



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.pgplanning.org

PGCPB No. 2022-41

RESOLUTION

WHEREAS, a sector plan and concurrent sectional map amendment (SMA) were initiated by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on October 29, 2020, and authorized by the Prince George's County Council, sitting as the District Council, pursuant to CR-123-2020 on November 10, 2020; and

WHEREAS, pursuant to Section 27-1703(h) of the Zoning Ordinance, this sector plan may be adopted and approved under the regulations (Part 13 of the prior Zoning Ordinance) under which the plan was initiated; and

WHEREAS, the Preliminary Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan and its concurrent SMA was released for public review and comment by the Planning Board on October 28, 2021; and

WHEREAS, the Planning Board, in conjunction with the County Council, pursuant to Section 27-644 of the prior Zoning Ordinance of Prince George's County, held a duly advertised joint public hearing on the Preliminary Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan and its concurrent SMA on January 18, 2022; and

WHEREAS, the Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan will amend the 2014 Prince George's 2035 Approved General Plan by defining the center classification and boundaries of the UMD West Center; and

WHEREAS, the Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan will replace the 1989 *Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity* for the portion of Planning Area 66 within the sector plan boundaries; and

WHEREAS, the Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan will amend the 2009 *Approved Countywide Master Plan of Transportation, Formula 2040: Functional Master Plan for Parks, Recreation and Open Space*, and the 2017 *Approved Resource Conservation Plan: A Countywide Functional Master Plan* for the portion of Planning Area 66 within the sector plan boundaries; and

WHEREAS, a sectional map amendment was prepared concurrently with this sector plan to implement the plan's zoning recommendations; and

WHEREAS, the sector plan area is located in the northwestern part of Prince George's County, adjacent to the University of Maryland, College Park and University of Maryland Global Campus, with a portion of one property within the City of College Park and one property within the City of Hyattsville, located primarily south and west of the intersection of MD 193 (University Boulevard), Campus Drive, and Adelphi Road and the Adelphi Road-UMD-UMGC Purple Line Station; and

WHEREAS, Plan 2035 identifies the area around the Adelphi Road-UMD-UMGC Purple Line Station as a Campus Center, with boundaries and other details of the center to be determined by this sector plan; and

WHEREAS, the Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan provides a new vision to guide future growth and redevelopment at the Purple Line station and the area south of the University of Maryland, College Park; and

WHEREAS, on March 29, 2022, pursuant to Section 27-645(b)(1) of the prior Zoning Ordinance, the District Council adopted CR-24-2022, approving the transportation and other public facilities within the Preliminary Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan for inclusion in the adopted sector plan; and

WHEREAS, on April 1, 2022, the provisions of the County's 2018 adopted Zoning Ordinance took effect; and

WHEREAS, on April 7, 2022, pursuant to Section 27-3502(f)(3) of the Zoning Ordinance, the Planning Board voted to accept into the public hearing record four pieces of testimony received by the Clerk of the County Council after the close of the public hearing record at 5:00 pm on February 2, 2022 (Exhibits T-1 through T-4); and

WHEREAS, on April 7, 2022, the Prince George's County Planning Board held a public work session to examine the analysis of testimony, transcripts of oral testimony provided at the Joint Public Hearing (on January 18, 2022), and written testimonies (exhibits) contained within the joint public hearing record; and

WHEREAS, the Prince George's County Planning Board agrees to amend the Preliminary Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan based on its review of the record of the joint public hearing, including deletions and additions from the staff errata provided at the Joint Public Hearing on January 18, 2022 as Exhibit 3 and updated March 31, 2022 (**See Attachment A: Preliminary Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan Errata Sheet**), and incorporate the recommended staff changes as outlined;

NOW, THEREFORE, BE IT RESOLVED, that the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission does hereby adopt the Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan, incorporating therein amendments, deletions, and additions in response to the public hearing record as follows:

Plan Wide

1. Amend the Plan 2035 Center designation for the “UMD West” Local Center by reclassifying it from a “Campus Center” to “Local Transit Center” as follows:

Plan-wide: Replace all prospective references to the UMD West Campus Center with UMD West Local Transit Center.

2. Following final approval of Purple Line design, insert, as an appendix, design plans for the segment of the Purple Line along Campus Drive between MD 193 (University Boulevard) and Presidential Drive into the Sector Plan.

Section I: Blueprint for Tomorrow

3. Revise the “What’s in a Name” Text Box on page 8 as follows:

This sector plan is named the Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan. This plan makes references to the UMD West [Campus] Center. This plan defines the boundaries, core, and edge of the Plan 2035-designated UMD West [Campus] Center and recommends that it be reclassified from a Campus Center to a Local Transit Center, in recognition of its proximity to the University of Maryland and the Purple Line. The Center includes all but two parcels within the Sector Plan area and may be further expanded by future master or sector plans. See Policy LU 1 and Map 10 for more details.

Section II: Defining the Context

4. Revise the History Section (pp. 20-21) to include a montage of the 1938, 1965, 1977, 1984, and 2011 aerial photographs.

5. Revise the description of “Centers” on page 23 as follows:

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

6. Revise the UMD West Center Text Box on page 23 as follows:

UMD WEST [Campus] Center

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

Section III: Land Use

7. Delete Map 7. *Approved Development Applications in Plan Area*, and renumber subsequent maps accordingly.

8. Revise the Parks and Open Space Text Box on page 37 as follows:

The Future Land Use Map of a master or sector plan may identify certain properties for Parks and Open Space land uses. Parks and other public open spaces may be recommended in the Public Facilities Element (See Section X. Public Facilities) for other properties within a master or sector plan; a Parks and Open Space future land use designation is only applied when an entire property is recommended for park and open space uses. The Parks and Open Space future land use category is intended solely for property that has been acquired or designated by its owner as preserved open space or parks. Undeveloped properties are not automatically considered open space.

9. Create a new Strategy LU 1.1 as follows:

- a. LU 1.1: Designate the UMD West Center as a Local Transit Center.
- b. Renumber the remaining strategies in Policy LU 1 accordingly.
- c. Update Table 19 in Appendix D: Plan 2035 and Functional Master Plan Amendments accordingly.

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

11. Add LU 5: Maximize use of the Local Transit-Oriented, Planned Development (LTO-PD) Zone to encourage and facilitate the addition of desired amenities, including, but not limited to, Center-appropriate streetscapes, innovative stormwater management facilities, additional on-site tree preservation, and the provision of below-market-rate-housing.

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

12. Revise Map 9. *Future Land Use Map (FLUM)* to show the northern portion of current Lot 4 at 7500 Mowatt Lane as Mixed Use, and the ROS-zoned southern portion of Lot 4 as Parks and Open Space. **(See Attachment I. Revised Map 9. *Future Land Use Map (FLUM)*)**

13. Revise the boundaries of the UMD Local Transit Center to exclude the new ROS-zoned southern portion of Lot 4 at 7500 Mowatt Lane from the UMD West Center.

- a. Revise Map 10. *UMD West Campus Center - Recommended Boundary, Core, and Edge*, accordingly. **(See Attachment II. Revised Map 10. *UMD West Campus Center - Recommended Boundary, Core, and Edge*)**

14. Revise Strategies LU 1.7, LU 3.1, Map 11. *Strategies LU 1.4, LU 1.5, LU 1.6, and LU 1.7*, Map 12. *Recommended Consolidation of Parcels*, and Table 18. *Recommended Consolidation of Parcels*, as necessary to exclude the new ROS-zoned southern portion of Lot 4 at 7500 Mowatt Lane. **(See Attachment III. Revised Map 11. *Strategies LU 1.4, LU 1.5, LU 1.6, and LU 1.7*; and Attachment IV. Revised Map 12. *Recommended Consolidation of Parcels*)**

15. Revise Strategy LU 2.1 to include the new ROS-zoned southern portion of Lot 4 at 7500 Mowatt Lane.

Section IV: Economic Prosperity

16. Revise strategy EP 1.3: Concentrate new ground-floor retail along Campus Drive [and Mowatt Lane].
17. Delete Map 13. *Commercial Main Streets*.

