$7.00

Approved Subregion 1 2010

Master Plan and Sectional Map Amendment



The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department

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Note: The Administrative Correction, AC 2019-003 (Signed 2019-05-09), modifies the contents of the 2010 *Approved Master Plan and Sectional Map Amendment for Subregion 1 (Planning Areas 60, 61, 62, and 64);* and must be used in conjunction with the approved plan/SMA document.

Abstract

TITLE: *Approved Master Plan and Sectional Map Amendment for Subregion I (Planning Areas 60, 61, 62, and 64)*

AUTHOR: The Maryland-National Capital Park and Planning Commission

SUBJECT: Master Plan and Sectional Map Amendment for the Subregion I (Planning Areas 60, 61, 62, and 64) of Prince George's County, Maryland

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ABSTRACT: This document is the *Approved Master Plan and Sectional Map Amendment (SMA) for Subregion I (Planning Areas 60, 61, 62, and 64)*. It supersedes the 1990 *Approved Master Plan and Sectional Map Amendment for Subregion I (Planning Areas 60, 61, and 62)*. Developed with the assistance of the community, this document recommends goals, strategies, and action pertaining to land use, zoning, environment, parks and recreation, transportation, trails, public facilities, historic preservation, urban design, economic development and community character, and living areas. The SMA establishes zoning changes to implement the master plan's recommendations.

Note: The Administrative Correction, AC 2019-003 (Signed 2019-05-09), modifies the contents of the 2010 *Approved Master Plan and Sectional Map Amendment for Subregion 1 (Planning Areas 60, 61, 62, and 64)*; and must be used in conjunction with the approved plan/SMA document.

Approved Subregion 1 Master Plan and Sectional Map Amendment 2010



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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 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 Master Plan and Sectional Map Amendment (SMA) for Subregion 1 (Planning Areas 60, 61, 62 and 64). This community-based plan and SMA sets land use and development policies for the area, addressing physical and policy changes since publication of the 1990 *Approved Subregion I Master Plan and Sectional Map Amendment* (Planning Areas 60, 61 and 62).

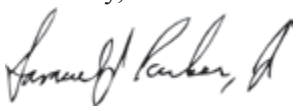
The plan's comprehensive approach to public participation was a successful collaborative effort and provided an open forum for residents, property owners, business owners, and developers to participate in the plan preparation. The public participation program consisted of community workshops, a Konterra charrette, a US 1 Corridor charrette, and Living Area workshops held from May 2005 to November 2006.

This plan contains recommendations for land use, environmental infrastructure, transportation systems (including roads, transit, and trails), public facilities, parks and recreation, economic development, urban design, historic preservation, and living areas. A vision and goals describing future desirable conditions, policies stating the intent upon which government decisions are evaluated, and strategies providing a general course of action are provided for each plan element. Finally, the SMA establishes zoning changes to allow implementation of the land use recommendations in the master plan.

The plan aligns well with comments received from more than 20,000 Prince George's stakeholders through *Envision Prince George's*, a multi-year public engagement initiative designed to create and implement a long-term vision for the county based on the viewpoints and input of citizens and stakeholders across the entire county. Over a two-year period, stakeholders shared their vision for the county through various public and online community forums. The end result was an Action Agenda that addresses more than 15,000 ideas and suggestions gathered from residents and stakeholders. Reflecting one countywide vision, the *Envision* Action Agenda outlines 14 priority goals with short- and long-term objectives to enhance the county over the next 10 to 20 years. Among the top concerns of residents was sustaining the county through effective development of mixed-use communities as also envisioned by the Subregion I plan.

The Prince George's County Planning Board and the County Council held a joint public hearing on the Subregion 1 Master Plan and SMA to solicit comments from property owners, residents, and the general public. All comments and recommendations presented at the public hearing became a matter of public record and were summarized and reviewed by the Planning Board and the County Council in their deliberations prior to approval of the plan and SMA by the District Council on June 23, 2010. The Planning Board and County Council appreciate the contributions of the community and stakeholders during the development of this plan. We encourage your continued involvement in overall community planning that will be essential to achieve the vision for the Subregion 1 planning area and Prince George's County.

Sincerely,



Samuel J. Parker, Jr., AICP
Chairman
Prince George's County Planning Board

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Community Vision

The vision for Subregion 1 is an integral community consisting of many healthy and historical residential neighborhoods, a regenerated and reinvented "main street" US 1 Corridor, upgraded commercial and industrial areas, and a vibrant "downtown" at the Konterra Town Center. The Subregion 1 community offers open spaces, trails, quality schools, and other public facilities, as well as multiple transportation modes and public safety.

Development Pattern Elements

- Adopt rural design guidelines and strategies for the portion of Subregion 1 located in the Rural Tier to ensure development consistent with the prevailing character.
- Discourage new isolated commercial activities and promote new mixed-use development in Konterra and at designated nodes along the US 1 Corridor.
- Encourage the revitalization and redevelopment of existing, under utilized commercial areas, develop compact, planned employment areas, and promote mixed-use development in the center and corridor with a strong emphasis on transit-oriented and pedestrian-friendly design in the Developing Tier.

Infrastructure Elements

- Initiate "green" design guidelines for all future development and redevelopment to ensure preservation and sustainability of the significant natural environment, implement all applicable environmental regulations, and consider the use of Leadership in Energy and Environmental Design (LEED) building certification to promote the design, construction, and operation of high performance green buildings and neighborhoods.
- Maintain, improve, and construct freeways, arterials, major collectors, collectors, and local (industrial, commercial, primary, and secondary) roadways as required by current and future development.
- Extend the Metro Green Line rail transit along the CSX railroad line through the Subregion 1 area connecting the Greenbelt Station to Baltimore/ Washington International Thurgood Marshall Airport.
- Construct four elementary schools, a new middle school, and a new high school to meet the school capacity needs of the expanding population; construct a new Laurel library branch and renovate the Beltsville library branch; relocate the District VI police station to the vicinity of Van Dusen Road and Virginia Manor Road and renovate or replace fire station companies 31, 41, and 49. Construct new fire stations in the Snowden and Konterra areas.
- Acquire additional land for community parks and stream valley parks including properties within Konterra to achieve the standards of 15 acres of local parkland per 1,000 persons and 20 acres of countywide, regional, stream valley, or special parkland per 1,000 persons.

Economic Development and Community Character

- Maintain existing employment areas in the Subregion 1 area, attract new employment development to provide a stable job and tax base and high value-added jobs, and strengthen screening and buffers between industrial uses and other adjacent uses.
- Introduce the phased replacement of sustainable and environmentally-friendly industrial structures in both the Beltsville Industrial Park and Beltsville Industrial Center to allow for a more economically competitive industrial environment.
- Cultivate new long-term employment opportunities generated by the Fort Meade Base Realignment and Closure (BRAC), White Oak federal facility, Konterra Town Center and business campus, the Intercounty Connector (ICC) and the growth of the area's flex/industrial base.
- Reposition retail along the US 1 Corridor's edge to take advantage of better visibility and accessibility to the existing and future customer base and to accommodate a changing retail and service environment with the construction of the Konterra Town Center.

- Cluster key retail uses at designated nodes of activity along the corridor (Costco site and vicinity, MARC/ Muirkirk Road, Contee Road, and US 1).
- Create greater residential density and a diversity of housing types at designated mixed-use nodes along the US 1 Corridor and the Konterra Town Center to accommodate all income levels.

Living Areas

- Preserve and maintain living and natural environments and the unique character of the identified eight communities, which include Beltsville, Calverton, Gunpowder, North Beltsville, Pheasant Run, South Laurel, Vansville, and West Laurel. Repair roads, improve public facilities, and promote public safety for these communities.
- Enforce county codes regarding: (1) truck and other excessive vehicle parking on residential streets, (2) multiple families living in single-family homes, (3) property maintenance, and (4) home businesses in areas not zoned for such uses.

Implementation

- Provide an action and phasing plan to implement the master plan's recommendations.
- Provide public facility cost analysis and estimates for the purpose of seeking future funding for the proposed projects.
- Include a sectional map amendment to implement the master plan's vision and recommendations.
- Establish appropriate zoning districts along the Intercounty Connector to allow for moderate-to-high-density commercial development.

Plan Purpose

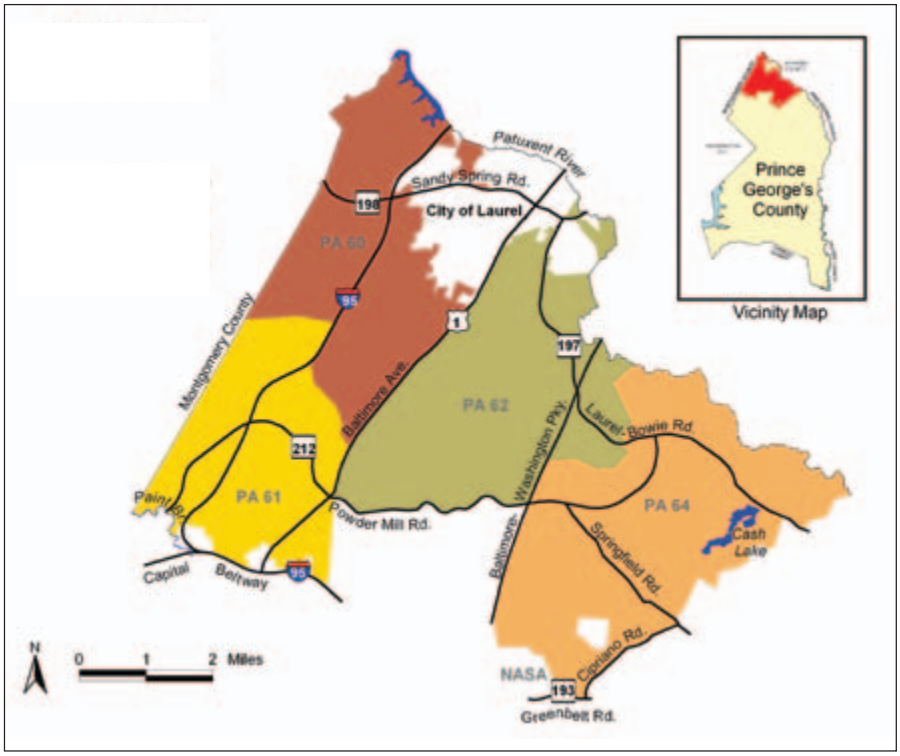
The Subregion 1 Master Plan and Sectional Map Amendment establishes development policies, objectives and strategies that are consistent with the recommendations of the 2002 *Prince George's County Approved General Plan*.

The master plan's over arching goal is to ensure that the subregion area becomes an inviting place to live, work, and play. It is a planning framework that guides the preservation, revitalization, and redevelopment of the subregion, providing specific recommendations to guide new development while protecting existing communities and significant environmental, historical and cultural resources.

Major goals of the master plan are:

- To enhance the quality and character of the existing communities.
- To encourage quality economic development.
- To preserve and protect environmentally sensitive and scenic land.
- To make efficient use of existing and proposed county infrastructure and investment.
- To provide a safe, affordable, and accessible multi modal transportation system.
- To provide needed public facilities in locations that efficiently serve the subregion's population.

Map 1: Subregion 1 and Vicinity



Planning Area Boundary and Regional Setting

The master plan area consists of approximately 44 square miles in northeastern Prince George's County and includes Planning Areas 60, 61, 62, and 64. It includes the communities of Beltsville, North Beltsville, West Laurel, and South Laurel, which includes the Montpelier subdivision. Subregion 1 is bounded by the border with Montgomery County to the west; Anne Arundel County, the Baltimore-Washington Parkway, and MD 201 to the east; Powder Mill Road and the Capital Beltway to the south and southeast; and the City of Laurel and the Patuxent River to the north. The master plan applies to all the land area within the subregion unless specifically stated otherwise. The City of Laurel is not included in the master plan because it has its own planning and zoning authority.

Relationship to the 2002 Prince George's County General Plan

The master plan establishes development policies consistent with the intent and vision of the 2002 *Prince George's County Approved General Plan*. The General Plan places Subregion 1 within two growth policy Tiers—the Developing Tier and the Rural Tier—and designates one possible future center and one corridor within the subregion. Over one-half of the subregion falls within the Developing Tier, which the General Plan envisions as an area of low- to moderate-density suburban residential communities, distinct commercial centers, and transit-serviceable employment areas. Developing Tier growth policies emphasize a balance between the pace of development and the demand for adequate roads and public facilities, encouraging contiguous expansion of development where public facilities and services can be provided most efficiently. The remainder of the subregion falls within the Rural Tier, where the General Plan seeks to preserve large amounts of land for woodland, wildlife habitat, recreation and agriculture pursuits, and preservation of the rural character and vistas that now exist.

In Subregion 1, the Konterra planned community is identified in the 2002 *Prince George's County Approved General Plan* as a possible future regional center, which is a location for regionally marketed commercial and retail centers, residential communities, office and employment areas, some higher educational facilities, and possibly sports and recreation facilities primarily serving Prince George's County. Moreover, Baltimore Avenue (US 1) is one of seven corridors designated by the General Plan where more intensive development and redevelopment should be encouraged at specified nodes along each corridor. In the Developing Tier, such corridors should contain a moderate-intensity mix of residential and nonresidential uses that are more community-oriented in scope.

Relationship to Other Plans and Policies

A number of previously approved plans and policy documents, such as the 1982 *Master Plan of Transportation*, the 1983 *Functional Master Plan for Public School Sites*, the 1975 *Countywide Trails Plan* including 1985 *Equestrian Addendum*, and the 1992 *Prince George's County Historic Sites and District Plan* provide background information and a framework for the plan and SMA for specific planning issues. In addition to these documents, other state planning legislation and the prior 1990 planning study for Subregion 1 also shape the planning framework and are described below.

2007 City of Laurel Master Plan

The 2007 *City of Laurel Master Plan* amends the 1989 Master Plan and the 1997 Update. It replaces the goals, objectives and recommendations of the plan and update, providing a new vision for the City of Laurel. It retains the overall concepts and all other aspects of both the plan and the update. The purpose of the plan is to set forth a long-range guide, which will shape the form of new development/redevelopment and also provide a framework for providing a cohesive, well-balanced community. The plan documents a number of goals and objectives that will serve to direct the various aspects of land use and development/redevelopment. Among the various segments addressed are the subdivision and zoning of land, provisions for public facilities, transportation issues, housing components, economic analyses and recommendations regarding parks and recreation facilities.

1997 Maryland Smart Growth and Neighborhood Conservation Act

This act builds on the eight visions adopted in the 1992 act, as amended. The act is nationally recognized as an effective means of evaluating and implementing statewide programs to guide growth and development.

In 1997, the Maryland General Assembly enacted a package of legislation collectively referred to as the Neighborhood Conservation and Smart Growth Initiative. The Maryland Smart Growth Program has three basic goals: to save valuable remaining natural resources; to support existing communities and neighborhoods; and to save taxpayers millions of dollars in the unnecessary cost of building infrastructure to support sprawl. A significant aspect of the initiative is the Smart Growth Areas legislation requiring that state funding for projects in Maryland municipalities, other existing communities, and industrial and planned growth areas designated by counties will receive priority funding over other projects. These are called Priority Funding Areas (PFA). The majority of the Subregion 1 planning area is categorized as a county-certified compliance area that is eligible for priority funding.

1992 Maryland Economic Growth, Resource Protection and Planning Act

This legislation was enacted to encourage economic growth, limit sprawl development, 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 twelve visions:

1. Quality of life and sustainability: 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. Public participation: citizens are active partners in the planning and implementation of community initiatives and are sensitive to their responsibilities in achieving community goals;
3. Growth areas: growth is concentrated in existing population and business centers, growth areas adjacent to these centers, or strategically selected new centers;
4. Community design: 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. Infrastructure: growth areas have the water resources and infrastructure to accommodate population and business expansion in an orderly, efficient, and environmentally sustainable manner;
6. Transportation: 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. Housing: a range of housing densities, types, and sizes provides residential options for citizens of all ages and incomes;
8. Economic development: 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. Environmental protection: 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; resource conservation: waterways, forests, agricultural areas, open space, natural systems, and scenic areas are conserved;
10. Stewardship: government, business entities; and
11. Residents are responsible for the creation of sustainable communities by collaborating to balance efficient growth with resource protection; and
12. Implementation: 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.

The twelve visions are a set of guiding principles that describe how and where growth and development should occur. The act acknowledges that the comprehensive plans prepared by counties and municipalities are the best mechanism to establish priorities for growth and resource conservation. Once priorities are established, it is the state's responsibility to support them.

1990 Subregion 1 Approved Master Plan and Adopted Sectional Map Amendment

The plan generally recommends protecting and improving the quality of all living areas and concentrating commercial uses along US 1. In commercial areas, the plan discourages the creation of further strip-commercial development. It proposes measures to improve the existing commercial strips along US 1, such as grouping similar uses and exploring opportunities for rear expansion and redevelopment, where feasible. The plan recommends a new town center in the proposed Konterra downtown and new neighborhood activity centers in the living areas to the west of US 1. The plan also proposes extensive future employment areas along US 1 and near I-95 to create job opportunities and increase tax revenue. Considerable zoning changes are recommended in the plan to achieve consistency with the land use plan.

The master plan includes goals, objectives, concepts, recommendations and guidelines for the environmental envelope, mineral resources, historic preservation, living areas, housing, commercial areas and activity centers,

employment areas, circulation and transportation, and public facilities. This Subregion 1 Master Plan reexamines the 1990 master plan and develops recommendations for future development and redevelopment in the planning area.

Public Participation

Public participation was fundamental to the creation of the plan's community-based vision. The planning process for Subregion 1 included multiple opportunities for a broad cross-section of stakeholders to provide input at various stages of analysis, from initial concepts to the development of a preferred alternative. Community involvement began with a public forum on March 29, 2005, that provided an initial opportunity for the public to offer ideas and comments pertaining to the planning area. Following initiation of the planning process, two community workshops were held to gather community input for this plan. The first workshop, held on June 2, 2005, focused on parks, open spaces, trails and the green infrastructure network. The second workshop, held on October 6, 2005, focused on public facilities (libraries, schools, police and fire facilities), historic preservation and transportation.

The public participation focus was then divided into two phases: the first phase focused on the US 1 Corridor, while the second phase examined the living areas surrounding US 1.

The public participation focus on the US 1 Corridor consisted of a charrette process that included a pre-charrette workshop on August 29, 2006, followed by a five-day charrette held at the corporate offices of the Hope Christian Church from September 13, 2006 to September 19, 2006. The charrette began with a public workshop that offered opportunities for stakeholders to provide feedback both informally and in interviews during the design process and culminated with a public workshop to present the concepts developed during the charrette. A post-charrette presentation, held on October 11, 2006, at the Martin Luther King, Jr., Middle School, presented final concepts, plan refinements and implementation strategies.

The public participation focus on the living areas surrounding US 1 consisted of three public workshops focusing on the western living areas, central living areas, and eastern living areas, respectively. These workshops, held at the corporate offices of the Hope Christian Ministries on October 19, October 21 and October 26, 2006, offered an opportunity for residents to provide input on key issues and concerns in each living area. The planning concepts developed based on the workshop feedback were presented at a post-workshop session on November 18, 2006, at the Martin Luther King, Jr., Middle School. A total of 130 people participated in the living areas workshops.

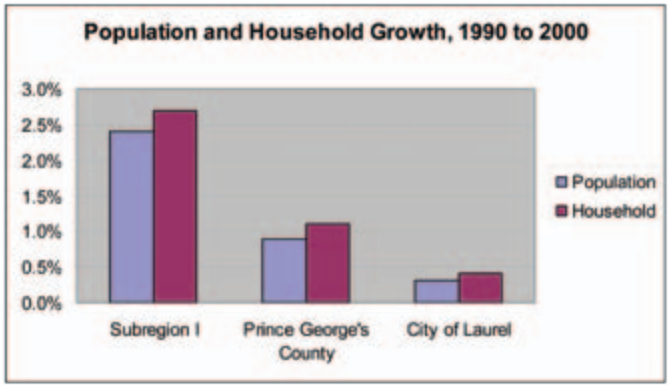


US 1 Corridor charrette

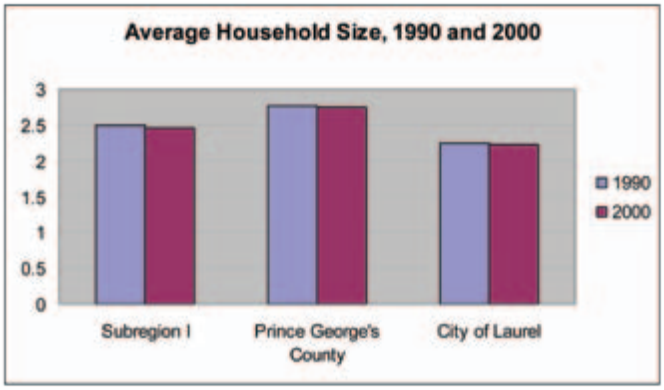
Planning Area Profile

Population and Households

In 2000, the Subregion 1 area was home to approximately 55,000 residents and 21,000 households. From 1990 to 2000, annual growth in population and households was 2.4 percent and 2.7 percent, respectively (approximately 43,000 residents and 16,000 households). However, household sizes in general declined; the Subregion had an average household size of 2.49 in 1990 and 2.46 in 2000. This is a trend also seen in the City of Laurel and Prince George's County as a whole.



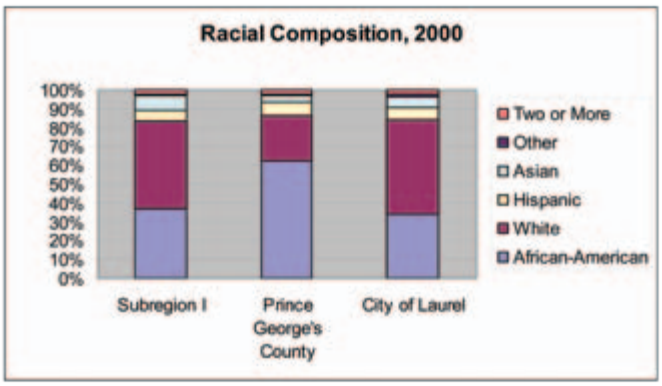
Source: U.S. Census, 1990 and 2000



Source: U.S. Census, 1990 and 2000

Race

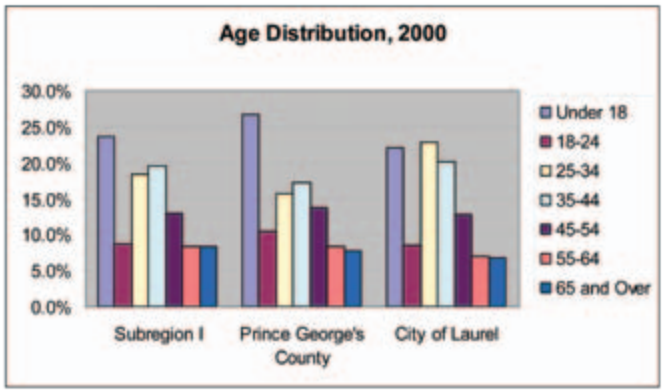
According to the 2000 Census, the two largest ethnic groups were whites and African-Americans consisting of 46.5 percent and 36.7 percent of the subregion's population, respectively. The Asian population accounted for approximately eight percent, while Hispanics accounted for approximately six percent. Those of "Other" or two or more races accounted for approximately three percent of the Subregion 1 population. The racial composition of the Subregion 1 is similar to the City of Laurel whose population was approximately 34 percent white and 50 percent African American in 2000. Both the subregion and the City of Laurel differ when compared to Prince George's County's racial composition in 2000. According to the 2000 Census, Prince George's County's population was composed primarily of African Americans (62.1 percent) and a significantly smaller white population (24.4 percent).



Source: U.S. Census, 2000

Age of Population

In Subregion 1 the working-age population (25 to 44 years of age) and the aging population (45 to 54 years of age) have increased steadily since 1990. According to the 2000 Census, 38 percent of the population was between 25 to 44 years of age and 13 percent of the population was between 45 to 55 years of age, while those under 18 years of age accounted for approximately 24 percent.

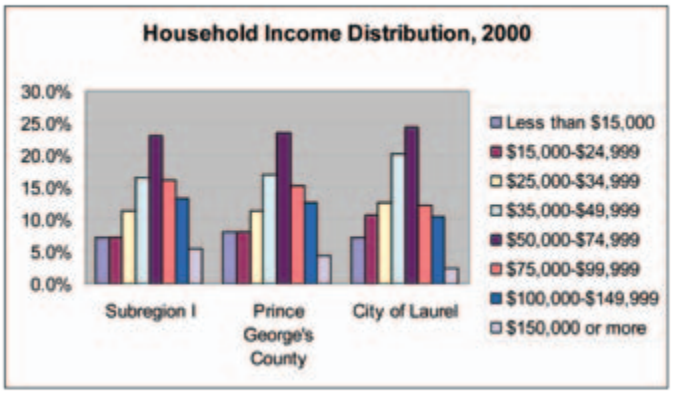


Source: U.S. Census, 2000

Income

In 2000, the median household income in Subregion 1 was $58,488, which was higher than the City of

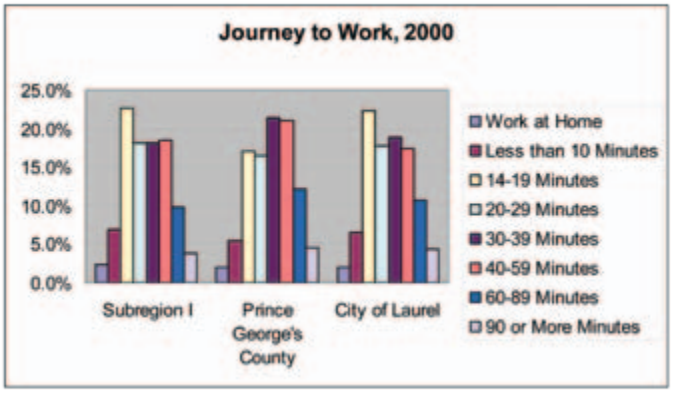
Laurel ($49,415) and slightly above the county median ($55,265). More than half of the households in Subregion 1 (57.8 percent) and Prince George's County (55.8 percent) had incomes greater than $50,000, while approximately half (50.1 percent) of the households in the City of Laurel had incomes less than $50,000.



Source: U.S. Census, 2000

Commuting

Half of the residents in Subregion 1 (50 percent) commuted more than 30 minutes to work in 2000, as compared to 59 percent of county residents and 51 percent of residents in the City of Laurel. At the same time, approximately 56,400 persons worked in Subregion 1 in 2000, with professional, scientific and management services (14 percent of the jobs), retail trade (11.4 percent) and construction (10.6 percent) serving as the top three job generators in Subregion 1.



Source: U.S. Census, 2000

Housing

Owners outnumber renters in Subregion 1, with homeowners comprising 57.9 percent of households in 2000 as compared to 61.8 percent of county households and 49.9 percent of City of Laurel households. While single-family units accounted for the majority (59 percent) of the housing stock in Subregion 1, nearly 30 percent of the housing stock was located in structures of ten or more units. Over 70 percent of the overall housing stock in Subregion 1 was constructed between 1960 and 1989.

Introduction

The 2002 *Prince George's County Approved General Plan* designates three growth policy tiers, each with its own unique characteristics and associated vision, goals, policies and strategies. The General Plan places Subregion 1 within two growth policy tiers, the Developing Tier and the Rural Tier and designates one possible future regional center (Konterra Town Center) and one corridor (US 1) within the Subregion 1 area.

The Development Pattern Element of this master plan applies the General Plan vision for tiers, centers, and corridors to Subregion 1 and refines the General Plan goals to reflect the area's unique characteristics and location. It also divides the US 1 Corridor into four focus areas and has specific recommendations for the planned Konterra Town Center development and eight living areas. General recommendations for the entire master plan area that are found in the infrastructure elements section also apply here, unless specifically stated otherwise.

Rural Tier

Vision

The vision for the Rural Tier in Subregion 1 is protection of large amounts of land for wooded wildlife habitat, recreation and agriculture pursuits, and preservation of the rural character and vistas that now exist. Residential development pressures and equity for landowners are balanced with efforts to preserve rural environments and character.

Background

The properties in the Rural Tier within the Subregion 1 area are primarily publicly-owned lands including the Rocky Gorge Reservoir owned by the Washington Suburban Sanitary Commission (WSSC) and large federal research facilities such as the Beltsville Agricultural Research Center (BARC) and the Patuxent Research Refuge.

The Rocky Gorge Reservoir is located in the northern-most point of the Subregion 1 area in West Laurel on the banks of the Patuxent River. The reservoir was created by the construction of the T. Howard Duckett Dam and is



Rocky Gorge Reservoir

adjacent to several hundred thousand evergreen and locust trees planted by WSSC to protect the land against soil erosion. WSSC recognizes the recreational value of the reservoir and some of the surrounding land is open to the public with limited access to a fishing/boating area, picnic areas, horse trails, and boat mooring and launching areas. The primary use of the reservoir is to store water before it is pumped to a filtration plant in Laurel to provide safe drinking water for Montgomery and Prince George's Counties.



Entrance to the Beltsville Agricultural Research Center

BARC is a unit of the United States Department of Agriculture's agricultural research service. It is located in the southeastern portion of Subregion 1 in Beltsville. Encompassing approximately 7,000 acres, BARC is the largest agricultural research complex in the world, responsible for conducting research into large-scale farming practices including beef, pig, and poultry raising, pesticides, nutrition, and various other programs of interest to the agricultural industry.

The Patuxent Research Refuge, located in South Laurel, is one of over 540 refuges in the national wildlife refuge system administered by the U.S. Fish and Wildlife Service. The national wildlife refuge system is the world's largest network of lands and waters dedicated to protecting wildlife and their habitat. The Patuxent Research Refuge is the nation's only national refuge established to support wildlife research. Today most of the research on the refuge is conducted by the US Geological Survey (USGS) through the Patuxent Wildlife Research Center.

Both BARC and the Patuxent Research Refuge are within their own federally reviewed master plans.



Patuxent Wildlife Research Center

Goals

- Preservation of environmentally sensitive features.
- Retention of sustainable agricultural land.
- Maintenance of rural character.
- Limited nonagricultural land uses.

Policy 1: Retain or enhance environmentally sensitive features and agricultural resources.

Strategies

- Adopt rural design guidelines and strategies in areas of prevailing rural character to ensure that public and private development projects are designed and constructed consistently or in a manner that is consistent with the prevailing character. The standards and guidelines are to include roadway design, setbacks, buffering, tree retention, fencing, screening and building bulk standards.
- Establish an agricultural land preservation program that identifies priority preservation areas throughout the county in accordance with the Agricultural Stewardship Act of 2006.
- Designate BARC and the Patuxent Research Refuge as priority preservation areas within Prince George's County.
- Emphasize tree cover in the Rural Tier to protect large amounts of woodland, which is critical to the environment because it acts as a purifier of water and air.
- Identify the Spicknall Farm and Turkey Flight LLP properties on Old Gunpowder Road as being eligible to participate in the Purchase of Development Rights (PDR) or HARPP programs for agricultural preservation and in any future Transfer of Development Rights program adopted by the county.

Policy 2: Provide for a transportation system within the Rural Tier that helps protect open space, rural character, and environmental features and resources.

Strategies

- Limit transportation system improvements to those needed to implement the preferred development pattern.
- Design and construct transportation facilities within the Rural Tier that will preserve its rural, scenic and historically significant characteristics.
- Follow the environmental guidelines for bridge and road construction as contained in the transportation section of this master plan.

Developing Tier

Vision

The Developing Tier in Subregion 1 is an area of low-to moderate-density suburban residential communities, distinct commercial centers, and transit-serviceable employment areas. Developing Tier growth policies emphasize a balance between the pace of development and the demand for adequate roads and public facilities, encouraging contiguous expansion of development where public facilities and services can be provided most efficiently.

Background

Residential

In recent years, the residential development market in the Baltimore-Washington, D.C., metropolitan region and Subregion 1 has been growing steadily. This growth will persist, as Fort Meade adds new personnel and construction of the Intercounty Connector (ICC) is completed. The current residential market demands large, luxury single-family homes and specialized residential communities that promote active and healthy living for older adults. These communities typically consist of smaller, attached ownership units such as luxury townhouses or condominiums. However, there also is a growing need for more affordable rental and homeownership units or workforce housing units to accommodate the region's services and retail employees and young one- to two-person households. Within Subregion 1, the best opportunities for high-density condominium development are offered by the Konterra Town Center project and the future development of the Brickyard project. Both propose to offer pedestrian and vehicular access to retail and restaurant centers. The future Brickyard development located at the Muirkirk MARC station will offer an opportunity for transit-oriented development, particularly upon the completion of the ICC. Workforce housing is best accommodated within new mixed-income developments with transit access.

Retail

Major retail land uses in Subregion 1 are by large shopping centers primarily along the US 1 Corridor and small-scale strip-mall developments located throughout the subregion. The larger-scale retail developments are IKEA, the Circuit City Shopping Center, and Chestnut Hills Shopping Center in Beltsville; the Marlo Home Shopping Center at US 1 and Contee Road; and the Calverton Shopping Center, off Powder Mill Road in the Calverton area. From convenience goods to bargain shopping outlets to national brand retailers, the Subregion 1 commercial corridors offer a myriad of goods and services for the local population. Accessibility to three major highways (I-95 to the west, I-495 to the south and MD 295 to the east), an existing and growing residential community and healthy competition add to the area's appeal as a business location.



Chestnut Hills Shopping Center

Regional retail competition comes primarily from Columbia Mall and big box retailers along Snowden River Parkway in Columbia to the north and from the Arundel Mills Mall to the northeast. Although not located in Subregion 1, the planned Greenbelt Station Shopping Mall will also compete with Subregion 1 retail. It is located inside the Capital Beltway just south of Subregion 1 and is planned to include more than one million square feet of retail, combined with one million square feet of office and residential uses with direct access to Metro and MARC rail stations. The Konterra Town Center will serve Prince George's, Montgomery and Howard Counties with high-end national and regional retailers.

Retailers tend to favor highly accessible locations, typically focusing on intersections of major roads. For US 1, the key commercial intersections are Cherry Lane and Contee Road. New US 1 retail opportunities will occur in the Brickyard mixed-use development as well as with the revitalization and redevelopment of the US 1 Corridor as a pedestrian-friendly commercial destination with a complementary residential component.

The area has one main north-south commercial corridor, US 1/Baltimore Avenue, with several smaller commercial districts on cross streets.

Office, Flex, and Industrial

Major employment industrial land uses within Subregion 1 include both light and heavy industry as well as small and large business/office parks. Light industrial land use includes industrial parks that consist of multiple buildings on large lots, usually one-story in height concentrated in the Beltsville Industrial Park and Beltsville Industrial Center, along and adjacent to US 1; the Avondale Industrial Area, along Cherry Lane; and the Virginia Manor Industrial Park, along Virginia Manor Road. Heavier industrial land uses in the Subregion 1 area are typically mining sites. Heavy industry comprises older operations such as the Muirkirk Furnace, along US 1, in the North Beltsville living area.

Primarily located in the southern portion of the US 1 Corridor, many of the industrial businesses are stable, long-time companies that have not changed in size significantly in recent years. The industrial market demand is constrained somewhat by the aging stock of available buildings, by the image and congestion of US 1, and by extensive competition from Howard County and Anne Arundel County developments with better access to regional road networks. There will be a continued need for replacement industrial space over the next few years, as many of these existing buildings are obsolete and need to be replaced. The US 1 Corridor could support up to an additional 200,000 square feet of industrial building space over the next 10 to 15 years.



Pacific Institute for Research and Evaluation (PIRE)

Major office and flex land use includes business campuses and employment parks. This is a prominent land use throughout the subregion that includes the Konterra Business Campus, Ammendale Business Campus, and Ammendale South Business Campus along US 1 and the Laurel Employment Park, Maryland 95 Corporate Park and Konterra at Sweitzer Business Park along I-95.

The office, flex and industrial markets in Subregion 1 (and suburban Maryland as a whole) experienced negative rates of absorption in recent years due to oversupply in the market and competition from more modern spaces in nearby locations that supported today's modern necessities. However, leasing activity in the second quarter of 2005 indicated a slow recovery in all markets. For Subregion 1, additional office demand has been generated by the spillover from Washington D.C.'s central business district, where rents continue to increase at a high rate. With higher rents in the District of Columbia, some office tenants have chosen to move to suburban Maryland where rents are more affordable.


Ammendale Business Campus

The potential for further office development depends on the subregion's ability to compete with other areas in the region. In order to be competitive for Class A office space, an office location must have good access, proximity to executive housing, access to a skilled labor force and supportive retail. In addition, office locations with amenities such as ancillary retail are popular. The bulk of the Subregion 1 area's future office development, particularly that located in close proximity to retail, is likely to be concentrated within the Konterra Town Center development closer to I-95 and to a lesser extent, on the ICC at US 1 at Muirkirk Road. Future demand for office and flex space is projected to support construction of 150,000 to 250,000 square feet along US 1 in the next 10 years and then increase during the 2015 to 2025 period with completion of the ICC.

Goals

- Preservation and maintenance of residential areas.
- Preservation and enhancement of natural environments.
- Maintained roads and improved pedestrian access.
- Improved and maintained public facilities.
- Increased public safety.
- Sustainable economic development.
- Increased utilization of transit.

Policy 1: Preserve and enhance the suburban neighborhood character.

Strategies

- Enforce codes regarding: (1) truck and other excessive vehicle parking on residential streets, (2) multiple families living in single-family homes, (3) property maintenance, and (4) home businesses in areas not zoned for such uses.
- Encourage high-quality design that seeks to improve existing shopping centers and promotes and enhances the character of neighborhoods.

Policy 2: Encourage low- to moderate density, transit- and pedestrian-oriented development.

Strategies

- Discourage new isolated commercial activities and promote new mixed-use development in Konterra Town Center and at designated nodes along the US 1 Corridor.
- Encourage the revitalization and redevelopment of existing, underutilized commercial areas, such as the Marlo Home Shopping Center in North Beltsville and the former gas station on MD 197 adjacent to the Baltimore-Washington Parkway in Pheasant Run.
- Develop compact planned employment areas near transit.
- Promote development of mixed residential and nonresidential uses at moderate to high densities and intensities in context with surrounding neighborhoods and with a strong emphasis on transit-oriented design, particularly in proposed mixed-use areas along US 1 in Beltsville and South Laurel.

Policy 3: Plan and provide public facilities to support the planned development.

Strategies

- Balance the pace of development with the ability of the private sector to provide adequate transportation and public facilities.
- Encourage contiguous expansion of development where public facilities and services can be more efficiently provided.
- Ensure a balance between school facilities and recreational facility capacity and new development in order to prevent school overcrowding.
- Proactively plan for construction of new school and recreational facilities

Policy 4: Improve vehicular and pedestrian circulation and safety.

Strategies

- Upgrade intersections to alleviate congestion and provide a safe, steady flow of traffic.
- Install streetscape improvements including paved pedestrian paths and safety features, clearly marked crosswalks at major intersections, trees, landscaping, curbs, and lighting, where needed.

Policy 5: Promote and enhance commercial uses and encourage a safe shopping, working, and living environment.

Strategies

- Provide incentives to upgrade area shopping and retail centers in the form of public loans and tax breaks.
- Define design guidelines for new and redeveloped shopping centers within residential areas that complement the character of those areas.
- Institute measures to increase safety and reduce crime through implementation of Crime Prevention Through Environmental Design (CPTED) principles.

Centers and Corridors (Konterra Town Center and US 1/ Baltimore Avenue Corridor)

Vision

Centers and corridors in Subregion 1 are a mix of uses at moderate to high densities and intensities, with a strong emphasis on transit-oriented development. Development occurs at local centers and other appropriate nodes within one-quarter mile of major intersections or transit stops along the corridor.

Konterra Town Center

Vision

The Konterra Town Center is a major development initiative in Prince George's County. Consistent with Smart Growth and sustainable mixed-use development principles, the town center serves as the commercial, residential, cultural and recreational focal point of Subregion 1. Konterra Town Center enhances the image of the county as a good place to live, work, play, visit and shop. This has been achieved by a diversity of land uses, housing, and employment opportunities, ensuring high-quality development to create a vibrant quality of life within the town center, its surrounding neighborhoods, and the county-at-large.

Background

The site of the Konterra Town Center began as a 2,200-acre sand and gravel excavation operation, purchased in 1981 by the Gould family, with an eye towards eventually developing the land. The intent was to preserve a strategic location for future development along the east and west sides of I-95 between the interchanges of MD 198 in Laurel and MD 212 in Calverton. In the early 1980s, 741 acres of the overall 2,200 acres became the subject of a clearer vision to develop an integrated plan that would create a "sense of place" and a gateway to Prince George's County. From this vision, Konterra Town Center as a concept was born.

In the 1990 Subregion 1 Master Plan and Sectional Map Amendment, the Konterra Town Center concept consisted



Konterra Town Center

of a regional mall, office, retail, and residential uses west of I-95, with the town center on the east. Approved zoning for the 488 acres east of I-95 for the town center (M-X-T Zone granted in 1985) and 253 acres west of I-95 for an upscale regional mall (C-R-C Zone granted in 1990) reflect the revised Konterra Town Center vision. The 1990 Subregion I Master Plan pulled the mall component out of the Town Center East and moved it to the west side of I-95 as a stand-alone mall with the C-R-C Zoning (which had to be renewed every seven years). In addition, to offset the additional commercial zoning, much of the land along Old Gunpowder Road was downzoned to R-R with the intent of providing high-end residential communities along the corridor. At the same time, Old Gunpowder Road was down-sized from six lanes to four lanes.

The C-R-C Zone is no longer appropriate for the 253 acres on the west side of I-95 for two reasons. First, the zone requires an upscale regional mall meeting specific criteria. And second, Konterra has decided to move the principal retail core back into the Town Center East development and convert much of the Town Center East's office space planned in the 1990 master plan to residential space. As a result, Konterra Town Center West should be redefined with a new vision, especially considering its significant frontage along I-95.

Excavation operations continue on the west side of I-95, while the east side is a vacant and undeveloped. In the last several years, The Konterra Town Center has moved forward with over 500,000 square feet of commercial development in Konterra Business Campus and over 600 dwelling units (approved and constructed) in the Wilshire community and in the Wellington community in the City of Laurel.

Goals

- Compact, mixed-use development at moderate to high densities.
- Define the physical element to foster a sense of community that creates community identity and pride.
- Transit-supportive and transit-serviceable development and multimodal transportation opportunities.
- Pedestrian-oriented and transit-oriented building, landscape and streetscape design.
- Quality relationships between the built and natural environments.

Policy 1: Plan sufficient density to sustain a fully realized town center program.

Strategy

- Develop at a density and intensity that will sustain its civic and cultural facilities and a balance of retail, employment and residential uses.

Policy 2: Establish a distinctive "sense of place."

Strategies

- Design a vibrant yet coherent physical plan that contains diversity in public spaces, ranging from hard, formal, active urban places to soft, informal, landscaped-dominant places.
- Adhere to smart growth planning and development concepts, while making use of green building techniques that promote resource-efficient building and sustainable site design practices.



Konterra Town Center's design will establish a distinctive sense of place.

Policy 3: Design for optimum visibility and accessibility.

Strategies

- Provide adequate signage, gateway features, and controlled views into the town center during the approach to the site.
- Establish radial avenues of access from other surrounding roads that will provide the ability to collect

and distribute traffic to the site and disperse traffic while minimizing its impact upon surrounding neighborhoods.

- Promote design that allows independence, mobility, and a choice of desirable destinations accessible via comfortable pedestrian and bicycle trails and public transit routes.



Konterra Town Center's design will promote mobility and accessibility.

Policy 4: Restore the natural features of the site.

Strategies

- Continue the reclamation process to restore and enhance extensively mined and heavily pitted areas.
- Identify opportunities for stream and wetland restoration within the primary and secondary corridors, as identified in the environmental infrastructure elements section, and target mitigation efforts to these areas.
- Identify opportunities in the Indian Creek subwatershed for wetland creation on reclaimed sites and provide wider stream buffers in the upper portions of the Indian Creek subwatershed.
- Preserve and enhance the two areas along streams within Town Center East and one area along Indian Creek at Town Center West as forested stream valley parks.
- Transplant viable, existing trees on-site to appropriate areas to expedite streambank stabilization, retain native tree canopy, establish wildlife habitat, and create vegetated buffers.
- Use environmentally sensitive stormwater techniques, such as bioretention and on-site micromanagement to the fullest extent possible.
- Construct bridges and roads in as environmentally sensitive a manner as possible by following the environmental guidelines contained in the transportation section of this master plan.

Policy 5: Create a vibrant 24-hour sustainable environment.

Strategies

- Establish a mixture of uses in a variety of distinctive settings and forms, all within easy walking distance of each other to create a synergistic, sustainable urban community.
- Develop with a mix of land uses in the Konterra Town Center East within parameters that will generate transit ridership throughout the day and promote walking trips within the center. Although the precise mix of uses will respond to market conditions, the plan recommends the following land use percentages of floor area.
  - Residential/Hotel 15 to 60 percent
  - Retail/Service 10 to 50 percent
  - Employment 20 to 60 percent
- Develop with a mix of land uses in Konterra Town Center West that steps down the intensity toward the single-family development along the Old Gunpowder Road. Large expanse of parking lots should be avoided. Housing should focus on upscale townhouses, multi-family senior housing, or in taller buildings visible from I-95.
- The master plan recognizes the needs of the overall Town Center and provides design guidelines applicable to Town Center West while referencing the design standards of the approvals for Town Center East. Collectively, this will allow Konterra to establish its distinctive "Sense of Place," provide optimum visibility and accessibility and evolve into one of the great towns of the Baltimore-Washington

region. Larger retailers, including non-traditional department stores, whose size and/or surface parking requirements are inconsistent with Town Center East's character, can be integrated into a more linear design character within Town Center West by implementing elements that limit or buffer parking field visibility from I-95.

Policy 6: Create a high-quality, pedestrian- and bicycle-oriented environment.

Strategy

- Assign a high priority on pedestrian and bicycle use that encourages independence from the automobile with a hierarchy of development that emanates from the core.

Policy 7: Phasing

Strategies

- Establish the design quality and character of the town center at its beginning.
- Consider interim development proposals that may be replaced by higher intensity, mixed-use projects when there is market support and more specific information about proposed facilities.
- Phase development in a realistic and orderly way to build the market credibility necessary to fulfill the town center's ultimate vision.

US 1/Baltimore Avenue Corridor

The US 1 Corridor in Subregion 1 is currently defined by its older commercial strip character. Historically referred to as "the nation's Main Street," US 1 serves as a critical artery connecting the employment centers of Washington, D.C., and Baltimore. As a central spine of employment and service uses, the corridor functions as a main street in an economic sense but lacks the physical character and local focus of a traditional, walkable main street as well as a cohesive relationship to surrounding neighborhoods.

Existing development patterns create an automobile-focused environment with an absence of pedestrian-oriented amenities. Visually, the corridor appears rundown and unattractive in many locations. It is cluttered with signage and power lines and lacks a unique identity that distinguishes it as a whole and further identifies each of the adjacent communities located along the length of the corridor. Existing uses along US 1 tend to lack coordination and do not have a cohesive relationship to one another or to surrounding neighborhoods. As a result, there exists a tension between the uses lining US 1 and adjacent residential neighborhoods.

Three significant projects planned for the future include an extension to Kenilworth Avenue, the Intercounty Connector (ICC), and the future regional center at Konterra Town Center, and all will have implications for future land uses along the corridor. The Kenilworth Avenue extension has the potential to absorb much of the regional traffic that currently uses US 1 to access points north and south, thereby creating the potential to reorient Rhode Island Avenue and Old Baltimore Road to more local uses and create stronger connections to adjacent neighborhoods. The Kenilworth Avenue extension, by lessening traffic, will allow for more pedestrian-oriented streetscape and open space improvements along thoroughfares such as Rhode Island Avenue, Baltimore Pike and US 1.

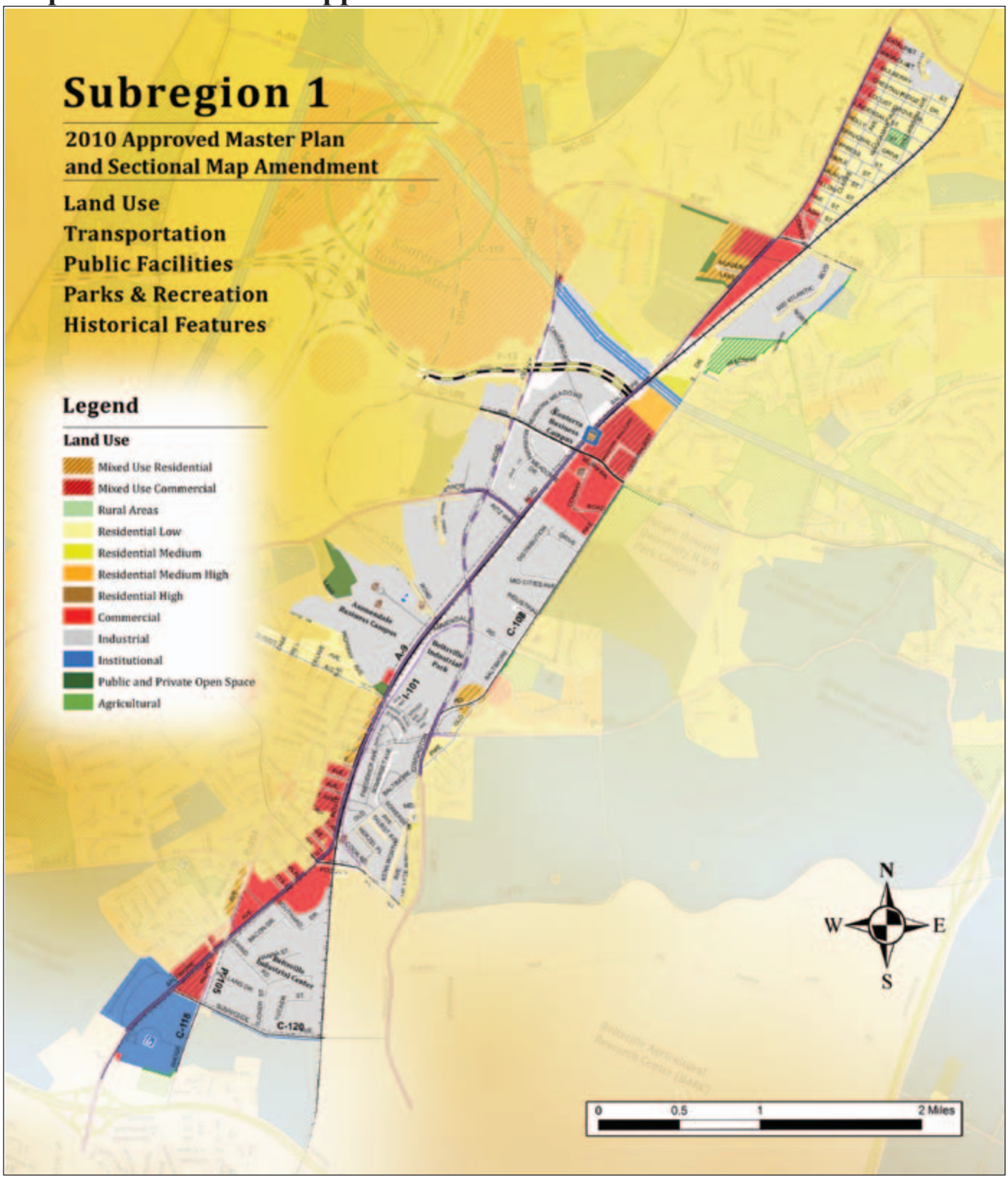
The retail development planned for Konterra Town Center is likely to attract traditional retail operations to its more modern facilities while lessening the demand for retail space in the more outdated facilities on US 1.

Challenges to redevelopment on US 1 include narrow lot depths in key locations and fragmentation of property ownership, which impedes opportunities for land assemblage. Moreover, US 1 already carries high volumes of traffic, and opportunities for road widening are limited due to a lack of right-of-way space for such improvements. The railroad right-of-way that runs parallel to US 1 along much of its length constitutes a further redevelopment obstacle.

Goals

- High-quality mixed-use development along US 1.
- Higher densities at specified locations, such as mixed-use neighborhoods in Beltsville along US 1 and the Vansville Village Hamlet along Old Baltimore Pike.
- Encourage greater coordinated relationships among commercial and industrial land uses with surrounding neighborhoods.
- Improved access to transit.
- Improved visual appearance of the streetscape.
- A pedestrian-friendly environment that is a safe and enjoyable place to walk.

Map 2: US 1 Corridor Approved Land Use



- Connections and transitions to existing residential neighborhoods.
- Design standards and guidelines for achieving high-quality development and improving the form and character of development along the corridor.
- Connections and links between open space.

Map 2 illustrates the approved future land use plan for the US 1 Corridor.

Policy 1: Establish a series of mixed-use nodes along US 1 in locations such as Rhode Island Avenue, Powder Mill Road, and Contee Road that complement and enhance existing residential neighborhoods and create opportunities for a variety of residential densities.

Policy 2: Create open space linkages in the form of trail connections and focal places such as plaza or civic greens that are integrated with surrounding neighborhoods.

Policy 3: Upgrade and unify the streetscape to help establish a pedestrian-friendly environment and sense of place in diverse locations along the corridor.

Policy 4: Encourage the use of the planned Kenilworth Avenue extension for regional traffic, thereby enabling the use of Old Baltimore Pike for local traffic and neighborhood-oriented uses with possible new connections between Old Baltimore Pike and US 1.

Policy 5: Locate public focal places—such as greens, plazas, and circles—at key locations along the corridor and connecting streets and at the hearts of neighborhoods (e.g., the edges of the Beltsville Agricultural Research Center property and the intersection of Rhode Island Avenue and US 1 in Beltsville).

Focus Area 1 (US 1 from the Beltsville Agricultural Research Center to Quimby Avenue)

Vision

The vision for Focus Area 1 (see Map 3) is US 1 developed as a "main street," new mixed-use neighborhoods adjacent to the Beltsville Agricultural Research Center (BARC) and existing low- to high-density housing in Beltsville. New development is integrated with older residential neighborhoods and is connected by a network of open spaces and a central focal place. Rhode Island Avenue is divided into two local streets by focal greens along US 1, with streetscape improvements and trails. The commercial core at the Costco Shopping Center is redeveloped into a high-quality shopping destination. The southern portion of US 1 is lined by a heavily planted streetscape gateway from I-495 north to Sunnyside Avenue and through the BARC landscape.

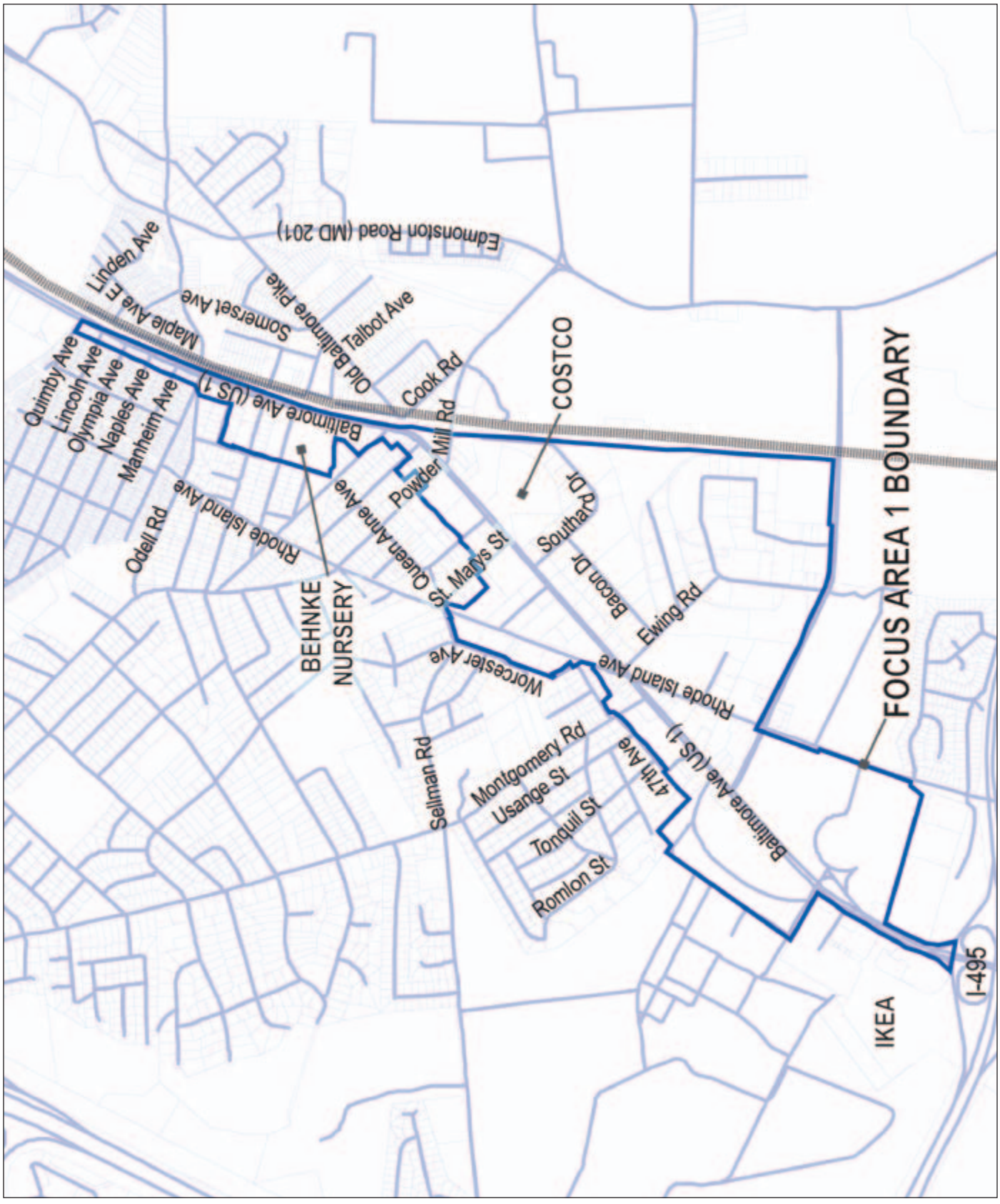
A new mixed-use neighborhood from Prince George's Avenue to Garrett Avenue is integrated with the adjacent single-family neighborhood and is buffered from US 1 and the CSX railroad line to the east. An area of medium-density housing is included in this neighborhood adjacent to the mixed-use development, extending from Garrett Avenue to Quimby Avenue and buffered from US 1 and the CSX rail line.

Background

Focus Area 1 includes the BARC property at the southern end of the planning area, the area surrounding the intersection of Rhode Island Avenue and US 1, and the existing Costco Shopping Center and vicinity. North of Powder Mill Road, the existing Behnke Nursery property and commercial properties further to the north comprise a narrow land area opposite the industrial areas of Focus Area 2. Since the current and potential uses of these parcels relate more to the area to the south than the industrial uses across US 1, they are included as part of Focus Area 1.

The focus area is characterized by a strip commercial development, heavy and light industrial uses, and numerous small lots with a variety of owners. Residential neighborhoods are located to the west of US 1 throughout much of the focus area but are not well-integrated with the uses along US 1. The intersection of US 1 and Rhode Island Avenue constitutes a major intersection and potential focal point, while the southern end of the focus

Map 3: Focus Area 1





Rhode Island Ave. at US 1–Existing



Rhode Island Ave. at US 1–Possible

area has the potential to serve as a distinctive gateway to the focus area from the Capital Beltway (I-495).

Goals

- Quality mixed-use and residential development that protects, enhances and integrates with surrounding neighborhoods.
- Increased open space and improved open space connections.
- Upgraded streetscape and pedestrian amenities to establish a walkable community.
- Retention and expansion of selected retail development on US 1.

Policy 1: Establish areas of mixed-use development that are integrated with adjacent residential neighborhoods.

Strategies

- Develop a mixed-use neighborhood at the southern end of the focus area, adjacent to BARC.
- Encourage mixed-use development in the area on the west side of US 1, north of Powder Mill Road.
- Ensure that new mixed-use development is integrated with—and protects, enhances and complements—surrounding residential neighborhoods.
- Guide regional commercial and industrial traffic away from proposed neighborhoods.

Policy 2: Develop new mixed-use residential development to protect and enhance adjacent residential neighborhoods.

Strategies

- Support and integrate existing residential neighborhoods with new housing on US 1 and Rhode Island Avenue.
- Develop a mix of medium-density residential and office uses on the west side of US 1 (north of Garrett Avenue and the proposed mixed-use development on US 1).
- Develop a mix of medium-density housing and office uses on the west side of Rhode Island Avenue, north of the intersection with US 1.

- Improve the streetscape adjacent to the proposed medium-density housing to serve as a buffer from US 1.

Policy 3: Establish new open space areas and a central focal place to connect surrounding neighborhoods.

Strategies

- Utilize the edges of the BARC property as visual open space to create a more attractive gateway into the sector area from the south.
- Locate a central public focal place at the intersection of Rhode Island Avenue and US 1 to serve the southern mixed-use neighborhood.
- Locate a central public focal place within the proposed mixed-use neighborhood west of US 1 between Prince George's Avenue and Garrett Avenue.
- Provide connections to surrounding open space, including the Ammendale Normal School historic site, Indian Creek, and the proposed paths alongside the Kenilworth Avenue extension.

Policy 4: Improve pedestrian/bicycle circulation and streetscape character.

Strategies

- Construct a pedestrian bridge across US 1, from the area north of Quimby Avenue to Linden Street and the adjacent Indian Creek stream valley, thereby creating a continuous trail connection between proposed open space acquisition east of US 1 and the proposed trails alongside the Kenilworth Avenue extension.
- Establish distinct zones of unified streetscape elements along US 1:
  - Gateway streetscape north of I-495 to Sunnyside Avenue
  - Main street streetscape from Sunnyside Avenue to focal place at Rhode Island Avenue
  - Retail streetscape on US 1 between Rhode Island Avenue and Powder Mill Road
  - Buffered edge with path along US 1 to shield new housing development from US 1 traffic.



Sunnyside Road at US 1–Existing



Sunnyside Road at US 1–Possible

- Improve and add sidewalks and pedestrian crossings along US 1 to encourage safe pedestrian uses and better east-west connections.
- Move overhead utilities underground.
- Implement proposed in-road bicycle lanes along US 1, extending the existing lanes along the IKEA frontage.

Policy 5: Retain, expand and complement retail development at the existing Costco site and nearby sites.

Strategies

- Retain and improve the existing Costco retail site.
- Expand retail uses on this site and on the opposite side of US 1 to allow for improvements that accommodate retail with large-floor-plate needs.
- Locate a grocery store in this area.

Policy 6: Improve existing traffic circulation to protect and enhance proposed neighborhoods.

Strategies

- Eliminate the direct intersection of Rhode Island Avenue with US 1, utilizing the space created at the end of the right-of-way as the location for a public focal place.
- Create additional secondary streets that link Rhode Island Avenue with US 1 at an east-west intersection.
- Widen and improve the bridge over the CSX rail line along Powder Mill Road.
- Provide traffic calming and a neighborhood entry feature at Powder Mill Road and US 1 for westbound traffic.

Focus Area 2 (US 1 from Powder Mill Road to Muirkirk Road)

Vision

The vision for Focus Area 2 (see Map 4) is an environmentally sustainable employment area with enhanced open spaces that showcase best practices in "green" design and technology. The area features a cohesive bicycle and pedestrian network, the completion of the Kenilworth Avenue extension, a unified streetscape and industrial uses surrounded by vegetative buffers and multiple open space and trail connections (see Map 5).

