MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Prince George's County Planning Department

Note: The Administrative Corrections, AC 2003-001 (Signed 2003-09-03), modifies the contents of the Langley Park, College Park, Greenbelt, and Vicinity Minor Plan Amendment and Sectional Map Amendment (SMA)—Updated 2025; and must be used in conjunction with the approved plan/SMA document.

PLANNING AREAS 65 ▸ 66 ▸ 67

REVISED EDITION
2024 MINOR PLAN AMENDMENT

The 1989 Approved Master Plan and Sectional Map Amendment for Langley Park College Park Greenbelt and Vicinity






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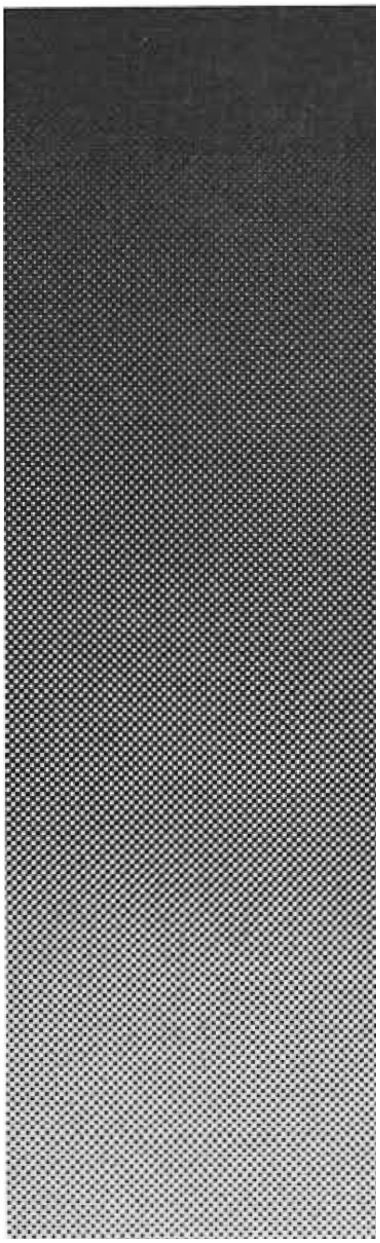
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MINOR PLAN AMENDMENT SUMMARY

APPROVED
MASTER PLAN
OCTOBER 1989

ADOPTED
SECTIONAL MAP
AMENDMENT
MAY 1990





AMENDMENT

The District Council initiated a minor plan amendment with a concurrent sectional map amendment (SMA) for the 1989 *Approved Master Plan and Sectional Map Amendment for Langley Park-College Park-Greenbelt and Vicinity* (Master Plan) in January 2024 via CR-001-2024.

The Master Plan for Planning Areas 65, 66, and 67 received approval for a minor plan amendment (CR-055-2024) and concurrent sectional map amendment (CR-056-2024) in June 2024. Plan amendments are outlined in CR-001-2024, and administrative corrections are noted in PGCPB 2024-027. Details of the sectional map amendment can be found in PGCPB 2024-028. Links to resolutions can be found in the project timeline table below.

Project Timeline		
Action	**Date**	**Resolution**
Minor Plan Amendment and Sectional Map Amendment Initiation	January 16, 2024	CR-001-2024
Joint Public Hearing	March 19, 2024	N/A
Planning Board Work Session and Action	April 25, 2024	PGCPB 2024-027 PGCPB 2024-028
District Council Work Session	May 28, 2024	N/A
District Council Action	June 11, 2024	CR-055-2024 CR-056-2024
Full Commission	July 17, 2024	M-NCPPC NAo. 2024-17

The following is a high-level overview of the minor plan amendments and sectional map amendment. More detailed information regarding these changes can be found in the Appendix of this plan.

Updates to Master Plan	Section	Page
A comprehensive list of approved minor plan amendments	Appendix	280
Additional information on the sectional map amendment	Appendix	285

The minor plan amendments did not fundamentally change the goals and objectives of the master plan and instead made modifications to (1) revise center terminology to be consistent with Plan 2035, (2) update commercial neighborhood development patterns, (3) examine new focus areas for context-sensitive infill development, and (4) change the zoning for the newly designated focus area.

(1) Terminology:

The Master Plan is based upon growth concepts from the 1982 General Plan, which refers to areas of proposed concentrated development as centers:

A. Neighborhood Activity Center
B. Village Activity Center
C. Community Activity Center
D. Major Community Activity Center

The County's current development goals, guided by Plan 2035, also utilize the term centers to designate areas for future growth. While the 1982 General Plan center classifications are no longer recognized, they are still areas of importance within the plan boundary. Therefore, the minor plan amendments have replaced all plan references, including maps and figures, from "Centers" to "Focus Areas." For example, a Neighborhood Activity Center is now a Neighborhood Focus Area.

(2) Updated Neighborhood Focus Area Criteria:

i. Contains a single property or groups of adjacent properties, totaling one to two acres of commercial property

ii. Surrounded by residential single-family zoning (RSF)

iii. Access is provided by residential roads

iv. Is not located within a historic district or neighborhood conservation overlay

v. Composed of various residential and commercial uses associated with the Commercial Neighborhood zone

(3) New Neighborhood Focus Area Boundary (Map A):

One area met the new neighborhood focus area criteria. This new focus area's boundaries are:

An area north of Berwyn Road, east of 49th Avenue, south of Roanoke Place and Ruatan Street, and west of property 5012 Berwyn Road, College Park, MD 20740 (Tax Account 2287605); and include the commercially zoned properties within the designated boundary (Tax Accounts 2347466, 2385946, 2318996, 2311975, 2326247, 2349751, 2377224, 2299774, 2286847, 2383461, 2395440, and 2349736).

(4) Neighborhood Focus Area Zoning Designation:

The concurrent SMA implements the minor plan amendments and changes the zoning of the newly designated Neighborhood Focus Area (**Map A**) from Commercial, General and Office to Commercial, Neighborhood.



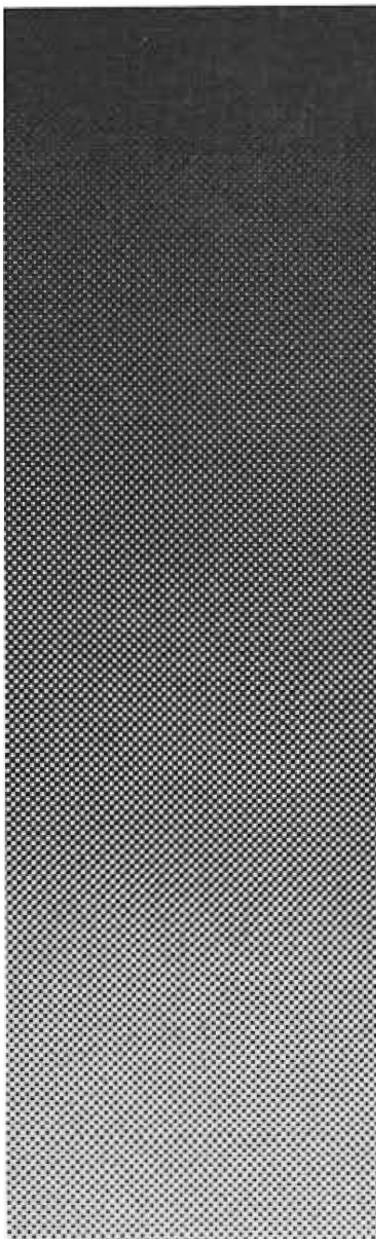
Map A. New Neighborhood Focus Area Designation

MASTER PLAN

APPROVED
MASTER PLAN
OCTOBER 1989

ADOPTED
SECTIONAL MAP
AMENDMENT
MAY 1990





ABSTRACT

TITLE: Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity, and Adopted Sectional Map Amendment for Planning Areas 65, 66 and 67

AUTHOR: The Maryland-National Capital Park and Planning Commission

SUBJECT: Approved Master Plan and Adopted Sectional Map Amendment for Planning Areas 65, 66 and 67 of Prince George's County, Maryland

DATE: ~~August~~ OCTOBER 1989 (Master Plan); May 1990 (Sectional Map Amendment)

PLANNING AGENCY: The Maryland-National Capital Park and Planning Commission
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
8787 Georgia Avenue
Silver Spring, Maryland 20907

SERIES NUMBER: 22390152405

NUMBER OF PAGES: 272

ABSTRACT This document contains maps and supporting text of the Approved Langley Park-College Park-Greenbelt Master Plan. The Plan supersedes the 1970 College Park-Greenbelt Master Plan, the 1965 Plan for Hillandale and Vicinity, the 1963 Master Plan for Takoma Park-Langley Park and Vicinity, and the 1973 Special Treatment Area Plan for U.S. Route 1, College Page. The Plan is an amendment to The General Plan for the Maryland-Washington Regional District within Prince George's County, Maryland, approved by the County Council in 1982. Developed by the Commission with the assistance of the Langley Park-College Park-Greenbelt Citizens' Advisory Committee, this Plan discusses the history and existing plans of the area, and analyzes population, employment, housing, land use and zoning characteristics. The Plan sets forth goals, objectives, background/basic issues, concepts, recommendations and guidelines for each of the eight major elements: Historic Preservation; Environmental Envelope; Living Areas; Housing; Commercial Areas and Activity Centers; Employment Areas; Circulation and Transportation; and Public Facilities. Protection of the area's residential character is a prime concern. The potential for further economic development is examined, including the impact of the Metrorail Green Line service in the vicinity of the College Park and Greenbelt Metro Stations. A retail market analysis was prepared in order to assess the provision of existing retail space, and the present and future need for various types of retail uses in the Planning Area. Activity centers are proposed as focal points for social and commercial activities. This document makes specific recommendations to implement the Master Plan during the ongoing planning and regulatory process. The second part of this document consists of a series of maps which illustrate the changes made by the District Council to the previous zoning pattern during adoption of the Sectional Map Amendment on May 1, 1990. This is a modification of earlier rezoning proposals contained in the Preliminary (March 1988) and Adopted (August 1989) Master Plan documents.

Note: The Administrative Corrections, AC 2003-001 (Signed 2003-09-03), modifies the contents of the Langley Park, College Park, Greenbelt, and Vicinity Minor Plan Amendment and Sectional Map Amendment (SMA)—Updated 2025; and must be used in conjunction with the approved plan/SMA document.

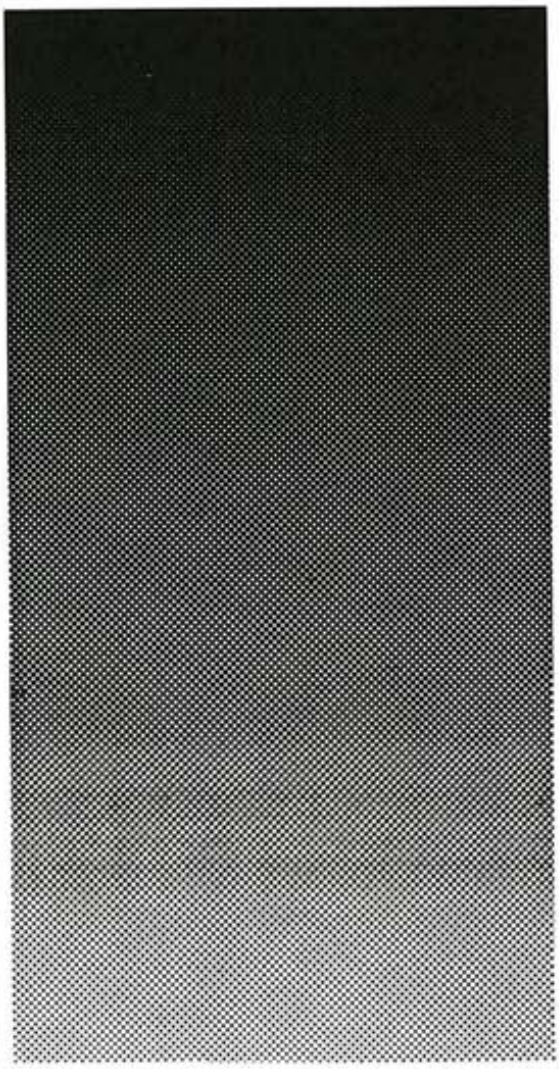
APPROVED MASTER PLAN OCTOBER 1989

ADOPTED SECTIONAL MAP AMENDMENT MAY 1990

LANGLEY PARK

COLLEGE PARK

GREENBELT



PLANNING AREAS 65,66,67

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

THE MARYLAND–NATIONAL CAPITAL PARK AND PLANNING COMMISSION

The Maryland-National Capital Park and Planning Commission is a bi-county agency, created by the General Assembly of Maryland in 1927. The Commission's geographic authority extends to the great majority of Montgomery and Prince George's Counties: the Maryland-Washington Regional District (M-NCPPC planning jurisdiction) comprises 1,001 square miles, while the Metropolitan District (parks) comprises 919 square miles, in the two counties.

The Commission has three major functions:

- the preparation, adoption, and from time to time amendment or extension of the General Plan for the physical development of the Maryland-Washington Regional District;
- the acquisition, development, operation, and maintenance of a public park system; and
- in Prince George's County only, the operation of the entire County public recreation program.

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

DEPARTMENT OF PLANNING
PRINCE GEORGE'S COUNTY

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

- Performs technical analyses and offers advice and recommendations regarding most matters related to existing and future...

  ...use of land including the enhancement of the physical environment, and

  ...provision of public facilities and services.
- Works on a set of specific projects and tasks annually set forth in a work program and budget adopted by the Prince George's County Council and performs such other tasks in response to emerging issues as resources permit.
- Works under the direction of the Prince George's County Planning Board.
- Is an organization of people that is here to serve people....our elected and appointed officials, our fellow public staffs, and our citizens....individually and/or collectively. The staff will maintain a partnership with people. It will assist and advise you, and will expect your assistance and advice.
- Maintains competent and professionally able staff to perform our duties and responsibilities.

PRINCE GEORGE'S COUNTY COUNCIL

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

The Maryland-National Capital Park and Planning Commission

John W. Rhoads, Chairman
Gus Bauman, Vice-Chairman

Prince George's County Planning Board

John W. Rhoads, Chairman
Roy I. Dabney, Jr.
Samuel Y. Botts
Morgan Wootten
Margaret Smith Yewell

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LANGLEY PARK-COLLEGE PARK-GREENBELT CITIZENS' ADVISORY COMMITTEE

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COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND

SITTING AS THE DISTRICT COUNCIL

Legislative Session 1989

Resolution No. CR-111-1989

Proposed by District Council

Introduced by Council Members Bell, Herl, Casula and Castaldi

Co-Sponsors

Date of Introduction October 31, 1989

RESOLUTION

A RESOLUTION concerning

The Master Plan and Sectional Map Amendment for Langley Park-College Park-Greenbelt (Planning Areas 65, 66 and 67)

FOR the purpose of approving the Master Plan for Langley Park-College Park-Greenbelt, thereby defining long-range land use and development policies and detailed zoning proposals (for a period of six to ten years) for the area generally bounded by the Beltsville Agriculture Research Center and the Capital Beltway on the north, Cipriano Road and the Baltimore-Washington Parkway on the east, East-West Highway and Good Luck Road on the south, and the Prince George's and Montgomery County line and the City of Takoma Park on the west; and directing the Prince George's County Planning Board to prepare a Sectional Map Amendment for Planning Areas 65, 66 and 67.

WHEREAS, the District Council and the Prince George's County Planning Board of the Maryland-National Capital Park and Planning Commission held a duly advertised joint public hearing on a

preliminary Master Plan for Langley Park-College Park-Greenbelt on June 7, 1988, and subsequently the Board adopted the plan on August 3, 1989; and

WHEREAS, the District Council held a worksession on October 18, 1989, to consider the hearing testimony and the recommendations of the Planning Board and staff; and

WHEREAS, upon approval by the District Council, the Plan will define long-range land use policies and serve as a guide for future development of the area; and

WHEREAS, it is the intention of the District Council that a comprehensive review of the zoning within the designated planning areas occur immediately following approval of the Master Plan so as to assure that the zoning is consistent with the land use and staging recommendations of the Plan; and

WHEREAS, the adopted Master Plan contains as one of its elements a Zoning proposal, including appropriate maps, a list of proposed changes, and supporting details, as provided in Section 27-225.1 of the Zoning Ordinance (Optional Planning Board Sectional Map Amendment procedures).

NOW, THEREFORE BE IT RESOLVED, by the Prince George's County Council, sitting as the District Council for that portion of the Maryland-Washington Regional District within Prince George's County, Maryland, that the Master Plan for Langley Park-College Park-Greenbelt and Vicinity, as adopted by the Maryland-National Capital Park and Planning Commission on August 3, 1989, is hereby approved with the following revisions:

1. Include in the text a statement indicating a potential

need for a new southerly connecting road from U.S. Route 1 eastward across the ACF property to either Kenilworth Avenue or Calvert Road.

2. Delete the Plan's proposal for townhouse development and show a mixture of "office, employment, and retail" uses (consistent with the Comprehensive Design/E-I-A Zone or the M-X-T Zone) for the following properties located at the northern quadrants of the U.S. Route 1/Beltway interchange:

   (a) the 9.7 acre NTW property

   (b) the 9.5 acre Irvin property

   (c) the 26.3 acre Cherry Hill Camp City property

3. Show the College Park Motor Cars Inc. property (described as Lot 27, Autoville Subdivision) in the C-2 Zone to reflect the existing car dealership.

4. Show the 1.6 acre property owned by the University of Maryland located on the east side of U.S. Route 1 between Lakewood Road and Melborne Place in the Open Space (O-S) Zone to be consistent with the O-S zoning for the University of Maryland College Park Campus.

5. Show the properties in the 7300 block of Yale Avenue (known as Block 27, Lots 9-16 and Block 24, Lots 5-8 in the Johnson and Curriden's Subdivision of College Park) in the medium-suburban and low-urban residential use categories and retain the existing R-55 and R-18 Zones.

6. Show mixed-use development comprised of office, research, institutional, recreational, hotel/motel,

residential, and appropriate retail commercial uses for the Greenbelt Metro Station and vicinity, including the 77-acre tract owned by WMATA and the 190 acre A.H. Smith property, while retaining the existing zoning in anticipation of initiating a Transit District Overlay (T-D-O) zoning proposal for the area.

7. Show mixed-use development, including office, research, institutional, recreational, hotel/motel, residential and appropriate retail commercial uses for the College Park Metro Station and vicinity, including the University of Maryland and WMATA properties totaling approximately 30 acres, while retaining the existing Zoning in anticipation of initiating a Transit District Overlay (T-D-O) zoning proposal for the area.

8. Show the following subdivisions and properties in the Adelphi area remaining in the existing R-R Zone: Knollwood Estate, Knollwood, Hillandale Forest, Adelphi Forest, Hillandale Park, Holly Hill Manor, Adelphi Village, Louis A. Hansen's, Louis Heights, Curtis View, Greenview, White Oak Manor, Heitmuller Estate and the adjoining parcel east of Riggs Road, Adelphi Terrace, a 0.37-acre property at the northeast corner of the Riggs Road/Matts Court intersection and four properties at the northwest corner of the Riggs Road/Metzerott Road intersection.

9. Show the Heitmuller Tract (58 acres) at the southwest quadrant of the I-495/I-95 interchange in the R-R Zone.

10. Show all fraternity and sorority houses in College Park in the Open Space (O-S) Zone.
11. Insert in the text a directive to the M-NCPPC to undertake a special study to delineate an area in Old Town College Park within which limited expansion of fraternity and sorority housing may be acceptable.
12. Show high-suburban residential use (Comprehensive Design Zone, R-M, 5.8-7.9 du/acre) for the 17.4 acre tract located on the south side of Westchester Park Drive.
13. Utilize a striped pattern to indicate the acceptability of high-urban residential or commercial office uses (R-10/C-O Zones) for the 10-acre Sunrise property south of the Holiday Inn on Hanover Drive in Greenbelt.
14. Show the 0.7 acre parcel (described as Lots 8, 9, 10 and 11, Block 2, Pinecrest Subdivision, Takoma Park) located at the northwest quadrant of 5th Avenue and Orchard Avenue in the low-urban residential use category and with proposed R-18 zoning.
15. Show the property at 5903 Riggs Road in Chillum (described as Lots, 2, 3, 4, and 7, Block 1, Chillumgate Subdivision) in the C-M Zone.
16. Place all Federal, M-NCPPC, and municipal parks in the Open Space (O-S) Zone or R-P-C (O-S) Zone, as appropriate.
17. Show low-suburban residential use with R-R zoning for the 4.1 acre triangular-shaped property bordered by Adelphi Road, Riggs Road, and Edwards Way.

BE IT FURTHER RESOLVED that the staff is authorized to make appropriate text and map revisions to correct identified errors, reflect updated information, and incorporate the use/density/intensity changes resulting from Council actions as specifically described in this resolution.

BE IT FURTHER RESOLVED that the Prince George's County Planning Board is hereby directed to promptly prepare and transmit to the District Council a Sectional Map Amendment, in accordance with the optional Planning Board procedures described in Section 27-225.1 of the Zoning Ordinance, for Planning Area 65 (excluding the City of Takoma Park), 66 and 67.

Adopted this 31st day of October, 1989.

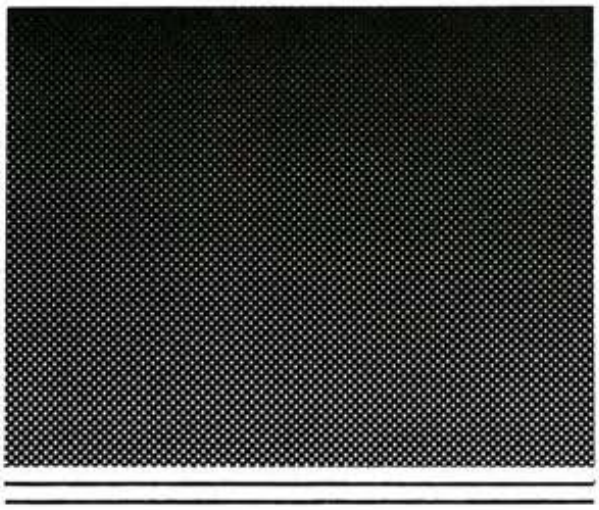
COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND SITTING AS THE DISTRICT COUNCIL FOR THAT PART OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT IN PRINCE GEORGE'S COUNTY, MARYLAND

BY: JoAnn T. Bell
JoAnn T. Bell
Chairman

ATTEST:

Jean M. Schmuhl, CMC
Clerk of the Council

INTRODUCTION



FOREWORD

The Prince George's County Planning Board is pleased to make available the Adopted and Approved Master Plan and Adopted Sectional Map Amendment for the Langley Park-College Park-Greenbelt Area (Planning Areas 65, 66 and 67).

The Plan was developed by the Maryland-National Capital Park and Planning Commission, with the assistance of the Langley Park-College Park-Greenbelt Citizens' Advisory Committee. The expressed purpose of the Citizens' Advisory Committee was to reflect a wide spectrum of community viewpoints in developing a plan that is responsive to local needs and values. The Committee was appointed by the Prince George's County Planning Board from nominations by local and countywide groups and associations and confirmed by the County Council. The Committee participated in all aspects of Plan development. The Commission is most appreciative of the contribution of the Citizens' Advisory Committee.

A joint County Council-Planning Board Public Hearing held on June 7, 1988, was advertised through mailings to every property owner, business and institution in the Planning Areas. All comments and recommendations presented at the Public Hearing became matters of public record and were reviewed by the Planning Board and the District Council in deliberations prior to their separate actions on the Master Plan and Sectional Map Amendment.

Sincerely yours,

John W. Rhoads
Chairman
Prince George's County Planning Board

HIGHLIGHTS

This Plan...

... identifies three communities and eight subcommunities. Each community is proposed to have access to open space, commercial areas, and public service facilities, and is to be part of a total circulation system.

... recommends a development pattern for the Planning Areas which will be consistent with the General Plan, Prince George's County, Maryland, March 1982.

... emphasizes the importance of the preservation, enhancement and protection of established residential areas from encroachment by incompatible uses.

... recommends public and private actions and programs that will alleviate the housing problems identified in specific areas.

... recommends appropriate sites for senior citizens housing adjacent to public transportation, medical and support services, commercial services, and recreational areas.

... recommends retention of the existing housing stock, provides a wide range of housing choices and advocates a higher proportion of single-family dwellings for the Planning Areas to fulfill a need to balance the housing mix.

... recognizes the existence of two continuing Major Community Activity Centers, three continuing Community Activity Centers, and six continuing Village Activity Centers. These centers are intended to have a broader purpose other than serving as conventional shopping centers in a residential setting. Additional commercial activities and services, as well as public service facilities, will be encouraged to locate within each activity center as they are needed. By designating them as centers within the Plan, it is hoped they will serve as social and economic focal points, and will form key elements in the overall development pattern.

... recommends additional retail uses where needed, as identified by a market analysis.

... recommends future employment areas, principally adjoining the Beltway at the I-95 and Route 1 interchanges and in the vicinity of the two Metro stations, to increase the variety of job opportunities in the Planning Areas and to produce a more favorable tax revenue situation.

... recommends an upgrading of those living, commercial and employment areas which have begun to decline. The Plan also supports the County's Community Development Program as it affects the Planning Areas.

... evaluates the impact on the Planning Areas of the Metro "E" Route in formulating land use and density recommendations and proposes future living and employment areas adjoining the two Metro stations.

... recommends the acquisition of 25 acres to expand two stream valley parks, and the development of the Lake Metro complex and Cherry Hill Community Park.

... recommends an integrated transportation system composed of highways, Metrorail, Metrobus and carpools/vanpools, with opportunities for pedestrian, equestrian and bicycle movement on trails and other public rights-of-way.

... recommends plan implementation through comprehensive sectional map amendment to change the zoning where necessary to bring it into conformance with the Master Plan, and use of the Comprehensive Design Zone, the M-X-T Zone and the cluster provisions of the subdivision regulations.

ABOUT THIS PLAN

The Langley Park-College Park-Greenbelt Planning Areas includes Planning Areas 65, (excluding the City of Takoma Park) 66 and 67. The Adopted and Approved Master Plan for the City of Takoma Park (May 1982) covers the incorporated Takoma Park area. The Planning Areas contain about 27.8 square miles of land. The boundary of the Planning Areas are delineated on Map 1.

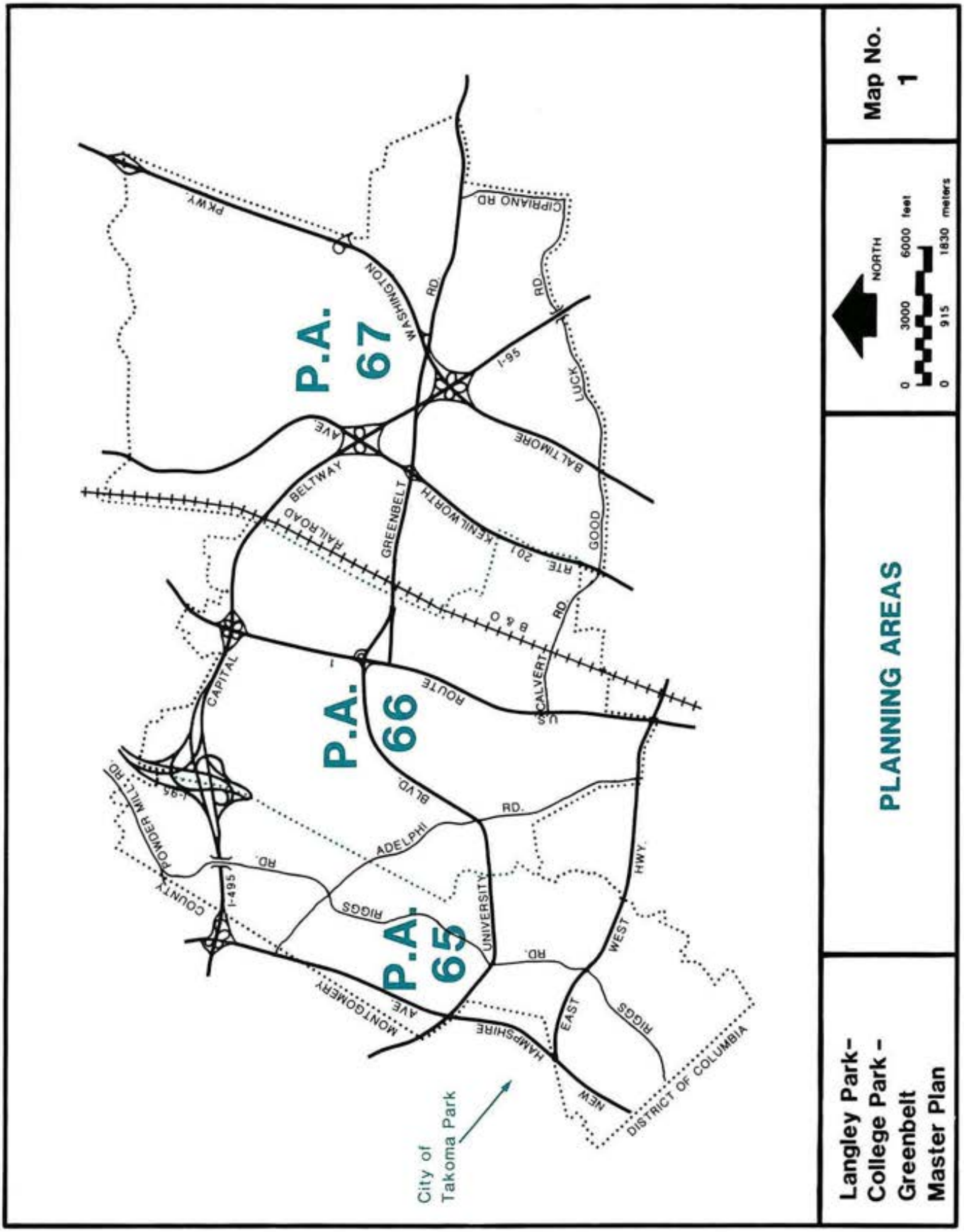
The Langley Park-College Park-Greenbelt Master Plan supersedes the four previous plans: 1) Plan for Hillandale and Vicinity (January 1965, portion in Prince George's County), 2) Master Plan for College Park-Greenbelt and Vicinity (November 1970, Planning Areas 66 and 67), 3) Master Plan for Takoma Park-Langley Park Planning Area (October 1963, portion in Prince George's County), and 4) U.S. Route 1, College Park, Special Treatment Area Plan (January 1973). This Plan also amends The General Plan (March 1982) and various functional master plans such as the Master Plan of Transportation, the Master Plan for Public School Sites, the Historic Sites and Districts Plan, and the Countywide Trails Plan.

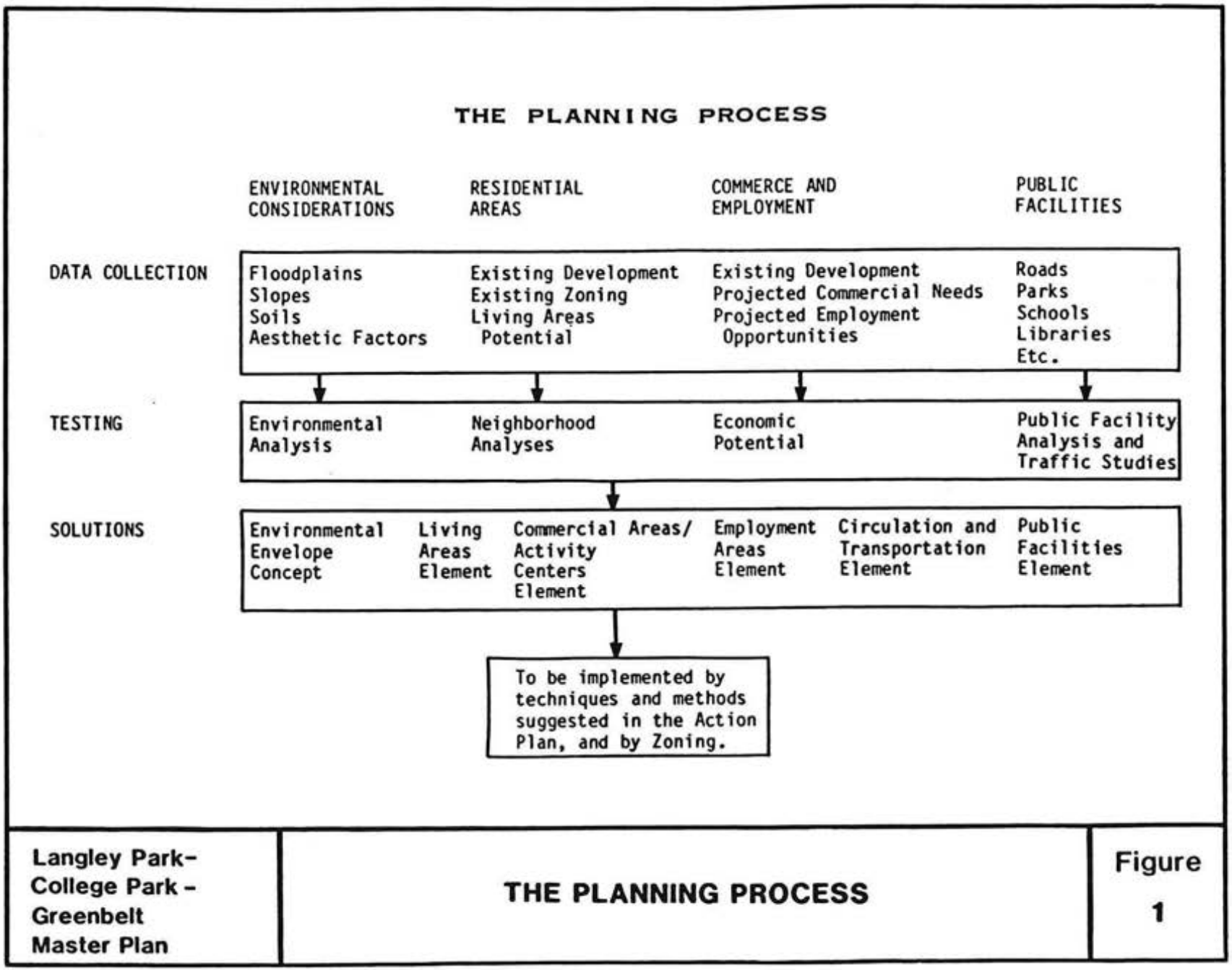
Many factors have caused the previous plans to lose their usefulness as guides for development of the Planning Areas. These have made a restudy of the Planning Areas necessary. For example, the proposed extension of I-95 inside the Beltway was eliminated. Therefore, several related transportation proposals such as Riggs Road relocated and Guilford Road extended must be reevaluated. In the area of housing, the critical issues were increasing the percentage of single-family homes, buffering residential areas from noncompatible uses, and identifying neighborhoods in need of rehabilitation. Other major issues to be addressed were: 1) opportunities in Downtown College Park; 2) problems associated with strip-commercial development; 3) improvement of the access to existing employment areas; and 4) substantial growth near the College Park and Greenbelt Metro Stations. Most importantly, the County Council wanted an updated plan first in order to prepare a Sectional Map Amendment for the Planning Areas.

Recommended land uses relate to four key issues. These cover many of the concerns expressed by residents, the business community, employees in the Planning Areas and individuals with an interest in the Planning Areas. The four issues address (1) relevant natural and other features of the physical environment, (2) housing requirements of present and future residents, (3) provision of retail and office services, and a range of employment and investment opportunities, and (4) meeting the need for public facilities and adequate transportation. Figure 1 is an outline of the planning process which has been followed in assessing each of these issues, including the kinds of data that have been collected, the types of analyses conducted, and those sections of the Plan where solutions are suggested.

The Citizens' Advisory Committee has played an important role in reviewing and developing the Plan. The individuals serving on the committee are residents of the area or business and government representatives appointed by the Planning Board and confirmed by the County Council. Local civic organizations and other interested groups who were contacted at the inception of the project made nominations to the Citizens' Advisory Committee.

In accordance with State legislation, a preliminary plan is presented at a duly advertised joint Planning Board/County Council public hearing. Following the hearing, and after review of the transcript and consideration of the comments made at the hearing, the


Langley Park–
College Park –
Greenbelt
Master Plan
PLANNING AREAS
Map No.
1
NORTH
0 3000 6000 feet
0 915 1830 meters
P.A. 65
P.A. 66
P.A. 67
BELTWAY
GREENBELT
RAILROAD
KENILWORTH
RTE. 201
GOOD LUCK
BALTIMORE
CIPRIANO RD.
WASHINGTON
PKWY.
CAPITAL
ROUTE 1
BLVD.
ADELPHI RD.
UNIVERSITY
RIGGS
MONTGOMERY AVE.
HAMPSHIRE
EAST WEST HWY.
RIGGS
NEW
DISTRICT OF COLUMBIA
COUNTY
I-495
I-95
B & O
US
CALVERT RD.
City of Takoma Park

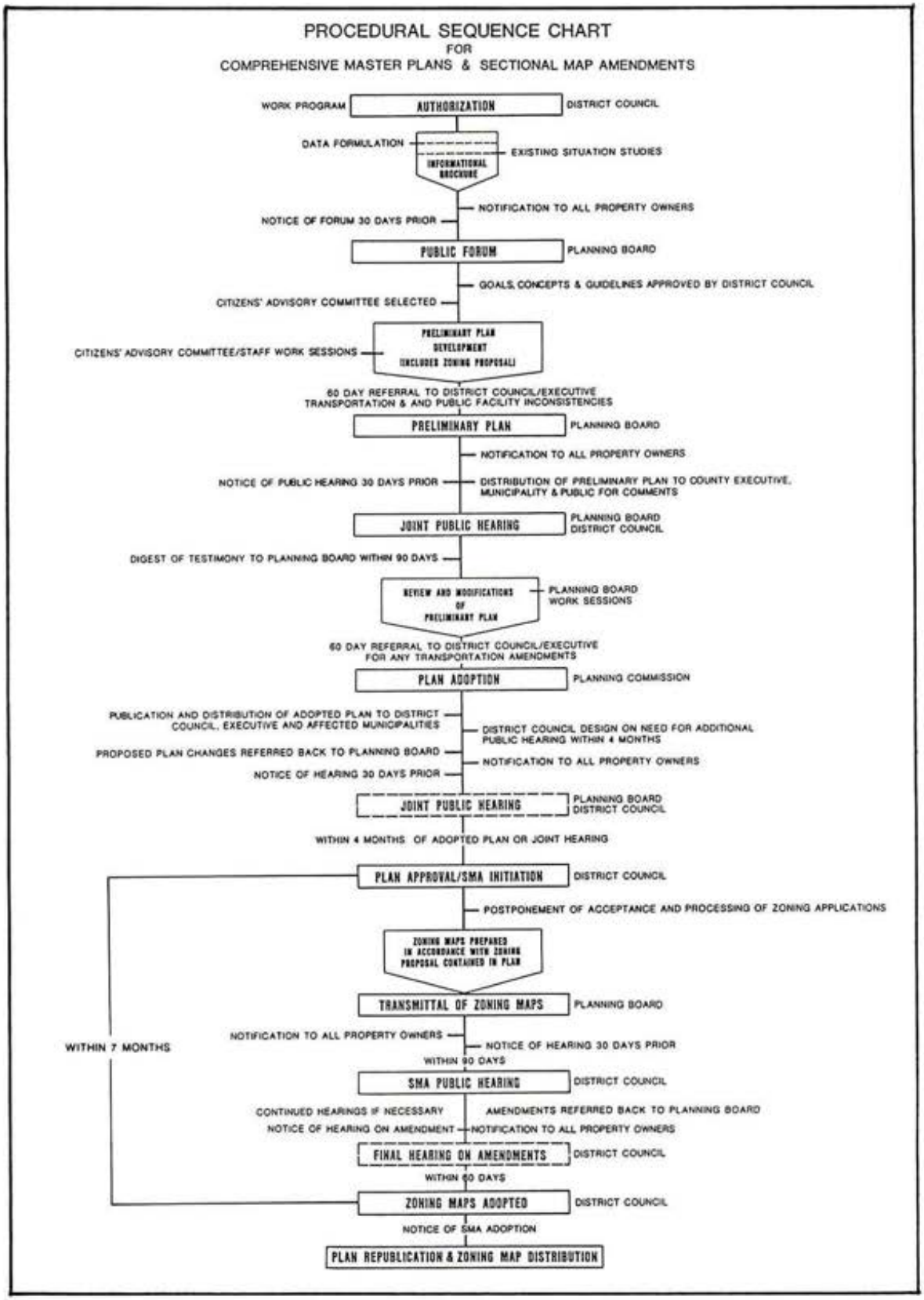

THE PLANNING PROCESS
ENVIRONMENTAL CONSIDERATIONS
RESIDENTIAL AREAS
COMMERCE AND EMPLOYMENT
PUBLIC FACILITIES
DATA COLLECTION
Floodplains
Slopes
Soils
Aesthetic Factors
Existing Development
Existing Zoning
Living Areas Potential
Existing Development
Projected Commercial Needs
Projected Employment Opportunities
Roads
Parks
Schools
Libraries
Etc.
TESTING
Environmental Analysis
Neighborhood Analyses
Economic Potential
Public Facility Analysis and Traffic Studies
SOLUTIONS
Environmental Envelope Concept
Living Areas Element
Commercial Areas/ Activity Centers Element
Employment Areas Element
Circulation and Transportation Element
Public Facilities Element
To be implemented by techniques and methods suggested in the Action Plan, and by Zoning.
Langley Park-College Park - Greenbelt Master Plan
THE PLANNING PROCESS
Figure 1

Commission adopts the plan. The adopted plan is then submitted to the Prince George's County District Council (County Council) for consideration. The Council has the option to hold a second joint Planning Board/County Council public hearing. The plan may then be approved by the District Council, approved with amendments, rejected, or returned to the Commission with recommendations for specific changes prior to approval by the District Council.

Following adoption and approval of the Plan, the Commission initiates an ongoing planning process. The first and the most important is the sectional map amendment (SMA) process which brings the zoning into conformance with the master plan. This Master Plan contains both a proposed land use plan and a zoning proposal. The intention is to reduce the time interval connecting the two stages of the process. (Refer to the Procedural Sequence Chart.)

In approving the Work Program for this Master Plan, the County Council directed the Planning Department to study the impact on the County's infrastructure in the event that the Beltsville Agricultural Research Center (BARC) properties were declared surplus. For testing purposes, two hypothetical land use scenarios were prepared. One contained the lowest possible land use densities considered to be remotely realistic. A test of this scenario would determine the minimum impact on public facilities resulting from private redevelopment. The other scenario contained slightly higher densities in order to provide another benchmark in the event that the first scenario densities proved to be too low to be realistically feasible. The analysis showed that development under both alternatives would present serious public facility impacts. The planned transportation system cannot accommodate the impact of the additional development when added to the development proposed for Subregion I, which it already cannot accommodate without extensive transportation system management measures (e.g. much higher rates of mass transmit usage, raising of vehicle occupancy rates, lowering of total peak period trips, etc.) The localized transportation impacts will be severe, necessitating many improvements beyond the planned transportation system. A number of these improvements are, in reality, hypothetical due to extensive physical and political obstacles. An expensive list of other public facilities will be required. In summary, the analysis concluded that private redevelopment of the BARC properties, even at a very low intensity, will result in severe strains on the highway network. Detailed results of the study are found in Summary, Analysis of the Impact on Public Facilities Resulting from the Private Redevelopment of the BARC Properties.

Note that use of the word "shall" in this report, with respect to land use recommendations, indicates that the action proposed is clearly mandated by either State or County law, or states County desires regarding the manner in which the property should be developed. At the same time, the use of the word "should" should also be construed, while not necessarily legally binding, to reflect a very positive and strong feeling of the Planning Board that these guidelines will be followed in all instances where there are no extraordinary circumstances which would mitigate against it.


PROCEDURAL SEQUENCE CHART
FOR
COMPREHENSIVE MASTER PLANS & SECTIONAL MAP AMENDMENTS
WORK PROGRAM
AUTHORIZATION
DISTRICT COUNCIL
DATA FORMULATION
INFORMATIONAL BROCHURE
EXISTING SITUATION STUDIES
NOTIFICATION TO ALL PROPERTY OWNERS
NOTICE OF FORUM 30 DAYS PRIOR
PUBLIC FORUM
PLANNING BOARD
GOALS, CONCEPTS & GUIDELINES APPROVED BY DISTRICT COUNCIL
CITIZENS' ADVISORY COMMITTEE SELECTED
CITIZENS' ADVISORY COMMITTEE/STAFF WORK SESSIONS
PRELIMINARY PLAN DEVELOPMENT (INCLUDES ZONING PROPOSAL)
60 DAY REFERRAL TO DISTRICT COUNCIL/EXECUTIVE
TRANSPORTATION & AND PUBLIC FACILITY INCONSISTENCIES
PRELIMINARY PLAN
PLANNING BOARD
NOTIFICATION TO ALL PROPERTY OWNERS
NOTICE OF PUBLIC HEARING 30 DAYS PRIOR
DISTRIBUTION OF PRELIMINARY PLAN TO COUNTY EXECUTIVE, MUNICIPALITY & PUBLIC FOR COMMENTS
JOINT PUBLIC HEARING
PLANNING BOARD
DISTRICT COUNCIL
DIGEST OF TESTIMONY TO PLANNING BOARD WITHIN 90 DAYS
REVIEW AND MODIFICATIONS OF PRELIMINARY PLAN
PLANNING BOARD WORK SESSIONS
60 DAY REFERRAL TO DISTRICT COUNCIL/EXECUTIVE
FOR ANY TRANSPORTATION AMENDMENTS
PLAN ADOPTION
PLANNING COMMISSION
PUBLICATION AND DISTRIBUTION OF ADOPTED PLAN TO DISTRICT COUNCIL, EXECUTIVE AND AFFECTED MUNICIPALITIES
DISTRICT COUNCIL DESIGN ON NEED FOR ADDITIONAL PUBLIC HEARING WITHIN 4 MONTHS
PROPOSED PLAN CHANGES REFERRED BACK TO PLANNING BOARD
NOTIFICATION TO ALL PROPERTY OWNERS
NOTICE OF HEARING 30 DAYS PRIOR
JOINT PUBLIC HEARING
PLANNING BOARD
DISTRICT COUNCIL
WITHIN 4 MONTHS OF ADOPTED PLAN OR JOINT HEARING
PLAN APPROVAL/SMA INITIATION
DISTRICT COUNCIL
POSTPONEMENT OF ACCEPTANCE AND PROCESSING OF ZONING APPLICATIONS
ZONING MAPS PREPARED IN ACCORDANCE WITH ZONING PROPOSAL CONTAINED IN PLAN
TRANSMITTAL OF ZONING MAPS
PLANNING BOARD
WITHIN 7 MONTHS
NOTIFICATION TO ALL PROPERTY OWNERS
NOTICE OF HEARING 30 DAYS PRIOR
WITHIN 90 DAYS
SMA PUBLIC HEARING
DISTRICT COUNCIL
CONTINUED HEARINGS IF NECESSARY
AMENDMENTS REFERRED BACK TO PLANNING BOARD
NOTICE OF HEARING ON AMENDMENT
NOTIFICATION TO ALL PROPERTY OWNERS
FINAL HEARING ON AMENDMENTS
DISTRICT COUNCIL
WITHIN 60 DAYS
ZONING MAPS ADOPTED
DISTRICT COUNCIL
NOTICE OF SMA ADOPTION
PLAN REPUBLICATION & ZONING MAP DISTRIBUTION

AMENDMENT TO THE GENERAL PLAN

The Langley Park-College Park-Greenbelt Master Plan is in accord with the General Plan, with the exception of the following which constitute proposed amendments thereto. These are reflected on the General Plan Amendment Map Insert.

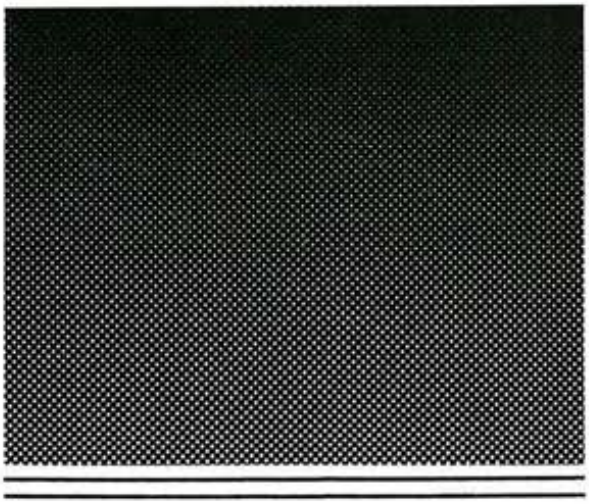
1. The northeast quadrant of Interstate 95 and the Beltway has been changed from Policy Area Category 4 to Policy Area Category 3.

2. One Community Activity Center has been added at Riggs Plaza. The Langley Park Shopping Center is designated as a Major Community Activity Center and the Greenway Shopping Center as a Community Activity Center to better represent their respective sizes and range of stores.

3. The northeast quadrant of the B&O Railroad and the Beltway (a proposed Metro yard) will be a Major Employment Area. Further, the Policy Area Category for this area is amended from 4 to 3.

4. Delineation of the Major Employment Area centered on the Maryland Trade Center/ Greenway Shopping Center has been amended to include recently completed and proposed office developments east of Hanover Parkway and to exclude a potential high-rise multifamily housing project west of Hanover Parkway.

PLANNING BACKGROUND



EXISTING PLANS

Policies contained in several existing planning documents affect the Langley Park-College Park-Greenbelt Planning Areas. Those with direct application include the previously approved area master plans and the General Plan. Others with an indirect effect include the master plans for the adjoining planning areas in Prince George's and Montgomery Counties and several special purpose and public facility plans.

Plans with Direct Application to the Planning Area

Area Master Plans

Three master plans and a special treatment area plan have provided the primary land use and development recommendations for the Planning Areas. These plans include:

A. Adopted and Approved Master Plan for College Park-Greenbelt and Vicinity, November 1970. This Plan was subsequently amended by the Adopted and Approved Special Treatment Area Plan for U.S. Route 1, College Park, November 1973.

B. Master Plan of Takoma Park-Langley Park Planning Area, October 1963.

C. Plan for Hillandale and Vicinity, January 1965.

The General Plan

The 1982 General Plan constitutes an amendment to the 1964 General Plan. The Plan contains goals, concepts, guidelines, policies and priorities concerning the environment, energy, land use, economic development, housing, neighborhoods, public facilities and utilities. It delineates a proposed transportation system and recognizes the major employment areas and commercial activity centers. Thus, the General Plan establishes the framework upon which subsequent area plans including this Plan are based.

The General Plan delineates four basic Policy Area categories which generally correspond to developed, developing, possible future development, and permanent rural areas. It recommends specific policies for each. The majority of Planning Areas 65, 66, and 67 is in Category I (developed area). The Knollwood Subdivision west of I-95 and north of the Beltway is in Category II (developing area). That part of the Beltsville Agricultural Research Center in this master plan restudy area is in Category IV (permanent rural area).

A. The Category I Policy Area extends from the District line to beyond the Beltway in some locations, has many of the problems of the central city which they adjoin, and are becoming increasingly oriented toward the introduction of Metro.

   Category I Policy Areas may expand to include additional areas in the future when adjoining areas become fully developed and are tied into the urbanized areas by extensions of Metro and other modes of public transportation. In keeping with the original wedges and corridors concept, such expansions are proposed to take the form of urban corridors in approximately the same locations shown in the 1964 General Plan.

B. Category II Policy Areas are the partially developed areas peripheral to the more fully developed inlying areas. Common characteristics of Category II communities are that they are from one-third to two-thirds developed; are situated beyond direct

accessibility to Metro; and already have, or are scheduled to have, water and sewerage services within the next six years.

C. Category III Policy Areas are primarily undeveloped areas without water and sewer service and are proposed for staged future development in existing area plans. There are none in the Langley Park-College Park-Greenbelt Planning Areas.

D. Category IV Policy Areas consist of those outlying areas which are rural in character and where there are no plans to extend urban services, especially water and sewer. They contain less than two percent of the County's dwelling units and are recommended as permanent low-density rural living areas. Except for the northeast quadrant of I-95 and the Beltway, the majority of Category IV Policy Areas in the Planning Areas are in public ownership.

Specific guidelines for each Category Area are contained in the General Plan, pages 42-46.

Plans with Indirect Application in the Planning Area

Plans for Adjoining Planning Areas within Prince George's County

A Master Plan for the City of Takoma Park (part of Planning Area 65) was approved in May 1982; the Master Plan for Planning Area 68 (Hyattsville, Mt. Rainier, Brentwood, North Brentwood, Cottage City, Riverdale, Edmonston and Avondale) was approved in October 1974, Sectional Map Amendment adopted April 1982; the Bladensburg-Defense Heights (Planning Area 69) Master Plan was approved in December 1980, the Sectional Map Amendment adopted in July 1982; the Glenn Dale, Seabrook, Lanham (Planning Area 70) Master Plan was approved in October 1977, the Sectional Map Amendment adopted April 1980; Fairland-Beltsville (Planning Area 61) Master Plan was approved in September 1968, no Sectional Map Amendment has been prepared; South Laurel-Montpelier (Planning Area 62) Master Plan was approved in March 1971, the Sectional Map Amendment adopted August 1975. These Plans contain specific recommendations for the growth and development of their respective areas and have varying degrees of policy emphasis reflecting their current conditions and the prevailing issues and concerns. The existing and/or recommended uses in these plans adjacent to the Langley Park-College Park-Greenbelt Planning Areas are similar or compatible. A master plan for the Fairland-Beltsville and South Laurel-Montpelier (Subregion I) Area has been approved by the Planning Board.