Section V: Transportation and Mobility

18. Clarify language pertaining to traffic on page 53 by making the following revision:

[The roadways in the sector plan area provide enough capacity to accommodate growth in traffic; however, the experience for motorists traveling in the area, especially when accessing Adelphi Road and MD 193 (University Boulevard), can be challenging. Unsignalized intersections and traffic speeds can complicate the ease of navigating the area. The introduction of the Purple Line represents an opportunity for additional traffic control devices, engineering improvements, or enforcement actions to improve access to and along Adelphi Road.] The roadways in the sector plan area provide capacity to accommodate some growth in traffic; however, some stakeholders expressed concerns about accessibility and spot congestion along Adelphi Road and MD 193 (University Boulevard). Unsignalized intersections and traffic speeds can complicate the ease of navigating the area, especially for bicyclists and pedestrians. The opening of the Purple Line and the addition of housing in the sector plan area where people can walk, bicycle, or take transit to most of their destinations, creates choices for travelers.

19. Remove the word “appropriate” from Strategy TM 1.1.
20. Add Strategy TM 1.3: Evaluate the potential to use off-peak, on-street parking as a traffic calming mechanism, and convenience for shoppers and visitors, on Campus Drive and Adelphi Road. Should a pilot project be successful, DPW&T and/or SHA should consider permanent on-street parking in the outside lanes.
21. Add Strategy TM 1.4: Where existing streets cannot be retrofit to the DPW&T Urban Street Design Standards due to operational considerations, retrofit such streets with stormwater management facilities, such as bioswales and other best SWM management facilities, as encouraged or required by the DPW&T Urban Street Design Standards or equivalent SHA design standards.
22. Add Strategy TM 1.5: All new streets should be dedicated to any municipality in which they are located, or Prince George’s County.

23. Revise Table 7. *Recommended Master Plan of Transportation Complete and Green Streets* as follows:

Route Id	Facility Name	From	To	Min. Row	Right-Of-Way Type	Elements [*]	Motor Vehicle Lanes	Notes
A-10	Adelphi Road	Cool Spring Road	Pennsylvania Street	[93'] <u>106'</u> <u>122' w/ parking</u>	Mixed-Use Boulevard (A) Center Turn Lane Std. 100.24	10' wide sidewalks in Core 8' wide sidewalks outside Core <u>10' two-way cycle track on east side</u> <u>8' buffer</u> ¹⁴ [Separated bicycle lanes]	[2] <u>4</u> (with center turn lane)	<u>Cycle track may be replaced by buffered on-street bicycle lanes.</u> <u>Min. ROW will be less in Edge.</u> <u>Min. ROW will increase if on-street parking is added.</u> [(See Strategy TM 1.5 for more information.)]
A-16	MD 193 (University Boulevard)	Temple Street	Adelphi Road	137'	<u>Urban Major Collector Std. 100.02</u> [Mixed-Use Boulevard (B) Std. 100.23]	[Light Rail] <u>Purple Line</u> 10' wide sidewalks in Core 8' wide sidewalks outside Core <u>10' two-way cycle track on south side</u> <u>Shared-use path on north side.</u> <u>8' buffer</u> [Buffered bicycle lanes]	4	<u>Cycle track may be replaced by buffering the on-street bicycle lanes constructed as part of the Purple Line improvements.</u> [This allows for construction of a complete street plus space for the Purple Line]
[C-203 ¹⁵]	[Campus Drive]	[Presidential Drive]	[Guilford Drive]	[83']	[Neighborhood Connector Std. 100.26]	[10' wide sidewalks in Core]	[2]	

Underline indicates language added to the preliminary plan.

[Brackets] indicate language deleted from the preliminary plan.

Route Id	Facility Name	From	To	Min. Row	Right-Of-Way Type	Elements [*]	Motor Vehicle Lanes	Notes
						8' wide sidewalks outside Core Separated bicycle lanes]		
<u>C-203</u>	<u>Campus Drive</u>	<u>MD 193 (University Boulevard)</u>	<u>Presidential Drive/UC-201</u>	<u>106' 122' w/ parking</u>	<u>Mixed-Use Boulevard (A) Std. 100.22</u>	<u>Purple Line</u> <u>10' wide sidewalks</u> <u>10' two-way cycle track on south side</u> <u>8' buffer</u>	<u>4</u>	<u>Cycle track may be replaced by buffered on-street bicycle lanes.</u> <u>Min. ROW will increase if on-street parking is added.</u> <u>As of March 31, 2022, the Purple Line design along Campus Drive has not been finalized. This number will be revised prior to plan approval upon finalization of Purple Line design along Campus Drive.</u>
<u>C-203</u>	<u>Campus Drive</u>	<u>Presidential Drive/UC-201</u>	<u>Mowatt Lane</u>	<u>106' 122' w/ parking</u>	<u>Mixed-Use Boulevard (A) Std. 100.22</u>	<u>10' wide sidewalks</u> <u>10' two-way cycle track on south side</u> <u>8' buffer</u>	<u>4</u>	<u>Cycle track may be replaced by buffered on-street bicycle lanes.</u> <u>Min. ROW will increase if on-street parking is added.</u>
<u>C-203</u>	<u>Mowatt Lane</u>	<u>Campus Drive</u>	<u>Guilford Drive</u>	<u>103'</u>	<u>Mixed-Use Boulevard (A) Center Turn Lane Std. 100.24</u>	<u>10' wide sidewalks</u> <u>8' buffer</u> <u>Separated bicycle lanes</u>	<u>2</u>	

Underline indicates language added to the preliminary plan.
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Route Id	Facility Name	From	To	Min. Row	Right-Of-Way Type	Elements [*]	Motor Vehicle Lanes	Notes
UC-200	UC-200	Campus Drive (C-203)	UC-201	83'	Neighborhood Connector Std. 100.27	10' wide sidewalks in Core 8' wide sidewalks outside Core <u>Separated bicycle lanes</u> ¹⁶	2	
UC-201	UC-201	Mowatt Lane (C-203)	Campus Drive (C-203)	83'	Neighborhood Connector Std. 100.27	10' wide sidewalks in Core 8' wide sidewalks outside Core Separated bicycle lanes	2	
UC-202	UC-202	UC-200	UC-201	60'	Neighborhood Residential Std. 100.28.	Shared lane markings (Sharrows)	2	
UC-203	UC-203	UC-201	Adelphi Road (A-10)	83'	Neighborhood Connector (B) Std. 100.27	8' wide sidewalks Separated bicycle lanes	2	

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24. Revise Map 19. *Master Plan of Transportation Complete and Green Street Recommendations* (Preliminary Plan, p. 63) to reflect the revisions in Table 7. *Recommended Master Plan of Transportation Complete and Green Streets* above. **(See Attachment V. Revised Map 19. *Master Plan of Transportation Complete and Green Street Recommendations*)**

25. Revise Table 8. *Recommended Master Plan of Transportation Shared-Use Paths and Trails*, to reflect the changes identified above and in the errata sheet:

Route Id	Facility Name	From	To	Min. Row	Right-Of-Way Type	Notes
T-200	[Trail A] <u>Cycle Track A</u>	[Adelphi Road] <u>Mowatt Lane</u>	Northwest Branch	10'	[Shared-Use Path] <u>Cycle Track</u>	[Connect] <u>Construct</u> the planned 10'-12' hard-surface [shared-use path] <u>off-street cycle track</u> consistent with AASHTO Guidelines along <u>the south side of University Boulevard and Campus Drive.</u>
T-201	Trail B	Adelphi Road	University Hills Duck Pond Park	10'	Shared-Use Path	Construct the planned side path as a 10'- 12' hard-surface shared-use path consistent with AASHTO Guidelines from the west side of Adelphi Rd to the University Hills Duck Pond Park.
T-202	Trail C	Mowatt Lane	Calverton Drive	10'	Shared-Use Path	Complete the natural-surface shared-use path but connecting the University of Maryland Hillel property and the College Heights neighborhood via the State of Maryland property in the southeastern corner of the plan area. This replaces a previous MPOT trail in this location.
T-203	Trail D	Mowatt Lane	Commander Drive	10'	Shared-Use Path	Formalize the existing undeveloped natural-surface shared-use path from Mowatt Lane to Commander Drive in the College Heights Neighborhood. This replaces a previous MPOT trail in this location.