Background

Focus Area 2 is bounded by Muirkirk Road to the north, the area just south of Powder Mill Road to the south, and Old Baltimore Pike to the east. The western boundary of the focus area follows US 1 south of Quimby Avenue; north of Quimby Avenue, the boundary extends westward to the focus area boundary.

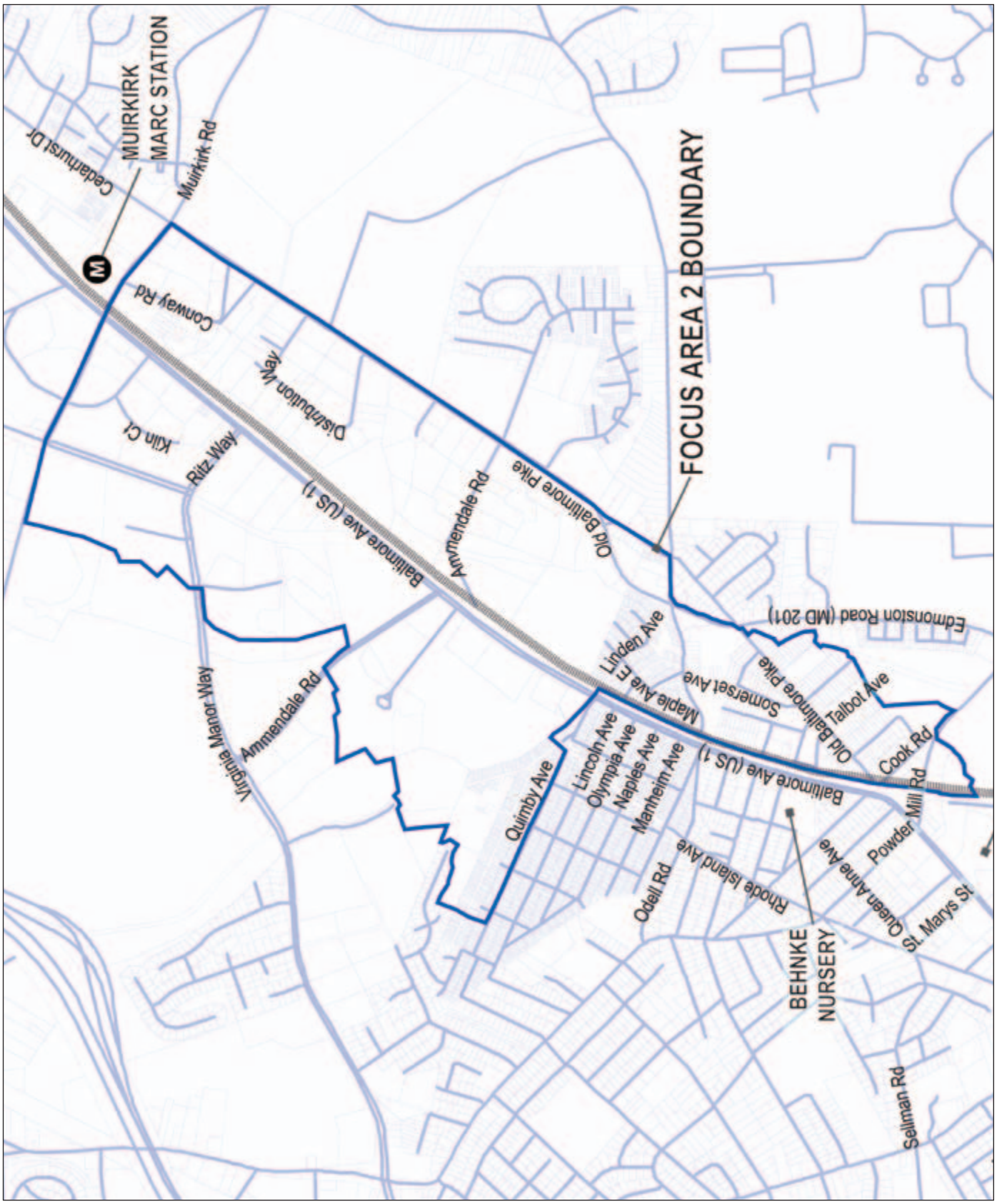
The area's character is shaped by the industrial uses that occupy the area on the east side of US 1, office flex space and light industrial uses to the west of US 1 and natural areas—including tree cover, wetland areas and stormwater management facilities—interspersed throughout. The area west of US 1 includes the Konterra Business Campus, a collection of structures used as flex office space, and isolated uses at the southern end that include a Maryland Department of Motor Vehicles Administration facility, a Federal Express warehouse, additional offices, expanses of undeveloped land and educational facilities.

It is anticipated that many of the existing land uses will remain the same. Exceptions include the northern end of the focus area adjacent to the Muirkirk MARC Station, which could eventually sustain transit-supportive retail and office development, and an area of potential mixed-use development further south along Old Baltimore Pike. Primary challenges include the need to improve pedestrian circulation and streetscape character in the area, to provide amenities for people working and living in the area, and to restore natural areas and improve the environmental sustainability of existing land uses given the proximity of sensitive environmental resources such as wetlands and Indian Creek. In addition, the area will be impacted by the planned extension of Kenilworth Avenue and future decisions regarding the character of this new roadway. The CSX railroad right-of-way runs parallel to the east side of US 1 and as a result, limits redevelopment options and opportunities to connect the east and west sides of US 1.

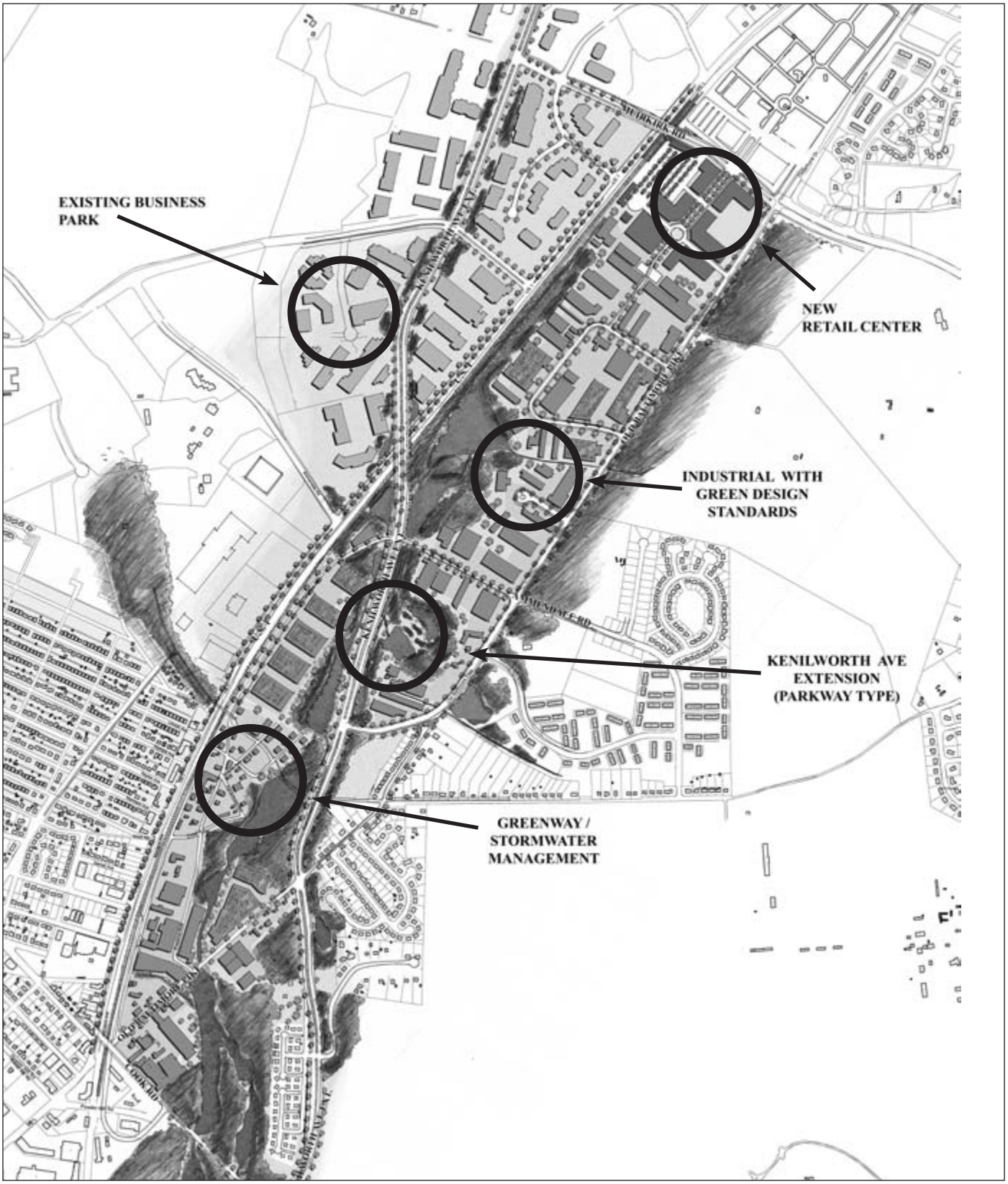
Goals

- Enhanced and restored open space.
- "Green" design standards and best practices in stormwater management.
- An improved road network.
- Protection and enhancement of existing wetlands.

Map 4: Focus Area 2



Map 5: Vision of Focus Area 2



- Improved and unified streetscapes.
- A walkable and bicycle-friendly environment.
- New retail amenities for area workers and residents.
- Maintenance of existing industrial uses.
- Future development adjacent to the MARC station (encompassing a possible Metrorail station) and along a portion of Old Baltimore Pike.

Policy 1: Transform the area into a model of environmental sustainability by restoring and expanding existing open space and green infrastructure and by applying best practices in sustainable design.

Strategies

- Protect, restore and expand existing wetlands, and reintroduce native species to the natural environment.



Existing Wetland



Proposed Wetland Enhancement

- Explore opportunities to designate open space areas for passive and active recreation.
- Establish vegetative buffers that are designed to slow and filter sheet flow from stormwater runoff around industrial uses, especially near waterways and wetlands.
- Encourage green building practices and site design, including the use of recyclable materials, solar power and other forms of energy efficiency, green roofs, interconnected green spaces, native landscapes, and other best practices.
- Apply best practices in stormwater management, such as green roofs, rain gardens, bioswales and cisterns, to new development and redevelopment.
- Consolidate stormwater management systems as part of an expanded open space area adjacent to US 1 in a manner that protects the integrity of existing natural systems and is aesthetically pleasing.
- Explore opportunities to retrofit existing structures with best practices in "green" design (i.e., establishing green roofs on structures with large footprints).

Policy 2: Ensure that Kenilworth Avenue extended is visually attractive, has a parkway character, and encourages adjacent walking and bicycling.

Strategies

- Protect existing wetlands, to the fullest extent possible.
- Integrate roadway improvements with green building practices to foster sustainability.
- Include plantings and vegetative buffers along the roadway.
- Set aside a portion of the right-of-way for an off-road bicycle and pedestrian path alongside the roadway.
- Provide trail connections to adjacent neighborhoods and the Konterra Business Campus.

Policy 3: Strengthen the existing industrial area and the future redevelopment of the Muirkirk MARC Station and possible future Metrorail station.

Strategies

- Retain the majority of industrial uses.
- Redevelop the northern portion of the industrial area

(south of Muirkirk Road) with new retail amenities for area workers.

- Upgrade and unify the streetscape character throughout the industrial area.
- Improve pedestrian circulation throughout the area, especially across Muirkirk Road to the MARC station site.

Policy 4: Maintain and enhance the Konterra Business Campus.

Strategies

- Retain existing business park uses.
- Strengthen pedestrian connections throughout the business park.
- Upgrade and unify streetscape character in the long-term through improvements to pavement, street furniture and lighting.
- Provide connections to proposed paths associated with the Kenilworth Avenue extension and to the trail network in the surrounding area.

Policy 5: Create new bicycle and pedestrian connections.

Strategies

- Incorporate a new bicycle and pedestrian path alongside the planned Kenilworth Avenue extension.
- Improve pedestrian circulation in the existing industrial area.
- Improve pedestrian and bicycle circulation alongside Old Baltimore Pike, establishing off-road routes parallel to the road.
- Provide pedestrian connections to the MARC station area from the new development proposed just south of the station area.

Policy 6: Develop a new retail/office center, oriented toward a potential Metro station, to provide amenities for nearby workers, commuters and residents.

Strategies

- Redevelop the northern portion of the industrial area, south of Muirkirk Road.
- Complement existing industrial uses, Konterra Business Campus, nearby residential areas and planned mixed-use with needed retail/office facilities within walking distance.
- Ensure that the design of the retail/office center facilitates both north-south and east-west connections.

Policy 7: Establish Old Baltimore Pike as a pedestrian-oriented local street.

Strategies

- Create a "main street" for local traffic only from Odell Road north to Ammendale Road along Old Baltimore Pike with the proposed mixed-use "Vansville Village Hamlet" (see policy 8) as its core.
- Direct regional through traffic to the planned Kenilworth extension by designating Ammendale Road as the only access route into the Vansville neighborhood from Kenilworth Avenue extended.
- Eliminate regional through traffic on Old Baltimore Pike, north of Powder Mill Road, upon completion of the Kenilworth extension.
- Provide direct access to Old Baltimore Pike from Ammendale Road only, between Muirkirk Road and the Kenilworth Avenue extension.
- Connect Ammendale Road to Maryland Avenue along the railroad right-of-way in the industrial area.
- Prevent northbound access to Old Baltimore Pike from Kenilworth Avenue extended as a strategy for eliminating regional traffic on Old Baltimore Pike.
- Allow southbound access to Old Baltimore Pike from Kenilworth Avenue extended to enable access to the industrial area.

Policy 8: Create a "Vansville Village Hamlet" to strengthen the nearby "Old Vansville" residential neighborhood.

Strategies

- Develop the land currently occupied by the older portion of the industrial area (east and south of the wetland area) and the undeveloped commercial site across Old Baltimore Pike into "Vansville Village Hamlet"—an area of medium-density residential

development around a small mixed-use village center.

- Rezone small-lot industrial and undeveloped commercial land to permit medium-density residential with a small mixed-used area at its center.
- Create a public focal place to integrate new development with the adjacent residential neighborhood at the intersection of Odell Road and Old Baltimore Pike.
- Prevent access between Odell Road and the Kenilworth Avenue extension at this location.
- Buffer the proposed residential and mixed-use development from Kenilworth Avenue extended.

Policy 9: Intensify code enforcement efforts to encourage the clean-up and/or redevelopment of underutilized or vacant sites in the area.

Strategies

- Enforce environmental regulations governing the impact of active or abandoned industrial sites on nearby waterways.
- Enforce site development ordinance in industrial areas.

Focus Area 3 (US 1 from Muirkirk Road to Academy Lane)

Vision

Focus Area 3 (see Map 6) is a major gateway into the US 1 Corridor that is characterized by a mix of land uses, pedestrian- and transit-friendly access, transit-supporting commercial uses and environmentally responsible stormwater management (see Map 7).

Background

Focus Area 3 is located between Muirkirk Road and Academy Lane. In the late 1800s, the land in Area 3 was known for its prominent iron ore and gravel mining. The success of these mining areas was in part due to their proximity to the Baltimore-Ohio Railroad and local furnace operations. Prior use of the land for mining has scarred the terrain, making some parts of the area unsuitable for certain types of development.

The largest amount of open space in Area 3 is the Maryland National Memorial Park and Cemetery. Existing uses of the land are open, urban land, park area, industrial, flex office space and commercial. The Muirkirk MARC Station is located at the intersection of Muirkirk Road and US 1. The Intercounty Connector (ICC) divides Area 3 in half, providing a prime location for gateway development. Planned development of the area includes the Brickyard development, a mixed-use, medium-density development on the eastern terminus of US I between the ICC and Muirkirk Road; the ICC, an intercounty arterial road providing east-west vehicular access from Montgomery County to Prince George's County; and the Konterra Business Campus, a flex-office space development. Potential development in the area includes high-density construction to take advantage of the ICC gateway and MARC station, the potential addition of a Metrorail Green Line station at this location, additional open park space, buffered pedestrian connections, and more office space.

Goals

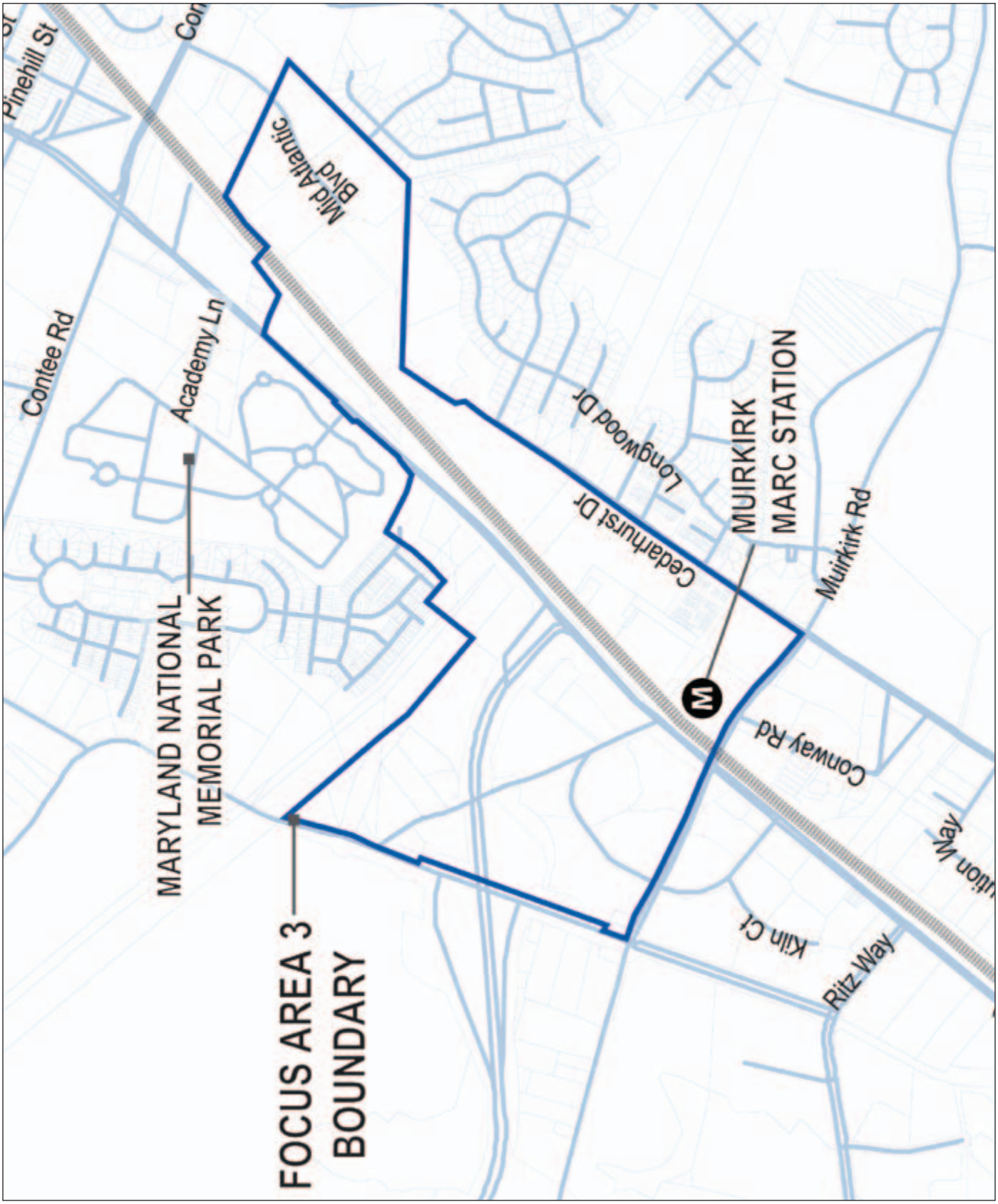
- Development of mass transit and major transportation corridors, especially Kenilworth Avenue extended and the ICC to enhance accessibility.
- Compact, attractive medium-density residential and commercial development in mixed-use activity centers and transportation corridors.
- Development of employment sectors in the vicinity of transit nodes in the Developing Tier.
- Improved pedestrian and bicycle safety, accessibility and connectivity.
- Stormwater management systems on a shared, cross-property basis.

Policy 1: Support pedestrian/bicycle accessibility to mass transit and surrounding residential and commercial development.

Strategies

- Institute an east-west bikeway connection along the ICC with possibilities for expansion along Virginia Manor Road, the Kenilworth Avenue extension and the Muirkirk Bridge extension.
- Establish a bike path connection to the Brickyard development from the MARC station and surrounding development.

Map 6: Focus Area 3



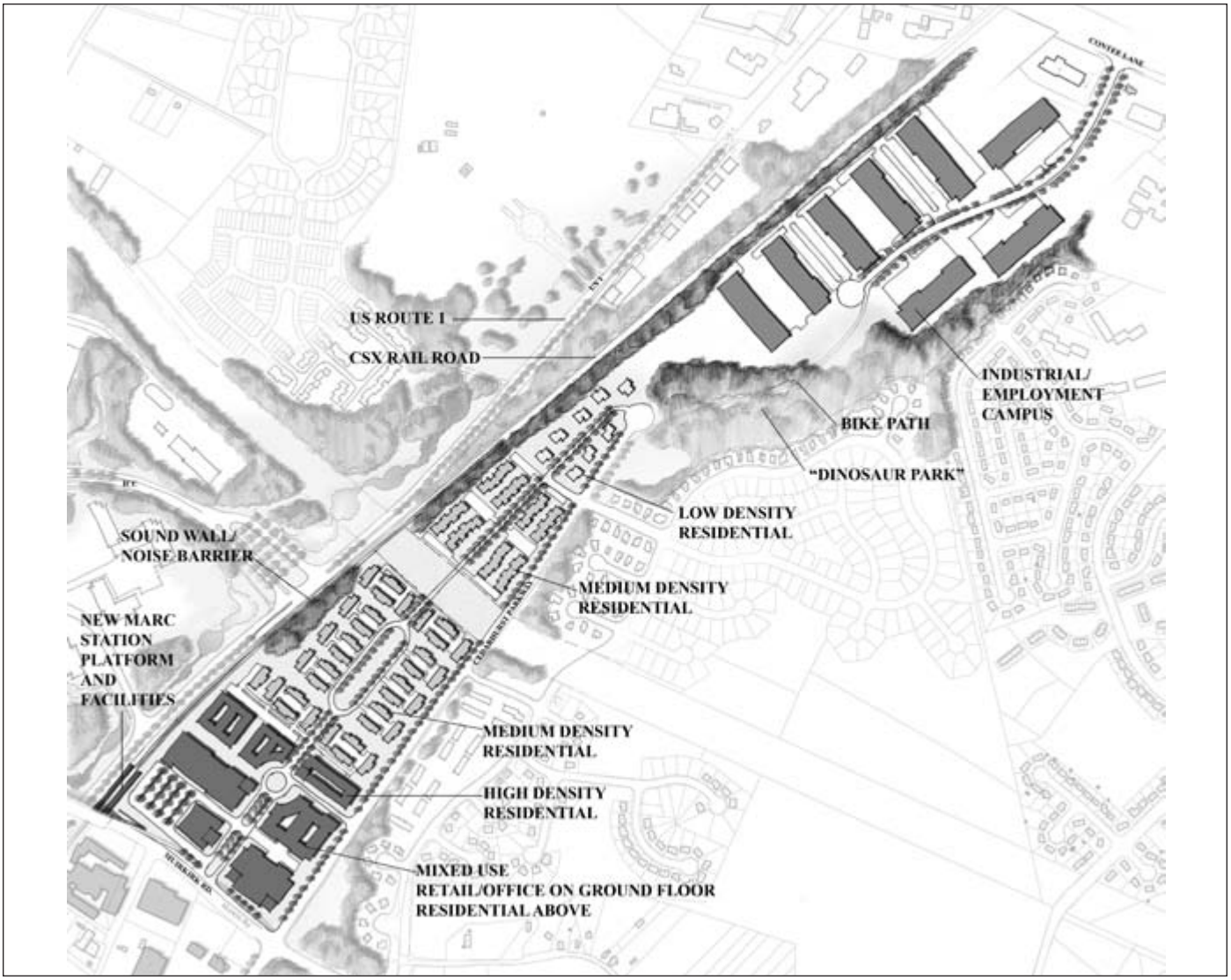
- Integrate pedestrian/bicycle accessibility to the transit station for commuters and residents.

Policy 2: Apply transit-oriented design principles to gateway/corridor development of the ICC and MARC station that encourage mixed-use office, retail and medium- to high-density residential space.

Strategies

- Extend opportunities for flex office development along the ICC by maximizing available area density.
- Improve the visibility of the MARC station through new wayfinding signage that directs pedestrians and vehicles to the station.
- Create a sound wall/noise buffer along US 1 for the Brickyard development.
- Retain the existing industrial center east of US 1.
- In the long-term, consider redeveloping the northern portion of the industrial center, south of Muirkirk Road as a retail center serving transit riders, area workers and residents.
- Encourage mixed-use, medium- to high-density development in the vicinity of the MARC station with retail and office space on the ground floors and residential or office space above.
- Develop high- and low-density residential uses east of US 1, north of the MARC/Metro stations, as

Map 7: Vision of Focus Area 3



proposed in the concept for the Brickyard development.

- Provide gateway landscape features to make the ICC corridor appealing to potential office development.
- Provide convenient connections between the MARC station and the proposed Metrorail station.



Proposed US 1 and Intercounty Connector



Proposed Muirkirk MARC/Metro Station

Policy 3: Promote an integrated stormwater management plan that connects existing and future development.

Strategies

- Integrate stormwater management connections along US 1 with development along the ICC, Victoria Falls and Konterra, to maintain land uses that are environmentally sound.
- Establish a unified stormwater management system, with a coordinated arrangement for shared stormwater management facilities serving multiple properties, in the area to the west of US 1 and north of Muirkirk Road.

Focus Area 4 (US 1 from Academy Lane to Cherry Lane)

Vision

The vision for Focus Area 4 (see Map 8) is new mixed-use development that complements and enhances the surrounding residential neighborhood. Residential development of a variety of densities straddles the land between the Contee Road intersection and the Maryland National Memorial Park and cemetery. Commercial redevelopment consolidates automobile sales operations into one coordinated shopping destination. The area is connected by an open space network and pedestrian-friendly, traffic-calmed streets.

Background

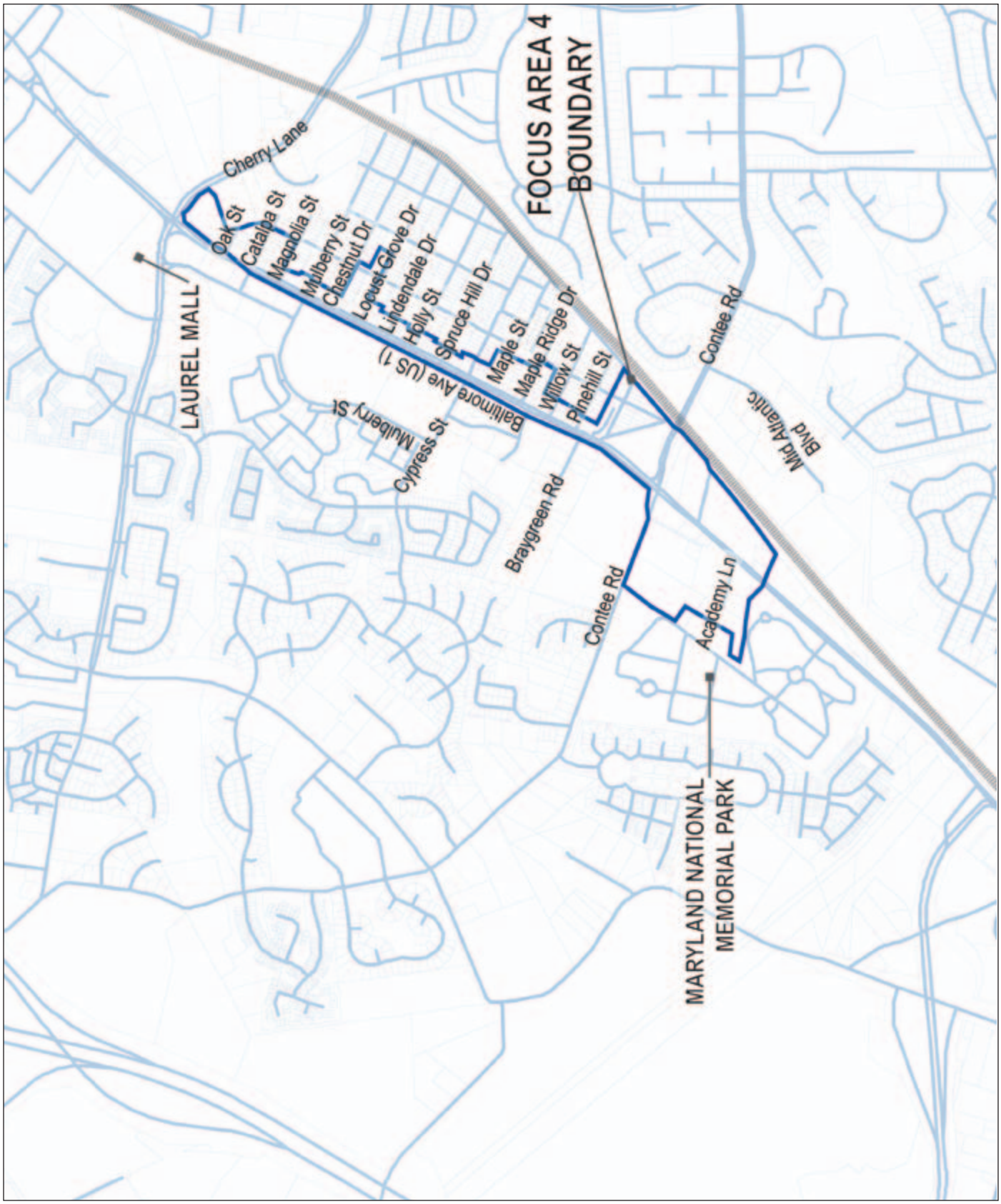
The area is bounded by Cherry Lane to the north and Academy Lane to the south. The western boundary follows US 1 to Contee Road and extends further west to include the area between Contee Road and Academy Lane. The eastern boundary encompasses the properties fronting US 1 and some adjacent residential properties and open space to the east. Areas to the west of US 1 fall within the City of Laurel and were not included in the planning area.

The area is defined by the commercial uses lining US 1 and an assortment of open space areas, including both undeveloped areas and the Maryland National Memorial Park and cemetery. Existing commercial structures range in quality. While a few are appropriate for retention and reuse, the lesser quality structures represent future redevelopment opportunities. Existing open space, while currently fragmented and underutilized, offers the potential for a continuous network of open space.

Goals

- New mixed-use and commercial development at approved locations.
- A pedestrian-friendly environment.
- An improved and expanded open space network.
- Preserved, strengthened, and complementary neighborhoods.
- New trail linkages to surrounding areas.
- Protected and enhanced low-lying, undeveloped areas, including contiguous wetlands, through incorporation into area green space.

Map 8: Focus Area 4



Policy 1: Establish areas of mixed-use development to complement surrounding residential areas.

Strategies

- Redevelop the existing Marlo Furniture site with commercial and mixed-use residential at the corner of Contee Road and US 1.
  - Develop housing that reflects the character of Victoria Falls.
- Redevelop the northern portion of the study area from the Maple Street right-of-way to Cherry Lane with a mixed-use development along the east side of US 1.
  - Develop the designated mixed-use area south of Lindendale Drive and north of the Maple Street paper street as a mix of medium-density residential and office uses.
  - Develop the area north of Lindendale Drive as a mix of higher-density residential, commercial and office uses.
- In conjunction with the City of Laurel, explore opportunities to create a complementary mixed-use neighborhood on the east side of US 1.

Policy 2: Create a coordinated, pedestrian-oriented commercial area that provides a location for consolidated automobile sales at Contee Road and US 1.

Strategies

- Consolidate automobile sales businesses east of US 1, north and south of Contee Road into a well-planned, walkable automobile sales environment.
- Create a unified automobile sales area with supporting retail to create a shopping destination environment.
- Provide a safe and comfortable pedestrian crossing at US 1 and Contee Road.
- Encourage cross-lot access to connect businesses in a pedestrian-friendly manner through consolidated access and removal of barriers restricting access between properties.

Policy 3: Create a safer walkable environment through improvements to streets, sidewalks and building orientation.

Strategies

- Employ traffic calming measures in residential areas.
- Improve the sidewalk network and add street trees throughout the area.
- Create an urban boulevard character along US 1 by widening sidewalks and establishing a build-to line to locate future development closer to the street.
- Locate parking areas at the rear and sides of all buildings.



Illustrative Pedestrian-Friendly Development along US 1



US 1 Proposed Streetscape

Policy 4: Establish a continuous open space network by upgrading existing open space and introducing new parks.

Strategies

- Preserve and enhance the existing cemetery; complement with unified adjacent residential development.
- Provide connections to the existing neighborhood park at Lindendale Drive and Waggaman Avenue,

establishing this space as common open space for surrounding residences.

- Establish low-lying areas as viable open space amenities.
- Develop a new park in the existing undeveloped area east of US 1, extending from Maple Street at the park's north end to the rear of the residential lots facing Willow Street at its southern boundary.

Amendments to the General Plan

The 2002 *Prince George's County Approved General Plan* identifies one designated possible future regional center at Konterra and one designated corridor along US 1/Baltimore Avenue within Subregion 1. These areas are specifically targeted by the general plan for growth through development or redevelopment. Centers and corridors are intended for a mix of higher intensity nonresidential and residential uses that are consistent with the existing or planned investments in the public infrastructure.

The Konterra Town Center is identified as a possible future location for regionally marketed commercial and retail centers, residential communities, office and employment areas, some higher educational facilities and possibly sports and recreation facilities primarily serving Prince George's County. US 1/Baltimore Avenue is targeted for a moderate-intensity mix of residential and nonresidential uses that are more community-oriented in scope, with development and redevelopment encouraged at specific nodes along the corridor.

In order to accomplish the vision for this plan, the Center designation for Konterra and the Developing Tier boundaries are amended as follows:

- The Konterra Town Center is a regional center transitioning to a Metropolitan Center, with commercial, retail, residential, office and employment areas, educational and recreation facilities primarily serving Prince George's County. This transition could occur over a longer time frame if expansion of regional transportation facilities warranted it.
- The Developing Tier is extended by approximately 109 acres to include the Howard University (North Campus) property located east of Old Baltimore Pike, and west of Ellington Drive (7501 Muirkirk Road). This property is part of the future Howard University Research and Development Park Campus.

Environmental Infrastructure

Vision

Environmental infrastructure is an interconnected system of public and private lands that contain significant areas of woodlands, wetlands, water supply reservoirs, wildlife habitat, prime agricultural lands, and other sensitive areas with minimal intrusions from land development, light and noise pollution.

Background

The Subregion 1 area has well-established neighborhoods and nearby areas of commercial and industrial uses interspersed with areas that have value for their agricultural, forest, environmental, and mineral resources. As stated in the 1990 Approved Subregion 1 Master Plan, this area was once the most important source of sand and gravel in Maryland. However, extraction activities in this subregion have largely been completed. Stream systems include the Patuxent River and Bear Branch in the Patuxent River basin and Indian Creek, Little Paint Branch, and Beaverdam Creek in the Anacostia River basin. Other significant environmental features include the Beltsville Agricultural Research Center, the Patuxent Research Refuge, and the Rocky Gorge Reservoir.

Green Infrastructure

The green infrastructure network is delineated to protect, enhance, and/or restore important environmental features of local and countywide significance. This network was developed by modifying the countywide green infrastructure network identified in the 2005 *Approved Countywide Green Infrastructure Functional Plan* to include all locally regulated environmental features.

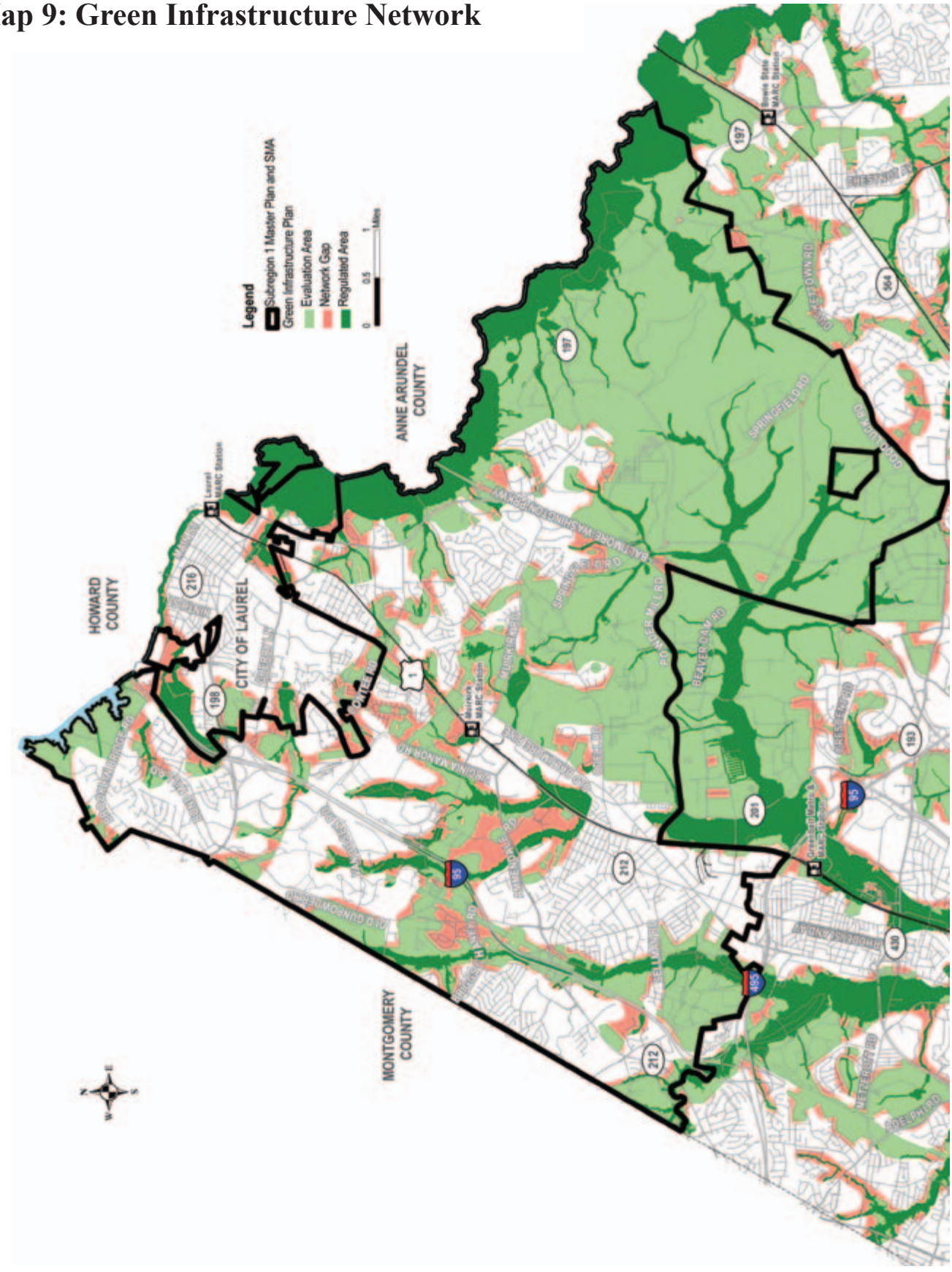
The green infrastructure network is divided into three categories: countywide and locally significant regulated areas, evaluation areas, and network gaps. The countywide and locally regulated areas contain environmentally-sensitive features, such as streams, wetlands, buffers, the 100-year floodplain, and adjacent severe slopes. All of these features are currently regulated, i.e., protected, during the land development process. The countywide and locally regulated areas in Subregion 1, as shown on Map 9, reflect the best available countywide information on the boundaries of all regulated features; however, the exact boundaries for regulated features are determined through the review and approval of natural resource inventory plans during the development review process. Evaluation areas contain environmentally sensitive features, such as wooded areas, interior forests, prime agricultural lands, and unique habitats, that are not currently regulated, i.e., not protected, during the development review process. Evaluation areas of countywide significance may also contain adjacent historic sites with conservation value. Network gaps are those areas that are critical to the connection of the regulated and evaluation areas and are targeted for restoration where possible.

The green infrastructure plan identifies 13 special conservation areas (SCA) of countywide significance in need of special attention. Of these, the Beltsville Agricultural Research Center (BARC), the Patuxent Research Refuge, and the Patuxent River Corridor fall partly or fully within the master plan area. In addition, the Rocky Gorge Reservoir, which is formed by the T. Howard Duckett Dam on the Patuxent River and is owned by the Washington Suburban Sanitary Commission (WSSC), has been identified as an SCA of local significance[1]. These areas should receive priority consideration when land development activities are proposed in the vicinity and when land is being considered for public acquisition.

The four primary green infrastructure corridors identified in the Subregion 1 area are the Patuxent River corridor, the Indian Creek corridor, the Little Paint Branch corridor, and the Beaverdam Creek corridor. The Patuxent River corridor is the main stem of the Patuxent River basin and flows north to south. The Little Paint Branch corridor and Indian Creek corridor support stream systems that flow north to south, while the Beaverdam Creek corridor flows east to west and supports a high number of wetlands of special state concern. All three of the latter stream systems eventually flow into the

1 See Appendix for a description of the Beltsville Agricultural Research Center, the Patuxent Research Refuge, and the Patuxent River Corridor, and the Rocky Gorge Reservoir.

Map 9: Green Infrastructure Network



main stem of the Anacostia River, which is an SCA of countywide significance.

The secondary corridors are areas where connectivity is critical to the long-term viability of the primary corridors. They include the Bear Branch corridor, the Muirkirk Branch/Mistletoe Run corridor, and a tributary to Beaverdam Creek. These secondary corridors present the best opportunities for preserving or reestablishing connectivity.

Priority Preservation Area

Two of the SCAs mentioned above, BARC and the Patuxent Research Refuge, are recommended to be part of the proposed Priority Preservation Area (PPA) of the county, which will be governed by the county's preservation policies and programs. The 1990 Subregion 1 Master Plan and SMA is one of the major planning documents that identifies a PPA and specifies the planning goals, guidelines, principles, and future strategies for preservation of prime agricultural and natural resource lands within that specific area. Both of these facilities are primarily in the Rural Tier and together comprise the bulk of the countywide PPA that is located in Subregion 1. A PPA seeks to preserve environmentally sensitive features, retain sustainable agricultural land, and maintain rural character; and is defined as an area that:

- Contains productive agricultural or forest soils, or is capable of supporting profitable agricultural and forestry enterprises where productive soils are lacking
- Is governed by local policies that stabilize the agricultural and forest land base so that development does not convert or compromise agricultural or forest resources
- Is large enough to support the kind of agricultural operations that the county seeks to preserve
- Is accompanied by the county's acreage goal for land to be preserved through easements and zoning in the PPA equal to at least 80 percent of the remaining undeveloped areas of land in the area

Aquifer Recharge Areas

An aquifer is an underground layer of water-bearing permeable rocks that stores and transmits water in usable quantities. The area where water is transmitted down to an aquifer is termed a recharge area. Subregion 1 contains part of a recharge area for two aquifers, the Patuxent formation and the Patapsco formation. As previously identified in the 1990 Subregion 1 Master Plan, the Patuxent formation provides a reliable water supply for the Beltsville Agricultural Research Center and is the main formation tapped by the City of Bowie, while the Patapsco formation provides a secondary source of water to the City of Bowie and a primary source for the Marlboro Meadows and Chalk Point area of the county.

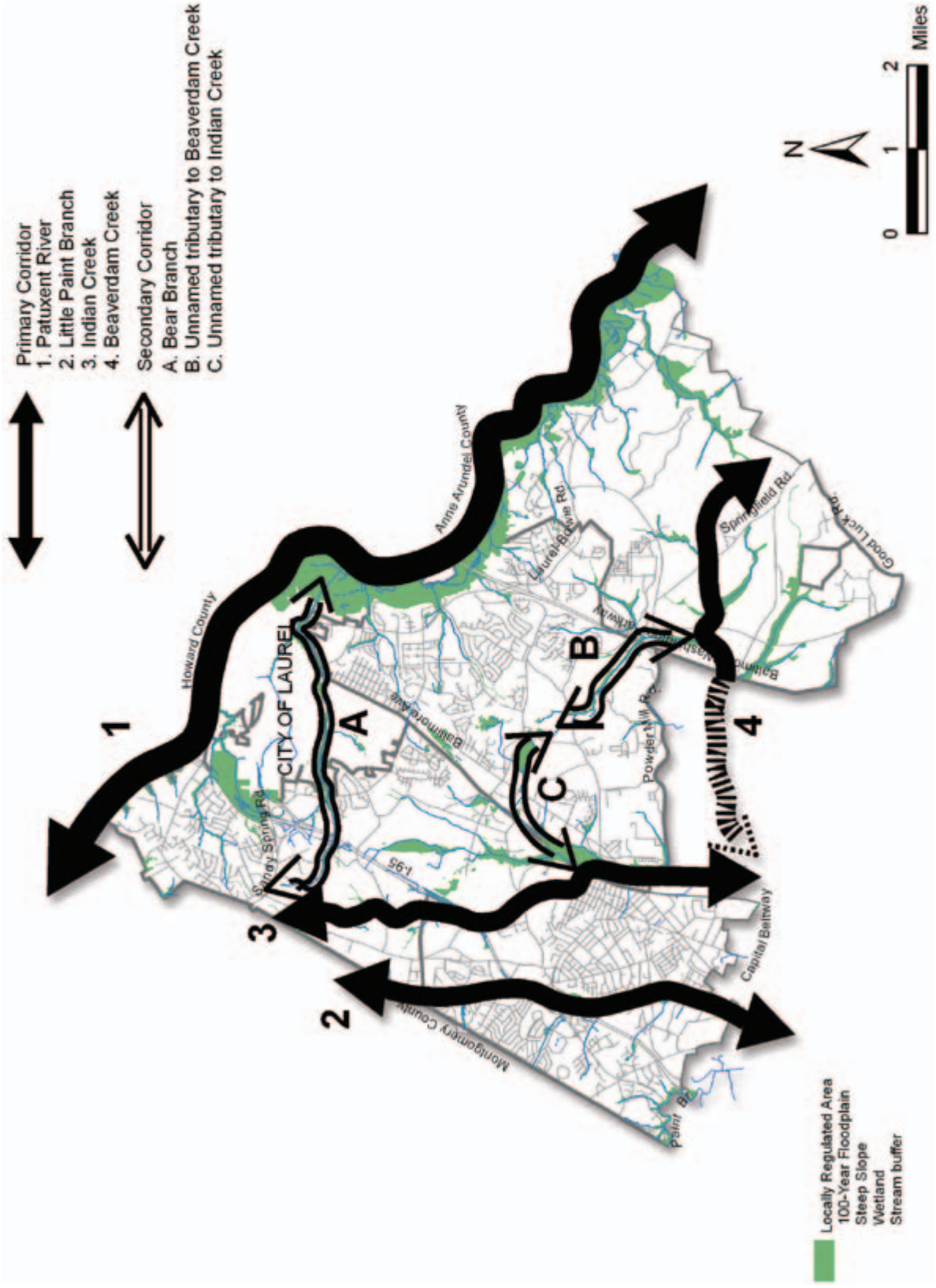
Recommended strategies for protecting aquifer recharge areas are addressed under Policy 2 of this section and include structural and nonstructural controls to minimize contamination; minimize impervious surfaces associated with future development and redevelopment; and more effective stormwater management procedures, including the use of low-impact stormwater management techniques.

Water Quality

To understand the impact of future land use changes on water resources, it is important to view the Subregion 1 area within a watershed context. Subregion 1 falls within two major watersheds or basins—the Anacostia River basin and the Upper Patuxent River watershed. The Anacostia River basin has been the source of numerous studies over the years due to its large size, multiple contaminant sources, and complex tidal flow. According to data provided by the Maryland Department of Natural Resources Fisheries Service, water quality and overall watershed health in the Anacostia watershed suffers from high levels of nutrients, sediments, bacteria, trash, and toxic substances. In 1996, the Anacostia River was listed under Section 303(d) of the Federal Clean Water Act for impairments associated with nutrients and sediment loads from point, nonpoint, and natural sources. It was again listed in 2002 for impairments associated with fecal coliform bacteria, for biological impairments associated with unknown causes, and for impairments associated with two synthetic compounds: polychlorinated biphenols (PCBs) and the pesticide heptachlor epoxide. The State of Maryland is in the process of establishing a total maximum daily load (TMDL) for bacteria in parts of the watershed, and future TMDLs are expected to follow for other pollutants listed above.

The Upper Patuxent River watershed is in good condition overall. In 1996, the Upper Patuxent watershed was listed for high levels of nutrients and sediments, but these limitations were given a low priority rank for TMDL development. No new limitations were added in the 1998 303(d) list or in the draft 2002 303(d) list. The

Map 10: Primary and Secondary Corridors



most recent 305(b) Water Quality Report (2000) shows no water quality impairment and no impairments to the aquatic community. Under Policy 2 of this section, there are strategies to restore and enhance water quality in areas that have been degraded and to preserve water quality in areas not degraded.

Mineral Resources

Sand, gravel, and clay constitute the principal mineral resources in the northern portion of the county. These resources have provided the growing metropolitan area with a readily available supply of basic construction materials. Due to its location in the developing Baltimore-Washington corridor, the master plan area has been mined extensively and, according to the 1990 Subregion 1 Master Plan, was historically the most important source of sand and gravel in the State of Maryland. By 1980, more than 8,700 acres had been disturbed countywide by mining activities. The subregion alone contained 1,000 acres identified as having a high potential for the commercial extraction of sand and gravel—the majority of which lies in the Konterra Town Center area and has since been extracted or is currently being mined.

Because extraction activities in the Subregion 1 area have largely been completed, these areas now provide development potential for mixed-use, commercial, and residential development. Reclaimed abandoned mining sites also provide opportunities for wetland restoration. A strategy for encouraging wetland restoration is identified in Policy 2, while the overall development pattern for Konterra Town Center is discussed in the Development Pattern Elements chapter of this plan.

Stormwater Management

Maryland's Stormwater Management Act of 2007 requires the use of environmental site design (ESD) by using nonstructural best management practices and innovative site design techniques to the maximum extent possible in order to withstand flooding and major storm events. These measures ensure as nearly as possible predevelopment runoff characteristics, proper infiltration of surface water that is generated by stormwater and the presence of impervious surfaces in developed areas such as Subregion 1, targeted reductions in nutrient and sediment loads to receiving waters, and protection of stream channel stability.

Because Subregion 1 contains part of a recharge area, methods to ensure infiltration and groundwater recharge should be pursued. Given the extensive sand and gravel mining conducted in the master plan area, and in particular in the Konterra area, the biotic soil structure and its ability to infiltrate water is most likely compromised. Assuming this condition, all soils designated for bioretention and infiltration facilities should be removed to a depth of 18 to 24 inches and replaced with appropriate soil. A standard bioretention soil mixture consists of a combination of sand (50 percent), planting soil of loamy sand or sandy loam texture (30 percent), and mulch (20 percent).

Bioretention combines the effects of good landscaping and stormwater management, and can thereby reduce development costs of design and construction. For the best application of bioretention, early analysis of the overall site design yields a plan for integrating bioretention facilities throughout the site. The ability to monitor performance of stormwater management practices, including the necessary pertinent information, is also required by the state stormwater management law.

Green Building Opportunities

Sustainable site design and building techniques, in accord with Leadership in Energy and Environmental Design (LEED®) standards, create a built environment that is in harmony with protecting natural resources, is cost-effective to build and maintain, and maximizes human comfort and well-being. The environmental, economic, and social benefits of "green building" far outweigh the challenges inherent in building to a higher standard for the benefit of present and future generations.

The new development of Konterra is an ideal opportunity to employ green building techniques and ESD. With new development and changes to the built environment, there is a need to select sites that avoid protected resources and hazardous conditions. In addition to innovative stormwater management technology, it is critical to conserve energy in a way that emphasizes gray water reuse or renewable sources such as solar, wind, and geothermal, which can emit less noxious gases and reduce contributions to greenhouse gases, a major cause of climate change. A building designed for sustainability can save energy costs, decrease the amount of heat discharged in urban areas by reducing heat islands, help reduce carbon emissions to both the air and water, and foster recycling of waste products that are the byproducts of the building process.

ESD controls erosion and sedimentation during construction and throughout the building's useful life. It reduces impacts to the green infrastructure, and uses local recycled and rapidly renewable materials. Anticipating an abundance of impervious surfaces expected in the Konterra development, pavement and heat islands should be minimized by reducing the need for additional roads to provide mobility and accessibility, maximizing the use of transit, and safely accommodating bikers and pedestrians. Enhancement of the urban tree canopy and rooftop gardens provides maximum shade and reduces heat generated by pavement, parking lots, rooftops, and other impervious surfaces.

Reducing development impact on nocturnal environments involves providing safe levels of lighting for adequate visibility while avoiding night sky pollution. Designing for the best light and air conditions includes providing natural ventilation of buildings, taking sufficient advantage of daylight, and providing pleasant views of the surrounding natural environment.

Air Quality

Prince George's County, as well as the rest of the Washington Metropolitan region, has been identified as a nonattainment area for ground-level ozone. Ground-level ozone is an invisible gas formed when volatile organic compounds (VOC) and nitrogen oxides (Nox) react in the sunlight. The primary sources of these pollutants are utilities and other industries, motor vehicles, small gasoline-powered engines, and small businesses using solvents, cleaning solutions, paints, and insecticides. Motor vehicles alone account for 30–40 percent of the pollutants that cause ground-level ozone in the metropolitan region. Strategies to reduce air pollution are recommended under Policy 5 of this section.

Noise

Noise is generally defined as any form of unwanted sound. Noise is a composite of all background noises, which emanates from point and nonpoint sources and is transferred to a receptor or receiver. The amount of noise transmitted can vary considerably due to elevations, the existence of barriers, and project design. In general, the noise environment of the Subregion 1 is within the acceptable range. The major source of noise comes from I-95, which carries a large number of trucks around the Beltway and north toward Baltimore. The Baltimore-Washington Parkway, on the other hand, is not considered a major noise source because no trucks are allowed. The Intercounty Connector (ICC) will have a noise contour between that of US 1 and I-95.

The authorities to control noise pollution in Prince George's County appear in the County Code in Subtitles 19 and 27. Additional strategies to reduce adverse noise impacts from development and redevelopment are identified under Policy 6.

Goals

- Preservation, enhancement, and, where appropriate, restoration of environmentally sensitive features through the identification of a green infrastructure network of local significance and local and countywide special conservation areas.
- Implementation of the master plan's desired development pattern while protecting environmentally sensitive features and meeting the full intent of environmental policies and regulations.
- Restoration and enhancement of water quality in areas that have been degraded and preserve water quality in areas not degraded.

Policy 1: Protect, preserve and enhance the identified green infrastructure network within the Subregion 1 plan area.

Strategies

- Protect primary corridors during the review of land development proposals to ensure the highest level of preservation and restoration possible with limited impacts for essential development elements.
- Protect secondary corridors to restore and enhance environmental features, habitat and important connections.
- Preserve or restore regulated areas designated in the plan's green infrastructure network or through the development review process during the review of land development proposals.
- Carefully evaluate land development proposals in the vicinity of identified countywide and local special conservation areas (SCA) to ensure that the SCAs are not impacted and that connections are either maintained or restored.
- Designate the Beltsville Agricultural Research Center and the Patuxent Research Refuge as priority preservation areas to ensure the long-term protection of these important agricultural and forest resources.

- Target public land acquisition programs within the designated green infrastructure network to preserve, enhance, or restore essential features and special habitat areas.
- Preserve unique habitat areas to the fullest extent possible during the land development process.
- Transplant viable, existing trees on-site to appropriate areas to expedite streambank stabilization, restore tree canopy, establish wildlife habitat, and/or create vegetated buffers.
- Develop flexible design techniques to maximize preservation of environmentally sensitive areas and to avoid unnecessary impacts to sensitive features.

Policy 2: Restore and enhance water quality in areas that have been degraded and preserve water quality in areas not degraded.

Strategies

- Identify opportunities for restoration within the primary corridors and target mitigation efforts to these areas.
- Restore stream and wetland buffers to the fullest extent possible during the land development process.
- Utilize existing stream corridor assessments, or require new assessments as part of the development review process, and include them with the submission of a natural resource inventory as development is proposed for each site. Mitigate identified sites from these assessments during the land development process.
- Encourage the use of conservation landscaping techniques that reduce water consumption and the need for fertilizers or chemical applications.
- Reduce the area of impervious surfaces during redevelopment projects.
    - Where development proposals contain extensive areas of impervious surfaces (e.g., parking lots, pavement, buildings), use innovative methods or technologies, such as porous pavement and concrete, turf blocks, water detention facilities, and the placement of stormwater retention facilities, to allow water to infiltrate.
    - Minimize the number of parking spaces and provide for alternative parking methods that reduce the area of impervious surfaces.
- Prohibit the disposal of possible pollutants and the permitting of septic tanks in aquifer recharge areas. Prohibit filling or dumping which may permit the intrusion of pollutants.
- Utilize the countywide water resources functional master plan when it becomes available, to address the relationship of planned growth to water resources for both waste disposal and safe drinking water and include an analysis of water resource protection areas, groundwater resources, water quality standards, TMDLs, and wastewater and stormwater management.
- Address existing flooding concerns in conformance with the County Code on all new development and redevelopment.
- Use Low-Impact Development (LID) stormwater management techniques such as green roofs, rain gardens, innovative stormwater outfalls, underground stormwater management, bioretention with appropriate soil mixtures, green streets, cisterns, rain barrels, grass swales, and stream restoration to the fullest extent possible during the development review process
- Implement the following best management practices in each primary and secondary corridor:
    - Provide wider stream buffers along streams in the Beaverdam Creek subwatershed to provide greater protection to the designated wetlands of special state concern.
    - Require stream stabilization projects on new developments; establish a stream valley park; and in the upper portions of Indian Creek subwatershed.
    - Consider opportunities in the Indian Creek subwatershed for wetland creation on sites that were previously mined.
    - Develop a comprehensive plan for the management of stormwater volumes in the Paint Branch subwatershed and the Little Paint Branch and Patuxent corridors.
    - Develop a long-term strategy for dealing with bacteria issues.
    - Identify hot spots for bacteria and implementation options to address each hot spot.
    - Develop a long-term strategy for dealing with bacteria issues in the Anacostia basin.

Policy 3: Implement the State Storm Water Management Act of 2007 in Subregion I as of the adoption of this Plan to enhance the water quality and control flooding in the Anacostia and Patuxent River watersheds.

Strategies

- During the review of site plans, zoning and special exceptions in the Subregion I area, the principles behind the Storm Water Management Act of 2007 have been implemented on a case-by-case basis since its adoption. Specific cases include Konterra and the Sun Services' construction waste recycling facility. The ultimate implementation of the Act through regulation has been delayed beyond the original 2008 date. New storm water regulations have now been adopted and after May 4, 2010 new plans must comply with the new regulations. To be consistent with the early application of the principles of the Storm Water Management Act of 2007 to projects in Subregion I, if any grandfathering rules are adopted in the Count Code, they should not apply in Subregion I.

Policy 4: Implement more environmentally sensitive building techniques and reduce overall energy consumption.

Strategies

- Encourage the use of green building techniques that reduce energy consumption. New building designs should strive to incorporate the latest environmental technologies in project buildings and site design. As redevelopment occurs, the existing buildings should be reused and redesigned to incorporate energy and building material efficiencies. It is recommended that new buildings in the Konterra Town Center and US 1 corridor be built to meet the Leadership in Energy and Environmental Design (LEED) certification.
- Require the use of green building techniques in designated centers and corridors, and strongly encourage it in all on office, retail, multi-family, and industrial buildings in the Subregion. Require the use of "white roofs" on office, retail, multi-family, and industrial buildings in the Subregion.
- Encourage the use of alternative energy sources such as solar, wind and hydrogen power.
- Support the development of a countywide green building program that provides incentives for reducing the overall impacts of buildings on the environment and to provide cleaner, healthier buildings for county residents and workers.

Policy 5: Reduce light pollution and intrusion, especially into the Rural Tier and environmentally sensitive areas.

Strategies

- Encourage the use of alternative lighting technologies for athletic fields, shopping centers, gas stations and vehicle sales establishments so that light intrusion on adjacent properties is minimized. Full cut-off optic light fixtures should be used for all proposed uses.
- Discourage the use of street lights and entrance lighting adjacent to special conservation areas of local and countywide significance and in the Rural Tier.

Policy 6: Reduce air pollution by placing a high priority on transportation demand management (TDM) projects and programs.

Strategies

- Design development and redevelopment projects to minimize the need for motor vehicle trips and to prevent conditions that may create local air pollution nuisances.
- Provide an improved, continuous network of sidewalks and bikeways.
- Enhance bus services by including new routes, increasing bus frequency, improving pedestrian access to transit stops, and more bus shelters.
- Provide park-and-ride lots along major roads for carpools, vanpools, and transit users.

Policy 7: Reduce adverse noise impacts to meet State of Maryland noise standards.

Strategies

- Evaluate development and redevelopment proposals using Phase I noise studies and noise models.
- Provide for adequate set backs for projects located adjacent to existing and proposed noise generators and roadways of arterial classification or greater.
- Provide for the use of approved attenuation measures when noise issues are identified.

Transportation

Vision

The Subregion 1 area has a comprehensive, efficient, and user-friendly multimodal transportation network that accommodates transit, automobiles, pedestrians, and bicyclists. This multimodal transportation network of roads, bicycle facilities, sidewalks, trails, and public transportation is integrated with land use development to serve the subregion, including centers, corridors, and other key destinations with an emphasis on accessibility to these areas from the surrounding communities for all users.

Background

Roadways

The 1990 Subregion 1 Master Plan recommends transportation network improvements that, at that time, were determined to be insufficient to handle through traffic and traffic from the ultimate buildout of land uses within the planning area. Improvements were to be staged over time as warranted by travel demand and funding availability. These improvements included improved access to I-95, the major north-south route through the Subregion 1 area, the construction of A-44, a new east-west access-controlled facility, and the construction of A-56, a facility that was planned to help relieve traffic issues along US 1. Nonetheless, the plan documented several capacity problems in the area of the proposed Konterra Town Center and up and down US 1 within the Subregion 1 area. Although the major planned facilities have not been implemented since the 1990 plan, major steps have occurred toward these recommendations becoming functional. The key issues on roadways addressed by this updated plan are summarized below.

1. **US 1:** The 2002 General Plan identifies US 1 through the Subregion 1 area as a corridor, and inherent in that designation is the development of a greater orientation toward pedestrian- and transit-oriented strategies. These strategies would create a higher-density mixed-use area along US 1 that would be compatible within the context of the adjacent communities. Given that US 1 is currently a four-lane roadway with a center left-turn lane over most of its length, this "main street" concept would be difficult to integrate with the six-lane arterial facility proposed by the 1990 plan. Even if US 1 were to be retained as a four-lane facility, some improvements are needed to resolve safety and congestion issues, consolidate driveways while limiting the number of new ones, and provide pedestrian and transit amenities.

2. **Konterra Transportation Network:** The 1990 plan identified a series of roadways to serve this planned development, which was intended at that time to become primarily an employment and retail center. The current plans for Konterra Town Center show a greater emphasis on mixed-uses, and different uses have moved within the site. The roadway needs are being reevaluated within this master plan to ensure that Konterra Town Center is well-connected to major roadway facilities, with an emphasis on achieving direct connection to major transit services.

