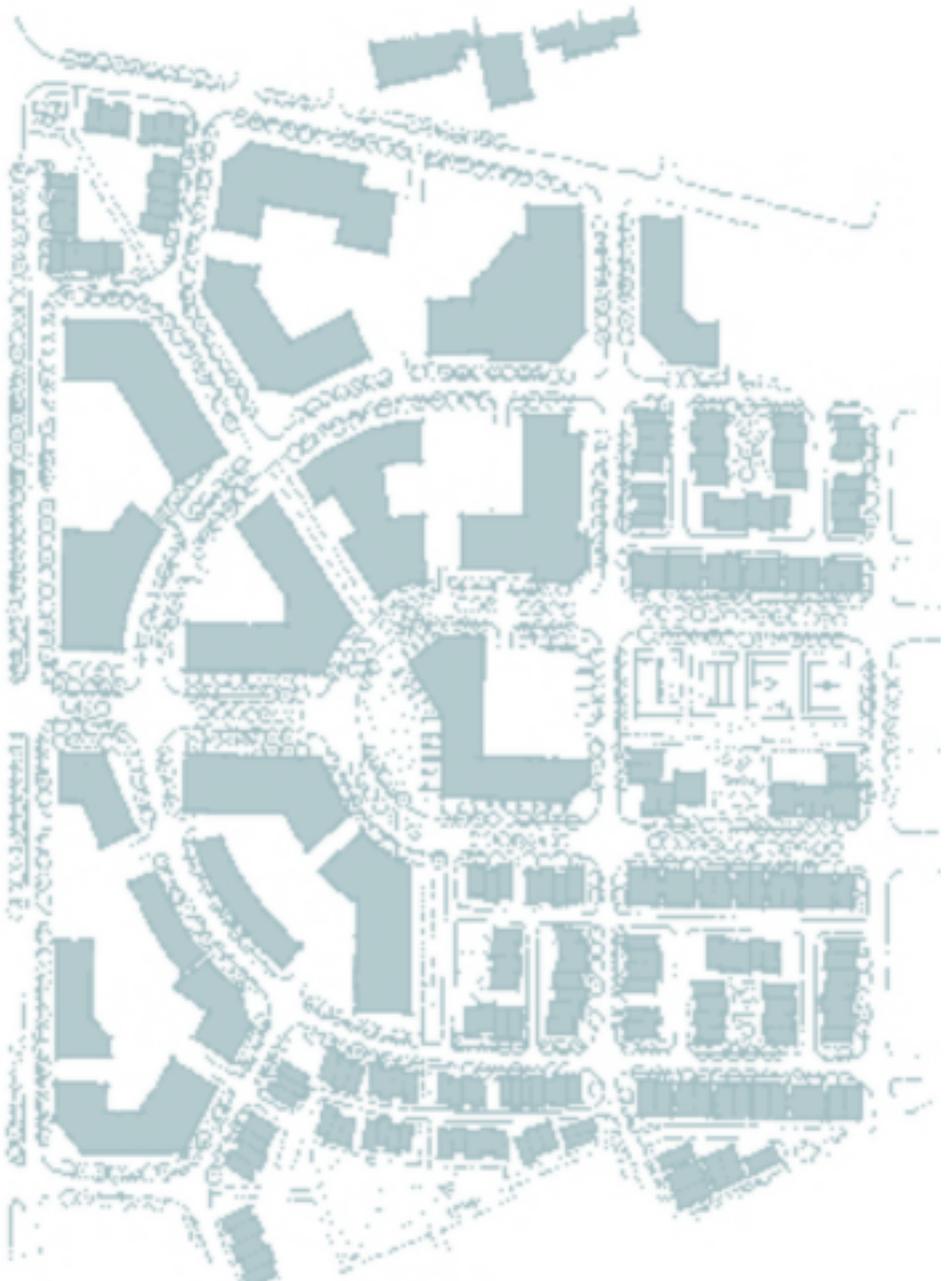


A pproved G eneral P lan

P art V : I mplementation



I ntroduction

This General Plan changes the county's approach to planning, particularly long-term growth management. The core provisions of the plan, growth policy Tiers and Centers, play a critical role in achieving the county's highest development priorities. The Centers, particularly those in the Developing Tier and at Metrorail stations, are especially important to the success of this General Plan. They serve as the principal catalysts for attracting the growth that the county seeks in order to enhance the quality of life here for the next 20 to 25 years.