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Route Id	Facility Name	From	To	Min. Row	Right-Of-Way Type	Notes
T-204	Trail C + Trail D Connection	N/A	N/A	10'	Shared-Use Path	Connect Trail C + Trail D to expand connectivity between the University of Maryland Campus and the College Heights Neighborhood.
T-205	Shared- Use Path A	Adelphi Road	University Boulevard	8'	Shared-Use Path	Connect the plan area to the existing [sidepath] <u>side path, along Cool Spring Road and Adelphi Road, which is a planned five (5) foot sidewalk with three (3) foot buffer or eight (8) foot wide shared use path.</u>
T-206	Shared- Use Path B	Mowatt Lane	UC-201	8'	Shared-Use Path	Path will replace previously approved access road to 7500 Mowatt Lane.
<u>T-207</u>	<u>Cycle Track B</u>	<u>Sector Plan Boundary</u>	<u>MD 193 (University Boulevard)</u>	<u>10'</u>	<u>Cycle Track</u>	<u>Construct the planned 10'-12' hard-surface off-street cycle track consistent with AASHTO Guidelines along the east side of Adelphi Road.</u>

26. Revise Map 20. *Recommended Bicycle and Pedestrian Facilities* to show the bicycle accommodations on Campus Drive and Adelphi Road as off-street cycle tracks. (See **Attachment VI. Revised Map 20. Recommended Bicycle and Pedestrian Facilities**)
27. Revise Strategy TM 2.1 as follows: Ensure all existing and new streets within the sector plan area meet the required Level of Service (LOS) for [Transportation Service Area 1 or for] the Local Transit-Oriented (LTO) Zones in both the AM and PM peak periods.
28. Revise Strategy TM 4.7 as follows: Evaluate the potential for replacing the five-lane segment of Adelphi Road from the southern plan boundary to Campus Drive with the Mixed-Use Boulevard (A) Center Turn Lane (DPW&T Standard [Std.] 100.24), which includes on-street parking, separated bicycle lanes and wide sidewalks, and reduces vehicle travel lanes from four to two.
29. Add a new strategy TM 5.5: Explore the opportunity to expand the Stanford Street right-of-way to accommodate a sidewalk in addition to the recommended shared use path as development occurs.

30. Delete Strategy TM 4.6.

Section VI: Natural Environment

31. Delete Footnote 4 on p. 81.
32. Add Strategy NE 1.4: Maximize the use of conservation easements to preserve, in perpetuity, sensitive environmental features within the sector plan area.
33. Revise Strategy NE 2.2: Construct underground/~~structured~~ stormwater management facilities as a ~~[space]~~land-saving option to retain [hold] and [slowly] release the stormwater volume [consistent with] resulting from proposed development densities, pursuant to County stormwater management regulations.
34. Revise Strategy NE 2.3: As redevelopment and street construction/reconstruction occur, retrofit portions of properties and rights-of-way using stormwater best management practices (known as BMPs) to facilitate stormwater infiltration, reduce surface runoff volumes, and minimize adverse impacts to water quality [enhance stormwater infiltration.] Stormwater BMPs are defined as control measures implemented to mitigate changes to both the quality and quantity of runoff. BMPs usually focus on water quality problems caused by an increase in impervious surfaces. Stormwater BMPs can include storage practices (e.g., retention ponds or green infrastructure design), vegetative practices (e.g., buffers, green roofs, or wetlands), filtration/infiltration practices (e.g., porous pavement or functional stormwater design), and water-sensitive development (e.g., low impact development [LID]). (See also Strategy TM 1.4).
35. Add Strategy NE 2.4: Retrofit the University of Maryland campus with modern stormwater management facilities and green infrastructure to reduce runoff into Guilford Run.
36. Add a new paragraph to the “Green Infrastructure” section called “Conservation Easements” to the Natural Environment chapter of the plan, directly above the text box on Green Infrastructure:

Conservation Easements

A conservation easement is a voluntary legal agreement recorded between a landowner and a land trust or government agency that permanently limits the uses of the land to protect its conservation values and sensitive environmental features. All conservation easements must provide public benefits, which may include water quality, wildlife habitat, outdoor recreation, and education. A conservation easement is a “tool in the toolbox” that permanently protects regulated environmental features.

Section VII: Housing and Neighborhoods

37. Revise Policy HN 1 as follows:

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

38. Revise Strategy HN 1.5 as follows:

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

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

Section IX: Healthy Communities

40. Add a new paragraph after the second paragraph in the Existing Conditions Summary of the Healthy Communities chapter:

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

Section X: Public Facilities

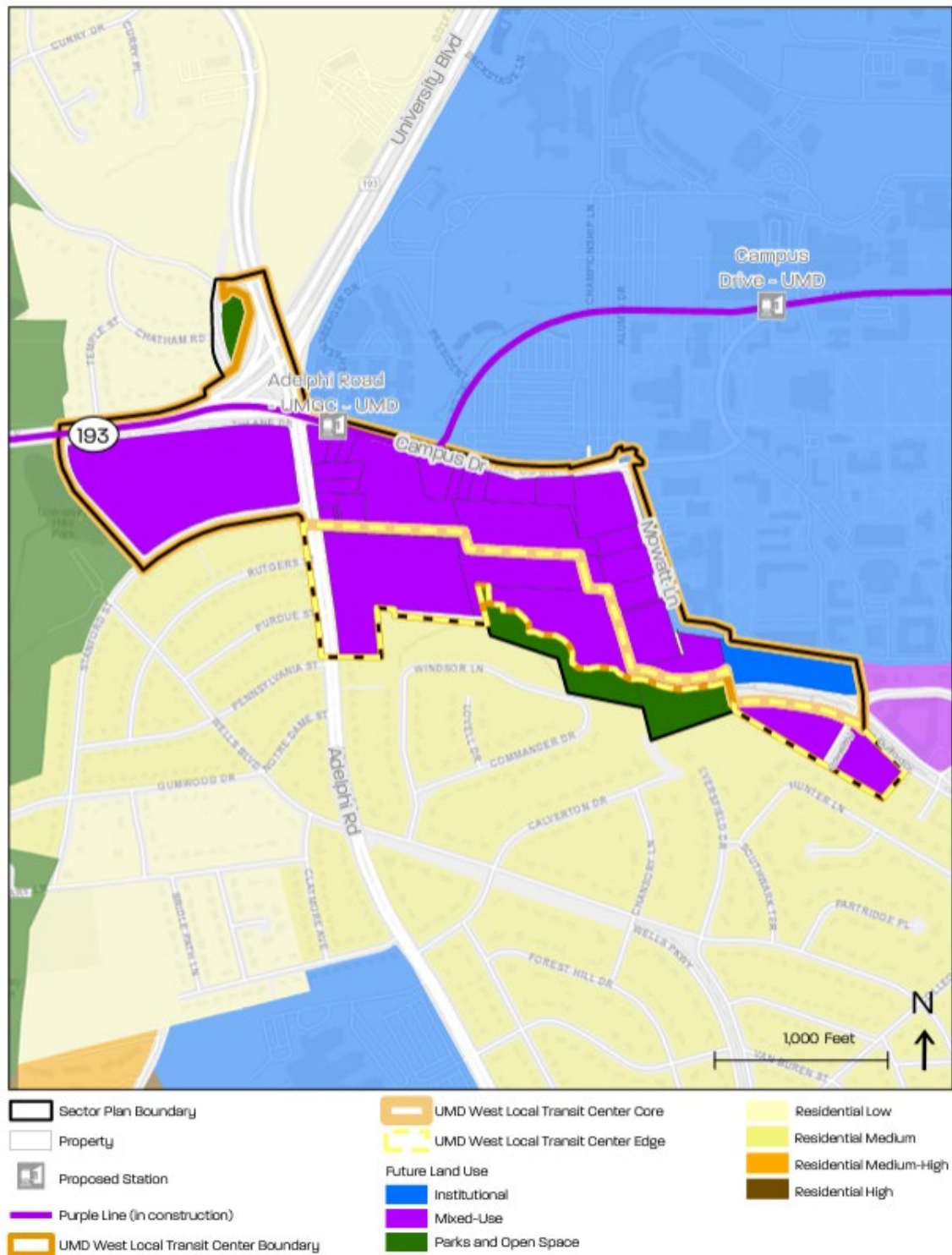
41. Add Strategy PF 2.8: As the property at 7500 Mowatt Lane develops, facilitate the creation of recommended "Conservation Area C (Guilford Run Stream Valley Park)" through the transfer of ownership to DPR and appropriate acquisition process. This should include, but not be limited to, areas zoned ROS,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

