of a project.
- The Small Office-Home Office Loan Program: This program is a service developed by Innovative Bank to promote the Small Business Administration's Community Express loan program.

Revolving Loan Funds

Community revolving loan funds are a means to offer local businesses and developers low interest capital or to target specific properties for redevelopment. These funds offer localities and organizations the means to invest in their future and leverage outside investment. These programs extend the ability of funds to continue to circulate through the community long after the initial grant has been expended.

Land Readjustment Programs

Also known as land consolidation or land pooling, this approach involves the private sector pooling land for the purpose of creating a larger unified development site. It allows property owners to retain the incremental value gained from the development of their land to more intensive use rather than having the benefit accrue to the developer after the land is sold.

Properties are consolidated through a private corporation, landowner's association, a public corporation, or a public agency. Each owner is accorded a share relating their assessed property value as a percentage of the total value of all properties combined. The land is then planned without regard to property lines and is resubdivided and returned to individual property owners with all development requirements having been satisfied. The project can then be built out separately by several developers or by a single developer. Some lots may be sold to offset the cost of infrastructure improvements. The result is that the original property owners realize greater value for their properties by creating a larger developable site.

Flexible Parking Regulations

Parking regulations that minimize the provision of on-site parking and maximize the

opportunities for shared-use parking in mixed-use development areas are an incentive that can help attract new development. Accordingly, the Greenbelt Metro Area and MD 193 Corridor sector plan parking standards should support, not penalize, mixed-use development that may have a greater ratio of floor area to parking spaces. Recommended parking maximums have been developed along with parking credit reductions where shared-use parking and alternate means of transportation are provided.

Public Parking

Public parking is appropriate when a range of land uses, rather than a single user, benefit from the parking. Ideally, initial shared parking lots could become the site of future structured parking when the need arises. The Prince George's County Revenue Authority's mission is to create revenue streams for the county and encourage economic development. As initial costs may be high, partnerships with a municipality, the Redevelopment Authority, a business association, or other entity may be required. The Redevelopment Authority, with the approval of a municipality and the direction of the County Council, may create a parking district within any municipal commercial area. A parking district collects parking fees for all public parking spaces in the district from individual users, commercial center businesses, or an alternative entity such as a business association. Initial financing would come from non-city sources, but over the long run, projected parking revenue must be sufficient to pay off the construction, financing, and maintenance.

High-Technology Growth and Development Incentive Package

The Prince George's County Economic Development Corporation (PGCEDC) provides a high-technology growth and development incentive package. This program provides a three-part incentive for high-technology companies expanding in or newly locating within the county. Personal property tax exemptions are also available for up to 100 percent for certain property used in research and development. Property tax credits are available for new construction, substantial renovation, or expansion of high-technology businesses for the same amounts and time periods as those discussed above. The third component of this package includes a fast track site development plan process.

Marketing and Promotion

There is an opportunity to capitalize on the wealth of retail options and office space in the Greenbelt area as well as its historic old town. Developing logos, slogans, and a branding campaign to promote and market Greenbelt's assets will help recruit specialty retailers, start-up businesses, and expanding companies as well as attract shoppers to the area.

Information Clearing House

Older commercial and business districts often lack a central source for and may have fewer promotional tools or locations for developers and local businesses to gain information on financing, activities, development processes, and legal requirements. Numerous county and state services that offer financing, tax incentives, training, and other specialized assistance, such as the Main Street Program, have been very successful in jump-starting successful town centers through information sharing and training. Consideration should be given to developing a Commercial Development Corporation or Business Alliance as such a source.

State of Maryland Programs

Sustainable Communities

The Sustainable Communities Act of 2010 created consolidated areas for revitalization investment referred to as Sustainable Community (SC) Areas. As of May 2012, there were three approved Sustainable Communities in Prince George's County—the City of Hyattsville, the City of Laurel, and the City of Mount Rainier. Maryland programs that are contributing resources to designated Sustainable Community (SC) areas in 2012 are:

- **Community Legacy Program (CL)** is administered by the Maryland Department of Housing and Community Development

and provides local governments and community development organizations with financial assistance to strengthen communities through such activities as business retention and attraction, encouraging homeownership and commercial revitalization. CL funds are restricted to SC areas.

- **Neighborhood Business Works Program (NBW)** is administered by the Maryland Department of Housing and Community Development and provides loans through gap financing, i.e. subordinate financing, to new or expanding small businesses and nonprofit organizations. NBW funds are restricted to SC areas.
- **Maryland Sustainable Communities Tax Credit Program** is administered by the Maryland Historical Trust and provides Maryland income tax credits based on a percentage of the qualified capital costs expended in the rehabilitation of a structure. *Non-historic*–qualified rehabilitated structures in designated Sustainable Communities can be eligible for a 10 percent credit. The 20 percent credit for *historic* structures will continue to be available.
- **Job Creation Tax Credit** is administered by the Maryland Department of Business and Economic Development (DBED). Maryland provides a tax credit to encourage businesses expanding in or relocating to Maryland. Enhanced incentives are provided in SC areas. The standard credit is 2.5 percent of annual wages up to $1,000 per new job. For businesses located in a SC area, the credit is 5 percent of annual wages up to $1,500 per new job; and, the threshold to qualify for the tax credit drops from 60 to 25 jobs created.
- **Sidewalk Retrofit Program** is administered by the Maryland Department of Transportation (MDOT). This program helps finance the construction and replacement of sidewalks along state highways (Maryland and US Routes, other than expressways). The program covers 50 percent of the cost for approved projects. For projects located in a SC area, the program covers 100 percent of the cost.

Community Investment Tax Credits

The Division of Neighborhood Revitalization at the State of Maryland's Department of Housing and Community Development issues Community Investment Tax Credits. As part of an annual, competitive application process, 501(c)(3) nonprofit organizations apply for tax credit allocations. Nonprofit organizations utilize the tax credits as incentives for individuals and businesses to donate money, goods or real property to support operational and programmatic costs associated with specific, approved projects in a priority funding area. Projects typically involve activities such as housing and community development; enhancing neighborhoods and business districts; arts, culture and historic preservation; economic development and tourism promotion; and technical assistance and capacity building.

Maryland Capital Access Program

The Maryland Capital Access Program is a small business credit enhancement program that enables private lenders to establish a loan loss reserve fund from fees paid by lenders, borrowers, and the State of Maryland. An enrolled loan, or portion of a loan, may range from $10,000 to $1,000,000. Most Maryland small businesses, including nonprofit organizations, are eligible.

Brownfield Ordinances

Counties and municipalities may adopt local brownfield ordinances that limit the liability of property owners and can provide a list of priority brownfield sites to the State of Maryland. This will make property owners of brownfield sites eligible to apply to the Brownfield Revitalization Program of the Maryland Department of Business and Economic Development. This program offers financing for clean-up costs. The limited liability will facilitate transfer of ownership and redevelopment of potentially contaminated industrial properties.

Sectional Map Amendment
Development District Overlay Zone Applicablity

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

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

Sector Plan Summary

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

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

- An interconnected, vibrant, and diverse mixed-use metropolitan center that provides new housing, employment, and recreational opportunities by capitalizing on the area's strategic location, transportation assets, and unique open space system; incorporating lessons of walkability, mobility, and accessibility from historic Greenbelt; and building on the communities' commitment to sustainability.
- A transformed MD 193 Corridor featuring competitive regional office parks; revitalized shopping centers; strong residential neighborhoods; pedestrian-oriented, mixed-use development; and phased, multimodal transportation improvements that enhance the corridor's safety, accessibility, and appeal.

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

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

Applicability and Administration

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

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

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

A conceptual site plan shall be approved prior to detailed site plan submittal for development within the North Core and Beltway Plaza subareas. These conceptual site plans should outline a comprehensive approach to redevelopment of the subject properties, including a general indication of phasing, future land uses, and future connections to adjacent properties.

Exemptions from the Development District Standards

The following are exemptions from the development district standards:

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

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

❖ **Multifamily development.** An addition to a multifamily residential structure that was lawful and not nonconforming on the date of SMA approval is exempt from the development district standards and detailed site plan review if the addition (and the accumulated sum of all additions since approval of the SMA) does not increase the gross floor area (GFA) by more than 15 percent or 750 square feet, whichever is less.

❖ **Nonresidential development.** An addition to a nonresidential structure that was lawful and not nonconforming on the date of SMA approval is exempt from the development district standards and detailed site plan review, if the addition (and the accumulated sum of all additions since approval of the SMA) does not increase the GFA by more than 15 percent or 5,000 square feet, whichever is less.

❖ **Existing shopping centers.** Except for independent pad sites, an existing integrated shopping center larger than 750,000 square feet that was lawful and not nonconforming as of March 2013 is exempt from the development district standards and detailed site plan review, if the addition (and the accumulated sum of all additions since approval of the SMA) does not increase the GFA by more than 10 percent of the total GFA of the shopping center as it existed in March 2013. Additions proposing any residential development shall be subject to the development district standards and detailed site plan review regardless of size.

❖ **Independent pad sites.** An addition to a nonresidential pad site structure that was lawful and not nonconforming as of March 2013 is exempt from the development district standards and detailed site plan review, if the addition (and the accumulated sum of all additions since approval of the SMA) does not increase the GFA by more than 15 percent or 5,000 square feet, whichever is less. New buildings and structures on independent pad sites shall be subject to the development district standards and detailed site plan review.

❖ **Parking facilities.** Resurfacing, restriping, or adding landscaping to parking facilities are exempt from the development district standards and detailed site plan review, if the parking facilities were lawful and not nonconforming on the date of SMA approval.

❖ **Nonconforming Buildings, Structures, and Uses.**

- Changes in ownership of a certified nonconforming use or a use that was lawful or could be certified as a legal nonconforming use on a date of SMA approval shall be permitted subject to the provisions of Section 27-241.
- Restoration or reconstruction of a nonconforming building or structure, or a certified nonconforming use, is exempt from the development district standards and from detailed site plan review if it meets the requirements of Section 27-243(a)(1) of the Zoning Ordinance.
- Except for improvements listed in **General** below, a property owner may not expand a certified nonconforming use unless a detailed site plan is approved with findings that the expansion is compatible with adjacent uses and meets the goals of the sector plan.

❖ **General.** The following are exempt from the development district standards and detailed site plan review if the existing or proposed use is permitted:

- Permits for alteration or rehabilitation, with no increase in the existing gross floor area.
- Canopies.
- Fences of six feet in height or less for rear and side yards and made of wood or masonry (not concrete block) are exempt.
- Fences and walls in the front yard that are four feet in height or less and made of

wood or masonry (not concrete block) are exempt.
- Decks.
- Ordinary maintenance.
- Changes in use or occupancy.
- Changes in ownership.

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

❖ **Signs.** Signs in a development requiring a detailed site plan will be reviewed in the detailed site plan process. Signs for development not otherwise requiring a detailed site plan will be reviewed in the permit review process for compliance with the development district standards.
- Refacing of an existing sign with no increase in sign area or increase in the height of freestanding signs is exempt from the development district standards.
- Certain public signs are exempt from the development district standards in accordance with Section 27-602 of the Zoning Ordinance.

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

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

Public Improvements

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

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

Site Plan Submittal Requirements

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

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

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

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

Uses

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

Certain uses have been modified by the development district standards in accordance with Sections 27-548.22(b) and 27-548.25(d) of the Zoning Ordinance to limit uses that are incompatible with, or detrimental to, the goals of the development district and purposes of the D-D-O Zone and to eliminate the need for special exceptions, which shall not apply to uses within a development district.

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

Development District Standards

Modification of the development district standards is permitted through the process described in Section 27-548.25(c) of the Zoning Ordinance. "If the applicant so requests, the Planning Board may apply development standards which differ from the approved Development District Standards, unless the Sectional Map Amendment provides otherwise. The Planning Board shall find that the alternative Development District Standards will benefit the development and the development district and will not substantially impair implementation of the Master Plan, Master Plan Amendment, or Sector Plan."

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

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

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

permissive term and provides guidance on the intended development character.

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

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

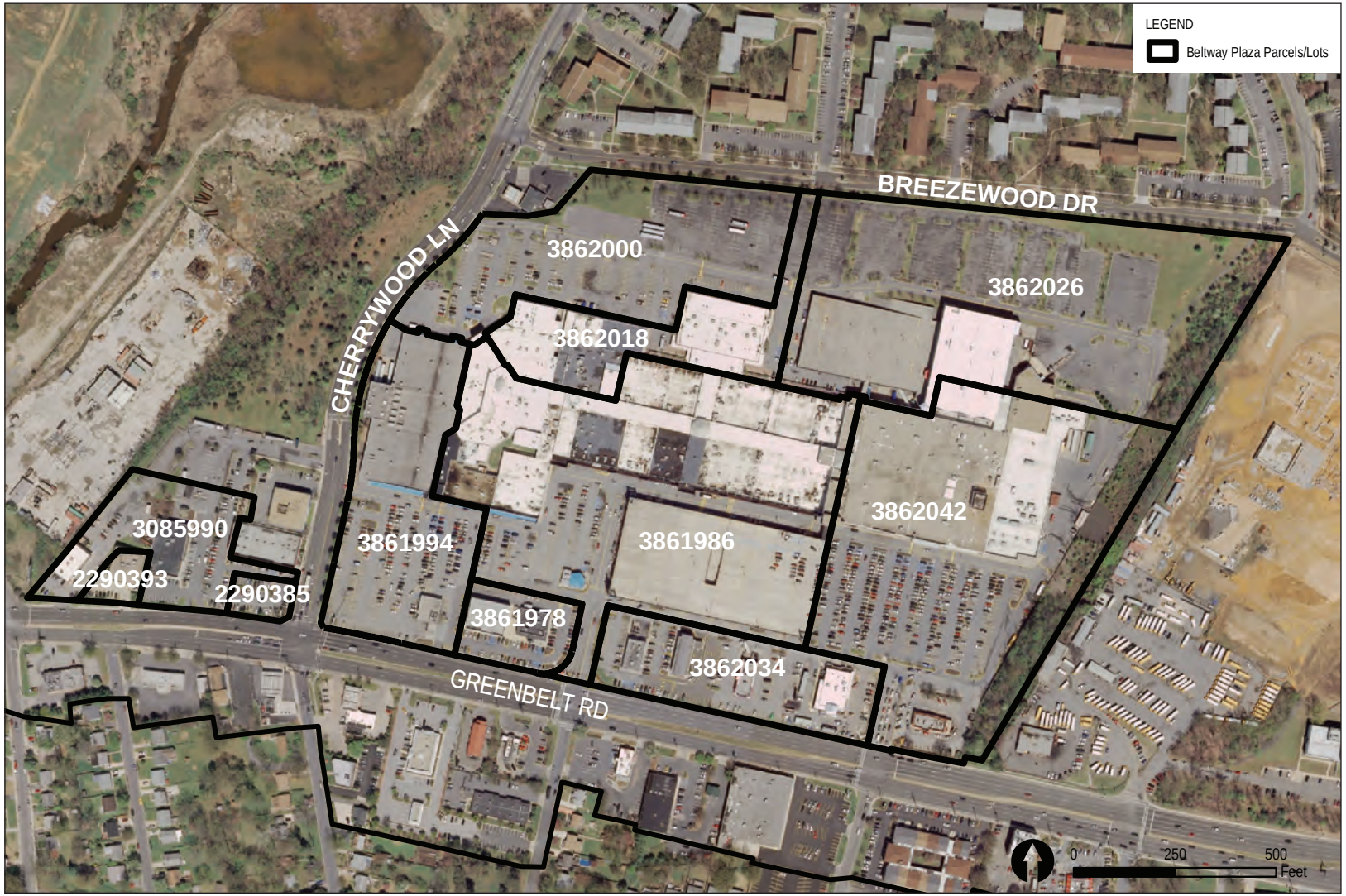
Development proposals evaluated under these regulations should be measured against the general intent and desired character for the Greenbelt Metro Area and MD 193 Corridor Development District as established in the sector plan.

Inventory of Beltway Plaza and Pad Sites

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

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

MAP 23: Beltway Plaza Holdings



Within the DDOZ Boundaries (Beltway Plaza Mall)

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

Outside the DDOZ Boundaries (Greenway Center)

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

Development District Standards

Table of Contents

- Using the Development District Standards
- Intent
- Greenbelt Metro Area and MD 193 Corridor Development District Subareas
- Building Form
- Architectural Elements
- Sustainability and the Environment
- Streets and Open Spaces

Using the Development District Standards

1. Review the Intent Section.
2. Review the sector plan text, illustrations, and diagrams depicting the character intended for the Greenbelt Metro Metropolitan Center and University Boulevard (MD 193) Corridor, included in Chapter V: Where Do We Go From Here?
3. Find your property on the subarea map (Map 24 on page 210).
4. Review the building form regulations for your property's subarea in the Building Form Section.
5. Review the architectural regulations for your building's design and materials.
6. Review the Sustainability and the Environment Section for green building and infrastructure requirements for your property.
7. Review Streets and Open Spaces for applicable requirements for your property.

Intent

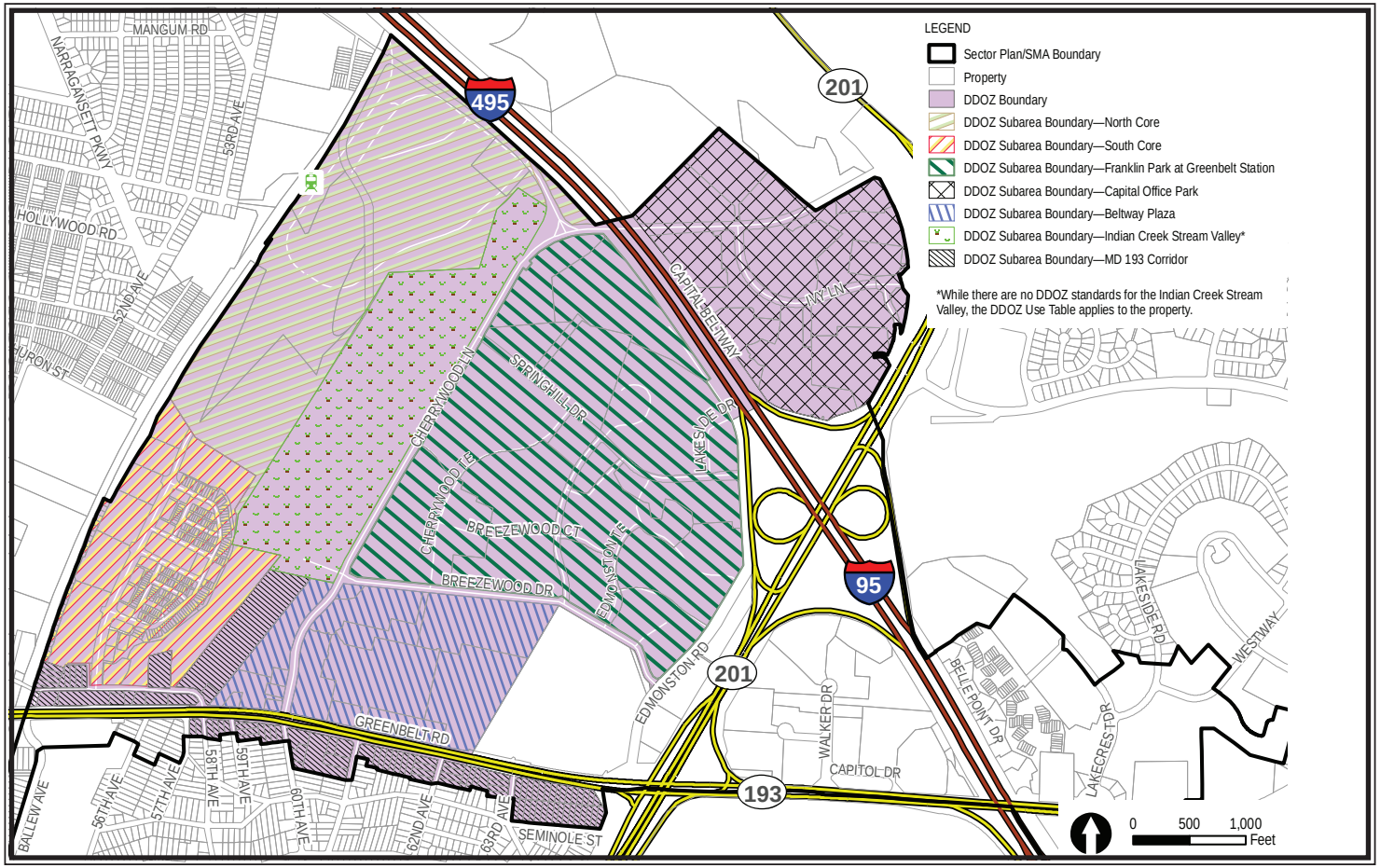
The development district standards contain regulations that impact the design and character of the Greenbelt Metro Metropolitan Center and portions of the University Boulevard (MD 193) Corridor. The purpose of these standards is to shape high-quality public spaces with buildings and other physical features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

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

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

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

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



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

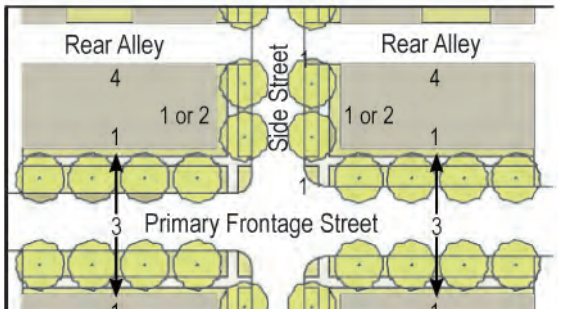
Building Orientation

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

Primary and Secondary Streets

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

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



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

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

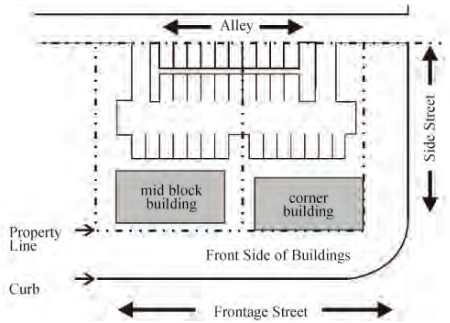


Image Credits: DPZ

Building Form | *Public Utilities Easements*

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

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

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

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

Redevelopment of the WMATA parking and stormwater management facilities at North Core provides an opportunity to incorporate urban utilities provisions at every stage of design and construction. All development at North Core should be coordinated to ensure urban utilities provision techniques are incorporated. Build-to lines in North Core shall not be increased for the purpose of accommodating a PUE free and clear from pavement and landscape plantings. Public utilities shall be located underground beneath the streets and sidewalks or in the rear of lots to the fullest extent feasible in North Core, and approaches such as utilities vaults should be used to provide access for maintenance and repair.



Building Form | *North Core*

Height

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

Lot Occupation

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

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

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

Orientation, Build-to Lines, and Yards

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

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

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

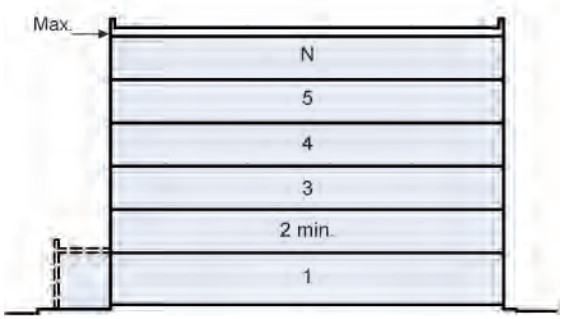
- ❖ The front secondary build-to line (g.2) shall be between 10 and 20 feet from the right-of-way.
- ❖ The minimum side and rear setbacks (g.3 and g.4 respectively) shall be 0 feet. Whenever possible, buildings shall be built flush to adjacent buildings and share party walls to create a unified streetscape.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

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

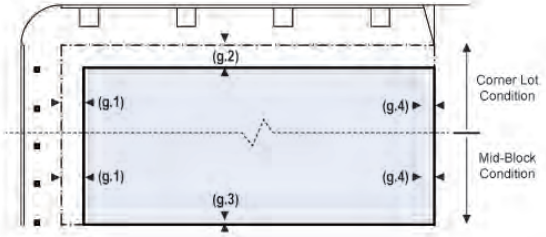
Building Form | *North Core*

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

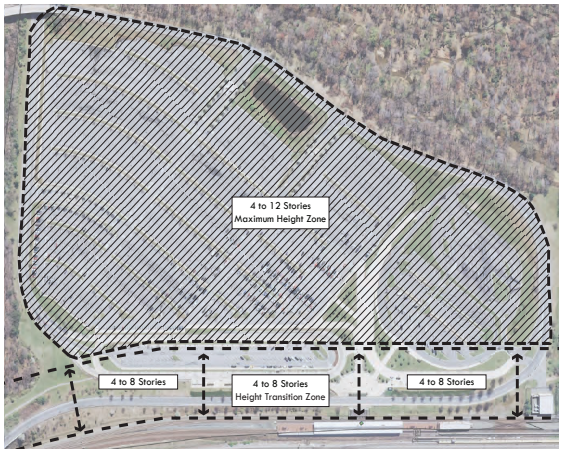
"N" stands for any stories above those shown, up to the maximum. Refer to metrics for exact minimums and maximums.
"BTL" stands for "build-to line."



Building configuration



Setbacks



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



Image Credits: DPZ for building configuration and setback diagrams

Building Form | *South Core*

Height

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

Lot Occupation

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

Orientation, Build-to Lines, and Yards

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

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

Rear Yards (g.4)

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

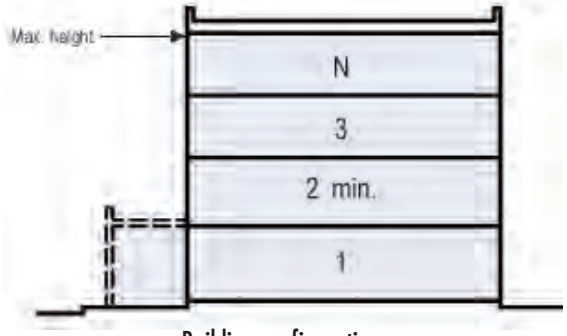
Side Yards (g.3)

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

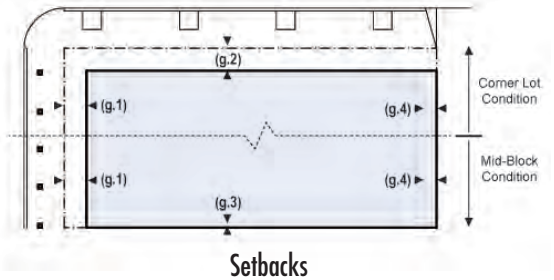
Building Form | *South Core*

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

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



Building configuration



Setbacks





Image Credits: DPZ for building configuration and setback diagrams

Height

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

Lot Occupation

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

Orientation, Build-to Lines, and Yards

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

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

Rear Yards (g.4)

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

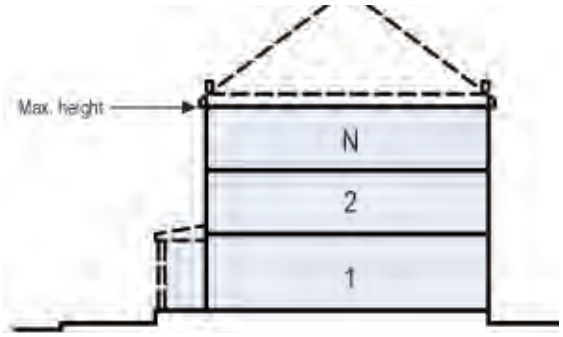
Side Yards (g.3)

- ❖ Unattached multifamily buildings shall be placed a minimum of 30 feet apart as measured sidewall to sidewall. Attached multifamily buildings shall not have a minimum side yard setback.
- ❖ Sticks or groupings of attached building types such as townhouses and two-over-twos shall be placed a minimum of 12 feet apart measured sidewall to sidewall.
- ❖ Single-family dwelling side yard setbacks shall be a minimum of 0 feet on any one side, and 10 feet on the opposite side. The maximum side yard setback for single-family dwellings shall be 20 feet.

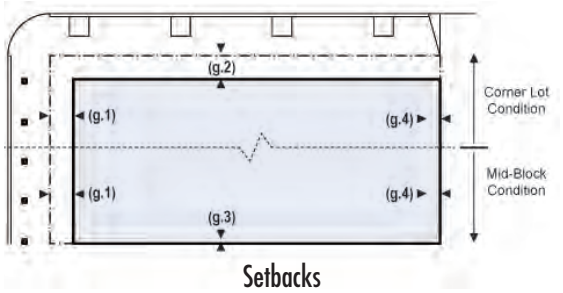
Building Form | *Franklin Park at Greenbelt Station*

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

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



Building configuration



Setbacks







Image Credits: DPZ for building configuration and setback diagrams

Building Form | *Capital Office Park*

Height

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

Lot Occupation

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

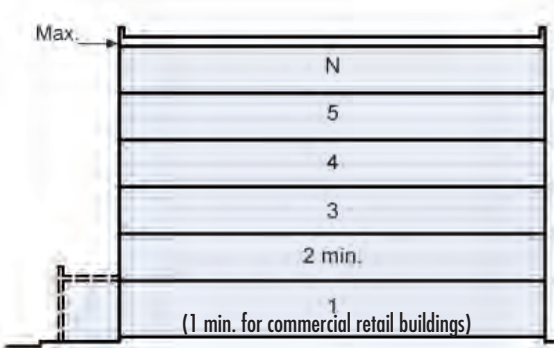
Orientation, Build-to Lines, and Yards

Build-to Lines

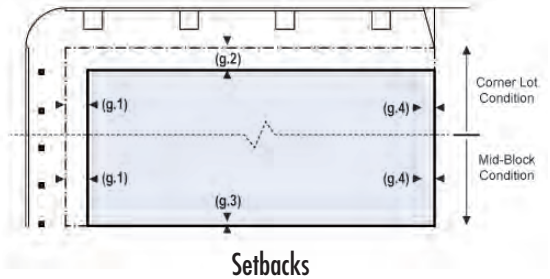
- ❖ The front principal build-to line (g.1) for buildings fronting Cherrywood Lane shall be 15 to 20 feet from the right-of-way.
- ❖ The front principal build-to line (g.1) for buildings fronting Ivy Lane shall be 15 to 30 feet from the right-of-way.
- ❖ The front secondary build-to line (g.2) for buildings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

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

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



Building configuration



Setbacks

Image Credits: DPZ

Building Form | *Beltway Plaza*

Height

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

Lot Occupation

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

Orientation, Build-to Lines, and Yards

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

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

Rear Yards (g.4)

- ❖ The minimum rear yard setback shall be 15 feet from the rear lot line for any residential development, except where alley-accessed garages or accessory buildings are provided, in which case the minimum rear yard setback shall be 5 feet.
- ❖ There shall be no minimum rear yard requirements for non-residential and mixed-use buildings.

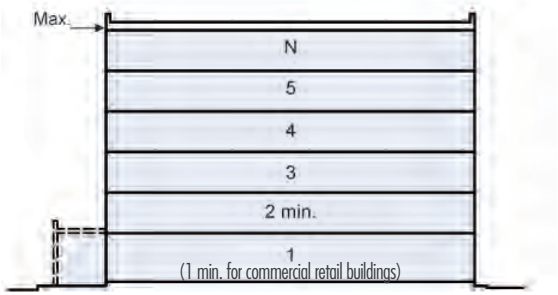
Side Yards (g.3)

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

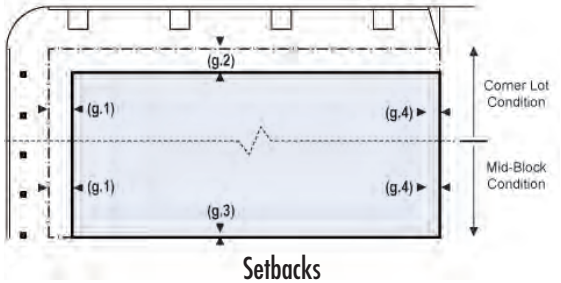
Building Form | *Beltway Plaza*

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

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



Building configuration



Setbacks



Image Credits: DPZ for building configuration and setback diagrams

Height

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

Lot Occupation

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

Orientation, Build-to Lines, and Yards

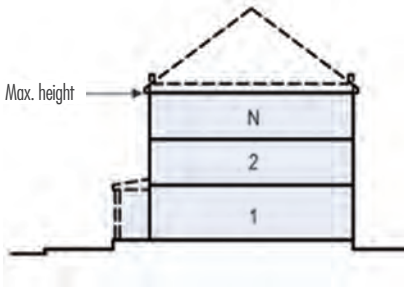
Build-to Lines (g.1 and g.2)
❖ The front principal build-to line shall be between 0 and 15 feet from the right-of-way.
❖ The front secondary build-to line shall be between 10 and 20 feet from the right-of-way.

Rear Yards (g.4)
❖ The minimum rear yard setback shall be 10 feet from the rear lot line.

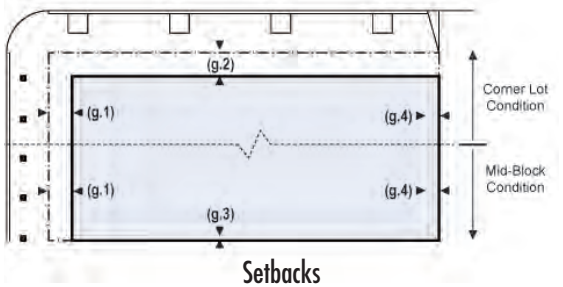
Side Yards (g.3)
❖ The side yard setback shall be between 0 and 24 feet from the side lot line.

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

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



Building configuration



Setbacks

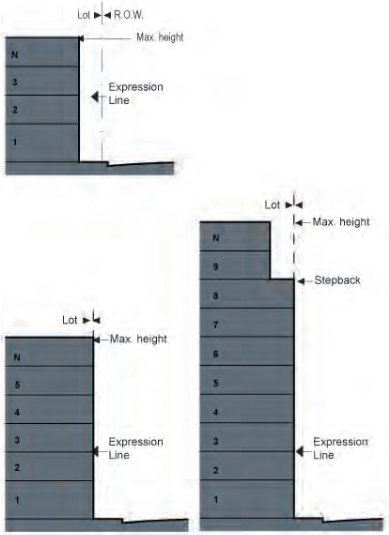




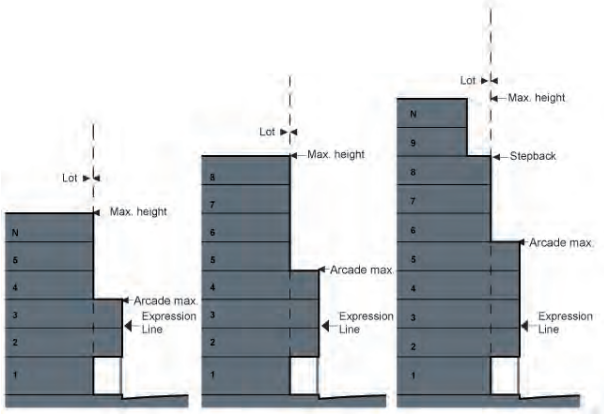
Image Credits: DPZ for building configuration setback diagrams

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

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



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



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

Image Credits: DPZ

Building Form | *Step-Back Transitions and Landscape Buffers*

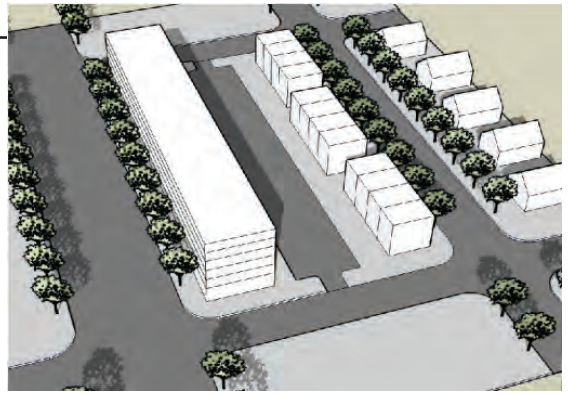
Generally, compatible buildings and uses should be located adjacent to each other. However, along historically commercial strips, tall buildings or undesirable uses often share rear lot lines with residential buildings.

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

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

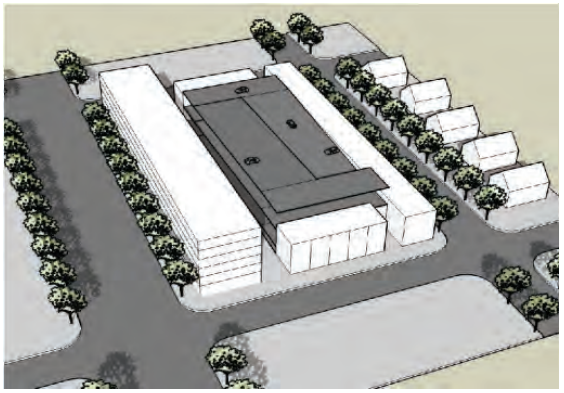
Development shall also incorporate techniques such as masking mid-block parking garages with residential liner buildings, providing landscape strips, and incorporating architectural detailing that is of equivalent quality as the front façade on any façade that may face existing residential neighborhoods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

Landscape buffers in combination with stepback transitions are appropriate when development areas share a property line with existing residential neighborhoods (as in Berwyn Heights). The buffer area shall be consistent with the standards of the Landscape Manual.

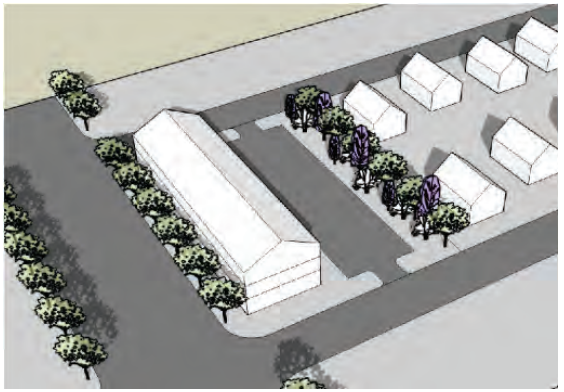


Stepback transition with a mid-block parking lot and townhouse liner buildings.

Image Credits: DPZ



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



Landscape buffer between new development and an existing residential area.

Parking Requirements

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

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

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

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

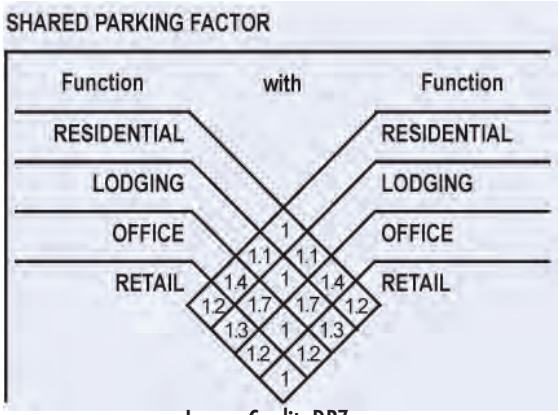


Image Credit: DPZ

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

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

- ❖ A minimum of one bicycle parking space shall be provided within the public or private frontage for every 10,000 gross square feet of retail space.
- ❖ A minimum of one bicycle parking space shall be provided for every two multifamily dwelling units.
- ❖ A minimum of 4 bicycle parking spaces shall be provided for every 50 anticipated or actual employees of an office, mixed-use, civic/recreation, retail use, or combination of uses.
- ❖ Bicycle racks shall be placed in highly visible areas along the street or within parking garages as appropriate. Dedicated bicycle storage rooms may also be used to accommodate required bicycle parking spaces.
- ❖ Off-street parking requirements may be further reduced by a maximum of 20 percent beyond the requirements specified above if incentives and provisions that encourage the use of alternate modes of transportation (other than single-occupancy vehicles) are included in the development. Features such as bike share stations, electric vehicle charging stations, shared car programs, financial incentives to employees for transit and car- and van-pooling, and the provision of private shuttle bus services, may qualify for parking reductions. The determination of appropriate parking reductions will be made at the time of detailed site plan approval based on evaluation of data provided by the applicant justifying reductions to the parking requirements
- ❖ Parking may be located on- or off-site within one-quarter mile of the development site. When off-site parking is used to meet the parking requirements, the applicant shall provide satisfactory documentation to show that parking is provided off-site.
- ❖ Where on-street parking is provided, each 20 feet of linear street frontage may be substituted for 1 off-street space to be counted toward the off-street parking requirements.



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



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

Access of Off-Street Parking Lots and Structured Parking

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

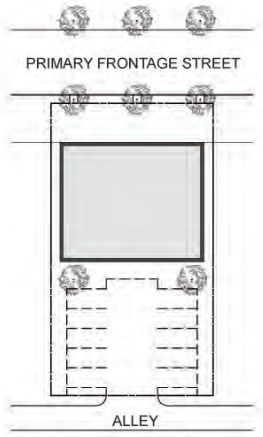


Figure 1:
Rear parking accessed from a rear alley

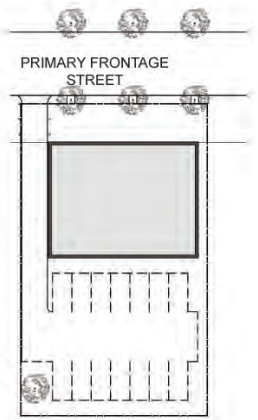


Figure 3: Rear parking accessed from the street. Driveway is located along the side property line.

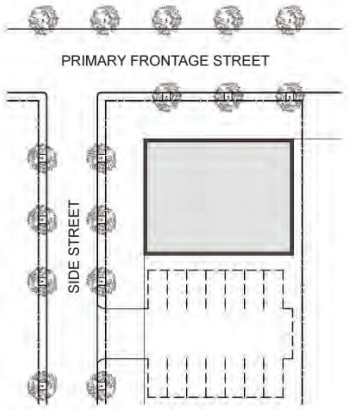


Figure 2: Rear parking accessed from the street Property is located on a corner with driveway from a secondary street.

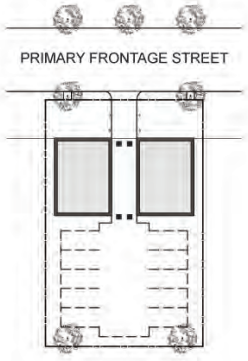


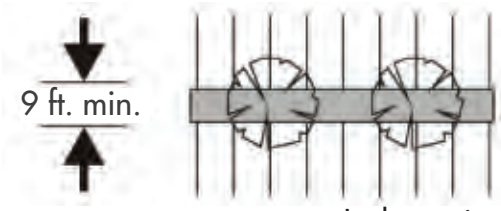
Figure 4: Rear parking accessed from the street. Driveway passes through the mass of the building.

Image Credits: DPZ

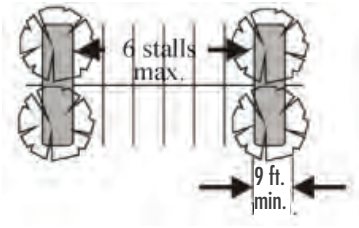
Parking Lots

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

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



Landscape strips



Landscape islands

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

Parking Lot Landscaping Requirements

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





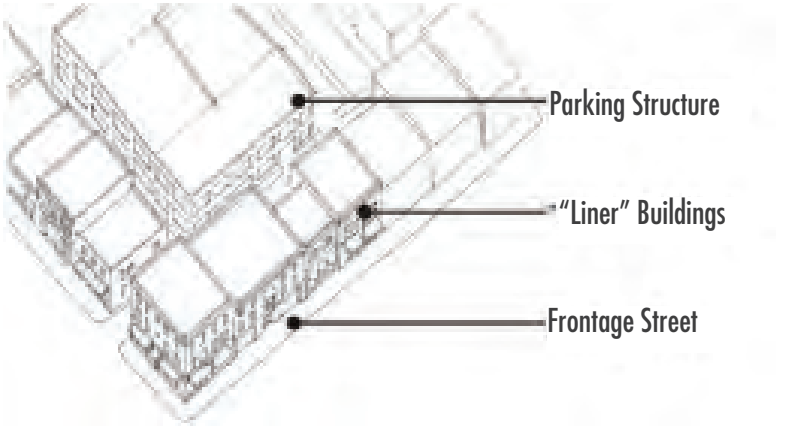
Loading and Service Areas

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



Building Form | *Structured Parking*

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





Parking structures should incorporate durable, high-quality materials.

