Chapter 2
Project Area Existing Conditions, TOD Goals, and Recommendations Overview

Chapter Two considers the project area of the Southern Green Line as a whole and provides an overview of the plan recommendations, while the following four chapters focus on each of the four station areas. The first part of this chapter presents a summary of existing conditions as found in 2011-2012, including an analysis of demographics, land use pattern, public facilities, environmental features, and the transportation system.

Following this analysis, a summary of key findings is provided along with corresponding transit-oriented development goal statements. These TOD goals, developed and revised during the planning process with input from key stakeholders and the public, address the identified needs, opportunities, and aspirations for the project area. The goals that guided the planning process and the plan recommendations are the result of a creative search for projects and policies to attain specific goals within the existing context of the four station areas.

The chapter proceeds from context and goals to the plan recommendations at the project area scale. These recommendations are organized from vision, to plan elements, to policy recommendations with an outline that includes:

- a vision statement for the project area.
- a recommendation for establishing station typologies, or development program emphasis, at each station based on the real estate market analysis conducted for the study and other input.
- a future land use plan for the entire project area.
- a proposed zoning concept.
- an overview of major transportation projects at the system scale.
- basic approaches to environmental protection and sustainability.
- an approach to branding and community development.
- project area recommendations.

Demographic Profile

Block data from the 2010 Census shows the population within the Green Line project area to be 24,585 as of April 1, 2010. Between 2000 and 2010 the total population in the area grew four percent (918 people). This was less growth than in the county during the same period (eight percent).

In terms of race, the project area was less diverse than the county. Ninety percent of the residents were Black, compared to 64 percent countywide. The percentage of Hispanics in the study area (four percent) was smaller compared to the percentage of Hispanics in the county (15 percent). Racial composition changed little in the corridor between 2000 and 2010, with the exception of the Branch Avenue Metro Station area, which saw a drop in the white population from 22 percent to 10 percent. The Hispanic population grew from one percent in 2000 to four percent in 2010. The most notable growth of the Hispanic population was around the Suitland Metro Station where the population grew from two percent to eight percent.

In 2010, there were 11,231 housing units, of which 923 were vacant. The dwelling unit vacancy rate in the study area (eight percent) is comparable to Prince George's County's vacancy rate (seven percent). Vacancy in the corridor in 2010 was highest within a half-mile radius of the Branch Avenue Metro Station, reflecting both the recent construction of new housing and the weak market for condominiums, many of which were subsequently rented as apartments. A drop in the number of vacant units at Suitland from 388 in 2000 to 133 in 2010, is the result of the demolition of the Suitland Manor housing project. The study area showed smaller growth in housing units (five percent) than the county (nine percent) between 2000 and 2010. Residential vacancy rates in the project area declined from nine percent to eight percent during this period, while they increased in the county from five percent to seven percent.

Esri's 2010 demographic estimates, based on 2000 Census data, show that areas within the Green Line corridor (especially around Southern Avenue, Naylor Road, and Suitland Metro Stations) are falling slightly behind the county economically. The project area's estimated median household income ($54,960), per capita income ($28,562), median home value ($237,232), and percentage of persons with a professional degree or higher (six percent) were all below the county estimates. Also, the unemployment rate in the study area (13 percent) was higher than the county.

Table 1 Demographic Profile, 2010 U.S. Census

2010			Half Mile Radius			
	County	Green Line	Southern Ave	Naylor Road	Suitland	Branch Ave
	2010 Census (Block Data)[1]					
Total Population	863,420	24,585	2,430	3,875	4,430	1,592
Housing Units	328,182	11,231	1,013	2,017	1,939	910
Vacant Units	24140	923	60	116	133	246
Vacancy Rate	7%	8%	6%	6%	7%	27%
Average Household Size	2.7	2.4	2.6	2.2	2.4	2.9
White	19%	4%	2%	3%	3%	10%
Black	64%	90%	95%	93%	89%	80%
Native American	0%	0%	0%	0%	1%	0%
Asian	4%	1%	0%	1%	0%	4%
Pacific Islander	0%	0%	0%	0%	0%	0%
Some Other Race	9%	2%	1%	1%	5%	4%
Two Or More Races	3%	2%	2%	2%	3%	3%
Hispanic	15%	4%	2%	3%	8%	4%
	2010 Esri Estimates (Based on 2000 Census)[2]					
Median Household Income	$68,575	$54,960	$38,524	$48,209	$53,383	$64,892
Per Capita Income	$28,562	$26,065	$17,501	$25,456	$23,776	$30,005
Median Home Value	$270,668	$237,232	$231,648	$236,896	$218,889	$274,839
Unemployment	9.4%	12.5%	16.4%	13.2%	14.0%	11.8%
High School Diploma or Higher	86.9%	87.9%	82.1%	88.6%	84.9%	87.4%
Professional Degree	12.7%	5.9%	3.2%	5.9%	7.5%	8.6%
Median Age	35	35.7	29.5	33.5	30.9	41.3

[1]Note: Excludes the District of Columbia (see Appendix A1 for totals including the District of Columbia)
[2]Note: Includes the District of Columbia

Project Area

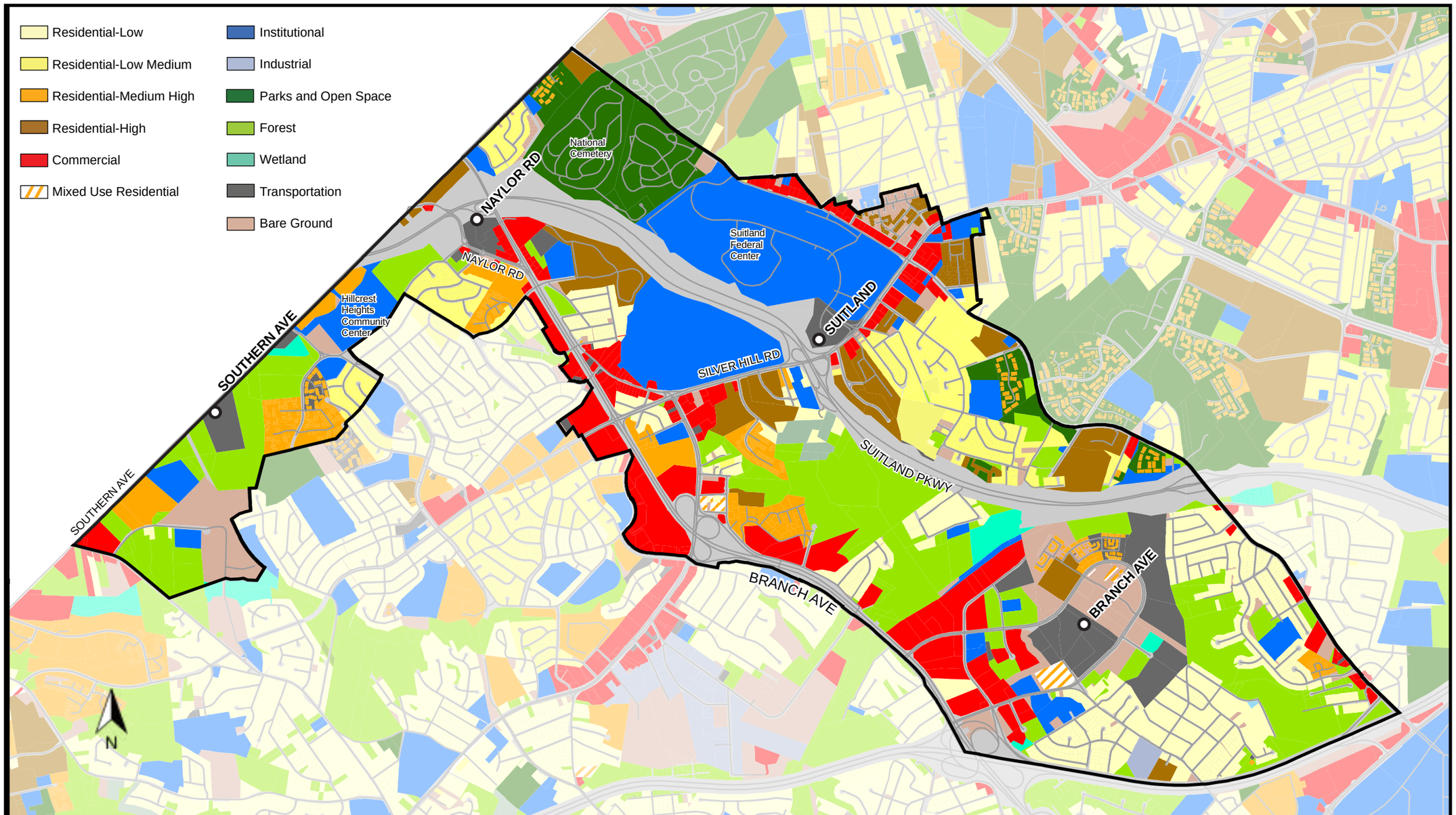


Figure 5 Existing Land Use, 2012

Land Use

Land use in the project area reflects the underlying environmental features, as well as a market response to the framework set by the major roadway network, and unique uses brought by institutional landowners, in particular the federal government, but also land use devoted to the operation of the Green Line transit system itself. The map at left and tabulated analysis at right is based on land use classifications established by the Prince George's County Planning Department. Data in the table reflects land within the project area only. Parcels that straddle the corridor boundary are included if the centroid of the parcel is within the boundary. Roadways are not included as a land use, rather they represent gaps in the data and on the map, the most prominent being the gap between parcels that touch Suitland Parkway. While in most cases this gap presents a good indication of the roadway surface as a land cover, for instance in terms of Branch Avenue or the Beltway, it does not show that most of the Suitland Parkway gap is, in fact, forested.

Residential uses are a third of the corridor—over 950 acres of the 3,020 acre total, or just under 32 percent. Low density residential in the form of single-family houses (low) on half-acre to two-acre lots is 11.5 percent of the corridor and one third of the residential. Single-family houses, detached and duplexes, on smaller lots (low medium) at a density of two to three dwelling units per acre (dwelling units (DU)/acre) account for six percent of the total. Townhouses (medium high) make up just over six percent of the total, while another seven percent of the corridor is high density, at 20 DU/acre or more. The existing pattern of residential densities is favorable toward transit ridership, with medium and high density apartments clustered around the Naylor Road Metro Station, or on the east side of Silver Hill Road near Suitland Metro Station, and including a mixed-use residential component near the Branch Avenue Metro Station. The majority of the low-density residential lies to the northeast and southeast of the Branch Avenue Metro Station, in subdivisions next to the Beltway, yet other big lot subdivisions are scattered across the corridor.

The second most prevalent land use in the corridor is woodland at 18 percent. This is a high amount for an urbanized area, with most of the forested area located on the steep ravines and low lands of the Oxon Run and Henson Creek streams, and a main tributary of Henson Creek south of Suitland Parkway and east of Silver Hill Road. Another section of large woods surrounds the Southern Avenue Metro Station. Parks and open space form another seven percent of the corridor and wetlands an additional one percent, bringing the total of lands in forest, parks, or wetlands to 26 percent of the corridor. M-NCPPC owns land in the parks and open space category, including undeveloped woodlands, but facilities such as the Hillcrest Heights Community Center located in the Oxon Run park is shown under the institutional category. The southern part of the Washington National Cemetery contributes to the parks and open space total. Common areas at some townhouse complexes are also shown as open space.

The Suitland Federal Center contributes the majority of land in the institutional classification, which is the third largest land use in the project area. Other institutional uses include churches, temples, community centers, universities, union headquarters, and utility corridors.

The 340 acres of commercial uses include both retail and office, making up just over 11 percent of the corridor. Commercial uses present the strongest discernible pattern of uses across the corridor, with retail fronting on Branch Avenue from Suitland Parkway south to St. Barnabas Road, and more retail clustered around Silver Hill Road at Branch Avenue and its intersection with Suitland Road. Large commercial uses south of the Branch Avenue Metro Station area are primarily car dealerships, but also include office buildings.

Nearly seven percent of the project area is classified as bare ground, with much of this land being future development sites, including land adjacent to the Branch Avenue Metro Station, the former Suitland Manor housing site northwest of the corner of Silver Hill Road and Suitland Road, and on the high ground south of the Southern Avenue Metro Station.

The transportation category does not include roadways, rather it is primarily WMATA-owned land at the stations, including the station platforms and shelters; large surface parking lots at Branch Avenue and Naylor Road, and Southern Avenue; and also parking structures at Suitland and Southern Avenue. The fact that six percent of the corridor is devoted to WMATA facilities, primarily parking, shows the emphasis placed on using the Green Line stations as commuter stations. A small amount of land is currently used for mixed-use residential, with two of the three sites located at new development north and south of the Branch Avenue Metro Station. While the space exists for retail in these new buildings, all of it is currently vacant.

The corridor has practically no industrial uses. The surrounding neighborhoods are primarily bedroom suburbs, providing relatively easy access to the District of Columbia. However, prior to the construction of the Branch Avenue Metro Station, that area was planned and zoned for industrial use, and the wide roads, large parcels, and limited connections to adjacent neighborhoods are still remnants of that time before the Metro.

Table 2 Existing Land Use

LAND USE	ACRES	PERCENT
Total Acres	3019.8	100.0
Residential-ALL	954.8	31.6
– High Density	210.8	7.0
– Medium High	190.7	6.3
– Medium	21.4	0.7
– Low Medium	184.0	6.1
– Low	347.9	11.5
Forest	554.3	18.4
Institutional	504.7	16.7
Commercial	340.3	11.3
Parks and Open Space	210.3	7.0
Bare Ground	207.1	6.9
Transportation	181.8	6.0
Wetlands	26.2	0.9
Rural	16.6	0.5
Mixed-Use-Residential	14.0	0.5
Industrial	9.2	0.3

Project Area

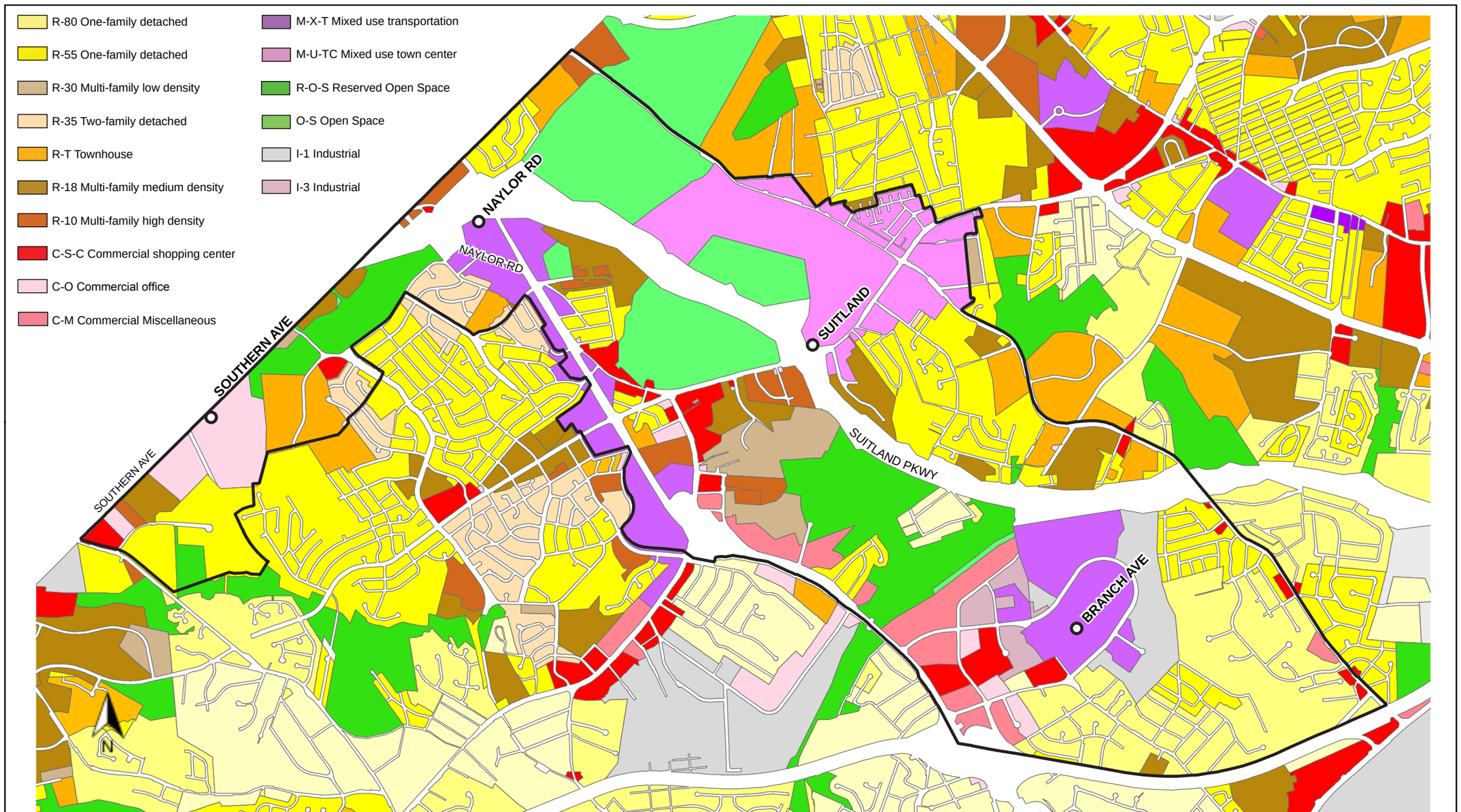


Figure 6 Existing Zoning, 2012

Zoning

Residential Zones

The majority of residential land in Hillcrest Heights near the Southern Avenue and Naylor Road stations is zoned R-55 (One-family detached residential), which permits no more than 6.7 units per acre. R-18 (Multifamily medium density residential) and R-30 (Multifamily low density residential) zones are clustered along Southern Avenue. These zones permit 12-20 units per acre in garden apartment developments. Land to the east of Southern Avenue and south of Naylor Road is zoned R-T (Townhouse) and R-35 (One family semi-detached and two-family detached residential). These zones permit 9 to 12.44 units per acre. A cluster of R-18 (Multifamily medium density residential) and R-10 are located proximate to the Naylor Road and Suitland stations, allowing apartment complexes over 12 units per acre. Residential zoning south and east of the Branch Avenue station is zoned R-80 for low density residential.

Commercial Zones

Large parcels of land in the vicinity of the Southern Avenue station are zoned C-O (Commercial Office), which allows uses of a predominantly non-retail commercial nature, such as business, professional and medical offices, or related administrative services. None of this land is actually used for office uses, showing that this zoning does not fit the market. The county's most frequently used commercial zone, C-S-C (Commercial Shopping Center) permits most retail and service uses. This zone was applied along the majority of Branch Avenue, before a change to the M-X-T zone in 2008. Automobile dealerships along MD 5 near the Beltway are zoned Commercial Miscellaneous.

Mixed Use Zones

M-X-T (Mixed use transportation oriented) zoning provides locations for a variety of residential, commercial, and employment uses by mandating that developments include at least two out of the following three use categories: Retail businesses, office/research/industrial, and dwellings/hotel/motel. The zone encourages a 24-hour functional environment and must be located near a major intersection or major transit stop or station that will provide adequate transportation facilities for the anticipated traffic.

There are no restrictions in the M-X-T zone on lot size or dwelling types, instead the regulations utilize a maximum floor-to-area ratio (FAR) calculation. The intensity of use can be increased by the granting of bonuses, called an "optional method of development." Without bonuses, the development of the site is limited to FAR of 0.4; greater densities, up to a FAR of 8.0 are granted for additions such as theaters, enclosed pedestrian spaces, rooftop activities, and residential uses. A two-step development review process requires submittal and review of a Conceptual Site Plan and Detailed Site Plan. Both the FAR requirements and the complex process have created problems for TOD development proposals.

The M-X-T zone is applied to land near the Naylor Road and Branch Avenue stations. The zone requires mixing of uses and has proved to be problematic near the Branch Avenue station, forcing the construction of commercial space in locations where there is no market, leading to empty storefronts. The M-X-T zone was identified as "the closest zoning technique available to the county to adequately implement the vision of the sector plan for mixed-use development at key locations" with the expectation that the zoning would be amended over time to improve its effectiveness.

The Suitland M-U-TC zone was recommended and approved by the 2006 *Approved Suitland Mixed-Use Town Center Development Plan*. The M-U-TC (Mixed Use Town Center) zone provides for a mix of commercial and limited residential uses which establishes a safe, vibrant, 24-hour environment. In this location, the zone is centered around the intersection of Silver Hill Road and Suitland Road and covers the entire Suitland Federal Campus. The M-U-TC zone was designed to promote appropriate redevelopment, preservation, and adaptive reuse of selected buildings in older commercial areas. Under a Development Plan adopted by the County Council at the time of the zoning was put in place, M-U-TC establishes a flexible regulatory framework that includes minimum and maximum Development Standards and Guidelines. A Design Review Committee has been established to review conformance of new developments to the Development Plan. Existing buildings can stay without being nonconforming uses. Most non-industrial uses are permitted in this zone.