Plans for the Adjacent Jurisdictions

A Master Plan for the Silver Spring East Planning Area was approved and adopted in March 1977. This Plan essentially recommends areas along the County line for residential use. Indeed, a number of residential subdivisions and apartment complexes straddle the County line.

A Comprehensive Plan for the National Capital, District of Columbia, was approved in March 1985. Except for the area around the Fort Totten Metro Station, which is recommended for mixed use (housing, commercial, employment) development, the remainder of the area is recommended essentially for retention of the residential use with no major changes.

Other Planning Efforts

There are many special purpose plans, functional plans, special studies and other public policies affecting the three Planning Areas. These include:

- The Comprehensive Plan for the National Capital
- The Maryland Consolidated Transportation Program
- Maryland State Highway Needs Inventory

- Comprehensive Ten-Year Water and Sewerage Plan
- Comprehensive Stormwater Management Plan
- Comprehensive Ten-Year Solid Waste Management Plan
- A Functional Master Plan for Parks, Recreation and Open Space
- Prince George's County Public Facilities Needs Assessment
- Functional Master Plan for Public School Sites
- Countywide Trails Plan
- Patuxent River Policies Plan
- Patuxent River Watershed Park Master Plan
- County Economic Development Program
- Adopted and Approved Public Safety Master Plan

DEMOGRAPHIC AND SOCIO–ECONOMIC INDICATORS

The Metropolitan Setting[1]

The Metropolitan Statistical Area (MSA) of Washington, with an overlay of the Langley Park, College Park, Greenbelt Planning Areas, is delineated on Map 2. The Washington metropolitan region has been one of the fastest growing areas in the nation. Between 1950 and 1980, the region (as delineated by 1980 MSA boundaries) increased in population by 98 percent. The national population during the same period increased by only 50 percent. One of the most significant factors influencing this growth rate was the substantial in-migration, generated by the area's rapidly expanding Federal Government employment base during the 1960s and early 1970s. Over the period 1970 to 1980, the Washington MSA registered a net gain[2] of slightly less than 150,000 persons. Over the next five years, 163,400 more people were added to the population.

The Planning Area

Population and Housing Unit Growth

Reflecting the trend in the metropolitan suburbs, the Planning Areas as now defined experienced a phenomenal 39.5 percent increase in population, from 79,161 in 1960 to 110,466 in 1970. However, during the same period the County's population registered a spectacular 85 percent increase, from 357,418 to 661,719. During the period 1970 to 1980, the population of the Planning Areas dropped slightly (1.6 percent) to 108,641. During this period the County's population merely increased 0.5 percent to 665,071. Although population was declining during 1970-1980, dwelling units within the Planning Areas increased by 21.5 percent -- from 34,741 to 40,159. This evidences the impact of declining household size. Countywide, dwelling units increased by 17.8 percent -- from 200,566 to 236,339 -- again demonstrating the phenomenon of smaller households. During the period 1980-1989, the population of the Planning Areas increased slightly (1.2 percent) to 109,894, whereas the countywide population increased 6.5 percent to 708,150. During the same period, dwelling units within the Planning Areas increased 8.4 percent to 43,522, compared to an 11.8 percent increase to 264,238 dwellings countywide. This is indicative of a further similar though smaller decrease in household size in the Planning Areas and the County.

Other Socio-Economic Data

The following tables present various socio-economic information descriptive of the Langley Park-College Park-Greenbelt Planning Areas' population based on 1980 census data, which is the latest available.

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[1]Source of all data unless indicated otherwise: U.S. Bureau of the Census and County agencies.

[2]Net gain equals natural increase plus in-migration minus out-migration.

LANGLEY PARK, COLLEGE PARK, GREENBELT PLANNING AREA
WASHINGTON METROPOLITAN AREA
NORTH
No Scale
Map No. 2
Langley Park–College Park – Greenbelt Master Plan
WASHINGTON D. C.
ARLINGTON CO.
Alexandria
Falls Church
Fairfax City
PRINCE GEORGE'S COUNTY
MONTGOMERY COUNTY
FAIRFAX COUNTY
PRINCE WILLIAM COUNTY
LOUDOUN COUNTY
CHARLES COUNTY
I-270
I-95
I-66
I-495
Potomac River
Patuxent River

Table 1

SOCIO-ECONOMIC COMPARISON
Langley Park-College Park-Greenbelt
and Prince George's County
1980

Socio-Economic Characteristics	Langley Park-College Park-Greenbelt		Prince George's County	
	Number	Percent	Number	Percent
Age Distribution				
• Less than 20 years	30,845	28.4	223,669	33.6
• 20-44 years	52,265	48.1	292,174	43.9
• 45-64 years	18,143	16.7	112,720	17.0
• 65+ years	7,388	6.8	36,508	5.5
Total	108,641	100.0	665,071	100.0
Household Size				
• 1 and 2 persons	22,591	57.2	106,937	47.7
• 3 and 4 persons	13,072	33.1	83,621	37.3
• 5 persons or more	3,831	9.7	33,628	15.0
Total	39,494	100.0	224,186	100.0
Household Annual Income				
• Less than $20,000	19,076	48.3	95,487	42.6
• $20,000 - $34,999	12,994	32.9	78,362	34.9
• $35,000 - $49,999	5,174	13.1	35,626	15.9
• $50,000+	2,250	5.7	14,711	6.6
Total	39,494	100.0	224,186	100.0
Racial Composition				
• White	75,940	69.9	391,427	58.8
• Black	26,508	24.4	247,860	37.3
• Other	6,193	5.7	25,784	3.9
Total	108,641	100.0	665,071	100.0
Gross Monthly Rents				
• Less than $300	10,954	46.1	51,944	53.1
• $300 - $399	10,360	43.5	35,715	36.5
• $400+	2,475	10.4	10,191	10.4
Total	23,789	100.0	97,850	100.0
Housing Values of Owner-Occupied Units				
• Less than $80,000	11,868	78.4	84,911	81.2
• $80,000 - $99,999	2,205	14.5	14,211	13.6
• $100,000+	1,071	7.1	5,419	5.2
Total	15,144	100.0	104,541	100.0
Housing Units by Year Structure Built				
• 1970-1980	5,703	14.2	47,469	20.1
• 1960-1969	13,453	33.5	96,551	40.8
• 1950-1959	11,726	29.2	50,970	21.6
• 1940-1949	6,466	16.1	25,836	10.9
• 1939 and earlier	2,811	7.0	15,537	6.6
Total	40,159	100.0	236,363	100.0

Source: 1980 Census of Population and Housing

Table 2

OCCUPATIONAL COMPARISON
Langley Park-College Park-Greenbelt
and Prince George's County
1980

Occupation	Langley Park-College Park-Greenbelt		Prince George's County	
	Number	Percent	Number	Percent
Managerial & Professional Specialties	18,522	29.7	89,451	26.5
Technical, Sales & Administrative Support	25,027	40.1	135,353	40.2
Service	8,069	12.9	40,129	11.9
Farming, Forestry and Fishing	421	0.7	2,511	0.7
Precision Production Craft and Repair	5,491	8.8	35,118	10.4
Operators, Fabricators and Laborers	4,839	7.8	34,580	10.3
Total	62,369	100.0	337,142	100.0

Source: 1980 Census of Population and Housing

Table 3

EMPLOYMENT BY INDUSTRY COMPARISON
Langley Park-College Park-Greenbelt
and Prince George's County
1980

Industry	Langley Park-College Park-Greenbelt		Prince George's County	
	Number	Percent	Number	Percent
Agriculture, Forestry, Fisheries	343	0.6	2,214	0.7
Construction	3,000	4.8	20,946	6.2
Manufacturing	3,715	6.0	21,494	6.4
Transportation	2,363	3.8	17,077	5.1
Communications/ Public Utilities	1,693	2.7	11,735	3.5
Wholesale Trade	1,513	2.4	9,082	2.7
Retail Trade	9,367	15.0	49,400	14.7
Finance, Insurance, Real Estate	3,875	6.2	19,752	5.9
Business & Repair Services	4,327	6.9	19,845	5.9
Personal (Entertainment and Recreation)	2,564	4.1	11,844	3.5
Professional Health, Education, Other	19,152	30.7	77,818	23.0
Public Administration	10,457	16.8	75,935	22.4
Total	62,369	100.0	337,142	100.0

Source: 1980 Census of Population and Housing

Table 4

WORK PLACE COMPARISON
Langley Park-College Park-Greenbelt
and Prince George's County
1980

Place of Work	Langley Park-College Park-Greenbelt		Prince George's County	
	Number	Percent	Number	Percent
Prince George's County	23,575	37.8	130,474	38.7
Maryland, Outside Prince George's County	12,287	19.7	41,131	12.2
District of Columbia	19,397	31.1	117,999	35.0
Outside Maryland and District of Columbia	2,557	4.1	20,904	6.2
Worked Elsewhere, Not Reported	4,553	7.3	26,634	7.9
Total	62,369	100.0	337,142	100.0

Source: 1980 Census of Population and Housing

Table 5

TRAVEL TO WORK COMPARISON
Langley Park-College Park-Greenbelt
and Prince George's County
1980

Mode of Transportation	Langley Park-College Park-Greenbelt		Prince George's County	
	Number	Percent	Number	Percent
Private Vehicle (Alone)	35,766	57.3	198,240	58.8
Private Vehicle (Carpool)	13,023	20.9	84,623	25.1
Public Transportation	7,665	12.3	35,738	10.6
Walk	4,204	6.7	11,462	3.4
Other	925	1.5	3,708	1.1
Work At Home	786	1.3	3,371	1.0
Total	62,369	100.0	337,142	100.0

Source: 1980 Census of Population and Housing

LAND USE AND ZONING

- Existing Land Use

The Planning Areas contain approximately 27.8 square miles (17,787 acres). This constitutes 6 percent of the total land area of Prince George's County, in which some 16 percent of the County's population resides. Table 6 shows existing land use.

The leading land use is public and quasi-public, accounting for nearly 30 percent of the total land area. It includes federal/state/county/local government facilities, schools, libraries, facilities for police and fire protection, public health related structures, utility installations, and religious buildings. This unusually large amount of public uses is due to the existence of the University of Maryland, portions of the Beltsville Agricultural Research Center and the Goddard

Table 6

EXISTING LAND USE
Planning Areas 65[1], 66 and 67

Land Use Category	Acreage	Percent of Total
Residential	4,645.04	26.1
Single-Family Detached	3,226.37	18.1
Single-Family Attached	422.00	2.5
Multifamily Low Density	42.21	0.2
Multifamily Medium Density	701.26	4.0
Multifamily High Density	233.20	1.3
Commercial	554.47	3.1
Service	77.46	0.4
General	370.43	2.1
Office	106.58	0.6
Industrial	144.01	0.8
Public and Quasi-Public	5,393.72	30.3
Parks[2]	2,543.96	14.3
Right-of-way	2,502.56	14.1
Vacant	2,004.07	11.3
TOTAL	17,787.83	100.00

1 Not including the City of Takoma Park.

2 Both developed and undeveloped. Includes federal, M-NCPPC, municipal and private holdings.

Space Flight Center. Both developed and undeveloped parks including federal, M-NCPPC, municipal and private holdings comprise over 14 percent of the Planning Areas. The residential sector accounts for 26 percent of the Planning Areas. Single-family housing is predominant, although multifamily housing accounts for 5.5 percent -- exceptionally high compared to the County as a whole (1.8 percent). The commercial sector (3.1 percent) includes retail, service and office land uses. Industrial development absorbs less than one percent of the total land area.

- Pre-SMA Zoning

The Planning Areas are zoned with a mix of residential, commercial and industrial districts, as summarized in Table 7.

Table 7

PRE-S.M.A. ZONING
Planning Areas 65[1], 66 and 67

Zone	Acreage	Percent of Total
Residential	14,182.07	79.7
O-S	42.83	0.3
R-R	7,245.34	40.7
R-80	150.79	0.8
R-55	3,811.57	21.4
R-T	90.45	0.5
R-35	135.95	0.8
R-30	276.30	1.6
R-18	829.52	4.7
R-18C[2]	17.06	--
R-H	52.96	0.3
R-10	130.10	0.7
R-P-C	1,399.20	7.9
Commercial	606.66	3.4
C-1	192.79	1.1
C-2	248.19	1.4
C-O	125.31	0.7
C-S-C	17.99	0.1
C-G[2]	0.91	--
C-H[2]	0.51	--
C-M	15.74	0.1
C-C[2]	5.22	--
Industrial	496.54	2.8
I-1	149.42	0.8
I-2	347.12	2.0
(Right-of-Way)	2,502.56	14.1
TOTAL	17,787.83	100.0

1 Not including the City of Takoma Park.

2 Each of these zones are equal to less than one-tenth of one percent of the Planning Areas.

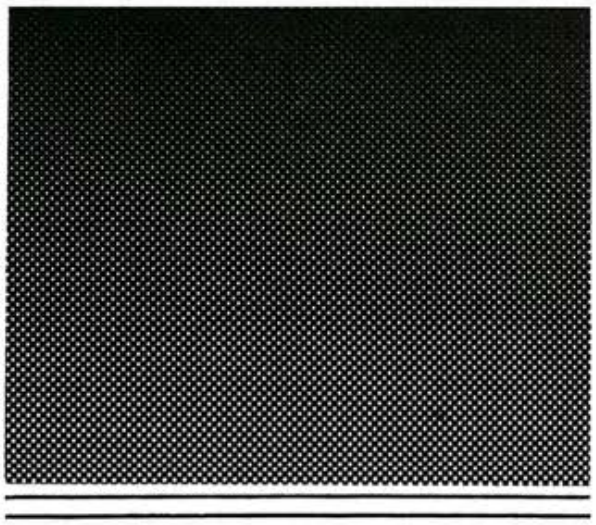
Residentially zoned land comprises over three-quarters (79.7 percent) of the Planning Areas. Commercial and industrial zoning comprise 6.2 percent of all land. The remainder (14.1 percent) is made up of rights-of-way.

Almost two-thirds (63.2 percent) of the total land area is zoned for some form of single-family residential use. This includes extensive areas presently used for cemeteries, parks, churches, utility rights-of-way, and various other public and private uses such as the University of Maryland, the Beltsville Agricultural Research Center, and the Goddard Space Flight Center. Over 1,200 acres (or 5.7 percent) is zoned for one of the multifamily residential categories.

The commercial category includes retail, service and office uses. All shopping areas along highways and in centers are zoned into one of these classifications, except for scattered locations where special-use permits have generally been granted. Commercial categories C-1, C-2, C-G, and C-H are no longer available as options for future rezoning, although extensive areas of the first two contain most of the retail and service uses. Commercial office zoning (C-O), the third largest commercial zoning category, is concentrated in the Greenbelt area adjacent to the interchanges of the Beltway, Baltimore-Washington Parkway and Kenilworth Avenue. Very small amounts of C-M and C-S-C zoning are now confined to the Greenway Shopping Center area.

Most industrial zoning falls under the I-2 category. It is concentrated in sites located near Calvert Road and along the B&O railroad tracks.

THE PLAN



ENVIRONMENTAL ENVELOPE

GOAL

- To protect and enhance the environmental quality of the Planning Areas.

OBJECTIVES

- To identify natural and man-made features that have a significant influence on the environmental and aesthetic quality of the Planning Areas.
- To guide development of the Planning Areas in a manner that will minimize any adverse impact on the natural environment, with particular emphasis on the stream valleys of the Little Paint Branch, Paint Branch, Beaverdam Creek, Indian Creek, Northeast Branch, Sligo Creek, Northwest Branch, Bald Hill Branch, their tributaries, Greenbelt Lake and proposed Lake Metro.
- To encourage the preservation of scenic assets and the incorporation of aesthetic features into development, in order to enhance community appearance.
- To define a permanent open space system, in order that potential governmental and institutional facilities can, where possible, contribute to and reinforce that system.
- To ensure the provision of adequate open space within each community.
- To establish an implementation strategy that utilizes existing laws, ordinances, and public policies for achievement of environmental objectives by guiding development into the most appropriate areas.
- To encourage the use of careful site planning and construction techniques in order to minimize the impact of noise, vibrations, fumes, and visual intrusion on the human environment.
- To locate development according to the opportunities and constraints presented by local environmental characteristics.[1]
- To encourage a public and private open space network as an environmental framework for development. (See footnote 1.)
- To create a system of greenways and trails to link living areas, schools, shopping and other focal points as part of the open space network.
- To avoid the unnecessary destruction of environmentally sensitive areas such as natural streams, floodplains and areas with substantial vegetation. (See footnote 1.)

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[1]Indicates objective adapted from the Environmental and Energy Element of The General Plan.

- To encourage the conservation of water resources, including the proper utilization of aquifer recharge areas to meet local and County needs.

- To maintain the natural character and aesthetic qualities of stream valleys and wetlands--properly planning for stormwater management to prevent loss of life, minimize property damage, and avoid interruption of services. (See footnote 1.)

- To coordinate the type and intensity of land use with the water quality holding capacity of the receiving streams. (See footnote 1.)

- To maintain water quality to provide for the protection and propagation of fish, wildlife and the enjoyment of water recreation activities. (See footnote 1.)

- To design and locate land uses and transportation and public facilities in a manner that best contributes to the conservation of energy resources. (See footnote 1.)

- To develop necessary new laws, ordinances, and public policies to encourage and promote harmonious development respecting the natural environment.

- To ensure that the County's economic development is guided by environmental imperatives and potentials. (See footnote 1.)

BACKGROUND AND BASIC ISSUES

Introduction

The natural physical environment provides the necessities to sustain plant and animal life. Until recent times, the most basic requirements of clean air and water were taken for granted. Today, however, our environment is recognized as a finite and fragile determinant of human existence. The degree to which man interacts with and cares for or abuses the environment will determine the quality and duration of human existence.

The development process represents but one significant way in which man interacts with the physical environment. Logic dictates that the transition from the natural setting to agricultural, rural, suburban and urban uses should begin with consideration given to the realistic limitations of the environment. Rational planning policies and cautious development practices are required to prevent irreversible environmental damage and the loss of natural amenities.

In the past, portions of the Planning Areas have often been developed in a way that did not preserve or protect the natural characteristics of the land. Local streets in many of the older residential areas (e.g., Takoma Park near the D.C. line) are steeply inclined because they do not follow the natural contours of the land. This has increased erosion in adjoining lots. Extending parking, road and other impervious surfaces have accelerated runoff and caused minor local flooding. The chronic erosion problem at Beltway Plaza where it abuts Greenbelt Middle School is an example of the lack of consideration of geologic formation, soil and steep slope when planning construction. While several attempts were made by the owner to correct the problem, they have not yet been successful.

Previous mistakes causing environmental problems must be corrected by public and private actions in order to fulfill the environmental goals and objectives of the General Plan and this Plan. The intent of the Environmental Envelope is to identify environmental concerns in the context of an areawide system and then to apply the appropriate ordinances to guide development so that environmentally sensitive and aesthetically attractive areas are preserved and created.

Within the Planning Areas there are over 13,000 acres (or 76 percent) where no significant natural constraints to development exist. The remaining 4,500 acres (or 24 percent) are environmentally sensitive and development is limited to some degree because

of natural constraints such as floodplains, steep slopes, unstable soils or high water tables. Vacant land accounts for 1,575 acres, of which 370 acres (or 23 percent) are environmentally sensitive. The following is a discussion of these factors and their significance. Local conditions are summarized in visual form on the Environmental Features Map. The chart entitled "Assessment of Key Environmental Features" defines 20 such natural elements. In addition, this chapter describes criteria for making physiographic and perceptual analyses and offers guidelines for suitable land uses and various implementation tools and techniques.

Local Environmental Features

The Environmental Features Map illustrates the following elements that are present within the Planning Areas:

- Surface waters consist of streams, rivers, lakes, and wetlands which are often both the most highly valued from a perceptual standpoint and the most highly restricted for development from a physiographic standpoint. While the Planning Areas do not contain any major bodies of water, they do have eight stream systems - Northeast Branch, Paint Branch, Indian Creek, Little Paint Branch, Beaverdam Creek, Northwest Branch, Sligo Creek and Bald Hill Branch. All the streams flow into the Anacostia River except Bald Hill Branch, which is a tributary of Western Branch. Based on a sampling program conducted by the Prince George's County Health Department, Northwest Branch has the worst water quality in the entire County.[2] The most significant problems in this watershed are the high levels of fecal coliforms (FC) which are bacteria present in the intestinal tract and feces of all warm blooded animals. High FC levels in this stream are most likely due to urban runoff and defects in the sewerage system. In addition, sediment and other pollutants carried in the runoff from developed areas and inactive and/or abandoned sand and gravel mines have a significant impact on many of the streams within the Planning Areas.

- Floodplains serve the essential purpose of holding and carrying excess water runoff resulting from heavy precipitation. There are approximately 2,046 acres of land (or 11 percent of the total land) in the Planning Areas within the 100-year floodplains. The 100-year floodplains are areas which are subject to flooding from an event which has a one percent probability of being equalled or exceeded in any given year. Floodplains and associated soils within the Planning Areas are primarily along Indian Creek, Paint Branch, and Northwest Branch.

- Wetlands are those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands possess three essential characteristics: (1) hydrophytic vegetation, (2) hydric soils, and (3) wetland hydrology, which is the driving force creating all wetlands. The three technical criteria specified are mandatory and must all be met for an area to be identified as wetland. Therefore, areas that meet these criteria are wetlands. Wetlands play an important role in water quality by holding and filtering out pollutants. As water circulates through a wetland, plants absorb and use the pollutants as nutrients which promote lush growth. In the Planning Areas, significant wetlands are located along Indian Creek, Beaverdam Creek and Paint Branch. The Environmental Features Map shows only the areas with hydric soils as identified in the Prince George's County Soils Survey. Delineation of wetlands is determined by a qualified engineer who conducts a field survey and

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[2] Water Quality, Analysis of Local Streams, Prince George's County, Maryland, M-NCPPC, Natural Resources Division, June 1982.

analyzes the soils according to the Federal Manual for Identifying and Delineating Jurisdictional Wetlands, January 1989. The National Wetlands Inventory Maps, prepared by the U.S. Fishing and Wildlife Service and the Federal Emergency Management Agency Maps, cannot delineate wetlands precisely.

- Woodlands are important in slowing runoff, inducing aquifer recharge, preventing erosion and sheltering wildlife. They provide visual interest and cooling summer shade. They also help to replenish the oxygen supply, and reduce noise intensity. The majority of woodlands in the Planning Areas are of the mixed variety and occur chiefly along the stream valleys of Northwest Branch, Paint Branch, and Indian Creek and within Greenbelt Park and the Beltsville Agricultural Research Center.

- Rare Natural Features are valued by scientists, educators, students and society in general. They include botanical, zoological, ornithological, geological, archeological, paleontological and anthropological elements. They are treasured remnants of the past that deserve protection by the County, State and Federal Governments as public stewards of the natural environment. For example, a few of the remaining fossil or ferrous or outcrops of rock formations in the County are important standards (type sections, type localities) against which rocks and fossils from throughout the world must be compared for identification interpretation.

The following list comprises the known rare natural features located within the Planning Areas:

- The Duck Pond is an ornithological site located in the M-NCPPC Northwest Branch Park near University Boulevard.

- Exposures during the construction of the Baltimore-Washington Parkway of the Patapsco Formation provide important reference sites for rock formations. There are two sites located between Good Luck Road and I-95; however, neither is being mined.

- Highly Erodible Soils Without Limitations for Community Development are highly susceptible to erosion, and great care must be taken to prevent the careless loss of surface coverage during and after construction. This is particularly true where slopes are steep and protective vegetation is removed or altered. These soils are found chiefly along the stream valleys of Northwest Branch, Sligo Creek, Paint Branch and Little Paint Branch.

- Soils with Limitations for Community Development consist of three distinct groupings concentrated in the northern and central portions of the Planning Areas. They are associated with floodplains, perched water tables and potentially unstable clay soils:

  Soils associated with floodplains can be found throughout the area. They are normally located adjacent to streams and are subject to periodic flooding, ponding, seasonal high water tables and frost damage.

  Soils with perched water tables are saturated part of the year by a water table which is perched above a hard impermeable layer called a fragipan. The fragipan is located about two feet below the surface. With water collecting above the fragipan, these soils are typically damp throughout the winter and spring and are susceptible to frost action during freeze-thaw cycles. Buildings without basements can be constructed with few problems, but basements are likely to experience continual mild wetness Interceptor tile and sump pumps are often used to overcome this problem.

  Soils associated with potentially unstable clay have formed over thick beds of very old red clays and are characterized by low strength, high shrink-

swell potential and slope instability. They are subject to potentially dangerous earth slides and cave-ins from exposure to prolonged wetting and when disturbed by grading. Special precautions in design and engineering are essential to guard against their poor stability.

- Steep Slopes are defined as slopes ranging from 15 to 25 percent which are susceptible to erosion and suitable for limited development. They are generally located along the stream valleys, with notable concentrations existing in the northern Greenbelt area.

- Severe Slopes are defined as slopes greater than 25 percent which are generally unstable, highly erosive and difficult to farm and develop. They are generally located along the stream valleys and are found in high concentrations along Northwest Branch, Paint Branch, Sligo Creek and a few scattered locations in the Greenbelt area.

- Promontories are land mass projections which may overlook water or lowland. Promontories of local importance are noted on the Environmental Features Map.

- Ridge Lines are linear crests that separate drainage basins. Most of the older highways such as Adelphi Road and Greenbelt Road follow major ridge lines in the Planning Areas. However, they are generally broad and lack visual significance.

- Scenic Vistas are vantage points providing aesthetically pleasing views of natural and cultural features. Five such features have been identified: the Beltsville Agricultural Research Center, Greenbelt Lake, University of Maryland, the Northwest Branch Park near University Boulevard, and the Washington Memorial Park Cemetery.

- Limited Views from Roadways refer to the areas generally visible to passing motorists, ranging from zero to 300 feet from either side of the roadway. These areas are significant to the extent that they project positive and negative images of neighborhoods and communities to passers-by. Within the Planning Areas there are opportunities through landscaping and site design to develop a positive community or neighborhood visual character. The extent of the limited views from roadways are shown on the Environmental Features Map.

Other Environmental Concerns

- Noise Intrusion

There are two main sources of noise, point and nonpoint. Point source noise emanates from a stationary source or area, such as a construction operation, an industrial plant or commercial area. Nonpoint source noise emanates from the flow of traffic. In Prince George's County, the most prominent noise generating sources are construction and mining operations, vehicular traffic, and railroad traffic. While mining and construction operations affect the noise environment, sometimes significantly, their relatively small numbers and intermittent nature result in their impact not being as significant as the impact from vehicular traffic along roadways.

The geographic limits of noise along the Planning Areas' roadways and the railroad line where noise levels of 65 decibels (dBA) could be encountered are illustrated on the Noise Contours Map. An average noise level exceeding 65 dBA is generally considered to be "unacceptable" for sensitive receptors such as residences, schools, hospitals, churches, and libraries. If the noise level is less than 65 dBA, common building construction will make the indoor environment acceptable and the outdoor environment reasonably pleasant for recreation and social activities. These contours assume complete lack of existing natural and man-made noise barriers. In reality, the 65 dBA contours will often be more narrow than illustrated because many barriers exist in the form of hills, woodlands and buildings. Accordingly, these contours serve only as a guide in identifying where noise problems may exist. On-site inspection is required to determine the actual effect of noise on a particular property.

The traffic on I-95/I-495 is the dominant noise source in the Planning Areas. The road carries a large number of trucks which are heavy noise producers. The other major road is the Baltimore-Washington Parkway. However, its traffic is not a major noise source because no trucks are allowed. The other roads in the Planning Areas are arterials or smaller. Their traffic produces less noise because of their low truck volumes, usually lower operating speeds and lower total volumes of vehicles.

The Maryland State Highway Administration has constructed noise barriers along the Capital Beltway (I-95/I-495) to accomplish a reduction in highway traffic noise. Within the Planning Areas noise barriers have been and/or will be installed in the following locations: 1) I-95 between Md. Route 450 and Good Luck Road, 2) I-95 between the Baltimore-Washington Parkway and Good Luck Road, 3) I-95 east of U.S. Route 1 to the B&O Railroad and 4) I-495 between Md. Route 650 and Riggs Road.

The noise barrier system has been designed to reduce the I-95/I-495 noise levels an average of 10 dBA at the residences closest to the highway. This degree of reduction represents a halving of the perceived noise from the highway. The effectiveness of the barrier is most noticeable at the residences closest to the highway. The noise reduction will not only improve the interior living environment of these homes, but will in many cases allow residents to regain the use of their rear yards as a leisure space. Although the barrier will totally eliminate the views of I/95/I-495 from these rear yards as well as reduce existing vistas, this impact should be lessened through appropriate barrier material and landscape planting.

The other significant noise source within the Planning Areas is the railroad. Houses along the B&O Railroad are impacted by freight and commuter trains. Metro trains are a potential noise source. A noise barrier system is being designed by the Washington Metropolitan Area Transit Authority to reduce noise levels in the residential area near the Metro tracks.

The Federal Government and the State of Maryland have promulgated regulations on noise. Mortgage loans from the Federal Housing Administration (FHA), a section of the Department of Housing and Urban Development (HUD), are not made available for the construction of new homes which are affected by unacceptable noise levels. These levels are indicated as follows:

HUD Noise Guidelines
(24CFR Part 51 Subpart B)

Noise Level	Exposure Class	Assistance Provided for New Construction
Ldn > 75 dBA	Unacceptable Noise Exposure	Generally Prohibited
Ldn > 65 but < 75 dBA	Normally Unacceptable	Discouraged
Ldn < 65 dBA	Acceptable	Assistance Provided

In addition, the state has established maximum allowable noise levels by zoning categories. State regulations prohibit a person from causing or permitting noise levels to exceed the following specified values:[3]

Maximum Allowable Noise Levels (dBA) for Receiving Land Uses

Effective Date	Day/Night	Industrial	Commercial	Residential
March 28, 1983	Day (7 a.m.-10 p.m.)	75	67	65
	Night (10 p.m.-7 a.m.)	75	62	55

[3]The Metro train noise is exempted from the state regulations.

Enforcement is the province of the Department of Environment in all areas. However, the agency is directed to use the facilities and services of local agencies whenever possible. Violators of the regulations are subject to fines of up to $10,000 each day the violation continues.

A new ordinance (CB-79-1986) adopted by Prince George's County prohibits noise which is audible more than fifty (50) feet from the source of the sound in a residential area between 11 p.m. and 7 a.m. the next day. Violators of this ordinance are subject to a fine of $100 or imprisonment up to 30 days, or both.

There are three major techniques by which existing noise can be ameliorated: 1) controlling the noise source, such as establishing noise emission standards for automobiles and trucks; 2) attenuating the transmission of noise with barriers that affect sound propagation and/or using sound absorbing materials in construction; and 3) protecting existing and potential receivers through land use control.

- Aquifer Recharge Areas

An aquifer is a geologic formation or structure which stores and transmits water in usable quantities. The areas where water enters the aquifer are termed recharge areas. The Planning Areas contain part of the recharge area of two aquifers, the Patuxent Formation and the Patapsco Formation, which are illustrated on the Aquifer Recharge Areas and Water Quality Sampling Stations Map. Groundwater movement within these aquifers is generally in a southeasterly direction. The Patuxent Formation could be a valuable source of groundwater. Currently, however, the formation is not tapped extensively. The Patuxent Formation provides a reliable water supply for the Beltsville Agricultural Research Center and is the main formation tapped by the City of Bowie. The Patapsco Formation also provides water to the City of Bowie, Marlboro Meadows and Chalk Point.

It is essential to protect the available supplies of high quality groundwater. The best way is through structural and nonstructural controls in recharge areas to minimize contamination and provide adequate recharge. It is important to remember that once an aquifer has been contaminated, it is usually extremely difficult and costly to rehabilitate. When an extensive portion of a recharge area is covered by impermeable surfaces such as buildings and parking lots, the amount of water entering the aquifer decreases. To compensate, effective stormwater management procedures have been initiated in the Planning Areas to control runoff from the impermeable surface and to promote recharge.

- Water Quality

In general, all streams within the Planning Areas are classified as Class I waters under the State of Maryland Surface Water Quality Classification System except for:

(1) Paint Branch and its tributaries above the Capital Beltway which are Class III waters;

(2) The Northwest Branch of the Anacostia upstream from Maryland Route 410 which is classified as Class IV waters.

Class I waters are suitable for water contact sports, the growth and propagation of fish (other than trout), other aquatic life and wildlife. Class III waters are suitable for the growth and propagation of trout and which are capable of supporting natural trout populations and their associated food organisms. Class IV waters are capable of holding or supporting adult trout for put-and-take fishing and which are managed as a special fishery by periodic stocking and seasonal catching.

- Stormwater Management

Stormwater management measures offer effective means to control flooding and induce aquifer recharge. A comprehensive stormwater management study for the Anacostia River

watershed, which covers almost the entire Planning Areas is currently being undertaken by the State of Maryland Water Resources Administration. Using a computer model the study will predict the rate and volume of runoff based on the existing development and proposed land uses and determine the most appropriate stormwater management techniques. The study is expected to be completed in 1991. The Washington Suburban Sanitary Commission has designed two detention ponds near Hanover Parkway in the Greenbelt area. Refer to the Storm Drainage section in the Public Facilities Chapter for detailed project descriptions.

- Scenic Rivers

The Maryland Scenic and Wild Rivers Act was passed in 1968 in recognition of the need to protect rivers of outstanding value in the state. Among the designated rivers is the Anacostia, whose extensive network of streams flow through the Planning Areas before forming the main stem of the river just two miles northeast of Washington, D.C. The tributaries of the Anacostia River within the Planning Areas include Sligo Creek, Northwest Branch, Paint Branch, Little Paint Branch, Indian Creek, and Beaverdam Creek. The 1984 Anacostia Scenic River Study was prepared by the Maryland Department of Natural Resources and the Joint Agency Committee, which is composed of the Washington Suburban Sanitary Commission and both the Montgomery and Prince George's County branches of the M-NCPPC. The study offers the following recommendations:

- Consider the Anacostia River as a whole rather than a series of separate jurisdictional responsibilities.
- Conduct an ongoing education and information program on the attributes and problems of the Anacostia River and the ways the public can help protect it.
- Continue the stream valley park acquisition program.
- Increase consideration of environmental factors in land use plans.
- Maintain the natural conditions along the River and its tributaries.
- Provide more inspections and stricter enforcement of sediment control ordinances.
- Provide a balanced comprehensive stormwater management program for the Anacostia River watershed.
- Continue and complete County watershed plans.

- Air Quality

Planning for air quality maintenance is a regional responsibility. The Metropolitan Washington Council of Governments (MWCOG) is responsible for the federally mandated air quality management maintenance planning. According to MWCOG, "most air pollution in the metropolitan area results from combustion of fuels for heating, transportation, and electric power generation. The combustion of coal, fuel oil, and natural gas for heating and power generation contributes most of the sulphur dioxide and nitrogen oxide emissions, while most of the carbon monoxide and hydrocarbon emissions result from the use of gasoline and diesel fuel for transportation."

The Planning Areas are designated as part of the Washington Metropolitan Area for air quality attainment considerations. The Air Quality Sampling Table indicates the six major pollutants which are monitored locally and regionally in accordance with the standards established in the Clean Air Act of 1970. It reveals that no violations have been recorded since 1977 for total suspended particulants, sulfur dioxide, and nitrogen dioxide There have been no violations for lead since 1982. The region is currently in nonattainment for carbon monoxide and ozone.

Table 8

AIR QUALITY SAMPLING
Washington Metropolitan Area
and Planning Areas 65, 66 and 67

Sampled Pollutants	No Violations Since 1977	No Violations Since 1982	Currently in Violation	Monitored Locally	Monitored Regionally
Total Suspended Particulants	X				X
Carbon Monoxide			X		X
Sulfur Dioxide	X				X
Ozone			X	X	X
Nitrogen Dioxide	X				X
Lead		X		X	X

Source: M-NCPPC, Natural Resources Division, August 1989.

CONCEPTS

The environmental envelope is a comprehensive system of proposals that identify those areas within the Planning Area that must be preserved and protected. It establishes the framework for future land use decisions. The environmental envelope consists of three parts:

1. A comprehensive inventory and assessment of significant environmental factors, both natural and man-made.

2. A proposed open space network which recommends where development should not occur and determines the degree to which especially sensitive areas should be monitored in the process of development.

3. A proposed implementation strategy which contains guidelines and recommendations as to what regulations should be applied in specific areas in order to satisfy environmental needs.

Inventory and Assessment

The environmental inventory and assessment involves three basic elements: (1) an inventory of environmental features, (2) a Physiographic Analysis, leading to the delineation of Natural and Conditional Reserve Areas, and (3) a Perceptual Analysis, incorporating Perceptual Assets and Liabilities. From these analyses, a comprehensive proposal for an open space network is developed and formalized as a land use proposal in the Plan.

The Physiographic Analysis groups physical features into two categories according to the degree to which they impose development constraints:

- The Natural Reserve Area is composed of areas having physical features which exhibit severe constraints to development or which are important to sensitive ecological systems. Natural Reserve Areas must be preserved in their natural state. This does not pre-empt so much land from development as to be unduly restrictive. Natural Reserve Areas are those areas which, due to physiographic features, are generally prohibited from development under existing laws and ordinances. If the Natural Reserve designation does not apply, a property can be developed under County codes.

- The Natural Reserve Areas alone do not insure environmentally and aesthetically attractive development. Many areas have physical features which exhibit less severe constraints on development but would have an adverse environmental impact if developed without adequate precaution.

- Conditional Reserve Areas have moderate development constraints and some bearing on natural processes. Parts of the Conditional Reserve Areas are appropriate for active recreation facilities, and some portions may bear limited development within prescribed guidelines. Development is permissible; but careful, innovative site planning is required to protect environmental assets and to meet environmental needs.

For the most part, the circulation network is designed to have a minimum impact on the Natural and Conditional Reserve Areas; however, this is not always possible. Where existing and proposed roads traverse the Natural and Conditional Reserve Areas, care must be taken to assure minimum disruption to the environmental system. Natural Reserve Areas, Conditional Reserve Areas and floodplains are shown on the Plan Map.

The Perceptual Analysis groups physical and man-made features into two categories, according to their aesthetic value. The purpose of this analysis is to alert public agencies and private groups to the features which can be assets when utilized properly to create more attractive development or which require specialized treatment to counteract negative effects. The two categories are described as follows:

- Perceptual Assets are areas having positive aesthetic qualities. These areas contain both natural and man-made elements that are characterized by picturesque scenery and a variety of colors, textures, and forms. Although emphasis tends to be on visual beauty in landscapes, analysis of Perceptual Assets also involves sensory, psychological, and spatial experiences. The sensory experiences are derived, not from visual satisfaction alone, but from a combination of all five senses. Natural landscape features and cultural features of a positive significance include: ridge lines, peaks and promontories, wetlands, woodlands, scenic vistas, limited views from roadways, historical sites, and landmarks. Most of these features are shown on the Environmental Features Map.

- Perceptual Liabilities are the negative features which detract from an area. These include aircraft and highway noise intrusion, air pollution, aircraft accident potential and negative visual impacts. Many of these areas are seriously affected by adjoining major roadways which may discourage the development of quality residential neighborhoods. The areas which have these liabilities will need positive site planning treatment and other compensatory treatment to improve them when developed. Perceptual Liabilities are shown on the Comprehensive Plan Map as Perceptually Sensitive Areas.

The Natural Reserve Areas, Conditional Reserve Areas, Perceptual Assets and Perceptual Liabilities may be viewed as a status report on existing and projected environmental conditions. The preservation, conservation, or utilization of such areas and assets will not of itself fulfill the goals and objectives of the environmental aspects of the Plan.

Figure 2

ENVIRONMENTAL INVENTORY AND ASSESSMENT

PHYSIOGRAPHIC ANALYSIS

Natural Reserve Areas[1]

Land areas and biotic communities important to the operation of key natural processes -- areas of high physiographic contraints having conditions unsuitable for development:

- Surface Waters
- Floodplains
- Wetlands

or a combination of two or more of the following:

- Severe Slopes
- Soils with Limitations for Community Development

Conditional Reserve Areas[2]

Land areas having some bearing on natural processes, considerable physiographic contraints, or rare natural features -- areas, therefore, suitable for development only if carefully designed:

- Marlboro Clay
- Severe Slopes
- Soils with Limitation for Community Development
- Rare Natural Features or a combination of two or more of the following:
  - Steep Slopes
  - Highly Erodible Soils
  - Woodlands

PERCEPTUAL ANALYSIS

Perceptual Assets

Premium areas having aesthetically positive qualities, providing an opportunity for innovative development:

- Ridge Lines and Slopes
- Peaks and Promontories
- Abrupt Relief Changes
- Water Features
- Historical/Archeological Sites
- Landmarks
- Woodlands
- Scenic Vistas

Perceptual Liabilities

Areas having negative qualities which call for corrective innovations:

- Noise Intrusion
- Air Pollution
- Negative Visual Impacts
- Aircraft Accident Potential

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1 These areas are generally prohibited from development under existing laws. They should be preserved in their natural state.

2 May support limited development within prescribed guidelines.

Langley Park–College Park–Greenbelt Master Plan

These characteristics are not evenly distributed throughout the Planning Areas and, therefore, will not assure adequate open space and a satisfying natural environment for all neighborhoods. The concept of an open space network is designed to remedy these shortcomings.

Open Space Network

The open space network is derived from the evaluation and mapping of environmental features, but it also includes two further considerations: open space needs and linkages or connections. In other words, the open space network adds provisions for human needs to the need for environmental protection. Essentially, this means the inclusion of parks for active recreation, green space for its visual and buffering value, and trails for recreation and transportation.

The Physiographic and Perceptual Analyses provide the framework for selecting specific neighborhood and regional park sites, once the need for parks has been established (see "Public Facilities" Chapter). Where appropriate, active recreation areas are designed adjacent to the conservation network and include the preservation of historic sites and rare natural features. Where possible, needed schools and other community facilities are also located adjacent to the conservation network.

The open space network is also intended to serve the objective of providing a portion of the pedestrian, equestrian and bicycle circulation system linking public facilities, commercial areas, employment areas and residential areas. The trails system, like the highway system, has both region-serving and local aspects. The open space network is designed to provide the linkage needed for the countywide trails system (see Circulation and Transportation Chapter). The provision of connections and linkages to the County system will be an integral part of the design requirements for development. In many instances, the provisions of local trail facilities will be encouraged instead of conventional sidewalks.

In some areas, the open space network is used as a divider between future residential and industrial development, often forming the boundaries of neighborhood areas. In other instances, stream valleys and drainageways will penetrate existing neighborhoods and subdivisions, providing landscaped amenities. The open space network is, therefore, the sum total of floodplain areas, the Natural Reserve Areas, parks, and open space linkages.

Implementation Strategy

The exercise of existing land use controls and the recommended policies will be instrumental in creating the proposed open space network without excessive public expenditure or creating unreasonable demands on the private sector. The Comprehensive Plan Map illustrates the proposed open space network. The following open space implementation tools are currently used:

1. Public Park Acquisition or Dedication -- acquisition by purchase or gift or acquired through the mandatory dedication provisions of the subdivision regulations for active and passive recreation.

2. Private Open Space -- land which remains in private ownership but which is used for golf courses, swimming clubs, or passive recreation, or otherwise remains undeveloped.

3. Subdivision Control of Floodplain Areas -- land which is within the 100-year floodplain and is generally restricted from development under the provisions of the subdivision regulations.

4. Subdivision Control of Runoff -- the existing regulation requiring adequate control of runoff from the 10-year storm.

5. Subdivision Control of Unsafe Land -- land which is subject to flooding, erosive stream action, unstable soil conditions, or man-made unsafe conditions (unstable fills or slopes) and is generally restricted from development by the subdivision regulations.

6. Tax Credits for Scenic Easements -- the existing ordinance provides for the reduction of real estate taxes on properties that are conserved as scenic easements.

7. Historic Sites and Districts -- the means to protect these features are now in place with Council approval of the Historic Preservation Ordinance and the Historic Sites and Districts Plan. Refer to the Historic Preservation Chapter for details.

Application of the specific measures under each of the above categories can be administered through conditions to zoning approvals, special exceptions, subdivision review, building permits, site plan review, and public agency referrals. These measures may also be applied during site plan review under existing regulations for the I-3 Zone, Comprehensive Design Zones, multifamily and townhouse residential zones, and the cluster provisions of the subdivision regulations. Many parcels may be developed with considerably more open space than the Comprehensive Plan Map indicates; for example, a parcel that is zoned for garden apartments may be shown on the map with only about 10 percent of the property in the open space network, whereas the Zoning Ordinance requires 60 to 70 percent green space. The intent is to indicate only that portion of the property which is vital to the creation of the open space network, allowing maximum flexibility for the developer to design the remaining open space to fit the requirements of the site and the needs of future residents.

Much of the open space network need not be transferred to public ownership but can be provided as part of the site design of private development. With the use of proper site design techniques as specified in the Zoning Ordinance and subdivision regulations, for example, it is possible to retain in a natural state a significant amount of land in the open space network. The cluster and planned-unit provisions, without substantially altering density, can be utilized to permit the concentration of development on the more buildable portions of the site, while preserving from development those areas which are best suited for open space or conservation.

RECOMMENDATIONS

Most of the following require additional governmental actions beyond existing ordinances and regulations:

- Noise Control - The County should adopt a comprehensive noise control ordinance complete with quantifiable standards and guidelines for acoustical site planning and construction attenuation measures. Such a program could be administered in conjunction with the subdivision review process.

- Air Quality - The County should continue to aggressively participate in metropolitan efforts to prevent further air quality deterioration and should support all available measures to improve local air quality.

- Stormwater Management - The County should complete the preparation of comprehensive watershed studies, including delineation of the 100-year floodplain and the preparation of stormwater management proposals. To assure that stormwater is properly managed, major streams and detention/retention basins should be monitored for water quality and flow characteristics. Furthermore, the County should require that swales and drainage ditches be left in their natural state as much as practical and that stormwater management practices such as the use of infiltration ditches, trenches and porous pavement should be employed on site as much as possible.

ASSESSMENT OF ENVIRONMENTAL FEATURES

1 OF 4

	DESCRIPTION	ANALYSIS: PHYSIOGRAPHIC	ANALYSIS: PERCEPTUAL
SURFACE WATER	Any body of water including lakes, streams, rivers, reservoirs, and their shorelines.	An abundant supply of quality surface water required to meet residential, industrial and agricultural needs and to maintain vegetation and wildlife.	Value of these water features, both visual and auditory; the streams are visually attractive and provide recreational opportunities; the movement of water in the streams produces a pleasing sound.
FLOODPLAIN	Land area, adjacent to a water body that is covered by excess water during periods of flooding. INTERMEDIATE REGIONAL FLOOD: A temporary rise in stream flow which has an average frequency of occurrence on the order of once in 100 years. STANDARD PROJECT FLOOD: Condition resulting from the most severe combination of meteorological and hydrological conditions considered reasonably characteristic of the drainage basin. ALLUVIUM: Soil material, such as sand, silt or clay, deposited on land by streams, often approximating a 50-100 year floodplain.	Essential role in carrying excess water during floods; potential danger to life and property; filling, damming or leveeing decrease storage capacity and flood velocity increases downstream; soils often very fertile, usually contains substantial groundwater. The Standard Project Flood area used by the U.S. Corps of Engineers intended as practicable expressions of degree of protection that should be sought in the design of flood controls, the failure of which might be disastrous.	N/A
PRIMARY MANAGEMENT AREA (PMA)	An area along the Patuxent River and its tributaries from which pollution is most likely to be transported into the River. It consists of two parts: PRESERVATION ZONE: (a) All perennial streams and a minimum of 50 feet of undisturbed vegetation on the side of each bank; (b) The 100-year floodplain; (c) All wetlands adjacent to the stream or the 100-year floodplain; (d) All slopes of 25% or greater adjacent to the stream, the 100-year floodplain, or streamside wetlands; (e) All slopes of 15% or greater with soils having an erodibility coefficient of 0.35 or greater and which are immediately abutting or adjoining the stream, floodplain, or streamside wetlands; and (f) Specific areas of unique or sensitive plant or wildlife habitat. EVALUATION ZONE: For those perennial streams that drain an area of 400 acres or more, an area 300 feet wide on each side of the stream abutting the Preservation Zone.	Extensive development and grading can increase potentials for erosion and sedimentation.	N/A
WETLAND	Tract of low-lying land, saturated with moisture; usually overgrown with vegetation. MARSH: Generally treeless and covered with water SWAMP: Generally supporting tree vegetation and not permanently covered with water BOG: Consisting largely of decaying vegetation (distinctions are imprecise)	Major roles include flood and water storage; used as wildlife habitat and fish spawning grounds. Act as sponges to absorb excess runoff; reduce flooding potential; filling or draining may cause flooding elsewhere.	Wetlands provide unique recreational, educational, and scientific opportunities.
HIGH WATER TABLE	Soil with high moisture content at or near the surface, with poor drainage; often a seasonal problem.	Perform an important water storage function; septic tanks will not operate properly on these soils, and their use may result in water supply contamination; building foundations may settle and crack; stagnant pools may exist during certain periods.	N/A
AQUIFER RECHARGE	Area of interchange between an aquifer (a water-bearing layer of sand, gravel or porous rock) and the surface; the point at which precipitation and surface water infiltrate the aquifer.	Groundwater in Prince George's County derived almost entirely from that portion (40-50%) of the local precipitation infiltrating through the soil to the zone of saturation; aquifers in the County are generally wedge-shaped and dip gently toward the southeast; recharge area for most of the artesian aquifers is in the northwestern part of the County. Intolerant to extensive development because of danger of polluting water supply.	N/A
UNSTABLE SOILS	A physical property of soils, usually clay, which has a tendency towards slippage due to changes in moisture capacity.	Generally unsuitable for intensive development; building foundations, roads and other structures are affected by the poor stability of these soils due to shrink-swell potential, soil moisture condition, and frost action potential. These problems are further compounded by cuts in slopes. This hazard increases with the degree of slope.	N/A
SEVERE SLOPE	Slope greater than 25% gradient.	Generally unstable and sensitive to changes in surface conditions; disturbance may lead to serious erosion and sedimentation problems. Development impractical, usually requiring extensive site engineering; difficult to farm.	Often of scenic beauty and attraction; slopes provide an abrupt and often dynamic visual attraction, in contrast to the stable appeal of flat land.
STEEP SLOPE	Slope ranging between 15-25% gradient.	Loss of ground cover may cause erosion, sedimentation, and possible flooding. Steep slopes may be suitable to limited development.	
WEAK SUBSTRUCTURE	Underground formation incapable of supporting heavy loads; often associated with the Patapsco Geological Formation.	Development may be hazardous and expensive because of possible subsidence or shifting.	N/A

[1]This chart is based on a similar chart included in the American Society of Planning Officials, Planning Advisory Service, Report No. 263, Environmental Planning, "Environmental Information for Policy Formulation," November 1970.

ASSESSMENT OF ENVIRONMENTAL FEATURES

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GUIDELINES

	APPROPRIATE USES	CONSTRAINTS ON USES	IMPLEMENTATION
SURFACE WATER FLOODPLAIN	May be used by recreation and/or other purposes that do not seriously damage the natural character of the water or flood land; e.g., forestry, some types of agriculture, recreation, open space, water supply, and impoundment basins.	Flood land and surface water to be kept largely in their natural state, to absorb natural periodic flooding and help retain the silt load before it reaches the major rivers; filling and diking to be permitted only where essential for health and safety. No polluters (including septic tanks) nor any development that will produce undesirable changes in surface or subsurface water quality to be permitted. Adequate water retention or detention facilities to be employed where substantial development takes place; also impervious ground cover to be kept to a minimum to reduce stormwater runoff.	Implementation tools are: • Sanitary ordinance, controlling use of septic tanks; water quality standards, restricting discharge of pollutants: - State Health Law, MD. State Department of the Environment, Code of Maryland and Regulation 26.08.01, Water Pollution Control - Prince George's County Code, Subtitle 22, "Sewers" - Ten-Year Water & Sewerage Plan - State of Maryland Water Resources Administration, Rules & Regulations, 08.05.03 - Prince George's County Code, Subtitle 19, "Pollution", Division 2, "Phosphorus Detergents" • Prince George's County Code, Subtitle 24, "Subdivisions", Division 5, Section 24-129, "Floodplains", and Section 24-130, "Stream, Wetland and Water Quality Protection and Stormwater Management" - Prince George's County Code, Subtitle 4, "Building", Division 3, "Grading, Drainage and Erosion Control", and Division 4, "Stormwater Management" • Open space dedication; scenic easements and/or other easements; public purchase; agricultural zoning; limitations on surrounding areas to preserve ecological processes (e.g., withdrawal of water, diking, curving of channels, excessive development); open space zoning. • Title 9, Natural Resources Article, Annotated Code of Maryland • Prince George's County Code, Subtitle 4, "Building", Division 2, "Construction or Changes in Floodplain Areas" • 33 Code of Federal Regulations, Parts 320 through 330, Regulatory Programs of the Corps of Engineers. • Subtitle 12, Non-tidal Wetlands, Natural Resources Article, Annotated Code of Maryland
PRIMARY MANAGEMENT AREA (PMA)	PRESERVATION ZONE: Same as Floodplains, Surface Water, and Wetlands EVALUATION ZONE: Limited development with limited impervious surfaces	Preservation Zone should be preserved largely in a natural state. Impervious surfaces should be limited in the Evaluation Zone.	
WETLAND	May be used for those purposes which do not seriously interfere with the natural processes of the wetlands ecosystem; e.g., recreation, hunting, fishing, observing, and scientific investigation.	No extensive on-site or peripheral development; no filling, dredging or draining to be permitted.	
HIGH WATER TABLE	"Floating" structures may be permitted if public water and sewerage systems are available; selective draining or tilling work may be permitted if operations do not interfere with water supply or floodplain.	Developments using septic tanks and industries disposing toxic or noxious effluents to be prohibited. Any alteration of water table that would have adverse impact on wetlands, woodlands or water supplies to be prohibited.	
AQUIFER RECHARGE	Uses vary depending upon permeability of overlaying strata; generally, any use which maintains high water quality and quantity. Where development is extensive with impermeable surface cover (i.e., parking lots, high lot coverage, etc.), water detention facilities should be utilized to allow water to recharge aquifers.	No disposal of possible pollutants, specifically no septic tanks to be permitted; sewers to be sealed to avoid leakage; no filling or dumping which may permit the intrusion of pollutants to be permitted.	
UNSTABLE SOILS	Limited to specially designed elements, recreation, or agriculture.	No intense development or major grading.	• Prince George's County Code, Subtitle 24, "Subdivisions," Division 5, Section 24-129, "Floodplains", Section 24-131, "Unsafe Land", and Section 24-133, "Grading". — Prince George's County Code, Subtitle 4, "Building", Division 3, "Grading, Drainage and Erosion Control"; Subtitle 19, "Pollution", Division 3, "Soil Erosion". • Open space dedication; scenic easements and/or other easements; reforestation. Mandatory dedication during development review process.
SEVERE SLOPE STEEP SLOPE	Limited development (highly regulated and engineered), contour agriculture, forest, open space, limited recreation uses.	Development to be carefully regulated. • No grading permitted, unless plans are submitted for: — Temporary stabilization and/or structural control and — Final or permanent stabilization • Guidelines not to exceed a 2:1 ratio. • Cut slopes to be drained where necessary. • Diversions to be required at the crest of all slopes to prevent washout and overflow.	
WEAK SUBSTRUCTURE	Limited low-intensity, low-rise development.	Special construction methods necessary to assure stability.	