Whether that development results from public policy initiatives or is produced by market factors, the planning constraints and development opportunities at each Center will necessarily differ, significantly so in some cases. The best relationship between the preferred development pattern and available infrastructure capacity will, therefore, also vary by Center. In some cases, implementing the General Plan at these Centers may create implementation challenges that will require more detailed analysis, as preferred development options are identified at each Center.

Plan implementation will involve making choices concerning future development patterns, while taking into consideration the cost of providing needed infrastructure and protecting the environment. The process becomes important over the duration of this General Plan, because much of the county infrastructure, such as the transportation system, on which this preferred development pattern depends, is already in place, under construction, or is planned for construction during this period. In some parts of the county, where the available land is limited or where more intensive development is desired, new options and innovations are needed to protect and restore the environment. The fundamental challenge in making these critical choices for the county's future lies in deciding how to improve our county responsibly without being wasteful. This General Plan, which applies Smart Growth principles countywide, offers a range of policy choices for controlling sprawl and ensuring cost-effective use of public resources to maintain a high and sustainable quality of life.

There will always be more growth-related problems than there are public resources to solve them. Implementation of this plan should be guided by the need to achieve the county's top growth priorities. To do this, the county will need to regularly review, and, where necessary, reorient the way it implements and refines this General Plan, through the Biennial Growth Policy updates, master and functional planning, and by regulatory revision.

The remainder of Part V discusses four essential components of implementation. It is essential that all of these be addressed in order to successfully implement the policies and strategies of the General Plan. These components include:

Implementation of this plan should be guided by the need to achieve the county's top growth priorities.

- **Intergovernmental Cooperation and Public Participation**—Implementation of the General Plan goes beyond applying land use regulations. Implementation will rely on a variety of programs undertaken by many agencies at all levels of government: federal, state and local. It is also essential that there be meaningful, effective public participation in the planning and implementation of the county’s policies.
- **Future Planning Activity**—The General Plan, by definition, is general; it contains broad policies for determining how the county should grow in the future. However, it will be necessary to provide property-specific detail in order to fully guide future development. The county’s planning program, guided by the recommendations of this General Plan, can provide that detail.
- **Regulatory Revisions**—Throughout this General Plan, strategies have identified the need to revise the county’s regulations in order to help achieve the county’s goals. These revisions include the need to recognize the different needs and characters of different parts of the county and to remove cumbersome and unnecessary requirements and processes.
- **Biennial Growth Policy Updates**—Successful implementation will require continual monitoring. The Biennial Growth Policy updates, established with the approval of the Biennial Growth Policy Plan in 2000, provides a regular, public way to gauge the county’s progress in implementing the plan’s policies and strategies. The General Plan identifies measurable objectives against which future development and implementation can be measured.

The following sections describe these components in greater detail.

I ntergovernmental C ooperation and P ublic P articipation

Successful implementation of the General Plan begins with the full participation of the county's citizens and requires the efforts of every level of government: county, municipal, state and federal. Development regulations and planning, although important, will not, by themselves, implement the policies of this plan. The plan includes other implementation strategies such as: identifying revitalization overlay areas to focus revitalization efforts; establishing priorities for capital funding to encourage development in Centers and Corridors and the Developed Tier; programs to encourage preservation of land in the Rural Tier; and promotion of the county's assets in attracting desired economic development. Therefore, in addition to the planning and development review efforts of the Prince George's County Planning Board and the District Council (see section on Future Planning Activity), the following groups will participate in future implementation efforts:

- **Public Participation**—The county's citizens and businesses will be involved in all aspects of future plan preparation and implementation. This General Plan was prepared in direct response to the concerns expressed by the public to the county's elected officials. Continued public participation is essential and will be a cornerstone of future planning and implementation efforts. The public's awareness, understanding and support of General Plan policies is essential.
- **Municipalities**—For a significant number of Prince George's County residents, municipalities play an important role in providing essential services. Close cooperation and coordination between municipalities and the planning and implementation efforts of the county are essential; the following section, "Municipal Coordination," outlines this relationship.
- **County Agencies**—Under the leadership of elected officials, all county agencies will be involved in implementation of the General Plan. The Department of Public Works and Transportation provides transit service and helps plan and construct transportation facilities. The Department of Environmental Resources prepares the water and sewer plan and enforces county land use regulations. The Redevelopment Authority will be key to identifying revitalization overlay areas and in coordinating efforts for revitalization and redevelopment. The Office of Management and Budget develops the county's Capital Improvement Program. The Department of Housing and Community Development prepares the county's *Five-Year Consolidated Plan for Housing and Community Development* and the *Annual Action Plans* to address priority housing and community development projects. The Washington Suburban Sanitary Commission provides water and sewerage service for the county. The Office of Central Services constructs and

Development regulations and planning, although important, will not, by themselves, implement the policies of this plan.

maintains public buildings for county government. All of these agencies have an opportunity to implement portions of the General Plan through their programs.

- **Surrounding Jurisdictions**—The county should seek opportunities to collaborate with other jurisdictions in the region. Prince George’s County is impacted by its neighboring jurisdictions. It is essential that the county coordinate its planning for growth and development with its neighbors. Agencies such as the Metropolitan Washington Council of Governments and the Transportation Planning Board provide a mechanism for interjurisdictional coordination throughout the region. Relationships should be strengthened or established with the counties and the District of Columbia that surround the county.
- **State Government**—The county should continue to coordinate its efforts with those of state agencies. The State of Maryland provides funding for infrastructure such as transportation and schools, as well as grants and loans for economic development. For the most part, these programs are guided by a collaboration between the county and the state. The state bases its decisions, in part, on the Smart Growth program described in Part I of this plan. The General Plan is consistent with and reinforces the goals of the Smart Growth program. Continued coordination between state agencies and the county will be necessary to ensure full implementation of the General Plan.
- **Federal Government**—The county should seek to capitalize on programs offered by the federal government. The federal government provides funding for major facilities such as roads and transit, establishes laws relating to environmental protection, and funds housing programs within the county. These programs will influence how the county prepares plans, funds infrastructure, and helps provide housing opportunities to its residents. Further, the federal government is a major landowner and major employer within the county. Close coordination with the federal government in planning for these facilities is essential to reinforcing county growth goals.
- **Municipal Coordination**—There is a particularly important relationship that exists between the county government and the 27 municipalities. In both plan making and the regulatory process, the municipalities play a critical role in the implementation of planning and zoning policies. (Maps 4a and 4b show the location of each municipality in relation to the General Plan’s Tiers, Centers and Corridors.) Fostering this relationship is critical to the provision of quality, sustainable development in the future. Each entity, i.e., the county and each municipality, is one piece of the puzzle. A strong relationship is critical to sustainability, which in turn is critical to improving the quality of life for all county citizens. The county and municipalities should continually work together to identify issues and develop effective processes to resolve common implementation concerns.