3. **Kenilworth Avenue Extended:** Also termed A-56 on the 1990 plan, this roadway was recommended to become a key connection between the Capital Beltway and I-95, serving many of the planned developments within the Subregion 1 area. With the greater emphasis on US 1 as a "main street" facility, A-56 should be the major roadway connecting growth areas in the Subregion 1 area to either the Beltway or I-95. The 1990 Subregion 1 Master Plan proposed connecting this facility to I-95 at MD 198 with a complex series of ramps; however, much of the right-of-way north of Contee Road is within the City of Laurel and has been developed, and the ramp system has been deemed impractical for implementation due to the potential expense. The alignment recommended in this plan will be consistent with work done by the State Highway Administration in the US 1/MD 201 Corridor Study while recommending a more appropriate terminus. Although the State Highway Administration is generally focusing on a four-lane roadway based on their 2030 land use projections, the recommendations in this plan are based on a buildout of Konterra and the US 1 corridor, and a future level of development that requires A-56 to become a six-lane roadway in the long term.

4. **Intercounty Connector:** During preparation of the plan, the Intercounty Connector facility has been fully funded for construction west of US 1 by the Maryland Transportation Authority of the Maryland Department of Transportation. To the east of US 1, the Bowie and Vicinity Master Plan and the adopted update to the *Countywide Master Plan of Transportation* deleted the A-44 facility from the master plan, and portions of the proposed A-44 right-of-way within the Subregion 1 area have severe

environmental issues or have been developed. Given that A-44 east of US 1 has little chance of future implementation, the plan must focus upon strategies to ensure safe and effective traffic flow between the Laurel and Bowie areas.

The recommendations in this updated plan, particularly within the highway element, have been comprehensively reviewed in concert with planned land uses in the remainder of the county and adjacent areas outside of the county to determine where facilities are appropriately sized to handle anticipated future traffic. The vision for this plan also emphasizes that options to the single-occupant automobile are needed to encourage less vehicle travel, particularly for trips within the centers and corridor nodes, and up and down the corridor. Toward that end, the recommendations include recognition of major transit facilities that are needed, access roadways to serve these transit facilities and adjacent transit-oriented development, and greater consideration for developer involvement in providing transit, bicycle and pedestrian facilities.

The transportation recommendations contained in this plan are based upon achievement of level-of-service (LOS) E within the Konterra Town Center and along the US 1 Corridor, LOS D within the Developing Tier, and LOS C within the Rural Tier. For the most part, this is consistent with the policy service levels set in the 2002 General Plan. Allowing LOS E along the US 1 Corridor within the Developing Tier is needed to promote the function of US 1 as a "main street" within this plan.

Notwithstanding that the recommendations in the plan add considerable capacity to the transportation network, it has been determined that 46 roadway links (out of 134 studied) operate worse than the policy level-of-service. Of these links, nine are along state or federally operated limited access facilities serving primarily interregional travel, six are along facilities within federally owned land, and five are within the City of Laurel. Therefore, only the remaining 26 links can be directly affected by land use and infrastructure policies contained within this master plan, and these links are summarized in Table 1. Given that a large portion of the congestion on these roadways is caused by traffic that does not originate or end in the Subregion 1 vicinity, local land use changes would do little to alleviate future traffic congestion. In most cases, congestion can be reduced through major investment in trip reduction measures involving the use of alternative modes of travel, such as transit, walking, and bicycling in this master plan area and beyond.

The issues raised by the information in Table 1 should be considered in concert with the policies and strategies in Chapter VII of the adopted update to the *Master Plan of Transportation*. These policies and strategies are written primarily to address issues of implementation in the transportation system. These issues, while important within the Subregion 1 area, are countywide issues and require more comprehensive solutions.

Transit

An integrated multimodal transportation system including transit is essential to attracting the quality of development that is envisioned by this plan and by the 2002 General Plan. In connection with potential impacts of the federal Base Realignment and Closure process (BRAC), the Maryland Transit Administration has begun an active study of extending Metrorail along the current CSX railroad line. The possibility of extending Metrorail service into the Subregion 1 area presents opportunities for expanding improved access and mobility options for all residents and workers. The key issues addressed by this updated plan are summarized below.

1. **Transit within the US 1 Corridor:** Even with the construction of the A-56 roadway, there is a growing need for transit to relieve future traffic congestion in the corridor. Although much of the need would eventually be met by the extension of Metrorail that, is under study by the Maryland Mass Transit Administration, bus services and facilities will still need improvements. Quality development and high-capacity transit need to be considered hand-in-hand. Increased density will generate the numbers of riders that can sustain transit, and high-quality transit is needed as a catalyst for the high-quality, transit-oriented development that is desired within the corridor.

2. **Transit Service to Konterra:** As a future town center, Konterra should be connected to line-haul, high-capacity transit services. Creating a transit orientation within Konterra as it develops will be necessary to attain the desired patterns and densities of nonresidential development that are recommended for this site.

3. **Other Transit Services:** The 2002 General Plan includes goals of increasing the proportion of transit trips and reducing dependency upon the private automobile, particularly as to the number and

frequency of single-occupant vehicle (SOV) trips. The quality of transit services and ridership levels must be improved in order to support these goals, particularly where roadways connect centers and nodes where development is planned.

Bicycle, Pedestrian and Equestrian Facilities

Pedestrian accessibility and the expansion of the trail network were identified as important issues to Subregion 1 residents in workshops and community meetings during the public participation program. Trails provide recreational opportunities for residents, while also providing opportunities to make some local trips by walking or bicycling. Similarly, transit-oriented development was identified in the 2002 General Plan as an objective in all centers and corridors. Pedestrian access to mass transit, schools, parks, and other community facilities is especially important. Sidewalks and trail connections between adjacent communities can greatly enhance the overall walkability of an area, while bicycle-friendly roads can safely accommodate bicycling for recreation and transportation.

A variety of trail groups utilize the trails and parks in the Subregion 1 area. Fairland Regional Park includes an extensive natural surface trail network that is used by pedestrians, mountain bikers and equestrians. The expansion of trails along some stream valley corridors will provide additional recreational opportunities. On-road cyclists frequently use the relatively low volume and scenic roads of the Beltsville Agricultural Research Center (BARC) for medium- to long- distance tours. At the community level, appropriate trail and sidewalk connections are needed to provide safe places to walk between adjacent communities and land uses and allow safe access to schools, parks and other neighborhood facilities. Facilities for trail users and pedestrians need to be considered during road improvement projects, development proposals, and park capital improvement projects. The 1990 Subregion 1 Master Plan includes a planned trail network designed to meet recreational needs and provide accommodations for those wanting to make some trips by bicycle or walking.

The last time trail facilities were comprehensively evaluated for the Subregion 1 area was during the 1990 Subregion 1 Master Plan. Many of the proposed facilities were based upon a transportation network that has been substantially revised. Due to these revisions, the trails network for the area must be reconsidered given the planned changes in the road network and land use. A public workshop on parks, trails, and the environment was held in June 2005, to solicit community feedback on necessary trails, pedestrian connections, equestrian facilities, and on-road bicycle improvements. A follow-up workshop on the trails network was held in November 2005, to further refine and expand these recommendations.

Goals

- A safe, affordable, multimodal transportation system.
- A comprehensive and accessible trail network designed to meet the recreational needs of all trail groups, including equestrians, mountain bikers, pedestrians, and bicyclists.
- Sidewalks, neighborhood trail connections, and bicycle-friendly roadways to accommodate nonmotorized transportation (bicycling and walking) for some trips, particularly to mass transit, schools, and activity centers.

Roadways

Policy 1: Achieve efficient access to residential, commercial, and employment areas with improvements to existing roadways and new roadways, and minimize dislocation and disruption.

Strategies

- Maintain, improve, and construct ***freeways*** as required by current and future development. Freeways are divided highways for through traffic that provide full control of access and grade-separated interchanges at selected public roads. Rights-of-way range from 300 to 600 feet in width, excluding service roads.

  The following are recommended freeway facilities:

  1. F-1—I-95 to be widened with the implementation of collector-distributor roads as needed with planned interchanges between MD 212 and MD 198.
  2. F-2—Baltimore-Washington Parkway to be widened to a six-lane freeway facility through the entire planning area in order to support future access needs associated with BRAC and other development outside of the Subregion 1 area, with any widening to be accomplished within the existing right-of-way to the extent possible.

     The Baltimore Washington Parkway, which opened in 1954, is one of four parkways that serve as key

gateways to our nation's capital. The parkway's distinctive design and landscape also form an important gateway to Prince George's County and the communities within the Subregion 1 planning area. The historic 29 mile scenic parkway serves as both a regional highway and a national park that is managed by the National Park Service. The parkway connects Prince George's County with the District of Columbia, City of Baltimore, Baltimore-Washington International Airport and Fort Meade. The design and installation of future transportation related improvements must maintain and enhance the parkway's irreplaceable environment.

3. F-12—Intercounty Connector to be constructed consistent with Maryland Transportation Authority plans west of US 1 to the Montgomery County line. East of US 1, the Intercounty Connector has been removed from the County transportation plans; development has occurred in the former right-of-way, and no eastern extension shall occur. In addition, this master plan recommends the future addition of ramps to and from the west at the proposed MC-105 facility to serve the Konterra Town Center site and a full interchange at A-56.

- Maintain, improve, and construct ***arterials*** as required by current and future development. Arterials are highways for through and local traffic, either divided or undivided, with controlled access to abutting properties and at-grade intersections. Rights-of-way are generally a minimum of 120 feet where underground drainage is provided.

  The following are recommended arterial facilities:

  1. A-1—MD 198, Sandy Spring Road/Fort Meade Road to be widened to a six-lane section through the entire planning area.
  2. A-2—Cherry Lane exists as a four- to six-lane divided section between Van Dusen Road and MD 197.
  3. A-4—MD 197, Laurel Bowie Road to be widened to a six-lane divided section from the Baltimore-Washington Parkway to MD 198, and widened to a four- to six-lane divided section between Jericho Park Road and the Baltimore-Washington Parkway. The portion of this roadway that crosses the Patuxent Wildlife Research Center should provide a minimum of four through lanes while minimizing environmental disturbance and direct access points to the greatest extent possible.
  4. A-6—Contee Road to be widened to a four- to six-lane divided facility between A-56 and US 1. The roadway will transition onto a new alignment approximately 3,500 feet west of US 1.
  5. A-8—Powder Mill Road/Ammendale Road/Ritz Way as exists as a four- to six-lane section between Cherry Hill Road and US 1.
  6. A-9—US 1, Baltimore Avenue to be improved to a four-lane section with median and pedestrian facilities north of Sunnyside Avenue. Consider a grade separation at Contee Road combined with a connector roadway (similar to the configuration at US 1/Muirkirk Road) as a long-range means of relieving future traffic congestion.
  7. A-56—Kenilworth Avenue Extended to be improved and/or constructed as a four- to six-lane roadway from the Capital Beltway to I-95 adjacent to Konterra Town Center.
  8. A-59—an unnamed new roadway to be constructed as a four lane divided facility between Old Gunpowder Road and I-95.

- Maintain, improve, and construct major ***collectors*** as required by current and future development. Major collectors are four-lane divided roadways with controlled access to abutting properties and at-grade intersections. Rights-of-way are generally a minimum of 90 feet where underground drainage is provided.

  The following are recommended major collector facilities:

  1. MC-101—Old Gunpowder Road to be widened to a four-lane facility as follows:

     - Within the nearer term, left-turn lanes should be provided at public street intersections along the existing two-lane facility, and major pedestrian crossings should utilize curbed medians within the two-lane roadway as described below. Property access onto Old Gunpowder Road should utilize streets and shared easements to the extent possible.
     - Within the longer term, north of the MD 200 facility, widen to a four-lane divided facility with median within a 100-foot right-of-way. The facility will include a relocated section to the east of the area of existing industrial uses.
     - Within the longer term, south of the MD 200 facility, widen to a four-lane facility with left-turn lanes at

public street and other major intersections within a 90-foot right-of-way.

- Include the following traffic control elements:
  - A roundabout at the intersection of Old Gunpowder Road, proposed A-59, and the entrance to the Fairland Park Community.
  - A roundabout or a signal (when warranted) at the entrance to Fairland Regional Park adjacent to The Gardens Ice House. This would include a relocation of existing Van Dusen Road to the south to become the fourth leg of this intersection.
  - A roundabout or a signal (when warranted) at Greencastle Road. An entrance to the proposed Konterra park/school site would potentially become a fourth leg of this intersection.
  - At least two protected pedestrian crossings within the Cross Creek development, incorporating curbed medians, painted crosswalks, and other signage and markings as deemed appropriate. The initial installation should occur north of the more northerly intersection with Bay Hill Drive to serve the existing Parks and Recreation facility.
  - Add a trail that connects the existing and planned routes through the Fairland Park and the Fairland Community development north to Route 198 on the west side of Old Gunpowder Road. Coordination should occur with the owners of the industrial properties to obtain an easement.
  - As Konterra is developed on the east side of Old Gunpowder Road, a trail should connect the Fairland Park east north to Route 198, with connections to the trail on the west side of Old Gunpowder Road. In addition, there should be a trail network that connects Old Gunpowder Road and the recreational facilities to Konterra Town Center West and continue on to Konterra Town Center East.

2. MC-102—Van Dusen Road to be widened to a four-lane divided facility between A-56 and Old Sandy Spring Road. The roadway will transition onto a new alignment approaching A-56.
3. MC-103—an unnamed new roadway to be constructed as a four-lane divided facility between A-8 and A-56 through the Konterra Town Center site. Within the Konterra Town Center site, the cross-section for this facility may be modified at the time of conceptual site plan in accordance with the recommendations of county Department of Public Works and Transportation and M-NCPPC transportation staff.
4. MC-104—an unnamed new roadway to be constructed as a four-lane divided facility between C-119 and A-56 within the Konterra Town Center site. The cross-section for this facility may be modified at the time of conceptual site plan in accordance with the recommendations of county Department of Public Works and Transportation and M-NCPPC transportation staff.
5. MC-105—an unnamed new roadway to be constructed as a four-lane divided facility between F-12 and A-59 within the Konterra Town Center site. The cross-section for this facility may be modified at the time of conceptual site plan in accordance with the recommendations of county Department of Public Works and Transportation and M-NCPPC transportation staff.
6. MC-106—Muirkirk Road to be widened to a four-lane facility as follows:
   - The following improvements to existing intersections will be constructed by Brick Yard as that site develops:
     - At Cedarhurst Drive, provision of an eastbound exclusive left-turn lane along Muirkirk Road (in addition to the two lanes eastbound which exist).
     - At the Conway Road/MARC entrance intersection, provision of signalization when warranted.
   - Muirkirk Road from Virginia Manor Road west to A-3 (which will run north from Ammendale Road through Konterra Town Center East) shall minimally provide for a 90 foot right of way and be constructed as properties develop along the right-of-way. This provides for future bus connections from Konterra Town Center East employment areas to the MARC.

- Within the nearer term, left-turn lanes should be provided at public street intersections along the existing two-lane facility. This would include the following:
  - Old Muirkirk Road
  - Ellington Road
  - Meadowfield Way
  - Westlock Place
  - Cedarbrook Lane
  - Mount Pleasant Drive
  - Orvis Way
  - Montpelier Elementary School

Lane markings along Muirkirk Road from Lanner Drive to the Montpelier Elementary School should be revised to a single lane eastbound and westbound through this section, with a left-turn lane eastbound into the school. The existing rumble strips within this section should be replaced, the existing crosswalk should be relocated to the east side of Tuscany Drive, and speed monitoring devices should be installed at each end of this section. At Virginia Manor Road, the signal timing should be checked and optimized. Improved signage and marking is needed eastbound between Cedarhurst Drive and Longwood Drive to improve traffic safety as the roadway narrows.

- Within the longer term, widen to a four-lane facility with left-turn lanes at public streets and other major intersections, or introduce a median where appropriate, within a 90-foot right-of-way. The provision of a four-lane roadway along Muirkirk Road would eliminate the safety problems that are present where the roadway transitions from two lanes to four lanes at the Montpelier Elementary School and at Longwood Drive. New development should help address these longer term improvements. In addition to widening the roadway, consideration should be given to placement of one or more roundabouts. Any improvements should include the provision of dedicated bike lanes. The design of the long-term road improvements will address the low density and rural-like characteristics of the area traversed by the roadway.
- Include the following traffic control and geometric elements:
  - Relocate the Odell Road intersection slightly west onto federal property to form a four-way intersection with Cedarbrook Lane. Install a signal when warranted.
  - Provide an increase of the existing curb radius at the northwest corner of Muirkirk Road and MD 197.
- Maintain, improve and construct ***collectors*** as required by current and future development. Collectors are two-, four-, or five-lane (four lanes plus center turn lane) roadways with minimal control of access providing movement between developed areas and the arterial system. Rights-of-way are generally a minimum of 70 feet for two- and four-lane collectors, and 80 feet for five-lane collectors where underground drainage is provided.

The following are recommended collector facilities:

1. C-103—Montpelier Drive between Muirkirk Road and MD 197. This roadway is recommended to remain at two lanes, with the extension to Muirkirk Road to be implemented only after a community outreach effort, within which a range of traffic calming, traffic safety, and pedestrian safety improvements are recommended for concurrent implementation. The extension to Muirkirk Road has been long-planned, but the failure to make the extension over four decades has established patterns for traffic flow that have created different expectations. The consequence of the long-standing state of affairs needs to be addressed in any extension proposal.

   An extension shall not be considered a high priority. In addition, with respect to both the existing roadway and any future extension, there should be an evaluation of the center turn lane configuration and its utility. For traffic calming, creating a median island with left-turn lanes at appropriate intersections should be evaluated. In addition, the roadway should be striped for bike lanes.
2. C-104—Briggs Chaney Road between Montgomery County and Old Gunpowder Road, to be widened to a four-lane section.
3. C-110—Greencastle Road between Montgomery County and Old Gunpowder Road to be widened to a four-lane section.

4. C-119—an unnamed new roadway to be constructed as a four-lane facility between MC-103 and A-56 within the Konterra Town Center site.
5. C-120—Sunnyside Avenue between US 1 and A-56 to be widened to a four-lane section.
6. C-121—an unnamed new roadway to be constructed as a four-lane facility between MC-105 and MC-103 within the Konterra Town Center site.
7. C-201—Cherry Hill Road between Montgomery County and Planning Area 68, to be widened to a four-lane section.

The following facilities are recommended to be maintained at their current width—either two lanes or four lanes—with frontage, pedestrian, and safety improvements as deemed necessary:

1. C-101—Beltsville Drive between MD 212 and Calverton Boulevard (four lanes).
2. C-103—Brock Bridge Road between MD 197 and Anne Arundel County (two lanes).
3. C-105—Sweitzer Lane between A-59 and MD 198 (four lanes).
4. C-106—Contee Road between US 1 and MD 197 (four lanes).
5. C-107—Powder Mill Road between Montgomery County and Cherry Hill Road (two lanes).
6. C-108—Old Baltimore Pike between A-56 and Muirkirk Road (four lanes).
7. C-111—Ammendale Road between A-8 and US 1 (four lanes).
8. C-112—Powder Mill Road between A-8 and A-56. Where appropriate, right-of-way may be reduced to 60 feet within developed areas west of US 1 provided that the needed vehicular and nonvehicular amenities can be implemented within the right-of-way (two lanes west of US 1 and four lanes east of US 1).
9. C-113—Bond Mill Road between MD 198 and Brooklyn Bridge Road (two lanes).
10. C-114—Calverton Boulevard between Montgomery County and Beltsville Drive (two lanes).
11. C-118—Rhode Island Avenue between Planning Area 68 and Sunnyside Avenue (two lanes).

The following facilities are designated as collector facilities in recognition of their role within the circulation system for the overall area. No widening of these two-lane facilities is foreseen by the land uses recommended in this plan but future widening could be triggered by changes in land use within federally owned lands:

1. C-112—Powder Mill Road between A-56 and MD 197.
2. C-115—Soil Conservation Road between Good Luck Road and Powder Mill Road.
3. C-116—Planning Area 71A to Powder Mill Road.

- Maintain, improve, and construct ***local streets*** of significance as required by current and future development. Local (industrial, commercial, primary and secondary) roadways provide access to, through, and between developed areas, and they are selectively shown on area master plans in response to specific issues. On these roadways, the street space is valuable for bicycle and pedestrian movement and parking, as well as for vehicular movement. Rights-of-way for industrial and commercial roadways are generally 70 feet. Primary and secondary residential roadways utilizing curb and gutter are 60 and 50 feet respectively, although 60 feet is generally the minimum for a residential roadway utilizing open drainage.

  The following local roadway facilities are recommended to be constructed or widened to the appropriate county road standard as described:

  1. I-101—Maryland Avenue/Ammendale Road between Powder Mill Road and A-56, as an industrial roadway.
  2. P-101—Odell Road between A-56 and Muirkirk Road.
  3. P-102—Springfield Road between Powder Mill Road and Odell Road.
  4. P-103—Sellman Road between Cherry Hill Road and Rhode Island Avenue.
  5. P-104—Rhode Island Avenue between US 1 and Powder Mill Road, with relocation of US 1 intersection as needed to eliminate the current skew intersection.

6. P-105—Rhode Island Avenue between Sunnyside Avenue and US 1, with relocation of US 1 intersection as needed to eliminate the current skew intersection.
7. P-106—Riding Stable Road/Brooklyn Bridge Road between Montgomery County and the City of Laurel.
8. P-107—unnamed roadway between MC-101 and existing Old Gunpowder Road.

This network is summarized in Table 2.

Policy 2: Using a complete streets approach, top priority should go to projects supporting the establishment of safe, multimodal corridors that implement bicycle, pedestrian, and transit mobility strategies as an integral component of the project, thereby reducing the dependence on automobiles, reducing greenhouse gas emissions, reducing traffic congestion, and preserving road infrastructure.

Strategies

- Include in streets, roads, and highways project planning the consideration of implementing high occupancy vehicle lanes, bus pull-off bays, sidewalks, signage, and other enhancements where appropriate, along routes that provide access to rail transit stations, that serve current or future bus or BRT service, and that serve multifamily, compact, or infill development, with emphasis on General Plan corridors.
- Increase the connectivity of bikeways established within street, road, or highway rights-of-way, especially in the vicinity of current or future transit stations and bus services and in areas of multifamily, compact, or infill development, with emphasis on General Plan corridors as well as off-road trails and trail systems.
- Ensure consistency with environmental justice principles by implementing the complete streets policy widely and equitably, thereby benefiting low-income and minority populations as well as the elderly and disabled.
- Implement TDM practices that reduce trips (through park-and-ride lots and other strategies) and trip length, manage routes and peak-period travel, and generally focus on changing travel behavior.
- Improve network connectivity and system integrity by eliminating gaps that impede transit service and improving safety for all users using engineering, education, and enforcement to reduce traffic accidents.
  - Revise the Planning Board's "Guidelines for the Analysis of the Traffic Impact of Development Proposals" to include all links with 20 percent or more of site-generated traffic in a traffic impact study area.
  - To support construction of off-site transportation improvements by developer applicants, consider legislation to reference the third-party right-of-way acquisition language in Section 23-142(f) of the Road Ordinance within Section 24-124 of the Subdivision Ordinance.
  - All streets where bus service is anticipated should be constructed to at least a primary residential street (60-foot right-of-way) standard and publicly maintained.
- Improve transportation system performance through transportation system management strategies, keeping commuter traffic on expressways and arterials and preventing encroachment of through traffic into residential neighborhoods.
  - At signalized intersections, require a minimum of two lanes on each approach.
  - In the design of internal residential subdivision streets, apply the traffic volume criteria from the DPW&T Neighborhood Traffic Management Program and the trip generation rates from the "Guidelines for the Analysis of the Traffic Impact of Development Proposals" to determine:
    - Number of subdivision access points
    - Street typical sections
    - Maximum length of culs-de-sac
  - Dead-end "stub" streets connecting to adjacent vacant parcels should be designed to primary residential street (60-foot right-of-way) standards.

Table 1: Congested Roadway Segments at Buildout

Master Plan Designation	Name/ Route Number	Future Congested Segment	No. of Links Included	Type of Traffic Using Congested Segment	Response Within Plan Recommendations
A-1	MD 198	Montgomery County to Sweitzer Lane	2	Through regional traffic and traffic from region to Subregion 1	None. Clear desire from community to retain MD 198 at six lanes maximum.
A-4	MD 197	Jericho Park Road to Basswood Drive	4	Over 60 percent through regional traffic	None. Direct result of deletion of A-44.
A-4	MD 197	B-W Parkway to Cherry Lane	4	Over 50 percent through regional traffic	None. Direct result of deletion of A-44. Implementation of transit in US 1 corridor will mitigate future traffic on this facility.
A-9	US 1	Sunnyside Avenue to Powder Mill Road	1	Mix of regional and local traffic	None. Clear desire to maintain US 1 at four lanes. Implementation of transit in US 1 corridor will mitigate future traffic on this facility.
A-9	US 1	MD 200 to Contee Road	1	Through regional traffic and traffic from region to Subregion 1	None. Clear desire to maintain US 1 at four lanes. Implementation of transit in US 1 corridor will mitigate future traffic on this facility.
A-56	MD 201	Sunnyside Avenue to Powder Mill Road	1	Mix of regional and local traffic	None. Implementation of transit in US 1 corridor will mitigate future traffic on this facility.
A-56	MD 201 Extended	Muirkirk Road to MD 200	1	Mix of regional and local traffic	Allow up to eight lanes (six through lanes plus turning lanes) on this short segment.
MC-101	Old Gunpowder Road	MD 212 to Briggs Chaney Road	1	Traffic between Montgomery County and Subregion 1/Prince George's County	None. Clear desire to maintain Old Gunpowder Road at four lanes.
C-106	Contee Road	US 1 to MD 197	2	Through regional traffic and traffic between region and Subregion 1	None. Direct result of deletion of ICC. Implementation of transit in US 1 corridor will mitigate future traffic on this facility.

Table 1 cont'd: Congested Roadway Segments at Buildout

Master Plan Designation	Name/ Route Number	Future Congested Segment	No. of Links Included	Type of Traffic Using Congested Segment	Response Within Plan Recommendations
C-109	Muirkirk Road	Muirkirk Meadows Road to Old Baltimore Pike	1	Local traffic adjacent to transit-oriented development	None. Turning lanes within this short segment will mitigate traffic within this transit-oriented focus area.
C-112	Powder Mill Road	MD 212 to A-56	3	Local traffic	None. Implementation of transit in US 1 corridor will mitigate future traffic on this facility.
C-114	Calverton Boulevard	Greenmount Avenue to Beltsville Drive	1	Traffic between Montgomery County and Subregion 1/Prince George's County	None. Clear desire by community to maintain this roadway at two lanes.
C-118	Rhode Island Avenue	Capital Beltway to Sunnyside Avenue	1	Local traffic	None. Implementation of transit in US 1 corridor will mitigate future traffic on this facility.
C-132	MD 212	Riggs Road to Cherry Hill Road	1	Traffic between Montgomery County and Subregion 1/Prince George's County	None. Topography and environmental impacts preclude recommendation of an arterial section on this roadway.
C-201	Cherry Hill Road	Montgomery County to Capital Beltway	2	Traffic between Montgomery County and Prince George's County	None. Implementation of transit services in US 1 corridor and improvement of transit services serving White Oak and adjacent areas in Montgomery County will mitigate future traffic on this facility.

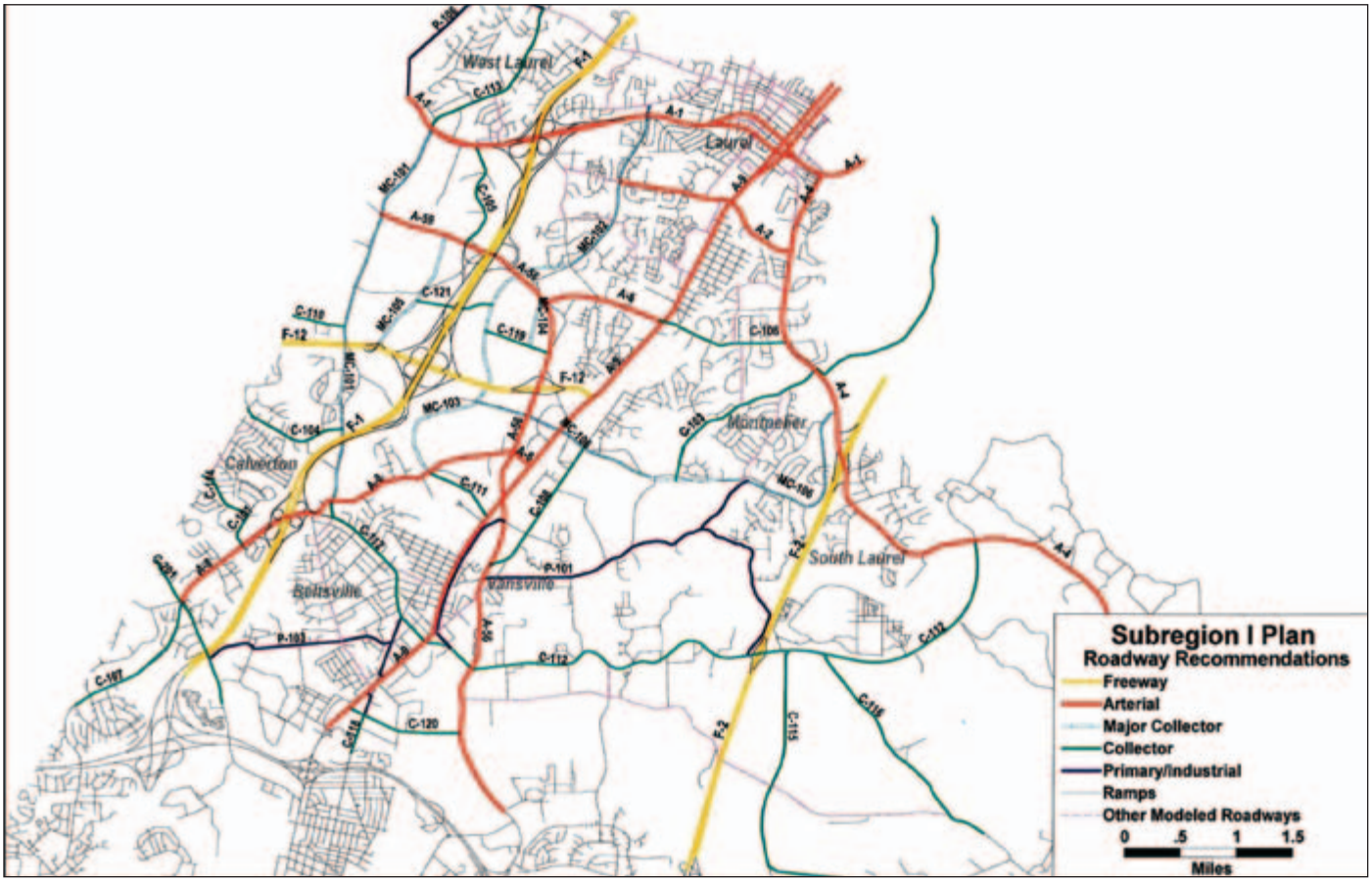
Table 2: Existing and Proposed Road Facilities

Identification	Name	Status	Limits (W to E and or N to S)	Proposed Right-of-Way	Proposed No. of Lanes
F-1	I-95	Upgrade	Capital Beltway to Howard County	300-400 feet	8
F-2	Baltimore-Washington Parkway	Widen	Capital Beltway to Anne Arundel County	Varies	6
F-5	Capital Beltway	I-95/I-495	Montgomery County to Woodrow Wilson Bridge	300 feet	8
F-12	Intercounty Connector	MDOT	Montgomery County to US 1	200-300 feet	4-6
A-1	Sandy Spring Road/Gorman Avenue/Fort Meade Road	Minor widening	Montgomery County to Anne Arundel County	120 feet	6
A-2	Cherry Lane	Minor widening	Van Dusen Road to MD 197	120 feet	4-6
A-4	Laurel-Bowie Road	Minor widening	Jericho Park Road to MD 198	120 feet	4-6
A-6	Contee Road	New Road	Montgomery County Line to Van Dusen Road	120 feet	4
			Van Dusen Road to Anne Arundel County Line		4-6
A-8	Powder Mill Road/Ammendale Road/Ritz Way	Completed	Cherry Hill Road to US 1	120 feet	4-6
A-9	Baltimore Avenue	Add median	Capital Beltway to Howard County	90-120 feet	4-6
A-56	Kenilworth Avenue Extended	New Road	Capital Beltway to I-95	120-150 feet	4-6
A-59	To Be Named	New Road	Old Gunpowder Road to I-95	120 feet	4-6
MC-101	Old Gunpowder Road	Widening	A-8 to MD 198	100 feet	4
MC-102	Van Dusen Road	New Road & widening	A-56 to Old Sandy Spring Road	100 feet	4
MC-103	To Be Named	New Road	A-8 to A-56	100 feet	4
MC-104	To Be Named	New Road	C-119 to A-56	100 feet	4
MC-105	To Be Named	New Road	F-12 to A-59	100 feet	4
MC-106	Muirkirk Road	Minor Widening	MC-103 to MD 197	80-100 feet	4
C-101	Beltsville Drive	Exists	MD 212 to Calverton Boulevard	80 feet	4
C-103	Montpelier Road/Brock Bridge Road	Extension/New Road	Muirkirk Road to Anne Arundel County	80 feet	2
C-104	Briggs Chaney Road	Widening	Montgomery County to Old Gunpowder Road	80 feet	4
C-105	Sweitzer Lane	Exists	A-59 to MD 198	80 feet	4
C-106	Contee Road	Exists	US 1 to MD 197	80 feet	4

Table 2 cont'd: Existing and Proposed Road Facilities

Identification	Name	Status	Limits (W to E and or N to S)	Proposed Right-of-Way	Proposed No. of Lanes
C-107	Powder Mill Road	Exists	Montgomery County to Cherry Hill Road	80 feet	2-4
C-108	Old Baltimore Pike	Exists	A-56 to Muirkirk Road	80 feet	4
C-110	Greencastle Road	Widening	Montgomery County to Old Gunpowder Road	80 feet	4
C-111	Ammendale Road/Konterra South Road	Exists	MD 212 to US 1	80 feet	4
C-112	Powder Mill Road	Exists	A-8 to MD 197	80-100 feet	2-4
C-113	Bond Mill Road	Exists	MD 198 to Brooklyn Bridge Road	80 feet	2
C-114	Calverton Boulevard	Exists	Montgomery County to Beltsville Drive	80 feet	2
C-115	Soil Conservation Road	Exists	Good Luck Road to Powder Mill Road	80 feet	2
C-116	Springfield Road	Exists	Bowie Master Plan to Powder Mill Road	80 feet	2
C-118	Rhode Island Avenue	Exists	Capital Beltway to Powder Mill Road	80 feet	2
C-119	To Be Named	New Road	MC-103 to A-56	80 feet	4
C-120	Sunnyside Avenue	Minor widening	US 1 to A-56	80 feet	4
C-121	To Be Named	New Road	MC-105 to MC-103	80 feet	4
C-201	Cherry Hill Road	Widening	Montgomery County to College Park US 1 Corridor Sector Plan	80 feet	4
I-101	Maryland Avenue/Ammendale Road	Some work	Powder Mill Road to Old Baltimore Pike	70 feet	2
P-101	Odell Road	Exists	A-56 to Muirkirk Road	60 feet	2
P-102	Springfield Road	Exists	Odell Road to Powder Mill Road	60 feet	2
P-103	Sellman Road	Exists	Cherry Hill Road to Rhode Island Avenue	60 feet	2
P-104	Rhode Island Avenue	Relocate	US 1 to C-112	60 feet	2
P-105	Rhode Island Avenue	Relocate	US 1 to Sunnyside Avenue	60 feet	2
P-106	Riding Stable Road/Brooklyn Bridge Road	Exists	Montgomery County to City of Laurel	60 feet	2
P-107	To Be Named	New Road	MC-101 to existing Old Gunpowder Road	60 feet	2

Map 11: Roadway Recommendations



Policy 3: Emphasis is placed on linking the population and economic growth rates with the availability of transportation funds to support it and ensuring that land development projects are approved on the condition that developer contributions sufficiently provide for the construction or expansion of the transportation infrastructure needed to maintain an acceptable LOS and transit mode share.

Strategies

- Construct road improvements on an incremental basis as the demand for capacity increases and as funding becomes available.
- Consider requiring that subdivision plan approval be contingent upon adequate provisions for right-of-way needs to accommodate long-term transportation demand.
- Amend the Subdivision Ordinance to require lots adjacent to roads of major collector or higher classification to front on interior streets or service roads.
- Institute within transit districts a mechanism to collect and set aside funding for transit operations and maintenance.
- Consider varying adequate public facility (APF) standards in the Developed and Developing Tiers and in growth policy centers according to level of density or intensity.
- Consider adding to the Planning Board's "Guidelines for the Analysis of the Traffic Impact of Development Proposals" a test of the proposed development's propensity to minimize (or generate) vehicle trips and vehicle miles of travel based on its ability to accommodate all modes of travel, and its proximity to or distance from General Plan centers and priority funding areas.

Policy 4: Using both traditional and innovative methods, essential street, road, and highway projects are implemented using federal, state, and local financial resources, public/private partnerships, and developer funding when traffic impacts from development or redevelopment projects are assessed.

Strategy

- Develop and continually evaluate funding strategies, such as impact and adequate public facilities fees, value pricing, and other staging strategies, to be considered by policy makers as policy options for implementing the Countywide Master Plan of Transportation and the transportation recommendations of master plans adopted and approved in the future. (Discussed in Chapter VII: Strategic Transportation Policy and Plan Implementation.)
- Research and identify successful financing mechanisms for needed transportation projects, such as temporary "penny" sales tax funds, or other strategies that are controlled by local elected officials, and that can be implemented equitably and fairly.
- Consider channeling parking revenues to transportation improvements and pricing parking space in a way that limits free parking, reflects the true cost of parking, and prices on-street parking to make it more costly than or at least as expensive as parking in lots and garages.
- Seek opportunities with developers as well as federal, state, and county stakeholders to engage in public/private partnerships that provide benefits for all parties, including the traveling public.
- As part of the development process, consider rewarding features that enhance multimodalism and impose fees for proposed developments that reinforce reliance on the automobile, based on information added to the traffic impact analysis that tests the proposed development's ability to minimize vehicle trips and vehicle miles traveled.
- Consider future pricing strategies that redistribute traffic volumes to nonpeak hours, manage through trips, free up capacity for goods movement, and provide income streams for transit and other congestion-reducing enhancements to the transportation system.

Policy 5: Mainly through the National Environmental Protection Act (NEPA) process and in coordination with the Approved Countywide Green Infrastructure Plan, street, road and highway projects are implemented in a manner that protects the natural environment, minimizes dislocation and disruption, and is consistent with the county's environmental stewardship goals.

Strategies

- Develop an awards program to recognize projects that promote sustainability, reduce noise, incorporate energy-saving features, and otherwise exceed expectations for environmental stewardship.
- Recognize projects that are constructed in an environmentally sensitive manner.
- Implement the transportation network in an environmentally sensitive manner by:
  - Minimizing the crossings of streams and wetlands, where possible, by careful planning or road locations, maximizing use of existing stream crossings, and coordinating the road network between parcels to limit the need for stream crossings and other environmental impacts.
  - Crossing streams (where stream crossings are unavoidable) at right angles except where prevented by geologic features.
  - Constructing stream crossings using clear span bridges or, where bridges cannot be used for design reasons, bottomless culverts or other low-impact crossing structures that have a width that matches or exceeds the natural width of the stream and that minimize the impact to stream habitats, fish, and other stream organisms.
  - Using drainage structures, such as water turnouts or broad-based dips, on both sides of a crossing as needed to prevent road and ditch runoff from directly entering the stream.
- Retrofitting stream crossings (where necessary) in a manner that removes fish blockages.

Transit

Policy 1: Encourage an integrated, multimodal mass transit system, including public parking facilities, that provides efficient and user-friendly service to supplement and, within centers and along corridors supplant, the private automobile.

Strategies

- Extend rail transit along the CSX railroad right-of-way through the Subregion 1 area connecting the Greenbelt Station to Baltimore/Washington International Thurgood Marshall Airport. This is recommended as a means of serving planned development within the Subregion 1 area and providing relief to US 1 as well as other north-south facilities. The recommendation recognizes that this facility could be light rail transit (electrified with catenaries, either partially or fully at-grade) or Metrorail transit (electrified with a third rail, fully grade-separated), but that expansion of the existing commuter rail service is impractical because the existing tracks are privately owned and are primarily utilized for freight movement. Station locations are not specifically recommended by this plan, but the intersections of US 1 and Powder Mill Road, Muirkirk Road, and Contee Road should be prime candidates for future station locations on any Metrorail extensions that are studied in detail.
- Improved bus transit linking Konterra Town Center to existing rail stations as Konterra Town Center develops. In particular, enhanced bus services will be necessary as nonresidential land uses develop. This strategy includes a centrally located multimodal facility and transit center or hub within Konterra Town Center.
- Locate a future multimodal transit center within the Konterra East Town Center. This multimodal transit center would be an integral part of the town center featuring bicycle amenities and a local and regional bus transfer stop. It should become a facility to link Konterra by bus to other employment centers such as Fort Meade, the Brick Yard and MARC station, the University of Maryland, and centers within Montgomery County. Consideration should be given for this transit center to ultimately become a transit station as part of an east-west transitway connecting to the CSX railroad alignment, or become a terminus for a transit extension from Greenbelt. Future site plans and permit plans for Konterra Town Center East core should preserve a station location along with the needed alignment to connect the station with other regional transit services and amenities.
- Coordinate with Howard County, Anne Arundel County, WMATA, CSX and the State of Maryland to study the feasibility of constructing an additional set of tracks for the MARC (Camden Line) and of extending the Metrorail Green Line to provide added train service to Subregion 1.

Policy 2: Transportation adequacy evaluations for new development and redevelopment within the planning area should reflect the need to develop, modify, or expand multimodal transportation systems and facilities that will help both to achieve 2002 General Plan transportation goals and implement the land uses envisioned by this plan.

Strategy

- The review of development that impacts roadways and intersections within and adjacent to the US 1 Corridor should include an examination of nearby transit services and facilities. In addition to needed roadway improvements, recommendations for transportation adequacy should include strategies for improving transit efficiency, effectiveness, and/or user friendliness.
- Provide standard sidewalks along both sides of Bowie Road from MD 197 to US 1.
- Provide an eight-foot-wide side path along Old Baltimore Pike from Muirkirk Road to Odell Road. This trail will provide access to Vansville Community Center, Muirkirk South Community Park, and the programmed elementary school in the Vansville area.

Policy 3: Integrate transit with streets and roadways to ensure that new land uses and redevelopment in this plan are fully transit supportive and will increase transit usage and ridership sufficiently to help justify the expansion of major transit services into this portion of the county. As part of the evaluation of rail extensions from Greenbelt, options should be explored for an intermodal link between Metrorail and MARC commuter rail in the metropolitan Washington area and the Baltimore Metrorail and light rail systems.

Strategy

- Within the Konterra Town Center and in new developments along the US 1 Corridor, utilize a grid

pattern of public and private streets and access ways to efficiently connect land uses to transit services. Review development within these areas to ensure that efficient connections to transit services are incorporated or maintained.

Bicycle, Pedestrian and Equestrian Facilities

Policy 1: Incorporate appropriate pedestrian-oriented and transit-oriented development features in the center and corridor nodes.

Strategies

- Provide continuous sidewalks and designated bike lanes along Muirkirk Road to improve access to the Muirkirk MARC station.
- Work with the applicant of the Konterra Town Center to develop a comprehensive sidewalk and trail network. Include pedestrian amenities and safety features to ensure that Konterra Town Center is a walkable, pedestrian-friendly environment. Supplement the sidewalk network by utilizing stream valleys and other greenway corridors as trails and pedestrian walkways. At the time of detailed site plan for the portion of the site including the stream valley trail, the trail alignment shall be finalized to ensure that it does not create an impact to the regulated buffers.
- The Konterra Town Center applicant shall establish trail easement(s) that allow for the construction of a trail connecting the area of the Town Center north of the Pepco land to the southern area of the Town Center. This trail shall be on the east side of the Town Center Core. The applicant shall retain the sole unrestricted right to vacate, delete, move or reestablish the easement (including removal and replacement of any portion of a trail constructed within the easement) when deemed, in the applicant's sole discretion, such change is necessary for construction of any other portion of the Town Center development, inclusive of infrastructure or some other amenity. The trail shall be constructed no later than completion of 50% of the Town Center's approved residential development.

Policy 2: Provide sidewalks and neighborhood trail connections within existing communities to improve pedestrian safety, allow for safe routes to schools, and provide for increased nonmotorized connectivity between neighborhoods.

Strategies

- Provide a standard sidewalk or a side path along the north side of Sellman Road from Cherry Hill Road to US 1. This needed improvement will provide safe pedestrian access to the Beltsville Community Center from nearby residential communities. This sidewalk will also provide pedestrian access to nearby local businesses.
- Implement planned sidewalks along Montgomery Road from Sellman Road to 34th Place.
- Provide sidewalks along Cedar Lane from Powder Mill Road to Montgomery Road.
- Provide curb, gutter, sidewalks and on-road bicycle facilities along Powder Mill Road (MD 212) from Gunpowder Road to US 1. Appropriate pedestrian safety features should be explored. Provide a well-marked crosswalk across MD 212 at Roby Avenue to improve pedestrian access to the commercial uses. Provide a well-marked crosswalk across MD 212 at Cedar Lane to improve access to the bus stop.
- Provide sidewalks along Briggs Chaney Road from Gunpowder Road to the Montgomery County line.
- Provide neighborhood trail connections in and around Cherryvale Neighborhood Park with connections to Collier Road, Green Lane, Cherryvale Drive, Evans Trail, the Frances Fuchs Special Education Center, and High Point High School. These trails will utilize M-NCPPC parkland, Board of Education property, and homeowners association open space.
- Provide neighborhood trail connections in West Laurel connecting Tilghman Court and Tilghman Drive with Cissell Road. These trails will improve neighborhood connectivity and utilize county-owned land.
- Provide standard sidewalks along Collier Road.
- Provide standard sidewalks along Larchdale Road.
- Provide continuous sidewalks and on-road bicycle facilities along Contee Road.

- Explore methods for improving pedestrian safety across Muirkirk Road in the vicinity of Bedford Park and Montpelier Elementary School. Sidewalks are fragmented along Muirkirk Road and there are no marked crosswalks in the vicinity of Bedford Park. Traffic-calming and/or a pedestrian refuge may be appropriate at the elementary school.
- Provide an eight-foot-wide side path along Old Baltimore Pike from Muirkirk Road to Odell Road. This trail will provide access to Vansville Community Center, Muirkirk South Community park, and the programmed elementary school in the Vansville area.
- Provide standard sidewalks along both sides of Bowie Road from MD 197 to US 1.
- Explore methods for improving pedestrian safety along MD 197 at the Baltimore-Washington Parkway. Traffic-calming or improved pedestrian crossings may be warranted at the merge ramps. Well-marked, high visibility crosswalks may be appropriate at ramps.
- Explore methods for improving pedestrian safety along Powder Mill Road at the I-95 interchange. These needed improvements will allow pedestrian access between Beltsville and Calverton and provide access to local shopping centers and area trails for residents. These improvements may include improved crosswalk treatments, in-pavement lighting at the crosswalks, traffic calming, signage, lighting, and completing missing gaps in the sidewalk.
- Provide a paved trail along Railroad Avenue from Contee Road to Mulberry Street. This paper street will serve as a linear pedestrian and bicycle corridor through this residential neighborhood.
- Evaluate the feasibility of a trail connection utilizing existing M-NCPPC parkland linking the Montpelier community with the Muirkirk MARC.



Designated bike lane along Ammendale Road

This connection will provide a more direct pedestrian and bicycle connection to the existing MARC station from a large residential community.



Park trail along Gunpowder Road at Cross Creek

Policy 3: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities.

Strategies

- Complete the designated bike lanes along the entire length of the Ammendale-Virginia Manor Road project (Gunpowder Road to US 1).
- As existing roads are resurfaced, restriped, and improved, they should be striped in conformance with the 1999 AASHTO Guide for the Development of Bicycle Facilities or construct buffered bike lanes that are separated from vehicular travel lanes to the extent feasible and practical.

Policy 4: Extend the existing Anacostia Tributary Trails System into the northern end of the Anacostia Trails Heritage Area (Subregion 1), as recommended in the Approved Anacostia Trails Heritage Area Management Plan.

Strategies

- Gunpowder Road side path and designated bike lanes

  An eight-foot-wide side path is recommended along the west side of Gunpowder Road. This trail will complement the park trail completed parallel

to Gunpowder Road through the Cross Creek development, improve access to Fairland Regional Park, and provide a connection to the existing Little Paint Branch Trail and West Laurel. Designated bike lanes are also recommended to safely accommodate faster moving on-road bicycle traffic. This trail will also serve as a segment of the continuous trail from Bladensburg to Laurel that was envisioned in the Anacostia Trails Heritage Area Management Plan. This trail should connect to the existing homeowners association (HOA) trails in the West Laurel community.

- Little Paint Branch Stream Valley Trail

  Extend the existing Paint Branch Trail from Cherry Hill Road Community Park to the Beltsville Community Center north of Sellman Road. This trail extension will connect the existing Anacostia Tributaries Trails Network inside the Beltway with the existing Little Paint Branch Trail north of Sellman Road and will be an important segment of the trail connection planned between Bladensburg and Laurel in the Anacostia Trails Heritage Area Management Plan. This trail will accommodate hikers, bikers, and equestrians, and will connect the subregion area with the regional trail network. The trail will also link the Summit at College Park development with the trails network and the University of Maryland. Discussions are underway with Beltsville Agricultural Research Center (BARC) and IKEA regarding this trail extension.



Little Paint Branch Trail at the Beltsville Community Center

- Park trails should be designed to accommodate all users. Special consideration should be given to accommodations for equestrians along stream valley trails and trail connections to Fairland Regional Park.

Policy 5: Provide comprehensive pedestrian and bicycle facilities along US 1 and improve pedestrian safety.

Strategies

- Provide a side path or wide sidewalk along the west side of US 1 to extend the existing side path along US 1 between Quimby Avenue and Muirkirk Road.
- Explore methods for improving pedestrian safety along US 1 at the Capital Beltway.
- Provide designated, in-road bicycle lanes along US 1. The bike lanes will extend the existing bike lanes along the IKEA frontage. Pavement markings and signage should be in conformance with the 1999 AASHTO Guide for the Development of Bicycle Facilities.
- Incorporate pedestrian amenities such as benches, pedestrian scale lighting, and pedestrian safety features such as well-marked crosswalks, pedestrian refuges, and curb extensions as frontage improvements are made along US 1.



US 1 frontage improvements at University View in College Park

Policy 6: Provide major trail facilities that connect Subregion 1 with the regional trails network and provide additional recreational opportunities.

Strategies

- Rhode Island Avenue Trolley Trail

  Several segments of this planned rail-trail have been implemented to the south of the study area by the City of College Park. This trail should be extended into Subregion 1 north to Quimby Avenue. In areas where the trolley

right-of-way is undeveloped, a multiuse trail should be provided. In areas where the right-of-way is utilized for Rhode Island Avenue, standard sidewalks, bikeway signage, and/or designated bike lanes (or other bicycle-friendly road improvements) should be incorporated.

- MD 197 side path

  During the public workshops for Subregion 1, the community expressed a desire for a trail connection between Laurel and Bowie. Currently, much of the land between Laurel and Bowie is in federal ownership and is restricted to trails and other recreational uses. However, a side path or trail within the MD 197 right-of-way would accommodate this trail connection from Bowie to Laurel without impacting the adjacent federal properties. Discussions at the community workshop indicated that a trail or side path is appropriate at this location, as opposed to on-road bicycle facilities. A side path would accommodate a larger proportion of the community along this high volume, high speed roadway. In addition to accommodating joggers and pedestrians, the side path would also make an attractive alternative for bicyclists who do not feel comfortable riding in the roadway with traffic. This trail will also provide access to the existing Washington, Baltimore and Annapolis (WB&A) Trail to the south of the study area and serve as a segment of the nationally-designated East Coast Greenway.

- Baltimore-Washington (B-W) Parkway Trail

  Explore the feasibility of a trail parallel to the Baltimore-Washington (B-W) Parkway similar to the existing trail along Suitland Parkway in Washington, D.C. A trail along the B-W Parkway from Greenbelt to Laurel would allow for additional bicycle connectivity within the study area, provide a north-south trail connection through BARC that is largely restricted to trail use and provide access to the Greenbelt Metro from Laurel.

- Provide a trail along the Patuxent River within M-NCPPC parkland from Snow Hill Manor Neighborhood Park to the Pheasant Run Community Park. This trail will provide access to the open space along the Patuxent River, link residential communities in the MD 197 corridor, and provide access to existing and planned park facilities. This trail will require the concurrence of Washington Suburban Sanitary Commission (WSSC) for a short segment of trail across WSSC land just north of Pheasant Run Community Park.

- Improve trail access to the T. Howard Duckett Watershed (Rocky Gorge) for all trail users.

- Provide an HOA or M-NCPPC trail along the north side of the tributary of the Patuxent located parallel to but north of Montpelier Road. This trail will run from the existing M-NCPPC parkland at Montpelier Drive and Claxton Drive, to the Deerfield Run Elementary School and Community Center, and to M-NCPPC parkland along the Patuxent River.

- Work with the equestrian community to identify and preserve existing or needed equestrian trail connections to Fairland Regional Park.

Parks and Recreation

Vision

Public parks and open spaces in Subregion 1 provide recreation, relaxation, social interaction, and environmental conservation for the residents. They offer a variety of facilities that are functional, safe, sensitive to the environment and aesthetically pleasing to enhance the recreational experience of users and create an interconnecting network of greenway corridors along major stream valleys and other significant natural resources to connect to recreation facilities.

Background

The Maryland-National Capital Park and Planning Commission (M-NCPPC) provides comprehensive park facilities and recreational programs to residents in Prince George's County. Table 3 itemizes existing M-NCPPC parkland in Subregion 1. For planning purposes, Subregion 1 is divided into park communities. A park community is an aggregation of Metropolitan Washington Council of Government (COG) Analysis Zones within a 15-minute driving time of community park and recreation facilities.

The Department of Parks and Recreation of M-NCPPC is responsible for acquiring property, and planning, developing, operating, policing, and maintaining the Prince George's County park and recreation program. Within the county park system, a wide variety of programs are offered at the neighborhood, community, regional, and county levels. The City of Laurel is outside of the purview of M-NCPPC's metropolitan park district. The City of Laurel operates its own park and recreation system for its residents.

M-NCPPC continues to acquire land and develop new park facilities. Acquisitions and facilities are either funded or built through the Capital Improvement Program or by developers per conditions of development approval of private property under provisions in Subtitle 24.134-135 of the Subdivision Ordinance. These mandatory dedications or park facility projects will be added to the M-NCPPC park inventory when properties are conveyed to M-NCPPC or after the completion of construction.

Parkland Standards

Subregion 1 does not meet the 15 acres of neighborhood/community parks per 1,000 persons nor the 20 acres of stream valley, regional parkland standards per 1,000 persons. Subregion 1 will need additional parkland to meet the standards in 2020 based on projected population of the subregion. Currently, parkland acreage needs are not met based on 2005 population. Table 4 shows current parkland acreage deficit for 2005 and the projected deficit for 2020.

The federal properties, including the Beltsville Agricultural Research Center and Patuxent Research Refuge, comprise a substantial area in Subregion 1. If these properties were considered as open space, they would satisfy the stream valley/regional park acreage needs. However, they do not provide for public recreation. Should these properties be declared as surplus land in the future by the federal government, this would provide a great opportunity to acquire parkland toward meeting acreage goals for active recreation and conservation. In addition, Konterra Town Center will offer opportunities for parkland development to ease the deficit.

Recreational Facilities and Programs

M-NCPPC provides a variety of recreational facilities and a wide range of recreation programs. M-NCPPC staff works cooperatively with community volunteers, local park and recreation councils, the Prince George's County Boys and Girls Clubs, National Parent and Teacher Associations (PTAs), civic, church and social organizations, and various public agencies to provide a wide selection of recreation programs. Summer camps and playgrounds, youth programs, sports leagues and tournaments, structured recreation classes, drop-in programs, workshops, clubs and special events are some of the programs available. Community involvement regarding activity preferences is regularly sought to plan programs based on need and interest. However, as the area's population grows, M-NCPPC must be ready for future demands on the parks system to provide high-quality recreation facilities and programs.

Ballfields

It is recognized that there is a need for more ballfields to meet the needs for the boys and girls clubs, organized youth leagues, and informal pick-up games.

As part of the approval of the preliminary plan of subdivision of Konterra Town Center East, approximately 41 acres along Old Gunpowder Road across from the skating center is to be dedicated to M-NCPPC. A group of citizens is to work with M-NCPPC staff to help design a new playing field complex to maximize the usage of the 42 acres. In addition, within the eastern portion of this parkland, the new Pre-K to 8 school is to be constructed. The intent is to have the school incorporate some of the 41 acres into its design so that it shares the necessary facilities. A project has been added to the M-NCPPC CIP Budget as the "Konterra Sports Park," also known as the Fairland East Park. The sports park must have strong connectivity to the Fairland Regional Park on the west side of Old Gunpowder Road, and it is very important that, through trails, sidewalks, and bike lanes, it have strong connectivity to Konterra Town Center East. A centerpiece of the Fairland East Park will be an artificial surface, multi-purpose field with substantial seating to serve as a premier home field for area youth football and soccer teams. The Fairland East Park is located near the center of Subregion I and is intended to be shared by schools, recreation councils and boys and girls clubs from Laurel, Calverton and Beltsville.

Konterra has also recognized the subregion's need for additional parkland, and/or park/school sites. The initial Konterra Town Center East dedication of 41 acres—adjacent to the Fairland Regional Park—provided for a more efficient and useful assemblage of parkland. Additionally, the land was sized to allow for a transition to a park/school location should such a decision be made by M-NCPPC and the County in the future. Konterra has identified and M-NCPPC has reviewed other approximate locations within the northern area of the subregion in which parcels or assemblages could be acquired as parkland and/or park/school sites as deemed necessary. Konterra has designated these areas, inclusive of the potential parkland parcels, for future development. At such time as development of the lands proceeds, the parcels or some portion thereof could be proffered for dedication. Additionally, Konterra and M-NCPPC have explored the potential for the advanced acquisition or advanced dedication of some of the parcels which may satisfy dedication requirements imposed at the time development proceeds. Such a

process would allow the subregion to benefit from the acquisition long before any density associated with the parkland need exists and concurrently address some of the parkland deficiency that currently exists. Assuming such an agreement can be entered into by the parties or can be implemented pursuant to legislation, the exhibit showing the Transportation Network for the Northern Area of Subregion I shows the approximate locations where properties could be acquired in exchange for future dedication credits. These areas include: the Bond Property near Old Gunpowder Road, the Sandy Spring Road property near Route198, the Fleister tract on Contee Road, several parcels in the area south of the ICC near Ammendale Road and the property on Virginia Manor Road near the east entranceway to Konterra Town Center East.

Connectivity Among Parks

The interconnection between all existing park facilities is lacking in Subregion 1. Additional green infrastructure networks should be identified and intensive trails be provided to link all these parks.

Conservation of Stream Valleys

Indian Creek is a major tributary of the Anacostia River whose stream valley is largely unprotected. Active conservation of stream valleys is needed to protect the water quality of the Anacostia and Patuxent Rivers. Therefore, a strong acquisition program for stream valley park land is critical for Subregion 1 to protect its rivers and streams.

Goals

- Achieve the standards of 15 acres of local parkland per 1,000 persons and 20 acres of countywide, regional, stream valley, or special parkland per 1,000 persons. These rates comply with standards set by the National Recreation and Parks Association, the State of Maryland, and the 2002 General Plan.
- Provide a variety of recreational facilities throughout the Subregion 1 area.
- Provide an adequate number of ballfields to meet the demand by boys and girls clubs, adult leagues, and pick-up games.
- Connect all parks.
- Conserve stream valleys.

Policy 1: Create community parks with active recreational facilities within a five-minute drive of any Subregion 1 resident, and neighborhood parks within a ten minute walking distance.

Strategies

- Complete property acquisition of in-holdings at Fairland Regional Park and Old Gunpowder Road Community Park.
- Acquire additional developable acreage to existing community parks to provide space for ballfields.
- Acquire federal government properties to be declared as surplus land.

Policy 2: Develop a variety of park and recreational facilities based on community needs and interests.

Strategies

- Work with the Board of Education to develop public recreational facilities such as gyms and flexible class/meeting space at new schools.
- Acquire property for ballfields that can be configured for each sport accordingly as need changes over time.
- Construct and open the Laurel-Beltsville Senior Center.
- Construct a public community center to serve Konterra Town Center. The community center should include a gym, exercise rooms to accommodate fitness equipment, flexible classroom/meeting space, dance/aerobic room, and pre- or after-school room.
- Consider providing a variety of recreational facilities in the parks, such as skate parks and off-leash dog areas.
- Build recreational facilities that meet American with Disabilities Act and the Consumer Product Safety Code.

Policy 3: Concentrate on acquisitions for community park development to meet ballfield demand.

Strategies

- Acquire undeveloped property for recreation from Howard University, the University of the District of Columbia, farm property along Old Gunpowder Road, and undeveloped land adjacent to South Laurel Neighborhood Park. Also, consider acquisition of properties in West Laurel along Bond Mill Road, the Board of Education property at Snowden Oaks in South Laurel and the former Board of Education property on Van Dusen Road.
- Complete acquisition of Muirkirk Neighborhood Park and rebuild the soccer field.

- Provide a variety of facilities indoors and outdoors for soccer including futsal, artificial turf fields, and full-size fields that can be divided into smaller fields.



Muirkirk Neighborhood Park

Policy 4: Link all community and regional parks to the stream valley trail network or via off-road trails in street/highway rights-of-way.

Strategies

- Develop an east to west off-road trail connection from Fairland Regional Park to South Laurel east of the Baltimore-Washington Parkway.
- Acquire greenway corridors that include property outside of the 100-year floodplain, stream buffers, and wetland buffers to locate major stream valley trails.
- Support a direct route for a trail along the ICC corridor.
- Use road right-of-way trail facilities on bridges to cross I-95 and the Baltimore-Washington Parkway.
- Use road right-of-way trail facilities to connect stream valley trails.
- Complete the Little Paint Branch Trail through BARC and the Trolley Trail.
- Complete a multiuse trails system through the Patuxent River Park that accommodates hikers, bikers, equestrians, and small boats.

Policy 5: Preserve and enhance stream valleys and other natural heritage sites with appropriate parkland acquisition.

Strategies

- Where practical, conserve a minimum of a 200-foot-wide stream corridor along Paint Branch, Little Paint Branch, Indian Creek, Patuxent River, Beaverdam Creek, Beaver Branch, Crows Branch, and Walker Branch.
- Expand the Patuxent River Park Greenway with land preservation acquisitions in cooperation with the State of Maryland's Open Space Program.
- Preserve significant natural resources including county and state heritage areas and unique habitats.
- Work with land trust organizations to acquire properties through fee simple or conservation easements to private entities, homeowners associations, government agencies, or non-governmental agencies especially along smaller tributaries of major streams.
- M-NCPPC should concentrate on acquisitions along the major stream valleys including properties along the Little Paint Branch, Paint Branch, Indian Creek, and Patuxent River especially in cases that can provide for both recreation and conservation.



Patuxent River Park

The proposed property acquisitions to be added to the county's park system are summarized in Table 5-M-NCPPC Parkland Acquisition Recommendations.