ASSESSMENT OF ENVIRONMENTAL FEATURES

3 OF 4

	DESCRIPTION	ANALYSIS	
		PHYSIOGRAPHIC	PERCEPTUAL
PROMONTORY	A point of high land, usually projecting into or associated with a body of water or valley; overlooking water or lowland, often has scenic views.	N/A	Provide opportunities for views of varying length and quality.
RIDGE LINES	An elongate crest, or a linear series of crests, separating drainage basins; may be hardly noticeable in flat country, but highly pronounced in hilly areas.	Water on either side of the ridge line flows in opposite directions.	Major ridge lines often have visual impact ("skyline" effect).
ABRUPT RELIEF CHANGES	Lines separating distinctly different land forms.	N/A	Contrast and variety are among the most widely valued perceptual attributes of environmental patterns; contrasts in high points and between land and water features and variety in slopes and ridges prevail among these scenic resources.
WOODLAND	Tract of land dominated by trees but usually also contains woody shrubs, grasses, and other vegetation.	Woodlands serve important function in restricting runoff and inducing recharge, particularly on stream valley walls; help to minimize flooding, erosion, and sedimentation; also provide shelter and support for numerous species of wildlife.	Woodlands introduce dramatic vertical accents into the landscape and provide stabilizing influence with respect to wind currents, as well as respite from the hot summer sun; wooded areas also enrich the environment by providing visual coalescence among man-made introductions to the landscape.
RARE NATURAL FEATURES	Natural features of unusual or rare occurrence, such as certain trees, geological outcrops, paleozoological sites, etc.	Should be preserved for historic, recreational, educational, and scientific reasons though many have no major ecological role.	N/A
HISTORICAL/ ARCHEOLOGICAL SITES AND DISTRICTS	Historic monuments, buildings, archeological digging areas and related sites; structures and sites of historical and archeological significance.	N/A	Valuable for educational, recreational, and aesthetic reasons; development may destroy historic character.
LANDMARKS	A natural or man-made form which is visually unique and stands out as a single feature of community importance.	N/A	Reflect the character of districts and centers for activity; provide reference points for human orientation; may add to, but can detract from, the aesthetics of the landscape and the environment.
SCENIC VISTAS	An area of pleasing, aesthetic, scenic character; may include both natural and cultural features.	N/A	Suitable for limited development if carefully controlled; some areas may be worth maintaining for aesthetic reasons; outlooks upon pleasant and varied pattern provide for extension of individual consciousness and give comforting relationship or intersection with the environment.
LIMITED VIEW FROM ROADWAY	The area which can be viewed from an automobile on the roadway; restricted to the near view, usually ranging between 0 and 300 feet from the roadway.	N/A	Unifies an area; emphasizes the landscape; provides vistas and open space; and determines the character of development; helps people, particularly those living in the area, to identify communities and neighborhoods.
NOISE INTRUSION	An assessment of the areas which are potentially exposed to existing or future high noise levels from major transportation sources. SIGNIFICANT NOISE INTRUSION: Exposure of an area to noise levels that are unacceptable for residential land uses without application of noise control measures. MINIMAL NOISE INTRUSION: Exposure of an area to noise levels that are acceptable from the standpoint of protecting the public health and welfare.	N/A	Specific evidence points to noise as an important health and welfare concern. Hearing damage is the most severe health hazard resulting from excessive noise. Effects of transportation noise are mental stress and the interference with speech, sleep and performance capabilities. Noise can also adversely affect property values. Highways and aircraft within the planning area are the most significant sources of noise pollution. Aircraft noise is a function of their numbers, types, and flight paths. Highway noise depends on the volume, percentage of trucks, speed, and the terrain.
AIR QUALITY	An assessment of the concentration of man-made contamination of the atmosphere.	N/A	Air quality is predominantly automotive related within the metropolitan area. Automotive air pollution generally occurs in two locations: one, localized along roadways; the other, generalized throughout the metropolitan area.

ASSESSMENT OF ENVIRONMENTAL FEATURES

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GUIDELINES

	APPROPRIATE USES	CONSTRAINTS ON USES	IMPLEMENTATION
PROMONTORY	Used to promote efforts to achieve high quality design for buildings or landmark structures to be constructed at prominent locations.	Visibility of or from hilltops should be maintained or improved in order to enhance the overall form and character of the Sub-region; to contribute to the distinctiveness of communities; and to permit easy identification of amenities.	Site plan review under existing regulation (Zoning Ordinance) in I-3, R-T, R-H, R-20, R-30, R-30-C, R-18, R-18-C, R-10, M-X-T, and Comprehensive Design Zones; also, through the Cluster provision of the Subdivision Regulations. Site Plan review for other zoning categories, as a condition to zoning, special exceptions, building permits, public agency referrals, etc. Subdivision review process.
RIDGE LINES	Careful development on major ridge lines to preserve scenic beauty.		
ABRUPT RELIEF CHANGES	Uses limited to those which heighten the visual effect of the change; such open space uses as a row of trees can be effective.		
WOODLAND	Retention of forest lands for use as recreation,conservation and buffer areas shall be encouraged throughout the Planning Area(s). Dense forests can maintain housing of about one dwelling unit per acre or cluster development, but only where trees are abundant can this be accomplished. Lumbering shall be done only under a well-managed reforestation program.	No extensive lumbering to be permitted on steep slopes or severe slopes or flood-prone areas.	• Application of existing State ordinance as it applies to reforestation. • Prince George's County Woodland Conservation and Tree Preservation Program, adopted 1989
RARE NATURAL FEATURES	Controlled recreation; preservation for natural, historic, scientific, educational and aesthetic purposes.	No development to be permitted which would interfere with the quality of the feature.	Administration of the Historic Sites and Districts Ordinance: provides criteria and procedures for the designation of historic sites and districts, general regulations and permit procedures for improvements, governmental assistance, posting of historic markers, and penalties for violations or destruction of historic sites and structures. Official designation as an Historic Site, requiring a permit issued by the Historic Preservation Commission for any changes. Subtitle 25, "Trees and Vegetation".
HISTORICAL/ ARCHEOLOGICAL SITES AND DISTRICTS	Preserve notable landmarks; areas of historical, archeological or architectural value should be preserved in their current state, with restoration if warranted. Historic sites and their environmental settings and historic districts should be protected, maintained and enhanced.	No development to be permitted which would interfere with setting and appreciation of the site.	
LANDMARKS	Views of landmarks should be protected and surrounding development should be carefully designed.	No development to be permitted which would interfere with viewing and appreciation of the landmark.	Subdivision and site plan review process.
SCENIC VISTAS	Establishment of new view points at key locations.	Overlooks and other view points for appreciation of the Planning Area(s) should be protected and supplemented by limitation of construction of buildings and other structures where necessary to prevent obstruction.	Title 9, Subtitle 2, Section 9-208, "Tax Property Articles", Annotated Code of Maryland, provides for property tax credits of up to 100%, for which the owner conveys or assigns to the County, State or Federal Governments, or to the M-NCPPC, as easement of interest which limits the use in such a manner as to preserve its natural open character.
LIMITED VIEW FROM ROADWAY	Design of street areas should capitalize on opportunities to emphasize the distinctive nature of districts and neighborhoods and to increase clarity of routes for travelers.	No wide streets with low and/or scattered buildings (for example, strip commercial) which poorly define and do not contribute to an orderly pattern and positive image of the community to be permitted.	
NOISE INTRUSION	Uses compatible with high noise intrusions are agriculture, industrial, office and retail commercial uses, as well as some recreation. Various types of noise barriers (e.g. earth berms, walls, dense woods, rows of buildings, and the terrain itself), buffer areas, and the orientation of buildings reduce highway noise impacts. Acoustical insulation and the design of individual buildings can reduce the noise impacts from highways.	Noise-sensitive residential areas should be isolated from major highways. Roadway improvements and reconstructions would require noise mitigation to protect sensitive receptors (e.g. residences, hospitals, schools, churches, nursing homes). No residential development to be permitted to occur within significant noise intrusion zones, unless the site design includes adequate noise control measures. Developers to be required to prepare noise studies and provide representative noise measurements of sites proposed for development within the significant noise intrusion zone.	• Regulated by the State Department of the Environment • Prince George's County Code, Subtitle 19, "Pollution", Division 2A, "Noise Control" • HUD Noise Guidelines
AIR QUALITY	Encourage the preservation and/or the introduction of trees and other vegetation that tend to counteract the negative effects of air pollution.	Discourage pedestrian-oriented activities within localized areas which exceed ambient environmental air quality standards.	• Maryland State Department of the Environment • Regulations Governing the Control of Air Pollution in Area IV (2.6.11.06) — Federal Clean Air Act of 1970 • Prince George's County Code, Subtitle 19, "Pollution", Division 1, "Air Pollution"

- Tree Preservation - The County should continue with its efforts to adopt a tree preservation ordinance as an integral tool for the protection of woodlands and environmentally sensitive areas. This legislation is needed to halt indiscriminate tree cutting and the removal of environmentally protective vegetative ground cover. The Prince George's County Woodland/Conservation Tree Preservation Ordinances were adopted in November, 1989.

GUIDELINES

1. An open space and conservation area network, based on existing soil conditions, slopes, watercourses, vegetation, natural ecological features, and estimated future population needs, should be established and maintained.

2. Developers shall be encouraged to utilize the Comprehensive Design Ordinance, the cluster provisions and site plan review provisions of the subdivision regulation and other innovative techniques that ensure responsible environmental consideration.

3. Land dedicated in accordance with the subdivision regulations for the provision of needed recreation facilities should not consist solely of floodplains or other parts of the Natural Reserve Areas.

4. The responsibility for environmentally sound development practices should apply equally to private and public interests; decisions concerning the selection and use of properties should be based on environmental considerations.

5. Developers shall be encouraged to capitalize on natural assets through the retention and protection of trees, streams, and other ecological features.

6. The Natural Reserve Areas, containing floodplain and other areas unsuitable for development, should be restricted from development except for agricultural, recreational and similar uses; landfilling should be discouraged.

7. All development proposals should provide effective means for the preservation and protection of Natural Reserve Areas, and development plans for lands containing open space and conservation areas should specify how and by whom these areas will be maintained.

8. Limited development should be permitted in Conditional Reserve Areas, based on the significant physiographic constraints and natural processes of the land.

9. In the Perceptual Liability Areas, land uses such as schools, residences, nursing homes, and libraries that are sensitive to noise intrusion, air pollution, and other characteristics of excessive vehicular traffic should be protected by suitable construction techniques and by the enforcement of legally mandated standards.

10. Developers shall be encouraged to include careful site planning and construction techniques which are designed to reduce the adverse impact of point and nonpoint source noise that exceeds the State's current maximum allowable levels for receiving land uses.

11. Citizens, developers, and others should be encouraged to seek current information on the area's environmental condition, and on all aspects of related regulatory systems and functional programs from the appropriate local, state and federal agencies.[1]

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[1]Refer to Guide to Environmental Information for Prince George's County, Maryland, Environmental Planning Division, M-NCPPC, June 1982.

HISTORIC PRESERVATION

GOAL

- To enhance the quality of life through the preservation of designated historic resources which are significant for their historical, archeological, architectural, and cultural value.

OBJECTIVES

- To recognize designated resources, sites and districts as valuable physical components of our heritage.[1]
- To promote the historical, archeological, architectural and cultural significance of designated historic resources.
- To encourage private and public preservation activities so that these resources can be appreciated and enjoyed by present and future generations.
- To formulate areawide and site-specific proposals that protect designated historic resources from the adverse affects of incompatible land use.
- To amend the Historic Sites and Districts Plan to incorporate surveyed properties which have been recommended for designation by the Historic Preservation Commission (HPC).
- To encourage restoration, maintenance, and continued use of historic resources through tax incentives and grant and loan programs.

BACKGROUND

Historic preservation is a nationwide movement involving such diverse activities as the restoration of individual landmarks, the creation of historic districts, the preservation of rural villages, and the protection of cultural landscapes and archeological sites. The movement is supported by a framework of local, state and federal preservation legislation. Milestone pieces of federal legislation have included the 1966 National Historic Preservation Act, which expanded the National Register of Historic Places and required review of federal actions affecting National Register properties. Other federal legislation such as the 1976 Tax Reform Act, the 1981 Economic Recovery Tax Act and the 1986 Tax Reform Act provided economic incentives for the restoration of historic buildings.

The preservation movement has created nationwide recognition that historic buildings:

- are a significant part of our heritage, tangible reminders of our history and of those who came before us;

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[1]Objective adapted from the Prince George's County Historic Sites and Districts Plan, 1981

- offer architectural features that are difficult to find in contemporary structures;
- provide a "sense of place" which is often absent in newer buildings;
- constitute, in some areas, an important tourist attraction and source of revenue;
- stimulate the economy by creating a demand for restoration products and services.

CONCEPT

Historic Sites and Districts Plan

In Prince George's County, the efforts of local preservationists and the County Government resulted in the 1981 Prince George's County Historic Sites and Districts Plan and preservation ordinance (Subtitle 29 of the County code). In 1982, the County Historic Preservation Commission was established with authority to carry out the recommendations of the Master Plan. In addition to enacting preservation legislation and setting up the Historic Preservation Commission, the County Council enacted legislation to integrate preservation into the land use planning process through zoning, special exception and subdivision referrals. A number of private organizations are also actively involved in preservation efforts in the County.

This Master Plan is consistent with the purposes of the Historic Sites and Districts Plan, which are to safeguard the historical and cultural heritage of the County; to strengthen the local economy through tourism; and to encourage continued private ownership of historic resources. One of the Historic Preservation Commission's functions is to review the unclassified historic resources to determine whether they should be classified as Historic Sites or as Historic Districts, or be removed from the Historic Sites and Districts Plan. The Historic Sites and Districts Plan is currently undergoing review through a technical amendment process to bring it up to date with actions taken by the Historic Preservation Commission from 1982 to the present. A Public Hearing on the Plan Amendment is expected to take place early in 1991.

Historic Resources in Planning Areas 65, 66 and 67

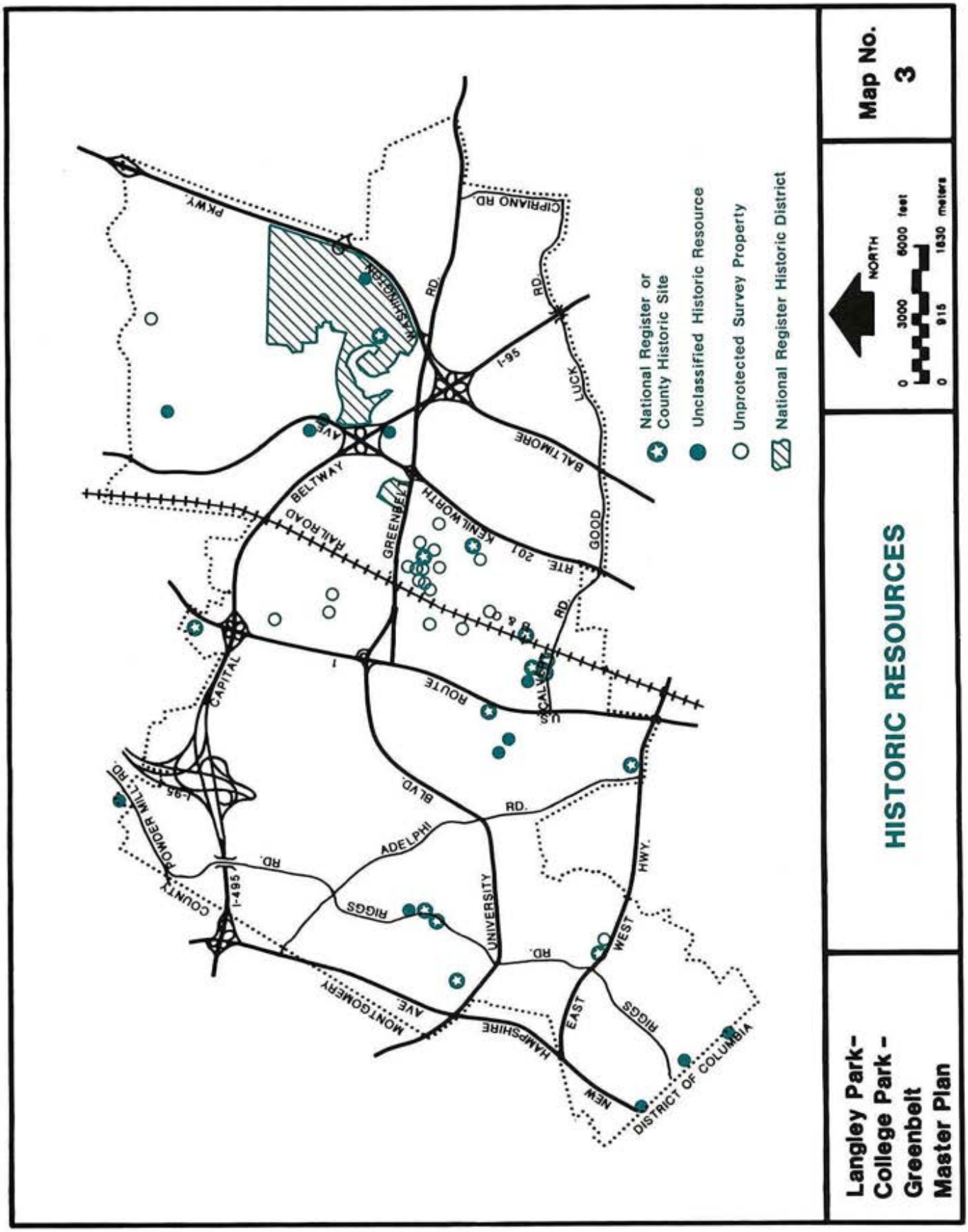
Within the Planning Areas there are over 25 identified historic resources; approximately half of these are designated as Historic Sites. They are shown on Map 3. Also shown on Map 3 are additional historic properties recently surveyed and not yet protected by the Historic Sites and Districts Plan. The original Town of Greenbelt is listed in the National Register of Historic Places as is a small section of Takoma Park in Prince George's County. The College Park Airport is also listed in the National Register. The following list contains the names and numbers of all historic properties as identified by the Planning Department's Historic Preservation Section. The first two digits of the identifying number reflect the planning area in which the property is located. The third digit represents the number assigned to each property within the planning area.

Designated Historic Sites

The significance of those resources designated as Historic Sites is summarized below:

A. Cool Spring Farm (Miller's House) - 8441 Riggs Road, Adelphi (65-5)

Cool Spring Farm, a two-story brick house which stands a short distance from the Adelphi (Riggs) Mill, was the home of the mill operator. It was constructed late in the eighteenth century, presumably at the same time as the Mill itself, and renovated in the 1930's.


Map No. 3
HISTORIC RESOURCES
Langley Park–College Park–Greenbelt Master Plan
NORTH
0 3000 6000 feet
0 915 1830 meters
National Register or County Historic Site
Unclassified Historic Resource
Unprotected Survey Property
National Register Historic District
PKWY.
CIPRIANO RD.
WASHINGTON
RD.
I-95
LUCK
BALTIMORE
AVE.
BELTWAY
RAILROAD
GREENBELT
KENILWORTH
RTE. 201
GOOD
RD.
B & O
CAPITAL
I
ROUTE
U.S.
BLVD.
RD.
ADELPHI
I-95
POWDER MILL RD.
COUNTY
I-495
RD.
RIGGS
UNIVERSITY
HWY.
RD.
WEST
EAST
RIGGS
MONTGOMERY
AVE.
HAMPSHIRE
NEW
DISTRICT OF COLUMBIA

B. Adelphi Mill and Storehouse - 8401 and 8402 Riggs Road, Adelphi (M-NCPPC) (65-6)

Adelphi Mill, probably the oldest and largest mill in the Washington area, stands on the north bank of the Northwest Branch of the Anacostia River. The mill and cottage were built by Issachar and Mahlon Scholfield about 1796. The most prominent owner of the mill was George Washington Riggs, founder of the Riggs and Company banking house. Later owners, the McCormick-Goodhart family, gave the land and mill to the Maryland-National Capital Park and Planning Commission in 1951; the M-NCPPC has since restored it.

C. McCormick-Goodhart Mansion - 8151 15th Avenue Langley Park (65-7)

The tract upon which the McCormick-Goodhart mansion stands was part of a large farm owned for many generations by the Jackson family. Frederick and Henrietta McCormick-Goodhart acquired the farm in 1921 and commissioned nationally renowed architect George Oakley Totten, Jr., to design their mansion. It was completed in 1924. This magnificant mansion, a prime candidate for restoration and adaptive use, now houses a school and nursery for the Willowbrook Apartment complex.

D. Green Hill - 2009 Van Buren Street, West Hyattsville (65-8)

The historic residence at Green Hill was the home of William Dudley Digges, a prominent Prince Georgian. In 1960, the structure became a Pallottine Seminary.

Development of the land surrounding the designated Historic Site of Green Hill in West Hyattsville will require careful planning. The property is held in private ownership. It consists of more than 14 acres and is located in a residential neighborhood. To ensure the preservation of this Historic Site and to provide for compatible development on the surrounding acreage, the Plan recommends that the property be developed for medium suburban residential density through the Comprehensive Design Zone R-M (3.6-5.7 d.u./ac.). The Comprehensive Design Zone allows a credit of up to a 25 percent increase in density for the preservation of an historic resource. The amount of the credit would depend on the extent of the setting preserved around the historic building and the quality of the proposed restoration. A five acre environmental setting around the historic structure has been approved in concept. This acreage should protect the distinguished environmental setting of Green Hill. Boundaries of the five acres will be established at the time of development application. Preserving additional acreage will be treated as a public benefit feature to be considered for a density/intensity increment factor.

E. Brown's Tavern - 10240 Baltimore Boulevard, College Park (66-1)

This study recommends E-I-A zoning for the nine-acre parcel on which the Tavern stands, permitting low-intensity research and development uses. The building and an environmental setting should be integrated into any development proposal for the parcel.

A tavern known as the White House stood on this site in the 1790's, and became a popular stage stop on the Baltimore and Washington Turnpike which was built early in the nineteenth century. The farm on which it stood was purchased in 1835 by John W. Brown, who built the present Tavern building, part of which may stand on the foundation of the earlier Tavern. The building remained in the possession of Brown's descendants until 1913. In 1940 the Tavern was converted into a motor hotel, and small brick cottage units were built on the grounds; the complex is known today as Del Haven White House Motel. The old turnpike milestone, "25 M(iles) to B(altimore)", still stands on the south lawn; it is the only surviving milestone from the 1813 Washington and Baltimore Turnpike.

F. Rossborough Inn - Baltimore Avenue, College Park (State of Maryland) (66-2) (National Register)

Rossborough Inn was built circa 1803 on a tract of land purchased by Richard Ross. It is known to have been in use as an inn as early as October 1811, when Anthony St. John Baker, secretary to the British legation, stayed at "Ross's Tavern" on his way from Baltimore to Washington, and was later operated as an inn by George Calvert of Riverdale. It became the nucleus of the Maryland Agricultural College when it was deeded by Calvert's son in 1858. The Inn serves today as the University of Maryland Faculty/Alumni Club.

G. College Park Airport - 6709 Corporal Frank S. Scott Drive, off Calvert Road at B&O Railroad tracks, College Park (M-NCPPC) (66-4) (National Register)

College Park Airport is the oldest continuously used airport in the United States. The original leasing agreement by the U.S. Army dates from August 1909. Flight instruction for Signal Corps officers began at College Park Airport in October 1909, with Wilbur Wright being the first instructor. His first flight from this airport was enthusiastically reported in the press.

College Park Airport was part of the first commercial airmail service; it is now owned by the M-NCPPC.

H. Bloomfield (Deakins House) - 6406 Queens Chapel Road, University Park (66-5)

Bloomfield was, for over 100 years, the home of the prominent Deakins family. In 1923, this modest farmhouse was pivoted and renovated with the addition of two-story Neo-classical portico. It is a noticeable landmark in a residential community.

I. Cory House - 4710 College Avenue, College Park (66-8)

This is a good example of early suburban Queen Anne architecture with an adjoining garden. Built circa 1890, this house was, for a half-century, the home of Ernest Cory, Professor of Entomology at the University of Maryland. Professor Cory designed the garden, which includes extensive plantings of boxwood and azaleas.

J. College Park Woman's Club - 4711 Knox Road at Dartmouth Avenue, College Park (66-9)

This brick structure was one of the outbuildings of the Calvert estate at Riversdale. It is the only known surviving farm building from the Riversdale estate. From 1894 to 1930 it served as St. Andrews Episcopal Church, and through 1957 as the St. Andrew's Parish Hall. In 1957 it was purchased by the College Park Woman's Club, and still serves as their headquarters.

K. McDonnell House - 7400 Dartmouth Avenue, College Park (66-10)

This fine example of one of the early Victorian residences in College Park was built in 1896 by Henry B. McDonnell, Professor of Chemistry at the University of Maryland; Professor McDonnell became the University's first Dean of Arts and Sciences, and lived in the house through 1957.

L. Greenbelt Center School - 11 Crescent Road, Greenbelt (67-4-1)

Greenbelt Center School is an outstanding example of the streamlined phase of the Art Deco style of architecture. The building was designed by Reginald Wardsworth and Douglass Ellington, Resettlement Administration architects who also designed the rest of the town in the 1930's. Built in 1937, the Greenbelt Center School is also significant because it is an integral part of the planned community of Greenbelt, and is an anchor of the National Register Historic District.

M. Sportland (Berwyn Heights House) - 5937 Natasha Drive, Berwyn Heights (67-5)

This two-part house stands on a tract once known as Yarrow, owned during the eighteenth century by the Edmonston family. The east section of the present house was probably constructed before 1798, and the larger Greek Revival style section was constructed circa 1850 by Ethan Allen Jones. Although significantly altered, Sportland is a noticeable landmark in a densely developed residential community.

Unclassified Resources

1. Powder Mill Site (65-1)
2. John Forney House (65-4)
3. John Miller House (65-9)
4. District of Columbia Boundary Marker N.E. #3 (65-10)
5. District of Columbia Boundary Marker N.E. #4 (65-11)
6. Morrill Hall (66-6)
7. Calvert Hall (66-7)
8. Harrison Store, Trolley Stop Sweet Shop (66-11)
9. USDA Farm house #1 (67-1)
10. Methodist Preaching Place (Marker) (67-2)
11. Greenbelt Cemeteries (67-3)

Survey Properties

Since the Historic Sites and Districts Plan was adopted, a number of properties have been surveyed which do not have the protection of either the Master Plan or the Preservation Ordinance. They are listed here and are recommended to be added to the Inventory of Historic Resources. After evaluation by the Historic Preservation Commission, some then would become historic sites.

65-13 - Green Hill Overseer's House
6606 22nd Place, Hyattsville

66-14 - Lakeland High School
8108 54th Avenue, College Park

66-15 - Buck-Singleton House
4908 Hollywood Road, College Park

66-18 - Lake House (Presbyterian Parsonage)
8524 Potomac Avenue, College Park

66-24[a] Baker Holliday House
5005 Huron Street, College Park

66-25[a] LaValle House
5013 Huron Street, College Park

67-7[a] - Berwyn Heights School
5814 Ruatan Street, Berwyn Heights

67-8 - CCC Lodge
Powder Mill Road, east of Research Road, Beltsville

67-10[a] - Wetherald House
8411 58th Avenue, Berwyn Heights

67-11[a*] - O'Dea House
5804 Ruatan Street, Berwyn Heights

67-12 - Chlopicki House
5717 Ruatan Street, Berwyn Heights

67-13 - Cross-Russell House
5805 Ruatan Street, Berwyn Heights

67-15 - Wolfe House
5617 Ruatan Street, Berwyn Heights

67-16[a] - Pickett House
8616 57th Avenue, Berwyn Heights

67-17[a] - Kleiner-Dillon House
5603 Ruatan Street, Berwyn Heights

67-18 - Cissel House
8911 57th Avenue, Berwyn Heights

67-19 - Schniedman-Seal House
5713 Seminole Street, Berwyn Heights

67-21[a] - Elwood J. Taylor House
8516 58th Avenue, Berwyn Heights

a = Evaluated by the Historic Preservation Commission and recommended for designation as Historic Sites through this Master Plan.

* = Listed in the National Register of Historic Places

Historic Districts

1. Greenbelt Historic District (67-4), listed in the National Register of Historic Places - The Greenbelt Historic District is the original core of Greenbelt Town, built between 1937 and 1941 as one of three "greentowns" founded by the Federal Government's Resettlement Administration. The National Register Historic District contains approximately 360 buildings, of which nearly 90 percent date from the 1935-1941 period. A group of citizens is considering revising the historic district nomination to include more information on the district's buildings. They are also considering seeking historic district designation under the County's Preservation Ordinance.

2. Old Town College Park Survey Area (66-21) - Parts of Old Town College Park could be considered for historic district designation to promote preservation of the character of this area. The block bounded by Rhode Island Avenue on the west, Calvert Road on the south, Dartmouth Avenue on the east, and College Avenue on the north have been surveyed; this work can be used as background material for further survey work of a larger area and an analysis of potential district boundaries (see Map 4). Here, too, a citizens' group is studying the possibility of County historic district designation under the Historic Preservation Ordinance.

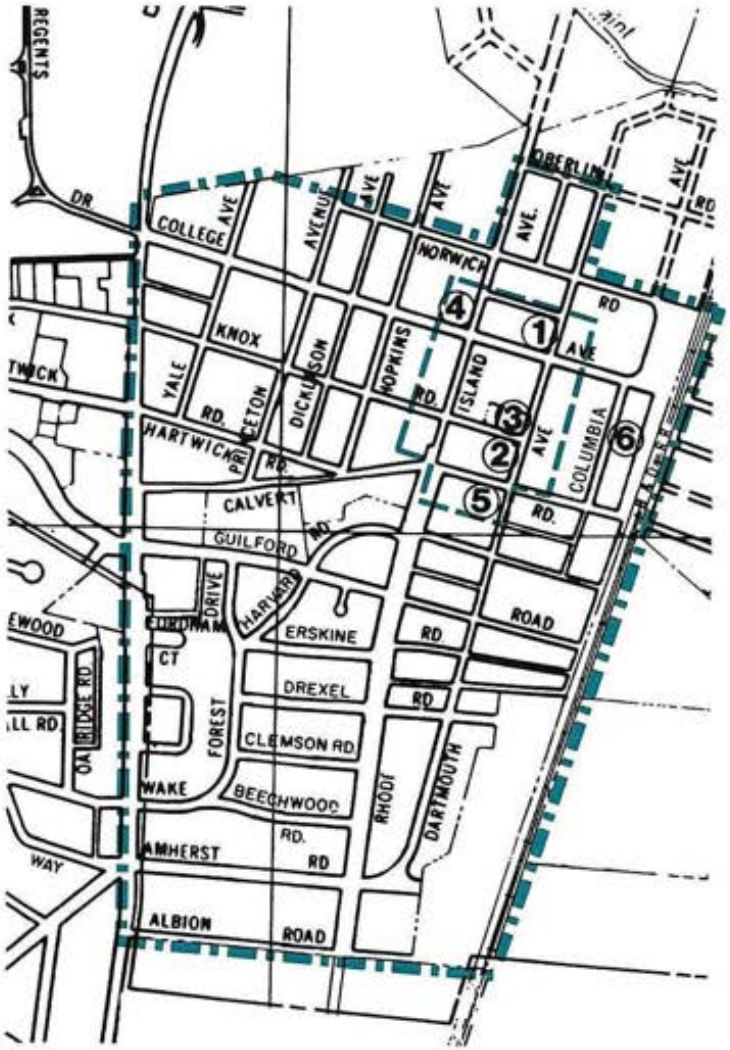
3. Berwyn Heights Survey Area (67-22) - A two-block section of Ruatan Street, between Berwyn Road and 60th Avenue, includes the original houses constructed in the 1888 subdivision of Charlton Heights (now Berwyn Heights). This section of Berwyn Heights has been surveyed and may be considered for future historic district designation.

The Prince George's Historic Preservation Commission encourages citizen involvement in preservation efforts, particularly in the establishment of a historic district under the County's Preservation Ordinance. The Historic Preservation Commission encourages the formation of a local committee to aid in survey efforts and to explain the historic

HISTORIC SITES, RESOURCES &
SURVEYED PROPERTIES

1. * Cory House (66-8)
2. * College Park Woman's Club (66-9)
3. * McDonnell House (66-10)
4. Harrison Store (66-11)
5. Elliott-McCall House (66-23)
6. Columbia Apartments (66-26)

* Plan Historic Site



Note: Boundaries subject to further Study

Historic Survey Area (November 1986)

Boundaries of Potential Historic District Study Area

Langley Park–College Park–Greenbelt Master Plan	**POTENTIAL OLD TOWN COLLEGE PARK HISTORIC DISTRICT**	NORTH **No Scale**	**Map No. 4**

district concept to community residents. The Historic Preservation Commission will consider an historic district nomination only if there is strong community support for it.

Strong citizen participation is also encouraged after historic district designation is attained. In Broad Creek, for instance, a Local Advisory Committee, composed of historic district residents and representatives of local organizations that were instrumental in obtaining district designation, has been set up to act as the liaison between the Historic Preservation Commission and district residents. It also serves as a source of preservation information for district residents. The Commission hopes to see such advisory committees set up in other historic districts, as designation is established, or in areas seeking district designation.

Preservation of Historic Resources

Historic resources in Prince George's County are protected by the Historic Preservation Ordinance (Subtitle 29 of the County Code). As designated historic sites, or as contributing buildings in a designated historic district, any exterior alterations must be consistent with the historic and cultural features of the buildings and contribute to their protection. The County Government has a program under which the owners of historic sites can obtain (for a fee) a bronze plaque to mark their property. A tax credit on County property taxes can also be granted for approved restoration work.

Properties designated as unclassified resources are also provided limited protection by the Historic Preservation Ordinance. Before any unclassified resource can be demolished or substantially altered, the resource must be reviewed by the County Historic Preservation Commission to determine whether the resource should become a classified historic site or part of an historic district.

In 1987, the Zoning Ordinance was amended to allow the grant of special exceptions for adaptive use of historic sites. The Ordinance encourages the restoration and adaptive use of historic buildings which might otherwise remain vacant, by broadening the range of uses to which they can be put under existing zoning. The ordinance allows the adaptive use of historic sites in residential, commercial, and industrial zones for certain residential or low-intensity commercial purposes not normally allowed in a particular zone. In granting a Special Exception, the Ordinance provides that certain conditions must be met to ensure that there will be no adverse impact on the neighborhood. Specifically, it provides standards for lighting, buffering, screening, and parking lot design. In addition, the proposed use must not adversely affect the historic structure's distinguishing architectural features or the important natural features (such as mature plantings) in its environmental setting.

RECOMMENDATIONS

The following recommendations pertinent to historic preservation in the Planning Areas require additional governmental actions beyond existing ordinances and regulations:

- In 1989, the Subdivision Regulations were amended to require that all historic resources on or adjacent to land being subdivided be identified. The regulations encourage plans that minimize the impact of new subdivisions on historic resources and that promote the restoration and continued use of historic resources.

- An incentive should be established in the form of on-site density transfer in exchange for preservation of an historic site.

- Legislation is needed to provide for an increase in the public benefit density credits allowed for preserving and restoring an historic site in the comprehensive design zones. Only the R-M Zone allows a credit of a 25 percent increase in dwelling units for preserving historic features. The M-A-C and L-A-C Zones allow for a lower (10 percent) increase, and the R-U Zone allows a 5 percent

increase. All of these comprehensive design zones should allow a credit of up to a 25 percent increase in allowable density for the preservation of an historic resource. The amount of the credit would depend on the extent of the setting preserved around the historic building and the quality of the proposed restoration.

- Application for zoning changes and for development projects should be required to demonstrate that massive changes in topography will not occur. In particular, where an historic resource and its environmental setting lie within the proposed project, the applicant should be required to submit a plan for the protection and continued use of the historic resource.

- An incentive for preserving open space around an historic site should be developed via the provision of an agricultural tax assessment for the land which is retained as open. This may need enabling legislation, but should be investigated and supported.

GUIDELINES

1. Preservation efforts should be encouraged in conjunction with residential, commercial and industrial development projects.

2. Preservation projects should be designed to enhance an historic property's environmental setting through the retention and protection of existing natural features.

3. Developers should be encouraged to utilize the provisions of the comprehensive design zone, cluster and site plan ordinances to enhance the preservation of historic resources.

4. Scenic easements should be used to protect the settings of historic resources and should not be limited to those areas adversely affected by environmental constraints.

5. Historic resources should be adequately protected from the adverse impact of incompatible development through the extensive use of landscaped strips, open space areas, berms, opaque vegetative screening and other creative site planning techniques.

6. Preservation projects should be designed to enhance the distinguishing physical features of historic resources.

7. Proposals for new construction should be designed to complement the architectural characteristics of adjacent historic resources.

8. The relocation of historic resources should be considered only as a last resort to avoid imminent demolition.

9. Where appropriate, historic resources should be linked with the countywide trail system. Interpretative markers and signage may be useful in some locations. Funding should be sought from the appropriate agency's capital improvement program.

LIVING AREAS

GOAL

- To protect and improve the quality of all living areas.

OBJECTIVES

- To place a high priority on the continual upgrading, rehabilitation, and conservation of existing living areas through both public and private actions and by strategically utilizing public programs and capital improvements toward this end.
- To emphasize the need to upgrade the quality of existing and developing neighborhoods with assets and amenities that will insure stability and provide a sound basis for the protection and enhancement of homeowner equities.[1]
- To eliminate incompatible uses that intrude into and disrupt living areas.
- To encourage the demolishing of vacant, dilapidated houses which cannot or will not be upgraded in order to eliminate their blighting influence. (See footnote 1.)
- To encourage removal of incompatible, illegal, and nonconforming uses within living areas.
- To minimize undesirable social and physical impacts on living areas resulting from new construction or improvements of transportation facilities.
- To provide for an effective transition between residential uses and adjoining nonresidential uses through the imaginative use of urban design and the development of effective buffering techniques and standards. (See footnote 1).
- To encourage residential area designs which preserve as much of the original land form and tree cover as possible.
- To encourage the design of housing and living areas that create safe spaces, which will in turn minimize vulnerability to crime and facilitate unobstructed access for emergency vehicles. (See footnote 1.)
- To provide for a compact and contiguous residential development pattern that will minimize the costly scattering of public services, facilities, and utilities. (See footnote 1.)
- To recommend public facilities and services that are responsive to the specific needs generated by the residents of each living area.

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[1]Objective adapted from the Housing and Neighborhood Element of the General Plan.

- To assure that future housing and neighborhoods are designed and located to provide protection from floods, stormwater damage, erosion, unstable soil conditions, noise, vibrations, aircraft accidents, and other incompatible uses, and place a high priority on correcting and preventing these deficiencies.

- To recognize the role of municipalities and encourage their efforts to preserve the character of their communities and upgrade these whenever necessary.

BACKGROUND AND BASIC ISSUES

The Planning Areas contain living areas that differ from each other in the quality of housing and the living environment. Living areas are primarily residential areas. Other uses within living areas include public and quasi-public facilities and commercial development. These uses (i.e. fire station, library, park, local shopping center, etc.) serve local public facility and convenience needs within the residential areas.

The living areas range from attractive, well-maintained neighborhoods to those areas that have undergone changes and are in a state of general decline. Many factors are responsible for this variation in quality and physical character: the age of housing, type of construction, expansion of subdivisions and apartment development, inadequate planning of public facilities, incompatible land uses, mediocre design, and inadequate environmental protection. One of the priorities of the Plan is to identify problems and to recommend methods and programs that will prevent further decline in living areas, while encouraging improvement of existing conditions. Federal, state, and county programs that offer assistance in the areas of housing rehabilitation and neighborhood improvement are addressed in the Housing Chapter.

Most of the Planning Areas offer sound, pleasant and mature neighborhoods in which to live and raise families. Physical amenities such as parks and recreational activities are present in some neighborhoods. There is a wide range of housing choices in terms of type, style, soundness of construction and price. A few older neighborhoods in the Planning Areas, particularly those located at the southwestern edge adjacent to the District of Columbia, exhibit a need for home maintenance programs and neighborhood improvement.

Strip-commercial development exists along Route 1, Greenbelt Road, University Boulevard, and New Hampshire Avenue. This type of development, rather than activity centers, causes traffic congestion, is very unattractive and adversely impacts the aesthetic quality and stability of the adjacent residential areas.

Industrial traffic within three residential areas is another problem. The existing truck traffic in the Branchville, Berwyn and Berwyn Heights areas creates adverse impacts to the living environment including noise, air pollution and accidents. The Employment Areas Chapter contains a discussion of industrial access through residential areas. Relocation of industrial access roads is recommended in the Circulation and Transportation Chapter.

CONCEPT

The Planning Areas consist of three communities - Langley Park, College Park and Greenbelt and the following eight subcommunities - Hillandale, Adelphi-Langley Park, Chillum-Takoma Park, Hollywood-College Park Woods, College Park-University Park, Springhill Lake-Berwyn Heights, Greenbelt, and Greenbelt Park. These were identified to facilitate the gathering of statistical data relating to dwelling units, population and retail commercial. They respond to the need to plan for appropriate levels of retail activity, parks, schools, and public facilities. While community boundaries are usually discernible, residents in some areas may not consider the communities identified by this Plan to have the same boundaries or limits as the area in which they live. The communities and subcommunities are displayed on Map 5.

Langley Park-
College Park -
Greenbelt
Master Plan
COMMUNITY STRUCTURE
Map No.
5
NORTH
0 3000 6000 feet
0 915 1830 meters
SUBCOMMUNITIES
1. Hillandale
2. Adelphi-Langley Park
3. Chillum-Takoma Park
4. Hollywood-College Park Woods
5. College Park-University Park
6. Springhill Lake-Berwyn Heights
7. Greenbelt
8. Greenbelt Park
1
2
3
4
5
6
7
8
BELTWAY
GREENBELT
KENILWORTH
RTE. 201
GOOD LUCK
BALTIMORE
B & O
ROUTE
US
CALVERT
RD.
ADELPHI
BLVD.
UNIVERSITY
HWY.
WEST
EAST
RIGGS
MONTGOMERY
AVE.
HAMPSHIRE
NEW
DISTRICT OF COLUMBIA
WASHINGTON
PKWY
CAPITAL
COUNTY
495

Additionally, the Planning Areas contain the following four municipalities: the City of College Park, Town of University Park, Town of Berwyn Heights and the City of Greenbelt. The most recently available data on population and per capita income for these municipalities are presented in Table 9.

Table 9

MUNICIPALITY
POPULATION AND INCOME

Municipality	Population	Per Capita
College Park	21,050	$11,424
University Park	2,470	27,000
Berwyn Heights	2,820	17,571
Greenbelt	16,020	17,411

Source: U.S. Census Bureau, 1989
Estimated population and per capita income.

The existing dwelling units and population for each subcommunity are shown in Table 10, while the projected dwelling units and population for the year 2010 are shown in Table 11. The planned dwelling unit and population (holding capacity) are shown in Table 12. The recommended density levels are expressed in dwelling units per acre. This represents several types of residential development for living areas based on environmental constraints, public facility standards, available vacant land, and sound planning principles. The holding capacity population ranges from 118,600 to 125,710 persons. The dwelling unit holding capacity ranges from 46,780 to 49,610. The gross densities proposed may vary depending on the use of either conventional euclidean zoning or the optional Comprehensive Design Zone (CDZ) on some of the vacant tracts.

The base residential zone proposed in the Planning Areas is R-55, which permits single-family detached homes on lots of 6,500 square feet at an average of 4.2 dwellings per acre. The R-80 single-family detached zone has a lot size of 9,500 square feet and allows 3.4 dwelling units per acre. In term of coverage, it is second to the R-55 Zone. Most vacant R-R zoned land is recommended for the R-80 and R-55 Zones.

Vacant residential land may follow past trends and be developed under the conventional euclidean zones (i.e, R-55, R-80, etc.). Comparable Comprehensive Design Zones can also be applied for as a development technique. The Comprehensive Design Zones allow more diversity, lower public costs, and generally better designs. The developer is granted density increases in exchange for public benefit features provided in the development plan. Clustering is another technique that encourages originality in site design and preservation of open space within a subdivision. To achieve a higher quality of development in a cluster subdivision, the County Council adopted CB-54-1986 and CB-55-1986 to strengthen the requirements concerning cluster development. Townhouses are no longer permitted in cluster developments in the R-80 and R-55 Zones. The Plan recommends the use of the Comprehensive Design Zones and cluster, wherever feasible, in order to improve the quality of the living environment. The Plan utilizes living area gross density ranges along with the comparable Comprehensive Design Zones and the conventional euclidean zones. These are shown in Table 13, Implementation Zones.

Table 10

EXISTING DWELLING UNITS AND POPULATION BY SUBCOMMUNITY, 1989
Planning Areas 65[1], 66 and 67

Subcommunity	Dwelling Units: Single-Family	Dwelling Units: Multifamily	Dwelling Units: Total Dwellings	Population
1. Hillandale	628	0	628	1,833
2. Adelphi-Langley Park	2,512	6,755	9,267	20,861
3. Chillum-Takoma Park	5,234	5,011	10,245	24,461
4. Hollywood-College Park Woods	3,446	1,229	4,675	11,228
5. College Park-University Park	2,780	1,709	4,489	19,765
6. Springhill Lake-Berwyn Heights	1,342	2,917	4,259	9,140
7. Greenbelt	3,799	4,619	8,418	19,114
8. Greenbelt Park	739	802	1,541	3,492
TOTAL	20,480	23,042	43,522	109,894

[1] Not including the City of Takoma Park.

Source: Round IV Dwelling Unit and Population Forecasts, January 1989, M-NCPPC, Information Management Division, Research Section.

RECOMMENDATIONS

A primary recommendation of this Plan is the encouragement of practices that ensure living areas to retain their vitality and to be protected from incompatible uses. To deal with areawide issues, the Plan recommends the following strategies:

1. Infill Development - The predominantly residential character of the Planning Area is well established and will largely remain. However, there are approximately 70 undeveloped tracts ranging from an acre to 180 acres. The use of the Comprehensive Design Zone (CDZ) and cluster on many tracts is recommended. The CDZ and cluster allow for more diversity, lower cost for roads and public facilities, preservation of open space, and the Planning Board site plan review to ensure better site design. The Plan recommends residential densities compatible with existing densities to preserve acceptable levels of public facility service, primarily an adequate transportation system.

Table 11

PROJECTED DWELLING UNITS AND POPULATION BY SUBCOMMUNITY
(YEAR 2010)
Planning Areas 65[1], 66 and 67

	Subcommunity	Dwelling Units	Population
1.	Hillandale	715	1,857
2.	Adelphi-Langley Park	9,960	20,270
3.	Chillum-Takoma Park	10,264	22,321
4.	Hollywood-College Park Woods	5,672	12,749
5.	College Park-University Park	5,403	20,251
6.	Springhill Lake-Berwyn Heights	4,619	8,824
7.	Greenbelt	9,518	19,512
8.	Greenbelt Park	1,991	3,977
	TOTAL	48,142	109,761

1 Not including the City of Takoma Park.

Source: Round IV Dwelling Unit and Population Forecasts, March 1988, M-NCPPC, Information Management Division, Research Section.

2. Housing Mixture - In 1986 the Planning Areas' housing mix consisted of 53 percent multifamily and 47 percent single-family units. With approximately 20 percent of the County's multifamily units in 1970, they increased their share to 22 percent by 1986. The General Plan recommends that the County seek an increased ratio of single-family units to apartments to provide a basis for promoting attractive, stable residential areas. Therefore, the Plan recommends that all vacant multifamily-zoned land be rezoned except at three locations.

3. Housing for the Elderly - The percentage of the total population in the 65 or over age group in Prince George's County increased from 4.0 percent to 5.5 percent between 1970 and 1980. Therefore, the housing demand for elderly people is on the rise. Housing for elderly people should be sited near public transportation, commercial services, medical services and other support services. Based on the above criteria, the Plan identifies the following possible sites and/or buildings suitable for senior citizen housing: the Green Hill on Van Buren Street in West Hyattsville, a 2.5-acre tract north of the Chillum Nursing Home on Truman Drive, and a five-acre site north of the North End School in Greenbelt.

Table 12

HOLDING CAPACITY BY SUBCOMMUNITY
(to nearest 10)
Planning Areas 65[1], 66 and 67

	Subcommunity	Dwelling Units Low	Dwelling Units High	Population Low	Population High
1.	Hillandale	740	780	2,070	2,180
2.	Adelphi-Langley Park	9,710	9,890	23,200	23,640
3.	Chillum-Takoma Park	10,580	10,730	25,280	25,640
4.	Hollywood-College Park Woods	4,980	5,100	12,590	13,890
5.	College Park-University Park	4,580	4,730	19,180	19,800
6.	Springhill Lake-Berwyn Heights	5,070	6,440	10,840	13,440
7.	Greenbelt	9,440	10,200	21,550	23,090
8.	Greenbelt Park	1,680	1,740	3,890	4,030
	TOTAL	46,780	49,610	118,600	125,710

[1] Not including the City of Takoma Park.

Source: M-NCPPC, derived from the approved Land Use Plan.

4. Historic Preservation - The Planning Areas contain a number of local and nationally recognized historic sites and resources as described in the Historic Preservation Chapter. These landmarks, while enriching the cultural context of the Planning Areas, also pose issues for harmonious development. The Plan recommends that the land surrounding the designated historic sites be developed under the Comprehensive Design Zones, wherever possible. This would allow preservation of an adequate environmental setting around the historic building,while ensuring the development rights of the property owner. Specific recommendations for all the designated sites in the Planning Areas are addressed in the Historic Preservation Chapter. The Plan also recommends that proposals for new residential development and construction in the Greenbelt and Old Town College Park Historic Districts be designed to compliment the architectural significance of adjacent historic resources.

5. Noise Intrusion - The traffic on I-95 and I-495 is the dominant generator of noise pollution in the Planning Areas. Only a few undeveloped, residentially zoned areas abut I-95 and I-495. These areas are recommended to be developed under the Comprehensive Design Zones to provide sound mitigating buffers such as earth berms and other noise abatement measures. Section 24-121 of the Subdivision Regulations enumerates requirements for residential lots adjacent to arter-

Table 13

IMPLEMENTATION ZONES
Planning Areas 65[1], 66, and 67

Plan Designation		Comprehensive Design		Conventional		
Land Use	D.U./Acre	Zone	D.U./Acre	Zone	D.U./Acre Avg.	Max.
Low Suburban	1.6 - 2.6	R-S[5]	1.6 - 2.6	R-R	1.85	2.17
Suburban	2.7 - 3.5	R-S[5]	2.7 - 3.5	R-80	3.4	4.5
Medium Suburban	3.6 - 5.7	R-M[5]	3.6 - 5.7	R-55	4.2	6.7
High Suburban	5.8 - 7.9	R-M[5]	5.8 - 7.9	None		
Low Urban[2]	8.0 -11.9	R-U[5]	8.0 -11.9	R-35	8.5	12.4
		R-P-C	8.0	R-T	10.0	12.0
				R-18 (Garden)	10.0	12.0
				R-30	10.0	10.0
				R-30C[6]	10.0	12.0
				R-20	11.0	16.3
Urban[3]	12.0 -16.9	R-U[5]	12.0 -16.9	R-18	12.0	12.0
				R-18C[6]	14.0	14.0
				R-30C[6]	12.0	12.0
High Urban[4]	17.0 -48.4	None	-	R-18C[6] (Midrise)	20.0	20.0
				R-18 (Midrise)	20.0	20.0
				R-H	48.4	48.4
				R-10	48.0	48.0
				R-10A[7]	48.0	48.0

		D.U./Acre	F.A.R.[8]
Local Activity Center (L-A-C)	Neighborhood	8 - 10.4	.16 - .31
	Village	10 - 15.0	.20 - .64
	Community	10 - 20.0	.20 - .68
Major Activity Center (M-A-C)	New Town	10 - 25.0	.20 - .88
	Metro Center	48 - 125.0	1.00 - 2.70

1 Not including the City of Takoma Park
2 Typically townhouses
3 Typically garden apartments
4 Typically mid-rise and high-rise apartments
5 Includes ≤ 3,000 sq. ft. Convenience Goods
6 Condominiums
7 High-rise efficiencies
8 Floor Area Ratio (F.A.R.) or total floor space as a proportion of lot size.

ial roads or highways in terms of depth lots and provision of earth berms, plant materials, fencing, and/or the establishment of a building restriction line. Other measures to minimize the impact of noise in residential areas include: placing the parking lots, recreation areas, and open space between the sensitive residential areas and the noise source; orienting buildings to minimize noise impacts by utilizing a site's topography and vegetation; constructing earth berms and walls and incorporating noise-reducing features such as room arrangement, window placement, acoustical insulation, and the location of patios and courtyards in the design of individual buildings.