Drive-Throughs

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

Gas Stations

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

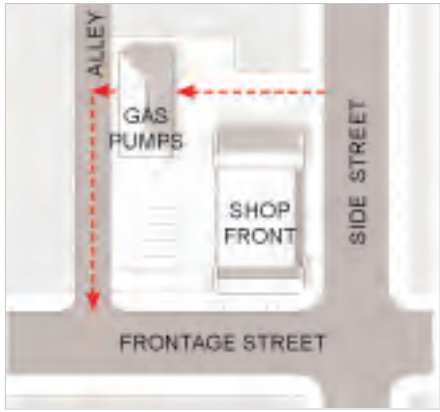
Bedroom Percentages

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

Image Credits: DPZ

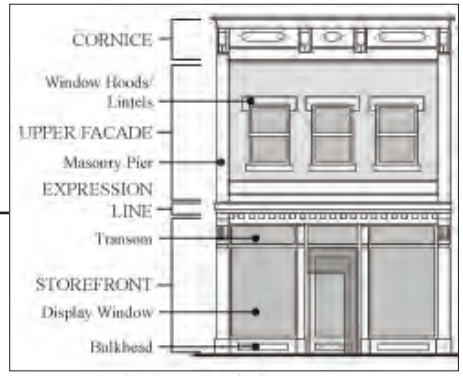






Architectural Elements | *General*





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

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

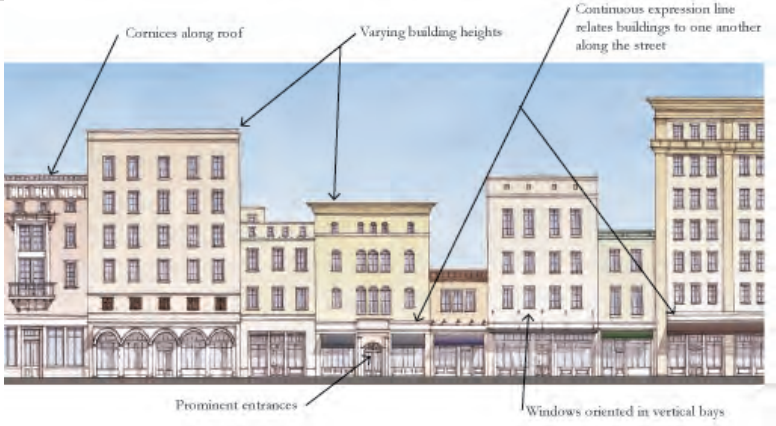


Image Credits to Left: DPZ







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

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





Image Credits: DPZ



Awnings

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

Galleries and Arcades

- ❖ Minimum gallery depth = 10 feet (measured from building face to outside column face). Minimum arcade depth = 12 feet (measured from building face to outside column face). Minimum underside clearance = 8 feet from the sidewalk.
- ❖ Galleries shall only be one story in height and may have flat or pitched roofs. Open balconies are permitted above the sidewalk ground level.
- ❖ Arcades shall be three to five stories in height with a one-story, open-air colonnade on the ground level.





Awnings provide shade and contribute to sense of place.



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

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

Marquees

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

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



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

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

Balconies

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

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



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

Porches

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

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

Stoops

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

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



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

A stoop is a traditional gathering place within communities.



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

Street Walls

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



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

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

Fences

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



Attractive fences contribute to the character of the neighborhood.

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

Hedges

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

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

Siding

Permitted siding types include:

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

Vinyl and aluminum siding shall not be permitted.

Stucco

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

Masonry

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

Reflectivity

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



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

Towers

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

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



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

Lanterns

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

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

- New signs shall be attached to the façade. Signs may be flat against the façade or mounted projecting or hanging from the façade. Signs may also be mounted on the roof of landmark or civic buildings in certain cases, to be determined at the time of a detailed site plan review.
- A maximum of one freestanding or monument sign shall be permitted for each commercial shopping center, office park, or mixed-use development exceeding 100,000 square feet in size.
- A maximum of one freestanding or monument sign shall be permitted for each residential development exceeding 200 dwelling units.
- Freestanding and monument signs shall not exceed eight feet in height, and the maximum area of any single freestanding or monument sign shall not exceed 80 square feet. Freestanding and monument signs shall be constructed of durable, high-quality materials such as, but not limited to, decorative masonry, wrought iron, or weatherized decorative metals.
- Signs shall be externally lit from the front with a full-spectrum light source. Internal and back lighting are permitted as an exception only for individual letters or numbers, such as for "channel letter" signage (panelized back lighting and box lighting fixtures are prohibited). Signage within a shopfront may be neon lit.
- Building numbers are required, and commercial buildings require building numbers on both the front and rear.



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



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



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

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

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

Sustainability and the Environment

Leadership in Energy and Environmental Design (LEED®) Certification

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

Passive Solar and Ventilation Design

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

Materials

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

On-site Energy Generation and Efficiency

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



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

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

Landscaping

- ❖ Minimize lawn or turf area. Turf should only be used in areas where it provides functional benefits.
- ❖ Use drought-tolerant and/or slow-growing hardy grasses, native and indigenous plants, shrubs, ground covers, and trees appropriate for local conditions.
- ❖ Permanent irrigation systems shall only utilize captured rainwater and/or building graywater (with approved filtration systems). Potable water use shall not be permitted in permanent irrigation systems.
- ❖ Use mulches to minimize evaporation, reduce weed growth, and slow erosion.
- ❖ Encourage on-site food production by planting fruit-bearing trees adapted to the local climate.
- ❖ Encourage setting aside areas and constructing composting areas and planting beds for the cultivation of fruits, vegetables, and herbs.

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



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

Water Efficiency and Recharge

- ❖ Surface parking areas, alleyways, and driveways should be constructed with durable, pervious paving materials (grass paver systems, porous paving, or pervious asphalt) to promote groundwater recharge and reduce stormwater runoff quantity and flow rates. Gravel is discouraged because of issues related to dust generation.
- ❖ All at-grade walks (excluding public sidewalks) and pathways shall be constructed with pervious materials.
- ❖ Capture slow runoff using exfiltration tanks, drainage swales, and other devices.
- ❖ Use low-flow water closets, faucets, showerheads, washing machines, and other efficient water-consuming appliances.

Stormwater Management and Indian Creek

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



Image Credit: USDA-NRCS, Iowa





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

Food Production

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

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





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

Streets and Open Spaces

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

Streetscape

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

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

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

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

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

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

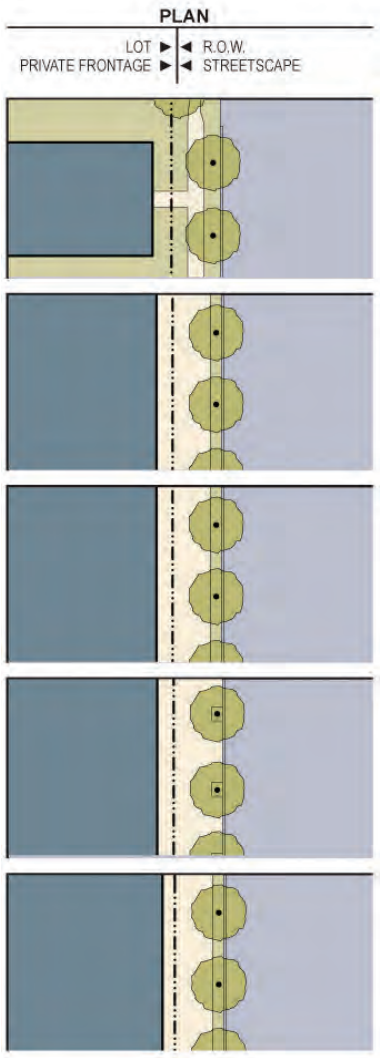


Image Credit: DPZ

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

Required Streetscape Elements

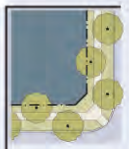
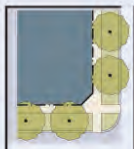
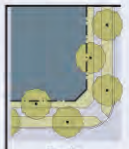
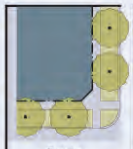
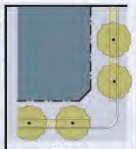
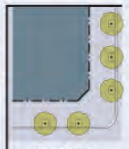
Public Frontage Type	ST-DR-AV	ST-DR-AV-BV	CS-DR-AV-BV	CS-DR-AV-BV
Assembly: The principal variables are the type and dimension of Curbs, walkways, Planters and landscape.				
Total Width	12-18 feet	12-18 feet	18-24 feet	18-30 feet
Curb: The detailing of the edge of the vehicular pavement, incorporating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

Image Credit: DPZ

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

Sidewalks

- ❖ At the time of development, the developer/property owner is required to install sidewalks for the entire frontage of the site.
- ❖ Special decorative paving materials, such as brick, precast pavers, or granite pavers, are recommended at high visibility intersections such as MD 193 (Greenbelt Road) at Cunningham Drive, 62nd Avenue, and Cherrywood Lane, and at Cherrywood Lane at Breezewood Drive and Springhill Drive.
- ❖ Sidewalk materials should be continued across driveways whenever possible, and accent paving should be used to define pedestrian crossings.
- ❖ Asphalt shall not be permitted as a sidewalk material.

Landscape Strips

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

Streetscape Amenities

- ❖ Amenities, such as benches, bicycle racks, trash receptacles, fountains, public artwork, game tables, moveable seating, mailboxes, and bus shelters, shall be required for all development.
- ❖ Streetscape amenities shall be consistent in design within a development project and should be consistent within each subarea.
- ❖ All proposed streetscape amenities shall be indicated on detailed site plan submittals and shall include information of location, spacing, quantity, construction details, and method of illumination.

Street Trees

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







Streetscape Lighting

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

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

Specific Uses of Lighting

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

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



Streetscape Lighting

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

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

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

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

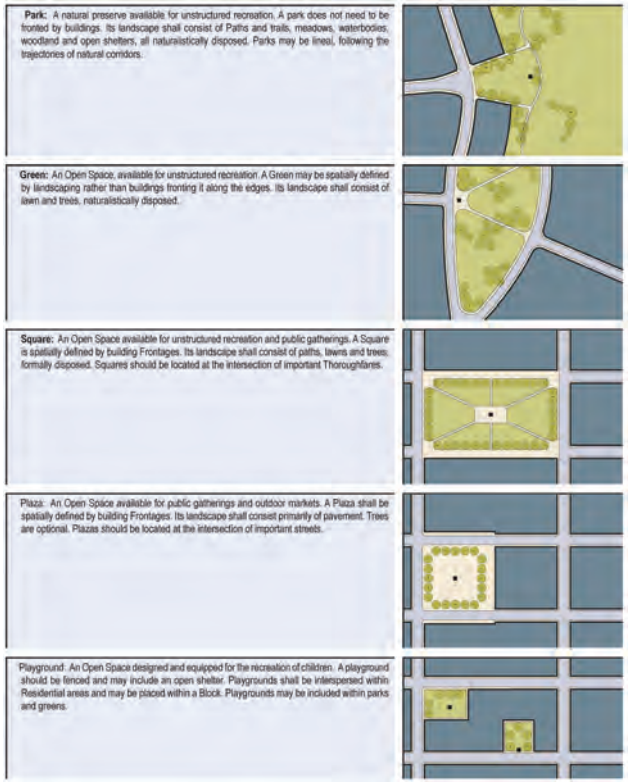


Image credit for above: DPZ





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

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Comprehensive Rezoning Policies

Introduction

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

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

Comprehensive rezoning, through the SMA, is a necessary implementation step in the land use planning process. It ensures that future development will be in conformance with county land use plans and development policies, reflecting the county's ability to accommodate future development. Existing zoning that hinders such development may be corrected, and piecemeal rezonings will be reduced through the SMA process. The approval of the zoning pattern recommended by the sector plan and implemented by this SMA brings zoning into greater conformity with county land use goals and policies as they apply to the Greenbelt Metro Area and MD 193 Corridor area, thereby enhancing the health, safety, and general welfare of all the county's residents and citizens.

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

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

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

Public Land Policy

The established land policy states that all public land should be placed in the most restrictive or dominant adjacent zone, whichever bears the closest relationship to the intended character of the area. Therefore, the zoning of public land, just as private land, should be compatible with surrounding zones. This policy should eliminate any "islands" of inharmonious zoning, while still providing for public use. It should further assure compatibility of any future development or uses if the property is returned to private ownership.

A distinction is made where large parcels of land have been set aside specifically for public open space. In those cases the R-O-S (Reserved Open Space) Zone or the O-S (Open Space) Zone is applied as the most appropriate zone, depending on the size of the property.

Federal and state government property, which is scattered throughout the county, is not subject to the requirements of the Zoning Ordinance. An exception occurs when joint development proposals are brought through the county development process by a private partner on land owned by the University of Maryland, the Washington Metropolitan Area Transit Authority (WMATA), or similar entities. The intent of the comprehensive rezoning process is to apply a zoning category to all land, including federal and state property, without regard to its unique zoning status. The R-O-S Zone is generally applied to federal and state properties, unless specific uses of the property or the intended character of the property and/or area should warrant another zoning category.

Zoning in Public Rights-of-Way

Policies governing the zoning of public street and railroad rights-of-way (both existing and proposed) are contained in Section 27-111 of the Prince George's County Zoning Ordinance. This SMA has been prepared in accordance with that section.

Limitations on the Use of Zones

Zoning classifications in the SMA are limited only by the range of zones within the Ordinance at the time of final action by the District Council. However, there are certain restrictions on when these may be applied to properties (Section 27-223 of the Zoning Ordinance). Reclassification of an existing zone to a less intense zone is prohibited where:

> (g)(1) "The property has been rezoned by Zoning Map Amendment within five (5) years prior to the initiation of the Sectional Map Amendment or during the period between initiation and transmittal to the District Council, and the property owner has not consented in writing to such rezoning;" or
>
> (g)(2) "Based on existing physical development at the time of adoption of the Sectional Map Amendment, the rezoning would create a nonconforming use. This rezoning may be approved, however, if there is a significant public benefit to be served by the zoning based on facts peculiar to the subject property and the immediate neighborhood. In recommending the rezoning, the Planning Board shall identify these properties and provide written justification supporting the rezoning at the time of transmittal. The failure of either the Planning Board or property owner to identify these properties, or a failure of the Planning Board to provide the written justification, shall not invalidate any Council action in the approval of the Sectional Map Amendment."

Finally, in order to clarify the extent to which a given parcel of land is protected from less intensive rezoning by virtue of physical development, the Zoning Ordinance states in Section 27-223(h) that:

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

Conditional Zoning

The inclusion of safeguards, requirements, and conditions beyond the normal provisions of the Zoning Ordinance that can be attached to individual zoning map amendments via "conditional zoning" cannot be utilized in SMAs. In the piecemeal rezoning process, conditions are used to: (1) protect surrounding properties from potential adverse effects that might accrue from a specific zoning map amendment; and/or (2) to enhance coordinated, harmonious, and systematic development of the Regional District. When approved by the District Council, and accepted by the zoning applicant, "conditions" become part of the County Zoning Map requirements applicable to a specific property and are as binding as any provision of the County Zoning Ordinance [see Conditional Zoning Procedures, Section 27-157(b)].

In theory, zoning actions taken as part of the comprehensive rezoning (SMA) process should be compatible with other land uses without the use of conditions. However, it is not the intent of an SMA to repeal the additional requirements determined via conditional zoning cases that have been approved prior to the initiation of a sectional map amendment. As such, it is appropriate that, when special conditions to development of specific properties have been publicly agreed upon and have become part of the existing zoning map applicable to the site, those same conditions shall be brought forward in the SMA. This is accomplished by continuing the approved zoning with "conditions" and showing the zoning application number on the newly adopted zoning map. This would take place only when it is found that the existing zoning is compatible with the intended zoning pattern or when ordinance limitations preclude a rezoning. Similarly, findings contained in previously approved SMAs shall be brought forward in the SMA where the previous zoning category has been maintained.

Comprehensive Design Zones

Comprehensive design zones (CDZs) may be included in a sectional map amendment. Normally, the flexible nature of these zones requires a basic plan of development to be submitted through the zoning application process (zoning map amendment) in order to evaluate the comprehensive design proposal. It is only through approval of a basic plan, which identifies land use types, quantities, and relationships, that a CDZ can be recognized. Under this process, an application must be filed, including a basic plan, and the Planning Board must have considered and made a recommendation on the zoning application in order for the CDZ to be included within the SMA. During the comprehensive rezoning, prior to the submission of such proposals, property must be classified in a conventional zone that provides an appropriate "base density" for development. In theory, the "base density" zone allows for an acceptable level of alternative development should the owner choose not to pursue full development potential indicated by the master plan.

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

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

Mixed-Use Zoning Recommendations

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

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

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

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

Public Rezoning Requests

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

Table 36: Public Rezoning Requests

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

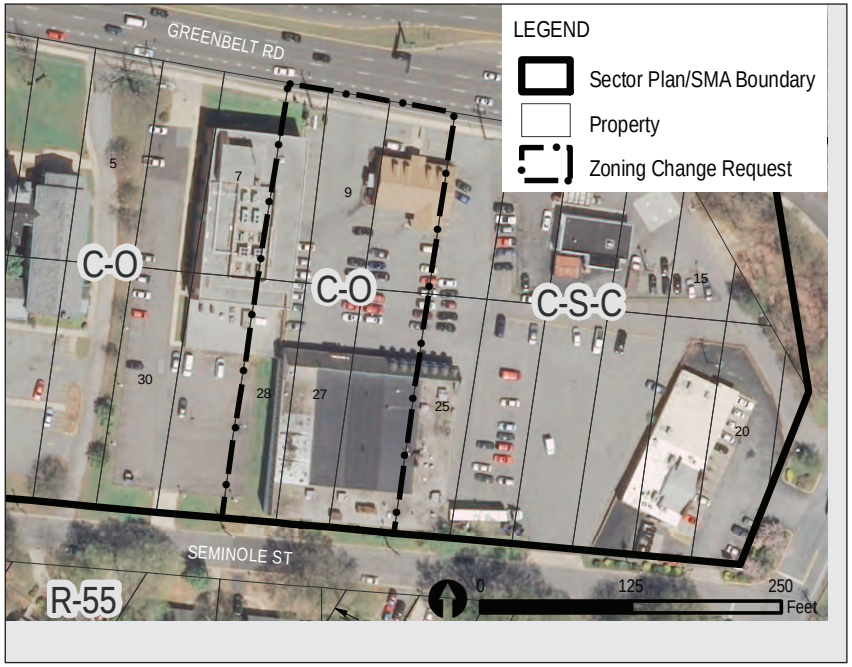
Comprehensive Rezoning Changes

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

The approved SMA includes nine zoning changes based on the land use and development policies described in the previous chapters of this sector plan. The zoning changes include a development district overlay zone (DDOZ), which is superimposed over the Greenbelt Metro Metropolitan Center (North Core, Indian Creek stream valley, Franklin Park at Greenbelt Station, Springhill Lake Community Center, and the Capital Office Park), the Beltway Plaza holdings, commercial and mixed-use zoned properties along Branchville Road, and the commercial properties on the south side of MD 193 in Berwyn Heights to ensure that the development of land meets the goals described in the sector plan.

The locations of proposed changes are shown on Map 28 on page 259 and described in Table 37 on page 257. These proposed zoning changes result in a new zoning inventory for the area (Table 37 on page 257). The approved zoning pattern for the Greenbelt Metro Area and MD 193 Corridor sector plan area is shown on Map 26 on page 256. These maps are included for illustrative purposes only. Upon approval, the 1 inch=200 feet scale zoning maps will represent the official zoning boundaries.

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



MAP 26: Existing Zoning

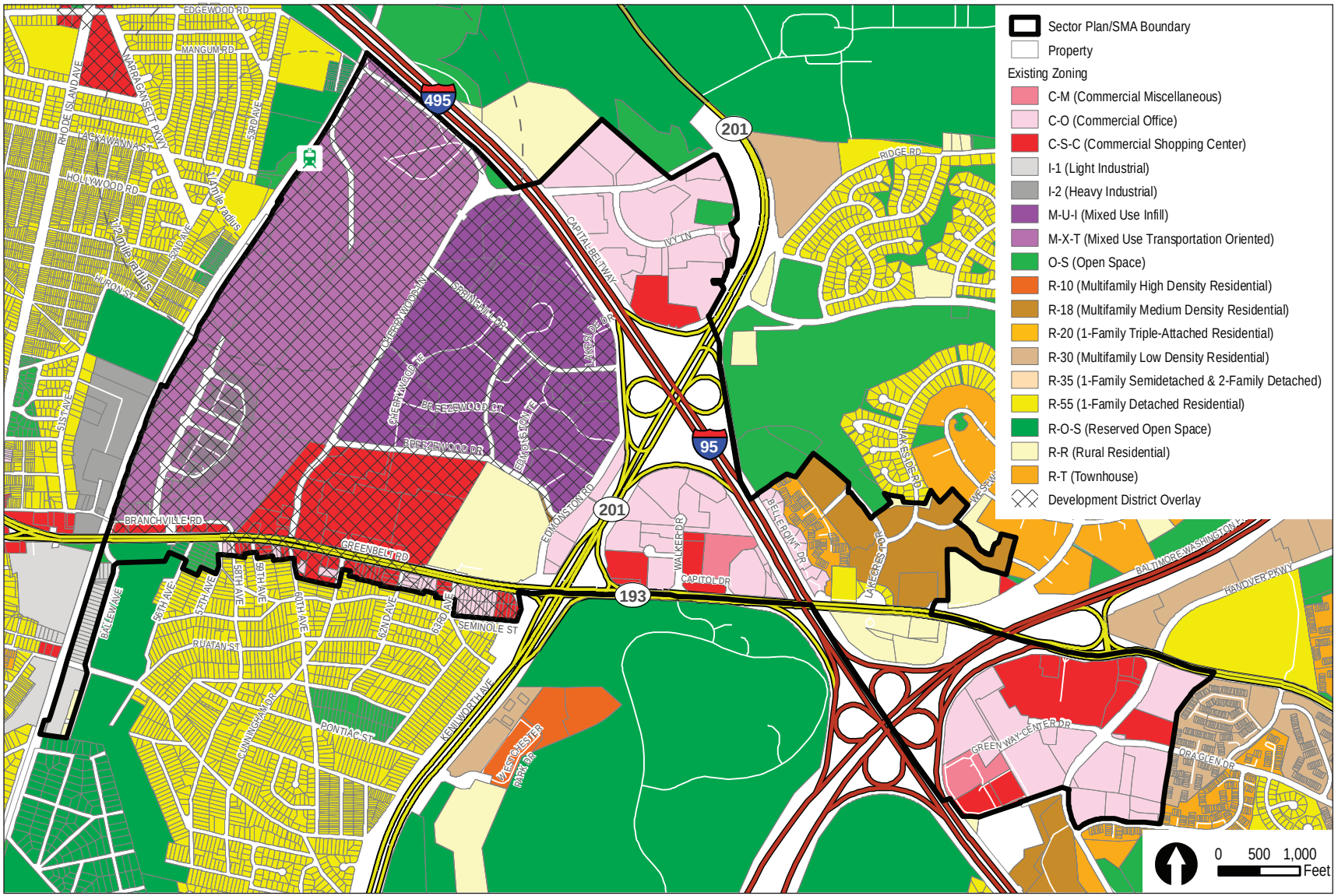
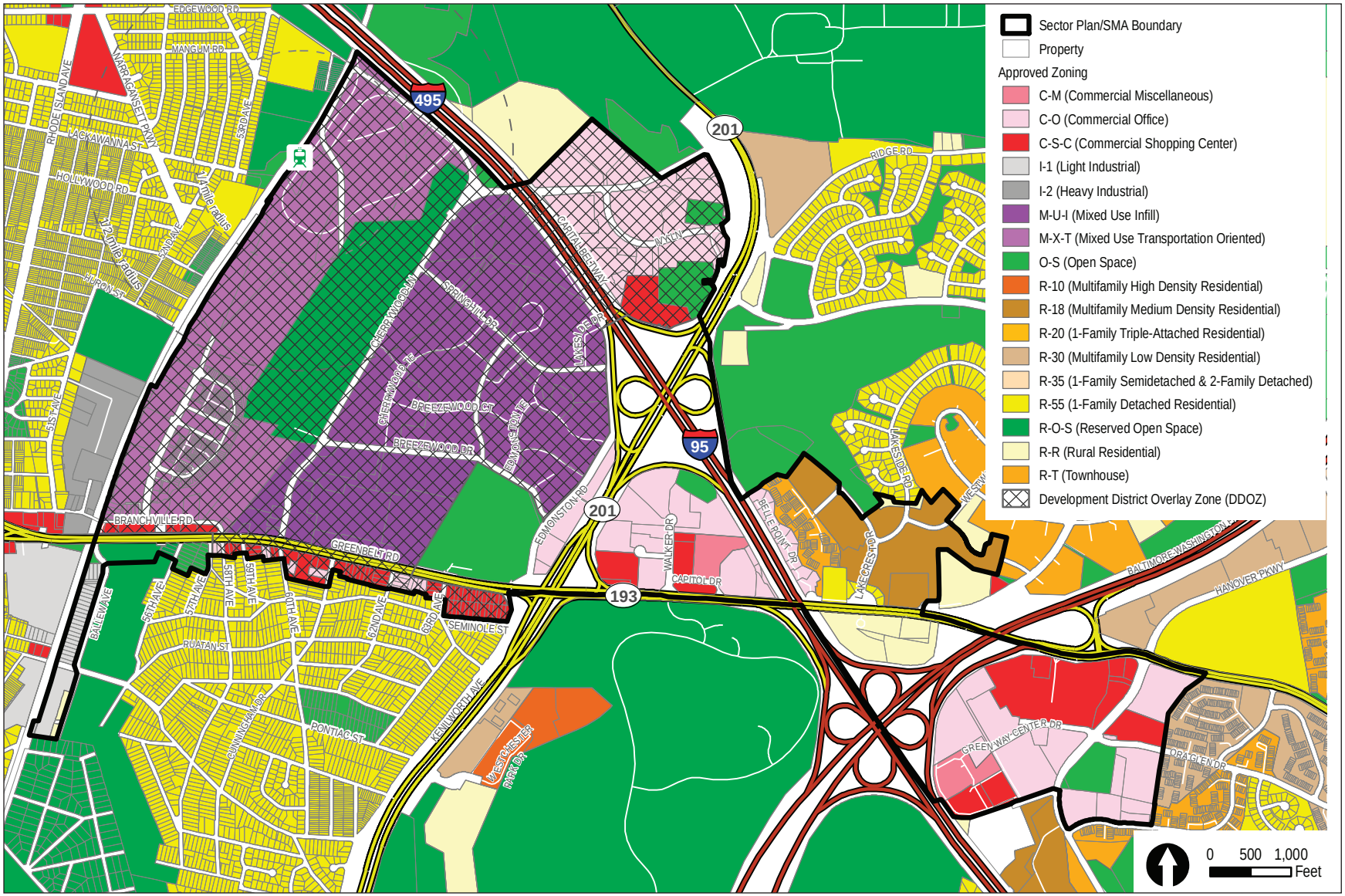


Table 37: Existing and Approved Zoning Inventory (in Acres)

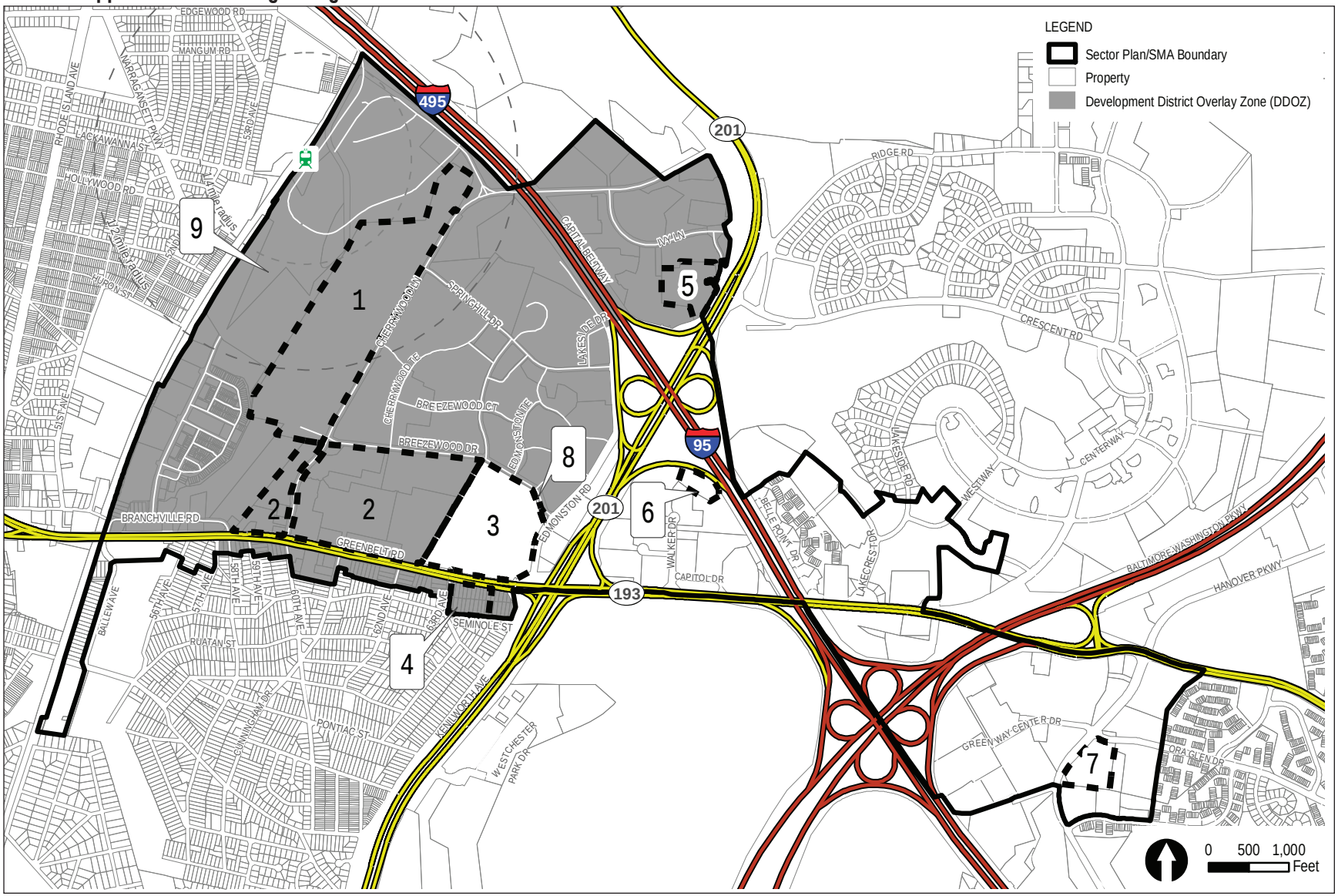
Zone	Existing Zoning	Net Change	Approved Zoning
R-O-S (Reserved Open Space)	4.60	+75.46	80.06
O-S (Open Space)	7.61	+49.84	57.45
R-R (Rural Residential)	50.65	-32.87	17.78
R-55 (One-Family Detached Residential)	4.40	--	4.40
R-T (Townhouse)	12.02	--	12.02
R-18 (Multifamily Medium Density Residential)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

Source: M-NCPPC, May 2012

MAP 27: Approved Zoning



MAP 28: Approved SMA Zoning Changes



Approved SMA Zoning Changes

Table 38: Approved SMA Zoning Changes

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

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

Change Number	Zoning Change	Areas of Change (acres)	Approved SMA/ZMA/SE		200' Scale Index Map
			Number	Date	
2	C-S-C to M-U-I	64.94	SMA	10/16/01	210NE05
Use	Address	Tax Map and Grid	Legal Description		Tax Account
Academy Stadium Theaters, commercial shopping center	5705 Cherrywood Lane	026A4	BELTWAY PLAZA- RSB. PARCEL EE		3862018
Target and Marshall's retail commercial, Wendy's restaurant, and parking lot	6200 Greenbelt Road	026A4	BELTWAY PLAZA- RSB. PARCEL FF		3862042
3	R-R to O-S	32.87	SMA	10/16/01	210NE06
Discussion: The property is owned by the Board of Education and is rezoned to the O-S (Open Space) Zone in keeping with the public land policies stated in the sectional map amendment.					
Use	Address	Tax Map and Grid	Legal Description		Tax Account
Greenbelt Middle School, middle school (under construction), school bus storage lot and undeveloped land	6350 Greenbelt Road	026B4	Parcel 010		2292639
4	C-O to C-S-C	4.36	SMA SE-1630	10/16/01 10/18/67	210NE05 210NE06
Discussion: The rezoning will allow for a small scale mix of commercial office and retail uses compatible with existing uses on the eastern portion of the block.					
Use	Address	Tax Map and Grid	Legal Description		Tax Account
Berwyn Presbyterian Church and parking lot	6301 Greenbelt Road	034B1	CHARLTON HEIGHTS, BLOCK 45, LOT 1		2291573
Berwyn Presbyterian Church and parking lot	6301 Greenbelt Road	034B1	CHARLTON HEIGHTS, BLOCK 45, LOT 2		2291573

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

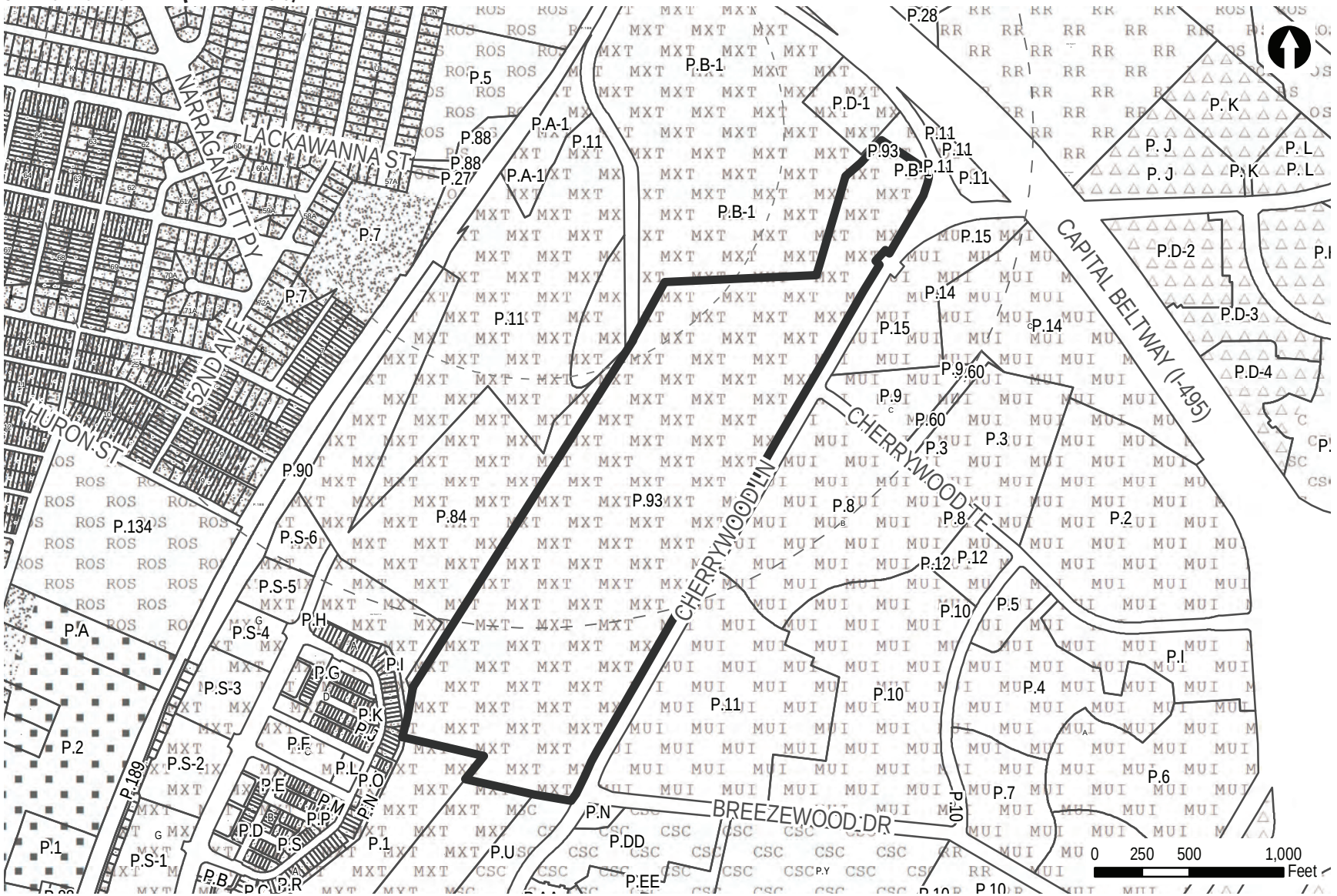
Change Number	Zoning Change	Areas of Change (acres)	Approved SMA/ZMA/SE		200' Scale Index Map
			Number	Date	
4	C-O to C-S-C	4.36	SMA SE-1630	10/16/01 10/18/67	210NE05 210NE06
Use	Address	Tax Map and Grid	Legal Description		Tax Account
Verizon telephone office commercial and parking lot	6329 Greenbelt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

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

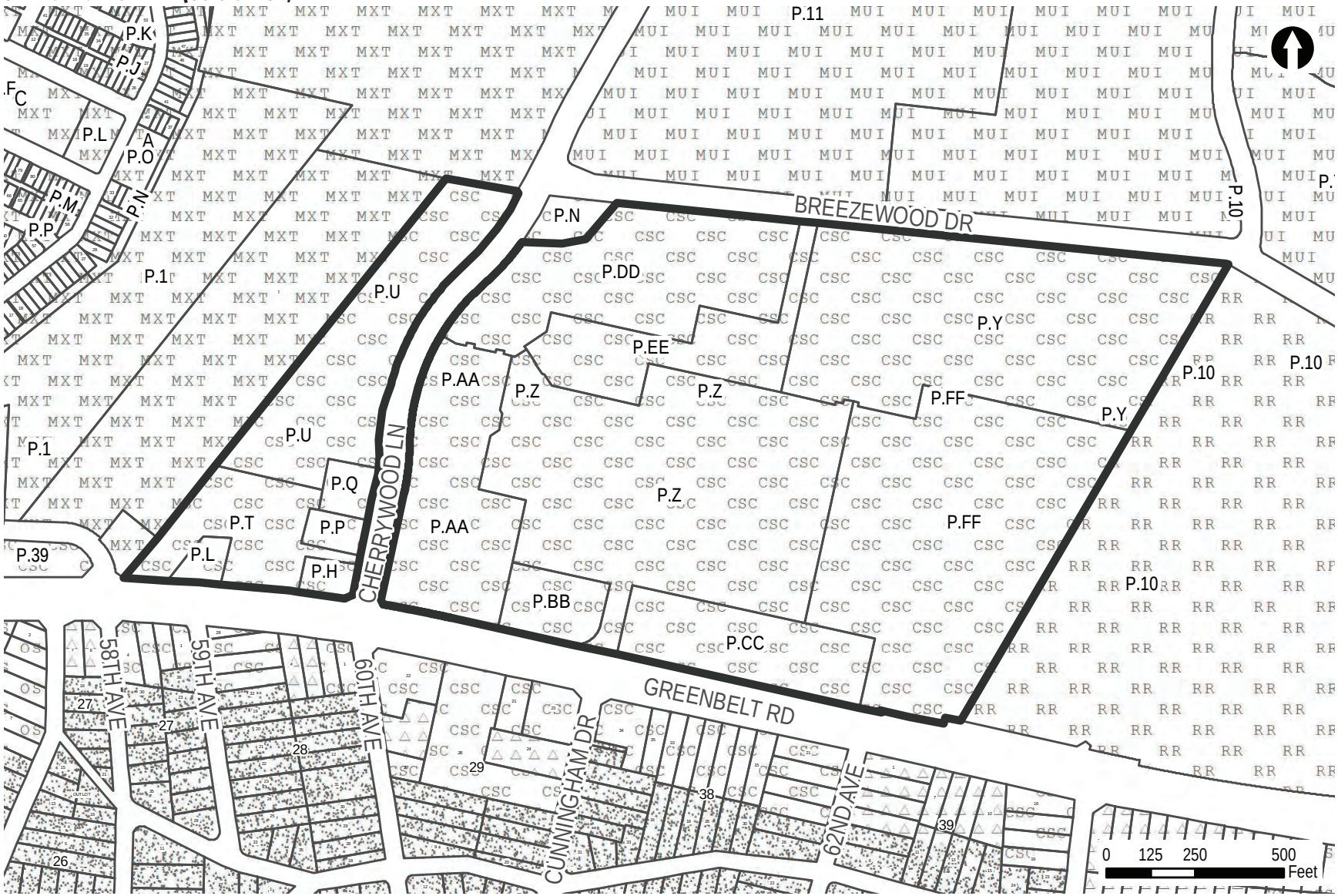
Change Number	Zoning Change	Areas of Change (acres)	Approved SMA/ZMA/SE		200′ Scale Index Map
			Number	Date	
7	C-O to O-S	6.50	SMA	5/1/90	210NE07
Discussion: The property is owned by Prince George's County and is rezoned to the O-S (Open Space) Zone in keeping with the public land policies stated in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

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

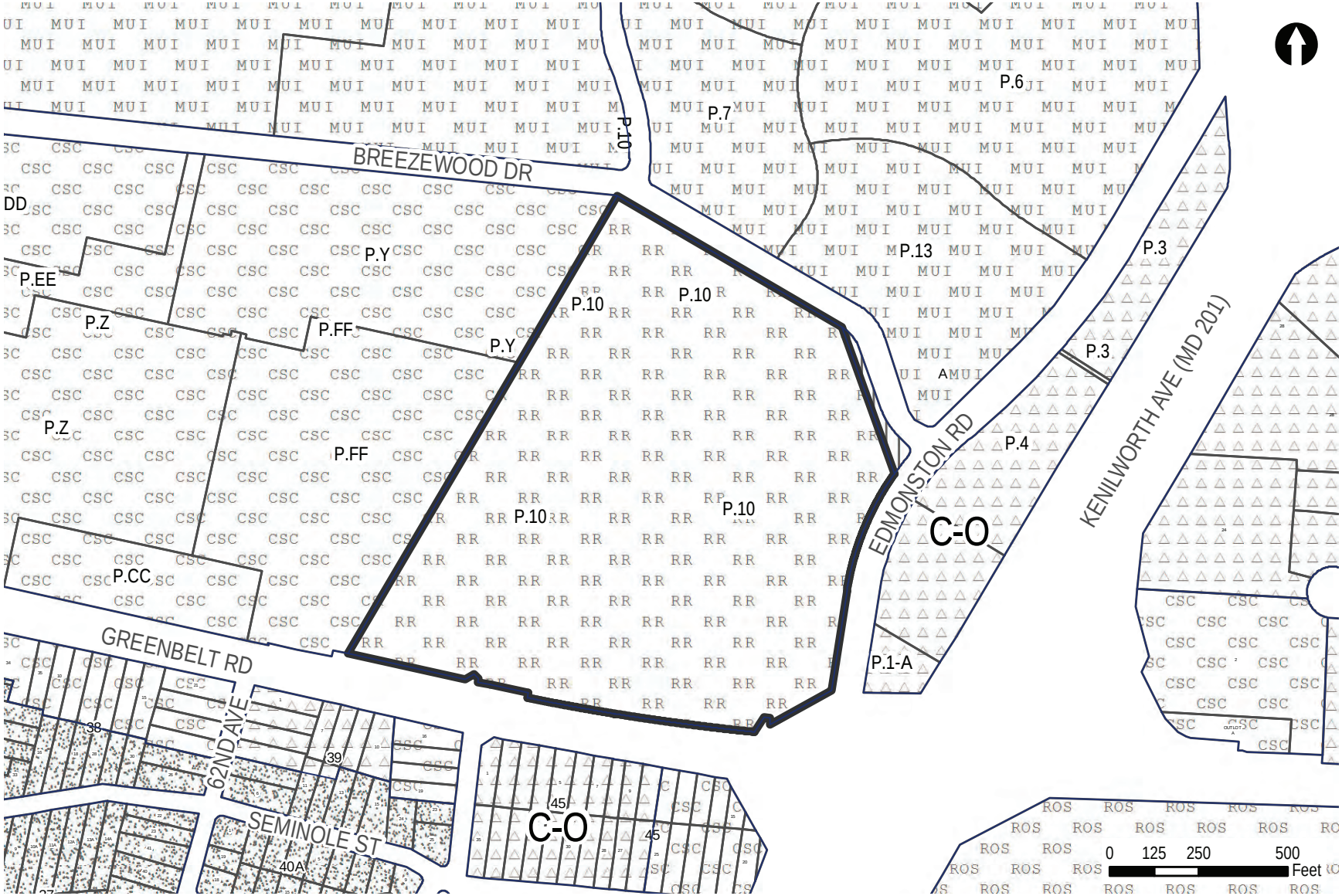
SMA Change Number 1 (M-X-T to R-O-S)