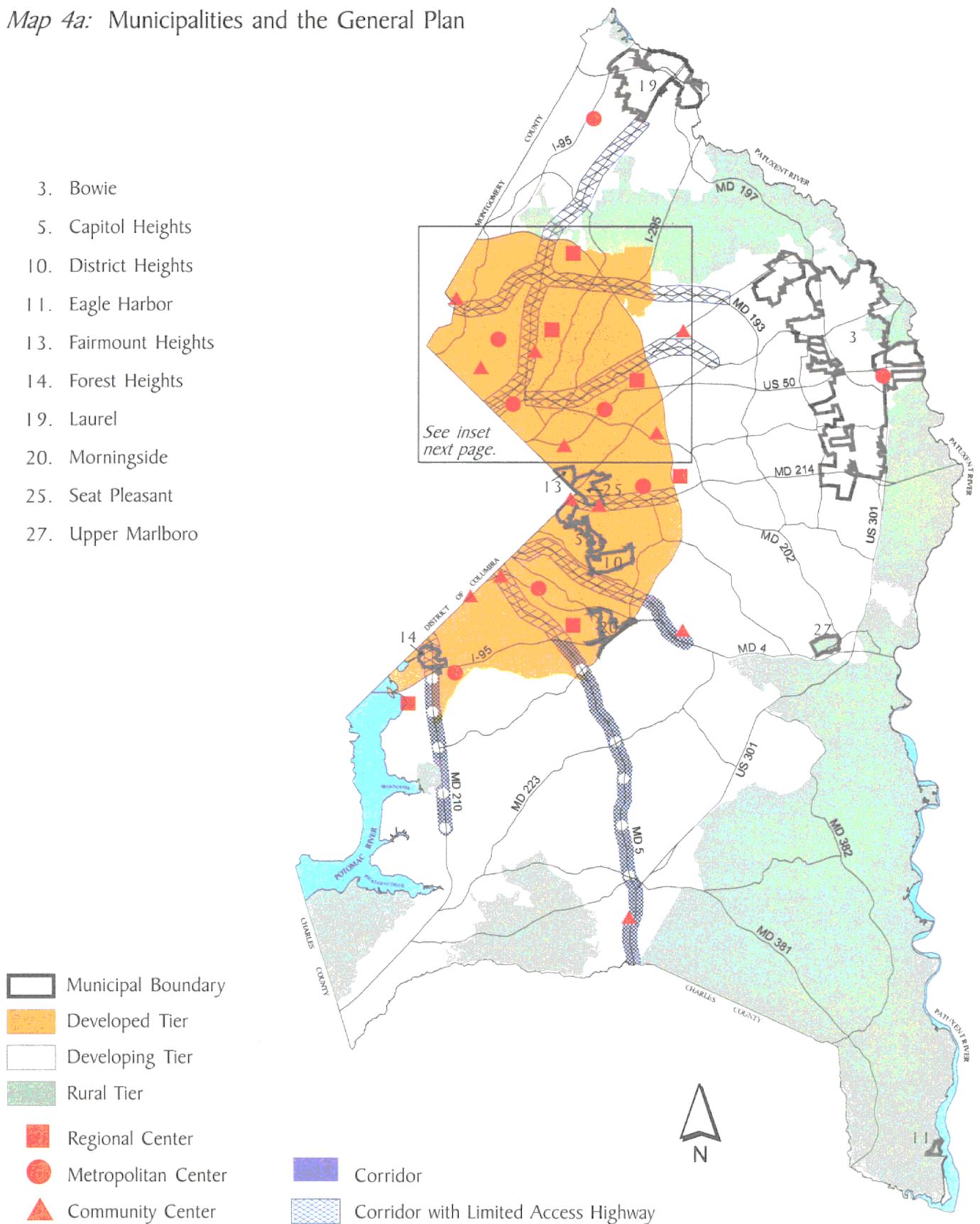
Municipalities will be involved in helping to determine how to implement the General Plan. Municipalities can bring expertise and experience in addressing the issues that are most important to them. The Regulatory Revisions outlined in this section will require participation of municipalities in identifying issues

and developing potential solutions. Functional plans, needed to provide more detailed proposals and policies for subjects such as green infrastructure and public facilities, will benefit from municipalities' experience and advice.

It should also be noted that the format of, and procedures for, future plans could and should change. In some parts of the county, as more detailed levels of plans are prepared, it is important that these plans be made as useful as possible to all levels of government. For instance, plans could be prepared for individual municipalities or, if the issues to be addressed make this undesirable, plan analyses and recommendations could present information specifically tailored for an affected municipality. Further, municipalities should be involved in all aspects of the plan making process by helping to define issues, devise (and participate in) engagement and outreach strategies, and develop plan recommendations. Through a collaborative approach, the experience, viewpoints, and expertise of the county's municipalities can be used to prepare quality plans. Continued involvement in plan implementation will ensure wide support for plan policies.