6. Screening - A number of residential communities in the Planning Areas are adjacent to commercial establishments. Because of land use conflicts, the existing commercial establishments create adverse impacts on the adjoining residential communities. These adverse impacts, which are due to the lack of screening, include unsightliness, litter, noise, physical activities, vibration, odor, glare, and invasion of privacy. Although it will take a long time to achieve screening along the entire length of a commercial strip, it is recommended that, when a business undertakes a major structural or site renovation or there is a change in the use, appropriate screening be installed. This would apply to all strip-commercial developments abutting residential areas. Specific recommendations of screening for the existing or proposed commercial development are addressed in the Commercial Chapter.

Subcommunity Recommendations

1. Hillandale - The Beltway and I-95 form the southern and eastern boundaries of the Hillandale subcommunity, which consists primarily of single-family detached homes. Most houses were constructed in the 1940's and 1950's based on the old R-R zoning requirements of 10,000-square-foot lots. The Plan proposes retaining the existing single-family detached residential character and density level at the current R-R zoning.

   The Hillandale subcommunity is developed except for a few scattered vacant tracts on Powder Mill Road and Riggs Road. The Plan recommends that all vacant tracts be developed as suburban density, single-family detached residential (CDZ, R-S, 2.7-3.5 du/acre) to be compatible with the adjoining neighborhoods.

   Traffic on Powder Mill Road (a two-lane street) is in excess of its capacity and is operating at an unacceptable Level-of-Service (LOS) "E". Therefore, the Plan recommends that the Durrett tract (19.9 acres) south of Powder Mill Road not be developed until widening of Powder Mill Road from Riggs Road to I-95.

2. Adelphi-Langley Park - The Adelphi-Langley Park subcommunity contains a variety of housing types including single-family detached, duplexes, garden apartments and high-rise apartments. The Plan recommends retention of all existing residential development. Large vacant tracts are recommended for suburban density, single-family detached residential (CDZ, R-S, 2.7-3.5 du/acre) to minimize serious potential impacts on the existing road system.

   The Heitmuller tract north of the Buck Lodge Jr. High School and at the northwest quadrant of the I-495/I-95 interchange, is recommended for low suburban density, single-family detached residential (R-R zoning) to be compatible with the surrounding homes and not exacerbate traffic on the heavily travelled Riggs Road.

   Suburban density, single-family residential development (R-80 Zone) is recommended to be retained for the Edwards Property on Mt. Pisgah Road. This density will minimize traffic generation and potential access problems with Adelphi Road.

Suburban density, single-family detached residential (CDZ, R-S, 2.7-3.5 du/acre) is proposed on vacant tracts (a total of 96 acres) located east and south of the Adelphi Hills Subdivision between Adelphi Road and Cool Spring Road to keep traffic generation low and minimize traffic impact on Riggs, Cool Spring and Adelphi Roads.

Residents who are adversely impacted the most by the strip-commercial development on University Boulevard live in the Isabella Park, University Gardens and Langley Park Apartments. Intensive screening and/or other creative site planning techniques should be applied to any redevelopment of the commercial establishments and/or the apartments.

3. Chillum-Takoma Park - Most of the land now in residential use is proposed to remain in residential use. A few scattered vacant parcels of mostly less than 10 acres are located on Riggs Road, Ray Road, Eastern Avenue and Sligo Parkway. Residential densities compatible with the surrounding neighborhoods are proposed for the vacant land.

The 0.7 parcel located at the northwest quadrant of 5th Avenue and Orchard Avenue is recommended for the low-urban residential use category at the R-18 zone. Due to the large number of existing apartments in the Chillum-Takoma Park area, a seven-acre vacant tract zoned C-1, C-2, R-10, R-18, and R-55 fronting Sligo Mill Road between Ray Road and Orchard Avenue is recommended for townhouses (R-T Zone) to serve as a density gradation between existing commercial development and single-family detached homes. Townhouse development, which requires site plan approval by the Planning Board, would allow more flexibility in the site design. Thus, better utilization of the topography can be achieved than with single-family detached dwellings.

As a transitional use between garden apartments and single-family detached homes, single-family attached homes (R-35 Zone) are proposed on a four-acre tract north of Ager Terrace Apartments. The proposal will be compatible with the surrounding duplexes and apartments.

Although there are a large number of apartments in this subcommunity, it is recommended that the vacant, multifamily zoned property on University Boulevard at 15th Avenue be developed with apartments to prevent more strip-commercial development.

Several vacant parcels totalling five acres east of the 7-11 Store on Chillum Road are recommended for suburban density, single-family detached residential (CDZ, R-S 2.7-3.5 du/acre) to be compatible with the surrounding subdivisions and adaptable to the existing slope area near Kennedy Street.

4. Hollywood-College Park Woods - This subcommunity is a predominantly single-family detached area. The University of Maryland and the Beltsville Agricultural Research Center occupy almost half of the land. To assure compatibility with the existing low densities, the Plan recommends that all infill development be surburban density, single-family detached residential (CDZ, R-S, 2.7-3.5 du/acre). To retain the vitality of the living areas, the Plan emphasizes preclusion of nonresidential uses from residential areas, particularly along Route 1.

5. College Park-University Park - This is a largely built-up area with a housing mix of 58 percent single-family and 42 percent multifamily.

Old Town College Park is one of the oldest and most established neighborhoods in the Planning Areas. It has a housing mix of 53 percent single-family and 47 percent multifamily. Given the student housing demand, this neighborhood has long been a prime source of housing for students. A housing survey conducted by the M-NCPPC in 1986 for the section north of Calvert Road between Route 1 and the B&O Railroad tracks revealed that 41 percent of the dwellings

were renter-occupied, 11 percent were fraternity/sorority, and only 48 percent are owner-occupied units. Large homes are often renter-occupied units. Many apartments are converted into student housing units which demand more parking spaces than those legally required. Given these characteristics, the Plan recommends retention of all single-family detached homes and legal apartments. The Plan further recommends single-family detached homes (R-55 Zone) for all vacant parcels to maintain the historic character of Old Town, to preserve green space and to control parking demand. Fraternity and sorority houses legally existing prior to May 20, 1983, but not extended beyond the boundary line of the lot as it legally existed, are recommended for medium-density multifamily residential (R-18 Zone) to eliminate a large number of nonconforming uses. The District Council has directed the M-NCPPC to undertake a special study to delineate an area in Old Town College Park for limited expansion of the existing and proposed fraternities and sororities.

Although the Calvert Hills area south of Calvert Road between Route 1 and the B&O Railroad tracks was not as thoroughly surveyed as other sections of Old Town, it has problems of renter impact on owner-occupied residential neighborhoods. The Housing Code and Zoning Code must be strictly enforced in order to eliminate any illegal rental conversions.

The Berwyn neighborhood is, for the most part, built-up. The existing inventory of housing discloses a mix of 54 percent single-family and 46 percent multifamily. Most of the existing apartments are in the Lakeland area. Existing single-family and multifamily units are recommended for retention. Limited, low-profile commercial office development (C-O Zone) with screening is recommended for a vacant tract between Pontiac Street and Osage Street to serve as transitional uses between the existing homes and the service commercial uses.

The neighborhood of University Park includes a municipality and an adjoining subdivision called College Heights Estates. A few vacant parcels south of Campus Drive and east of Adelphi Road are recommended for single-family residential (R-55 Zone) to compliment the existing development.

The undeveloped 48-acre Cafritz tract is located at Route 1 and Albion Road. Only 4.2 acres are in the Planning Areas. The 1982 Adopted Planning Area 68 Sectional Map Amendment zoned that part of the property in Planning Area 68 R-55, with a finding endorsed by the County Council that the property be developed in a Comprehensive Design Zone category (refer to CB-34-1982). It is recommended that the developer submit a unified plan for the entire tract. Whether CDZ or euclidean, the density must be compatible with surrounding residential development.

6. Springhill Lake-Berwyn Heights - This subcommunity is, for the most part, built-up. It consists of two distinct areas - Springhill Lake with 2,899 garden apartments and townhouse units and Berwyn Heights, a predominantly single-family detached area. Existing single-family and multifamily residential areas are recommended for retention.

The vitality of the Berwyn Heights neighborhood has been weakened by the land use conflict with the commercial strip along Greenbelt Road. The Plan recommends the application of screening techniques to this area. (See recommendations addressed in "screening".)

7. Greenbelt - Surrounded by two federal installations on the north and east, the Greenbelt subcommunity comprises a major portion of the original core of Greenbelt.

The plan recommends retention of all existing residential development. The major projects in the area are: the "Sunrise" condominium/office on a 10-acre tract on Hanover Drive, single-family detached and attached houses south of Ora

Glen Drive and east of Hanover Parkway, a 100-unit single-family attached development on Parcel 15 west of Charlestowne Village/Charlestowne North and the Magnolia Farms property on Hanover Parkway north of Good Luck Road for single-family detached homes.

The distribution of housing types in this subcommunity are 59 percent apartments and 41 percent single-family dwellings. The Plan recommends that the existing R-P-C Zone be retained in the historic Old Town Greenbelt. Furthermore, the Plan recommends that the R-P-C Zone be expanded to include the Roosevelt Center, city parks, and other adjacent properties to protect the integrity of the historic "planned community." The Plan recommends low suburban density (R-P-C, R-R) for the 102-acre tract (Parcel 10) at the northeast corner of Greenbelt. The remaining vacant parcels south of the Greenbrook subdivision are recommended for various low- and medium-density residential uses.

8. Greenbelt Park - This subcommunity contains two completely different areas - the 802-unit Westchester Park apartments and townhouses on Kenilworth Avenue and the 706 single-family homes in Good Luck Estates on Good Luck Road. In the Westchester Park neighborhood, the Plan recommends residential uses at CDZ, R-M, 5.8-7.9 du/acre for the 17.4-acre vacant parcel. An eight-acre tract adjacent to Greenbelt Park on Good Luck Road is recommended for medium-suburban density, single-family detached residential without townhouses (R-55, CDZ, R-M 3.6-5.7 du/acre) to encourage better designs to lessen public cost and to be sensitive to the surrounding park and environmental constraints.

GUIDELINES

1. Living areas should be developed in a system of identifiable communities, oriented to adequate, appropriate community facilities. Recreation areas, school facilities, and convenience centers should be designed to serve as social focal points in residential areas.

2. Living areas should be developed in conjunction with scheduled public facility improvements. Activity centers and necessary public facilities should be developed concurrently with residential area growth.

3. Housing should be prohibited from areas designated exclusively for employment and industrial uses.

4. Living areas should contain no uses or activities which are incompatible with the residential activities.

5. A broad range of housing types and designs should be provided to meet the needs of different household ages, sizes and income levels.

6. High-density housing should be located only in such a manner as to relate to, and maximize convenience to, public and private service facilities for the greatest number of people in the area, and only where designated in the Plan. Sufficient space should be available for the provision of new or expanded supporting facilities in proportion to the expected population increase.

7. The site planning of apartment projects should provide adequate open space at the perimeter to serve as a buffer between the project and adjacent lower density residential development.

8. Multifamily development should have direct access to arterial or collector roads and should not have primary access through single-family residential streets.

9. Existing living areas should be preserved and upgraded, where appropriate, through the use of conservation and rehabilitation programs; and any environmental deficiencies should be corrected either through rehabilitation or removal.

10. Existing housing and neighborhoods should be preserved and upgraded by increasing housing code and zoning code enforcement, by initiating federally assisted code enforcement programs, and by utilizing the County fund for home improvement loans.

11. All significant aspects of housing and neighborhood quality should be monitored to identify and counteract neighborhood decline within the Planning Areas.

12. State and local legislation which will grant tax incentives for upgrading substandard housing should be encouraged and utilized.

13. Living areas should be designed and located in order to minimize vehicular through traffic. Neighborhoods should not be bisected by continuous collector streets, and communities by arterials, expressways or freeways.

14. Wherever possible, living areas should be linked to community facilities, transportation facilities, employment areas, and other living areas by a continuous system of pedestrian walkways and bike trails utilizing the open space and conservation network.

15. Future apartment development should be located within walking distance (usually a 1,500-foot radius) of public transportation access points.

16. A living area design proposal should include an analysis of internal traffic circulation, as well as an examination of the development's potential impact on the local transportation system.

17. New residential areas should be designed and existing neighborhoods improved to minimize vehicular through traffic.

18. Buffering in the form of landscaping, open space, attractive fencing, and/or other creative site planning techniques should be utilized to protect residential areas from commercial, industrial, and other incompatible uses.

19. Residential developments in close proximity to major highways should provide sufficient buffering along the highway(s) through the construction of berms/noise barriers and maintenance of vegetation to reduce exterior noise intrusion to a level of 65 dBA.

20. Residential structures should be designed in harmonious relationships to one another and to the terrain and should be situated to create interesting spaces.

21. Recreation areas, school facilities, and activity centers should be designed, or redesigned upon future expansion or renovation, to serve as social focal points in residential areas.

22. Housing shall be prohibited in unsafe areas such as wetlands, floodplains, and unstable soils, and should be designed and constructed to minimize stormwater runoff, erosion and sedimentation.

23. Developers should be encouraged to preserve natural amenities (streams, floodplains, wooded areas) and to incorporate these natural features into the environmental pattern of residential areas to serve as open space and to define and/or link together the living areas.

24. Whenever households are displaced as a result of governmental action, residents should receive encouragement and assistance to remain in or near the same neighborhood, if they wish to do so.

25. High-quality development shall be encouraged through the use of innovative techniques in the Comprehensive Design Zones and the cluster provisions of the Subdivision Regulations and the M-X-T Zone. Site plan review on residential development is encouraged.

26. Visual attractiveness and recreational amenities for residential areas should be increased through the provision of open space, public and private maintenance programs, and other private actions to ensure an interesting, varied, and harmonious appearance.

27. Expeditious handling of development proposals is encouraged which provide privately sponsored active recreation facilities (tennis courts, swimming pools, etc.) in addition to public open space.

28. Wherever possible, uses fronting on the Baltimore-Washington Parkway should conform to a particularly high standard of design, both as individual structures and as they blend in among other structures.

HOUSING

GOAL

- To provide decent, safe, and sanitary housing for all County residents by providing a broad range of housing opportunities and neighborhood choices which can meet the needs of different age groups, family sizes, lifestyles, and income capabilities.[1]

OBJECTIVES

- To preserve and, where necessary, upgrade existing housing and neighborhoods in the Planning Areas.
- To ensure the continuing availability of housing for families of all sizes, all age groups and every income level. (See footnote 1.)
- To increase public and private efforts to ensure high standards of construction in all forms of housing, as well as high-quality environments, for all residential areas.
- To provide adequate public facilities and services concurrent with residential development.
- To preserve natural amenities.
- To establish compatible residential densities with higher densities adjacent to activity centers and transit stations, where there will be access to public transit.
- To meet the needs of those residents requiring housing assistance through the Prince George's Housing Authority and other available services.
- To develop procedures to eliminate uses that are detrimental to nearby residential development, and to separate and buffer residential areas from commercial and industrial districts.
- To increase homeownership opportunities by encouraging condominium and cooperative ownership, as well as ownership of single-family homes.
- To intensify the code enforcement program so as to prevent the start of housing and neighborhood deterioration, to reduce overcrowding, and to eliminate safety hazards. (See footnote 1.)
- To encourage infill housing development within established neighborhoods to take advantage of existing physical and social infrastructures without adding significantly to the demand for new County services.

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[1]Adapted from the Housing and Neighborhood Element of The General Plan.

BACKGROUND

The main purpose of the Housing Chapter is to identify housing problems in specific areas and to recommend public and private actions and programs that will alleviate these problems. Most of the information presented in this chapter describes current housing conditions based on a survey performed by M-NCPPC of structural conditions of housing in the Planning Areas and compares it to an earlier survey.

Housing Characteristics

A comparison of housing data for the County and Planning Areas such as occupancy, type of units, costs and rents is based on M-NCPPC staff estimates and the 1970 and 1980 Census of Housing. In 1970, over half of the total housing (55 percent) in the Planning Areas, was comprised of multifamily dwelling units and 45 percent was single-family dwellings, including detached and attached units. In 1986, the Planning Areas' housing mix consisted of nearly 53 percent multifamily units and 47 percent single-family units. The Planning Areas had approximately 20 percent of the County's multifamily units in 1970 and 22 percent by 1987. (See Table 14.)

There were 21 condominium apartments with 4,226 units (mostly conversions) in the Planning Areas as of June 1986. Major concentrations include the area north of Metzerott Road near New Hampshire Avenue, the Westchester Park area, and the Greenbelt area on Greenbelt Road. The Planning Areas have approximately 43 percent of the County's condominiums.

Occupancy characteristics in the Planning Areas showed quite a disparity in 1970 between owner- and renter-occupied units, 42 percent and 58 percent, respectively. By 1980, owner-occupied units had increased to 53 percent and renter-occupied dwellings dropped to 47 percent. The County had a 50/50 split between owner- and renter-occupied dwellings in 1970, with a distribution of 55 percent and 45 percent, respectively, in 1980. (See Table 15.)

The median value of owner-occupied, single-family dwelling units in the Planning Areas in 1970 was $24,405; the County figure was $23,700. These figures were considerably higher by 1980. A large portion of the growth was due to inflation. The corresponding Planning Areas' value in 1980 was $64,658, which was just above the County's median of $64,500.

The median value (contract cash rent) of renter-occupied dwelling units in the Planning Areas in 1970 was $145, which was just above the County's median of $143. In 1980, the Planning Areas' median of $303 still remained above the County median of $282.

Housing Conditions

In 1970, the County conducted a survey of exterior conditions of residential and other structures as part of the Community Renewal Program (CRP). The County used three main categories for rating exterior structural conditions.

Condition #1 - Sound with no defects. Housing where no defects were visible to the observer, such as conditions associated with weather tightness, exterior disrepair, makeshift construction, and hazards to safety such as sagging porches and broken steps.

Condition #2 - Sound with minor defects. Showing evidence of slight defects, including lack of paint, slight damage to porch or steps, small cracks in masonry and foundations, broken or cracked windows, and visible lack of care in maintaining the condition of roofs, door frames, and window frames.

Condition #3 - Deteriorating and dilapidated. A classification of deteriorating was applied when the housing needed more repair than would be provided in the course of regular maintenance and where the evidence of neglect was such as to lead to serious

Table 14

HOUSING UNIT BY TYPE
1987

Type of Unit	Planning Areas[1]	Prince George's County	Percent of Prince George's County
Single-Family Detached and Attached	19,317	152,238	12.7
Multifamily	22,348	100,552	22.2
Totals	41,665	252,790	16.5

1 Not including the City of Takoma Park.

Source: Dwelling units, population and employment forecasts, M-NCPPC, Research and Public Facilities Planning Division, October 1987.

Table 15

OCCUPANCY OF HOUSING UNITS
1980

Type of Occupancy	Planning Areas[1]	%	Prince George's County	%	Percent of Prince George's County
Owner-Occupied	20,138	54	123,100	55	16.4
Renter-Occupied	17,431	46	101,689	45	17.1
Total Occupied Unit	37,569	100	224,789	100	16.7

1 Not including the City of Takoma Park.

Source: U.S. Census of Housing, 1980.

damage if not corrected. Signs of deterioration include holes, open cracks, or rotted, loose, or missing materials over a small area of the foundation, walls, and roof, as well as examples of unsafe porches and steps, missing windows, and door frames that were no longer rainproof or windproof.

Dilapidated housing was defined as not providing adequate shelter to the point where it endangered the safety of occupants. Critical defects within this classification include holes, open cracks, or rotted, loose, or missing material on a large area of the foundation, walls and roof. Included also were structures damaged extensively by flood, storm, or fire, and buildings whose construction was of a makeshift nature, such as those built of scrap materials and those lacking any type of foundation.

Of the 17,258 dwelling units surveyed within the Planning Areas by the CRP staff, 78 percent were in sound condition with no defects, 20 percent showed only minor defects, and about 2 percent were in a deteriorating or dilapidated condition. Most of the dwellings in a deteriorating condition consisted of detached and attached units (one to three housing units). The CRP data were compiled geographically by the 21 defined CRP neighborhoods. These neighborhoods are Langley Park, Takoma Park, Carole Highlands, Hampshire Knolls, Adelphi, Lewisdale, Chillum, a portion of Prince George Center, Buck Lodge, College Park Woods, Hollywood, Branchville, Berwyn, Lakeland, Springhill, Berwyn Heights, College Park, University Park, Greenbelt, a portion of Beltsville and a portion of Calverton.

The M-NCPPC staff conducted a survey of all housing units within the Planning Areas in 1986 using the following criteria for exterior structural conditions:

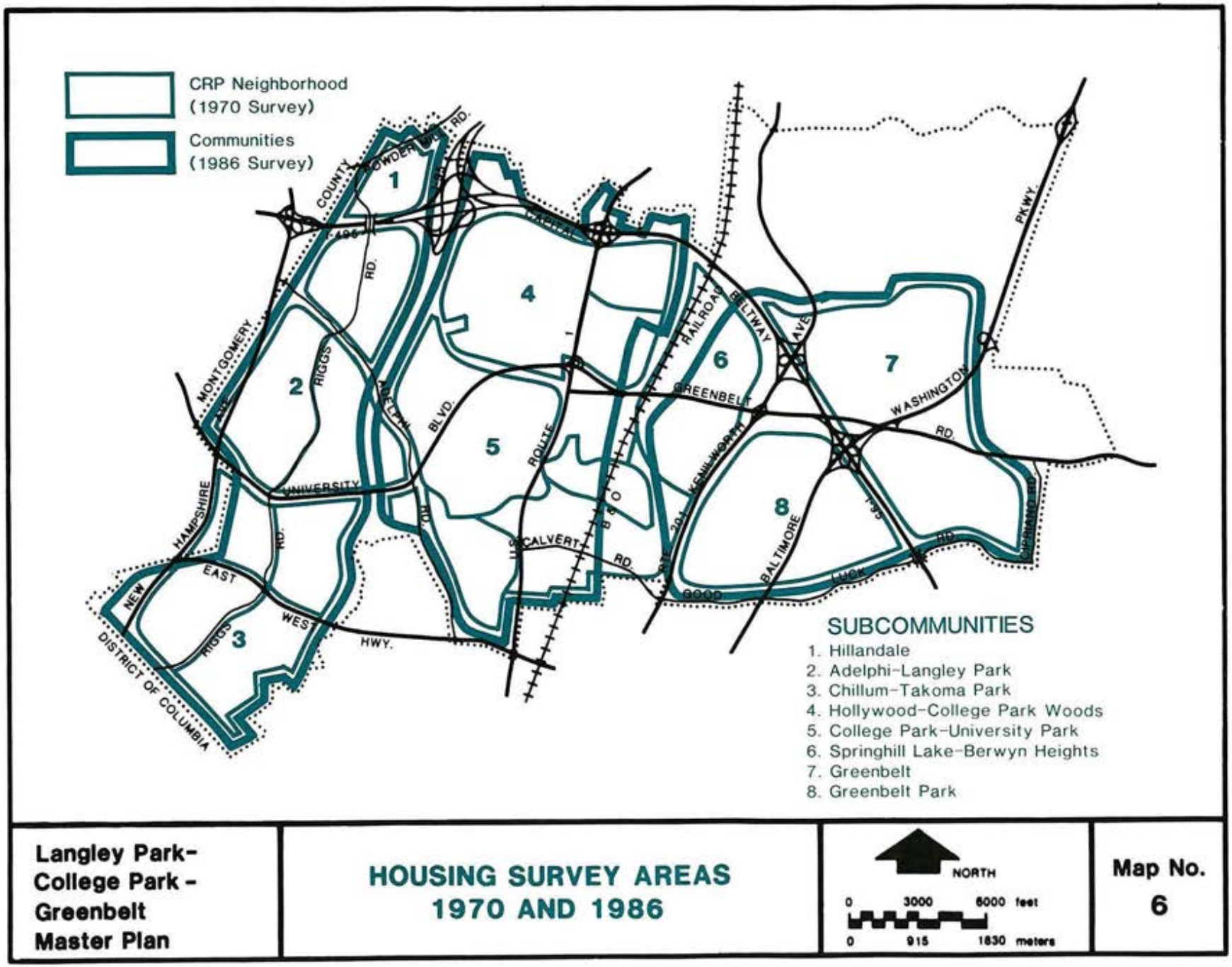
Rating #1 - Structure in sound condition requiring only normal maintenance such as painting, tightening or replacement of a few shingles, or has only slight normal wear.

Rating #2 - Structure in fair condition requiring more than normal maintenance such as a small number of minor repairs on major structural components (foundation, exterior walls or roof).

Rating #3 - Structure in a deteriorating condition because of defects not correctable by normal maintenance. Structure exhibits need of major repair of one of the three major structural building components.

Rating #4 - Structure is deficient to a point of being dilapidated, warranting clearance. Structure requires two or more major repairs of the major building components or one major repair and an extensive number of minor repairs.

The M-NCPPC staff surveyed 41,967 dwellings in eight communities (see Map 6). Approximately 90 percent were in good condition (Rating #1), 9 percent of the dwelling units required more than normal maintenance (Rating #2), and nearly 1 percent were in a deteriorating condition (Rating #3). Dwellings in a dilapidated condition (Rating #4) comprised less than one percent (one-tenth of 1%). Older single-family homes and garden apartments comprised those dwellings in a deteriorating condition that were in need of major repairs.


CRP Neighborhood
(1970 Survey)
Communities
(1986 Survey)
SUBCOMMUNITIES
1. Hillandale
2. Adelphi-Langley Park
3. Chillum-Takoma Park
4. Hollywood-College Park Woods
5. College Park-University Park
6. Springhill Lake-Berwyn Heights
7. Greenbelt
8. Greenbelt Park
Langley Park-
College Park -
Greenbelt
Master Plan
HOUSING SURVEY AREAS
1970 AND 1986
NORTH
0 3000 6000 feet
0 915 1830 meters
Map No.
6

A comparison of the 1970 CRP and the 1986 M-NCPPC structural condition survey indicates areas of decline and improvement between 1970 to 1986. A comparison of the CRP neighborhoods[2] and the corresponding M-NCPPC communities[3] follows:

- Hillandale

  All of the dwelling units in this community are single-family structures. The 1970 CRP survey indicated that the community was one of the top-ranking neighborhoods, with 97 percent of the total residential structures in sound condition. The 1986 M-NCPPC survey found no noticeable housing deficiencies.

- Adelphi-Langley Park

  In the Adelphi-Langley Park community, 74 percent of the dwelling units are multifamily and 26 percent are single-family. The 1970 CRP survey found 18 percent of all the residential structures had minor defects, and less than one percent were in a deteriorating condition. The larger portion of apartment complexes in need of improved maintenance were located in the Langley Park neighborhood. These included Quebec Arms, Hampshire Village, Victoria Station, and Serene Gardens. Deficiencies were noted at the New Hampshire Estate, west of New Hampshire Avenue, where there were many duplexes in need of improved maintenance. The 1986 M-NCPPC survey found concentrations of apartment complexes still in need of improved maintenance in Hampshire Village and Serene Gardens. Several homes on Cool Spring Road and Riggs Road needed additional maintenance. The remaining neighborhoods had less than one percent of their structures in deteriorating condition.

- Takoma Park-Chillum

  A composite picture of the characteristics of this community, using the data derived from the 1986 Housing Unit Inventory by the M-NCPPC, indicates that single-family homes account for 56 percent of the housing stock, and apartment units account for 44 percent. The 1970 CRP survey indicated that approximately 33 percent of the dwellings were in need of improved maintenance, and 4 percent were in a deteriorating or dilapidated condition. The Pinecrest subdivision, west of Sligo Mill Road near the D.C. border in Takoma Park, contained a high proportion of homes in a deteriorating condition. The 1986 M-NCPPC survey found that concentrations of deteriorating housing were still evident in this neighborhood. Approximately 5 percent of the residential structures were in fair condition (Rating #2) and 1 percent in deteriorating condition (Rating #3). Other problems which were noted in this neighborhood included accumulations of trash on some occupied properties and vacant tracts. The County Clean-Up Program has designated this neighborhood as one of the target areas in the County to clean vacant properties, enforce zoning standards, remove trash, sweep streets and maintain the storm drains.

  In the Chillum area, the following apartment complexes showed evidence of exterior maintenance problems - Fleetwood Village and Tudor Place at Eastern Avenue and Chillum Terrace on Knollbrook Drive. Many duplexes in the Green Meadows subdivision, west of Ager Road and east of Sligo Creek Park, exhibit an incidence of below average upkeep. This neighborhood is also a target neighborhood for the County Clean-Up Program. The 1986 M-NCPPC survey classified the balance of the housing stock as being in sound condition requiring only normal maintenance.

- Hollywood-College Park Woods

  The housing stock in this community is 73 percent single-family construction and 27 percent apartments. According to the 1970 CRP survey, approximately 76 percent of the structures in the Hollywood neighborhood were classified as sound with no defects, but a substantial number (21.7 percent)

were in need of improved maintenance. The 1986 M-NCPPC survey found approximately 6 percent of the residential structures in fair condition (Rating #2) and less than one percent in deteriorating condition (Rating #3). Concentrations of deteriorated houses were still evident in the vicinity of Indian Lane, west of the B&O Railroad track, and south of the Beltway.

In the Branchville neighborhood, approximately 17 percent of the total residential structures were listed as in need of improved maintenance and 5 percent were classified in a deteriorating or dilapidated condition during the 1970 CRP survey. The 1986 M-NCPPC survey showed that the majority of the 15 homes in need of improved maintenance were located on 51st Street bordering the industrial area and along Rhode Island Avenue in the Locust Spring section near University Boulevard-Greenbelt Road (intermixed with nonresidential uses).

In the College Park Woods neighborhood, almost 90 percent of the structures were classified as sound with no defects, based on the 1970 CRP survey. The 1986 M-NCPPC survey noted that single-family detached homes listed in fair and/or deteriorating conditions were located in the Cherry Hill subdivision, the Crystal Spring subdivision and along Route 1 and Autoville Drive near the Beltway.

College Park-University Park

The stock of housing in this community is 58 percent single-family and 42 percent apartments. In University Park and Berwyn, single-family housing comprises over 90 percent of the total dwelling units.

The 1970 CRP survey found that approximately 45 percent of the housing stock in the Lakeland neighborhood were in a deteriorating condition and 44 percent were structurally sound but showed evidence of inadequate maintenance. The neighborhood was among those with the poorest housing quality in the County. In the mid-1970's the City of College Park began to redevelop this area via the Lakeland Urban Renewal Project funded by HUD. As of 1986, 22 single-family detached dwelling units, 74 townhouses, and 268 apartment units had been completed. The 1986 M-NCPPC survey found only three homes located on Navahoe Street and Lakeland Road in the old section in a deteriorating condition.

Around 65 percent of the housing stock in the Berwyn neighborhood was found to be in need of improved maintenance and/or deteriorating condition according to the 1970 CRP survey. The 1986 M-NCPPC survey found houses on Potomac Avenue from Quebec Street to Rhode Island Avenue with impairments. Noted in poor condition were siding, shingles, roof supports, and in some instances mortar. Improvements to the homes on Potomac Avenue have been made subsequent to 1986. Ten new homes on Potomac Avenue have been constructed since the 1986 survey. Currently all structures are sound. Additionally, there are also conditions that can be found in older communities that are undergoing gentrification by younger owner-occupants.

In the College Park neighborhood about 23 percent of the total residential structures were in deteriorating condition or in need of improved maintenance according to the 1970 CRP survey. The 1986 M-NCPPC survey found little evidence of deterioration or dilapidation, but around one-fifth of the housing stock exhibited a need for improved maintenance, for example the six-unit apartments on Guilford Drive and Knox Road. The factors contributing to the decline of property are (1) age, (2) conversion of single-family structures to multifamily use, and (3) a high proportion (40 percent) of rental properties.

The 1970 CRP survey pointed out the fact that the stock of housing in the University Park neighborhood was well maintained. Almost 92 percent of the structures were found to be in sound condition without defects, while less than 8 percent had minor defects and only a few were classified as deteriorating.

The 1986 M-NCPPC survey found the neighborhood remained as one of the top-ranking neighborhoods with high-quality housing in the Planning Areas. Among the factors contributing to the quality of housing are (1) sturdiness of original construction, (2) a high proportion of owner-occupancy, and (3) the economic resources of residents to assure maintenance of the homes.

- Springhill Lake-Berwyn Heights

  The housing stock in this community is 31 percent single-family and 69 percent apartments. All residents of the Springhill Lake neighborhood are housed in the Springhill Lake apartment complex. According to the 1970 and 1986 surveys, all 103 apartment buildings were listed in sound condition with no defects. In Berwyn Heights, the 1986 M-NCPPC survey found concentrations of deteriorating houses on 57th Avenue, Ruatan Street, and Quebec Street in the western section of the neighborhood. Those units with maintenance deficiencies were typical of older units reflecting the architecture prevalent at the turn of the century.

- Greenbelt

  The distribution of housing types in this community are 59 percent multifamily and 41 percent single-family. The 1970 CRP survey disclosed that only 60 percent of the total structures could be classified as sound with no defects. Defects which were noted included extensive weathering of surfaces (particularly of the asbestos shingle siding), deteriorating trim on windows and doors, and roofs in need of repair. The 1986 M-NCPPC survey found that 99 percent of the total structures were in sound condition. Defects were found in the "defense housing" units. The cooperative (Greenbelt Homes, Inc.) owns most of the federally built housing units in the Greenbelt neighborhood and provides routine structural maintenance services to its members-owners, and the expenditures are assessed to the members-owners as a fixed monthly cost.

- Greenbelt Park

  The housing stock in this community is 47 percent single-family and 53 percent multifamily. The 1970 CRP survey found most residential structures (99 percent) to be in sound condition. The 1986 M-NCPPC survey had the same results.

HOUSING REHABILITATION PROGRAMS

Renovation of six multifamily projects in the Planning Areas was financed by the issuance of a bond by the County's Housing Authority. These are Ager Terrace (175 units), Canonbury Square (95 units), Chillum Heights (952 units), LaSalle Park (352 units), Overlook (186 units) and Park House (296 units). These represent approximately 9.1 percent (2,056 units) of the total multifamily units in the Planning Areas. Heritage Park (299 units), Hunting Ridge (362 units), Presidential Park (375 units), and Presidential Towers (309 units) were renovated as condominiums by private developers with mortgage financing provided by the Housing Authority. Other private rehabilitation projects completed include Bedford Station (486 units), Brae Brooke Village (590 units), Chatham Apartments (37 units), Fairview (222 units), Goddard Space Village (320 units), Isabella Park (445 units), Langley Park (179 units), Quebec Arms (345 units), Riggs Hill (251 units), Springhill Lake (2,899 units), the Gardens (126 units), and Victoria Station (101 units). At the present time, the County Housing Authority owns one public housing structure, Rollingcrest (110 units), in the Planning Areas.

The following identifies Federal, State and County programs that offer information and methods to County residents for housing assistance and neighborhood preservation.

- Section 8, Assisted Housing Program

This program is administered by the Department of Housing and Urban Development (HUD) Rental assistance is provided to low- and moderate-income persons who meet eligibility requirements. Landlords can obtain assistance for rehabilitation and for new construction of rental properties for low- or moderate-income persons. Residents can apply at the County Housing Authority for information and eligibility requirements regarding the Section 8 Assisted Housing Program.

- Community Development Program[4]

This program, administered by the County's Department of Housing and Community Development, is funded with Community Development Block Grant (CDBG) funds from the U.S. Department of Housing and Urban Development (HUD). The purpose of this program is to preserve and upgrade housing and neighborhoods which have severe problems, primarily for persons of low- or moderate-income. Prince George's County is required to use Community Development Block Grant funds to benefit low- and moderate-income families, to prevent or eliminate slums and blight, or meet community development needs of an urgent nature (i.e. temporary shelter assistance for victims of dwelling fires, etc.). Program activities include public facility improvements and housing rehabilitation along with supportive private development actions.

The Community Development Program is comprised of the following programs:

a. Housing rehabilitation loans and grants

b. Neighborhood conservation and improvement through correction of environmental and public facility deficiencies

c. Disposition of vacant property for new residential development

d. Infill housing development program

e. Public housing

f. Weatherization of homes occupied by low-income families

g. Fair housing

h. Acquisition and demolition of unsafe and blighted structures that are deteriorated beyond the point where rehabilitation would be feasible

i. Rural Water and Sewer Assistance Program and Rural Replacement Housing

j. Operation Match Program

k. Preconstruction financing of elderly housing projects

l. Construction trades training and placement

m. Elderly abuse intervention

n. Housing and employment counseling

o. Urban Homesteading Program for vacant FHA and VA foreclosed single-family homes.

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[4]Formerly known as the Neighborhood Improvement Program (NIP).

p. Special housing needs: emergency assistance to low-income homeowners and renters for emergency repairs and improvements, housing assistance to the elderly and the handicapped

q. Tax-exempt mortgage revenue bond financed home improvement loan program that will increase available resources for home improvement loans at affordable terms for low- and moderate-income families. Private sector funds and Community Development Block Grant funds will be used. Private financial institutions will administer the program.

The Community Development Program, adopted and approved July 1987, is the County's Final Statement of Community Development Block Grant Program Objectives and Projected Use of Funds for Program Year 13 (FY 1987-1988). This has been transmitted to HUD. The program activities for the concentrated treatment and neighborhood improvement within the Planning Areas are as follows:

a. College Park - Resurfacing streets, preparing plans for enclosing open drainage areas along Guilford Drive, widening Guilford Drive, reconfiguring the traffic lanes and widening sidewalks along Route 1 from Guilford Drive to College Avenue.

b. Berwyn Heights - Paving open space surrounding the Town's Community Center to provide parking. While the Town of Berwyn Heights is not a designated Neighborhood Improvement Area, the 1987-1988 Community Development Program includes provision of public facilities and improvements for the area.

c. Greenbelt - Resurfacing Centerway, Parkway Road, Edmonston Road, and Springhill Drive and initiating preconstruction phases of Edmonston Road.

- Department of Housing and Urban Development Homeownership Assistance Programs

HUD has mortgage programs such as Sections 202(b), 235 and 245 which assist individuals to purchase homes.

- Maryland Housing Fund

This state program is comparable to the Federal Housing Administration (FHA) Program, and will insure acquisition, rehabilitation and new construction of single-family and multifamily housing in areas where the FHA has been unwilling to insure.

- Maryland Housing and Rehabilitation Program

This state program provides below market rate loans to businesses and owners of single-family and multifamily structures (with limited income tenants) who intend to make improvements to bring their property up to code standards. This program is administered by the County. The only state requirement is that the County must demonstrate that the funds will be used as part of an overall neighborhood revitalization project. Although a designated Neighborhood Improvement Area (NIA) would meet this requirement, funding is not restricted to NIAs.

- Maryland Home Financing Program

This state program has been created to provide direct mortgage loans at a preferred interest rate to persons who cannot obtain conventional mortgage financing at affordable terms. The program was not created for the purpose of revitalization but may hold potential as a funding source.

- Section 107 State Technical Assistance for Rental Rehabilitation Programs

States will now have to identify and document a critical need that relates to their CDBG program in order to be considered for Section 107 aid.

- Prince George's County Housing Authority

The Housing Authority is empowered to engage in activities related to the provision of safe, decent and adequate housing for low- or moderate-income persons in the County. The Authority also has the power to finance housing and housing rehabilitation through the issuance of bonds and notes. The Housing Authority administers the following programs:

a. Second Mortgage Loan Program - A loan program for moderate-income families to purchase single-family, condominium or cooperative dwellings. Priority is given to Housing Authority Homeownership and Community Development Program participants, and no more than five percent of the families can buy dwellings in new private developments. The Maryland Community Development Programs have established eligibility requirements based upon maximum income limits.

b. Operation Match - A homesharing program that matches persons seeking places to live with persons who have space to share in their homes. There are guidelines for rental charges and services, such as care for children or the elderly that can be provided in exchange for rent.

c. Housing Information and Referral - An outreach program that provides information about various state financing programs. The primary purpose is to assist low- and moderate-income families in purchasing homes. An additional activity is information and referral for all home-financing programs to the general public and local agencies. Referrals and liaison include the following:

    - United Communities Against Poverty Mortgage Foreclosure Counseling
    - Housing and Community Development Rehabilitation Loan Programs
    - Homesteading - The sale of vacant County-owned houses to owner-occupants for the purpose of home rehabilitation

d. Other Major Services - Includes counseling, support services, and on-site health care facilities and meal programs which mainly benefit the elderly.

HOUSING ISSUES AND RECOMMENDATIONS

The following are major housing issues and recommendations in the Planning Areas:

- Issue: Homeownership opportunities need to be retained and expanded in order to provide a higher proportion of owner-occupied housing and to perpetuate a strong sense of community.

  Recommendation: In response to this, the Plan proposes large areas for single-family detached homes of different densities on selected sites. Condominiums also provide another type of homeownership.

- Issue: There is a large amount of moderate-cost housing in the Planning Areas and the County. The County is seeking to offset this by capturing a larger share of the higher cost and higher quality housing that is built annually in the Washington metropolitan area.

  Recommendation: Emphasis is placed on owner-occupied single-family detached housing and high-rise condominiums. The Plan proposes large areas for single-family detached housing throughout the Planning Areas. New high-rise apartments are mostly to be located near Metro stations.

- Issue: The University of Maryland has an on-campus housing capacity of 7,680 units in its 31 dormitories as of September 1987. However, there are 1,230 students (mostly undergraduate) on the waiting list for the

dormitory vacancies. Evidently, there is a need for additional student housing on and off the campus. Serious community conflicts have resulted from groups of students renting housing in "family" neighborhoods such as Old Town College Park.

Recommendation: The University should expand the dormitory facilities on the campus to meet the student housing needs. The University has several long-range plans including reducing undergraduate enrollment gradually during 1988-1992 and renovation and expansion of two existing dormitories. In addition, the University should become more actively involved in off-campus housing issues.

Recognizing the needs for neighborhood revitalization in the Planning Areas, the Plan recommends the following:[5]

a. Homes should be brought up to Housing Code standards by utilizing systematic code enforcement, financial assistance (loans and grants) and voluntary efforts.

b. Abandoned and derelict structures, which are a blighting influence on neighborhoods, should be acquired and demolished with the cleared sites used for replacement housing.

c. Priority should be given in the allocation of Community Development Block Grant funding to a balanced mix of community revitalization needs responsive to local priorities.

d. The County should assemble, or make available, land to facilitate the development of new housing and related improvements.

e. Overcrowding should be eliminated through assisted financing of housing on existing sites at reduced densities.

f. Encouragement of new or renovated housing should be viewed as opportunities for job skills training, job creation, and job retention.

In summary, the primary housing recommendations within the Planning Areas focus on preserving the existing supply of sound housing, upgrading housing in need of rehabilitation, and maintaining present types of housing choices. These recommendations are supported by three interrelated recommendations: increase homeownership opportunities, promote construction of single-family detached houses, and include high-density housing mostly near Metro stations.

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[5]Adapted from the Housing and Neighborhood Element of The General Plan.

COMMERCIAL AREAS AND ACTIVITY CENTERS

GOAL

- To provide for reasonable amounts and distribution of various types of commercial space.

OBJECTIVES

- To provide a better balance of commercial uses to other uses within the Planning Areas.
- To maintain intensify, and expand existing commercial areas where appropriate, while removing commercial uses from, and stopping intrusions into, areas not appropriate for commercial use.
- To identify specific commercial area assets and deficiencies which affect the image of the Planning Areas and the County.
- To insure that all residents of the Planning Areas are adequately served by commercial activities.
- To enhance the economic base of the Planning Areas and the County.
- To create more job opportunities.
- To provide for commercial activities in planned centers or other appropriate locations, rather than on scattered sites or highway strips.[1]
- To ensure that residents of the Planning Areas are not adversely affected by traffic and other impacts of commercial development when such development exists largely for the use of persons outside the Planning Areas.
- To develop activity centers where commercial uses, professional offices, and public facilities are clustered with residential development, while providing safe and convenient pedestrian access. (See footnote 1.)
- To locate commercial activities where vehicular access is adequate and where pedestrian walkways and bikeways can be integrated into the design. (See footnote 1.)
- To encourage churches, social clubs and other quasi-public uses to locate within or adjacent to activity centers in order to share parking facilities and help establish these areas as focal points. (See footnote 1.)

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[1]Indicates objective adapted from the Land Use and Economic Development Chapter of the General Plan.

- To locate commercial activities convenient to dwelling units in order to minimize the need for frequent automobile trips for everyday household needs. (See footnote 1.)

- To encourage and provide for the upgrading and maintenance of commercial corridors. (See footnote 1.)

- To ensure that the building code does not discourage the rehabilitation and utilization of substandard or deteriorating commercial buildings through overly stringent standards for this type of improvement. (See footnote 1.)

BACKGROUND AND BASIC ISSUES

Except for the Greenbelt Center, all other commercial areas in the Langley Park-College Park-Greenbelt Planning Areas are clustered at highway intersections or are located along major highways. A substantial portion of commercial activity is located on University Boulevard/Greenbelt Road, U.S. Route 1, New Hampshire Avenue, Chillum Road, East-West Highway, Rhode Island Avenue and Riggs Road. Commercial development on U.S. Route 1 and some sections of University Boulevard and New Hampshire Avenue is almost continuous, has a distinct strip character with numerous fast-food stands, gas stations, and too many curb cuts. Often the design and development of these commercial areas has had little relationship to nearby land uses. Many of the commercial areas lack amenities and their designs are outmoded. In addition, some of these have been undergoing functional obsolescence and physical decline, including deterioration of building facades and signs.

There are approximately 2,100,000 square feet of retail and approximately 1,400,000 square feet of office floor space in the Planning Areas, which is emerging as a major office center in the County because of the accessibility and attractiveness of its Beltway and Baltimore-Washington Parkway locations.

Existing Conditions

An analysis of the commercial development in the Planning Areas has identified several problems. Table 16 identifies the existing commercial areas in the three Planning Areas. Most commercial areas have a basically single-purpose retail nature. They generally do not provide the various public service facilities that are needed to render a full range of community, social and recreational facilities.

Most of the commercial areas display an absence of site plan review for conventional euclidean zoning that has resulted in poor siting of structures, poor vehicular circulation, inadequate parking, and a lack of pedestrian walkways. A majority of the shopping areas have very little or no landscaping along highways, no landscaping in the parking areas and no landscaping/buffering to protect adjacent residential areas.

Individual shopping areas with notable concerns were studied during the master plan process, or under the County's Planning Assistance to Municipalities and Communities Program. Findings and recommendations of these studies are included in the discussion of these areas. These findings are applicable to other areas with similar concerns.

The Langley Park Shopping area, located over the four quadrants of the New Hampshire Avenue/University Boulevard intersection, comprises about 100 stores and two office buildings with a total leaseable floor space of approximately 650,000 square feet. In terms of size and number of stores, it resembles a major Community Activity Center. Because of the high traffic volume on New Hampshire Avenue and University Boulevard, pedestrian circulation among the four quadrants is somewhat limited. The two southern quadrants located in the City of Takoma Park were studied in detail in the Master Plan for the City which was approved in May 1982. Thus, only the northern quadrants are included as part of this study. Specific comments concerning these are as follows:

Northwest Quadrant: There is no landscaping along the highways or in the parking areas; the signs are uncoordinated. This area has strength in its architectural form and store front system - the curved building shapes fit the site.

Northeast Quadrant: There is no landscaping along highways or in parking areas. A large parking lot abuts the residential area to the north side without any landscaping along its edge to protect the adjacent residential use. On the east side, the entrance shared with a gas station is somewhat confusing. A nearby structure and unscreened dumpsters present an unattractive view.

Commercial uses along University Boulevard, west of Riggs Road, are in good structural condition but do not have any landscaping. A bar/restaurant on the northwest quadrant of Riggs Road and University Boulevard has been rebuilt.

Commercial uses along University Boulevard, east of Riggs Road and west of 24th Avenue, include eight gas stations, three other auto-related businesses, and six fast-food establishments. This section is a strip-commercial development with numerous curb cuts, poor internal circulation, inadequate parking, and little or no landscaping. The different styles, sizes, and shapes of signs adds to the visual confusion.

Table 16

SHOPPING FACILITIES IN
LANGLEY PARK-COLLEGE PARK-GREENBELT PLANNING AREA

Commercial Areas	Total Area	
	Land in Acres	Buildings Square Feet
1. Adelphi	3.0	40,000
2. Adelphi Plaza	3.4	42,600
3. Beltway Plaza	70.0	750,700
4. Chillum Road	6.5	59,900
5. Downtown College Park	10.7	198,000
6. Greenbelt Center	8.2	72,500
7. Greenway	22.8	263,000
8. Hechinger Plaza	6.9	100,000
9. Hollywood	7.0	46,500
10. Langley Park Plaza	12.5	226,900
11. Metzerott Plaza	6.5	56,300
12. New Hampshire	3.7	65,900
13. Riggs Plaza	7.4	130,000
14. Riggs/Sargent	14.7	102,900
15. Sargent Plaza	5.3	52,000

Source: Shopping Facilities in Prince George's County, Prince George's County Shopping Centers, M-NCPPC, Information Management Division, Research Section, July, 1989.

The adjoining Adelphi Plaza and Adelphi Shopping Center resembles a village activity center in terms of the size, variety, and level of shopping facilities provided. The following design issues are: a lack of internal landscaping and no screening along the highway, inadequate parking, no designated pedestrian circulation between the two centers, and no coordination of signs.

Beltway Plaza, an enclosed mall, has approximately 70 stores and 590,000 square feet leasable space. In size, it approximates a major community activity center. However, there is no department store. The main building, sufficiently set back from Greenbelt Road, has a unifying mansard roof, unified signs and very few window signs. These are its notable visual assets. Issues associated with Beltway Plaza include a severe erosion problem at the east side of the center, a lack of coordinated architectural design and an undefined circulation pattern for all the freestanding buildings. In addition, an absence of islands or landscaping in the parking areas to define a circulation pattern and to punctuate the large parking area. There is no landscaping along Greenbelt Road. Potholes exist in the parking area. Exposed roof-top air conditioners and uncovered trash receptacles in the rear of the property add to the negative visual image.

Commercial development along the south side of Greenbelt Road in the Town of Berwyn Heights typifies strip-commercial development. There is no coordination of facades or signage. Most businesses have individual ingress and egress and parking lots. Parking lot conditions and the provision of landscaping varies from excellent to poor. Several buildings are sited too close to Greenbelt Road. Numerous curb cuts adversely affect internal circulation and the flow of traffic on Greenbelt Road. In many instances, inadequate parking encourages customer parking on residential streets.

The Greenbelt Commercial Center is the neighborhood market place for the residents of "Old" Greenbelt. It also provides a gathering place for the residents and contains several public and recreational facilities. When the Center was developed in the late 1930's, it was the focal point of the relatively isolated City of Greenbelt. Today, the City is no longer isolated and the Commercial Center faces increasing competition from surrounding facilities.

A Greenbelt Commercial Center Revitalization Study was prepared on request from the City of Greenbelt under the Planning Assistance to Municipalities and Communities Program. There is a strong customer loyalty to the Center. The Post Office, banks, and the Co-op are major attractions.

The U.S. Route 1 segment in the Planning Area extends from East-West Highway to Circle Drive outside the Beltway. Except for some diversity provided by the University of Maryland and the Town of University Park, U.S. Route 1 is a commercial strip dominated by small parcels of land which tend to encourage small business development. The U.S. Route 1 segment in College Park has been the subject of three separate studies addressing its three distinct portions. The College Park Downtown Study encompasses the segment from Guilford Road to College Avenue. The Route 1 College Park Special Treatment Area Plan comprises the segment from Paint Branch to Maryland Route 193, and the College Park Route 1 North Study encompasses the northern segment from Maryland Route 193 to the Beltway. These studies were carefully reviewed during the Plan study, and their applicable findings and recommendations are incorporated into the Plan.

The Downtown College Park Commercial Area comprises the College Park Shopping Center located in the southwest quadrant of Route 1 and Knox Road and other commercial uses along Route 1 between Guilford Drive and College Avenue. A Downtown College Park Study was prepared upon request by the City of College Park. The study included a Commercial Market Analysis, a Transportation Report and an Urban Design Report. These involved user and merchants surveys. Traffic congestion and lack of customer parking were the most commonly reported causes affecting the business in the area. Shoppers stated that they would provide greater support to the downtown area once physical changes were made to improve its appearance and environment, to increase parking, and to broaden the merchandise mix - particularly apparel stores, restaurants, and possibly a grocery store. Two sites were

suggested for structured parking to alleviate a parking deficiency of some 800 spaces, - the Chaney property located at the northwest corner of College and Yale Avenues and the Shell Station property located on the southwest corner of Hartwick Road and Route 1. The City of College Park plans to provide functional and visual improvements to this area through the Community Development Block Grant funds by continuing to make loans for improving the facades, widening sidewalks on the east side of Route 1, providing brick sidewalks between College Avenue and Guilford Road, and widening the median to incorporate a landscaping plan for Route 1 from Guilford Road to the Beltway. The initial improvement is a brick wall on the west side of Route 1 between Knox Road and Lehigh Road where the sidewalk is considerably higher than the road and irregular crossings by pedestrians could be hazardous.