42. Revise the description of Conservation Area C in Table 15. *Recommended Parks and Public Open Spaces* as follows:

- a. Location: Located along [the] Guilford Run [Area] at the southern portion of the plan area.
- b. Revise the acreage: At least 12.4 acres
- c. Revise the acreage to incorporate the area of the ROS-zoned southern portion of Lot 4 at 7500 Mowatt Lane to the total acreage.
- d. Delete [Locate hard-surface trails outside the environmentally regulated areas] to recognize the potential for adding regulated or otherwise protected areas north of T-206.

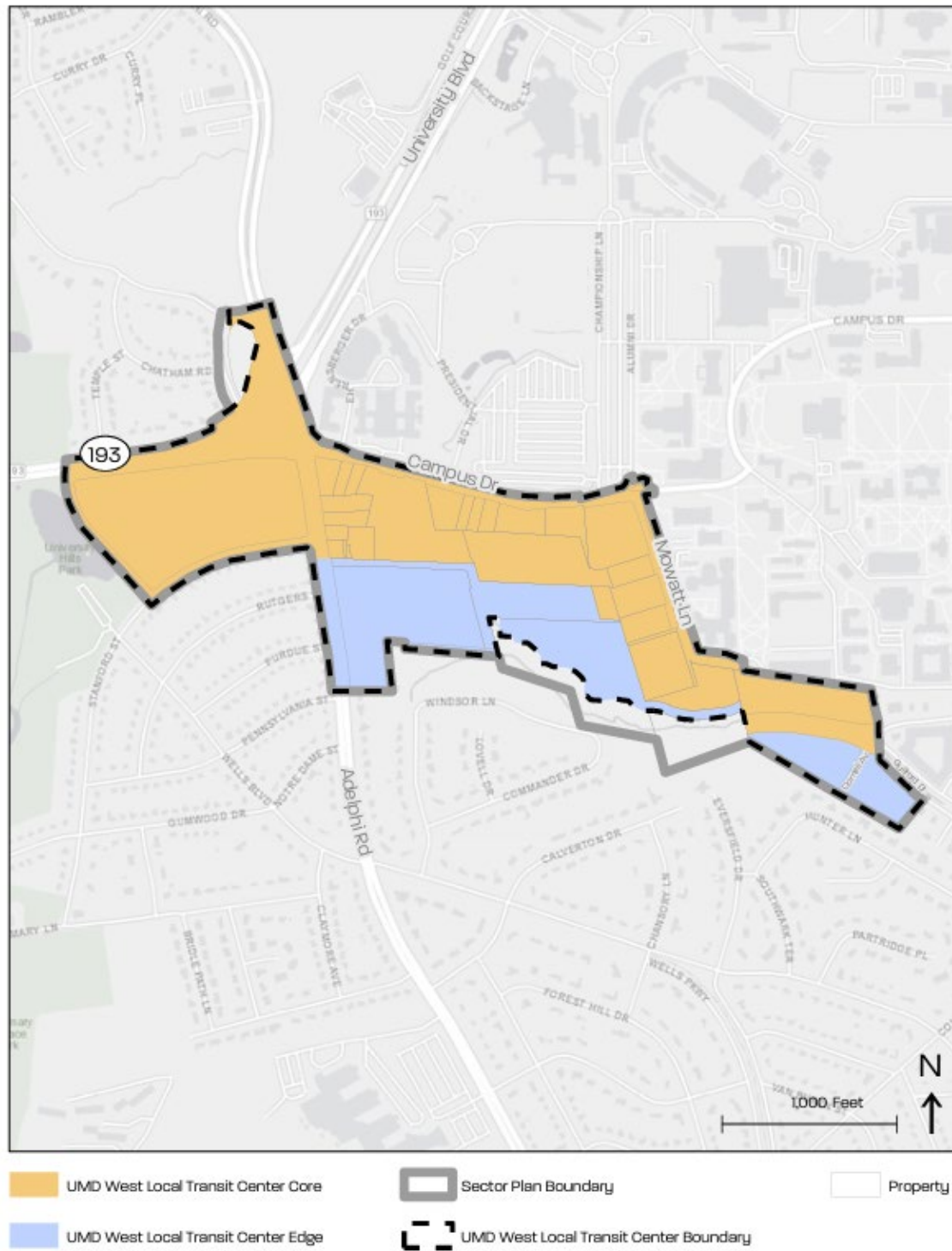
43. Revise Map 29. *Recommended Parks and Open Spaces*, to include all of the area west and south of recommended shared-use path T-206 and the new southern parcel (former portion of Lot 4) and/or ROS zone district within Conservation Area C. (See **Attachment VII. Revised Map 29. Recommended Parks and Public Open Spaces**)

Attachment I. Revised Map 9. Future Land Use Map (FLUM) (Preliminary Plan, p. 38)