Open Space Zones

Reserved open space, or R-O-S, designation provides for the permanent maintenance of undeveloped land to protect scenic and environmentally sensitive areas. By far, the largest portion of open space zoning in the area is zoned O-S (open space) which allows for low-intensity residential (5 acre) development as well as conservation of land for agriculture, natural resource use, large-lot residential estates, and nonintensive recreational use. Near the Naylor Road station, this includes National Cemetery and the Overlook Elementary school. There are two significant parcels zoned O-S in the vicinity of Suitland Metro station: an area of forest preserve on the Federal Campus site and the Smithsonian

Project Area

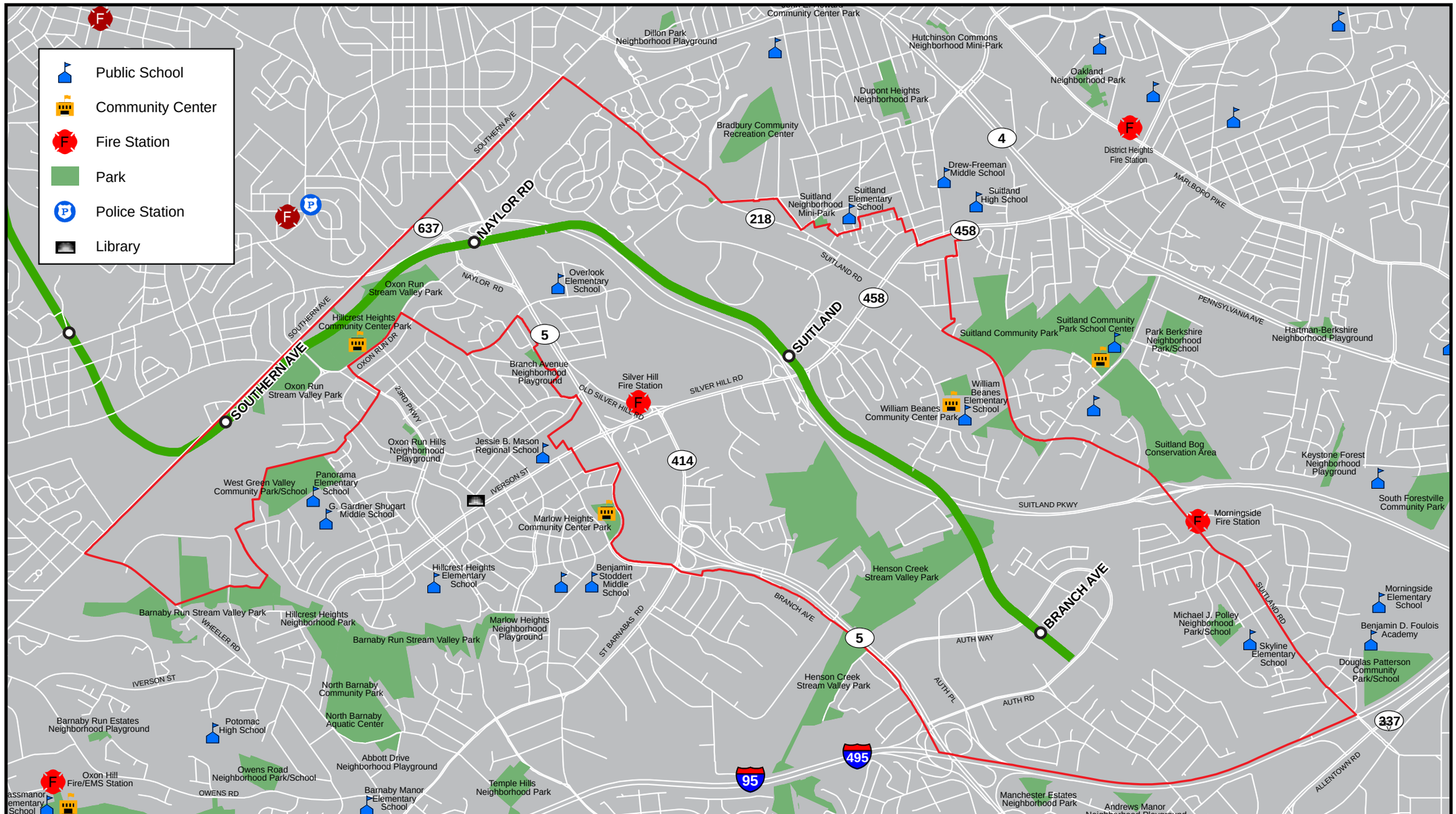


Figure 7 Public Facilities

archives site. These are not utilized as open space, per se, but support and preserve green space around the federal facilities.

Public Facilities

An inventory of public facilities was made to establish the existing base of schools, parks, community centers, and fire and police facilities that serve the project area. Figure 7 on the facing page shows the locations of these public facilities. The schools inventory shows only facilities owned by the Prince George's County Board of Education; a small number of privately owned schools and academies also serve the area but those are not shown as the purpose of the inventory is to establish that adequate *public* facilities are currently available as a precursor to analyzing the need for additional facilities if population increases near the station areas. All of the parks and community centers shown are owned and maintained by M-NCPPC.

Police and Fire

Fire stations in and near the project area are shown, but there are no police stations in the project area are in the larger area surrounding it. The District IV Police Station, located at 5135 Indian Head Highway in Oxon Hills, serves all of the project area south of Suitland Parkway. The project area north of Suitland Parkway is part of the District III patrol area, with the patrol headquarters located at 7600 Barlowe Road in Landover. In both cases the patrol is primarily based in patrol cars monitoring large areas; there are no substations within the project area.

Morningside Fire Station, with two engines, one ambulance, and one rescue squad, is located just outside the project area on the east side of Suitland Road; the facilities master plan calls for replacing the station beyond the 2012–2017 Capital Improvement Plan (CIP) period.

Schools

Three public schools are located within the study area and another handful just beyond the project area boundary. The three within the project area are: Overlook Elementary, Skyline Elementary, and William Beanes Elementary. Of these, Skyline Elementary is separated from the Branch Avenue Metro Station area by environmental features; it is unclear if growth near the Metro station would impact the school. William Beanes Elementary is in the Dianna Woods subdivision in the

Table 3 Prince George's County Public Schools

Name	Address	Enrollment 2011–2012	State Rated Capacity	Capacity	Facility Condition Index	Year Built	CIP 2012–2017
Overlook Elementary	3298 Curtis Dr.	276	542	51%	Fair	1969, 1993, 1997	None
Skyline Elementary	6311 Randolph Rd.	237	310	76%	Fair	1966	None
William Beanes Elementary	5108 Dianna Dr.	387	584	66%	Fair	1972, 1994	None
Suitland Elementary	4650 Homer Ave.	526	790	67%	Good	1995, 2005	None
Panorama Elementary	2002 Callaway St.	404	766	53%	Good	1966, 2004	None
Drew-Freeman Middle	5100 Silver Hill Rd.	654	1050	62%	Fair	1960	None
G. Gardner Shugart Middle	2000 Callaway St.	418	Not available	Not available	Not available	1965	None
Jessie B. Mason Regional	2700 Iverson St.	Not available	Not available	Not available	Fair	Not available	None
Suitland High	5200 Silver Hill Rd.	2112	2635	80%	Fair/Poor	1951, 1956, 1964, 1982, 1984	New Construction 2013

Suitland community; it is currently at 66 percent capacity with room for growth in the area. Overlook Elementary is in the immediate Naylor Road Metro Station area within a half mile of the station on Curtis Drive. Overlook Elementary is currently at 51 percent capacity.

Suitland Elementary is a new school constructed partially on property acquired as part of the Suitland Manor redevelopment project. The school also has capacity for enrollment growth. Panorama Elementary is near the Southern Avenue Metro Station, but separated from the station by steep slopes. Current enrollment is using only half of the capacity.

Suitland High School, located on Silver Hill Road a few blocks to the east of the project area, is in the CIP for 2012–2017 for construction of a new Annex building and the addition of new classrooms. Suitland High School is currently in three buildings, some of them dating from the 1950s, with additions and renovations in the 1980s, which are themselves approaching 30 years old.

The high school has a large student body with an enrollment over 2,100 for the 2011–2012 school year. Suitland High is an arts magnet school offering gifted arts students a curriculum in its Center for Visual and Performing Arts. The campus also includes the Annabelle Ferguson Auditorium and a vocational center that houses a technical training program. Suitland High is also part of the International Baccalaureate (IB) Magnet Program that offers students a rigorous course of study recognized through a UNESCO sponsored organization.

Table 4 Pupil Yield Rates

Dwelling Unit Type	Elementary	Middle	High
Single-family Detached	0.16	0.13	0.14
Single-family Attached	0.14	0.11	0.10
Multi-family, Garden-style	0.14	0.06	0.09
Multi-family, Garage Parking	0.04	0.04	0.03

The Southern Green Line plan projects an increase of 1,275 townhomes and 1,675 garden-style apartments by build out. Based on the current pupil yield factors, the dwelling unit growth is projected to yield an additional 414 elementary school seats, 241 middle school seats, and 291 high school seats.

Using the Prince George's County Public School Official Enrollment for School Year 2012-2013, the average capacity of elementary schools serving the sector plan area is 67 percent. The middle school is 60 percent capacity and the high school is 75 percent capacity. Based on the aforementioned analysis, the existing public schools which serve the sector plan area have adequate capacity on the elementary, middle and high school levels to accommodate projected sector plan growth at build out.

Libraries

The Prince George's County Memorial Library System has one facility serving the project area. The Hillcrest Heights branch is just outside the project area, one block south of Iverson Mall at 2398 Iverson Street. The library was closed for a $750,000 renovation during the first half of 2012. The renovation brought the facility into compliance with ADA regulations and provided 61 public computers, a group study room, a wireless laptop area, new customer service desks, enhanced children and teen areas, and new windows, carpeting, and paint. The nearest libraries in the system are in District Heights and Oxon Hill.

Overlook Elementary School is near the Naylor Road Metro Station.

Project Area

Parks

Parks are an important amenity for attracting new residents and also for place-making and community identification. M-NCPPC owns and maintains six park facilities that are located all or partially within the project area, and a similar number of parks located on the project's boundaries. In the general project area, park facilities are of three basic types: stream corridor buffers, combined park and school facilities, and neighborhood parks.

At the southwest corner of the project area, the Barnaby Run Stream Valley Park protects the stream corridor on both sides of Wheeler Road. Panorama Elementary School is partially built on park land southeast of the Southern Avenue Metro Station and the project boundary. That parkland protects steep slopes and provides athletic fields for the school.

Oxon Run Stream Valley Park is an important amenity between the Southern Avenue and Naylor Road Metro stations. The park is 80 acres in two parts, with an additional 30 acres in the middle where Hillcrest Heights Community Center is located. The community center, built in 1991 and recently renovated, is an important civic place providing meeting rooms, a gymnasium, a fitness room, and recreational programming. The outdoor facilities include a tennis court, two playgrounds, and a softball/baseball field. At its northern end Oxon Run Neighborhood Park meets additional open space across from Naylor Road Metro Station that is part of Suitland Parkway owned by the National Park Service. Oxon Run is a tributary of the Potomac River and its watershed covers roughly half of the project area. A multi-use recreation trail is planned to run through Oxon Run Park.

Two undeveloped neighborhood parks are located in Hillcrest Heights west of Iverson Street, one along Branch Avenue and on 23rd Parkway. Marlow Heights Community Center is the other main facility serving the population in this area. Its facilities are currently undergoing renovation.

Hillcrest Heights Community Center is an important community asset with a gymnasium, meeting rooms, and outdoor playing fields.

Oxon Run Neighborhood Park is located on the edge of the Hillcrest Heights Neighborhood.

Project Area

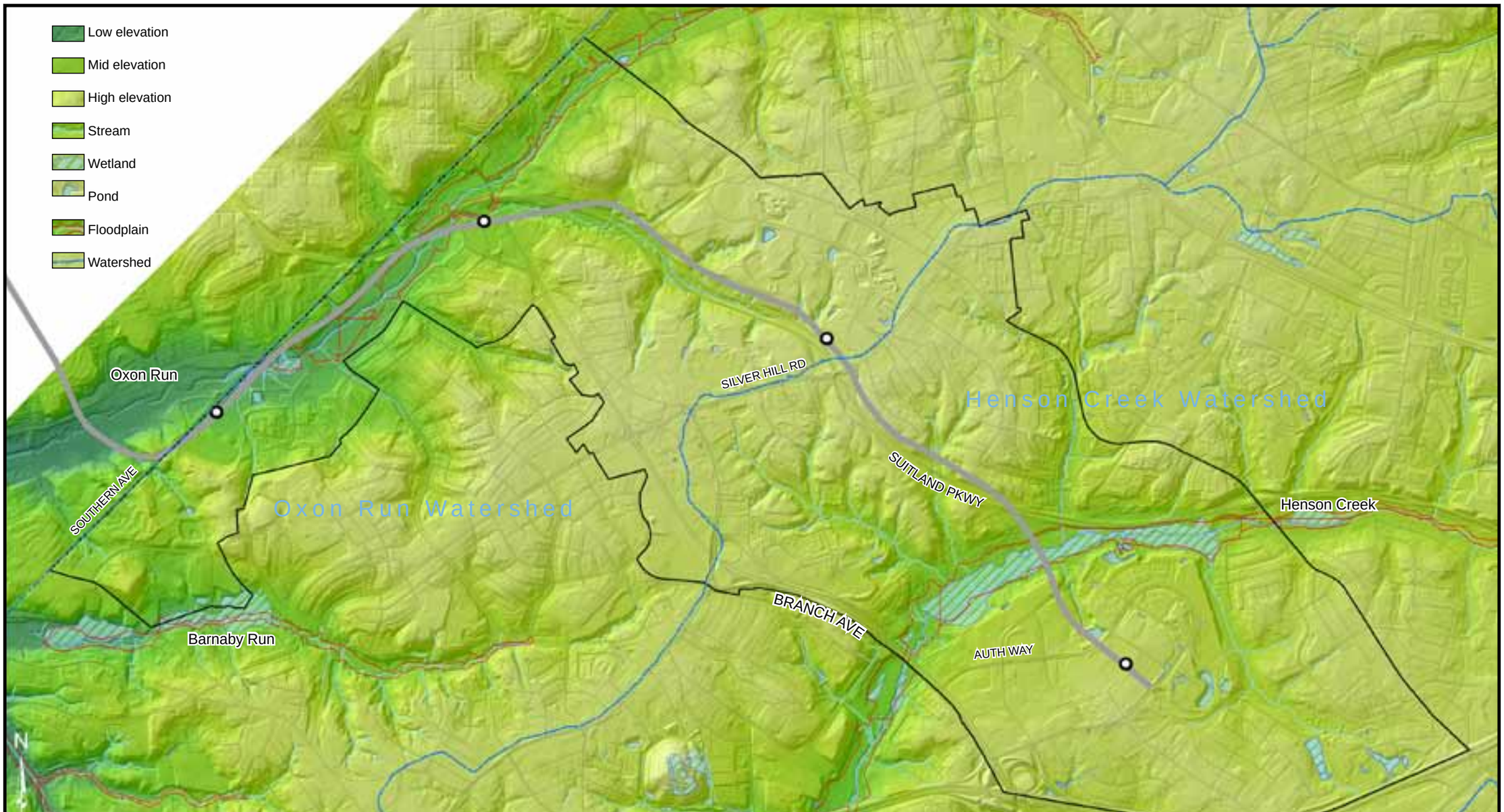


Figure 8 Topography (as Digital Elevation Model) with Watersheds, Floodplains, and Features

Environmental Resources

The Southern Green Line project area contains environmental resources such as forested areas, streams, wetlands, and 100-year floodplain that provide some water quality and quantity control. The area's geography is a rolling, coastal plain with broad ridges that fall to relatively steep slopes shaped by creeks and two main streams - Oxon Run and Henson Creek. These two streams are located within the Middle Potomac River basin of the Chesapeake Bay watershed. Efforts to reverse the degradation of the Chesapeake Bay ecosystem include regulations that will affect redevelopment in the project area.

The project area is mostly developed, with the majority of this land development occurring from the 1940s through the 1970s, prior to the adoption of the current County Code requirements regarding woodland conservation and stream, wetland and floodplain protections. At that time both the quality and quantity of stormwater runoff were controlled by regional stormwater management ponds. The concept of using regional ponds proved to be ineffective because the streams between the sites and the ponds became very degraded and the ponds themselves received large amounts of sediment. Uncontrolled or poorly controlled stormwater has adversely affected the natural environment and continues to affect stream quality in both watersheds. Nearly half of the planning area is within the designated network of the 2005 *Countywide Green Infrastructure Plan*.

Watersheds and Stormwater Management

The planning area lies in the Henson Creek and Oxon Run watersheds which drain to the Middle Potomac River basin. The high point formed by Silver Hill Road and St. Barnabas Road within the planning area is an approximate dividing line between the two watersheds. The area west of this dividing line flows to the Oxon Run while the area to the east drains to the Henson Creek Watershed. The two watersheds have been degraded by many years of development. The quality of water entering the remaining streams is compromised when there are no site features such as bioretention areas or stormwater ponds to manage stormwater coming from impervious surfaces (roads, parking lots, rooftops, sidewalks, etc.). A summary of the watersheds' acreage within the county and within the sector plan area is shown in Tables 5 and 6.

Table 5 Watersheds, Impervious Surfaces and Water Quality

Watershed	Acres within Project Area	Acres of Impervious Surfaces	Percent Impervious	Water Quality Rating	Watershed Habitat Measure
Henson Creek	2132	666.2	31.2	Very poor	Poor
Oxon Run	1598	550.0	34.4	Very poor	Very poor
Project Area Total	3730	1216.2	32.8		

Table 6 Watersheds Countywide and Within the Planning Area

Watershed	Acres Within County	% of County	Acres within Project Area	% of Plan Area
Henson Creek	14,063	4.40	2,132	56.40
Oxon Run	6,512	2.04	1,598	42.27

A geographic information system analysis of impervious surfaces was performed to understand how the development pattern is impacting stormwater runoff. The analysis of impervious surfaces included asphalt on road and parking lots; concrete on roads, sidewalks, and driveways; building footprints (roofs) and other structures. The most recent National Water Quality Inventory reports identify runoff from urbanized areas as the leading source of water quality impairments to surveyed estuaries. According to the Environmental Protection Agency "as little as 10 percent impervious cover in a watershed can result in stream degradation". Imperviousness in the planning area is 32 percent, contributing to poor stream habitat conditions and very poor water quality conditions.

Current Maryland law and the county's 2010 stormwater ordinance require environmental site design (ESD) be used to control stormwater from new and redeveloped sites. The goal is to manage stormwater by using ESD to reduce impervious surfaces and runoff, store and reuse rainwater, and increase groundwater recharge. This will help reduce stream channel erosion, pollution and nutrient

Silver Hill Road runs along the top of a plateau between two watersheds and is relatively flat in the study area. The U.S. Census Bureau reveals its girth stretching across the horizon in Suitland.

loading, siltation, sedimentation, and local flooding. Revitalization of the sector plan area is an opportunity to protect and enhance the water quality within the two watersheds through the careful planning of new land uses and the placement of restoration and stabilization projects as development occurs.

Wetlands and Floodplain

There are approximately 82 acres of known wetlands, 190 acres of FEMA mapped 100-year floodplain, and nearly 28 miles of known streams (15 percent of which are channelized), from the two watersheds (see Table 7). The 100-year floodplain represents an area adjacent to a stream, with a one percent or greater probability of flooding in any given year. Floodplains are considered non-buildable portions of a land parcel; they must be preserved to the fullest extent possible. The County Floodplain Ordinance requires an equal volume of compensatory storage be provided where filling in the floodplain is unavoidable.

Stream Corridor Assessments

M-NCPPC, in conjunction with the Prince George's County Department of Environmental Resources (DER), funds stream corridor assessments (SCAs) for all streams within the county, including Oxon Run and Henson Creek. The state Department of Natural Resources created the SCA protocol in order to rapidly assess the general physical condition of a stream system. This data can then be used to identify the location of a variety of common environmental problems within the corridors of these streams. Both M-NCPPC and DER utilize this data in regards to management decisions concerning stream preservation and restoration. Common physical problems identified during a SCA include:

- Erosion sites
- Inadequate stream buffers
- Fish migration blockages
- Exposed or discharging pipes
- Channelized (concrete) stream sections
- Trash dumping sites in or near stream construction

Table 7 Streams, Wetland, and Flood Plain

Watershed	Linear feet of known streams	Acres of known wetlands	**100-year floodplain** acres
Henson Creek	90,035	73.63	102
Oxon Run	59,687	8.47	88
Project Area Total	149,722	82.10	190

Table 8 Tree Canopy Comparison 1938-2009

Watershed	Canopy Coverage 1938 (acres)	% of Canopy Coverage (1938)	Canopy Coverage 2009 (acres)	% of Canopy Coverage (2009)	% change in Canopy Coverage
Henson Creek	1,032	27.66	730	19.57	-8.09
Oxon Run	443	11.87	442	11.84	-0.03
Project Area Total	1,475	39.53	1,172	31.41	-8.12

The bridge over the Oxon Run stream provides pedestrian access to the Southern Avenue Metro Station. In the distance the land rises above the stream valley floor.

Woodland Conservation and Tree Cover

Aerial photographs of the planning area in 1938 show a mix of densely forested areas and patches of agricultural lands. Portions of these forests were cleared to facilitate residential, commercial and industrial uses, as well as the construction of Suitland Parkway and the Metrorail. Despite this, the planning area still contains more than 1,000 acres of woodland cover comprising about 31 percent of its area. This exceeds the goals set by the 2002 General Plan for tree and forest canopy in the Developed Tier. Some of these forests are protected by their inclusion in the stream valley park system. Table 8 provides a summary of the trends in tree and forest canopy coverage in the sector plan area between 1938 and 2009.

The county *Woodland and Wildlife Habitat Conservation Ordinance* implements state regulations controlling the removal of woodland. These regulations require that development projects take all practicable steps to avoid or minimize removal of woodland and tree cover, and to replace removed trees. Priority areas identified for tree planting include stream buffers. Additionally, the Tree Canopy Coverage Ordinance requires any project subject to it to provide a

minimum amount of tree canopy coverage (10 to 20 percent based on zoning). This ordinance typically applies in urban areas where existing trees could not be preserved.