The U.S. Route 1 Special Treatment Area Plan (1973) noted that a majority of the business establishments are oriented towards the auto user and University of Maryland students. There were six fast-food establishments and five gasoline stations located north of the University and south of Greenbelt Road. Numerous developments on small parcels have resulted in too many curb cuts; too many left turns which impede the flow of traffic and create hazardous situations. Older developments on smaller parcels provide virtually no landscaping along the highway and no internal landscaping. There is no coordination among facades and signs. Thus, the commercial uses present a uncoordinated, chaotic image.

The College Park Route 1 North Study Area comprises approximately 159 acres. Slightly under a third of the land (46 acres) is vacant. A majority of the businesses are auto related. Most businesses located on small parcels have separate parking lots and driveways. Together with the numerous side streets, these cause a multitude of conflicting movements in and out of the large number of individual curb-cuts, impeding the flow of traffic along Route 1. The Study recommended use of overlay zoning to address the issues of adjacent commercial and residential uses, their needs for expansion, and provision of additional buffering and screening. An overlay zoning ordinance has not been adopted by the County. Such an ordinance could have countywide application for strip-commercial areas where problems of inconsistent uses exist. The overlay zoning ordinance could also be applicable to the commercial strip along Greenbelt Road.

A specific parcel-by-parcel evaluation was performed to document the exact nature and extent of problems occurring along the U.S. Route 1 corridor (see Figure 3). Six factors were examined:

1. Landscaping and Exterior Environment: Landscaping was rated on the degree to which the amount of landscaping provided meets current code requirements. Exterior environment refers to the presence or absence of litter and junk noted on the premises.

2. Facade and Sign: Facades and signs were evaluated in terms of their overall condition. In addition, signs were rated negatively if they were oversized.

3. Structural Conditions: This was based on the presence or absence of exterior structural defects.

4. Ingress/Egress/Internal Circulation: This was based on the existence of defined entrance, good visibility of Route 1, good surface condition of entrance, adequate turning radius, and adequacy of internal circulation and turnaround space.

5. Parking Availability: This rating was determined by the ratio of the number of existing parking spaces to the number of spaces required by the Zoning Ordinance.

6. Screening and Buffering: This refers to the presence or absence of visual and spatial separation between commercial uses and adjoining residential uses.

BLOCK NUMBER
LANDSCAPING/ EXTERIOR ENVIRONMENT
FACADE/SIGN
STRUCTURAL CONDITION
INGRESS/EGRESS/ INTERNAL CIRCULATION
PARKING AVAILABILITY
BUFFERING
OVERALL RATING
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
RATING SCALE
GOOD
AVERAGE
POOR
Figure 3
ASSESSMENT OF COLLEGE PARK
ROUTE 1 COMMERCIAL CORRIDOR
Langley Park-
College Park -
Greenbelt
Master Plan

The results of this evaluation are grouped into 18 subareas and presented in Figure 3. All subareas, except one, contained deficiencies in one or more categories. Generally, the worst conditions were noted on the east side of Route 1 south of Berwyn Road, where older uses exist on smaller parcels with no landscaping, poor circulation and parking, and uncoordinated facades and signs. Fewest deficiencies were noted on the west side of Route 1, north of Paint Branch, where fast-food restaurants have been built with good internal circulation, parking, and landscaping, and there was no adjacent community which could be impacted.

The northwestern quadrant of the Beltway and Route 1 interchange measures approximately 51 acres and includes two motels, a mobile home park, a liquor store, and a restaurant. Existing zoning includes approximately 26 acres of high-density, multifamily (R-10), 14 acres Rural-Residential (R-R), and 11 acres of Commercial (C-2). A substantial portion of the land is vacant or under-utilized. The northeastern quadrant measuring approximately 22 acres, includes a vacant parcel and the State Police Barracks. Existing zoning includes approximately six acres of commercial (C-2) and 16 acres of Rural-Residential (R-R).

These locations have severe highway related constraints. A transportation analysis indicated that there is insufficient spacing between the terminus of the northbound off-ramp (from the Beltway to Route 1) and existing Yuma Street which provides access to the northwestern quadrant. Additional distance is required between the terminus of the northbound ramp and the left turn bay at Yuma Street to permit a safe (traffic) merge. It was determined that very little development can be accommodated in the northern quadrants unless the capacity of Route 1 is increased and the intersection of Route 1 and Yuma Street is relocated. The analysis concluded that, with certain essential highway improvements noted under "Recommendations for Specific Commercial Areas", a limited amount of additional development can be accommodated on the two respective northern quadrants.

The Hollywood commercial area has approximately 123,000 square feet of gross leasable space on 14.4 acres. A Revitalization Study for the area under the Planning Assistance to Municipalities and Communities Program has been completed. A Retail Market Study (1984) found that the commercial area suffered a decline in the retail business activity when the supermarket anchor closed. Approximately 22,000 square feet, or a sixth of the total leasable space (123,000 square feet), remains vacant. Approximately 60,000 square feet of office space or half the total leasable space are fully occupied. The intersection of Edgewood Road and Rhode Island Avenue is congested at peak hours. A lack of coordination in the building facades and signs, some of which are deteriorating, detract from the area. There is no landscaping or screening.

The following shopping centers display adequate maintenance but do not have any landscaping along highways. Any exceptions or specific problems are noted where appropriate.

Metzerott Plaza has no coordination of facades or signs.

The Sargent Road Shopping Center has no internal landscaping to break the monotony of the large parking lot and no buffering or screening at the rear of the site to protect the adjacent homes.

The Chillum Terrace Shopping Center has no internal landscaping and no coordination of facades and signs. The facade and signs are deteriorating at the car wash.

The Riggs Plaza and Green Meadows Shopping Centers have no internal landscaping and no coordination of facades or signs.

On New Hampshire Avenue, a commercial strip south of East-West Highway has no internal landscaping and no coordination of facades and signs. Poor ingress/egress and poor internal circulation pose other problems for this commercial strip.

Retail Market Analysis

As part of this Plan, a retail market analysis was prepared by staff to determine the amount, type and distribution of existing activities and projected needs within the Langley Park-College Park-Greenbelt Planning Areas. It examined present retail and office square footage to determine whether local residents are adequately served by and to what extent they are crossing Planning Area lines for any goods or services and whether any additional uses should be planned.

Table 17 shows an existing deficit in most categories of retail square footage in the Planning Areas. The deficit in Convenience Goods outlets is of particular local significance since all residents visit them frequently and it is desirable that the lengths of these trips be kept to a minimum. However, several factors may have contributed to the large statistical deficit. For example, the southern quadrants of the Langley Park Shopping Center, located in the City of Takoma Park and the Hillandale Shopping Center were not included in the computation of retail space, though they do serve the convenience shopping needs of the area. A large deficit in the miscellaneous convenience goods category can be explained by the fact that flowers and tobacco products are included in supermarkets and therefore these were grossly under-represented as separate outlets.

Quick access to Shoppers Goods is less significant for the average resident. Consumers generally comparison shop for such goods and are willing to travel up to 20 minutes to find the right item at the right price. There are two main shoppers goods locations in the Planning Areas, Langley Park Shopping Center and Beltway Plaza. Each being located outside the market area for the other, these do not compete mutually but face competition from other shopping centers outside the Planning Areas. In view of their primary and secondary market areas, the two main Shoppers Goods locations together could statistically support an additional 1,068,000 square feet. This reflects the absence of any large department store in the Planning Areas and an abundance of such space in the competing centers outside the Planning Areas which is meeting the demand.

The Other Goods category is made up of hardware stores, auto sales and service, gas stations, personal services and recreation. The trade area extends well beyond the Planning Areas' boundary. There is a deficit of approximately 441,000 square feet of Other Goods space in the Planning Areas. Over a third of this deficit is in the automobile sales and service category. These establishments tend to locate near one another to permit consumers to engage in comparison shopping. There is a concentration of automobile sales establishments on Route 1 south of the Planning Areas. Another third of the Other Goods deficit is in the recreation category. This category includes bowling alleys, billiard parlors, and movie theaters. Today, movie theaters in suburban areas are usually clustered in groups of four or more. There is only one such group within the Planning Areas located in Beltway Plaza. Competing shopping centers, particularly along Annapolis Road, which is beyond the Planning Area, contain an exceptionally large number of movie theaters which are filling the needs of the Planning Areas and contributing to the statistical deficit.

A computation of the excess or deficit of retail square footage for the year 2000 was also done as a part of the analysis. The results of these computations are shown in Table 18 and are indicative that substantial statistical deficits will continue in all categories, with slight improvements as the population declines slightly.

In summary, the statistical deficit does not reflect the real unfilled demand or the additional supportable space because there are several competing shopping areas filling the residents' needs just across the Planning Area boundaries. However, an additional 50,000 to 100,000 square feet of convenience retail space can be supported in each of the three Planning Areas. No additional Shoppers Goods space can be supported at the Langley Park Center or the Beltway Plaza because neither has attracted a large department store, and both locations have suffered from turnover of larger tenants. Furthermore, the market center for Shoppers Goods is concentrated outside the Planning Areas, such as, White Oak, Silver Spring, Prince George's Plaza, etc. Again, the market center for other goods is

Table 17

EXCESS OR DEFICIT OF RETAIL SQUARE FOOTAGE
TO SERVE THE YEAR 1980 POPULATION ASSUMING 100% CAPTURE[1]
1981

Type of Goods	Langley Park (LP) Planning Area 65			College Park (CP) Planning Area 66			Greenbelt (GB) Planning Area 67			LP, CP & GB Planning Areas 65, 66 & 67			
	Existing Square Footage	Needed at 100% Capture	Excess(+) or Def-icit(-)	Existing Square Footage	Needed at 100% Capture	Excess(+) or Def-icit(-)	Existing Square Footage	Needed at 100% Capture	Excess(+) or Def-icit(-)	Existing Square Footage	Needed at 100% Capture	Excess(+) or Def-icit(-)	% Excess or Deficit
Convenience Goods													
Food	149,988	172,816	- 22,828	42,457	108,903	-66,446	128,981	116,123	+ 12,858	321,426	397,842	- 76,416	(-) 19%
Drugs	61,161	74,064	- 12,903	28,504	48,666	-20,162	59,114	49,767	+ 9,347	148,773	172,497	- 23,724	(-) 14%
Eating and Drinking	80,017	143,190	- 63,173	108,087	90,593	+17,494	64,887	96,216	31,329	252,991	329,999	- 77,288	(-) 23%
Miscellaneous	8,648	227,129	-218,481	52,355	144,126	-91,771	7,607	152,618	-145,011	68,607	523,873	-455,266	(-) 87%
Personal Services	39,582	69,126	- 29,544	31,514	45,296	-13,782	19,052	46,449	- 27,397	90,148	160,871	- 70,723	(-) 44%
Shoppers Goods													
General Merchandise										199,828	963,332	-763,504	(-) 79%
Apparel and Accessories										107,885	230,405	-122,520	(-) 53%
Furniture and Appliances										76,791	264,883	-188,092	(-) 71%
Misc. Shoppers Goods										119,903	181,600	- 61,697	(-) 34%
Other Goods													
Hardware										91,976	168,831	- 76,855	(-) 46%
Auto Sales & Services										289,847	445,514	-155,667	(-) 35%
Gas Stations										(50)	(45)	+(5)	(-) 11%
Recreation										173,705	337,663	-163,958	(-) 49%

1 Assumes local residents make all their retail purchases within the Planning Area and that persons residing outside the Planning Area make all their purchases in those areas.

Table 18

EXCESS OR DEFICIT OF RETAIL SQUARE FOOTAGE
TO SERVE THE YEAR 2000 POPULATION ASSUMING 100% CAPTURE[1]
1981

Type of Goods	Langley Park (LP) Planning Area 65			College Park (CP) Planning Area 66			Greenbelt (GB) Planning Area 67			LP, CP & GB Planning Areas 65, 66 & 67			
	Existing Square Footage	Needed at 100% Capture	Excess(+) or Deficit(-)	Existing Square Footage	Needed at 100% Capture	Excess(+) or Deficit(-)	Existing Square Footage	Needed at 100% Capture	Excess(+) or Deficit(-)	Existing Square Footage	Needed at 100% Capture	Excess(+) or Deficit(-)	% Excess or Deficit
Convenience Goods													
Food	149,988	166,411	- 16,423	42,457	103,680	-61,223	128,981	118,188	+ 10,793	321,426	388,279	- 66,853	(-) 17%
Drugs	61,161	71,319	- 10,158	28,504	44,434	-15,930	59,114	50,652	+ 8,462	148,773	166,405	- 17,632	(-) 11%
Eating and Drinking	80,017	137,883	- 57,866	108,087	85,907	+22,180	64,887	97,927	- 33,040	252,991	321,717	- 68,726	(-) 21%
Miscellaneous	8,648	218,712	-210,064	52,355	136,266	-83,911	7,604	155,333	-147,729	68,607	510,311	-441,704	(-) 87%
Personal Services	39,582	66,564	- 26,982	31,514	41,472	- 9,958	19,052	47,275	- 28,223	90,148	155,311	- 65,163	(-) 42%
Shoppers Goods													
General Merchandise										199,828	942,187	-742,359	(-) 79%
Apparel and Accessories										107,885	225,336	-117,451	(-) 52%
Furniture and Appliances										76,791	259,056	-182,265	(-) 70%
Misc. Shoppers Goods										119,903	177,605	- 57,702	(-) 32%
Other Goods													
Hardware										91,976	165,117	- 73,141	(-) 44%
Auto Sales & Services										289,847	435,713	-145,866	(-) 33%
Gas Stations										(50)	(44)	+(6)	(-) 14%
Recreation										173,705	330,234	-156,529	(-) 47%

1 Assumes local residents make all their retail purchases within the Planning Area and that persons residing outside the Planning Area make all their purchases in those areas.

concentrated outside the Planning Areas. Only a small portion of the statistical deficit, approximately an additional 100,000 square feet of Other Goods space, could be supportable in the Planning Areas. There is a sufficient amount of appropriately zoned, vacant or under-utilized land to adequately provide for additional retail space in the three Planning Areas.

Country Inns

This study, completed in July 1980, identifies a number of sites in Prince George's County which have a potential for development as country inns. No sites were identified in the Planning Areas except that Adelphi Mill was included in a listing of "Other Possible Sites".

Hotel/Motel/Restaurant Study

This study, completed in July 1981, examined development potentials and prospective locations for hotels, motels and high quality restaurants in Prince George's County. The following sites were identified in the Planning Areas: (a) Southeast quadrant of the Baltimore-Washington Parkway and Greenbelt Road (hotel and/or restaurant), (b) Golden Triangle (hotel and/or restaurant), (c) Southwest quadrant of the Beltway and U.S. Route 1 (hotel and/or restaurant), and (d) Beltway Plaza (restaurant). All of these sites have since been utilized for the recommended use except site (c) where detail development proposals have not been submitted.

CONCEPT

The County General Plan defines a hierarchical system of ideal development which recognizes the advantage of concentrating certain types of commercial and related activities at given intervals. These points of concentration are called activity centers. They are intended to provide an alternative to the haphazard and inefficient siting of development along highways or crossroads which has so often occurred in the past.

However, in the largely developed environment of the Langley Park-College Park-Greenbelt Planning Areas, there is only limited capability to implement an ideal pattern of development. Many aspects of land use, service and facility provision, and highway circulation are already substantially committed, and it is not realistic to assume major departures from the existing pattern of arrangements. Nevertheless, it is advantageous and potentially beneficial to the County and the local communities to identify where there are still opportunities to implement elements of the ideal system, either in full or vacant tracts, or in part by adapting and incorporating aspects of existing development into a larger concept. In this context, the system of activity centers and its application in the Planning Areas is described in the following paragraphs.

Development of the activity centers proposed in the Plan will involve a major change in concept from the more conventional patterns of commercial development which now exist. The proposed pattern of activity centers stipulates that wherever possible social and community activities should be provided in, and related to, the commercial activities. The locations of activity centers, in relation to school sites and the open space and conservation system, are clearly established and shown on the Plan Map. Professional services, such as medical, dental, legal, accounting, engineering, architectural, and other professional and technical offices, should be included as an integral part of an activity center.

Another major concept of the planned activity center in a Comprehensive Design Zone is the provision that, as part of the approval of commercial development, space must be provided for appropriate public and quasi-public uses--including open space (plazas), and indoor space (meeting rooms)--which will transform the commercial shopping center into a genuine center of community activity. Certain kinds of public, quasi-public, and commercial facilities will be appropriate for each level of activity center. Public space, determined by the anticipated area needs, should be provided as part of the overall design

of the activity center. This space may take the form of open and green areas, to break the monotony of concrete and asphalt, or a well-designed and well-sited plaza with trees and shrubbery.

Another important aspect of the activity center concept is the relationship of the development to the growth of the area it is to serve. The present practice of approving isolated commercial development, unrelated to the living area it is designed to serve, must be changed to provide for development of activity centers conditioned on the specific relationship of the activity center to the residential development.

To implement the activity center concept, it is recommended that development of the proposed activity centers be permitted through the appropriate residential, commercial and comprehensive design zones. The location and hierarchy of activity centers in the Planning Areas should be based upon the following ideal principles and criteria.

A. Neighborhood Activity Center: 4 to 6 acres overall size

1. Contains 1 to 3 acres of commercial development (10,000 to 30,000 square feet of gross leasable area).

2. Serves a population of 4,000 to 10,000 persons (one or more neighborhoods).

3. Has a service area of 1/2 to 3/4 mile in radius.

4. Access is provided by a primary street or collector highway.

5. Typical stores may include grocery, pharmacy, restaurant, barber, beauty parlor, coin laundry, medical/dental office, real estate/insurance, service station.

B. Village Activity Center: 10 to 20 acres overall size

1. Contains 5 to 10 acres of commercial development (50,000 to 100,000 square feet of gross leasable area).

2. Contains 50 to 150 dwelling units.

3. Serves a population of 12,000 to 20,000 persons.

4. Has a service area of 2 to 4 miles in radius.

5. Access is provided by a collector or arterial highway.

6. Typical stores may include supermarket, drug store, restaurant, barber, beauty parlor, coin laundry, medical/dental office, real estate/insurance, service station, variety store, clothing store, yard goods, television/radio, hardware, jewelry, ice cream, liquor/wine, cleaners.

7. Professional, technical and other office based activities may also occupy space in the commercial area.

C. Community Activity Center: 20 to 30 acres overall size

1. Contains 10 to 15 acres of commercial development (100,000 to 200,000 square feet of gross leasable area).

2. Contains 100 to 400 dwelling units.

3. Serves a population of 20,000 to 30,000.

4. Has a service area of 10 minutes' driving time in radius.

5. Access is provided by an arterial highway.

6. Typical stores may include those listed under a Village Activity Center plus junior department store, restaurants with and without liquor, a variety of specialized clothing stores, books/stationery, sporting goods, offices, furniture/appliances, automotive supplies.

7. Office activities as in the Village Activity Center.

D. Major Community Activity Center: 30 to 60 acres overall size

1. Contains 20 to 30 acres of commercial development (200,000 to 300,000 square feet of gross leasable area).

2. Contains 200 to 700 dwelling units.

3. Serves a population of 30,000 to 60,000 persons (more than one community).

4. Has a service area of 10 to 15 minutes' driving time in radius.

5. Access is provided by an arterial highway.

6. Typical stores are a discount department store plus those listed under Community Activity Center. The numbers and sizes of stores are greater, however.

7. Office activities as in the Village Activity Center, on a larger scale.

In addition, the General Plan highlights the vicinity of Metro stations as offering significant opportunities for future economic development and emphasizes that these stations will have a profound effect on nearby development patterns. Development of the College Park and Greenbelt Metro Vicinity Area is included in the Employment Areas Chapter.

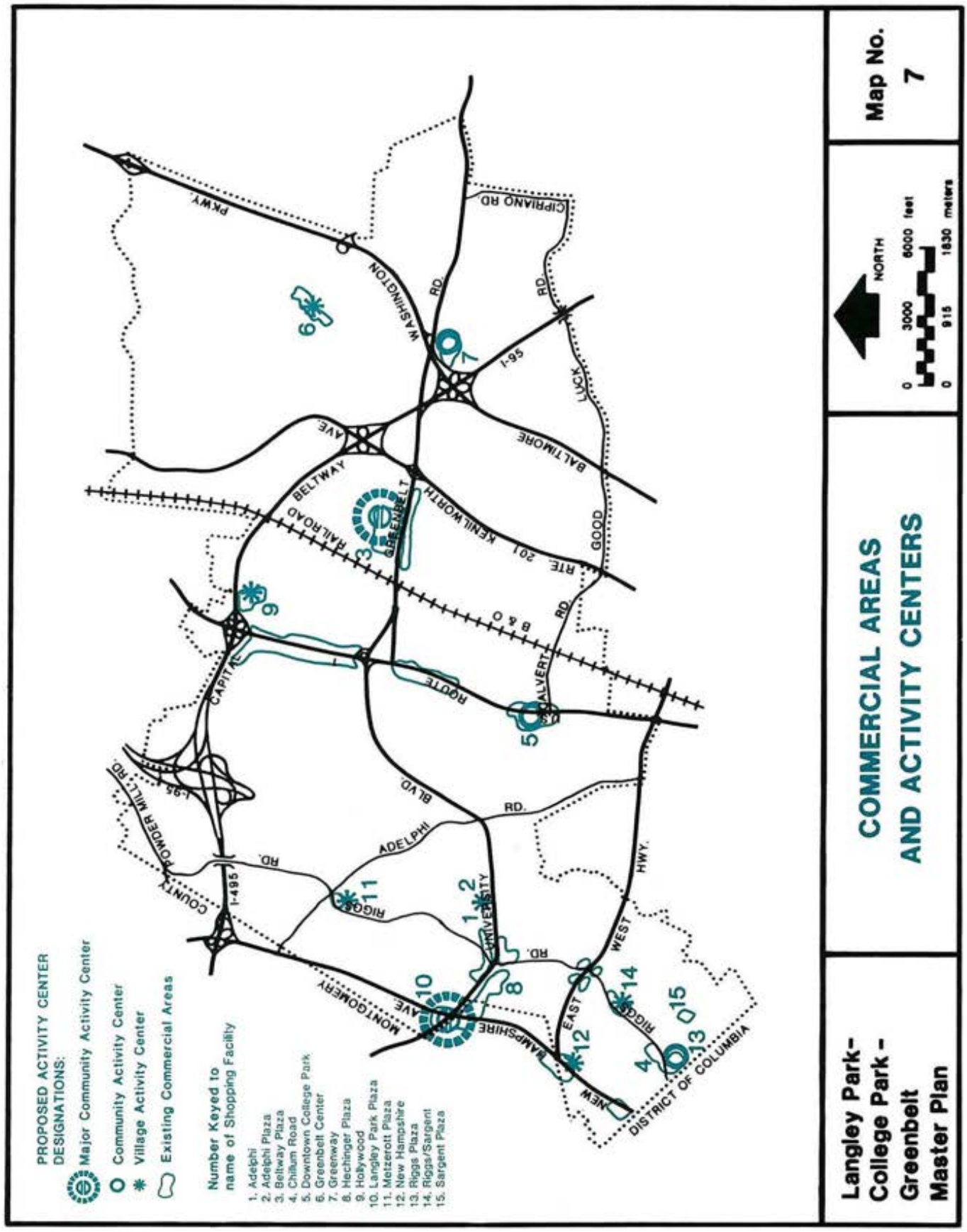
Based upon the above standards and criteria, the Plan identifies the following locations for activity centers. Commercial Areas and Activity Centers are shown on Map 7. These areas and centers consist of not only retail/commercial uses but existing and proposed residential uses too. The Plan Map indicates with appropriate symbols existing shopping centers or districts that are proposed to become activity centers. The Plan's intent is that, through private development or redevelopment, these areas will become true activity centers of the type indicated. However, it is understood that the implementation of the activity center concept will depend to a great extent on the good faith efforts of the property owners and on extraordinary public effort. When space for a public facility is needed, public agencies should acquire sites or lease space for their facilities within these centers. Private and institutional interests are encouraged to seek locations within or adjacent to activity centers. It should be noted that neighborhood convenience centers, unlike community or village activity centers are permissible only if put forward by an owner/developer as part of a Comprehensive Design proposal requesting the R-S, R-M or R-U zoning category.

A. Major Community Activity Centers (2)

1. Beltway Plaza, including commercial uses on the south side of Greenbelt Road (between 60th and 83rd Avenues)

2. Langley Park Shopping Center, including the northern and southern quadrants (The latter is outside the study boundary but within Planning Area 65.)

Each is designated as a Major Activity Center. There are no public or quasi-public uses, or social/community activities.


Langley Park-
College Park -
Greenbelt
Master Plan
COMMERCIAL AREAS
AND ACTIVITY CENTERS
Map No.
7
NORTH
0 3000 6000 feet
0 915 1830 meters
PROPOSED ACTIVITY CENTER
DESIGNATIONS:
Major Community Activity Center
Community Activity Center
Village Activity Center
Existing Commercial Areas
Number Keyed to
name of Shopping Facility
1. Adelphi
2. Adelphi Plaza
3. Beltway Plaza
4. Chillum Road
5. Downtown College Park
6. Greenbelt Center
7. Greenway
8. Hechinger Plaza
9. Hollywood
10. Langley Park Plaza
11. Metzerott Plaza
12. New Hampshire
13. Riggs Plaza
14. Riggs/Sargent
15. Sargent Plaza
PKWY.
WASHINGTON
RD.
CIPRIANO RD
RD.
I-95
LUCK
BALTIMORE
AVE.
BELTWAY
RAILROAD
KENILWORTH
RTE. 201
GOOD
B & O
CAPITAL
ROUTE
CALVERT
RD.
BL.VD.
RD.
ADELPHI
COUNTY
POWDER MILL RD.
I-95
I-495
RD.
RIGGS
UNIVERSITY
RD.
MONTGOMERY
AVE.
HAMPSHIRE
EAST
WEST
HWY.
RIGGS
NEW
DISTRICT OF COLUMBIA

B. Community Activity Centers (3)

1. Riggs Plaza (130,000 square feet leasable area)

There are no public or quasi-public uses.

2. Downtown College Park Commercial Area (198,000 square feet of leasable area)

There is a municipal center and a public library.

3. Greenway Shopping Center (264,200 square feet of leasable area)

There are no public or quasi-public uses.

C. Village Activity Centers

1. Metzerott Plaza (56,300 square feet of leasable area)

2. Adelphi Shopping Center-Adelphi Plaza (83,600 square feet of leasable area)

3. Riggs/Sargent Shopping Center (102,900 square feet of leasable area)

4. New Hampshire Shopping Center (65,900 square feet of leasable area)

5. Hollywood Shopping Center (68,400 square feet of leasable area)

6. Greenbelt Center (53,800 square feet leaseable area)

There are no public or quasi-public uses at the other village activity centers except for the Hollywood Shopping Center and the Greenbelt Center.

RECOMMENDATIONS

Planning for Retail Use

As stated in the Retail Market Analysis summary, additional retail space for the Planning Areas can be provided in ongoing projects or planned projects, and on vacant commercially zoned land or on partially developed parcels. Therefore, no new areas are proposed for rezoning to retail commercial use except a number of comparatively small infill rezonings listed on the zoning change maps.

Recommendations for Specific Commercial Areas

Many of the commercial areas in the Planning Areas have been the subject of previous economic or design studies prepared under the Planning Assistance to Municipalities and Communities Program. Findings and recommendations of these studies were carefully examined and incorporated into the Plan where appropriate.

Langley Park Shopping Area

- Periodic checks and timely repairs and renovations should be made by the owners to prevent physical deterioration.
- The state should repair the curbs and make any other needed repairs to the remaining right-of-way.
- Pedestrian walkways should be maintained for public safety and good will.
- Crosswalks should be marked with highly visible paint.

- Street trees should be planted along University Boulevard and New Hampshire Avenue.
- The lighting system should be improved for pedestrian safety.
- Facades and signage should be unified.
- On the northeast quadrant, a screening and landscaping strip should be provided along the northern edge of the parking lot to protect the residential area to the north; a park-like setting should be created between the K-Mart and L. Frank property, with a kiosk and appropriate street furniture; the ingress/egress on University Boulevard shared with the gas station should be improved by redefining the traffic lanes; the dumpsters on the western edge of the properties should be screened with tall evergreen shrubs.
- The Takoma-Langley Crossroads Authority should be expanded to include the northern quadrants so that a more unified management of the entire shopping area can occur. The City of Takoma Park should also make and pursue such a recommendation with the businesses in the area.

University Boulevard between Langley Park and 24th Avenue

- Where feasible, adjacent parking areas should be linked, improving internal circulation and reducing curb-cuts.
- During the permit review process, owners should be encouraged to provide landscaping along highways and internal landscaping by redefining parking layout for better circulation and creating suitable islands for landscaping.
- Facades and signage should be unified.
- Businessmen and owners desirous of making improvements to a particular section and willing to follow through with implementation should request the County for a greater in-depth study to include graphic details under the Planning Assistance to Municipalities and Communities program.

Beltway Plaza

- Install landscaping along Greenbelt Road, in the parking lot and around buildings.
- Consolidate ingress/egress points at the bank and the restaurant onto Greenbelt Road at Cherrywood Lane.
- Create landscaped islands to define circulation lanes and parking areas, and to provide visual relief from the large expanses of parking.
- Resurface parking lot and provide highly visible pedestrian walkways.
- Restrict commercial delivery for the stores to only early and/or late hours to avoid conflicting traffic between delivery trucks and pedestrian circulation.
- Upgrade rear facades.
- Regrade the rear parking area to a less steep grade for safety and better vehicular circulation.
- New freestanding buildings should be designed in harmony with the mall and other satellite buildings.

- Provide a landscaped buffer between the shopping center and the Springhill Lake apartments.

Greenbelt Center[2]

- Improvements to the physical appearance of the Center's buildings and open space. This includes exterior walls, lighting, outdoor furniture, and sidewalks. The Commercial Center should be a physically attractive place to shop or just visit. Many merchants and residents mentioned the generally rundown appearance of the Center and spoke favorably of the improved appearance of the Co-op.

- Encourage storekeepers to remove litter and debris from the area around their stores. A littered area discourages people from coming into or using the Center.

- Permit vendors to set up stalls or tables for the display and sale of arts and crafts in the mall on certain weekends or holidays. Create an atmosphere of activity which will have a spillover effect on retail trade. Some merchants said that the volume of their business increases in May through August when local recreational facilities are open. The market aspects of the Center should interact with the social aspects of the Center.

- Increase awareness of the Commercial Center, library, and recreational facilities through signs and advertising. Signs for the historic district should implicitly advertise the location of the Commercial Center.

- Retain the public facilities, particularly the Post Office, as an integral part of the Center.

- Enforce the existing ordinance prohibiting bicycles in the mall. If the mall is to remain an asset to the Commercial Center, it must be perceived as both a pleasant and safe environment for shopping and socializing.

- Institute more frequent police foot patrols through the mall to deter vandalism and rowdiness.

- Maintain an active merchant's association. The merchants, acting collectively, rather than individually, can work with the property owners and the City more effectively.

Many of these efforts involve minimal costs. Other efforts involve more substantial financial commitments. Since Greenbelt is on the National Register of Historic Places, it is eligible to apply for special assistance.

College Park Downtown[3]

- The Chaney and Shell sites should be studied in detail to determine, based on physical and traffic capacity constraints, the number of parking spaces that can be provided at each site. An evaluation of each site, based on these factors as well as cost, ability to fund construction, potential utilization and impacts to adjacent property should be conducted to provide input to site selection, and later, construction details.

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[2]These recommendations are from the Greenbelt Commercial Center Revitalization Study, September 1981. Prepared by M-NCPPC under the Planning Assistance to Municipalities Program upon a request from the City of Greenbelt.

[3]These recommendations are from the College Park Downtown Study, 1981 (which includes a Commercial Market Analysis, a Transportation Report and an Urban Design Report).

- Provide a unifying system of street trees along all public streets in the downtown area.
- Provide a safer and more attractive sidewalk system to connect the different parts of the downtown area.
- Place overhead utility lines underground where feasible.
- Separate pedestrian and vehicular circulation facilities; enforce the use of crosswalks or provide a pedestrian overpass.
- Eliminate on-street loading on U.S. Route 1; structure the loading areas to provide better service.
- Provide a pedestrian plaza as a gathering place and for special activities to attract shoppers.
- Provide visual focal points to add interest and to locate a perceived visual center of the downtown area.
- Unify the architecture of new buildings or additions to assure harmonious styles and building forms.
- Provide an overall urban design focus by coordinating building forms to visually locate the downtown core.
- Unify business signs to help establish the positive character of "downtown" while identifying each use effectively.
- Provide for bicycle use by well-located bicycle storage areas.
- Provide parking lot landscaping to minimize the visual effects of a large paved space covered with monotonous rows of parked automobiles.
- License street vendors to set up temporary shops in specified areas to increase pedestrian activity and provide a variety of goods offered for sale.
- Generate special activities to occur seasonally in the newly created gathering spaces to increase pedestrian use.
- Provide ample sitting areas in highly active pedestrian spaces and in low activity areas.
- Use balconies and upper level offices around high activity areas.

College Park U.S. Route 1 Commercial Corridor[4]

- The development of land in larger parcels than in the past shall be encouraged to counter the prevalent strip image.
- Recognize and protect the existing residential areas which are of sufficient size to produce a residential character or identity.

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[4]These recommendations are from Special Treatment Area U.S. Route 1 College Park Study and the College Park Route 1 North Study.

- Require all commercial development, redevelopment or expansion to be subject to the conditions specified in the overlay zone when such a measure is adopted by the County.

- Permit, with conditions specified in the overlay zone, limited commercial expansion, parking and certain low-key commercial uses for residentially zoned land within the identified transitional area between the residential and commercial districts. These requirements include prohibition of access to residential streets and landscaping, screening, setback, and site plan requirements not currently required by the Zoning Ordinance. The screening materials used must be of sufficient quality and quantity to be successfully integrated into the residential community.

- Increase requirements for screening and landscaping where commercial uses extend to a residential street, such as Autoville Drive.

- Minimize commercial driveways to the extent possible and conduct studies to determine the feasibility of combining entrances in certain locations.

- Explore the feasibility of making certain side streets on the east side of U.S. Route 1 one-way. Implementation of a one-way system on these side streets could reduce the number of vehicular conflicts on U.S. Route 1.

- Upgrade parking compounds by providing asphalt paving, structural concrete curbing, and concrete wheel stops.

- Provide sidewalks along U.S. Route 1 where space is available.

- Provide landscaped strips wherever possible and provide landscaping in the adjacent right-of-way where the land is not available on-site.

- Combine signs for adjacent businesses to identify groups or entire blocks of businesses by group name or by the block's street number.

- Eliminate chain-link fencing near U.S. Route 1 or screen it with plant materials.

- Replace all small buildings that have been converted from residential to commercial use that do not meet all current commercial code requirements.

- Combine small properties that are too small to develop in their individual ownerships to create larger sites with increased development potential.

Northern Quadrants of Beltway and Route 1

Endorsing the recommendations contained in the Transportation Analysis, it is recommended that U.S. Route 1 be improved to a six lane divided arterial, the Yuma Street intersection be relocated to the north with double left-turn lanes provided on all approaches to the relocated Yuma Street/Route 1 intersection, and relocated Yuma Street be extended to provide access into both quadrants. With these highway improvements, it is recommended that the area north of relocated Yuma Street, including the Del Haven Motel (formerly known as Brown's Tavern - a historic building) but excluding approximately the 7.3 eastern acres of the Marriott property, is recommended for low-intensity research/development. Implementation should be through the Comprehensive Design Zone category, E-I-A or M-X-T. It is also recommended that the historic building be preserved with adequate curtilage. New buildings should be compatible with the historic structure. The eastern portion of the Marriott property is proposed for a motel. The remaining 35 acres west of the Holiday Inn are recommended for office, employment and retail uses. Traffic generation from the hotel and research and development offices should not exceed the traffic which can be generated from 75,000 square feet of general office.

On the northeast quadrant, low-intensity research and development uses are recommended through the Comprehensive Design Zone E-I-A. Traffic generated from the development should

Baltimore Ave.
U.S. Rte. 1
RETAIL COMMERCIAL
YUMA STREET RELOCATED
OFFICE/EMPLOYMENT/RETAIL (CDZ/E-I-A OR M-X-T)
Beltsville Agricultural Research Center
State of Md.
Beltway
YUMA ST.
RETAIL COMM
Capital
Branch
Point
Cherry Hill Rd.
PARK DR.
AUSTIN CT
NORTH
0
200'
Langley Park-College Park-Greenbelt Master Plan
LAND USE RECOMMENDATIONS NORTHERN QUADRANTS RTE. 1 & BELTWAY
Map No. 8

not exceed the traffic which can be generated from 172,000 square feet of general offices. Such development is subject to highway improvements, including the relocation of Yuma Street. However, a different mix of development or additional access proposals could be accommodated, if a new traffic study is provided and accepted by the State Highway Administration and County staff which shows adequate levels of service. Thus, owners of parcels in both quadrants must work together to develop a concept for the two quadrants. Additional uses/intensities should not occur at these quadrants, without the integrated highway improvements, the network cannot accommodate additional traffic.

Other Strip Commercial Areas

Retail and other commercial uses exist along New Hampshire Avenue, Greenbelt Road, Riggs Road, Sargent Road and Chillum Road. Many of the recommendations proposed for the U.S. Route 1 commercial strip are applicable to these areas and should be considered during planning of any improvements or additions or while reviewing any zoning, special exception or subdivision applications.

Urban Design Guidelines for Commercial Areas

A. Landscaping and Exterior Environment

1. Improve or provide a landscape strip in front of stores, wherever feasible, to enhance the existing visual image.

2. Use landscape islands to delineate parking and loading areas and circulation lanes, wherever feasible, to provide visual relief from large expanses of parking.

3. Provide street trees wherever possible.

4. Conduct proper maintenance procedures to insure that the landscaping will be healthy and attractive.

5. Install intensive landscaping to buffer residences behind the commercial development.

6. Enhance the existing visual focal points such as main entrances by landscaping.

7. Screen outdoor trash storage areas and waste containers.

8. Install benches, trash receptacles, and planters at appropriate locations; the materials must be durable.

B. Facade Improvements

1. Create compatible building facades and styles wherever possible by unifying color schemes and building materials.

2. Exercise care in the remodeling of buildings to enhance, rather than weaken, the original character of building facades.

3. Renovate the facades of establishments needing an upgrade and conduct routine maintenance of facades and signs.

4. Provide a harmonious style between the roof tops and marquee heights if a new building is to adjoin an existing building, or an existing structure is to be rehabilitated.

5. Provide handicap access to all buildings (i.e., barrier-free routes from parking, along sidewalks, into the primary entrance).

6. Use good design, durable materials, and quality workmanship.

C. Signage Improvements

1. Upgrade and unify the commercial signs to establish a positive image of the area while identifying each use effectively.

2. Integrate signs with the architectural design of the structures.

3. Reduce signs in size where feasible so that these do not overwhelm the facade.

4. Limit the number of signs pertaining to a single business to avoid overcrowding the facade.

5. Ban all temporary window signs.

D. Structural Condition Improvements

1. Demolish buildings which are beyond the point of rehabilitation.

2. Encourage businessmen and property owners to make necessary improvements to their buildings to maintain a safe and pleasing environment.

3. Attract new businesses to occupy vacant buildings in order to reverse any deteriorating trend.

E. Circulation Improvements

1. Eliminate any on-street loading along the main street; designate the loading areas to provide better service.

2. Generate special activities to occur seasonally in the gathering spaces to increase pedestrian use.

3. Provide a safer and more attractive sidewalk system.

4. Separate pedestrian and vehicular circulation facilities, enforce the use of crosswalks or provide pedestrian overpasses.

5. Include analyses of the potential impacts on the local transportation system for all proposals for renewal or expansion.

6. Combine existing access points wherever possible to limit conflicts with the free flow of traffic on the main road; additional access points to the main road should be restricted to those which are strictly required; additional access from the commercial properties to the residential streets should be prohibited.

F. Parking Facilities Improvements

1. Provide adequate lighting in parking areas.

2. Create legible parking lot signs.

3. Provide adequate parking for both short-term and all-day parkers.

4. Maximize landscaping to minimize a monotonous view of parking areas from the main road.

5. Modify some existing parking spaces into compact car spaces, thereby creating some planting and visual attractions.

6. Maintain parking areas in very good condition by resurfacing, coating and patching potholes.

7. Mark the handicapped parking spaces; provide with access ramps, if needed.

8. Provide highly visible pavement markings to indicate proper vehicular circulation and pedestrian movement within the parking area.

G. Buffering Improvements

1. Add and/or develop a buffer strip to assure a visual and physical barrier between the commercial structures and the residential area.

2. Preserve any mature trees which exist between the commercial development and the residential area.

3. Establish and maintain intensive landscaping buffers to minimize any adverse impacts of noise, air pollution, visual blight and the glare of lights from commercial activities to the residential area.

4. Include methods and materials which will be acceptable for integration into the residential community for all required screening adjoining residentially zoned properties.

GUIDELINES

1. As commercial areas are redeveloped and/or expanded, the provision of multiple-use community and village activity centers, as identified in the Plan, shall be encouraged in lieu of development as single-function shopping areas.

2. New commercial activities, including drive-in establishments, shall be encouraged to locate in existing and planned commercial areas, rather than haphazardly on scattered sites along highways.

3. Redeveloped and expanded commercial areas should be subjected to high standards of site design and should be designed in relation to surrounding areas so as to provide safe, visually pleasing pedestrian access.

4. The location and size of commercial areas should be related, where possible, to the character and needs of the specific residential development these commercial areas are intended to serve.

5. As commercial areas are redeveloped or expanded, they should be planned, designed, and constructed as cohesive units.

6. The design of redeveloped and expanded commercial areas should be subject to aesthetic as well as functional design review criteria and, where possible, should include such open space as parks, malls, plazas, and similar areas. Natural amenities should be preserved and incorporated into the design of commercial facilities, where feasible.

7. When existing commercial areas are proposed for expansion or for development of a different type of commercial use, compliance with a development plan for the entire parcel shall be encouraged in order to prevent fragmented development.

8. All proposals for renewal or expansion of commercial uses should include analyses of the potential impacts on the local transportation system.

9. Commercial areas should be buffered from surrounding streets and uses, where appropriate, by means of curbs, islands, landscaping, fencing, back-up development, and the siting of structures.

10. Innovative site design and/or ample landscaping should be used within and around redeveloped and expanded commercial areas, to enhance the aesthetic qualities of the areas and to break up the otherwise monotonous, barren look of parking areas.

11. The construction of multitenant office structures shall be encouraged, where appropriate, rather than the conversion of residences to offices or the building of small single-tenant office structures.

12. Service-commercial establishments shall be encouraged to locate in areas recommended for such uses, rather than in retail and office areas or at haphazardly chosen locations which contribute to the creation of strip development.

13. Off-street parking facilities should be designed to allow on-site vehicular circulation which eliminates the need to back onto highways and block of public rights-of-way. No departures from design standards should be granted which conflict with this guideline.

14. Adequate off-street loading and unloading space should be provided and located where public rights-of-way will not be blocked.

15. A gas station or other freestanding structure, located in a redeveloped or expanded commercial area, should be coordinated with an overall site plan and should be of similar architectural design to other buildings in the center.

16. Where an existing or future business extends between two streets, with the minor street providing only access to the parking lot in the rear of the business, and the property opposite the rear entrance is designated for residential use, the rear should be reserved for required parking.

17. Churches, service clubs, and other quasi-public uses shall be encouraged to locate in appropriate activity centers to help establish these areas as focal points and to provide for the sharing of parking and other facilities in such structures.

18. Outdoor trash storage areas should be screened.

19. The businessmen and property owners should be encouraged to make necessary improvements to their properties to maintain an aesthetically pleasing environment.

20. The County Building Code should be strictly enforced to require the renovation or removal of substandard structures.

21. All commercial activities should be located to benefit from access afforded by major streets without impairing the efficiency and operation of these streets. The use of frontage roads and of as few curb cuts as possible are explicitly recognized as a primary means of achieving this guideline.

22. Attention should be given to the siting of any freestanding uses constructed in shopping center parking lots. Any such uses should be placed at a sufficient distance from the access points to insure that no traffic conflicts or visibility problems will result.

23. Approval of an activity center location should require that the design proposal defines and shows the relationship of the proposed center to nearby schools, hiker-biker trails and the open space network.

24. Signs at activity centers should be designed and sited to minimize the visual impact on the surrounding area and access roads.

25. The provision of typical retail shopping center facilities should be discouraged in areas designated for service-commercial uses.

26. The amount and type of proposed retail-commercial uses permitted in an activity center should be based on an analysis of the potential retail market. The analysis should also take into consideration all other nearby existing or approved commercial uses and the possibility of overlapping service areas.

EMPLOYMENT AREAS

GOAL

- To create more diversity in job opportunities for local residents and to enhance the economic base of the County and the Langley Park-College Park-Greenbelt Planning Areas.

OBJECTIVES

- To increase employment opportunities for local and County residents by encouraging new and high quality retail, office and industrial development.
- To encourage a local employment base which represents the highest level and range of activities which can reasonably be achieved.[1]
- To maintain and expand existing employment areas where appropriate, while gradually removing employment uses from, and stopping their intrusion into, areas not appropriate for employment uses.
- To identify specific industrial assets and liabilities which affect the image of the Planning Areas, recommending ways by which the former may be enhanced and the latter minimized.
- To capitalize on available sites which are highly accessible to regional traffic.
- To develop employment areas in accordance with principles of good architectural and site design, with emphasis on the industrial park approach at suitable locations. (See footnote 1.)
- To locate industrial activities on sites which will produce minimal adverse effects on adjacent land uses and traffic circulation.
- To protect planned employment areas from premature commitment to less intensive uses.
- To encourage the development of mixed-use employment centers at future Metro stations.
- To promote employment area development through the Comprehensive Design Zone to encourage integration of open space and other amenities within well-designed areas.
- To locate employment centers in areas that minimize land use incompatibilities and minimize any impact to public facilities.

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[1]Indicates objective adapted from the County Planning Goals and/or the Land Use and Economic Development Element of The General Plan.

- To discourage creation of additional small, scattered industrial sites.

BACKGROUND AND BASIC ISSUES

Industrially developed land in the Planning Areas comprises 144 acres or approximately two percent of the developed land area. Additionally, 554 acres or 7.5 percent of the developed land is in retail and office commercial uses which also provide opportunities for employment. There are 497 acres and 601 acres of industrially and commercially zoned land which represents 2.8 percent and 3.4 percent, respectively of the Planning Areas' acreage whereas Countywide there is 4.5 percent and 2.5 percent of industrially and commercially zoned land. Thus, in relative terms compared with the County, the Planning Areas have 40 percent less industrially zoned land and 35 percent more commercially zoned land.

Industrially developed or zoned land in the Planning Areas is located adjacent to the B&O Railroad tracks. This location has certain advantages compared with scattered locations, as there is an opportunity for railroad sidings. The impact and compatibility issues are somewhat limited because the railroad is located on one side of the existing industrial development. However, industrial traffic passing through residential streets impacting adjacent living areas is a disadvantage of this location.

In the Langley Park-College Park-Greenbelt Planning Areas, at-place employment is projected to rise from 39,550 in 1985 to 45,812 in 1990, 51,497 in 1995, 56,847 in 2000, 61,513 in 2005, and 65,265 in the year 2010, or an increase of 25,715 (65 percent) in the 25-year period. There is no listing of individual job categories within these totals. Most of the projected increase to the year 2010 is likely to occur in areas adjoining the Beltway - in the vicinity of U.S. Route 1, in the several large ongoing office projects in the Greenbelt area, and in the vicinity of the two proposed Metro stations.

New development and holding capacity of individual employment are based on the capacity of the existing highway network as well as planned improvements and the environmental constraints of the site. Existing employment areas and related issues are discussed in the following paragraphs.

Kropp's Addition, WMATA/University of Maryland, Litton, and ACF Properties

This area, containing approximately 93 acres, is located east of the B&O Railroad tracks and north and south of Calvert Road. The area north of Calvert Road, known as Kropp's Addition, is substantially developed. Buildings, located close to the streets, are usually one story in height and built of cinder blocks. These structures have an austere utilitarian appearance but display no signs of deterioration. Streets are poorly maintained and without curbs or gutters. Most parking lots are unpaved and without any landscaping. Users include a U.S. Government agency; Litton Laboratories, warehouses, tire sales and other auto related uses, contractor's offices, and custom printing specialists. Because the area is developed at a rather low intensity, it lends itself to infill development and redevelopment at slightly higher intensity. The approximately 68-acre area south of Calvert Road is partially developed. Users include Litton, the University of Maryland Department of Agriculture laboratories, and several other businesses. Litton's new offices south of Calvert Road display quality construction and generous landscaping. A majority of the 154-acre ACF property is outside of the Planning Area in the adjacent Town of Riverdale and access will have to be provided from Calvert Road and from Kenilworth Avenue. The existing access to the ACF property is from East-West Highway and crosses a residential area and is inadequate and unacceptable.

Construction for Metro's Green Line in College Park, has permanently closed Calvert Road at the B&O Railroad tracks. An alternate road will provide access to all existing and proposed uses. The College Park Metro Station will straddle Calvert Road. This metro station can be a stimulus for mixed-use development based on market forces and intensities subject to the capabilities of the highway network. A

Langley Park–
College Park –
Greenbelt
Master Plan
EMPLOYMENT AREAS
Map No.
9
NORTH
0 3000 6000 feet
0 915 1830 meters
1. Kropp's Addition
2. WMATA Property
3. University of Maryland Property
4. Litton Property
5. ACF Property
6. Berwyn Rd. Industrial Area
7. Branchville Rd. Industrial Area
8. Greenbelt Employment Area
9. 54th Ave. Industrial Area
10. Northeast Quadrant of Beltway and I-95
11. Mazza Property
12. Capital Office Park
13. Golden Triangle Office Park
14. Md. Trade Center/Hanover Parkway Office Complex
PKWY.
WASHINGTON
RD.
CIPRIANO RD.
RD.
I-95
LUCK
BALTIMORE
AVE.
BELTWAY
RAILROAD
GREENBELT
KENILWORTH
RTE. 201
GOOD
B & O
RD.
CALVERT
ROUTE
CAPITAL
BLVD.
RD.
ADELPHI
RD.
I-495
RIGGS
UNIVERSITY
RD.
HWY.
WEST
EAST
RIGGS
MONTGOMERY
AVE.
HAMPSHIRE
NEW
DISTRICT OF COLUMBIA
COUNTY
POWDER MILL RD.
I-95

transportation study revealed that with a Calvert Road alternative and access from Kenilworth Avenue to the ACF property, total development in this vicinity should not exceed 2.5 million square feet of office space. The study stipulated a 60/40 split between research/development and general offices; major improvements to the intersections of Calvert Road and Kenilworth Avenue, Route 1 and Calvert Road, and Route 1 and Campus Drive; and a 15 percent traffic distribution to transit, carpools and vanpools. Issues in the development of this area are as follows:

- Plan the College Park Metro Station area to include access to the ACF property.
- Encourage high quality mixed-use development in this area which includes amenities, landscaping, lighting and adequate public facilities.
- Construct to 2.5 million square feet of office space or a combination of land uses with equivalent traffic generation due to the transportation network constraints.

Berwyn Road Industrial Area

The Berwyn Road Industrial Area contains approximately seven acres and is zoned C-2 and I-1. Development includes several warehousing and office uses. The main issue for this area is the industrial and commercial traffic including tractor trailers using the residential neighborhood streets. This traffic causes excessive noise, vibration, fumes, and disruption to the residential character of the neighborhood. Furthermore, it intimidates pedestrians and other traffic - bikes, passenger cars. The 1970 College Park-Greenbelt Master Plan proposed an industrial road north of Berwyn Road, west of the B&O Railroad, crossing a 20-acre vacant, industrially zoned property to Tecumseh Street. The proposed road would have diverted industrial traffic out of the residential neighborhood. This option has been partially precluded by the construction of a warehousing/office building and several homes along Tecumseh Street in the right-of-way of the proposed industrial road.

Branchville Road Industrial Area

This industrial area comprises approximately 27 acres zoned I-2 and approximately four acres zoned C-2. Businesses include computer software, auto parts supplies, a motel, contractor's office and yard, auto body cleaning, auto painting, outerwear manufacturing, several other businesses, and the City of College Park Public Works Maintenance Yard. A majority of the businesses have dirt parking areas, a hodge-podge of signs, and no landscaping. The major issue is the truck and auto traffic these businesses attract which traverses the residential area of Locust Spring Road, Indian Lane, and 51st Avenue. This traffic detracts from the residential character and subjects the residential neighborhood to noise, vibration and fumes.

Greenbelt Employment Area

There are approximately 367 acres of I-2 zoned, mostly vacant land in this employment area. The northern 77 acres comprises the Washington Metropolitan Area Transit Authority (WMATA) property for the future Greenbelt Metro Station. The southern 183 privately owned acres comprise a substantial proportion of land within the 100-year floodplain and a number of sparsely developed commercial and industrial uses including sand and gravel processing plants, open storage of construction materials and equipment, warehousing and office buildings. Development is unplanned, indicating ad hoc additions with very little spatial arrangement. Access, circulation and parking are marginal to poor. There is no landscaping or screening. A transportation study revealed that with certain highway improvements, total development in the Greenbelt Employment Area should not exceed two million square feet of office space. Issues in the Greenbelt Employment area are as follows:

- Protect the extensive 100-year floodplain.

- Encourage high-quality, mixed-use development which includes amenities, landscaping, lighting and adequate public facilites.