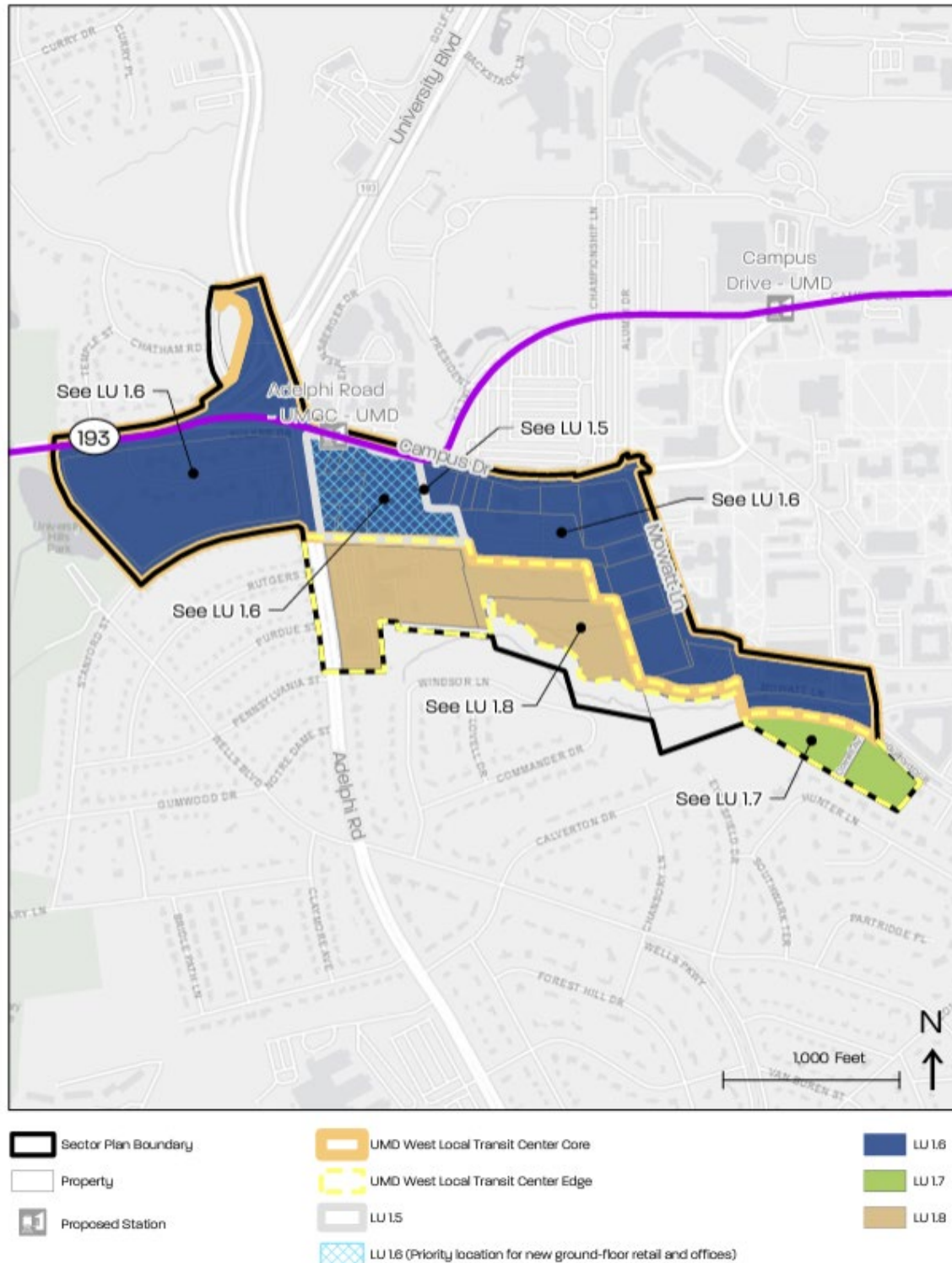
Underline indicates language added to the preliminary plan.
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Attachment II. Revised Map 10. UMD West Campus Center - Recommended Boundary, Core, and Edge
(Preliminary Plan, p. 40)



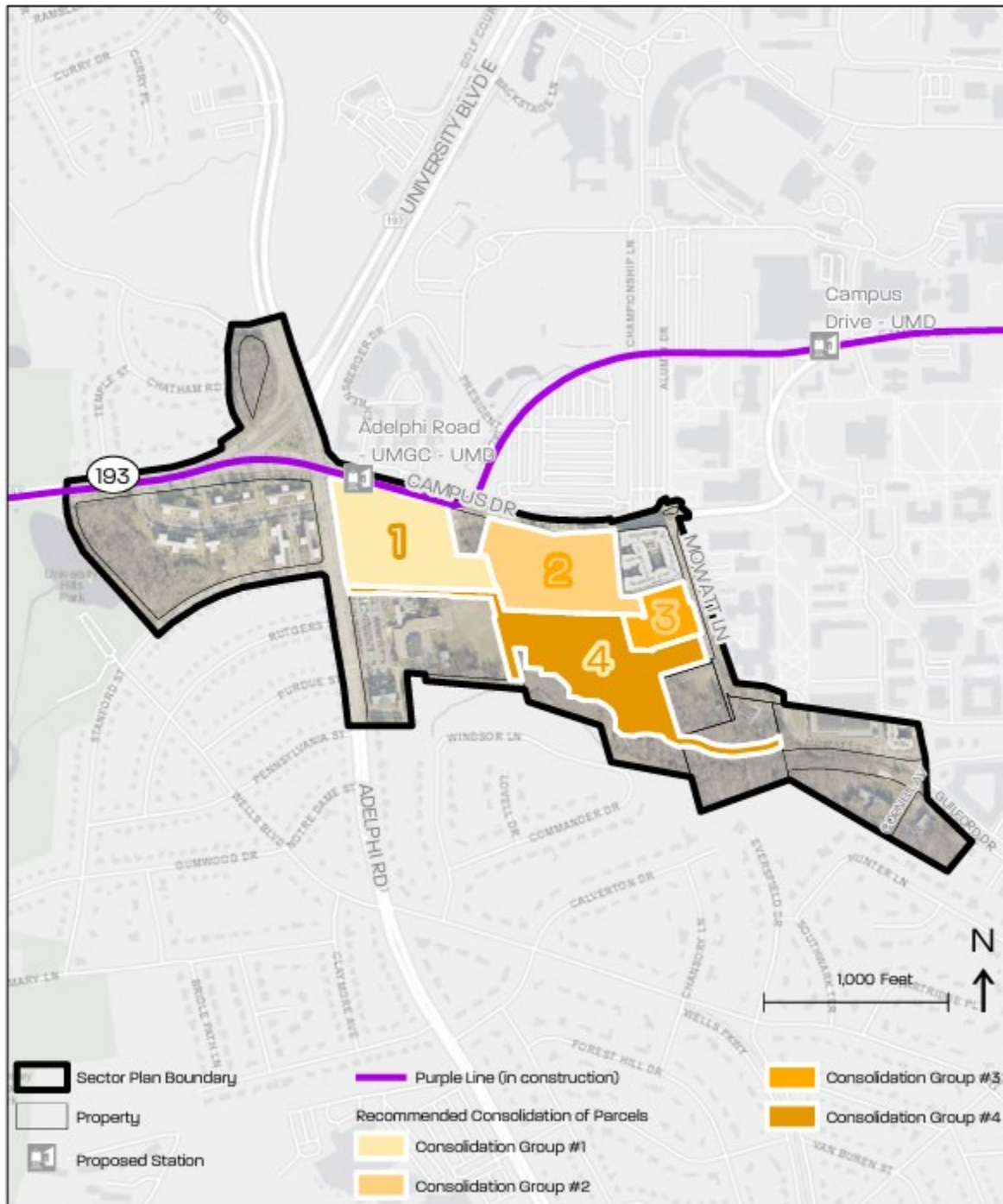
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Attachment III. Revised Map 11. *Strategies LU 1.4, LU 1.5, LU 1.6, and LU 1.7* (Preliminary Plan, p. 42) - Map 11. *Strategies LU 1.5, LU 1.6, LU 1.7, and LU 1.8*