Table 3: Existing Parkland in Neighborhood and Community Parks

Park Community	Park Name	No.	Acres
NG	Pheasant Run Community Park	M12	47
	South Laurel Neighborhood Park	M18	11
	Subtotal Acres		**58**
NH	Bedford Neighborhood Park	M07	15
	Contee Road Neighborhood Park	M08	7
	Deerfield Run Community Center	M58	23
	Deerfield Run Neighborhood Playground	M01	3
	Larchdale Neighborhood Park/School	M02	4
	Longwood Community Park	M72	41
	Montpelier Forest Neighborhood Park	M11	7
	Montpelier Neighborhood Park	M10	10
	Muirkirk Neighborhood Park	M04	5
	Muirkirk South Community Park	M67	28
	Muirkirk West Neighborhood Park	M22	14
	North Point Neighborhood Playground	M05	2
	Oakcrest Neighborhood Recreation Center	M14	3
	Snow Hill Manor Neighborhood Park	M06	16
	Snowden Oaks Community Park	M60	42
	Springfield Road Community Park	M66	26
	Vansville Neighborhood Recreation Center	M15	13
	Subtotal Acres		**259**
NI	T. Howard Duckett Community Recreation Center	M61	15
	West Laurel Community Park	M13	22
	Subtotal Acres		**37**
NJ	Beltsville Community Center Park	M62	30
	Beltsville Community Park/School	M63	21
	Beltsville Neighborhood Mini-Park	S15	0
	Beltsville Neighborhood Park	M21	10
	Calverton Community Park	M88	28
	Calverton Neighborhood Park/School	M16	13
	Cherryvale Neighborhood Park	M03	8
	Chestnut Hills Neighborhood Park	M17	11
	Cross Creek Community Park	M25	23
	Cross Creek Connector Trail	M23	4
	Northern Area Maintenance Facility	M83	0
	Old Gunpowder Road Community Park	M24	30
	Sunnyside Neighborhood Park	M19	9
	Subtotal Acres		**187**
	Grand Acreage Total for Neighborhood and Community Parks		**541**

Source: Department of Parks and Recreation.

Table 4: 2005 and 2020 Parkland Acreage Needs

	NG	NH	NI	NJ	Total
M-NCPPC	58	259	37	187	541
1/3 of Board of Education Land Area*	0	31	10	34	75
Subtotal	57	290	47	221	616
2005 Population	4,721	25,052	7,266	21,032	58,071
Recommended 15 Acres/1,000 People	71	376	109	315	871
Deficit Acres	14	84	62	96	256
2020 Population	5,572	25,123	8,097	26,200	64,992
Recommended 15 Acres/1,000 People	84	377	121	393	975
Deficit Acres	27	85	74	174	360
Regional Park Acreage Needs					
Existing Parkland					985
2005 Population					58,071
Recommended 20 Acres/1,000 People					1,161
Deficit Acres					176
2020 Population					64,992
Recommended 20 Acres/1,000 People					1,300
Deficit Acres					315
TOTAL (Neighborhood/Community/Regional Acreage Needs)					
Existing Parkland					1,600
2005 Recommended					2,032
Deficit					432
2020 Recommended					2,275
Deficit					675

Source: Prince George's County Planning Department.

* The State of Maryland allows one third of the land areas comprising public schools to be counted toward parks and open space totals when determining the amount of parkland in counties.

Table 5: Parkland Acquisition Recommendations

Park Community	Map No.	Park	Proposed Acquisition	Park Acres	
				Regional SVP	Neighborhood/Community
NG	1	Patuxent River Park Unit 1	WSSC	65.7	
	1	Patuxent River Park Unit 1	Federal Patuxent NWR	2536.0	
	2	South Laurel Neighborhood Park	Parcel 42		44.7
	3	New Park	USDA BARC (Ballfields)		29.0
	3	New Regional Park	USDA BARC	1850.0	
	NG Neighborhood/Community Park Total			**4451.7**	**73.7**
	NG 2020 Acreage Needs				*(27.0)*
	Surplus/(Deficit) Acres				46.7
				Regional SVP	Neighborhood/Community
NH	4	Longwood Community Park	Fossil Area		3.4
	5	Muirkirk Neighborhood Park	Montpelier Hills, Parcel A		2.5
	6	Muirkirk South Community Park	UDC, Howard University,USDA, Parcel 143		294.0
	7	Patuxent River Park	Parcels 50 & 80	91.1	
	8	New Neighborhood Parks	BARC USDA		30.0
	NH Neighborhood/Community Park Total			**91.1**	**329.9**
	NH 2020 Acreage Needs				*(85.0)*
	Surplus/(Deficit) Acres				244.9
				Regional SVP	Neighborhood/Community
NI	9	Beltsville Laurel Senior Center	Existing Leased Property		6.6
	10	New Neighborhood Park	Bond Mill Parcel 73		10.0
	11	New Neighborhood Park	Bear Branch Parcel 136, Contee Road	18.0	7.0
	NI Neighborhood/Community Park Total			**18.0**	**23.6**
	NI 2020 Acreage Needs				***(75.0)***
	Surplus/(Deficit) Acres				(51.4)
				Regional SVP	Neighborhood/Community
NJ	12	Beltsville Community Park/School	Parcel 17		3.0
	13	Fairland Regional Park	Parcel 7 & 8, Lots 5 & 6		3.2
	14	Little Paint Branch SVP	Parcels 77 & 78	2.5	
	15	New Parks	Near Konterra East, M-X-T		30.0

Table 5 cont'd: Parkland Acquisition Recommendations

Park Community	Map No.	Park	Proposed Acquisition	Park Acres	
	15	New Parks	Konterra Central, CRC	26.0	8.0
	16	New Parks	Konterra West, RR	11.0	45.0
	17	Little Paint Branch Trail	BARC East, USDA	8.0	
	18	New Community Park	Spicknall, Parcels 12 & 23		76.0
	19	Old Gunpowder Community Park	Parcels 44, 89, 59, 62		16.0
	20	Paint Branch SVP	Various parcels and lots	24.0	
	21	Indian Creek SVP	Ammendale, Parcel 191	17.0	
	22	Beltsville Heights New Park	Various parcels and lots		21.0
	23	Trolley Trail	Parcel 126		3.0
	NJ Neighborhood/Community Park Total			**88.5**	**205.2**
	***NJ 2020 Acreage Needs** (as a "need", this value is subtracted from the available total)*				***(175.0)***
	Surplus/(Deficit) Acres				30.2
Summary of Surplus Neighborhood Community Parks					
Neighborhood/Community Park Grand Total					**632.4**
***Neighborhood/Community Park 2020 Needs** (as a "need", this value is subtracted from the available total)*					***(362.0)***
Surplus/(Deficit) Acres					270.4
Summary of Surplus Regional Parks					
SVP/Regional Park Grand Total				**4649.3**	
Excluding Federal properties				**263.3**	
SVP/Regional Park 2020 Needs				***(764.0)***	
Surplus/(Deficit) Acres including Federal Properties				3885.3	
Surplus/(Deficit) Acres excluding Federal Properties				(500.7)	
Summary of Combined Park Properties					
***2020 Combined Park Needs** (as a "need", this value is subtracted from the available total)*				***(1126.0)***	
Combined Park Properties				**5281.7**	
Excluding Federal Properties				**895.7**	
Surplus/(Deficit) Acres including Federal Properties				4155.7	
Surplus/(Deficit) Acres excluding Federal Properties				(230.3)	

Source: Department of Parks and Recreation.

Public Facilities

Vision

Public facilities are provided in locations that serve and promote a livable community in the Subregion 1 area. Schools are at or below capacity and are conveniently located to foster learning. Police, fire and rescue services are located where response time is minimal and library services are located within easy access of all residents in the Subregion 1 area.

Background

Schools

There are ten public elementary schools, two middle schools and two high schools in the Subregion 1 area. There is also a public early childhood center for developmentally challenged children through age five and a special school that serves students with moderate to severe disabilities between the ages of 5 and 21. Table 6 provides school names, addresses, enrollment, capacity and acreage.

Table 6: Existing Public School Enrollment and Capacity in Subregion 1

Elementary Schools

Name	Address	Enrollment (September 2008)	State Rated Capacity	Percent Of Capacity	Acreage
Beltsville	3400 Wicomico Avenue	705	845	83%	19.9
Bond Mill	16001 Sherwood Avenue	535	458	117%	9.8
Calverton	3400 Beltsville Road	775	597	130%	5.9
Deerfield Run	13000 Laurel Bowie Road	521	481	108%	23.3
James H. Harrison	13200 Larchdale Road	261	320	82%	10.0
Laurel	516 Montgomery Street	514	456	113%	4.1
Montpelier	9200 Muirkirk Road	627	643	98%	10.0
Oaklands	13710 Laurel-Bowie Road	384	412	93%	10.0
Scotchtown Hills	15950 Dorset Road	672	638	105%	10.6
Vansville	6813 Ammendale Road	755	800	94%	NP
Subregion 1 Elementary Schools Total		**5,749**	**5,650**	**102%**	**103.6***

NP = Total Acreage for Vansville Elementary School was not provided in the Educational Facilities Master Plan.

Table 6 cont'd: Existing Public School Enrollment and Capacity in Subregion 1

Middle Schools

Name	Address	Enrollment (September 2008)	State Rated Capacity	Percent Of Capacity	Acreage
Dwight D. Eisenhower	13725 Briarwood Drive	724	965	75%	20.2
Martin Luther King. Jr.	4545 Ammendale Road	854	794	108%	20.0
Subregion 1 Middle Schools Total		**1,578**	**1,759**	**90%**	**40.2**

High Schools

Name	Address	Enrollment (September 2008)	State Rated Capacity	Percent Of Capacity	Acreage
High Point	3601 Powder Mill Road	2,172	2,253	96%	38.8
Laurel**	8000 Cherry Lane	1,846	1,870	99%	43.8
Subregion 1 High Schools Total		**4,018**	**4,123**	**97%**	**82.6**

Special Schools and Centers

Name	Address	Enrollment (September 2008)	State Rated Capacity	Percent Of Capacity	Acreage
James E. Duckworth School	11201 Evans Trail	78	120	65%	9.8
Frances Fuchs Early Childhood Center	1011 Cherry Hill Road	250	128	195%	8.8
Subregion 1 Special Schools & Centers Total		**328**	**248**	**132%**	**18.6**

Prince George's County Public Schools (PGCPS), Educational Facilities Master Plan 2007-2008.
NP= Total Acreage for Vansville Elementary School was Not Provided in the Educational Facilities Master Plan.
*The site acreage of Vansville Elementary School was not included in the total acreage for elementary schools within the Subregion.
**Laurel High School is presently undergoing renovation. This project includes the demolition of the school's annex and the construction of a new 2-story classroom addition and auditorium. Additional seat capacity will not be provided. For more information see CIP# AA779825.

Current and Projected Enrollment

There are 14 public schools within the Subregion 1 study area. Of these schools, eight have 2008 enrollments within their state-rated capacities. Five elementary, one middle and two high schools are between 75 percent and 99 percent capacity. In the 2008-2009 school year, elementary schools serving the study area were operating at 102 percent capacity; middle schools were operating at 90 percent capacity, and high schools at 97 percent capacity.

School overcrowding is of concern particularly on the elementary school and secondary levels within the study area. Five elementary schools: Bond Mill, Calverton, Deerfield Run, Laurel and Scotchtown Hills are at 105 percent capacity or greater. Calverton Elementary School is more overcrowded than the other comprehensive public schools that serve the study area, at 130 percent capacity. Frances Fuchs Early Childhood Center, a school dedicated to educating developmentally challenged children through age five, however is the most overcrowded public school within the Subregion. Frances Fuchs Early Childhood Center is at 195 percent. Martin Luther King, Jr. Middle School is overcrowded at 108 percent capacity (See Table 6).

Projections show an increase in resident population by 2017; however, according to PGCPS data this trend is not consistent with current enrollment projections for schools within the Subregion 1 area. By 2017, it is projected that school enrollment will decrease on all three levels. The subregion area is projected to lose 703 elementary school students by 2017, thus making available 604 elementary school seats. Enrollment on the middle and high school levels is also projected to decrease through 2017, though at a lower level. Middle schools in the Subregion 1 area are projected to have 92 fewer students and high schools are projected to have 648 fewer students than in 2008. Based on these projections, it is estimated that there will be 273 available middle school seats and 753 available high school seats by 2017. The projected enrollment at Frances Fuchs Early Childhood Center and James E. Duckworth School were not included in these figures (See Table 7 below).

Table 7: Projected School Enrollment and Change in Available Seats in Subregion 1

Elementary Schools

Name	2008 Enrollment	2017 Projected Enrollment	2008-2017 Change In Enrollment	State Rated Capacity	2008* Available Capacity	2017* Available Capacity
Beltsville	705	730	25	845	140	115
Bond Mill	535	542	7	458	-77	-84
Calverton	775	854	79	597	-178	-257
Deerfield Run	521	503	-18	481	-40	-22
James H. Harrison	261	321	60	320	59	-1
Laurel	514	458	-56	456	-58	-2
Montpelier	627	519	-108	643	16	124
Oaklands	384	427	43	412	28	-15
Scotchtown Hills	672	692	20	638	-34	-54
Vansville	755	NP	NP	800	45	NP
Subregion 1 Total	**5,749**	**5,046**	**-703**	**5,650**	**-99**	**604**

NP = Total Acreage for Vansville Elementary School was not provided in the Educational Facilities Master Plan.

Table 7 cont'd: Projected School Enrollment and Change in Available Seats in Subregion 1

Middle Schools

Name	2008 Enrollment	2017 Projected Enrollment	2008-2017 Change In Enrollment	Enrollment Capacity (SRC)	2008* Available Capacity	2017* Available Capacity
Dwight D. Eisenhower	724	649	-75	965	241	316
Martin Luther King. Jr.	854	837	-17	794	-60	-43
Subregion 1 Total	**1,578**	**1,486**	**-92**	**1,759**	**181**	**273**

High Schools

Name	2008 Enrollment	2017 Projected Enrollment	2008-2017 Change In Enrollment	Enrollment Capacity (SRC)	2008* Available Capacity	2017* Available Capacity
High Point	2,172	1,892	-280	2,253	81	361
Laurel**	1,846	1,478	-368	1,870	24	392
Subregion 1 Total	**4,018**	**3,370**	**-648**	**4,123**	**105**	**753**

Special Schools and Centers

Name	2008 Enrollment	2017 Projected Enrollment	2008-2017 Change In Enrollment	Enrollment Capacity (SRC)	2008* Available Capacity	2017* Available Capacity
Frances Fuchs ECC	250	380	130	128	-122	-252
James E. Duckworth	78	109	31	120	42	11
Subregion 1 Special Schools and Centers Total	**328**	**489**	**161**	**248**	**-80**	**-241**

Source: PGCPS, Educational Facilities Master Plan 2007-2008.

*2008 & 2017 Available Capacity is derived by subtracting 2008 SRC from 2008-09 actual & 2017 Projected enrollments.
**Laurel High School is presently undergoing renovation. This project includes the demolition of the school's annex and the construction of a new 2-story classroom addition and auditorium. Additional seat capacity will not be provided. For more information see CIP# AA779825.

The Maryland Public School Construction Program evaluates systemic capacity when determining the suitability of proposed new schools for state funding, with a preference toward redrawing the boundaries of overcrowded or underutilized schools versus new construction.

Implementing new boundaries on a countywide basis can be a complex, multiyear endeavor. In November 2007, Prince George's County Public Schools presented the Prince George's County Board of Education (BOE) with a list of school facilities within the county that could accommodate a K-8 curriculum. On January 23, 2009, PGCPS presented the BOE with a proposal to consolidate or reprogram several schools. On March 26, 2009, the Board of Education approved the first phase of this plan, which will be implemented at the beginning of the 2009-2010 school year to relieve overcrowding in county schools, as well as expand enrichment and specialty programs. This plan includes the redrawing of school boundaries. The study area will be a part of the 3rd Regional Area Plan. The details of this plan are scheduled for implementation in 2011.

Population Projections and Their Impact on Public Schools

Elementary schools are built to accommodate an estimated 740 students, middle schools an estimated 900-1,000 students and high schools approximately 1,500-2,200 students. K-8th grade curriculum schools generally accommodate a maximum of 1,000 students depending on the school facility. Elementary schools have a neighborhood orientation while middle schools and high schools have a more regional orientation.

Table 8: 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), September 2008.

Table 8 shows the current pupil yield rates for each dwelling unit type. The pupil yield rates were based on 2008 enrollment numbers. It is important to note that the current elementary pupil yield rates for each dwelling unit type are significantly lower than the previously used elementary rates. Prior to the update, the pupil yield rates for all housing types were 0.24, 0.06 and 0.12 for elementary, middle and high schools respectively.

Based on current pupil yield factors, at buildout there will be a need for 3,803 elementary school seats, 2,650 middle school seats, and 3,021 high school seats (See Table 9). The projected student population at buildout generates a need for one middle school.

Table 9: Existing and Projected Buildout Capacity–2009

Schools	State Rated Capacity (SRC)	2008 Enrollment	2017 Projected Enrollment	2017 Projected Enrollment % SRC	Projected Buildout Enrollment	Projected Buildout % SRC	Existing & Projected Buildout Seat Capacity
Elementary	5,650	5,749	5,046	89%	3,803	67%	1,847
Middle	1,759	1,578	1,486	84%	2,650	151%	-891
High	4,123	4,018	3,370	82%	3,021	73%	1,102

Source: M-NCPPC, 2009.

Policy 1: Establish a standard minimum site size for new construction, rehabilitation, and the adaptive reuse of structures for schools within urban settings. Construct new public schools in accordance with the Leadership in Energy and Environmental Design (LEED) silver rating or an equivalent rating under a comparable green building performance measure.

Strategies

- Construct a new middle school in the Subregion 1 area. The preferred location would be in the vicinity of the MD 197 Corridor between US 1 and Powder Mill Road.
- Construct a new K-8th grade school in the Subregion 1 area. This K-8 school is proposed for the vicinity of the Konterra Town Center development.
- Co-locate new schools with public facilities/parks when appropriate.

Policy 2: Preserve, retain and support existing public school facilities, school sites, and properties owned by the Board of Education (BOE).

Strategies

- Renovate existing school facilities in the study area with the greatest need based on the Parson's facilities condition assessment.
- Implement the BOE's plan to consolidate, convert and reprogram designated schools to relieve overcrowding in county public schools, as well as expand enrichment and specialty programs.

Policy 3: Provide safe connections to schools within the subregion area.

Strategies

- Provide continuous safe sidewalks around schools.
- Improve pedestrian crossings to ensure better visibility, especially around schools.

Library Facilities

Beltsville and Laurel Branch Libraries provide library service to the subregion area. The Beltsville Branch Library is located at 4913 Sellman Road on a 7.9-acre site that it currently shares with the County Police Department District VI station. The 24,800-square-foot building was obtained from the Board of Education in 1982. The building has a book capacity of 70,000 volumes and a 2006 circulation of 48,771 volumes of materials. The library branch should be renovated and expanded in order to have increased capacity to better serve the growing community.

The Laurel Branch Library is located at 507 7th Street, on a one-acre site with 12,000 square feet of public space. The Laurel Branch also has a 70,000-book capacity. The Approved FY 2010-2015 Capital Improvement Program proposes the construction of a new 32,000-square-foot facility (project HL 719303) at the existing location. This project is programmed to receive funding in FY 2011.



Laurel Branch Library

Public Safety

County Police Facilities

The District VI Station in Beltsville provides county police services for the subregion area. The District Station is currently housed in a building shared with the Beltsville library at 4321 Sellman Road. This building was not constructed as a police facility. The 2008 Public Safety Facilities Master Plan (PSFMP) recommends that a new police district be constructed in the vicinity of Van Dusen Road and Virginia Avenue.

This plan reaffirms the recommendations of the PSFMP for the police facilities that serve the subregion area.

Municipal Police Facilities

The City of Laurel Police Department is located at 350 Municipal Square in a 16,270-square-foot building. The Department has a staff of 52 officers and 16 civilian employees.

Table 10: Fire and EMS

Company	Address	Equipment
Laurel 10	7411 Cherry Lane	3 Engines, Tower, 1 Ambulance
Laurel Rescue Squad 49	14910 Laurel Bowie Road	3 Ambulances, 1 Medic, 1 Rescue Squad, 1 Dive Unit, 1 Boat, Rescue Engine
Beltsville 41	3939 Powder Mill Road	1 Engine, 1 Ambulance, and 1 Hazmat
Beltsville 31	4911 Prince George's Avenue	2 Engines, 1 Ambulance, 1 Aerial Truck

Source: M-NCPPC, 2009.

Fire and Rescue Facilities

The subregion area has four fire and rescue facilities: Company 10-Laurel, Company 49- Laurel Rescue Squad, Company 31-Beltsville, and Company 41-Beltsville. Companies 31, 41 and 49 are proposed for renovation. Two new facilities are proposed: Snowden is proposed for the vicinity of MD 197 and Snowden Road, and Konterra is proposed for the area near Old Gunpowder Road and Van Dusen Road. The existing stations, their addresses and equipment are shown in Table 10.

This plan reaffirms the recommendations of the PSFMP for the Fire and EMS facilities that serve the study area.

Crime Prevention Through Environmental Design (CPTED)

CPTED is a crime prevention philosophy based on actively designing the built environment to reduce crime and the perception of crime while enhancing the quality of a place among users. It utilizes urban design techniques to eliminate opportunities for crime and to foster positive social interaction among those who utilize the space.

Policy:

Incorporate CPTED and guidelines into the development review and permitting process.

Strategies

- Ensure that the police department plays a more active role in land use planning activities, including the review of site plans and building permit applications, using CPTED principles.
- Ensure that the police department provides guidance to property owners on CPTED retrofit and enhancement.

Economic Development

Vision

The vision for Subregion 1 is sustainable economic development opportunities along the commercial corridor that is compatible with the existing character of residential neighborhoods. There is a diversity of jobs and high-quality housing types, and the tax base has expanded to enhance the US 1 Corridor's commercial viability in a changing market climate.

Background

Positioned between two major employment activity centers; Washington, D.C.,/Northern Virginia and greater Baltimore, Subregion 1 is an excellent location for residents, especially two-income households with jobs in both locations. With the significant population and household growth of the Baltimore-Washington, D.C., metropolitan region in recent years, Subregion 1 continues to experience steady residential market activity. The current residential market demands large, luxury single-family homes and specialized residential communities that promote active and healthy living for older adults. In addition to the growing number of luxury homes, there is also a growing need for more affordable rental and home ownership units to accommodate the region's service and retail employees, and young one- and two-person households. Within Subregion 1, the Konterra Town Center and Brickyard development provide the best opportunities for high-density condominium development.

Residents of Subregion 1 predominantly work in professional and management occupations with half of all workers commuting more than 30 minutes to work each day. The subregion has a jobs/housing ratio of 2.3. Generally a ratio above 1.5 means that a community has more jobs than dwelling units and more than likely workers are commuting from outside of the area. Approximately 56,000 people worked in Subregion 1 in 2000, with government jobs (local, federal, and state) making up approximately 16 percent of the job base compared to approximately 84 percent in the private sector, including nonprofit and for-profit. With a large number of office, commercial and industrial uses located within the US 1 Corridor, much of the subregion's employment is found here. There are more than 800 businesses with approximately 11 million square feet of retail/service, office, flex/warehouse, and industrial within the US 1 Corridor. Jobs within the corridor are well distributed by industry with employment highest in professional, scientific and management services, retail trade, and construction.

Subregion 1 has an extensive commercial stock consisting of strip retail centers, freestanding stores, and a variety of Class B office buildings (e.g., business campuses, freestanding office space, and flex office/warehouse space). The subregion's retail inventory includes approximately 35 shopping centers and numerous freestanding stores with over 2.3 million square feet of space.

The office, flex, and industrial markets in Subregion 1 experienced negative rates of absorption in recent years due to competition from more modern spaces in nearby locations such as Montgomery County having experienced positive net absorption rates in recent years. However, leasing activity in the second quarter of 2005 indicated a slow recovery in all markets. Subregion 1 has a predominantly mature office and flex building stock with the majority of structures built in the 1980s or earlier. The area's inventory of office and flex space consists of approximately 5.5 million square feet of primarily Class B and Class C office space. With vacancy rates at approximately 18 percent, the Subregion 1 area, specifically the Beltsville and Calverton areas has some of the highest vacancy rates in suburban Maryland.

The subregion has approximately nine million square feet of rentable industrial space located primarily in Beltsville and Calverton. Vacancy rates for industrial space are currently the lowest in over seven years and have remained relatively flat since the first quarter of 2005. Vacancy rates for the Laurel, Beltsville, and Calverton industrial markets were 8.1 percent and 9.2 percent, respectively, compared to 10.1 percent for Prince George's County as a whole. The majority of industrial buildings were built during the 1980s or earlier. Currently, there is more than 650,000 square feet of available industrial space in Subregion 1.

The Subregion 1 area is in a unique position to take advantage of its geographic location in the Baltimore/Washington corridor, as well as its proximity to major laboratories and research centers to create a biotechnology presence in the county while providing employment opportunities for area residents and diversifying its economic base. This biotechnology presence could include bioscience campuses with private/public partnerships. Bioscience campuses are master planned properties with buildings designed primarily for private/public research and development facilities, high technology and science based companies, and services to support their research and development missions.

The 2009 *Prince George's County Biotechnology Research and Development Center Study* (prepared for the M-NCPPC) identified six sites within the county as suitable locations for near-term bioscience research and development and one location for longer-term consideration. Five of the near-term sites are located inside the Capital Beltway and near the US 1 Corridor, but not within the Subregion 1 plan area. The other near-term site is Konterra Business Campus, located within Subregion 1, near the intersection of US 1 and Muirkirk Road. The only site identified as a long-term consideration consists of the University of the District of Columbia (approximately 143 acres) and Howard University's North Campus (approximately 109 acres) site, also located within Subregion 1 on Muirkirk Road, approximately ½ mile east of its intersection with US 1. While not referenced in the study, consideration should be given to the Konterra owned land south of the Intercounty Connector (ICC).

All seven of the sites identified in the study are located within close proximity to the US 1 Corridor and as a result, the study recognized the US 1 Corridor as a potential innovation corridor. The US 1 Corridor is located near several prominent laboratories and research centers. These laboratories and centers include: the US Department of Agriculture-Beltsville Agricultural Research Center (USDA-BARC), the National Aeronautics and Space Administration's Goddard Spaceflight Center (NASA Goddard), the Army Research Laboratory (ARL), Howard University (North Campus), University of Maryland-College Park (UMCP), and Johns Hopkins University Applied Physics Lab (APL).

The Subregion 1 area is also home to several private bioscience firms, with half of Prince George's County's bioscience firms, according to the study, located in the Beltsville area. To date, however, this presence and proximity has not translated into a greater concentration of bioscience firms in the county. The presence of the ICC will link northern Prince George's County directly with Montgomery County, making new commercial interactions between the business, research, and technology communities easier. Prince George's County may also offer lower business costs to place the subregion in a better competitive market to attract companies.

Goals

- Enhanced flex and industrial employment areas.
- Quality, high-density housing and economic development, in a mixed-use environment.
- Redeveloped strip commercial areas to respond to changing market conditions and expectations.
- A quality business environment and value-added job growth over the long-term.

Policy 1: Maintain and enhance the flex and industrial base of the master plan area to provide a stable job base, while improving compatibility with surrounding land uses.

Strategies

- Strengthen existing buffers and create new buffers between flex/light industrial uses and other adjacent uses, specifically at the intersection of Rhode Island Avenue and US 1.
- Promote new roadway connections such as the Kenilworth Avenue extension and circulation patterns that ease truck access and loading operations.
- Allow for better signage along US 1 and other key locations for industrial uses to maintain their visibility to clients and employee base.
- Emphasize improved performance standards for minimizing noise and air pollution impacts, particularly for industrial users near residential areas.
- Ensure that new and replacement flex and industrial stock meets required design standards, modern-day loading requirements and current capacity needs.

- Incentivize industrial users to renovate or rehabilitate their industrial properties by encouraging building frontages compatible with the area and locating operations, materials production and storage of materials to the rear of these properties.
- Introduce the phased replacement of sustainable and environmentally friendly industrial structures in both the Beltsville Industrial Park and Beltsville Industrial Center to allow for a more economically competitive industrial environment.
- Ensure that land use policies and zoning regulations will maintain a strong industrial and commercial base and further promote a growing jobs base.

Policy 2: Preserve and expand the residential character and housing options.

Strategies

- Maintain the character of the diverse housing stock within residential areas.
- Incorporate a diversity of housing types (e.g., multifamily and single-family, rental and home ownership, mixed-use residential) to accommodate all income levels.
- Create greater residential density toward street edges and at mixed-use nodes, allowing such density to serve as a buffer between single-family homes and commercial development or major roads.
- Ensure compatible densities along the US 1 Corridor and within residential neighborhoods through proper zoning.
- Review residential development plans to ensure consistency with goals for higher density development within designated mixed-use nodes.
- Vigorously enforce codes to prevent inappropriate, incompatible and illegal uses inside residential areas.

Policy 3: Encourage mixed-use and transit-oriented development along the US 1 Corridor within designated nodes.

Strategies

- Promote long-term mixed-use development on the Marlo Home Shopping Center site and adjacent parcels.
- Rezone the Muirkirk MARC train station site to allow for a variety of uses at higher densities, as appropriate for a transit-oriented development location.
- Consider additional mixed-use development (neighborhood retail and office space) north of the Beltsville Industrial Park to complement future transit-oriented mixed-use development at the MARC station and serve the industrial area workforce.
- Support compatible frontage uses on the current Costco site and other locations along US 1 near Powder Mill Road to allow for a more attractive street-oriented retail and service environment.
- Endorse public-private partnerships for structured parking, at locations prime for substantial new mixed-use development, and where limited land is available for required surface parking.
- Provide interpretative signage about the region's history along trail networks, in urban centers, and in community parks.

Policy 4: Transform the retail environment to compete with a changing market.

Strategies

- Reposition retail along the US 1 Corridor's edge to take advantage of better visibility and accessibility to the existing and future customer base, and to accommodate a changing retail and service environment with the construction of the Konterra Town Center
- Replace the overall amount of retail square footage with a greater mixture of uses along the US 1 Corridor, including more destination retail options that will draw on the area's heavy commuter traffic south of Powder Mill Road.
- Cluster key retail uses at designated nodes of activity along the corridor (Costco site and vicinity, MARC/ Muirkirk Road, Contee Road and US 1).
- Encourage small-scale, neighborhood-serving, retail uses along the US 1 Corridor to meet gaps in the marketplace.

- Ensure that new and redeveloped retail uses are street-oriented and pedestrian-friendly, where possible, to create an attractive live/work/play setting and capitalize on residential market preferences.
- Maintain a competitive local business framework by encouraging aesthetic property enhancements and building upgrades, as well as enforcing property upkeep and compatibility with the existing building code.
- Eliminate substandard, marginal uses and properties, along the US 1 Corridor that need major structural repair and/or promote an unsafe, low-quality setting.

Policy 5: Expand and enhance opportunities for a quality business and employment environment.

Strategies

- Monitor and cultivate new long-term employment opportunities generated by the Fort Meade BRAC realignment, White Oak Federal Facility, Konterra Town Center and Business Campus, the Intercounty Connector (ICC), and the growth of the area's flex/industrial base.
- Provide smaller, alternative office products (office condos, low-rise spaces) for new neighborhood-serving businesses and small professional firms outside the Konterra Town Center area.
- Establish and maintain dialogue and close collaboration between the county and existing property owners along the US 1 Corridor in preparation for long-term redevelopment. Offer incentives both regulatory and financial to property owners not currently interested in redevelopment.
- Reach out to existing and potential corridor businesses regarding county and state economic programs for business start-ups, facility expansions, job creation and equipment purchases to facilitate the region's job growth and maximize tax base.
- Support a quality urban design framework and sensible transportation connections in order to increase the corridor's appeal and competitiveness to employers and capture a larger share of the regional workforce.

Future Howard University Research and Development Park Campus

The undeveloped area south of Muirkirk Road, east of Old Baltimore Pike, and west of Ellington Drive, referred to as the Howard University North Campus property, presents potential for a unique type of research and development campus within the subregion and the county. The plan envisions a technology based university research and development park campus that would complement the County's efforts to attract and retain new and emerging technology-based firms in fields such as biotechnology, bioscience, information technology, green technology, aeronautics, agriscience and similar fields, and other new, emergent firms, as well as established companies. The proposed campus should be a mix of educational, office, light industrial, ancillary commercial, private, public, quasi-public, institutional and recreational uses designed in a setting to attract technology-based employment and research activities. The focus of the campus should be to promote a synergistic relationship between investment, by a major research university, and affiliated business and research partners both within the property and within the adjacent employment community (such as Konterra and the Brickyard). Various research projects conducted on the campus may result in new technologies with commercial potential. The campus environment will aspire to consist of a network of private industry, non-profit, educational, and institutional organizations focused on a unique commercial market opportunity of the regional economy. It should encourage mutual efforts among public research institutions, medical research facilities, and other types of research and technology firms.

- The Howard University Research and Development Park Campus should take maximum advantage of the region's institutional and industrial strengths.
- The development should be an appropriate mix of research and development uses and should include education, office, light industrial, ancillary commercial, recreational, institutional, university-related residential or public and quasi-public uses; to serve the needs of the employees, researchers located in the research park campus, and in the employment areas to the west of the research park campus.
- At the time of site plan approval, consideration shall be given to a substantial buffer for sight, sound, odor, and safety between the proposed research campus

and the existing residential uses along Ellington Drive and the Indian Creek and Oak Lodge Farms subdivisions to the south.

- The size and intensity of the Howard University Research and Development Park Campus are dependent upon the capacity of Muirkirk Road and Old Baltimore Pike. The development of the campus will be subject to the application of all required adequate public facility evaluations, including analysis of the surrounding transportation network. The Planning Board and District Council should ensure coordination of the development with necessary improvements to the surrounding transportation network. In evaluating the appropriate intensity of the research park campus, the Planning Board and District Council should consider the existing low-density residential communities around it and the low-intensity research activities presently in the area off of Muirkirk Road and Odell Road. It is the intention of this plan that any access problems be resolved as part of the required subdivision, site plan, and permit review process prior to construction.
- The research park campus development should be planned and staged so as not to exceed an acceptable level of service on surrounding roads and public facilities.
- Traffic studies should be prepared by the applicants as prerequisites for the development of the campus.
- The adjacent Muirkirk South Community Park is an important recreational element to the community and should be evaluated in connection with the design and the campus. Consideration should be given to expanding the Community Park and/or incorporating it into the campus design. Discussions on this issue could include a potential swap of land to relocate the Community Park site closer to the existing neighborhood on Ellington Drive and rezoning the present Community Park site to incorporate it into the research park campus development.
- At the time of site plan approval, consideration shall be given to incorporating into the research park campus a public open space trail and pathway system with multiple connections to adjacent parks, open space, and neighborhoods.
- Work with DPW&T to improve transportation facilities in a manner that minimizes land use conflicts but provides adequate pedestrian and vehicular access.
- Prior to the submission of a conceptual site plan, the applicant shall conduct community outreach meetings in an effort to collaborate with area residents and business owners. The campus and the traffic it generates should not have a negative impact on the surrounding neighborhoods. Consideration should be given to the following transportation improvements to accommodate the development of the research park campus property:
- Muirkirk Road: With the recommendation in the master plan to raise this roadway to a major collector, the Planning Board should consider the following:
    - Dedication of 45 feet from centerline along Muirkirk Road.
    - Extension of the four-lane section of Muirkirk Road eastward from Longwood Drive to a point within the frontage of the Howard University site. Many people that use Muirkirk Road regularly consider the existing eastbound lane drop at Longwood Drive as a safety issue.
- Train Service: The majority of the site is not within a one-half mile radius of the current MARC station or a planned Metrorail station along an extended Green Line. Shuttle service will be needed in the future to improve the interface between this site and mass transit. A Transportation Demand Management Plan should be included with the conceptual site plan application.
- Financing and Infrastructure: In order to encourage and facilitate the proposed research and development park campus, the county and/or state should consider available economic development incentives and grants, and should initiate the creation of a tax increment finance (TIF) district or other funding, bond finance, and/or tax incentives to help facilitate the Howard University Research and Development Park Campus, and assist in the funding of the required road improvements and other public infrastructure and utilities. This provision should not be interpreted to suggest the creation of any special taxing district or fee obligation on existing neighborhoods in the vicinity of the campus.
- As provided in the Comprehensive Rezoning Policies section, the Howard University North Campus

property should be rezoned from the O-S Zone to the I-3 Zone. While the purposes of the I-3 Zone include providing for research facilities and offices in a park-like setting (along with compatible institutional, recreational, and service uses), the current "use list" in the Zoning Ordinance lacks clarity about the nature of the type of research and development park uses that are permitted. The Howard University Research and Development Park Campus should be encouraged to develop as a state of the art university research and development technology campus. Accordingly, proposed uses that are consistent with such a campus should be provided substantial latitude when interpreting the "use list." University and private sector research and development activities shall be allowed uses under the category of "Laboratory: Research, development or testing," "Office," "School, Private: Private college or university" or other categories recommended following the described review of the I-3 Zone.

- The District Council should review and consider revising the I-3 Zone uses and regulations to allow and encourage proposed uses that are consistent with evolving design concepts for similar research and development technology campuses associated with major universities, including the establishment of a "university research and development park" use through legislative amendment to the zoning table of uses and regulations. In addition, District Council should review and consider revising the I-3 Zone uses and regulations to clarify that Research, Development, Testing and Laboratory operations are permitted uses in the I-3 Zone. Should the District Council be unable to revise and clarify the I-3 Zone uses, impeding development of the Howard University Research and Development Park Campus as a state of the art university research and development technology campus, Howard University may seek a rezoning to an appropriate zone that may better accomplish this purpose.

Urban Design

US 1 Corridor

Vision

The US 1 Corridor is a vibrant and walkable thoroughfare that has a sense of place, zones of distinct uses, a consistent streetscape, and a cohesive network of open space, trails, and public focal places. New development along the corridor is well-integrated and complementary to surrounding neighborhoods. The physical character of the corridor reinforces the role of US 1 as "the nation's main street."

Background

The visual and physical quality of the US 1 Corridor is hindered by its automobile-focused design, its fragmented land uses and ownership patterns, the poor relationship of buildings to the street, and a lack of amenities for pedestrians and bicyclists. Collectively, these issues contribute to the lack of a clear identity and sense of place for this six-mile portion of the US 1 Corridor. To address these challenges, the urban design element provides a variety of policies and strategies to promote more economically viable, visually appealing and people-oriented development along the corridor.

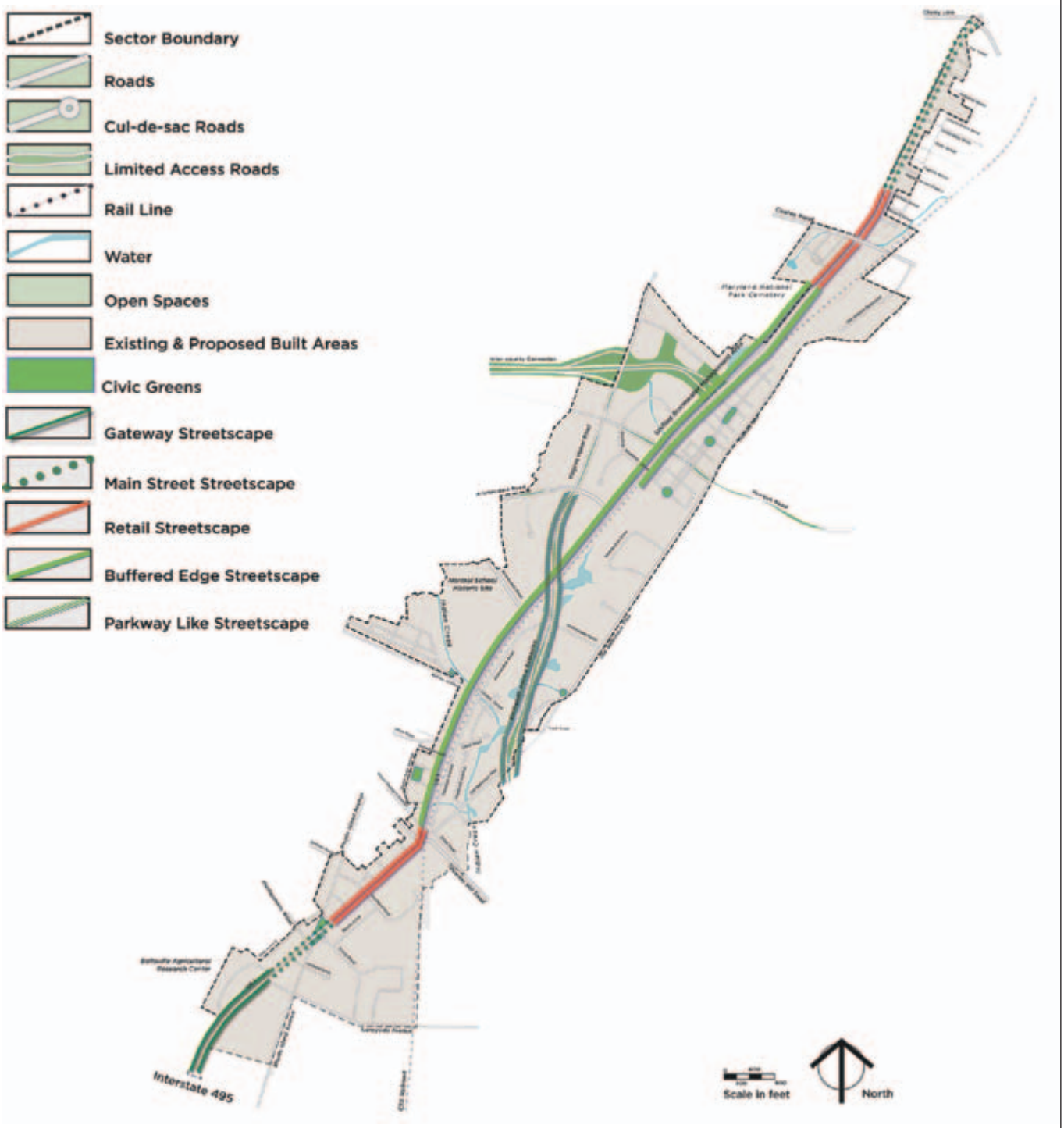
Fundamental Design Principles

Three fundamental design principles provide the basis for the policies and strategies. These principles include:

Pedestrian-Oriented Design

Pedestrian-oriented design addresses the design details that are essential to creating places where people can and will walk safely and pleasurably. Key principles of pedestrian-oriented design include compact neighborhoods, the proximity of residential and civic/commercial uses; a consistent "street wall," influenced by the placement of buildings on the lot in relation to the street; complete and interconnected sidewalks, trails and transportation facilities, human-scale architecture; and the provision of consistent eye-level details and amenities (i.e., lighting, benches, signage, decorative paving and railings, windows that engage the street, street-trees, water fountains, etc.) that make sidewalks inviting and comfortable for pedestrians and encourage people to explore local businesses and public places on foot.

Map 12: US 1 Corridor Streetscapes



Placemaking

Placemaking entails the creation of a setting that imparts a sense of place to an area. This process is achieved by establishing identifiable neighborhoods, unique architecture, aesthetically pleasing views and public places, identifiable landmarks and focal points, and a human element established by compatible scales of development, and ongoing public stewardship. Other key elements of placemaking include lively commercial centers, mixed-use development with ground-level retail uses, human-scale and context-sensitive design, safe and attractive public areas, and image-making (i.e., decorative) elements in the public realm.

Crime Prevention Through Environmental Design (CPTED)

CPTED focuses on creating safe and comfortable areas for residents and visitors that are unattractive for criminal activity. CPTED principles discourage criminal activity by applying central design tenets such as territoriality, natural surveillance, activity programming and access control:

- Territoriality is based on the principle that people protect territories that they identify as their own and respect the territory of others. Territoriality can be established through design elements such as the clear delineation of public and private areas (through low walls, fences, sidewalks, private yards, etc.) and consistent maintenance of both public and private spaces.
- Natural surveillance draws on the principle of "eyes on the street" and the idea that public spaces are safer—and criminal activity is riskier—when others can view them. Natural surveillance can be achieved by design elements (windows, balconies, porches, outdoor activity areas) that increase visibility of the street as well as by preserving sightlines through appropriate maintenance of trees and shrubbery and by ensuring the provision of adequate lighting.
- Activity programming involves locating uses and amenities so that they foster natural surveillance, creating opportunities that will increase the legitimate uses of spaces (i.e., festivals, farmers markets and other activities) in order to discourage or displace illegitimate uses in these places.
- Access control means creating limitations that discourage illegitimate access to public or private areas. Access control measures include ensuring the visibility of commercial and residential entrances and exits, controlling access through use of manned or otherwise controlled access points, or through limiting the number of units per entrance to reduce anonymity, and installing traffic-calming measures that minimize speeding and easy getaways.

Goals

- High-quality architectural, landscape and urban design.
- A unique sense of place.
- Protected, enhanced, and physically integrated residential neighborhoods.
- Pedestrian-friendly thoroughfares.
- A cohesive network of connected trails and open spaces.
- Public focal places (e.g., squares, courts, parks, plazas, streets, and other gathering places).
- Safe neighborhoods through design that deters criminal activity.
- "Green" design and conservation of natural resources.

Policy 1: Encourage high-quality design for all new construction by implementing guidelines for building form and design character.

Strategies

Mixed-Use

Ensure appropriate building heights. Proposed building heights for mixed-use development are as follows:

- US 1, south of Holland Drive: 5-8 stories.
- US 1, north of Holland Drive: 3-4 stories.
- Rhode Island Avenue and Sellman Road: 2-3 stories.
- US 1, between Prince George's Avenue and Garrett Avenue: 4-5 stories.
- US 1, between Garrett Avenue and Quimby Avenue: 2-3 stories.

- Old Baltimore Pike, (Vansville Village Hamlet): 2-3 stories.
- US 1 and Muirkirk Road: 5-8 stories.
- US 1, south of Contee Road: 2-5 stories.
- US 1, between Maple Street and Lindendale Drive: 3-4 stories.
- US 1, between Lindendale Drive and Mulberry Street: 3-4 stories.
- US 1, north of Mulberry Street: 5-8 stories.
- Include retail or office uses on ground floors, with ground-floor retail conforming to requirements for 15-foot floor-to-ceiling heights.
- Include residential or office uses on upper floors.
- Ensure a high percentage of upper-floor fenestration.
- Encourage the installation of roof gardens per the county's environmental policies.

Retail

- Provide (15-foot floor-to-ceiling heights) for retail space.
- Ensure that building entrances face public streets or internal roads.
- Encourage brick or masonry construction, while discouraging exterior stucco or wood finishes.

Industrial

- Buffer views of industrial structures and operations from major thoroughfares and from surrounding residential areas.

Policy 2: Enhance the visual quality and identity of the US 1 Corridor through streetscape improvements.

Strategies

- Provide attractive gateways to the US 1 Corridor at I-495, at the entrance to Beltsville near BARC (south), at Quimby Avenue (north), and at the entrance to the retail area south of Contee Road.
- Install concrete and planted medians, with refuge islands at pedestrian crossings, in the center of US 1 where right-of-way permits.
- Plant street-trees consistently along the length of US 1.
- Establish a street-tree design standard to establish tree types, the sizes allowed, planting strip design, tree well design, etc.
- Screen industrial uses and all parking lot frontages with landscaping and street-trees.
- Bury overhead power lines over time, prioritizing mixed-use, "main street" areas for this action.
- Ensure that signage conforms in both scale and character in appropriate segments of US 1. For example, ensuring that signage in areas with a main street character is at a main street scale rather than the existing suburban commercial strip scale.
- Establish streetscape standards for all new development and redevelopment along the corridor. These standards should include street furniture, paving, lighting and plantings.

Policy 3: Establish distinct streetscape zones, each with its own unique character, that correspond with surrounding land use areas (see Map 12).

Strategies

- Encourage the consolidation of lots to create comprehensive, consistent districts with common themes (i.e., retail destinations, mixed-use destinations, etc.)
- Establish a large, prominent entry gateway at the southern end of the sector plan area at US 1's intersection with Sunnyside Avenue that includes signage and other features that are easily visible from automobiles.
- Establish a streetscape adjacent to the BARC campus that relates to its historic context.
- Establish highly pedestrian-oriented streetscapes with a "main street" character to complement anticipated mixed-use development on US 1 between the BARC campus and the intersection with Rhode Island Avenue, along Rhode Island Avenue between US 1 and Sellman Road, and on US 1 north of the Maple Street right-of-way in the northern end of the planning area.
- Establish a highly pedestrian-oriented streetscape in the vicinity of the MARC station/proposed Metrorail station area; clarify vehicle access points to this area from US 1 and from the proposed Intercounty Connector.

- Establish retail-oriented streetscape areas in the vicinity of the existing Costco Shopping Center as well as at the proposed consolidated automobile sales district near Contee Road.
- Create a pathway alongside US 1 between Powder Mill Road and Quimby Avenue that buffers adjacent mixed-use and residential development from US 1 traffic and the CSX rail line.
- Provide an industrial edge streetscape that includes a path for pedestrian and bicycle uses and planted buffers separating the street from adjacent industrial uses.
- Retain and enhance the existing Old Baltimore Pike streetscape, adding a visual buffer between the street and adjacent industrial uses.
- Establish a common family of streetscape elements (i.e., street furniture, lighting, and pavement types) for each streetscape area described in this policy.

Policy 4: Create a pedestrian- and transit-friendly corridor.

Strategies

- Ensure safe and comfortable pedestrian circulation throughout the planning area through the inclusion of new and improved sidewalks, pedestrian crossings, and other pedestrian amenities on sidewalks.
- Prioritize mixed-use areas for the creation of a "main street" type of streetscape that features the highest intensity of pedestrian-oriented amenities and the fewest number of curb cuts.
- Ensure that routes to and from the MARC and Metrorail stations, as well as the station areas themselves, are safe and comfortable for pedestrians.
- Along the portions of US 1 devoted to retail uses, establish a consistent pedestrian-friendly streetscape oriented toward retail activities.
- Establish a proposed pedestrian bridge near Quimby Avenue as a connection and gateway to the Beltsville neighborhood.
- Convert Old Baltimore Pike to a locally focused, pedestrian-friendly street by diverting regional traffic to the Kenilworth Avenue extension and through the provision of buffers between the street and industrial sites.
- Develop a cohesive and continuous network of trails, open spaces, and public focal places (as described in Policy 6).
- Ensure accessibility for all ages and abilities by following the guidelines of the Americans with Disabilities Act.
- Ensure adequate pedestrian-scale lighting throughout the sector plan area.

Policy 5: Create a well-defined and visually consistent "street wall" along US 1.

Strategies

- Construct buildings with facades that front on US 1 and with entrances that address an improved streetscape.
- Create distinctive streetscape zones that connect with and respond to the uses, scale of development and pedestrian/access needs of adjacent areas.
- Locate parking behind and to the side of buildings.
- Locate loading areas out of sight, preferably behind buildings.
- Where existing parking lots front US 1, install planted buffers (i.e., 36-inch evergreen hedge and street-trees) as a short-term strategy to shield parking and automobiles. Over the longer term, relocate all parking lots to the rear or sides of all development on US 1.
- Encourage building design with form, massing, use, height, siting, and fenestration that is appropriate for the corridor.
- Redesign large lots at a more "human scale" through the creation of internal drives and streets that will encourage pedestrian use.
- Encourage cross-lot access for cars and pedestrians to create options for circulation between adjacent properties and minimize the need to travel very short distances by automobile on US 1.
- Establish US 1 design guidelines to apply to all new development and redevelopment in the corridor.

Policy 6: Create a network of trails, open spaces and public focal places with clearly articulated connections, safe pedestrian and bicycle routes, and places for public gatherings.

Strategies

- Establish a new pedestrian and bicycle trail alongside the Kenilworth Avenue extension.
- Utilize the edges of the BARC property as visual open space to create a more attractive southern gateway.
- Construct a pedestrian bridge across US 1 near Quimby Avenue and Linden Road that provides a gateway to the adjacent Beltsville residential neighborhood and connects to surrounding trail networks.
- Establish a new open space in the low-lying area south of Cypress Street.
- Provide park/open space trail connections from the US 1 Corridor to the Ammendale Normal School and the adjacent land proposed for open space.
- Provide trail connections to the Konterra Town Center from the Ammendale Normal School and adjacent open space, extending northward along Indian Creek.
- Create a series of public focal places throughout the corridor that relate to adjacent neighborhoods and are located in central and prominent locations adjacent to public rights-of-way and streetscapes.
    - Proposed locations include the intersection of US 1 and Rhode Island Avenue; the area east of Queen Anne Avenue and north of Prince George's Avenue; and in the Brickyard development, as proposed in the current concept plan for this area.
    - The design and function of these focal places will depend on the anticipated level of pedestrian use and activity, ranging from small community parks to more vibrant civic greens and plazas.
    - Provide clear linkages between public focal places and surrounding trails and open spaces.

Policy 7: Ensure that existing residential neighborhoods are integrated with new mixed-use development to enable the protection, enhancement and expansion of these neighborhoods.

Strategies

- Integrate mixed-use development with adjacent existing residential neighborhoods to ensure compatible uses.
- Buffer and separate mixed-use neighborhoods from industrial areas and large-floor-plate commercial uses.
- Ensure that new mixed-use development adjacent to existing residential areas is appropriately scaled and includes shifts in scale and intimacy to complement adjacent uses.
- Locate the tallest elements of buildings, as well as intrusive signage and lighting, away from adjacent residential uses.
- Establish central public focal places that tie together older residential neighborhoods and new mixed-use development.

Konterra Town Center East

Vision

Konterra Town Center East is a major regional destination for living, working, shopping, and entertainment. This town center consists of a mixed-use retail core that encourages a vibrant 24-hour environment. The balance of uses within the town center, the urban fabric of streets and blocks, and the architectural character of individual buildings and streetscape create a cohesive identity and sense of place.

Background

Konterra conducted a multi-meeting Charrette process that involved representation of major civic associations proximate to the Konterra Subregion I land area. The Charrette was an issues identification, visioning and planning exercise for the 488 acres of MXT parcels that make up Konterra Town Center East; the proposed Konterra Town Center West (253 acres of land formerly identified as the CRC zoned Konterra Mall); and the North Beltsville Konterra lands, zoned R-R, situated west of the Pepco right-of-way and east of Gunpowder Road. The Charrette culminated in a conceptual plan that Konterra believes fairly represents the discussion among the participants. Konterra Town Center East follows the attributes of the conceptual plan and its subsequent applications were approved by the Planning Board and the District Council (CSP 07003, Preliminary Plan 4-07108 and DSP 08011).

Consistent with the conceptual plan, the development was proposed as a distinct and identifiable place in the region. Konterra Town Center East creates a mixed-use center containing a variety of office types, residential, hotel, civic, retail and commercial components with various supporting and accessory uses that will be important regional destinations for living, working, shopping, and entertainment. Konterra Town Center East has been designed in accordance with prevailing urban design best practices with a 132-acre "downtown core area" and a 356-acre pedestrian friendly "environs" area scaled and designed to support and supplement the downtown core. The downtown core area is dense with areas of vertically integrated uses. The environs area consists of office, residential, and open space borders and surrounds the downtown core. The diversity of land uses helps create and define physical elements and optimizes the individual, the built, and natural environments integral to Konterra Town Center East. The approved plans provide opportunities to achieve density sufficient to sustain a fully realized town center program, establish a distinctive "Sense of Place;" provide optimum visibility and accessibility while allowing some restoration of the natural features of the site. Moreover, the approved plans allow the creation of a vibrant 24-hour sustainable environment with high-quality pedestrian and bicycle-oriented network to compliment automotive and public transit access.

Goals

- Pedestrian safety, connectivity, and walkability to foster a safe, pedestrian-friendly environment.
- Development that is consistent with urban design best practices to create a sense of place and community identity.
- Compact, compatible, high-quality design.
- Public focal places (e.g., squares, courts, parks, plazas, streets, and other gathering places).

Policy 1: Promote pedestrian- and transit-oriented design principles.

Strategies

- Establish a pattern of streets and blocks, scaled to the needs of pedestrians by minimizing large-sized blocks, dead end streets and culs-de-sac.
- Ensure that building placement and massing relate to nearby buildings in the town center and to the urban context.
- Design streets and other public outdoor spaces within the town center to be functional, attractive, and enhance the pedestrian life of the community.
- Seek to create a balanced transportation system that invites pedestrians, bicyclists and transit riders, as well as motor vehicles.
- Provide an orderly system of connections to maximize choices for all modes of travel.
- Establish arterial streets as one-way couplets at the edges of the town center, where applicable, to promote pedestrian improvements and ensure ease of traffic movement within the town center.

Policy 2: Create a sense of place that encourages a 24 hour environment by integrating urban design concepts with elements of placemaking.

Strategies

- Ensure that land use boundaries and density changes in the town center occur within mid-block locations, where practical, so that buildings facing each other are compatible and transitions between uses are gradual.
- Support building heights along I-95 and other arterial roadways that will portray a gateway image for Prince George's County.
- Integrate moderate- and high-density housing within the core town center and surrounding the core commercial area.
- Ensure that the configuration of shops in the town center balances pedestrian and auto comfort, visibility, and accessibility.
- Encourage architectural design that reinforces and vitalizes streets and public spaces, by providing an ordered variety of entries, windows, bays, and balconies along public ways.
- Promote the use of greens and plazas as prominent civic components in appropriate areas throughout the town center core.
- Regional office uses often require large surface parking areas. Due to concerns with sustainability and water qualify, these situations should be limited. Breaking large lots into smaller blocks or with plantings will visually enhance the parking areas.

Design Standards

Design standards approved by the District Council accompany the DSP 08011 approval and further refine the downtown core area's design policies. These design standards provide the specific character for the downtown's primary activity centers, pattern of streets and buildings, land use transitions, housing, placement of commercial activity, public space and pedestrian and multi-modal design, arterial streets as edges, civic and quasi-public space and facilities, and potential connections of the regional transit system. The design standards include ranges and/or restrictions for different uses and their combinations including office over retail, residential over retail/commercial, retail, office, flex office/research and development, multifamily with structured parking, multifamily and townhouse residential uses. Architectural aspects of the design standards provide specific design principles for different typologies of the buildings, façades, plane articulation, awnings and other overhead features for the store front, placement of parking, location of main entrance, visual character, site frontage improvement, etc.

Integral to the design standards are its approaches and strategies to be employed which demonstrate commitment to sustainable urban development. Within the design standards, this is characterized by an integrated design process, establishment of compact, complete, and connected neighborhoods, protection of local watersheds, implementation of Transportation Demand Management strategies, and minimization of carbon dioxide emissions. The design standards provide criteria for future permit plan review and assure permits conform to the design parameters contained therein while concurrently providing sufficient flexibility to accommodate the changing market. Essentially, the design standards provide a minimum quality level for all development and ensure the character and vision of the conceptual plan is realized and most likely exceeded. The Konterra Town Center East approvals allow for multiple uses with flexibility to be responsive to market forces in a variety of sectors. Phasing development in a realistic and orderly way will establish the design quality and character of the Konterra Town Center East at its inception and will provide a framework that will build market demand and credibility necessary to fulfill the ultimate vision. The approvals provide appropriate flexibility to respond to the changing needs of the public and private market sectors, while establishing an attractive, harmonious physical framework for development. In sum, the approved plans, the conditions applicable to the approved plans and the design standards provide and embody the planning considerations for Konterra Town Center East.

Sustainability

The Sustainability Chapter provisions of the Design Standards Manual, associated with DSP 08011, shall be applicable to all of Konterra Town Center East, not just those portions of the property subject to the approved detailed site plan.

Konterra Town Center West

Vision

Konterra Town Center West is distinguished by a lower density than Konterra Town Center East, with a carefully cultivated diversity of uses. The unique mix of uses in close proximity creates a synergistic, sustainable urban community. The network of pedestrian-friendly streets linked with multimodal transportation systems forms the connective tissue of the community and creates an environment that encourages walking and bicycling.

Background

Town Center West provides a transition from the higher density of Town Center East ultimately to the lower density residential, recreational, and potential institutional uses proposed along Old Gunpowder Road. The siting of buildings and uses will enhance the transition through incorporation of public space, landscaping, roadways, parking, and natural features.

Konterra Town Center West is proposed for mixed-use development at intensity, density, character, and height that is generally less urban than Konterra Town Center East, except along I-95 where intensity, density, and height is encouraged. The intent is to create the presence of arriving at a "specific place" as this area of the I-95 corridor is approached from north or south. Generally, buildings fronting along I-95 should be consistent with the height ranges that have been established by the WSSC and Konterra (formerly Sun Trust) buildings. The uses may be commercial, residential, or hospitality inasmuch as it is the character and location of the buildings, and not the use, along I-95 that helps create the larger Konterra Town Center as a distinct and identifiable place in the region.

Konterra Town Center West's mixed use will be less vertically integrated than Konterra Town Center East, but will still allow for a variety of office, residential, hotel, civic, and commercial components. Larger retailers, including non-traditional department stores, whose size and/or surface parking requirements are inconsistent with Town Center East's character, can be integrated into a more linear design character within Town Center West by implementing elements that limit or buffer parking field visibility from I-95. Large parking expanses shall be avoided, unless broken into smaller lots with appropriate bio-retention. The reference to larger retailers is a recognition that some upscale retail may involve larger buildings; however, it is not an invitation for traditional discount "big box" retailers that focus on high volume, low margin sales. The retail component of Konterra Town Center West should not overwhelm the development, nor shall it be permitted to be a typical "power center" seen in other retail centers. The quality and variety of uses are necessary to create the sense of place desired. A power center with discount retailers consuming large expanses of parking will not enhance the sense of place.

Housing should focus on upscale townhouses and multi-family senior housing. Residential, except as situated in taller buildings visible from I-95, or within age-restricted communities, shall be predominantly single family attached and detached.

Diversity of land use is encouraged so as to help optimize the completeness of the larger Konterra Town Center over time. A significant element of the design will be to create an entranceway to Konterra Town Center East that extends from the east, over I-95 and carries through Konterra Town Center West to the low-density residential development along Old Gunpowder Road. The design needs to place a high premium on pedestrian and bicycle connectivity. As build out of the complete Town Center occurs, the creation of substantial density on both sides of I-95 makes the potential for a direct vehicular/pedestrian/bicycle linkage from the centers of Konterra Town Center East and West more plausible.

Goals

- Development that is consistent with urban design best practices to create a sense of place and community identity.
- Pedestrian safety, connectivity, and walkability to foster a safe, pedestrian-friendly environment.
- Compact, compatible, high-quality design.
- Public focal places (e.g., squares, courts, parks, plazas, streets, and other gathering places).

Policy 1: Promote pedestrian- and transit-oriented design principles.

Strategies

- Establish a pattern of streets and blocks, scaled to the needs of pedestrians by minimizing large-sized blocks, dead end streets, and culs-de-sac.

- Develop a balanced pedestrian and multimodal transportation system that invites pedestrians, bicyclists, transit riders, as well as motor vehicles.
- Establish arterial streets as one-way couplets at the edges of the town center to promote pedestrian improvements and ensure ease of traffic movement within the town center.

Policy 2: Create a sense of place by integrating urban design concepts with elements of placemaking.

Strategies

- Ensure that land use boundaries and density changes in the town center occur where practical, so that buildings facing each other are compatible and transitions between uses are gradual.
- Ensure that the configuration of shops in the town center balance pedestrian and auto comfort, visibility, and accessibility.
- Ensure that buildings reinforce and vitalize streets and public spaces, by providing an ordered variety of entries, windows, bays, and balconies along public ways.
- Promote the use of greens and plazas as prominent civic components to core commercial areas.
- Provide gateway features, unique architecture, and community focal points.