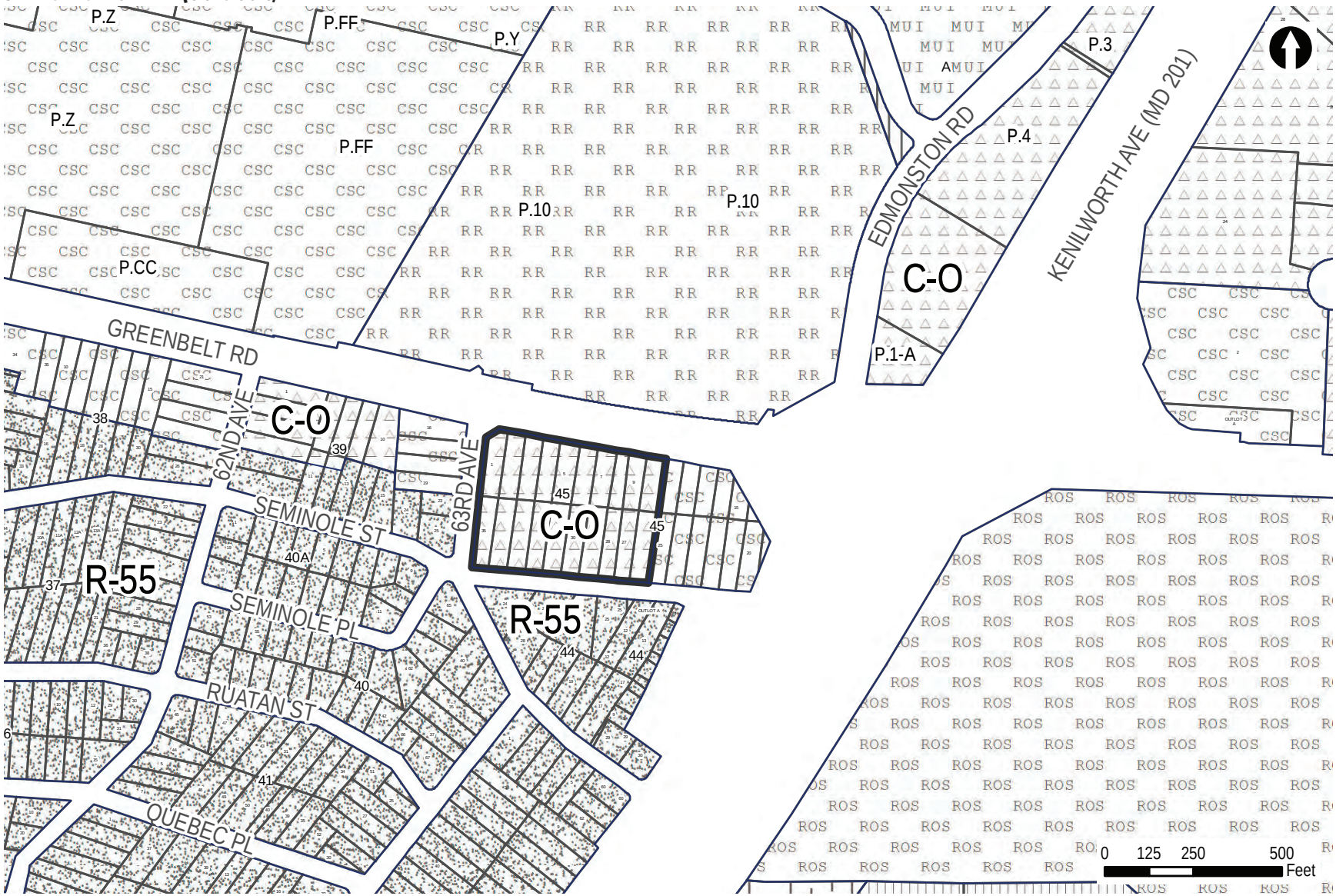
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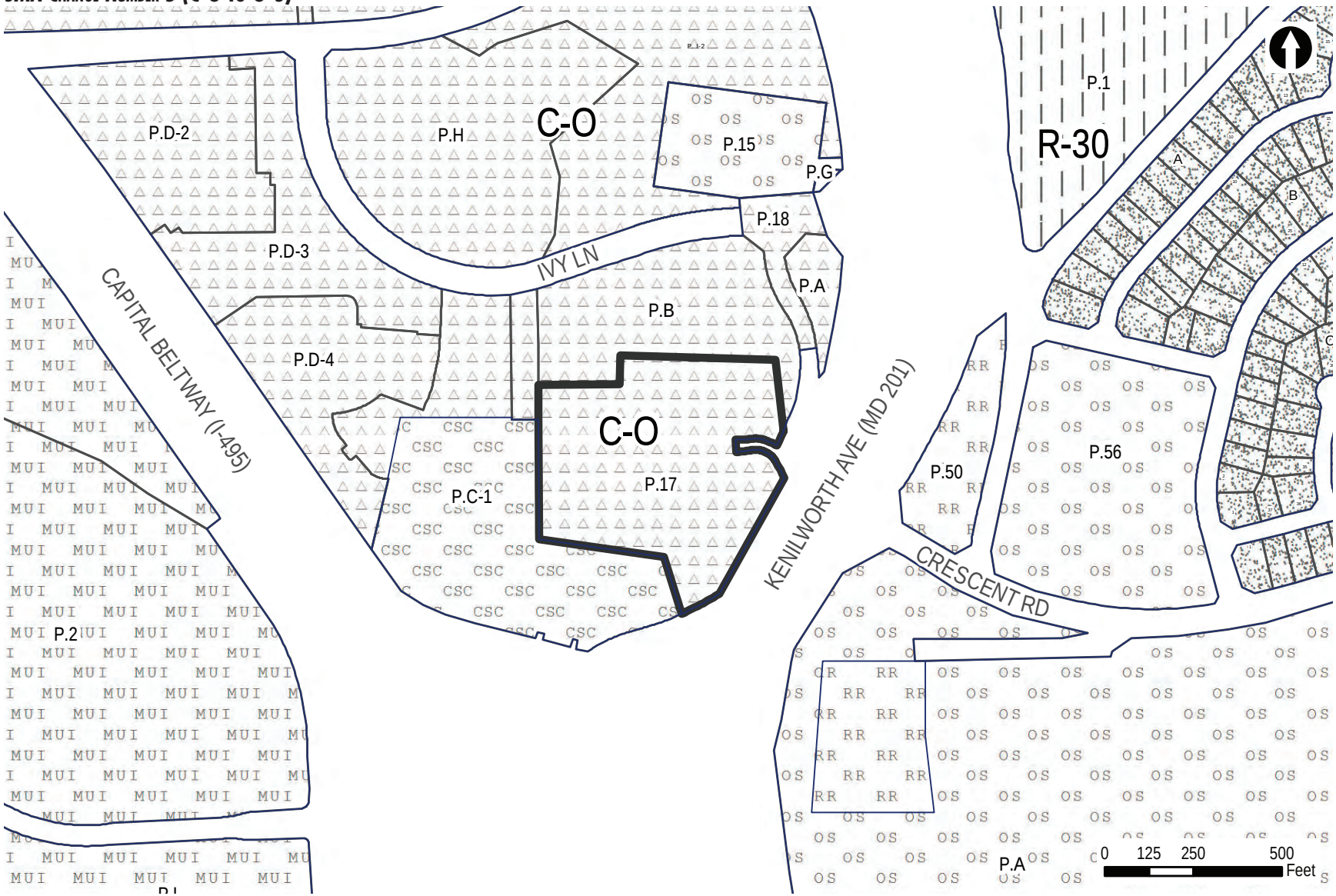
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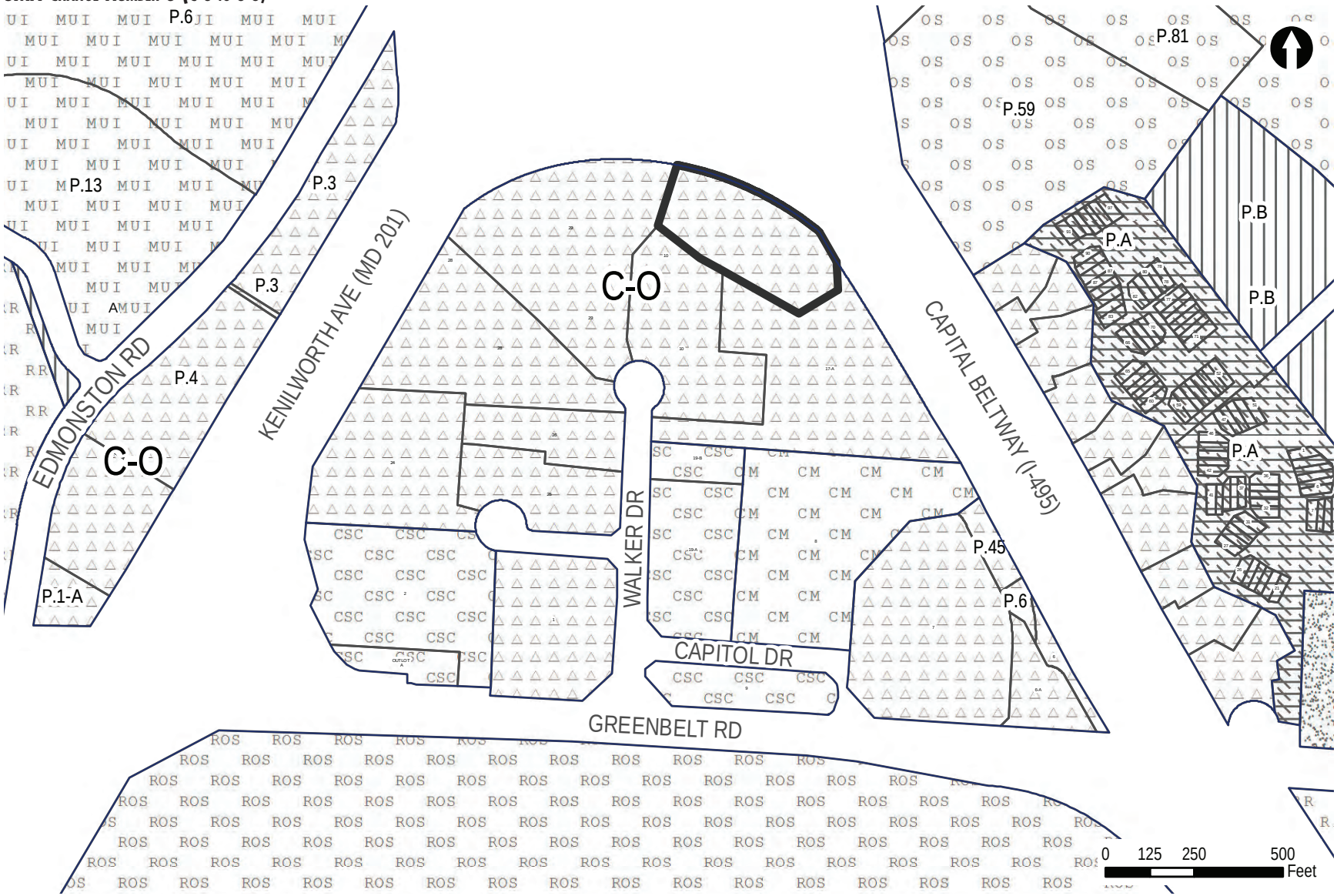
SMA Change Number 4 (C-O to C-S-C)



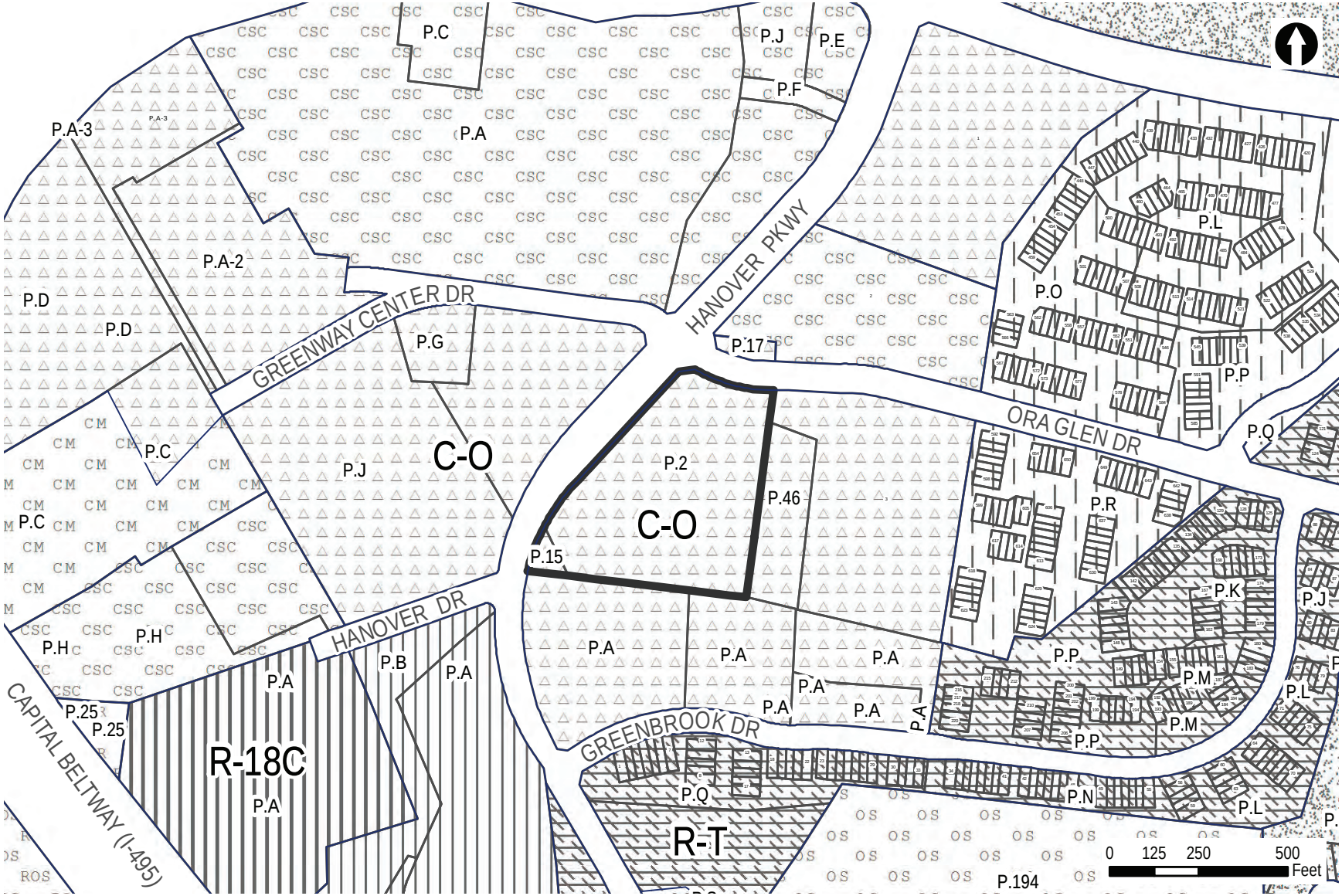
SMA Change Number 5 (C-O to O-S)



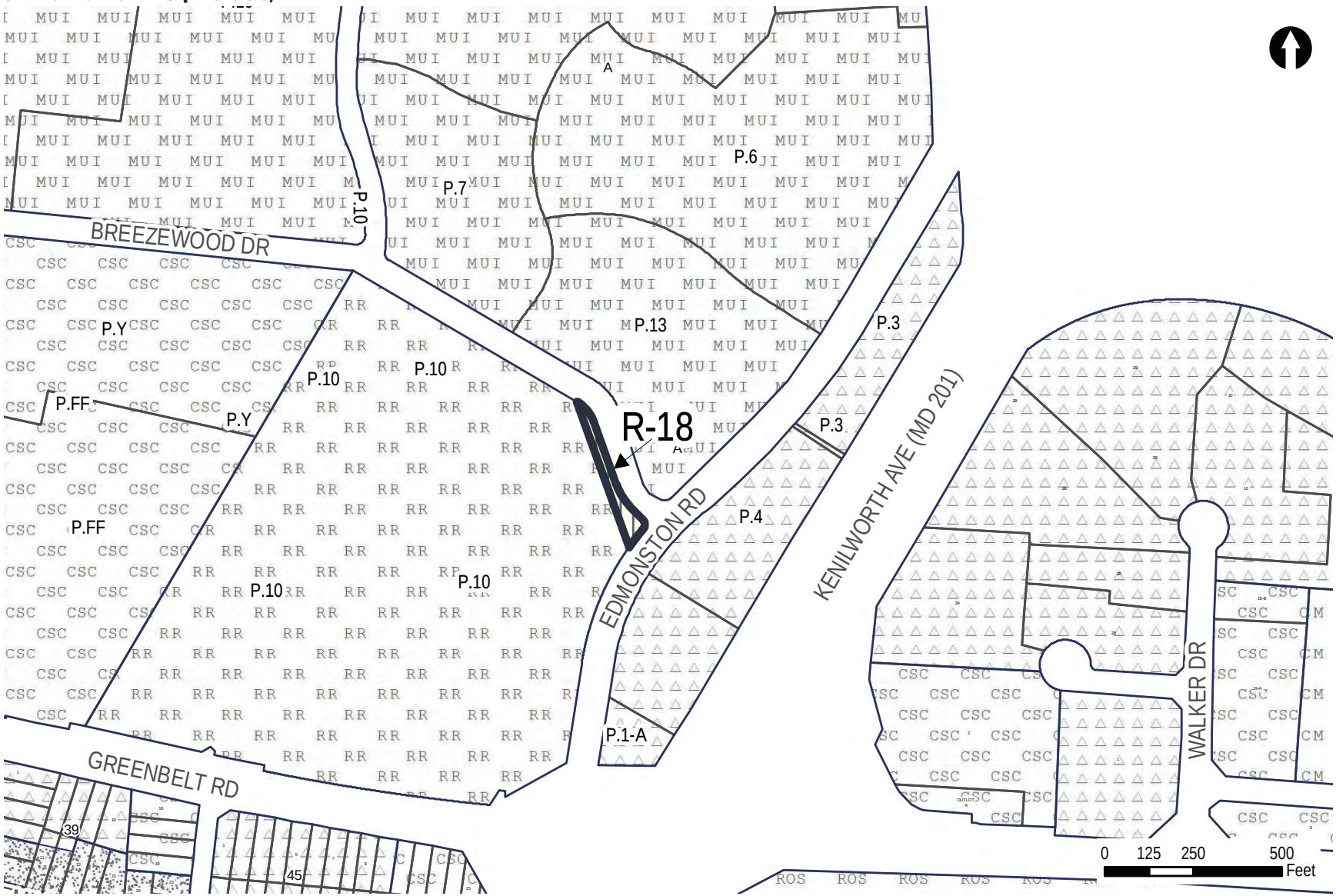
SMA Change Number 6 (C-O to O-S)



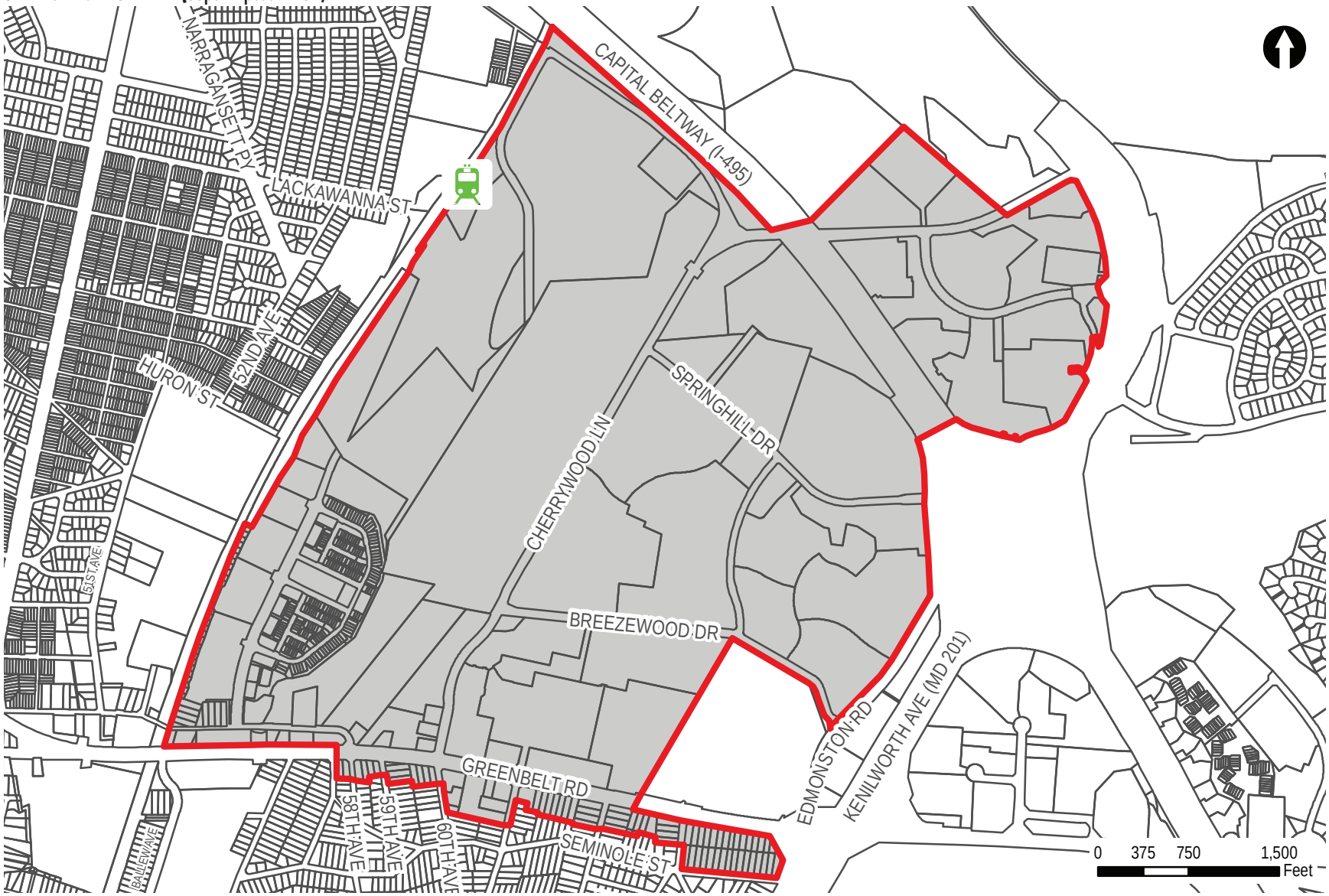
SMA Change Number 7 (C-O to O-S)



SMA Change Number 8 (R-18 to O-S)



***SMA Change Number 9* (Superimpose DDOZ)**



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Development District Use Tables

Table of Uses for the M-X-T Zone

Uses permitted.

(a) No use shall be allowed in the Mixed Use Zones, except as provided for in the Table of Uses. In the table, the following applies:

(1) The letter "P" indicates that the use is permitted in the zone indicated.

(2) The letter "P*" indicates that the use is permitted, but subject to detailed site plan review and the general special exception standards in Section 27-317(a)(1), (4), (5), and (6) and conforms to the recommendations of this sector plan.

(3) The letters "SE" indicate that the use is permitted, subject to the approval of a special exception in accordance with Part 4 of the Zoning Ordinance.

(4) The letters "PA" indicate that the use is permitted, subject to the following:

(A) There shall be no entrances to the use directly from outside the building;

(B) No signs or other evidence indicating the existence of the use shall be visible from the outside of the building, other than a business identification sign lettered on a window. The sign shall not exceed six (6) square feet in area; and

(C) The use is secondary to the primary use of the building;

(5) The letters "PB" indicate that the use is permitted, subject to the following:

(A) The use shall be related to, dependent on, and secondary to a principal use on the premises;

(B) The use shall be located on the same record lot as the principal use;

(C) The use shall not be located within a building not occupied by the principal use; and

(D) The floor area of any building (and the land area occupied by any structure other than a building) devoted to the use shall not exceed an area equal to forty-five percent (45 percent) of the gross floor area of the building within which the principal use is located.

(6) The letters "SP" indicate that the use is permitted subject to the approval of a special permit, in accordance with Section 27-239.02.

(7) The letter "X" or a blank (unless otherwise clear from the context) indicates that the use is prohibited.

(8) All uses not listed are prohibited.

(9) Whenever the table refers to an allowed use, that use is either permitted (P), permitted by special exception (SE), permitted by special permit (SP), or permitted as a (PA) or (PB) use, as accordingly listed in the zone in which it is allowed.

(CB-23-1988; CB-2-1994)

At least two (2) of the following three (3) categories shall be included on the conceptual site plan and ultimately present in every development in the M-X-T Zone. In a transit district overlay zone, a conceptual site plan may include only one of the following categories, provided that, in conjunction with an existing use on abutting property in the M-X-T Zone, the requirement for two (2) out of three (3) categories is fulfilled. The site plan shall show the location of the existing use and the way that it will be integrated in terms of access and design with the proposed development. The amount of square footage devoted to each use shall be in sufficient quantity to serve the purposes of the zone:

(1) Retail businesses;
(2) Office, research, or industrial uses;
(3) Dwellings, hotel, or motel.

TABLE OF USES PERMITTED.

USE	ZONE
	APPROVED M-X-T in DDOZ
(1) Commercial:	
All Types Offices and Research	P
Banks, savings and loan association, or other savings or lending institution	P
Bulk Retailing (CB-83-2006)	X
Check Cashing Business (CB-23-2009)	X
Data processing facilities	P
Eating or Drinking Establishments	P
Offices (may include a private spa in a medical practitioner's office or medical clinic)	P
Research, development, and testing laboratory (may include testing facilities and equipment), medical or dental laboratory	P
Services and Trade (Generally Retail):	
Barber or beauty shop	P
Blue printing, photostating, or other photocopying establishment	P
Book (except adult book store), camera, gift, jewelry, music, souvenir, or other specialty store not specifically listed (CB-63-1992)	P
Buying of items within guest rooms or vehicles, pursuant to Section 27-115(a)(2)	X
Department store	P
Pet grooming establishment (CB-63-1992)	P
Dry cleaning or laundry establishment	P
Drug paraphernalia display or sales, pursuant to Section 27-115(a)	X
Drug store	P
Food or beverage store (CB-63-1992)	P

USE	ZONE
	APPROVED M-X-T in DDOZ
Gas station:	
(A) With or without a service center for minor repairs (placed underground or in a wholly enclosed structure)	X
(B) With or without a service center, and may include a car wash (CB-63-1992)	X
Hardware store (CB-63-1992)	P
Hobby shop	P
Pet (sales) shop, provided all animals are confined to the interior of the building and adequate measures are taken to control noise and odor (CB-63-1992)	P
Photographic supply store	P
Private Automobile and Other Motor Vehicle Auctions (CB-59-2010)	X
Seafood market (CB-49-1987)	P
Seasonal decorations display and sales as a temporary use, in accordance with Sections 27-260 and 27-261	P
Studio for artistic practice	P
Repair shops for small items (such as bicycles, watches, clothing, and shoes) (CB-63-1992)	P
Valet shop	P
Variety or dry goods store	P
Veterinary clinic (CB-63-1992)	P
Waterfront Entertainment/Retail Complex (CB-44-1997)	P
(2) Industrial: Manufacturing, fabrication, assembly or repair of the following, from materials or parts previously produced elsewhere:	
Artist's supplies and equipment	P
Business machines	P

USE	ZONE
	APPROVED M-X-T in DDOZ
Drafting supplies and equipment	P
Electrical and electronic equipment and component parts for radio, television, telephone, computer, and similar equipment	P
Flex Space	X
Jewelry and silverware	P
Musical instruments	P
Optical equipment and supplies	P
Photographic developing and processing establishment	P
Photographic equipment and supplies	P
Scientific and precision instruments, devices, and supplies	P
Small electrical household appliances (including televisions, but excluding refrigerators and the like)	P
Surgical, medical, and dental instruments, devices, and supplies	P
Toys, sporting and athletic equipment (excluding ammunition, firearms, and fireworks)	P
Watches, clocks, and similar timing devices	P
Wearing apparel	P
Where not otherwise specifically permitted, any use allowed in the I-1 Zone (excluding those permitted by special exception) (CB-6-2007)	X
(3) Institutional/Educational:	
Adult day care facility (CB-63-1992)	P
Assisted Living Facility, subject to the requirements of Section 27-464.04 (CB-26-2002)	X
Church or similar place of worship, convent, or monastery (CB-23-1988)	P
Day care center for children (CB-23-1988)	P

USE	ZONE
	APPROVED M-X-T in DDOZ
Eleemosynary or philanthropic institution (excluding hospital)	P
Family day care	P
Modular classroom as a temporary use, in accordance with Sections 27-260 and 27-261 (CB-106-1989)	P
Nursing or Care Home (CB-26-2002)	X
School, private or public, all types (which may include private spas)	P
Small group child care center (CB-131-1993)	P
(4) Miscellaneous:	
Accessory structures and uses	P
Cemetery, accessory to a church, convent, or monastery[5] (CB-11-1991)	X
Home occupations (except in multifamily dwellings)	P
Metro Planned Community (CB-35-1998)	P
Mixed Use Planned Community; list of permitted uses is the same as in the M-X-T Zone (CB-13-2002)	P
Mobile home, with use for which amusement taxes collected[2]	P
Other uses of appropriate size, which can be justified as similar to one of the uses listed in this Section	P
Real estate subdivision sales office as a temporary use, in accordance with Sections 27-260 and 27-261	P
Regional Urban Community (CB-29-2008)	P
Signs, in accordance with Part 12	P

USE	ZONE
	APPROVED M-X-T in DDOZ
Temporary contractor's office (must include sanitary facilities), construction yard, construction shed, or storage building, in connection with a construction project on the same property; provided no item stored or assembled there is offered for sale at the location, and in accordance with Sections 27-260 and 27-261	P
(5) Public/Quasi Public:	
Library	P
Post office	P
Public building and use, if not otherwise specified (CB-63-1992)	X
Sanitary Landfill or rubble fill (CB-63-1992)	X
Volunteer fire, ambulance, or rescue station[1]	P
(6) Recreational/Entertainment/Social/Cultural:	
Community building	P
Convention center	P
Exhibition halls and facilities	P
Golf course or country club (CB-63-1992)	X
Indoor theater or recital hall	P
Marina:	
(A) In accordance with Sections 27-371.01(a) and 27-548.01.01	X
(B) All others (CB-72-1987; CB-34-1989)	X
Museum, art gallery, aquarium, cultural center, or similar facility (noncommercial)	P
Outdoor exhibition, displays, entertainment, or performance	P

USE	ZONE
	APPROVED M-X-T in DDOZ
Park, playground, or other outdoor recreational area	P
Private club or service organization	P
Recreational or entertainment establishment (commercial or noncommercial)	P
Reducing/exercise salon or health club	P
Skating facility (CB-89-1994)	P
Spa, community	P
Spa, private	P
Spa, public, accessory to hotel, motel, reducing/exercise salon, health club, or swimming pool	P
Swimming pool (indoor or outdoor) commercial or noncommercial (CB-63-1992)	P
Tennis, basketball, handball, or similar court (indoor or outdoor) commercial or noncommercial (CB-63-1992)	P
Tourist home (CB-63-1992)	P
(7) Residential/Lodging:	
Country inn (CB-63-1992)	P
Dwellings, all types (except mobile homes) (CB-56-1996)	P
Flag lot development, subject to the provisions of Section 24-138.01 of Subtitle 24 (CB-25-2002)	X
Group residential facility for up to 8 mentally handicapped dependent persons	P
Hotel or motel	P
(8) Transportation/Parking/Communications/Utilities:	
Heliport	P
Helistop (CB-63-1992)	P

USE	ZONE
	APPROVED M-X-T in DDOZ
Parking lot or garage, or loading area, in accordance with Part 11	P
Parking of mobile home in public rights-of-way[3]	X
Parking of mobile home not otherwise provided for	X
Passenger transportation station or depot (such as rapid transit station, bus stop, taxi or auto rental stand)	P
Public utility use or structure:	
(A) Railroad yard, round house, car barn, and freight station	X
(B) All others	P
Radio or television broadcasting studio	
Satellite dish antenna, in accordance with Section 27-541.02:	
(A) Up to 10 feet in diameter, to serve only 1 dwelling unit	P
(B) Over 10 feet in diameter, to serve only 1 dwelling unit	X
(C) All others (CB-19-1985)	P
Storage of any motor vehicle which is wrecked, dismantled, or not currently licensed, except where specifically authorized[4] (CB-4-1987)	X
Telegraph or messenger service	P

USE	ZONE
	APPROVED M-X-T in DDOZ
Tower, pole, or antenna (electronic, radio, or television, transmitting or receiving), except a public utility structure or a satellite dish antenna:[8]	
(A) Maximum of 150 feet	P
(B) Exceeding 150 feet (CB-123-1994; CB-103-1997)	P*

1 Provided the site is either:

(A) In the proximity of an area designated as a fire or rescue station on an approved Functional Master Plan of Fire and Rescue Stations;
(B) In a location which the Fire Chief has indicated (in writing) is appropriate; or
(C) Is occupied by a station that was in use immediately prior to July 1, 1982.

The following activities are considered to be ancillary uses permitted within the hall/assembly area of a voluntary fire, ambulance, or rescue station: bingo (with an approved license from the Department of Environmental Resources), weddings, dinners, community events, organization functions, and private events (with no advance or at the door ticket sales).

All events must comply with county or state regulations, and events requiring a specific license must obtain such license to be considered a permitted ancillary use. All events must be organized by the voluntary fire, ambulance, or rescue corporation or company and/or a community group from within the immediate vicinity of the station. For weddings, receptions, and dinners, the event may be organized by an individual in conjunction with the voluntary fire, ambulance, or rescue corporation or company and/or a community group within the immediate vicinity of the station. A permitted ancillary use does not include the leasing of the station facility for use by a promoter. Private events may not have advance or at the door ticket sales. All events must end by 10:00 p.m., Sunday through Thursday (except that bingo events must end by 11:00 p.m.), and by midnight on Friday and Saturday, with all patrons off the site within thirty (30) minutes after closing. (CB-70-2008)

2 Provided:

(A) The mobile home is located on a lot having a net area of at least five (5) acres;
(B) The use of the mobile home is in connection with another use on the property for which the County levies or collects an amusement tax.
(C) The occupants of the mobile home are employed by, or reasonably connected with, the other use; and
(D) The mobile home shall not be located on the property for more than one hundred twenty (120) cumulative days per calendar year, except mobile homes used in connection with pari-mutuel racetracks when the use shall not exceed two hundred eighteen (218) cumulative days per calendar year.

3 Except in an emergency. In this case the parking shall be subject to the traffic and parking regulations applicable to the right-of-way.

4 This shall not apply to:

(A) Storage accessory (and related) to an allowed use; or
(B) One (1) such vehicle stored in a wholly enclosed garage.

5 Provided both uses were existing as of January 1, 1991. (CB-11-1991)

6 Accessory uses such as light manufacturing, assembly service, repair, or warehousing associated with this use are permitted. (CB-63-1992)

7 Except as provided in Section 27-544(b), for development pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, the number of townhouses shall not exceed 20% of the total number of dwelling units in the total development. This townhouse restriction shall not apply to townhouses on land any portion which lies within one-half (½) mile of an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority and initially opened after January 1, 2000. (CB-56-1996; CB-40-2002; CB-78-2006)

8 Any related telecommunications equipment building shall be screened by means of landscaping or berming to one hundred percent (100%) opacity. (CB-103-1997)

9 Bulk retailing may be permitted as part of a Detailed Site Plan for a planned mixed use development which, at a minimum, includes other commercial retail uses (at least one (1) of which shall be a freestanding use consisting of a minimum of seventy-five thousand (75,000) square feet) as well as commercial office uses. (CB-83-2006)

10 Provided:

(A) The property was rezoned from the I-1 Zone to the M-X-T Zone through a Sectional Map Amendment approved after January 1, 2007; and

(B) All or part of the property is located within an airport noise zone subject to noise measuring a minimum of seventy (70) dBA at the time the property was zoned M-X-T. (CB-6-2007)

Editor's Note: Pursuant to Section 2 of CB-5-2010, this Ordinance shall be abrogated and no longer effective after July 9, 2012, at which time, the use(s) then located on the property or for which permits were issued pursuant to this Ordinance shall be deemed nonconforming.

11 Businesses with a valid state license for check cashing issued prior to September 1, 2009 may continue as a matter of right and shall not be deemed nonconforming. Any change in tenant or ownership of the check cashing business requires approval of a special exception for this use prior to issuance of the Use & Occupancy permit. (CB-23-2009)

12 Any private automobile and other motor vehicle auction operating in the M-X-T Zone prior to January 1, 2011, shall have until January 1, 2013, to cease all auction operations on the property. (CB-59-2010)

13 Provided the property was rezoned from the E-I-A Zone to the M-X-T Zone through a sectional map amendment approved between January 1, 2006, and July 1, 2012.

Table of Uses for the M-U-I Zone

Uses permitted.

(a) No use shall be allowed in the Mixed-Use Infill (M-U-I) Zone, except as provided for in the Tables of Uses. In the tables, the following applies:

(1) The letter "P" indicates that the use is permitted in the zone indicated.

(2) The letter "P*" indicates that the use is permitted, but subject to detailed site plan review and the general special exception standards in Section 27-317(a)(1), (4), (5), and (6) and conforms to the recommendations of this sector plan.

(3) The letters "SE" indicate that the use is permitted, subject to the approval of a Special Exception in accordance with the provisions of Part 4 of the Zoning Ordinance.

(4) The letters "PA" indicate that the use is permitted, subject to the following:

(A) There shall be no entrances to the use directly from outside of the building;

(B) No signs or other evidence indicating the existence of the use shall be visible from the outside building, other than a business identification sign lettered on a window. The sign shall not exceed six square feet in area; and

(C) The use shall be secondary to the primary use of the building.

(5) The letters "PB" indicate that the use is permitted, subject to the following:

(A) The use shall be related to, dependent on, and secondary to a principal use on the premises;

(B) The use shall be located on the same record lot as the principal use;

(C) The use shall not be located within a building not occupied by the principal use;

(D) The floor area of any building (and the land area occupied by any structure other than a building) devoted to the use shall not exceed an area equal to 45 percent of the gross floor area of the building within which the principal use is located.

(6) The letter "X" indicates that the use is prohibited.

(7) The letters "SP" indicate that the use is permitted subject to approval of a Special Permit, in accordance with Section 27-239.02.

(8) All uses not listed are prohibited.

(9) Whenever the tables refer to an allowed use, that use is either permitted (P), permitted but subject to certain general special exception standards (P*), permitted by special exception (SE), permitted by special permit (SP), or permitted as a (PA) or (PB) use, as listed in the zone in which it is allowed. (CB-58-1990; CB-12-2001; CB-14-2003)

TABLE OF USES PERMITTED.

USE	APPROVED M-U-I in DDOZ
(1) Commercial:	
(A) Eating or Drinking Establishments:	
Eating or drinking establishment, with drive-through service (CB-49-2005; CB-19-2010)	P[i]
Eating or drinking establishment, excluding drive-through service (CB-49-2005; CB-19-2010)	P
Eating or drinking establishment of any type, including music and patron dancing past the hours of 12:00 a.m., excluding adult entertainment (CB-49-2005; CB-19-2010; CB-56-2011)	P*
(B) Vehicle, Mobile Home, Camping Trailer, and Boat Sales and Service:	
Bus maintenance accessory to:	
(i) A private school or educational institution	X
(ii) A church or other place of worship	X
Boat fuel sales at the waterfront	X
Boat sales, service, and repair, including outdoor storage of boats and boat trailers:	
(i) Accessory to a marina	X
(ii) All others	X
Boat storage yard	X
Car wash:	
(i) On a parcel of at least 10 acres with any structures located at least 200 feet from any land in any Residential Zone or land proposed to be used for residential purposes on an approved basic plan for a comprehensive design zone, approved official plan for an R-P-C Zone, or any approved conceptual or detailed site plan	X
(ii) Self-service, coin operated, automatic car wash as an accessory use to the permitted use of a commercial parking lot, with shuttle service to Metro and located within two miles of a Metro station (CB-76-1998)	X
(iii) All others (CB-76-1998; CB-114-2004)	X

USE	APPROVED M-U-I in DDOZ
Gas station (in the C-M Zone, subject to detailed site plan review in accordance with Section 27-358(a)(1),(2),(4),(5),(6), (7),(8),(9), and (10)) (CB-1-1989; CB-72-1999)	X
Incidental automobile service in a parking garage[3]	P*
Private Automobile and Other Motor Vehicle Auctions (i) Operating prior to January 1, 2011, as a use that conforms to the definition under Section 27-107.01, subject to the provisions of Section 27-464.06(c), (d), and (f)	X
(ii) All Others, subject to the requirements of Section 27-464.06 (CB-59-2010)	X
Vehicle lubrication or tune-up facility, provided all sales and installation operations are conducted in a wholly enclosed building with no outdoor storage (CB-43-1987)	X
Vehicle, mobile home, or camping trailer repair and service station (CB-50-1993)	X
Vehicle, mobile home, or camping trailer sales lot, which may include dealer servicing and outdoor storage of vehicles awaiting sale; but shall exclude the storage or sale of wrecked or inoperable vehicles, except as accessory to the dealership for vehicles which the dealership will repair[37] (CB-95-1987; CB-87-2000; CB-29-2002)	X
Vehicle or camping trailer rental (in the C-M Zone, subject to Section 27-417(a),(b)(2), and (c))	X
Vehicle or camping trailer storage yard (CB-80-1996)	X
Vehicle parts or tire store including installation facilities, provided all sales and installation operations are conducted in a wholly enclosed building with no outdoor storage:	
(i) On a parcel of at least 10 acres, with any structures located at least 200 feet from any land in any Residential Zone (or land proposed to be used for residential purposes on an approved basic plan for a comprehensive design zone, approved official plan for an R-P-C Zone, or any approved conceptual or detailed site plan)	X
(ii) Accessory to a department store (CB-58-1990)	X
(iii) All others (CB-21-1992)	X
Vehicle parts or tire store without installation facilities	P
Vehicle towing station, provided it is enclosed by a sight-tight wall or fence at least 6 feet high, or an evergreen screen (CB-30-1992)	X

USE	APPROVED M-U-I in DDOZ
(C) Offices:	
Bank, savings and loan association, or other savings or lending institution:	
(i) Automatic teller machine, only	P[i]
(ii) All others	P[i]
Check Cashing Business (CB-23-2009)	P*
Contractor's office:	
Contractor's office (general) as a permanent use, including the businesses of siding, flooring, roofing, plumbing, air conditioning, heating, painting, carpentry, electrical work, landscaping and the like, with buildings, and uses accessory to the business (as well as the office) use:	
(A) With no outdoor storage of materials or equipment	P
(B) With outdoor storage of materials, located only in a side or rear yard; enclosed by a slightly, opaque wall or fence at least six feet high; with no storing of material higher than the fence; but excluding the use or outdoor storage of earthmoving or other heavy equipment, or outdoor storage of machinery	X
(C) Including the fabrication (only within a wholly enclosed building) of plumbing, air conditioning, heating, carpentry and lighting (and the like) parts for installation off the site (CB-110-1994; CB-46-1995)	X
Contractor's office (must include sanitary facilities), construction yard or shed, or storage building (in connection with a construction project) as a temporary use:	
(A) In accordance with Sections 27-260 and 27-261	P
(B) All others	X
Office accessory to an allowed use	P
Office (except as otherwise provided):	
(i) Within an integrated shopping center, and not exceeding 10 percent of the gross floor area of the center	X
(ii) All others	P
Office of a certified massage therapist (CB-44-2000)	P

USE	APPROVED M-U-I in DDOZ
Office of a medical practitioner or medical clinic (which may include an accessory private spa)	P
Real estate subdivision sales office as a temporary use, in accordance with Sections 27-260 and 27-261	P
Where not otherwise specifically permitted, any use allowed in the C-R-C Zone (excluding those permitted by special exception) may be located within an office building, provided that the uses shall not be located above the ground floor; not more than 15% of the gross floor area of the building shall be devoted to the use; and not more than 3,000 square feet of gross floor area shall be allotted to any one shop (CB-58-1990)	X
Where not otherwise specifically permitted, any use allowed in the C-S-C Zone (excluding those permitted by special exception), may be located within an office building, provided that the uses shall not be located above the ground floor; not more than 15% of the gross floor area of the building shall be devoted to the uses; and not more than 3,000 square feet of gross floor area shall be allotted to any one shop	X
Where not otherwise specifically permitted, any use allowed in the C-S-C Zone (excluding those permitted by special exception) may be located within an existing building no more than three (3) stories in height, including a maximum of 65,000 square feet of gross leasable area, provided such building and its associated parking are located on one or more contiguous parcels of property abutting two (2) streets shown on the master plan as arterial or higher classification, and located at an intersection where the three (3) other corners of said intersection are zoned C-S-C, and where the parcel or parcels of property upon which the building and its associated parking are located abut land zoned C-S-C at a minimum of two locations (CB-69-1999)	X
Where not otherwise specifically permitted, any use allowed by Special Exception in the C-S-C Zone may be located within an existing building no more than three (3) stories in height, including a maximum of 65,000 square feet of gross leasable area, provided such building and its associated parking are located on one or more contiguous parcels of property abutting two (2) streets shown on the master plan as arterial or higher classification, and located at an intersection where the three (3) other corners of said intersection are zoned C-S-C, and where the parcel or parcels of property upon which the building and its associated parking are located abut land zoned C-S-C at a minimum of two locations (CB-69-1999)	X
(D) Services:	
Ambulance service, private	X
Animal hospital, animal training, kennel	P*
Artist's studio	P

USE	APPROVED M-U-I in DDOZ
Barber or beauty shop (CB-148-1987)	P
Bicycle repair shop:	
(i) Non-motorized only	P
(ii) All others	P*
Blacksmith shop	X
Blueprinting, photostating, or other photocopying establishment	P
Carpet or rug shampooing establishment	X
Catering establishment (CB-56-2011)	P
Data processing	P
Dry cleaning or laundry pickup station (CB-127-1986)	P
Dry cleaning store or plant:[43]	
(i) Retail, gross floor area under 3,000 square feet	P
(ii) Retail, unrestricted	X
(iii) Wholesale (may include retail service) (CB-55-2002)	X
Electric or gas appliance, radio, or television repair shop	P
Employment agency	P
Farm implement repair	X
Fortune telling	X
Funeral parlor, undertaking establishment (CB-2-1989)	P*
Household appliance or furniture repair shop	P
Key or locksmith shop (CB-128-1986)	P