Green Infrastructure Plan

The *Approved Countywide Green Infrastructure Functional Master Plan* approved in 2005. Nearly 1,650 acres of the project area is within the designated network of the *Countywide Green Infrastructure Functional Master Plan* as shown in Figure 9 (facing page), primarily along stream corridors. The green infrastructure network is categorized in three way:

- Regulated area
- Evaluation area
- Network gap

Regulated Areas shown as part of the network are conceptual in nature and include known streams and wetlands with their associated buffers, regulated slopes, and the 100-year floodplain. While these environmental resources are protected by regulations at the county, state, or federal level and should not be disturbed, they can play an important role as amenities to high intensity land uses.

Evaluation areas include environmentally sensitive features such as interior forests, colonial waterbird nesting sites, and unique habitats that are not currently protected.

Network gaps are adjacent to, and within the other two areas, and are targeted for restoration in order to enhance the overall function and connectivity of the green infrastructure network.

Environmental regulations require that ecological resources on a site must be evaluated during the land development process. Field work is needed to specifically identify locally significant areas for addition to the green infrastructure network, and delineate the regulated features and their associated environmental protection buffers before development applications can be approved. These areas may include larger areas than the conceptual Regulated Areas mapped as part of the designated countywide network.

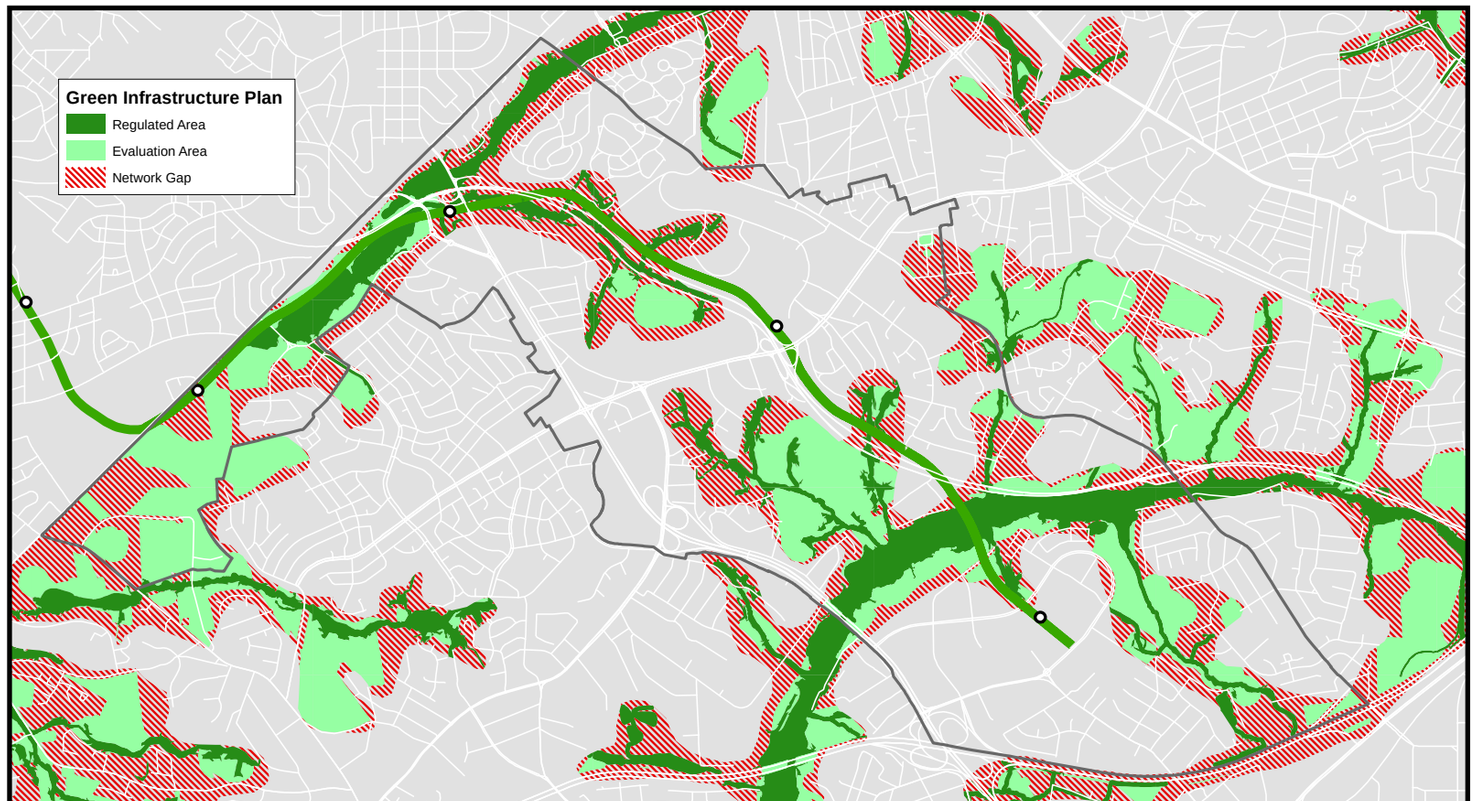


Figure 9 Green Infrastructure Plan

Air Quality

Prince George's County is part of the Washington Metropolitan Area, which does not currently meet the Environmental Protection Agency's National Ambient Air Quality Standards. This creates health issues for vulnerable populations such as children and the elderly, stemming from exposure to ground level ozone. Ground level ozone is formed by the chemical reaction between oxides of nitrogen and volatile organic compounds in the presence of sunlight. Major sources of the pollutants that form ground level ozone include utility and industrial emissions, motor vehicle exhaust, chemicals from dry-cleaning establishments, vapors from small gasoline-powered engines such as lawn mowers, and small businesses using solvents, insecticides and paints. According to the University of Maryland, motor vehicles account for approximately 30-40 percent of the pollutants that form ground level ozone in the Washington and Baltimore areas.

Ozone-causing pollutants can be windborne hundreds of miles from their original source before reacting to form ozone. This requires Prince George's County to be part of ongoing regional efforts to reduce emissions. As part of this sector plan, reductions to contributing sources include efforts to encourage people to reduce motor vehicle use, concentrate residential units near transit, and increase urban tree canopy.

Noise

Noise is defined as unwanted sound from constructed or natural sources. Excessive noise significantly affects the quality of life of any community. Noise levels are measured in decibels (dBA) and Ldens - Day Evening Night Sound Level average (Ldn). A noise level of 0 decibels is the threshold of human hearing and is barely audible even under extremely quiet listening conditions. Normal speech has a level of about 60 dBA while a noise level of 65 dBA is the accepted maximum level for outdoor activity.

In urban areas transportation system infrastructure such as elevated Metrorail and busy roads are the most obvious sources of noise. Roadways classified as arterial or higher produce enough noise to result in unsafe levels (e.g. noise levels above the state standard of 65 dBA Ldn) for outdoor activity areas. Measures must be taken to ensure that noise levels in outdoor activity areas are reduced to 65 dBA Ldn or less and interior noise levels are reduced to 45 dBA Ldn or less when uses such as residential homes, hotels, schools, or day care centers are planned within the 65 dBA Ldn noise contour (i.e., a line drawn on a map that represents all areas affected by noise levels at or above 65 dBA Ldn).

A noise model was used to calculate a conservative estimate of the location of areas affected by 65 dBA Ldn roadway generated noise in the plan area. Table 9 identifies the major roadways that produce noise levels at or above 65 dBA and the distances from the centerlines of these roadways that are affected. Generally, 65 dBA Ldn noise levels located within 200 feet of a noise source can be mitigated by placement of uses beyond the 65 dBA Ldn contour. High noise levels located more than 200 feet from a noise source result in areas where the careful placement of residential and residential-type land uses must be considered.

Sewer Capacity

As part of on-going coordination with the Prince George's County Planning Department, the Washington Suburban Sanitary Commission (WSSC) prepared an assessment in 2013 of sewer capacity at Metrorail stations in the county, including the four stations along the Southern Green Line. New development, especially residential development brings with it increased use

Table 9 Projected 65 dBA Ldn Noise Contours

Road Segment	Road Classification	Contour Distance (feet)
Suitland Parkway (NPS Facility)		
DC Line to Branch Avenue	Freeway	228
Branch Avenue to Silver Hill Road	Freeway	196
Silver Hill Road to Suitland Road	Freeway	181
Suitland Road (MD 218)		
Silver Hill Road to Suitland Parkway	Arterial	78
Suitland Parkway to Capital Beltway	Arterial	91
Capital Beltway (I 495): within Plan area	Interstate	*
Branch Avenue (MD5)		
Capital Beltway to St. Barnabas Road	Expressway	507
St. Barnabas Road to Silver Hill Road	Expressway	422
Silver Hill Road to Suitland Parkway	Expressway	422
Suitland Parkway to DC boundary	Expressway	283
Naylor Road (MD 637)		
DC Line to Branch Avenue	Arterial	67
St. Barnabas Road (MD 414)		
Silver Hill Road to Branch Avenue	Arterial	181
Branch Avenue to Temple Hill Road	Arterial	196
Silver Hill Road (MD 458)		
East of Branch Avenue	Arterial	78
St. Barnabas Road to Suitland Parkway	Arterial	181
Suitland Parkway to Suitland Road	Arterial	196

*Some of the Beltway noise is mitigated by the noise wall along the length of highway that runs through the plan area

of water for sink, showers, and toilets and can stress the capacity of the sewer system. The design of the system in the project area relates to the two watersheds already discussed.

The Southern Avenue, Naylor Road, and Suitland station areas are within the Blue Plains Treatment Service Area and the Oxon Run Basin. Blue Plains is the name of the wastewater treatment plant in the District of Columbia that services the Oxon Run basin area. The evaluation shows that WSSC peak flows, from its Oxon Run Basin draining into the District of Columbia from the project area, currently exceed the Blue Plains Intermunicipal Agreement (or IMA) limit. WSSC concludes that this issue will need to be addressed for any significant development or redevelopment project to be added to the system. Currently, proposed development projects generating 100,000 gallons per day (gpd) or greater are required to be evaluated under WSSC Standard Procedure ENG-11-01. Based on current capacity assessments, significant development or redevelopment with flow generating 100,000 gpd or greater would require infrastructure improvements.

The Branch Avenue station area is in the Piscataway Treatment Service Area and the Broad Creek Basin, which serves the Henson Creek watershed. WSSC performed a Sewer System Evaluation Survey (SSES) for Broad Creek Basin. Available capacity in SSES sewer basins will be reassessed after rehabilitation projects are completed. Modifications are required to the Broad Creek Wastewater Pumping Station and Force Main system to convey Broad Creek basin flow to the Piscataway Wastewater Treatment Plant. The completion of this project is currently estimated in July 2016. Any proposed development upstream of the Broad Creek Wastewater Pumping Station is dependent on the Broad Creek WWPS Augmentation Project. Currently, proposed development projects generating 100,000 gpd or greater are required to be evaluated under WSSC Standard Procedure ENG-11-01. Available capacity in this sewer basin will be reassessed after the sewer rehabilitation projects are completed. Based on current capacity assessments, significant development or redevelopment in the upper portion of Broad Creek Basin will require infrastructure improvements in the Henson Creek Trunk Sewer.

A view looking down toward Naylor Road and the Metro station; notice the slight elevation provides views of development on the hills in Washington, D.C.

A Metrorail train on an embankment near Henson Creek rounds the curve approaching the Branch Avenue station. The pond is an artificial construction to manage stormwater.

Project Area

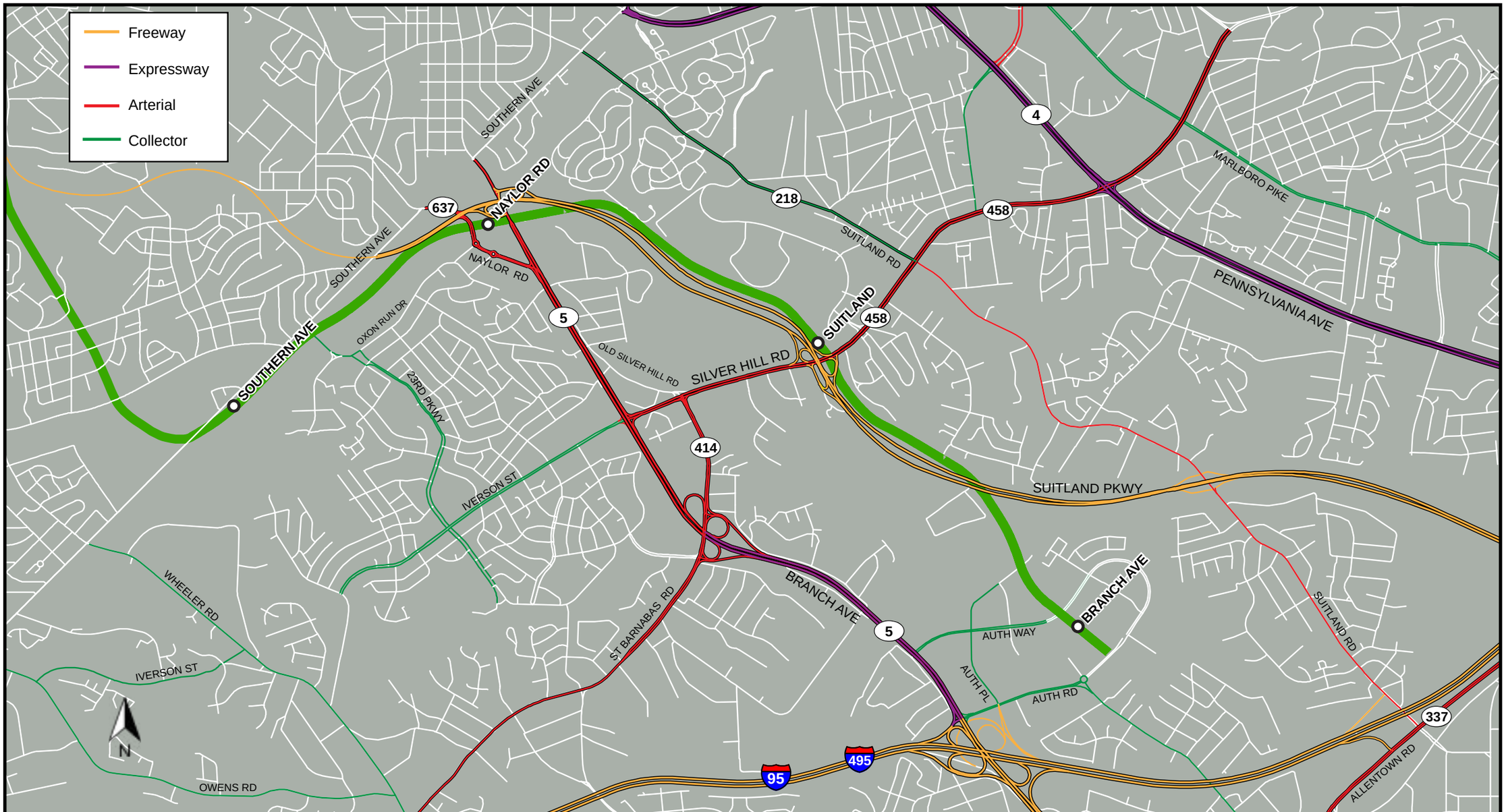


Figure 10 Regional and Local Roadway Network

Transportation

Major Roadways and Street Network

The project area is framed by MD 4 to the north, Wheeler Road to the south, Southern Avenue to the west, and the Capital Beltway to the east. This large area of suburban development has three major freeways and expressways leading to the District of Columbia: Suitland Parkway, Branch Avenue (MD 5), and Pennsylvania Avenue (MD 4). But Silver Hill Road (MD 458) is the only arterial connection between MD 4, Suitland Parkway, and MD 5 between Southern Avenue and the Beltway. The Capital Beltway (I-95/495) is a major transportation resource providing access to the whole Washington metropolitan area.

Suitland Parkway is owned and maintained by the National Park Service and classified by the county as a freeway; it primarily serves trips passing through the area, with access points only at Naylor Road, Branch Avenue, Silver Hill Road, and Suitland Road. Given this limited access and its position between MD 4 and MD 5, Suitland Parkway is a significant barrier to a connected network of local roads. Subdivisions north and south of the parkway are served by a maze of streets, many leading to dead ends, which forces traffic out onto the main highways and hinders pedestrian connections.

The right-of-way of Southern Avenue lies completely within the District of Columbia. This major route is discontinuous between Naylor Road (MD 637) and Branch Avenue, forcing traffic into Prince George's County and the congested area around the Naylor Road Metro Station. Suitland Road (MD 218) is classified as a collector between Southern Avenue and Silver Hill Road (MD 458), but an arterial east of Silver Hill Road. Twenty-third Parkway is a collector between the Southern Avenue Metro Station and Silver Hill Road. Auth Road and Auth Way are collectors in the immediate vicinity of the Branch Avenue Metro Station and the Capital Beltway.

The system of residential streets serving the majority of the Green Line project area is haphazard and disconnected. However, the Hillcrest Heights neighborhood north of 23rd Parkway has the most connected system of streets.

Roadway Network Functional Classification and Connectivity

Within the project area, there are only 13 roadways that are functionally classified as collector level or higher facilities based on the 2009 *Approved Countywide Master Plan of Transportation*, as follows:

Table 10

Major Roadways	Roadway Classification
23rd Parkway	Collector
Auth Place	Collector
Auth Road	Collector
Auth Way	Collector
Branch Avenue	Arterial north of St. Barnabas Road and expressway south of St. Barnabas Road
Iverson Street	Collector
Naylor Road	Arterial
Silver Hill Road	Arterial
Southern Avenue	Minor arterial (DDOT) or collector
Suitland Parkway	Freeway
Suitland Road	Collector north of Silver Hill Road and arterial south of Silver Hill Road
Suitland Parkway	Freeway
St. Barnabas Road	Arterial
Wheeler Road	Collector

The areas surrounding the four Metro stations are heavily reliant on only a handful of roadways to facilitate traffic flow within the area. A count of collector and higher level roadways within a half mile of each station yields the following result:

- Southern Avenue Metro Station has four roads, three of which are within the District of Columbia.
- Naylor Road has four roads.
- Suitland has three roads.
- Branch Avenue has three roads.

As a result, these station area roadways are wide with high traffic volumes and do not provide welcoming or efficient environments for bus transit service, pedestrians, or bicyclists. This sparse road network is challenged to provide the infrastructure typically required to support a successful transit-oriented development.

Ideally, arterial roadways should be spaced at no more than one-half mile intervals to ensure efficient traffic flow, multiple and direct routes to destinations, and ease of use for all modes, including transit, pedestrians, and bicyclists. Collector roadways can be spaced at one-quarter mile, or one-eighth mile intervals to ensure appropriate network connectivity and appropriate access to destinations. If arterials and collectors were spaced at these recommended distances to create a grid of streets, each of the stations would have up to ten of these classified roadways within its half-mile area, rather than the three or four they currently have.

Grid roadway networks, rather than concentrating traffic on just a few roads, disperse traffic onto many roadways. By spacing roadways closer together, each can have fewer lanes and lower traffic volumes. Grid roadway networks are, therefore, typically more supportive to pedestrians and bicyclists and also transit-friendly, as they allow transit vehicles to avoid backtracking and offer users direct access to transit stops.

Project Area

Figure 11 MD 5 Branch Avenue Metro Access Project

Planned Roadway Projects

The 2009 *Approved Countywide Master Plan of Transportation* incorporated the street, road, and highway recommendations for this part of Prince George's County made by the 2000 *The Heights and Vicinity Approved Master Plan*. The principal recommendations relevant to the project area are the continuation of 23rd Parkway as a four-lane collector from the District of Columbia line to St Barnabas Road (MD 414), and continuation of Iverson Street as a four-lane collector in a 100-foot right-of-way from Branch Avenue (MD 5) to Owens Road.

A major project of the Maryland State Highway Administration (SHA), also included in the 2009 *Approved Countywide Master Plan of Transportation*, is the MD 5 Branch Avenue Metro Access, Phase Two project, which is an approved but unfunded project, to create a new, dedicated, grade separated, access road from the Capital Beltway and Branch Avenue directly into the Branch Avenue Metro Station (shown in the turquoise blue in Figure 11 (following page)). The project proposes to depress northbound Branch Avenue and construct an overpass that will carry the southbound turn lanes over Branch Avenue to a new four-lane divided access road. The SHA expects this project to improve access and reduce traffic on Auth Way and Auth Road.

Following designation in 2010 of Branch Avenue Metro Station and Naylor Road Metro Station areas as priority TOD sites by Governor Martin O'Malley, the SHA funded a $650,000 study of "complete street" improvements in the immediate vicinity of the Naylor Road Metro Station. This study, currently under way, will create preliminary engineering concepts for improved pedestrian and bicycle facilities along Naylor Road and Branch Avenue in keeping with the recommendations of the 2008 *Approved Branch Avenue Corridor Sector Plan and Sectional Map Amendment*.

Traffic Analysis

Traffic flow in the study area is generally good, but directional by time of day. The existing traffic volumes are oriented to Washington, D.C., with heavy A.M. volumes into the downtown and heavy P.M. volumes out. While there may be pockets of congestion at certain intersections and at certain times of the day, the overall system-wide congestion levels are not high. Off-peak direction travel is generally uncongested.

Annual average daily traffic (AADT) volumes were gathered for project area roadways from a variety of sources. The majority of these traffic counts are confined to the major roadways in the area, although some collector roadways also have counts.

Within the Beltway and the Developed Tier, Prince George's County adopted a level of service (LOS) standard of "E." Three locations on Branch Avenue have a LOS of "E." These segments are northbound Branch Avenue between Colebrooke Drive and Naylor Road; Branch Avenue between Silver Hill Road and St. Barnabas Road; and Branch Avenue between Auth Way and Auth Road. While these counts may indicate the roadway is nearing capacity, they are still within the adopted LOS of "E."