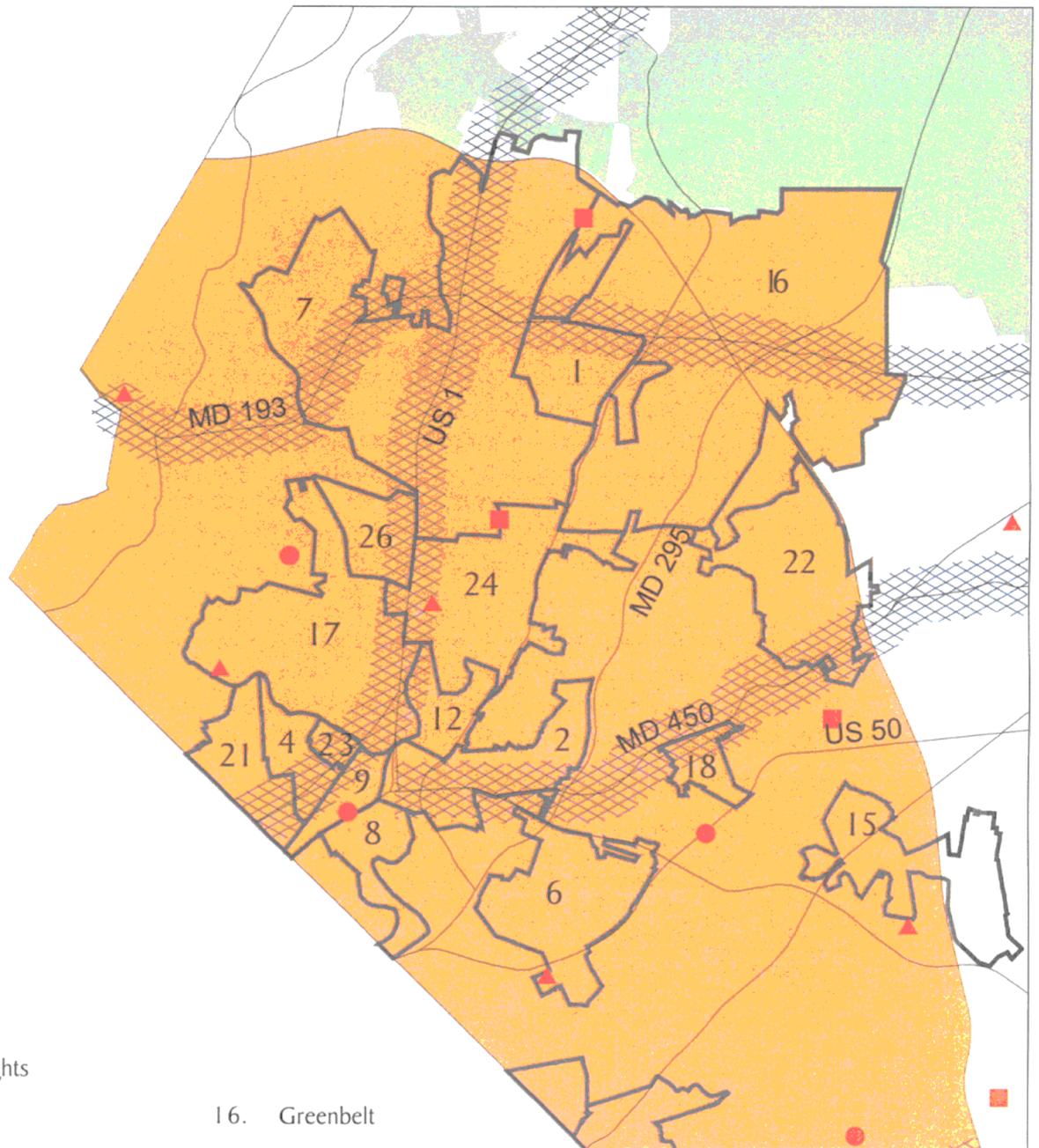
Map 4a: Municipalities and the General Plan

- 3. Bowie
- 5. Capitol Heights
- 10. District Heights
- 11. Eagle Harbor
- 13. Fairmount Heights
- 14. Forest Heights
- 19. Laurel
- 20. Morningside
- 25. Seat Pleasant
- 27. Upper Marlboro



- Municipal Boundary
- Developed Tier
- Developing Tier
- Rural Tier
- Regional Center
- Metropolitan Center
- Community Center
- Corridor
- Corridor with Limited Access Highway

Map 4b: Inset–Municipalities and the General Plan



- | | |
|-------------------|---------------------|
| 1. Berwyn Heights | 16. Greenbelt |
| 2. Bladensburg | 17. Hyattsville |
| 4. Brentwood | 18. Landover Hills |
| 6. Cheverly | 21. Mount Rainier |
| 7. College Park | 22. New Carrollton |
| 8. Colmar Manor | 23. North Brentwood |
| 9. Cottage City | 24. Riverdale Park |
| 12. Edmonston | 26. University Park |
| 15. Glenarden | |

Future Planning Activity

The General Plan sets forth goals, objectives, policies and strategies for Prince George’s County. Among the available tools for implementation of the General Plan are the area master plan, sector plan, and the functional plan process. In preparing these plans, there is coordination with the local communities and all levels of government. Area and sector plans focus on specific areas of the county and seek to implement policies of the General Plan on a parcel-by-parcel basis and may also amend the General Plan. Functional master plans focus on countywide systems such as the environment, transportation, public facilities, parks, or historic sites and districts.