USE	APPROVED M-U-I in DDOZ
Laboratory:	
(i) Accessory to an allowed use	P
(ii) Dental laboratory	P
(iii) All other laboratories (CB-4-1986)	P
Laundromat:	
(i) Accessory to an allowed use	X
(ii) All others	P
Laundry store or plant:[43]	
(i) Retail, gross floor area under 3,000 square feet	P
(ii) Retail, unrestricted	X
(iii) Wholesale (may include retail service) (CB-55-2002)	X
Lawn mower repair shop:	
(i) Non-motorized, only	P
(ii) All others, provided all repairs are performed within a wholly enclosed building	P*
Limousine service:	
(i) Storage of up to 10 limousines (not to include buses and vans), may include routine vehicle repair or servicing within a wholly enclosed building, with no outdoor storage	X
(ii) All others (CB-120-1994)	X
Machine shop accessory to an allowed use	X
Massage establishment	X
Methadone Treatment Center (CB-103-1993)	X

USE	APPROVED M-U-I in DDOZ
Model studio	X
Newspaper publishing establishment	P*
Pet grooming shop, provided all animals are confined to the interior of the building and adequate measures are taken to control noise and odor	P
Photographic processing plant	X
Photography studio or darkroom	P
Pizza delivery service, limited to off-premises delivery with no eat-in or drive-in service:	
(i) With carry-out service in a building with less than 2,500 square feet of gross floor area	P
(ii) Unrestricted in size with no carryout service (CB-83-1986; CB-102-2001)	X
Printing shop:	
(i) Not exceeding 2,000 square feet of gross floor area	P
(ii) All others	X
Sauna	P
Septic tank service	X
Sewage dump station for camping trailers or boats	X
Shoe repair shop	P
Tailor or dressmaking shop (may include incidental dyeing and pressing allowed as a "PB" use)	P
Taxidermy (CB-30-1986)	PA
Tatto Parlor	P
Travel bureau	P

USE	APPROVED M-U-I in DDOZ
Upholstery shop (CB-65-1989)	PA
Veterinarian's office:	
(i) Outpatient	P
(ii) Inpatient (CB-96-1988)	PB
Watch or jewelry repair shop	P
Welding shop:	
(i) Accessory to an allowed use	X
(ii) All others	X
(E) Trade (Generally Retail):	
Adult book store (CB-65-1989; CB-53-1996)	X
Arts, crafts, and hobby supply store	P
Bait shop	P
Bakery products, wholesale (may include retail sales)	X
Bicycle (sales) shop:	
(i) Nonmotorized, only	P
(ii) All others	P*
Book (except adult bookstore) or camera store (CB-71-1993)	P
Bottled gas sales:	
(i) Accessory to an allowed use	P

USE	APPROVED M-U-I in DDOZ
(ii) All others	P
Building supply store:	
(i) Wholly enclosed, except for nursery stock	P
(ii) With outdoor storage on not more than 50% of the lot, provided it is enclosed by a slightly opaque wall or fence at least 8 feet high (CB-76-1992)	X
Bulk retailing:	
(i) Products allowed to be sold in a C-S-C Zone (CB-65-1989; CB-25-1999)	P
(ii) Products allowed to be sold in a C-M Zone	X
Buying of items within guest rooms and vehicles, pursuant to Section 27-115(a)(2)	X
Carpet or floor covering store	P
Clothing, dry goods, millinery, or shoe store (CB-58-1985; CB-71-1993)	P
Confectioner (not exceeding 40,000 square feet of gross floor area):	
(i) Retail (CB-65-1989)	P
(ii) Wholesale (may include accessory retail sales)	X
Department or variety store, excluding pawnshops	
(i) Not exceeding 125,000 square feet of gross floor area	P
(ii) Exceeding 125,000 square feet of gross floor area within the Developed Tier or a designated Revitalization Tax Credit area (as long as the department or variety store does not contain any food or beverage component) (CB-19-2005; CB-13-2012)	P
(iii) Not exceeding 85,000 square feet of gross floor area or no more than 10% of gross floor area for food and beverage component. CB-13-2012)	P
(iv) All others,[40] in accordance with Section 27-348.02 (CB-71-1993; CB-28-1997; CB-4-1999; CB-2-2002; CB-13-2012)	p*

USE	APPROVED M-U-I in DDOZ
Drug paraphernalia display or sales, pursuant to Section 27-115(a)(1)	X
Drug store:	
(i) Not exceeding 3,000 square feet of gross floor area	P
(ii) Within an office building or complex, and not exceeding 25 percent of the gross floor area, or 2,000 square feet, whichever is less (CB-65-1989)	P
(iii) All others	P
Farm implement sales	X
Feed sales	X
Firewood sales as a temporary use in accordance with Sections 27-260 and 27-261	P
Farmer's market or flea market as a temporary use, in accordance with Sections 27-260 and 27-261 (CB-63-1998)	P
Florist shop	P
Food or beverage goods preparation on the premises of a food or beverage store, provided the goods are only sold on the premises and at retail	PB
Food or beverage goods preparation for wholesale sales:	
(i) Not exceeding 1,500 square feet of gross floor area	P
(ii) Containing 1,501 to 3,000 square feet of gross floor area	P*
(iii) All others (CB-37-1992)	X
Food or beverage store:	
(i) Not exceeding 3,000 square feet of gross floor area	P
(ii) Not exceeding 125,000 square feet of gross floor area	P
(iii) In combination with a department or variety store on the same or adjacent site, in accordance with Section 27-348.02	P*

USE	APPROVED M-U-I in DDOZ
(iv) All others (CB-112-1986; CB-65-1989; CB-2-2002)	P
Garden supplies store, floricultural or horticultural nursery, which may include the outdoor display of nursery stock, such as plants, shrubbery, and trees (CB-65-1989)	P
Gift, jewelry, music, souvenir, or other specialty store not specifically listed (CB-71-1993)	P
Hardware store (CB-65-1989)	P
Household appliance or furniture store:	
(i) Not exceeding 50,000 square feet of gross floor area	P
(ii) Exceeding 50,000 square feet of gross floor area (CB-32-1986; CB-77-1998)	X
Ice vending machine (not exceeding 8 ton capacity)	X
Lawn mower (sales) store	P
Monument and headstone sales establishment (CB-22-2004)	X
Newspaper, magazine, or tobacco shop	P
Nursery and garden center, which may include the outdoor display of nursery stock, such as plants, shrubbery, and trees	P
Outdoor display of merchandise for sale (except as otherwise specified) and excluding merchandise displayed on gasoline pump islands associated with gas stations (which is allowed):	
(i) Not more than six feet from main building (subject to Section 27-388)	P
(ii) More than six feet from main buildings (subject to Section 27-388)	P*
Paint or wall covering store	P
Pawnshop:	
(i) In accordance with Section 27-250.01	X
(ii) In accordance with Section 27-394.01 (CB-28-1997; CB-22-2010)	X

USE	APPROVED M-U-I in DDOZ
Pet (sales) shop, provided all animals are confined to the interior of the building and adequate measures are taken to control noise and odor; may include the sale of pet feed and supplies (CB-2-1991)	P
Retail shop or store (not listed) similar to one permitted (P) in the:	
(i) C-S-C Zone	P
(ii) C-M Zone	X
(iii) C-R-C Zone (CB-65-1989; CB-58-1990)	X
Sales from guest rooms and vehicles, in accordance with Section 27-115(a)(2)	X
Seafood market:	
(i) Containing less than 3,000 square feet of gross retail space	P
(ii) Containing less than 7,000 square feet of gross retail space	P
(iii) Unrestricted in size (CB-49-1987)	P
Seasonal decorations display and sales as a temporary use, in accordance with Sections 27-260 and 27-261	P
Septic tank sales (CB-65-1989)	X
Sporting goods shop, which may include marine equipment and supplies	P
Stationery or office supply store which may include the sale of furniture or business machines	P
Swimming pool or spa sales and service:	
(i) Excluding outdoor display	P
(ii) Including outdoor display, provided it is enclosed by a 6-foot high fence (subject to Section 27-388)	X
Toy store (CB-71-1993)	P
Video game or tape store	P
Wayside stand:	
(i) As a temporary use, subject to Sections 27-260 and 27-261	P

USE	APPROVED M-U-I in DDOZ
(ii) All others (CB-122-1986)	P
(2) Institutional/Educational:	
Adult day care center	P*
Assisted living facility, subject to the requirements of Section 27-464.04 (CB-72-1996)	X
Church or similar place of worship, convent, or monastery (CB-23-1988)	P
Day care center for children:	
(A) In accordance with Section 27-464.02[12]	P
(B) All others (CB-23-1988)	P*
Eleemosynary or philanthropic institution:	
(A) A building containing no more than 7,000 square feet of gross floor area on a lot or parcel with not more than 1.5 acres for use by an organization providing benevolent services; any change in occupant or use shall require detailed site plan approval by the District Council	P
(B) All others (CB-8-1998)	X
Hospital (may include a private spa)	X
Modular classroom as a temporary use, in accordance with Sections 27-260 and 27-261 (CB-106-1989)	X
Nursing or care home (may include a private spa)	P*
School, Private:	
(A) Driving school, automobile only	P
(B) For artistic instruction (including a studio)	P
(C) Of business or trade, where the business or trade is permitted (P) in the respective zone	P
(D) Of business or trade, where the business or trade is permitted by Special Exception (SE) in the respective zone	P*
(E) Tutoring establishment	P

USE	APPROVED M-U-I in DDOZ
(F) Private college or university	P
(G) Private schools, subject to Section 27-463	P
(H) All others (CB-40-1988; CB-50-1988; CB-113-1994; CB-93-1996; CB-94-2000)	P*
(3) Miscellaneous:	
Accessory structures and uses (when not otherwise provided for)	P
Adaptive reuse of a surplus public school, when not otherwise allowed	P*
Adaptive use of a historic site, when not otherwise allowed (CB-58-1987)	P*
Animals, not customarily household pets (CB-117-1986; CB-55-1988)	P*
Buildings and uses, serving public health purposes, on land owned by Prince George's County, Maryland, upon which hospitals or health centers are located, except if otherwise allowed as a Permitted (P) use[41] (CB-55-1988)	P
Cemetery, crematory:	
(A) Cemetery, in accordance with Section 27-445.06	X
(B) Cemetery, accessory to a church, convent, or monastery[49]	P
(C) All others (CB-86-1989; CB-11-1991)	X
Home occupations for residents[20] (CB-86-1989; CB-78-2003; CB-11-2004)	X
Home occupations for residents, low-impact (CB-11-2004)	X
Increase in height of accessory building, used for: (A) Servant, household help living quarters[30]	P*
(B) Agricultural purposes on a lot having a net area of less than five acres	X
(C) Agricultural purposes on a lot having a net area of at least five acres	X
(D) Office	P*
Signs, in accordance with Part 12, associated with uses allowed in the applicable residential zone (CB-85-1988)	P

USE	APPROVED M-U-I in DDOZ
Signs, outdoor advertising (billboards) (CB-85-1988)	X
Temporary structures and uses not otherwise allowed	P*
(4) Public/Quasi Public:	
Ambulance service, private	X
Community building, except as otherwise provided	P
Library, private	P
Post office	P
Public building and use, except as otherwise prohibited	P
Sanitary landfill or rubble fill[17] (CB-15-1990)	X
Voluntary fire, ambulance, or rescue station[1] (CB-70-2008)	P
(5) Recreational/Entertainment/Social/Cultural:	
Adult Entertainment (CB-46-2010; CB-56-2011)	X
Amusement arcade:	
(A) Not exceeding 2,500 square feet of gross floor area, with adult supervision on the premises during all hours of operation; provided the use is located either within a wholly enclosed shopping mall, or within the main group of stores of an integrated shopping center having a minimum gross floor area of 150,000 square feet	P
(B) All others	P*
Amusement Center (CB-35-1994)	P
Amusement park:	
(A) Within a wholly enclosed shopping mall	P*
(B) All others	X
Archery or baseball batting range	P*

USE	APPROVED M-U-I in DDOZ
Arena or stadium (which may include a private spa)	X
Athletic field:	
(A) With no seating or nonpermanent bleacher-type seating for not more than 100 spectators	P
(B) With permanent bleacher-type seating for more than 100 spectators	P*
Auditorium	P
Beach	P
Billiard or pool parlor	P*
Boat ramp	X
Bowling alley:	
(A) On a parcel of at least 10 acres, provided all structures are located at least 200 feet from any Residential Zone (or land proposed to be used for residential purposes on an approved basic plan for a comprehensive design zone, approved official plan for an R-P-C Zone, or any approved conceptual or detailed site plan)	X
(B) All others	P*
Carnival, circus, fair or similar use, not exceeding seventeen days duration and located at least 250 feet from any dwelling, as a temporary use in accordance with Sections 27-260 and 27-261	P
Club or lodge (private) except as otherwise provided	P
Employees' recreational facilities (private, nonprofit) accessory to an allowed use	P
Fishing pier	P
Go-cart track	X
Golf course or country club:	
(A) Accessory to a commercial use	X
(B) All others	X

USE	APPROVED M-U-I in DDOZ
Golf driving range	X
Marina (CB-72-1987)	X
Miniature golf course	P
Museum, aquarium, art gallery, cultural center, or similar facility	P
Park or playground	P
Performance arts center, in accordance with Section 27-464.05 (CB-12-2001)	P*
Race track	X
Recreational campground (in the C-M Zone subject to paragraphs (1) thru (7) of Section 27-400(a))	X
Recreational or entertainment establishment of a commercial nature, if not otherwise specified:	
(A) Abutting residential property or land residentially zoned	P*
(B) All others (CB-72-1998)	P*
Reducing/exercise salon or health club	P
Riding stable	X
Rifle, pistol, or skeet shooting range:	
(A) Indoor	X
(B) Outdoor	X
Skating rink	P*
Spa (community)	P
Spa (private), accessory to an allowed dwelling unit	P
Spa (public):	
(A) Accessory to a hotel or motel	P

USE	APPROVED M-U-I in DDOZ
(B) Accessory to a reducing/exercise salon or health club	P
(C) Accessory to a commercial swimming pool	P
(D) Accessory to a recreational campground	X
(E) Accessory to a summer camp	X
(F) Unrestricted	P*
Summer camp	X
Swimming pool:	
(A) Accessory to a hotel or motel (CB-9-2004)	P
(B) Accessory to a recreational campground	X
(C) Community	P
(D) Indoor	P
(E) Private, accessory to an allowed one-family detached dwelling	P
(F) All others	X
Tennis, basketball, handball, or similar court:	
(A) Indoor (within a permanent wholly enclosed building)	P
(B) Outdoor	P
(C) With a temporary removable cover (bubble)	P
Theatre:	
(A) Indoor	P
(B) Outdoor (including drive-in)	X

USE	APPROVED M-U-I in DDOZ
Zoo, not publicly owned	X
(6) Residential/Lodging:	
Apartment hotel	X
Apartment housing for elderly or handicapped families in a building other than a surplus public school building (with provisions for increased density and reduced lot size in Multifamily Zones) (CB-85-1988; CB-91-1991; CB-44-1992, CB-46-1999; CB-66-2005)	P*
Apartment housing for elderly or handicapped families in a surplus public school building	P*
Artists' residential studios, in accordance with Section 27-445.09 (CB-12-2001)	SP
Boardinghouse	P
Congregate living facility for more than eight elderly or physically handicapped residents (CB-90-1985)	P
Congregate living facility for NOT more than eight elderly or physically handicapped residents (CB-90-1985)	P*
Convent or monastery (CB-23-1993)	P
Conservation subdivision pursuant to Section 24-152 of Subtitle 24 (CB-6-2006)	X
Conversion of one-family detached dwelling to a building containing up to three dwelling units (not considered as a two-family, three-family, or multifamily dwelling):[57]	
(A) Prior to November 29, 1949, if the owner of the building resides in the building, and a valid Use and Occupancy permit was in effect on July 1, 1986	X
(B) Prior to November 29, 1949, if the owner of the building does not reside in the building, or a valid Use and Occupancy permit was NOT in effect on July 1, 1986	X
(C) Prior to November 18, 1980, but on or after November 29, 1949	X
(D) On or after November 18, 1980 (CB-58-1986; CB-73-1996)	X
Country Inn	X
Dwelling, farm tenant	X

USE	APPROVED M-U-I in DDOZ
Dwelling, metropolitan, one-family attached (CB-33-2005)	X
Dwelling, multifamily:	
(A) In general (CB-67-2003; CB-109-2004; CB-82-2008)	P
(B) Subject to applicable bedroom percentages	P
(C) In excess of applicable bedroom percentages	P*
(D) Restricted to one-bedroom and efficiency apartments	X
(E) Higher than 110 feet (CB-85-1988)	X
(F) Up to six dwelling units in a building of no more than two stories, where the first story was previously used for commercial purposes (CB-91-2004)	X
Dwelling, one-family attached, for the elderly[58] (CB-71-1996)	P
Dwelling, one-family detached, for the elderly (CB-90-2004)	X
Dwelling, one-family detached, cluster development, shown on a preliminary plat of subdivision approved prior to July 1, 2006 (CB-6-2006)	X
Dwelling, one-family detached (in general)	P
Dwelling, one-family semidetached[1] (CB-85-1988)	P
Dwelling, quadruple-attached (CB-83-1997)	P
Dwelling, three-family	P
Dwelling, two-family detached (CB-85-1988)	P
Dwelling, two-family (in general)	P
Dwellings, one-family attached, cluster development, shown on a preliminary plat of subdivision approved prior to September 1, 1986	X
Dwellings, one-family triple-attached, cluster development, shown on a preliminary plat of subdivision approved prior to September 1, 1986	X

USE	APPROVED M-U-I in DDOZ
Dwellings, one-family triple-attached (in general)	X
Flag lot development:	
(A) In accordance with preliminary plats approved prior to February 1, 1990, pursuant to Subtitle 24 and recorded within the prescribed time period	X
(B) In accordance with Section 24-138.01 of Subtitle 24 (CB-72-1989)	X
Fraternity or sorority house:	
(A) If legally existing prior to May 20, 1983, and not extended beyond the boundary lines of the lot as it legally existed (prior to May 20, 1983)	P
(B) All others	P*
Group residential facility for more than eight mentally handicapped dependent persons, or for five or more other dependent persons	P*
Group residential facility for not more than eight mentally handicapped dependent persons	P
Guest house, as an accessory use	X
Hotel or motel:	
(A) Hotel or motel in general	P
(B) Including any use allowed in the C-S-C Zone (but not generally allowed in the C-M Zone, excluding those permitted by Special Exception), when located within a hotel, provided the uses shall not be located above the ground floor; not more than fifteen percent of the gross floor area of the building shall be devoted to the uses; and not more than 3,000 square feet shall be allotted to any one use (CB-105-1985; CB-58-1990)	X
Mobile home used as a dwelling for emergency purposes as a temporary use, in accordance with Sections 27-260 and 27-261	X
Mobile home used as a one-family detached dwelling	X
Mobile home, with use for which amusement taxes collected[28]	P
Opportunity Housing dwelling units[59] (CB-66-1991; CB-55-1996)	P

USE	APPROVED M-U-I in DDOZ
Planned retirement community[59] (CB-55-1996, CB-21-1999)	P*
Public Benefit Conservation Subdivision pursuant to Section 24-152 of Subtitle 24 (CB-32-2008)	X
Recreational community development, in accordance with Section 27-444[59] (CB-16-1989; CB-55-1996)	X
Rental of guest rooms (by the residents):	
(A) To 1 or 2 persons (unrelated to all principal residents)	X
(B) To 3 persons (unrelated to all principal residents)	X
(C) To not more than 3 persons (unrelated to all principal residents) by a family of related individuals, 1 individual, or 2 unrelated individuals (CB-122-1986)	X
Residential Revitalization: Comprising any form of proposed multifamily, attached one-family or detached one-family dwellings, in a Residential Revitalization project, as shown on a detailed site plan approved in accordance with Section 27-445.10 (CB-58-2001)	P
Rooming houses	P
Tourist cabin camp	X
Tourist homes	X
Townhouse, cluster development, shown on a preliminary plat of subdivision approved prior to September 1, 1986 (CB-54-1986)	X
Townhouse, shown on a detailed site plan approved prior to December 30, 1996, and in compliance with Section 3 of CB-55-1996 (CB-84-1990; CB-55-1996)	P
Townhouse, shown on a preliminary plat of subdivision approved pursuant to Part 4A. (CB-47-1996)	P
Townhouse, Transit Village (CB-37-2006)	X
Townhouse, if located within a designated Revitalization Tax Credit District (CB-112-2004)	P

USE	APPROVED M-U-I in DDOZ
Townhouse, all others (CB-55-1996)	P*
(7) Resource Production/Recovery:	
Agricultural use	
(A) Other than animal or poultry raising	P
(B) Animal or poultry raising (other than customary household pets)	
(i) On lots 20,000 square feet or more	X
(ii) On lots under 20,000 square feet	P*
(iii) On lots under 20,000 square feet adjoining occupied residentially-zoned property[38] (CB-71-2001)	X
Sand and gravel wet-processing	X
Surface mining	X
(8) Transportation/Parking/Communications/Utilities:	
Airport, airpark, airfield, airstrip, heliport, helistop	P*
Antennas and related equipment buildings and enclosures, other than satellite dish antennas, in accordance with Section 27-464.03 (CB-65-2000)	P
Broadcasting studio (without tower)	P
Bus station or terminal	P*
Monopoles and related equipment buildings and enclosures, in accordance with Section 27-464.03 (CB-65-2000)	P
Parking garage, commercial	P
Parking garage or lot or loading area, used in accordance with Part 11	P
Parking lot, commercial:	
(A) With shuttle service to Metro and within two miles of a Metro station	P

USE	APPROVED M-U-I in DDOZ
(B) All others (CB-14-2003)	P*
Parking of mobile home, except as otherwise specified	X
Parking of a mobile home in a public right-of-way[4]	X
Parking of vehicles accessory to an allowed use	P
Public utility uses or structures:	
(A) Underground pipelines, electric power facilities or equipment, or telephone facilities or equipment; and railroad tracks or passenger stations, but not railroad yards	P
(B) Other public utility uses or structures (including major transmission and distribution lines and structures, but excluding towers and poles not otherwise permitted, railroad yards, roundhouses, car barns, and freight stations) (CB-25-1987; CB-61-1988; CB-8-1990; CB-123-1994; CB-102-1997; CB-65-2000)	P
Satellite dish antenna, in accordance with Section 27-451.01:	
(A) Up to 10 feet in diameter, to serve only one dwelling unit	P
(B) More than 10 feet in diameter to serve only one dwelling	X
(C) All others (CB-19-1985)	P
Storage of any motor vehicle which is wrecked, dismantled or not currently licensed, except where specifically allowed[6] (CB-4-1987)	X
Taxicab dispatching station:	
(A) Without cab storage, repair, or servicing	P
(B) With cab storage	X
(C) With cab repair or servicing within a wholly enclosed building (CB-50-1987)	X
Taxicab stand	P

USE	APPROVED M-U-I in DDOZ
Telegraph or messenger service	P
Towers or poles (electronic, public utility when not otherwise permitted, radio, or television, transmitting or receiving):	
(A) Nonprofit, noncommercial purposes, with no height restrictions	P
(B) Freestanding for commercial purposes, not exceeding 100 feet above ground level	P
(C) Attached to a roof for commercial purposes, not exceeding 40 feet above the height of the building	P
(D) All others (CB-8-1990; CB-41-1994; CB-123-1994; CB-65-2000)	P*

The following footnotes apply to sections (1), (2), (4), (5), (7), and (8) above:

1 Provided the site is either:

(A) In the proximity of an area designated as a fire or rescue station on an approved functional master plan of fire and rescue stations.

(B) In a location which the fire chief has indicated (in writing) is appropriate.

(C) Occupied by a station that was in use immediately prior to July 1, 1982.

The following activities are considered to be ancillary uses permitted within the hall/assembly area of a voluntary fire, ambulance, or rescue station: bingo (with an approved license from the Department of Environmental Resources), weddings, dinners, community events, organization functions, and private events (with no advance or at the door ticket sales).

All events must comply with county or state regulations, and events requiring a specific license must obtain such license to be considered a permitted ancillary use. All events must be organized by the voluntary fire, ambulance, or rescue corporation or company and/or a community group from within the immediate vicinity of the station. For weddings, receptions, and dinners, the event may be organized by an individual in conjunction with the voluntary fire, ambulance, or rescue corporation or company and/or a community group within the immediate vicinity of the station. A permitted ancillary use does not include the leasing of the station facility for use by a promoter. Private events may not have advance or at-the-door ticket sales. All events must end by 10:00 p.m., Sunday through Thursday (except that bingo events must end by 11:00 p.m.), and by midnight on Friday and Saturday, with all patrons off the site within 30 minutes after closing. (CB-70-2008)

3 Provided:

(A) The service shall be limited to supplying gasoline, oil, water, tire pressure, and washing.

(B) Only automobiles parking in the parking garage may be served.

(C) No signs visible from outside the structure shall indicate the presence of the service facilities.

(D) The garage shall be wholly enclosed.

4 Except in an emergency. In this case, the parking shall be subject to the traffic and parking regulations applicable to the right-of-way.

6 This shall not apply to:

(A) Storage accessory (and related) to an allowed use.

(B) One such vehicle stored in a wholly enclosed garage.

12 In a publicly-owned recreational facility, a school, a church, or a public building, a day care center shall only be permitted as an accessory use. A church must provide its tax-exempt identification number when applying for a detailed site plan or a building or use and occupancy permit for an accessory day care center for children. (CB-23-1988; CB-98-1988; CB-44-1989)

17 A sanitary landfill or rubble fill may include a rock crusher only if it is approved as part of the special exception. (CB-15-1990)

19 For:

(A) The relocation of such uses, provided the last site on which the use was located was in the I-1 Zone, not more than three miles from the subject property, is currently used by a public entity for a mass transit facility, and was acquired prior to June 1, 1993.

(B) A property of 15,000 to 20,000 square feet, formerly the site of a full-service gas station, abutting on at least one side property in the C-S-C Zone, limited to repair of vehicles with a maximum gross vehicle weight of 17,000 pounds. (CB-50-1993; CB-68-1999; CB-90-2000)

23 Provided the building to which it is attached is at least 50 feet in height. Otherwise, a special exception is required. (CB-41-1994)

24 Subject to detailed site plan approval in accordance with Part 3, Division 9, of this Subtitle. Any fast-food restaurant operating pursuant to an approved special exception as of the effective date of CB-49-2005 shall remain valid, be considered a legal use, and shall not be deemed a nonconforming use. Such fast-food restaurants and their underlying special exceptions may be modified pursuant to the existing provisions relating to revisions or amendments to special exceptions generally and fast-food restaurants specifically as they exist in the Zoning Ordinance. The requirement for detailed site plan approval does not apply to eating or drinking establishments within, and sharing the same points of vehicular access as, an integrated shopping center having six individual businesses (including the fast-food restaurant) and a minimum 50,000 square foot gross floor area. (CB-120-1994; CB-19-2010; CB-46-2010; CB-56-2011)

28 If not conducted in an existing office building, a detailed site plan shall be approved in accordance with Part 3, Division 9, of this Subtitle. (CB-93-1996)

32 If located outside a Revitalization Tax Credit Area in a commercial center with less than 30 acres, a bulk retailing store may not have gross floor area greater than 50,000 square feet. But if the store was in use and had necessary permits issued on or before September 1, 1998, then the restriction in this note does not apply and the store is not subject to nonconforming use requirements in Part 3, Division 6, unless the store discontinues bulk retailing operations for 180 or more consecutive calendar days. In this note, a commercial center is one or more contiguous, commercially-zoned lots separated from other commercially-zoned lots by public streets or rights-of-way. (CB-25-1999)

37 Except for new vehicle sales lots, the use shall be located on a tract of land containing a minimum of 25,000 square feet. All such uses on property less than 25,000 square feet in existence on September 1, 2000, may not be certified as nonconforming uses and must cease operations on or before August 31, 2003. (CB-87-2000)

38 All such uses in existence on September 1, 2001, may not be certified as nonconforming uses and must cease operations, with removal of all animal or poultry facilities, by February 1, 2002. (CB-71-2001)

40 Permits for a store approved before January 15, 2002, without a special exception may continue in effect and be revised or amended, and such a store shall not be considered a nonconforming use. No permits for new food or beverage operations in such a store may be approved without a special exception. (CB-2-2002)

43 All such uses with permits validly issued or applied for as of July 1, 2002, including those on properties rezoned from C-S-C to M-U-I, are deemed permitted uses, are not nonconforming, and may be altered, enlarged, or extended. (CB-55-2002)

52 This limitation shall not apply to property which is located within the Developed Tier for which any portion of same:

(A) Has an approved preliminary plan of subdivision for property which is or was at the time of subdivision split-zoned I-3 and R-R, and is located on and inside the Capital Beltway at an existing interchange with said Beltway.

(B) Is the subject of any future preliminary plan of subdivision or detailed site plan for an integrated shopping center developed pursuant to CB-65-2003.

(C) Is the subject of a building permit issued for said use prior to September 1, 2005. All such uses on property meeting the above criteria shall be deemed permitted uses and shall not be considered nonconforming. (CB-19-2005)

55 Businesses with a valid state license for check cashing issued prior to September 1, 2009 may continue as a matter of right and shall not be deemed nonconforming. Any change in tenant or ownership of the check cashing business requires approval of a special exception for this use prior to issuance of the use and occupancy permit. (CB-23-2009)

56 Businesses with a valid use and occupancy permit issued prior to May 1, 2010, may continue as a matter of right and shall not be deemed nonconforming if the use does not include any form of adult entertainment. (CB-46-2010)

58 Any existing establishment in the C-S-C Zone or C-M Zone with a valid use and occupancy permit for an auditorium, private club or lodge that included activity that meets the definition of "adult entertainment" may continue upon approval of a special exception. Applications for adult entertainment must be filed and accepted by June 1, 2012. The hours of operation shall be limited to 5:00 p.m. to 3:00 a.m. (CB-56-2011)

i Drive-throughs shall be designed to mitigate impacts to the pedestrian environment and streetscape to the maximum extent feasible.

The following footnotes apply to sections (3) and (6) above:

1 Provided both of an adjoining pair are erected at the same time.

2 Subject to all requirements applicable to the R-T Zone (except as specifically modified for the R-20 Zone).

5 The townhouses may be developed without conforming to the regulations applicable to townhouses governing roadways and drives, tract widths and sizes, density, and net lot area, provided:

(A) A special exception for multifamily dwelling bedroom percentages increase (Section 27-382) has been granted for the subject property with a condition that the property be developed with townhouses.

(B) A preliminary plat of subdivision has been approved for the property as of June 1, 1975, in accordance with the net lot area and lot frontage requirements applicable to multifamily dwellings in the R-18 Zone, with a maximum density of 22 dwelling units per acre.

(C) A final plat was recorded prior to June 1, 1976.

20 Home occupations consisting of general clerical work or professional offices require a use and occupancy permit. (CB-31-1985)

28 Provided:

(A) The mobile home is located on a lot having a net area of at least five acres.

(B) The use of the mobile home is in connection with another use on the property for which the county levies an amusement tax.

(C) The occupants of the mobile home are employed by, or reasonably connected with, the other use.

(D) The mobile home shall not be located on the property for more than 120 cumulative days per calendar year, except mobile homes used in connection with pari-mutuel racetracks where the use shall not exceed 218 cumulative days per calendar year.

30 Only in connection with one-family detached dwellings.

41 Provided the health center is located on a minimum of 25 acres. (CB-55-1988)

49 Provided both uses were existing as of January 1, 1991. (CB-11-1991)

57 Conversion shall not occur until:

(A) The building is structurally modified to include the additional dwelling units.

(B) The additional dwelling units are occupied. (CB-73-1996)

58 For the purposes of this section, a dwelling for the elderly shall be housing which is operated in accordance with state and federal Fair Housing laws. (CB-71-1996)

59 Townhouses shall comply with the design guidelines set forth in Section 27-274(a)(11) and the regulations for development set forth in Section 27-433(d). (CB-55-1996)

78 Provided:

(A) Townhouse development is within a multifamily complex formerly used for multifamily dwellings, where residential (multifamily and/or townhouse) density was reduced as part of its redevelopment.

(B) Townhouse development shall be in accordance with the regulations for the R-T Zone.

(C) Detailed site plan approval is required in accordance with Part 3, Division 9, of this Subtitle. (CB-112-2004)

81 (A) Permitted in the R-18 Zone without a special exception, provided that the subject property:

(i) Includes at least five acres/

(ii) Is located within the developed tier.

(iii) Adjoins property also in the R-18 Zone.

(B) Age restrictions in conformance with the Federal Fair Housing Act shall be set forth in covenants submitted with the application and shall be approved by the District Council and filed in the land records at the time the final subdivision plat is recorded. The applicant must obtain approval of a detailed site plan, as provided in Part 3, Division 9, and demonstrate by evidence in the record that:

(i) The net lot area is at least 50 percent of the minimum net lot area normally required in the zone.

(ii) The density is not more than twice that normally allowed in the zone.

(iii) The project is financed at least partially by tax credits approved by the State of Maryland. (CB-66-2005)

Table of Uses for the Residential Zones

Uses permitted.

(a) No use shall be allowed in the Residential Zones, except as provided for in the Table of Uses. In the table, the following applies:

(1) The letter "P" indicates that the use is permitted in the zone indicated.

(2) The letter "P*" indicates that the use is permitted, but subject to detailed site plan review and the general special exception standards in Section 27-317(a)(1), (4), (5), and (6) and conforms to the recommendations of this sector plan.

(3) The letters "SE" indicate that the use is permitted, subject to the approval of a Special Exception in accordance with Part 4 of the Zoning Ordinance.

(4) The letters "PA" indicate that the use is permitted, subject to the following:

(A) There shall be no entrances to the use directly from outside the building;

(B) No signs or other evidence indicating the existence of the use shall be visible from outside the building, other than a business identification sign lettered on a window. The sign shall not exceed six (6) square feet in area; and

(C) The use shall be secondary to the primary use of the building.

(5) The letters "PB" indicate that the use is permitted, subject to the following:

(A) The use shall be related to, dependent on, and secondary to a primary use on the premises;

(B) The use shall be located on the same record lot as the primary use;

(C) The use shall not be located within a building not occupied by the primary use; and

(D) The floor area of any building (and the land area occupied by any structure other than a building) devoted to the use shall not exceed an area equal to forty-five percent (45%) of the gross floor area of the building within which the primary use is located.

(6) The letter "X" indicates that the use is prohibited.

(7) The letters "SP" indicate that the use is permitted subject to approval of a Special Permit, in accordance with Section 27-239.02.

(8) All uses not listed are prohibited.

(9) Whenever the tables refer to an allowed use, that use is either permitted (P), permitted but subject to certain general special exception standards (P*), permitted by Special Exception (SE), permitted by Special Permit (SP), or permitted as a (PA) or (PB) use, as listed in the zone in which it is allowed.

(CB-12-2001; CB-4-2003)

TABLE OF USES PERMITTED.

USE	ZONE	
	APPROVED R-O-S in DDOZ	APPROVED O-S in DDOZ
(1) Commercial:		
Agritourism	P	P
Animal Hospital, veterinary office (CB-76-2003)	P*	P*
Antique shop	X	X
Barber Shop (CB-81-2008)	X	X
Bed-and-Breakfast Inn in accordance with Section 27-445.13 (CB-39-2009)	P	P
Bus maintenance accessory to a private school, church, or other place of worship (CB-23-1988)	X	X
Buying of items within guest rooms and pursuant to Section 27-115(a)(2)	X	X
Collection of recyclable materials as a temporary use, in accordance with Sections 27-260 and 27-261	X	P
Commercial recreational development (CB-35-2000)	X	X
Contractor's office (must include sanitary facilities), construction yard or shed, or storage building (in connection with a construction project) as a temporary use:		
(A) Subject to Sections 27-260 and 27-261	X	P
(B) All others	X	X
Contractor's Office, which may include wholly-enclosed storage, as a permanent use (CB-75-2001)	X	X
Distillery for the production of fuel alcohol	X	X
Drug paraphernalia display or sales, pursuant to Section 27-115(a)(1)	X	X
Farm implement sales or repair; farm supplies sales	X	X

USE	ZONE	
	APPROVED R-O-S in DDOZ	APPROVED O-S in DDOZ
Farmer's market or flea market as a temporary use, in accordance with Sections 27-260 and 27-261 (CB-63-1998)	X	P
Farm Winery[89] (CB-36-2009)	X	X
Firewood sales as a temporary use, in accordance with Sections 27-260 and 27-261	X	P
Funeral parlor, undertaking establishment	X	X
Gas station (CB-36-2004)	X	X
Kennel:		
(A) On a lot having a net area of 20,000 sq. ft. or less	X	X
(B) On a lot having a net area between 20,000 sq. ft. and 80,000 sq. ft.	X	X
(C) On a lot having a net area exceeding 80,000 sq. ft. (CB-37-1991; CB-16-1993)	X	X
Landscaping contractor's business (CB-10-1996)	X	X
Limited professional uses in multifamily projects	X	X
Monument and headstone sales establishment (CB-60-1998)	X	X
Offices:		
(A) Accountants, architects, clergymen, engineers, lawyers, medical practitioners, and similar recognized and learned professions, as an accessory use in a dwelling	X	P
(B) Business office and model apartments in a multifamily dwelling or multifamily project and used only in connection with the sale, rental, operation, service, and maintenance of the dwelling or project (CB-36-1987)	X	X

USE	ZONE	
	APPROVED R-O-S in DDOZ	APPROVED O-S in DDOZ
(C) General business and professional offices	X	X
(D) Insurance sales office as an accessory use in a dwelling	X	X
(E) Medical practitioner's office in a one-family dwelling (except as provided in (A) above)	X	X
(F) Real estate sales office as an accessory use in a dwelling	X	X
(G) Real estate subdivision sales office as a temporary use:		
(i) Subject to Sections 27-260 and 27-261	X	P
(ii) All others	X	P*
(H) Multifamily dwelling management company (must manage the project within which it is located)	X	X
(I) Temporary trailer for office space accessory to an existing group residential facility, which services more than eight (8) persons, in accordance with Sections 27-260 and 27-261 (CB-35-1996)	X	X
Parking lot, required, serving adjacent Commercial or Industrial Zone	X	X
Photography studio and darkroom, as an accessory use solely by the resident of a one-family detached dwelling and located within such dwelling (CB-140-1986)	X	X
Retail sales and consumer service establishment (CB-140-1986)	X	X
Seasonal decorations display and sales as a temporary use, in accordance with Sections 27-260 and 27-261[43] (CB-23-1989)	X	P
Waterfront Entertainment/Retail Complex, in accordance with Section 27-445.08 (CB-44-1997)	X	P
Wayside stand as a temporary use:		

USE	ZONE	
	APPROVED R-O-S in DDOZ	APPROVED O-S in DDOZ
(A) Subject to Sections 27-260 and 27-261	X	P
(B) All others	X	P*
Where not otherwise specifically permitted, any use allowed in the C-S-C Zone (excluding those permitted by Special Exception), if; as of February 1, 2003: (1) the use is located on a parcel which is surrounded by commercial and institutional uses; (2) said parcel does not abut any property that is improved with single-family detached residential dwellings; and (3) the site has frontage on a street shown on the applicable Master Plan as an arterial or higher classification. Any such use shall only be located upon property that is the subject of an approved Detailed Site Plan. (CB-4-2003)	X	X
Where not otherwise specifically permitted, any use allowed by Special Exception in the C-S-C Zone, if; as of February 1, 2003: (1) the use is located on a parcel which is surrounded by commercial and institutional uses; (2) said parcel does not abut any property that is improved with single-family detached residential dwellings; and (3) the site has frontage on a street shown on the applicable Master Plan as an arterial or higher classification. Any such use shall only be located upon property that is the subject of an approved Detailed Site Plan. (CB-4-2003)	X	X
Where not otherwise specifically permitted, any use allowed in the C-S-C Zone (excluding those permitted by Special Exception). (CB-65-2003; CB-70-2003)	X	X
Where not otherwise specifically permitted, any use allowed by Special Exception in the C-S-C Zone. (CB-65-2003; CB-70-2003)	X	X
Where not otherwise specifically permitted, any use allowed in the C-S-C Zone (excluding those permitted by Special Exception), may be located within a multi-family development, provided that the multi-family development is the subject of a high-rise condominium regime; the uses are located on the street level of the multi-family building, the property is located in a Transit District Overlay Zone, and the property abuts the District of Columbia. (CB-82-2008)	X	X

USE	ZONE	
	APPROVED R-O-S in DDOZ	APPROVED O-S in DDOZ
(2) Institutional/Educational:		
Adult day care center	X	P*
Assisted living facility (CB-110-2004)	X	X
Chancery, on a lot having a net area of at least 15 acres	X	X
Church or similar place of worship:		
(A) Located on a lot less than 1 acre in size	X	X
(B) Located in a building that was originally constructed as a dwelling, on a lot less than 1 acre in size	X	X
(C) Located on a lot between 1 and 2 acres in size[52]	X	X
(D) Located in a building that was originally constructed as a dwelling, on a lot between 1 and 2 acres in size[52]	X	X
(E) All others (CB-23-1988; CB-23-1993; CB-76-1993)	X	P
Day care center for children:		
(A) Accessory to a publicly-owned recreational facility, a school, a surplus school building, improved property (other than a school) that is under the control of the Board of Education, a church, a public building, or a community building, in accordance with Section 27-445.03[34]	X	P
(B) Accessory to a multifamily dwelling or project when located within a community room for the sole use of the residents or employees, in accordance with Section 27-445.03	X	X

USE	ZONE	
	APPROVED R-O-S in DDOZ	APPROVED O-S in DDOZ
(C) Accessory to a multifamily development when located within an existing building in accordance with Section 27-445.03	X	P
(D) All others (CB-23-1988; CB-44-1989; CB-24-1999)	X	P*
Eleemosynary or philanthropic institution:		
(A) An adaptive reuse of a structure last occupied by a Federal postal facility on a lot or parcel not more than 25,000 square feet in area for use by an organization serving the homebound	X	P*
(B) A building containing no more than 7,000 square feet of gross floor area on a lot or parcel with not more than 1.5 acres for use by an organization providing benevolent services; for a permitted use, any change in occupant or use shall require Detailed Site Plan approval by the District Council	X	P*
(C) All others (CB-78-1997; CB-8-1998)	X	P*
Family day care	X	P
Health campus	X	X
Hospital	X	X
Medical/residential campus	X	X
Modular classroom as a temporary use, in accordance with Sections 27-260 and 27-261 (CB-106-1989)	X	P
Nursing or care home (may include a private spa) (CB-55-2011)	X	P*
School, private:		
(A) In accordance with Section 27-443	X	P

USE	ZONE	
	APPROVED R-O-S in DDOZ	APPROVED O-S in DDOZ
(B) All others	X	P*
Small group child care center (CB-131-1993)	X	P
(3) Miscellaneous:		
Accessory structures and uses (when not otherwise provided for)	P	P
Adaptive reuse of a surplus public school, when not otherwise allowed	X	P*
Adaptive use of a Historic Site, when not otherwise allowed (CB-58-1987)	X	P*
Animals, not customarily household pets (CB-117-1986; CB-55-1988)	X	X
Buildings and uses, serving public health purposes, on land owned by Prince George's County, Maryland, upon which hospitals or health centers are located, except if otherwise allowed as a Permitted (P) use[41] (CB-55-1988)	X	P
Cemetery, crematory:		
(A) Cemetery, in accordance with Section 27-445.06	X	P
(B) Cemetery, accessory to a church, convent, or monastery[49]	X	P
(C) All others (CB-86-1989; CB-11-1991)	X	P*
Home occupations for residents[20] (CB-86-1989; CB-78-2003; CB-11-2004)	X	P
Home occupations for residents, low-impact (CB-11-2004)	X	P

USE	ZONE	
	APPROVED R-O-S in DDOZ	APPROVED O-S in DDOZ
Increase in height of accessory building, used for:		
(A) Servant, household help living quarters[30]	X	P*
(B) Agricultural purposes on a lot having a net area of less than 5 acres	X	P*
(C) Agricultural purposes on a lot having a net area of at least 5 acres	X	P
(D) Office	X	X
Signs, in accordance with Part 12, associated with uses allowed in the applicable Residential Zone (CB-85-1988)	P	P
Signs, outdoor advertising (Billboards) (CB-85-1988)	X	X
Temporary structures and uses not otherwise allowed	X	X
(4) Public/Quasi Public:		
Library	X	P
Public buildings and uses, except as otherwise provided	P	P
Sanitary landfill, rubble fill, or Class 3 fill[47, 71] (CB-15-1990; CB-8-2003; CB-87-2003)	X	X
Voluntary fire, ambulance, or rescue station[26] (CB-70-2008)	X	P
(5) Recreational/Entertainment/Social/Cultural:		
Archery range, privately owned and commercially operated on land leased from, and owned by, a public agency	P	P
Athletic field, outdoor, private nonprofit (CB-43-1994)	X	P
Boathouse (private) as an accessory use	P	P
Carnival, circus, fair, or similar use, not exceeding 17 days duration and only on a parking lot as a temporary use in accordance with Sections 27-260 and 27-261	X	P