Of the 28 locations with counts, four have a LOS rating of "F." These are: Branch Avenue between Southern Avenue and Suitland Parkway, Southern Avenue from 23rd Parkway and the Suitland Parkway overpass, Suitland Road west of Silver Hill Road, and Wheeler Road east of Southern Avenue.

Table 11 Latest Traffic Counts and Roadway Capacity

Road	Location	No. of Lanes	Street Class	Capacity	AADT	Year	Count Source	LOS	AADT/ Capacity
23rd Pkwy	South of Southern Ave	4	COL	31,870	8,030	2009	DPW&T	B	25%
Auth Pl	South of Auth Way	2	COL	15,930	4,920	2011	DPW&T	B	31%
Auth Rd	East of Auth Pl	4	COL	31,870	13,800	2011	DPW&T	B	43%
Auth Way	West of Auth Pl	2	COL	15,930	9,790	2011	DPW&T	C	61%
Auth Way	East of Auth Pl	4	COL	31,780	11,636	2009	DPW&T	B	37%
Branch Ave	Southern Ave to Suitland Pkwy	2	ART	26,920	28,381	2011	MDOT	F	105%
Branch Ave NB	Naylor to Colebrooke Dr	2	ART	26,920	26,290	2011	MDOT	E	98%
Branch Ave SB	Naylor to Colebrooke Dr	3	ART	40,380	26,290	2011	MDOT	C	65%
Branch Ave	Silver Hill Rd to St. Barnabas	4	ART	53,850	51,341	2011	MDOT	E	95%
Branch Ave	Auth Way to Auth Rd	6	EXP	102,200	69,351	2011	MDOT	D	68%
Iverson St	West of 28th Ave	4	COL	31,870	14,584	2011	DPW&T	C	46%
Naylor Rd	Oxon Run Dr to Branch Ave	2	ART	26,920	18,470	2011	MDOT	D	69%
Old Silver Hill Rd	Branch Ave to Silver Hill Rd	2	LOCAL	15,930	10,501	2011	MDOT	D	66%
Oxon Run Dr	West of Naylor Rd	2	LOCAL	15,930	5,872	2011	DPW&T	B	37%
Silver Hill Rd	St Barnabas Rd to Suitland Pkwy	6	ART	80,770	41,062	2011	MDOT	C	51%
Silver Hill Rd	Suitland Pkwy to Suitland Rd	6	ART	80,770	46,700	2011	MDOT	C	58%
Silver Hill Rd	Suitland Rd to Pennsylvania Ave	6	ART	80,770	37,492	2011	MDOT	C	46%
Southern Ave	Wheeler Rd to 23rd Pkwy	4	COL	31,870	19,800	2009	DDOT	C	62%
Southern Ave	23rd Pkwy to Suitland Pkwy	2	COL	15,930	17,900	2009	DDOT	F	112%
Southern Ave	Suitland Pkwy to Naylor Rd	4	COL	31,870	10,500	2009	DDOT	B	33%
St Barnabas Rd	Branch Ave to Silver Hill Rd	4	ART	53,850	31,361	2011	MDOT	C	58%
Suitland Pkwy	District line to Branch Ave	4	FWY	91,100	46,709	2004	NPS	C	51%
Suitland Pkwy	Branch Ave to Silver Hill Rd	4	FWY	91,100	34,126	2004	NPS	B	37%
Suitland Pkwy	Silver Hill Rd to Suitland Rd	4	FWY	91,100	31,795	2004	NPS	B	35%
Suitland Rd	Southern Ave to Shadyside Ave	2	COL	15,930	7,620	2011	MDOT	C	48%
Suitland Rd	Shadyside Ave to Silver Hill Rd	2	COL	15,930	17,840	2011	DPW&T	F	112%
Suitland Rd	East of Silver Hill Rd	2	ART	26,920	16,926	2009	DPW&T	C	63%
Wheeler Rd	East of Southern Ave	2	COL	15,930	16,889	2009	DPW&T	F	106%

Preliminary planning-level screening evaluation of existing traffic operating conditions compared the existing AADTs to county defined daily service volume thresholds, which are based on procedures used by the Highway Capacity Manual (HCM) and default traffic and roadway parameters.

Southern Green Line Metrorail

The Green Line was one of the original lines planned by WMATA in the 1960s. The line took decades to plan and construct with many social, political, environmental, funding, and legal challenges slowing implementation through the 1970s and 1980s. The first extension of the Southern Green Line from L'Enfant Plaza to Anacostia opened in December 1991, but disagreement over the alignment into Prince George's County continued to delay further extension. One proposed alignment followed Suitland Parkway to the general area where Branch Avenue meets the Capital Beltway, while a competing alignment would have followed Wheeler Road south to Rosecroft Raceway. After many years of controversy, construction of the Suitland Parkway to Branch Avenue alignment began in 1995. The extension added a station at Congress Heights in the District and four stations in Prince George's County: Southern Avenue, Naylor Road, Suitland, and Branch Avenue. The five new stations opened on January 13, 2001.

Metrorail Ridership

Ridership on the Green Line in the project area has grown at a compounded annual growth rate of 2.8 percent, substantially higher than the 1.7 percent growth rate for the entire Metrorail system during the same time period. Ridership levels peaked in 2008, when 23,095 riders boarded at the four stations. Since that time, however, ridership has fallen five percent; far greater than the one percent decline in the overall Metrorail ridership during that period.

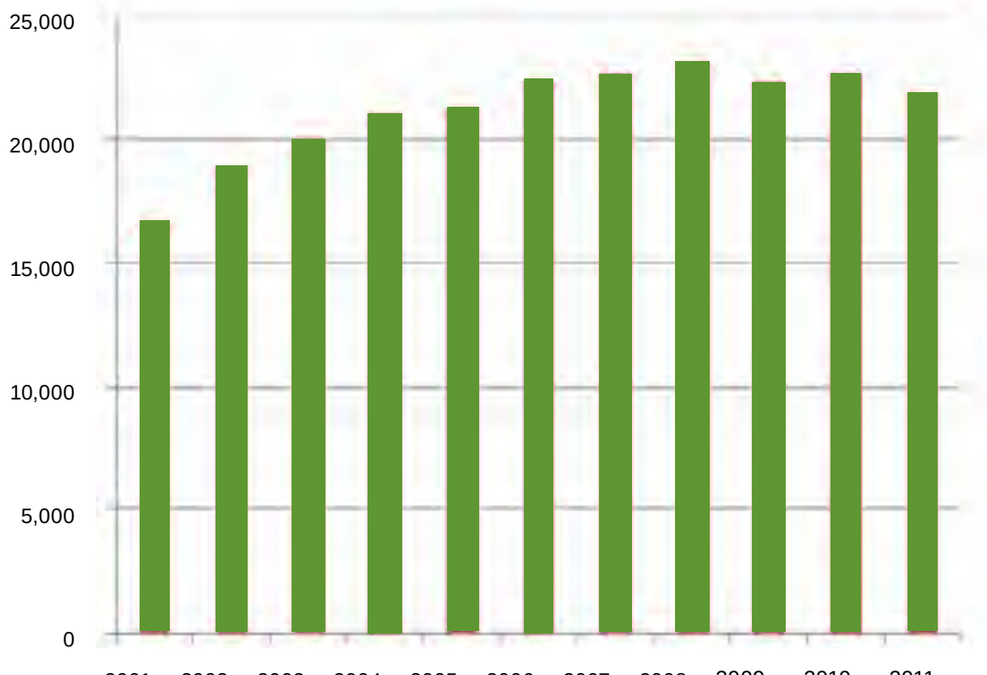
Ridership on the Green Line in the project area is heavily peak-oriented, with major flows into Washington, D.C., in the morning and from Washington, D.C., in the evening. The rail line itself has some capacity for expanded inbound peak hour ridership at current operations. Moreover, the option exists to increase train lengths, and possibly frequency, to provide greater capacity.

Off-peak direction travel serves some major employment centers in the project area, most notably the Suitland Federal Center, but by and large, trains are running full into Washington, D.C., and empty on the return. A more efficient service would be possible if additional work destinations existed near the four rail stations.

Future High Capacity Transit Service Planning

No expansions of the Green Line are under consideration at this point, but two fixed guideway projects are at different stages of development. One potential project would provide a fixed guideway extension south from the Branch Avenue station, using bus rapid transit or light rail transit technologies. This extension would connect the Green Line to Joint Base Andrews and locations further south. The other notable project is the Purple Line light rail transit (LRT), which will provide direct cross-county travel between Prince George's County and Montgomery County to supplement existing Metrorail service, which requires traveling through Washington, D.C., as part of travel between the two counties. The initial phases of this project will not go through the project area, but later phases are being studied that would provide connections between New Carrollton and National Harbor. The Countywide Master Plan of Transportation shows a hypothetical alignment through the project area connecting to the Suitland station, but no study of alignment options has been done, and the Purple Line could also potentially connect through the Branch Avenue Metro Station. The addition of more fixed guideway transit could transform existing service at Branch Avenue Metro Station or Suitland Metro Station depending upon the technology and routing selected.

Table 12 Ridership for the Four Project Area Metro Stations Between 2001–2011



Source: WMATA website data, accessed April 2012

Station Access

Throughout the project area, the primary mode of access to the stations is via private automobile with 59 percent of the Metrorail riders for all four stations accessing the station by park and ride, drop off "kiss and ride," or carpooling. While this number is a majority it is not particularly high for what is functionally a commuter rail operating in a suburban setting. Large numbers of riders also ride Metrobus and other buses to the stations and, even with a very difficult pedestrian environment, one in seven riders (14 percent) walks to a station.

Table 13 Mode of Accessing Project Area Stations

Mode of Access	Percentage of users
Automobile	59
Bus	27
Pedestrian	14

Source: WMATA 2007 Survey

The transportation network in the project area is largely focused on users from outside the project area. Of those users parking at the stations, the majority (57 percent) are coming from locations five or more miles away from the stations. Nearly one-third of parking customers are driving from 5 to 10 miles to access a station and an additional quarter are driving from 10 to 25 miles, which is a considerable distance, indicating both the distances that Metrorail riders are driving to get to the Green Line in Prince George's County and also the traffic congestion and parking costs in downtown Washington, D.C., that make a transfer to Metrorail worth the time and cost of transferring between modes.

Parking

The Southern Green Line Stations are designed to function as commuter rail stations, which encourage access via private automobile and generate revenues to WMATA for parking. Given this conceptual set up, it is necessary to provide substantial parking resources at the four stations and, combined, they provide a total of 8,079 parking spaces for transit users, including 7,310 all-day park and ride spaces. Among the project area's four stations, Naylor Road, with its 414 total spaces, has the smallest amount of parking. Southern Avenue and Suitland both have in excess of 2,000 spaces, and Branch Avenue station has in excess of 3,000 spaces.

Table 14 Origin of Parking Customers

Distance	Percentage
0–1/4 Mile	0.5
1/4–1/2 Mile	1.5
1/2–1 Mile	5.0
1–3 Miles	22.8
3–5 Miles	13.5
5–10 Miles	31.8
10–25 Miles	22.5
25–50 Miles	2.4
50–100 Miles	0.0

Source: WMATA/M-NCPPC 2011

All station lots are being used to capacity, at least for the all-day spaces. On the other hand, the dedicated high occupancy vehicle (HOV) lots at Southern, Suitland, and Branch Avenue Metro Stations are practically empty, and many of the reserved spaces are unused. By reallocating the spaces among users, and eliminating the dedicated HOV lots, additional general parking spaces could be provided at no additional cost. In addition to vehicular parking, the four stations also provide varying amounts of bike racks and lockers for bike-and-ride users.

Riders per Parking Space

Analysis of mode of access data compared to existing parking supply yielded some straightforward as well as surprising results. In terms of gross number of boardings, the Branch Avenue Metro Station has the biggest parking supply and also the largest number of riders. However, after that result things become more complicated. Suitland Metro Station has the second highest ridership with 6,417 boardings—only 243 fewer than Branch Avenue Metro Station—but with 1,309 fewer parking spaces; and in fact Southern Avenue Metro Station has the second highest number of parking spaces, but comes in a distant third in ridership.

Table 15 Metrorail Riders per Station Parking Space

Station	Avg. Daily Riders 2011	Total Parking Spaces	Riders/ Space
Southern Avenue	5,776	2,226	2.6
Naylor Road	3,047	414	7.4
Suitland	6,417	2,065	3.1
Branch Avenue	6,660	3,374	2.0

Source: WMATA/M-NCPPC 2011

Perhaps most surprising is the ridership for Naylor Road Metro Station, which is nearly half (46 percent) of that for Branch Avenue, but with only an eighth as many parking spaces. A calculation of riders per parking space shows that Naylor Road is generating 7.4 Metrorail riders per parking space, while Branch Avenue is generating just 2.0 riders per parking space. The lower rider per space at Branch Avenue and Southern Avenue indicates that land use context is an important factor in generating riders without providing a parking space. The Naylor Road station is better positioned in terms of land use to encourage walking to the station, despite the fact that with only 414 parking spaces the station has a smaller footprint, unlike Branch Avenue, which is currently surrounded by a large parking lot. The mode of access analysis is provided in more detail for each station in later chapters of this report.

Project Area

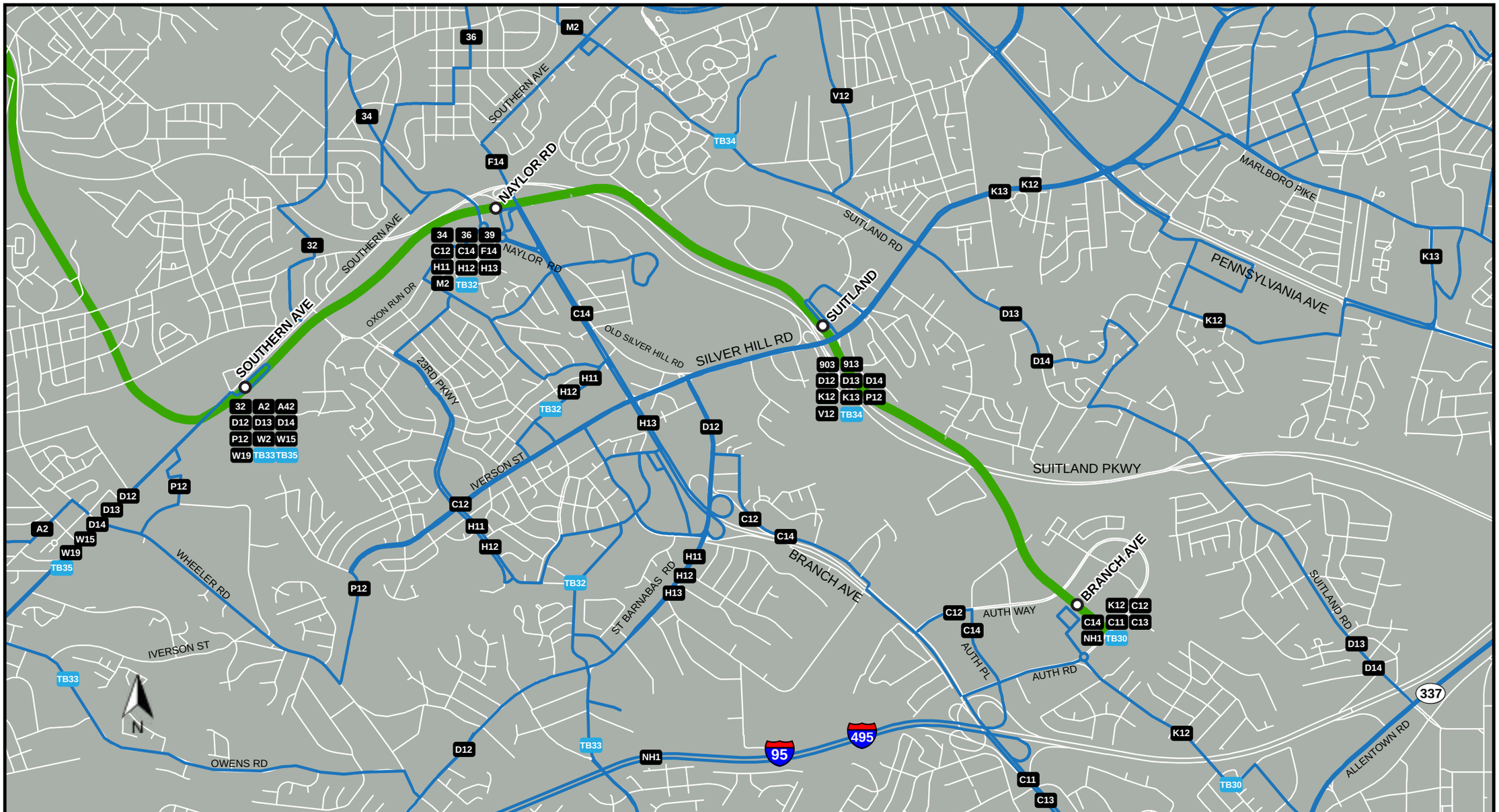


Figure 12 Bus Routes

Bus Facilities and Service

In addition to Metrorail service, the project area is well-served by 32 public bus routes that connect with the four Green Line stations, and the stations also act as bus hub transfer points between routes. The majority of these routes are operated by WMATA; Prince George's County also operates its "The Bus" on five of the routes. In addition, one commuter route is operated by the Maryland Transit Administration. Additional private services, notably the Suitland Federal Center Shuttle, also provide connections.

All four of the Southern Green Line Metro stations offer plenty of space for bus circulation, bus shelters, and bus layovers. At Southern Avenue, Suitland, and Branch Avenue Metro Stations more bus bay capacity is available than is currently needed or projected for any future need. Only the Naylor Road Metro Station has a good balance between bus bay capacity and projected demand.

Current bus expansion plans, as outlined in the county's Transit Service and Operations Plan, are modest and include the following expectations:

- Southern Avenue Metro Station—one new route that will connect to National Harbor
- Suitland—one new route that will connect to Largo Town Center
- Branch Avenue Metro Station—four new routes and increased frequency on a fifth route.

Bicycle and Pedestrian Facilities

The existing bicycle and pedestrian facilities in the study area are inadequate. While there are some pedestrian walkways within and around the station areas, significant shortcomings in the pedestrian network prevail throughout the area. Incomplete or inadequate sidewalks, barriers (fencing, transformer boxes), convoluted routing, and dangerous pedestrian/vehicular crossings are consistent factors impeding pedestrian access to all four station areas. Moreover, informal pathways and holes in fencing are clear indicators that, out of necessity, pedestrians are finding alternative access routes through the area in spite of these shortcomings.

Gaps in the sidewalk network exist along the project area's roadways. Many of the sidewalks that do exist are of substandard width, and nearly all are located at the immediate back of curb, which does not foster a friendly or comfortable walking environment.

In addition, ADA guideline recommendations call for sidewalks to be a minimum of four feet wide, with five feet being desirable when possible and six feet when the walkway is at the back of the curb, with no separation strip. Currently, many of the sidewalks in the project area are less than four feet wide for their entire length, with some as narrow as three feet.

Dedicated bicycle facilities are even more limited in the project area. There are currently no off-road paths designed for bicycle use in the project area, nor are there any marked bicycle lanes on streets. This lack of facilities is reflected in the dearth of any riders counted in the Metro mode of access survey from 2007, and yet bicycles are seen locked to racks at the stations. The county's Master Plan of Transportation envisions a robust network of on-road and off-road facilities for pedestrians and bicyclists in the future. Included in the plan are:

- Bike lanes—on-road dedicated one-way bicycle facilities. Roads are signed and marked for bicycle use.
- Hard surface trails—recreational trails and other multiuse bi-directional trails.
- Sidepaths and multiuse pathways—off-road bidirectional multiuse facilities adjacent to major roads.

In summary, the non-motorized network is inadequate. Substantial improvements are needed in all areas to encourage greater use of these modes. Details about pedestrian facilities and specific pedestrian issues are included in the detailed description given for each station area.

Summary of Key Findings and Transit-Oriented Development Goals

The findings begin with two basic ideas:

- the Southern Green Line in Prince George's County constitutes a major investment in the transportation infrastructure of the area and region.
- it's potential value can be realized through careful planning for new station area economic development in keeping with the well recognized and proven principles of transit-oriented development.

Therefore the primary goal of the plan is to promote a pattern of transit-oriented development at the four Metro stations on the Southern Green Line.

In order to craft a plan to promote this primary TOD goal, the planning process explored existing conditions during 2011 and 2012 and identified opportunities and challenges in regard to the real estate market and development process, land use pattern and potential TOD sites, transit and the role of the stations, roadway and mobility network, public facilities and park amenities, and environmental sustainability.

Key findings for each of these topic areas are summarized below and followed by a corresponding statement of the planning and implementation goals of the Southern Green Line Sector Plan.

Real Estate Market and Development Potential

Key findings in terms of the real estate market and factors, including zoning and processes, impacting the development potential include:

- The Metrorail Green Line segment within the District of Columbia has emerged as the region's high-growth line in terms of household and job growth.
- Joint Base Andrews and the new Homeland Security headquarters in the District, along with the 10,000 federal employees at the Suitland Federal Center constitute an important market generator along the Southern Green Line.
- Major land holdings at each of the four stations are held by single entities, including WMATA, the county Redevelopment Authority, and private investors interested in TOD.
- Retail stock is aging with no new construction in the project area since 1990.
- New apartments near the Branch Avenue Station are commanding high rents.
- The project area itself does not currently provide sufficient market development fundamentals to support reinvestment for the asset classes (multi-family residential, professional office, lifestyle retail) that are crucial to successful transit-oriented development.
- County impact fees are making multifamily residential developments financially unfeasible.
- A lack of 'by-right zoning' and the threat of County Council 'call up' of an approved application is a disincentive for developers to work in the county.
- There is a gap between the value of land, or potential profits from a development project, and the difficulty of the entitlement process.
- The mixed use zoning district applied at the Naylor Road and Branch Avenue Station areas are an impediment to new development because of requirements to include commercial uses in each project whether or not a market exists for the space. Two buildings at Branch Avenue Station included retail space that remains empty.