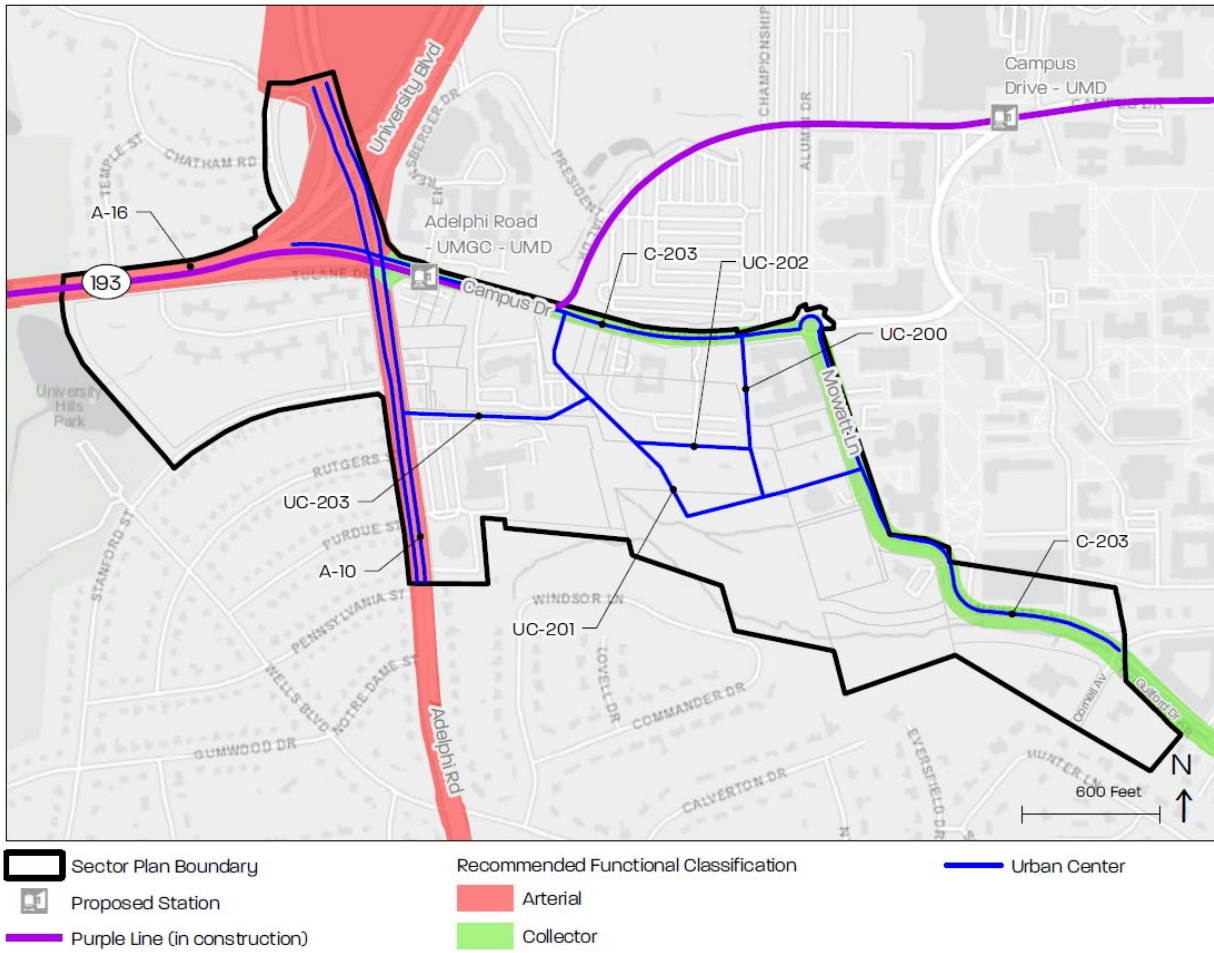
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Attachment IV. Revised Map 12. Recommended Consolidation of Parcels (Preliminary Plan, p. 44)



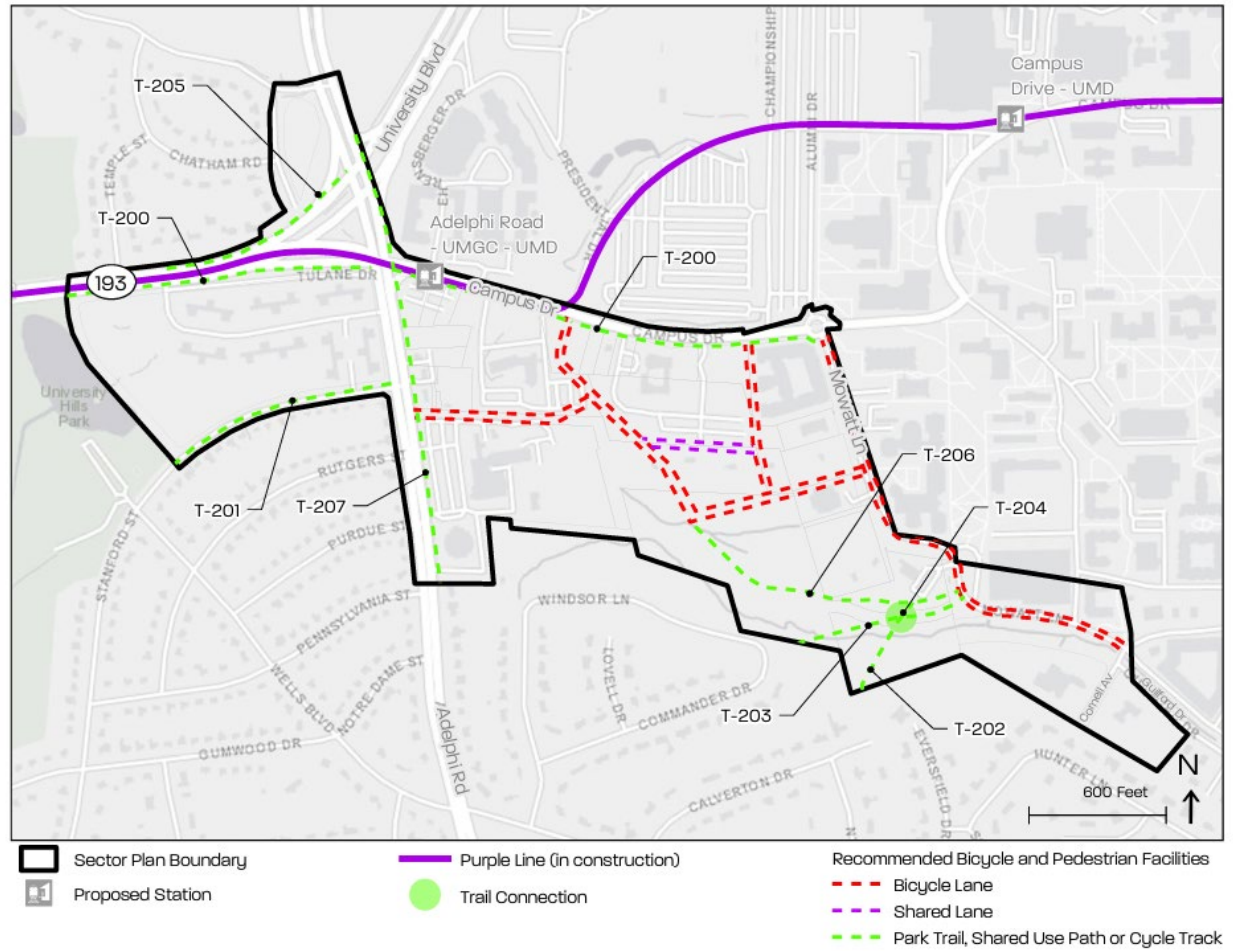
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Attachment V. Revised Map 19. Master Plan of Transportation Complete and Green Street Recommendations (Preliminary Plan, p. 63)