USE	ZONE	
	APPROVED R-O-S in DDOZ	APPROVED O-S in DDOZ
Club, private	X	P*
Commercial recreational attraction	X	P*
Commercial recreational facilities (privately owned) on land leased from a public agency, except as otherwise allowed:		
(A) Leased on or after January 1, 1974	X	P*
(B) Leased before January 1, 1974	X	P*
Community building or similar nonprofit social use, not publicly owned or operated:		
(A) Only for residents and guests	P*	P*
(B) All others (CB-85-1988; CB-33-1989)	P*	P*
Conference center and uses accessory thereto (such as restaurants, tennis courts, auditoriums, swimming pools, racquetball courts, riding stables, golf courses, or other recreational, physical fitness, or educational activities) privately owned and commercially operated, on a tract having a gross area of at least 500 acres, owned by a public agency, on which a public golf course is operated on a regular basis	X	P
Courts (indoor or outdoor) (tennis, handball, racquetball, or volleyball), not including courts accessory to a dwelling:		
(A) Privately owned and commercially operated on land leased from, and owned by, a public agency[56]	X	P
(B) All others (CB-47-1995)	X	X

USE	ZONE	
	APPROVED R-O-S in DDOZ	APPROVED O-S in DDOZ
Golf course:		
(A) At least 18 holes on a tract having a gross area of at least 200 acres; provided that any accessory recreational facilities shall be located at least 100 feet from the nearest property line and effectively screened from view of any adjoining land in a Residential Zone, or land proposed to be used for residential purposes on an approved Basic Plan for a Comprehensive Design Zone, approved Official Plan for an R-P-C Zone, or any approved Conceptual or Detailed Site Plan, not on publicly owned land	X	X
(B) Privately owned and commercially operated on land leased from, and owned by, a public agency[56]	X	X
(C) Golf Course Conference/Hotel complex	X	X
(D) All others (CB-47-1995; CB-45-2002)	X	X
Golf course, miniature (indoor or outdoor):		
(A) Privately owned and commercially operated on land leased from, and owned by, a public agency[56]	X	P
(B) All others (CB-47-1995)	X	P*
Golf driving range:		
(A) Privately owned and commercially operated on land leased from, and owned by, a public agency[56]	X	P
(B) All others (CB-47-1995)	X	P*
Homes Association Recreational Use, in accordance with Section 27-445	X	P
Marina (CB-76-2001)	X	X
Museum, art gallery, aquarium, cultural center, or similar facility (noncommercial)	P*	P*

USE	ZONE	
	APPROVED R-O-S in DDOZ	APPROVED O-S in DDOZ
Performance arts center, in accordance with Section 27-445.09 (CB-12-2001)	X	X
Racetrack, including pari-mutuel	X	X
Racetrack, pari-mutuel only	X	X
Recreational campground	X	X
Recreational program, before- and after-school	P	P
Recreational use (nonprofit) not publicly owned or operated, when not otherwise allowed:		
(A) Only for residents and guests	X	P*
(B) All others (CB-33-1989)	X	X
Rural Entertainment Park, as provided in Section 27-404.01 (CB-18-2007)	X	X
Saunas, solariums, and health clubs, noncommercial, for the sole use of residents and their guests	X	X
Shooting range (rifle, pistol, or skeet):		
(A) On a lot having a net area of at least 20 acres, and subject to annual renewal	X	X
(B) All others	X	X
Skating facility:		
(A) Privately owned and commercially operated on land leased from, and owned by, a public agency[56]	X	P
(B) All others (CB-89-1994; CB-47-1995)	X	P*
Spa, private	X	P

USE	ZONE	
	APPROVED R-O-S in DDOZ	APPROVED O-S in DDOZ
Spa, community	X	P*
Stable, private (CB-29-1985)	P	P
Swimming pool (community) for sole use of residents and their guests, in accordance with Section 27-411	X	X
Swimming pool (community), in accordance with Section 27-411	P*	P*
Swimming pool (private):		
(A) Accessory to a one-family detached dwelling	P	P
(B) Accessory to other dwellings	X	X
Swimming pool, privately owned and commercially operated on land leased from, and owned by, a public agency[56] (CB-47-1995)	P	P
(6) Residential/Lodging:		
Apartment hotel	X	X
Apartment housing for elderly or handicapped families in a building other than a surplus public school building (with provisions for increased density and reduced lot size in Multifamily Zones) (CB-85-1988; CB-91-1991; CB-44-1992)	X	X
Apartment housing for elderly or handicapped families in a surplus public school building	X	P*
Artists' residential studios, in accordance with Section 27-445.09 (CB-12-2001)	X	X
Boardinghouse	X	P
Congregate living facility for more than 8 elderly or physically handicapped residents (CB-90-1985)	X	P*

USE	ZONE	
	APPROVED R-O-S in DDOZ	APPROVED O-S in DDOZ
Congregate living facility for not more than 8 elderly or physically handicapped residents (CB-90-1985)	X	P
Conservation subdivision pursuant to Section 24-152 of Subtitle 24 (CB-6-2006)	X	P
Convent or monastery (CB-23-1993)	X	P
Conversion of one-family detached dwelling to a building containing up to 3 dwelling units (not considered as a two-family, three-family, or multifamily dwelling):[57]		
(A) Prior to November 29, 1949, if the owner of the building resides in the building, and a valid Use and Occupancy permit was in effect on July 1, 1986	X	X
(B) Prior to November 29, 1949, if the owner of the building does not reside in the building, or a valid Use and Occupancy permit was not in effect on July 1, 1986	X	X
(C) Prior to November 18, 1980, but on or after November 29, 1949	X	X
(D) On or after November 18, 1980 (CB-58-1986; CB-73-1996)	X	X
Country Inn	X	P*
Dwelling, farm tenant	X	P
Dwelling, metropolitan, one-family attached (CB-33-2005)	X	X
Dwelling, multifamily:		
(A) In general (CB-37-2005)	X	X
(B) Subject to applicable bedroom percentages	X	X
(C) In excess of applicable bedroom percentages	X	X
(D) Restricted to one-bedroom and efficiency apartments	X	X

USE	ZONE	
	APPROVED R-O-S in DDOZ	APPROVED O-S in DDOZ
(E) Higher than 110 feet (CB-85-1988)	X	X
(F) Up to six dwelling units in a building of no more than two stories, where the first story was previously used for commercial purposes (CB-91-2004)	X	X
Dwelling, one-family attached, for the elderly[58] (CB-7 1-1996)	X	X
Dwelling, one-family detached, for the elderly (CB-90-2004)	X	X
Dwelling, one-family detached, cluster development, shown on a preliminary plat of subdivision approved prior to July 1, 2006 (CB-6-2006)	X	X
Dwelling, one-family detached (in general) (CB-6-2006)	X	P
Dwelling, one-family semidetached[1] (CB-85-1988)	X	X
Dwelling, quadruple-attached (CB-83-1997)	X	X
Dwelling, three-family	X	X
Dwelling, two-family detached (CB-85-1988)	X	X
Dwelling, two-family (in general)	X	X
Dwellings, one-family attached, cluster development, shown on a preliminary plat of subdivision approved prior to September 1, 1986	X	X
Dwellings, one-family triple-attached, cluster development, shown on a preliminary plat of subdivision approved prior to September 1, 1986	X	X
Dwellings, one-family triple-attached (in general)	X	X

USE	ZONE	
	APPROVED R-O-S in DDOZ	APPROVED O-S in DDOZ
Flag lot development:		
(A) In accordance with preliminary plats approved prior to February 1, 1990, pursuant to Subtitle 24 and recorded within the prescribed time period	X	X
(B) In accordance with Section 24-138.01 of Subtitle 24 (CB-72-1989)	X	X
Fraternity or sorority house:		
(A) If legally existing prior to May 20, 1983, and not extended beyond the boundary lines of the lot as it legally existed (prior to May 20, 1983)	X	X
(B) All others	X	X
Group residential facility for more than 8 mentally handicapped dependent persons, or for 5 or more other dependent persons	X	X
Group residential facility for not more than 8 mentally handicapped dependent persons	X	X
Guest house, as an accessory use	X	P
Mobile home used as a dwelling for emergency purposes as a temporary use, in accordance with Sections 27-260 and 27-261	X	P
Mobile home used as a one-family detached dwelling (CB-79-1999)	X	X
Mobile home, with use for which amusement taxes collected[28]	X	P
Motel	X	X
Opportunity Housing dwelling units (CB-66-1991)	X	X

USE	ZONE	
	APPROVED R-O-S in DDOZ	APPROVED O-S in DDOZ
Planned retirement community (CB-53-2005)	X	X
Recreational Community Development, in accordance with Section 27-444 (CB-16-1989)	X	P
Public Benefit Conservation Subdivision pursuant to Section 24-152 of Subtitle 24 (CB-32-2008)	X	X
Rental of guest rooms (by the residents):		
(A) To 1 or 2 persons (unrelated to all principal residents)	X	P
(B) To 3 persons (unrelated to all principal residents)	X	P
(C) To not more than 3 persons (unrelated to all principal residents) by a family of related individuals, 1 individual, or 2 unrelated individuals (CB-122-1986)	X	P
Residential Revitalization: Comprising any form of proposed multifamily, attached one-family or detached one-family dwellings, in a Residential Revitalization project, as shown on a Detailed Site Plan approved in accordance with Section 27-445.10 (CB-58-2001)	X	X
Rooming houses	X	P
Tourist cabin camp	X	X
Tourist homes	X	X
Townhouse, cluster development, shown on a preliminary plat of subdivision approved prior to September 1, 1986 (CB-54-1986)	X	X
Townhouse, all others (CB-84-1990; CB-47-1996; CB-37-2005)	X	X
Townhouse, shown on a preliminary plat of subdivision approved pursuant to part 4A. (CB-47-1996)	X	X

USE	ZONE	
	APPROVED R-O-S in DDOZ	APPROVED O-S in DDOZ
Townhouse, Transit Village (CB-37-2006)	X	X
Townhouse, if located within a designated Revitalization Tax Credit District (CB-112-2004)	X	X
Townhouses or Multi-Family Units (CB-97-2005)	X	X
(7) Resource Production/Recovery:		
Agricultural uses:		
(A) All general agriculture[22]	P	P
(B) Limited to floriculture, horticulture, gardening, and private, noncommercial greenhouses	X	X
(C) Keeping of homing or racing pigeons, provided the use was in existence:		
(i) Prior to June 30, 1987	P	P
(ii) On or after June 30, 1987 (CB-45-1987; CB-36-1991)	P	P
(D) Equine activities	P	P
(E) Equine facility:		
(i) Keeping of horses or ponies	P	P
(ii) Private stable	P	P
(iii) Riding stable:		
(aa) On a tract consisting of less than 20,000 sq. ft.	X	P*

USE	ZONE	
	APPROVED R-O-S in DDOZ	APPROVED O-S in DDOZ
(bb) On a tract consisting of between 20,000 sq. ft. and 9 contiguous acres.	P*	P*
(cc) All others	P	P
(iv) All others (CB-92-2010)	P	P
Nursery and garden center:		
(A) In accordance with Section 27-445.05	X	P
(B) All others (CB-35-1989; CB-143-1989; CB-135-1993)	X	X
Sand or gravel wet-processing, in accordance with Section 27-445.02	X	X
Sawmill:		
(A) Only for timber grown on the premises	X	X
(B) In connection with an agricultural operation	X	X
Surface mining, in accordance with Section 27-445.02	X	X
(8) Transportation/Parking/Communications/Utilities:		
Airport, airpark, airfield, heliport, or helistop; private (CB-14-1992)	X	P*
Airstrip, private:		
(A) In accordance with Section 27-445.07	X	P
(B) All others (CB-14-1992)	X	X

USE	ZONE	
	APPROVED R-O-S in DDOZ	APPROVED O-S in DDOZ
Antennas and related equipment buildings and enclosures, other than satellite dish antennas:		
(A) In accordance with Section 27-445.04	P	P
(B) All others (CB-65-2000)	P*	P*
Farm vehicles and farm machinery used on farm premises[51] (CB-105-1993)	P	P
Monopoles and related equipment buildings and enclosures:		
(A) In accordance with Section 27-445.04	P	P
(B) All others (CB-65-2000)	P*	P*
Parking lot or garage, or loading area, used in accordance with Part 11 to serve:		
(A) A permitted, PA, or PB use	X	P
(B) A Special Exception use (CB-85-1988)	X	P*
Parking lot used in accordance with Part 11 to serve a use in an adjacent Commercial, Industrial, or M-X-T Zone (CB-85-1988; CB-88-1999)	X	P*
Parking of mobile home except as otherwise specified	X	X
Parking of mobile home in a public right-of-way[31]	X	X
Parking of vehicles owned or used by the occupants of the premises or their bona fide guests:		
(A) Boats and boat trailers[91] (CB-24-2010)	X	P
(B) Buses,18 on the same lot with, and accessory to, the principal use, such as a school or church	X	P

USE	ZONE	
	APPROVED R-O-S in DDOZ	APPROVED O-S in DDOZ
(C) Camping trailer (unoccupied):[44]		
(i) Not more than one	X	X
(ii) Unlimited number (CB-43-1989)	X	P
(D) Not more than 1 commercial vehicle:		
(i) Having a maximum manufacturer's gross vehicle weight specification of up to 17,000 pounds, and which may include unlimited advertising on the side of the vehicle:		
(aa) If parked within a wholly enclosed private parking garage	X	P
(bb) If parked in a side or rear yard[11]	X	P
(ii) If parked on the premises, having a maximum manufacturer's gross vehicle weight specification of up to 8,500 pounds, no advertising (other than a firm name or similar designation not exceeding 4 inches high), and excluding vehicles exceeding 300 cubic feet of load space, stake platform trucks, dump trucks, crane or tow trucks, and vehicles with dual rear axles	X	P
(iii) Owned and registered by an occupant of the premises, having a manufacturer's gross vehicle weight specification of greater than 17,000 pounds, parked only in the side or rear yard for not more than 72 continuous hours on a lot at least 5 acres in size, and set back 300 feet from all lot lines[11]	X	P
(iv) Owned and registered by an occupant of the premises, having a manufacturer's gross vehicle weight specification of greater than 17,000 pounds, parked only in the side or rear yard for not more than 72 continuous hours, on a lot at least 2 acres in size[11] (CB-53-1987; CB-35-1993)	X	P*

USE	ZONE	
	APPROVED R-O-S in DDOZ	APPROVED O-S in DDOZ
(E) Commercial vehicles not exceeding a manufacturer's gross vehicle weight specification of 8,500 pounds; containing no advertising other than a firm name or similar designation not more than 4 inches high; and excluding vehicles exceeding 300 cubic feet of load space, stake platform trucks, dump trucks, crane or tow trucks, or vehicles with dual rear wheels	X	X
(F) Private passenger vehicles	P	P
Public utility uses or structures:		
(A) Underground pipelines, electric power facilities or equipment, or telephone facilities or equipment; and railroad tracks or passenger stations, but not railroad yards	P	P
(B) Other public utility uses or structures (including major transmission and distribution lines and structures, but excluding railroad yards, round houses, car barns, and freight stations) (CB-25-1987; CB-65-2000)	P*	P*
Satellite dish antenna, in accordance with Section 27-424.02:		
(A) Up to 10 feet in diameter, to serve only 1 dwelling unit	P	P
(B) More than 10 feet in diameter, to serve only 1 dwelling unit	P*	P*
(C) All others (CB-19-1985)	P	P
Storage of any motor vehicle which is wrecked, dismantled, or not currently licensed, except where specifically allowed[12] (CB-4-1987)	X	X
Towers or poles (electronic, radio, or television, transmitting or receiving):		
(A) Commercial purposes	P*	P*

USE	ZONE	
	APPROVED R-O-S in DDOZ	APPROVED O-S in DDOZ
(B) Nonprofit, noncommercial purposes (CB-18-1984; CB-39-1984; CB-94-1984; CB-133-1984; CB-33-1985; CB-123-1994; CB-65-2000)	P	P

1 Provided both of an adjoining pair are erected at the same time.

2 Subject to all requirements applicable to the R-T Zone (except as specifically modified for the R-20 Zone).

3 Limited to dwelling units arranged one above the other.

4 On lots having a net area exceeding twenty thousand (20,000) square feet.
(CB-45-1987)

5 The townhouses may be developed without conforming to the regulations applicable to townhouses governing roadways and drives, tract widths and sizes, density, and net lot area, provided:
(A) A Special Exception for multifamily dwelling bedroom percentages increase (Section 27-382) has been granted for the subject property with a condition that the property be developed with townhouses;
(B) A preliminary plat of subdivision has been approved for the property as of June 1, 1975, in accordance with the net lot area and lot frontage requirements applicable to multifamily dwellings in the R-18 Zone, with a maximum density of 22 dwelling units per acre; and
(C) A final plat was recorded prior to June 1, 1976.

6 Provided a condominium plat is recorded, in accordance with the provisions of the Maryland Condominium Act, setting out each dwelling unit as a separate unit.

7 Provided the use is limited to a person residing in the dwelling.

8 Except as allowed without a Special Exception.

9 Provided the use is located in a community building (constructed as part of a multifamily project), owned by a homes association, that does not contain any dwelling units. Not more than one-third (1/3) of the gross floor area of the community building may be used for professional office space.

10 Provided the multifamily dwelling or project contains at least twenty-four (24) dwelling units.
(CB-36-1987)

11 For lots having frontage on more than one (1) street (i.e., a corner lot), a commercial vehicle may only be parked in a yard that does not have street frontage.
(CB-53-1987)

12 This shall not apply to:
(A) Such storage accessory to an allowed use; or
(B) One (1) such vehicle which is stored in a wholly enclosed garage.

13 For zero lot line development, in accordance with Optional Residential Design Approach provisions of Subtitle 24.

14 Only for the expansion of the existing business on abutting land in the C-M, I-1, I-2, or I-4 Zones.

15 Restricted to one-family detached and semidetached dwellings.

16 Restricted to one-family detached dwellings.

17 Only one (1) of each.

18 Provided:

(A) The parking area shall be in addition to any required parking lot on the premises. The parking area shall be connected to a public street by means of a driveway (constructed in compliance with the minimum standards of the Department of Public Works and Transportation) with a minimum width of eleven (11) feet for each lane;

(B) The parking area shall be screened from any adjoining land in any Residential Zone (on land proposed to be used for residential purposes on an approved Basic Plan for a Comprehensive Design Zone, approved Official Plan for an R-P-C Zone, or any approved Conceptual or Detailed Site Plan; and

(C) No repairs, service, maintenance, or gasoline dispensing or storage facility shall be permitted without a Special Exception.

19 Provided:

(A) The use is limited to one (1) bona fide resident of the dwelling;

(B) Not more than two (2) nonresident, nonprofessional assistants may be employed;

(C) Professional consultation at a professional's dwelling with a visiting consultant, or the employment of an alternate professional in the event of the death, disability, illness, temporary absence, or vacation of the resident professional, is also allowed;

(D) The use shall not alter the residential character or appearance of the premises; and

(E) The use shall not occupy more than fifty percent (50%) of the gross floor area of the dwelling.

20 Home occupations consisting of general clerical work or professional offices require a use and occupancy permit.
(CB-31-1985)

21 Not applicable to multifamily dwellings.

22 Slaughterhouses, fertilizer works, bone yards, plants for the reduction of animal matter, and any uses which are noxious or offensive because of odor, dust, smoke, gas, or noise, are prohibited; may include an equine facility in conjunction with the agricultural use.
(CB-92-2010)

23 On lots having a net area of twenty thousand (20,000) square feet or less, keeping cattle, equines, poultry, or other animals or birds (other than customary household pets) shall only be permitted upon approval of a Special Exception.
(CB-92-2010)

24 As a temporary use subject to annual renewal and located at least five hundred (500) feet from the boundary line of any other land in a Residential Zone, or land proposed to be used for residential purposes in a Comprehensive Design, Mixed Use, or Planned Community Zone.

25 Limited to four hundred (400) square feet.

26 Provided the site is either:
(A) In the proximity of an area designated as a fire or rescue station on an approved Functional Master Plan of Fire and Rescue Stations;
(B) In a location which the Fire Chief has indicated (in writing) is appropriate; or
(C) Occupied by a station that was in use as a station on June 30, 1982.
The following activities are considered to be ancillary uses permitted within the hall/assembly area of a voluntary fire, ambulance, or rescue station: bingo (with an approved license from the Department of Environmental Resources), weddings, dinners, community events, organization functions, and private events (with no advance or at the door ticket sales).

All events must comply with County or State regulations, and events requiring a specific license must obtain such license to be considered a permitted ancillary use. All events must be organized by the voluntary fire, ambulance, or rescue corporation or company and/or a community group from within the immediate vicinity of the station. For weddings, receptions, and dinners, the event may be organized by an individual in conjunction with the voluntary fire, ambulance, or rescue corporation or company and/or a community group within the immediate vicinity of the station. A permitted ancillary use does not include the leasing of the station facility for use by a promoter. Private events may not have advance or at the door ticket sales. All events must end by 10:00 p.m., Sunday through Thursday (except that bingo events must end by 11:00 p.m.), and by midnight on Friday and Saturday, with all patrons off the site within thirty (30) minutes after closing.
(CB-70-2008)

27 The field shall be located on a lot having a net area of at least ten (10) acres, which is owned and operated by an eleemosynary or philanthropic institution. Any accessory building shall not exceed one thousand (1,000) square feet of gross floor area, and shall only be used for maintenance and storage. Otherwise, a Special Exception is required.

28 Provided:
(A) The mobile home is located on a lot having a net area of at least five (5) acres;
(B) The use of the mobile home is in connection with another use on the property for which the County levies an amusement tax;
(C) The occupants of the mobile home are employed by, or reasonably connected with, the other use; and
(D) The mobile home shall not be located on the property for more than one hundred twenty (120) cumulative days per calendar year, except mobile homes used in connection with pari-mutuel racetracks where the use shall not exceed two hundred eighteen (218) cumulative days per calendar year.

29 Limited to two (2) vehicles (total, all types) for a lot used for one-family semidetached dwelling, and four (4) vehicles (total, all types) for a two-family detached dwelling.

30 Only in connection with one-family detached dwellings.

31 Except in an emergency. In this case, the parking shall be subject to the traffic and parking regulations applicable to the right-of-way.

32 In a cluster development for which the preliminary plat of subdivision was approved prior to September 1, 1986, showing such one-family attached dwellings. Up to twenty percent (20%) in the R-80 Zone, and twenty-five percent (25%) in the R-55 Zone, of the total number of dwelling units in the cluster development may be one-family attached dwellings. The remainder shall be one-family detached dwellings.
(CB-54-1986)

33 Only for expansion of an existing sanitary landfill or rubble fill on abutting land for which an approved Special Exception has not expired.

34 Minimum lot size of two (2) acres required. A church must provide its tax-exempt identification number when applying for a Detailed Site Plan or a building or use and occupancy permit for an accessory day care center for children.
(CB-23-1988; CB-44-1989)

35 In conjunction with an agricultural use.

36 Not allowed in an Agricultural Preservation Development, unless it existed prior to the approval of the site plan.

37 Permitted only on lots having a gross lot area of one (1) acre or more, otherwise a special exception is required.
(CB-29-1985)

38 Provided the use either:
(A) Is located at or below the ground floor level of a multifamily dwelling and does not exceed two thousand (2,000) square feet; or
(B) Is located in a community building (constructed as part of a multifamily project) owned by a homeowners' association and not containing dwelling units, and does not occupy more than one-half of the gross floor area of the community building.
(CB-81-1985)

39 The use shall be related to, dependent on, secondary to, and located on the same record lot as, the multifamily dwelling or project.
(CB-36-1987)

40 This does not provide for accessory antennas or overhead distribution lines.
(CB-25-1987)

41 Provided the health center is located on a minimum of twenty-five (25) acres.
(CB-55-1988)

42 Either:
(A) In conjunction with an existing golf course or equestrian center; or
(B) The golf course or equestrian center shall be constructed within five (5) years of approval of the Detailed Site Plan.
(CB-16-1989)

43 Minimum lot size of thirty thousand (30,000) square feet required, except for bona fide nonprofit groups or organizations.
(CB-23-1989)

44 Parking shall be provided as follows:
(A) The vehicle shall be located at least eight (8) feet from a street line; and
(B) If parked in a yard abutting a street, it shall be parked on a dust-free surfaced area.
(CB-43-1989)

45 The sale of gazebos and sheds is permitted for a Special Exception approved in 1984 as incidental to its operation if such sale and display is in accordance with Section 27-385 and provided no more than two (2) gazebos and two (2) sheds are visible from any public street.
(CB-143-1989)

46 If the property is located within the Chesapeake Bay Critical Area, was zoned R-80 prior to December 18, 1989, and is not the subject of a record plat.
(CB-72- 1989)

47 A sanitary landfill, rubble fill, or Class 3 fill may include a rock crusher only if it is approved as part of the Special Exception.
(CB-15-1990; CB-8-2003; CB-87-2003)

48 Townhouses which were permitted when developed pursuant to former Part 4A of this Subtitle prior to January 21, 1997, are permitted. No more than twenty percent (20%) of the total number of dwelling units in the development may be townhouses.
(CB-84-1990; CB-47-1996)

49 Provided both uses were existing as of January 1, 1991.
(CB-11-1991)

50 On lots having a total area exceeding twelve thousand (12,000) square feet.
(CB-36-1991)

51 Includes semitrailers for an agricultural use located on a minimum of ten (10) acres.
(CB-105-1993)

52 A church or similar place of worship that is located on a lot between one (1) and two (2) acres in size shall require a Detailed Site Plan in accordance with Part 3, Division 9, of this Subtitle. In addition to the requirements of Section 27-285(b), the following requirements shall be met:
(A) The minimum setback for all buildings shall be twenty-five (25) feet from each lot line;
(B) When possible, there should be no parking or loading spaces located in the front yard; and
(C) The maximum allowable lot coverage for the zone in which the use is proposed shall not be increased.
(CB-76-1993)

53 Provided the net lot area is at least five (5) acres.
(CB-76-1993)

54 Any property rezoned to the R-E Zone by a Sectional Map Amendment prior to January 1, 1994, on which a previous special exception was approved for a nursery and garden center may continue to operate as a permitted special exception use, notwithstanding the provisions of Section 27-320 of this Subtitle.
(CB-135-1993)

55 Provided the field is located on a lot having a net area of at least 40 acres, and any field constructed after August 1, 1996, is set back 100 feet from all property lines. Otherwise, a Special Exception is required.
(CB-43-1994; CB-33-1996)

56 Subject to Detailed Site Plan approval in accordance with Part 3, Division 9 of this Subtitle, unless the use is located in a Regional Park owned by the M-NCPPC.
(CB-47-1995)

57 Conversion shall not occur until:
(A) The building is structurally modified to include the additional dwelling units; and
(B) The additional dwelling units are occupied.
(CB-73-1996)

58 For the purposes of this Section, a dwelling for the elderly shall be housing which is operated in accordance with State and Federal Fair Housing laws.
(CB-71-1996)

59 Townhouses shall comply with the design guidelines set forth in Section 27-274(a)(11) and the regulations for development set forth in Section 27-433(d).
(CB-55-1996)

60 Section 3 of CB-55-1996 reads as follows: "BE IT FURTHER ENACTED that the provisions of this Ordinance shall not apply to projects for which a Detailed Site Plan has been filed and accepted prior to November 1, 1996, provided the design guidelines and regulations not resulting in a requirement of resubdivision are applicable, and provided building permits for ten percent of the dwelling units included in the Detailed Site Plan are issued within one year of the effective date of this legislation (December 30, 1996), and extensions of time for the permits do not exceed six months, and that the dwelling units are constructed pursuant to the permits.

61 Provided the use is located on a lot or parcel with not more than one-half acre which is adjoining and contiguous to an existing cemetery.
(CB-60-1998)

62 Permitted use without requirement for special exception provided the use is on a parcel of land in the R-H Zone, the gross tract area of which is a maximum of twenty (20) acres, which is adjoining R-R zoned land developed with an existing Medical Residential Campus. The entire tract of land in the R-H Zone shall require Detailed Site Plan approval in accordance with Part 3, Division 9, of this Subtitle. Regulations restricting the height of structures, lot size and coverage, frontage, setbacks, density, and other requirements of the zone shall be consistent with existing development in the adjacent Medical Residential Campus. The dimensions and percentages shown on the approved site plan shall constitute the regulations for development.
(CB-21-1999)

63 Provided:
(A) The use is located on a lot or parcel not less than 15 or more than 20 acres in size and has frontage on a public street having a proposed right-of-way width of at least 120 feet;
(B) The lot or parcel abuts property in the C-O Zone; and
(C) The property is located in a Revitalization Tax Credit Area.
(CB-46-1999)

64 Use of permitted mobile homes is restricted to employees at a riding stable on the Special Exception property. No more than two mobile homes may be located on such a property, and each must be on its own R-E lot as required by Section 27-118.01(c). A building permit shall be issued by the Department of Environmental Resources for each mobile home. Any mobile home unoccupied for more than 60 days must be removed from the property.
(CB-79-1999)

65 Permitted use without requirement for Special Exception provided the land on which the lot exists is in the R-55 Zone, immediately adjoins land in the C-S-C Zone, is a part of the same parcel as the land in the C-S-C Zone, and is located within the municipal limits of the City of New Carrollton.
(CB-88-1999)

66 The use is permitted on R-R zoned property leased from a public agency before January 1, 1974. Parking and loading facilities shall be provided in accordance with Part 11 (parking and loading requirements). Landscaping, buffering, and screening shall be provided in accordance with the Landscape Manual. Development regulations for building setbacks shall be provided in accordance with Part 6 (Commercial Zone regulations).
The following uses are not permitted: car wash, animal hospital, training, kennel, grooming, blacksmith, carpet or rug shampooing, department store exceeding 80,000 square feet, electric or gas appliance repair, farm implement sales and repair, upholstery or furniture repair, locksmith, laboratories, lawn mower repair, machine shop, massage establishment, methadone treatment center, model studio, photo processing plant, studio or darkroom, pizza delivery, print shop, newspaper publishing, sauna or steam bath, septic tank sales, service, sewage dump (pump out) services, shoe repair, taxidermy, welding shop, bait shop, bottled gas, feed sales, wayside stand, and any use prohibited in the lease with the public agency, as modified or amended.
(CB-35-2000; CB-60-2009)

67 Permitted use without requirement for Special Exception provided the use was existing as of July 1, 2001, is located on a lot or parcel that is not less than 10 acres in size, and abuts a multiuse trail designated on an Approved Master Plan.
(CB-53-2001)

68 Provided the use will be located on land that is located within the median of a road classified as a freeway on the applicable Master Plan; the property is at least one-half (1/2) acre in size; and access to the property will not be directly from the main travel lanes of the freeway.
(CB-75-2001)

69 Provided:
(A) The use abuts an existing marina in the C-W-Zone approved prior to 1972 pursuant to a special exception; and
(B) Notwithstanding the provisions to the contrary, a revised site plan shall be approved by the Planning Board that incorporates the entire property showing existing and proposed improvements in both the R-R and C-W Zones.
(CB-76-2001)

70 Permitted use without requirement for special exception, provided; if as of February 1, 2003:
(A) The use is on a parcel of land which is surrounded by commercial and institutional uses;
(B) The parcel does not abut any property that is improved with single-family detached residential dwellings;
(C) The site has frontage on a street shown on the applicable Master Plan as an arterial or higher classification; and
(D) Any such use shall only be located upon property that is the subject of an approved Detailed Site Plan.
(CB-4-2003)

71 A Class 3 fill in existence as of October 7, 2003 that is operating pursuant to any validly issued grading permit, and is not in violation, shall be permitted to continue in operation as a matter of right, but is limited to the fill area established by any previously issued grading permit, not to exceed two renewals of the permit. Those fill operations that are in violation on October 7, 2003 have until December 31, 2003 to comply, or their permit is void.
(CB-8-2003; CB-87-2003)

72 Provided:
(A) The property is located on and inside the Capital Beltway at an existing interchange with said Beltway;
(B) The site contains a minimum of eighty (80) acres that is split-zoned, I-3 and R-R, with not more than twenty percent (20%) zoned R-R;
(C) The property is proposed for employment uses in the most recently approved applicable Master Plan;
(D) A Detailed Site Plan shall be approved in accordance with Part 3, Division 9, of this Subtitle; and
(E) The site plan shall include at least two (2) stores containing one hundred thousand (100,000) square feet or more of gross floor area.
(CB-65-2003)

73 Provided:
(A) The use is located on land no less than thirty (30) acres and not more than seventy (70) acres in size;
(B) The land adjoins properties in the R-T Zone that is at least sixty (60) acres in size and is developed with at least three hundred and fifty (350) townhouses;
(C) The land and adjoining properties described in Subsection (B) were placed in the R-T Zone as a result of an approved Sectional Map Amendment;
(D) The land has frontage on and access to a road classified as an arterial on the applicable Master Plan and maintained by the State Highway Administration; and
(E) A Detailed Site Plan shall be approved in accordance with Part 3, Division 9, of this Subtitle.
(CB-70-2003)

74 Permitted as an expansion of an existing nonconforming animal hospital, veterinary office with a valid use and occupancy permit issued on or before July 1, 1998. Said expansion, is limited to four thousand (4,000) square feet of gross floor area and is subject to Detailed Site Plan approval, in accordance with Part 3, Division 9, of this Subtitle, by the Planning Board or its designee.
(CB-76-2003)

75 Provided:
(A) The use is located on property in both the C-M and R-A Zones;
(B) The property has frontage on a road classified as a freeway on the applicable Master Plan;
(C) The property is between forty thousand (40,000) and forty-five thousand (45,000) square feet in size and abuts the site of an existing gas station that was certified as a nonconforming use; and
(D) A Detailed Site Plan shall be approved by the Planning Board that shows proposed improvements in both the C-M and R-A Zones and demonstrated compliance with Section 27-358(a)(1),(2),(4),(5),(6),(7),(8),(9) and (10). In addition, the Detailed Site Plan shall demonstrate that there are no single family homes on the property or on any abutting property.
(CB-36-2004)

76 Provided:
(A) A condominium plat is recorded, in accordance with the provisions of the Maryland Condominium Act, setting out each dwelling unit as a separate unit, or a housing cooperative is established to own the dwelling units; and
(B) At least ninety percent (90%) of all required parking spaces are provided in a parking structure.
(CB-109-2004)

77 Up to seventy-five (75) dwelling units are permitted only if adjoining and operated by the same organization as an adult day care use, approved by Special Exception. All assisted living facilities standards and requirements in Part 6, Division 5, must be met, including Detailed Site Plan approval under Part 3, Division 9.
(CB-110-2004)

78 Provided:

(A) Townhouse development is within a multifamily complex formerly used for multifamily dwellings, where residential (multifamily and/or townhouse) density was reduced as part of its redevelopment;

(B) Townhouse development shall be in accordance with the regulations for the R-T Zone; and

(C) Detailed Site Plan approval is required in accordance with Part 3, Division 9, of this Subtitle.

(CB-112-2004)

79 Permitted only to replace an existing surface mining or Class III fill operation located directly adjacent to an interstate (with "I" classification, not "US" or "MD") highway, which operation has an active permit at the time of preliminary plan approval for the townhouse or multifamily development. The Planning Board shall approve a Detailed Site Plan under Part 3, Division 9, of the Zoning Ordinance. Multifamily dwellings are permitted as provided in Section 27-436 for the R-18 Zone, and townhouses are permitted as provided in Section 27-433 for the R-T Zone. Regulations concerning lot size, coverage, frontage, setbacks, density, bedroom percentages, and other requirements applicable to multifamily and townhouse dwellings shall not apply; these dimensional (bulk) requirements shall be those approved by the Planning Board (or District Council after review) in the Detailed Site Plan. In its site plan review, the District Council may require the applicant to demonstrate in the site plan record that highway facilities are adequate to serve the townhouse project. This provision shall not apply to legal nonconforming sand and gravel or Class III fill operations.

(CB-37-2005)

80 Permitted in the R-E Zone, without a Special Exception, provided that the subject property meets the following criteria:

(A) Has area of at least two hundred fifty (250) acres; and

(B) Has at least two hundred fifty (250) feet of frontage on a State highway of arterial classification or higher.

For a Planned Retirement Community permitted in accordance with the standards listed below, the applicant must obtain approval of a Detailed Site Plan as provided in Part 3, Division 9. In site plan review, the Planning Board shall find that the proposed use and subject property meet all Division 9 requirements (except as provided below) and will:

(A) Include at least seven hundred fifty (750) but not more than nine hundred forty-two (942) residential units, and a clubhouse of at least twelve thousand (12,000) square feet gross floor area;

(B) Have a traffic study approved by DPW&T showing on-site circulation patterns, access points on and off site, and impacts on major highways and intersections, impacts mitigated in accordance with the Guidelines for the Analysis of the Traffic Impact on Development Proposals and the General Plan;

(C) Incorporate reasonable regulations for height of structures, architectural design, lot size and coverage, frontage, setbacks, density (as restricted below), dwelling unit types, percentages of uses, and other dimensional requirements, in place of conventional requirements;

(D) Have residential densities not exceeding eight (8) units per gross tract acre;

(E) Have interior private roads only where appropriate for and in furtherance of community purposes, and approved by DPW&T; and

(F) Include a community center or meeting area, and recreation facilities which the District Council finds are appropriate, as follows:
(i) Recreation facilities should serve the planned retirement community fully and completely;
(ii) The Council may permit larger recreation facilities, to serve the community and surrounding residential areas, only if the recreation facilities are harmoniously integrated with both the retirement community and the surrounding neighborhood; and
(iii) The recreation facilities shall be constructed prior to or concurrently with the residential units within the retirement community, or as stated in a construction schedule approved by the District Council.

Before the Planning Board, the applicant shall include proof of the following, in addition to the Detailed Site Plan requirements stated above:

(A) Age restrictions in conformance with the Federal Fair Housing Act shall be set forth in covenants submitted with the application and shall be approved by the District Council and filed in the Land Records at the time the final subdivision plat for the property is recorded.

(B) Covenants guaranteeing perpetual maintenance of the recreation facilities and the right of retirement community residents to use the facilities shall be submitted with the application. The covenants shall be approved by the District Council and filed in the Land Records when the final subdivision plat for the property is recorded.

(C) For the planned retirement community generally, the proposed community and its site plan:
(i) Are in harmony with the purposes of this Subtitle;
(ii) Conform with all applicable requirements of this Subtitle;
(iii) Will not substantially impair the integrity of the applicable Master Plan, any applicable Functional Master Plan, or the General Plan;
(iv) Will not adversely affect the health, safety, or welfare of residents or workers in the neighborhood;
(v) Will not be detrimental to the use or development of adjacent properties or the neighborhood generally; and
(vi) Conform to an approved Tree Conservation Plan.

(CB-53-2005)

81 (A) Permitted in the R-18 Zone without a Special Exception, provided that the subject property:
(i) Includes at least five (5) acres;
(ii) Is located within the Developed Tier; and
(iii) Adjoins property also in the R-18 Zone.

(B) Age restrictions in conformance with the Federal Fair Housing Act shall be set forth in covenants submitted with the application and shall be approved by the District Council and filed in the land records at the time the final subdivision plat is recorded. The applicant must obtain approval of a Detailed Site Plan, as provided in Part 3, Division 9, and demonstrate by evidence in the record that:
(i) The net lot area is at least fifty percent (50%) of the minimum net lot area normally required in the zone;
(ii) The density is not more than twice that normally allowed in the zone; and
(iii) The project is financed at least partially by tax credits approved by the State of Maryland.

(CB-66-2005)

82 Permitted in the R-55 Zone provided that the subject property meets the following criteria:

(A) Has area of at least two (2) acres;

(B) Has frontage on a freeway or highway; and

(C) Is within a Growth Corridor or Growth Center as defined in the General Plan.

In accordance with the standards listed below, the applicant must obtain approval of a Detailed Site Plan as provided in Part 3, Division 9. In site plan review, the Planning Board shall find that the proposed use and subject property meet all Division 9 requirements (except as provided below) and will:

(A) Include at least thirty (30) but not more than fifty (50) residential units;

(B) Include a traffic study that is prepared in accordance with the Planning Board Guidelines for Analysis of Traffic Impact of Development Proposals showing on-site circulation patterns, access points on and off site, impacts on major highways and intersections, and impacts mitigated in accordance with the Guidelines;

(C) Incorporate reasonable regulations for height of structures, architectural design, lot size and coverage, frontage, setbacks, density (as restricted below), dwelling unit types, percentages of uses, and other dimensional requirements, in place of conventional requirements;

(D) Have residential densities not exceeding eighteen (18) units per gross tract acre;

(E) Have interior private roads only where appropriate for and in furtherance of community purposes, and approved by DPW&T; and

(F) Be adjacent to or connected to C-S-C zoned land being redeveloped as a mixed-use development defined as at least two (2) uses including residential, retail, or office with each use comprising no less than ten percent (10%) of the uses of the site.

(i) Recreation facilities should be provided to serve the community; and

(ii) The recreation facilities shall be constructed prior to or concurrently with the residential units or as stated in a construction schedule approved by the District Council.

(G) The site plan shall also demonstrate the development and uses:

(i) Are in harmony with the purposes of this Subtitle;

(ii) Conform with all applicable requirements of this Subtitle;

(iii) Will not substantially impair the integrity of the applicable Master Plan, any applicable Functional Master Plan, or the General Plan;

(iv) Will not adversely affect the health, safety, or welfare of residents or workers in the neighborhood;

(v) Will not be detrimental to the use or development of adjacent properties or the neighborhood generally; and

(vi) Conform to an approved Tree Conservation Plan.

(CB-97-2005)

83 In the Rural Tier as defined by the 2002 General Plan or as amended through a subsequent planning process where a preliminary plat of subdivision is required pursuant to Subtitle 24 after June 30, 2006 the subdivision of land shall be subject to Section 24-152(g)(2) through (6), and (h) of the Conservation Subdivision regulations. The minimum lot width at the building line and street line, and main building setback along a scenic and historic road are contained in Section 27-445.12(a) Tables 1 and 3.
(CB-1-2006)

84 Provided the property has a net lot area of at least six (6) acres and is located in a mixed use activity center designated as a "Transit Village" in the applicable Area Master Plan.
(CB-37-2006)

85 In a Public Benefit Conservation Subdivision, townhouses, one-family semidetached, and one-family metropolitan dwellings are allowed subject to the approval of a Detailed Site Plan and subject to the design guidelines of Section 27-274 (a) (11) and the regulations for development set forth in Section 27-433 (c) through (k). Townhouses, one-family semidetached, and one-family metropolitan dwellings may not comprise more than twenty-five percent (25%) of the total number of units included in a Public Benefit Conservation Subdivision.
(CB-32-2008)

86 Provided:
(A) The subject property is a minimum of eighteen thousand (18,000) square feet in size.
(B) The subject property is located on a corner lot with frontage on at least one public street with a right of way greater than eighty (80) feet in width.
(C) The use requires no new "building" construction on the subject property.
(D) The use meets the Additional Requirements for Specific Special Exception as set forth in Sec. 27-348.03.
(CB-81-2008)

87 Each project developed pursuant to this provision shall be subject to a mandatory Detailed Site Plan reviewed by the District Council.
(CB-82-2008)

88 Permitted only where the multifamily development is the subject of a condominium regime, the property is located in a Transit Development Overlay Zone, the property abuts the District of Columbia, and the development includes a mix of residential and commercial uses. A Detailed Site Plan shall be approved by the Planning Board in accordance with Part 3, Division 9 of the Zoning Ordinance. Regulations concerning lot size, coverage, frontage, setbacks, density, bedroom percentages, and other requirements applicable to multifamily dwellings shall apply; these dimensional (bulk) requirements shall be those approved by the Planning Board (or the District Council) in the Detailed Site Plan.
(CB-82-2008)

89 Permitted in accordance with Section 27-445.01 on land assessed for agricultural use. A restaurant may be permitted as an accessory use to a farm winery subject to approval of a special exception. The inclusion of a food or beverage store is not permitted as an accessory use to a Farm Winery.
(CB-36-2009)

90 The use is permitted by right, but requires approval of a Detailed Site Plan to ensure the development of an appropriate rural/environmental setting whenever the land area covered by buildings and other structures exceeds 40,000 square feet.
(CB-39-2009)

91 Parking shall be provided as follows:
(A) The boat and boat trailer shall be located at least eight (8) feet from a street line;
(B) The boat and boat trailer shall be parked on a dust-free surface area such as concrete, asphalt, or gravel;
(C) The boat and boat trailer shall be properly licensed and operable;
(D) The boat and boat trailer shall not be in excess of twenty (20) feet unless located on a lot at least two (2) acres in size; and
(E) The boat and boat trailer shall be covered to prevent the accumulation of water.
(CB-24-2010)

92 Provided the use is for the purpose of promoting agritourism as defined in Sec. 27-107 (a).
(CB-92-2010)

93 Permitted use without requirement for Special Exception only to replace a legal, nonconforming nursing or care home on an abutting R-80 Zone lot, which has been in continuous operation since 1970. A Detailed Site Plan shall be approved in accordance with Part 3, Division 9, of this Subtitle.
(CB-55-2011)

Table of Uses for the Commercial Zone

Uses permitted.

(a) No use shall be allowed in the Commercial Zones, except as provided for in the Tables of Uses. In the tables, the following applies:

(1) The letter "P" indicates that the use is permitted in the zone indicated.

(2) The letter "P*" indicates that the use is permitted, but subject to detailed site plan review and the general special exception standards in Section 27-317(a)(1), (4), (5), and (6) and conforms to the recommendations of this sector plan.