TOD Goals for Economic Development

1. Capitalize on access to existing and future employment centers along the entire Green Line.
2. Identify a development typology for each station area based on its existing land use, assets, unique context, and market potential.
3. Plan for "catalytic" public-private projects that can spur investment in new office space, and other development, in the immediate station areas.

4. Recommend strategies for using development incentives and financial tools to support private investment in the station areas.
5. Collaborate with WMATA on planning and implementing joint development projects.
6. Promote the Southern Green Line as a unique place in the region with land available for development at its Metro stations.
7. Recommend a new transit-oriented development zoning concept and urban design standards, along with a streamlined development review process.

Land Use and Urban Design

Major findings of the analysis of the current land use pattern are:

- The existing land use pattern of low to medium density residential subdivisions bounded by state highways that also serve as commercial corridors has precluded the development of walkable neighborhoods or focused commercial nodes.

- The four stations act as separate entities in the landscape, and the project area does not function as a single, connected corridor.
- Piecemeal residential development along dead end cul-de-sac roads, private drives, and parking lots hobbles the potential to define public and private space and create a network of interconnected communities.
- Each of the four Metro stations has existing TOD opportunity sites of sufficient scale to attract major developers.
- The location of Southern Green Line stations present significant challenges to TOD, particularly in regard to steep slopes, stream corridors, National Park Service and M-NCPPC lands, and secured federal campuses.
- There are few existing elements around which to organize new development in the station areas. These station site designs feel vast and unmanaged, and can challenge a sense of personal safety.
- The infrastructure of the stations, with its emphasis on vehicular parking and bus movement, conflicts with pedestrian access and easy connections to surrouding land uses.

TOD Goals for Land Use and Urban Design

1. Encourage future land use patterns at each station that will support and benefit from rail and bus transit.
2. Support land uses that will generate increased ridership, such as high density residential for in-bound commutes and office, or other, employment uses that will promote reverse commutes on out-bound Metro trains.
3. Design mixed-use walkable communities near each station that allow residents to access basic daily needs without requiring the use of a private automobile.
4. Locate higher intensity land uses closest to the station.
5. Plan for a mix of housing types that are attractive to a wide spectrum of existing and potential residents, including young families, professionals and entrepreneurs, and senior citizens.

6. Emphasize placemaking in all aspects of planning and design for future development.
7. Establish basic urban forms, such as blocks, as the preferred method for shaping and defining public and private space.
8. Create a grid of streets to increase connectivity, allow for pedestrian passage to the station and to increase available frontage.
9. Improve the civic realm along commercial corridors.
10. Provide public space to celebrate the civic life of the community.
11. Highlight the topography of the Green Line, including its stream, slopes, parklands, and viewsheds as essential elements that define and add value to land in the corridor.
12. Meet state and county regulations on storm water management through environmental site design.
13. Conserve critical environmental corridors along streams and steep slopes.

Transit Service, Roadways, and Mobility

Analysis of traffic data, field observations, and the overall pattern of transit service, roads and paths led to the following findings:

- The Southern Green Line has been operating as a very successful commuter rail since its opening in 2001, with high demand for over 8,000 parking spaces at the four stations.
- Each of the Metrorail stations acts as a transit hub for Metrobus and other bus service providers including Prince George's County 'The Bus' and MTA commuter bus service.
- The primary mode of access to the Metrorail stations is via automobile at 57 percent of users, and of those a majority at 57 percent are driving from locations more than five miles from the station. Bus to rail access accounts for 27 percent of riders.
- Mobility through the project area is functional, but mobility within it is limited. Specifically Branch Avenue (MD5) and Suitland Parkway favor trips across the area but create real barriers to movement between local places.
- High volume and high speed traffic on project area state highways and Suitland Parkway significantly impact neighborhoods; create barriers to pedestrian passage and bicycle use; and separate communities into smaller, isolated enclaves.
- Traffic flow in the project area is generally good. While there may be pockets of congestion at certain intersections at peak commuter times, the overall system-wide congestion levels are not high.
- The existing pedestrian facilities and sidewalk network are incomplete and in some locations substandard.
- WMATA fencing and limited station access points block desired pedestrian paths at all four stations.
- There are currently no on-street marked bicycle lanes nor any off-street bicycle trails in the 3020 acre project area.

TOD Goals for Mobility and Access

1. Provide a safe, convenient, and accessible transportation system that meets the basic need for travel via motorized and non-motorized modes.
2. Create a more integrated network of arterial and collector roads to facilitate travel within the project area.
3. Promote pedestrian access to the station via a connected street grid and seek locations to implement the county's Complete Streets policies, by providing sidewalks and marked bicycle lanes in the station areas.
4. Recalibrate the balance between station access, commuter parking needs, and potential joint development.
5. Introduce new off-street trails to improve pedestrian and bicycle access to the Southern Green Line stations and neighborhood destinations.
6. Explore new express bus service as an opportunity to reduce station parking demand and congestion in the station area.
7. Decrease the production of greenhouse gases by minimizing vehicular trips and promoting greater pedestrian and bicycle mobility.

Public Facilities and Parks

A survey of public facilities and parks led to the following conclusions:

- The project area has vast areas of land owned by the National Park Service and M-NCPPC; however, most of this land is either inaccessible, specifically Suitland Parkway, or undeveloped.
- Nearly all of the open space owned by M-NCPPC is land that follows and buffers stream corridors or is protecting steep slopes from development and provides little active recreation opportunities for area residents.

- M-NCPPC Community Centers are located on the edges of neighborhoods and there is a dearth of neighborhood parks and no urban parks in the project area.

TOD Goals for Public Facilities and Parks

1. Seek opportunities for new public facilities that will serve as amenities to support the Green Line stations as neighborhoods of choice for current and new residents and businesses.
2. Prepare conceptual recreational trail development plans that utilize existing properties owned by M-NCPPC and the National Park Service.
3. Establish urban parks and plazas as amenities to add value and provide adequate open space for higher intensity development.
4. Utilize the open space potential of Suitland Parkway.

Recurring Themes from Stakeholder Input

In addition to technical analysis of a variety of planning elements, a series of steps were taken to garner local knowledge of the project area and receive direct input from key stakeholders and community members. This outreach included individual interviews with key landowners in the immediate station areas, interviews with leaders of neighborhood organizations, and workshops to garner input from the general public.

A summary of key findings from the community includes:

- Obstacles to change and reinvestment in the project area include crimes against persons and property and the perception of crime as an issue, which creates a poor image for local communities; a high percentage of low-income residents limits buying power to support new retail; and the unattractive appearance of the commercial corridors, its public infrastructure and private businesses, detracts from the overall area.
- The isolated locations of the Green Line stations creates a concern for personal safety when using Metro.
- Improved retail and housing opportunities and a quality community environment need to be part of the corridor's economic diversification.
- The need to maintain affordability must be balanced with market rate housing.
- The area needs public investments in public infrastructure, code enforcement and business incentives.

TOD Goals for Civic Organization and Participation

1. Support formation and continuation of a Southern Green Line Coalition to act as an advocacy and implementation support group.
2. Guide an on-going open and inclusive public participation and outreach process to learn from local knowledge, identify community needs and desires, and build support for transit-oriented development in the corridor communities.
3. Preserve, enhance, and support existing civic and business organizations as important community resources.
4. Promote the approved Southern Green Line Sector Plan to educate and engage the public in community development activities.

Recommendations

The Vision

Strong demand for transit accessible and walkable neighborhoods brings new development to the Southern Green Line in Prince George's County during the first decades of the 21st century. Once growth pressure building along the Green Line in the District spanned the Anacostia River with the opening of the new Homeland Security headquarters near the Congress Heights Metro station, a new generation of federal employees find the convenience of living within an easy walk or bike ride of the Southern Avenue, Naylor Road, Suitland and Camp Springs (Branch Avenue) stations a reason to call communities centered on those stations home.

The substantial infill development within walking distance of the stations changes the atmosphere to one safer for pedestrians and sidewalks are the focus of neighborhood life. A dedicated public works program to improve and construct pedestrian and trail facilities in older post-war neighorhoods near the stations, and to bring complete street amenities and new vibrant streetscapes to the area's commercial corridors, is an important first step to creating real transit-oriented development, accomplished through the sustained effort of county, state, and federal partners. Placemaking urban design amenities, including small urban parks and plazas near the stations help to create new space for community life organized around walking.

Singles just starting their careers are attracted to new garden apartment communities, with the Naylor Triangle becoming something of a hot locale for those seeking an urban-suburban hybrid lifestyle. New families continue to renovate older houses in Hillcrest Heights and Suitland, while the post war and baby boom generations fill new senior housing closest to the Metro stations.

Figure 13 Project Area Illustrative Plan

A partnership forms to open up the many hundreds of acres of open space to active and passive recreational uses along Suitland Parkway and contiguous Park and Planning Commission lands. Some developers even start to brand the area with new developments referencing 'Suitland Park.'

Residents have found it possible to live car free on many days, both by using transit and also because their neighborhood satisfies their employment and shopping needs. Camp Springs is the most complete in terms of providing a full mix of uses in a town center. A single day's commute after work at Homeland Security Headquarters might include a short ride on Metro to Naylor Road Station to visit a dentist in a small medical office building, then back on the Metro to Town Center at Camp Springs with a stop at the prepared foods counter at the grocery outside the station before the walk home.

Major TOD Opportunity Sites

The Southern Green Line Station Area Plan recognizes the sites discussed below at each station as major TOD opportunity sites; based on location relative to the Metro station entrance; stated or known intentions of current owners; ease of development, if vacant; or redevelopment, if occupied by structures or parking; and community context.

Branch Avenue Station

Branch Avenue Station Area has several major development opportunity sites:

- WMATA's 33-acre property currently used primarily for surface commuter parking is the best single opportunity for new development found along the Southern Green Line. The Plan demonstrates that the WMATA property can comfortably accommodate significant new mixed-use development on eight new downtown scaled blocks created by a logical extension of existing streets and new streets as a grid.
- Large sites owned by Prince Georgetown LLC to the northeast (19 acres), east (9 acres) and west (9.4 acres) are all available and have been the subject of approved and submitted development proposals.
- The Seafarer's Union holds excess land on Brittania Way, west of the station, that will have new frontage along the planned Woods Way when it is constructed by SHA.
- A vacant three-acre parcel of land owned by the Catholic Archdiocese on Auth Road south of the station has potential for development.
- Nearly all of the quarter-mile walk circle at the Branch Avenue station area is vacant and owned by WMATA and Prince Georgetown, LLC, both of which are very interested in bringing significant new office, residential, and retail development to these parcels. Financing structured commuter parking, and parking for other uses will be a major task along with funding roadway construction.

Suitland Station

Unlike the Branch Avenue station area, Suitland is limited by existing uses, including the federal campus, the parkway, and older commercial and residential development. But major opportunity sites are available, including:

- The former Suitland Manor site located just outside the half-mile walk circle northeast of the station is owned by the Prince George's County Redevelopment Authority, which cleared the 22 acres for redevelopment.
- The majority of frontage next to the former Suitland Manor site is owned by Mid-Atlantic Real Estate Investments, who has also expressed interest in redevelopment.
- The Suitland Federal Center has a half mile of undeveloped frontage along Suitland Road at a depth of 700 to 900 feet along Silver Hill Road, which the GSA plans to infill over time with additional federal office space.
- Potential infill on WMATA property on vacant excess land at the intersection of Navy Day and Silver Hill Road just outside the gates of the federal center, and more difficult and expensive potential infill on the surface 'kiss and ride' lot between the commuter parking structure and bus plaza.
- A six-acre site diagonal to and across the parkway from the station has been the subject of on-going residential development proposals.

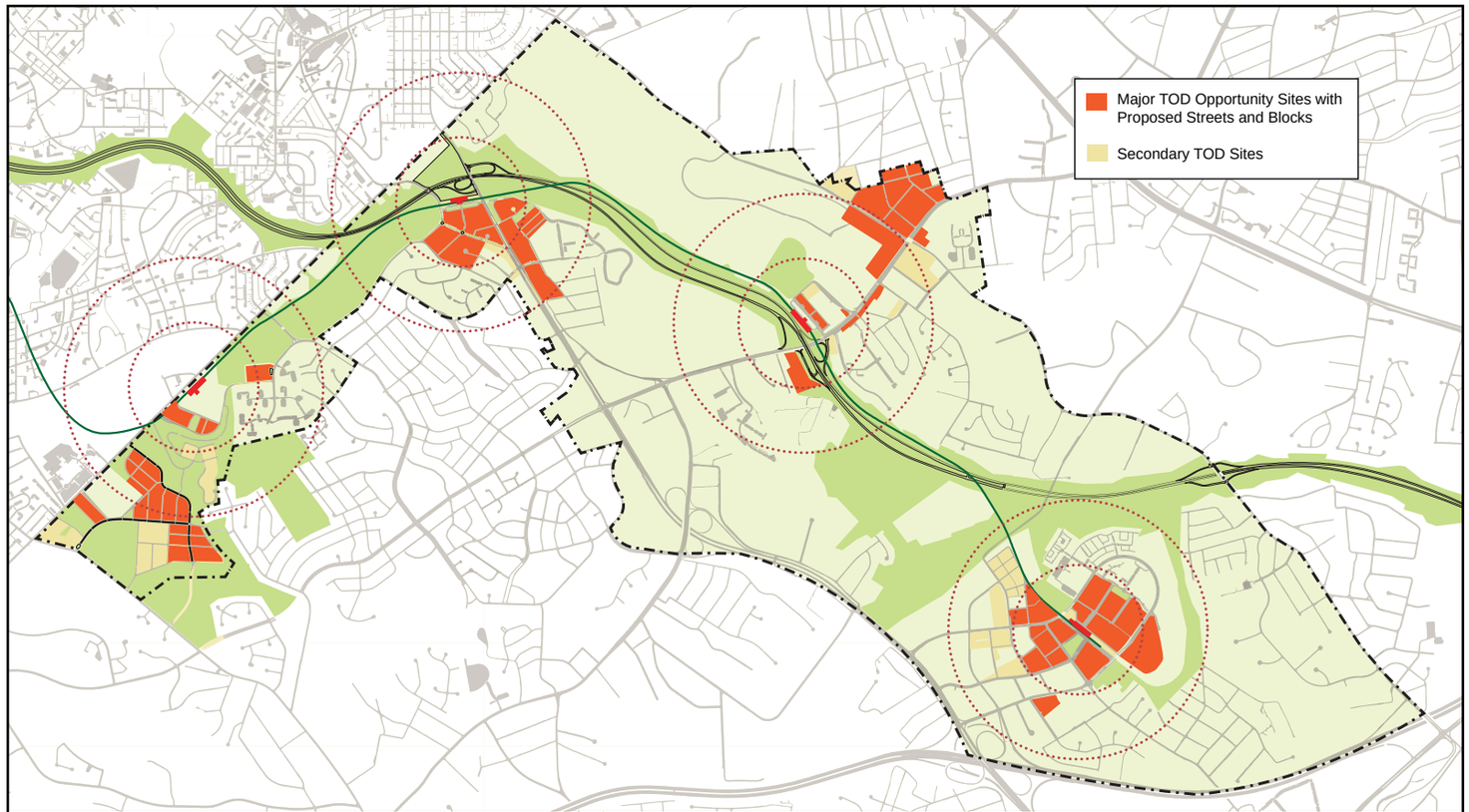


Figure 14 Major TOD Opportunity Sites

Naylor Road Station

The Naylor Road Station area has several major development opportunities:

- A former shopping center site across MD 5 from the station is nearly 15 acres and owned by Branch Avenue Partners, LLC, who assembled the site with the intention of creating transit-oriented development. This site is large enough to make a significant transformative impact and has an approved plan for 1.2 million square feet of office space.
- A 1.7-acre site fronting on Oxon Run Drive and facing parkway open space, is largely vacant, with only a nightclub on part of the block.
- Lynnhill Condominiums presents an obstacle to investment in the station area due to numerous Homeowners Association, ownership, and structural issues. Yet, the site is one of the most compelling in the project area, sitting high on a bluff overlooking the Oxon Run Valley and with vistas toward the Anacostia River and Washington. The plan envisions how this site can be redeveloped and integrated into a more connected pedestrian path and roadway network.
- An undeveloped four-acre parcel located south of Curtis Drive at Branch Avenue is for sale.

Southern Avenue Station

Development at and near the Southern Avenue Station is confronted by a variety of topographic and environmental challenges. Even with these constraints the plan considers the potential for the following sites:

- WMATA owns ten acres at the corner of the station access drive and Oxon Run Drive, half of which is a holding pond. This site is available now for development contiguous with the existing community. The plan also suggests a strategy for infill on surface parking lots between the station and the nearby bluff.
- The former Byrne Manor site is 15 acres with frontage along Southern Avenue southwest of the station. This property is vacant and owned by a real estate brokerage.

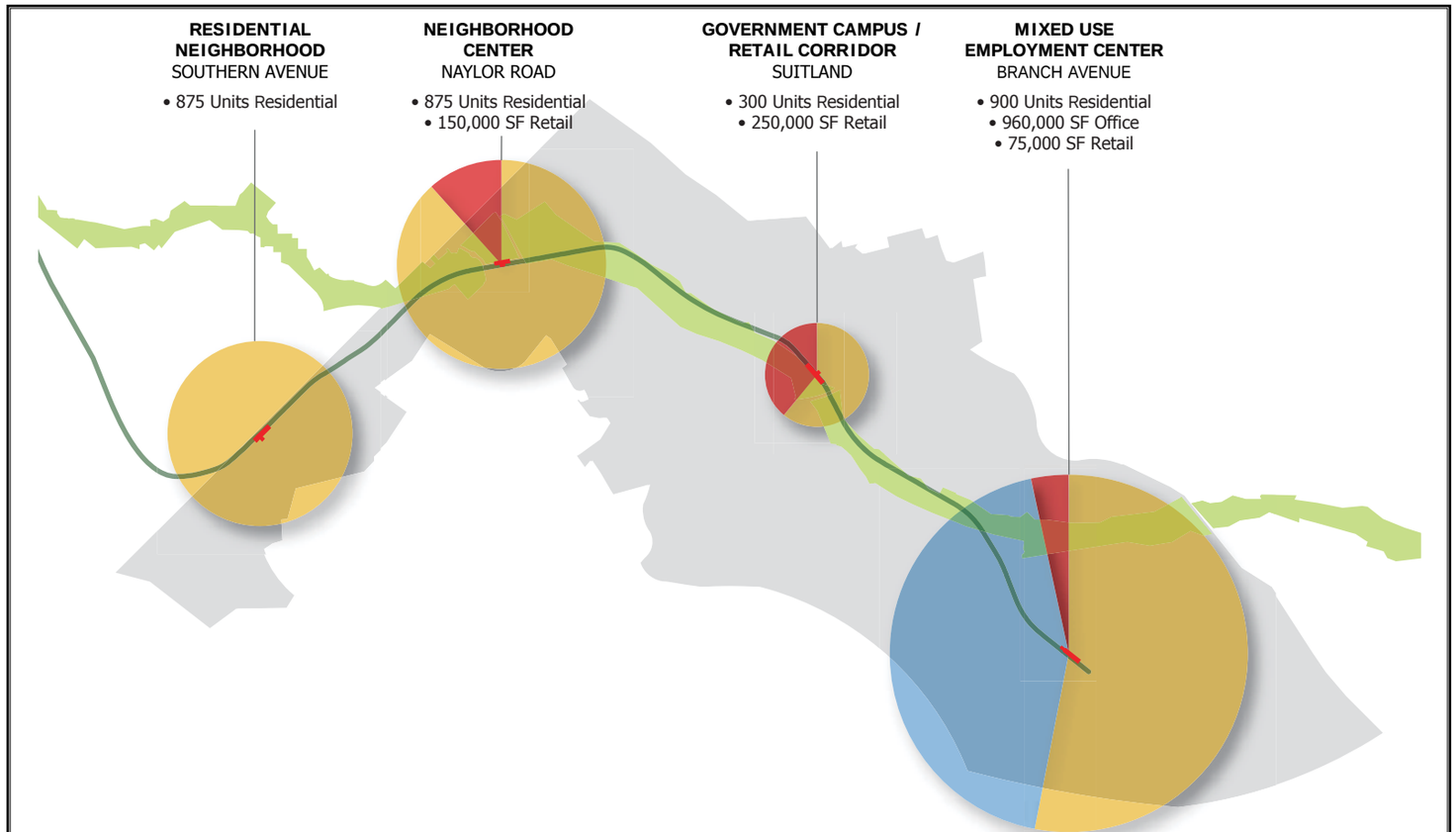


Figure 15 Station Typology and Market Demand

- A. M. E. Zion Church is working to sell the largest opportunity site in the project area, 72 vacant acres at the end of Wheeler Hill Road. The church also owns an additional 28 acres in the area, but this land has steep slopes and streams that may be difficult to develop.
- Considered as a whole, the available major opportunity sites along the Southern Green Line constitute a regional resource for creating transit-oriented development, with very short Metro trip times into downtown Washington, D.C.