54th Avenue Industrial Area

This area, measuring approximately nine acres zoned I-1 and I-2, contains a concentration of open storage, contractor's offices with yards, and auto related businesses. Access is from 54th Avenue, a two lane road with no curb or gutter. It passes under the Route 193 (Greenbelt Road) bridge and connects to Branchville Road which provides egress onto Route 193.

Access is also provided from Berwyn Road, Ruatan Street, and 58th Avenue onto Greenbelt Road through residential areas in the Town of Berwyn Heights. Because the Metro line will eliminate the 54th Avenue access to the businesses, WMATA will construct an alternate access road along the east side of the industrial development. Issues pertinent to the 54th Avenue Industrial area are as follows:

- Improve the appearance of existing businesses that do not have any screening. Screening would reduce the area's poor image to future Metro riders.

- Create opportunities to attract better quality businesses to the area by restricting new heavy industrial uses in the future and improving the area's appearance by requiring appropriate landscaping and screening.

Northeast Quadrant of the Beltway and I-95

This property contains approximately 47.8 acres, and is zoned R-R. A Recreation Vehicle Park is under construction on this property. The property is affected by noise from the Beltway and from I-95. Access is from Cherry Hill Road which intersects with Powder Mill Road and U.S. Route 1 at its western and eastern ends, respectively. A transportation study found that with recent improvements the Cherry Hill Road/U.S. Route 1 intersection could not accommodate additional traffic at peak hours. Therefore, a low-intensity use is recommended for the future if the recreational vehicle park is ever redeveloped. Visibility from the Beltway and from I-95 make it imperative that any development be of a high visual quality.

Mazza Property

This partially developed property, measuring 21.4 acres zoned R-55, R-10, C-1, C-2 and C-S-C, is located on the west side of Route 1 approximately 200 feet south of Hollywood Road. Several single-family detached homes are located on large lots to the north and northwest. A transportation study found that commercial office development on this property should be limited to 0.18 FAR in order to maintain an acceptable level of service along U.S. Route 1. Development-related issues for this property are as follows:

- Encourage high quality development for this property.

- Limit new development on this property due to the constraints of high volumes of traffic along U.S. Route 1 during peak hours.

- Buffer existing single-family detached homes to the north, northwest and south of the subject property from any new development.

Office Developments

Major office projects in the Planning Areas include Capital Office Park, Golden Triangle, the Maryland Trade Center, the Nationwide Building, G&O Building, Science

Park, Sterling Building, One Boulevard Plaza, College Park Professional Center, Hartwick Building, Executive Building, and the Riggs Building. Additionally, there are several projects under construction or in various stages of planning. The Planning Areas have attracted high quality, well-designed office projects with few problems. The Capital Office Park was judged as the best landscaped project in the County. There are no known major problems in these office developments except the need for additional internal landscaping, screening along highways and residences, and sign coordination.

Office Market Analysis

Office space is broadly categorized as Locally Oriented Office Space and General Office Space. The locally oriented office space serves the immediate needs of the resident population such as Finance, Insurance, and Real Estate (FIRE); Medical Professional; and Legal. General Office Space is occupied by firms that have a very wide trade area and maintain contact with their customers through mail or field representatives. Corporate or regional headquarters, national associations, and central operations offices are examples of such firms.

Locally Oriented Office Space

The three planning areas - Langley Park, College Park and Greenbelt--have 147,000, 188,000, and 197,000 square feet respectively, of locally oriented office space. At the 100 percent capture rate, there is a statistical deficit of 231,000, 49,000, and 26,000 square feet of locally oriented office space in the three Planning Areas, respectively. Because the population of the Langley Park and College Park areas is projected to decline slightly and that of the Greenbelt area is projected to increase slightly, the deficit for the year 2000 is projected at 217,000 square feet, 39,000 square feet and 62,000 square feet, respectively. The large statistical deficit in the Langley Park area indicates that a sizable portion of the demand for locally oriented offices is met outside the Planning Area, usually, in Takoma Park, Prince George's Plaza, Silver Spring, White Oak, and Washington, D.C. Probably, the Langley Park residents who may work around these areas patronize them for their medical/ dental, banking, insurance and legal services needs during their lunch hour. This is likely to continue. However, an additional 50,000 to 75,000 square feet of local office space is probably supportable and should be provided in the Langley Park area. Similarly, an additional 25,000 to 50,000 square feet of local office space is supportable in the College Park area. On the other hand, in view of the increase in population and the considerable growth in general office employment which may create additional demand for local offices, the Greenbelt area may have a greater demand for local office space. Probably 100,000 to 125,000 square feet of additional locally oriented office space could be supported in the Greenbelt Planning Area.

General Office Space

Prince George's County captured 5,700,000 square feet, or less than seven percent of the 87,000,000 square feet of new office space constructed in the metropolitan area during 1970-1982. Over the past several years, the County has been establishing itself as a center for office development. Vacant Beltway sites are attractive and less costly when compared with alternative sites in other jurisdictions. The County's share of office space could increase to 10 percent of the projected metropolitan area construction for new office space, an average of 4 to 4.5 million square feet annually. An increase of 10 percent would result in a projected absorption of 400,000 to 450,000 square feet per year in Prince George's County during this decade. Recently, the northern corridor with I-95 and the Baltimore-Washington Parkway has captured 40 to 50 percent of the total general office space. This share may stabilize at 33 percent, resulting in 132,000 to 148,000 square feet of gross office space per year. The Langley Park-College Park-Greenbelt Planning Areas account for 1.3 million square feet or 15 percent of the total office space in the County and approximately 40 percent of the space in the northern corridor. With the high visibility and accessibility of the Capital Office Park, the Golden

Triangle, the Maryland Trade Center, and the Lustine- Gatti property, the Planning Areas' share of new office construction within the northern corridor can be higher. It is estimated that the Planning Areas can capture 74,000 to 83,000 square feet of new general office space per year, or 1.5 million to 1.7 million square feet by the year 2000.

Other Employment Uses

The Planning Areas contain a number of institutional employment concentrations, such as, the Beltsville Agricultural Research Center, the Goddard Space Flight Center, and the University of Maryland. A National Archives facility has been proposed by the General Services Administration and the National Archives and Records Administration on a 33-acre site on Adelphi Road. There are, also, a number of retail uses which provide considerable employment opportunities in the Planning Areas. These are discussed more fully in the Commercial Areas and Activity Centers Chapter.

CONCEPT

Because of its strategic location within the Baltimore-Washington corridor, the Langley Park-College Park-Greenbelt Planning Areas offer an excellent opportunity for attracting and retaining high quality employment areas. Principal elements to achieve employment opportunities are as follows:

- Maintain the present momentum of privately initiated development on regionally accessible sites close to the Capital Beltway.
- Encourage the continued location within the Planning Areas of federal and state agencies which offer desirable employment opportunities and support local business activities.
- Develop both public and private plans for the design and construction of mixed-use development in the vicinity of the proposed College Park and Greenbelt Metrorail Stations capable of providing substantial new employment and generating major tax revenues. Vehicular and pedestrian access and other needed facilities should be provided as part of this development.
- Utilize available or programmed capacities in public service systems, e.g. sewer and water, roads, police and fire protection, etc., to minimize the financial impact of new employment-related development.
- Allow the E-I-A and M-X-T Zones in proposed employment areas. The site plan review requirements in these zones encourage and require a higher quality of development than ordinarily provided in other industrial zones.
- Adhere to the development guidelines listed in this Chapter. These guidelines are listed with the express purpose of promoting high-quality employment uses.
- Prohibit incompatible land uses from locating in designated employment areas. A true business campus environment cannot be achieved if incompatible uses are present within its midst.
- Foster supportive public attitudes towards new development. Such attitudes have a significant impact in terms of drawing appropriate developers to an area. Supportive public attitudes are reflected in such actions as technical cooperation, minimal delays during all phases of the regulatory process and promotion of the area's advantages for development.

RECOMMENDATIONS

The following are specific recommendations to guide development for the employment areas in the Langley Park-College Park-Greenbelt Planning Areas.

Kropp's Addition, WMATA/University of Maryland, Litton, and ACF Properties

A total of 2.5 million square feet of existing and new research/office and general office or equivalent development is recommended for this area. This development is contingent upon the adequacy of the highway network with planned improvements including Calvert Road Relocated, ACF access road, Calvert Road improvements, improvements to the Calvert Road-Kenilworth Avenue intersection and other highway intersections in close proximity. If later studies prove conclusively that a higher level of development can be accommodated with an acceptable level of service or if enhanced infrastructure is installed, development can be increased accordingly. These improvements are discussed more fully in the Transportation and Circulation Chapter of this Plan.

Kropp's Addition area is recommended for infill development. Unpaved parking areas should be surfaced and striped, building facades should be upgraded, and signage should be coordinated. Owners should be encouraged to provide maximum landscaping along highways and in parking areas. Any new development should be subject to the adequacy of the highway network.

The College Park Metro station and surrounding properties are recommended for mixed-use development to include office and research, institutional, recreational, hotel/motel, appropriate retail/commercial, and residential, allowing shared use of public facilities and amenities, and parking. A Transit District Overlay (TDO) zone will be prepared for the College Park Metro Station and the surrounding vicinity. The existing zoning will be retained for the University of Maryland property and the WMATA property. However, the District Council has initiated a Transit District Overlay (TDO) zone for the College Park and Greenbelt Metro Stations and surrounding areas. The TDO zone is intended to insure that the development of land in the vicinity of Metro stations maximizes transit ridership, serves the economic and social goals of the area, and takes advantage of the unique development opportunities which mass transit provides. To date, the area for the TDO zone has not been delineated. It is recommended that any developer in this area meet early in their planning efforts with the staff of the Prince George's County Planning Department. This will ensure that the developer has the benefit of public input prior to more detailed planning.

The Litton property south of Calvert Road should retain in its I-1 zoning. Any infills or intensifications should be subject to the adequacy of the highway network and be compatible with the quality of the existing development.

The ACF property is also recommended for research, office, institutional, recreation, hotel/motel and restaurant uses. Heavy industrial uses such as, foundry, tire/plastics/or synthetics manufacturing or gasoline storage are considered inappropriate. Therefore, the northern portion of the ACF property, approximately 23 acres, which is located in Planning Area 66 is recommended for rezoning to the light industrial (I-1) category. It is also recommended that, during a future plan/sectional map amendment for Planning Area 68, similar uses and zoning be considered for the remainder of the ACF property. Development of the ACF property is contingent on a southernly connecting road from U.S. Route 1 eastward across the ACF property to either Calvert Road or Kenilworth Avenue. However, some development could occur on the northern portion with access off Calvert Road. This is subject to the capability of the Calvert Road-Kenilworth Avenue intersection to handle any additional traffic.

Berwyn Road Industrial Area

A north-south industrial road (70' right-of-way) is proposed to direct industrial traffic from residential streets (Map 10). The proposed road will intersect with Berwyn Road opposite Potomac Avenue and travel north of Roanoke Place across vacant industrially

zoned property to Greenbelt Road approximately 950 feet west of the B&O Railroad. In conjunction with this proposal, it is recommended that through trucks be prohibited on Berwyn Road between U.S. Route 1 and Potomac Avenue. Construction of this road will require the acquisition of two houses (5108 Berwyn Road and 5108 Roanoke Place). The former MVA office building is recommended for rezoning from C-2 to C-S-C so the zoning reflects the current use and prohibits development of any inappropriate industrial uses in the future. It is also recommended that additional screening and landscaping be provided if additions, alterations or redevelopment of any employment or commercial related uses in this area occur.

Branchville Industrial Area

A road is proposed to connect Branchville Road to Maryland Route 193 at 50th Place. In conjunction with this new road, an access road is proposed through the industrial area to connect the entire employment area to Branchville Road. The access road will affect several separate parcels under different ownerships; therefore, the City of College Park should work with the owners to obtain an agreement for the right-of-way and construction. Once these access roads are built, trucks should be prohibited from using the residential streets. It is also recommended that screening and landscaping be provided during any additions, alterations, or redevelopment of employment uses in this vicinity.

Greenbelt Employment Area

Access to the proposed Metro station will be from Cherrywood Lane and direct access from a ramp off eastbound I-95 (inner loop). Access to the southern area will be from 58th Avenue and Branchville Road. Proposed highway improvements include widening Cherrywood Lane to six lanes (120' right-of-way) between Greenbelt Road and Springhill Drive and widening Greenbelt Road by one lane between Cherrywood Lane and 58th Avenue. A 15 percent diversion to transit, carpools and vanpools was assumed in a transportation study. It was determined that the improved highway network could permit a total development in the Greenbelt Employment Area equivalent to two million square feet of office development. Should the Beltway ramp be made available to serve other than just the Metro-related traffic, the total development potential would be increased to 2.5 million square feet of office development or equivalent mixed-use development.

The Greenbelt Employment Area is recommended for mixed-use development to include office and research, institutional, recreational, hotel/motel, appropriate retail/ commercial, and residential. The southern area is substantially affected by the 100-year floodplain; therefore, any proposals for development in this area should also include a floodplain study delineating areas appropriate for development and incorporating lakes for amenity value and for stormwater management. If later studies prove conclusively that a higher level of development can be accommodated or enhanced infrastructure installed, development could be increased accordingly.

The existing zoning will be retained for the WMATA property and the A.H. Smith property. However, the District Council has initiated a Transit District Overlay (TDO) zone for the Greenbelt and College Park Metro Stations and surrounding areas. The TDO zone is intended to insure that the development of land in the vicinty of Metro stations maximizes transit ridership, serves the economic and social goals of the area, and takes advantage of the unique development opportunities which mass transit provides. To date, the area for the TDO zone has not been delineated. It is recommended that any developer in this area meet early in their planning efforts with the staff of the Prince George's County Planning Department. This will ensure that the developer has the benefit of public input prior to more detailed planning. A Transit District Overlay (TDO) Zone will be prepared for the Greenbelt Metro Station and the surrounding vicinity when funds are authorized by the County Council.

54th Avenue Industrial Area

Existing businesses should be encouraged to upgrade their appearance. Any future waivers or permits granted to these businesses should require maximum screening and

Langley Park–
College Park –
Greenbelt
Master Plan
EMPLOYMENT AREAS
ACCESS ROADS PROPOSAL
Map No.
10
NORTH
0
1,000'
BRANCHVILLE AREA
BERWYN ROAD AREA
54th AVENUE AREA
BRANCHVILLE RD.
GREENBELT ROAD
BERWYN
QUEBEC
SEMINOLE
RUATAN
OSAGE
PONTIAC
TECUMSEH
MAYAHOE
MELBORNE
CHEROKEE
BLACKFOOT ROAD
BRANCHVILLE
AUTOVILLE
METZEROTT RD.
CHEYENNE
APACHE
ROANOKE
SPRING
LOCUST
ERIE
DELAWARE
RHODE ISLAND AVENUE
POTOMAC
BREEZEWOOD
CHERRYWOOD
CUNNINGHAM DR.
PONTIAC AVE.
OSAGE ST.
BERWYN RD.
54TH AVE.
60TH AVE.
61ST AVE.
62ND ST.

landscaping along the west side to enhance the area's image to the Metro/B&O Railroad riders. Properties zoned heavy industrial (I-2) are recommended to be rezoned to the light industrial (I-1) category. The I-1 zoning permits all existing uses but affords protection against certain offensive uses permitted in the I-2 category. This can allay apprehensions on the part of some prospective better quality businesses and they may now choose to locate here.

Northeast Quadrant of the Beltway and I-95

If this site is ever redeveloped it should be through the Comprehensive Design Zone category, E-I-A with a low-intensity campus-like development due to the stringent traffic constraints at this site. Uses may include research and development, general or professional offices, and assembling of electronic equipment. Overall, occupancy by employees should not exceed 5.0 persons per acre and intensity of development should not exceed 0.1 FAR. Buildings should be well designed and landscaped in order to create a positive view from the highways. Building materials and fenestrations exposed to view along adjacent highways should convey a sense of "quality" about the development.

Mazza Property

This property is recommended for high quality townhouse type office development at a 0.18 FAR maximum. A development plan should preserve the 100-year floodplain and incorporate a minimum 50-foot natural treed buffer on the north, northwest and south sides to protect the existing homes.

Other Locations

Additional employment in the Planning Areas will occur at those sites specified for retail uses and public facilities.

GUIDELINES

1. The County should pursue a positive approach toward new development and stand ready to provide the necessary public facilities and services for projects.

2. Existing and proposed employment areas should be protected, by all practical means, from encroachment by other permanent land uses. Incompatible land uses should be phased out of employment areas.

3. Employment area proposals should include an analysis of anticipated internal circulation, as well as any potential impact of the development on the local and regional transportation system, with attention to public transit, auto trips and the movement of goods and materials.

4. Employment activities that will generate substantial vehicular traffic should be located and designed to minimize disruptive effects on traffic circulation and adjacent land uses.

5. The on-site separation of employment area traffic (automobile parking and truck loading and standing areas) shall be encouraged.

6. Employment areas should be accessible by public transit wherever possible.

7. Where possible, access roads to employment areas should border or pass around, not through, residential neighborhoods; and appropriate buffering techniques should be used to separate these access roads from residential areas.

8. Employment area sites should be developed and maintained in accordance with an overall design plan, based on the principles of proper site design.

9. New, expanded or redeveloped employment areas should include landscaping and well-sited structures and be served by well-designed internal circulation systems.

10. Employment areas should be separated from living areas by the use of appropriate buffering, designed and placed to minimize sight (including lighting and signing), sound, and dust.

11. Screening should be provided for outdoor storage areas on existing and future industrial properties adjacent to residential properties and for employment areas bordering roads. Screening should be of sufficient height and type to block the stored material and equipment from view at ground level.

12. Material storage yards and equipment storage yards should be heavily screened from direct view from adjoining streets.

13. In industrial areas, the land dedicated to meet the open space requirement should not consist entirely of floodplains, steep slopes, wetlands, and/or unstable soils.

14. Industrial land developers should be encouraged to preserve natural amenities and to incorporate natural features into their development proposals.

15. Curb cuts from individual parcels onto surrounding streets are to be avoided. Instead, parcels are to be served by internal access roads.

16. During site plan review of properties locating in the I-3 and E-I-A Zones, extraordinary attention should be paid to the aesthetics of proposals adjoining the B&O Railroad/Metro route and major roads such as I-95, proposed Calvert Road Relocated, Baltimore-Washington Parkway, Route 1, Greenbelt Road and Cherrywood Lane.

17. Structures which are devoted entirely to warehousing should be confined to internal parcels within employment areas and not be visible from surrounding highways. Structures which are a combination of offices and warehousing may be permitted on parcels adjacent to highways if the office portion fronts the highway.

CIRCULATION AND TRANSPORTATION

GOAL

- To create and maintain a transportation network in the Planning Areas that is safe, efficient, and provides for all modes of travel in an integrated manner.

OBJECTIVES

- To reduce existing traffic congestion, modify circulation deficiencies, decrease accidents, and develop a transportation system with sufficient capacity to accommodate additional traffic generated by future land development.
- To facilitate the safe and orderly movement of both local and through traffic by avoiding possible conflicts between them and in particular by reducing through traffic in residential areas.[1]
- To plan roads or improvements providing needed access to residential, commercial and employment areas, while minimizing dislocation and disruption resulting from the construction of such roads or improvements. (See footnote 1.)
- To limit average vehicular miles driven and trip times expended by local citizens and workers, thereby saving time and money, and reducing the unproductive use of their time. (See footnote 1.)
- To reduce fuel consumption, traffic overload, excessive noise and other environmental deficiencies resulting from an inefficient circulation and transportation system.
- To encourage and support a mass-transit system of bus and Metrorail service, which provides efficient and comfortable service to supplement the private automobile. (See footnote 1.)
- To develop nonvehicular facilities where possible, including pedestrian/hiker trails, bicycle ways and equestrian paths. (See footnote 1.)

BACKGROUND AND BASIC ISSUES

Existing and proposed land uses in the Planning Areas are not and will not be the sole determinant of local highway and mass transit needs. A large proportion of persons and goods moving through the Planning Areas by auto, bus or truck have trip origins and/or destinations outside the Planning Areas. Transportation planning must recognize these externally based travelers.

The Capital Beltway and Baltimore-Washington Parkway are operating at or near capacity and experience peak-period congestion. U.S. Route 1 (between Calvert Road and

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[1]Adapted from the Transportation Chapter of the General Plan.

the Beltway) encounters congestion from a proliferation of signalized intersections and roadside commercial development. Traffic saturates Greenbelt Road (between Cipriano Road and Kenilworth Avenue) presenting both capacity and safety problems. Other roads which are operating at a marginal or poor level of service include Calvert Road, Kenilworth Avenue/Edmonston Road (between Greenbelt Road and Powder Mill Road), Riggs Road (between University Boulevard and Adelphi Road), Metzerott Road and Powder Mill Road (the section within the Planning Areas).

Map 11 shows many road intersections with a high traffic accident rate in the Planning Areas. They are mainly located on U.S. Route 1, Greenbelt Road and Calvert Road/Good Luck Road. These locations are based on data from the State highway accident counts for 1986-1987 and the Prince George's County road accident counts for 1984.

Few of the major road proposals in the 1963 Takoma Park-Langley Park Master Plan have been implemented. This is partly because the proposed extension of I-95 inside the Beltway was eliminated. Highway proposals to be eliminated in the Master Plan because of the elimination of I-95 are the realignment of Riggs Road north of University Boulevard and the extension of Guilford Drive across to Adelphi Road. The extension of Kansas Avenue from the D.C. line to New Hampshire Avenue was eliminated due to declining need. Development of a shopping mall in the proposed right-of-way precludes the extension of Holton Lane to University Boulevard.

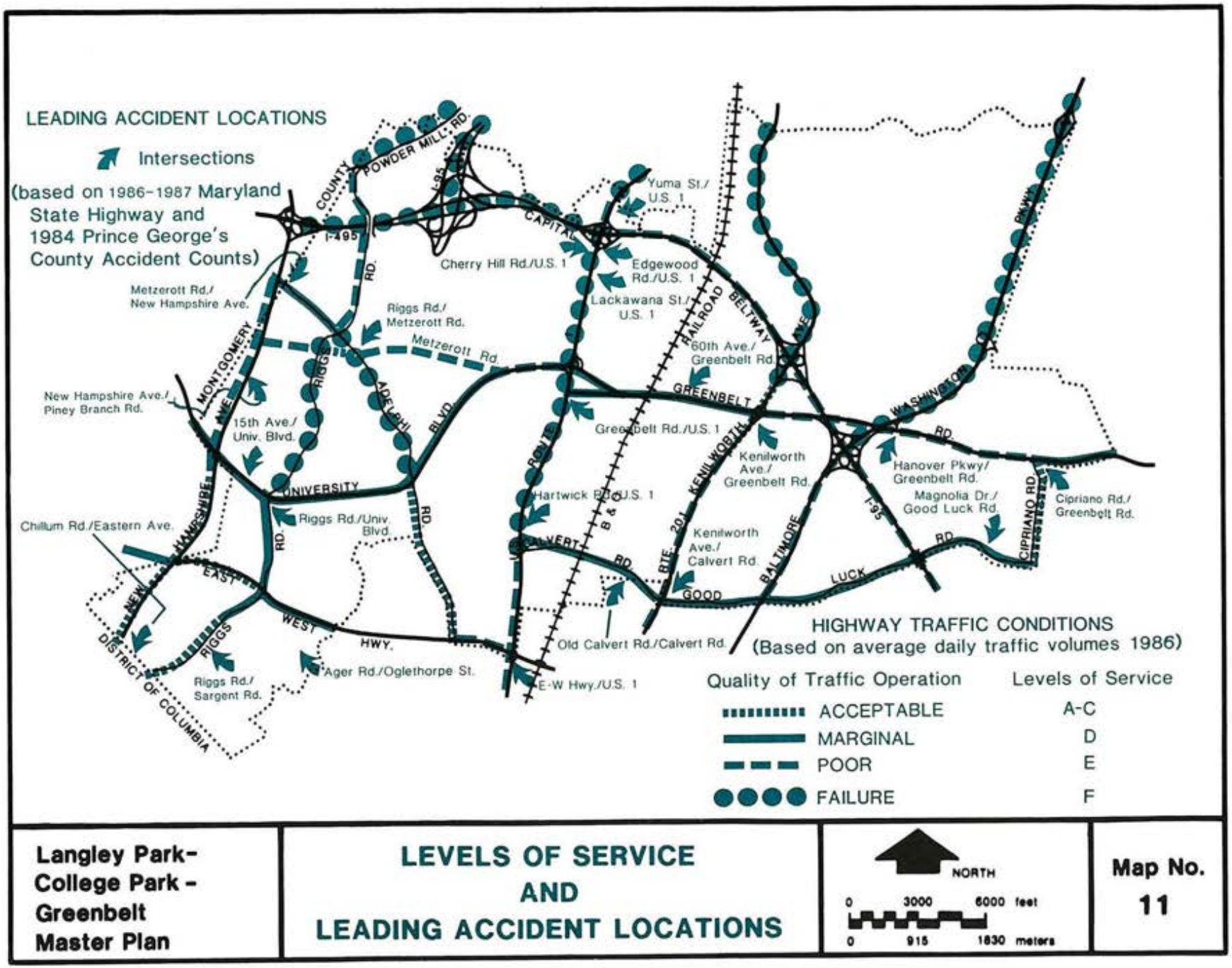
Numerous road proposals in the 1970 College Park-Greenbelt Master Plan have been built. In the Greenbelt area, they are sections of Hanover Parkway, Brae Brooke Drive, Mandan Road, Ivy Lane, and Ora Glen Drive. The interchange at Kenilworth Avenue/Greenbelt Road is recently completed. The Maryland Department of Transportation is currently examining spot intersection improvements that could be constructed in conjunction with the opening of Metrorail.

The transportation element of the 1982 General Plan constitutes the County's functional Master Plan of Transportation. Within the Planning Areas, the following improvements are proposed:

- Upgrade the Baltimore-Washington Parkway to freeway standards, maintaining the present parkway character.
- Extend Kenilworth Avenue as an arterial from the Beltway north to Maryland Route 198.
- Upgrade Powder Mill Road from the Montgomery County line to Kenilworth Avenue Extended.
- Upgrade Adelphi Road from the Montgomery County line to Maryland Route 410 to a four- to six-lane arterial road.

Existing bus service is provided for local residential communities, commercial and employment areas (illustrated on Map 12 and summarized in Table 19). The main route terminals within the Planning Areas are the University of Maryland, NASA, Greenbelt Old Town Center, Beltway Plaza, and Langley Park Shopping Center. Takoma Park Metro Station, Rhode Island Avenue Metro Station, New Carrollton Metro Station, Fort Totten Metro Station, Brookland Metro Station, and Prince George's Plaza Metro Station are the principal terminals outside the area. Bus routes criss-cross the Planning Areas, travelling mostly in the New Hampshire Avenue, Greenbelt Road, U.S. Route 1, East-West Highway, Kenilworth Avenue and Riggs Road corridors. Average round trips per day for all bus routes in 1989 ranged from 2 to 60 during weekdays, 11 to 29 on Saturday, and 6 to 41 on Sundays.

Highways are classified into systems of routes having similar geometric right-of-way, and service characteristics. Classification of highways by function is effective for both planning and design purposes. The major highway classifications applicable to the Planning Areas follows:


LEADING ACCIDENT LOCATIONS
Intersections
(based on 1986-1987 Maryland State Highway and 1984 Prince George's County Accident Counts)
Metzerott Rd./ New Hampshire Ave.
Riggs Rd./ Metzerott Rd.
Metzerott Rd.
New Hampshire Ave./ Piney Branch Rd.
15th Ave./ Univ. Blvd.
Chillum Rd./Eastern Ave.
Riggs Rd./Univ. Blvd.
Riggs Rd./ Sargent Rd.
Ager Rd./Oglethorpe St.
Cherry Hill Rd./U.S. 1
Yuma St./ U.S. 1
Edgewood Rd./U.S. 1
Lackawana St./ U.S. 1
60th Ave./ Greenbelt Rd.
Greenbelt Rd./U.S. 1
Hartwick Rd./U.S. 1
Kenilworth Ave./ Greenbelt Rd.
Kenilworth Ave./ Calvert Rd.
Old Calvert Rd./Calvert Rd.
E-W Hwy./U.S. 1
Hanover Pkwy/ Greenbelt Rd.
Magnolia Dr./ Good Luck Rd.
Cipriano Rd./ Greenbelt Rd.
HIGHWAY TRAFFIC CONDITIONS
(Based on average daily traffic volumes 1986)
Quality of Traffic Operation
Levels of Service
ACCEPTABLE A-C
MARGINAL D
POOR E
FAILURE F
Langley Park-College Park-Greenbelt Master Plan
LEVELS OF SERVICE AND LEADING ACCIDENT LOCATIONS
NORTH
0 3000 6000 feet
0 915 1830 meters
Map No. 11

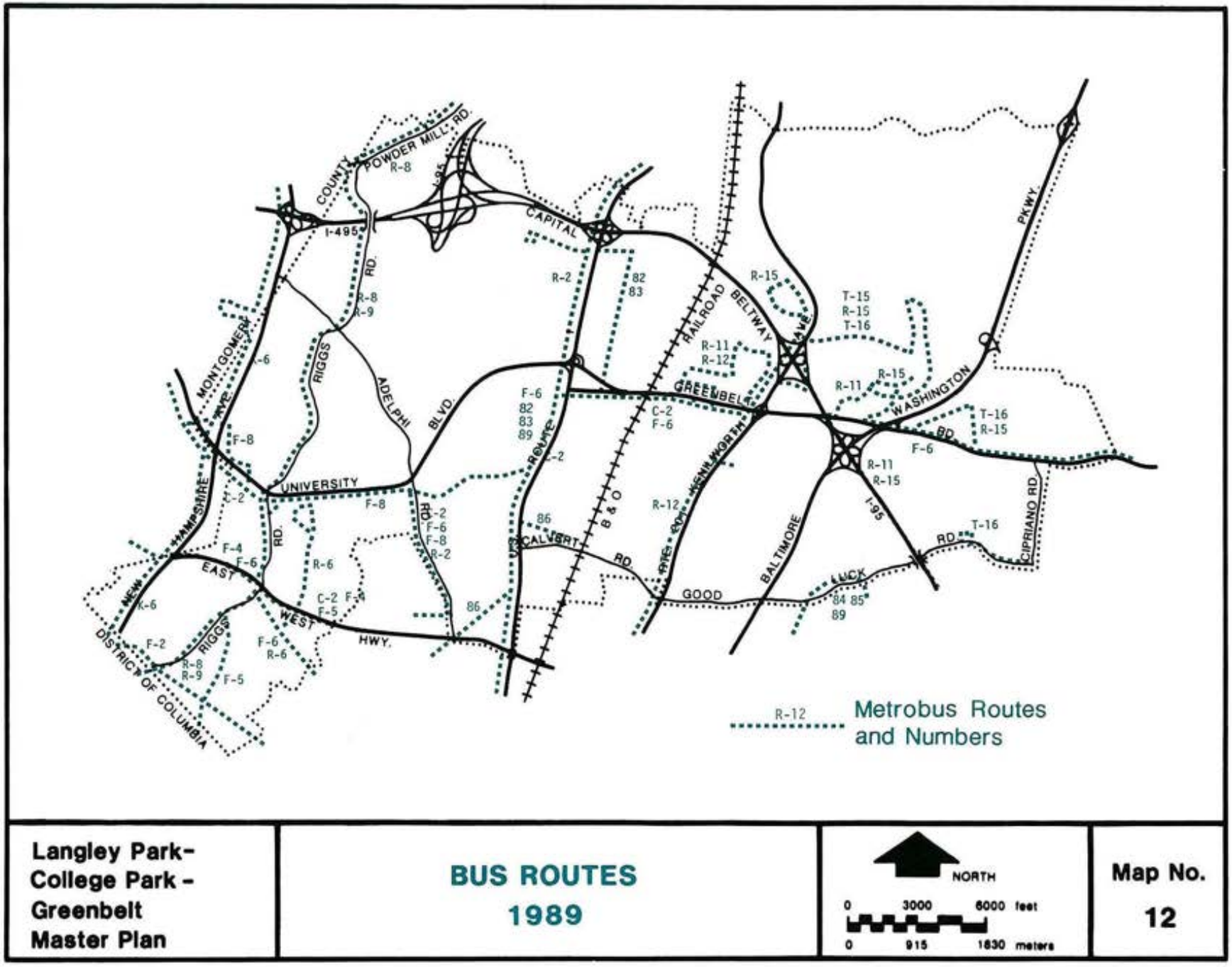

POWDER MILL RD.
COUNTY
I-495
CAPITAL
BELTWAY
RAILROAD
PKWY.
MONTGOMERY
RIGGS
ADELPHI
BLVD.
UNIVERSITY
GREENBELT
WASHINGTON
BD.
ROUTE
B & O
HENRIKORTH
I-95
BALTIMORE
CIPRIANO RD.
CALVERT
RD.
GOOD
LUCK
HAMPSHIRE
EAST
WEST
HWY.
NEW
DISTRICT OF COLUMBIA
R-8
R-9
R-2
82
83
R-15
T-15
R-15
T-16
R-11
R-12
F-6
82
83
89
C-2
F-6
T-16
R-15
F-8
C-2
F-4
F-6
R-6
C-2
F-5
F-2
F-5
86
84 85
89
R-12
Metrobus Routes
and Numbers
Langley Park–
College Park –
Greenbelt
Master Plan
BUS ROUTES
1989
NORTH
0 3000 6000 feet
0 915 1830 meters
Map No.
12

Table 19

SUMMARY OF METROBUS SERVICE
Langley Park-College Park-Greenbelt
June 1989

Route Number	Destination	Average Round Trips Per Day			Type of Weekday Service
		Weekday	Saturday	Sunday	
82	Seven Springs Village (Hollywood) & Rhode Island Metro Station	60	29	20-1/2	All day
83	Seven Springs Village (Hollywood) & Rhode Island Metro Station	7	-	-	Rush hour only
84	Rhode Island Avenue Metro Station & New Carrollton Metro Station	23-1/2	11	9-1/2	All day
85	Rhode Island Avenue Metro Station & New Carrollton Metro Station	2-1/2	-	-	Rush hour only
86	Rhode Island Avenue Metro Station, College Avenue & Dartworth Avenue	24-1/2	21	10-1/2	All day
89	Rhode Island Avenue Metro Station & Laurel	7	-	-	Rush hours only
K6	Lockwood Drive, White Oak Shopping Center & Fort Totten Metro Station	61	40-1/2	41	All day
F2	Takoma Metro Station & Cheverly Metro Station	32	15	12	All day
F4	New Carrollton Metro Station & Silver Spring Metro Station	35	15	-	All day
F5	Prince George's Plaza & Fort Totten Metro Station	12	-	-	Rush hour only
F6	NASA & Silver Spring Metro Station	23-1/2	-	-	All day
F8	University Boulevard & Merrimac Drive (Langley Park) & Prince George's Hospital	15	15-1/2	6	All day
R8,9	Greak Oaks Center (Calverton) & Fort Totten Metro Station	31-1/2	10-1/2	10-1/2	All day
R2	Greak Oaks Center (Calverton) and Brookland Metro Station	31-1/2	13	10-1/2	All day
R6	23rd Avenue & Lewisdale Drive (Lewisdale) & Brookland Metro Station	27-1/2	12	10-1/2	All day
F5	Prince George's Plaza & Fort Totten Metro Station	12	-	-	Rush hour only
T15,16	Beltway Plaza & New Carrollton Metro Station	22	12	-	All day
R11	Beltway Plaza & New Carrollton Metro Station	6	-	-	Rush hour only
R15	Mandan and Greenbelt Roads & New Carrollton Metro Station	6	-	-	Rush hour only
R12	Beltway Plaza & Addison Road Metro Station	27	14	13-1/2	All day
C2	Beltway Plaza & Twinbrook Metro Station	28-1/2	25-1/2	-	All day

(a) Freeway - a divided highway for through traffic with full control of access and grade-separated interchanges at selected public roads.

(b) Arterial - a highway for through and local traffic, either divided or undivided, with controlled access to abutting properties and at-grade intersections.

(c) Collector - a two- or four-lane roadway with minimal control of access providing movement between developed areas and the arterial system.

(d) Industrial - a roadway providing access to and/or through industrial areas.

The existing and planned highways located in whole or part within the Planning Areas are shown in Table 20.

Levels of Service defines the quality of traffic operations. They can be calculated based on the number of lanes and the traffic volumes of each roadway. There are six levels of service, ranging from "ideal" to "forced flow" as follows:

Level A - Free traffic flow, low volumes, high speeds, no delay at traffic signals.

Level B - Stable traffic flow, some speed restrictions, occasional delays at traffic signals.

Level C - Stable flow, increasing traffic volumes, moderate delays at traffic signals.

Level D - Approaching unstable flow, increasing volumes, lower speeds, frequent delays at traffic signals.

Level E - Low speeds, high traffic volumes, temporary delays, signal backups.

Level F - Forced traffic flow, low speeds and volumes, delays, backups between signals.

Level of Service "D" is the adopted standard in Prince George's County as the minimum acceptable level of congestion.

The quality of traffic operations (levels of service) and leading accident locations for the existing highways are shown on Map 11.

CONCEPT

The existing transportation systems are well established, and their controlling agencies--the State Highway Administration (SHA), the Washington Metropolitan Area Transit Authority (WMATA), and the County's Department of Public Works and Transportation--have defined responsibilities. Land use proposals made in this Master Plan will affect the type of highways needed in the Planning Areas.

Improvements to the existing highway system will be designed to meet the needs of existing and future residents, and also of industrial, commercial and other land uses both inside and outside the Planning Areas. To relieve existing and projected congestion, specific modifications to the transportation system are proposed. Transit riders require road access to bus as well as to the proposed Metrorail and commuter train services. Goods and workers must be moved to businesses and industries without adversely impacting residential areas, delivery points and traffic flows.

More efficient use of private transportation is encouraged at all time in order to reduce traffic volumes and extend highway life. This will improve the quality of life and

justify the continued high public investment in the construction and maintenance of the highway system. Examples include carpooling and the provision of fringe parking lots as described below in the Recommendations section.

The Plan proposes higher density mixed development including office/research, institutional, recreational, appropriate retail/commercial, hotel/motel, and residential components adjacent to the College Park and Greenbelt Metro Stations. This concept is based on proximity to employment areas, convenience to shopping facilities and access to mass transit. The existing zoning will be retained for the College Park and Greenbelt Metro Stations and the surrounding areas. The District Council will initiate a Transit District Overlay (TDO) Zone under a separate action for each Metro station as well as their surrounding areas. However, the TDO Zone boundaries have been removed from the Sectional Map Amendment maps. The College Park and Greenbelt Metro Stations are scheduled to open for service in 1994. Undoubtedly, the Metrorail system will be attractive to use. However, it is equally important to sustain a thriving bus system which will provide feeder bus linkage to the stations, serve areas beyond the reach of Metrorail, permit circumferential and other movement not possible by the limited rail system, provide public transportation for work and recreational trips on days and at times when rail service is minimal or absent, and provide an inexpensive mode of transportation for persons who cannot afford or do not choose to own a private automobile.

Trails offer opportunities for pedestrian, bicycle and equestrian movement. They provide a recreational experience for users and offer a pleasant alternative to the use of bus, automobile, or sidewalk for short trips to school, work place, store and other destinations. Trail segments can be obtained in public parks and other public lands, within utility rights-of-way, along defined sections of highways or sidewalks, by agreement through privately owned land, and in other ways.

RECOMMENDATIONS

Specific recommendations are made below to implement the concepts and fulfill the goals/objectives for transportation. Many of these proposals are part of the ongoing planning or construction programs of the State Highway Administration (SHA) and/or other agencies. Modifications and elimination of certain proposals addressed in the previous master plans (1963 and 1970) are made to reflect changes that have occurred in the Planning Areas. All planned improvements, additions, and changes in ongoing state, metropolitan and local programs should be in conformance with the recommendations of this Master Plan. Others may require developer participation in whole or part. Highway proposals are illustrated on Map 13.

Highways

- Interchange Proposals

  - Add two missing loop ramps to the Capital Beltway (I-95)/Kenilworth Avenue (Md. 201) interchange to eliminate left turns on Kenilworth Avenue now necessary to provide these movements.

  - Construct a ramp from eastbound Greenbelt Road (Md. 193) to southbound on the Baltimore-Washington Parkway. This ramp is currently under construction.

  - Construct the Greenbelt Metro Station direct access ramps to and from the Beltway (single lane each way) to serve Metro patrons from the west. This will help reduce the impact to local streets (i.e., Kenilworth Avenue, Greenbelt Road and Cherrywood Lane).

  - Reconstruct and relocate the northbound Baltimore-Washington Parkway off-ramp from Greenbelt Road approximately 350 feet east of its existing location to alleviate congestion at the Greenway Shopping Center intersection and safety problems due to substandard design.

TABLE 20
HIGHWAYS LOCATED IN WHOLE OR PART WITHIN THE PLANNING AREA

I.D. Number	Name	Route Number	Limits	Average R/W	Number of lanes
			Freeways		
F1	I-95	I-95	Paint Branch to Capital Beltway	300'-400'	8
F2	Baltimore-Washington Parkway	-	Good Luck Road to Powder Mill Road	varies	4
F5	Capital Beltway	I-95/I-495	Montgomery County line to Good Luck Road	300'	8
			Arterials		
A8	Powder Mill Road	Md. 212	Montgomery County line to 0.64 miles south of Cherry Hill Road	120'	4-6
A9	Baltimore Avenue	U.S. 1	East-West Highway to Yuma Street	120'	4-6
A10	Adelphi Road	County	Montgomery County line to East-West Highway	100-120'	4-6
A11	New Hampshire Avenue	Md. 650	Montgomery County line to University Boulevard, East-West Highway to D.C. line	100-120'	6
A12	Riggs Road	Md. 212	D.C. line to University Boulevard	102'	6
A14	Kenilworth Avenue	Md. 201	Good Luck Road to Capital Beltway	varies	4-6
A15	East-West Highway	Md. 410	New Hampshire Avenue to Northwest Branch, Queens Chapel Road to U.S. Route 1	100-120'	4-6
A16	University Boulevard/Greenbelt Road	Md. 193	Montgomery County line to Soil Conservation Road	120-200'	4-6
A56	Kenilworth Avenue Extended	Md. 201	Capital Beltway to Powder Mill Road	120-200'	4-6
A57	Piney Branch Road	Md. 320	A-11 to Montgomery County line	100-120'	4
			Collectors		
C-100	Cherry Hill Road	County	U.S. 1 to 1,300 feet north of Capital Beltway	80'	4
C-101	Riggs Road	Md. 212	University Boulevard to Powder Mill Road	80-100'	4
C-102	Hanover Parkway	County	Good Luck Road to Greenbelt Road	80-120'	4
C-103	Good Luck Road	County	Kenilworth Avenue to Cipriano Road	80'	4
C-104	Brae Brooke Drive	County	Hanover Parkway to Cipriano Road	80'	4

C-105	Mandan Road	County	Brae Brooke Drive to Greenbelt Road	80'	4
C-106	Cipriano Road	County	Good Luck Road to Greenbelt Road	80'	4
C-107	Cherrywood Lane	County	Greenbelt Road to Kenilworth Avenue Extended	80'	4
C-108	Ivy Lane	County	Cherrywood Lane to Kenilworth Avenue	80'	4
C-109	Ora Glen Drive	County	Hanover Parkway to Mandan Road	80'	4
C-110	Crescent Road Relocated	County	Lastner Lane to Kenilworth Avenue	80'	4
C-111	Calvert Road Relocated	County	Kenilworth Avenue to U.S. 1	80'	4
C-113	Metzerott Road	County	New Hampshire Avenue to University Boulevard	80'	4
C-114	Chillum Road	Md. 501	District line to 19th Avenue	80'	4
C-115	Sargent Road	Md. 211	District line to Riggs Road	80'	4
C-116	Guilford Drive	County	Campus Drive to Baltimore Avenue	80-100'	4
C-117	Campus Drive	County	Guilford Drive to Adelphi Road	80-120'	4
C-118	Rhode Island Avenue	County	Metzerott Road to just north of Paducah Road	80'	4
C-119	Ridge Road Relocated	County	Kenilworth Avenue to existing Ridge Road	60'	4
C-120	Sunnyside Avenue	County	Kenilworth Avenue Extended to B & O Railroad	80'	4
C-121	Greenbelt Road	Md. 430	U.S. Route 1 to Md. Route 193	80'	4
			Industrial		
I-1	Branchville Industrial Access Road	City	Greenbelt Road to Branchville Road	70'	2
I-2	Berwyn Industrial Access Road	City	Berwyn Road to Greenbelt Road	70'	2
I-3	ACF Access Road	City	Kenilworth Avenue to Calvert Road	70'	2
I-4	51st Avenue	City	Calvert Road to Calvert Road Relocated	70'	2
I-5	Calvert Road	City	50th Avenue to Calvert Road Relocated	70'	2
I-6	54th Avenue Replacement	County	Branchville Road to approximately 900 feet south of Berwyn Road	70'	2

Source: M-NCPPC, Transportation and Public Facilities Planning Division, August 1989.

Langley Park-
College Park -
Greenbelt
Master Plan
PROPOSED
HIGHWAY SYSTEM IMPROVEMENTS
Map No.
13
NORTH
0 3000 6000 feet
0 915 1830 meters
HIGHWAYS
EXISTING
PROPOSED
(Includes Existing Roads
To Be Improved)
Freeway
Parkway
Arterial
Collector
Industrial
INTERCHANGES
EXISTING
PROPOSED
improve
Construct
PKWY
WASHINGTON
RD
CIPRIANO RD
I-95
LUCK
BALTIMORE
AVE
BELTWAY
RAILROAD
GREENBELT
KENILWORTH
RTE 201
GOOD
B & O
RD
CAPITAL
ROUTE
US
CALVERT
BLVD
RD.
ADELPHI
HWY.
UNIVERSITY
RD.
WEST
AGER
RD.
RIGGS
EAST
HAMPSHIRE
AVE
MONTGOMERY
NEW
DISTRICT OF COLUMBIA
I-495
RD.
RIGGS
COUNTY
POWDER MILL RD.
I-95

- Construct an interchange at Adelphi Road and University Boulevard to optimize traffic operations at the intersection.

- Widen I-95 from 8 lanes to 10 lanes on the Beltway and 12 lanes from the Beltway to Maryland Route 212.

• Arterials:

- Extend Kenilworth Avenue as a four- to six-lane arterial road from the Beltway north to an interchange with I-95 at Md. Route 198.

- Widen Kenilworth Avenue to a six-lane arterial from Good Luck Road to the Beltway.

- Upgrade U.S. Route 1 to a six-lane arterial from East-West Highway to Circle Drive.

- Widen Powder Mill Road to four or six lanes from the County line to Paint Branch. New residential development which may generate additional traffic onto this section of Powder Mill Road should be contingent upon the completion of the aforementioned improvement. The current condition of Powder Mill Road cannot adequately or safely accommodate additional traffic.

- Improve Adelphi Road to six lanes from Riggs Road to University Boulevard. Initially, Adelphi Road could be widened from two lanes to four lanes.

- Widen University Boulevard from four lanes to six lanes from U.S. Route 1 to Adelphi Road.

- Upgrade East-West Highway to six lanes from Adelphi Road to Ager Road and from Riggs Road to New Hampshire Avenue.

- Redesign the intersection of East-West Highway and Ager Road to eliminate or modify the existing "Y" configuration.

• Collectors:

- Improve Hanover Parkway from Greenbrook Drive to Good Luck Road to four lanes divided.

- Extend Cherrywood Lane to intersect with Ridge Road at the point about 500 feet east of the Ridge Road/Lastner Lane intersection, but eliminate the previously proposed Greenbelt "perimeter" road at the northern edge of the City of Greenbelt from Ridge Road across the Baltimore-Washington Parkway to Mandan Road.

- Extend Cherrywood Lane over the Beltway to Ivy Lane.

- Relocate Crescent Road between Lastner Lane and Kenilworth Avenue to intersect with Ivy Lane. The proposed alignment of Crescent Road relocated follows the existing right-of-way adjacent to the City Police Station to eliminate serious impact to the City Park. The subdivision street of Ivy Lane and existing Ridge Road will not be connected to relocated Crescent Road. These roads will end in a cul-de-sac and an adequate buffer will be established.

- Complete Mandan Road extended to Brae Brook Drive and extend Brae Brook Drive to Hanover Parkway.

- Widen Good Luck Road to four lanes between Woodside Drive and Cathedral Avenue and the bridge over the Baltimore-Washington Parkway.

- Upgrade Rhode Island Avenue to a four-lane collector from Greenbelt Road to Paducah Road.

- Construct Calvert Road relocated to accommodate the College Park Metro Station.

- A study of a U.S. Route 1 Bypass in College Park will be undertaken by M-NCPPC, as requested by the Mayor and Council of the City of College Park and supported by the District Council. This study will examine the feasibility of a Bypass, the impacts on properties traversed by the Bypass, the economic impacts on businesses in the area, and the reduction of traffic on U.S. Route 1.

- Extend Guilford Drive to Mowatt Lane to Campus Drive. This will replace the 1970 Plan proposal to extend Guilford Drive to connect with a proposed extension of I-95.

- Improve Riggs between University Boulevard and Powder Mill Road. The 1970 Plan proposal to realign Riggs Road between University Boulevard to the Northwest Branch is reiterated as a long-range proposal.

- Upgrade Sargent Road (Md. 211) to four lanes from the District line to Riggs Road.

- Upgrade Metzerott Road to four lanes from Riggs Road to University Boulevard. These recommended improvements are not necessarily for immediate construction.

- Upgrade Cherry Hill Road to four lanes from U.S. Route 1 to Powder Mill Road.

• Industrial

- Construct an industrial road per the County's Department of Public Works and Transportation design requirements from 50th Avenue to connect to Kenilworth Avenue at its intersection with Tuckerman Street. This industrial road will accommodate the proposed ACF Property development, which includes approximately 2.0 million square feet of office, research and light industrial development.

- Upgrade 51st Avenue to improve access to existing and planned employment in the Kropps Addition area.

- Upgrade 50th Avenue from Calvert Road to Kenilworth Avenue to a four-lane divided highway with a grassy median strip and appropriate turning lanes at Kenilworth Avenue and Calvert Road.

- Construct an industrial road from Branchville Road opposite 50th Place to connect with Greenbelt Road, and extend 51st Place north to the City of College Park Public Works Department Tract to keep truck traffic off local residential streets (e.g. 51st Avenue, Indian Lane). To accomplish this proposal, acquisition of a right-of-way via a private property by the City is needed.

- Construct an industrial road from Greenbelt Road via an industrial tract (Clark Enterprises Inc. property) to intersect with Berwyn Road opposite Potomac Avenue to keep truck traffic off local residential streets (e.g. Berwyn Road, 51st Avenue). To accomplish this proposal, acquisition of a small house on Roanoke Place for the needed right-of-way is required.

- Construct an industrial road east of the existing industrial development on 54th Avenue from Branchville Road to approximately 900 feet south of Berwyn Road to replace 54th Avenue which will be closed because of Metro.

- Other Roads

  - Relocate Yuma Street to the north and provide double left turn lanes on all approaches to the relocated U.S. Route 1/Yuma Street intersection. (See Figure 4) This will alleviate the insufficient spacing problem between the terminus of the northbound off-ramp (from the Beltway to U.S. Route 1) and Yuma Street and accommodate the limited development in the northeast and northwest quadrants of the Beltway/U.S. Route 1 interchange. The magnitude of the development based on road capacity is described in the Commercial Areas and Activity Centers Chapter.(See Map 8.)

  - Undertake a study to determine the need for a northernly connecting road from U.S. Route 1 eastward across the ACF property which connects to either Kenilworth Avenue or Calvert Road.

Successful highway development, consistent with approved plans, may be assisted by certain public actions over time, as stated in the General Plan. These include:

- Protection of Transportation Rights-of-Way. The County has the opportunity to protect rights-of-way through the Subdivision Ordinance which requires that rights-of-way be set aside by dedication, easement or establishment of building restriction lines.

- Provision and Scheduling of Facilities. The County's Adequate Public Facilities Ordinance will continue to limit planned growth in areas with inadequate highway and other public facilities.

- Improvement of Traffic Operations. These improvements may include upgrading and synchronizing traffic signal systems on major routes. These measures can provide an interim solution to traffic congestion and are very cost-effective if transportation funding is limited.

- Support for carpooling and staggered work hours. Among the most effective and least costly ways to improve traffic circulation in the Planning Areas and the County as a whole are (1) increase the average car occupancy rate by greater carpooling, and (2) reduce peak hour traffic volumes by staggering employee hours throughout the working day.

- Provide Fringe Parking Lots. Develop and publicize fringe parking lots at convenient locations, thereby reducing traffic loads on local highways by encouraging carpooling and public transit ridership.

Public Transportation

The use of public transit is to be furthered at all times in order to facilitate traffic movement, improve the quality of many commuting and other trips within the metropolitan area, and recoup public investment in the Metrorail and Metrobus system. All improvements are subject to the availability of funding. Metrobus service may be expanded to serve new activity areas if funding is available.

- Metrorail Proposals

  - To complete the Metro "E" Route extending from the District of Columbia to a terminus in Greenbelt, including the College Park and Greenbelt Metro Stations.

  - To achieve more efficient use of parking in the proposed Metro Stations by designating fringe parking lots, establishing feeder bus links and encouraging public and private support for carpooling.

RELOCATION OF YUMA STREET
Figure 4
Langley Park-College Park - Greenbelt Master Plan
To Beltsville
BARC Library
Traffic Signal
Circle Dr.
120'
Shell Gas
Cul-de-sac
Irvin Tract
Marriott Corp
Yuma St. Relocated
Liquor Store
US Rt. 1
Existing Yuma St.
Close the Intersection
Holiday Inn
To College Park
Beltway/I-95
Cul-de-sac
Internal Streets
Cul-de-sac
Cherry Hill Mobile Home Inc.