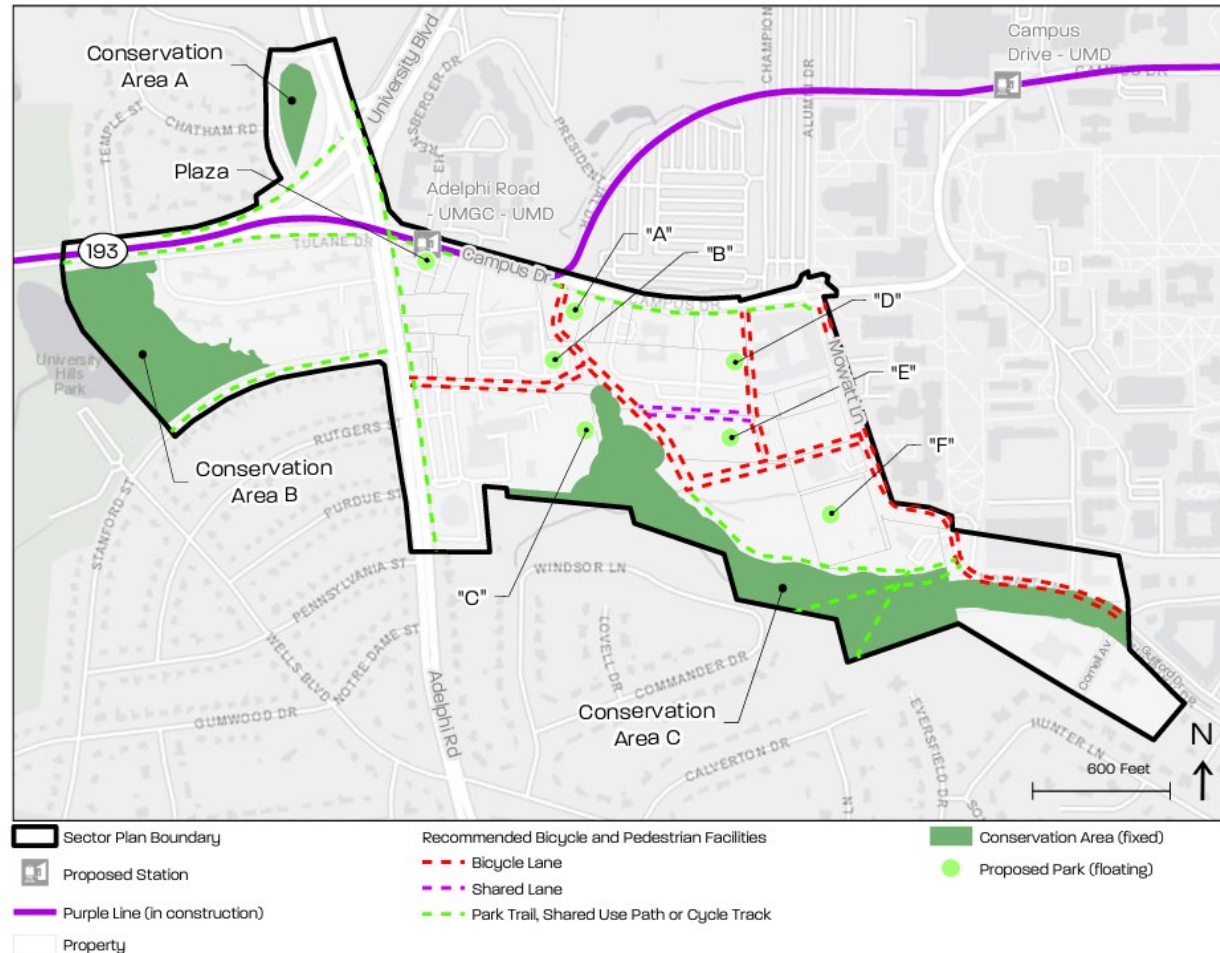
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Attachment VI. Revised Map 20. Recommended Bicycle and Pedestrian Facilities (Preliminary Plan, p. 68)



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Attachment VII. Revised Map 29. Recommended Parks and Public Open Spaces (Preliminary Plan, p. 115)



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NOW, THEREFORE, BE IT FURTHER RESOLVED, that the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission does hereby adopt the Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan, amending the 2014 Prince George's 2035 Approved General Plan by defining the center classification and boundaries of the UMD West Center, and will replace the 1989 *Approved Master Plan for Langley Park-College Park-Greenbelt* and amend the 2009 *Approved Countywide Master Plan of Transportation, Formula 2040: Functional Master Plan for Parks, Recreation and Open Space*, and the 2017 *Approved Resource Conservation Plan: A Countywide Functional Master Plan* for the portion of Planning Area 66 within the sector plan boundaries; and

BE IT FURTHER RESOLVED that the adopted sector plan comprises the Preliminary Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan as amended by this resolution; and

BE IT FURTHER RESOLVED that, in accordance with Section 27-3502(f)(6)(B) of the Prince George's County Zoning Ordinance, a copy of this adopted sector plan and its concurrent SMA will be transmitted to the County Executive and to each municipality within one mile of the area of the SMA; and

BE IT FURTHER RESOLVED that an attested copy of the adopted plan, and all parts thereof, shall be transmitted to the District Council of Prince George's County for its approval pursuant to the Land Use Article, Annotated Code of Maryland; and

BE IT FURTHER RESOLVED that the Prince George's County Planning Board finds that the plan recommendations, as heretofore described, are in conformance with the principles of orderly comprehensive land use planning and staged development, and with consideration having been given to the applicable County Laws, Plans, and Policies; and

BE IT FURTHER RESOLVED that Prince George's County Planning Board staff is authorized to make appropriate text and graphical revisions to the sector plan to correct errors, reflect updated information and revisions, and incorporate the changes reflected in this Resolution.

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Geraldo, seconded by Vice Chair Bailey, and Commissioners Bailey, Doerner, and Geraldo voting in favor of the motion, with Chair Shapiro abstaining, and Commissioner Washington absent at its regular meeting held on Thursday, April 14, 2022, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 14th day of April 2022.

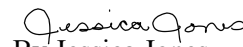
APPROVED AS TO LEGAL SUFFICIENCY



M-NCPPC LEGAL DEPARTMENT

DATE: April 14, 2022

Peter A. Shapiro
Chairman


By Jessica Jones
Planning Board Administrator

Attachment A**Errata Sheet for the Preliminary Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan (as of March 31, 2022)**

Correction No.	Error	Correction	Page #
1	The page shows the Council Chair's name at the bottom of the Council Member list.	The Council Chair and Vice-Chair should be listed at the top of the Council Member list	4
1a	Replace County Councilmember for District 8.	Replace Monique Anderson-Walker with Edward Burroughs III	
2	The Montgomery County Planning Board list is incomplete due to a vacancy at the time of public release.	Ensure that the final approved plan document reflects the current membership of the Prince George's and Montgomery County Planning Boards on the date of plan approval.	5
3	The Preliminary Sector Plan does not contain a Table of Contents.	Add Table of Contents	7
4	Most of the maps are low-resolution maps.	Update all the maps and legends with high resolution versions	All maps
5	Map 4. Municipal Boundaries did not have the complete municipal names spelled out on the labels	Add the complete municipal names as labels on "Map 4. Municipal Boundaries" -- 1) "Town of University Park;" 2) "City of College Park;" and "City of Hyattsville"	17
6	"Map 5. Sector Plan Area: Major Geographic Features" requires edits to the labels.	On "Map 5. Sector Plan Area: Major Geographic Features" update the following: 1) Change the park label font color to white; 2) Add Knox Road label	18
7	At the top of the page, the text "24,212 residents in the sector plan area, which is 3% of the entire County population" fails to mention the accurate geography the data represents.	Reword the text to --- "24,212 residents in the [sector plan area] <u>Sector Plan - Primary Market Area (PMA)</u> , which is 3% of the entire County population"	19

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[Brackets] indicate language deleted from the preliminary plan.

Correction No.	Error	Correction	Page #
8	The text for the "CENTERS" ("This Plan covers the entire UMD West Campus Center") fails to mention that portions of the UMD Center Campus Center was also included within this sector plan area boundary.	Reword the text to -- “This Plan covers the entire UMD West Campus Center <u>and portions of the UMD Center Campus Center.</u> ”	23
9	On the "PARKS AND OPEN SPACE" text box, the parenthesis is of the wrong font color.	Update the font color of to match the rest of the text.	37
10	The map links are missing on LU 1.1, LU 2.1	Add the missing map links	39
10a	Add UMD West Core and Edge boundaries on – Map 11. Strategies LU 1.4, LU 1.5, LU 1.6, and LU 1.7	Add UMD West Core and Edge boundaries on – Map 11. Strategies LU 1.4, LU 1.5, LU 1.6, and LU 1.7	42
11	The table link is missing on LU 3.1	Add the missing table link	43
11a	The Preliminary Sector Plan omitted several artistic renderings of the potential buildout of the Sector Plan, illustrating conceptual street and building layouts, preservation areas, and streetscapes.	Upon approval of the Sector Plan, these renderings will be updated to reflect any Planning Board and/or District Council amendments and included at the end of the Land Use Element.	44
12	On EP 1.3, the text incorrectly states "retail" for the “commercial” corridors	Replace "retail" with "commercial"	48
13	On EP 2.1, "to" is missing before "... the Purple Line station ..."	On EP 2.1, add "to" before "... the Purple Line station ..."	48
14	On “Table 6. Bus Stop Service and Design Features in the Sector Plan Area”, the title fails to specify the date of the field data collection.	Add the month and year of the field data collection on the table title.	59
14a	Map 19. Master Plan of Transportation Complete and Green Street Recommendations, shows UC-201 inadvertently traversing an area recommended by this Sector Plan for inclusion as a Regulated Area of the Countywide Green Infrastructure Network.	Modify Map 19 to realign interior street UC-201 alignment outside of the Regulated Area	63