Currently, there is an area master plan or a sector plan covering every part of the Regional District in Prince George’s County (Table 7). However, all of these plans were prepared prior to this General Plan. The General Plan sets forth a new direction for development of the county. As a result, the area master plans and sector plans may not fully implement the goals, objectives, policies and strategies of the General Plan. Accordingly, a program for updating the county’s area master plans and sector plans is necessary.

Table 7: Approved Area Master Plans and Sector Plans

1981	Subregion VII Master Plan	1994	Bladensburg-New Carrollton and Vicinity Master Plan
1985	Suitland-District Heights and Vicinity Master Plan	1994	Melwood-Westphalia Master Plan
1989	New Carrollton TDDP/TDOZ	1994	Planning Area 68 Master Plan
1989	Langley Park-College Park-Greenbelt Master Plan	1997	College Park Metro TDDP/TDOZ
1990	Subregion I Master Plan	1998	West Hyattsville TDDP/TDOZ
1990	Largo-Lottsford and Vicinity Master Plan	1998	Prince George's Plaza TDDP/TDOZ
1991	Bowie-Collington-Mitchellville and Vicinity Master Plan	2000	Addison Road Metro Sector Plan
1993	Landover and Vicinity Master Plan	2000	Brentwood Mixed-Use Town Center
1993	Subregion VI Master Plan	2000	The Heights and Vicinity Master Plan
1993	Glenn Dale-Seabrook-Lanham and Vicinity Master Plan	2001	Functional Master Plan for Heritage Tourism
1993	Subregion V Master Plan	2001	Greenbelt Metro Area/Sector Plan

Note: TDDP/TDOZ means Transit District Development Plan for the Transit District Overlay Zone.

Also, because of the General Plan's emphasis on development in Centers and Corridors, the need to provide a broad range of transportation choices, and the desire to further protect the county's environment, the following countywide plans are key to implementation of the *General Plan*.

- **The Green Infrastructure Plan** (Included in the FY 2003 work program)—A functional plan that will build upon the goals and policies of the General Plan by designating hubs and corridors that will make up the green infrastructure, how they are anticipated to be defined in greater detail in future master plans, and how this element will be implemented through a variety of public and private programs.
- **The Master Plan of Transportation** (Included in the FY 2003 work program)—A countywide update to the Master Plan of Transportation consisting of three elements dealing with transit, trails, and highways to reflect the new policies of the General Plan.
- **Strategic Plan for Transit-Oriented Development** (Included in the FY 2003 work program)—A strategic plan that will identify opportunities, challenges and constraints of TOD at Metrorail and MARC stations in the county, evaluate current regulatory tools and incentives to encourage this type of development, and recommend new approaches where existing tools and incentives are lacking.

Priorities

Because of the size of the county and the number of existing plans, it will not be possible to update all of the plans simultaneously. The decisions on which areas and subjects should be next will be made by the County Council in the annual budget process. The basis for these decisions should be grounded in the long-range goals and broad policies established by this General Plan and by measuring progress and setting short-term priorities in the cyclical Biennial Growth Policy review. Due to the General Plan emphasis on the Developed Tier, particularly in Centers and Corridors, the initial phases of the county's planning and implementation programs should be in those areas. The overall criteria for determining which plans to work on in the future is twofold:

- The need for a new or updated area plan or sector plan in order to achieve the Smart Growth goals of the General Plan as continuously monitored via the Biennial Growth Policy.
- The degree of departure for the current plan from the Smart Growth policies of the General Plan due either to the age of the existing plan or new growth policy directions and priorities.

The detailed criteria for establishing future planning priorities in designated growth Tiers, Centers, Corridors, and countywide would include the following:

The basis for these decisions should be grounded in the long-range goals and broad policies established by this General Plan and by measuring progress and setting short-term priorities in the cyclical Biennial Growth Policy review.