- Commuter Rail Proposals

  - To construct a commuter train stop near the Greenbelt Metro Station to capitalize on the access to the proposed Metro service and to establish feeder bus links to minimize the on-site parking facilities.

- Metrobus Proposals

  - To provide to the maximum degree possible direct and/or connecting bus service linking residential and employment areas to the Metro stations.

  - To expand bus service as demand occurs.

  - To participate in all efforts to publicize the availability of Metrobus to increase cost effectiveness of existing and future service, to expand bus ridership, and to increase bus awareness among all social, age and income groups in the Planning Areas.

Trails

The Countywide Trails Plan differentiates three classes of trails (illustrated in Figure 5):

- Class I: Trails located in rights-of-way or easements which are not shared with motorized vehicles.

- Class II: Trails located on shared or common rights-of-way with other vehicles but with barriers to separate the bicycle path from vehicular traffic.

- Class III: Trails located within streets without physical barriers to separate them from vehicular traffic. These trails are identified by signs and possibly by a stripe painted on the road surface.

Each segment of trails which has been built, or is proposed, is shown on the Plan Map. The proposed trail segments are addressed in the Public Facilites Chapter.

GUIDELINES

The following guidelines apply to the Circulation and Transportation system in general or in part. Enforcement by County ordinances is encouraged at all times.

1. Rights-of-way should be acquired and/or protected to provide for the future extension or expansion of planned transportation facilities at reasonable costs, with minimum property displacement.

2. All highways should be designed to minimize their physical impact on the environment while providing the best possible opportunity for development of suitable sites.

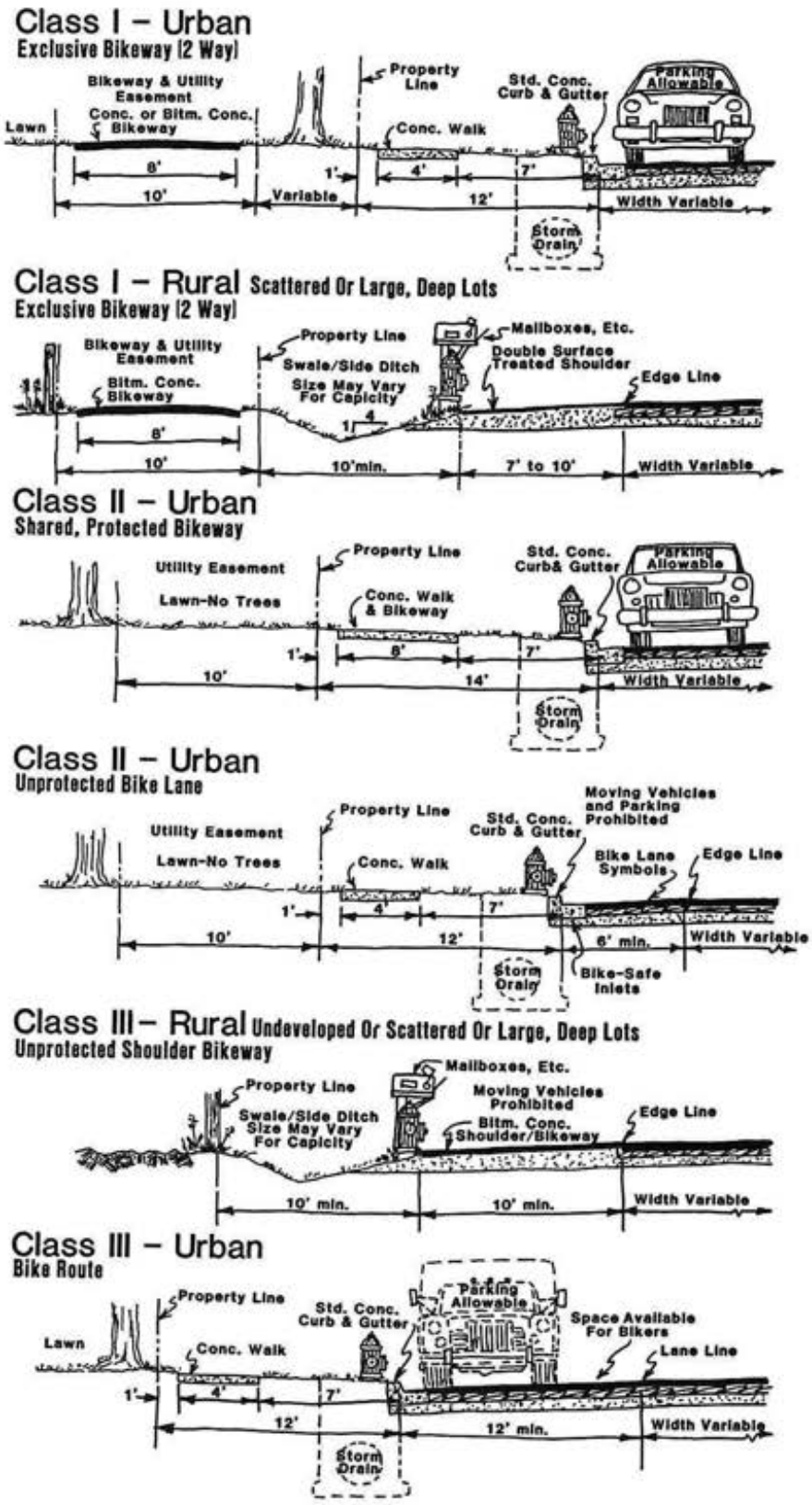
3. Properly designed street networks should be provided to facilitate desired traffic flow and continuity. Arterials should not be located through a neighborhood; residential streets should be designed to discourage through traffic; and points of ingress and egress should be minimized to avoid conflicts with through traffic flow while retaining adequate access to properties.

4. Intersections should be located to facilitate safe vehicular and pedestrian access to employment sites, shopping facilities, multifamily developments, and other large traffic generators.

5. To facilitate transportation efficiency in the vicinity of high-intensity uses, provision should be made for adequate access to collector and arterial highways, deceleration and acceleration lanes, signalization, and internal service roads as needed.

Figure 5

TRAIL CLASSIFICATIONS



Langley Park–College Park–Greenbelt Master Plan

6. Local service roads should be provided, where feasible, on arterial roads to serve intensive development areas and to eliminate disruption to through traffic caused by excessive points of ingress and egress.

7. Streets provided in connection with employment areas should avoid conflicting movements of cars with trucks. Industrial area access roads should be provided to and from major highways.

8. Truck movement to and from industrial areas should be on industrial access roads and link to arterial highways wherever possible.

9. Occupants of new development adjoining local highways shall be secured from visual intrusion by the use of reverse frontage, minimum setbacks, landscaping and fencing,as required by County ordinances, and should be protected from the potentially negative impacts of noise and air pollution to the degree that is legally possible.

10. Freestanding signs advertising commercial activities adjacent to major thoroughfares should be consolidated wherever possible.

11. Development adjacent to major thoroughfares should, where possible, preserve and provide landscaped open space between structures and the highway.

12. The design and construction of transportation facilities should be such that the aesthetic and recreational values of adjoining parkland are retained and enhanced to the maximum extent feasible.

13. In commercial and employment areas, the loading, unloading and movement of goods to and from individual businesses should be designed to function efficiently and, where possible, be separated from auto and pedestrian traffic.

14. Off-street parking facilities for carpools should be located along selected bus routes and other appropriate locations.

15. Consideration should be given to reduced parking requirements for employment uses which are readily accessible to transit or which participate in an effective carpool program.

16. The system of feeder buses to commercial areas, employment areas, and Metro stations should be provided.

17. A system of trails and walks for pedestrians, bicyclists and equestrians should be developed to connect neighborhoods, recreation areas, commercial areas, employment areas, and Metro stations.

18. Where remaining opportunities exist, bikeways and pedestrian trails should be located as far from conflict with the automobile as possible.

19. The mandatory dedication of lands for planned trails shall be considered as the situation requires. Easements should be provided through the subdivision process with little or no public land acquisition expense.

20. In order to save public funds and make the best use of available land, trails should utilize existing rights-of-way wherever possible, including those of existing State and County roads, water and sewer lines (WSSC), and electric power transmission facilities (PEPCO).

21. As the local road system is expanded and improved, bikeways should be incorporated in new highway designs, consistent with proposals in the Trails Plan and in this Master Plan.

22. Applications for preliminary subdivision plans should show interior trails elements and proposed connections with the planned trails system.

23. Trails provided privately within subdivisions shall be encouraged to connect with the planned trails system.

24. Trails and trail corridors may be obtained by utilization of one or more of the following methods: stream valley acquisition for parkland; dedication of land through the subdivision review process for new developments; the rezoning process; dedication of additional right-of-way for new road construction; widening and improvement projects on existing roadways; state and federal highway construction projects; conservation easements and buffers; homeowner's association open space requirements; combined use with WSSC easements; exploring the possibility of using the public utility/powerline rights-of-way for trails; rails-to-trails conversion; and obtaining permission agreements between private property owners and trail users.

PUBLIC FACILITIES

GOAL

- To provide the needed public infrastructure and services--including schools, parks and libraries, recreation, police, fire, health, water, sewerage, storm drainage and transportation facilities and services--within the Planning Areas in a timely manner and with attention given to the needs of specific user groups.

OBJECTIVES

- To correctly determine current and future needs in response to economic development and population change.
- To plan additional, improved and/or reduced facilities and services to meet current and future requirements.
- To coordinate plans of the public and private sectors and set priorities for the acquisition of land and the development of public facilities, so as to minimize public costs.
- To support development which is economically advantageous to Prince George's County by maintaining and/or improving the provision--if necessary on a priority basis--of public facilities and services.
- To assure the orderly and efficient utilization of land by coordinating zoning and subdivision actions, water and sewer extensions, and other capital improvements to ensure that land development takes place in accordance with approved plans; and by guiding development so that capabilities of existing and programmed public facilities and the County's ability to provide financing shall not be exceeded.
- To make timely and orderly provision for needed public facilities and services...[1]

  (i) by providing facilities that are reasonably accessible to all potential users and will ensure an adequate level of physical safety and personal well-being for local residents;

  (ii) that are conveniently located and are suited to the varying needs and capabilities of groups such as the elderly, the handicapped and the young, and persons receiving mental health services and other specialized attention;

  (iii) that meet the general and specialized educational needs of local residents;

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[1]Objective adapted from either the County Planning Goals section or the Public Facilities and Utilities Element of the General Plan.

(iv) that provide opportunities for enjoyable use of all local residents' leisure time in both indoor and outdoor settings, at all seasons of the year;

(v) by maximizing the accessibility of all social and income groups to needed facilities, including public schools, parks and recreation, libraries, health centers, and hospitals, and by suitable placement and scheduling of public transportation;

(vi) by improving the delivery of public services through the coordinated planning of facilities and programs;

(vii) by selecting appropriate locations for public buildings related to their functions and service areas;

(viii) by designing public buildings to be aesthetically and functionally compatible with their surroundings, and to be energy efficient;

(ix) by providing recreational, social, and health services necessary to the elderly and handicapped so that they may continue to reside in their homes or their local communities.

BACKGROUND

The anticipated population growth in the Planning Areas from 108,641 persons in 1980 to a holding capacity of approximately 125,000 residents and the projected employment growth from 17,830 in 1980 to 63,370 by the year 2010 will generate an increasing demand for additional public facilities including fire and police protection, water and sewerage, storm drainage and highways. Public facility improvements should be provided at the appropriate time to support demand in the Planning Areas.

The General Plan states that high priority should be given to assigning Capital Improvement Program funds to existing areas that are deficient in public facilities and that these deficient areas should be brought into conformance with County standards. The capital projects listed in this Plan have been scheduled to reach this end.

The impact of the demographic changes showing a greater percentage of middle aged and older residents will reduce the scale of future investment needs for public facilities such as schools. Growth patterns should be periodically evaluated in order that public facilities are provided to areas with greater residential growth potential within the Planning Areas.

The employment growth should be closely monitored in relation to the provision of fire and police protection, water and sewerage, storm drainage and transportation facilities. The physical condition of older facilities should be evaluated, and capital funding should be provided for their renovation or replacement in a timely fashion.

The assessment of the adequacy of the County's public service facilities is based on a determination of the service capacities of the facilities and their staff. The capacities represent the difference between the available public facility resources and the need for these resources by the citizens. The capacities are determined from forecasted facility and service needs based on various demographic forecasts, the land use policies of this Plan, and agency standards and guidelines. Recommendations are keyed to the need to provide public facility and related service improvements.

The remainder of this Public Facilities Chapter presents goals, objectives, background and basic issues, concepts, recommendations, and guidelines for each of the major services provided to local taxpayers by the Prince George's County Government--public schools, parks and recreation, libraries, fire and police protection, health and emergency medical services, water and sewerage service, storm drainage and highways.

PUBLIC SCHOOLS

Goals[2]

- To provide appropriate facilities to meet the general and specialized educational needs of the residents of the Planning Areas.[3]
- To locate schools convenient to the area from which the majority of the school population will be drawn.
- To stage the development of school facilities with residential development to reflect changing local and countywide needs.
- To develop school properties for multiple use (e.g. for park and recreational purposes) to the maximum extent possible in order to meet public service needs in a more economical and efficient manner than is possible through acquisition of individual sites for each use.

Objectives

- To locate schools to ensure safe and convenient access for walk-in students and for those arriving by bus and other vehicles.
- To locate schools on the periphery of residential neighborhoods in order to minimize disturbance to adjacent residential areas either by the school users or by possible future users of the property, should the school at some time in the future be converted to some other use.
- To locate school sites on land which is minimally affected by objectionable noise, odors, and other environmental nuisances.

Background and Basic Issues

There are 16 public schools in the Planning Areas, comprised of 13 elementary schools, 2 middle schools and 1 high school. A listing of these schools, along with their September 1989 enrollments and capacities, are illustrated in Table 21[4].

Due to the decline in enrollment, 44 schools in the County (including six in the Planning Areas) have been closed and declared surplus. Consequently, the focus of the expenditure of capital improvement funds for public schools has shifted from new construction to renovation of existing facilities.

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[2]Most of the goals and objectives for public schools are taken or adapted from the adopted and approved Functional Master Plan for Public School Sites in Prince George's County, Maryland, M-NCPPC, October 1983.

[3]Goal adapted from the Public Facilities and Utilities element of the General Plan.

[4]Figures supplied by the Department of Pupil Accounting and School Boundaries, Prince George's County Public Schools, September, 1989.

Table 21

PUBLIC SCHOOL CAPACITY AND ENROLLMENT
Planning Areas 65, 66 and 67
September 1989

School	Enrollment	Capacity
Elementary Schools		
Adelphi	606	534
Carole Highlands	449	504
Cherokee Lane	533	532
Chillum	367	300
Greenbelt Center	491	612
Hollywood	426	460
Langley Park/McCormick	636	662
Lewisdale	566	532
Magnolia	427	586
Paint Branch	537	558
Ridgecrest	528	586
Springhill Lake	611	664
University Park	591	534
Total	6,768	7,064
Middle School		
Buck Lodge	634	960
Greenbelt	507	800
Total	1,141	1,760
High School		
Eleanor Roosevelt	2,364	2,415

Source: Prince George's County Public Schools, Department of Pupil Accounting and School Boundaries, September 1989.

Prepared by: M-NCPPC, Transportation and Public Facilities Planning Division.

Basic issues which this Plan addresses for the provision of proper school service include:

- Long-range estimates of school needs to serve future residents;
- Determination of previously acquired school sites which are no longer needed;
- Identification of school sites in potential developing areas to be retained for future use.

There are four unimproved school sites in the Planning Areas. The Functional Master Plan for Public School Sites recommends the retention of two of these sites. However, the decision was made by the Prince George's County Public Schools to retain all four sites. The locations, acreages and status of all four properties are detailed in Table 22.

Table 22

UNIMPROVED SCHOOL SITES
Planning Areas 65, 66 and 67

Site	Address	Acreage	Status
Branchville Middle	51st Avenue & Huran Street	19.3	Retained by the Prince George's County Board of Education
Knollwood Elementary	Duncan Drive	10.5	Retained by the Prince George's County Board of Education
Smith-Ewing Elementary	Mandan Road	10.0	Retained by the Prince George's County Board of Education
Smith-Ewing Middle	Mandan Road	15.5	Retained by the Prince George's County Board of Education

Prepared by: Transportation and Public Facilities Planning Division, Prince George's County Planning Department, M-NCPPC, February, 1990.

Five projects included in the County's FY 1991-96 Capital Improvement Program (CIP) in the Planning Areas are:

- Buck Lodge Middle School Renovation (CIP Project Number AA 779383); scheduled renovation in FY 1993.
- Greenbelt Middle School Renovation (CIP Project Number AA 779413); scheduled renovation in FY 1998.
- Carole Highlands Elementary School Renovation (CIP Project Number AA770933); scheduled renovation in FY 1996.
- Eleanor Roosevelt High School Science Rooms Renovation (CIP Project Number AA779283); scheduled renovation in FY 1991.
- Eleanor Roosevelt High School Gymnasium Addition (CIP Project Number AA779303); scheduled addition in FY 1995.
- Greenbelt Center Elementary Replacement (CIP Project Number AA779333) (replacement school) scheduled in FY 1992.

Concepts

The public school is an essential component of community life and, therefore, must be an integral part of community design and development. The need for new schools is determined by both the capacity of existing schools and the increase in student enrollments. Table 23 shows the long-range projection made by the M-NCPPC based on the Plan holding capacity. It indicates that there should be sufficient capacity within the

Table 23

CURRENT AND PROJECTED SCHOOL ENROLLMENTS AND CAPACITIES
Planning Areas 65, 66 and 67

	September 1989	Projected Holding Capacity
Elementary Schools		
Enrollment	6,768	6,621
Capacity	7,124	7,124
Excess/(Deficit) Capacity	356	(503)
Middle Schools		
Enrollment	1,141	1,400
Capacity	1,760	1,760
Excess/(Deficit) Capacity	619	(360)
High School		
Enrollment	2,364	2,782
Capacity	2,415	2,415
Excess/(Deficit) Capacity	51	(367)

Source: M-NCPPC, Transportation and Public Facilities Planning Division, September, 1989.

schools in the Planning Areas. It appears that there is a deficit capacity at Eleanor Roosevelt High School, these students may enroll in adjacent high schools outside the Planning Areas.

Recommendations

Because the latest enrollment projections indicate that the amount of excess capacity for all public schools will decrease slightly in the Planning Areas, this Plan proposes that the Prince George's County Public Schools retain the four sites cited in Table 22 as a "cushion" against a greater rate of growth than projected or to serve as possible replacement sites for existing school facilities that may become structurally or functionally obsolete. Also, because of the lack of available vacant land in the Planning Areas, acquisition of new sites, if needed, would be extremely difficult and costly.

Guidelines

1. The following enrollment capacity standards of the Prince George's County Public Schools should be adhered to as closely as possible:

Elementary (Grades K-6):	Minimum	395
	Maximum	670
Middle School (Grades 7-8):	Minimum	700
	Maximum	900
High School (Grades 9-12):	Minimum	1,200
	Maximum	1,500

2. The following guidelines for adequate land area have been established by the Prince George's County Public Schools for future school sites.

	Minimum Usable Acreage
Elementary Schools	10 acres
Elementary School/ Park Combination	18 acres
Middle Schools	20 acres
High Schools	40 acres
Special Education Centers	10 acres

3. Any joint use of school sites with other public agencies, such as parks and recreation, should be encouraged. Combined uses provide economy and efficiency not obtainable with separate site acquisition and development and encourage greater utilization of all facilities.

4. School space should be utilized to the greatest extent possible for local recreational, cultural, and civic activities.

5. The reuse of surplus school buildings and sites should be compatible with the surrounding area. Any joint use of sites with other public agencies should be maintained whenever possible. Final disposition should be made on the basis of conditions advantageous to the County, including the ability to occupy and use the buildings quickly, the acceptance of favorable lease or sale terms, the financial capability of users, the degree of acceptance to community residents, and the simplicity of ownership transfer. Surplus school properties should be zoned in categories which are compatible with the surrounding existing and/or planned land use.

PARKS AND RECREATION

Goals[5]

- To provide parks, recreation facilities and programs to respond to the needs of the residents of the Planning Areas.
- To develop facilities that are functional, safe and sensitive to the surrounding environment.
- To protect and conserve public open space and natural resources.

Objectives

- To establish priorities for acquisition and development of parkland within the Planning Areas based on need, interests and the availability of resources.
- To maximize accessibility to park facilities.

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[5]Goals and objectives adapted from the Functional Master Plan for Parks, Recreation and Open Space (PROS Plan), M-NCPPC, Department of Parks and Recreation, 1982.

- To encourage joint efforts between the various public agencies in the County and private groups which can result in the provision of additional parks and recreation facilities.

- To utilize alternative methods of park acquisition and facility development such as donation, mandatory dedication within subdivisions, and the conversion of surplus government property to parkland.

Background

Planning a park and recreation system, acquiring the land for it, developing the parks when appropriate, maintaining the parks, and operating and programming the facilities are the primary responsibilities of the Maryland-National Capital Park and Planning Commission (M-NCPPC) throughout the County and most of the Planning Areas. The Planning Areas are located in the "Northern Area"--one of the three regions which make up Prince George's County. The City of Greenbelt is outside the Metropolitan District and operates its own park and recreation system for its residents.

As detailed in the Functional Master Plan for Parks, Recreation and Open Space (the PROS Plan), the M-NCPPC's park and recreation facilities are categorized according to a detailed classification system. This system is divided into the following categories:

1. Neighborhood Park and Recreation Areas - Include mini-parks, playgrounds, parks, recreation centers and park/schools. Acreage is less than 20 acres. Parks in this category serve residents in the immediate vicinity.

2. Community Park and Recreation Areas - Include community center buildings, parks, recreation centers and cultural centers. Acreage of sites is between 20 and 200 acres. Neighborhood park areas and community park areas together are referred to as "local parks".

3. Regional Park and Recreation Areas - Include stream valley parks, regional parks (200+ acres), cultural arts centers and service facilities. These facilities serve residents of an entire region--the Northern, Central or Southern Areas.

4. Countywide Park and Recreation Areas - Include river parks, historic sites and landmarks, hiker/biker/equestrian trails, unique natural features, conservation areas and service facilities. Parks in this category serve all County residents.

5. Urban Park and Recreation Areas - Include urban parks and urban nature centers which serve County residents where accessibility to outdoor natural areas is severely limited.

6. Special Park and Recreation Areas - Include aquatic facilities, ice rinks, golf courses, shooting centers, athletic complexes, equestrian centers, airports, marinas, arenas and reclamation areas. These facilities serve the special interests of all County residents.

Within Planning Area 65, the M-NCPPC owns nearly 500 acres of parkland. Additionally, the Prince George's County Public Schools owns 116 acres of property, of which 38 acres are considered to serve as "open space" for park and recreation needs. Of the approximately 540 acres of public parkland serving Planning Area 65, 399 acres are within the "local park" grouping, and 138 acres are within the regional/countywide/special category. Planning Area 65 includes approximately 362 acres of M-NCPPC regional stream valley parkland. Of that acreage, 254 acres have been developed to serve as neighborhood parks, community parks and/or countywide parks. Since this acreage cannot be double counted, the acreage for the developed segments of the stream valley parks is subtracted from the total acreage figure for the stream valleys. Powder Mill Community Park, for example, is a 33-acre developed community park site within Paint Branch Stream Valley Park.

The 33 acres are included in the community park area acreage figure and are subtracted from the acreage total for Paint Branch Stream Valley Park so as not to duplicate acreage counts.

The National Recreation and Park Association and Maryland State standards for park and recreation acreage are (optimally) 15 acres of "local" parkland for every 1,000 people.[6] The countywide/regional/special park acreage standard of 20 acres/1,000 people is a standard set for geographic areas larger than planning areas.

Table 24 summarizes the current (1989) and the projected (1995) need for the acquisition of additional "local" parkland to meet the standards. It is apparent that parkland deficiency in Planning Area 65 is substantial compared to Planning Areas 66 and 67. However, the realities of limited public spending and the fact that Planning Area 65 is largely developed, make the acquisition of additional large tracts of land to meet the optimal "local park" standards extremely infeasible in Planning Area 65. While unable to acquire enough park acreage to meet optimal standards, the M-NCPPC has been able to develop a wide range of recreation facilities for the residents of Planning Area 65.

Within Planning Area 66 (College Park and vicinity), the M-NCPPC owns approximately 660 acres of parkland, and the Prince George's County Public Schools owns 45 acres of

Table 24

PARK AND OPEN SPACE STANDARDS AND NEEDS
Planning Areas 65, 66 and 67

PA	1989 Population	1989 M-NCPPC/ PGCPS "Local" Park & Open Space Acreage	Additional "Local" Acreage Needed to Meet Standard of 15.00 ac/ 1,000 Population	1995 Projected Population	995 Projected Additional "Local" Acreage Needed to Meet Standard of 15.00 ac/ 1,000 Population
65	47,133[1]	398	309	46,750[1]	303
66	23,807[2]	197	160	23,402[2]	154
67	14,858[3]	14	209	9,584[3]	114

1 Excludes City of Takoma Park residents in Prince George's County.

2 Excludes University of Maryland on-campus students.

3 Excludes City of Greenbelt residents

Source: Department of Parks and Recreation, M-NCPPC, September 1989.

[6]Parks and Recreation in Prince George's County - Major Elements Submitted in Conjunction with the PROS Plan in Fulfillment of State Requirements for the Local County Plan, M-NCPPC, Department of Parks and Recreation, 1982.

property, of which 15 acres are considered open space. Of the approximately 675 acres of public parkland and open space serving Planning Area 66, 205 acres are categorized within the "local park" classification, and 478 acres are in the regional/countywide/special category. In addition to the M-NCPPC's park and recreation facilities in Planning Area 66, the City of College Park has its own park system for City residents; University Park has a small park system for its residents; and the University of Maryland provides extensive recreation facilities for its students, faculty and alumni. Planning Area 66 currently has 8.27 acres of "local" parkland/1,000 people. While it needs additional "local" parkland to reach the optimal standard of 15 acres/1,000 people, it is well served by regional stream valley parkland. The extensive network of stream valley parks (including parts of Paint Branch, Indian Creek and Northwest Branch Stream Valley Parks) provides considerable park, recreation and open space within Planning Area 66.

The majority of residents in Planning Area 67 live within the City of Greenbelt. Greenbelt operates its own park and recreation system which includes 313 acres of parkland and an extensive array of recreation facilities. Of the 73 acres of public parkland and open space serving Planning Area 67 (outside of Greenbelt), 11 acres are in the "local" park category, and 62 acres fall under the regional/countywide/special park classification. The Town of Berwyn Heights operates a park system for its residents. Greenbelt Park (an 1,100-acre park under federal ownership) serves as a regional and local recreation and open space resource for Planning Area 67. Much of the federally owned National Agricultural Research Center is also located in Planning Area 67 and provides the area with open space.

The majority of Planning Area 67 outside of Greenbelt is largely developed. This makes it difficult to acquire park sites large enough to significantly reduce acreage deficits. Planning Area 67 currently has one acre of "local" parkland for every 1,000 people. (This figure does not include municipal park acreage). Nearly all of the M-NCPPC's parks are developed within Planning Area 67, and pending park projects will provide additional recreation facilities at several park sites.

Recreation Programs

The M-NCPPC provides a wide range of recreation program opportunities for the residents of the County. The M-NCPPC's staff works cooperatively with community volunteers, local park and recreation councils, the Board of Education, Prince George's County Boys and Girls Clubs, PTA's, civic, church and social organizations, municipal groups, other public agencies and private groups to provide a wide selection of recreation programs without duplicating services. Summer camps and playgrounds, youth programs, sports leagues and tournaments, structured recreation classes, drop-in programs, workshops, clubs and special events are some of the programs available. Classes are sponsored by the Department of Parks and Recreation and/or co-sponsored with the local park and recreation councils at community centers, park sites, schools and other public buildings. Community input about activity preferences is regularly sought in order to plan programs based on need and interest.

Concept

It is the intent of the M-NCPPC to acquire property that will be used for community parks, regional parks, countywide parks or special facilities, rather than for neighborhood parks. Fiscal constraints are such that the costs of operating and maintaining parks must be considered before acquisition and/or development. When considering the need for additional park acreage in the Planning Areas, the M-NCPPC recognizes that the acquisition of small, neighborhood parks will hardly have any impact on bringing these areas up to a level near the optimal park acreage standards. When the opportunities to acquire additional park acreage are limited by a lack of available suitable property and/or prohibitive land costs, the M-NCPPC will study the opportunities for facility development as an alternative.

Recommendations

The M-NCPPC recognizes the need to acquire additional parkland and develop additional recreation facilities in the Planning Areas and considers stream valley park acquisition a top priority. Continued acquisition within the park acquisition lines for Sligo Creek, Northwest Branch, Indian Creek and Paint Branch Stream Valley Parks will provide additional open space, preserve and protect the floodplain, help join neighborhoods, and provide flood protection to developed areas. Table 25 lists the projects included in the Department of Parks and Recreation Capital Improvement Program.

The M-NCPPC will make every effort to keep informed of properties that have been declared surplus by the Federal, State and Prince George's County Governments and Prince George's County Public Schools. These properties should be examined to determine if they would be beneficial additions to the M-NCPPC park system.

As part of a cooperative effort between the M-NCPPC, WMATA, College Park and Berwyn Heights, a 38-acre water impound area, known as Lake Metro, is under construction at the confluence of Paint Branch/Indian Creek Stream Valley Parks. By constructing this lake, WMATA will gain bedding material required for the track bed and the base of the Greenbelt Metro Station parking lot. Various recreation facilities planned for the Lake Metro Complex and its environs include hiker/biker/equestrian trails, boat rental, docks, picnic areas, play equipment, park administration building with restrooms, plaza and amphitheater, stage, promenade, gazebo, and limited parking facilities.

Cherry Hill Community Park, a 37-acre site on Cherry Hill Road, is scheduled for development which will include a picnic area, gazebo, two tennis courts, trails, and a parking lot. These facilities will be constructed by a private developer in exchange for the M-NCPPC allowing the developer to construct a stormwater management pond on the parkland. The developer who owns the adjoining 20-acre tract known as the Lustine Property plans a major development at the tract, and a water impoundment area is needed at the park site in order to accommodate the development.

The riding ring at the Acredale facility on Metzerott Road should be maintained to serve horseback riders in the Northern Region.

The M-NCPPC is funding the construction of recreation facilities at the Berwyn Heights Town Park. Upon completion, the site will be operated by the Town of Berwyn Heights. Continued cooperation between the M-NCPPC and neighborhood agencies can help expand the park system for the County's residents.

Bike Trails

Although the Planning Areas are heavily developed, the extensive network of stream valley parkland provides excellent locations for trails. The continuation of the hiker/biker/equestrian trails system, based on the Adopted and Approved Countywide Trails Plan (July 1975) and its 1985 Equestrian Addendum, will be emphasized in the Planning Areas. Figure 6 depicts types of the hiker/biker/equestrian trails provided throughout the County. Additional trails and connections between existing trails, will provide residents with access to facilities and services in other areas. An extensive trails system will minimize the need for driving from one park facility to another. Specific proposed trail alignments are as follows:

- on or adjoining the PEPCO right-of-way from Ray Road to the Beltway/I-95 interchange and southeast along Paint Branch to join the stream valley park trail.
- along Sligo Creek from the Montgomery County line to Northwest Branch near the WRC Radio Station in the vicinity of Ager Road, continuing eastward and connecting to Northeast Branch.
- along Riggs Road between University Boulevard and Powder Mill Road to join the trail on Powder Mill Road.

Table 25

DEPARTMENT OF PARKS AND RECREATION
PROPOSED CAPITAL IMPROVEMENT PROGRAM
FY 1990-1996
Planning Areas 65, 66 and 67

Project Description	Planning Area	Year in Budget
Berwyn Heights Neighborhood Playground Convert paddle tennis court to multi-purpose court	67	FY 90
Berwyn Neighborhood Playground (Cherry Park) Play equipment	66	FY 90
Buck Lodge Community Park/School Fitness Stations	65	FY 90
Calvert Park Neighborhood Park Park redesign and construction	66	FY 92
Calvert Road Miniature Golf Course Private entrepreneur to construct miniature golf course	66	FY 90
Cherry Hill Neighborhood Park Play equipment	66	FY 90
Chillum Hills Neighborhood Playground Playfield	65	FY 90
College Park Airport Terminal building, t-hangar, maintenance hangar, museum, access, parking, concession building	66	FY 92-96
College Park Community Center Construction of community center (jointly with the City of College Park)	66	FY 92
Executive Office Building Building expansion	65	FY 89
Green Meadows Community Park Additional parking, play equipment	65	FY 90
Hillwood Manor Neighborhood Playground Play equipment, landscaping, benches	65	FY 89

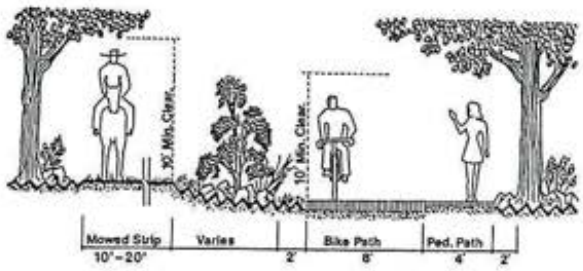
Table 25 (Continued)

DEPARTMENT OF PARKS AND RECREATION
PROPOSED CAPITAL IMPROVEMENT PROGRAM
FY 1990-1996
Planning Areas 65, 66 and 67

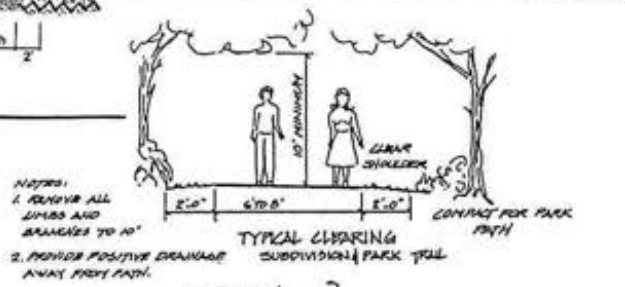
Project Description	Planning Area	Year in Budget
Hollywood Community Park/School Play equipment	66	FY 90
Kirkwood Neighborhood Park Play equipment	65	FY 90
Lake Metro Park (WMATA's development project).	66	FY 91-94
New Carrollton Sports Park (City-owned park) Additional parking, irrigation system, re-do field, bleachers	67	FY 90
Paint Branch Stream Valley Park Construction of playground site, 2-1/2 mile hiker/biker trail	66	FY 93-95
Parklawn Community Recreation Center Relocation of basketball court	65	FY 90
Parklawn Neighborhood Park/School Trail, play equipment, picnic area, open field, parking	65	FY 93
Powder Mill Community Park Redesign and construction	65	FY 93-94
Riggs Manor Neighborhood Playground Play equipment	65	FY 90
Rollingcrest/Chillum Community Center Park Lighted tennis court, water fountain, landscaping	65	FY 93
Rollingcrest Swimming Pool Indoor Swimming Pool Design and Construction	65	FY 91
University Hills Neighborhood Park Park improvements	66	FY 90

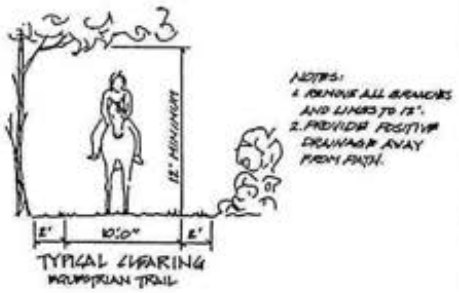
Figure 6

HIKER-BIKER-EQUESTRIAN TRAILS

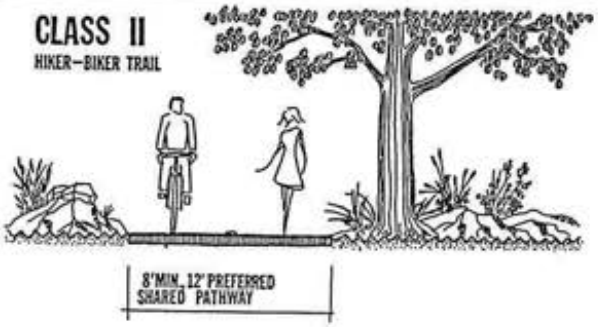


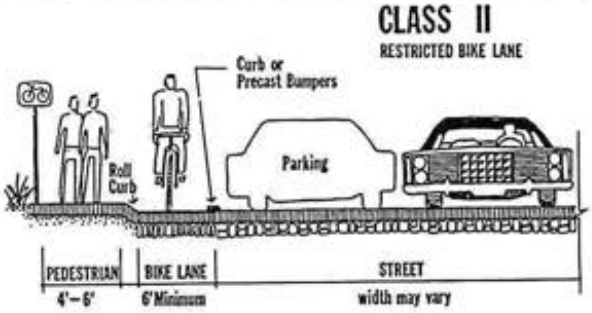
HIKER-BIKER-EQUESTRIAN TRAIL
PREFERRED





CLEARING CROSS SECTION





Langley Park–College Park–Greenbelt Master Plan

- along Metzerott Road between New Hampshire Avenue and University Boulevard.
- along Adelphi Road from the Montgomery County line to University Boulevard.
- along Paint Branch and Indian Creek.
- along Rhode Island Avenue (the path of the old streetcar line) between East-West Highway and Paducah Road.
- along Cherrywood Lane extended between Greenbelt Road and Edmonston Road.
- along Greenbelt Road between Indian Creek near 56th Avenue and Cipriano Road.
- along Kenilworth Avenue from Good Luck Road across Greenbelt Road and the Beltway to Powder Mill Road; an alternate route in Berwyn Heights--along Edmonston Road from Old Calvert Road to Greenbelt Road.
- along Hanover Parkway from Mandan Road south across Greenbelt Road to join Good Luck Road.
- along Brae Brooke Drive between Cipriano Road and Hanover Parkway with a spur along the southern edge of the Greenbrook subdivision through the Schrom Hill Park to join the trail on Hanover Parkway.
- along Mandan Road from Greenbelt Road north across the Baltimore-Washington Parkway to join the trails in the old Greenbelt area.
- along Mandan Road from Greenbelt Road to join the trail on Brae Brooke Drive.
- along Frankfort Drive between Greenbelt Road and Schrom Hill Park.
- along the proposed Calvert Road relocated between the existing Calvert Road and the Route 1 Campus Drive intersection.
- install crossing signs and striping at the trail crossings for Lakecrest Circle and Greenbelt Road and Frankfort Drive and Greenbelt Road.

Guidelines[7]

1. Within the County's fiscal capacity, the development of recreational facilities should be staged proportionately with population growth in the area.
2. Sites for neighborhood and community parks should be easily accessible for the intended users.
3. Scenic areas, floodplains, and steep slopes, as well as land suitable for recreation facilities, should be considered for dedication for passive parkland.
4. Planning, design, and construction of access roads, recreation facilities, and public utilities in the park system should enhance and be in harmony with the natural beauty and terrain of the land, reflecting full concern for the humane and aesthetic values of the environment.
5. Management of the park system should be on the basis of sound conservation principles and practices, recognizing the ecological interdependence of people, flora and fauna, soils, and water.

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[7]Guidelines adapted from the Public Facilities and Utilities Element of the General Plan, and the Adopted and Approved Countywide Trails Plan, M-NCPPC, July 1975.

6. Recreational opportunities should be offered in each community to reflect the recreational preferences and needs of local users.

7. Site features such as streams, rock outcroppings, woods, wildlife habitats, etc. should be used to the best advantage in the development of parks and recreational areas.

8. Development of private or commercial recreation areas shall be encouraged to help meet recreational needs.

9. Recreational/school buildings should be utilized as community, village, and other centers of activity.

10. Access to major recreation facilities should be provided in such a manner that residential areas will not be penetrated by heavy traffic.

11. Trails shall be connected with other trails of the same type in the metropolitan area to provide a continuous trails system.

12. Trails shall be located where they will best serve the people who will use them.

13. Trails shall provide access to adjacent areas from the neighborhoods in which they are located.

14. Trails shall link public facilities, such as schools, libraries, and parks, to the communities they serve.

15. Trails shall interconnect local, regional, and stream valley parks.

16. Safety, for both persons and property, is a primary consideration; and trails shall be designed to be "good neighbors" to the areas where they are located.

17. The inclusion of bicycle and/or bridle trails shall be considered and, where feasible, provided in all new public land development and in private land development, insofar as legal instruments permit; and such trails shall be designed to connect with the overall, planned County trails system.

18. Recreational bicycle and equestrian trails shall be served by "starting" or "service" areas, which may include auto and horse trailer parking, tether rails, troughs, bicycle racks, and such other facilities as study shows to be necessary or helpful.

19. Trails shall be located to take advantage of, and provide access to, scenic and historic sites.

20. Recreation trails in parks should provide access to campsites and related facilities and other park features.

LIBRARIES

Goals[8]

- To provide library service to the residents of the Planning Areas through appropriately maintained facilities and by application of modern techniques.
- To make available and publicize information services and library materials relevant to the needs of the residents of the Planning Areas.
- To provide public library services to meet the special needs of the residents of the Planning Areas with limited access to library services because of mental, emotional, or physical disabilities and/or communication and/or transportation barriers.

Objectives

- To schedule the construction of library facilities and/or the improvement of existing facilities in the County's Capital Improvement Program in order to meet the needs of the Planning Areas.
- To provide mobile service as a complement to the County's nonvehicular facilities as needed.
- To provide nonvehicular outlets in areas where mobile service can no longer meet the needs of the population.
- To increase contact between the library system, local community organizations and citizens; and publicize available services.
- To provide an adequate physical environment for local library patrons, and establish hours of service consistent with community activity patterns.
- To meet the Prince George's County Memorial Library Systems' targets for service to County residents within specified timeframes. These include the availability of particular titles, authors and subjects to the general public and the availability of appropriate materials and services to the ill, aged, confined, learning-disabled, emotionally disturbed, functionally illiterate, visually/physically/hearing impaired, and mentally retarded.

Background and Basic Issues

The Library System in Prince George's County is currently comprised of five types of libraries which vary in size, hours of operation, and the services provided (see Table 26). Circulation was approximately 5.04 million in 1989, averaging 7.1 materials per capita.

There are two libraries located within the Planning Areas. These are the College Park Branch Library and the Greenbelt Branch Library. In addition, there are three branch libraries located immediately adjacent to the Planning Areas--Beltsville, New Carrollton and Hyattsville. The proximity of these branch libraries to a large part of the Planning Areas also serves to provide residents with excellent public library service.

The Public Facility Needs Assessment for Library Facilities, completed in October of 1984 by the M-NCPPC in cooperation with the Prince George's County Memorial Library

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[8]Goals and objectives are adapted from those of the Prince George's County Memorial Library (PGCML) System.

Table 26

EXISTING LIBRARY ORGANIZATION
PRINCE GEORGE'S COUNTY MEMORIAL LIBRARY SYSTEM

Branch Type	Location	Maximum Size	Hours of Operation Per Week
I	Small neighborhood facility, mostly in store fronts.		30-32
II	Neighborhood Center.	5,000 square feet	38
III	Incorporated municipalities, County owned and maintained buildings.	10,000 square feet	50
IV	Medium size facilities, County owned and maintained.	30,000 square feet	46-54
Area[1]	Large suburban districts, County owned and maintained.	60,000 square feet	61

[1] Also provides (i) bookmobile service and (ii) administration and collection support to smaller branches in assigned areas.

Source: M-NCPPC, Prince George's County Planning Department, Transportation and Public Facilities Planning Division, August 1989.

System, projects that the level of service for libraries in the Planning Areas will remain satisfactory at least through the year 2005.[9] This conclusion is drawn because actual circulation is projected to remain lower than the capacity for circulation given the location of the facilities and their collection size. Due in part to this projected adequate level of service, there are currently no programmed capital projects in the Adopted FY 91-96 County CIP.

Concept

The existing network of five types of libraries that serve County residents according to Table 26 is not an ideal system for planning purposes. These categories were developed by local administrators for use in determining the adequacy of library facilities and services. Existing libraries will continue to be defined according to the five categories. However, a new concept for defining library facilities and services will be the Branch Library concept which is defined as follows:

[9] The Public Facility Needs Assessment for Library Facilities, October 1984, M-NCPPC.

Branch Library

Size:	25,000 square feet
Site:	3 to 3-1/2 acres
Collection:	100,000 volumes
Services:	Diversified information services, program and meeting space
Service Area:	Three miles or more than 10 minutes' driving time
Service Population:	40,000 to 80,000
Circulation Per Square Foot:	30 to 35 materials
General Characteristics:	Located in areas of daily public activity where heavy pedestrian traffic, high visibility, convenient parking access and proximity to public transportation exist. Construction of and addition to libraries should be staged to address existing deficiencies and meet the needs generated by population growth.

In addition to these standards, a number of other factors must also be considered in determining the adequacy of existing facilities and services and the need for new or expanded facilities. These factors are intended to be used to answer some of the broader questions that should be addressed such as patron usage, the allocation of materials, and the degree of accessibility. Factors to be considered include a facility's circulation rate and its number of staff, collection size, adequacy of program and meeting rooms, potential for collection enlargement, community size, fill rate for material requests, waiting times for reserve items, and user satisfaction surveys.

These standards will continue to guide the placement and operation of libraries serving the Planning Areas.

Recommendation

No expansion of the present facilities is necessary in the Planning Areas. However, the social and income structure of residents, together with their demands for changing types of library services, should be closely monitored in order that effective library service continues to be provided in the Planning Areas.

Guidelines

1. In general, the service area of a branch library is centered on the facility and is considered to have a radius of three miles.

2. The Library System standards for location of new facilities and provision of services shall apply in this area.

3. Libraries should be located in areas of public activity, such as Village or Community Activity Centers, where both heavy pedestrian traffic and citizen convenience exist.

4. In order to maintain adequate levels of service, construction of and additions to libraries should be staged to address existing deficiencies and meet the needs of population growth.

POLICE PROTECTION

Goals[10]

- To increase the effectiveness of the Prince George's County Police Department in the protection of constitutional guarantees, the enforcement of the law and the provision of services necessary to reduce crime, to maintain public order, and to respond to the needs of the residents of the Planning Areas.
- To pursue an aggressive program to establish credibility, define the police role, develop public support for the police effort and develop public involvement in crime prevention.
- To improve traffic operations to increase automotive and pedestrian safety and reduce property damage, injury and loss of life.
- To improve the delivery of police services to the residents in the Planning Areas.

Objectives

- Improve crime prevention and apprehension techniques to include:
  - (a) Increase police visibility in high-crime incidence areas.
  - (b) Target selected crimes that police surveillance and tactical deployment can impact.
  - (c) Increase investigative efforts in areas that experience unusual upward trends in criminal activity.
  - (d) Improve communication to the public through daily contacts on crime prevention techniques and self-help programs designed to assist citizens in protecting themselves against crime.
  - (e) Improve communication to the public on traffic safety.
- Continually evaluate the impacts of residential, commercial and industrial growth in the Planning Areas on existing police facilities.

Background and Basic Issues

The Planning Areas are located within and principally served by the Prince George's County Police, District I, Hyattsville. Planning Area 67, north of the Capital Beltway, lies within the boundaries of District VI, Beltsville/Laurel and includes the City of Greenbelt. A small portion of the Planning Area 67, outside of the Capital Beltway to the east, is served by District II, Bowie.

In addition to services provided by the Prince George's County Police Department within the Planning Areas, the City of Greenbelt Police Department operates independently. They maintain their own communication system and perform their own investigations. Other municipal governments within the boundary area offer varying degrees of police service to their respective communities. The City of College Park depends on the Prince George's County Police Department for service because it does not have a police force. The Town of Berwyn Heights has a police department which is limited to 2 officers who patrol approximately 14 hours a day. The University Park Police has approximately 10 officers

[10]Goals and objectives adapted from the Police Facilities and Service Element of the County's Adopted Goals and Objectives for the Public Safety Functional Master Plan.

who patrol 24 hours a day. Each municipal police department, other than the City of Greenbelt, relies on the Prince George's County Police Department for investigative services, communications systems support and records functions. Also located within the Planning Areas is the University of Maryland Police Department which operates independently.

Table 27 outlines the calls for service generated and projected for Police Sectors A, B and C for the years 1982-2010. These figures show that the number of calls for service are projected to increase through 2010.

The construction of two Metro stations in the Planning Areas will have an impact on the affected communities. Comparisons should be made of police-related matters experienced at other Metro stations in Prince George's County to anticipate the demands which can be expected by District I upon completion of the West Hyattsville, Prince George's Plaza, College Park and Greenbelt Metro Stations.

The Hyattsville Justice Center complex includes a modern police station for District I to replace the present overcrowded District I station now located in the County Service Building. The Hyattsville Justice Center will be adequate to serve the requirements of the area.

Table 27

CALLS FOR SERVICE - POLICE SECTORS A, B AND C
1982-2010

Sector	Actual				Projection		
	1982	1984	1986	1988	1990	2000	2010
A	30,755	32,370	36,088	46,690	39,941	51,210	62,479
B	34,361	32,815	36,961	46,313	38,783	47,873	56,963
Dist. I	65,116	65,185	73,049	93,003	78,724	99,083	119,442
C	19,788	17,338	21,269	29,369	22,710	23,184	24,080

Source: Prince George's County Police Department, as compiled by M-NCPPC, September 1989.

Concept

The provision of fire and police protection should be coordinated with new development. Where land is already heavily committed to existing uses, additional and/or replacement police facilities should be provided when the need arises and funds become available. The need for a new police facility is determined by both the adequacy of existing facilities and the increase in the demand for police services. The growth in demand for police service is directly related to demands for manpower, facility, size and, ultimately, the number of police facilities.

Recommendations

The new Hyattsville Justice Center will serve to answer a longstanding need for a new police station in District I. The Justice Center comprising a new police station, the renovated County Service Building, the construction of adjacent streets, and the burial of utility lines. These facilities will be built as an integral complex. A 600-space parking garage has been constructed adjacent to the Justice Center by the Prince George's Parking Authority. To deal with specific crime problems in this area, the Police Department is considering a realignment of beats and/or sectors in order to more equitably distribute resources and workload. It is recommended that any shifting of staff resources which respond to specific manpower needs be encouraged.

Community crime prevention programs are very important to reducing crime rates and, thus, the demand for police services. The Police Department staff is cooperating with local citizens and businesses in implementing safety and crime prevention education as well as neighborhood watch programs. These efforts minimize the opportunity for crime to occur and can have a significant impact on crime rates. It is recommended that the various community crime prevention programs continue.

Growth projections in reference to employment should be closely monitored as this relates to the provision of police services. It is also recommended that the Police Department review these new development proposals closely, with specific emphasis on the design of the project (i.e., access, signage) in order to alleviate any negative impact on police protection.

A Public Safety Master Plan developed by the M-NCPPC in concert with a citizens advisory committee to translate the broad goals and objectives of police, fire, and correctional services into strategies, policies and implementation actions was approved by the District Council in 1990. By law, this Plan amends all area master plans.

Guidelines

1. Police stations should be located:

   (a) Near the geographical center of the service area.

   (b) On a major street with good access to all parts of the service area.

   (c) Near concentrations of commercial and industrial uses.

2. Police facilities should be designed to be adequate for the operations of the Department for a minimum 20- to 25-year period after completion of the building.

FIRE PROTECTION

Goals[11]

- To provide facilities that will enable the Fire Department to ensure an adequate level of physical safety and personal well-being for all the residents of the Planning Areas.

- To reduce fire as a cause of life and property loss in the Planning Areas.

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[11]Goals and objectives adapted from the Fire and Emergency Medical Facilities and Services element of the County's Adopted Goals and Objectives for the Public Safety Functional Master Plan.

- To provide effective emergency medical care at the basic and advanced level for all citizens of the Planning Areas.

- To develop a long-range fire and rescue facilities plan designed to provide meaningful directions for the establishment or renovation of fire and rescue facilities in order to keep abreast of the times and provide the best facilities available for fire protection.

Objectives

- To achieve the following maximum response time and distances for fire and rescue service activities in the Planning Areas.[12]

  Engine Company (Urban) - 4 minutes (2.4 miles maximum)
  Engine Company (Rural) - 6 minutes (4.6 miles maximum)
  Ladder Company (Urban) - 5 minutes (3.4 miles maximum)
  Ambulance Unit (Urban) - 5 minutes (3.4 miles maximum)
  Ambulance Unit (Rural) - 5 minutes (3.4 miles maximum)
  Rescue Squad (Urban & Rural) - 10 minutes (9.8 miles maximum)
  Mobile Intensive Care Unit (Urban & Rural) - 8 minutes (7.2 miles maximum)

- To expand fire protection services to meet recommended standards consistent with available financing:

  a) construct additional fire stations
  b) replace obsolete fire stations
  c) purchase additional fire and rescue apparatus
  d) purchase fire and rescue apparatus to replace aging equipment

- To use maximum response distance criteria by zoning category and land use as a guideline for land use planning, especially in the test of adequacy of fire and rescue facilities as required in the County's Zoning Ordinance and Subdivision Regulations.

- To continue a comprehensive training program for fire fighters.

- To provide a management information system through the use of field incident reports.

- To continue an aggressive fire prevention program.

- To improve emergency medical services in the Planning Areas.

- To rescue and provide basic and/or advanced emergency medical treatment of persons entrapped or imperiled by transportation accidents, collapsed buildings, floods, blizzards, tornadoes and other man or weather caused calamities and/or other medical emergencies.

- To continually evaluate the fire and rescue facilities inventory with a focus on more effective placement of facilities, taking into consideration sound planning principles and County guidelines.