Station Typologies

The plan explores the potential for the four stations along the Southern Green Line to function as a set of stations where each plays a specific role in the social and economic life of the community. Currently the Southern Green Line functions mostly as a commuter rail into Washington, D.C. That understood, the plan reveals how future growth can create a land use pattern that organizes residential, employment, and shopping concentrations in a way that makes linking these land uses via Metro convenient for those who live and work along the Green Line.

In order to create a system of stations that function together, the planning process considered the following factors in setting a specific functional role or typology for each station:

- Existing land use pattern.
- Existing access to the regional roadway system.
- Land ownership and available TOD opportunity sites.
- Station area topography of slopes and streams.
- Real estate market analysis for the project area and stations.
- Planned and potential public works and transit projects.
- Recent development projects and planned projects, including at Green Line stations in the District.

The real estate market analysis led to the creation of an economic development strategy that identifies opportunities and viability of new development based on statistical demand and financial analysis. The development strategy considered the following three components:

- Project area capture of regional demand.
- Financial viability of recommended uses based on achievable rents/sale prices and development cost structure.
- Feasibility of use in each station given availability of development parcels, surrounding uses, and local market economics.

The development program presented for each station area is based on the factors above, allocating the projected demand for the project area as a whole to the areas around each station based on competitive positioning. The development program recommendations for the project area include a dense office core at Branch Avenue Station, retail revitalization at Suitland Road Station, neighborhood-oriented retail and new residential at Naylor Road Station, and new residential development with expanded product offerings at Southern Avenue Station. The proposed phased development program meets the project area's pent-up demand for transit-oriented development, and also generates its own demand internally through the creation of new housing, retail, and office space.

Not all of the development recommendations are financially viable today due to the low rent and sale prices in the project area market. As the project area builds out and improves, new development will create value by increasing the achievable rent and sale prices within the project area. With the introduction of new retail and residential development, infrastructure investment, and streetscape improvements, potential tenants will be willing to pay more for office space in the future than they are today.

One of the values of the market analysis is that it shows the potential types of growth at each station and allows for the future land use plan to show how these types of uses can be accommodated. It also shows the relative strength for development types at each station and how those might relate to each other across the Southern Green line. Careful analysis of these market and context factors informed the creation of visions and development scenarios for each of the four stations that can be characterized as station types.

Table 16

	Phase I Years 0-5	Phase II Years 5-10	Phase III Years 10-20	TOTAL Years 0-20
Southern Avenue Metro				
For-sale Residential	100 units	175 units	300 units	**575 units**
For-rent Residential	0 units	300 units	0 units	**300 units**
Naylor Road Metro				
For-sale Residential	50 units	50 units	100 units	**200 units**
For-rent Residential	125 units	250 units	300 units	**675 units**
Retail	0 SF	0 SF	150,000 SF	**150,000 SF**
Suitland Road Metro				
For-sale Residential	50 units	125 units	0 units	**175 units**
For-rent Residential	125 units	0 units	0 units	**125 units**
Retail	250,000 SF	0 SF	0 SF	**250,000 SF**
Branch Avenue Metro				
For-sale Residential		100 units	100 units	**200 units**
For-rent Residential	75 units	125 units	500 units	**700 units**
Class A Office	300,000 SF	160,000 SF	500,000 SF	**960,000 SF**
Retail		75,000 SF	0 SF	**75,000 SF**
Green Line Project Area Total				
For-sale Residential	200 units	450 units	500 units	**1,150 units**
For-rent Residential	325 units	675 units	800 units	**1,800 units**
Class A Office	300,000 SF	160,000 SF	500,000 SF	**960,000 SF**
Retail	250,000 SF	75,000 SF	150,000 SF	**475,000 SF**

Branch Avenue

Station Type: Mixed Use Employment Center

The plan envisions the Branch Avenue Station area as a growing office employment center with a Main Street style pedestrian shopping district, and dense, mid-rise multi-family housing. The real estate market analysis conducted for the project concluded that of the four station areas, Branch Avenue is the most likely to attract redevelopment led by the private sector. The station area's location enjoys close access to the Beltway, and large areas of land for potential development have made it attractive for developers. Since the station opened, three major multi-family residential projects have been built near the station. In addition to more residential development, with strong planning and execution, the analysis projects that Branch Avenue could be the location for a regional employment core with almost one million square feet of new Class A office development.

There is strong potential for new development to transform this suburban area into a new self-contained mixed-use community. Nearly 175 acres of the 250 acres of potential development sites are unbuilt. In addition, much of this land resides in the hands of a few owners. The area has potential for significant residential, commercial, and possibly institutional development. Unburdened by the legacy of earlier patterns of suburban settlement found around the other three stations, the mix of uses and the critical mass possible at this last station of the Southern Green Line could result in a new town with a vibrant mix of jobs, places to live, and recreational opportunities.

The plan envisions the new Camp Springs serviced by the Branch Avenue station as the economic engine of the Southern Green Line. Given the factors identified, the new development in the Camp Springs area will be more mixed than at the other three stations, primarily because of the much greater potential for new office development. The new housing at Camp Springs will also generate

riders that use Metro to access the other employment centers at St. Elizabeth's in the District, Joint Base Andrews, and Suitland Federal Center. These new residents are a potential market for growth in retail at Suitland, and perhaps for specialty retail and services at Naylor Road.

Suitland

Station Type: Government Campus/Retail Corridor and Residential Neighborhood

The presence of the large federal campus at the Suitland station suggests a station type that is specialized to its context and configuration on the ground, but still a rather common type in the greater Washington D.C. metropolitan area, where federal campuses and installations are common. Perhaps the thing that makes Suitland more difficult to type is the hard separation of the federal office campus from the surrounding community, which is a suburban mix of garden apartment complexes, single-family dwelling subdivisions, and highway strip commercial. The campus and community are really two distinct areas suggesting two areas of emphasis in the station typology.

In keeping with GSA plans for the federal center, the plan identifies potential for growth in federal office space at the center, but based on the market analysis, the plan does not incorporate any private office space development elsewhere in Suitland. Instead, the plan identifies a market for retail growth along Silver Hill Road, based on high traffic volumes and good visibility from potential sites along the highway. The former Suitland Manor site, combined with highway frontage, is deemed an excellent location for a new 250,000 square foot 'power center,' including big box retailers and inline or pad retail sites. A new retail center would be the first built in the project area in over 20 years, and this would bring back local shoppers who are currently shopping in other areas.

Naylor Road

Station Type: Neighborhood Commercial Center

The opportunities at the Naylor Road Station are primarily in new multi-family housing and, over time, new retail commercial uses, that serve the growing population in the immediate station area. The market analysis identified an opportunity to position the Naylor Road area of Hillcrest Heights as a neighborhood of choice for young professional households, many of whom are currently leaving Prince George's County, in part due to a lack of compelling housing options. These young professional households have incomes and spending power that appeal to national retailers. Once this base of new housing and households is established, the neighborhood can support a grocery-anchored retail center of approximately 150,000 square feet. This center may also include businesses that are currently absent due to lack of demand, including restaurants, clothing stores, convenience stores, and miscellaneous retailers.

It is important to note that the Naylor Road Station area development program would not all be financially viable today. Components such as neighborhood retail and mid-rise apartments are viable in later phases based on assumptions that the project area will gain value as new development is introduced.

The plan promotes the idea that the compact setting at the Naylor Road Station should be particularly amenable to creating a neighborhood commercial node, or village center, at the station, defined by a concentration of new businesses on the Naylor Triangle between Naylor Road and Branch Avenue and surrounded by new residential on the uplands above the big roadways.

Southern Avenue

Station Type and Function: Residential Neighborhood

Given its relative isolation from the regional roadway network, and very difficult topographic issues, the market potential at Southern Avenue is clearly limited to new residential uses. Luckily, the type of housing that is best suited for the large amount of land on the bluff above the station is well within reach of the current market.

Although past planning for the area saw potential for new office uses related to the hospital on the District side of Southern Avenue, the precarious financial situation of the hospital and the location disadvantages led to a conclusion that there is no market for office uses at Southern Avenue and very little market for new retail or other commercial uses.

Therefore, the highest and best use for the area around the Southern Avenue Metro Station is a master-planned community, with small-lot single-family detached homes and townhomes that appeal to first-time home buyers from across the region. When the market for a master-planned community is right—when developers have the confidence that there is sufficient market demand at required price points—the private sector will step in to acquire, plan, and develop a new residential community at the station.

Stations Types in Function: Living along the Southern Green Line

Consideration of a market niche for growth at each of the four Southern Green Line stations provides the opportunity to imagine how the Metrorail can connect the various employment, retail, and residential development areas. The plan provides a glimpse of how future residents, employees, business owners and patrons, and commuters might live their daily lives along the Southern Green Line.

Clearly this vision must include the role of the stations as commuter rail stops with bus transit and vehicular parking facilities. Many who experience the new opportunities at the station will interact with businesses as part of this daily commute, stopping to purchase something between getting off the train and into their car or onto a bus. That is a key aspect of transit-oriented development, and the plan is carefully crafted to position retail uses in the best locations to facilitate impulse transactions. But the picture is bigger than just commuters, with an emphasis on creating new choices for living near the stations that relies on pedestrian and bicycle access rather than park and ride. The stated goal is to use the amenity of the Metro station to foster the growth of new walkable neighborhood centers, which leads to the potential for relationships between the stations.

Branch Avenue and Suitland Station areas will be employment centers that attract riders for the work commute, and importantly these trips will be mostly reverse commutes from the District out to the offices along the Southern Green Line, putting more riders on Metrorail trains that are currently underused in that direction during the morning and evening peaks. The growth in housing at Branch and Naylor will also add to the ridership in the general

direction of the commute toward the District, which may become even more utilized when the Homeland Security headquarters consolidations at St. Elizabeth's is further along. That major new employment center is only the second stop away from Naylor Road Station and an easy ride from Branch Avenue as well. In this way, implementation of the plan will increase Metrorail trips in both directions throughout the day and reduce the peaking and deadheading of trains. The Southern Green Line will become like other lines on the Metro system, with so many origins and destinations, that trains are fuller and stations are active urban nodes that are the focus of the surrounding communities.

Future Land Use Plan

The Southern Green Line Sector Plan is the official land use planning document for the area within the study boundary. As such, the future land use plan for the project area replaces previously approved land use plans for those areas that overlap, including: 2000 *Heights and Vicinity Master Plan and Sectional Map Amendment* (SMA), 2008 *Approved Branch Avenue Corridor Sector Plan and Sectional Map Amendment.* and the 2010 *Subregion 4 Master Plan.*

The Southern Green Line Sector Plan also overlaps and is consistent with the Central Branch Avenue Corridor Revitalization Sector Plan, which is a concurrent sector plan process, in the area of the Branch Avenue Metro Station and Morningside. Figure 2, on page 3 [chapter 1] shows the planning areas for each of these plans.

This plan is the result of a process that focused on the station areas for the four Metrorail stations in the project area. These four station areas are roughly defined by a half-mile radius circle centered on each station entrance; at the Suitland and Southern Avenue Stations, the station area was expanded to include opportunity sites that lie just beyond the half-mile radius. This sector plan retains most of the future land use policy from previous plans for areas outside of the half-mile radius of the four stations, with some exceptions as noted.

A future land use plan is presented for each station area in the chapters to follow with a rationale for the proposed land use plan and specifics on the development pattern. Recommendations outside the station areas that pertain to the remaining parts of the project area are presented in this chapter along with a description of each land use category and its application.

Commercial

This future land use plan reflects the basic pattern of existing retail and service/commercial uses located along the project area's major highway corridors–MD 5 and St. Barnabas Road, Old Silver Hill Road, and Silver Hill Road west of Suitland Parkway. This plan recommends a basic commercial use of land along the west side of MD 5 from Curtis Drive to St. Barnabas Road. This pattern recognizes the existing uses at Iverson Mall and Marlow Heights Shopping Center, which are unlikely to change in the near to medium future, and helps to consolidate the potential for mixing uses near to the stations. This is a change from the adopted future land use policy in the 2008 Branch Avenue

Table 17 Future Land Use Categories

Categorym	Description
Commercial	Commercial category includes retail, service, and repair uses located in large shopping centers, small strip centers, and miscellaneous establishments such as automobile services and sales. An application of this category is shown overlayed on other categories as a red stripe hatch symbol that denotes areas where ground-floor goods and service uses should be located near Metro station entrances or important intersections.
Commercial-Office	Office is added as a separate use category from other commercial uses in order to recognize planned office employment centers.
Flexible	Flexible is a new future land use category that allows for office or high density residential or storefront retail forms and uses. Flexible is distinguished from mixed use in that it can be a single land use from the three allowed uses, rather than mixed, or it can be mixed if the market supports.
Residential	Residential uses include subcategorizes by density, which also relate to building types. • Residential Low is primarily single familty detached dwellings at a density of at or below 5. 7 dwelling units per acre (DU/A). • Residential Medium is small lot single-family detached and attached between 3.5 and 8 DU/A. • Residential Medium High may include a mix of dwelling types including attached single-family units (townhouses) and multi-family units, from 8 to 20 DU/A. • Residential High is primarily multi-family apartments with 20 DU/A and higher.
Open Space	Includes publicly owned parks and conservation areas, as well as privately owned conservation areas, such a land held in common by a homeowners association.
Institutional	Uses such as government facilities (excluding large office buildings), public and private schools, and churches.
Transportation	Metrorail facilities, including rail maintenance yards and proposed commuter rail parking structures.

Corridor plan that designated all of the south side of MD 5 from Naylor Road to St. Barnabas Road for mixed use development.

The MD 5 frontage near Auth Way is retained as commercial uses, this being the area of retail sales of new automobiles.

Retail goods or services are also shown on the future land use plan as a mix of uses, indicated with a hatch pattern, where locational advantages exist near Metro station entrances and high visibility intersections, with the plan recommending that single-story buildings at these locations contain retail businesses or that the ground level of multi-story buildings be designed for retail and service uses. Upper levels of vertically mixed-use buildings at these locations should follow the second land use category indicated.

Commercial-Office

The plan recommends designating specific locations for office uses as a separate use from the sale of goods and services. Office as used here is primarily a place of work with only minimal contact or visits from the general public, and can include research facilities, medical laboratories, and government offices. Because the majority of the Suitland Federal Center is in fact used as office space for the Census Bureau and other government agencies, the use category is shown as office, rather than institutional. The recommended land use pattern is consistent with the General Plan's recommendation for employment centers at the Suitland Federal Center and in proximity to the Branch Avenue Metro Station.

Flexible

The Southern Green Line Sector Plan proposes a major innovation in land use planning with a new category called 'Flexible.' The creation of this category is in response to direct and repeated requests during the planning outreach process from major land owners in the station areas, including WMATA, for 'flexibility' in terms of planning for future use. The Flexible category acknowledges uncertainity in terms of the market for use of land in the project area, both because of weaknesses in the current real estate market and also because of the shifting nature of demand for commercial uses related to changes in market exchange of goods, due to 'big box' chains and also the internet, and also changing office workplaces.

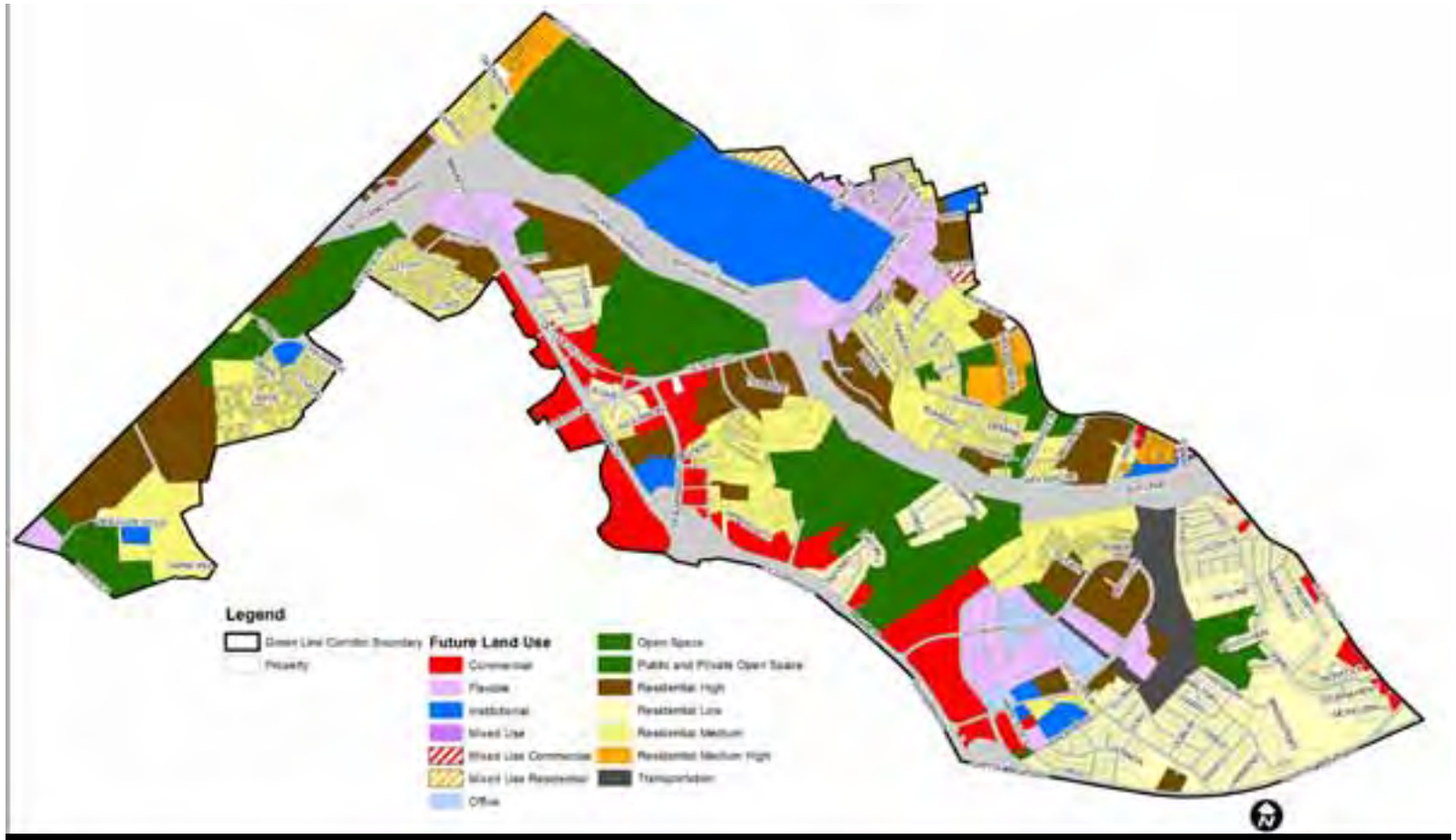


Figure 16 Proposed Future Land Use

The plan defines the uses as an option within the flexible category as inclusive of other stated uses including: commercial-office, high density residential, institutional uses that serve the general public, and commercial-good and services with a preference for a storefront urban form. By definition, the ambiguity of the flexible category can refer only to future land use, since it does not correspond to an existing land use category. While the category is flexible within a defined set of uses, it can also be understood to be excluding many uses, so that it is also defined by what is not allowed.

Uses that should not be allowed within the Flexible category include:

- automobile sales and repair
- industrial or warehousing uses
- single-family detached dwelling units
- drive-through facilities
- suburban 'big box' retail forms.

In many ways the Flexible category is analogous to a mixed-use or downtown land use category, with one difference from the way

Prince George's County and other jurisdictions have sought to apply mixed use. That is, the Flexible category does not expect every development project to mix uses on a single property or block, and a land owner can propose to develop only a single use on the development site if that is thought to be the best use of the land. The flexible category supports a mixing of uses, either horizontally or vertically, but it also supports single uses that respond to the market.

For instance, the market study performed for the plan concluded that specific types of high density residential uses are market supported at Naylor Road station, with little demand for office uses, and therefore the plan could simply map high density residential uses. However, the plan should not exclude an unexpected but supported TOD use, such as a hotel or office development, if such a project is proposed by the land owner. The Flexible land use category gives major stakeholders the chance to seek creative and best use proposals from real estate developers.

Residential

The plan retains 'Residential Low' and 'Residential Medium' categorizes for single-family subdivisions from previous plans, since these uses are stable and are not anticipated to change in the foreseeable future. Multi-family residential uses in the Residential Medium High and Residential High categories have also been retained, but additional areas for these uses are mapped in the station areas.

Parks and Open Space

Working from the environmental analysis performed, the plan identifies new areas for open space where development is deemed unfeasible due to the presence of steep slopes or streams. This mapping does not imply any obligation on the part of M-NCPPC or any other public entity to acquire this land for parks or conservation. Currently the project area contains lands unsuitable for development that are protected as commons owned by adjacent homeowners associations. Specific locations are discussed in the station chapters.

The future land use plan also shows a small number of recommended locations for the development of public urban parks.

Transportation

While the majority of land used for transportation infrastructure is public roadways and private drives, these are not included in the land use plan. Property owned by WMATA for its rail maintenance yards at Branch Avenue Station is shown in the transportation use category along with two existing and two proposed locations for commuter rail parking structures, one at each station.

Development Review and Proposed Zoning Concept

The planning process included extensive outreach to local real estate developers to gauge impressions about both the project area and development issues in Prince George's County. Many key parts of the plan were crafted in response to comments from developers familiar with the county and key property owners, including WMATA.

A number of developers stated that the current development review process in Prince George's County is too complex and cumbersome and that the effort and expense of guiding a project through the process exceeds the residual value of the land. The zoning code in general is too complex, difficult to use, and outdated. Developers suggested a process that was similar to other jurisdictions that provide 'by-right' zoning where the entitlement process is more easily understood both in substance and in terms of time for review.