Sustainability

The Sustainability Chapter provisions of the Design Standards Manual, associated with DSP 08011, shall be applicable to all of Konterra Town Center West.

Design Standards

The Konterra Town Center East approvals and Design Standards ensure a level of design quality and sustainable design that will be modified during Konterra Town Center West's plan approval processes to adequately address the less intense, more linear mixed-use orientation envisioned for this area by Konterra Charette Conceptual Plan.

Design Guidelines

Guidelines are expressions of intent to help achieve the vision for Konterra Town Center West and are not mandates required by the policies established in this plan.

1. Architecture

These architecture guidelines serve to identify principles to be used by architects in developing specific architectural designs and are intended to advise how design principles should be implemented where practical. This is the base for planning and evaluating the design solutions proposed by multiple design teams. Through this inclusive design approach, an authentic sense of place can be achieved and Konterra will become the focal point and gateway to northwestern Prince George's County.

- Design and Build Over Time

  The plan depicts a total project that would likely happen over an extended period of time; therefore, building architecture will be expressed as a progression of period and style.

- Inclusive Architecture

  The architecture of Town Center West will reflect both the history and traditions of regional architecture and cultural influences. Konterra will also embrace contemporary trends and lifestyles.

- Layering

  Architecture within the entire Town Center West will be created by layering design elements. Some buildings within the proposal may take a more foreground position and others a more background position.

- Multiplicity over singularity

  Konterra will celebrate numerous styles and create a tapestry of expressions and approaches to architectural design.

- Authenticity

  Creating authenticity by reproducing essential design features present in successful urban cities and neighborhoods found throughout the world will be important in the architecture of this project. This kind of authenticity will be grown out of the respect for a number of forces and factors, including local cultural practices, the natural environment, topography, geography, geology, view sheds, solar envelopes, weather patterns, and watersheds.

- Scale

  The architecture within Konterra will be scaled appropriately for its specific location within the site,

the topography and natural and man-made context. The scale of buildings will be larger in the town center core and along I-95.

- Dissonance

  Konterra Town Center West will allow for the strategic location of some designs that create a measured dissonance between key architectural buildings, monuments or facades. Like many cities and towns across the region, real authentic places allow for expressions of design that range from the elegant and refined, to the cutting edge modern, and to the ragged and reused.

- Architectural History

  References of historical precedents will be made in a contemporary way through the architecture as a reinterpretation of traditional architectural elements.

- Building Materials

  Exterior building materials of permanence and integral colors will be encouraged in the town center.

- Detailing of Architecture

  Exterior walls, windows, doors, eaves, canopies, arcades and roofs, and all visible surfaces, or assemblies where they meet each other, and where they meet both the sky and the ground plane will be given special attention.

- LEED Certification

  Green design principles will be encouraged throughout the town center. The principles can guide and influence the location of buildings, and their solar orientation.

- Pedestrian Orientation

  The architecture of the town center will employ significant transparency at ground-level through incorporation of storefronts, fenestration, relief, and light in order to create visual interest for the pedestrian.

- The 5 Elements of a City

  In Kevin Lynch's pioneering book about urban-design "The Image of the City" (1960) a city or town-center was made up of five basic elements. These elements represent the ease to which people understand the layout of a place.

  - **Paths**, the streets, sidewalks, trails, and other channels in which people travel.
  - **Edges**, perceived boundaries such as walls, buildings, and shorelines.
  - **Districts**, relatively large sections of the city distinguished by some identity or character.
  - **Nodes**, focal points, intersections or loci.
  - **Landmarks**, readily identifiable objects which serve as reference points.



The architecture of the Town Center will be pedestrian oriented.

2. Mixed-Use Core and Commercial Buildings and Regional Retail

Intent

The mixed-use core and commercial buildings ensure that it is easy and enjoyable to walk within the area's shops and offices. While vertical mixed-use is encouraged in Town Center West, the mixing of uses is more desirable in a horizontal manner.

Town Center West is designated as a regional retail destination, providing a variety of large-scale retail anchors (freestanding and attached); ancillary shops; and restaurants, including drive-through and outside dining. Innovative design of parking areas will be necessary to accommodate some large retailers.

Guidelines

- *Principal Orientation.* The primary façades of all buildings in regional retail areas should contain the primary entrance and face a public street or driveway, except in circumstances where parking lots may be placed at the edge. In these cases, the primary façade should front onto a publicly accessible walkway that leads directly from the street or driveway to the establishment's front door.
- *Primary Entries and Façades.* Multiple entries should be encouraged in order to reduce massing and break up the façades of large buildings.
- *Varying Massing of Large Buildings.* Dominant building mass should be broken-up visually by building fenestration, architectural detail, special landscaping features, and by other smaller buildings strategically located within view corridors.
- *Climatic Response.* Building exteriors should provide shelter from the summer sun and winter weather. Porticos, arcades and overhanging eaves are particularly appropriate at pedestrian pathways. Garden structures such as trellises and arbors (with or without vines) should be used to provide dappled shade for pedestrian seating areas.
- *Building Heights (Mixed-Use Core and Commercial Buildings)*
  - Office or residential over commercial should maintain a minimum building height of 25 feet.
  - Regional retail buildings should maintain a minimum height of 22 feet.
  - Office buildings should maintain a minimum height of 48 feet.
  - Flex office and research and development uses should maintain a minimum height of 22 feet.



An example of a primary entrance facing the street.



An example of minimum office building height.

3. Residential Buildings

Intent

A mix of housing types is encouraged that vary in size and form. These criteria are intended to ensure that homes integrate well with each other and share designs that make neighborhood streets safe and enjoyable to walk along.

Guidelines

- *Housing Mix.* A mix of housing types is encouraged that vary in size and form.
- *Location.* Moderate density housing should be located adjacent to retail and employment areas. Appropriate housing types include multifamily, senior housing, and townhouses of varying densities.
- *Orientation.* Primary façades should contain the primary entrance and be street-facing. The principal orientation of the front façade of all buildings should be parallel or nearly parallel to the street they face. Where public parks are located across the street, the front façade should face the public park.
- *Approximate Densities*
  - Multifamily residential over commercial buildings should maintain a minimum of 15 dwelling units per acre with attached ground-floor retail.
  - Multifamily residential buildings attached over or adjacent to structured parking should maintain a minimum of 30 dwelling units per acre.
  - All other multifamily residential buildings with attached surface level parking should maintain a minimum of 15 dwelling units per acre.
  - Townhouse building clusters should be a minimum of 15 dwelling units per acre with no maximum number of attached units within a block and building group.
- *Building Heights*
  - Residential over commercial buildings should maintain a minimum building height of 25 feet.
  - Multifamily residential buildings should maintain a minimum building height of 36 feet.
  - Townhouse building clusters should maintain a minimum building height of 22 feet.



An example of senior housing at Victoria Falls.



A range of housing types is encouraged in the town center.



An example of mixed–use densities in the town center.

4. Civic and Quasi-Public Facilities

Intent

Civic facilities and amenities are fundamental elements of all communities. Parks and plazas provide a public focal point for each neighborhood and mixed-use center, and should be placed in central and core locations to serve as public activity areas and to emphasize visibility, accessibility and utility. Civic facilities such as libraries, post offices, day care, and community facilities may be, where appropriate, integrated into buildings with other uses or be on freestanding sites.

Guidelines

- *Location.* Public facilities such as schools, fire and police stations, and libraries should be located outside of the area to allow them to serve the growth potential and needs of the surrounding communities as well as the town center. Specific considerations will be given to planning for a library branch facility to serve future development areas in the town center, with a location on either the east or west side.
- *Central Feature or Gathering Place.* Multiple use plazas or gathering spaces should be strategically placed with public amenities such as benches, monuments, kiosks, fountains, and public art.
- *Terminate Vistas*. In order to reinforce the importance of civic facilities, they should be sited to terminate vistas within the community.
- *Highlight Entries.* Tower elements, arbors, gateways, or other architectural features should be used at the entrances to civic buildings to reinforce the linkage between the community and the civic use.



Examples of central gathering places.

5. Circulation

Intent

The network of pedestrian friendly streets will help to create an environment that encourages walking and bicycling in the community.

A hierarchy of streets of different character will ensure efficient circulation that balances the needs of all modes of travel—auto, pedestrian, bicycle, and transit. Major streets within the community should be urban boulevards and may include one-way couplet configurations, which minimize their impact on pedestrians while preserving their capacity to accommodate higher traffic volumes. Connector streets as defined herein will replace collector streets and incorporate the primary pedestrian and bicycle routes throughout Konterra Town Center. General guidelines applicable to the transportation network are highlighted below.

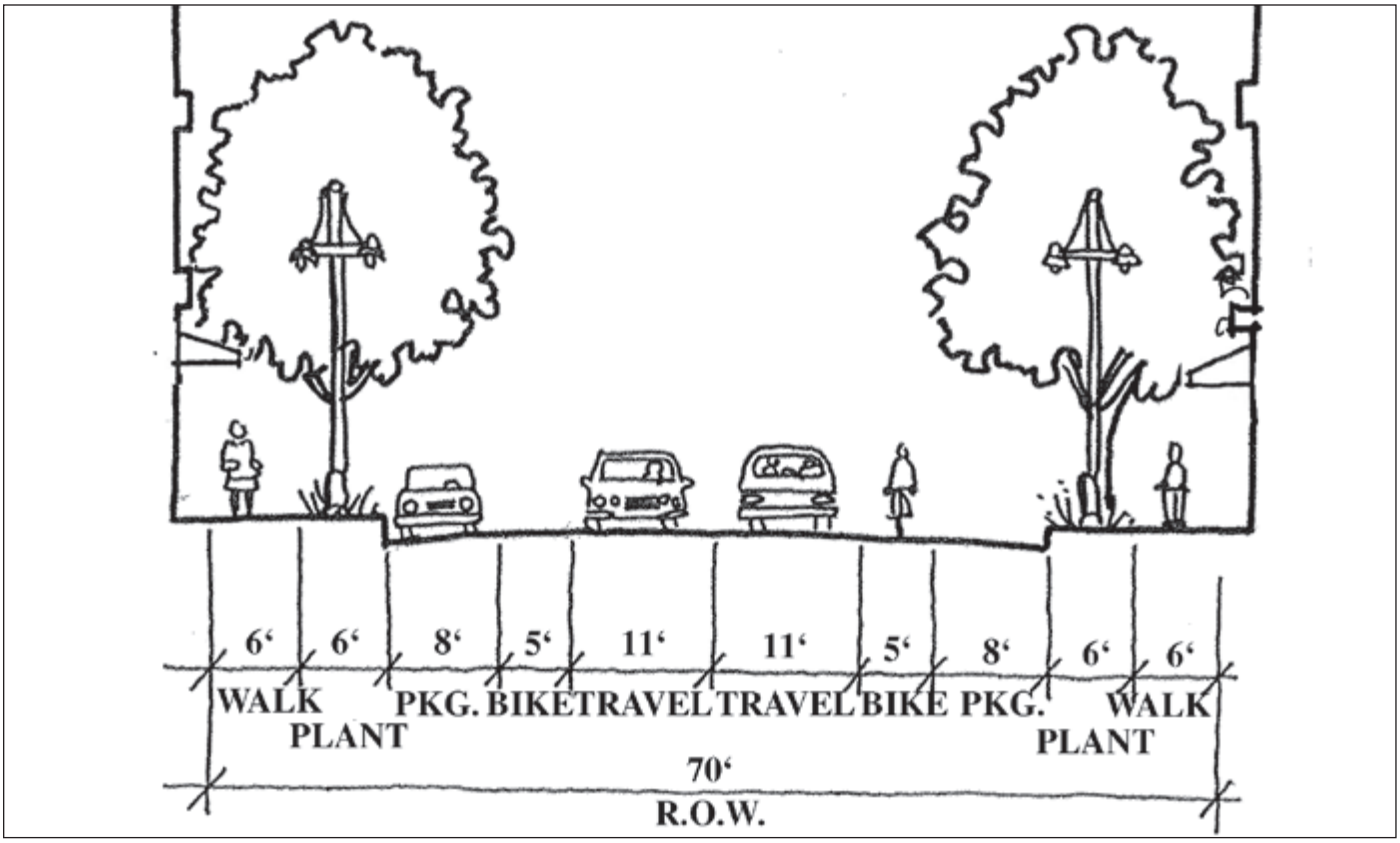
Guidelines

- *Public Space.* Plan and design an array of public spaces to provide preferential treatment to pedestrians and bicyclists.
- *Integration of Uses.* Residential and nonresidential uses should be integrated spatially and functionally to create a compact form of development that enhances the opportunity to reduce trips and create worthwhile destinations.

- *Recreation.* Meet the increasing recreational needs of the community by concentrating all recreational facilities at or adjacent to the existing Fairland Regional Park which further reduces vehicular miles traveled (VMT).
- *Density.* Locate higher density housing within the core of the town center to encourage pedestrian trips to commercial uses.
- *Low-Impact Development.* Consider urban road designs that utilize low-impact development (LID) techniques.
- *Bike Network.* A network of bike lanes and trails should offer convenient ways to traverse and access the town center. These facilities will also help complete the city-wide network that is planned. Bike lanes are not advised for other streets in the town center, because the additional width that they require can encourage faster moving traffic.
- *Direct Routes.* Streets should be configured to provide reasonably direct routes to local destinations, such as parks, shopping, and community facilities.
- *Traffic Calming.* Traffic-calming techniques are encouraged, in combination with required street designs, to slow traffic and make street crossings safer for pedestrians. Traffic-calming techniques include devices such as bulbouts, raised / textured intersections, rumble strips, "T" intersections, roundabouts, median islands, courts, lanes and plazas.



An example of traffic-calming measures–a median island and textured paving.



Typical Section: Main Street

- *Urban Street Grid.* An interconnected grid or modified grid pattern street network should be constructed to encourage walking and bicycling, balance traffic flow and reduce the number of operational and nonessential automobile trips.
- *Street Types.* For all streets, street-trees and on-street parking separate pedestrians from moving traffic. Street-trees should be placed in grated tree-wells in areas of high pedestrian activity and landscaped strips where pedestrian activity is more modest. In addition, sidewalk widths should be sized for anticipated pedestrian activity and, where appropriate, the possibility of outdoor dining.
- *Grid Frequency.* Town Center West will not have the same grid frequency or dimension as Town Center East due to the horizontal nature of its mixed uses. It requires more on-street and surface parking by a traditional street network for creating a pedestrian friendly environment. Special attention to site planning is required to ensure a pedestrian friendly environment.
- *Bike Lanes (In-Street).* Bike lanes should be striped clearly and well signed, especially at intersections where vehicle and pedestrian conflicts will generally occur. Streetlight activation devices will be installed at signalized intersections with high traffic volumes.
- *Bike Trails (Off-Street).* Bike trails should follow greenways or open space.
- *Bikeway Widths***.** All on-street bikeways should be a minimum of five feet in width. Off-street bikeways and shared paths should be a minimum of eight feet in width.
- *Street Hierarchy*
  - *Connector Streets.* Connector streets should provide project-wide connections with modest through traffic.
  - *Boulevards.* Boulevards are project wide connections that should form important connections between activity centers and open spaces.
  - *Couplet.* This is a arterial that normally would bifurcate the area and create a major pedestrian barrier.
  - *Main Street.* The main connection through the town center core—the main street should have parallel on-street parking on both sides of the street (see Typical Section: Main Street).
  - *Local Street.* Local streets should form the primary vehicular and pedestrian system within neighborhoods.
  - *Alley.* Alleys should be used to allow vehicular access to rear garages and to accommodate services such as garbage collection, loading and deliveries and are not intended to require landscape treatment.

6. Parking

Intent

Provide sufficient parking (on-street, structured, and surface) that adequately serves the needs of mixed-use development, encourages shared parking, reduces the visual impact of parking areas, and contributes to the quality of the visual environment.

Guidelines

- *Metering of On-Street Parking.* Convenient on-street parking spaces should be provided adjacent to retail storefronts. Parking meters may limit the stay in these spaces to 30 minutes, while shoppers and visitors anticipating longer stays in the area will use nearby parking structures or surface parking lots.
- *Parking Structure Materials.* Parking structure façades that are visible to the public realm should consist of high-quality materials such as brick or tile masonry, native stone, pre-cast masonry, brick with concrete banding, brick with glass block banding, gypsum reinforced fiber concrete (for trim elements only), metal (for beams, lintels, trim elements, and ornamentation only), or other similar, high-quality materials approved during the development review process. Parking structure exteriors should be architecturally designed to integrate and be compatible with adjacent buildings.
- *Parking Structure Fenestration.* When a parking structure is integrated with ground-floor retail or office uses, a minimum of 75 percent of each building façade along the street frontage should consist of fenestration, including storefront, display windows, and entryways.
- *Parking Area Location.* Parking structures and surface parking areas should be located to the rear of the site, and should be accessed from a side street, alley, or entrance drive-aisle. Where feasible, parking garages

should be located within the interior of a block and be surrounded by buildings that front the street.

- *Parking Structure Height.* Parking structures should not visually dominate the block where visible from the street or other public space.
- *Residential Garages.* Residential unit garages should be located at the rear of the property and be accessed from a side street, alley, or landscaped access driveway. If located at the front of the residential structure, garages should be recessed a minimum of six feet from the front building façade.
- *Screening for Loading and Service Areas.* Loading and service areas should not be visible from streets. Loading and service areas should be screened with landscape plantings and/or a six-foot-high opaque wood fence or masonry wall and should be located a minimum of 30 feet away from main sidewalks.
- *Parking Area Landscaping.* Landscaping for parking areas should follow the guidelines established in the landscape standards. To achieve a more urban character, these guidelines should take precedence over the requirements of the landscape guidelines.
- *Parking Ratios by Use*
  - Multifamily dwellings should retain a minimum ratio of 1.46 spaces per dwelling unit.
  - Senior multifamily dwellings should retain a minimum ratio of .66 spaces per dwelling unit.
  - One-family attached townhomes should retain a minimum ratio of 1.73 spaces per dwelling unit.
  - Hotels should retain minimum standards in accordance with ULI parking ratios, based on type of hotel.
  - Convention centers should retain a minimum ratio of 6.0 spaces per 1,000 square feet.
  - Churches should retain a minimum ratio of 1 space per 4 seats.
  - Day cares should retain a minimum ratio of 1 space per 8 children or no parking if located within an existing multifamily development.
  - Athletic field, picnic area, tennis, skating rink, recreation and any or all other active or passive open spaces should have no minimum ratio.
  - Museum, art gallery, aquarium, cultural center, library, should retain a minimum ratio of 2.5 spaces per 1,000 spare feet.
  - Health clubs should retain a minimum ratio of 7.0 spaces per 1,000 square feet during weekdays and 5.75 spaces per 1,000 square feet during weekends.
  - Integrated shopping centers, malls, and plazas up to 750,000 square feet including dining, cinema, banks, and spas (not including office and gas stations) should retain a minimum of 4.25 spaces per 1,000 square feet.
  - Retail low parking generation group such as furniture stores, vehicle sales, office supplies, carpet, upholstery, sporting goods, marine equipment, business machines, and large display type stores should retain a minimum of 2.0 spaces per 1,000 square feet.
  - Cinema—stand alone—should retain a minimum of .20 spaces per seat (weekday) and .27 spaces per seat (Friday/Saturday).
  - Restaurant—stand alone—should retain a minimum of 5.0 spaces per 1,000 square feet.
  - Gas station should retain a minimum of 1 space per employee.
  - Banks—stand alone—should retain a minimum of 4.6 spaces per 1,000 square feet.
  - Office or medical should retain 5 spaces per 1,000 square feet.
  - Office should retain a minimum of 2.84 spaces per 1,000 square feet on weekdays and .50 spaces per 1,000 square feet on weekends.
  - These ratios for uses or overall parking may be reduced upon submission of information by the applicant justifying a reduction.
- *Shared Parking.* Shared parking is encouraged for all development to the extent possible to reduce the number of required parking spaces and provide opportunities to contribute to a more pleasant built environment by reducing the visual impact of parking in urbanized areas.
- *Parking Space Size*. The extent of paving, including the size of parking spaces, should be minimized, whenever possible, to reduce the overall amount of pavement and to enhance the streetscape by providing

more opportunity for plantings and street-trees and the creation of a more pedestrian-friendly environment.

- *Integrated Uses.* The integration of retail or office uses on the ground floor of parking structures along mixed-use blocks is encouraged.
- *Bioretention.* Should be incorporated into all parking areas.

7. Bikeways and Bicycle Parking

Intent

Bicycle parking should be incorporated into commercial, residential, retail, and office uses for convenient and easy access throughout Town Center West.

Guidelines

- Bicycle parking areas should be convenient to the entrances of all businesses, multifamily dwellings, and public and quasi-public buildings. Bicycle parking areas should be located near a main entrance to the building or parking structure and have direct access to the street.
- Bicycle parking may be located within a building or parking structure but should remain near entrances, be easily accessible, and incorporate safety measures such as visually transparent walls and lighting.
- Bicycle parking areas should not obstruct sidewalks or walkways.
- Bikeways (on-and-off street) and bicycle parking areas should be coordinated with the Prince George's County Department of Public Works and Transportation, and other appropriate agencies.

8. Landscaping

Intent

The landscape character of a setting is defined by the plant materials and other elements, including creative grading and sculpting of the ground, walls, fencing, lighting, furnishings and public art, that are brought together to form an overall design. These elements should work together in harmony, relating to and complementing each other, to create a unified landscape enhancing adjacent buildings and structures.

The streets, squares, plazas and courts for the town center are unique in their design. These prominent public spaces are important focal points and gathering places in the town center and as such should have special emphasis on landscape treatment and design.

At the time of the conceptual site plan, the Konterra landscape guidelines will further discuss other considerations including invasive species, flowering and fruiting trees, landscape edge treatment, and public art.

Guidelines

- *Street Trees*
  - *Street Locations.* Street-trees should be planted on both sides of streets and spaced no more than 40 feet apart. Large trees should be located on major connectors and the main street.
  - *Parking Areas.* Landscaped parking islands, on average eight feet in width, should be provided as a break in parking areas for every 50 contiguous cars. The parking islands should be planted with a minimum three-inch caliper tree.
  - *Species.* One species of street-tree should be provided for the sidewalk planting area with additional street-tree species for any on-street parking, linear parks or planted medians.
  - *Buffer and Screening.* The town center should be landscaped with a palette of street-trees and groundscaping keyed to the street types. Trees should be planted to buffer, enhance and screen parking areas and structures.
  - *Treatment.* In commercial areas, sidewalks are likely to be predominantly hardscape, with generous tree grates around street-trees.
  - *On-Street Parking.* Landscaping should be provided adjacent to on-street parking areas and at bulb-out points to enhance the streetscape fabric. Refer to typical street sections.
  - *Off-Street Surface Parking.* Parking perimeters should soften views of cars.
- *Street Paving and Furnishings*
  - *Paving.* Special pavers should be adjacent to mixed-use and commercial plazas and where very high levels of pedestrian activity are anticipated.



An example of landscaping adjacent to on-street parking.

- *Tree Guards*. Tree guards should extend vertically from tree grates to protect trees in highly active areas.
- *Newspaper Racks.* Newspaper racks should consolidate all vending boxes into one rack and be located so as to avoid pedestrian congestion.
- *Bicycle Racks.* Bicycle racks should be selected that are durable and visually subdued.
- *Trash Receptacles*. Throughout the town center, trash receptacles should be provided.
- *Bollards.* Bollards may be used to restrict vehicle access in locations where pedestrians and vehicles are expected to mix. Design of bollards should be consistent with other street furnishings.
- *Seating.* The design of benches should be consistent with other street furnishings, and should use smoothly finished, exterior-grade members.

- *Artificial Lighting*
  - Artificial lighting should be appropriately scaled to enhance public safety and visibility to and from commercial, office, retail and residential uses. Lighting should accentuate landscape, art, environmental graphics, and signage.
  - Lighting of promenades, drives, and paths should provide ambiance, delineate pedestrian walkways, and provide a transition between brightly lit streets, sidewalks, parking structures, and other spaces.
  - Lighting standards and fixtures in parking areas should be spaced apart to create a very uniform distribution of light at eye level for pedestrian safety, and easy vehicular movement into parking spaces.
  - Lighting buildings is extremely important to the building character, architecture, and use. Decorative lighting should be used to fulfill any of the general lighting requirements but may also serve simply as an accoutrement.



An example of human-scaled lighting and street furnishings.

Historic Preservation

Vision

Historic properties are appreciated and valued as important elements of the subregion's cultural heritage.

Background

Designated historic sites in Subregion 1 are listed in the 1992 *Historic Sites and Districts Plan*. These listings have been updated to reflect the status of these properties as included in the *Illustrated Inventory of Historic Sites* 2006:

61-002 Orme-Shaw House—11601 Caverly Avenue, Beltsville

- A two-part dwelling constructed in the 1780s and the 1890s.
- Smaller portion is log construction dating from late eighteenth century.
- In 1823 Evan Shaw owned the house and established Shaw's Methodist Meeting House on adjoining property.

61-007 Dr. Charles Fox House (Coffin House)—4931 Powder Mill Road, Beltsville

- 2½-story frame house constructed in 1886.
- Features clipped gables and tall Victorian windows.
- Dr. Fox had his office in wing appendage.
- Landmark in community set off with one-acre environmental setting.

61-009 St. John's Episcopal Church and Cemetery—11040 Baltimore Avenue, Beltsville

- Front-gabled brick church built in 1877; designed by Baltimore architect John R. Niernsee.
- Features include steeply pitched roof and wooden belfry with stick style detail.
- 1920s parish hall and c.1992 addition.

61-011 McLeod House —11034 Montgomery Road, Beltsville

- 2½-story I-house plan constructed in the 1870s.
- Main block constructed by Scottish florist gardener, George McLeod.
- Interior paired chimneys and bull's-eye windows in gables.
- Environmental setting is appropriate to convey its landmark quality.

61-012 Sellman House (Building 023, BARC)—USDA south of Sellman Road, Beltsville

- A 1905 frame farmhouse with Foursquare plan.
- Features wraparound porch with Tuscan columns, two-story projecting bays, and widow's walk balustrade.
- Sellman Brothers sold their 290-acre farm to the federal government to establish the Plant Research Station, which is now called the Beltsville Agricultural Research Center.

61-013 Gallant House—3124 Powder Mill Road, Adelphi

- Multipart frame, gable-roof house with 2½-story, antebellum main block.
- Built in mid-nineteenth century and rebuilt in 1920s.
- Nucleus of structure was dwelling for Owen Carroll, operator of nearby mill.
- 1920s reconstruction includes Craftsman style decorative details.

62-003 Oaklands —8314 Contee Road, Laurel

- 2½-story brick plantation house constructed in the 1790s for Richard Snowden of the wealthy and prominent Snowden family.
- Georgian and Federal style interior and exterior ornamentation.
- Mansard roof added in 1870s.
- Determined eligible for listing in the National Register of Historic Places in 1994.
- Deteriorated condition to be reversed partially through funding from developer of surrounding subdivision.

62-004 Snow Hill —13209 Laurel-Bowie Road, Laurel

- 2½-story Georgian plan plantation house (c.1800) with unusual gambrel roof.
- Built for Samuel Snowden of the locally prominent Snowden family.

- Interior features Federal style trim.
- Owned by M-NCPPC; open for event rentals.

62-006 Montpelier and Cemetery—9650 Muirkirk Road, Laurel

- Architecturally significant five-part, brick, Georgian mansion (c.1783) designated as a national historic landmark.
- Home to generations of the locally prominent Snowden family and in the twentieth century, Assistant Secretary of State Breckinridge Long.
- Grounds include Snowden family cemetery and rare surviving eighteenth-century summer house.

62-008 Muirkirk Iron Furnace (Site 18PR149)—7011 Muirkirk Road, Beltsville

- Last remaining beehive charcoal kiln from Muirkirk Iron Manufacturing Company.
- Important producer of pig-iron, reputed to be strongest in country.
- Associated with historic African-American community of Rossville.

62-010 Briarley Military Academy (Old Hotel)—11777 Old Baltimore Pike, Beltsville

- Multipart frame structure begun in the 1860s and enlarged in 1911.
- Original Humes family farmhouse; operated as a resort facility from 1911–1930s.
- Briarley Military Academy from 1933–1949.
- Deteriorated condition; needs an adaptive use.

62-013 Walnut Grange (Building 209, BARC)—6300 block of Powder Mill Road, Beltsville

- 2-story, T-shaped brick plantation house constructed in 1805 for daughter of Thomas Snowden of Montpelier.
- Originally built with a butterfly-shaped plan; west wing destroyed by fire in 1850s.
- Extensively renovated after government purchase in 1910.
- Serves as office of operations for the Beltsville Agricultural Research Center.

62-016 Site of Edward T. Gross House—10623 Gross Lane, Beltsville

- A modest front-gabled frame farmhouse constructed in 1916 with a wraparound porch and gabled wing.
- Representative of early twentieth century vernacular housing for emerging African-American middle class family.
- Destroyed by fire in 1996; 1.6-acre environmental setting has archeological potential.

62-023-07 Abraham Hall—7612 Old Muirkirk Road, Beltsville

- 2-story gable-front frame building constructed in 1889.
- Lodge hall for Benevolent Sons and Daughters of Abraham in the late nineteenth-century African-American community of Rossville.
- Restored in 1991 with funds from Prince George's County and M-NCPPC; MHT holds easement on building; purchased by M-NCPPC in 2006.

62-023-17 Thomas Matthews House— 7700 Old Muirkirk Road, Beltsville

The Thomas Matthews House is a two-story, stucco-covered, frame side-gabled dwelling built c. 1890 on a two-acre lot in the historically black community of Rossville. The builder, Thomas Matthews, was employed at the nearby Muirkirk Iron Furnace. At the time of its completion, the Matthews house was the largest in Rossville. The stucco covering was added in the 1920s.

64-001 Snowden Hall (Building 016)—Patuxent Research Refuge, Laurel

- Early nineteenth-century brick house with Georgian plan.
- Raised to two stories in 1850s; original roofline and chimneys show on gable ends.
- Owned by three generations of the Snowden family; purchased by federal government in 1936.
- Recognized as historically significant by U.S. Fish & Wildlife Service.

64-002 Duvall Bridge—Telegraph Road at Patuxent River, Patuxent Research Refuge, Laurel

- Single-span steel truss bridge constructed in 1907.
- Replaced wooden bridge that connected Duvall plantation with mill on Anne Arundel County side.
- Pratt pony truss with vertical members in compression and diagonals in tension.

64-005 Perkins Methodist Chapel—8500 Springfield Road, Glenn Dale

- 1½-story, front-gabled meeting house with bracketed cornice, constructed c.1861.
- Adjoining graveyard dating from same period.
- Built on land donated by J. T. Perkins during division in Methodist Episcopal Church over issue of slavery.
- One of only a few mid-nineteenth century chapels in the county.
- Chapel currently used for special occasions; new church is located nearby.

64-006 NASA Spacecraft Magnetic Test Facility (Building 310-20)—Goddard Space Flight Center, Greenbelt vicinity

- Erected in 1966, a 60-foot-square building constructed of nonmagnetic materials.
- Part of Goddard Space Flight Center, the principal science center for the National Aeronautics and Space Administration.
- A national historic landmark, (1985) this unique facility is essential for the operation of the U.S. manned and unmanned space program.

Goals

- Historic properties in the Subregion 1 plan area are preserved and protected.
- All historic resources and historic survey properties that meet the criteria of the Historic Preservation Ordinance are identified and evaluated.
- Historic properties and their environmental settings are recognized for their historical, archeological, and architectural significance to the community and county.
- Property owners are educated about the history of the area and about appropriate maintenance, conservation, and rehabilitation efforts for their properties.
- Property owners, realtors, and others are educated about available county, state, and federal tax credit programs for rehabilitation and maintenance.

Policy 1: Evaluate historic resources and historic communities for consideration as historic sites and historic districts.

Strategies

- Document historic resources for evaluation during FY 2008-2009 Historic Sites and Districts Plan amendment process:

  60-009 Washington, Berwyn and Laurel Railway Culvert

  Determined eligible for listing in the National Register of Historic Places by the Maryland Historical Trust, through a Section 106 compliance proceeding, the culvert is associated with the 1902 electric trolley line that runs from Laurel to the Treasury Building in Washington, D.C.

  62-012 Ulle House

  This 2½-story, front-gabled brick dwelling faces the former Baltimore-Washington Turnpike where the railroad tracks cross the turnpike. Lewis C. Beall established a store at this corner in the early 1890s. A German immigrant, John A. Ulle, established a blacksmith shop next door and his sons Edward and John bought Mr. Beall's store in 1898. Built in 1916, the Ulle House replaced the original store, which burned in 1898.

  64-007 Holst Cabin (Building 001)

  Constructed in 1933 as a vacation retreat, the Holst Cabin is a three-bay-by-two-bay, 2½-story cabin built of whole logs chinked with white mortar and joined in the corners with saddle notches. In 1936 the United States government began buying land in the area and established the Patuxent Wildlife Refuge. The Holst Cabin served as refuge superintendent's home for many years.

- Survey historic community of Rossville for landscape elements that define sense of historic community.
- Conduct additional survey work for consideration as historic sites, as part of the FY 2008–2009 update of the *Historic Sites and District Plan*.



Holst Cabin

Policy 2: Develop strategies to encourage the preservation and adaptive reuse of the Ammendale Normal Institute Historic Site (60-004 and 60-007).

This landmark example of Queen Anne institutional architecture was damaged by fire in 1998. Although immediately after the fire, the building was judged to retain sufficient structural integrity to justify rehabilitation, it was subsequently the subject of vandalism and decay. In 2006, the property owners were granted a demolition permit for the fire-damaged Novitiate Building and adjacent mid-twentieth-century Administration Building, also in a deteriorated state. The permit was granted with several conditions—including repairs to the exterior of the large brick barn on the property, salvage of granite blocks and bricks from the Novitiate Building for reuse, and the construction and installation of a commemorative plaque near the site of the Novitiate Building to interpret the history and significance of the property and its remaining features.

Strategies

- Further development on the site should incorporate preservation of the remaining cultural landscape elements and structures associated with the history of Ammendale Normal Institute.
- The preservation and adaptive reuse of the site should be preceded by a cultural landscape report that clearly identifies and assesses the remaining historic features of the site and their historic integrity.

Policy 3: Assist in the implementation of the preservation goals and objectives of the Anacostia Trails Heritage Area (ATHA) plan.

Strategies

- Promote the county's preservation tax credits for historic sites, and the state and federal tax credits annually, by distributing information on these programs to property owners.
- Encourage M-NCPPC sites to make literature on ATHA available to visitors.
- Encourage federal agencies to develop appropriate interpretive materials regarding historic sites in their stewardship and to make promotional literature on ATHA available to the public.
- Coordinate with the certified heritage area program to package and cross-promote county and heritage area incentive programs.
- Promote a historic section of Old Muirkirk Road as a way to travel between historic sites and/or connect to the Baltimore-Washington Parkway and other scenic roads within BARC and the Patuxent Research Refuge.

Policy 4: Explore partnerships and leveraging of resources to maximize potential of underutilized historic properties.

Strategies

- Explore the adaptive reuse of the Briarley Military Academy (Old Hotel) as a unique property within ATHA.
- Encourage partnerships among the Chamber of Commerce, community organizations, the real estate community, and countywide nonprofit organizations to market the property to potential users.

Introduction

Subregion 1 has 44 square miles of land area in the northwestern portion of Prince George's County and eight major living areas within the larger districts of Beltsville, North Beltsville, West Laurel, and South Laurel. The following is a list of the eight living areas:

- Beltsville
- Calverton
- Gunpowder
- North Beltsville
- Pheasant Run
- South Laurel
- Vansville
- West Laurel

Divided by the US 1 Corridor, the major north-south connector of Subregion 1, the living areas include areas of retail, commercial, and residential housing approximately 51,000 people in communities east and west of the corridor. In addition to developing a framework plan for the US 1 Corridor, this master plan describes the current status and future projections of the eight living areas.

Background

The eight living areas found in Subregion 1 comprise, by definition, primarily residential land uses, although these communities are served by small commercial/retail uses, scattered throughout the Subregion 1 area. Residential land uses include all single-family and multifamily homes that are either rented or owned in each living area. Commercial land uses in each area include grocery stores, strip malls, and small-scale chain establishments and large-scale retail malls. Employment/industrial land use includes all types of industrial businesses, industrial employment campuses, flex office, and business parks.

Residential land uses encompass approximately 16,377 acres. There is a total population of 50,730 residents, averaging 3.1 individuals per acre. The number of housing units is 20,184 and there are approximately 1.23 homes per acre. The median household income is $77,986 and the median family income is $86,874. The majority of homes are owner-occupied and single-family units (detached and attached), especially in the Pheasant Run, Beltsville, Gunpowder, North Beltsville, Vansville and West Laurel living areas. Calverton and South Laurel living areas have more renters than owners and, consequently, have more multifamily units than single-family units. West Laurel has the highest percentage of homeownership and single-family detached units among all living areas.

Table 11: Subregion 1 - Living Areas Socioeconomic Data

2006 Data	Beltsville	Calverton	Gunpowder	North Beltsville	Pheasant Run	South Laurel	Vansville	West Laurel	Subregion 1
Population	8,032.00	10,491.00	699.00	958.00	6,268.00	16,786.00	3,002.00	4,494.00	**50,730.00**
Land Acreage	2,433.00	1,713.00	545.00	807.00	1,712.00	2,225.00	4,131.00	2,811.00	**16,377.00**
Median Household Income	$78,273.00	$60,428.00	$107,317.00	$77,699.00	$70,148.00	$55,322.00	$79,878.00	$98,575.00	**$77,986.00**
Median Family Income	$88,380.00	$74,139.00	$93,490.00	$76,225.00	$87,412.00	$70,471.00	$86,336.00	$104,621.00	**$86,874.00**
Total Housing Units	2,839.00	4,175.00	251.00	357.00	2,559.00	7,245.00	1,124.00	1,634.00	**20,184.00**
Population/Acre	3.30	6.10	1.30	1.20	3.70	7.50	0.70	1.60	**3.10**
Units/Acre	1.20	2.40	0.50	0.40	1.50	3.30	0.30	0.60	**1.23**
Percent Single-Family Detached	86.70	29.90	68.1	21.00	30.90	25.40	62.40	97.10	**44.00**
Percent Single-Family Attached	4.20	10.20	31.9	76.50	23.6 0	10.10	31.00	2.10	**13.00**
Percent Multifamily Attached	8.90	59.80	0.00	2.50	45.40	64.50	6.60	0.20	**43.00**
Percent Renter Occupied	14.10	54.00	11.40	16.20	51.30	69.00	15.20	4.60	**15.20**
Percent Owner Occupied	85.90	46.00	88.60	83.80	48.70	31.00	84.80	95.40	**84.80**

Source: 2000 U.S. Census; Claritas; BAE, 2006.

Note: Cumulative demographic data for the living areas do not exactly equal that of the Planning Area in its entirety due to limitations in how the data can be collected.

An analysis of each living area was conducted to understand its residential dynamics and characteristics. Each living area differed in its residential offerings and densities but collectively provided housing options for residents of all income levels and household types. Strong rates of homeownership, predominantly single-family housing stock, and middle- to upper-middle income households, largely describe the neighborhood characteristics of West Laurel, Beltsville, and Vansville. Pheasant Run, Calverton, and South Laurel are the most diverse of the living areas, mainly in terms of housing types and household tenure. North Beltsville and Gunpowder represent rapidly expanding communities with largely new housing stock (e.g., Cross Creek and Victoria Falls). Although Gunpowder remains primarily residential, the Konterra Town Center, a planned mixed-use regional activity center, will bring significant residential and nonresidential growth to the North Beltsville living area in the short- and long-term.

A visual survey was conducted that rated the condition and upkeep of a sample of homes within the eight living areas. The survey ratings ranged from good to poor condition based on specifications to identify defects or critical problems with properties. Housing units receiving good condition ratings were well maintained with no visible structural problems. Those properties with fair to poor condition ratings had problems ranging from chipping paint to holes in the roof or other major structural problems.

All of the living areas revealed a relatively healthy housing stock in good condition with no major defects in building components (e.g., doors and windows, exterior surfaces). All properties, single-family and multifamily alike, were generally well-kept structures with manicured landscaping. Any minor defects were concentrated around doors and windows and exterior surfaces. These building components typically require the most upkeep and repair due to their exposure to natural elements and the high usage of entryways.

Living Area Workshop Results

Three workshops for the living areas were held at the corporate offices of Hope Christian Church in October 2006. Although residents were invited to area-specific workshops, residents from all living areas were welcome to make comments and share ideas at every workshop. The purpose of inviting residents to specific workshops was to better connect adjacent living areas and promote a cohesive sense of community. All residents of Subregion 1 were invited to comment on the recommendations presented at the final workshop on Saturday, November 18, 2006, at the Martin Luther King, Jr., Middle School.



The purpose of the living areas workshops was to gain a better understanding of the existing conditions of Subregion 1 and to listen to the ideas, concerns and projections of what area residents want for the future of their communities. The objective of the workshops was to generate recommendations and strategies, based on the input from area residents, to influence and guide community preservation and future development in each living area. It should be noted, however, that all of the goals, policies, and strategies identified as part of the infrastructure elements for the entire Subregion 1 area apply to each living area, and that the emphasis on particular recommendations in this section are solely to reflect how comments or concerns identified by each community are being addressed.

Major Strengths of the Living Areas

Residents in the Beltsville living area enjoy community roots that have been established by many generations of families. More isolated neighborhoods contain generous spaces between houses, established trees and surrounding park property. Beltsville residents are content with their central location and appreciate convenient access to schools, regional parks, churches, and other living area communities. Green space and wooded areas provided by the Beltsville Agricultural Research Center (BARC) offer a rural character for an otherwise fully developed living area.

Residents of the Calverton living area enjoy their diverse residential community with nearby parks and convenience access to schools. Mature trees complement the landscape, consisting of half-acre or larger lots. The stable, high-quality housing stock is aging but still maintains its traditional character. The nearby Beltsville Agricultural Research Center and the Veterans of Foreign Wars Preserve create an expansive natural boundary for the community. Residents would like to see all major open spaces remain protected from development and available for public use with an increase in pedestrian access and trail connectivity throughout the living area.

Residents of the Gunpowder living area enjoy the relative quiet and green quality of their living area. Generally, residents feel both reassured by the absence of future residential development along Greencastle Road and fortunate to have the upscale Cross Creek development within their living area. Gunpowder residents appreciate the liberal amount of public open space, which is widely used by all of Subregion 1. Fairland Regional Park offers various recreational opportunities and the area's forested waterways provide scenic venues.

New development in the North Beltsville living area, primarily the Konterra Town Center, will establish modern forms and styles of land use for Subregion 1. The mix of uses planned includes office, commercial, residential, and retail and will generate employment and business opportunities for the surrounding area. The urban design of Konterra Town Center intends to appeal to an area that lacks a specific development style with the hope of attracting a diverse market to its contemporary mix of uses.

Residents of the Pheasant Run living area enjoy the curb appeal of their small, quiet, neighborly community. Large lots provide generous amounts of wooded backyards and well-kept front yards, lined by sidewalks. The rich history of the Hall Town community also adds character to the living area. Pheasant Run residents feel privileged to have the Patuxent Research Center and Wildlife Refuge, which offers the living area both beautiful scenery and a variety of recreational opportunities. In addition, the Beltsville Agricultural Research Center provides the area with the same amenities.

Residents of the South Laurel living area enjoy their secluded, neighborly community and are content with the well-maintained, family-oriented, cul-de-sac subdivisions, and their amenities (e.g., the community pool). South Laurel residents appreciate the community's diversity, affordable and single-family housing stock. Residents also enjoy the availability of woods, walking areas, and playgrounds. Large lots and mature trees line streets free of overhead wires and provide a natural environment for a variety of wildlife. The Oaklands historic site is highly valued by South Laurel residents for its historical significance. Residents voiced their concerns at the workshops about the new residential development being constructed adjacent to the Oaklands historic property. The rural character of this living area provides opportunities for outdoor recreation, which is greatly appreciated by residents.

Residents of the Vansville living area value the historic Vansville neighborhood, ample tree cover within the community, and proximity to open space. The availability of the Beltsville Agricultural Research Center, the large open area that is an undeveloped parcel jointly owned by Howard University and the University of the District of Columbia, and Indian Creek are local amenities that currently provide outdoor opportunities. The Vansville neighborhood recreation center is a highly utilized source of community activity, as it is centrally located and convenient to the future Vansville Elementary School.

Residents of the West Laurel living area appear to be satisfied with the abundance of trees, single-family homes, and country setting of their community. Many generations of families remain in the area resulting in a stable community with very little turnover. A lack of street lights and through streets creates a quiet setting for local farms and families with children. Residents of West Laurel value large open spaces and the T. Howard Duckett Reservoir as key assets of the area; both are utilized by a community of equine and outdoor enthusiasts.

Access to I-95, I-495, the Baltimore-Washington Parkway and US 1 provide connections to Virginia, Baltimore, and Washington, D.C., for all living areas. The mix of land uses in several living areas offers a variety of retail, commercial, industrial, and employment opportunities with room for future growth and improvement.

Major Issues and Concerns of the Living Areas

Those attending the living areas workshops expressed the following overall issues and concerns with regard to their communities:

Issue: Circulation

Concern

- There is an increased need for more east-west and north-south access in the living area, while existing roads are in need of improvement. (Beltsville, Gunpowder, North Beltsville)
- There have been increases in the number of cars and in the relative speeds of commuter and residential traffic cutting through residential areas to adjacent arterial roads. (Calverton, Beltsville, Gunpowder, South Laurel and West Laurel)
- There is a desire for more well-defined nonvehicular access throughout communities in order to connect residents to open spaces and commercial sites. (Pheasant Run, South Laurel, Beltsville, Vansville and West Laurel)

Issue: Maintenance/Rehabilitation of Residential Properties

Concern

- There have been decreases in residential property maintenance and increases in group homes and home businesses, concerning residents who would like to preserve their single-family neighborhood character. (South Laurel, Beltsville and West Laurel)

Issue: Public Facilities

Concern

- A portion of school facilities are overcrowded and poorly maintained. (Pheasant Run, South Laurel and Beltsville)
- Residents would like to see more open space. (Pheasant Run, Beltsville, South Laurel and Vansville)
- Residents would like to better preserve and maintain their natural resources. (Vansville and West Laurel)

Issue: Public Safety

Concern

- An increase in criminal activity (drug sales and suspicious loitering) has initiated a desire to limit sites that create opportunities for these actions (e.g., commercial sites that serve as gathering places during the evening hours). (South Laurel and Beltsville)

Issue: Commercial Areas

Concern

- There is a lack of upper-scale commercial options. (Calverton and Pheasant Run)
- The need for better design guidelines and code enforcement of the area's commercial strips to improve the visual quality for the commercial areas and to preserve the character of the surrounding land uses. (Calverton, Beltsville and North Beltsville)

Goals

The goals established by the county for the Subregion 1 living areas seek to control growth and ensure success of new development in the eight communities. Each living area has its own unique set of policies and strategies to achieve the following common goals.

Land Use and Urban Design

- Improving overall streetscape appearance.
- Addressing the appropriateness of isolated commercially zoned properties.
- Identifying the location, character, and intensity of development.
- Preserving and enhancing existing residential communities and allowing for new development.
- Preserving or enhancing the quality of life in existing communities.
- Design, construct, and operate future development and redevelopment using green building techniques that reduce energy consumption and environmental footprints.

Environmental Resources

- Protect and enhance streams and wetlands and their associated buffers in older communities.
- Restore and enhance water quality in areas that have been degraded and preserve water quality in areas not degraded.
- Identify and establish areas for the creation and restoration of wetlands, stream buffers, and stream valley parks in areas previously mined for sand and gravel prior to new development. Monitor and enhance areas around active mines and address stormwater runoff.
- Implement the Countywide Green Infrastructure Plan and protect primary corridors, secondary corridors, and special conservation areas through the development review process.

Transportation

- Determining the network of roads needed to serve existing and future development.
- Improving traffic operations along US 1.
- Increasing the utilization of existing MARC services (Muirkirk station).
- Identifying new pedestrian networks needed to serve abutting residential and employment areas.
- Implement the road transportation system in an environmentally sensitive manner through the careful placement of required roads and bridges, wherever possible.

Public Facilities

- Addressing the lack of adequate and safe pedestrian and bicycle links to schools, parks and recreation facilities.
- Identifying greenway corridors, stream valleys, abandoned rights-of-way, and rural roadways that are appropriate for trail and pedestrian corridors.
- Addressing the over-capacity of school facilities in the subregion.
- Identifying innovative methods to secure sites for neighborhood schools in already developed communities.
- Determining appropriate locations for proposed park and recreation facilities and trails based on future population, land availability, and access.

Economic Development

- Ensuring the development of high-quality retail and employment opportunities.
- Encouraging appropriate quantities of higher-density housing types in centers, corridor nodes, and other locations.

Historic Resources

- Identifying, surveying, and evaluating additional properties as historic resources and historic sites to be added to the inventory of historic resources of the *Historic Sites and Districts Plan*

Beltsville

Central Living Areas

The Beltsville region has a population of roughly 8,000 and is bounded to the east by US 1, to the north by Muirkirk Road and the North Beltsville living area, to the west by I-95, and to the south by the Beltsville Agricultural Research Center.

Vital Statistics

	2000	2006
Total Population	7,567	8,032
Land Area (acres)	2,433	2,433
Density (population/acre)	3.1	3.3
Density (units/acre)	1.1	1.2
HH Median Income	$68,767	$78,273
Median Family Income	$78,540	$88,380
Total Housing Units	2,656	2,839
Single-family detached	86.4%	86.7%
Single-family attached	4.2%	4.2%
Multifamily attached	9.2%	8.9%
Other	0.1%	0.1%

	2000		2006	
Household Tenure	#	%	#	%
Renter	361	14.0	391	14.1
Owner	2,218	86.0	2,382	85.9

Source: 2000 U.S. Census; Claritas; BAE, 2006.

Councilmanic District 1

Major Subdivisions: Applewalk, Ammendale, Beltsville Heights, Chestnut Hills, Eleven Acres, Fleetwood Estates, Forest Farm, Franklin Farms, Home Acres, Melclare Manor, Montpelier Condos, Montgomery Estates, Rocky Acres.

Neighborhood Organizations: Cross Creek Community, Gunpowder Citizens Association.



History

The Beltsville living area was started by farm families who produced vegetables and grain on estates located in what is now the Beltsville Agricultural Research Center. It contains one of the oldest routes of travel in the region; the former cart road and turnpike road which connected Baltimore to Washington via Georgetown. A section of this road still exists as a portion of the Old Baltimore Pike.

Major Land Uses

Residential

A solid, slowly growing community composed largely of middle-class families, Beltsville is somewhat less residentially homogenous than other living areas with similar characteristics. Although the vast majority (86 percent in 2000—see Vital Statistics) of housing consists of single-family homes, with correspondingly high rates of homeownership, nearly 10 percent of the area's housing units are in multifamily buildings. In addition, Beltsville's housing stock is more evenly distributed in terms of age than is the case for other living areas. In 2000, 11 percent of units dated from the pre-World War II era, 48 percent were built in the 1950s and 1960s, and 41 percent were constructed from 1970 to 2000.

Commercial/Industrial

Commercial uses today include the Chestnut Hills Shopping Center, Sunrise Plaza, the Circuit City Shopping Center, IKEA and strip development along the US 1 Corridor. Industrial uses include the Ammendale Business Campus, the Konterra Business Campus, the Ammendale Business Campus South, and the Beltsville Industrial Center. In general, Beltsville has the largest amount of commercial and industrial land of the eight living areas comprising Subregion 1. The availability of these land uses provides many people in the Beltsville living area and surrounding living areas with employment opportunities that continue to grow.



Public Facilities

Emergency Services	• Beltsville Fire/EMS stations, Co. 31 and 41
Libraries	• Beltsville Branch Library
Parks	• Beltsville Community Park School • Beltsville Neighborhood Park • Beltsville Community Center • Little Paint Branch Stream Valley Park • Chestnut Hills Neighborhood Park
Schools	• Beltsville Elementary School • Martin Luther King, Jr., Middle School • St. Joseph's • The new Laurel-Beltsville area Elementary School, which will be near Ammendale Road and Old Baltimore Pike

Natural Environment

The Beltsville living area includes several natural resources of countywide and local significance. These include a portion of the Beltsville Agricultural Research Center, which is designated a special conservation area of countywide significance, and two of the four primary green infrastructure corridors identified within the master plan area—Little Paint Branch and Indian Creek stream corridors. In order to protect or enhance these areas, the master plan states that these areas should receive priority consideration when land development activities are proposed in the vicinity and when land is being considered for public acquisition. In addition, the master plan designates the Beltsville Agricultural Research Center as a priority preservation area.

M-NCPPC park land includes the Beltsville Community Center, which provides access to portions of Little Paint Branch and incorporates a large amount of open space surrounding the stream valley. There is potential for M-NCPPC to acquire open space along Rinard Avenue, which could address the inadequate amount of parkland within the older sections of Beltsville.

Circulation

Major connectors in the Beltsville living area include east-west and north-south routes. Muirkirk Road, Sellman Road, Powder Mill Road, Odell Road, Sunnyside Avenue, and Montgomery Road provide east-west access across the living area. The new Intercounty Connector (ICC) will also serve Beltsville with additional east-west access to Montgomery County and other living areas within Prince George's County. I-95, US 1, Virginia Manor Road, Old Baltimore Pike, Rhode Island Avenue, and Edmonston Road provide north-south access across the living area.

The Anacostia Trail Heritage Area in Prince George's County spans 83.7 miles and 14 municipalities, containing historic Old Muirkirk Road and has the potential to connect historic sites in the Beltsville Agricultural Research Center (BARC) with the Baltimore-Washington Parkway, the Patuxent Research Refuge, and possibly US 1.

The former Rhode Island trolley line has the potential to become a trail easement for the corridor with surrounding developed areas having designated bikeway and sidewalk improvements. The trail could extend to more northern parts of Beltsville, or further, as an alternate bike/pedestrian route to US 1.

US 1 has the potential for sidewalk/bike lanes along or parallel to it with better east-west connections near Muirkirk. Members of the Beltsville Recreation Council have suggested the creation of safe pedestrian access to the Beltsville Community Center. The current access is along the shoulder of Sellman Road, but could be

enhanced by a side path or sidewalk connecting the community center and Little Paint Branch Trail along Woodbine Road and Montgomery Road. The community should continue to work with BARC, IKEA, and the Federal Highway Administration to extend the Paint Branch Trail from Cherry Hill Road to Sellman Road where it could connect to the Little Paint Branch Trail and the greater Anacostia Tributaries Trail Network.

Major Strengths

The strengths of Beltsville include its closeness to local and regional retail, transportation networks, and institutions. Strengths of the Beltsville living area were identified in a series of workshops by local residents in fall 2006. During the workshops, residents expressed a number of opportunities for their community. Dominant themes of the workshop were continued upkeep of residential properties in the area as well as of its open spaces and public properties. Central location in the Subregion 1 area was another stated asset, providing opportunities for better transit connectivity (e.g., pedestrian, automotive and public) and improved commercial districts. Below are more specific comments of the living area's residents.

Neighborhood Character

Residents in the Beltsville living area enjoy the community roots of many generations of families living in their neighborhoods, providing for them a safe community with good people. The isolated neighborhood layout includes generous spaces between houses with established trees and surrounding park property.



Physical Condition

Beltsville residents enjoy their central location, providing them with good access to schools, regional parks, churches and other living area communities. Green space and wooded areas give this fairly developed living area a relatively open feel, bordering as it does the more expansive BARC.

Accessibility

Proximity to the Capital Beltway (I-495), I-95, US 1 and the Baltimore-Washington Parkway allows residents of Beltsville to get to Washington, D.C., and Baltimore, Maryland with relative ease. Resident commuters take advantage of their access to industrial and commercial business districts in Beltsville. Neighborhoods within Beltsville are divided by roadways, creating disconnected land uses and a lack of physical neighborhood cohesion. Many residents see the impending construction of the ICC as an opportunity for additional access to other areas in Subregion 1.

Major Issues and Concerns

These issues and concerns summarize residents' views expressed during the living area workshops and through completed surveys.

Issue: Circulation

Concern

- There is an increased need for more east-west access in the living area, although existing roads are in need of improvement. There have been increases in the number of cars and speed of commuter and residential traffic avoiding adjacent arterial roads. There is also a desire for nonvehicular access throughout communities in order to connect residents to open space and commercial sites. Although Beltsville is closer to local and regional retail, transportation networks, and institutions than are the other living areas, the patterns cut by roadways and land use in the area contribute to a lack of neighborhood cohesion.

Issue: Maintenance/Rehabilitation of Residential Properties

Concern

- There have been decreases in residential property maintenance and increases in group homes and home businesses, concerning residents who would like to preserve their single-family neighborhood character.

Issue: Public Facilities

Concern

- Some of the school facilities are overcrowded and poorly maintained. In addition, there are some outdated community trails and park play equipment in South Laurel. Residents would like to see more open space.

Issue: Public Safety

Concern

- An increase in criminal activity (drug sales and loitering) has initiated a desire to limit sites that create opportunities for these actions (e.g., commercial sites that serve as gathering places during the evening hours).

Major Policies and Strategies

Policy: Preserve and Maintain Living Environment

Strategy

- Explore ways to enforce codes regarding truck and excessive vehicle parking on residential streets, multiple families living in single-family homes, property maintenance and home businesses in areas not zoned for such uses.

Policy: Preserve and Maintain Natural Environment

Strategies

- Comprehensively manage stormwater volumes in the Paint Branch subwatershed and require redevelopment to adhere to today's stormwater management regulations.
- Establish an agricultural land preservation program that identifies priority preservation areas throughout the county and designate the Beltsville Agricultural Research Center (BARC) as a priority preservation area in order to protect it from future development.
- Preserve the existing agricultural and open space character and assets on the 73-acre Turkey Flight LLC (TMG: 012F2, Parcel 12) property and the 5.6-acre and 1.9-acre Spicknall (TMG: 012F1, Parcels 6 and 7 respectively) properties by encouraging the use of the R-R Zone clustering subdivision techniques and/or the potential Transfer of Development Rights (TDR) tool to maintain a large part of or the entire properties for agricultural use and open space.

Policy: Repair and Maintain Roads

Strategies

- Upgrade intersections to alleviate congestion and provide a safe, steady flow of traffic at the I-95 and Ammendale Road (R-E Zone) intersection, and at the Powder Mill Road, Sellman Road, and Montgomery Road intersection.
- Install streetscape improvements to include paved, pedestrian paths and safety features, lighting where needed, trees/landscaping, and curbs along Powder Mill Road from Gunpowder Road to US 1, Montgomery Road, Sellman Road, and US 1.

Policy: Improve and Maintain Public Facilities

Strategies

- Extend the existing Paint Branch Trail from Cherry Hill Road Community Park to the Beltsville Community Center north of Sellman Road.
- Improve the overcrowded facilities at Beltsville Elementary School by considering a building expansion.
- Consider rezoning the land adjacent to M-NCPPC land on Montgomery Road to be compatible with the open space zoning on M-NCPPC parcel.

Policy: Promote Public Safety

Strategy

- Institute Crime Prevention Through Environmental Design (CPTED) program for the design of public spaces, such as shopping centers and parks, to reduce crime.

Calverton

West Living Areas

Located in the southwestern portion of the living areas, the Calverton living area is one of the most populous with roughly 10,500 residents. The living area has a rural and suburban feel, bordered to the north by Briggs Chaney Road and to the south by the Beltsville Agricultural Research Center (BARC). Calverton's eastern boundary is I-95 and the western boundary is Montgomery County.

Vital Statistics

	2000	2006
Total Population	10,045	10,491
Land Area (acres)	1,713	1,713
Density (population/acre)	5.9	6.1
Density (units/acre)	2.4	2.4
HH Median Income	$53,005	$60,428
Median Family Income	$65,587	$74,139
Total Housing Units	4,029	4,175
Single-family detached	29.4%	29.9%
Single-family attached	10.8%	10.2%
Multifamily attached	59.6%	59.8%
Other	0.2%	0.2%

	2000		2006	
Household Tenure	#	%	#	%
Renter	2,119	54.1	2,204	54.0
Owner	1,800	45.9	1,878	46.0

Source: 2000 U.S. Census; Claritas; BAE, 2006.

Councilmanic District 1

Major Subdivisions: Calverton is a bicounty living area with portions located in Montgomery County. Barclay Square, Calverton Towne, Cherry Mill, Cherryvale, Great Oaks, Highpoint Heights, Lighthouse at Twin Lakes, Maryland Farms, Powder Mill Estates, Powder Mill Village, Riderwood Village (bicounty), Sellman Estates, Townleys (bicounty).

Neighborhood Organizations: Calverton Citizens Association, Powder Mill Estates Association, Maryland Farms Condo Association.

History

The living area's rolling topography made farming difficult, but some dozen farms existed in the nineteenth century. In addition to farming, Powder Mill began producing woolen goods in the 1800s.



The United States Department of Agriculture (USDA) began acquiring land for BARC in the southern portion of the region in the 1900s and owned about 50 acres in the Calverton living area in 1970. The area remained untouched by residential development until the 1950s when 600 homes were built on land previously used for farming along Powder Mill Road.

Major Land Uses

Residential

Calverton, one of the largest and most diverse of the living areas, is home to roughly 10,000 residents living in a variety of dwelling types. A little less than 60 percent of the units are in multifamily structures, mostly in several large, managed rental communities. Detached single-family units and townhouses represent 30 percent and 11 percent of the total, respectively (see Vital Statistics table).

Due to large rental communities located in the eastern section of Calverton, the majority of area households rent, rather than own, their homes. The median household income of $60,428 falls somewhat short of the median family income of $74,139. This difference in income is due to the variation among local households, which ranges from two-income homeowner families to single-person renter households to senior singles or couples. Owner-occupied households typically earn higher incomes than renter-occupied households, while senior

households tend to earn the lowest of all because their income tends to be fixed. Large multifamily and townhouse communities, developed at several points over a 30-year span, contribute to a fairly well-distributed age of housing stock. In 2000, 38 percent of the units dated from the 1960s, while more than 20 percent were constructed between 1970 and 1990. An additional 10 percent of the units were constructed in the 1990s.

Commercial/Industrial

The Calverton Shopping Center, the largest commercial development in the living area is located on Powder Mill Road at I-95. There are currently no existing industrial land uses in this living area. The impending ICC may provide more options for commercial land use in the future, but the existing retail serves the area adequately.

Public Facilities

Emergency Services	• Beltsville Fire Station • Powder Mill Fire Station
Libraries	• No public libraries are located in the Calverton living area
Parks	• Calverton Community Park • Calverton Neighborhood Park • Cherryvale Neighborhood Park • Powder Mill Community Park
Schools	• Calverton Elementary School • Frances Fuchs Early Childhood Center • High Point High School • James E. Duckworth Special Education Center



Circulation

Fairland Road and Briggs Chaney Road provide a major east-west connection in the Calverton living area while major north-south connections are Powder Mill Road, Cherry Hill Road, I-95, Old Gunpowder Road and Montgomery Road.

In order to help develop a comprehensive trail network within and between living areas, proposed trails in the Calverton living area include neighborhood connections in and around Cherryvale Neighborhood Park to Collier Road, Green Lane, Cherryvale Drive, Evans Trail, the Frances Fuchs Special Education Center, High Point High School, and extending the Paint Branch Trail from Cherry Hill Road Community Park to the Beltsville Community Center. Other pedestrian path improvements include the provision of a standard sidewalk or side path along the north side of Sellman Road from Cherry Hill Road to US 1; provision of curb, gutter, sidewalks, and on-road bicycle rights-of-way along Powder Mill Road to Montgomery Road; the provision of sidewalks along Briggs Chaney Road from Gunpowder Road to the Montgomery County line; provision of standard sidewalks along Collier Road, and improvement of the pedestrian rights-of-way at the intersection of Powder Mill Road and I-95.