(3) The letters "SE" indicate that the use is permitted, subject to the approval of a Special Exception in accordance with the provisions of Part 4 of the Zoning Ordinance.

(4) The letters "PA" indicate that the use is permitted, subject to the following:

(A) There shall be no entrances to the use directly from outside of the building;

(B) No signs or other evidence indicating the existence of the use shall be visible from the outside building, other than a business identification sign lettered on a window. The sign shall not exceed six (6) square feet in area; and

(C) The use shall be secondary to the primary use of the building.

(5) The letters "PB" indicate that the use is permitted, subject to the following:

(A) The use shall be related to, dependent on, and secondary to a principal use on the premises;

(B) The use shall be located on the same record lot as the principal use;

(C) The use shall not be located within a building not occupied by the principal use; and

(D) The floor area of any building (and the land area occupied by any structure other than a building) devoted to the use shall not exceed an area equal to forty-five percent (45%) of the gross floor area of the building within which the principal use is located.

(5) The letter "X" indicates that the use is prohibited.

(6) The letters "SP" indicate that the use is permitted subject to approval of a Special Permit, in accordance with Section 27-239.02.

(7) All uses not listed are prohibited.

(8) Whenever the tables refer to an allowed use, that use is either permitted (P), permitted by Special Exception (SE), permitted by Special Permit (SP), or permitted as a (PA) or (PB) use, as listed in the zone in which it is allowed.

(CB-58-1990; CB-12-2001; CB-14-2003)

TABLE OF USES PERMITTED.

USE	ZONE	
	APPROVED C-O in DDOZ	APPROVED C-S-C in DDOZ
(1) Commercial:		
(A) Eating or Drinking Establishments:		
(i) Eating or drinking establishment, with drive-through service (CB-49-2005; CB-19-2010)	X	P[i]
(ii) Eating or drinking establishment, excluding drive-through service (CB-49-2005; CB-19-2010)	P	P
(iii) Eating or drinking establishment of any type, including music and patron dancing past the hours of 12:00 A.M., excluding adult entertainment (CB-49-2005; CB-19-2010; CB-56-2011)	X	P*
(B) Vehicle, Mobile Home, Camping Trailer, and Boat Sales and Service:		
Bus maintenance accessory to:		
(i) A private school or educational institution	X	X
(ii) A church or other place of worship	X	X
Boat fuel sales at the waterfront	X	X
Boat sales, service, and repair, including outdoor storage of boats and boat trailers:		
(i) Accessory to a marina	X	X
(ii) All others	X	X
Boat storage yard	X	X
Car wash:		

USE	ZONE	
	APPROVED C-O in DDOZ	APPROVED C-S-C in DDOZ
(i) On a parcel of at least 10 acres with any structures located at least 200 feet from any land in any Residential Zone or land proposed to be used for residential purposes on an approved Basic Plan for a Comprehensive Design Zone, approved Official Plan for an R-P-C Zone, or any approved Conceptual or Detailed Site Plan	X	X
(ii) Self-service, coin operated, automatic car wash as an accessory use to the permitted use of a commercial parking lot, with shuttle service to Metro and located within two (2) miles of a Metro station (CB-76-1998)	X	P
(iii) All others (CB-76-1998; CB-114-2004)	X	P*
Gas Station (in the C-M Zone, subject to Detailed Site Plan review in accordance with Section 27-358(a) (1),(2),(4),(5),(6), (7),(8),(9), and (10)) (CB-1-1989; CB-72-1999)	X	P*
Incidental automobile service in a parking garage[3]	X	P*
Private Automobile and Other Motor Vehicle Auctions (i) Operating prior to January 1, 2011, as a use that conforms to the definition under Section 27-107.01, subject to the provisions of Section 27-464.06(c),(d) and (f)	X	X
(ii) All Others, subject to the requirements of Section 27-464.06 (CB-59-2010)	X	X
Vehicle lubrication or tune-up facility, provided all sales and installation operations are conducted in a wholly enclosed building with no outdoor storage (CB-43-1987)	X	P*
Vehicle, mobile home, or camping trailer repair and service station (CB-50-1993)	X	P*

USE	ZONE	
	APPROVED C-O in DDOZ	APPROVED C-S-C in DDOZ
Vehicle, mobile home, or camping trailer sales lot, which may include dealer servicing and outdoor storage of vehicles awaiting sale; but shall exclude the storage or sale of wrecked or inoperable vehicles, except as accessory to the dealership for vehicles which the dealership will repair[37] (CB-95-1987; CB-87-2000; CB-29-2002)	X	X
Vehicle or camping trailer rental (in the C-M Zone, subject to Section 27-417(a),(b)(2), and (c)	X	X
Vehicle or camping trailer storage yard (CB-80-1996)	X	X
Vehicle parts or tire store including installation facilities, provided all sales and installation operations are conducted in a wholly enclosed building with no outdoor storage:		
(i) On a parcel of at least 10 acres, with any structures located at least 200 feet from any land in any Residential Zone (or land proposed to be used for residential purposes on an approved Basic Plan for a Comprehensive Design Zone, approved Official Plan for an R-P-C Zone, or any approved Conceptual or Detailed Site Plan)	X	P
(ii) Accessory to a department store (CB-58-1990)	X	X
(iii) All others (CB-21-1992)	X	P*
Vehicle parts or tire store without installation facilities	X	P
Vehicle towing station, provided it is enclosed by a sight-tight wall or fence at least 6 feet high, or an evergreen screen (CB-30-1992)	X	X
(C) Offices:		
Bank, savings and loan association, or other savings or lending institution:		
(i) Automatic teller machine, only	P	P

USE	ZONE	
	APPROVED C-O in DDOZ	APPROVED C-S-C in DDOZ
(ii) All others	P[A]	P[i]
Check Cashing Business (CB-23-2009)	X	P*
Contractor's office (see paragraph (3), Miscellaneous)		
Office accessory to an allowed use	P	P
Office (except as otherwise provided):		
(i) Within an integrated shopping center, and not exceeding 10% of the gross floor area of the center	X	X
(ii) All others	P	P
Office of a certified massage therapist (CB-44-2000)	P	P
Office of a medical practitioner or medical clinic (which may include an accessory private spa)	P	P
Real estate subdivision sales office as a temporary use, in accordance with Sections 27-260 and 27-261	P	P
Where not otherwise specifically permitted, any use allowed in the C-R-C Zone (excluding those permitted by Special Exception) may be located within an office building, provided that the uses shall not be located above the ground floor; not more than 15% of the gross floor area of the building shall be devoted to the use; and not more than 3,000 square feet of gross floor area shall be allotted to any one shop (CB-58-1990)	PA	X

USE	ZONE	
	APPROVED C-O in DDOZ	APPROVED C-S-C in DDOZ
Where not otherwise specifically permitted, any use allowed in the C-S-C Zone (excluding those permitted by Special Exception), may be located within an office building, provided that the uses shall not be located above the ground floor; not more than 15% of the gross floor area of the building shall be devoted to the uses; and not more than 3,000 square feet of gross floor area shall be allotted to any one shop	PA	X
Where not otherwise specifically permitted, any use allowed in the C-S-C Zone (excluding those permitted by Special Exception) may be located within an existing building no more than three (3) stories in height, including a maximum of 65,000 square feet of gross leasable area, provided such building and its associated parking are located on one or more contiguous parcels of property abutting two (2) streets shown on the Master Plan as arterial or higher classification, and located at an intersection where the three (3) other corners of said intersection are zoned C-S-C, and where the parcel or parcels of property upon which the building and its associated parking are located abut land zoned C-S-C at a minimum of two (2) locations (CB-69-1999)	P	X
Where not otherwise specifically permitted, any use allowed by Special Exception in the C-S-C Zone may be located within an existing building no more than three (3) stories in height, including a maximum of 65,000 square feet of gross leasable area, provided such building and its associated parking are located on one or more contiguous parcels of property abutting two (2) streets shown on the Master Plan as arterial or higher classification, and located at an intersection where the three (3) other corners of said intersection are zoned C-S-C, and where the parcel or parcels of property upon which the building and its associated parking are located abut land zoned C-S-C at a minimum of two (2) locations (CB-69-1999)	X	X
(D) Services:		
Ambulance service, private	X	X

USE	ZONE	
	APPROVED C-O in DDOZ	APPROVED C-S-C in DDOZ
Animal hospital, animal training, kennel	X	P*
Artist's studio	P	P
Barber or beauty shop (CB-148-1987)	P	P
Bicycle repair shop:		
(i) Non-motorized only	X	P
(ii) All others	X	P*
Blacksmith shop	X	X
Blueprinting, photostating, or other photocopying establishment	X	P
Carpet or rug shampooing establishment	X	X
Catering establishment (CB-56-2011)	X	P
Data processing	P	P
Dry cleaning or laundry pickup station (CB-127-1986)	X	P
Dry cleaning store or plant: [43]		
(i) Retail, gross floor area under 3,000 square feet	X	P
(ii) Retail, unrestricted	X	X
(iii) Wholesale (may include retail service) (CB-55-2002)	X	X
Electric or gas appliance, radio, or television repair shop	X	P

USE	ZONE	
	APPROVED C-O in DDOZ	APPROVED C-S-C in DDOZ
Employment agency	P	P
Farm implement repair	X	X
Fortune telling	X	X
Funeral parlor, undertaking establishment (CB-2-1989)	P*	P*
Household appliance or furniture repair shop	X	P
Key or locksmith shop (CB-128-1986)	X	P
Laboratory:		
(i) Accessory to an allowed use	PA	P
(ii) Dental laboratory	P	P
(iii) All other laboratories (CB-4-1986)	P*	P
Laundromat:		
(i) Accessory to an allowed use	X	X
(ii) All others	X	P
Laundry store or plant: [43]		
(i) Retail, gross floor area under 3,000 square feet	X	P
(ii) Retail, unrestricted	X	X
(iii) Wholesale (may include retail service) (CB-55-2002)	X	X

USE	ZONE	
	APPROVED C-O in DDOZ	APPROVED C-S-C in DDOZ
Lawn mower repair shop:		
(i) Non-motorized, only	X	P
(ii) All others, provided all repairs are performed within a wholly enclosed building	X	X
Limousine service:		
(i) Storage of up to 10 limousines (not to include buses and vans), may include routine vehicle repair or servicing within a wholly enclosed building, with no outdoor storage	X	X
(ii) All others (CB-120-1994)	X	X
Machine shop accessory to an allowed use	X	X
Massage establishment	X	X
Methadone Treatment Center (CB-103-1993)	P*	X
Model studio	X	X
Newspaper publishing establishment	X	P*
Pet grooming shop, provided all animals are confined to the interior of the building and adequate measures are taken to control noise and odor	X	P
Photographic processing plant	X	X
Photography studio or darkroom	P	P
Pizza delivery service, limited to off-premises delivery with no eat-in or drive-in service:		
(i) With carry-out service in a building with less than 2,500 sq. ft. of gross floor area	X	P

USE	ZONE	
	APPROVED C-O in DDOZ	APPROVED C-S-C in DDOZ
(ii) Unrestricted in size with no carryout service (CB-83-1986; CB-102-2001)	X	X
Printing shop:		
(i) Not exceeding 2,000 square feet of gross floor area	X	P
(ii) All others	X	P*
Sauna or steam bath	X	P
Septic tank service	X	X
Sewage dump station for camping trailers or boats	X	X
Shoe repair shop	X	P
Tailor or dressmaking shop (may include incidental dyeing and pressing allowed as a "PB" use)	X	P
Tattoo Parlor	X	P
Taxidermy (CB-30-1986)	X	P
Travel bureau	P	P
Upholstery shop (CB-65-1989)	X	PA
Veterinarian's office:		
(i) Outpatient	X	P
(ii) Inpatient (CB-96-1988)	X	PB
Watch or jewelry repair shop	X	P

USE	ZONE	
	APPROVED C-O in DDOZ	APPROVED C-S-C in DDOZ
Welding shop:		
(i) Accessory to an allowed use	X	X
(ii) All others	X	X
(E) Trade (Generally Retail):		
Adult book store (CB-65-1989; CB-53-1996)	X	X
Arts, crafts, and hobby supply store	X	P
Bait shop	X	P
Bakery products, wholesale (may include retail sales)	X	X
Bicycle (sales) shop:		
(i) Nonmotorized, only	X	P
(ii) All others	X	P*
Book (except adult bookstore) or camera store (CB-71-1993)	X	P
Bottled gas sales:		
(i) Accessory to an allowed use	X	P
(ii) All others	X	P
Building supply store:		

USE	ZONE	
	APPROVED C-O in DDOZ	APPROVED C-S-C in DDOZ
(i) Wholly enclosed, except for nursery stock	X	P
(ii) With outdoor storage on not more than 50% of the lot, provided it is enclosed by a slightly opaque wall or fence at least 8 feet high (CB-76-1992)	X	X
Bulk retailing:		
(i) Products allowed to be sold in a C-S-C Zone (CB-65-1989; CB-25-1999)	X	P
(ii) Products allowed to be sold in a C-M Zone	X	X
Buying of items within guest rooms and vehicles, pursuant to Section 27-115(a)(2)	X	X
Carpet or floor covering store	X	P
Clothing, dry goods, millinery, or shoe store (CB-58-1985; CB-71-1993)	X	P
Confectioner (not exceeding 40,000 square feet of gross floor area):		
(i) Retail (CB-65-1989)	X	P
(ii) Wholesale (may include accessory retail sales)	X	X
Department or variety store, excluding pawnshops		
(i) Not exceeding 125,000 square feet of gross floor area	X	P
(ii) Exceeding 125,000 square feet of gross floor area within the developed tier or a designated Revitalization Tax Credit Area (as long as the department or variety store does not contain any food or beverage component) (CB-19-2005; CB-13-2012)	X	P
(iii) Not exceeding 85,000 square feet of gross floor area or no more than 10% of gross floor area for food and beverage component. (CB-13-2012)	X	P

USE	ZONE	
	APPROVED C-O in DDOZ	APPROVED C-S-C in DDOZ
(iv) All others,[40] in accordance with Section 27-348.02 (CB-71-1993; CB-28-1997, CB-4-1999; CB-2-2002; CB-13-2012)	X	P*
Drug paraphernalia display or sales, pursuant to Section 27-115(a)(1)	X	X
Drug store:		
(i) Not exceeding 3,000 square feet of gross floor area	X	P
(ii) Within an office building or complex, and not exceeding 25% of the gross floor area, or 2,000 square feet, whichever is less (CB-65-1989)	P	P
(iii) All others	X	P
Farm implement sales	X	X
Feed sales	X	X
Firewood sales as a temporary use in accordance with Sections 27-260 and 27-261	P	P
Farmer's market or flea market as a temporary use, in accordance with Sections 27-260 and 27-261 (CB-63-1998)	X	P
Florist shop	X	P
Food or beverage goods preparation on the premises of a food or beverage store, provided the goods are only sold on the premises and at retail	X	PB
Food or beverage goods preparation for wholesale sales:		
(i) Not exceeding 1,500 square feet of gross floor area	X	P

USE	ZONE	
	APPROVED C-O in DDOZ	APPROVED C-S-C in DDOZ
(ii) Containing 1,501 to 3,000 square feet of gross floor area	X	P*
(iii) All others (CB-37-1992)	X	X
Food or beverage store:		
(i) Not exceeding 3,000 square feet of gross floor area	X	P
(ii) Not exceeding 125,000 square feet of gross floor area	X	P
(iii) In combination with a department or variety store on the same or adjacent site, in accordance with Section 27-348.02	X	P*
(iv) All others (CB-112-1986; CB-65-1989; CB-2-2002)	X	P
Garden supplies store, floricultural or horticultural nursery, which may include the outdoor display of nursery stock, such as plants, shrubbery, and trees (CB-65-1989)	X	P
Gift, jewelry, music, souvenir, or other specialty store not specifically listed (CB-71-1993)	X	P
Hardware store (CB-65-1989)	X	P
Household appliance or furniture store:		
(i) Not exceeding 50,000 square feet of gross floor area	X	P
(ii) Exceeding 50,000 square feet of gross floor area (CB-32-1986; CB-77-1998)	X	X
Ice vending machine (not exceeding 8 ton capacity)	X	X
Lawn mower (sales) store	X	P
Monument and headstone sales establishment (CB-22-2004)	X	X

USE	ZONE	
	APPROVED C-O in DDOZ	APPROVED C-S-C in DDOZ
Newspaper, magazine, or tobacco shop	P	P
Nursery and garden center, which may include the outdoor display of nursery stock, such as plants, shrubbery, and trees	X	P
Outdoor display of merchandise for sale (except as otherwise specified) and excluding merchandise displayed on gasoline pump islands associated with gas stations which is allowed):		
(i) Not more than 6 feet from main building (subject to Section 27-388)	X	P
(ii) More than 6 feet from main building (subject to Section 27-388)	X	X
Paint or wall covering store	X	P
Pawnshop:		
(i) In accordance with Section 27-250.01	X	X
(ii) In accordance with Section 27-394.01 (CB-28-1997; CB-22-2010)	X	P*
Pet (sales) shop, provided all animals are confined to the interior of the building and adequate measures are taken to control noise and odor; may include the sale of pet feed and supplies (CB-2-1991)	X	P
Retail shop or store (not listed) similar to one permitted (P) in the:		
(i) C-S-C Zone	X	P
(ii) C-M Zone	X	X
(iii) C-R-C Zone (CB-65-1989; CB-58-1990)	X	X
Sales from guest rooms and vehicles, in accordance with Section 27-115(a)(2)	X	X

USE	ZONE	
	APPROVED C-O in DDOZ	APPROVED C-S-C in DDOZ
Seafood market:		
(i) Containing less than 3,000 square feet of gross retail space	X	P
(ii) Containing less than 7,000 square feet of gross retail space	X	P
(iii) Unrestricted in size (CB-49-1987)	X	P
Seasonal decorations display and sales as a temporary use, in accordance with Sections 27-260 and 27-261	P	P
Septic tank sales (CB-65-1989)	X	X
Sporting goods shop, which may include marine equipment and supplies	X	P
Stationery or office supply store which may include the sale of furniture or business machines	X	P
Swimming pool or spa sales and service:		
(i) Excluding outdoor display	X	P
(ii) Including outdoor display, provided it is enclosed by a 6-foot high fence (subject to Section 27-388)	X	X
Toy store (CB-71-1993)	X	P
Video game or tape store	X	P
Wayside stand:		
(i) As a temporary use, subject to Sections 27-260 and 27-261	P	P

USE	ZONE	
	APPROVED C-O in DDOZ	APPROVED C-S-C in DDOZ
(ii) All others (CB-122-1986)	P	P
(2) Commercial Institutional/Educational		
Adult day care center	P*	P*
Assisted living facility, subject to the requirements of Section 27-464.04 CB-72-1996)	X	X
Church or similar place of worship, convent, or monastery (CB-23-1988)	P	P
Day care center for children:		
(A) In accordance with Section 27-464.0212	P	P
(B) All others (CB-23-1988)	P*	P*
Eleemosynary or philanthropic institution:		
(A) A building containing no more than 7,000 square feet of gross floor area on a lot or parcel with not more than 1.5 acres for use by an organization providing benevolent services; any change in occupant or use shall require Detailed Site Plan approval by the District Council	X	P
(B) All others (CB-8-1998)	X	X
Hospital (may include a private spa)	X	X
Modular classroom as a temporary use, in accordance with Sections 27-260 and 27-261 (CB-106-1989)	P	X
Nursing or care home (may include a private spa)	P*	P*
School, Private:		

USE	ZONE	
	APPROVED C-O in DDOZ	APPROVED C-S-C in DDOZ
(A) Driving school, automobile only	P	P
(B) For artistic instruction (including a studio)	P	P
(C) Of business or trade, where the business or trade is permitted (P) in the respective zone	P	P
(D) Of business or trade, where the business or trade is permitted by Special Exception (SE) in the respective zone	P*	P*
(E) Tutoring establishment	P	P
(F) Private college or university	P	P
(G) Private schools, subject to Section 27-463	P	P
(H) All others (CB-40-1988; CB-50-1988; CB-113-1994; CB-93-1996; CB-94-2000)	P*	P*
Accessory structures and uses, except as otherwise provided	P	P
Adaptive reuse of a surplus public school, when not otherwise allowed	P*	P*
Adaptive use of a Historic Site, when not otherwise allowed (CB-58-1987)	P*	P*
Auction house	X	P*
Buildings and uses, serving public health purposes, on land owned by Prince George's County, Maryland, upon which hospitals or health centers are located, except if otherwise allowed as a Permitted (P) use[13] (CB-55-1988)	P	P
Carpentry, cabinet making, or other woodworking shop:		
(A) Accessory to an allowed use	X	X
(B) All others	X	X

USE	ZONE	
	APPROVED C-O in DDOZ	APPROVED C-S-C in DDOZ
Cemetery or crematory:		
(A) Cemetery, accessory to a church, convent, or monastery[18]	P	P
(B) All others (CB-11-1991)	X	X
Collection of recyclable materials as a temporary use, in accordance with Sections 27-260 and 27-261	P	P
Commercial recreational development (CB-35-2000; CB-60-2009)	X	X
Consolidated Storage (CB-147-1986; CB-65-1989; CB-45-1999; CB-29-2000)	X	P
Contractor's office (general) as a permanent use, including the businesses of siding, flooring, roofing, plumbing, air conditioning, heating, painting, carpentry, electrical work, landscaping and the like, with buildings, and uses accessory to the business (as well as the office) use:		
(A) With no outdoor storage of materials or equipment	P	P
(B) With outdoor storage of materials, located only in a side or rear yard; enclosed by a slightly, opaque wall or fence at least 6 feet high; with no storing of material higher than the fence; but excluding the use or outdoor storage of earthmoving or other heavy equipment, or outdoor storage of machinery	X	X
(C) Including the fabrication (only within a wholly enclosed building) of plumbing, air conditioning, heating, carpentry and lighting (and the like) parts for installation off the site (CB-110-1994; CB-46-1995)	X	X
Contractor's office (must include sanitary facilities), Construction yard or shed, or storage building (in Connection with a construction project) as a Temporary use:		
(A) In accordance with Sections 27-260 and 27-261	P	P
(B) All others	P*	P*

USE	ZONE	
	APPROVED C-O in DDOZ	APPROVED C-S-C in DDOZ
Hardware fabrication and manufacturing of products from material produced elsewhere[26] (CB-39-1996)	X	X
Mobile home, with use for which amusement taxes collected[2]	P	P
Recycling collection center as a temporary use, in accordance with Sections 27-260 and 27-261	P	P
Recycling collection center, paper only (limited to collection, storage, and shipping):		
(A) On a lot contiguous to a railroad siding and not abutting land in any Residential Zone (or land proposed to be used for residential purposes on an approved Basic Plan for a Comprehensive Design Zone, approved Official Plan for an R-P-C Zone, or any approved Conceptual or Detailed Site Plan), subject to Section 27-391(a)(2) and (3)	X	X
(B) All others	X	X
Rental business:		
(A) Rental of motor vehicles or camping trailers(in the C-M Zone subject to the requirements of Section 27-417)	X	P*
(B) Rental of boats	X	P*
(C) Rental of any other merchandise allowed to be sold in the respective zone	X	P
Sanitary landfill, rubble fill, or Class 3 fill[45] (CB-8-2003; CB-87-2003)	X	X
Sign, in accordance with Part 12:		
(A) Outdoor advertising (billboard)	X	X
(B) All others (CB-65-1989; CB-24-1991)	P	P

USE	ZONE	
	APPROVED C-O in DDOZ	APPROVED C-S-C in DDOZ
Sign shop	X	P
Stationery or office supply corporate headquarters including office, showroom, and distribution (no retail sales) also including office furniture as an accessory use, within an office building complex of at least twenty acres (CB-116-1986)	P*	X
Storage, wholly enclosed, accessory to an allowed use	P	P
Temporary shelter for commercial display, sale, or service use permitted (P) in the respective zones, as a temporary use, in accordance with Sections27-260 and 27-261	X	P
Trash removal services (CB-17-2002)	X	X
Wholesaling, distribution, and related storage:		
(A) Incidental to any use allowed and in an office building, but limited to a floor area ratio of 0.1	X	X
(B) Of materials (products) not used or produced on the premises (CB-61-1995; CB-5-2004)	X	P
Wholesaling of products incidental to the retail sales of the products on the premises	X	PA
(4) Public/Quasi Public:		
Ambulance service, private	X	X
Community building, except as otherwise provided	P*	P
Library, private	P	P
Post Office	P	P
Public building and use, except as otherwise prohibited	P	P
Sanitary landfill or rubble fill[17] (CB-15-1990)	X	X

USE	ZONE	
	APPROVED C-O in DDOZ	APPROVED C-S-C in DDOZ
Voluntary fire, ambulance, or station[1] (CB-70-2008)	P	P
(5) Recreational/Entertainment/Social/Cultural:		
Adult Entertainment (CB-46-2010; CB-56-2011)	X	X
Amusement arcade:		
(A) Not exceeding 2,500 square feet of gross floor area, with adult supervision on the premises during all hours of operation; provided the use is located either within a wholly enclosed shopping mall, or within the main group of stores of an integrated shopping center having a minimum gross floor area of 150,000 square feet	X	P
(B) All others	X	P*
Amusement Center (CB-35-1994)	X	P
Amusement park:		
(A) Within a wholly enclosed shopping mall	X	P*
(B) All others	X	X
Archery or baseball batting range	X	P*
Arena or stadium (which may include a private spa)	X	X
Athletic field:		
(A) With no seating or nonpermanent bleacher-type seating for not more than 100 spectators	P	P
(B) With permanent bleacher-type seating for more than 100 spectators	P*	P*

USE	ZONE	
	APPROVED C-O in DDOZ	APPROVED C-S-C in DDOZ
Auditorium	X	P
Beach	X	P
Billiard or pool parlor	X	P*
Boat ramp	X	P
Bowling alley:		
(A) On a parcel of at least 10 acres, provided all structures are located at least 200 feet from any Residential Zone (or land proposed to be used for residential purposes on an approved Basic Plan for a Comprehensive Design Zone, approved Official Plan for an R-P-C Zone, or any approved Conceptual or Detailed Site Plan)	X	P
(B) All others	X	P*
Carnival, circus, fair or similar use, not exceeding seventeen (17) days duration and located at least 250 feet from any dwelling, as a temporary use in accordance with Sections 27-260 and 27-261	P	P
Club or lodge (private) except as otherwise provided	P*	P
Employees' recreational facilities (private, nonprofit) accessory to an allowed use	P	P
Fishing pier	X	P
Go-cart track	X	X
Golf course or country club:		
(A) Accessory to a commercial use	X	X
(B) All others	X	X

USE	ZONE	
	APPROVED C-O in DDOZ	APPROVED C-S-C in DDOZ
Golf driving range	X	X
Marina (CB-72-1987)	X	X
Miniature golf course	P*	P
Museum, aquarium, art gallery, cultural center, or similar facility	P	P
Park or playground	P	P
Performance arts center, in accordance with Section 27-464.05 (CB-12-2001	SP	SP
Race track	X	X
Recreational campground (in the C-M Zone subject to paragraphs (1) thru (7) of Section 27-400(a))	X	X
Recreational or entertainment establishment of a commercial nature, if not otherwise specified:		
(A) Abutting residential property or land residentially zoned	X	P*
(B) All others (CB-72-1998)	X	P*
Reducing/exercise salon or health club	X	P
Riding stable	X	X
Rifle, pistol, or skeet shooting range:		
(A) Indoor	X	X
(B) Outdoor	X	X
Skating rink	X	P*
Spa (community)	P	P

USE	ZONE	
	APPROVED C-O in DDOZ	APPROVED C-S-C in DDOZ
Spa (private), accessory to an allowed dwelling unit	P	P
Spa (public):		
(A) Accessory to a hotel or motel	X	P
(B) Accessory to a reducing/exercise salon or health club	X	P
(C) Accessory to a commercial swimming pool	X	P
(D) Accessory to a recreational campground	X	X
(E) Accessory to a summer camp	X	X
(F) Unrestricted	X	P*
Summer camp	X	X
Swimming pool:		
(A) Accessory to a hotel or motel (CB-9-2004)	P	P
(B) Accessory to a recreational campground	X	X
(C) Community	P	P
(D) Indoor	X	P
(E) Private, accessory to an allowed one-family detached dwelling	P	P
(F) All others	X	X
Tennis, basketball, handball, or similar court:		

USE	ZONE	
	APPROVED C-O in DDOZ	APPROVED C-S-C in DDOZ
(A) Indoor (within a permanent wholly enclosed building)	P	P
(B) Outdoor	P	P
(C) With a temporary removable cover (bubble)	X	X
Theatre:		
(A) Indoor	P*	P
(B) Outdoor (including drive-in)	X	X
Zoo, not publicly owned	X	X
(6) Residential/Lodging:		
Apartment housing for the elderly or physically handicapped	X	P*
Artists' residential studios, in accordance with Section 27-464.05 (CB-12-2001)	P*	P*
Country Inn	X	P
Dwelling, Multifamily (CB-75-2003; CB-28-2004)	P	P
Dwelling, provided that it was legally erected prior to the date upon which the property was classified in a Commercial Zone, or was legally erected in a Commercial Zone under prior regulations	P	P
Dwelling unit within a building containing commercial uses:		
(A) Not exceeding 3 units per building, to be located above the ground floor, except where otherwise allowed	P	P

USE	ZONE	
	APPROVED C-O in DDOZ	APPROVED C-S-C in DDOZ
(B) Not exceeding 3 units per building, with 1 unit at ground level for a resident manager, caretaker, or night watchman (and family)	X	X
(C) In a building containing 4 or more stories, provided the units are located above the third story (CB-97-2005)	P*	P*
Hotel or motel:		
(A) Hotel or motel in general	P	P
(B) Including any use allowed in the C-S-C Zone (but not generally allowed in the C-M Zone, excluding those permitted by Special Exception), when located within a hotel, provided the uses shall not be located above the ground floor; not more than fifteen (15) percent of the gross floor area of the building shall be devoted to the uses; and not more than 3,000 square feet shall be allotted to any one use (CB-105-1985; CB-58-1990)	X	X
Multifamily retirement community (CB-85-2003)	P	X
Planned retirement community (CB-22-2002)	P	X
Tourist cabin camp	X	X
Tourist Home	X	P
Transitional Shelter for the Homeless:		
(A) Operated in conjunction with an adjacent eleemosynary institution; and containing 8 or fewer residential units	P	X
(B) All others (CB-62-1991)	X	X

USE	ZONE	
	APPROVED C-O in DDOZ	APPROVED C-S-C in DDOZ
(7) Resource Production/Recovery:		
Agricultural use		
(A) Other than animal or poultry raising	P	P
(B) Animal or poultry raising (other than customary household pets)		
(i) On lots 20,000 square feet or more	P	P
(ii) On lots under 20,000 square feet	P*	P*
(iii) On lots under 20,000 square feet adjoining occupied residentially-zoned property[38] (CB-71-2001)	X	X
Sand and gravel wet-processing	X	X
Surface mining	X	X
(8) Transportation/Parking/Communications/Utilities:		
Airport, airpark, airfield, airstrip, heliport, helistop	P*	P*
Antennas and related equipment buildings and enclosures, other than satellite dish antennas, in accordance with Section 27-464.03 (CB-65-2000)	P	P
Broadcasting studio (without tower)	P	P
Bus station or terminal	X	P*
Monopoles and related equipment buildings and enclosures, in accordance with Section 27-464.03 (CB-65-2000)	P	P
Parking garage, commercial	P	P
Parking garage or lot or loading area, used in accordance with Part 11	P	P

USE	ZONE	
	APPROVED C-O in DDOZ	APPROVED C-S-C in DDOZ
Parking lot, commercial:		
(A) With shuttle service to Metro and within two (2) miles of a Metro station	P*	P
(B) All others (CB-14-2003)	X	P*
Parking of mobile home, except as otherwise specified	X	X
Parking of a mobile home in a public right-of-way[4]	X	X
Parking of vehicles accessory to an allowed use	P	P
Public utility uses or structures:		
(A) Underground pipelines, electric power facilities or equipment, or telephone facilities or equipment; and railroad tracks or passenger stations, but not railroad yards	P	P
(B) Other public utility uses or structures (including major transmission and distribution lines and structures, but excluding towers and poles not otherwise permitted, railroad yards, roundhouses, car barns, and freight stations) (CB-25-1987; CB-61-1988; CB-8-1990; CB-123-1994; CB-102-1997; CB-65-2000)	P*	P
Satellite dish antenna, in accordance with Section 27-451.01:		
(A) Up to 10 feet in diameter, to serve only 1 dwelling unit	P	P
(B) More than 10 feet in diameter to serve only 1 dwelling	X	X
(C) All others (CB-19-1985)	P	P
Storage of any motor vehicle which is wrecked, dismantled or not currently licensed, except where specifically allowed[6] (CB-4-1987)	X	X

USE	ZONE	
	APPROVED C-O in DDOZ	APPROVED C-S-C in DDOZ
Taxicab dispatching station:		
(A) Without cab storage, repair, or servicing	P	P
(B) With cab storage	X	X
(C) With cab repair or servicing within a wholly enclosed building (CB-50-1987)	X	X
Taxicab stand	P	P
Telegraph or messenger service	P	P
Towers or poles (electronic, public utility when not otherwise permitted, radio, or television, transmitting or receiving):		
(A) Nonprofit, noncommercial purposes, with no height restrictions	P	P
(B) Freestanding for commercial purposes, not exceeding 100 feet above ground level	P	P
(C) Attached to a roof for commercial purposes, not exceeding 40 feet above the height of the building	P	P
(D) All others (CB-8-1990; CB-41-1994; CB-123-1994; CB-65-2000)	P*	P*

1 Provided the site is either:
(A) In the proximity of an area designated as a fire or rescue station on an approved Functional Master Plan of Fire and Rescue Stations;
(B) In a location which the Fire Chief has indicated (in writing) is appropriate; or
(C) Occupied by a station that was in use immediately prior to July 1, 1982.

The following activities are considered to be ancillary uses permitted within the hall/assembly area of a voluntary fire, ambulance, or rescue station: bingo (with an approved license from the Department of Environmental Resources), weddings, dinners, community events, organization functions, and private events (with no advance or at the door ticket sales).

All events must comply with County or State regulations, and events requiring a specific license must obtain such license to be considered a permitted ancillary use. All events must be organized by the voluntary fire, ambulance, or rescue corporation or company and/or a community group from within the immediate vicinity of the station. For weddings, receptions, and dinners, the event may be organized by an individual in conjunction with the voluntary fire, ambulance, or rescue corporation or company and/or a community group within the immediate vicinity of the station. A permitted ancillary use does not include the leasing of the station facility for use by a promoter. Private events may not have advance or at the door ticket sales. All events must end by 10:00 p.m., Sunday through Thursday (except that bingo events must end by 11:00 p.m.), and by midnight on Friday and Saturday, with all patrons off the site within thirty (30) minutes after closing.
(CB-70-2008)

2 Provided:
(A) The mobile home is located on a lot having a net area of at least five (5) acres;
(B) The use of the mobile home is in connection with another use on the property for which the County levies or collects an amusement tax;
(C) The occupants of the mobile home are employed by or reasonably connected with the other use; and
(D) The mobile home shall not be located on the property for more than one hundred twenty (120) cumulative days per calendar year, except mobile homes used in connection with pari-mutuel racetracks when the use shall not exceed two hundred eighteen (218) cumulative days per calendar year.

3 Provided:
(A) The service shall be limited to supplying gasoline, oil, water, tire pressure, and washing;
(B) Only automobiles parking in the parking garage may be served;
(C) No signs visible from outside the structure shall indicate the presence of the service facilities; and
(D) The garage shall be wholly enclosed.

4 Except in an emergency. In this case, the parking shall be subject to the traffic and parking regulations applicable to the right-of-way.

5 Reserved.

6 This shall not apply to:
(A) Storage accessory (and related) to an allowed use; or
(B) One (1) such vehicle stored in a wholly enclosed garage.

7 Approval as an accessory use with approval of the Special Exception for the hotel or motel.
(CB-28-1985)

8 Approval as an accessory use with approval of the Special Exception for the recreational campground.
(CB-28-1985)

9 Provided:
(A) The minimum seating capacity is one hundred fifty (150);
(B) More than fifty percent (50%) of its revenue is derived from the sale of food;
(C) The operation is limited to the sale of food and beverages for consumption on the premises;
(D) Customer service is at table side. No counter service and no cafeteria-style service is provided; and
(E) The restaurant is not open to the public before 11:00 A.M.
(CB-104-1985)

10 The requirement for at least 6 businesses and a 50,000 square feet minimum gross floor area does not apply to a fast-food restaurant which is legally existing or which is subsequently constructed pursuant to a building permit filed prior to May 6, 1986.
(CB-29-1986)

11 This does not provide for accessory antennas or overhead distribution lines.
(CB-25-1987)

12 In a publicly-owned recreational facility, a school, a church, or a public building, a day care center shall only be permitted as an accessory use. A church must provide its tax-exempt identification number when applying for a Detailed Site Plan or a building or use and occupancy permit for an accessory day care center for children.
(CB-23-1988; CB-98-1988; CB-44-1989)

13 Provided the health center is located on a minimum of twenty-five (25) acres.
(CB-55-1988)

14 Provided it is an adaptive reuse of existing space, such space having been previously utilized for bulk retailing, and only where the property on which the use is located abuts land in the I-3 Zone.
(CB-61-1988; CB-81-1993; CB-123-1994; CB-61-1995)

15 May include an accessory crematory.
(CB-2-1989)

16 Delivery service is permitted provided an additional parking space, over and above the required number of parking spaces, is provided for each vehicle used for delivery. No more than six (6) vehicles shall be permitted for the delivery service.
(CB-126-1989)

17 A sanitary landfill or rubble fill may include a rock crusher only if it is approved as part of the Special Exception.
(CB-15-1990)

18 Provided both uses were existing as of January 1, 1991.
(CB-11-1991)

19 For:
(A) The relocation of such uses, provided the last site on which the use was located was in the I-1 Zone, not more than three (3) miles from the subject property, is currently used by a public entity for a mass transit facility, and was acquired prior to June 1, 1993; or
(B) A property of 15,000 to 20,000 square feet, formerly the site of a full-service gas station, abutting on at least one side property in the C-S-C Zone, limited to repair of vehicles with a maximum gross vehicle weight of 17,000 pounds.
(CB-50-1993; CB-68-1999; CB-90-2000)

20 Provided the use is on a parcel or contiguous parcels of land in the C-M Zone, the gross tract area of which is a minimum of fifty (50) acres, which is contiguous to an existing street right-of-way at least one hundred twenty (120) feet wide, and of which no more than thirty-five percent (35%) is occupied by the uses subject to this requirement. The entire tract of land in the C-M Zone shall require Detailed Site Plan approval in accordance with Part 3, Division 9 of this Subtitle. Each use subject to these requirements shall consist of at least twenty-five thousand (25,000) square feet of gross floor area, and uses consisting of less than fifty thousand (50,000) square feet of gross floor area are permitted only if there is one existing retail use consisting of more than one hundred thousand (100,000) square feet of gross floor area for every two (2) retail uses consisting of less than fifty thousand (50,000) square feet of gross floor area. Clothing, dry goods, millinery, and shoe stores shall be permitted by Special Exception in all other cases. For the purposes of this footnote, the word "contiguous" shall include parcels that are separated only by a right-of-way. However, a department or variety store consisting of no more than fifteen thousand (15,000) square feet of gross floor area shall be permitted upon a parcel or contiguous parcels of land in the C-M Zone, the gross tract area of which is no more than three (3) acres, and which is contiguous to an existing street right-of-way at least one hundred twenty (120) feet wide, subject to Detailed Site Plan approval in accordance with Part 3, Division 9, of this Subtitle.
(CB-71-1993; CB-70-1998)

21 If the use has a valid use and occupancy permit as of September 30, 1993, and a sight-tight fence or wall at least six (6) feet in height is erected along the perimeter of all abutting residential property as of December 31, 1993, the use shall be permitted by right. Change in ownership of the use shall not affect the conforming use status.
(CB-89-1993)

22 Subject to Detailed Site Plan approval, in accordance with Part 3, Division 9, of this Subtitle, if the use is abutting land in a residential zone, or land proposed to be used for residential purposes on an approved Basic Plan, approved Official Plan, or any approved Conceptual or Detailed Site Plan.
(CB-90-1993)

23 Provided the building to which it is attached is at least fifty (50) feet in height. Otherwise, a Special Exception is required.
(CB-41-1994)

24 Subject to Detailed Site Plan approval in accordance with Part 3, Division 9, of this Subtitle. Any fast-food restaurant operating pursuant to an approved Special Exception as of the effective date of CB-49-2005 shall remain valid, be considered a legal use, and shall not be deemed a nonconforming use. Such fast-food restaurants and their underlying special exceptions may be modified pursuant to the existing provisions relating to revisions or amendments to special exceptions generally and fast-food restaurants specifically as they exist in the Zoning Ordinance. The requirement for Detailed Site Plan approval does not apply to eating or drinking establishments within, and sharing the same points of vehicular access as, an integrated shopping center having six individual businesses (including the fast-food restaurant) and a minimum 50,000 square foot gross floor area.
(CB-120-1994; CB-19-2010; CB-46-2010; CB-56-2011)

25 Provided the property abuts property in a commercial zone, a residential zone in common ownership with the subject property, or a transportation facility right-of-way.
(CB-46-1995)

26 Provided the property on which the use is located is under single ownership which includes the I-1 and C-M zones, where the uses on the C-M zoned portion are an expansion of the currently existing uses on the I-1 zoned portion of the property.
(CB-39-1996)

27 Provided the property on which the use is located is abutting an existing vehicle storage yard with a valid use and occupancy permit.
(CB-80-1996)

28 If not conducted in an existing office building, a Detailed Site Plan shall be approved in accordance with Part 3, Division 9, of this Subtitle.
(CB-93-1996)

29 Reserved.

30 Except when located on a tract of land which is less than 1.5 acres in size and surrounded on all sides by land in any residential zone in order to ensure safety on contiguous parcels and to minimize negative aesthetic impact on neighboring areas. A maximum of one (1) monopole and antennas for four (4) carriers are permitted. For any use for which the original permit was applied for prior to November 25, 1997, and legally issued, telecommunications-related equipment may be moved inside an existing structure without obtaining a special exception for the alteration of a nonconforming use.
(CB-102-1997; CB-38-1998; CB-29-2003)

31 Provided:
(A) The store shall be no less than 10,000 square feet nor more than 15,000 square feet;
(B) The use involves the demolition and redevelopment of a commercial use that has been vacant for a minimum of five years; and
(C) The site contains a minimum of three (3) acres and is adjacent to, or across from, an enclosed mall of at least 500,000 square feet.
(CB-4-1999)

32 If located outside a Revitalization Tax Credit Area in a commercial center with less than thirty (30) acres, a bulk retailing store may not have gross floor area greater than 50,000 square feet. But if the store was in use and had necessary permits issued on or before September 1, 1998, then the restriction in this note does not apply and the store is not subject to nonconforming use requirements in Part 3, Division 6, unless the store discontinues bulk retailing operations for 180 or more consecutive calendar days. In this note, a commercial center is one or more contiguous, commercially-zoned lots separated from other commercially-zoned lots by public streets or rights-of-way.
(CB-25-1999)

33 Provided the use does not exceed 5,000 square feet.
(CB-34-1999)

34 Limited to the adaptive re-use of vacant or partially vacant property in former or existing shopping centers which are limited in their ability to modify or expand. The C-S-C parcels in the shopping center shall:
(A) Lie adjacent to federal government property;
(B) Include not less than 10 or more than 15 acres;
(C) Be confined by road networks which limit access changes to the parcels; and
(D) Lie contiguous to and below the grade of a multilane limited-access highway.
All such consolidated storage units shall meet the requirements of Sections 27-375(a)(5), (6) and (7), and 27-281 through 27-290.
(CB-45-1999)

35 Reserved.

36 Special Exception applications filed prior to January 1, 2000, may continue through the review and hearing procedures in Part 4. Uses which are approved may continue in effect, may be revised or amended under procedures in Part 4, and shall not be considered nonconforming. The maximum height of structures not approved by January 1, 2000, shall be thirty-six (36) feet.
(CB-29-2000)

37 Except for new vehicle sales lots, the use shall be located on a tract of land containing a minimum of 25,000 square feet. All such uses on property less than 25,000 square feet in existence on September 1, 2000, may not be certified as nonconforming uses and must cease operations on or before August 31, 2003.
(CB-87-2000)

38 All such uses in existence on September 1, 2001, may not be certified as nonconforming uses and must cease operations, with removal of all animal or poultry facilities, by February 1, 2002.
(CB-71-2001)

39 (A) The subject C-M Zone property shall have at least seventy-five (75) feet of frontage on a street shown on the Master Plan as a collector or higher classification, be at least twenty-five thousand (25,000) square feet in area, and be the subject of a use and occupancy permit for commercial vehicle storage issued prior to January 1, 1990.
(B) In addition, the use may be placed on a C-M Zone property contiguous to property meeting the requirements in paragraph (A), but only if both properties are in the same ownership and the paragraph (A) property has a valid use and occupancy permit for trash removal services.
(CB-17-2002)

40 Permits for a store approved before January 15, 2002, without a special exception may continue in effect and be revised or amended, and such a store shall not be considered a nonconforming use. No permits for new food or beverage operations in such a store may be approved without a Special Exception.
(CB-2-2002)

41 Provided:
(A) The property in the C-O Zone is within a Special Taxing District and adjoins or lies across a public right-of-way from land in the R-H Zone with an existing planned retirement community.
(B) The Planning Board approves a Detailed Site Plan, in accordance with Part 3, Division 9, and makes the following findings:
(1) The site plan meets all Special Exception requirements in Section 27-395; and
The proposed project will serve, in a high quality, well-designed retirement community, the needs of a retirement-aged population while not adversely affecting the character of the surrounding neighborhood.
(CB-22-2002)

42 Provided the use is an expansion of an existing vehicle sales lot onto surplus land owned by a State agency, but is not in use as a street or right-of-way. The subsequent conveyance of the State land shall not result in the use becoming nonconforming.
(CB-29-2002)

43 All such uses with permits validly issued or applied for as of July 1, 2002, including those on properties rezoned from C-S-C to M-U-I, are deemed permitted uses, are not nonconforming, and may be altered, enlarged, or extended.
(CB-55-2002)

44 Permitted use without requirement for a Special Exception provided:
(A) The property is located within one thousand (1,000) feet of an existing mass transit rail station operated by the Washington Metropolitan Area Transit Authority (WMATA) and within the boundaries of a TDOZ approved prior to 1990;
(B) Permits may not be issued for the commercial parking lot until the Planning Board approves a Detailed Site Plan in accordance with Part 3, Division 9, of this Subtitle;
(C) The Planning Board shall find that the site plan meets the requirements of any applicable TDOZ Development Plan; and
(D) All commercial parking lot operations on the property shall cease by September 1, 2008.
(CB-14-2003)

45 A Class 3 fill in existence as of October 7, 2003 that is operating pursuant to any validly issued grading permit, and is not in violation, shall be permitted to continue in operation as a matter of right, but is limited to the fill area established by any previously issued grading permit, not to exceed two renewals of the permit. Those fill operations that are in violation on October 7, 2003 have until December 31, 2003 to comply, or their permit is void.
(CB-8-2003; CB-87-2003)

46 Multifamily condominium or rental units are permitted provided:
(A) The use is located on one or more lots of less than twelve (12) acres in size;
(B) The property is located within a Center or a Corridor designated by the General Plan;
(C) The adjoining properties are developed with institutional, commercial office, and residential uses;
(D) Development of the site is subject to the regulations of the R-18 Zone for this use; and
(E) A Detailed Site Plan shall be approved in accordance with Part 3, Division 9, of this Subtitle. The site plan shall include architectural review in order to ensure compatibility with the existing neighborhood.
(CB-75-2003; CB-69-2004)

47 Provided:
(A) The community is located on a minimum of five (5) acres and a maximum of eleven (11) acres;
(B) The property is located within a Center or a Corridor designated by the General Plan;
(C) The property upon which the community is located shall be located adjacent to property, also zoned C-O, which includes medical offices, an assisted living facility, adult day care center, and/or other facility designed for senior citizens, but in no event shall the use be deemed nonconforming if the adjacent C-O property is no longer occupied by one of the aforementioned uses;
(D) Each multifamily building shall consist of at least three (3) stories, and shall be served by an elevator;
(E) The community shall include a clubhouse consisting of at least five thousand (5,000) square feet;
(F) At least one (1) resident of each household shall be at least fifty-five (55) years old and no permanent resident of the retirement community shall be under eighteen (18) years old;
(G) A Detailed Site Plan shall be approved in accordance with Part 3, Division 9 of this Subtitle;
(H) Covenants setting forth the minimum age of the residents shall be submitted with the Detailed Site Plan application. The covenants shall run to the benefit of the Maryland-National Capital Park and Planning Commission; and
(I) Development of the community is subject to the regulations of the R-18C Zone for multifamily dwellings.
(CB-85-2003)

48 Provided:

(A) The use is an adaptive reuse of a furniture warehouse store, which has or had a valid use and occupancy permit prior to January 1, 2004, and is in an existing shopping center that is located on a parcel(s) containing not less than five (5) or more than eleven (11) acres;

(B) The use is located in a building of at least sixty-five thousand (65,000) square feet and was constructed after 1980 with a minimum of 16-foot ceilings; and

(C) A Detailed Site Plan must be approved in accordance with Part 3, Division 9, of this Subtitle. The site plan should address, but not be limited to, ingress and egress, truck traffic and parking on the site, and screening for any on-site truck storage.