Table 8: Evaluation Criteria

Centers or Corridors	<p>Presence of a Metrorail or MARC station.</p> <p>Potential for mixed-use projects with a heavy employment component that will increase the jobs-to-housing ratio.</p> <p>Potential for mixed-use projects that would increase the ratio of dwelling unit growth in the Developed Tier versus the Developing Tier.</p>
Developed Tier (not within Centers or Corridors)	Potential for significant infill and redevelopment or where revitalization programs are needed to achieve or reinforce the goals of the General Plan.
Developing Tier (not within Centers or Corridors)	Need to clarify Smart Growth policy guidance for development of future communities.
Rural Tier	Need to preserve sensitive environments, retain agriculture, and maintain rural character.
Countywide	<p>Need for public facilities to serve new or emerging development patterns (public safety, libraries, schools, parks and recreation, and trails).</p> <p>Need for the protection of important historic resources.</p>

R Regulatory R evisions

The strategies included in this General Plan frequently cite the need to review and amend the county's existing land development regulations, establish new tools to help implement the plan's recommendations, or streamline the development review process in order to efficiently accomplish the goals of the General Plan.

Therefore, in addition to specific regulatory improvements recommended in this plan, there should be a comprehensive review and, where necessary, revision of the county's regulations and development review processes. The review and revision should be guided by the recommendations of this General Plan and reflect the following county desires:

- Promote development in Centers and Corridors.
- Promote development in the Developed Tier.
- Conserve and enhance existing neighborhoods.
- Conserve and enhance the county's fiscal resources.
- Protect environmentally sensitive areas.
- Preserve rural character in the Rural Tier.
- Ensure that development controls are fundamentally fair and equitable.
- Streamline regulatory mechanisms to facilitate appropriate development and reduce development costs.

Regulations must be based on implementing the General Plan's goals and policies. The proposals of future area/sector plans, as they provide detailed recommendations for implementation of the General Plan, will identify where existing regulations should be revised or new regulatory tools developed. Establishing and maintaining this relationship between plans and the regulations needed to help guide future development is essential.

There should be a comprehensive review and, where necessary, revision of the county's regulations and development review processes.

Monitoring Progress: Biennial Growth Policy Updates

Too often in the past, the county has either failed to implement adopted policies or failed to determine whether the county's implementation efforts have accomplished desired goals.

It is essential that the county monitor and regularly review the implementation of the General Plan. Too often in the past, the county has either failed to implement adopted policies or failed to determine whether the county's implementation efforts have accomplished desired goals. In 2000, with the adoption of the *Biennial Growth Policy Plan*, Prince George's County created an innovative instrument that will help keep policies up-to-date and implementation efforts on track. The 2000 *Biennial Growth Policy Plan* served as both a policy guide (it was approved as an Interim General Plan) and as a baseline for monitoring implementation. This baseline consists of measurable objectives that have been expanded upon by this General Plan. Future Biennial Growth Policy updates will be used to determine whether the county is meeting those objectives and, if not, to point to additional actions that should be taken. Each Biennial Growth Policy update will:

- Monitor development activity since the previous Biennial Growth Policy as well as development approvals through zoning approvals, subdivision approvals, etc.
- Monitor changes in trends that affect county policies.
- Evaluate the impact of new and approved county development on the county's public facilities.
- Monitor the implementation of General Plan recommendations.
- Determine whether the objectives established by the General Plan have been met.
- Make recommendations for future actions to help implement county policies. Actions could include preparation of new plans, changes to regulations, redirecting capital improvements, or directing other efforts toward implementation of the county's plans and policies.

This biennial review represents a shift in emphasis for Prince George's County. With this review, there will be a public accounting of the county's implementation efforts and a focusing of implementation efforts on the county's priorities. Throughout this effort, the goals, guiding principles, and priorities set forth in this General Plan will guide the analyses and recommendations of future Biennial Growth Policies.

Appendix 1

Metropolitan Centers

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

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

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

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

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

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

Regional Centers

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

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

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

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

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

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

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

Community Centers

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

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

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

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

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

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

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

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

Future Centers

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

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

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

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

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

A ppendix 11

A Glossary of Terms

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Green Corridor: See Green Infrastructure

Green Hub: See Green Infrastructure

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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