Major Strengths

Strengths of the Calverton living area include its range of housing options, development density and excellent accessibility to neighborhood retail and major roadways relative to other living areas. Additional strengths were identified in a series of workshops by local residents in the fall of 2006. During the workshops, residents expressed a number of opportunities for their community. Dominant themes of the workshop included the proximity to open space and the rural housing stock. Below are more specific comments of the living area's residents.

Neighborhood Character

Residents of the Calverton living area enjoy their diverse residential community with nearby parks and convenience to schools. Mature trees complement the landscape, which consists of large lots of a half acre or more. The stable, good housing stock is aging but still maintains its character.

Physical Condition

The nearby parks create an open community easily accessible to BARC and the Veterans of Foreign Wars Preserve. Residents would like to see all major open spaces in the area remain public and protected from development and an increase in pedestrian access and trail connectivity throughout the living area.

Accessibility

Calverton residents have many services within their reach, including schools, parks, commercial and adjacent industrial areas. With an eastern boundary of I-95 and a southern outlet to the I-495 interchange, residents can move easily between counties and to other living areas.

Major Issues and Concerns

These issues and concerns summarize residents' views expressed during the living area workshops and through completed surveys.

Issue: Circulation

Concern

- There is a need for traffic calming along Powder Mill Road and Cherry Hill Road.

Issue: Economic Development

Concern

- There is a lack of upscale commercial options. In addition, design guidelines are needed, as well as code enforcement of the area's commercial strips to preserve the character of the surrounding land uses.

Major Policies and Strategies

Policy: Preserve and Maintain Living Environment

Strategies

- Establish guidelines that ensure that new development is compatible with the current character of the neighborhood.
- Encourage maintenance and preservation of housing and streetscapes through code enforcement, neighborhood improvement programs, and other appropriate techniques.

Policy: Repair and Maintain Roads

Strategies

- Install traffic-calming improvements along Powder Mill Road and Cherry Hill Road.
- Upgrade intersections to alleviate congestion and provide a safe, steady flow of traffic at Dunnington Road and Stonehall Drive with a stop sign to slow down traffic.

Policy: Preserve and Maintain Natural Environment

Strategies

- Use environmentally sensitive means to preserve the natural character.
- Establish and maintain the historic Powder Mill and Gallant House sites, as well as the Paint Branch Stream and valley as a gateway/wooded area.
- Designate the Beltsville Agricultural Research Center as a priority preservation area in order to protect it from development.

Policy: Economic Development

Strategy

- Develop a strategy to institute measures that address the impacts of the anticipated increase of 7,000–10,000 employees at the White Oak facility in Subregion 1 and particularly in the Calverton and Beltsville communities.
- Provide economic development incentives to upgrade area shopping and retail centers in the form of public loans and tax breaks.

Policy: Promote Public Safety

Strategy

- Institute Crime Prevention Through Environmental Design (CPTED) program for the design of public spaces, such as shopping centers and parks, to reduce crime.

Gunpowder

West Living Areas

Gunpowder is a community of about 700. The Gunpowder living area is bounded to the north by MD 198, to the south by Briggs Chaney Road, to the east by I-95, and to the west by Montgomery County.

Vital Statistics

	2000	2006
Total Population	657	699
Land Area (acres)	545	545
Density (population/acre)	1.2	1.3
Density (units/acre)	0.4	0.5
HH Median Income	$87,216	$107,317
Median Family Income	$79,018	$93,490
Total Housing Units	236	251
Single-family detached	68.3%	68.1%
Single-family attached	31.7%	31.9%
Multifamily attached	0.0%	0.0%
Other	0.0%	0.0%

	2000		2006	
Household Tenure	#	%	#	%
Renter	26	11.4	28	11.4
Owner	203	88.6	217	88.6

Source: 2000 U.S. Census; Claritas; BAE, 2006.

Councilmanic District 1

Major Subdivisions: Cross Creek Community, Greencastle Manor, Gunpowder.

Neighborhood Organizations: Cross Creek Community, Gunpowder Citizens Association.

Major Land Uses

Residential

A small, but growing community, Gunpowder consists of several hundred households, nearly 90 percent of which are owner-occupied. As shown in the Vital Statistics table, approximately two-thirds of housing units were detached single-family homes in both 2000 and 2006, while townhouses constituted the remaining one-third (approximate). The Cross Creek Club development accounts for most of the dwelling units in this living area and is composed primarily of newer units with a small number of older, existing homes. Nearly 70 of the older homes in Cross Creek Club were constructed more than 60 years ago. The ages of the remaining stock housing in the Gunpowder living area are well distributed across the several post-war decades. The residentially zoned Gould properties west of Konterra Town Center West may include different single family product type with a density yield comparable to the adopted R-R zoning. Residential density lost as a result of land conveyed or dedicated for public use may be incorporated so as to allow higher residential density at Konterra Town Center West should Konterra enter into a parks agreement with M-NCPPC.



Commercial/Industrial

Industrial land use in the Gunpowder living area includes the Maryland Corporate Park, the Laurel Employment Park, the Washington Suburban Sanitary Commission Patuxent Filtration Plant, and Konterra Town Center at Sweitzer Business Park. The development of the proposed Konterra Town Center development will create more commercial opportunities in the Gunpowder living area, adding to economic development within the living area along I-95 and along the impending ICC.

The industrial properties along Old Gunpowder Road have been a source of concern for years as the area has transitioned away from industrial, sand, and gravel operations to residential uses. Although initially proposed for downzoning to a less intense use at this time, this downzoning may be deferred or possibly not occur in the future, due to efforts to address compatibility issues. The downzoning may become a less significant issue if the

longer term development of Konterra realigns Old Gunpowder Road to the east and places this area in a cul-de-sac. In the interim, to reduce conflicts with the increasing residential nature of the area, most of the property owners adjoining Old Gunpowder Road have agreed to the following:

1. To cooperate with each other to install a site tight wood screen fence along the full frontage of the industrial park with associated landscaping along the right of way side of the fence. The landscaping will be comparable to the number of plant units found in an A Buffer under the *Prince George's County Landscape Manual*. The owners will establish a maintenance agreement to provide for the long-term care and repair of the fence and upkeep of the frontage along Old Gunpowder Road. The owners will coordinate with the surrounding civic associations.
2. To allow a 10-foot easement (or dedication) to M-NCPPC to provide for the connection of the trail being planned along Old Gunpowder Road. This easement will allow for the connection of the planned trail between the two portions of the adjoining Fairland Community.
3. The concrete recycling facility located at 14852 Old Gunpowder Road, owned by Laney Recycling, LLC, has committed to installing full scale truck washing equipment within its property to cut down on the ever-present dust and mud in the vicinity of its entrance. The owner has made improvements in the regular operation of the business and the maintenance of the property that are intended to further reduce the tracking of dust and dirt from the property into the roadway.

Public Facilities

Emergency Services	• No emergency facilities are located in the Gunpowder living area.
Libraries	• No public libraries are located in the Gunpowder living area.
Parks	• Fairland Regional Park • Cross Creek Community Park • Little Paint Branch Stream Valley Park
Schools	• No schools are located in the Gunpowder living area.



Natural Environment

Like the North Beltsville living area, the Gunpowder living area previously contained a large number of mineral resources which have since been extracted or are currently being mined. Because extraction activities in this subregion have largely been completed, these areas now provide development potential for other uses. Reclaimed abandoned mining sites also provide opportunities to restore and construct ecologically healthy wetlands and otherwise improve water quality within the watershed through stream restoration and revegetation projects.

The Gunpowder living area includes portions of two of the four primary green infrastructure corridors identified within the master plan area—Little Paint Branch and Indian Creek stream corridors. Little Paint Branch lies within the Paint Branch watershed, which begins in Montgomery County and flows southeast into Prince George's County. While the watershed as a whole has a relatively high level (53 percent) of riparian forest buffer, the greatest amount of riparian forest buffers occur in the upper portion of the watershed, which lies in Montgomery County. The upper portion of Paint Branch watershed also supports the only self-sustaining Brown Trout population in the Washington Metropolitan area (Source: Eyes of Paint Branch. Online. 3 May 2006 <http://www.wopb.org/watershed_info/basics.php>). Although the lower portion of Paint Branch watershed is in relatively good condition, as compared to the rest of the Anacostia River basin, it suffers from a high level of impervious surfaces, a large number of channelized streams, soil erosion, flooding problems downstream of US 1, a lack of tree canopy, and a lack of forested buffers along the stream (Source: Eyes of Paint Branch. Online. 3 May 2006 <http://www.wopb.org/watershed_info/basics.php>). Because of this, the environmental infrastructure section of this master plan recommends

developing a comprehensive plan for stormwater management in the Paint Branch subwatershed for the management of water quantity.

The Indian Creek stream valley falls within the Indian Creek watershed and is characterized by abandoned and active sand and gravel mines and some forest cover in its upper portion and industrial, residential, and commercial uses in the remainder. The Indian Creek watershed suffers from high levels of ortho-phosphorous and total suspended solids. Some of the factors attributing to poor water quality include channelized streams in the developed portions of the watershed; mining activities and all-terrain vehicle activity in the upper portions; and potential nutrient and sediment contributions from local nursery activities, BARC, and the Beltsville Industrial Park (Source: The Anacostia Environmental Monitoring for Public Access and Community Tracking (EMPACT). Online. 4 May 2006. <http://www.anacostia.net/Empact/subwatershed_files/Profile_files/IndianCreek.htm>). Opportunities for improvement exist as its upper portion transitions away from sand and gravel operations to a more developed landscape. Emphasis should be placed on stabilizing stream systems, increasing forest buffers, and establishing a stream valley park in the upper portions of the watershed that extend through the Gunpowder living area. These strategies have been addressed in the environmental infrastructure section of this master plan.

The Gunpowder living area also includes a portion of Bear Branch stream valley, which has been identified as a secondary green infrastructure corridor through the master plan process and provides a vital connection between Indian Creek corridor and the Patuxent River corridor.

Circulation

Major east-west access in the Gunpowder living area includes Sandy Spring Road, Van Dusen Road, and Greencastle Road. Major north-south access in the living area includes Old Gunpowder Road and I-95. The ICC will go through the Gunpowder living area's southern portion, providing additional east-west access to Montgomery County and other Subregion I living areas in Prince George's County. A potential east-west connection may occur between Maryland Corporate Park or Konterra at Sweitzer Lane through Gould owned properties to Gunpowder Road to improve circulation as those properties are further developed.

A bike path has been recommended from MD 212 to MD 198, providing a hiker-biker-equestrian connection into Fairland Regional Park. The trail would connect residential communities along Gunpowder Road to Fairland Regional Park, the side path and bike lanes along Virginia Manor and Ammendale Roads, and ultimately the Little Paint Branch Trail on the side of MD 212. Improved pedestrian safety at the crossing of MD 212 and Gunpowder Road is suggested to link the existing Little Paint Branch Trail with the planned trail along Gunpowder Road. Pedestrian safety could be enhanced at the intersection of Gunpowder Road and MD 212 with the placement of a signal, pedestrian bridge, or tunnel. Preservation or enhancement of the bike and pedestrian access over I-95 is recommended if improvements are done to the bridge along Gunpowder Road. Preservation of existing trails and provision of a trail user map will be installed at Fairland Regional Park.

Major Strengths

High incomes and rates of homeownership are clear strengths of the Gunpowder living area. Additional strengths of the Gunpowder living area were identified in a series of workshops by local residents in fall 2006. During the workshops, residents expressed a number of opportunities for their community. Dominant themes of the workshop were the availability of public open space and calmness associated with the rural setting. Below are more specific comments of the living area's residents.

Neighborhood Character

Residents of the Gunpowder living area enjoy the relative quietness and green space in their area. For the most part, they feel assured by the absence of future residential development in their area, especially on Greencastle Road. Residents also feel that the Cross Creek development is an advantage to their living area.

Physical Conditions

Gunpowder residents appreciate the liberal amount of public open space, widely used by all of the Subregion 1 area. Fairland Regional Park provides many different types of recreation, from golf to curling. In addition, forested waterways in the area provide scenic venues for living area residents.

Accessibility

Overall, the living area residents are close to major commercial and industrial areas within the Subregion 1

area, giving them access to many employment opportunities in both Prince George's and Montgomery Counties. I-95 provides the most access to areas outside the county and state, with Gunpowder Road relieving some of the north-south traffic while providing a more scenic route option. Preserving the parkway feel and appearance of these roads is a strong preference for residents and should be a high priority.

Major Issues and Concerns

These issues and concerns summarize residents' views expressed during the living area workshops and through completed surveys.

Issue: Circulation

Concern

- The increase of traffic on major, inter-living area roads is making many intersections unsafe. In addition, the lack of east-west access in the Gunpowder living area will make it hard for the residents to avoid the ICC in the future.

Issue: Maintenance/Rehabilitation of Residential Properties

Concern

- With the recent dedication of the remaining undeveloped land in Gunpowder to single-family homes (Cross Creek), there is little opportunity to diversify the mix of housing types available to potential residents.

Issue: Public Facilities

Concern

- The possible relocation or closure of the Prince George's County portion of the Gunpowder Golf Course was a serious concern expressed by residents.

Major Policies and Strategies

Policy: Improve and Maintain Public Facilities

Strategy

- Preserve the Gunpowder Golf Course to ensure that it continues to exist as a county facility available to the public by coordinating with Montgomery County to determine a workable solution for revenue and operational issues.

Policy: Preserve and Enhance Natural Environments

Strategies

- Protect, enhance, and connect primary and secondary corridors during the review of land development proposals. Identify and target mitigation opportunities for stream and wetland restoration within the primary corridors.
- Preserve or restore regulated areas identified in the master plan's green infrastructure network.
- Stabilize stream systems, increase forest buffers, and establish a stream valley park in the upper portions of Indian Creek watershed that extend through the Gunpowder living area.

Policy: Repair and Maintain Roads

Strategies

- Explore the feasibility of maintaining Old Gunpowder Road as a two-lane collector and possibly adding roundabouts as a traffic calming measure until the level of service (LOS) justifies widening the road.
- Institute traffic-calming techniques along Greencastle Road.
- Extend Briggs Chaney Road to Muirkirk Road, over I-95.

Policy: Phase out Incompatible Industrial Uses

Strategy

- Recommend discontinuing and terminating any new or existing nonconforming industrial uses containing less than 35-acres and surrounded by residential uses in twenty (20) years. Any future uses should be consistent with the surrounding residential uses to reduce long-term pollution impacts on adjacent residential properties and improve community character. Continuous day-to-day operation of a certified nonconforming use is required to maintain its nonconforming status. Discontinuance of day-to-day operation for a period of one hundred eighty days (180) or more consecutive calendar days shall constitute abandonment of the use. (See Section 27-241(c) of the Zoning Ordinance.)

North Beltsville

Central Living Areas

Currently a relatively undeveloped living area, the North Beltsville living area has a population of approximately 960 individuals, which will increase as major development is planned for the future. North Beltsville is bordered to the north by the City of Laurel, to the south by Muirkirk Road, to the east by US 1 and to the west by 1-95.

Vital Statistics

	2000	2006
Total Population	761	958
Land Area (acres)	807	807
Density (population/acre)	0.9	1.2
Density (units/acre)	0.4	0.4
HH Median Income	$68,771	$77,699
Median Family Income	$67,778	$76,225
Total Housing Units	290	357
Single-family detached	21.0%	21.0%
Single-family attached	76.2%	76.5%
Multifamily attached	2.8%	2.5%
Other	0.0%	0.0%

	2000		2006	
Household Tenure	#	%	#	%
Renter	45	16.3	56	16.2
Owner	231	83.7	290	93.8

Source: 2000 U.S. Census; Claritas; BAE, 2006.

Councilmanic District 1

Major Subdivisions: Cherrywood, Konterra, Mayfair, Muirfield Commons, Pines of Laurel, Robey's Farmlet, Victoria Falls, Wilshire.

Neighborhood Organizations: Mayfair, Victoria Falls, Wellington, Wilshire.

History

North Beltsville lies in the coastal plain physiographic region. Over 200 million years ago, inland seas deposited layers of minerals on what is now dry land. These minerals consisted of unconsolidated sand and gravel and can be found above basement rocks in the Patuxent formation. Below the sand and gravel in the Patuxent formation, deposits of iron ore and clay can be found in a layer called the Arundel formation. Production and mining of sand and gravel was carried out across the living area and is most evident along Indian Creek and its tributaries.



A past mining operation on Muirkirk Road and US 1 led excavators to find ancient marine life, dinosaur bones and dinosaur teeth. This area has subsequently been preserved and dedicated as Dinosaur Park.

Major Land Uses

Residential

A community that is rapidly expanding, North Beltsville incorporates both existing housing stock and new residential development. The existing 1980s-vintage townhouse development has been home to a middle-class community with high rates of homeownership.



Victoria Falls is a new residential community located off Contee Road for those aged 55 and older. It includes 250 condominiums, 230 townhomes or "villas" and 112 single-family units as well as a clubhouse, which is actively used for events and programming. Construction for this project began in 2004, and it is not yet built to capacity. All units are new and in very good condition.



Straddling both sides of I-95 south, the Konterra Town Center is a planned mixed-use regional activity center that will include more than 4,500 residential units and over 5.5 million square feet of office, retail, and hotel uses. Konterra Town Center East will concentrate on vertical mixed-use development, incorporating multifamily dwelling units, office space, and hotel operations on top of retail uses. Townhouse residential products will surround the main activity center. Konterra Town Center West will provide horizontal mixed-use development surrounded by lower-density, single-family homes, and open space.

The Konterra properties totaling approximately 344 acres, situated west of the PEPCO right of way and east of Old Gunpowder Road contain parcels of residentially zoned land. This area includes land situated south of Route 198, on the east side of Old Gunpowder Road up to the borders of Greencastle and the ICC. The conceptual plan produced by the 2006 Konterra Charrette, proposed mixed residential and low density residential for this area. As a part of Konterra Town Center East subdivision approval (Preliminary Plan 4-07108), approximately 41 acres of this R-R zoned land will be dedicated for parkland. The M-NCPPC Capital Budget contains funding for a park development project on this site. The parkland is strategically situated adjacent to the existing Fairland Regional Park south of Van Dusen and east of Old Gunpowder Road. A mixed, low density residential development pattern has been established for the area as a result of the recent approval of the Fairland Park Residential community situated north of the Regional Park and Gunpowder Golf Course on the west side of Old Gunpowder Road. The Fairland Park Residential community, while maintaining an R-R Zone density, included single-family attached and detached lots through the use of the conservation subdivision process. The parcels on the east side of Old Gunpowder Road should have a similar mixed, low density residential development pattern that could include a mixture of single-family lots (attached and detached) while providing a density consistent with an R-R Zone yield (the density yield could be consistent with R-80 zoned development if inclusive of any parkland/school dedication or acquisition pursuant to an agreement with M-NCPPC on dedication and acquisition). This development pattern could be achieved pursuant to comprehensive design zone or as the result of changes to the Zoning Ordinance.

The transportation infrastructure for the northern part of Subregion I, proximate to Konterra, as shown on the transportation system map, denotes the potential realignment of Old Gunpowder Road to the east away from the I-2 industrial properties north of Minnick Road. The potential realignment (also shown in the 2006 Konterra Conceptual Plan) directs thru traffic away from the existing industrial properties (potentially creating a cul-de-sac at those properties) and moves the alignment southeasterly through the existing Konterra properties. If this is realignment occurs, the potential exists to create a neighborhood shopping center and including public safety facilities on the western side of the realigned Old Gunpowder Road as shown on the Konterra Conceptual Plan. Such amenities could serve much of the existing and future residential communities along Old Gunpowder Road, reduce convenience/household shopping trips onto Route 198, and concurrently create an enhanced road character away from the industrial development.

Commercial/Industrial

Industrial land use in the living area includes the Virginia Manor Industrial Park. The Marlo Home Shopping Center is the main commercial district in the living area with future commercial districts planned within the Konterra development. Future development of Konterra will serve as a promising catalyst for increased residential and commercial sectors in this area of Subregion 1.

South of the ICC and Konterra Town Center East, the Plan retains the existing R-R zoning for the approximately 301 acres that is part of the larger 2,200 acre Konterra holdings. Various portions of the property are designated as options for potential future parkland and/or school site dedication or acquisition. This property was not studied as part of the Konterra Charrette, but

remains one of the last large assemblages of property with potential access from I-95 and/or the ICC that could be developed as an institutional, industrial, or commercial "campus."

While presently zoned and planned from high-quality, single-family detached dwelling unit development, due to its location, this area may be considered for rezoning to accommodate a major institutional or corporate use. However, rezoning should only be allowed for a signature development project that maximizes the proximity to I-95 and the ICC. For example, such a project would be a major institutional use, government facility, office park campus of a major corporation, etc. The preferred zone for such a rezoning likely would be the I-3 Zone. Any future rezoning to allow development of such a use should take into consideration the capacity of the transportation network, access and the appropriateness of locating such uses outside of the Konterra Town Center East. To the extent attainable, any campus should incorporate sufficient amounts of the existing tree cover into its design and provide for a pedestrian friendly, but less urban character as that featured by Konterra Town Center East. As noted, this area has been considered as a potential option for parkland and/or school site dedication or acquisition. In particular, such site or sites should be near Ammendale Road to be accessible to the surrounding Beltsville community. A high school site should be considered north of Martin Luther King, Jr. Middle School.

The Auto Auction properties, owned by the Brandywine Corporation (North Beltsville-2), are becoming out of character with the neighborhood as it transitions to residential uses (Victoria Falls) and higher quality non-residential uses (the Gazette, Central Wholesalers and Konterra Town Center East). The Auto Auction should transition out in the near term and these properties should develop into more compatible, higher quality uses. As an incentive to such transition, the North Beltville-2 properties have been placed in the I-1 zone in the interim, but the property owner has agreed to develop quality, compatible uses within ten years. If the property owner seeks to develop such uses, it can seek to develop light industrial uses in the I-1 zone, seek rezoning to the I-3 zone to develop office and technology uses, or with a high quality mixed-use proposal of density compatible with Victoria Falls, seek rezoning to the M-X-T zone. If the property owner fails to transition from the auto auction use within 10 years of the adoption of CR-58-2010, future rezoning should be to the R-R zone, and any existing special exceptions that authorize the auto auction use shall expire or be revoked.

The Bala Development, LLC property containing 3.5 acres of undeveloped land located on the south side of MD 197, approximately 2,100 feet east of its interchange with the Baltimore-Washington Parkway (I-295) is recommended for a hotel, office building and/or restaurant. These uses are permitted in the existing C-O Zone by right and/or special exception. Development of this site should be subject to a Detailed Site Plan review because it abuts residential uses.

Public Facilities

The Konterra Town Center development establishes the possibility for one to two new schools by the end of its build-out, a library branch near I-95 and Van Dusen Road and a police station near I-95 and Van Dusen. Existing public facilities in the area include the current Van Dusen Recreation Center and the existing Laurel Regional Hospital.

Natural Environment

The North Beltsville living area previously contained a large number of sand, gravel and clay deposits, which have since been extracted or are currently being mined. Because extraction activities in this subregion have largely been completed, these areas now provide the potential for development potential that should include green building techniques. Areas for wetland creation and wetland restoration, stream, and riparian buffer restoration should be identified and established on reclaimed abandoned mine sites prior to development. A strategy for encouraging wetland restoration is identified in the environmental infrastructure section of this master plan.

Circulation

Major east-west access is provided by Contee Road, and Muirkirk Road and will be furthered by the future ICC. Main north-south access in the North Beltsville living area is served by US 1, I-95, Virginia Manor Road, and Van Dusen Road.

There are a series of trails planned for the Konterra development that will be determined upon confirmation of the final site plan.

Major Strengths

Strengths of the North Beltsville living area were identified in a series of workshops by local residents in

fall 2006. During the workshops, residents expressed a number of opportunities for their community. Dominant themes of the workshop included diversification of new development and proximity to the hospital. Overall, the North Beltsville living area also stands to gain further development potential from the eventual completion of the ICC and Konterra Town Center.

Neighborhood Character

New development in the living area will demonstrate fresh community character for Subregion 1. The mix of uses planned for the North Beltsville living area, including office, commercial, residential and retail, will attract a diverse crowd and generate a promising outcome for the surrounding area. The modern, urban design of Konterra Town Center will appeal to an area that lacks



a specific style of development, giving it the advantage of attracting a diverse group of individuals who frequent the retail and commercial districts and/or live within the new development. As development occurs, new building designs should strive to incorporate the latest environmental technologies in project building and site designs. Furthermore, new buildings in the Konterra Town Center should meet the Leadership in Energy and Environmental Design (LEED) certification or, at a minimum, be built using green building techniques that reduce energy consumption and their environmental footprint.

Physical Condition

There is a small amount of designated open space around the Van Dusen Recreation Center and the Maryland National Memorial Park, a cemetery. Green space is planned in conjunction with the Konterra Town Center development, offering options for public greens and other open spaces.



Accessibility

The ICC will provide a new means of travel for those moving to the area or commuting to the new jobs provided by the Konterra Town Center development. It will also provide access to other areas of Prince George's and Montgomery Counties, making the North Beltsville living area a possible stop on the way to future destinations.

Major Issues and Concerns

These issues and concerns summarize residents' views expressed during the living area workshops and through completed surveys.

Issue: Circulation

Concern

- There is an increased need for better connectivity along major routes of access to handle the impact of the ICC on local roads.

Issue: Compatibility of Existing With Future Land Use

Concern

- There is potential for the R-R-zoned properties in the living area to be incompatible with future development.

Issue: Annexation

Concern

- There is a potential for the City of Laurel to annex portions of the living area and upzone properties.

Major Policies and Strategies

Policy: Preserve and Maintain Living Environment

Strategies

- Establish guidelines that ensure that new development is compatible with R-R zoned properties.
- Consider the compatibility of zoned industrial areas adjacent to residential communities in the area bounded by Contee, Virginia Manor, and Van Dusen Roads.

Pheasant Run

East Living Areas

Pheasant Run is a suburban area, sufficiently buffered by the Patuxent Watershed to the north, to the west by the Baltimore-Washington Parkway, to the south by the Beltsville Agricultural Research Center (BARC), and to the east by the Patuxent Wildlife Refuge. The most diverse of the living areas, Pheasant Run has a population of roughly 6,270.



Vital Statistics

	2000	2006
Total Population	6,242	6,268
Land Area (acres)	1,712	1,712
Density (population/acre)	3.6	3.7
Density (units/acre)	1.5	1.5
HH Median Income	$61,928	$70,148
Median Family Income	$75,080	$87,412
Total Housing Units	2,534	2,559
Single-family detached	30.3%	30.9%
Single-family attached	23.4%	23.6%
Multifamily attached	46.3%	45.4%
Other	0.0%	0.0%

	2000		2006	
Household Tenure	#	%	#	%
Renter	1,265	51.9	1,273	51.3
Owner	1,174	48.1	1,209	48.7

Source: 2000 U.S. Census; Claritas; BAE, 2006.

Council District 1

Major Subdivisions: Applewalk Condominiums, Bedford, Birchwood Gardens, Hall Town, Laurel Wood, Montpelier Hills, Montpelier Woods, Pheasant Run, Snowden Pond, Snowden Pond at Montpelier, Villages of Montpelier, Woodbridge Crossing.

Neighborhood Organizations: Laurelwood Mutual Homeowners Association, Montpelier Hills Homeowners Association, Montpelier Woods Homeowners Association, Pheasant Run Homeowners Association, Snowden Pond Homeowners Association.

History

Snowden Hall, which is currently owned by the U.S. Department of the Interior and used as an office in the Patuxent Wildlife Refuge, was built circa 1820 and is home to three generations of the prominent Snowden family in Prince George's County. Another historic site in the living area, the Duvall Bridge, was erected in 1907 (*Illustrated Inventory of Historic Sites: Prince George's County*, 2006).

Major Land Uses

Residential

Pheasant Run is likely the most diverse of the living areas in terms of housing types and household tenure. This living area has maintained a solid socioeconomic footing, as evidenced by the growth in income since 2000. It is evenly divided between homeowners and renters, and the housing stock is well distributed among single-family homes, townhouses, and multifamily units, with no single type constituting a majority. The neighborhood was built steadily over time, resulting in roughly 25 percent of its housing stock being constructed during each decade from the 1960s through the 1990s.



Commercial/Industrial

The Pheasant Run Shopping Center is the largest commercial center in the living area, containing a grocery store and smaller retail stores. In addition, there are smaller commercial establishments along MD 197. The Pheasant Run Shopping Center has potential for additional commercial development, as residents have expressed a desire for more upscale retail options. There

are currently no industrial land uses in the living area, and opportunities for such uses are limited by the proximity of this area to valuable environmental features. The Balla Development, LLC property containing 3.5 acres of undeveloped land located on the south side of MD 197, approximately 2,100 feet east of its interchange with the Baltimore-Washington Parkway (I-295) is recommended for a hotel, office building and/or restaurant. These uses are permitted in the existing C-O Zone by right and/or special exception. Development of this site should be subject to a detailed site plan review because it abuts residential uses.

Public Facilities

Emergency Services	• A fire and rescue station is proposed within a one mile radius of Snowden Road, within the general vicinity of MD 197 and Montpelier Drive.
Libraries	• No public libraries are located in the Pheasant Run living area
Parks	• Bedford Neighborhood Park • Patuxent Wildlife Refuge • Pheasant Run Community Park • Springfield Road Community Park • South Laurel Neighborhood Park
Schools	• Capitol College • Montpelier Elementary School

Natural Environment

The Pheasant Run living area is largely surrounded by the Patuxent Wildlife Refuge and the Beltsville Agricultural Research Center, both of which are designated special conservation areas of countywide significance and are designated through the master plan as priority preservation areas.

Circulation

Major east-west connectors in the Pheasant Run area are Snowden Road, Springfield Road, and Powder Mill Road. Major north-south connectors are MD 197, the Baltimore-Washington Parkway, Basswood Drive, and Pheasant Run Drive.

There is potential for a trail connection from the Pheasant Run Community Park on Snowden Road to Snow Hill Manor Neighborhood Park. The land is mostly owned by M-NCPPC but would require an easement or use agreement around the Washington Suburban Sanitary Commission Parkway Treatment Plant.



Major Strengths

Pheasant Run possesses several major strengths, including strong potential purchasing power, a diversity of housing options, quality housing stock, and proximity to higher education, retail, employment, and cultural arts opportunities. Additional strengths of the Pheasant Run living area were identified in a series of workshops by local residents in fall 2006. During the workshops, residents expressed a number of opportunities for their community. Dominant themes of the workshop were to preserve open space and forested areas and to encourage new retail opportunities. The living area's proximity to major roads was cited as a major benefit, but streetscape opportunities that would encourage increased pedestrian access were also well-received. Below are more specific comments of the living area's residents.



Neighborhood Character

Residents of the Pheasant Run living area enjoy the curb appeal of their small, quiet, neighborly community. Large lots provide gracious amounts of wooded backyards and well-kept front yards, lined by sidewalks. The rich history of the Hall Town community also adds character to the living area.

Physical Condition

Pheasant Run residents feel privileged to have the Patuxent Research Refuge at their disposal. The generous, wooded buffer provided by these natural areas offers the living area both beautiful scenery and a variety of recreational opportunities. In addition, BARC provides the area with the same amenities.

Accessibility

The residents of Pheasant Run benefit from their location right off the Baltimore-Washington Parkway, and enjoy easy access to Washington, D.C., and Baltimore, Maryland.

Major Issues and Concerns

These issues and concerns summarize residents' views expressed during the living area workshops and through completed surveys.

Issue: Circulation

Concern

- Road repair is needed on Springfield Road, as well as a better left-turn lane at Basswood Drive onto MD 197. Although the Baltimore-Washington Parkway and MD 197 provide good access, each bisects this living area, resulting in a lack of neighborhood cohesion and walkability. In addition, access to US 1 and points west are restricted to MD 197 and Powder Mill Road.

Issue: Infrastructure Upgrades

Concern

- Infrastructure improvements are needed in the Hall Town area in the form of utility lines, sidewalks, and street lights.

Issue: Public Facilities

Concern

- Some school facilities are overcrowded and poorly maintained and may need additional or updated facilities. There is vandalized park equipment in the Pheasant Run Community Park, which has kept people from using the facility and may encourage additional vandalism and crime.

Issue: Commercial District Improvements

Concern

- Future redevelopment of the former gas station site on MD 197 near the Pheasant Run Shopping Center may require zoning changes that could impact surrounding residential and existing commercial/retail uses.

Major Policies and Strategies

Policy: Promote Public Safety

Strategy

- Develop a Crime Prevention Through Environmental Design (CPTED) strategy to institute measures that reduce the potential for crime, including drug sales and loitering particularly at the former gas station site, Crystal Plaza, and the Towne Center Shopping Center.

Policy: Upgrade Community Infrastructure

Strategy

- Install utility lines, street lights, and sidewalks in the Hall Town community.

Policy: Preserve Environmental Quality

Strategy

- Initiate "green" development design guidelines in the living area to ensure preservation and sustainability of the significant natural environment in this area.

Policy: Improve and Maintain Public Facilities

Strategy

- Improve the overcrowded facilities at Montpelier Elementary School by the construction of the new Vansville Elementary School and/or consider a building expansion of the existing Montpelier Elementary School.

Policy: Encourage Economic Development

Strategy

- Consider planning and development options that would encourage redevelopment of the gas station on MD 197 near Pheasant Run Shopping Center using market analysis and community involvement to create a development strategy that will be compatible with adjacent residential uses.

Policy: Preserve and Maintain Living Environment

Strategy

- Establish guidelines that ensure that new development is compatible with the current character of the neighborhood.

South Laurel

East Living Areas

Located in the northern part of the county, southeast of the City of Laurel, South Laurel is a large, diverse community of approximately 16,700 residents. The living area has a remote feeling and is bordered by wooded areas and open space that buffer the Patuxent River to the east; the living area is north of US 1 and south of the Patuxent River. The southwest portion of South Laurel is bordered by the Beltsville Agricultural Research Center (BARC) and the Vansville living area, and the southeast portion of South Laurel is bordered by the Pheasant Run living area.

Vital Statistics

	2000	2006
Total Population	15,302	16,786
Land Area (acres)	2,225	2,225
Density (population/acre)	6.9	7.5
Density (units/acre)	3.0	3.3
HH Median Income	$47,553	$55,322
Median Family Income	$60,353	$70,471
Total Housing Units	6,639	7,245
Single-family detached	23.1%	25.4%
Single-family attached	10.0%	10.1%
Multifamily attached	66.9%	64.5%
Other	0.0%	0.0%

	2000		2006	
Household Tenure	#	%	#	%
Renter	4,473	70.6	4,822	69.0
Owner	1,865	29.4	2,165	31.0

Source: 2000 U.S. Census; Claritas; BAE, 2006.

Councilmanic District 1

Major Subdivisions: Andover Heights, Bedford, Briarcroft, Briarwood, Crestleigh, Deerfield Run, Foxfire, Fox Rest, Kimberly Gardens, Larchdale Woods, Laurel Pines, Laurel Square, Laurel Wood Mutual Homes Inc., Milestone Manor, Mistletoe Manor, Montpelier, Montpelier Forest, Montpelier West, Oakcrest, Oaklands, Oxford Green, Snow Acres, Snowden Oaks, Snow Hill, Town Center, Town Center Apartments, Willow Lake.

Neighborhood Organizations: Bedford; Briarcroft, Briarwood Civic Association, Montpelier Community Association, Oaklands Citizen Association, Snow Acres, Snow Hill Homeowners Association, Woodbridge Crossing.

History

In the seventeenth and eighteenth centuries, the Snowden family accumulated thousands of acres in Prince George's, Montgomery, Howard, and Anne Arundel Counties, including their Montpelier Estate, the current site of the Montpelier subdivision in South Laurel. During the 1800s, Laurel Bowie Road became a north-south connector to Laurel from a small community named Huntington (Old Bowie), and Muirkirk Road became an access road to the Muirkirk settlement near the existing US 1.

Major Land Uses

Residential

South Laurel has gained both housing units and population over the past six years. The difference between household incomes and family incomes likely reflects the large numbers of single persons and nonfamily households renting multifamily units. Such a mixture of household types and incomes, although ultimately beneficial to neighborhood structure, requires keen attention to the differing needs of each living area.



The commuter parking lot located at the northeast quadrant of the intersection of MD 197 and Briarcroft Lane is recommended for redevelopment for high-quality, medium-density, single-family detached dwelling units, preferably, a senior housing development that will limit peak-hour traffic and school needs.

Commercial/Industrial

Commercial land use currently includes the Towne Center Shopping Center on MD 197 and the Boulevard Shops on the border with the City of Laurel. Industrial land use currently includes the Avondale Industrial area in the northern portion of South Laurel. Both commercial and industrial land uses in South Laurel generate income for the living area and could serve as catalysts for future growth.

Auto Showcase (14107 Baltimore Ave in Laurel) wants to have the adjoining property, 8307 Holly Street in Laurel, rezoned from R-55 to C-M so the business will meet the 25,000 sq. ft. requirement for a used car lot. The Auto Showcase property has been a source of problems with numerous code violations and enforcement actions. However, the current owner has recently made significant improvements to the operations and has addressed concerns of the neighboring residents. Because the Auto Showcase property is slightly under the legal minimum lot size, the property owner sought a rezoning of Lot 20 to the C-M Zone with specific commitments. The property owner has committed to the following conditions to improve the compatibility of its operations with the adjacent residences, and thus, to justify the rezoning of Lot 20 to the C-M Zone. Auto Showcase:

(1) will park cars only on its property and will not park cars on neighboring residential streets or on other commercial properties.

(2) will not have an excessive number of vehicles on their property so as to ensure that traffic into, out of, and within the property will not be obstructed.

(3) Auto Showcase will not test drive vehicles in neighboring residential areas.

(4) Auto Showcase will not block any line of sight.

(5) Auto Showcase will not suspend vehicles or any other items over US 1 or over any other roads.

(6) Auto Showcase will provide a 50' tree buffer along the southeastern boundary of Lot 18 (abutting Lot 17), and it will provide a 50' tree buffer along the southwestern boundary of Lots 18, 19, and 20 (abutting Lots 7, 8, and 9) (These buffers will conform to the *Prince George's County Landscape Manual*).

(7) will place a conservation easement on 8307 Holly Street.

Public Facilities

Emergency Services	• No emergency services are located in the South Laurel living area
Libraries	• No public libraries are located in the South Laurel living area
Parks	• Blue Ponds Conservation Area • Contee Road Neighborhood Park • Deerfield Park Neighborhood Playground • Deerfield Run Community Center • Larchdale Neighborhood Park • Montpelier Forest Neighborhood Park • Oakcrest Neighborhood Recreation Center • Snowden Oaks Community Park • Snow Hill Manor Neighborhood Park
Schools	• Deerfield Run Elementary School • Dwight D. Eisenhower Middle School • James H. Harrison Elementary School • Oaklands Elementary School

Natural Environment

The South Laurel living area includes a portion of the Patuxent River corridor, which is identified both as a special conservation area of countywide significance and a primary green infrastructure corridor. South Laurel also includes some other unique natural resources such as Blue Ponds and Muirkirk Bog, which lie within Blue Ponds Park. Muirkirk Bog is a one-acre semi-swamp area that is slowly turning into a bog. It is located north of Muirkirk Road and is hydrologically connected with Blue Pond, though visually it is isolated due to the surrounding upland oak-hickory forest. Blue Pond is nestled below the forest and is relatively free of vegetation.

Circulation

Main roads in the South Laurel living area are east-west connectors, with the exception of US 1 and MD 197/ Laurel Bowie Road as north-south connectors. Muirkirk Road, Contee Road, and Montpelier Drive are major east-west routes in the living area. In addition, Cedarbrook Lane, Cedarhurst Drive, Oxwell Lane, and Lindendale Drive are neighborhood roads that are increasingly being used as cut-throughs to avoid major roads in the area. These roads will need to be surveyed and studied to identify potential traffic-calming measures or upgrades.

There is potential to explore the feasibility of a trail along the Baltimore-Washington Parkway from Greenbelt to Laurel. The trail could be similar to the trail that would connect to Old Town Greenbelt near the existing pedestrian bridge over the parkway. The trail could also connect to South Laurel at or near Muirkirk Road, providing north-south access through an area of BARC that is otherwise inaccessible to nonvehicular traffic.

Major Strengths

Strengths of South Laurel include its healthy housing stock, notable purchasing power, low- density, and diverse housing styles. Strengths were identified in a series of workshops by local residents in fall 2006. During the workshops, residents expressed a number of opportunities for their community. Dominant themes of the workshop were pedestrian access, beautifying the neighborhood through a reduction of impervious surfaces, and improving tree cover. Major access opportunities involved public transportation and pedestrian connectivity. Below, are more specific comments of the living area's residents.



Neighborhood Character

Residents enjoy their secluded, neighborly community, and are content with the well-maintained, family-oriented, cul-de-sac subdivisions and their amenities (e.g., the community pool). A balance of racial groups complements the affordable, single-family nature of this living area.



Physical Conditions

Residents enjoy the availability of woods, walking areas and playgrounds. Large lots and mature trees line streets free of overhead wires and provide a natural environment for a variety of wildlife. The Oaklands historic site is highly valued by South Laurel residents for its historical significance. The rural character of this living area influences the enjoyment of the outdoors, which is greatly appreciated by residents. The windshield survey conducted for this living area evaluated a sample of 34 properties in South Laurel, all of which were single-family houses. Nearly 90 percent of the homes surveyed were well kept and in good condition with no major visual defects in building components (e.g., doors and windows, exterior surfaces).



Accessibility

Residents agree that the location of their living area is a major benefit, providing access to the Capital Beltway (I-495), I-95, and the Baltimore-Washington Parkway. These roads give residents easy access to Washington, D.C., and Baltimore, Maryland. Residential roads in the living area are generally in good shape, free of on-street parking and allow for pedestrian access. In addition, resident commuters take advantage of a variety of merchants and jobs in proximity to the South Laurel living area.

Major Issues and Concerns

These issues and concerns summarize residents' views expressed during the living area workshops and through completed surveys.

Issue: Circulation

Concern

- Over the past several years, the living area has experienced an increasing number of commuter and local traffic speeding through neighborhoods in an attempt to avoid adjacent arterial roads. There is also a desire for nonvehicular access throughout communities to connect residents to open space and commercial sites.

Issue: Maintenance/Rehabilitation of Residential Properties

Concern

- There have been decreases in residential property maintenance and increases in group homes and home businesses, concerning residents who would like to preserve their single-family neighborhood character.

Issue: Public Facilities

Concern

- Some of the school facilities are overcrowded and poorly maintained. In addition, there are some outdated community trails and park/play equipment in South Laurel. Residents would like to see more open space.

Issue: US 1 Commercial District

Concern

- New development from zoning changes may negatively impact surrounding residential and existing commercial/retail uses.

Issue: Public Safety

Concern

- An increase in criminal activity (drug sales and loitering) has initiated a desire to limit sites that create opportunities for these actions (e.g., commercial sites that serve as gathering places during the evening hours).

Major Policies and Strategies

Policy: Preserve and Maintain Living Environment

Strategies

- Establish guidelines that ensure that new development is compatible with the current character of the neighborhood.
- Encourage maintenance and preservation of housing and streetscapes through code enforcement, neighborhood improvement programs, and other appropriate techniques.
- Protect the integrity of the Patuxent Watershed from future development.

Policy: Preserve and Maintain Natural Environment

Strategies

- Where possible, maximize preservation of open space and explore opportunities to create a community facility.
- When possible, avoid development of open space surrounding historic property.

Policy: Repair and Maintain Roads

Strategies

- Institute traffic-calming techniques along Contee Road, Holly Street, and Cypress Street.
- Upgrade the following intersections to alleviate congestion and provide a safe, steady flow of traffic

at Montpelier Drive and MD 197, Cedarbrook Lane and Muirkirk Road, Cypress Street, and US 1.

Policy: Improve and Maintain Public Facilities

Strategy

- Encourage a balance of school facilities and new development to limit school overcrowding and consider options for school system improvements and construction.

Policy: Encourage Economic Development

Strategy

- Provide economic development incentives to upgrade area shopping and retail centers in the form of public loans and tax breaks.

Policy: Promote Public Safety

Strategies

- Institute measures to increase safety and reduce crime at area shopping centers.
- Support additional police services within this area and institution of a Crime Prevention Through Environmental Design (CPTED) program for the design of public spaces such as shopping centers and parks, to reduce crime.

Vansville

East Living Areas

Vansville has approximately 3,000 residents. It is bordered on the north by Muirkirk Road, on the east by the Baltimore-Washington Parkway, to the south by the Beltsville Agricultural Research Center (BARC), and to the west by US 1.



Vital Statistics

	2000	2006
Total Population	2,586	3,002
Land Area (acres)	4,131	4,131
Density (population/acre)	0.6	0.7
Density (units/acre)	0.2	0.3
HH Median Income	$69,150	$79,878
Median Family Income	$76,711	$86,336
Total Housing Units	956	1,124
Single-family detached	60.6%	62.4%
Single-family attached	32.9%	31.0%
Multifamily attached	6.5%	6.6%
Other	0.0%	0.0%

	2000		2006	
Household Tenure	#	%	#	%
Renter	141	15.3	166	15.2
Owner	780	84.7	925	84.8

Source: 2000 U.S. Census; Claritas; BAE, 2006.

Councilmanic District 1

Major Subdivisions: Indian Creek Town Homes, Indian Creek Village, Longwood, North Creek, North Creek Farms, Oakhurst, Oaklodge Farm Acres, Snowden Woods, Snowden Woods Preserve, Taylor Estates, Van Horn Estates, Vansville, Vansville Heights.

Neighborhood Organizations: Indian Creek Town Homes, Longwood Community Association, North Creek Homeowners Association, Snowden Woods Homeowners Association, Snowden Woods Preserve Homeowners Association, Vansville Citizens Association.

History

Vansville's origin can be traced to the historic Van Horn's Tavern, used by travelers in the 1700s. Most of the settlements in Vansville were located on or near east-west connecting routes that intersected the Old Baltimore Turnpike and the Baltimore and Ohio Railroad. Edmonston Road was a north-south connector that was pieced together with parts of Odell Road and Brooklyn Bridge Road. Edmonston Road crossed the Patuxent River at Old Gunpowder Road, possibly leading to a gunpowder factory.



The Ellicott brothers built a furnace in Muirkirk in 1847 to convert iron ore, found in the area's clay around the eighteenth century, into charcoal iron. The success of the Muirkirk Furnace facilitated the development of the living area's first design for a residential community close to employment. The Muirkirk settlement was built in the 1800s in proximity to the Baltimore and Ohio Railroad, near the intersection of Muirkirk Road and the Old Baltimore Pike.

Major Land Uses

Residential

Vansville's housing stock was constructed in spurts over several decades. As of the year 2000, more than one-fifth of the housing units were built during the 1960s, one-quarter in the 1980s, and slightly more than that in the 1990s.

The strong housing market of the late 1990s and early 2000s has added new housing units to Vansville, the majority of which were single-family detached homes. Vansville remains a stable, middle- to upper-middle income neighborhood with strong rates of homeownership. Although townhouses represented almost one-third of units in 2000, that proportion has decreased somewhat relative to single-family detached homes.

Commercial/Industrial

Industrial land use in Vansville includes the Beltsville Industrial Park along US 1. Vansville's industry is stable and provides members of the living area with good jobs. Existing commercial land use includes a small parcel located on the Old Baltimore Pike. Future commercial development would create new opportunities to provide residents with more retail amenities to support the local economy.

Public Facilities

Emergency Services	• No emergency services are located in the Vansville living area.
Libraries	• No public libraries are located in the Vansville living area.
Parks	• Longwood Community Park • Muirkirk South Community Park • Muirkirk West Neighborhood • North Point Neighborhood Playground • Vansville Neighborhood Recreation Center
Schools	• A new elementary school is planned for Vansville on a ten acre site owned by the Board of Education near the Vansville Neighborhood Park.

Natural Environment

The Vansville living area includes a large portion of the Beltsville Agricultural Research Center, which is designated a special conservation area of countywide significance, and portions of Indian Creek stream corridor and a tributary to Beaverdam Creek, which are designated as a primary and a secondary corridor, respectively. The master plan designated the Beltsville Agricultural Research Center as a priority preservation area. In addition, the environmental infrastructure section of this master plan includes policies and strategies to preserve, protect, enhance, or restore natural environmental features.



Circulation

Major east-west connectors in the living area include Odell Road, Ammendale Road, Muirkirk Road, and Powder Mill Road. The major north-south connectors include Edmonston Road, US 1, Old Baltimore Pike, and the Baltimore-Washington Parkway. Concerns have risen about the lack of connectivity and need for improvement along Odell Road and Muirkirk Road.

Potential trail assets in the Vansville area include a proposed side path on federal land along MD 197, connecting South Laurel to Vansville. The proposed side path would be parallel to and buffered from the road, serving as a segment to the East Coast Greenway and providing nonmotorized access to the Bowie MARC station and Bowie State University. A proposed Baltimore/Washington to Laurel/Greenbelt Trail would connect South Laurel to Vansville. The trail would parallel the Baltimore-Washington Parkway, running north/south through the Beltsville Agricultural Research Center (BARC), to connect South Laurel near Muirkirk Road to Greenbelt.

Major Strengths

A sound housing stock, considerable income, range of housing types, high home ownership rate, and access to the US 1 Corridor are definite strengths of Vansville. Additional strengths were identified in a series of workshops by local residents in fall 2006. During the workshops, residents expressed a number of opportunities for their community. Dominant themes of the workshop included pedestrian access opportunities to improve and to beautify the neighborhood through potential streetscape enhancements. Major access opportunities involved public transportation and pedestrian connectivity to the MARC station (and potential Muirkirk Metro station). Preservation of the Indian Creek environment and BARC were additional opportunities identified by the Vansville residents. Below are more specific comments of the living area's residents.



Neighborhood Character

Residents of the Vansville living area identified the historic Vansville neighborhood and generous tree cover as major strengths of their semi-rural living area.

Physical Conditions

Residents appreciate Vansville's proximity to open space. BARC, the Howard/UDC property, and Indian Creek are local amenities providing outdoor activities. The Vansville neighborhood recreation center is a highly utilized source of community activity, with its central location in the living area and its convenience to the future Laurel-Beltsville Elementary School. As part of the new school, the Vansville Community Center will be built and offer more programs and classes in the gym, fitness room, and space to the public.

Accessibility

Overall, Vansville residents appreciate their prime location to major roads and thoroughfares. The availability of US 1, Muirkirk Road, Old Muirkirk Road and the Baltimore-Washington Parkway give these residents easy access to Washington, D.C., and Baltimore, Maryland. Commuters also appreciate the employment from industrial areas in the vicinity.

Major Issues and Concerns

These issues and concerns summarize residents' views expressed during the living area workshops and through completed surveys.

Issue: Circulation

Concern

- Additional bus/pedestrian/bike access to mass transit and open space is needed to provide alternative transportation options for residents. Residents expressed concern that there will be insufficient parking and train service at the MARC station to absorb riders from new developments in Laurel and Savage as well as the proposed Muirkirk Metro Station. The capacity of existing roads to carry traffic from the new Konterra Town Center development could be insufficient if existing roads are not improved and additional roads are not built.

Issue: Preservation and Maintenance of Property

Concern

- The curb appeal of Old Muirkirk Road, the environment of Indian Creek and the industrial area off Odell Road are all in poor condition and require immediate and continuing improvement.

Major Policies and Strategies

Policy: Preserve and Maintain Living Environment

Strategy

- Establish guidelines that ensure that new development is compatible with the current character of the neighborhood.

Policy: Preserve and Maintain Natural Environment

Strategies

- Implement stream restoration to improve the conditions of Indian Creek.
- Conduct aggressive enforcement of Federal and County government codes and policies for water quality compliance in the industrial area of the Bel Mar subdivision.

Policy: Repair and Maintain Roads

Strategy

- Upgrade intersections to alleviate congestion and provide a safe, steady flow of traffic at Odell Road and Kenilworth Avenue and at Muirkirk Road and Kenilworth Avenue.

Policy: Improve and Maintain Public Facilities

Strategies

- Explore opportunities for park and recreation facilities and a community center to create a community focus around the planned Vansville Elementary School.
- Encourage the protection of historic resources by maintaining the old school site, and the American Legion Hall site, south of Muirkirk Road, and west of Ellington Drive.

Policy: Encourage Economic Development

Strategy

- Provide economic development incentives to upgrade area retail centers in the form of county government loans and tax breaks.

West Laurel

West Living Areas

West Laurel is a community of approximately 4,500 people. It is bounded to the north by the Rocky Gorge Reservoir, to the east by the City of Laurel and I-95, to the south by MD 198, and to the west by Montgomery County.



Vital Statistics

	2000	2006
Total Population	4,279	4,494
Land Area (acres)	2,811	2,811
Density (population/acre)	1.5	1.6
Density (units/acre)	0.5	0.6
HH Median Income	$85,296	$98,575
Median Family Income	$90,338	$104,621
Total Housing Units	1,536	1,634
Single-family detached	96.8%	97.1%
Single-family attached	2.5%	2.1%
Multifamily attached	0.2%	0.2%
Other	0.5%	0.6%

	2000		2006	
Household Tenure	#	%	#	%
Renter	70	4.6	74	4.6
Owner	1,438	95.4	1,538	95.4

Source: 2000 U.S. Census; Claritas; BAE, 2006.

Councilmanic District 1

Major Subdivisions: Bond Mill Park, Bond Mill Station, Hillsborough, Maidens Fancy Manor, McCamill Estates, Rocky Gorge Estates, Rocky View Acres, Sandy Spring Estates, Walker Hill, West Laurel Acres, Wyndham Woods.

Neighborhood Organizations: West Laurel Civic Association.

History

George and Bertha Seibel Sellers built a general store/gas station and a log cabin on Sandy Spring Road in 1928 that can be seen from the MD 198 westbound off-ramp. George and Bertha sold the store to James H. Harrison in 1939. The Harrison family operated the store and gas station until 1969 when the federal government was expanding the interstate highway system and I-95 bisected Sandy Spring Road. At that time, the store and gas pumps were removed to make way for the new road and Sweitzer Lane was carved out of the northern edge of the property. Sweitzer Lane was constructed as a service road to residents who could not get to their property from Sandy Spring Road (MD 198). The property is not yet listed as a historical site on county, state or federal registers (*The Neighborhood Newsletter of West Laurel*, fall 2006).

Major Land Uses

Residential



The West Laurel living area is a solid, upper-middle class community, where nearly all the homes are owner-occupied single-family units. Approximately 85 percent of the homes were built before 1980, nearly half of which were built in the 1960s.

As shown in the Vital Statistics table, household and family incomes are high in West Laurel, producing median values near or exceeding $100,000 per year. Homeownership rates reach 95 percent. The uniformity of West Laurel's housing stock may be a weakness in today's housing market, where a diversity of housing choices is typically preferred. In addition, the

neighborhood is somewhat isolated by the Patuxent River, as well as I-95 and other major thoroughfares.

The West Laurel Community has long been concerned with development along the Route 198 frontage from I-95 west to the Montgomery County line. Over the years, there have been numerous proposals or suggestions for commercial development on the north side of Route 198. Apart from the existing gas station and adjoining property, no new commercial rezonings should occur, nor any special exceptions for commercial uses. The property at the corner of Sweitzer Lane should remain residential. It may be appropriate for development of a day care or similar type of use that would benefit community residents. The properties between Bond Mill Road and Bauer Lane should also remain zoned residential. These properties may be appropriate for institutional uses such as a church, day care, adult care, school or similar types of uses.

The southwest corner of Old Gunpowder Road and Route 198 has been zoned I-3 and has an approved plan for office and warehouse. There have been infrequent efforts to obtain permission for retail development on this site. It should remain in the office or warehouse use, be limited to 2 to 3 story construction, and any construction should use LEED strategies.

Commercial/Industrial

West Laurel does not have any major industrial or commercial developments; however, there is a small commercial parcel on MD 198. Residents enjoy not having commercial or industrial development in their living area and would like to maintain the area's single-family rural residential character.

Public Facilities

Emergency Services	• No emergency services are located in the West Laurel living area.
Libraries	• No libraries are located in the West Laurel living area.
Parks	• T. Howard Duckett Community Recreation Center • West Laurel Community Park
Schools	• Bond Mill Elementary School

Natural Environment

The West Laurel living area includes the Rocky Gorge Reservoir and a portion of the Patuxent River



corridor—both which have been identified as special conservation areas of local and countywide significance, respectively. The Rocky Gorge Reservoir was created by the construction of the T. Howard Duckett Dam on the Patuxent River and is owned by the Washington Suburban Sanitary Commission (WSSC). The reservoir is a vital source of raw water for Montgomery and Prince George's Counties and is also valued by fishermen as a top Maryland bass fishing location. The reservoir is approximately 9.5 miles long, 120 feet deep, and has a capacity of providing 5.7 billion gallons of water a day. It has been identified through the master plan as a special conservation area of local significance.

The Patuxent River corridor has previously been identified through the 2005 *Approved Countywide Green Infrastructure Plan* as a special conservation area of countywide significance. In addition, it has been identified through the master plan as a primary green infrastructure corridor. The preservation of the natural environment and the river's scenic character are priorities along this corridor. To this end, much of the Patuxent River watershed is located in the Rural Tier. The low-density zoning and existing and proposed conservation methods should serve to add to the protection of this river and its tributaries.

Circulation

Major east-west access in the West Laurel living area includes Sandy Spring Road (MD 198) and Brooklyn Bridge Road. Major north-south access in the living area is served by Bond Mill Road, Riding Stable Road, and I-95.

A recommended trail from Springhill Farm along MD 198 would connect to the Washington Suburban Sanitary Commission reservoir trail. A bike path has been recommended from MD 212 to MD 198, providing a hiker-biker-equestrian connection into Fairland Regional Park.

Major Strengths

The high incomes and rates of homeownership are clear strengths of the living area. Additional strengths were identified in a series of workshops by local residents in fall 2006. During the workshops, residents expressed a number of opportunities for their community. Dominant themes of the workshops included the highly valued rural setting of the living area, free of commercial and industrial development. The large wooded areas and homogeneous housing stock were among the major strengths expressed. Below are more specific comments of the living area's residents.

Neighborhood Character

Overall, residents of the West Laurel living area are happy with the generous amount of trees, single-family homes and country setting of their community. Many generations of families have remained in the area resulting in very little turnover. An absence of street lights and through streets creates a quiet setting for local farms and families with children.



Physical Condition

Overall, West Laurel residents believe the large open spaces of parkland and the Rocky Gorge Reservoir are huge assets of the area, creating a connected community of equine and outdoor enthusiasts. Playgrounds, park space, and the community center are great assets for both children and families. The vast number of mature trees in the area establishes West Laurel as historic living area preserved in time.

Accessibility

Overall, residents agree that the absence of street lights and through streets provides highly desired controlled access within the living area. West Laurel's proximity to Brooklyn Bridge Road, Riding Stable Road, Sandy Spring Road (MD 198), and I-95 offer considerable alternative access for living area residents.

Major Issues and Concerns

These issues and concerns summarize residents' views expressed during the living area workshops and through completed surveys.

Issue: Circulation

Concern

- The poor condition of older roads in the living area; speeding along Brooklyn Bridge Road; MD 198 traffic from Montgomery County and Fort Meade; traffic on Riding Stable Road; and traffic at the intersection of Sandy Spring Road, Bond Mill Road, and Old Gunpowder Road are all major concerns of West Laurel residents. Residents would like to see more trails to the Rocky Gorge Reservoir and throughout the living area in general.

Issue: Maintenance/Rehabilitation of Residential Properties

Concern

- Residents of West Laurel would like to prevent commercial uses that alter the character of residential neighborhoods; control crime; limit the availability of rental units with multiple families living in single-family homes as well as home businesses; and prohibit commercial vehicles parked on roads.

Issue: Public Facilities

Concern

- Prioritize preservation of the watershed.

Issue: Annexation

Concern

- There is a potential for the City of Laurel to annex portions of the living area and up-zone properties.

Major Policies and Strategies

Policy: Preserve and Maintain Living Environment

Strategy

- Explore ways to enforce codes regarding vehicle parking, multiple families living in single-family homes, property maintenance and home businesses in areas not zoned for such uses.

Policy: Preserve and Maintain Natural Environment

Strategies

- Develop measures to preserve the watershed area from future development.
- Review watershed and stream health during the development review process in order to maintain/ improve stream and watershed health.

Policy: Repair and Maintain Roads

Strategies

- Institute traffic-calming measures along MD 198 at the entrance to Prince George's County from Montgomery County.
- Explore opportunities for MD 198 between the Montgomery County line and Sweitzer Lane to become a "Livable Communities Landscape Project."

Action and Phasing Plan

The implementation actions listed in the following table identify recommendations made in the plan that may be implemented through the development approval process and/or private/public sector partnering. The table relates the plan's recommendations to suggested action steps, the anticipated parties involved, and the time frame in which the recommendations should be implemented.

Success of the plan depends upon future decisions and actions of both the public and private sectors. In the private sector, implementation is the responsibility of developers and citizens. Implementation that is motivated by a desire to realize the recommendations of the vision plan will most effectively achieve the potential of the Subregion 1 Master Plan.

Table 12: Action and Phasing Plan

Proposed Project/Initiative	Parties Involved	Phasing
Construct one new middle school in the vicinity of the MD 197 corridor between US 1 and Powder Mill Road	Prince George's County Board of Education	Long Range
Construct one new K-8 grade school in the vicinity of Konterra Town Center	Prince George's County Board of Education	Long Range
Construct new Laurel Library (Seventh Street)	Prince George's County Central Services/ County Memorial Library System	Short Range
Renovate Beltsville Library (Sellman Road)	Prince George's County Central Services/ County Memorial Library System	Long Range
New Police District VI Police Station (Van Dusen Road and Virginia Manor Road)	Prince George's County Central Services/ County Police Department	Long Range
New Fire and Rescue Station, Snowden (MD 197 and Snowden Road)	Prince George's County Central Services/ County Fire Department	Long Range
New Fire and Rescue Station, Konterra vicinity (Old Gunpowder Road and Van Dusen Road)	Prince George's County Central Services/ County Fire Department	Long Range
Renovate or replace Company 31, Beltsville (4911 Prince George's Avenue)	Prince George's County Central Services/ County Fire Department	Intermediate Range
Renovate or replace Company 41, Beltsville (3939 Powder Mill Road)	Prince George's County Central Services/ County Fire Department	Intermediate Range
Renovate or replace Company 49, Laurel (14910 Laurel Bowie Road)	Prince George's County Central Services/ County Fire Department	Intermediate Range

Short Range Less than 5 Years; Intermediate Range = 6-10 Years; Long Range = More than 10 years

Public Facilities Cost Analysis and Estimates

Per Section 27-646(c)(4) of the Zoning Ordinance, all approved master plans must contain an estimate of the cost of all public facilities that must be acquired or constructed in order to carry out the objectives and requirements of the sector/ master plan. The table below exhibits the public facility cost estimates. The estimates are based on current (2007) dollars.

"New" indicates new or modified public facilities. "Existing" indicates existing and proposed recommendations in current county or state funding programs or carried over from the 1990 Subregion 1 Master Plan.