(CB-5-2004)

49 Provided the use is located on a lot or parcel with not more than one-half (1/2) acre and is located within one-half (1/2) mile of an existing cemetery.
(CB-22-2004)

50 Multifamily condominium units are permitted provided:

(A) The multifamily dwellings shall be located on a parcel(s) containing at least six (6) acres;

(B) The property is contiguous to an existing mass transit rail station operated by Washington Metropolitan Area Transit Authority (WMATA);

(C) The bedroom percentages for multifamily dwellings as set forth in Section 27-419 shall not be applicable;

(D) A Detailed Site Plan shall be approved in accordance with Part 3, Division 9, of this Subtitle;

(E) Regulations concerning the height of structure, lot size and coverage, frontage, setbacks, density, and other requirements of the C-S-C Zone shall not apply. All such requirements shall be established and shown on the Detailed Site Plan;

(F) Density regulations shall be in accordance with the R-10 Zone for multifamily dwellings;

(G) The Detailed Site Plan shall include architectural review in order to ensure high quality design and construction materials; and

(H) Covenants setting forth that appropriate condominium fees are necessary to provide adequate maintenance of required landscaping to ensure the aesthetics of the property shall be submitted with the Detailed Site Plan application. The covenants shall run to the benefit of the local citizens' association.

(CB-28-2004)

51 Reserved.

52 This limitation shall not apply to property which is located within the Developed Tier for which any portion of same:

(A) Has an approved Preliminary Plan of subdivision for property which is or was at the time of subdivision split-zoned I-3 and R-R, and is located on and inside the Capital Beltway at an existing interchange with said Beltway, or

(B) Is the subject of any future Preliminary Plan of subdivision or Detailed Site Plan for an integrated shopping center developed pursuant to CB-65-2003; or

(C) Is the subject of a building permit issued for said use prior to September 1, 2005. All such uses on property meeting the above criteria shall be deemed permitted uses and shall not be considered nonconforming.

(CB-19-2005)

53 Condominium residential dwellings may be permitted in the C-S-C Zone within the Developed Tier on property that is the location of an existing hotel, if located along the Capital Beltway and within one (1) mile of a WMATA station, subject to an approved Detailed Site Plan as provided in Part 3, Division 9. The use is permitted only if:
(A) The units are part of a mixed-use development of commercial and retail/commercial;
(B) The minimum percentage of any single use is ten percent (10%) for either residential, commercial, or retail of the gross square footage of floor area; and
(C) The density, bulk, height, and other regulations are as required for townhouses in the R-T Zone and for multi-family units in the R-18 Zone.
(CB-97-2005)

54 Provided:
(A) The use does not exceed 3,000 square feet of gross floor area;
(B) Outdoor storage and outdoor fabrication of signs are prohibited;
(C) The occupant of the premises shall be allowed to park no more than two (2) commercial vehicles each of which does not exceed a manufacturer's gross vehicle weight of 8,500 pounds; and
(D) The use employs digital, graphic design, or other technological equipment to produce the signage.
(CB-14-2008)

55 Businesses with a valid state license for check cashing issued prior to September 1, 2009 may continue as a matter of right and shall not be deemed nonconforming. Any change in tenant or ownership of the check cashing business requires approval of a special exception for this use prior to issuance of the Use & Occupancy permit.
(CB-23-2009)

56 Businesses with a valid use and occupancy permit issued prior to May 1, 2010, may continue as a matter of right and shall not be deemed nonconforming if the use does not include any form of adult entertainment.
(CB-46-2010)

57 Any private automobile and other vehicle auction operating in the C-M Zone prior to January 1, 2011, shall not be certified as a nonconforming use and shall meet the requirements of Section 27-464.06 (c), (d) and (f). If the use is not brought into conformance within the prescribed two-year time period, the property owner shall cease all auction operations on the property.
(CB-59-2010)

58 Any existing establishment in the C-S-C Zone or C-M Zone with a valid use and occupancy permit for an auditorium, private club or lodge that included activity that meets the definition of "adult entertainment" may continue upon approval of a Special Exception. Applications for adult entertainment must be filed and accepted by June 1, 2012. The hours of operation shall be limited to 5:00 P.M. to 3:00 A. M.
(CB-56-2011)

i Drive-throughs shall be designed to mitigate impacts to the pedestrian environment and streetscape to the maximum extent feasible.

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Appendices

A Brief History of the Sector Plan Area

Prehistoric Period

Due to its geographical location at the interface between the Coastal Plain and Piedmont physiographical regions, the area surrounding the confluence of Indian Creek and Upper Beaverdam Creek has a very high potential for containing archeological resources from Maryland's prehistoric past. During the Archaic period of prehistory (7,500-2,000 BC), Native American groups of up to 100 members, called bands, moved across the landscape of North America with the seasons to their various camps. As the seasons changed, the Native Americans took advantage of the hunting, fishing, and plants that became available at particular campsites.

One such site was located on the present site of the Greenbelt service and inspection yard at the end of the Metro Green Line. This camp was situated on a small area of high ground surrounded by hundreds of acres of wetlands. In the wetlands adjacent to their camps, the Native Americans found supplies for their many needs including food, water, medicines, clothing, and basketry.

This prehistoric campsite (18PR94) was discovered during the planning process for the Metrorail maintenance yard and extensive archeological investigations were conducted. These excavations provided significant information about the Archaic period, in particular: prehistoric subsistence, adaptation to the changing environment, and Native American settlement patterns. The abundant natural resources in the area including natural springs, gravel, and abundant plant and animal life attracted Native American groups. In addition to artifacts from human activities, scientists discovered an ancient peat deposit that was formed when Indian Creek shifted in its course more than 10,000 years ago. The peat had preserved prehistoric vegetation and provided information about the prehistoric natural environment. This quality of the excavation site is rare in the Mid-Atlantic region due to the usual disturbance or destruction by development, farming, and industry. The artifacts from the Metrorail maintenance yard excavations have been curated at the state's Jefferson Patterson Park facility. When combined with historical and environmental information, these artifacts could provide an interesting and valuable educational opportunity, at an interpretive center or as interpretive displays within the sector plan area.

Other locations along Indian Creek within the sector plan area would have been used and frequented by Native Americans during their hunting and gathering activities, and excavation at these sites might be undertaken in the future, if appropriate.

When the Greenbelt Federal Courthouse near Capital Office Park was constructed, Indian Run Park was created to celebrate the indigenous people who visited the site from 7,500-2,000 BC in search of stone materials for arrowheads, spear points, and tools (18PR411). The park also commemorates the Native Americans' contribution to our nation's legal system.[1] Indian Run is represented by a stone outcropping with a waterfall, a serpentine walkway and a bronze cylinder with Onondaga text transcribed from the ancient oral tradition of five Iroquois nations. The Iroquois Book of the Great Law is believed to have inspired Benjamin Franklin's contributions to the U.S. Constitution. In addition, the park was "seeded" with 10,000 arrowheads.

Transition Period

Following the Archaic Period, the Woodland Cultures were present in the area (2,000 BC-1,600 AD). The Native Americans of this era turned from a hunting and gathering culture to one based on farming and more permanent settlements. From this point on, the general area around Greenbelt was cultivated as farmland for generations before other development began.

Historic Period

Beginning at the time of the American Revolution, a public road, the main route south from Baltimore, was in use just west of the sector plan area. The route was improved early in the nineteenth century to serve as the Washington and Baltimore Turnpike (now called US 1) and was the principal connection between Baltimore and the Federal City until the construction of the Washington line of the Baltimore and Ohio Railroad (now CSX). The existing stream valley provided a relatively easy right-of-way for the construction of the railroad in the 1830s.

The first trains ran on the Washington line in the summer of 1835, and in the years following, traffic on the turnpike began to decrease, replaced by the convenience of the new railroad. The old road lost its turnpike status after March 1866, by decision of the U.S. Supreme Court. It regained importance early in the twentieth century with the advent of the automobile. Traffic increased in the 1920s and 1930s as the number of privately owned automobiles increased and the old turnpike right-of-way was improved into the heavily traveled US 1. Today the sector plan area is in part defined by these two historic arteries of transportation: the old turnpike lying to the west of and outside of the sector plan area and the Washington Branch of the Baltimore & Ohio (now CSX) railroad running north and south, defining the western boundary.

The southern portion of the sector plan area is defined by Greenbelt Road (MD 193). This east-west road, which now connects Greenbelt with US 1, evolved from the original farm road to the Walker family plantation, Toaping Castle. Remains of the foundations of Toaping Castle (18PR801) were identified in a 2007 archeological survey near the Capitol Cadillac property. During their occupation of the site from the eighteenth through nineteenth centuries, the Walker family held between three to 10 enslaved laborers on their plantation. No evidence of slave cabins has been found on the property, but some of the enslaved laborers likely lived and worked in the main house and some are possibly buried in or around the Walker family cemetery. The areas where slave cabins would have been located have been impacted by modern development and road construction. Public interpretive measures at this location could describe agricultural

1 Indian Creek V. Charles Leedecker for Louis Berger & Associates, 1989. Prepared for Washington Metropolitan Area Transit Authority. See also poster: Archaic Lifeways: Archaeology at the Greenbelt Service Yard, 1992.

activities in the sector plan area during the eighteenth and nineteenth centuries.

Running through the center of the sector plan area is Kenilworth Avenue (MD 201), a heavily traveled modern road that roughly follows the alignment of a historic road between Bladensburg and Vansville. Originally called Edmonston Road, it was named for members of the Edmonston family who had owned land and managed plantations along its path.

The sector plan area includes three small noncontiguous portions of the Greenbelt, Maryland, National Historic Landmark (#67-004): the Greenbelt Middle School property northwest of MD 193 and MD 201; the Walker Family Cemetery (#67-004-03a) north of Walker Drive; and the Turner Family Cemetery (#67-004-03b) west of MD 201 and north of Ivy Lane. Greenbelt is one of three New Deal-era planned communities in the United States, designed as a "green town" by the federal government. "Green towns" were a way to move low- and moderate-income families out of crowded urban areas and into smaller planned communities with more job opportunities while still providing them with the convenience of a large urban area nearby.

The farmland of suburban Maryland was determined to be an ideal setting for the first green town. Designers took advantage of the crescent-shaped plateau in the design and construction of the community, using the curves of the landscape as their guide. Commercial, recreational, public, and educational buildings form the nucleus of Greenbelt. Residential housing interspersed with parks, recreation areas, and religious buildings wrap around the commercial core.

Greenbelt's success and popularity was due to several different planning concepts including moderately priced housing in a garden or park setting, cluster housing, superblocks with interior green space, an interior sidewalk system that separated pedestrian traffic from vehicular traffic, a central core of commercial, civic, recreational, athletic, and park facilities, and a surrounding belt of open space that created a pastoral setting and was intended to preclude future development. Greenbelt was designated a National Register historic district in 1980 and as a National Historic Landmark in 1997.

Greenbelt Middle School was originally a junior-senior high school. The structure was begun in the spring of 1937 and completed some 10 months later. The school was designed to serve students from Greenbelt and the Town of Berwyn Heights, and was placed on the western edge of Greenbelt, about 1.5 miles from Greenbelt Center Elementary School. A gravel footpath led from Greenbelt through the woods to the school. In 1949 the county Board of Education purchased the building and land. The last senior class graduated in 1951 and the school was then converted to a middle school.

The 3.1-acre Turner Family Cemetery (#67-004-03b), now the Greenbelt City Cemetery, is located on Ivy Lane, just west of Edmonston Road and within the sector plan area. Associated with the Turner family and the Wild Cat Farm since 1739, the cemetery at one time probably held the graves of 12 family members, their deaths recorded in Sarah Turner's Bible. Only the tombstone of Thomas Parker Turner remains and is displayed in a commemorative glass case. Works Progress Administration construction crews clearing land for Greenbelt found other burials that were removed to the Turner Family Cemetery. The 1937 Zone Plan for Greenbelt prepared by the Resettlement Administration identified the Turner Cemetery as a location for a public cemetery and in 1941 the federal government sold the land to the City of Greenbelt. It has been operated ever since as a municipal cemetery.

The Walker Family Cemetery (#67-004-03a) is one of three historic cemeteries that pre-date the planned community of Greenbelt that have been identified as historic features within the community since its establishment in the

1930s. The Walker family cemetery is located in a small fenced off section in the woods behind a parking garage in the Golden Triangle Business Park and within a park owned by the City of Greenbelt known as Indian Springs Park. The Walker family cemetery/Indian Springs was once a portion of Greenbelt Lake Park, but was separated from the park and the planned community by construction of the Beltway in the 1960s. The Walkers' homestead was known as Toaping Castle and remains of its foundations are also located in the Golden Triangle Office Park next to Greenbelt Road/ MD 193.

Berwyn Heights (#67-002) was established as a late-nineteenth century railroad and streetcar suburb. In 1888, Edward Graves platted Charlton Heights, a large subdivision comprising roughly 380 acres to the east of the Washington Branch of the Baltimore and Ohio Railroad tracks. Lots in the subdivision were long and narrow, approximately 50 feet wide and 100 feet deep. Initially, development in the community was slow, but by 1890 approximately 20 houses had been erected. Several of the earlier houses in the neighborhood were mail-order plan houses, typically ordered from R.W. Shoppell's Cooperative Building Plan Association of New York City. In 1896 the subdivision was incorporated as the Town of Berwyn Heights. The neighboring subdivision of Central Heights, located just west of Berwyn Heights, was also incorporated in 1896 as Berwyn. The Berwyn name is believed to be taken from a Presbyterian chapel constructed in 1890 in Central Heights. By the turn of the twentieth century, Berwyn Heights' location along improving transportation routes, such as the new streetcar line, sparked additional growth. The town remained small and largely undeveloped until after World War II. By 1970 Berwyn Heights was fully developed. Today the Town of Berwyn Heights has approximately 3,000 residents and 1,000 dwellings, with a majority of the buildings constructed circa 1950 to 1965. The largest concentration of late nineteenth- and early twentieth-century houses in the neighborhood is located along Ruatan Street, between Berwyn Road and 60th Avenue. There are currently 16 Prince George's County Historic Sites and one Historic Resource in Berwyn Heights.

Schrom Airport was built in the sector plan area by Frederick "Fritz" Schrom in 1928 on his family's farm, a portion of which was located on what is now the Greenway Shopping Center. The original 2,000 to 3,000 foot grass runway was later paved in 1949 and was lengthened to 5,000 feet. The runway ran roughly parallel to the Capital Beltway (I-95/495) and a portion of Hanover Parkway outside of the sector plan area and to the east of Hunting Ridge follows the runway's former alignment. During the 1930s the Civilian Pilot Training Program used Schrom airfield to train student pilots, many from the University of Maryland. During its heyday in the 1940s, the airfield was used by more than 50 planes and 120 pilots, mechanics, and instructors. During World War II the airfield was briefly closed due to security concerns, but reopened in 1944 as a training center for the Civil Air Patrol. Schrom Airport continued in operation until about 1952. Construction of the Baltimore-Washington Parkway in 1954 finally forced the closure of the airfield.[2] The history of Schrom Airport is commemorated by an interpretive panel in the Schrom Hills Recreation Center. There are other opportunities for public interpretation of the Schrom Airport if park amenities are developed around the sediment pond at the intersection of Hanover Parkway and Glen Ora Drive or within the Greenway Shopping Center.

Built between 1942 and 1954, the Baltimore-Washington Parkway (#69-026) runs for approximately 14 miles through Prince George's County. It is a dual-lane parkway with 18

2 Images of America: Greenbelt. Jill Parsons St. John and Megan Searing Young. Arcadia Publishing: Charleston, SC, 2011.

bridges and a flanking buffer of natural forest and cultivated native vegetation. Construction began in 1942, but was carried out largely between 1950 and 1954. The parkway is a major scenic artery within the park and parkway system of Washington and serves as a formal entrance to the city. The parkway was listed in the National Register of Historic Places in 1991 and is also a Prince George's County Historic Site.[3]

The second major federal highway built through the sector plan area was the Capital Beltway (I-95/495). Planning for the Washington Circumferential Highway began in 1950, but final approval for the project was not obtained until September 28, 1955. Construction of the Beltway began in 1955 as part of Dwight D. Eisenhower's Interstate Highway System and the first section opened on December 21, 1961. The highway was completed on August 17, 1964. The Beltway was primarily designed to bypass the nation's capital. Major road improvements spurred suburban growth along their corridors.[4]

One apartment complex constructed next to the Capital Beltway (I-95/495) and within the sector plan area was Springhill Lake, now known as Franklin Park at Greenbelt Station. The complex was built in 10 sections in several phases over the course of seven years on about 157 acres. This garden apartment complex was designed by Washington, DC, architects Cohen Haft and Associates in collaboration with a local landscape firm, T. D. Donovan and Associates. Springhill Lake comprised nearly 2,900 apartment and townhouse units when finished. Springhill Lake was the largest garden apartment complex on the East Coast at the time it was constructed. Although a private endeavor, construction of the Baltimore-Washington Parkway and the Capital Beltway by the federal government made the project feasible. The new Springhill Lake complex was sensitive to the New Deal planned town and mimicked many of the traits of Old Greenbelt, such as clustered low-rise dwellings and communal space. The complex also provided social and retail services for its residents to help build a spirit of community. An elementary school and shopping center were added to provide services within walking distance of the residents' homes. Parking lots are segregated at the perimeter of each section to provide a maximum of green space between the buildings.[5] Any redevelopment of Franklin Park at Greenbelt Station should keep these design principles in mind.

All of the sector plan area is contained in the Anacostia Trails Heritage Area (ATHA). A heritage area, as described by the Maryland Heritage Area program, is a region united by a common history, whose special features can be used to enhance and promote tourism. The ATHA is united by a shared history of prehistoric and colonial settlement and agriculture, transportation innovations, and small historic towns. Once a recognized heritage area is certified by the Maryland Heritage Areas Authority, it may be awarded grants, loans, and tax credits for local economic development and capital improvement projects that will benefit heritage tourism. Prior to certification, the state requires a heritage management plan that is an official adopted plan of the local jurisdictions. In Prince George's County, the plan is an amendment to the county's 2002 General Plan and the ATHA Heritage Management Plan: A Functional Master Plan for Heritage Tourism was approved by the District Council on September 25, 2001.

3 Illustrated Inventory of Historic Sites and Districts, Prince George's County, Maryland. The Maryland-National Capital Park and Planning Commission: Upper Marlboro, MD, 2011.

4 Apartment Buildings and Garden Apartment Complexes in Prince George's County, Maryland: 1934-1955. National Register of Historic Places Multiple Property Documentation Form. E.H.T. Traceries, Washington, DC, 2005.

5 Historic American Buildings Survey, Springhill Lake Apartments, HABS MD-1216. National Park Service, Washington, DC, 2005.

Transportation and Modeling

A comprehensive existing conditions analysis of transportation conditions within and adjacent to the sector plan area was conducted between 2011 and 2012. The full existing conditions memorandum and associated appendices, prepared by the consultant firm of Wallace Montgomery and Associates and Wilbur Smith Associates, are available upon request from the Prince George's County Planning Department's Transportation Planning Section. In addition to the existing conditions memorandum, transportation planners and M-NCPPC staff spent time in the sector plan area studying existing conditions and making field observations. Major findings from this fieldwork are summarized in this appendix.

Traffic and Circulation Observations and Challenges

- Excessive speeding along MD 193, Kenilworth Avenue (MD 201), and Cherrywood Lane during off peak hours.
- The grade-separated diamond interchange on MD 193 at Kenilworth Avenue (MD 201), with extra wide and multilane on and off ramps, double left turn lanes, and three through lanes on each approach of MD 193, results in an overly wide facility (over 10 lanes). Closely spaced multi-phase traffic signals on either side of the bridge results in an unsafe, undesirable, and unacceptable situation for motorists, pedestrians, and bikers desiring to travel along MD 193.
- The traffic on the southbound Kenilworth Avenue (MD 201) off ramp and the left-turning traffic onto eastbound MD 193 are experiencing high signal delays.
- There are few safe and adequate crossing opportunities along MD 193, Hanover Parkway, and Cherrywood Lane. What few opportunities exist are far from each other, forcing either longer trips or illegal crossings.
- The area defined by MD 193, the Baltimore-Washington Parkway, and Southway has a high degree of traffic conflicts and poses operational challenges for all locally-oriented traffic. At this location the local traffic is forced to merge with a continuous and high volume of through traffic between the Baltimore-Washington Parkway and MD 193.
- The residential neighborhood and commercial street approaches at many of the MD 193 and Hanover Parkway intersections are experiencing high level of delays, even though the overall intersection LOS grade level is at or better than the minimum acceptable level for the Developed Tier.
- Some roads in the sector plan area are heavily used to carry a large amount of commuter through traffic at higher speed than they should, especially since the area is transforming from a suburban to a more urban character.
- MD 193 currently does not function as a main boulevard with its own identity. While some progress has been made in this regard, the development along MD 193 is still more a collection of major destinations in an auto-oriented environment.
- The lack of a direct and directional exit access ramp from the northbound Capital Beltway (I-95/495) outer loop to the Greenbelt Metro Station and an entry ramp from the station to the southbound Capital Beltway (I-95/495) inner loop place a much greater demand and emphasis on other collector roadways and residential streets in the sector plan area than they were designed to handle. Without timely funding and construction of these ramps, this situation could become much more

challenging as more development is approved or constructed.

- The access to and from Lakecrest Drive and American Legion Drive is problematic and somewhat complex. Minor geometric modification and possible alteration to the existing travel patterns could improve the traffic operation and safety at this location.

❖ Almost all roadways throughout the sector plan area lack dedicated bicycle lanes.

Transportation and Buildout Modeling

Many elements of a county master plan or sector plan are informed by model analyses of anticipated development intensities at the time of build-out or when the horizon of the plan's vision is reached. The Greenbelt Metro Area and MD 193 Corridor Sector Plan looks 30 years into the future. The model analyses conducted for this sector plan directly inform the plan's proposed land use pattern, transportation network, and school pupil generation. For the purposes of this sector plan, staff analyzed three scenarios with a horizon date of 2040: baseline (consisting of development that exists today, approved development, and the Metropolitan Washington Council of Governments (MWCOG) forecast round 8.0), high office (reducing anticipated dwelling units and retail space in favor of office development), and mixed-use (emphasizing vertical and horizontal mixed-use development on most sites).

Households and employment figures are the primary emphasis of these build-out models, which for transportation and land use purposes are oriented to Prince George's County transportation analysis zones (PGTAZ). These PGTAZs are small geographic locations that nest within larger zones used by MWCOG in regional analysis and extend beyond the sector plan boundaries to allow for analysis of transportation networks entering and exiting the sector plan area.

Both scenarios analyzed for this sector plan area (complementing the baseline analysis) assume some reduction and redistribution of retail, office, and residential uses in response to community input, staff and regional analyses of market conditions, and other factors.

Households

Due primarily to the approvals of conceptual site plans (CSP) for Greenbelt Station and Franklin Park at Greenbelt Station (formerly Springhill Lake), staff found that the baseline analysis generated a sizable increase in the number of households within the PGTAZs selected for the analysis of the sector plan area. Both the high office and mixed-use scenarios see a reduction in the anticipated household growth between now and 2040, and both scenarios also anticipate a somewhat expanded mix in housing types over the baseline, which assumes almost all multifamily growth.

Table 39: Households Anticipated by 2040

Employment (by PGTAZ)	Total	City of Greenbelt	Town of Berwyn Heights
Existing	8,605	7,588	1,017
Baseline Analysis (Existing and Approved)	13,115	12,098	1,017
High-Office Scenario	11,176	10,159	1,017
Mixed-Use/Balanced Scenario	10,506	9,489	1,017

Source: M-NCPPC

Table 40: Existing and Approved Dwelling Units within Sector Plan Area

Development	Dwelling Unit
Franklin Park at Greenbelt Station (CSP-05001)	2,899 (Existing) 5,800 (Approved)
Greenbelt Station (CSP-01008/01)	2,250 (Approved)
University Square Apartments	496
Belle Point	99
Charlestowne North	178
Charlestowne Village	165

Source: M-NCPPC

This listing of dwelling units served as the base for the household build-out projections. The recommendations of the sector plan and the sectional map amendment zoning were also used to establish the final build-out numbers that were analyzed for transportation and public facilities needs.

Employment

When it comes to the employment figures, M-NCPPC works from well-established employment ratios as follows:

To estimate the number of future employees, staff made assumptions of the non-residential space that may result from the two alternate scenarios. Most of the changes occur within the City of Greenbelt. Changes in employment within the Town of Berwyn Heights are related to shifts in employment type (retail vs. office) and level of industrial employment.

With the high office scenario, staff assumed amendments to the approved CSP for Greenbelt Station would result in a major employment/GSA campus employing 12,000 people and a reduction in the amount of approved retail from 1.1 million square feet to approximately 75,000 square feet, which would primarily serve the employees and visitors to the Metro station area. Spin-off development could reach more than 300,000 additional square feet of office development and 25,000 additional square feet of retail space primarily located at the Maryland Trade Center, Beltway Plaza, and Capital Office Park.

Table 41: Employment Assumptions (Employment Generation Based on Square Feet of Development)

Use	Sq. Ft. per Employee
Retail	400
Office	250
Industrial	700
Fast Food/Sit Down Restaurant	150
Grocery Store	700
Elementary School (total employees per school)	40
Middle School (total employees per school)	60
High School (total employees per school)	110
Full Service Hotel (employees per room)	0.75
Motel (employees per room)	0.10

Source: M-NCPPC

The mixed-use scenario retained the CSP approval numbers for North Core and assumed no additional office space in the sector plan area. Instead, approximately 30,000 square feet of new retail space (infill development) was assumed between Capital Office Park and the Golden Triangle Office Park.

Working off these assumptions, staff's analysis of the three models suggests the following employment figures by 2040:

Table 42: Employment Anticipated by 2040*

Employment (by PGTAZ)	Total	City of Greenbelt	Town of Berwyn Heights
Existing	15,433	13,457	1,293
Baseline Analysis (Existing and Approved)	23,291	20,749	1,293
High-Office Scenario	29,513	27,237	1,027
Mixed-Use/Balanced Scenario	24,928	22,219	1,460

* Doctors Community Hospital is outside the corporate boundaries of the City of Greenbelt and constitutes the remainder of anticipated employment within the designated PGTAZs.

Source: M-NCPPC

These analyses are conceptual only and are used to broadly understand and interpret the potential impacts of the land use pattern and transportation network envisioned by the sector plan. The final recommended land use pattern consists of a blend of the high office and mixed-use/balanced scenarios.

Future Conditions and Methodology

The analysis of projected traffic conditions was done by assuming and comparing the build-out of the sector plan area as currently built and approved with the build-out of the land use options presented to the community in the winter of 2012. This was done using the Planning Department's regional transportation demand forecasting model. This model is a computerized procedure that takes into account the planned or assumed land use and transportation infrastructure for the plan area as well as similar information for the Prince George's County and the surrounding jurisdictions.

A comparison between the projected number of households and employments and the total daily vehicular traffic projections for the build-out of the sector plan area was made between three tested concepts: the base condition (approved land uses, existing development, and approved—but not yet built—development, what is sometimes called pipeline development), a mixed-use scenario for

North Core and other areas that revises some of the assumptions of approved development proposals, and a scenario that combines a major employment or GSA campus with a more modest level of mixed-use development.

Using the generated projected daily traffic volumes for major roadways in the sector plan area, AM and PM peak period turning movements for the major intersections in the sector plan area were developed. The results of this detailed analysis using the forecast daily traffic volumes and developed future turning movement volumes revealed the following:

- All major roadways in the sector plan area carry extensive regional and through traffic. A relatively large portion of the capacity issues are a direct result of commuter traffic passing through the plan area, or are oriented to the Greenbelt Metro Station.
- To maintain an acceptable LOS of E or better at some of the signalized intersections, additional widening is needed along some MD 193 approaches, especially for the segment between the Capital Beltway (I-95/495) and Hanover Parkway.
- Even with additional widening of the MD 193 approaches to include four through lanes, the signalized intersection of MD 193 at Hanover Parkway would continue to operate at a LOS grade level F during the PM peak hour, using the CLV method.
- The roundabout under construction at Cherrywood Lane and Greenbelt Metro Access Drive would continue to operate at an acceptable LOS even with the projected build-out traffic.
- With the projected traffic, the existing signalized ramp intersections to and from Kenilworth Avenue (MD 201) at the current diamond interchange configuration would operate at the unacceptable LOS F during both peak hours. Reconfiguring the existing diamond interchange to a "Diverging Diamond" interchange with four through lanes in each direction in lieu of the existing 10-lane bridge would improve the overall LOS from the unacceptable LOS F to LOS D or better. Additionally, by narrowing the existing MD 193 roadway by 24 feet, especially on the bridge, significant enhancement in pedestrian and bike accommodations are possible.
- Cherrywood Lane is and will continue to operate at acceptable LOS without needing multiple lanes between MD 193 and Kenilworth Avenue (MD 201), provided the missing ramps at the existing Capital Beltway (I-95/495) Greenbelt Metro interchange are constructed.
- Reducing one through lane in each direction along MD 193 (taking the roadway from three to two lanes in each direction, known as a "road diet") and replacing the removed lane with enhanced on-road bike lanes, landscape buffers, and wider sidewalks between Hanover Parkway and Cherrywood Lane would deteriorate the AM and PM peak hour LOS at its intersections to the unacceptable level of F. While initially considered as an alternative to enhance pedestrian and bicycle accessibility and safety, a road diet of MD 193 is infeasible.
- Narrowing Southway to only one lane in each direction would not result in unacceptable LOS, provided the commuter traffic between MD 193 and the Baltimore-Washington Parkway are separated from local traffic.

If the transportation recommendations presented in this sector plan are implemented, the transportation network serving the sector plan area is projected to operate at or below the policy level of service "E" as required by the 2002 General Plan and 2009 Countywide Master Plan of Transportation.

The Critical Lane Volume (CLV) method is an analysis technique that correlates the critical volumes, or approach volumes that most affect how the intersection operates, at an intersection with preset capacity values to determine the Level of Service and volume to capacity (v/c) ratio. The CLV method offers a simple technique that presents a picture to the layman of how an intersection operates.

Public Schools

Background

Prince George's County Public Schools' (PGCPS) students that reside within and adjacent to the Greenbelt sector plan area attend Berwyn Heights, Greenbelt, Hollywood, Magnolia, Paint Branch, and Springhill Lake Elementary Schools; Greenbelt Middle School; and Eleanor Roosevelt, Highpoint, and Parkdale High Schools. These schools are shown in the following table. (See Table 43 below.)

Table 43: Public School Facilities Serving the Sector Plan Area

NAME	ADDRESS	CITY	BUILDING SIZE (square feet)	ACREAGE
Elementary Schools				
Berwyn Heights Elementary School	6200 Pontiac Street	Berwyn Heights	45,387	10.4
Greenbelt Elementary School	66 Ridge Road	Greenbelt	67,500	13.0
Hollywood Elementary School	9811 49th Avenue	College Park	40,500	8.7
Magnolia Elementary School	8400 Nightingale Drive	Lanham	54,506	10.0
Paint Branch Elementary School	5101 Pierce Avenue	College Park	59,021	12.0
Springhill Lake Elementary School	6060 Springhill Lake	Greenbelt	70,993	10.0

Middle Schools

NAME	ADDRESS	CITY	BUILDING SIZE (square feet)	ACREAGE
Greenbelt Middle School	6301 Breezewood Drive	Greenbelt	143,277	33.8

High Schools

NAME	ADDRESS	CITY	BUILDING SIZE (square feet)	ACREAGE
Eleanor Roosevelt High School	7601 Hanover Parkway	Greenbelt	327,458	40.0
Highpoint High School	3601 Powder Mill Road	Beltsville	318,376	38.8
Parkdale High School	6001 Good Luck Road	Riverdale	265,201	34.9

Source: Prince George's County Public Schools Educational Facilities Master Plan, 2011.

Greenbelt Middle School Replacement

A new Greenbelt Middle School has been built to replace the existing middle school. The new school was constructed on the existing school site and was scheduled for completion in 2012. In addition, the new school was built to LEED® Gold standards. The old school was one of the oldest facilities owned by the Prince George's County Board of Education. The original school building was constructed in 1937 and additions were built in 1945, 1953, 1957 and 1962.

The Greenbelt Middle School replacement project was previously approved by the Board of Education only as a renovation, modernization, and addition project; however the project was expanded to the construction of a new school building that is separate and free standing from the existing building and past additions. The new building reflects a two-story middle school design with technology education, family and consumer science, special education classrooms, a gymnasium, cafeteria, art and science classrooms, and a centrally located media center. The new school capacity increased from 757 seats to 990 seats for grades 6 through 8. The original section of the historic Greenbelt Middle School was built in 1937 and will be preserved for its historical significance. In addition, the facility is being studied for future renovation to provide additional educational and community uses.

A new vehicular entrance was built on the northwest corner of the site, and a tree buffer is planned between the existing bus lot and the new school. Upon completion of the school, athletic amenities including playing fields will be constructed.

Current Enrollment

There are 10 schools from the PGCPS system serving the Greenbelt sector plan area and surrounding communities. Of these schools, four schools have 2011 enrollments beyond their state-rated capacities. Three elementary schools and one middle school are between 60 percent and 100 percent capacity. (See Table 44 on right)

Table 44: School Enrollment and Capacity

SCHOOL NAME	9/30/2011 ENROLLMENT	STATE-RATED CAPACITY	PERCENT OF CAPACITY
Berwyn Heights Elementary School	480	518	93%
Greenbelt Elementary School	621	569	109%
Hollywood Elementary School	454	339	134%
Magnolia Elementary School	479	448	107%
Paint Branch Elementary School	405	426	95%
Springhill Lake Elementary School	585	638	92%
Elementary School Total	**3,024**	**2,938**	**103%**
Greenbelt Middle School	660	1,092	60%
Middle School Total	**660**	**1,092**	**60%**
Eleanor Roosevelt High School	2,551	2,164	118%
Highpoint High School	2,258	2,253	100%
Parkdale High School	2,172	2,165	100%
High School Total	**6,981**	**6,582**	**106%**

Source: PGCPS, November 2011.

School Facility Conditions

In May 2008, Parsons 3D/International in association with three subcontractors completed a facilities condition assessment of public schools within the county. It explored the physical conditions of each school, both internal and external. Parsons identified which schools required improvements based upon age and the cost of renovation versus the replacement of the facility. The study assessed schools based upon a facilities condition index (FCI) which is a measurement of "a facility's condition represented by the ratio of the cost to correct a school facility's deficiencies to the current replacement value of the facility."

Schools with an FCI of 0-40 percent are considered to be in good condition. Schools with an FCI of 40-75 percent are considered to be in fair condition. Lastly, schools with a FCI greater than 75 percent are considered to be in poor condition. Schools constructed since 1993 were not evaluated.

Table 45 below includes the FCI of the public schools which serve the Greenbelt sector plan area and surrounding communities and identifies the year in which each school was constructed. Of the eight schools included in the 2008 analysis, three of the schools evaluated were rated in good condition and five schools were rated in fair condition. No schools serving the sector plan area rated poor. Greenbelt Elementary School was constructed in 1993 and Greenbelt Middle School relocated to a new facility in 2012, and both were not evaluated in this study.

Table 45: School Facility Conditions: 2008 Parsons 3DI Study

Elementary Schools	2008 3DI FCI	2008 3DI Rating	Year School Constructed
Berwyn Heights Elementary School	10.24%	Good	1958
Hollywood Elementary School	49.17%	Fair	1952
Magnolia Elementary School	61.62%	Fair	1971
Paint Branch Elementary School	51.73%	Fair	1972
Springhill Lake Elementary School	67.54%	Fair	1966

High Schools	2008 3DI FCI	2008 3DI Rating	Year School Constructed
Eleanor Roosevelt High School	48.48%	Fair	1974
High Point High School	31.54%	Good	1954
Parkdale High School	36.96%	Good	1968

Source: Parsons 3DI, 2008 and PGCPS 2007-2008 Educational Facilities Master Plan.

Pupil Yield Methodology

Development of Pupil Yield for Single-Family Dwelling Units

The Planning Department used a listing of all single-family dwelling units in Prince George's County as of October 24, 2006. From this listing, the department determined the total number of addresses needed to represent a five percent sample of attached and detached single-family dwelling units in each Subregion of the county. The Maryland State Tax Assessors File was queried and ten percent of the properties classified as single-family detached or townhouses in Prince George's County were returned. The department then sorted the addresses by Subregion and dwelling unit type. To achieve the five percent sample size, the department selected one dwelling unit for each street represented in the ten percent sample, then manually selected random dwelling units using a number of techniques. The techniques used included sorting the entire table by street number and selecting, the first, third, fifth, etc., line, and selecting random lines until a five percent sample was achieved. This sample was submitted to Prince George's County Public Schools (PGCPS) in order to determine the pupil yield for each dwelling unit type.

Development of Pupil Yield for Multifamily Dwelling Units

The Planning Department used a listing of every multifamily housing unit in the county as of November 8, 2006. From this the total number of addresses needed to represent a five percent sample in each Subregion was determined. Because this file drew from a number of sources, including the county permits database, city permits databases, the Department of Housing and Urban Development, and the Maryland Department of Assessments and Taxation, and was crosschecked against Census and postal data, it is considered to be the best source of information about multifamily dwelling units in the county. The multifamily sample was then provided to PGCPS and they submitted their results.

Development of Pupil Yield for Multifamily Dwelling Units in Centers and Corridors

The 2002 General Plan directs intensified growth around designated Centers and Corridors. Residential development around activity nodes in centers and corridors are to include significant numbers of mid- to high-rise buildings. In the past, the Planning Department has integrated such structures with a general pupil yield factor that encompasses all apartments. However, in recognition of the diversity of housing types in these communities, as well as to attract development to these nodes, it is important to look at them separately from the garden apartments that are more prevalent in the county's multi-family housing stock.

Montgomery, Arlington, and Fairfax Counties all have considerably more transit-oriented or transit-adjacent residential development than does Prince George's County. High-rise multifamily housing stock in the county tends to be located away from transit services and outside designated centers and corridors. The department contacted each of these counties to determine their pupil yield factors for mid- and high-rise development surrounding transit stations. The range for each county's pupil yield was approximately the same. After consulting with Montgomery County and comparing their multifamily housing stock and planning efforts around centers and corridors to that of Prince George's County, the department decided to go with Montgomery County's pupil yield factors until such point in the future where Prince George's County has enough mid- to high-rise housing stock in centers and corridors to conduct a full survey.

City of Greenbelt Park and Recreation Facilities

The City of Greenbelt is not included in the Maryland-Washington Metropolitan District for the purposes of parks and recreation, which makes Greenbelt one of three municipalities in Prince George's County to provide and maintain its own parks, recreational facilities, and recreation department independent of the jurisdiction of The Maryland-National Capital Park and Planning Commission.

Greenbelt's Recreation & Parks Department owns and maintains an array of park and recreation facilities throughout the city. An inventory of these facilities is provided below. Additional information on city park and recreation facilities, special events, and programming can be found on the department's web page, at http://www.greenbeltmd.gov/index.aspx?NID=142.

Facility	Location	Acres
Parcel A	Lots 1-3 Ridge Road	.07
Park # 1	Ridge & Crescent	.60
Park # 2	Crescent & Underpass at Westway	.70
Park # 3	Between 11 and 13 Ridge	.30
Park #s 4 & 5	SW Corner of Crescent & Southway	.37
Park # 6	1 Southway	.58
Park # 7	South of Center Underpass	.80
Park # 8	East of 2 Gardenway	.38
Park # 9	Crescent & Gardenway	1.13
Park # 10	Behind 3 Gardenway	.24
Park # 11	Behind 2 Eastway	.46
Park # 12	Behind 2 Northway	.83
Park # 13	Crescent opposite Hillside	.72
Park # 14	Crescent & Hillside	.27
Park # 15	Ridge & Plateau	.38

Facility	Location	Acres
Park # 16	Ridge near 73 Court	1.12
Park # 17	Little League Field	2.02
Braden Field	Northway and Ridge Road	23.80
Lake Park	Lake 23.2 acres Buddy Attick Park	85.32
Park between	4 & 6 Ridge	1.86
Indian Springs	Golden Triangle Office Park	3.00
Park # 18	Woodland Hills Parcel B opposite Greenbelt Volunteer Fire Station	2.37
Park # 19	By Citgo Gas Station	.28
Lakewood Park		7.00
Parcel 7		8.81
Parcel 2	Behind Green Ridge House	9.96
Springhill Lake Park	Contains 7 Par-3 Golf Holes	10.99
Greenbriar Park	Hanover Parkway	7.00
Northeast Park		42.32
Northway Park	(Old landfill)	5.00
Attick Park	(White & Davis properties)	.03
Greenwood Village	(1.826 + 1.122 Acres)	2.96
North Ridge Parcel 4	73 Court Ridge playground	.19
Schrom Hills Park	Hanover Parkway	37.02
Farmgate Dedication		.11
Schrom Hills Dedication		6.28
PEPCO Substation		.69
City Cemetery	Ivy Lane	3.10
Boxwood Village Park	(Transferred from Prince George's County to the city in 1985)	9.35

Facility	Location	Acres
Additions/(Deletions) Since 1986		
1987	Parcel 15 – Milton Co. Police Station- Parcel 8 Northwest Park (Metro)	10.00 (2.45) (1.91)
1988	Shimmel Property (Schrom Hills Park) Parcel 2 (behind 32 Court Ridge; South Preserve)	3.80 9.34
1989	Surplus School Sites (South Preserve) Cherrywood Lane (Springhill Lake golf course) Greensprings	72.04 (2.32) 1.70
1990	Parcel 1 (North Preserve) Steiner (Schrom Hills Park)	102.00 1.2
1991	Lost North End School	(13.06)
1993	Greensprings	3.26
1994	Center School	7.8
1995	Greensprings II	3.98
1996	Dog Park	4.83
1997	Greenbelt Lake Village Parcel B Greenbelt Lake Village Parcel 57	4.9824 3.65
1999	Holiday Inn Out Lot	.56
2004	Sunrise Property	9.91
Not Owned or Operated by City of Greenbelt		
Greenbelt National Park	Greenbelt Road (MD 193)	1,100.00
Greenbelt Station State of Maryland Property	Cherrywood Lane	111.00

Public Facilities Cost Estimates

Section 27-646(c)(4) of the Zoning Ordinance requires that "(a)ll approved Master Plans shall contain an estimate of the cost of all public facilities which must be acquired and constructed in order to carry out the objectives and requirements of the Plan.