In addition, the real estate market analysis confirmed other disparities between the potential value of land and the fees associated with certain types of developments, the per unit fees charged to each multi-family apartment unit as a specific impediment to financing the types of high density and mixed use residential projects that are the cornerstone of transit-oriented development.

In order to respond to these important bottom line issues for implementing TOD, the plan recommends an innovative approach to land use planning and a specific zoning concept to foster the creating of new transit-oriented development in Prince George's County. The Southern Green Line Sector Plan is presenting an important basis for formulating new concepts for TOD zoning and development review.

Key Regulatory Issue Considerations

The development community has expressed an interest in maximum flexibility in establishing uses in order to meet market demand over time. While this approach makes sense for the majority of the core station areas, there are select instances in which a narrower approach to use may be important:

- Key Retail Streets. The designation of specified areas for retail that take greatest advantage of location near the stations is key to the overall placemaking goal of this planning effort.
- Large-Scale Office Areas. In order to achieve the long-term goal of job creation in specific station areas, a zone that is focused almost exclusively on office uses will ensure the reservation of land for employment at key locations.

In both these cases, the market is not currently ready to supply these key elements of the plan, and specific districts will need to be applied to reserve land for these uses in the future. In the case of the key retail streets, it may be possible to allow other uses in buildings that are constructed for retail purposes (tall ground floor with high transparency).

One community concern regarding the station areas is that new zoning will open the station sites up to "big box" retail and fast food restaurants. Special consideration of the form issues surrounding single-story uses and drive-through uses will be required. The concept of interim uses (surface parking, especially) is also critical. In no case should interim uses be allowed to "crowd out" desired uses; however, phased development plans may be necessary given the current modest market demand at some of the station areas.

Parking

While there are a variety of ways to manage parking, perhaps the most sensible for the core station areas is to consider them similar

to mini-downtowns, and therefore eliminate the requirement to provide parking. Development within station areas may still choose to provide parking, but it should not be required in the code. One possible concern related to this recommendation is whether or not a fee in-lieu of parking should be provided instead, in order to provide additional public resources for creating shared parking. It would appear that, given the current weak market demand for station areas, this incentive (no parking requirement) should be offered in order to attract development activity. Reduced residential parking ratios should be offered with half-mile of the station areas, where it can be presumed that at least a portion of households will use transit.

New Streets and Blocks

The design work associated with each station area has revealed some key street connections that must be made in order to achieve the placemaking vision of this plan. There are two possible approaches to implementing these key connections. The first is through preparing a simple map of new streets at each station area that would be applied during site plan or subdivision review. The challenge of this option is that this static design may not work well for all developers, especially those with smaller parcels. In the alternative, including block standards in the regulations themselves, and allowing individual applicants to design their own block patterns may make more sense. The basis for measuring block perimeter and maximum block length should be based on a combination of the results of the illustrative plan exercise and the desire to break up specific large blocks within the station areas. Where street connectivity cannot be achieved, the new standards should include bicycle and pedestrian connectivity instead.

Development Approval Process

The approval process is the most significant short-coming with the current zoning and entitlement process. The length of time it takes to obtain approvals and the lack of predictability are major impediments when it comes to getting a development approved in the County. The development review process is consistently viewed as an intense process for almost any project of significance. The unpredictable nature of a project's overall entitlement (total number of units or total square footage) can also cause developers to look elsewhere, as the perceived risk regarding return on investment can significantly outweigh the benefits. The current mixed-used zones at the station areas require a two-step (conceptual, then detailed) site plan review process. The Planning Board must approve both the conceptual site plan and the detailed site plan. At each stage, the project is subject to public hearings which yield additional conditions and potentially modify zoning entitlements.

In general, approvals that can be issued by staff administratively are the simplest, least expensive, and the most predictable. The key to administrative approvals is to provide clear and objective standards. When standards are well written, easily understandable, and calibrated specifically for the site or project area in question, administrative review and approval is very effective. The approval process in place around each station area should be replaced with new development standards and administrative review to allow for swifter and more predicable approvals. This would give the county a significant competitive advantage in a region that consistently relies on approvals at the Board or Council level.

If the character of new development remains a concern under a "zoning only" approach to development review, the possibility of separate design guidelines may work well. Developers are typically willing to go through a design review process–provided that entitlements (total units or square footage and uses) remain unchanged.

Finally, the elimination of traffic impact analysis beyond the turning movements associated with site access should be employed in the station areas. It can be anticipated that at some future point in time, station areas will be the most highly-congested portions of the county. However, this possible future would be a great thing for the county, reflecting active market interest in the station areas. The total extent of congestion near station areas should be generally modeled during the sector planning process. At the development stage, only those improvements related to site access for a particular development should be required of the developer. No area-wide traffic impact analysis should be required.

Transit Oriented Development Districts

This plan recommends the drafting of new transit-oriented development districts as a separate chapter and group of districts within the zoning ordinance. The creation of these new districts is recommended over the use of overlay zones, such as the TDOZ which does not change underlying zoning, or the use of the Chapter 27A mixed use districts, which have proven too complex and confusing to apply. The existing M-X-T zone, as mapped at the Naylor Road and Branch Avenue Station areas, has proven to be too prescriptive in terms of the required mixing of commercial space where the market only exists for high density residential, resulting in empty ground level storefronts. In addition, the M-X-T does not include form-based urban design standards, for instance prohibiting parking lots between building facades and the public sidewalk, and has odd floor-to-area ratio limits.

Also, the majority of existing mixed use zoning district options carry a high requirement for process including a series of complicated steps that may in the end even result in a Council 'call up' after approval by the Planning Board. Developers interviewed during this planning process indicated their reluctance to engage in development in the station areas due to the uncertainty and risk associated with these existing processes. In addition to process concerns, few of the existing available zoning districts allow any flexibility as to use of the property, combined with the kind of benefits often allowed in station areas such as reduced parking requirements, and additional height and density.

A strategy for applying these new TOD zoning concepts is provided in each of the four station chapters. Because these zoning districts do not exist at the time of first printing of this plan, the Sectional Map Amendment chapter will only make recommendations where existing zoning districts can be applied.

At Suitland, all of the station area is within the existing M-U-TC District which has built in flexibility in terms of use as well as its own design standards which may suffice to implement the plan recommendations. Below is a description of the new, recommended zones, including proposed uses to be permitted and a discussion of the recommended design standards that are a key feature of these proposed disticts.

Three new base districts and one overlay are proposed:

- TOD-F– a new flexible use district allowing a variety of single or mixed uses including residential, office and commercial uses in conjunction with a walkable urban form.
- TOD-O– a district intended to provide for land devoted to office/employment uses.
- TOD-R– a district that allows for a variety of housing types at presecribed densities, such as townhouse and multi-family buildings and including design standards on urban form.
- SHOPFRONT OVERLAY (-SH)– an overlay district to be applied in locations where the building form must accommodate future retail uses (tall ground floors with plenty of windows).

New TOD-F, Flexible District
This zoning district relates to the previous discussion of the new 'flexible' land use category and its purpose. It is intended to provide for use flexibility to respond to the market, without requiring a mixing of uses, while ensuring walkable urban form appropriate to station areas. The allowed uses in this district should include high density residential uses (allowed in all upper stories, and on the ground floor except where a Shopfront Overlay is applied), all commercial uses that occur inside a building, overnight lodging, offices and medical uses. The approach should be to provide immense flexibility with regard to the allowed uses in order to jump-start the market's response to these station areas; however, some uses should not be allowed, as follows:

- No single-family detached dwellings.
- No warehouse or self-storage.
- No industrial or other users requiring significant truck traffic.
- No outdoor recreation.
- No vehicle service bays visible from street (car wash, oil change, gas station).
- No drive-through facilities.
- No vehicle sales surface lots or salvage yards.
- No dangerous or noxious uses that produce impacts such as smoke, glare, noise or fumes, or that create the threat of fire, explosion, or radiation exposure.

Outdoor amenity space for residents (at grade or outdoors at upper levels) should be required for all residential development at a rate of 20 percent of the lot area. A build-to zone should be established from the back of sidewalk to no more than 10 feet from the back of sidewalk. Buildings should be required to extend at least 75 percent of the lot width in this build-to zone.

New TOD-O, Office District
This zoning district is intended to ensure that opportunities for employment and office development near station areas are conserved until the market is ripe for them. Allowed uses should include office, medical or dental clinic, gallery, technical school, college or university, and bank. No surface parking should be allowed as a principal use. A build-to zone should be established from the back of sidewalk to no more than 10 feet from the back of sidewalk. Buildings should be required to extend at least 60 percent of the lot width in this build-to zone.

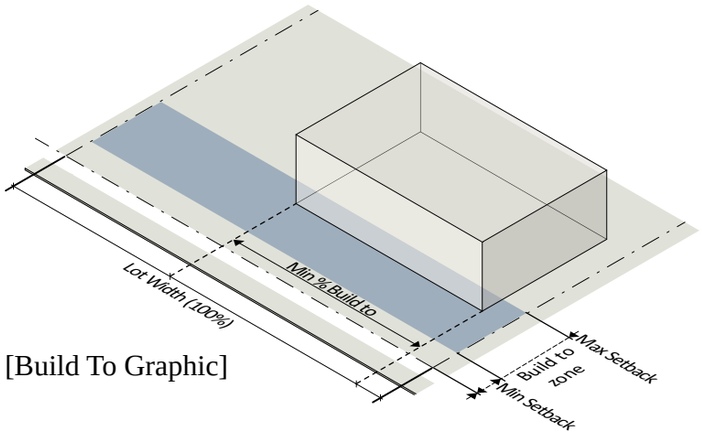
New TOD-R, Residential District
This zoning district is intended to provide a transition from office and flexible use areas near stations to the surrounding residential areas. It is intended to provide walkable urban form with the possibility of mixed housing types. Allowed uses should be those residential uses allowed currently in similar districts such as R-10. No surface parking should be allowed as a principal use. Outdoor amenity space for residents (at grade or outdoors at upper levels) should be required for all residential development at a rate of 20 percent of the lot area. A build-to zone should be established from the back of sidewalk to no more than ten feet from the back of sidewalk. Buildings should be required to extend at least 75 percent of the lot width in this build-to zone.

New SH, Shopfront Overlay
This overlay zoning district would require elements typically associated with walkable retail frontages, such as tall ground floor height, high transparency (windows and doors), and build-to standards that form a street wall. A build-to zone should be established from the back of sidewalk to no more than ten feet from the back of sidewalk. Buildings should be required to extend at least 90 percent of the lot

Urban Form Standards
All of the new districts are intended for areas of high walkability near the stations. This means the following standards should be applied in all of the districts:

Figure 17 Sample Shopfront Overlay Urban Form

- All buildings in TOD-O and TOD-SH districts should met a designated build to line, creating an urban streetscape with buidings set up on a wide sidewalk.
- No parking allowed on private property between the building and the street (on-street parking is encouraged).
- Wide sidewalks (minimum eight feet in residential areas and ten feet in nonresidential areas, with the exception that Shopfront Overlay areas should be wider – 15 feet minimum).
- Limits on blank wall area facing streets (maximum length of 30 feet) in order to ensure visual interest for pedestrians.
- Building setbacks should allow abutting buildings across property lines, without the need for setbacks that create gaps.
- Where parking is allowed (outside of a required build-to zone), it should be set back at least ten feet from the back of sidewalk, with a low landscaped hedge or wall screening the parking.
- Buildings must "hold the corner" – building placement on



[Build To Graphic]

[Corner Lot]

Figure 18 Sample Build-To Line Diagrams

corner lots must begin at the corner, with portions of the site that are not built up located toward the block interior.

- The ground floor of all residential buildings should be elevated at least two feet above the adjacent sidewalk.
- Building massing and articulation standards should be set to break up the mass of larger buildings. A typical spacing for offsets or other articulation would be every 100 feet.
- Ground floor transparency should be set based upon the building type, with high transparency for retail uses, and lower requirements for office, hotel and residential uses.
- Pedestrian access to the building from the street side must be required. A typical spacing offset is every 75 feet.

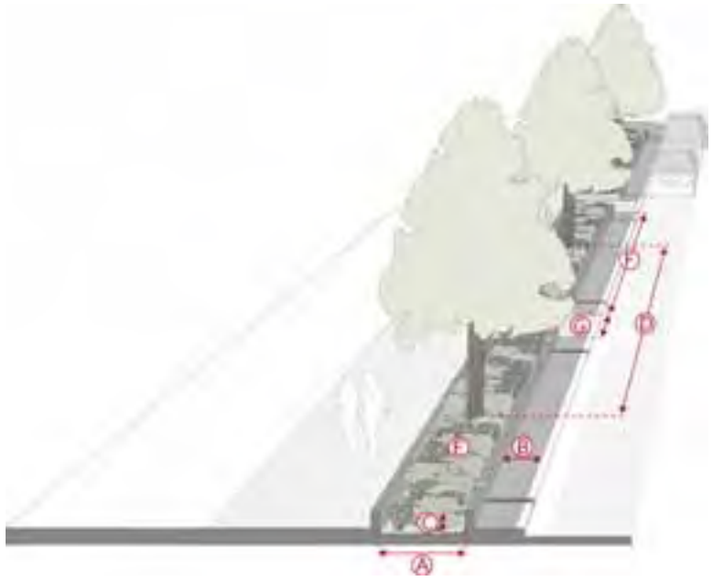


Figure 19 Sample Streetscape and Storm Water Management Urban Form Standards

Height

Consideration should be given to eliminating height limits in the TOD-O district to encourage and simplify development of new employment centers. Minimum heights should be established for office and residential buildings of at least three stories. Stand-alone single-story retail buildings might be allowed in the TOD-R or TOD-F districts, with a special permit and where the use will add to the overall provision of new retail businesses that serve adjacent residential and office uses.

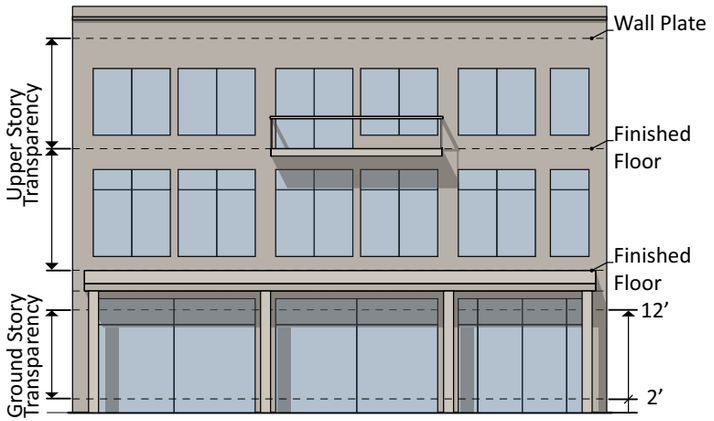


Figure 20 Sample Transparency Standards

Outdoor Amenity Space

Where required, outdoor amenity space must be provided on the lot and must be available as unenclosed, improved active or passive recreational space for use by the occupants of the development according to the following standards:

- Outdoor amenity space may be met in one contiguous open area or in multiple open areas on the lot; however, to receive credit the area must be at least ten feet in width and length.
- Examples of active outdoor amenities include a playground, athletic court, pool deck, spray deck or plaza, promenade, or dog park.
- Passive park areas must include improvements such as trails, paths and seating areas. Formal or informal gardens, as well as greenbelts, are considered acceptable outdoor amenity areas.
- Outdoor amenity space may be located at or above grade. Above-grade examples include a rooftop deck or terrace, rooftop patio or fitness station.
- Outdoor amenity space cannot be parked or driven upon, except for emergency access and permitted temporary events.

Parking

No parking should be required within half–mile of all stations, as measured by walking distance from the principal entrance to the station entrance. In the alternative, a fee-in-lieu of required parking should be an option for buying out of required on-site parking. The fee should be calculated based on the typical cost of structured parking in the project area.

Streetscape

A high quality streetscape/public realm must be provided by the developer to complement the on-site investment. This means the wide sidewalks described previously, street trees planted every 30-40 feet on center, on-street parking wherever feasible. The build-to percentages listed above should allow exemptions for entrance forecourts and small inset areas for outdoor dining along the street edge.

On-Site Landscaping

The landscaping within every station area should incorporate vegetated screening along the edges of surface parking lots, in conjunction with tree planting in the islands of any surface parking lot. No more than ten spaces should occur in a row without an intervening island (planted with a shade tree). Due to the urban nature of these station areas, no further landscaping requirements should be set.

Stormwater

In walkable urban areas, stormwater must be handled in ways that are not land intensive. Shared options off-site, use of right-of-way areas to manage stormwater with bio-swales, creation of stormwater storage and filtering solutions under parking areas, and reduction of impervious cover through use of pervious paving and green roofs should all be allowed. The philosophy should be to manage every drop of rain as close to the source as possible.

Major Transportation System Projects

Figure 21 presents the recommended major transportation system improvements. These projects have significance at the subregional scale and it is useful to consider them in relation to each other and the project area. Each project is also associated with the station area that it is nearest and, therefore, an overview is provided in this chapter and additional details in the station area chapters that follow.

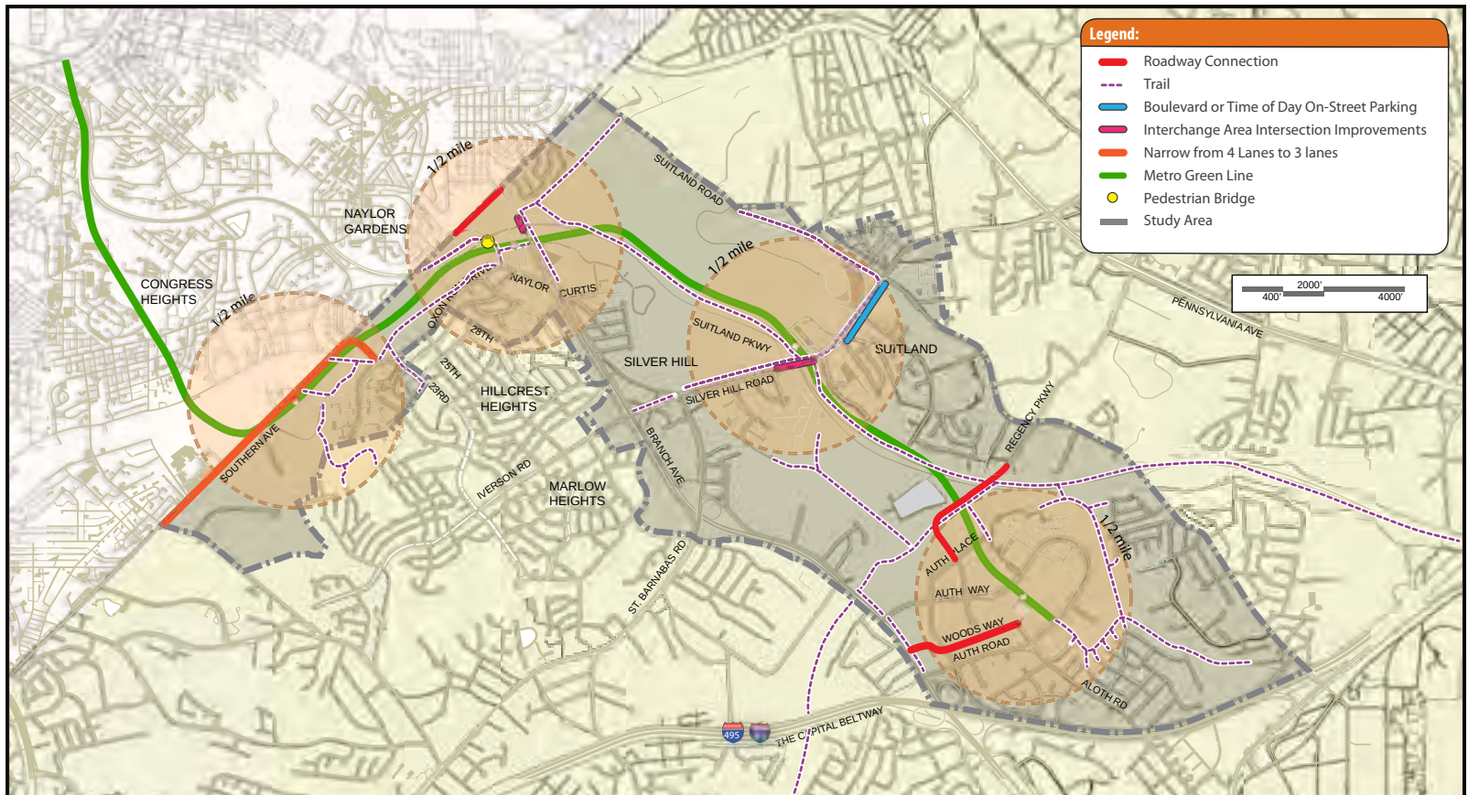


Figure 21 Major Transportation System Recommendations

Regency Parkway Extension

The proposed project would extend Regency Parkway as a two-lane roadway with an adjacent multi-use trail from its current southern terminus over Suitland Parkway to connect with Brittania Way. The additional roadway capacity provided by this connection is necessary to fulfill the maximum build–out potential of the Branch Avenue Station area. It also offers numerous benefits including enhanced regional connectivity, improved connectivity to the Branch Avenue Station, the potential to reduce the cross section of other roadways such as Auth Way, and improved traffic resulting in volume reductions on parallel facilities such as Silver Hill Road. Preliminary modeling shows a future daily traffic demand of approximately 17,000 vehicles on this new facility. Further study is needed to determine its full impacts, including environmental; to confirm the preferred number of lanes; and to verify the costs to plan, design, acquire right-of-way and construct the facility.

Woods Way

This Maryland State Highway Administration (SHA) proposed project would provide a new four-lane roadway from Branch Avenue

that connects directly to the Branch Avenue Metro Station. The grade separated access on Branch Avenue at Woods Way, along with modifications to the existing access and traffic control at Auth Road, would enhance traffic operational efficiency along Branch Avenue.