Table 13: Public Facilities Cost Estimates

New/ Existing	Recommended Public Facilities	Location and Description	County CIP/ State CTP	Estimated Cost
Public Facilities				
New	**Middle school**	In the vicinity of the MD 197 corridor between US 1 and Powder Mill Road	2009 Subregion 1 Master Plan Recommendation	$52,368,000
New	**K-8 grade school**	In the vicinity of Konterra Town Center	2009 Subregion 1 Master Plan Recommendation	TBD
New	**Beltsville Library** This project consists of the renovation and expansion of the existing facility	4913 Sellman Road	2009 Subregion 1 Master Plan Recommendation	$5,660,000
Existing	**Laurel Library Expansion** This project consists of building a new Laurel Branch Library on the existing site. The new facility will be 32,000 square feet with a larger community meeting room and public service area.	507 7th Street	County CIP ID No. HL719303	$6,966,000
Existing	**Laurel Regional Hospital** This project provides for a state grant of $675,000 to Prince George's County for the planning, design, renovation, expansion, repair, construction and capital equipping of the emergency department of the Laurel Regional Hospital.	7300 Van Dusen Road	County CIP ID No. MI809783	N/A

Table 13 (cont'd): Public Facilities Cost Estimates

New/ Existing	Recommended Public Facilities	Location and Description	County CIP/ State CTP	Estimated Cost
New	**District VI (Beltsville) Police Station** Construct a new station	The vicinity of Van Dusen Road and Virginia Manor Road	2008 Public Safety Facilities Master Plan	8,407,000
Existing	**Laurel Rescue Squad (Company 49)** Renovate or replace	Not determined	LK510493 and 2008 Public Safety Facilities Master Plan Recommendation	$5,400,000
Existing	**Beltsville Fire/EMS Station (Company 31)** Renovate or replace	The vicinity of MD 197 and Snowden Road	LK510800 and 2008 Public Safety Facilities Master Plan Recommendation	$5,400,000
New	**Fire and Rescue Station** Construct a new Fire/EMS Station, Konterra Fire/EMS Station	The vicinity of Old Gunpowder Road and Van Dusen Road	LK510113 and 2008 Public Safety Facilities Master Plan Recommendation	$5,400,000
Existing	**Beltsville Fire/EMS Station (Company 41)** Renovate or replace	The 4900 block of Prince George's Avenue	2008 Public Safety Facilities Master Plan Recommendation	$5,100,000
New	**Snowden Fire/EMS Station** Construct a new fire station	The vicinity of MD 197 and Snowden Road.	2008 Public Safety Facilities Master Plan Recommendation	$5,100,000
Transportation				
Existing	**Intercounty Connector** This project is to construct a new east-west multimodal highway in Montgomery and Prince George's counties between I-270 and I-95/US 1.	Between I-270 and I-95/US 1	State CTP STIP No. AT3761	N/A
Existing	**MD 212 Relocated** This project is to construct a multilane arterial along the general alignment of Ammendale/ Virginia Manor Road and Ritz Way from US 1 to I-95 (2.00 miles). When completed, this road will become MD 212.	Between US 1 and I-95 (2.00 miles)	State CTP STIP No. 163571	N/A

Table 13 (cont'd): Public Facilities Cost Estimates

New/ Existing	Recommended Public Facilities	Location and Description	County CIP/ State CTP	Estimated Cost
Existing	**East-West Intersection Improvement Program** This project is to improve intersections in northern Montgomery and western Prince George's Counties. Bicycle and pedestrian access included where appropriate.	Western Prince George's County	State CTP STIP No. MO8031	N/A
Existing	**I-95** This project is to conduct a study to construct a new interchange with collector-distributor roads at I-95 and Contee Road Relocated (2.0 miles). Bicycle and pedestrian access will be provided on Contee Road.	I-95 and Contee Road relocated	State CTP STIP No. PG4191	N/A
Existing	**I-495/I-95, Capital Beltway** This project is to conduct a study to widen I-495 and determine the feasibility of managed lanes from the American Legion Bridge to the Woodrow Wilson Bridge (42.20 miles).	From the American Legion Bridge to the Woodrow Wilson Bridge (42.20 miles)	State CTP STIP No. AW5181	N/A
Existing	**MD 28 (Norbeck Road)/MD 198 (Spencerville Road)** This project is to conduct a study to construct capacity improvements in the MD 28 and MD 198 corridors in Montgomery and Prince George's Counties (10.50 miles).	MD 198 corridors	State CTP STIP No. MO8861	N/A
Existing	**MD 201 Extended (Kenilworth Avenue)/US 1** This project is to conduct a study a 4-6 lane divided highway from I-95/I-495 (Capital Beltway) to MD 198 (7.1 miles). Bicycle and pedestrian access will be considered as part of this project.	From I-95/I-495 (Capital Beltway) to MD 198 (7.1 miles)	State CTP STIP No. PG9491	N/A
Existing	**US 1, Baltimore Avenue** This project is to conduct a study to reconstruct US 1 from College Avenue to Sunnyside Avenue (3.25 mile). Sidewalks and wide curb lanes will be included, where appropriate.	From College Avenue to Sunnyside Avenue (3.25 mile)	State CTP STIP No. PG2531	N/A

Table 13 (cont'd): Public Facilities Cost Estimates

New/ Existing	Recommended Public Facilities	Location and Description	County CIP/ State CTP	Estimated Cost
Existing	**Ammendale & Virginia Manor Road III** It consists of reconstructing and widening Ammendale Road, and portions of Old Gunpowder Road and Powder Mill Road, between I-95 and Trolley Lane.	Trolley Lane to I-95	County CIP ID No. FD664091	N/A
Existing	**Contee Road-Section II** This project consists of widening and reconstructing Contee Road from US 1 to Van Dusen Road.	US 1 to Van Dusen Road	County CIP ID No.FD665241	N/A
Existing	**Bridge Repair-Muirkirk Road** This project will provide minor repairs to the existing Muirkirk Road Bridge over US 1 and the CSX railroad tracks in Beltsville.	Over US 1 & CSX railroad tracks in Beltsville	County CIP ID No. FD668162	N/A
Existing	**Baltimore-Washington Parkway (F-2)** This project will upgrade the Baltimore-Washington Parkway from four lanes to six lanes. Recommend additional lane in each direction be shown on the plan to support future access needs in the area.	Baltimore-Washington Parkway	1990 Subregion 1 Approved Master Plan recommendation (p. 153)	N/A
New	**Konterra East, Southern Access Road (MC-103)** This project will downgrade the southern access road from six-lane arterial. Recommend four-lane divided facility between Ammendale Road and Konterra East.	Between Ammendale Road and Konterra East	2009 Subregion 1 Master Plan Recommendation	N/A
Existing	**MD 197 (A-4)** This project will upgrade MD 197 between South Laurel Drive and Jericho Park Road. It will extend arterial designation along existing MD 197, and plan for four-lane divided facility between B-W Parkway and Jericho Park Road, with driveway access controlled in accordance with Subtitle 24. Prior plan proposed this as four-lane collector (C-107). Perform spot widenings to achieve six through lanes between MD 198 and B-W Parkway.	Between South Laurel Drive and Jericho Park Road	1990 Subregion 1 Approved Master Plan recommendation (p. 154)	N/A

Table 13 (cont'd): Public Facilities Cost Estimates

New/ Existing	Recommended Public Facilities	Location and Description	County CIP/ State CTP	Estimated Cost
New	**Contee Road (A-6)** This project will shorten facility to extend only to A-56. It recommends a six-lane divided facility from A-56 to US 1, partially on new alignment. Portions of A-6 west of A-56 on prior plan are now either coincident with A-56 or have been downgraded to a major collector.	From Kenilworth Avenue Extended (A-56) to US 1	2009 Subregion 1 Master Plan Recommendation	N/A
New	**US 1 (A-9)** This project will downgrade US 1 from six-lanes to a four-lane arterial. It recommends a four-lane divided facility within Subregion 1, but maintaining a wider section where it exists south of Sunnyside Avenue. Downgrade is intended to retain US 1 as a "main street," and will be supported with a recommendation to allow LOS E along its length.	US 1 within Subregion 1	2009 Subregion 1 Master Plan Recommendation	N/A
New	**Van Dusen Road (MC-102)** This project will downgrade Van Dusen Road from six-lanes to a four-lane divided facility between Konterra East and Greater Laurel Regional Hospital. Downgrade became feasible due to rerouting of A-56 facility.	Between Konterra East and the Greater Laurel Hospital	2009 Subregion 1 Master Plan Recommendation	N/A
New	**Konterra East, Eastern Access Road (MC-104)** This project will upgrade the eastern access road from a four-lane collector. It recommends a four-lane divided facility between Konterra and A-56. Upgrade needed due to change in mix of land uses at Konterra.	Between Konterra and Kenilworth Avenue Extended (A-56)	2009 Subregion 1 Master Plan Recommendation	N/A
New	**Cypress Street (C-4) delete from 1990 Plan** This consists of the deletion of the Cypress Street project (C-4) as described in the 1990 Subregion 1 Master Plan. The entire area has been annexed by the City of Laurel and needed streets have been built.	From Baltimore Avenue to Contee Road (C-257)	2009 Subregion 1 Master Plan Recommendation	N/A

Table 13 (cont'd): Public Facilities Cost Estimates

New/ Existing	Recommended Public Facilities	Location and Description	County CIP/ State CTP	Estimated Cost
New	**New Collectors Within Planning Area 64 (Powder Mill Road, Soil Conservation Road, and Springfield Road)** This is the initial master plan covering Planning Area 64. The following facilities for designation as collector facilities in recognition of their role within the overall area: **C-112, Powder Mill Road between A-56 and MD 197; C-115, Soil Conservation Road; and C-116, Springfield Road.** No widening of these facilities is foreseen by the land uses recommended in this plan, but future widening could be triggered by changes in land use within federally owned lands.	• Powder Mill Road (C-112) between Kenilworth Avenue extended (A-56) and MD 197; • Soil Conservation Road (C-115) • Springfield Road (C-116)	2009 Subregion 1 Master Plan Recommendation	N/A
New	**Brooklyn Bridge Road (C-117) delete from 1990 Plan** This consists of the deletion of the Brooklyn Bridge Road project (C-117) as described in the 1990 Subregion 1 Master Plan. Much of the area along this roadway is within the City of Laurel, and the remaining properties have limited development potential that can be served by primary roads.	From Bond Mill Road to Old Sandy Spring Road	2009 Subregion 1 Master Plan Recommendation	N/A
New	**Van Dusen Road/Old Sandy Spring Road (C-119) delete from 1990 Plan** This consists of the deletion of the Van Dusen Road/Old Sandy Spring Road project (C-119) as described in the 1990 Subregion 1 Master Plan. Much of the area along these roadways north of MD 198 is within the City of Laurel, and the remaining properties have limited development potential that can be served by primary roads.	From Brooklyn Bridge Road to Van Dusen Road	2009 Subregion 1 Master Plan Recommendation	N/A

Table 13 (cont'd): Public Facilities Cost Estimates

New/ Existing	Recommended Public Facilities	Location and Description	County CIP/ State CTP	Estimated Cost
New	**Cherry Lane/Contee Road (C-257) delete from 1990 Plan** This consists of the deletion of the Cherry Lane/ Contee Road project (C-257) as described in the 1990 Subregion 1 Master Plan. Much of the area along these roadways west of Van Dusen Road has been annexed by the City of Laurel, and the remaining properties have limited development potential that can be served by primary roads.	From Kenilworth Avenue Extended to Cypress Street Extended	2009 Subregion 1 Master Plan Recommendation	N/A
New	**Rhode Island Avenue (P-101 & P-102) downgrade** This project includes downgrading Rhode Island Avenue between Sunnyside Avenue and Powder Mill Road. It is recommended to be downgraded to a pair of separate primary roadways. This is intended to eliminate a skewed intersection with US 1 and would create two separate intersections north and south of the existing one. The recommendation would lessen the role of Rhode Island Avenue as a through facility through Beltsville.	Rhode Island Avenue between Sunnyside Avenue and Powder Mill Road	2009 Subregion 1 Master Plan Recommendation	N/A
New	**Downgrading multiple collector facilities** The following facilities are proposed in the 1990 plan to be downgraded from an ultimate four-lane roadway to the existing two lanes, but retain the collector label: C-103, Montpelier Drive; C-107, Calverton Boulevard; C-112, Powder Mill Road between Old Gunpowder Road and A-56; C-113, Bond Mill Road; and C-118, Rhode Island Avenue between the Capital Beltway and Sunnyside Avenue.	Montpelier Drive, Calverton Boulevard, Powder Mill Road, Bond Mill Road, and Rhode Island Avenue	2009 Subregion 1 Master Plan Recommendation	N/A
Existing	**MD 198 (A-1)** This project consists of widening MD 198 to a six lane divided facility from Montgomery County to Anne Arundel County. Sufficient pavement exists for six continuous through lanes over most of section, with only a spot widening required at western end.	Montgomery County to Anne Arundel County	1990 master plan recommendation (p. 153)	N/A N/A

Table 13 (cont'd): Public Facilities Cost Estimates

New/ Existing	Recommended Public Facilities	Location and Description	County CIP/ State CTP	Estimated Cost
New	**Cherry Lane (A-2)** This project consists of widening Cherry Lane to a six-lane divided facility between Van Dusen Road and MD 197. Spot widening required at western end.	Between Van Dusen Road and MD 197	2009 Subregion 1 Master Plan Recommendation	N/A
New	**Old Gunpowder Road (MC-101)** This project consists of extending the existing two-lane facility to Muirkirk Road.	Between Powder Mill Road/ Ammendale Road/ Ritz Way (A-8) and MD 198	2009 Subregion 1 Master Plan Recommendation	N/A
New	**Briggs Chaney Road (C-104)** This project consists of widening Briggs Chaney Road to a four-lane undivided facility between Montgomery County and Old Gunpowder Road. Spot widenings required along entire length.	Between Montgomery County and Old Gunpowder Road	2009 Subregion 1 Master Plan Recommendation	N/A
New	**Greencastle Road (C-110)** This project consists of widening Greencastle Road to a four-lane undivided facility between Montgomery County and Old Gunpowder Road. Spot widenings required along entire length.	From Montgomery to Old Gunpowder Road	2009 Subregion 1 Master Plan Recommendation	N/A
New	**Sunnyside Avenue (C-120** This project consists of widening Sunnyside Avenue to a four-lane undivided facility. Portion east of railroad tracks still requires widening.	East of the CSX railroad tracks	2009 Subregion 1 Master Plan Recommendation	N/A
Transit				
New	**WMATA Green Line Extension** This project is the Maryland Transit Authority's feasibility study and environmental inventory review for the possible 20-mile extension of the Metrorail Green Line from Greenbelt to BWI Thurgood Marshall Airport	From the Greenbelt Metrorail Station to BWI Thurgood Marshall Airport	2009 Subregion 1 Master Plan Recommendation	N/A

Table 13 (cont'd): Public Facilities Cost Estimates

New/ Existing	Recommended Public Facilities	Location and Description	County CIP/ State CTP	Estimated Cost
Trails and Pedestrian Facilities				
New	**Muirkirk Road** This project consists of installing sidewalks and bike lanes	MD 197 to Virginia Manor Road	2009 Subregion 1 Master Plan Recommendation	N/A
New	**Sellman Road** This project consists of installing a side path along Sellman Road	Cherry Hill Road to US 1	2009 Subregion 1 Master Plan Recommendation	N/A
Existing	**Montgomery Road** This project consists of installing sidewalks along Montgomery Road	Sellman Road to 34th Place	County CIP ID No. FD664201	N/A
New	**Cedar Lane** This project consists of installing sidewalks along Cedar Lane	MD 212 to Montgomery Road	2009 Subregion 1 Master Plan Recommendation	N/A
New	**MD 212** This project consists of installing sidewalks, bike lanes, and cross walk improvements along MD 212	Gunpowder Road to US 1	2009 Subregion 1 Master Plan Recommendation	N/A
New	**Briggs Chaney Road** This project consists of installing sidewalks along Briggs Chaney Road	Gunpowder Road to the Montgomery County line.	2009 Subregion 1 Master Plan Recommendation	N/A
New	**Cherryvale** This project consists of installing neighborhood trail connections. These short trail connections will improve access to existing parkland and High Point High School.	Vicinity of Cherryvale Neighborhood Park	2009 Subregion 1 Master Plan Recommendation	N/A
New	**West Laurel** This project consists of installing connector trails. These trails will enhance the existing trails in the West Laurel community.	Tilghman Court to Tilghman Drive and Cissell Road	2009 Subregion 1 Master Plan Recommendation	N/A
New	**Collier Road** This project consists of installing sidewalks along Collier Road	MD 212 to the end of the cul-de-sac	2009 Subregion 1 Master Plan Recommendation	N/A
New	**Larchdale Road** This project consists of installing sidewalks along Larchdale Road	Contee Road to the end of the road	2009 Subregion 1 Master Plan Recommendation	N/A
Existing	**Contee Road** This project consists of installing sidewalks and bike lanes along Contee Road	MD 197 to Van Dusen Road	County CIP ID No. FD665241 (Section II)	N/A

Table 13 (cont'd): Public Facilities Cost Estimates

New/ Existing	Recommended Public Facilities	Location and Description	County CIP/ State CTP	Estimated Cost
New	**Muirkirk Road** This project consists of installing traffic-calming and pedestrian-safety improvements along Muirkirk Road	The vicinity of Bedford Park and Montpelier Elementary School	2009 Subregion 1 Master Plan Recommendation	N/A
New	**MD 197** This project consists of installing pedestrian-safety improvements at the Baltimore-Washington Parkway	Vicinity of the MD 197 and Baltimore-Washington Parkway interchange	2009 Subregion 1 Master Plan Recommendation	N/A
New	**MD 212** This project consists of installing pedestrian-safety improvements at the I-95 interchange. These safety improvements will connect existing residential communities and commercial areas along MD 212 and provide safe access at the interchange.	Vicinity of the MD 212 and I-95 interchange	2009 Subregion 1 Master Plan Recommendation	N/A
New	**Railroad Avenue** This project consists of installing a trail along Railroad Avenue	Contee Place to Mulberry Street	2009 Subregion 1 Master Plan Recommendation	N/A
New	**Ammendale-Virginia Manor Road** This project consists of installing bike lanes along Ammendale-Virginia Manor Road This project will complete the designated bike lanes along this project.	US 1 to Gunpowder Road	2009 Subregion 1 Master Plan Recommendation	N/A
Existing	**Gunpowder Road** This project consists of installing a side path and bike lanes along Gunpowder Road	MD 212 to MD 198	County CIP ID No. FD666101 (Phase II)	N/A
Existing	**Paint Branch Stream Valley Trail** This project will extend the existing Paint Branch Trail from Cherry Hill Road to the Little Paint Branch Trail north of Sellman Road and will connect Beltsville with the Anacostia Tributary trails' network inside the Capital Beltway.	Cherry Hill Road to Sellman Road	County CIP ID No. EC011180	N/A
New	**US 1** This project consists of installing a side path or wide sidewalk and designated bike lanes along US 1. This project will extend improvements recently implemented at the IKEA site.	US 495 to Laurel	2009 Subregion 1 Master Plan Recommendation	N/A
New	**US 1** This project consists of installing pedestrian-safety improvements at the I-495 interchange	US 1 and I-495 interchange	2009 Subregion 1 Master Plan Recommendation	N/A

Table 13 (cont'd): Public Facilities Cost Estimates

New/ Existing	Recommended Public Facilities	Location and Description	County CIP/ State CTP	Estimated Cost
New	**Rhode Island Avenue Trolley Trail** This project consists of providing a shared-use trail along the former trolley right-of-way. Several segments of this trail have been implemented by the City of College Park. Planning work is also being done in Riverdale Park and Hyattsville for the extension of this trail. Where an existing roadway is within the former trolley right-of-way, bikeway and sidewalk improvements may be appropriate. This trail should be extended north to Quimby Avenue within Subregion 1.	I-495 to Ammendale Business Campus	2009 Subregion 1 Master Plan Recommendation	N/A
New	**MD 197** This project consists of installing a side path along MD 197. This side path will provide safe, off-road bike and pedestrian access between two municipalities and the existing WB&A Trail	Bowie to Laurel	2009 Subregion 1 Master Plan Recommendation	N/A
New	**Baltimore-Washington Parkway Trail** This project is to explore a feasibility study to provide a trail within this NPS corridor.	Between Muirkirk Road and Greenbelt	2009 Subregion 1 Master Plan Recommendation	N/A
New	**Patuxent River Trail** This project is a stream valley trail which consists of providing access to several existing park facilities. It ultimately will serve as a segment of the larger Patuxent River Trail that is planned along portions of the stream valley corridor.	Snow Hill Manor Neighborhood Park to the Pheasant Run Community Park	2009 Subregion 1 Master Plan Recommendation	N/A
New	**Patuxent River Stream Valley Trail** This project consists of installing a stream valley trail along the tributary of the Patuxent River just north of Montpelier Road	Claxton Drive to the Patuxent River	2009 Subregion 1 Master Plan Recommendation	N/A
Parks and Recreation				
Existing	**Abraham Hall Historic Site** Repair of roof, windows, doors, and utilities	Old Muirkirk Road	County CIP ID No. EC011192	N/A
Existing	**Beltsville Area Sports Park** Development funding for athletic field construction	Beltsville Area	County CIP ID No. EC011133	N/A

Table 13 (cont'd): Public Facilities Cost Estimates

New/ Existing	Recommended Public Facilities	Location and Description	County CIP/ State CTP	Estimated Cost
Existing	**Blue Ponds Conservation Area** Construction of interpretive trail around the pond	Muirkirk Road	County CIP ID No. EC011193	N/A
Existing	**Beltsville Community Park School** Funding is for renovation of athletic fields at Martin Luther King Middle School which occupies the adjacent site.	Ammendale Road	County CIP ID No. EC011038	N/A
Existing	**Laurel-Beltsville Senior Center** This project is to design and construct a recreation center specifically for senior citizens in the Laurel-Beltsvillearea.	Beltsville	County CIP ID No. EC011121	N/A
Existing	**Cherryvale Neighborhood Park** This project consists of renovation of park facilities and the correction of a drainage problem	Green Ash Lane	County CIP ID No. EC021015	N/A
Existing	**Deerfield Run Elementary School Community Center** This project consists of a facility expansion	Laurel Bowie Road	County CIP ID No. EC011182	N/A
Existing	**Fairland Regional Park** The proposed development includes road and parking renovation	13800 Old Gunpowder Road This park development project lies west of Old Gunpowder Road along the Montgomery/Prince George's County line.	County CIP ID No. EC016391	N/A
Existing	**Konterra Sport Park** Development of a new 60-acre park to supplement the athletic fields at Fairland Regional Park	Old Gunpowder Road	County CIP ID No. EC011207	N/A
Existing	**Little Paint Branch Stream Valley Park** Construction of a trail between Cherry Hill Road and the Beltsville Community Center	Sellman Road	County CIP ID No. EC011180	N/A
Existing	**Longwood Community Park (Dinosaur Fossil Area)** This park will be developed with special, controlled access as an educational and recreational amenity in support of the significant dinosaur fossils found in the area	Alloway Lane	County CIP ID No. EC011007	N/A

Table 13 (cont'd): Public Facilities Cost Estimates

New/ Existing	Recommended Public Facilities	Location and Description	County CIP/ State CTP	Estimated Cost
Existing	**Montpelier ES Gym Addition** Construct a gym addition	Muirkirk Road	County CIP ID No. EC011211	N/A
Existing	**Montpelier Mansion & Art Center** The project is to perform general restoration work on the mansion, to make improvements to the surrounding grounds, and to add a modular classroom to the Art Center	9401 Montpelier Drive	County CIP ID No. EC010918	N/A
Existing	**Oakcrest Neighborhood Recreation Center** Renovate the recreation building and picnic shelter	Lindendale Drive	County CIP ID No. EC011049	N/A
Existing	**Snowden Oak Community Park** Improve parking lot drainage	South Montpelier Drive	County CIP ID No. EC011145	N/A
Existing	**South Laurel Neighborhood Park** Funding is for installation of an asphalt trail, shelter and basketball court and to renovate the play equipment	South Laurel Drive	County CIP ID No. EC011051	N/A
Existing	**Vansville Community Center** This project consists of a gym, fitness room, and office addition to the Laurel-Beltsville Elementary School.	Beltsville	County CIP ID No. ECO11183	N/A
Existing	**Vansville Neighborhood Recreation Center** Replace play equipment and construct trail	Old Baltimore Pike	County CIP ID No. EC011053	N/A

Sectional Map Amendment

Introduction

The comprehensive rezoning process, known 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 plans and policies. This chapter contains the sectional map amendment (SMA) for the Subregion 1 Master Plan area. The District Council initiated the SMA in 2004 via CR-75-2004, with the expressed intent to process the SMA concurrent with the master plan. This SMA is intended to implement the land use recommendations of the approved Subregion 1 Master Plan for the foreseeable future.

Comprehensive rezoning, through the SMA, is a necessary implementation step in the land use planning process. It attempts to ensure that future development will be in conformance with county land use plans and development policies, reflecting the county's ability to accommodate development in the foreseeable future. Existing zoning, which 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 Subregion 1 thereby enhancing the health, safety and general welfare of all Prince George's County residents and citizens.

The county's Capital Improvement Program and Ten-Year Water and Sewer Plan, as well as existing land use and zoning and pending zoning applications, were examined and evaluated in preparation of both the preliminary land use plan and this proposed 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"=200' Zoning Map(s) for this area. Future comprehensive examinations of the zoning within these areas will occur in accordance with the procedures established for sectional map amendments.

The last comprehensive rezoning for the Subregion 1 Master Plan area with the exception of Planning Area 64 took place in March 1990 with the approval of the sectional map amendment for Subregion 1 (CR-19-1990). This is the first time a comprehensive rezoning is applied to Planning Area 64, which is mostly owned by the federal government.

Comprehensive Rezoning Implementation Policies

A number of established comprehensive rezoning implementation policies are utilized as necessary guidelines for developing the zoning proposal.

Public Land Policy

The established land policy states that all public land should be placed in the most restrictive and/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 ensure 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) 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. 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 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 proposed 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, also known as downzoning, 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 rezoning 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 which 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 which 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, CDZs 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

This plan identifies areas for mixed-use zoning. Applications for a mixed-use zone may be filed for evaluation and approval based only on the concepts and guidelines contained in the text of this document. Approval should be given for those applications that meet the intent, concepts and guidelines of the future land use plan (see Map 13 on following page). Subtitle 27A (the new mixed-use zone) of the County Code shall not be permitted to be utilized in Subregion 1.

The M-X-T (Mixed-Use Transportation Oriented) Zone serves as an adequate zoning technique to implement the recommendations of the master plan for higher intensity, mixed-use development concentrated in and around the Konterra Town Center and at some neighborhood-serving mixed-use activity centers designated by the master plan. To be most effective, it is recommended that the land use recommendations of the master plan be viewed comprehensively, and that review of site plan applications in the M-X-T Zone be flexible. Rather than requiring a mix of uses for each application, there should be a concentrated effort to ensure that the Konterra Town Center and the US 1 Corridor develop with the cohesive, horizontal and vertical mix of uses described by the master plan as a whole.

The special treatment area located south of the Konterra Town Center is retained in the R-R Zone. The plan recommends that this area be developed as a state-of-the-art green-design, campus-like corporate or institutional employment and residential complex incorporating Leadership in Energy and Environmental Design (LEED) techniques as well as other progressive green strategies utilizing the latest green techniques and materials. LEED is a green building rating system that was designed to guide and distinguish high-performance commercial and institutional projects that originally focused on office buildings but has been applied to numerous building types and comprehensive neighborhood design. In addition to incorporating LEED, the special treatment area encourages the use of alternative energy sources such as solar, wind, and hydrogen power. Development in this area should implement the goals and policies outlined in the Environmental Infrastructure chapter of the Subregion 1 Master Plan.

Development should also be phased so that certain levels of development trigger requirements meant to ensure conformance to the master 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.

Zoning Requests

The pending applications and requests for rezoning were reviewed in the context of the proposed master plan land use policies.

Comprehensive Rezoning Changes

To implement the master plan policies and land use recommendations contained in the preceding chapters, many parcels of land must be rezoned to bring the zoning into conformance with the master plan. The comprehensive rezoning process (via the SMA) provides the most appropriate mechanism for the public sector to achieve this. As such, the SMA is approved as an amendment to the official Zoning Map(s) concurrently with approval of the master plan.

The SMA includes recommended zoning changes based on the land use and development policies described in the previous chapters of this master plan. The changes are shown on the SMA maps and described in the change tables. These zoning changes result in a new zoning inventory for the area (see Table 14). The zoning pattern for the Subregion 1 master plan area is shown on Map 14 which is included for illustrative purposes only. The 1”=200’ scale zoning maps will represent the official zoning boundaries.

Map 13: Approved Future Land Use for Subregion 1

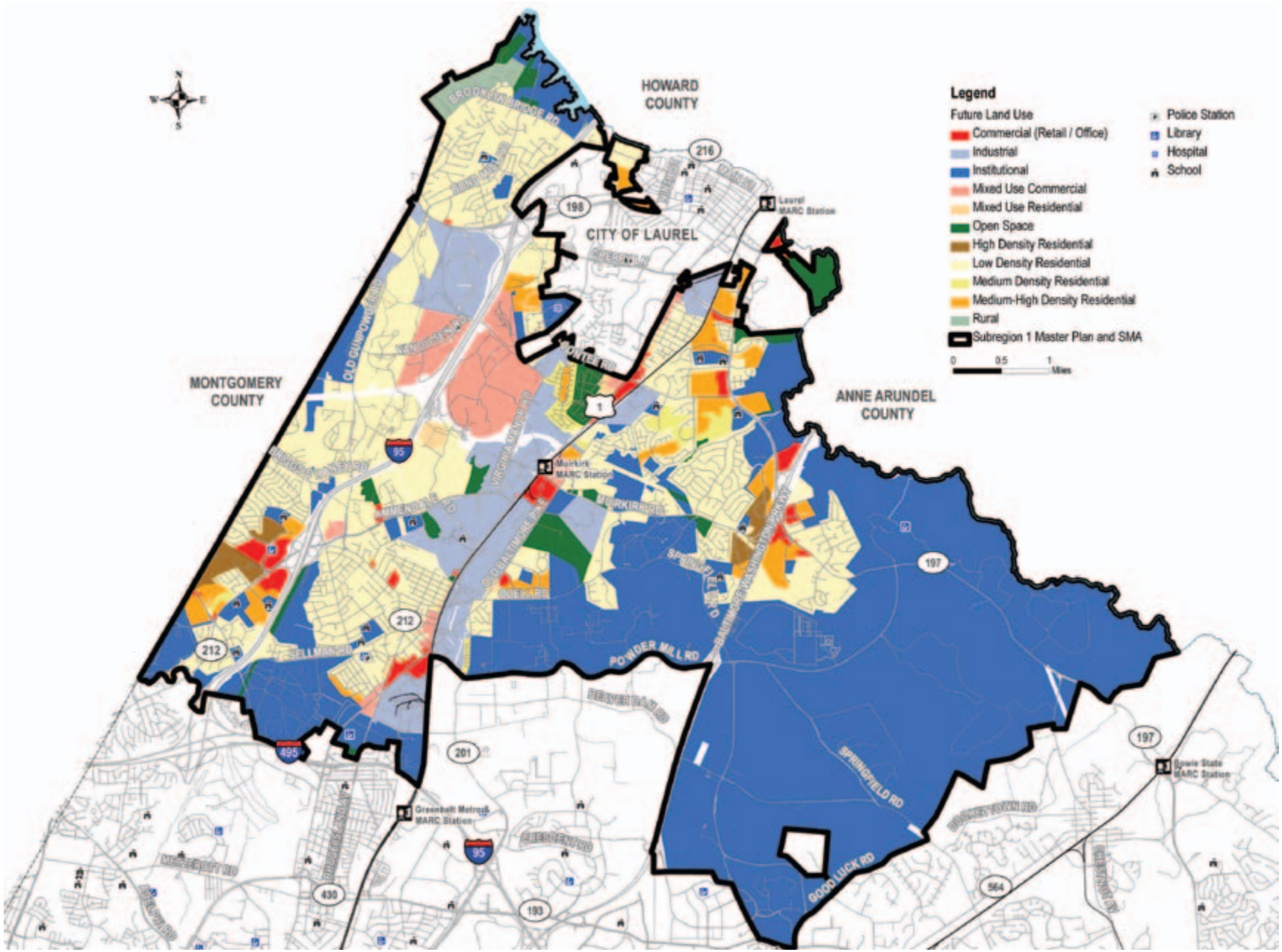
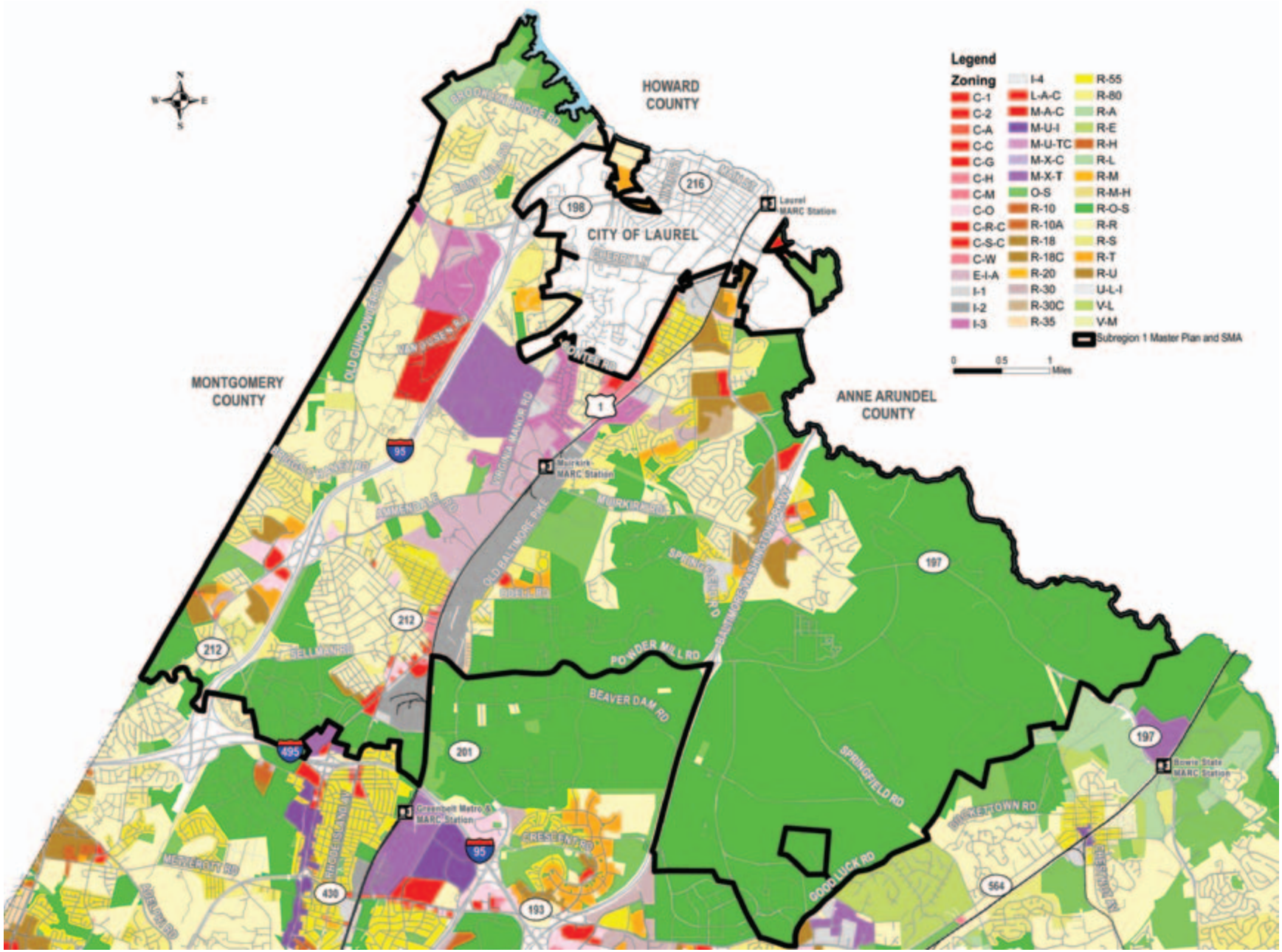


Table 14: Existing and Approved Zoning Inventory

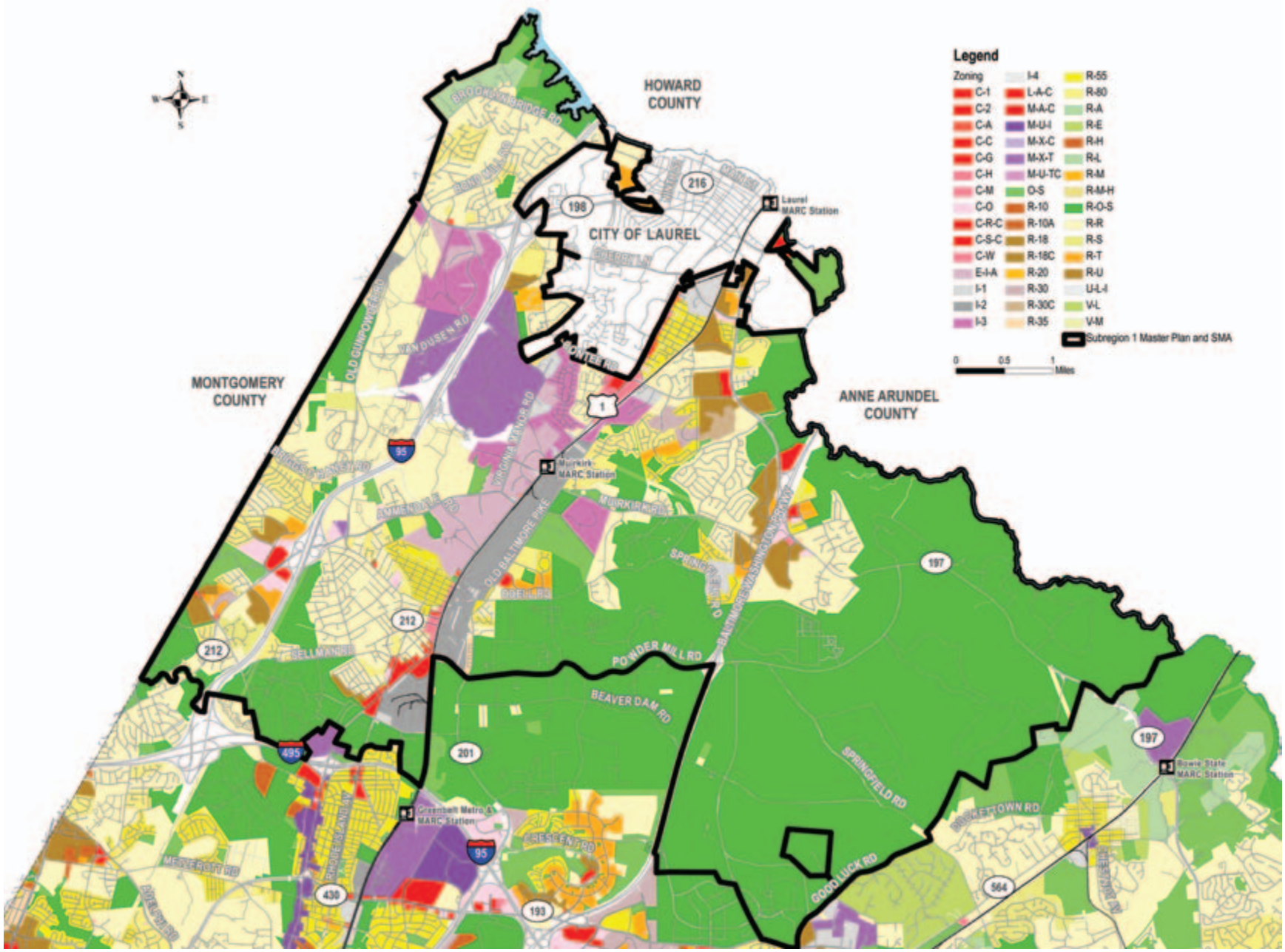
Zone*	Land Area			
	Existing (acres)	Proposed (acres)	Difference (+/-)	Percent Difference
R-O-S (Reserved Open Space)	13,779.65	13,779.65	0.00	0.00%
O-S (Open Space)	903.20	795.92	-107.28	-13.48%
R-A (Residential-Agricultural)	545.26	545.26	0.00	0.00%
R-E (Residential-Estate)	98.80	98.80	0.00	0.00%
R-R (Rural Residential)	5,104.10	4,958.54	-145.56	-2.94%
R-S (Residential Suburban Development)	100.85	100.85	0.00	0.00%
R-80 (One-Family Detached Residential)	802.41	766.78	-35.63	-4.65%
R-55 (One-Family Detached Residential)	487.48	496.89	9.41	1.89%
R-35 (One-Family Semidetached, and Two-Family Detached, Residential)	14.47	14.47	0.00	0.00%
R-M (Residential Medium Development)	38.80	38.80	0.00	0.00%
R-T (Townhouse)	225.56	225.56	0.00	0.00%
R-30 (Multifamily Low Density Residential)	76.32	76.32	0.00	0.00%
R-30C (Multifamily Low Density Residential Condominium)	50.15	50.15	0.00	0.00%
R-18 (Multifamily Medium Density Residential)	459.72	459.72	0.00	0.00%
R-18C (Multifamily Medium Density Residential-Condominium)	0.00	26.62	26.62	100.00%
R-U (Residential Urban Development)	72.84	72.84	0.00	0.00%
R-10 (Multifamily High Density Residential)	1.50	1.50	0.00	0.00%
C-A (Ancillary Commercial)	2.44	2.44	0.00	0.00%
C-O (Commercial Office)	157.40	138.10	-19.30	-13.98%
C-R-C (Commercial Regional Center	317.00	0.00	-317.00	-100.00%
C-S-C (Commercial Shopping Center)	181.36	212.18	30.82	14.53%
C-2 (General Commercial, Existing)	2.01	0.00	-2.01	-100.00%
C-M (Miscellaneous Commercial)	90.44	87.25	-3.19	-3.66%
I-3 (Planned Industrial/Employment Park)	579.11	733.73	154.62	21.07%
I-1 (Light Industrial)	264.78	275.62	10.84	3.93%
I-2 (Heavy Industrial)	604.52	597.45	-7.07	-1.18%
E-I-A (Employment and Institutional Area)	529.19	529.19	0.00	0.00%
M-X-T (Mixed Use Transportation Oriented)	520.03	924.77	404.74	43.77%
Right-of-Way	2,259.00	2,259.00	0.00	0.00%
Water	100.00	100.00		
Total	**28,368.00**	**28,368.00**	**N/A**	**N/A**

* The zones are listed in the order of intensities, beginning with the least intensive zone and progressing to the most intensive zone, as defined in Section 27-109(b) of the Zoning Ordinance.

Map 14: Existing Zoning for Subregion 1



Map 15: Approved Zoning for Subregion 1



Zoning Change Tables

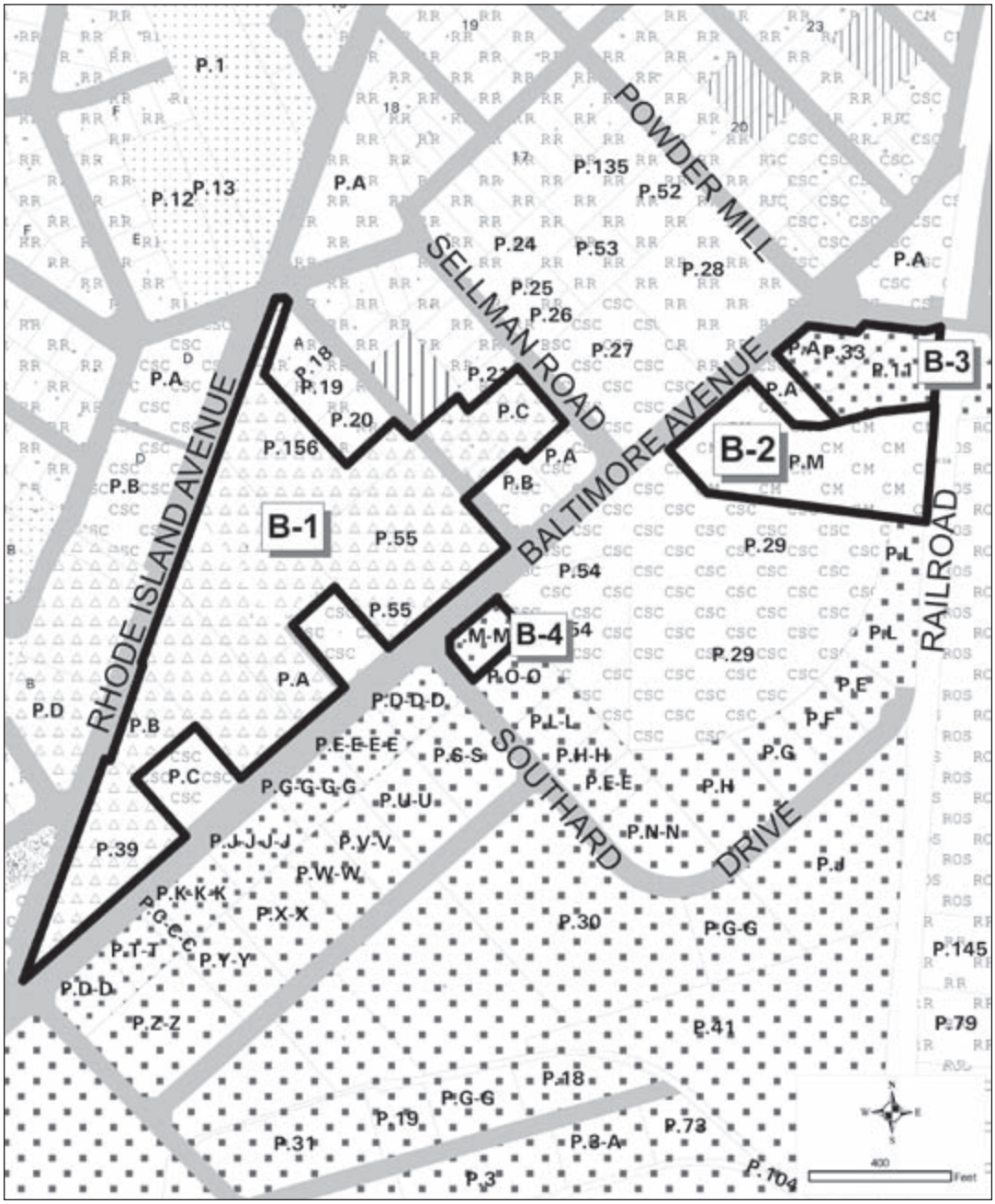
Change Number	Zone Change	Area of Change	Approved SMA/ ZAP/SE Number	Date	Pending ZAP	200' Scale Index Maps
Beltsville-1	C-O to C-S-C	14.72 acres	SMA	10/2/1990	-	213NE05 214NE05
Use and Location: 10801 Rhode Island Avenue, Greenstreet Partnership LTD, Parcel 121, Plat 01215035, Lot 2, Sawczyn-schultze subdivision; 4727 Sellman Road, Plat A01-3308, Beltsville-Mangis Addn, part of lot 13; 4715 Sellman Road, Parcel C, Holbrook sub, Plat A01-9299;10916 Baltimore Ave., 3.0 ac to 3223724 STR 99 Tax Map Grid (TMG) 019A2; TMG:019/A2; 10901 Rhode Island Avenue, set up new from 0041509 STR99, USPO; 10800 Baltimore Avenue, Plat A01-7718, ADJ 0699 AC L3902 F 391) CERT OF CONVEYANCE 3/2/10, Subdvision: Beltsville-Maryland Natl Bank Addn; 10727 Rhode Island Ave., Plat A01-7121, Parcel B public utility operating property, Beltsville substation #194; Twin chimneys office condos, 10764 Baltimore Ave, Plat 01126063; 10630 Baltimore Avenue, Suburban Trust; 4725 Sellman Rd, Plat: A01-3308, PT LOT 12 EQ 10029.3 SQ FT, Subdvision: Beltsville-Mangis Addn; 4715 Sellman Rd, Plat: A01-9299, Parcel C, Subdvision: Holbrook.						
Discussion: This area has been designated for commercial retail land use as an interim zone that fulfills the land use plan until a new mixed-use zone is developed and applied through a countywide SMA.						

Change Number	Zone Change	Area of Change	Approved SMA/ ZAP/SE Number	Date	Pending ZAP	200' Scale Index Maps
Beltsville-2	C-M to C-S-C	4.41 acres	SMA	10/2/1990	-	214NE05
Use and Location: 11001 Baltimore Ave – Subdivision: Beltsville Industrial properties, Parcel M, TMG:019B2						
Discussion: The mix of existing and underutilized auto-related uses and strip commercial establishments with numerous curb cuts exacerbate vehicle circulation and pedestrianism issues making the area inefficient and unsafe for cars and people.						

Change Number	Zone Change	Area of Change	Approved SMA/ ZAP/SE Number	Date	Pending ZAP	200' Scale Index Maps
Beltsville-3	I-1 to C-S-C	2.61 acres	SMA	10/2/1990	-	214NE05
Use and Location: The existing gas station located at 5003 Powder Mill Road; TMG:019B2; 11055 Baltimore Avenue, Parcel A, Plat A01-9776, Beltsville-Keith G Gosmans Addn-resub; 5005 Powder Mill Road.						
Discussion: This change conforms to the master plan's land use plan recommendations. The gas station may become a nonconforming use.						

Change Number	Zone Change	Area of Change	Approved SMA/ ZAP/SE Number	Date	Pending ZAP	200' Scale Index Maps
Beltsville-4	I-1 to C-S-C	0.59 acre	SMA	10/2/1990	-	213NE05
Use and Location: 10901 Baltimore Avenue, Plat 01-6918, Parcel M-M; TMG: 019A2.						
Discussion: This change conforms to the master plan's land use plan recommendations.						

Beltsville-1. C-O to C-S-C
Beltsville-2. C-M to C-S-C
Beltsville-3. I-1 to C-S-C
Beltsville-4. I-1 to C-S-C

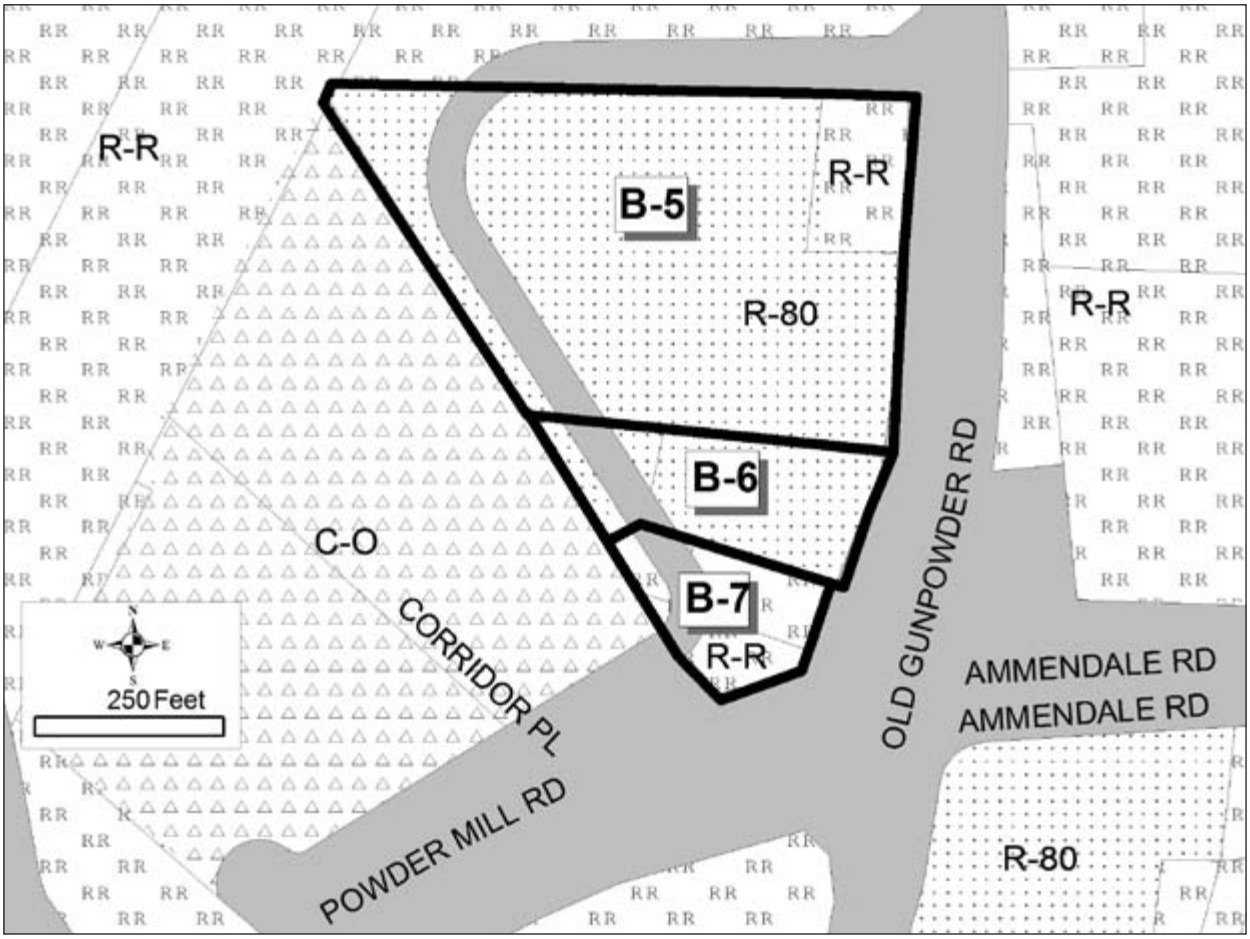


Change Number	Zone Change	Area of Change	Approved SMA/ZAP/SE Number	Date	Pending ZAP	200' Scale Index Maps
Beltsville-5	R-R and R-80 to M-X-T	.6570ac 5.777ac			-	216NE05
Use and Location: 11806 and 11810 Old Gunpowder Rd; Parcels 20 and 26, TMG: 012E2						
Discussion: The adjoining properties zoned C-O should be considered for future rezoning to the M-X-T Zone as part of an office and technology park development. To be considered for future rezoning to M-X-T Zone, an assemblage of at least 7 acres would have to be included in the rezoning application. The properties to be zoned M-X-T cannot file a Conceptual Site Plan application unless such application contains an assemblage of at least 7 acres. The M-X-T is to be targeted for an office and technology mix of uses with allowance for a modest amount of retail and multi-family residential (not exceeding 50% of the square footage of the development) with a high quality of design. Residential density shall be limited to 12 units to the acre; however, if an assemblage of more than 10 acres is joined in an application, the residential density limitation may be increased to 16 units to the acre.						

Change Number	Zone Change	Area of Change	Approved SMA/ZAP/SE Number	Date	Pending ZAP	200' Scale Index Maps
Beltsville-6	R-80 to M-X-T	.847 acre .336 acre			-	215NE05
Use and Location: 11800 Old Gunpowder Road; Parcels 111 and 18, TMG:012E2; Flagg Bottom (P111); Pt of Par 18 Flagg Bottom (.1930 AC dfr to st of MD RW/38 03) Tax accounts 0064071 and 0064089;						
Discussion: The adjoining properties zoned C-O should be considered for future rezoning to the M-X-T Zone as part of an office and technology park development. To be considered for future rezoning to M-X-T Zone, an assemblage of at least 7 acres would have to be included in the rezoning application. The properties to be zoned M-X-T cannot file a Conceptual Site Plan application unless such application contains an assemblage of at least 7 acres. The M-X-T is to be targeted for an office and technology mix of uses with allowance for a modest amount of retail and multi-family residential (not exceeding 50% of the square footage of the development) with a high quality of design. Residential density shall be limited to 12 units to the acre; however, if an assemblage of more than 10 acres is joined in an application, the residential density limitation may be increased to 16 units to the acre.						

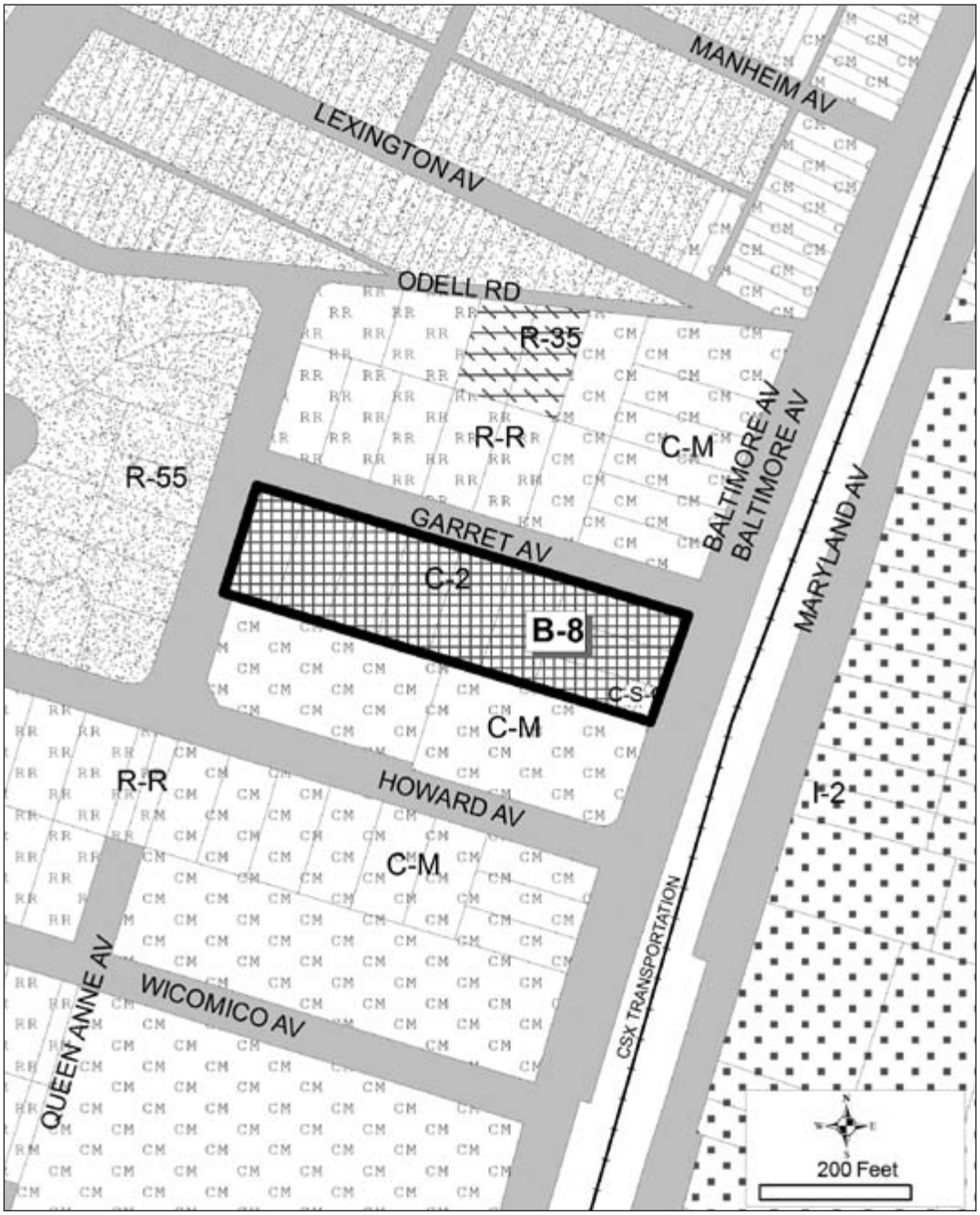
Change Number	Zone Change	Area of Change	Approved SMA/ZAP/SE Number	Date	Pending ZAP	200' Scale Index Maps
Beltsville-7	R-R to M-X-T	1.34 acres			-	215NE05
Use and Location: 11724 Old Gunpowder Road, Plat A01-3792, lots 1 and 2 parcel B (entire IMPS razed 7/1/04, subdivision Barr tract						
Discussion: The adjoining properties zoned C-O should be considered for future rezoning to the M-X-T Zone as part of an office and technology park development. To be considered for future rezoning to M-X-T Zone, an assemblage of at least 7 acres would have to be included in the rezoning application. The properties to be zoned M-X-T cannot file a Conceptual Site Plan application unless such application contains an assemblage of at least 7 acres. The M-X-T is to be targeted for an office and technology mix of uses with allowance for a modest amount of retail and multi-family residential (not exceeding 50% of the square footage of the development) with a high quality of design. Residential density shall be limited to 12 units to the acre; however, if an assemblage of more than 10 acres is joined in an application, the residential density limitation may be increased to 16 units to the acre.						

Beltsville-5. R-R, R-80 to M-X-T
Beltsville-6. R-80 to M-X-T
Beltsville-7. R-R to M-X-T



Change Number	Zone Change	Area of Change	Approved SMA/ZAP/SE Number	Date	Pending ZAP	200' Scale Index Maps
Beltsville-8	C-2 to C-S-C	2.01 acres	SMA		-	214NE05
Use and Location: Plat A01-0695, Lots 8–16 and Parcel 2; TMG:0119B1.						
Discussion: The C-S-C Zone replaced the C-2 Zone, which is no longer used. This change updates the zoning to conform to the current practices.						

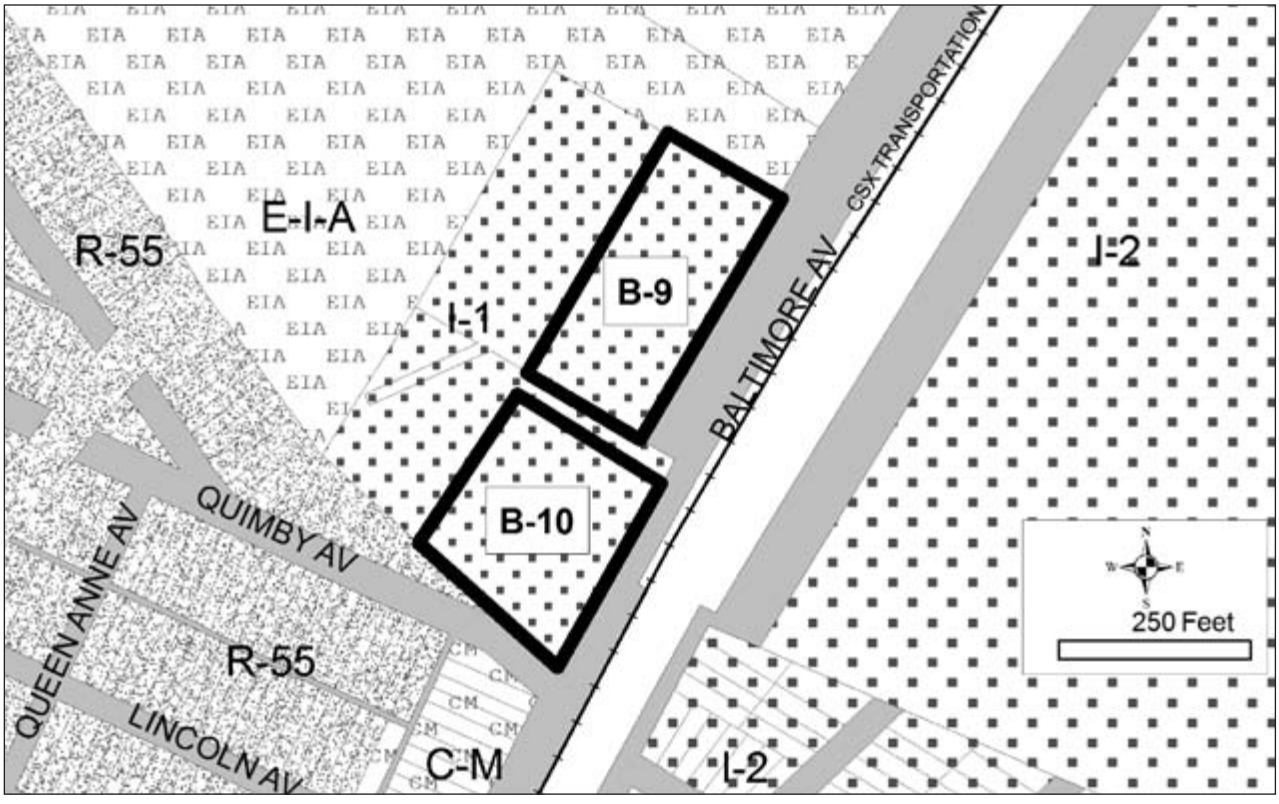
Beltsville-1. C-O to C-S-C



Change Number	Zone Change	Area of Change	Approved SMA/ZAP/SE Number	Date	Pending ZAP	200' Scale Index Maps
Beltsville-9	I-1 to C-S-C	1.9 acres			-	215NE06
Use and Location: Retail and warehouse space located at 11710 Baltimore Ave; Plat: A01-7672, Lot 1						
Discussion: The southeastern portion of the property totaling approximately 1.9 acres is to be rezoned from the I-1 Zone to the C-S-C Zone. The northwestern portion of the property totaling approximately 1.5 acres will be retained in the I-1 Zone.						