The tables below identify the proposed public facilities to serve the vision and goals of the plan. "New" indicates new or modified public facilities recommendations of the Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan. "Existing" indicates existing and proposed recommendations in current county or state funding programs or carried over from the 2001 Approved Sector Plan and Proposed Sectional Map Amendment for the Greenbelt Metro Area.

New/ Existing	Recommended Public Facilities	Location and Description	County CIP/ State CTP	Estimated Cost
Transportation Facilities—Roads				
Existing	Capital Beltway (I-95/495)	Study to widen the Capital Beltway (I-95/495) and determine the feasibility of managed lanes from the American Legion Bridge to the Woodrow Wilson Bridge (42.2 miles).	State FY 2012-2017 CTP	TBD—project on hold
Existing	Greenbelt Metro Station Interchange	Construct a full interchange along the Capital Beltway (I-95/495) at the Greenbelt Metro Station.	State FY 2012-2017 CTP	$29,100,000 construction costs. Other costs TBD
Existing	MD 201 Extended	Study of capacity improvements on MD 201 and US 1 from the Capital Beltway (I-95/I-495) to north of Muirkirk Road (7.1 miles). Bicycle and pedestrian access will be considered as part of this project.	State FY 2012-2017 CTP	TBD—project on hold
Existing	Berwyn Road Bridge	Replace the Berwyn Road bridge over Indian Creek.	State FY 2012-2017 CTP: American Recovery and Reinvestment Act (ARRA)	$672,000

New/ Existing	Recommended Public Facilities	Location and Description	County CIP/ State CTP	Estimated Cost
Existing	Kenilworth Avenue Deck Replacement	Replace the bridge decking on the Kenilworth Avenue bridges spanning the Capital Beltway (I-95/495).	State FY 2012-2017 CTP: American Recovery and Reinvestment Act (ARRA)	$5,654,000
Existing and New	Green street improvements	Incorporate green street improvements along Cherrywood Lane, Breezewood Drive, Edmonston Road, and other appropriate roadways.	FD661091 (existing county green street program)	$17,500,000 (countywide over 6yr CIP) TBD (sector plan area)
Existing	Greenbelt Station Parkway	Construct a connector road in the Greenbelt Station development site to link South Core and North Core. Ensure the connector road is placed to the east, away from the Metro/CSX tracks and the North College Park community.	Not in CIP/CTP	Developer-funded
New	MD 193 Diverging Diamond	Reconfigure the bridge over Kenilworth Avenue (MD 201) with a diverging diamond interchange.	Not in CIP/CTP	$4,200,000
New	Lakecrest Road Reconfiguration	Relocate Lakecrest Road to the eastern portion of Lakecrest Circle and eliminate the current intersection with MD 193 and American Legion Drive.	Not in CIP/CTP	$600,000
New	Southway Reconfiguration	Redesign Southway to separate Baltimore-Washington Parkway access ramp traffic from through traffic heading to historic Greenbelt.	Not in CIP/CTP	$1,200,000
New	Hanover Road Reconfiguration	Redesign Hanover Road to modify through lanes, add a median and bike lanes, and provide a boulevard character.	Not in CIP/CTP	$1,300,000
New	Cherrywood Lane Road Diet	Provide a median along Cherrywood Lane and add bike lanes and sidewalks along both sides of the street.	Not in CIP/CTP	$3,400,000
Transportation Facilities—Transit				
New	Metro station parking facilities	Construct one or more parking structures to replace the surface parking facilities serving Greenbelt Metro Station.	Not in CIP/CTP	TBD

New/ Existing	Recommended Public Facilities	Location and Description	County CIP/ State CTP	Estimated Cost
Transportation Facilities—Trails				
Existing	North College Park pedestrian connector	Construct a bridge linking Greenbelt Station to North College Park.	Not in CIP/CTP	Developer-funded
New	Continuous sidewalks	Fill in missing sidewalk linkages and ensure continuous sidewalks are provided throughout the sector plan area.	Not in CIP/CTP	$360,505
New	Intersection improvements	Provide intersection improvements such as pedestrian signals, crosswalks, curb ramps, and relocated vehicle stop bars at multiple intersections within the sector plan area.	Not in CIP/CTP	$45,000 to $115,000
New	Shared-use roadway markings	Provide shared lane markings (sharrows) along numerous roadways within the sector plan area to facilitate bicyclist safety.	Not in CIP/CTP	$66,520
New	Hard surface trails	Provide missing linkages to existing trail networks and establish new trail systems in appropriate locations within the sector plan area such as Beltway Plaza and Capital Office Park.	Not in CIP/CTP	$526,175
New	Sidepaths	Provide sidepaths along roadways to enhance pedestrian and bicyclist safety.	Not in CIP/CTP	$1,983,800 to $2,666,302
New	Safe Routes to Schools	Provide sidewalk, roadway, intersection improvements, and amenities such as cameras, stamped concrete, safety signage, and signal enhancements throughout the sector plan area to increase safety for children moving to and from schools.	Not in CIP/CTP	$35,000 to $100,000
New	On-road bike lanes	Construct bicycle lanes and/or restripe roadways to provide for bicycle lanes.	Not in CIP/CTP	$63,980 to $68,980
New	Greenbelt Medical Mile	Provide hard surface trail loops around the Hanover Parkway stormwater management facility and within the Maryland Trade Center as the northern portions of the proposed medical mile trail network.	Not in CIP/CTP	$861,742
New	MD 193 sidewalks	Provide continuous sidewalks between the Metro Green Line/CSX tracks and Southway.	Not in CIP/CTP	$800,000

New/ Existing	Recommended Public Facilities	Location and Description	County CIP/ State CTP	Estimated Cost
New	MD 193 bike lanes	Install bike lanes along MD 193; within the section bounded by the Metro Green Line/CSX tracks and the Capital Beltway (I-95/495), construct buffered bike lanes if feasible.	Not in CIP/CTP	TBD
New	Greenbelt Station Parkway	Construct bicycle lanes and provide a sidepath along Greenbelt Station Parkway; in the short-term, construct a hard surface trail with a bridge to link South Core to North Core until Greenbelt Station Parkway is completed.	Not in CIP/CTP	$13,260 for striped bike lanes $662,880 for sidepath
New	Indian Creek Stream Valley Park trails	Construct a hard surface trail, with boardwalks where appropriate to cross wetlands, throughout the Indian Creek stream valley east of the Greenbelt Metro Station North and South Cores. Provide linkages to both development areas, Breezewood Drive, and Springhill Drive. Connect the stream valley park trail to Branchville Road, and across MD 193 to the existing trail head west of 57th Avenue. Provide a short loop trail around the north, east, and south sides of the South Core development site, and link the trail to the Indian Creek stream valley trail.	Not in CIP/CTP	$919,515
New	Golden Triangle Trail Network	Provide a sidepath network through the Golden Triangle office park along Walker Drive, Capitol Drive, Golden Triangle Drive, and internal driveways.	Not in CIP/CTP	$464,015
New	Baltimore-Washington Parkway Trail	Provide a sidepath on the Baltimore-Washington Parkway.	Not in CIP/CTP	TBD
Schools				
Existing	Greenbelt Middle School	Greenbelt – A new school was completed in 2012 to replace the existing school.	AA779413	$54,000,000
Public Utilities				
Existing	Stormwater management restoration	Improve stormwater management systems and infrastructure throughout the county.	FV664281	$39,400,000 (countywide over 6 yr CIP)

New/ Existing	Recommended Public Facilities	Location and Description	County CIP/ State CTP	Estimated Cost
Public Facilities				
Existing	Greenbelt Fire/EMS Station #35	Relocate the Greenbelt Volunteer Fire/EMS station to MD 193 between the Capital Beltway (I-95/495) and Southway.	LK510523	$5,400,000
New	Springhill Lake Elementary School	Renovate or replace Springhill Lake Elementary School.	Not in CIP/CTP	$23,000,000
New	Greenbelt bus lot	Relocate the Board of Education Greenbelt bus lot.	Not in CIP/CTP	TBD
New	Greenbelt Middle School	Repurpose the historic Greenbelt Middle School for a new institutional or community use; renovate the building as necessary for adaptive reuse.	Not in CIP/CTP	TBD
New	North Core interpretation center	Build an archeological and historical interpretation center and museum as a major civic amenity at North Core.	Not in CIP/CTP	TBD
New	Satellite library	Provide a satellite library facility in North Core, Beltway Plaza, Greenway Center, or co-located with a school or community center.	Not in CIP/CTP	$500,000
New	Historic interpretation	Include publicly accessible interpretation of the history and significance of Schrom airport in the Greenway Center and Maryland Trade Center and along planned trails around the sediment control pond at the intersection of Hanover Parkway and Ora Glen Drive; of the Wild Cat and Toaping Castle plantations at the Turner and Walker Family Cemeteries; and of the prehistoric occupation of the area along planned trails in the North and South Core areas near the Greenbelt Metro Station.	Not in CIP/CTP	TBD
Parks and Recreation				
New	Half-acre urban park	Provide urban park spaces and open spaces (such as squares, pocket parks, town greens, indoor recreation facilities, and plazas) in various locations in North Core, South Core, Beltway Plaza, Franklin Park at Greenbelt Station, and Greenway Center/Maryland Trade Center to serve the needs of residents and commercial areas, provide eating and sitting areas, and offer sites for public art, promenades, and community gardens.	Not in CIP/CTP	$1,100,000 per location

New/ Existing	Recommended Public Facilities	Location and Description	County CIP/ State CTP	Estimated Cost
New	15-20 acre active recreation park	Coordinate with the City of Greenbelt and the Town of Berwyn Heights to acquire land for a future park in one of the following areas: Springhill Lake Recreation Center/Springhill Lake Elementary School, west of the Greenbelt Federal Courthouse, or on the Board of Education bus lot adjacent to Greenbelt Middle School. A variety of amenities will be provided to serve the recreation needs of the community, including ball fields, skate parks, playgrounds, parking areas, group picnic facilities, fitness equipment, fitness walking trails, and other park amenities.	Not in CIP/CTP	$7,100,000
New	Springhill Lake Recreation Center	Expand Springhill Lake Recreation Center in coordination with the City of Greenbelt. Greenbelt will use Community Development Block Grant (CDBG) funds for the continued renovation of the recreation center, programmatic opportunities, and other improvements such as the replacement of the flat roof with a new green roof, replacement of windows with more energy-efficient models, and complete interior and exterior renovations.	Not in CIP/CTP	$1,800,000
New	Hanover Parkway/Ora Glen Drive stormwater management pond	Incorporate passive park amenities such as native species plantings, shade trees, a formal trail, additional seating, and floating vegetation and water filtration and purification systems in the stormwater management pond located at the southeast corner of the intersection of Hanover Parkway and Ora Glen Drive.	Not in CIP/CTP	$225,000
New	Mandan Road Community Center	Build a new community center and recreation fields on the Board of Education-owned property on Mandan Road south of MD 193 to serve the eastern portion of the City of Greenbelt.	Not in CIP/CTP	$11,000,000

GUIDE TO ZONING CATEGORIES

PRINCE GEORGE'S COUNTY, MARYLAND

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT
COUNTY ADMINISTRATION BUILDING
14741 GOVERNOR ODEN BOWIE DRIVE
UPPER MARLBORO, MARYLAND 20772
Phone number 301-952-3195
Web Address: www.pgplanning.org

November 2010

RESIDENTIAL ZONES [1]

R-O-S: Reserved Open Space - Provides for permanent maintenance of certain areas of land in an undeveloped state, with the consent of the property owners; encourages preservation of large areas of trees and open space; designed to protect scenic and environmentally sensitive areas and ensure retention of land for nonintensive active or passive recreational uses; provides for very low density residential development and a limited range of public, recreational, and agricultural uses.

Minimum lot size	-	20 acres*
Maximum dwelling units per net acre	-	0.05

* Except for public recreational uses, for which no minimum area is required.

O-S: Open Space - Provides for areas of low-intensity residential (5 acre) development; promotes the economic use and conservation of land for agriculture, natural resource use, large-lot residential estates, nonintensive recreational use.

Standard lot size	-	5 acres
Maximum dwelling units per net acre	-	0.20

R-A: Residential-Agricultural - Provides for large-lot (2 acre) residential uses while encouraging the retention of agriculture as a primary land use.

Standard lot size	-	2 acres
Maximum dwelling units per net acre	-	0.50

R-E: Residential-Estate - Permits large-lot estate subdivisions containing lots approximately one acre or larger.

Standard lot size	-	40,000 sq. ft.
Maximum dwelling units per net acre	-	1.08
Estimated average dwelling units per acre	-	0.85

[1] Definitions:

Minimum or Standard lot size: The current minimum net contiguous land area required for a lot.

Average dwelling units per acre: The number of dwelling units which may be built on a tract--including the typical mix of streets, public facility sites and areas within the 100-year floodplain--expressed as a per-acre average.

Maximum dwelling units per net acre: The number of dwelling units which may be built on the total tract--excluding streets and public facility sites, and generally excluding land within the 100-year floodplain--expressed as a per-acre average.

R-R: Rural Residential - Permits approximately one-half-acre residential lots; subdivision lot sizes depend on date of recordation; allows a number of nonresidential special exception uses.

Standard lot size	-	20,000 sq. ft. 15,000 sq. ft. if recorded prior to February 1, 1970 10,000 sq. ft. if recorded prior to July 1, 1967
Maximum dwelling units per net acre	-	2.17
Estimated average dwelling units per acre	-	1.85

R-80: One-Family Detached Residential - Provides for variation in the size, shape, and width of subdivision lots to better utilize the natural terrain and to facilitate planning of single-family developments with lots and dwellings of various sizes and styles.

Standard lot size	-	9,500 sq. ft.
Maximum dwelling units per net acre	-	4.5
Estimated average dwelling units per acre	-	3.4

R-55: One-Family Detached Residential - Permits small-lot residential subdivisions; promotes high density, single-family detached dwellings.

Standard lot sizes	-	6,500 sq. ft.
Maximum dwelling units per net acre	-	6.70
Estimated average dwelling units per acre	-	4.2

R-35: One-Family Semidetached, and Two-Family Detached, Residential - Provides generally for single-family attached development; allows two-family detached; Detailed Site Plan approval required for lots served by private rights-of-way.

Standard lot sizes	-	3,500 sq. ft. for one-family, semi-detached 7,000 sq. ft. for two-family, detached
Maximum dwelling units per net acre	-	12.44
Estimated average dwelling units per acre	-	8.5

R-20: One-Family Triple-Attached Residential - Permits single-family detached, semidetached and triple-attached and townhouse development. Detailed Site Plan approval required for townhouses.

Standard lot sizes	-	3,200 sq. ft. for end lots 2,000 sq. ft. for interior townhouse lots
Maximum triple-attached dwellings per net acre	-	16.33

Maximum townhouses per net acre - 6.0 (same as R-T)

Estimated average triple-attached dwelling units per net acre - 11

R-T: Townhouse - Permits one-family detached and attached, two-family, and three-family dwellings; promotes the maximum amount of freedom in the design of attached dwellings and their grouping and layout; Detailed Site Plan approval required for attached dwellings.

Standard lot size per attached dwelling - 1,800 sq. ft.

Maximum dwelling units per net acre
- Three-family dwellings - 9
- Two-family dwellings - 8
- Other attached dwellings - 6

Minimum area for development - 2 acres

R-30: Multifamily Low Density Residential - Provides for low density garden apartments; single-family detached; single-family attached, two-family and three-family dwellings in accordance with R-T Zone provisions; Detailed Site Plan approval required for multifamilly and attached dwellings.

Standard lot size
- Garden apartments - 14,000 sq. ft.
- Two-family dwellings - 1,500 sq. ft.
- Other attached dwellings - 1,800 sq. ft.

Maximum dwelling units per net acre
- Garden apartments - 10
- Three-family dwellings - 9
- Two-family dwellings - 8
- Other attached dwellings - 6

R-30C: Multifamily Low Density Residential-Condominium - Same as R-30 above except ownership must be condominium, or development in accordance with the R-T Zone; Detailed Site Plan approval required for multifamily and attached dwellings.

Standard lot size
- Garden apartments - 14,000 sq. ft.
- Two-family dwellings - 1,500 sq. ft.
- Other attached dwellings - 1,800 sq. ft.

Maximum dwelling units per net acre
- Garden apartments - 12
- Three-family dwellings - 9
- Two-family dwellings - 8
- Other attached dwellings - 6

R-18: Multifamily Medium Density Residential - Provides for multiple family (apartment) development of moderate density; single-family detached; single-family attached, two-family and three-family dwellings in accordance with R-T Zone provisions; Detailed Site Plan approval required for multifamily and attached dwellings.

Standard lot size
- Apartments - 16,000 sq. ft.
- Two-family dwellings - 1,500 sq. ft.
- Other attached dwellings - 1,800 sq. ft.

Maximum dwelling units per net acre
- Garden apartments and three-family dwellings - 12
- Mid-rise apartments (4 or more stories with elevator) - 20
- Three-family dwellings - 9
- Two-family dwellings - 8
- Other attached dwellings - 6

R-18C: Multifamily Medium Density Residential-Condominium - Same as above except ownership must be condominium, or development in accordance with the R-T Zone; Detailed Site Plan approval required for multifamily and attached dwellings.

Standard lot size
- Apartments - 1 acre
- Two-family dwellings - 1,500 sq. ft.
- Other attached dwellings - 1,800 sq. ft.

Maximum dwelling units per net acre
- Garden apartments - 14
- Mid rise apartments (4 or more stories with elevator) - 20
- Three-family dwellings - 9
- Two-family dwellings - 8
- Other attached dwellings - 6

R-10A: Multifamily, High Density Residential-Efficiency - Provides for a multifamily zone designed for the elderly, singles, and small family groups. Detailed Site Plan approval required for buildings 110 feet in height or less; special exception required for buildings over 110 feet in height.

Minimum lot size - 2 acres

Maximum dwelling units per net acre - 48 plus one for each 1,000 sq. ft. of indoor common area for social, recreational, or educational purposes.

R-10: Multifamily High Density Residential - Provides for suitable sites for high density residential in proximity to commercial and cultural centers; also permits single-family detached dwellings. Detailed Site Plan approval required for buildings 110 feet in height or less; special exception required for buildings over 110 feet in height.

Minimum lot size - 20,000 sq. ft.

Maximum dwelling units per net acre - 48

R-H: Multifamily High-Rise Residential - Provides for suitable sites for high density, vertical residential development; also permits single-family detached dwellings; Detailed Site Plan approval required for multifamily dwellings.

Minimum lot size - 5 acres

Maximum dwelling units per net acre - 48.4

MIXED USE/PLANNED COMMUNITY ZONES

M-X-C: Mixed Use Community - Provides for a comprehensively planned community with a balanced mix of residential, commercial, light manufacturing, recreational and public uses; includes a multistep review process to assure compatibility of proposed land uses with existing and proposed surrounding land uses, public facilities and public services; mandates that each development include residential uses, community use areas, neighborhood centers and an integrated public street system with a variety of street standards.

Minimum tract size	-	750 gross acres
Lot size and dwelling types	-	No Restrictions
Maximum dwelling units per gross acre	-	2
Maximum floor area ratio for commercial uses	-	0.4

M-X-T: Mixed Use - Transportation Oriented - Provides for a variety of residential, commercial, and employment uses; mandates at least two out of the following three use categories: (1) Retail businesses; (2) Office/ Research/Industrial; (3) Dwellings, hotel/motel; encourages a 24-hour functional environment; must be located near a major intersection or a major transit stop or station and will provide adequate transportation facilities for the anticipated traffic or at a location for which the applicable Master Plan recommends mixed uses similar to those permitted in the M-X-T Zone.

Lot size and dwelling types	-	No Restrictions
Maximum floor area ratio	-	0.4 without optional method; - 8.0 with optional method (provision of amenities)

M-U-TC: Mixed-Use Town Center - Provides for a mix of commercial and limited residential uses which establish a safe, vibrant, 24-hour environment; designed to promote appropriate redevelopment of, and the preservation and adaptive reuse of selected buildings in, older commercial areas; establishes a flexible regulatory framework, based on community input, to encourage compatible development and redevelopment; mandates approval of a Development Plan at the time of zoning approval, that includes minimum and maximum Development Standards and Guidelines, in both written and graphic form, to guide and promote local revitalization efforts; provides for legally existing buildings to be expanded or altered, and existing uses for which valid permits have been issued to be considered permitted uses, and eliminating nonconforming building and use regulations for same.

M-U-I: Mixed-Use Infill - Promotes Smart Growth principles by encouraging the efficient use of land, public facilities and services in areas that are substantially developed. These regulations are intended to create community environments enhanced by a mix of residential, commercial, recreational, open space, employment and institutional uses in accordance with approved plans. The infill zone may only be approved for property located in a Transit District Overlay Zone or a Development District Overlay Zone.

R-P-C: Planned Community - Provides for a combination of uses permitted in all zones, to promote a large-scale community development with a full range of dwellings providing living space for a minimum of 500 families; encourages recreational, commercial, institutional, and employment facilities within the planned community; requires conformance with an Official Plan identifying zoning subcategories, that has been adopted by the Planning Board following approval of a Final Plan by the District Council at the time of rezoning, and for certain R-P-C Zones, approval of a Detailed Site Plan prior to development.

Lot size and dwelling types	-	Varied
Maximum dwelling units per gross acre	-	8

R-M-H: Planned Mobile Home Community - Provides for suitable sites for planned mobile home communities, including residences and related recreational, commercial, and service facilities, subject to Detailed Site Plan approval.

Minimum lot size	-	4,000 sq. ft.
Maximum mobile homes per acre	-	7

UC-1: Metropolitan Urban Center District – mandates high intensity, transit-oriented, mixed-use development in General Plan-designated metropolitan centers. These centers are intended for a large-scale mix of uses comprised of multiple Urban Neighborhoods, and are to be the most intense and least auto-dependent areas in Prince George's County. The Metropolitan Urban Center District is best described as a "downtown" district in ultimate built character. Because of the access to regional fixed-guideway transit systems and the scale of these centers, they are to be primary targets for employment, major educational complexes, and high-intensity commercial uses in the county. The UC Zone may only be approved for property subject to Subtitle 27A of the county code.

UC-2: Regional Urban Center District – mandates moderately-scaled mixed-use, transit-oriented development generally consisting of two or more Urban Neighborhoods in a town center setting. Regionally marketed commercial and retail centers, office and employment areas, and recreational complexes primarily serving Prince George's County are appropriate uses. High-density residential development should also be included. The UC Zone may only be approved for property subject to Subtitle 27A of the county code.

UC-3: Community Urban Center District – mandates a small- to moderate-intensity mix of uses typically developed as a neighborhood "main street" with an adjacent Urban Neighborhood. Intended for the least intensive of the General Plan centers, this district shall generally provide a mix of residential and business development to complement and serve existing adjacent neighborhoods. Development may include higher intensity residential and non-residential mixed uses at appropriate locations along key transportation routes. The UC Zone may only be approved for property subject to Subtitle 27A of the county code.

UC-4: Urban Corridor Node – promotes concentrated urban mixed-use, pedestrian-oriented development with a limited, walkable size at designated locations along General Plan corridors. This district shall generally provide a mix of uses that are smaller in scale to complement and serve existing adjacent neighborhoods. Development may include limited higher intensity residential and non-residential mixed uses at appropriate locations

along key transportation routes. Compatibility with existing neighborhoods is essential. The UC Zone may only be approved for property subject to Subtitle 27A of the county code.

COMPREHENSIVE DESIGN ZONES

(These zones require three-phase development plan review, the first of which is Basic Plan approval at the time of rezoning that establishes general land use types, land use relationships, and minimum land use quantities. In zones providing for density and intensity ranges, increases in base density and intensity within the limits prescribed are allowed in return for public benefit features provided by the developer.)

R-L: Residential Low Development - Provides for low-density residential development in areas recommended by a Master Plan for alternative low- density development techniques. The zone allows a mixture of residential types and lot sizes generally corresponding to single-family development; provides for limited commercial uses necessary to serve the dominant residential uses.

Minimum tract size	-	Generally 100 adjoining gross acres
Low .5	-	Base density (dwelling units per gross acre) - .5
	-	Maximum density - .9
	-	Maximum mixed retirement development density - 8 du/gross acre
Low 1.0	-	Base Density (dwelling units per gross acre) - 1.0
	-	Maximum density - 1.5
	-	Maximum mixed retirement development density - 8 du/gross acre

R-S: Residential Suburban Development - A mixture of residential types within the suburban density range generally corresponding to low-density single-family development; provides for limited commercial uses necessary to serve the dominant residential uses.

Minimum tract size	-	Generally 25 adjoining gross acres
Suburban 1.6	-	Base density (dwelling units per gross acre) - 1.6
	-	Maximum density - 2.6
	-	Maximum mixed retirement development density - 8 du/gross acre
Suburban 2.7	-	Base density (dwelling units per gross acre) - 2.7
	-	Maximum density - 3.5
	-	Maximum mixed retirement development density - 8 du/gross acre

R-M: Residential Medium Development - A mixture of residential types with a medium-density range; provides for limited commercial uses necessary to serve the dominant residential uses.

Minimum tract size	-	Generally 10 adjoining gross acres
Medium 3.6	-	Base density (dwelling units per gross acre) - 3.6
	-	Maximum density - 5.7
	-	Maximum mixed retirement development density - 8 du/gross acre
Medium 5.8	-	Base density (dwelling units per gross acre) - 5.8
	-	Maximum density - 7.9
	-	Maximum mixed retirement development density - 8 du/gross acre

R-U: Residential Urban Development - A mixture of residential types generally associated with an urban environment; provides for limited commercial uses necessary to serve the dominant residential uses.

Minimum tract size	-	Generally 5 adjoining gross acres
Urban 8.0	-	Base density (dwelling units per gross acre) - 8.0
	-	Maximum density - 11.9
	-	Maximum mixed retirement development density - 8 du/gross acre
Urban 12.0	-	Base density (dwelling units per gross acre) - 12.0
	-	Maximum density - 16.9
	-	Maximum mixed retirement development density - 8 du/gross acre

L-A-C: Local Activity Center - A mixture of commercial retail and service uses along with complementary residential densities within a hierarchy of centers servicing three distinct service areas: neighborhood, village, and community.

	Neighborhood	Village	Community
Minimum tract size	4 adjoining gross ac.	10 adjoining gross ac.	20 adjoining gross ac.
Base resid. density	8 du/gross resid. ac.	10 du/gross resid. ac.	10 du/gross resid. ac.
Max. resid. density	12.1 du/gross resid. ac.	15 du/gross resid. ac.	20 du/gross resid. ac.
Base comm. intensity	0.16 FAR	0.2 FAR	0.2 FAR
Max. comm. intensity	0.31 FAR	0.64 FAR	0.68 FAR
Max. mixed retirement development density	8 du/gross ac.	8 du/gross ac.	8 du/gross ac.

M-A-C: Major Activity Center - A mixture of uses which serve a regional residential market or provide concentrated employment, arranged to allow easy pedestrian access between uses; two types of functional centers are described: Major Metro and New Town or Corridor City.

Minimum tract size - Generally 40 adjoining gross acres

	Metro Center	New Town or City Corridor Center
Base residential density	48 du/gross resid. ac.	10 du/gross resid. ac.
Max. residential density	125 du/gross resid. ac.	47.9 du/gross resid. ac.
Base commercial intensity	1.0 FAR/gross commercial ac.	0.2 FAR/gross commercial ac.
Max. commercial intensity	2.7 FAR/gross commercial ac.	0.88 FAR/gross commercial ac.
Min. residential floor area	20% of total at time of full development	20% of total at time of full development
Max. mixed retirement development density	8 du/gross ac.	8 du/gros ac.

E-I-A: Employment and Institutional Area - A concentration of nonretail employment and institutional uses and services such as medical, manufacturing, office, religious, educational, recreational, and governmental.

Minimum tract size - Generally 5 adjoining gross acres

Minimum open space improved by landscaping - 20% of net lot area

V-L: Village-Low - Provides for a variety of residential, commercial, recreational, and employment uses within a traditional village setting surrounded by open space; mandates the following land use area categories: (1) Village Proper; (2) Village Fringe; (3) Residential Areas; (4) Village Buffer; and (5) Recreational Areas. Land use areas are arranged to allow a sense of community with linkage via a pedestrian network to a core which contains commercial, civic, community, and residential uses; also mandates a mixture of residential types and lot sizes, including affordable housing units; includes detailed design standards and building materials requirements. This Zone may be utilized in areas recommended for permanent low density by a Master Plan.

Minimum tract size - 150 contiguous gross acres

Maximum density - 1.3 dwelling units per gross acre

V-M: Village-Medium - Provides for a variety of residential, commercial, recreational, and employment uses within a traditional village setting surrounded by open space; mandates the following land use area categories: (1) Village Proper; (2) Village Fringe; (3) Residential Areas; (4) Village Buffer; and (5) Recreational Areas. Land use areas are arranged to allow a sense of community with linkage via a pedestrian network to a core which contains commercial, civic, community, and residential uses; also mandates a mixture of residential types and lot sizes, including affordable housing units; includes detailed design standards and building materials requirements. This Zone may be utilized in areas recommended for permanent low density by a Master Plan.

Minimum tract size - 300 contiguous gross acres

Maximum density - 2.0 dwelling units per gross acre

COMMERCIAL ZONES

C-O: Commercial Office - Uses of a predominantly nonretail commercial nature, such as business, professional and medical offices, or related administrative services.

C-A: Ancillary Commercial - Certain small retail commercial uses, physician and dental offices, and similar professional offices that are strictly related to and supply necessities in frequent demand and daily needs of an area with a minimum of consumer travel; maximum size of zone: 3 net acres.

C-1: Local Commercial, Existing - All of the uses permitted in the C-S-C Zone.

C-2: General Commercial, Existing - All of the uses permitted in the C-S-C Zone, with additions and modifications.

C-C: Community Commercial, Existing - All of the uses permitted in the C-S-C Zone.

C-G: General Commercial, Existing - All of the uses permitted in the C-S-C Zone.

C-S-C: Commercial Shopping Center - Retail and service commercial activities generally located within shopping center facilities; size will vary according to trade area.

C-H: Highway Commercial, Existing - All of the uses permitted in the C-M Zone.

C-M: Commercial Miscellaneous - Varied commercial uses, including office and highway-oriented uses, which may be disruptive to the compactness and homogeneity of retail shopping centers.

C-W: Commercial Waterfront - Marine activities related to tourism, vacationing, boating and sports, water-oriented recreation, together with limited employment areas which cater to marine activities along a waterfront.

C-R-C: Commercial Regional Center - Provides locations for major regional shopping malls and related uses that are consistent with the concept of an upscale mall. Minimum area for development - one hundred (100) gross continuous acres; maximum FAR - .75; maximum building height - 75 ft.; maximum building coverage, excluding parking - 50%; Detailed Site Plan approval required.

INDUSTRIAL ZONES

I-1: Light Industrial - Light intensity manufacturing, warehousing, and distribution uses; 10% green area required.

I-2: Heavy Industrial - Highly intensive industrial and manufacturing uses; 10% green area required.

I-3: Planned Industrial/Employment Park - Uses that will minimize detrimental effects on residential and other adjacent areas; a mixture of industrial, research, and office uses with compatible institutional, recreational, and service uses in a manner that will retain the dominant industrial/employment character of the zone; standard minimum tract size of 25 adjoining gross acres; standard minimum lot size of two acres; Conceptual and Detailed Site Plan approval required; 25% green area required; outdoor uses restricted; warehousing and wholesaling uses limited.

I-4: Limited Intensity Industrial - Limited intensity (0.3 FAR) commercial, manufacturing, warehousing, and distribution uses; development standards extended to assure limited intensity industrial and commercial development, and compatibility with surrounding zoning and uses; 25% green area required.

U-L-I: Urban Light Industrial - Designed to attract and retain a variety of small-scale light industrial uses in older, mostly developed industrial areas located close to established residential communities; establishes a flexible regulatory process with appropriate standards to promote reinvestment in, and redevelopment of, older urban industrial areas as employment centers, in a manner compatible with adjacent residential areas.

OVERLAY ZONES[2]

T-D-O: Transit District Overlay - Intended to ensure that development in a designated district meets the goals established in a Transit District Development Plan. Transit Districts may be designated in the vicinity of Metro stations to maximize transit ridership, serve the economic and social goals of the area, and take advantage of the unique development opportunities which mass transit provides.

D-D-O: Development District Overlay - Intended to ensure that development in a designated district meets the goals established in a Master Plan, Master Plan Amendment or Sector Plan. Development Districts may be designated for town centers, Metro areas, commercial corridors, employment centers, revitalization areas, historic areas and other special areas as identified in approved plans.

CHESAPEAKE BAY CRITICAL AREA OVERLAY ZONES[3]

I-D-O: Intense Development Overlay - To conserve and enhance fish, wildlife, and plant habitats and improve the quality of runoff that enters the Chesapeake Bay, while accommodating existing residential, commercial, or industrial land uses. To promote new residential, commercial and industrial land uses with development intensity limits. Maximum residential density is the same as the underlying zone.

L-D-O: Limited Development Overlay - To maintain and/or improve the quality of runoff entering the tributaries of the Chesapeake Bay and to maintain existing areas of natural habitat, while accommodating additional low-or moderate-intensity development. Maximum residential density is the same as the underlying zone, up to 4.0 du/net acre maximum.

R-C-O: Resource Conservation Overlay - To provide adequate breeding, feeding and wintering habitats for wildlife, to protect the land and water resources base necessary to support resource-oriented land uses, and to conserve existing woodland and forests for water quality benefits along the tributaries of the Chesapeake Bay. Maximum residential density - .05 du/ gross acre.

REVITALIZATION OVERLAY DISTRICTS[4]

R-O-D: Revitalization Overlay District - Intended to ensure the orderly development or redevelopment of land within a designated district. Revitalization Districts provide a mechanism for the county to delegate full authority to local municipalities to approve departures from parking, landscaping and sign standards. In addition, limited authority is also delegated for the approval of variances from building setbacks, lot coverage, yards and other dimensional requirements of existing zoning.

ARCHITECTURAL OVERLAY DISTRICTS[5]

A-C-O: Architectural Conservation Overlay - Intended to ensure that development and redevelopment efforts preserve and protect the architectural or design character of neighborhoods in accordance with an approved Architectural Conservation Plan. Conservation Districts may be designated in areas where the majority of properties have been developed and they exhibit distinct, unifying elements, characteristics, design or other physical features.

[2]These overlay zones are superimposed over other zones, and they may modify provisions of the underlying zones concerning uses allowed and standards for development. In addition, new development is generally subject to approval of a Detailed Site Plan by the Planning Board.

[3]These overlay zones are superimposed over other zones, and they may modify provisions of the underlying zones concerning uses allowed and standards for development. In addition, new development is generally subject to approval of a Conservation Plan and Conservation Agreement by the Planning Board.

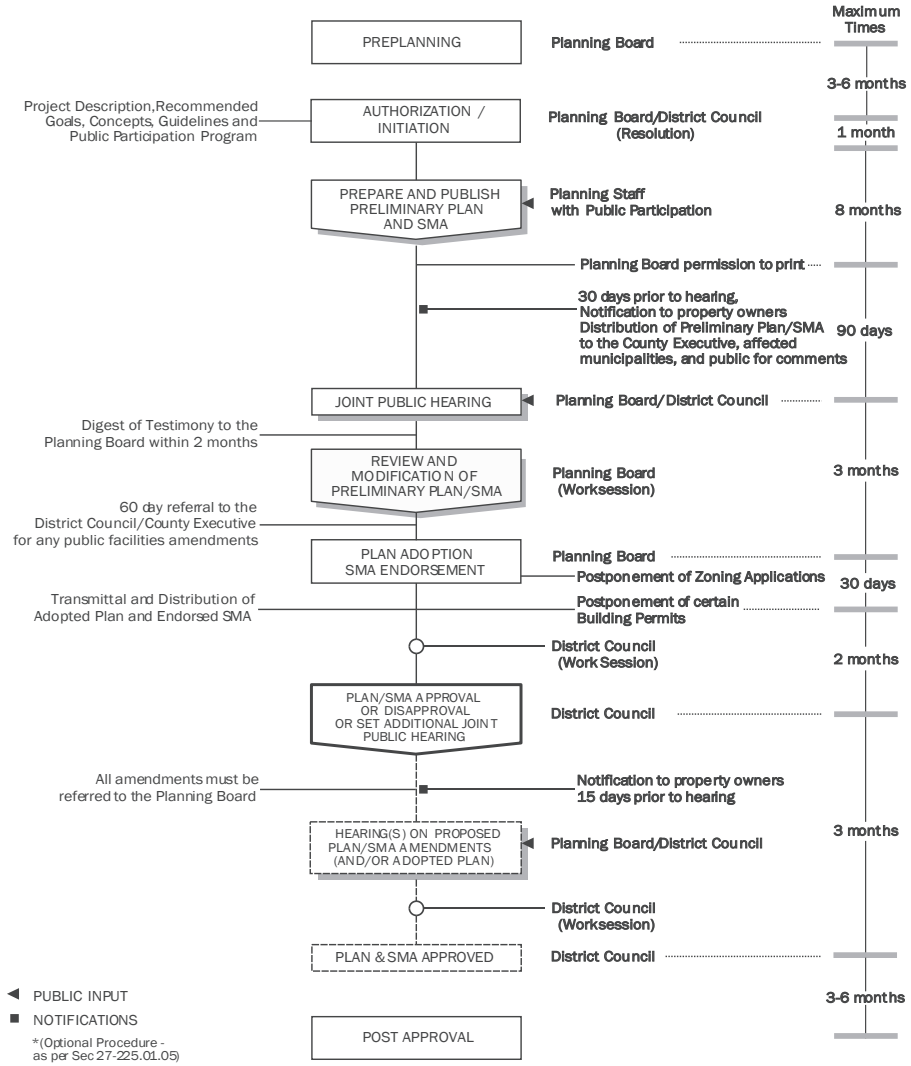
[4]These overlay districts are superimposed over other zones. However, they do not modify provisions of the underlying zones concerning uses allowed and standards for development.

[5]These overlay zones are superimposed over other zones, and they may modify provisions of the underlying zones concerning design regulations. Howver, they do not modify provisions of the underlying zones concerning allowed uses. In addition, a Detailed Site Plan for Architectural Conservation shall be approved by the Planning Board prior to the issuance of a building or grading permit.

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Procedural Sequence Chart

For the Concurrent Preparation of
Comprehensive Master Plans, Sector Plans, and Sectional Map Amendments*



M-NCPPC No. 13-02

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Office of the Executive Director

6611 Kenilworth Avenue
Riverdale, Maryland 20737
(301) 454-1740
www.mncppc.org

M-NCPPC No. 13-02

RESOLUTION

WHEREAS, The Maryland-National Capital Park and Planning Commission, by virtue of the Land Use Code of the Annotated Code of Maryland, is authorized and empowered, from time to time, to make and adopt, amend, extend and add to a General Plan for Physical Development of the Maryland-Washington Regional District; and

WHEREAS, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission, held a duly advertised joint public hearing with the Prince George's County Council, sitting as the District Council, on October 2, 2012 to consider the Preliminary Greenbelt Metro Area and MD 193 Corridor Sector Plan and Proposed Sectional Map Amendment, being also an amendment to the 2001 *Approved Sector Plan and Sectional Map Amendment for the Greenbelt Metro Area* and portions of the 1989 *Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity* and the 1990 *Adopted Sectional Map Amendment for Planning Areas 65, 66 and 67*, the 2002 *Prince George's County Approved General Plan*, the 1983 *Functional Master Plan for Public School Sites*, the 2005 *Countywide Green Infrastructure Functional Master Plan*, the 2008 *Approved Public Safety Facilities Master Plan*, the 2009 *Approved Countywide Master Plan of Transportation*, the 2010 *Approved Historic Sites and Districts Plan*, and the 2010 *Approved Water Resources Functional Master Plan;* and

WHEREAS, the Prince George's County Planning Board on December 12, 2012, after due deliberation and consideration of the public hearing testimony, adopted the sector plan and endorsed the sectional map amendment with revisions, as described in Prince George's County Planning Board Resolution PGCPB No. 12-109, and transmitted the plan to the District Council on January 11, 2013; and

WHEREAS, the Prince George's County Council, sitting as the District Council for the portion of the Maryland-Washington Regional District lying within Prince George's County, held a work session on February 5, 2013, to consider hearing testimony and the Planning Board's resolution; and

WHEREAS, upon consideration of the testimony received through the hearing process, the District Council on March 5, 2013, determined that the adopted plan should be approved as the sector plan and sectional map amendment for the Greenbelt Metro Area and MD 193 Corridor (portion of Planning Area 67) for Prince George's County, Maryland, subject to the modifications and revisions set forth in Resolutions CR-14-2013 and CR-15-2013.

NOW, THEREFORE, BE IT RESOLVED, that The Maryland-National Capital Park and Planning Commission does hereby adopt said sector plan and sectional map amendment for the Greenbelt Metro Area and MD 193 Corridor (portion of Planning Area 67) as an amendment to the General Plan for physical development of the Maryland-Washington Regional District within Prince George's County as approved by the Prince George's County District Council in the attached Resolutions CR-14-2013 and CR-15-2013; and

BE IT FURTHER RESOLVED, that the Recitals are hereby incorporated into this Resolution by reference; and

BE IT FURTHER RESOLVED, that copies of said amendment shall be certified by The Maryland-National Capital Park and Planning Commission and filed with the Clerk of the Circuit Court of Prince George's and Montgomery Counties, as required by law.

* * * * * *

This is to certify that the foregoing is a true and correct copy of a resolution adopted by The Maryland-National Capital Park and Planning Commission on the motion of Commissioner X, seconded by Commissioner X, with Commissioners X, X, X, and X and Commissioner X being absent, at its regular meeting held on May 15, 2013 in Riverdale Park, Maryland.

Patricia Colihan Barney
Executive Director

APPROVED AS TO LEGAL SUFFICIENCY
M-NCPPC Legal Department
Date 5/1/13

This is to certify that the foregoing is a true and correct copy of Resolution No. 13-02 adopted by the Maryland-National Capital Park and Planning Commission on motion of Commissioner Washington, seconded by Commissioner Geraldo, with Commissioners Hewlett, Carrier, Anderson, Bailey, Presley, Shoaff, and Wells-Harley, voting in favor of the motion, and Commissioner Dreyfuss absent during the vote, at its meeting held on Wednesday, May 15, 2013, in Riverdale, Maryland.

Patricia Colihan Barney
Executive Director

Certificate of Adoption and Approval

CERTIFICATE OF ADOPTION AND APPROVAL

The Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment (portion of Planning Area 67), being an amendment of the 2001 *Approved Sector Plan and Sectional Map Amendment for the Greenbelt Metro Area;* the 1989 *Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity* and the 1990 *Adopted Sectional Map Amendment for Planning Areas 65, 66 and 67;* the 2002 *Prince George's County Approved General Plan;* the 1983 *Functional Master Plan for Public School Sites;* the 2005 *Countywide Green Infrastructure Functional Master Plan;* the 2008 *Approved Public Safety Facilities Master Plan;* the 2009 *Approved Countywide Master Plan of Transportation;* the 2010 *Approved Historic Sites and Districts Plan;* and the 2010 *Approved Water Resources Functional Master Plan,* has been adopted by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by Resolution No. 12-109 on December 12, 2012, after a duly advertised joint public hearing held on October 2, 2012 in conjunction with the Prince George's County Council, sitting as the District Council. The Prince George's County Council, sitting as the District Council, approved this sector plan and sectional map amendment by Resolution Nos. CR-14-2013 and CR-15-2013 on March 5, 2013.

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

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Chair

Françoise Carrier
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Secretary-Treasurer

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The citizens, property owners, community associations, business owners, and elected officials of the City of Greenbelt, Town of Berwyn Heights, City of College Park, and surrounding communities, without whom this plan would not be possible.

*Former Planning Department employee

In Memorium
Harold E. Foster, AAG, AICP



The Maryland-National Capital Park and Planning Commission
www.pgplanning.