Roadway/Access Consolidation at Silver Hill Road and Navy Day Drive

This project would consolidate the three closely spaced intersections on the south side of Silver Hill Road at Pearl Drive, Navy Day Drive, and Randall Road into one signalized intersection. This would involve re-routing Pearl Drive to intersect Navy Day Drive to the south of Silver Hill Road. Randall Road would be terminated as a cul-de-sac south of Silver Hill Road or at the southern edge of a parking lot on the back side of a reconfigured retail area along the south side of Silver Hill Road. This project will remove redundant roadway facilities, better manage turning movements, and open up redevelopment opportunities near the Metro station.

Silver Hill Road Multi-way Boulevard from Navy Day Drive to Suitland Road

This project would add a physically separated, low-speed, one-way access lane that would provide local access to and parking alongside the proposed retail frontage on the south side of Silver Hill Road, along with a highly pedestrian-oriented streetside. The primary purpose of this project is to transform this section of Silver Hill Road into a friendly, walkable environment and accommodate new urban retail development while maintaining efficient traffic flow on this high volume arterial roadway.

Suitland Parkway Interchange Ramp Reconfiguration at MD 5 and Silver Hill Road.

The purpose of these minor ramp reconfigurations is to make intersection crossings safer for non-motorized users by slowing down vehicles turning onto or off of ramps at the crossing points where pedestrians or bicyclists would be encountered. This would be achieved by tightening the turning radii of the ramps and using high-visibility ladder style crosswalks. At the Silver Hill Road interchange, the project includes a new shared-use path on the north side of Silver Hill Road from Branch Avenue to Suitland Road and the reconfiguration of the Silver Hill Road/Maywood Lane north approach.

Southern Avenue "Missing Link" from Naylor Road to Branch Avenue

Located within the District of Columbia, this potential two-lane roadway with bike lanes and sidewalks would provide a complete street connection to fill the existing gap on Southern Avenue near the Naylor Road station. The connection would allow through trips on Southern Avenue to continue on that roadway without having to divert to other roadways near the station. Preliminary modeling shows a future daily traffic demand of approximately 12,000 vehicles on this new facility. Further study is recommended to determine its full impacts and benefits.

Southern Avenue Road Diet

This proposed District of Columbia Department of Transportation (DDOT) project would narrow Southern Avenue – including the section nearest the Southern Avenue Metro Station between Wheeler Road and 23rd Parkway – from the existing four-lane section to a two-lane divided section with a median rain garden. The primary purposes of this project are to enhance the roadway and roadside environment for pedestrians and bicyclists, keep vehicles traveling at appropriately low speeds, and provide a safe and efficient roadway for all users.

Twenty-third Parkway Road Diet from Southern Avenue to Oxon Run Drive

This project would narrow the existing four-lane undivided section to a two-lane section with enhanced on-street bicycle facilities. The existing traffic volumes and low anticipated growth on 23rd Parkway make it an ideal candidate for a "road diet," as the projected 2040 volumes (approximately 12,000 to 13,000 vehicles per day) are less than the two-lane roadway capacity. The benefits of the project would be enhanced and safer environments for bicyclists and pedestrians, appropriately low vehicle speeds, and efficient traffic operations.

Regional System of Interconnected Shared Use Pathways

This project proposes to incorporate and connect a total of 14 miles of new regional shared use pathways within and between the TODs, including portions of the Henson Creek Trail, Suitland Parkway Trail, Oxon Run Trail, trails along Silver Hill Road and Suitland Road, and numerous other connector trails and spurs. In addition, a new pedestrian overpass is recommended at the Naylor Road/Suitland Parkway intersection. These pathways would provide numerous benefits to the community including easier and safer connections to the four Southern Green Line Metro Stations and to other neighborhood destinations including several area schools.

Sidewalk Retrofits

A total of 10.2 miles of sidewalk is proposed to be retrofit on existing roadways in the four station areas, including new construction of missing segments and widening of substandard width sidewalks.

Regional Bus Improvements

Recommended regional bus improvements include three new express bus routes, two new park and ride lots and one expanded park and ride lot, and a new local crosstown route, as follows:

- Indian Head Highway Express Route operating from the existing Ft. Washington and Oxon Hill Park and Ride lots and terminating at the Southern Avenue Station.
- Upper Marlboro Express Route originating at an expanded park and ride lot at the Equestrian Center with stops at the County Administration Building and a proposed Westphalia park and ride lot, and terminating at the Suitland Station.
- Branch Avenue Express Route using the existing Clinton park and ride lot and a proposed new park and ride lot in the Brandywine area, and terminating at the Branch Avenue

Station. A potential alternative would be to terminate this route at the Naylor Road Station (rather than the Branch Avenue Station), or continue the route into the District.

- A new local crosstown route taking advantage of the proposed Regency Parkway Extension and connecting Largo to Alexandria.
- Metro Station Bus Facility Adjustments.
- The bus facilities at two of the four Southern Green Line Stations have opportunities to be adjusted, as follows:
  - The Suitland Station has about twice as many bus bays as are needed to accommodate existing and proposed services. This surplus provides several opportunities to reconfigure the arrangement of the current bays to bring them closer to the rail platform and reposition the remaining area for development.
  - The Branch Avenue Station has a large surplus of bus bays when the needs are evaluated based upon the frequency of service for all current and projected routes. The proposed concept for the Branch Avenue Station provides a reduction to 11 bays, which still allows for additional future growth.

Environmental Quality and Sustainability

Current Maryland law and regulations and the county's 2010 stormwater ordinance require that environmental site design (ESD) be used to control stormwater from new and redeveloped sites. The goal is to manage stormwater by using ESD to reduce stream channel erosion, pollution and nutrient loading, siltation, sedimentation, and local flooding, and to use appropriate structural practices, such as stormwater management ponds, only when necessary. Environmental site design objectives include:

- Reduction in impervious surfaces and runoff
- Storage and reuse of rainwater
- Increased groundwater recharge

Mixed-use development, as proposed, will provide many opportunities to restore portions of these degraded environmental systems to more natural conditions. Low impact development (LID) design and urban tree canopy requirements enforced during development/redevelopment will further enhance environmental quality in the planning area.

Environmental quality is an important component of the quality of place in built up areas such as the Southern Green Line project area. This plan seeks to create mixed-use development at the transit stations while also maintaining and enhancing the environmental integrity of the area's forest resources, air and water quality, as well as stormwater quality and quantity management. The plan endorses the concept of sustainability by concentrating development at or near transit stations, while also enhancing a green environment that includes the protection of locally significant green infrastructure elements, protection of woodland and tree cover, creation of tree-lined streets, and the use of environmentally sensitive building technologies. This Plan recommends:

- Seeking opportunities to reduce overall energy and resource consumption by promoting the use of more effective, energy-efficient indoor and outdoor lighting and air movement systems, and orienting buildings to maximize the potential for solar energy generation, in new development.
- Continuing to develop stream valleys as a resource for trail connections.
- Creating a comfortable pedestrian environment with urban open spaces and extensive seating along sidewalks.
- Conserving and protecting trees, woodlands, and wildlife habitat by requiring site planning techniques and construction practices that prevent adverse effects on these sensitive environmental features.
- Improving water quality using a variety of approaches appropriate to an urban setting. These should include but should not be limited to comprehensive streetscape plans using extensive tree planting, linear urban parks, and median planting; green rooftops; and using site designs that reduce surface runoff and maximize infiltration in all new and redeveloped sites.
- Coordinating land development to reduce or mitigate the effects of noise pollution.
- Protecting, preserving and enhancing the green infrastructure network and enhancing environmental corridors by focusing development outside the network.

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Table 18 Stormwater Management and Stream Retrofit Opportunities in the Southern Green Line Station Area Plan

Map ID	Map Location	Issue	Recommendations
	SOUTHERN AVENUE STATION		
1	Excess WMATA land south of the Southern Avenue metro station and east of Southern Avenue.	This is a forested bluff containing areas of steep and severe slopes.	Any development proposed for this area, including road access must respect the existing contours and protect steep and severe slopes from disturbance.
2	Oxon Run tributary starting north of 19th Avenue and Panorama Elementary School (Parcel 020).	This is a steeply sloping, deeply incised channel that carries significant stormwater volumes from the Oxon Run Hills neighborhood.	Stormwater from the forested bluff and the Oxon Run Hills neighborhood must be managed for development to occur. Reconstruct and stabilize the stream to accommodate present and future stormwater runoff volumes. A roadway proposed at that location is not recommended due to slope and drainage issues.
3	Wheeler Hills Road east of Barnaby Run Stream Valley Park.	Stormwater from the cleared and paved area (part of Parcel A EQ) east and south of Wheeler Hills Road travels towards the Barnaby Run stream via a system of existing storm drains that empty into two stormwater management ponds at the lower end of that site. A significant portion of stormwater bypasses the ponds and flows to Barnaby Run via a deep channel separating the ponds from parkland (Parcels C and 164). This stormflow must be managed in order for development to occur.	Retain both ponds for stormwater quality and quantity control. Do additional evaluation to determine whether or not the existing ponds have sufficient water quantity capacity to facilitate planned development.
4	Barnaby Run tributary that starts west of the Washington Christian Center off Culbera Drive.	Stormwater off the southern portion of the wooded bluff and areas west of Carozza Court travels to this small tributary via sheet flow while stormwater from the Washington Christian Center and vicinity travels to the stream via a concrete pipe.	Reconstruct and further stabilize the stream to accommodate present and future stormwater runoff levels.
5	Barnaby Run stream segment east of Wheeler Road.	The Stream Corridor Assessment has identified several stream impairment areas along this segment of stream that should be addressed as development occurs.	Stabilize the Barnaby Run stream as mitigation for bridge construction to facilitate the extension of Wheeler Hills Road. Consider this a priority for public investment.
	NAYLOR ROAD STATION		
6	Oxon Run tributary located at the southern portion of Oxon Run Neighborhood Park off 28th Parkway.	A significant volume of stormwater comes off parcels on the south side of Oxon Run Drive and enters Oxon Run stream via a 200-foot concrete channel that is badly eroded and collapsing. The Oxon Run segment receiving this stormflow is degraded, with stream bank erosion evident.	Restore the length of tributary that is currently channelized and stabilize it to control the volume of runoff entering the Oxon Run stream. Consider this a priority for public investment as mitigation for the impacts of existing and proposed stormwater from redevelopment along Naylor Road. Evaluate the use of park property off 28th Parkway adjacent to the stream to provide for quantity and quality controls for stormwater off the Good Hope Hills neighborhood.
7	Naylor Road from Branch Avenue to Oxon Run Drive	Stormwater including from parcels framed by these three roadways travels to a small pond near the train tracks from where it is piped to a small Oxon Run tributary.	Evaluate whether or not the existing pond has additional water quantity capacity to facilitate proposed development. Incorporate ESD into the planned development to reduce surface runoff, store and reuse rainwater, and increase groundwater recharge. Building design for properties along the southern side of Naylor Road must respect existing contours and slopes. Increase tree canopy by 10 to 20 percent to improve air quality and assist in reducing the overall stormwater leaving the area.

Table 18 (continued) Stormwater Management and Stream Retrofit Opportunities in the Southern Green Line Station Area Plan			
8	Branch Avenue from Curtis Drive to the Metro tracks.	The Oxon Run stream segment east of Branch Avenue receives untreated stormwater off the Carriage Hills Apartment Homes and the former Branch Metro Plaza complex (Parcel A, PTA 505-09) via a series of concrete flumes off the eastern part of the old Branch Metro Complex. Stormwater off parcels on the east side of Branch Avenue must be managed in order for redevelopment to occur.	Reconstruct these conveyances to allow them to control the volume of runoff existing and proposed. In future designs utilize the space currently located between the east side of the former Branch Metro Plaza and the south side of the Carriage Hills Apartment Homes complex, to create a bioretention area that provides for water quality and quantity controls for the stormwater passing through the two areas. Design this feature to double as a linear park and amenity for the community, with seating areas, overlooking the Suitland Parkway and the wooded Oxon Run floodplain.
	SUITLAND STATION		
9	Southern side of Silver Hill Road between Suitland Road and Swann Road.	Stormwater from the commercial area framed by these three roadways drains to the Henson Creek stream system via pipes that outfall behind the Church of Christ property (Lot 8EQ) at the Suitland Road Plaza and the Madison Gardens Apartments (Parcel F) on Swann Road, to a small tributary. Stormwater off these parcels must be managed for development to occur. The Madison Gardens Apartments fork is heavily eroded while the Suitland Road Plaza fork has a heavy trash buildup and a high percentage of non-native invasive species.	Utilize some of the area currently available at the rear of the Sheet Metal Workers Local Union #100 property (Lots 4.5.6. and 9EQ) to create a bioretention area that provides for water quality and quantity control of the stormwater passing through the area. Consider this an opportunity for a public-private partnership and/or a coordinated fee system for the properties that will benefit.
10	Henson Creek tributary that starts east of Silver Hill Road.	The stream travels a short distance from its source off Silver Hill Road before being piped under the northern portion of Parcel A (Windham Creek Apartments) at 5115 Suitland Road, then continuing east.	Restore approximately 500 feet of the stream segment that is currently piped under the Windham Creek Apartments property and recreate the buffer, to restore the original stream functions. Consider this a high priority for public investment to fulfill the Oxon Run WIP. Note: If the stream is piped at its source to facilitate development as proposed then mitigation will be required for approximately 850 linear feet of the stream which will be affected.
	BRANCH AVENUE STATION		
11	Henson Creek tributary that starts off a stormwater management facility adjacent to the Metro tracks north of Auth Way.	Stormwater from planned development off the east side of Branch Avenue must be managed to facilitate development.	Consult the SCA which has identified stream impairment areas along the Henson Creek stream system immediately east of the Branch Avenue Metro, to select suitable sites for restoration to mitigate for the impacts of planned development of the Branch Avenue Metro area. Evaluate whether or not the existing pond has additional water quality and quantity capacity to facilitate proposed development. Reforest the stream buffer north of the pond on Auth Way. Extension of Auth Place across the tributary is not recommended because of unnecessary stream and Green Infrastructure Network impacts. Planned crossing of this stream and the Henson Creek floodplain complex to the north, to facilitate Regency Parkway construction should be a high bridge with small piers to minimize the environmental impacts.
12	Henson Creek tributary starting east of Gloria Drive in the Leah neighborhood.	This tributary shows the effects of carrying a significant amount of stormwater from the Leah neighborhood as well as from a stormwater management facility at the southern end of the Suitland Metro station.	Stabilize the stream to accommodate present and future stormwater runoff volumes.

Branding and Community Development

The project area includes parts of larger recognized neighborhoods, most notably Hillcrest Heights and Suitland. However, in terms of a brand to market, particularly for real estate development purposes, those names do not carry with them entirely positive connotations. Perceptions of the area due to media reports of crime can present an image that discounts the many positive qualities of established neighborhoods and the relatively new amenity value of the Green Line stations. Therefore, the plan considers a number of approaches to rebranding the project area and its communities to the larger metropolitan audience.

Southern Green Line brand

A major outcome of the planning process is the recommendation to brand the four station areas as the Southern Green Line. The plan itself starts this effort. The discussion among community members, civic leaders, and land and business owners has accepted and welcomed the idea that this segment of the Metrorail system is distinct and the Southern Green Line brand and its associated logo is worthwhile to create a new impression of the overall area.

The Southern Green Line brand also helps to conceptually unify an area of unincorporated Prince George's County that is currently identified as separate communities, including Hillcrest Heights, Suitland, Silver Hill, and Camp Springs. These areas are close to each other, and overlap in some ways, but are separated by large roadways and topographic features. Conceiving of these neighborhoods, and specifically the station areas, as sharing a common overall space and common goals for community development will help to define priorities for action and lobby for public investment.

Suitland Regional Park and Trails

Like the Metrorail line, another potential amenity to promote a new brand for the area is the substantial open space owned by the National Park Service and M-NCPPC that connects the station areas. From Oxon Run Stream Valley Park adjacent to the Southern Avenue, to Suitland Parkway at Naylor Road and Suitland Station, and on to Henson Creek Stream Valley Park at Branch Avenue Station, the Green Line connects may acres of open space, most of it undeveloped stream buffers and forested steep slopes. The plan recommends that further study be conducted to test the feasibility of combining these contiguous open spaces into a regional park amenity that carries with it the potential to rebrand the area as proximate to the regional park, with Suitland Regional Park a potential name.

Suitland Parkway's length in the project area is comparable to successful Rock Creek Park in Washington D.C. In width it is akin to successful parkways like the Bronx River Parkway in New York. Like these two renowned examples, the regional park has the potential to become a unifying element, providing a greater identify to and linkages between all of the communities along the Southern Green Line corridor.

The proposed Suitland Regional Park also has the potential to be a major recreational amenity and resource. Running the entire length of the project area and large enough to offer a sense of escape and of being surrounded by nature, the park would form a key link in a larger trail system. These trails will also expand access options to the four Green Line Metro Stations. Local parks would serve as gateways into the regional trail system and would help broaden the park's appeal with playgrounds and playing fields.

Coordination with the National Park Service and M-NCPPC Parks and Recreation will be necessary to promote this regional park concept along with studies for specific trail segments.

Town Center at Camp Springs, Maryland

A subject of particular concern in terms of branding is the current WMATA station name: Branch Avenue Metro Station. This name is easily confused with MD 5, which is the state highway also called Branch Avenue that runs through the majority of the project area. References to the highway can be momentarily confused with references to the station, and visa versa. In fact, the Branch Avenue Metro Station is not on Branch Avenue: the station lies more than a half mile to the east of the highway, while the Naylor Road station sits immediately adjacent to Branch Avenue.

A potential approach to addressing this issue is to follow the lead of real estate developers that have used the Town Center at Camp Springs label to brand their projects in the Branch Avenue station area. Camp Springs is generally identified as a community along MD 5 south of the Beltway, but given the lack of a recognized name for the Branch Avenue station area, Camp Springs has been applied to project proposals in the station area, most prominently in an project known as Town Center at Camp Springs. Further consideration should be given to more formally recognizing the area as Camp Springs, and decide if it is necessary to distinguish this area as the 'Town Center at Camp Springs' or with some other qualifier.

The most important step to fostering this branding concept is to change the station name from 'Branch Avenue' to 'Camp Springs.' Since Branch Avenue is a terminus station, many station platform and other signs at stations refer to Branch Avenue to indicate the direction of the Green Line train and these signs would need to be changed to read 'Camp Springs.' The advantage to this step is that the station name would refer to a place name rather than a roadway (MD 5) that stretches across the whole southern part of the county.

Policy Recommendations for the Project Area

1. Prioritize implementation on vacant and readily available land, working in partnership with WMATA and other major land owners interested in transit-oriented development.

2. Market the Southern Green Line as a set of four stations, each with opportunity sites that can serve a specific market niche.

3. Continue to support implementation of SHA's planned Woods Way Metro access roadway project.

4. Continue to study the feasibility and potential impacts and benefits of extending Regency Parkway from its current southern terminus near Suitland Road, across Suitland Parkway, Henson Creek and the Green Line into the Branch Avenue station area.

5. Encourage and support the District of Columbia to fill in the missing link of Southern Avenue, between Naylor Road and Branch Avenue.

6. Support implementation of a new right of way configuration, or 'road diet,' along Southern Avenue in the District of Columbia, that will provide new and enhanced pedestrian and bicycle facilities in the Southern Avenue station area.

7. Work with the National Park Service to provide a trail connection along Suitland Parkway from the current terminus of the existing off road trail at the District line to Naylor Road.

8. Encourage the National Park Service to study an off-street trail alignment along Suitland Parkway, from Naylor Road to Silver Hill Road, and from Silver Hill Road to Suitland Road.

9. Implement the planned Oxon Run Trail and Henson Creek Trail extension to serve trips to the Southern Avenue, Naylor Road, and Branch Avenue stations, and as a recreational amenity.

10. Recognize the Southern Green Line as a specific place in Prince George's County and encourage developers and citizen groups to identify and promote the project area as the Southern Green Line.

11. Continue to study the potential for a coordinated regional park and trails development project that connects open spaces owned and maintained by M-NCPPC and the National Park Service.

12. Establish a formal county process for renaming the Branch Avenue Metro Station, including recommending the name change to the WMATA Board. Create an item in the county budget to fund the WMATA name change fee in time for changes to be implemented when the Silver Line opens.

13. Provide flexibility in future land use plans for the Southern Green Line station areas, while also meeting the county's goals for density and employment at its approved centers described in the General Plan.

14. Continue current efforts to create specific transit-oriented development zoning districts and reform the development review process.

15. Study the potential to change impacts fees related to multi-family residential development as a means to encourage new denser residential development in station areas.

16. Designate the Southern Green Line Sector Plan station areas as a Transportation Policy Exception Area (SGL-TPEA). With this designation and under limited circumstances, SGL-TPEA may allow for exceptions to the county's transportation adequacy test within a one-third mile radius of the four station entrances. The exceptions would provide flexibility for managing congestions in order to encourage a wide range of planning strategies, including parking management, vehicle trip reductions measures, greater support for mass transit usage, and timely implementation of the needed multimodal transportation network enhancements.

17. Continue to monitor WSSC progress on sewer capacity improvements in the Oxon Run Basin and Broad Creek Basin and advocate for futher studies and projects to increase capacity as needed for new development at the four station areas.

18. Create a new set of transit-oriented development zoning districts as a separate chapter in the zoning ordinance. Consider strategies for encouraging TOD including eliminating height limits, eliminating vehicular parking space minimums (or establishing fee in lieu of constuction of spaces as part of shared use strategies).

Project Area