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Correction No.	Error	Correction	Page #
14b	New interior street UC-201 “bisects” existing Hillel building at 7612 Mowatt Lane.	Revise Map 19: Master Plan of Transportation Complete and Green Street Recommendations to reflect updated alignment of new interior street UC-201 away from the Hillel Building	63
14c	On "Table 7. Recommended Master Plan of Transportation Complete and Green Streets" there is an extraneous reference to “(A-10)” in the Notes column.	Delete this reference	64
15	On "Table 7. Recommended Master Plan of Transportation Complete and Green Streets" the “Elements” column fails to include the “Separated bicycle lanes” on the list of elements for the "UC-200" facility. "Map 20. Recommended Bicycle and Pedestrian Facilities" also fails to show the correct element.	Add "Separated bicycle lanes" on the "Elements" column for the "UC-200" facility. Reflect this change on the "Map 20. Recommended Bicycle and Pedestrian Facilities"	64, 68

Correction No.	Error	Correction	Page #
15a	Table 7. Recommended Master Plan of Transportation Complete and Green Streets, does not include separate rows for C-203 Campus Drive (with the Purple Line), C-203 Campus Drive (without the Purple Line) and C-203 Mowatt Lane.	Add replace the one row for C-203 with separate rows for each segment. See additional information in Table below, "Errata 15a Correction"	64, 68
15b	The text box describing the Local Transit Oriented (LTO) Zone—Traffic Level of Service (LOS) Requirements refers erroneously to the Zoning Ordinance. These requirements are found in the Subdivision Regulations	Revise Source: Prince Georges County [Zoning Code] <u>Subdivision Regulations, Sections 24-4500 through 4506.</u>	66
16	Map numbers and links are missing in TM 4.1, TM 5.1, TM 5.2, NE 1.3, "Evaluation Areas" text box, NE 4.4, NE 4.6,	Add the correct map numbers and links	67, 70, 83,
17	There is a typo in TM 4.5	Change "TM: 4.5" to "TM 4.5"	67
18	On "Table 8. Recommended Master Plan of Transportation Shared-Use Paths and Trails," there is a typo error on the "Notes" column of the "T-200" facility.	Change "Connect" to "Construct"	69
19	On "Table 8. Recommended Master Plan of Transportation Shared-Use Paths and Trails," there is a typo error on the "Notes" column of the "T-202" facility.	Change "but connecting" to "by connecting"	69

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Correction No.	Error	Correction	Page #
20	On "Table 8. Recommended Master Plan of Transportation Shared-Use Paths and Trails," there is a typo on the "Notes" column of the "T-205" facility.	Change "sidepath" to "sidewalk"	69
21	There is a typo on Strategy TM 7.2	Change "receptable" to "receptacle"	72
22	TM 9.1 cites the incorrect County Code citation for the parking standards	Change "Sec. 21A-306" with the correct zoning ordinance citation -- "Subtitle 26, Division 9"	75
23	On "Map 22. Existing Environmental Easements and Regulated Areas of the Countywide Green Infrastructure Network," the "Existing GI Regulated Areas" layer has an error. The layer mistakenly included portions of the "Green Infrastructure Network (2017) Amendments - Addition (Regulated Area)" layer within "Map 23. Proposed Amendments to the Countywide Green Infrastructure Network."	Redraw the "Existing GI Regulated Areas" polygon on Map 22 to remove the area recommended as "Addition (Regulated Area)" on the "Green Infrastructure Network (2017) Amendments" on Map 23. Proposed Amendments to the Countywide Green Infrastructure Network.	80
24	On "Table 15. Recommended Parks and Public Open Spaces" the " Park C " facility mistakenly lists a design feature "Mini stage for concerts" on the "Functions, and features/Comments" column that conflicts with HD 2.3 -- "Discourage locating community gathering spaces that allow for noise generating activities (such as movies, festivals, concerts, etc.) within the Edge of the UMD Campus Center and non-center properties adjacent to existing single-family detached homes."	Delete "Mini stage for concerts" from the "Functions, and features/Comments" column of the " Park C " facility	119
25	On "Table 16. Implementation Matrix", the "Time" column is blank for the "PF 2.1"	Insert the (identify the short, media or Long-identify now) Fill the "Time" column with "O"	134
26	Appendix I-2, "Table 27: Parks and Recreation Facilities" the title of the "IN CURRENT COUNTY/M-NCPPC CIP" column should also include "(Y/N)"	Add "(Y/N)" on the "IN CURRENT COUNTY/M-NCPPC CIP" column title	Appendix I-2

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Correction No.	Error	Correction	Page #
27	Appendix I-4, "Table 28: Transportation Facilities" the title of the "IN CURRENT COUNTY CIP/ STATE CTP" column title should also include "(Y/N)"	Add "(Y/N)" on the "IN CURRENT COUNTY CIP/ STATE CTP" column title	Appendix I-4
28	Links were not available to add in Appendix B: Technical Reports section of the Preliminary Plan at the time of Permission to Print (October 28, 2021).	Add the following technical report links on Appendix B: Technical Reports section of the Preliminary Plan, and update the titles to match the final publication titles of all the reports: • 2013 Purple Line TOD Study (UMD West Excerpt) • Existing Conditions Highlights • Scenario Planning Summary ○ [Scenario Planning Methodology Report] Scenario Development Report ○ Scenario Evaluation Criteria Report ○ [Finalized Scenario Option – Summary] • Cool Spring, Adelphi Road, Pedestrian and Bicycle Access Improvement Project	

Errata 15a Correction:

Route Id	Facility Name	From	To	Min. Row	Right-Of-Way Type	Elements	Motor Vehicle Lanes	Notes
[C-203	Campus Drive	Presidential Drive	Guilford Drive	83'	Neighborhood Connector Std. 100.26	10' wide sidewalks in Core 8' wide sidewalks outside Core Separated bicycle lanes	2]	
<u>C-203</u>	<u>Campus Drive</u>	<u>MD 193 (University Boulevard)</u>	<u>Presidential Drive</u>	<u>106' 122' w/ parking</u>	<u>Mixed-Use Boulevard (A) Std. 100.22</u>	<u>Purple Line 10' wide sidewalks 10' two-way cycle track on south side 8' buffer</u>	<u>4</u>	<u>Cycle track may be replaced by buffered on-street bicycle lanes.</u> <u>Min. ROW will increase if on-street parking is added.</u>
<u>C-203</u>	<u>Campus Drive</u>	<u>Presidential Drive/UC-201</u>	<u>Mowatt Lane</u>	<u>106' 122' w/ parking</u>	<u>Mixed-Use Boulevard (A) Std. 100.22</u>	<u>10' wide sidewalks 10' two-way cycle track on south side 8' buffer</u>	<u>4</u>	<u>Cycle track may be replaced by buffered on-street bicycle lanes.</u> <u>Min. ROW will increase if on-street parking is added.</u>
<u>C-203</u>	<u>Mowatt Lane</u>	<u>Campus Drive</u>	<u>Guilford Drive</u>	<u>103'</u>	<u>Mixed-Use Boulevard (A) Center Turn Lane Std. 100.24</u>	<u>10' wide sidewalks 8' buffer</u>	<u>2</u>	

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