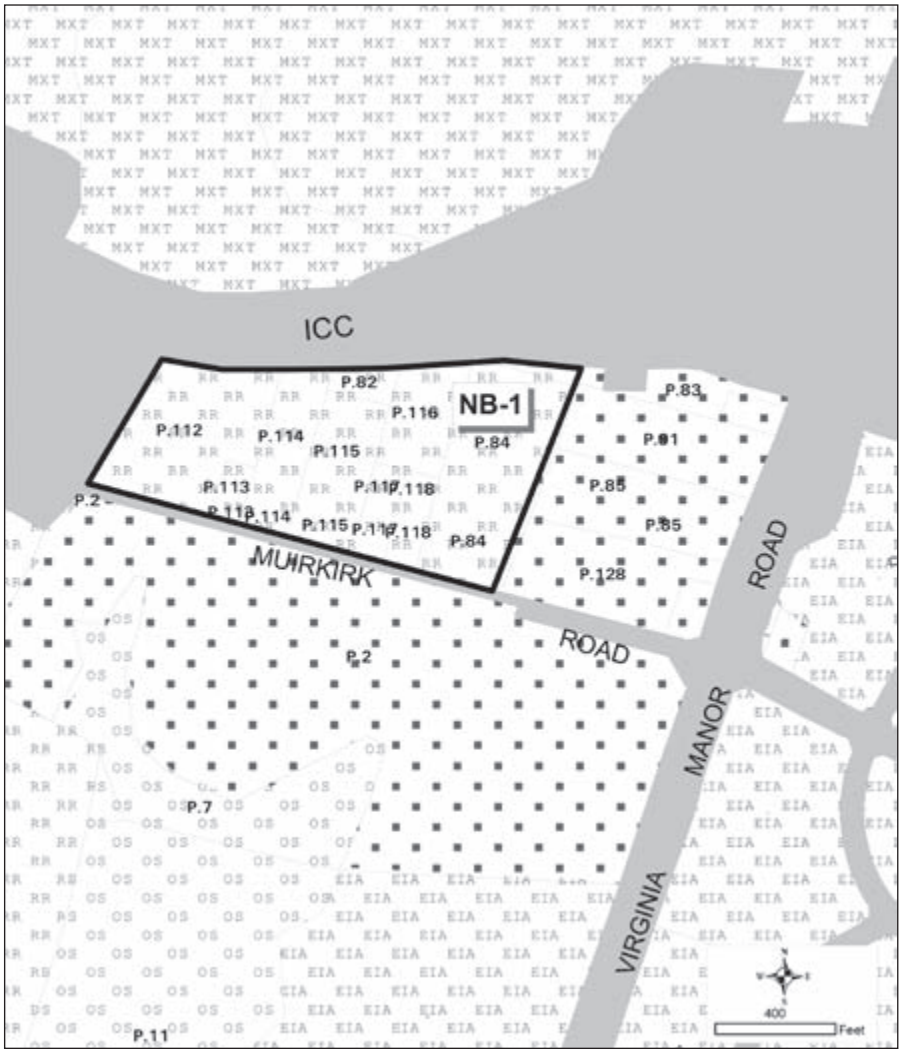
Change Number	Zone Change	Area of Change	Approved SMA/ZAP/SE Number	Date	Pending ZAP	200' Scale Index Maps
Beltsville-10	I-1 to O-S	1.5 acres			-	215NE06
Use and Location: Undeveloped parcel located at 11704 Baltimore Ave; Parcel: 157, TMG: 013B4						
Discussion: The southeastern portion of the property totaling approximately 1.5 acres is to be rezoned from the I-1 Zone to the O-S Zone. The northwestern portion of the property totaling approximately 0.5 acres will be retained in the I-1 Zone.						

Beltsville-9. I-1 to C-S-C
Beltsville-10. I-1 to O-S



Change Number	Zone Change	Area of Change	Approved SMA/ZAP/SE Number	Date	Pending ZAP	200' Scale Index Maps
North Beltsville-1	R-R to I-3	45.84 acres	SMA	10/2/1990	-	217NE06
Use and Location: SFD known as 6302 Muirkirk Road, Parcel 112, 6310 Muirkirk Road, Parcel 113; 6400 Muirkirk Road, Parcel 114; Parcel 82; 6408 Muirkirk Road one half mile west of Muirkirk Road, Parcel 115; 000000 Muirkirk Rd, Parcel: 116, ALL PAR 116 SUBJ TO AGTX; 6412 Muirkirk Road one half mile west of Muirkirk Road, Parcel 117; 6500 Muirkirk Road, Parcel 118; TMG: 9C4; 6504 Muirkirk Road, Parcel 84, TMG:09D4; 000000 Muirkirk Rd, Parcel: 82, ITEM#96218 RW PLT 57857(ENT DFR/DEL STOFMD/RDS/ ICC/09) MUIRKIRK RD.						
Discussion: A number of residential properties will be negatively affected by their close proximity to the ICC where no sound barrier will be built. These properties abut developed I-3 and E-I-A zoned land. These properties also abut land that has been identified as a special treatment area. In addition to containing a stream and wetlands, this area is part of the approved green infrastructure plan. For these reasons, development should employ and implement green design best practices.						

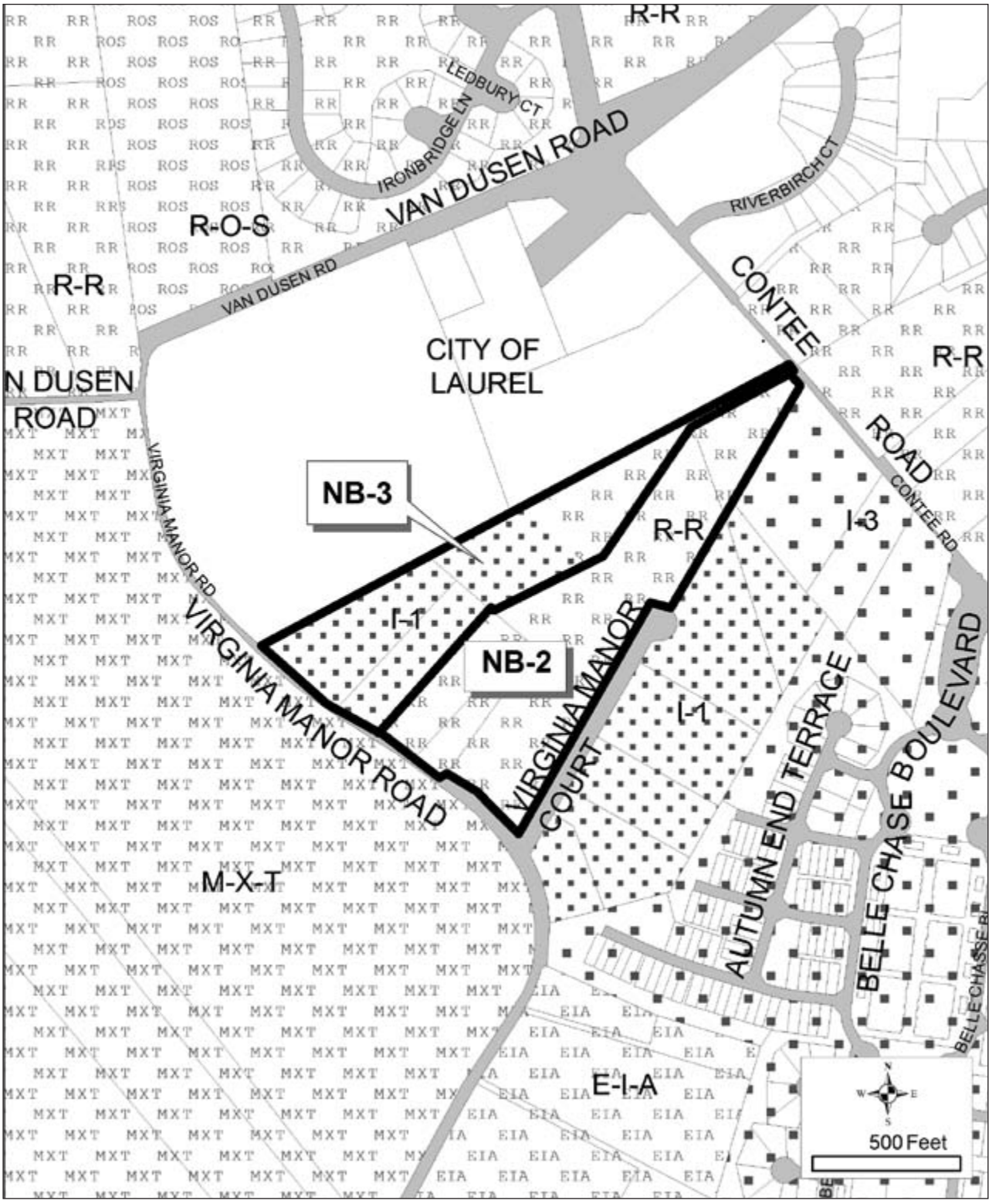
North Beltsville-1. R-R to I-3



Change Number	Zone Change	Area of Change	Approved SMA/ZAP/SE Number	Date	Pending ZAP	200' Scale Index Maps
North Beltsville-2	R-R to I-1	13.87 acres			-	218NE06 218NE07
Use and Location: Outlot A, Plat: A10-9480, TMG: 009E2; 7140 Virginia Manor Court, Lot 5, Plat: A10-9480, TMG: 009E2; 13707 Virginia Manor Court, Lot 4, Plat: A10-1282, TMG: 009E2; 013701 Virginia Manor Road, Lot 3, Plat: A10-1282, TMG: 009E2.						
Discussion: Any future development shall require elimination of the existing auto auction use and a transition to light industrial consistent with the Gazette and Central Wholesalers uses to the east and compatible with the adjoining Victoria Falls community. These properties may seek rezoning to the I-3 zone or the M-X-T zone in the future as long as the proposed development is consistent with Victoria Falls and the Konterra Town Center East development across Virginia Manor Road. The transition from the I-1 to the I-3 or M-X-T zone shall take place within ten years from the adoption of CR-58-2010.						

Change Number	Zone Change	Area of Change	Approved SMA/ZAP/SE Number	Date	Pending ZAP	200' Scale Index Maps
North Beltsville-3	R-R, I-1 to R-80	2.45 acres (R-R) and 3.50 acres (I-1)	SMA	10/2/1990	-	218NE06
Use and Location: Lots 1, 2, and part of Lot 5, undeveloped land known as 7221, 7227 Contee Road, TM/G:009E2, Plat A10-1282, PT LT 5 EQ 2HC at E cent PT (rezoned by owner 0211) (zoned I-1 to RR by CT03) subdivision-Allens Place. Lot 1, (7001 Van Dusen Road, Allens Place, Pooles Addition TA 1103895); Lot 2 (7003 Van Dusen Road, Plat 10109097, Allens Place, Pooles addition, TA 11038452); Lot 8 (SUBJ to AGTX 6901 Van Dusen Road, TA 1088764); Lot 12 (TA 1113034); Lot 13 (TA 1099258) south of Contee Road and east of Van Dusen Road.						
Discussion: Redevelopment of these lots to a higher single-family detached density zone will be compatible to surrounding residential zones including the proposed residential development within Konterra Town Center.						

North Beltsville-2. R-R to I-1
North Beltsville-3. R-R, I-1 to R-80

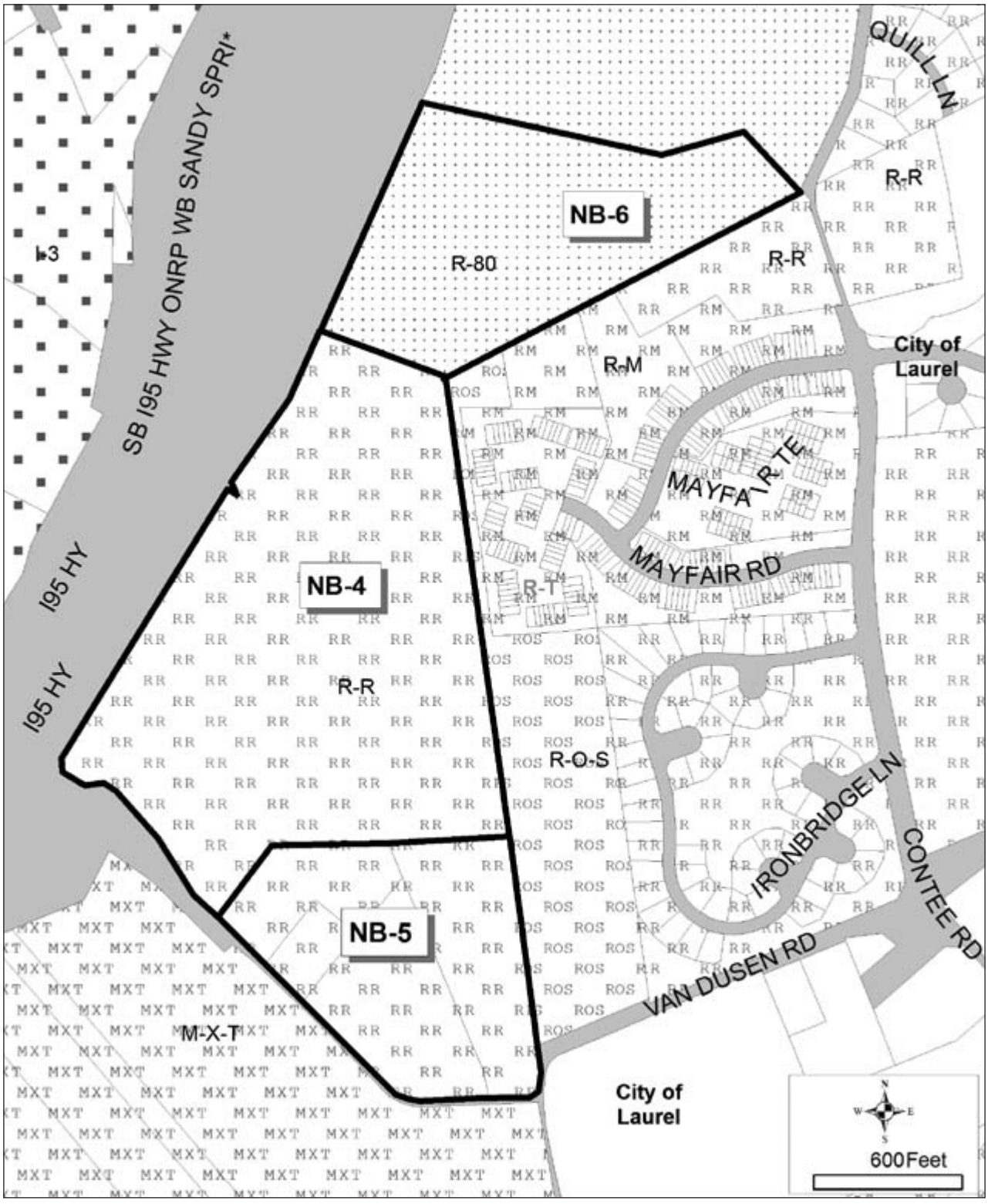


Change Number	Zone Change	Area of Change	Approved SMA/ZAP/SE Number	Date	Pending ZAP	200' Scale Index Maps
North Beltsville-4	R-R to M-X-T	54.81 acres	SMA	10/2/1990	-	218NE06
Use and Location: Seven Knoll Farm/Strittmatter Land LLC, Parcel 145, TMG:05D4.						
Discussion: The M-X-T Zone is recommended for this property with the desired character of commercial office development adjacent to I-95. The remainder of the property should be developed with a medium density residential or an age qualified development that also creates pedestrian connections across Van Dusen Road supporting connections to the Konterra Town Center.						

Change Number	Zone Change	Area of Change	Approved SMA/ZAP/SE Number	Date	Pending ZAP	200' Scale Index Maps
North Beltsville-5	R-R to M-X-T	23.97 acres			-	218NE06
Use and Location: Strittmatter Land LLC, parcel 6, part of Birmingham Manor subdivision, TMG 09D1; Parcels 5, (9.13 ac, TMG 09E1, TA 1099258); P.126 (1.6 ac, TMG 09D1, TA 1058858); and P.145 (4.6 ac, TMG 09D1, TA 1068766)						
Discussion: If either property owner enters into a land swap with the County and/or MNCPPC to acquire the former Board of Education parcel on Van Dusen Road in exchange for other parkland, then the property owner may seek to rezone the former Board of Education parcel to the M-X-T zone as part of a coordinated development project. Otherwise, the former Board of Education parcel should be retained in the R-O-S zone and used for active recreation						

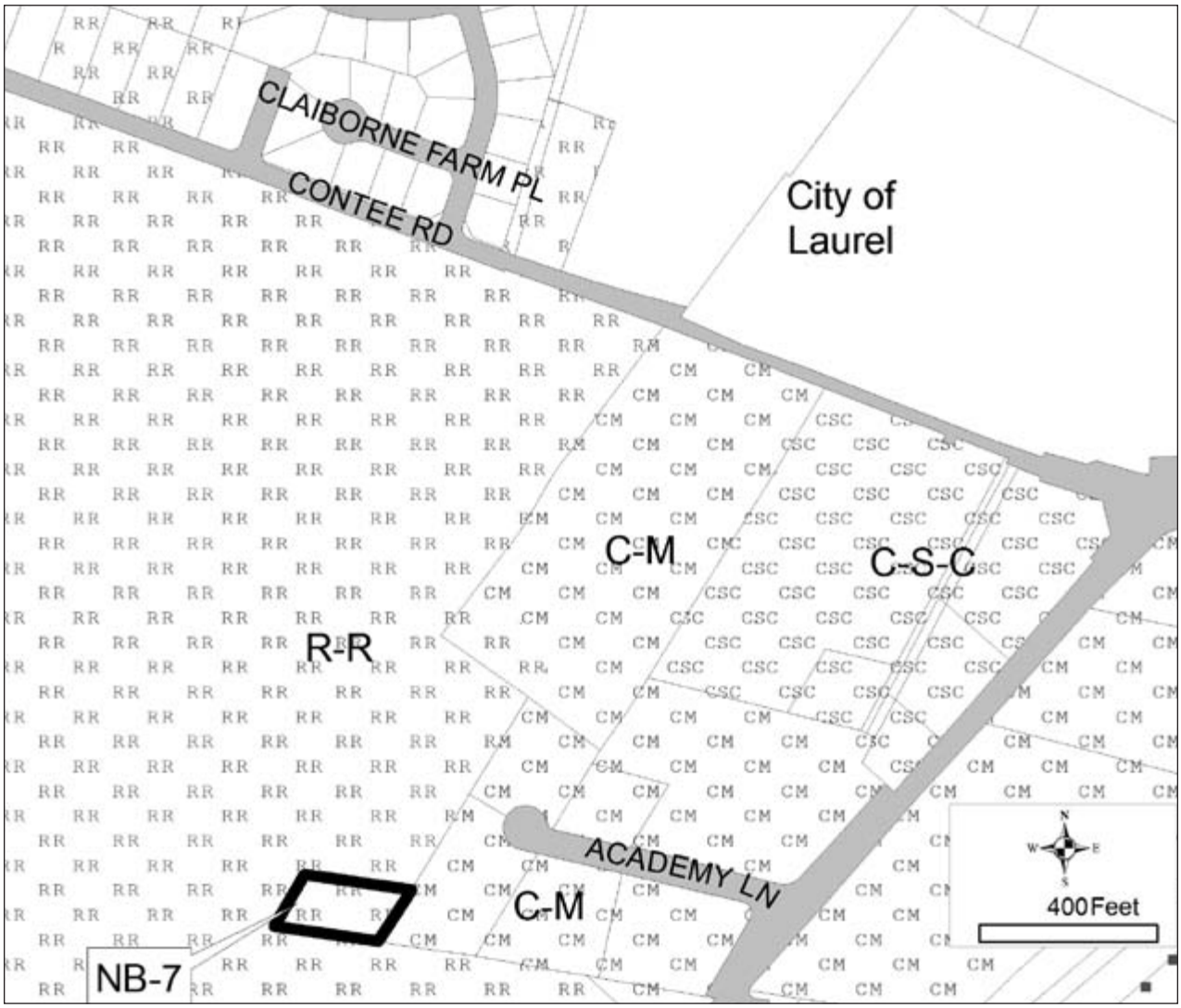
Change Number	Zone Change	Area of Change	Approved SMA/ZAP/SE Number	Date	Pending ZAP	200' Scale Index Maps
North Beltsville-6	R-80 to R-18C	26.62 acres	SMA	10/2/1990	-	219NE06
Use and Location: 7041 Contee Road, Parcel 146, TMG: 005D4						
Discussion: The redevelopment of this property to a medium density residential zone will serve as a transition between the adjacent proposed office development M-X-T zoned property to the south and the existing R-80, R-R and R-M zoned properties to the north and east **.**						

North Beltsville-4. R-R to M-X-T
North Beltsville-5. R-R to M-X-T
North Beltsville-6. R-80 to R-18C



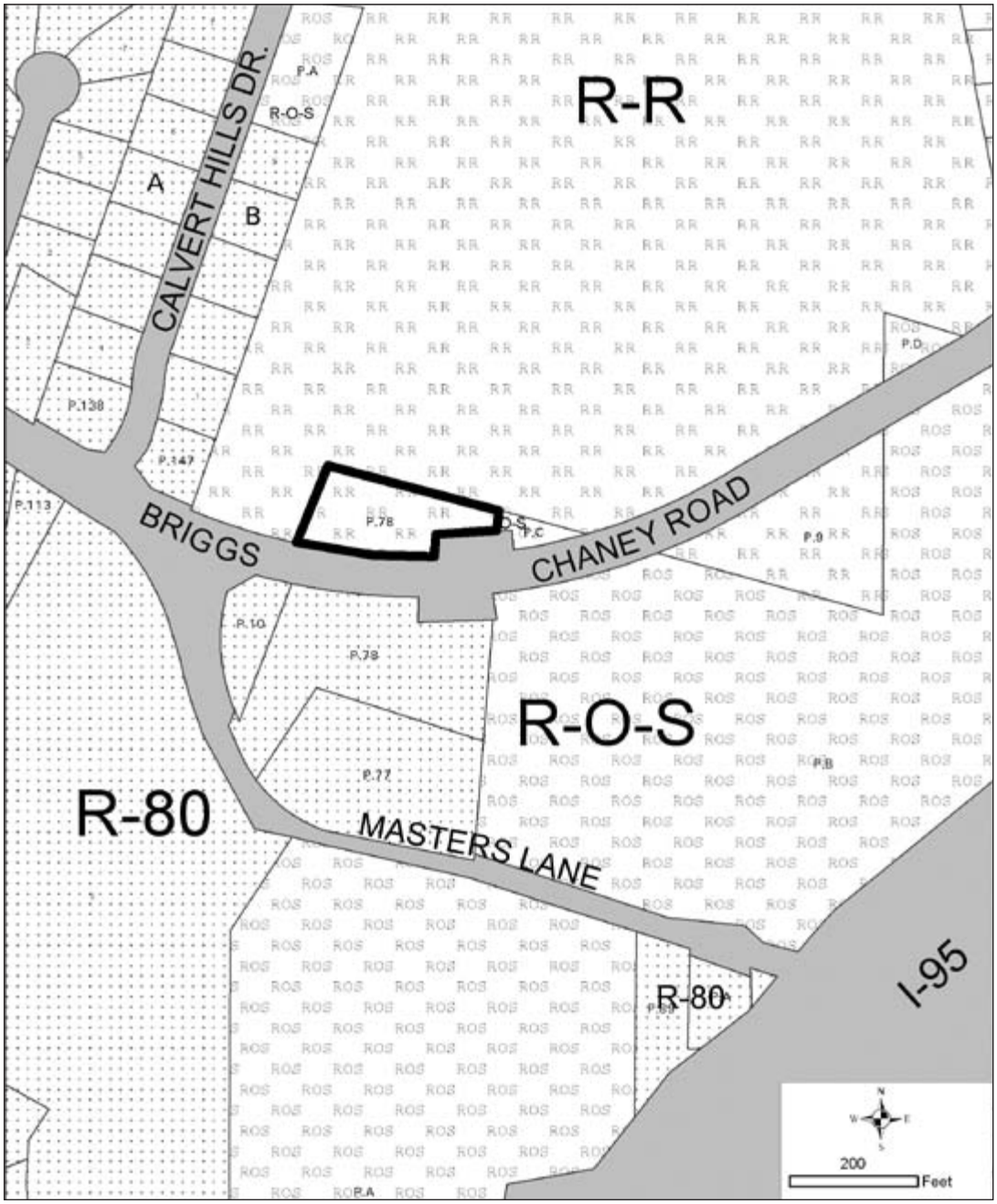
Change Number	Zone Change	Area of Change	Approved SMA/ZAP/SE Number	Date	Pending ZAP	200' Scale Index Maps
North Beltsville-7	R-R to C-M	0.7 acres			-	217NE07
Use and Location: Undeveloped parcel located at 7800 Academy Lane, TMG: 09F2; Out lot of Parcel 39						
Discussion: The 0.7 acre portion of Parcel 39 is not part of the Maryland National Memorial Cemetery, but is part of a larger parcel already zoned C-M.						

North Beltsville-7. R-R to C-M



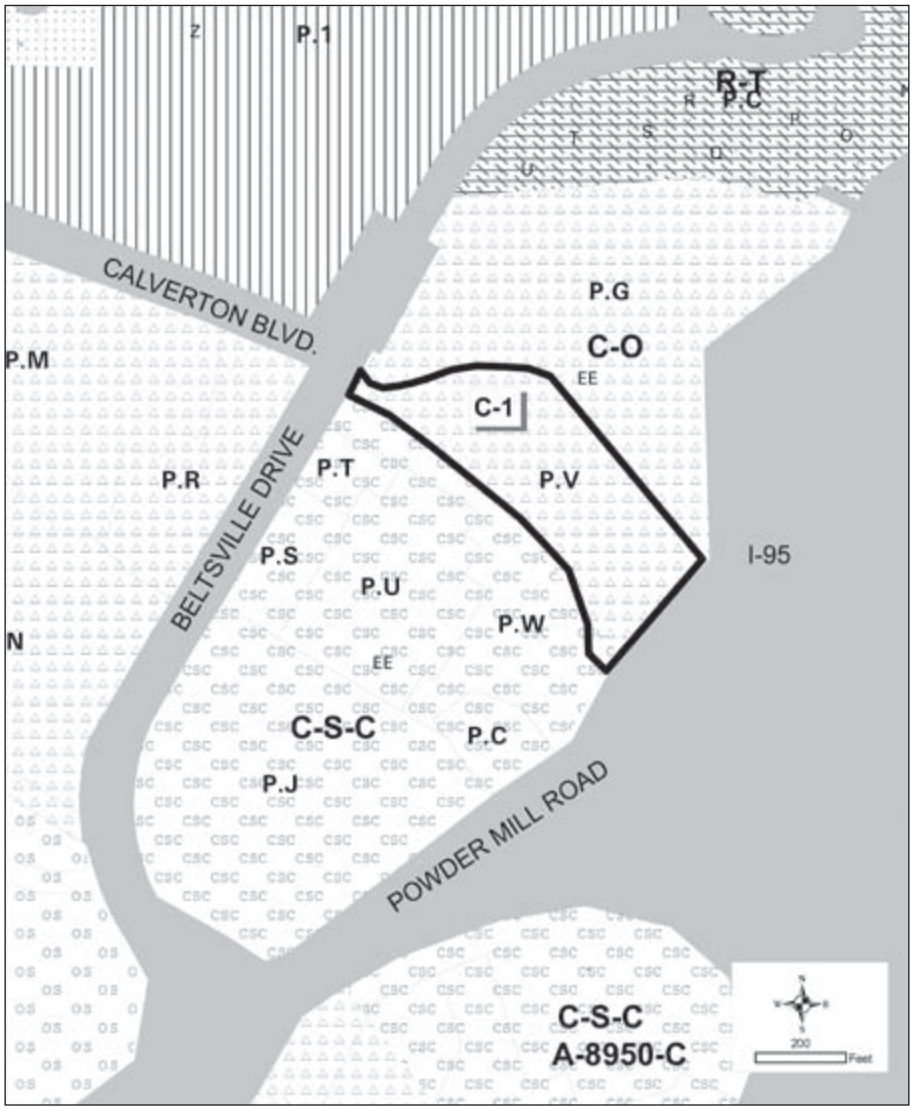
Change Number	Zone Change	Area of Change	Approved SMA/ ZAP/SE Number	Date	Pending ZAP	200' Scale Index Maps
Gunpowder-1	R-R to R-80	1.08 acres	SMA	10/2/1990	-	216NE04
Use and Location: 4500 Masters Lane, Parcel 78, TMG: 012E1						
Discussion: Rezoning to R-80 will allow the property to develop in a similar character and density to the surrounding community						

Gunpowder-1. R-R to R-80



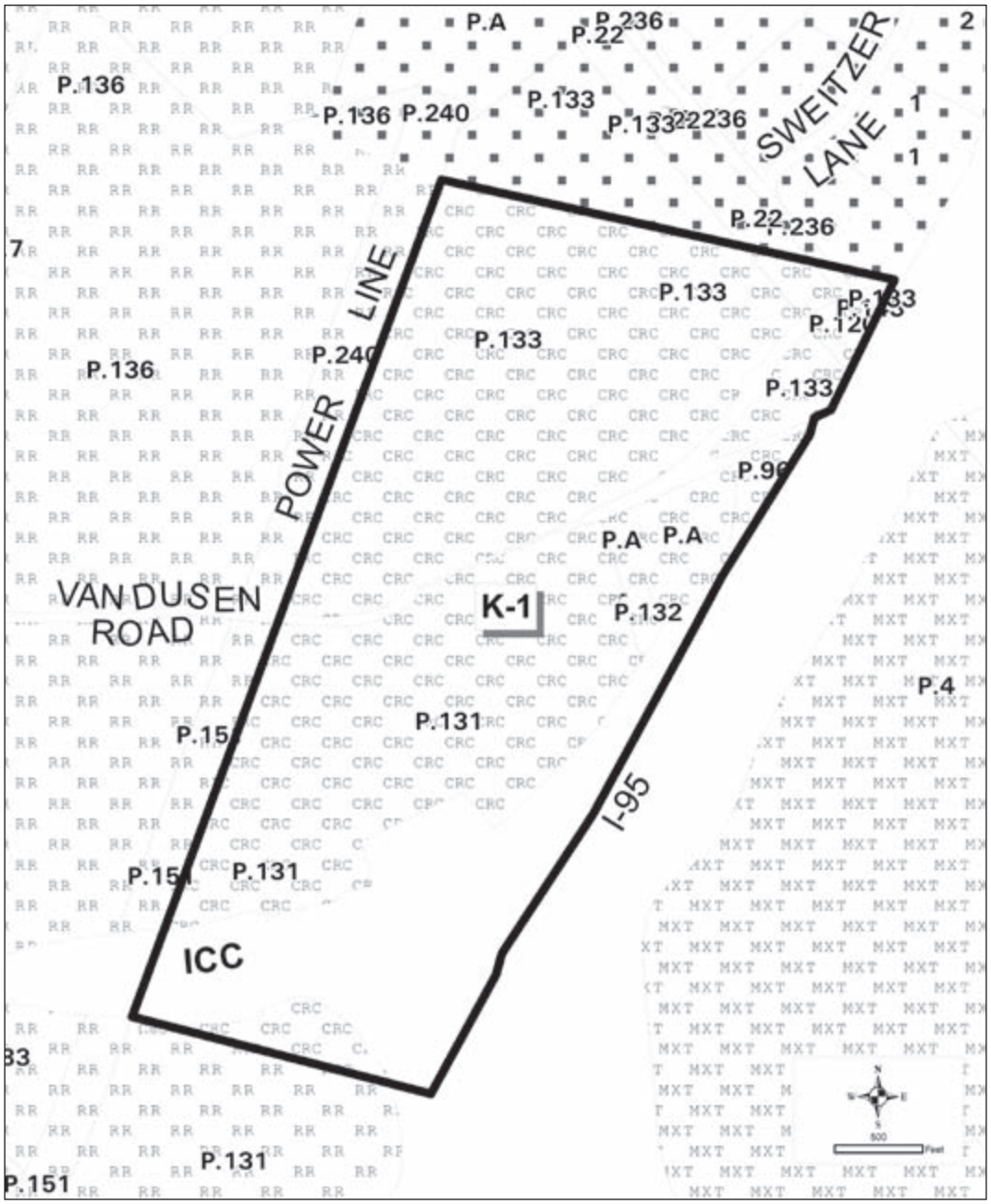
Change Number	Zone Change	Area of Change	Approved SMA/ZAP/SE Number	Date	Pending ZAP	200' Scale Index Maps
Calverton-1	C-O to C-S-C	4.58 acres			-	215NE04
Use and Location: Undeveloped parcel adjacent to and forms part of the Calverton Village Activity Center and adjoins the 13-story, 200K SF office building. TMG 12D3; Plat 01049098, block EE, Parcel F.						
Discussion: The C-S-C Zone will substantially increase flexibility in accommodating changing market conditions, unlike the narrow range of uses permitted in the C-O Zone, to resulting development envisioned by the General Plan and this Master Plan. In providing for this enhanced flexibility, the owner has acknowledged the long-term need for quality hotel or Class "A" office development in this area, with ancillary retail/service uses or restaurants. Retail uses shall be limited to no more than 30% of the total square footage. If the property is developed as other than a quality hotel, restaurant or Class "A" office building, such development shall be aesthetically and architecturally comparable with the adjacent uses and shall not be an addition to the existing shopping center. Detailed Site Plan approval shall be required prior to issuance of any building permits.						

Calverton-1. C-O to C-S-C



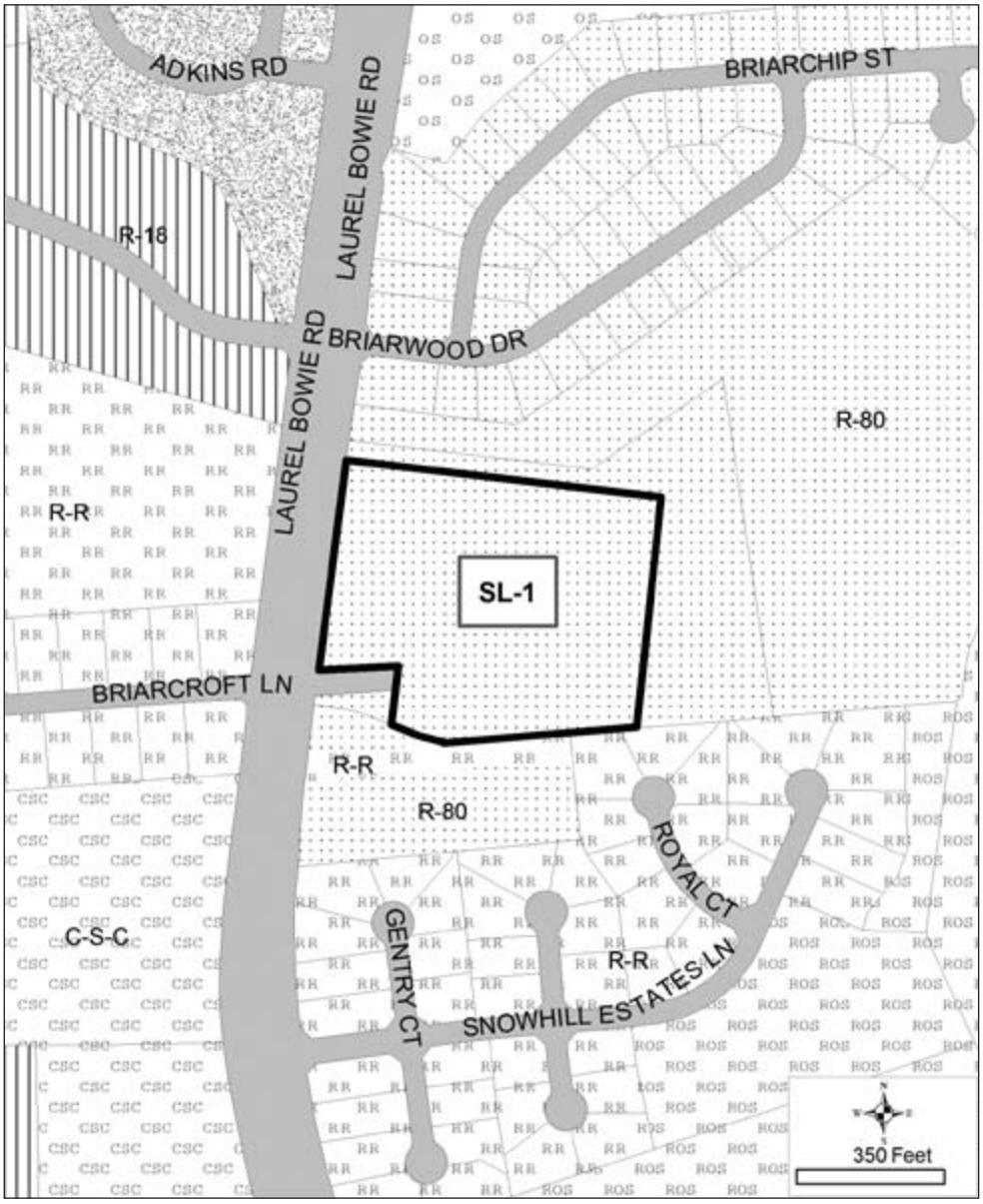
Change Number	Zone Change	Area of Change	Approved SMA/ZAP/SE Number	Date	Pending ZAP	200' Scale Index Maps
Konterra-1	C-R-C to M-X-T	317.00 acres	SMA	10/2/1990	-	218NE05 218NE06
Use and location: Undeveloped land bounded on the north by A-6 (Contee Road extended), on the east by I-95, on the south by the proposed ICC and on the west by the Pepco power line; TMG:09B1 and 09C1.						
Discussion: This rezoning will allow development consistent with the proposed development of Konterra per the Subregion 1 Master Plan.						

Konterra-1. C-R-C to M-X-T



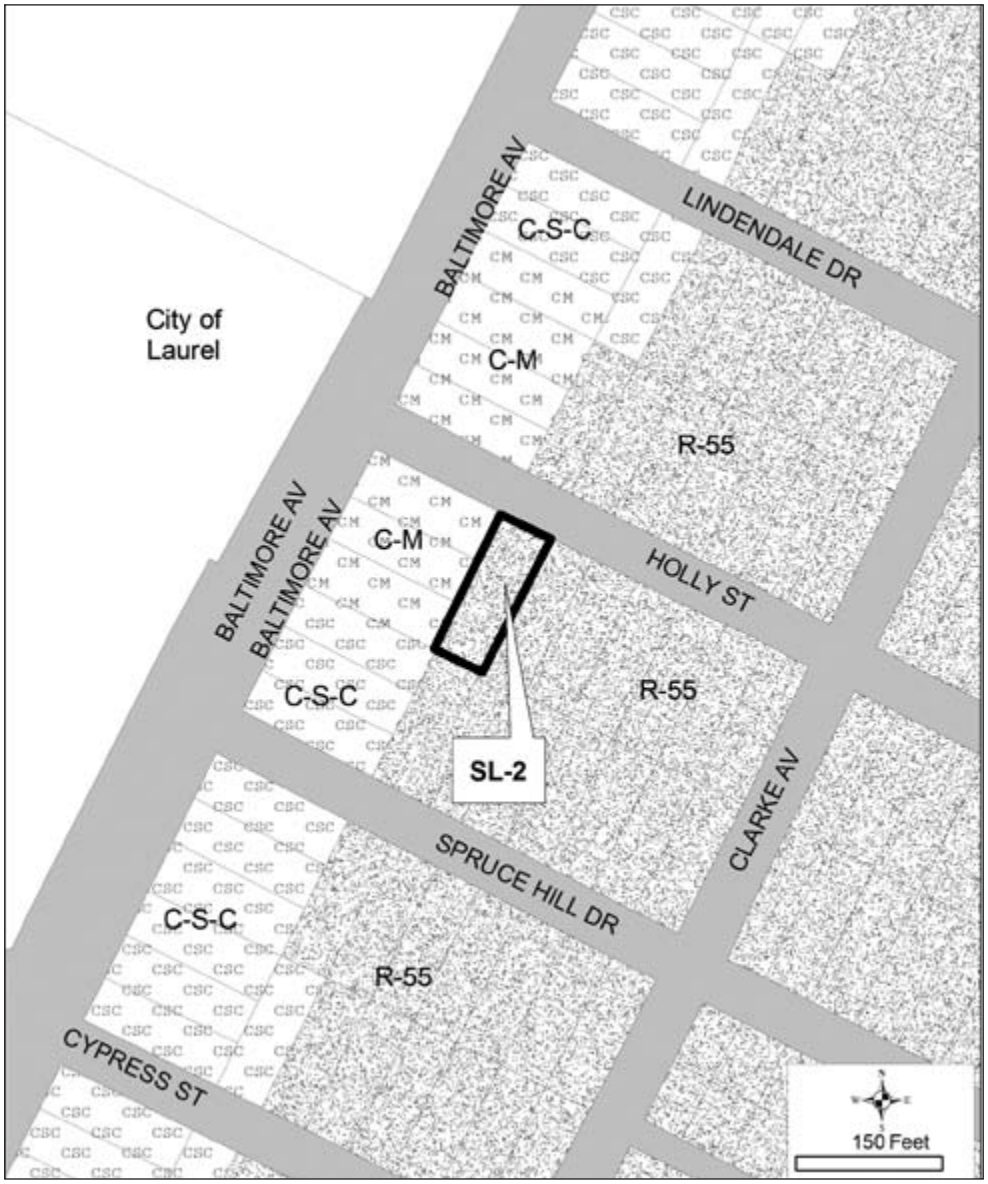
Change Number	Zone Change	Area of Change	Approved SMA/ZAP/SE Number	Date	Pending ZAP	200' Scale Index Maps
South Laurel-1	R-80 to R-55	9.93 acres			-	218NE08
Use and Location: Park-and-Ride Lot located at 13701 Laurel Bowie Road; Plat: A10-9360, TMG: 010D2						
Discussion: This change conforms to the land use plan recommendations for a small-lot residential subdivision and promotes high density, single-family detached dwellings.						

South Laurel-1. R-80 to R-55



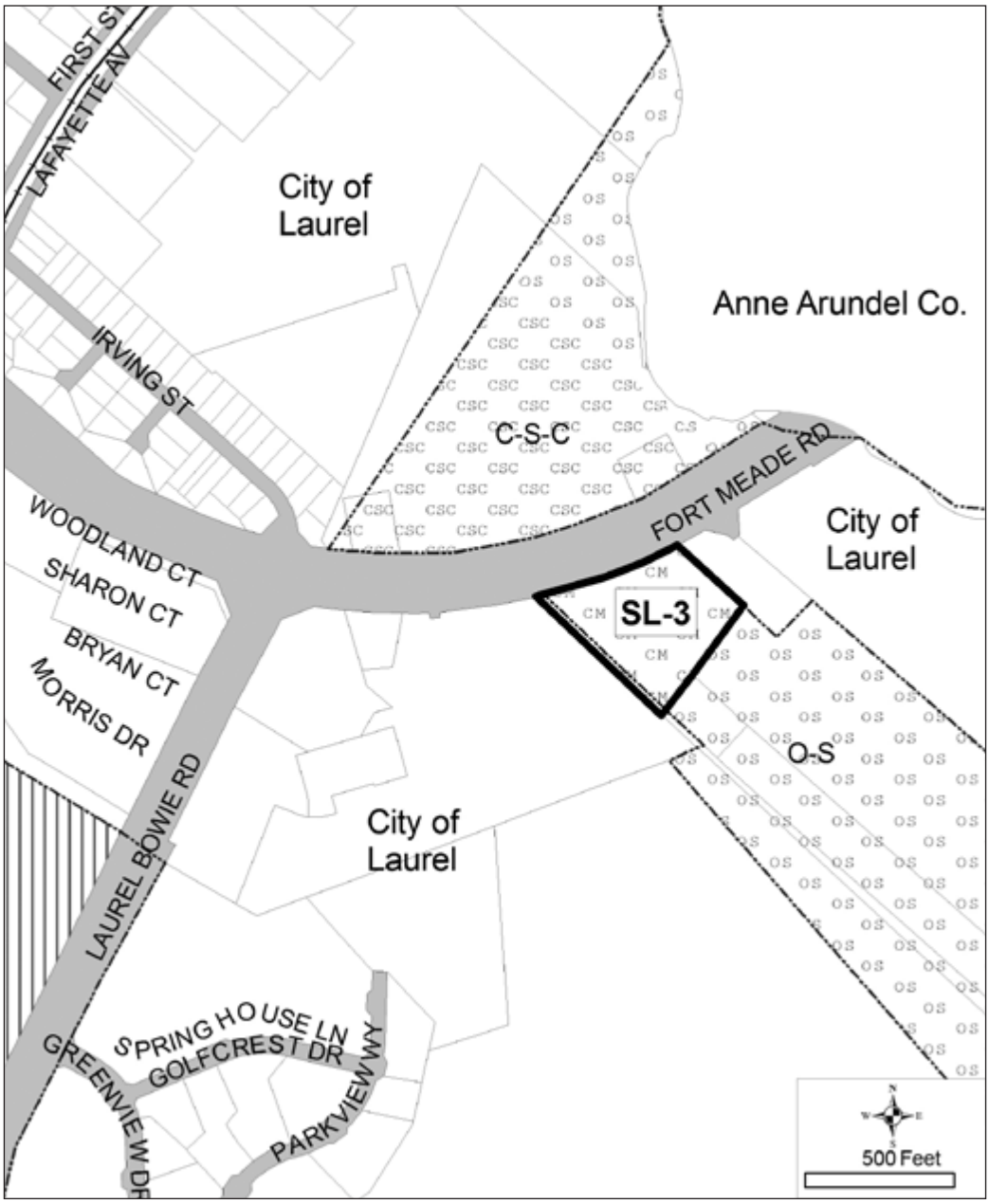
Change Number	Zone Change	Area of Change	Approved SMA/ZAP/SE Number	Date	Pending ZAP	200' Scale Index Maps
South Laurel-2	R-55 to C-M	.517 acres			-	218NE07
Use and Location: Undeveloped parcel located at 8307 Holly Street; Block: 9, Lot 20, Plat: E10-0705, TMG: E10-0705						
Discussion: This change will allow the auto sales use to meet the 25,000 square-foot requirement for a used car lot. This property is rezoned to C-M, with the condition that it be used solely as a buffer area for the residential properties to the east, thus, allowing for no development of this parcel for the auto sales use, and along with additional conditions proffered by the owner.						

South Laurel-2. R-55 to C-M



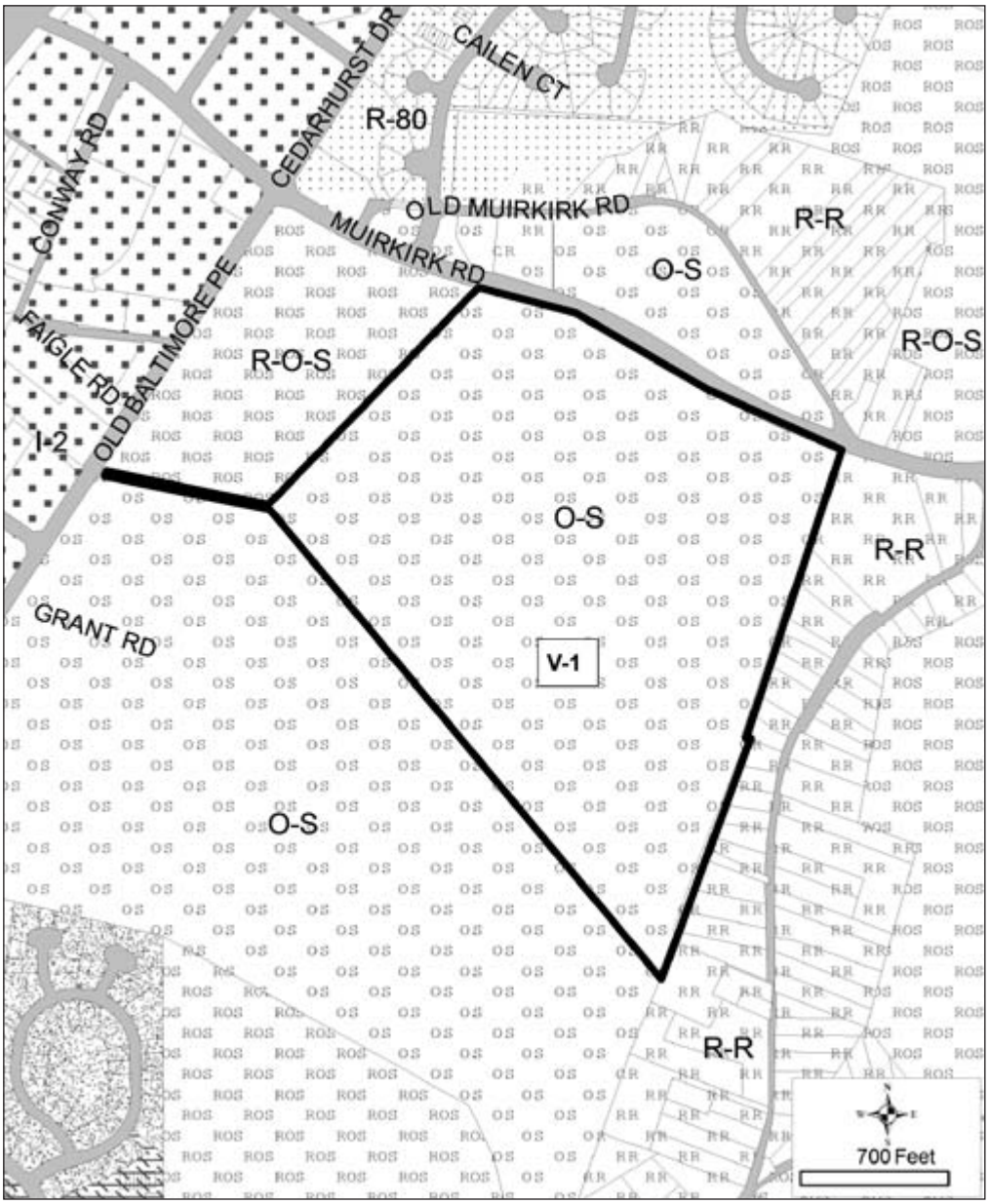
Change Number	Zone Change	Area of Change	Approved SMA/ZAP/SE Number	Date	Pending ZAP	200' Scale Index Maps
South Laurel-3	C-M to C-S-C	4.10 acres			-	219NE09
Use and Location: 9701 Fort Meade Road, Shopping Center W PT Parcel A, TMG: 006E3.						
Discussion: The Stewart Village Shopping Center has been in operation for more than 40 years and should have the appropriate zoning to reflect its uses. The zoning change from C-M to C-S-C conforms to the master plan's land use recommendations.						

South Laurel-3. C-M to C-S-C



Change Number	Zone Change	Area of Change	Approved SMA/ZAP/SE Number	Date	Pending ZAP	200' Scale Index Maps
Vansville-1	O-S to I-3	108.78 acres			-	216NE07
Use and Location: 7501 Muirkirk Rd; Parcel 175, TMG: 013F2						
Discussion: Proposed uses that are consistent with such a campus should be provided substantial latitude when interpreting the "use list." University and private sector research and development activities shall be allowed uses under the category of "Laboratory: Research, development or testing," "Office," "School, Private: Private college or university" or other categories recommended following the described review of the I-3 Zone.						

Vansville-1. O-S to I-3



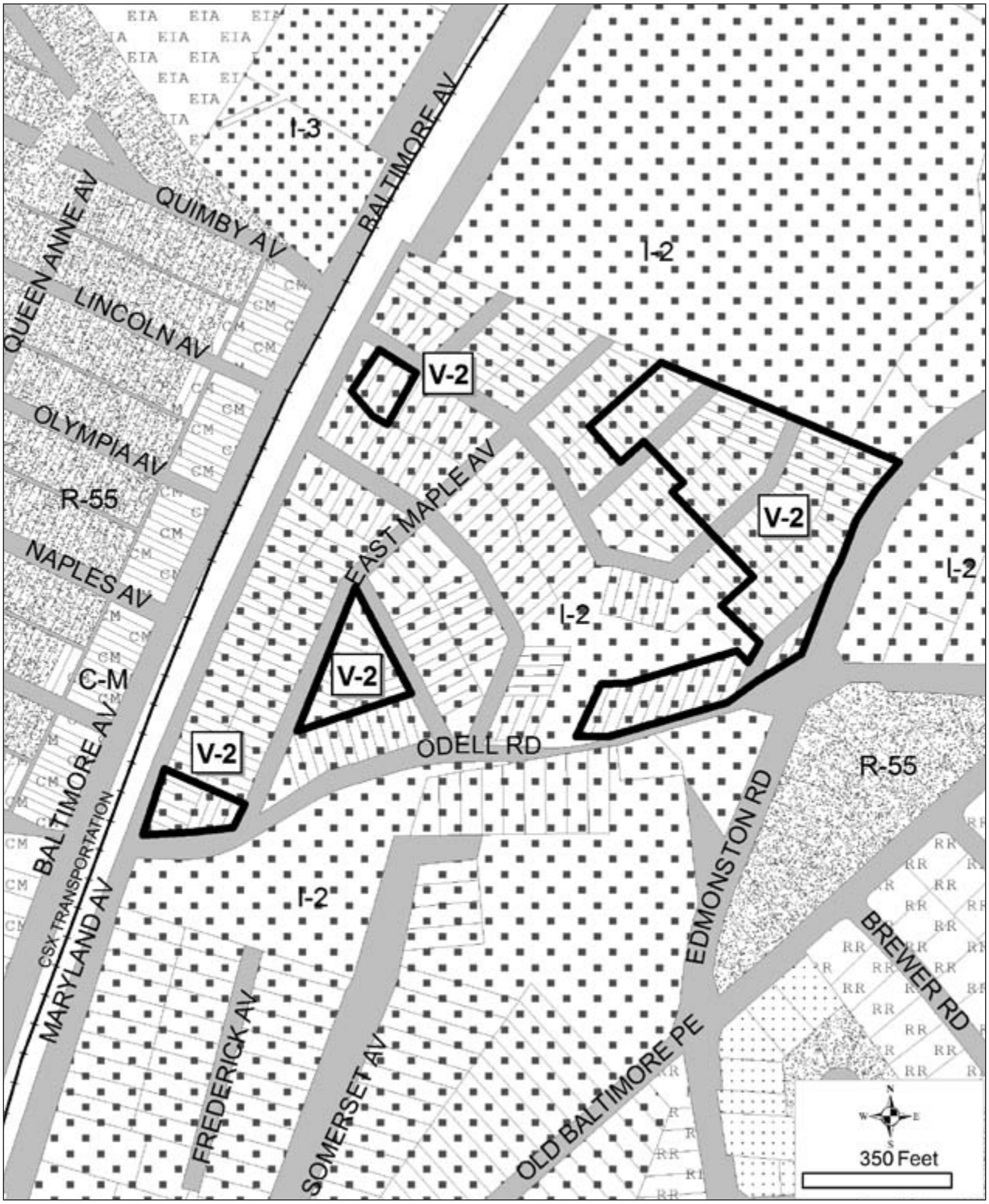
Change Number	Zone Change	Area of Change	Approved SMA/ZAP/SE Number	Date	Pending ZAP	200' Scale Index Maps
Vansville-2	I-2 to I-1	7.07 acres			-	215NE06

Use and Location: Industrial properties located at Plat: A01-0289, Block: H, Lots 22-25, Tax Account 0019505; Block: N, Lots 70-75 and 1-4, Tax Accounts 0018267, 0018283, 0019505; Block: M, Lots 15-18 and 19-28, Tax Accounts 0001826, 0001834, 0004366, 0065342, 0006692, 0033852, 0033860; Block: B, Lots 1-3, Tax Accounts 0061507 and 0061515; Block: K, Lots 46-57, Tax Accounts 0001750, 0001768, 0001776, 0055145; Block: C, Lots 5-20 and 21-41, Tax Accounts 0005553, 0005892, 0022848, 0022855, 0036830, 0036848, 0040436, 0040444, 0040451, 0040469, 0040477, 0040485, 0040519, 0043331, 0043349, 0066944, 0067694, 0067702; Block: D, Lots 19-31, Tax Accounts 0014316, 0015735, 0022830, 0024950, 0029264, 0029330, 0037085, 0040386, 0040394, 0040402, 0040410, 0040493, 0041582, 0043216, 0043224, 0043232, 0043257, 0043265, 0043364; and Block: E, Lots 13-22, Tax Accounts 0003715, 0043273, 0043281, 0043299, 0043463, 0064378 of the Bel Mar subdivision.

Discussion: The rationale for this zoning change is that many properties in Bel Mar subdivision have ceased being legitimate I-2 properties. Most of these properties claim to be engaging in outdoor storage, but in reality they have become junk yards or other illegal business operations that either do not have a Use & Occupancy Permit or are operating in violation of their Use & Occupancy Permit. There are properties storing vehicles that have been in accidents, dumping of general junk parts (including fuel tanks), non-permitted trash transfer operations, non-permitted automobile repair operations and other dangerous activities. There is no storm water management on these properties and many of them abut tributaries of the Indian Creek. Pollutants of various types, including PCBs, have been identified in the Indian Creek water downstream. Some of the properties have junk spilling over into the Indian Creek. The Department of Environmental Resources has issued numerous notices of violation, but enforcement has been difficult.

The properties shall be rezoned from I-2 to I-1 and any non-conforming uses will have a one year amortization period before the new I-1 zoning is full effective. No non-conforming use may extend beyond one year from the effective date of the zoning change. While this amortization period is short, the following facts are noted: The uses on these properties do not have valid Use & Occupancy Permits or are operating in violation of their Use & Occupancy Permits; therefore, they do not have a legitimate non-conforming use to carry over. Virtually all of these properties are leased to tenants who have minimal capital investment in the land. That is, there are not buildings or permitted, permanent structures on these properties for which the owners or lessees need to recoup a capital investment. Repeated efforts to bring these properties into compliance with the zoning ordinance and property standards have been unsuccessful. The owners and tenants have been resistant, thus continued efforts and expenditure of limited resources are unwarranted for activities or marginal (or even negative) value to the County. The properties listed above have been recently reviewed to ascertain their compliance with Code requirements and they continue to exist and operate in violation of the County Code.

Vansville-2. I-2 to I-1



APPENDIX

SPECIAL CONSERVATION AREAS OF COUNTYWIDE AND LOCAL SIGNIFICANCE IN THE SUBREGION 1 PLAN AREA

Beltsville Agricultural Research Center

The Beltsville Agricultural Research Center (BARC) is owned by the U.S. Department of Agriculture and is spread over 7,000 acres. It is among the largest and most diversified agricultural research complexes in the world. BARC has experimental pastures, nurseries, orchards, gardens, fields for cultivated crops, and forested ecosystems. This complex has vast areas of open space providing ecological hubs and wildlife corridors. The site also contains a wide variety of habitats that provides extensive research opportunities. Its placement in the green infrastructure network's evaluation area emphasizes that any future land use of the area should be carefully considered.

Patuxent Research Refuge

The Patuxent Research Refuge is the nation's only national wildlife refuge established to support wildlife research. The refuge is 12,750 acres in size and is owned by the U.S. Department of Interior, Fish and Wildlife Service. Throughout decades of change, Patuxent's mission of conserving and protecting the nation's wildlife and habitat through research and wildlife management techniques has remained virtually unchanged. The site also contains the National Wildlife Visitor's Center, providing educational opportunities related to wildlife conservation.

Patuxent Research Refuge supports a wide diversity of wildlife in forest, meadow, and wetland habitats. The land is managed to maintain biological diversity for the protection and benefit of native and migratory species. During the fall and spring migrations, many waterfowl species stop to rest and feed. Over 200 species of birds occur on the refuge. A nesting pair of bald eagles has used the refuge since 1989.

Particular attention should be given to minimizing forest fragmentation in the area. The refuge is one of the largest forested areas in the mid-Atlantic region and provides critical breeding habitat and an important nesting area for a variety of bird species. Biologists at the refuge have found that increasing forest fragmentation due to urban development has reduced many populations of neotropical migratory birds utilizing the refuge.

Patuxent River Corridor

Efforts to protect the entire Patuxent watershed began in the 1960s through Maryland's Patuxent River Watershed Act, encouraging the seven counties bordering the river to preserve its natural lands. Today, The Maryland-National Capital Park and Planning Commission owns more than 6,000 acres of marshes, swamps, and woodlands along the river, known collectively as the Patuxent River Park. Together with many thousands of acres owned by the Maryland Department of Natural Resources and other counties, protected lands along the Patuxent compose one of Maryland's premier greenways.

The preservation of the natural environment and the river's scenic character are priorities along this corridor. To this end, much of the Patuxent River watershed is located in the Rural Tier. The low-density zoning, along with existing and proposed conservation methods should add to the protection of this river and its tributaries.

Rocky Gorge Reservoir

This 810-acre reservoir was created by the construction of the T. Howard Duckett Dam on the Patuxent River and is owned by the Washington Suburban Sanitary Commission (WSSC). The reservoir is a vital source of raw water for Montgomery and Prince George's Counties and is also valued for bass fishing. The reservoir is approximately 9.5 miles long, 120 feet deep, and has a capacity of providing 5.7 billion gallons of water a day.

CERTIFICATE OF ADOPTION AND APPROVAL

The 2010 *Subregion 1 Master Plan and Sectional Map Amendment* (Planning Areas 60, 61, 62, and 64) amends the 1990 *Approved Subregion I Master Plan and Sectional Map Amendment* (Planning Areas 60, 61 and 62); the 2002 *Prince George's County Approved General Plan* for the physical development of the Maryland-Washington Regional District within Prince George's County, Maryland; the 2005 *Countywide Green Infrastructure Plan*; the 2009 *Master Plan of Transportation*; the 2008 *Public Safety Facilities Master Plan*; the 1992 *Prince George's County Historic Sites and Districts Plan*; and the 1983 *Functional Master Plan for Future Public School Sites.* The Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the master plan and sectional map amendment by Resolution Number 09-164 on December 17, 2009, and the master plan and sectional map amendment were approved by the Prince George's County Council, sitting as the District Council, by Resolution No. CR-58-2010 on June 23, 2010, after a duly advertised joint public hearing held on May 10, 2010.

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