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[12] These measurements are for response times which are defined as the time required for a unit to respond to an alarm. It consists of the sum of two time intervals: turnout time and travel time. A region is categorized as urban if its population level exceeds 1,000 persons per square mile or its total assessed value exceeds three million dollars per square mile. Rural is defined as one- and two-family dwellings of either detached or side-by-side townhouses. Both categories exist in the Planning Areas in various locations. The most stringent response time standard (urban) has been applied to the Planning Areas.

- To continually evaluate existing and future fire and rescue facilities considering the basic concepts of effective use of modern building design and space for all equipment and programs and efficient use of energy.

- To continually evaluate the long-range, cost-effective concepts of building new facilities versus renovating older existing facilities, taking into consideration the balance of costs between renovation and maintenance costs of existing structures and construction and maintenance costs of new facilities.

- To continually solicit community and government support regarding upgrading, replacing or relocating fire and rescue facilities.

Background and Basic Issues

Six stations serve the Planning Areas. They are: Station #34 (Chillum-Adelphi #1), Station #44 (Chillum-Adelphi #2), Station #12 (College Park), Station #11 (Branchville), Station #14 (Berwyn Heights), and Station #35 (Greenbelt). Several other fire stations outside the Planning Area also provide service, including Station #1 (Hyattsville), Station #41 (Beltsville #2), Station #31 (Beltsville #1), Station #7 (Riverdale), Station #13 (Riverdale Heights), Station #48 (West Lanham Hills #2) and Station #18 (Glenn Dale).

Table 28 shows the existing distribution of fire stations. Most of the developed areas are well covered and within four minutes of an engine company and five minutes of a ladder truck. However, there is a gap using the five-minute response in ambulance service to the Oakview community and a small portion northeast of the Capital Beltway.

The County's FY 91-96 CIP allocates funding during FY 91 to finance construction of additions to two fire stations within the Planning Areas, Berwyn Heights Company #14 and Branchville Company #11.

Concept

The provision of fire and emergency medical facilities and service focuses on two major criteria: (1) an actual service must be provided when demanded, and (2) firefighting resources must be available for potential demand. Response times and workload represent primary performance measures in assessing these facilities and services.

The response time standards of four minutes and six minutes specified by the County fire station locations are correlated closely to the response distance standards recommended by the Insurance Service Organization (ISO) Grading Schedule, a nationally recognized organization which sets fire insurance rates.

Fire and rescue station workload analysis focuses on providing sufficient firefighting resources to meet future demand. Sufficient fire and rescue facilities and apparatus must be available to accommodate existing and future development without deterioration of the service quality. Fire and rescue station's workload should be closely monitored to determine where additional facilities or apparatus are needed.

Recommendations

A Public Safety Master Plan developed by the M-NCPPC in concert with a citizens' advisory committee to translate the broad goals and objectives of police, fire, and correctional services into strategies, policies and implementation actions was approved by the District Council in 1990. By law, this Plan amends all area master plans.

Guidelines

1. Public safety facilities should be located to minimize adverse effects on nearby living areas.[13]

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[13]Guideline adapted from the Public Facilities and Utilities Element of the General Plan.

Table 28

EXISTING FACILITIES OF
THE PRINCE GEORGE'S COUNTY FIRE DEPARTMENT
Planning Areas 65, 66 and 67

Facility Name	Location	Service Provided
Chillum-Adelphi Fire Dept. #1 (Station #34)	8733 Riggs Road	Engine, Ambulance, Ladder Truck
Chillum-Adelphi Fire Dept. #2 (Station #44)	6330 Riggs Road	Engine, Ambulance
Branchville Volunteer Fire Dept. and Rescue Squad (Station #11)	6911 Branchville Road	Engine
College Park Volunteer Fire Department (Station #12)	7505 Baltimore Avenue	Engine, Ambulance, Medic
Berwyn Heights Volunteer Fire Dept. & Rescue Squad (Station #14)	8811 60th Avenue	Ambulance, Ladder Truck
Greenbelt Volunteer Fire Dept. and Rescue Squad (Station #35)	125 Crescent Road	Engine, Ambulance

Prepared by: Transportation and Public Facilities Planning Division, Prince George's County Planning Department, M-NCPPC, February, 1990.

2. Sites for fire and rescue stations should be centrally located in their service areas, with good access in all directions. (See footnote 13.)

3. Fire stations should be located near intersections of arterial and/or collector highways, where alternative response routes are available to any part of the fire protection district. (See footnote 13.)

4. Fire stations should not be isolated from part of their service areas by barriers such as railroads, freeways, or rivers. (See footnote 13.)

5. Fire stations should not be located on one-way streets, at the end of cul-de-sacs or on poorly maintained roads.

6. The location of a fire and rescue station is dependent upon several factors, including:

- the character of the area to be protected;
- the character of future development;
- the population density of the area;
- the historical pattern of structural and nonstructural fires; and
- the availability of an adequate water supply.

7. Where practicable, fire and rescue stations should be integrated with nonresidential activities, such as neighborhood or community activity areas or industrial areas.

HEALTH SERVICES

Goals[14]

- To provide facilities that make comprehensive health care services available for the residents of the Planning Areas and permit ease of access to those facilities for handicapped persons.

- To increase accessibility by public transportation of medical opportunities for the residents of the Planning Areas.

Objectives

- To pursue the County's health service goals within the Planning Areas. These include:

  - concentrating on prevention by providing health education and environmental, mental and physical health service;

  - emphasizing care in a home or community environment; and

  - ensuring optional utilization of existing facilities.

- To satisfy the various operating standards handed down to the Health Department through federal and state programs which fund or oversee the Department's activities.

Background and Basic Issues

The County Health Department is currently operating health programs or clinics at nine locations throughout the Planning Areas (see Table 29). Services offered include six adult health programs, a nurse clinic, two child health programs, a senior dental health program, maternity/family planning assistance and a drug counseling center (DICAP).

In addition, health care services are available at four area hospitals: Prince George's General Hospital, Greater Laurel-Beltsville Hospital, Leland Memorial Hospital, and Prince George's Doctors Hospital.

Concept

Standards for the provision of particular health related services are the conceptual base for monitoring the relationship between private and publicly funded health facilities to meet the needs of local residents. These standards are based on facilities as well as staff needed to serve local residents. The County's Health Department and the Southern Maryland Health Systems Agency will continue to assess conditions and plan the public's role to complement the provision of private health services in the Planning Areas and the County.

Recommendations

There are no recommendations for future public health care facilities in this Plan. The Adopted FY 1991-1996 Capital Improvement Program contains no health service projects in the Planning Areas.

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[14]Adapted from the Departmental goals contained in the Local Health Plan (for Fiscal Year 1984), Prince George's County Health Department, 1983.

Currently, the Planning Areas's population is adequately served by the existing public health care facilities and the four area hospitals. The Planning Area's population and employment growth should be closely monitored by the Prince George's County Health Department. Improvements to existing public health care facilities and new public health care facilities should be provided in a timely manner to satisfy increased demand by the Planning Area's growth.

Guidelines[15]

1. The provision of health facilities serving the Planning Areas should be coordinated with development as it occurs and programmed to reflect changing local health needs.

Table 29

EXISTING FACILITIES OF THE
PRINCE GEORGE'S COUNTY HEALTH DEPARTMENT
Planning Areas 65, 66 and 67

Facility	Location	Services Offered
Ager Road Clinic	6505 Belcrest Road Federal Center Hyattsville	Child Health; Maternity and Family Planning, W.I.C.
Langley Park Adult Health Clinic	1500 Merrimac Drive Langley Park	Adult Health, Congregate Meal Sites Blood Pressure Control Program
Takoma-Langley Adult Health Clinic	7315 New Hampshire Ave. Langley Park	Adult Health, Blood Pressure Control Program
St. John the Baptist Church Adult Health Clinic	5706 Sargent Road Chillum	Adult Health, Blood Pressure Control Program
Paint Branch Clinic	5101 Pierce Avenue College Park	Child Health, Senior Dental Health
Greenridge House Adult Health Clinic	22 Ridge Road Greenbelt	Adult Health, Nurse Clinic[1]
College Park Center	4810 Greenbelt Road College Park	DICAP Counseling Center, District Offices
Attick Towers Adult Health Clinic	9014 Rhode Island Avenue College Park	Adult Health, Nurse Clinic[1]
Spellman House Adult Health Clinic	4711 Berwyn House Road College Park	Adult Health, Nurse Clinic[1]

[1] Nurse Clinic includes Blood Pressure Control Program Consultation, Assessment Health Screening, Diabetic Services.

Prepared by: Transportation and Public Facilities Planning Division, Prince George's County Planning Department, M-NCPPC, August, 1990.

[15]Adapted from the Departmental goals of the Local Health Plan (FY 1987), Prince George's County Health Department, 1986.

2. Public health services should be planned to avoid unnecessary duplication and overlapping use of costly health care equipment.

3. Public health facilities planning should consider the location of private sector facilities in order to avoid unnecessary duplication of facilities and services.

4. Development of private sector health care facilities and services including the recruitment of primary care physicians should be encouraged to meet health care needs in the Planning Areas.

5. An increase in coordination among all health agencies and M-NCPPC is encouraged.

WATER AND SEWERAGE SERVICE

Goal[16]

- To develop water supply and sewerage systems in the Planning Areas that have the capability to support existing and proposed development, taking into consideration the impacts of cost, public health and surrounding land use, environmental conditions, public facility implications and development patterns.

Objectives

- To comply with all applicable state laws and regulations on water and sewer planning and with the Maryland Department of Health and Mental Hygiene, Environmental Health Administration's Regulations.

- To meet the state's legislative intent that there be full consideration given to the issues of orderly expansion keyed to comprehensive land use plans, public health, capital programming and water supply/water quality management.

- To develop water supply and sewerage systems consistent with the County's intent to use the provision of public facilities to implement County policies and to encourage economic development.

- To coordinate zoning and subdivision actions, water and sewer extensions and other capital improvements so that land development takes place in accordance with the Master Plan and that the capabilities of existing and programmed services are not exceeded.

Background and Basic Issues

The Washington Suburban Sanitary Commission (WSSC) provides water and sewerage services to much of Prince George's County, including the Planning Areas. Planning for both service systems is handled through the Prince George's County Comprehensive Ten-Year Water and Sewerage Plan. It is reviewed and adopted each year by the County Council and is approved by the State Department of Health and Mental Hygiene. The purpose of the Plan is to provide for expansion of both systems in a manner consistent with County development policies and plans. The Ten-Year Plan, therefore, has a direct bearing on land use decision-making and vice versa, and serves as one of the County's staging guides.

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[16]Goals and objectives adapted from the Ten-Year Water and Sewerage Plan and the General Plan.

Water Supply

The three Planning Areas are served by the public water supply system or have lines in the construction/planning stages, except for the Beltsville Agricultural Research Center, Greenbelt Park, the Greenbelt Metro Station site and its vicinity, the north-eastern portion of old Greenbelt and Washington Memorial Park Cemetery.

Important issues keyed to water supply which affect local residents, businesses and other land uses include the continuing interrelationship of the Water and Sewerage Plan to other growth management techniques, and the relation of existing and projected demand to periodic water shortages and their probability of occurrence.

The single water proposal in the Adopted WSSC Six-Year CIP for FY 89-94 is contained in Table 30.

Sewage Treatment

The Planning Areas are served by two major sewage treatment plants: Blue Plains and Western. The Blue Plains plant serves four sewer sheds in the Planning Areas--Northwest Branch, Sligo Creek, Paint Branch and Indian Creek. The service area of the Western plant includes one sewer shed within the Planning Areas--Bald Hill Branch.

Table 31 summarizes total sewage treatment capacity for each of the plants. The County Council has adopted policies which allocate the relative amounts of their capacities that can be used by residential or commercial/industrial users. Substantial amounts of the unused capacity have been authorized and committed to specific localities and development proposals. Table 32 indicates the County's proposed distribution of the remaining unallocated sewage treatment capacity, as of May, 1990. Provisions of sewer service to new development in the Planning Areas will be part of larger proposed distribution patterns.

The Ten-Year Water and Sewerage Plan indicates the same pattern of existing and potential sewer service throughout the Planning Areas as for water supply. The principal issues will continue to be the relation of existing and potential service areas in the County's land development plans and policies, the relation of sewer planning to other regulatory techniques, and the capacity of existing and planned treatment facilities in the context of the interjurisdictional agreements throughout the metropolitan area.

The FY 1989-1994 Capital Improvement Program includes the Rhode Island Avenue water main extensions, the I-95 water supply facility rehabilitation and the reconstruction of Sligo Creek trunk sewers.

Concept

The Comprehensive Ten-Year Water and Sewerage Plan delineates areas of the County in which community water and sewerage systems will be provided in the next 10-year period and sets a time schedule for the expansion and extension of water and sewerage facilities. There are six service area categories for the establishment of water and sewer service priorities:

Area 1 Covers areas served by community and multiuse systems which are either existing or are under construction;

Area 2 Covers areas to be served by extensions of existing community and multiuse systems which are in the final planning stages;

Area 3 Covers areas where improvements to, or construction of, new community and multiuse systems will be given immediate priority, and where service may be provided within one to two years;

Table 30

PROGRAMMED WATER AND SEWERAGE EXPEDITURES
ADOPTED CAPITAL IMPROVEMENT PROGRAM (WSSC)
FISCAL YEARS 1989-1994
Planning Areas 65, 66 and 67

CIP Number	Estimated Completion Date	Project Name and Description	Total Cost
W-92.03	1990	Rhode Island Avenue Water Main Extensions (12,700 feet of 30-inch diameter water main along Rhode Island Avenue)	$2,467,000
W-92.04	1991	Rhode Island Avenue Water Main Extensions, Part 2 (4,340 feet of 30-inch diameter water main along Rhode Island Avenue)	$1,480,000
W-81.05	1991	I-95 Rehabilitation and Repair (42,000 feet of existing 96-inch water supply line)	$7,451,000
S-98.11	1990	Sligo Creek Reconstruction (Reconstruction of existing trunk sewers between Piney Branch Road and the Northwest Branch)	$7,464,000

Table 31

ALLOCATION OF TOTAL SEWAGE TREATMENT CAPACITY
(MILLION GALLONS/DAY)
MAY 1990

Service Area	Use	Capacity (mgd)	Percent of Capacity
Blue Plains	Base Flow	134.40	NA
	Plumbing Permits	2.09	
	Uncommitted Capacity	15.51[1]	
	Total Capacity	152.00	
Western	Base Flow	13.76	45.9
	Authorized Flows	10.20	34.0
	Uncommitted Capacity	6.04	20.1
	Total Capacity	30.00	100.0

[1] Includes 2.9 mgd for pump over from the Parkway Service Area.

Table 32

ALLOCATION OF UNUSED SEWAGE TREATMENT CAPACITY
(MILLION GALLONS/DAY)
May 1990

Service Area	Use	Remaining Unused Capacity (mgd)	Percent of Unused Capacity
Blue Plains	All Uses	15.51[1]	--
Western	Residential	3.9535	67.0
	Commercial/Industrial	-0.2505	-4.3
	Priority Economic Development Projects	1.8420	31.2
	Public Uses[2]	0.3591	6.1
		5.9041	100.0

1 Includes 2.9 mgd for pump over from the Parkway Service Area.

2 Allocated with approval of the County Executive and the County Council.

Area 4 Covers areas where improvement to, or construction of, new community and multiuse systems will be programmed for the three-to-six-year period. When a property is designated Service Area 4, it may also be given conditional approval for Service Area 3. This would be subject to the applicant obtaining an approved preliminary, comprehensive design, or concept plan;

Area 5 Covers areas where improvement to, or construction of, new community and multiuse systems are programmed for the seven-to-ten-year period; and

Area 6 Covers areas where there is no planned service.

Most of the Planning Areas are in Service Areas 1 and 2. A portion of the Greenbelt area including the Capital Office Park, the Golden Triangle and the area south of Greenbelt Road and north of the Beltway from the Greenway Shopping Center to Mandan Road falls within Area 3. The Beltsville Agricultural Research Center, Greenbelt Park, the proposed Greenbelt Metro site and vicinity, the northeastern portion of old Greenbelt and the Washington Memorial Park Cemetery are in Area 6. As documented in the Ten-Year Water and Sewerage Plan, there is capacity to provide sewer and water service to the entirety of the Planning Areas.

Recommendations

There are no known engineering, timing or financial constraints which preclude the provision of water and sewer service in accordance with the proposed land use plan. The water system is adequate to accommodate planned growth in the area. Water main extensions will be required generally with development. There are also no particular problems with providing timely sewerage service to proposed development, although existing local sewers may require augmentation in some cases. The WSSC would perform the necessary flow/capacity analyses when specific development proposals are presented.

Guidelines[17]

These guidelines relate to the full regional system. Some of the component parts--treatment plants, storage facilities, reservoirs, etc.--will continue to be located outside the Planning Areas.

1. New development can only be approved in areas where acceptable sewage treatment facilities are assured by the date of occupancy.

2. Priorities in planning and constructing sewerage systems should be scheduled so that the sewage flow never exceeds the ability of the treatment facilities to produce effluent that meets the State and U.S. Environmental Protection Agency standards.

3. Package sewage treatment plants should be considered only for solutions to correct situations where a health or environmental hazard to a community exists.

4. Sufficient land should be provided for future treatment plant expansion (if necessary), buffer plantings, and the most environmentally appropriate method of sludge disposition.

5. New, innovative technologies such as composting toilets should be encouraged in order to reduce the demand on the sewage treatment system.

6. Water storage facilities and reservoirs should be provided to meet the needs of the County. Underground facilities should be developed whenever feasible. Above-ground facilities should be designed and landscaped to enhance, rather than conflict with, the surrounding environment.

7. Booster pumping stations should be located in small, attractively designed and located buildings.

STORM DRAINAGE

Goals[18]

- To plan for stormwater situations to prevent loss of life, minimize property damage and avoid interruption of services in the Planning Areas.

- To assure that future development is protected from the danger of floods and stormwater damage.

- To restore and maintain water quality in local streams to provide for the protection and propagation of fish, shellfish, and wildlife, and for human water contact recreation.

Objectives

- To assess flood problem areas with respect to both existing land use and the additional impacts of proposed development, as a basis for determing the location of possible future stormwater detention facilities in the Planning Areas.

- To assess the potential for increased infiltration within the proposed development areas.

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[17]The General Plan, 1982, Page 160.

[18]Goals and Objectives adapted from the County Planning Goals and/or the Public Facilities and Utilities element of The General Plan.

- To plan the development of local watersheds in such a manner that the natural or existing drainage patterns and flood flow travel times are approximately duplicated.

- To plan stormwater management facilities in such a way that excessive nutrients and sediment are removed from stormwater before they are discharged to free flowing streams.

Background and Basic Issues

The eight basic stream systems in the Planning Areas--Sligo Creek, Northwest Branch, Northeast Branch, Paint Branch, Little Paint Branch, Indian Creek, Beaverdam Creek, and Bald Hill Branch--have stormwater problems of differing severity.

The best opportunities to control the runoff rate of Northwest Branch and its tributary, Sligo Creek, are found in Montgomery County because most of the Northwest Branch runoff originates there. The main efforts of Prince George's County are directed at the control of flood flows, such as channelization and regulation of land use to minimize the potential flood damage.

The Northeast Branch proper begins in Prince George's County at the confluence of Indian Creek and Paint Branch. It flows through a highly urbanized area with a mixture of residential, commercial and industrial land uses. Damage to bridge slope protection and channel banks has been experienced at the intersection of Calvert Road and Northeast Branch.

Much of the Paint Branch Watershed is in public ownership. Therefore, the upland development has been restricted and the increases in flood flows have been minor. Chronic flooding of homes near Patricia Court and severe channel erosion has occurred in the vicinity of Metzerott Road. Additional flooding occurs in the Lakeland area along the Route 1 business area north of the University of Maryland and in parking areas of the University of Maryland.

Little Paint Branch begins in a relatively undeveloped area of eastern Montgomery County and flows southeast into Prince George's County. Flood problems on Little Paint Branch have not been serious, except for the Cherry Hill subdivision which is affected by flooding.

Indian Creek originates in Prince George's County near I-95 just south of Laurel. Frequent instances of flooding along Indian Creek occur in Beltsville Heights, Springhill Lake, and along Greenwood Road, Somerset Avenue, Old Branchville Road, and Sunnyside Avenue. Studies were undertaken to determine how to eliminate or minimize flood damages. Stream channel improvements and the provision of water impoundments along the upper stream of Indian Creek in the Beltsville area have had positive effects on reducing the velocity of flows in the Planning Areas.

Beaverdam Creek originates in upper Prince George's County and flows east to west to its confluence with Indian Creek outside of the Beltway. The majority of the Beaverdam Creek Watershed lies within the Beltsville Agricultural Research Center. Thus, the increases in flood flows have been minimum.

Bald Hill Branch originates south of Greenbelt Road in the vicinity of Mandan Road. Following the confluence with Folly Branch and Lottsford Branch, it becomes Western Branch. Bald Hill Branch drains a highly developed area which extends approximately from the headwaters to about a mile and a half south of Annapolis Road. Regulation of land use to minimize the potential flood damage to the Bald Hill Branch Watershed is critical.

Concept

If a natural (undeveloped) watershed is arbitrarily divided into three sections--an upper, middle and lower--the flood flows from these sections would arrive at different

times, at any point in the lower section. This staggered time of arrival allows most of the flows from the lower section to drain off before the arrival of flows from the middle and upper sections, thus preventing the peaks of the waves from synchronizing to a higher combined level and creating severe flooding, erosion and sedimentation problems. Any future development in the Planning Areas will inevitably alter the natural or existing watershed drainage patterns and flood flow travel times. Any future development projects will be the subject of detailed design studies by the WSSC and the Prince George's County Department of Environmental Resources which could alter their precise location and sizing.

Recommendations

Table 33 lists two flood detention facilities which are in the design phase. The purpose is to correct the impact of development on a tributary of the Northeast Branch which flows through Greenbelt Park. Water quality controls have been incorporated in both facilities. Table 33 also lists storm drain construction projects included in the Department of Environmental Resources Capital Improvement Program (1991-1996). On-site control structures are required by the Department of Environmental Resources during the Stormwater Concept Plans and at least wet ponds were approved by the Soil Conservation District. Numerous sediment and erosion control measures are required prior to the issuance of site grading and construction permits.

A study for the Anacostia River Watershed is being prepared by the Maryland Water Resources Administration and the County Department of Environmental Resources. The purposes of the study are to: (1) provide flood hazard delineation, (2) propose alternative mitigation measures, (3) improve stream habitat, (4) develop a planning tool to be used by the County in its comprehensive stormwater management program, and (5) develop innovative water quality and quantity practices and structures as an integrated system. It is recommended that the study be implemented and that, as the need occurs, additional studies for water quantity and water quality structures be prepared and implemented.

Guidelines

1. Stormwater plans and facilities to manage runoff quantity and quality should be coordinated with future development in the Planning Areas.

2. All development occurring within Prince George's County should conform to the adopted Stormwater Management Ordinance which requires at a minimum adequate control of the increased runoff due to the two- and ten-year storms.

3. Grass channels, rip-rap, and other pervious surfaces shall be encouraged, in lieu of pipes which completely enclose watercourses.

4. The use of impervious ground cover should be minimized.

5. Natural swales and other natural conduits where practicable should be maintained.

6. Areas within a site with high infiltration potential should be, where practicable, retained as part of an open space system or if paved should be covered by permeable material.

7. Earlier developments without adequate stormwater management facilities need to undergo an assessment and be considered for retrofitting under the Anacostia Watershed Restoration Program.

8. Erosion and sediment control should also be viewed as an extensive and integral part of stormwater management, and their planning and implementation should be coordinated with future development in the Planning Areas.

Table 33

PROGRAMMED STORMWATER MANAGEMENT FACILITIES
AND STORM DRAIN CONSTRUCTION PROJECTS
ADOPTED CAPITAL IMPROVEMENT PROGRAM (WSSC)
FISCAL YEARS 1991-1996
Planning Areas 65, 66 and 67

Name/Location	Map Grid Page No.	Description	Estimated Completion Date
Northeast Branch Watershed			
Hanover Parkway	PG9-K1	Construction of two detention facilities to correct the impact of development on a tributary of Northeast Branch which flows through Greenbelt Park.	June 1993
44th Avenue University Park	PG9-A4,5	Construction of RPC pipe and inlets to alleviate an existing flooding problem.	Nov. 1992
Northeast Branch Branch			
Cherokee Street	PG3-G11	Construction of 883 feet of an underground drainage system.	June 1991
Paint Branch Watershed			
Rhode Island Avenue/ Calvert Road	PG9-B2	Construction of about 450 feet of 15" to 19" diameter reinforced concrete pipe (RCP).	Jan. 1991
Indian Creek Watershed			
Rhode Island Avenue/ Blackfoot Road	PG4-C, D9-C11,12	Construction of about 1,000 feet of 15" to 48" diameter of RCP.	Jan. 1991
Pontiac Street	PG4-D, E13	Construction of about 1,000 feet of 15" to 18" diameter of RCP.	Jan. 1991
Berwyn Area/ College Park	PG4-C13	Construction of about 600 feet of 24" to 42" diameter of RCP.	June 1992
Cunningham Drive	PG4-E12	Construction of 613 feet of 18" diameter RCP.	Sept. 1991
Greenbelt Lake	PG4-H11	Modify and retrofit Greenbelt Lake.	Jan. 1991

HIGHWAYS

The following tables summarize specific projects proposed within the Planning Areas in current programs. The Circulation and Transportation Chapter contains a more complete discussion.

Table 34

PROGRAMMED HIGHWAY AND RELATED PROJECTS
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
APPROVED CAPITAL IMPROVEMENT PROGRAM
FISCAL YEARS 1990-95
Planning Areas 65, 66 and 67

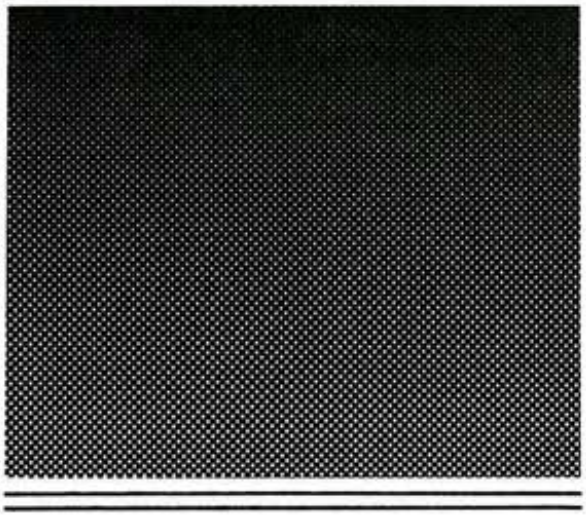
CIP ID Number	Estimated Completion Date	Project Description	Source of Funds	Total Cost
FD665611	1993	Reconstruction of Cherry Hill Road from Autoville Drive to Montgomery County	$2,655,000 Bond	$ 2,655,000
FD665581	1992	Widening of Adelphi Road from University Boulevard to Metzerott Road to 4-lane divided with 16-foot median and 10-foot shoulders (1.2 miles)	$2,630,000 Bond	$ 2,630,000
FD665371	1990	Construction of a 52-foot roadway extending Cherrywood Lane from the Metro site over the Beltway to Edmonston Road	$4,520,000 Bond	$ 4,520,000
FD665401	1990	Widening of Cherrywood Lane from the proposed Greenbelt Metro Station to Md. 193	$1,600,000 Bond	$ 1,600,000
FD666821	1990	Completion of Cherokee Street including underground storm drainage	$ 205,000 Bond	$ 205,000
FD666191	1992	Relocation of Calvert Road from Kenilworth Avenue to U.S. Rte. 1	$26,800,000 Bond	$26,800,000
FD666051	N/A	Reconstruction of Kenilworth Avenue as an arterial roadway from I-95 to Cherrywood Lane extended	Not Identified	$ 1,520,000
FD666271	N/A	Construction of two new ramps at I-95/Md. 201 interchange	Not Identified	$ 1,170,000
FD660291	N/A	Construction of Mandan Road from its present limits to Brae Brook Drive as a collector roadway	Not Identified	$ 120,000
FD665941	N/A	Construction of Brae Brook Drive as a collector roadway from Hanover Parkway to Mandan Road	Not Identified	$ 440,000
FD665921	N/A	Construction of a collector roadway through ACF property in the SW quadrant of Kenilworth Avenue and Calvert Road	Not Identified	$ 6,150,000
TOTAL				$49,210,000

Table 35

PROGRAMMED HIGHWAY PROJECTS
MARYLAND DEPARTMENT OF TRANSPORTATION
CONSOLIDATED TRANSPORTATION PROGRAM
FISCAL YEARS 1989-1994
Planning Areas 65, 66 and 67

Project Description	Total Cost
Construction Program	
• Widen Maryland Route 410 from west of 61st Place to Baltimore-Washington Parkway	$ 3,309,000
Special Projects Program	
• Resurface University Boulevard from Montgomery County Line to Metzerott Road	$ 4,285,000
• Resurface New Hampshire Avenue from District of Columbia Line to I-495	$ 3,250,000
TOTAL	$10,844,000

ONGOING PLANNING PROCESS



ACTION PROGRAM

The implementation of Comprehensive Master Plan proposals will be effected through an ongoing countywide planning process which involves federal, state, county, and municipal governments, as well as citizens and private developers. This ongoing planning process includes, but is not limited to, implementation of the Capital Improvement Program, the State Highway Administration's Consolidated Transportation Program, and the Ten-Year Water and Sewerage Plan, as well as review and recommendations concerning mandatory referrals from various government agencies; revisions and additions to land development regulations; and daily review of and recommendations and/or action on zoning map amendment petitions, special exceptions, proposals for the subdivision of land, and applications for building permits. In addition, various zoning categories recommended in this Plan require mandatory site plan review. Site plan review may also be attached as a condition by the District Council in granting zoning changes.

This Comprehensive Master Plan includes a land use plan and a detailed zoning proposal. After the Comprehensive Plan was approved, the zoning proposals were incorporated into a formal Sectional Map Amendment and revised zoning maps were adopted. Changes to the Master Plan and Sectional Map Amendment procedures, described in the Zoning Ordinance, were enacted through CB-95-1983. This legislation provides for an optional procedure for SMA processing when a zoning proposal is included in the Comprehensive Plan. The optional procedure streamlines the adoption of zoning maps through the formal SMA after the Comprehensive Master Plan is approved.

The use of cluster zoning techniques, mixed-use development, comprehensive design and transit districts, will permit greater flexibility in site design and should be considered in appropriate situations within the Planning Areas. These zoning techniques encourage land use mixtures that are not permitted under conventional zoning. Within the Comprehensive Design Zone, the permissible residential densities and building intensities are dependent upon the provision of merit features, such as plazas, public facilities space, and parks and open space. The Mixed Use Transportation (M-X-T) Zone provides for a mix of economically beneficial uses and offers density bonus incentives to projects which include open arcades, enclosed pedestrian space, rooftop activities and outdoor plazas, theaters and residential uses above a given minimum size.

Various environmental regulations will be of assistance in implementing the Plan. These include the Grading Ordinance of Prince George's County, Maryland; sediment control regulations; and noise restrictions, as well as limitations upon development in the 100-year floodplain. Also, since many of the vacant parcels in the Langley Park-College Park- Greenbelt Planning Areas contain environmental constraints, comprehensive design will be of special assistance in permitting reasonable density patterns.

The Prince George's County Neighborhood Improvement Program is a mechanism for upgrading neighborhoods by providing capital improvements, rehabilitating structures, increasing the levels of public services, clearing blighted houses, enforcing codes, etc. The program is funded through Community Development Block Grant funds provided by the Department of Housing and Urban Development. The application of this program within the Langley Park-College Park-Greenbelt Planning Areas is described in the Housing Chapter.

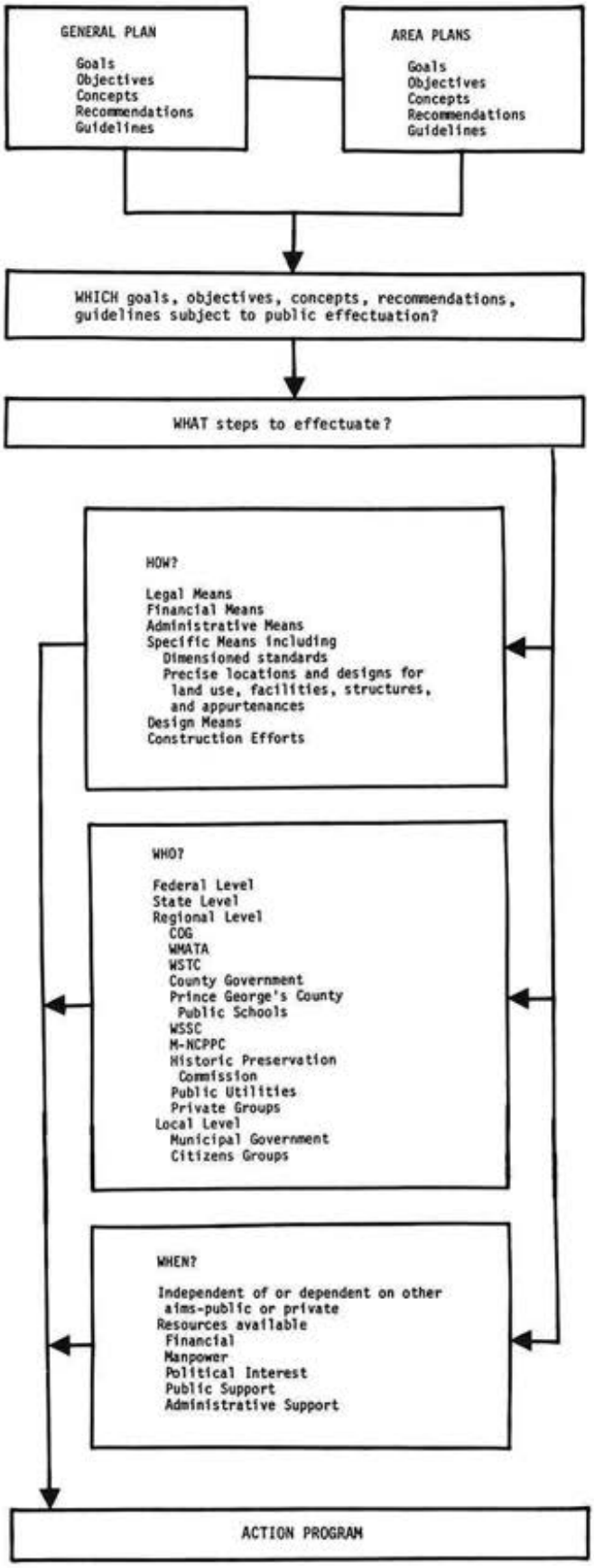
The success of the Plan depends heavily upon the future decisions and actions of both the public and the private sectors. In the private sector, the most significantly positive implementation force is the participation of responsive developers and of cooperative citizens. This force, motivated both by desire to protect private interests and by care-

ful considerations for the future of the entire community, can be effective in the execution of Plan proposals.

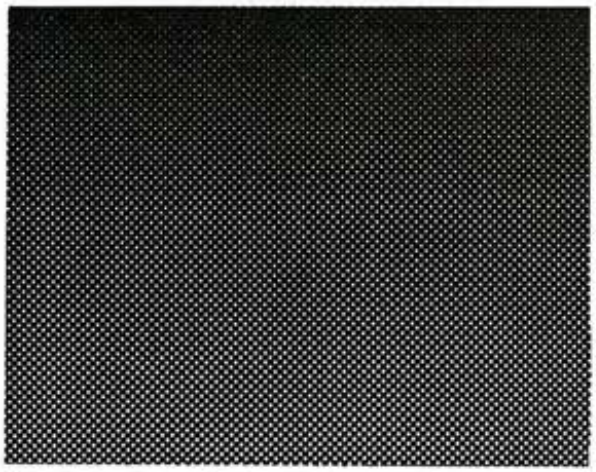
A comprehensive review of the Plan should be undertaken at reasonable intervals, depending upon how rapidly growth and change occur. This periodic review will serve the valuable function of keeping both public officials and citizens aware of the policies contained in the Plan.

In summary, implementation of the County's General Plan and area master plans occurs through a range of actions taken by, or in relation to, different levels of government and the related agencies, and private groups and individuals, at times which reflect the various resources which are available. This sequence of events is summarized in the following flow chart titled "From Policy Plan...Through Policy Process...To Action Program".

From Policy Plan . . . Through Policy Process . . . To Action Program



SECTIONAL MAP AMENDMENT



SECTIONAL MAP AMENDMENT

To implement this Master Plan's policies and recommendations contained in the preceding chapters, many parcels of land must be rezoned. Comprehensive rezoning is the best way to achieve this.

The District Council initiated the legislation procedure to prepare and adopt a Sectional Map Amendment and to officially amend the Zoning Map. For study purposes, the Planning Areas were divided into 23 analysis areas as depicted on the Analysis Areas Map on page 188. Table 36 contains the existing and proposed zoning inventory totals, and Table 37 provides an aggregate inventory of the zoning changes.

There are 306 proposed zoning changes. Each zoning change recommendation is mapped and listed in a table including pertinent data and property identification.

Table 36

EXISTING AND PROPOSED ZONING INVENTORY
Planning Areas 65, 66 and 67[1]

Zone	Existing Acreage		Net Change	Proposed Acreage
O-S	42.83	+	5,362.61	5,405.44
R-R	7,245.34	-	4,719.67	2,525.67
R-80	150.79	+	184.82	335.61
R-55	3,811.57	-	60.67	3,750.90
R-35	135.95	-	27.99	107.96
R-30	276.30	-	3.88	272.42
R-18	829.52	+	36.85	866.37
R-18C	17.06		10.00	27.06
R-10	130.10	-	47.74	82.36
R-T	90.45	+	16.43	106.88
R-H	52.96	-	42.73	10.23
R-P-C	1,397.68	-	728.66	669.02
C-1	192.81	-	190.20	2.61
C-2	248.19	-	246.09	2.10
C-O	125.31	+	125.81	251.12
C-S-C	17.99	+	331.37	349.36
C-G	2.41	-	2.41	- 0 -
C-H	.51	-	.51	- 0 -
C-M	15.74	+	6.05	21.79
C-C	5.22	-	5.22	- 0 -
C-A	- 0 -	+	3.57	3.57
I-1	149.42	-	44.11	193.53
I-2	347.12	-	45.85	301.27
Subtotal	15,285.27		- 0 -	15,285.27
R-O-W	2,502.56			2,502.56
TOTAL	17,787.83			17,787.83

1 Not including the City of Takoma Park

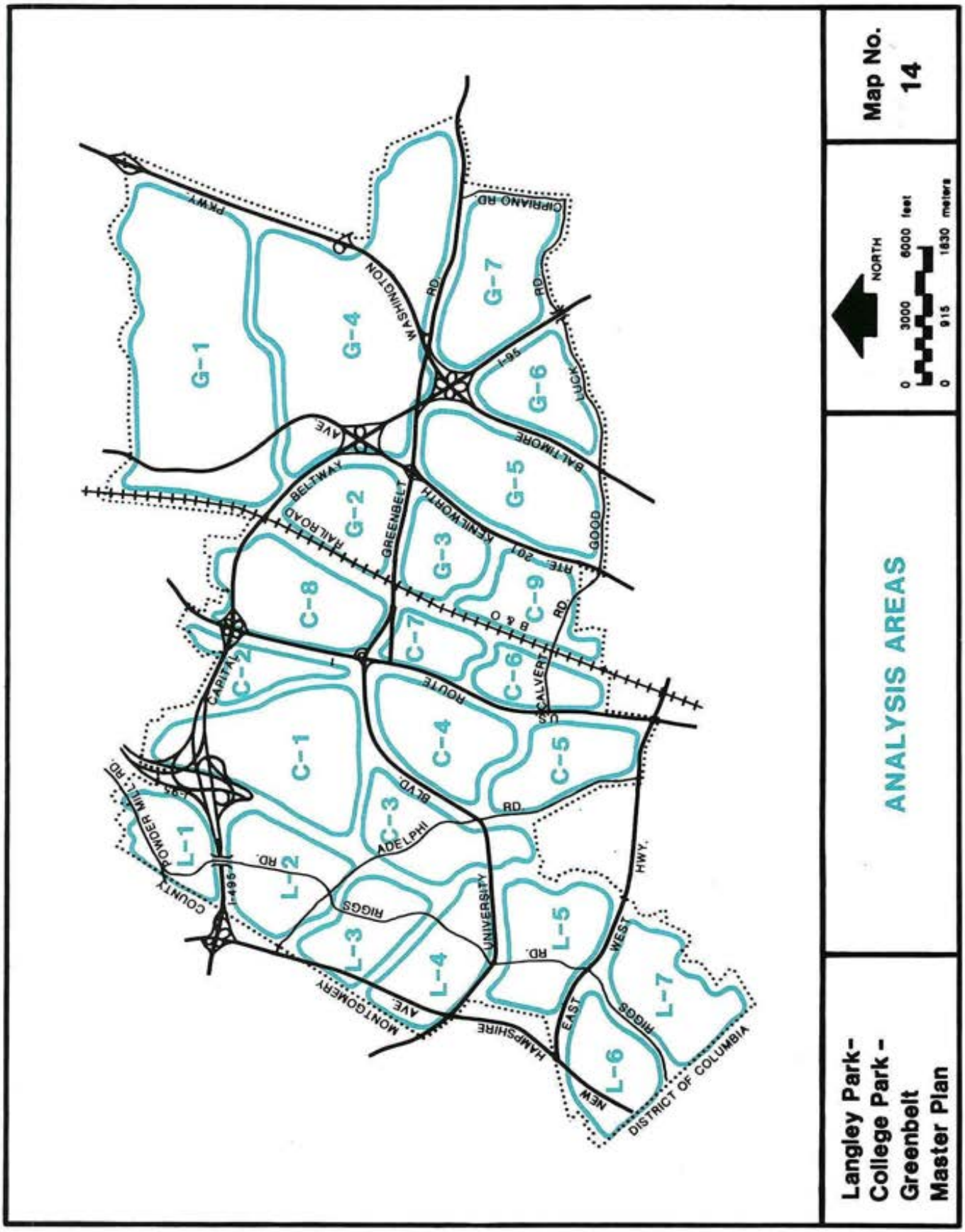

Langley Park–
College Park –
Greenbelt
Master Plan
ANALYSIS AREAS
Map No.
14
NORTH
0 3000 6000 feet
0 915 1830 meters
G-1
G-2
G-3
G-4
G-5
G-6
G-7
C-1
C-2
C-3
C-4
C-5
C-6
C-7
C-8
C-9
L-1
L-2
L-3
L-4
L-5
L-6
L-7
BELTWAY
GREENBELT
RTE. 201
GOOD LUCK RD.
B & O
CALVERT RD.
ROUTE
U.S.
BLVD.
ADELPHI RD.
UNIVERSITY
HWY.
WEST
EAST
NEW
HAMPSHIRE
AVE.
MONTGOMERY
RIGGS
I-495
COUNTY
POWDER MILL RD.
CAPITAL
RAILROAD
KENILWORTH
BALTIMORE
WASHINGTON
PKWY.
DISTRICT OF COLUMBIA

Table 37

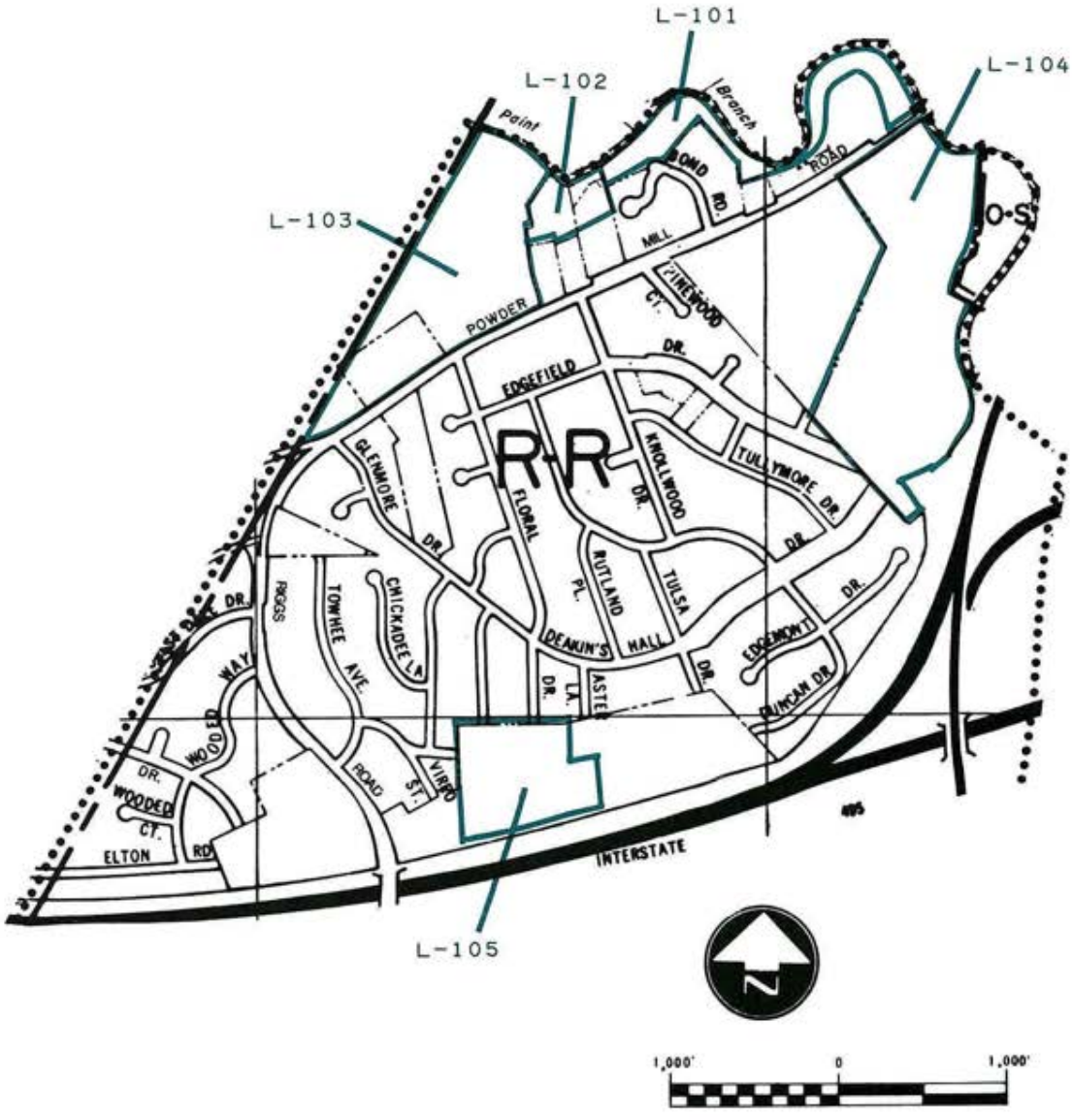
AGGREGATE INVENTORY OF ZONING CHANGES
Planning Areas 65, 66 and 67[1]

R-10	to	O-S	1.03
		R-R	20.77
		R-55	0.53
		R-18	3.69
		R-18C	9.96
		R-T	4.57
		C-O	1.23
		C-S-C	0.92
		Subtotal	42.70
R-P-C	to	O-S	627.55
		R-R	32.57
		R-55	118.91
		R-18	60.56
		C-O	16.60
		T-D-O	4.95
		Subtotal	865.98
C-1	to	O-S	1.47
		R-R	1.99
		R-55	2.83
		R-18	1.52
		R-T	4.55
		C-O	15.57
		C-S-C	156.40
		C-A	3.57
		C-M	0.98
		R-80	0.82
		R-P-C	0.34
		Subtotal	190.04
C-2	to	O-S	2.71
		R-R	7.86
		R-80	3.87
		R-55	1.75
		C-S-C	144.23
		C-M	12.94
		C-O	60.00
		I-1	3.07
		R-P-C	0.58
		Subtotal	237.01
C-O	to	R-55	3.11
		C-S-C	1.81
		Subtotal	4.92
R-R	to	O-S	4,445.17
		R-80	173.90
		R-55	114.17
		R-18	0.18
		R-T	1.16
		C-S-C	2.98
		C-O	0.70
		I-1	2.76
		I-2	0.12
		T-D-O	29.76
		R-P-C	130.39
		Subtotal	4,901.29
R-55	to	O-S	176.34
		R-R	87.98
		R-80	5.20
		R-35	7.41
		R-18	16.25
		R-T	8.36
		C-S-C	14.28
		C-O	20.76
		C-M	0.46
		I-1	0.05
		R-P-C	4.60
		Subtotal	341.69
R-35	to	O-S	0.41
		R-R	0.91
		R-55	34.08
		Subtotal	35.40
R-30	to	O-S	3.50
		R-80	0.38
		Subtotal	3.88
R-18	to.	O-S	16.64
		R-R	26.54
		R-80	0.49
		R-55	2.54
		R-T	6.16
		C-O	0.32
		C-S-C	0.12
		Subtotal	52.81
R-H	to	O-S	33.29
		Subtotal	33.29
R-T	to	O-S	8.00
		C-O	0.37
		Subtotal	8.37
C-S-C	to	C-O	0.96
		R-P-C	1.01
		Subtotal	1.97
C-G	to	C-S-C	1.61
		C-O	0.40
		Subtotal	2.01
C-H	to	C-S-C	0.51
		Subtotal	0.51
C-M	to	C-S-C	8.33
		Subtotal	8.33
C-C	to	C-S-C	5.22
		Subtotal	5.22
I-1	to	O-S	0.96
		Subtotal	0.96
I-2	to	O-S	5.79
		R-55	1.78
		I-1	38.86
		Subtotal	46.43
Total Proposed Zoning Changes			6,777.97

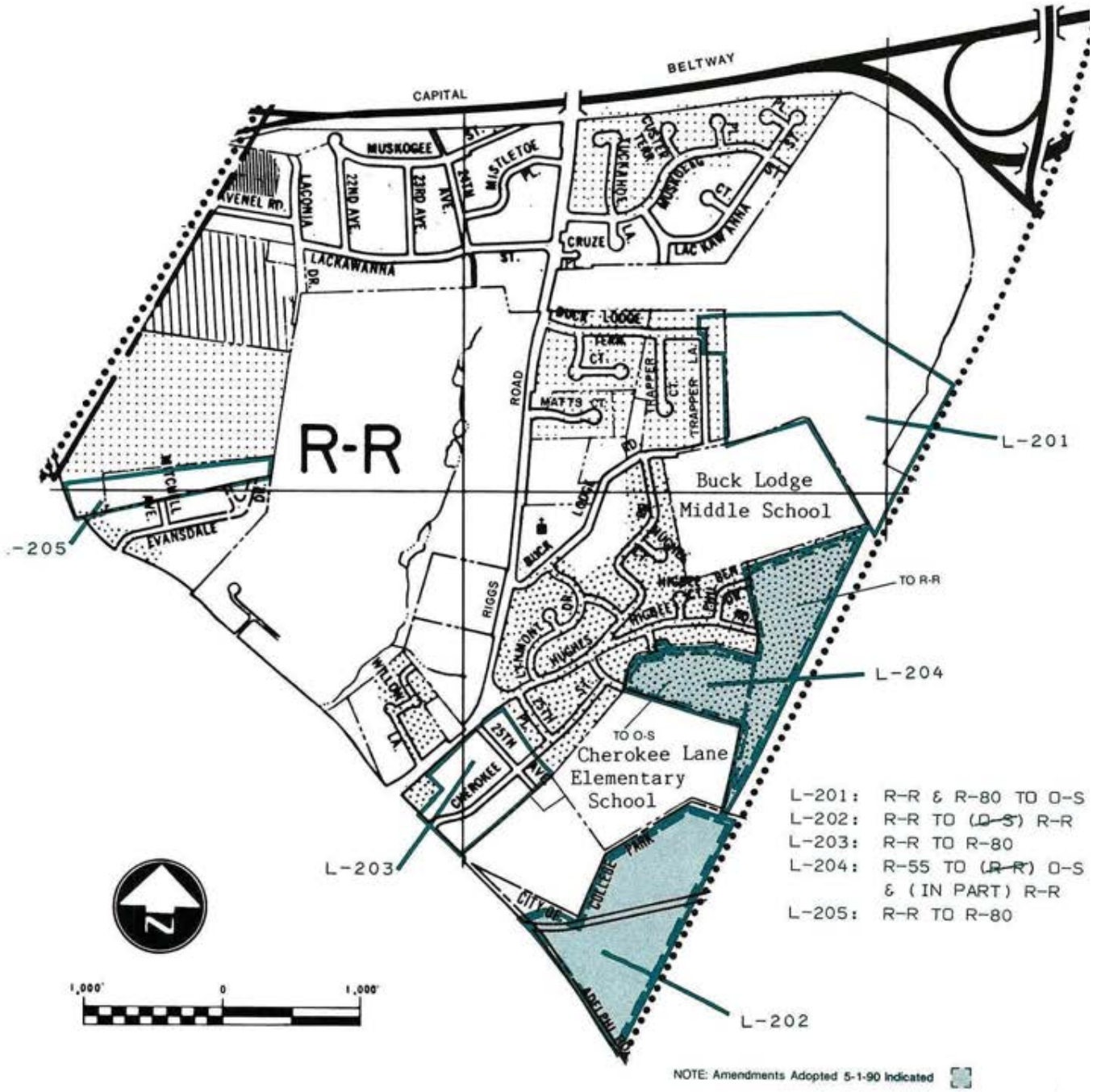
1 = Not including the City of Takoma Park.

LANGLEY PARK COMMUNITY
ANALYSIS AREA 1
ZONING CHANGES

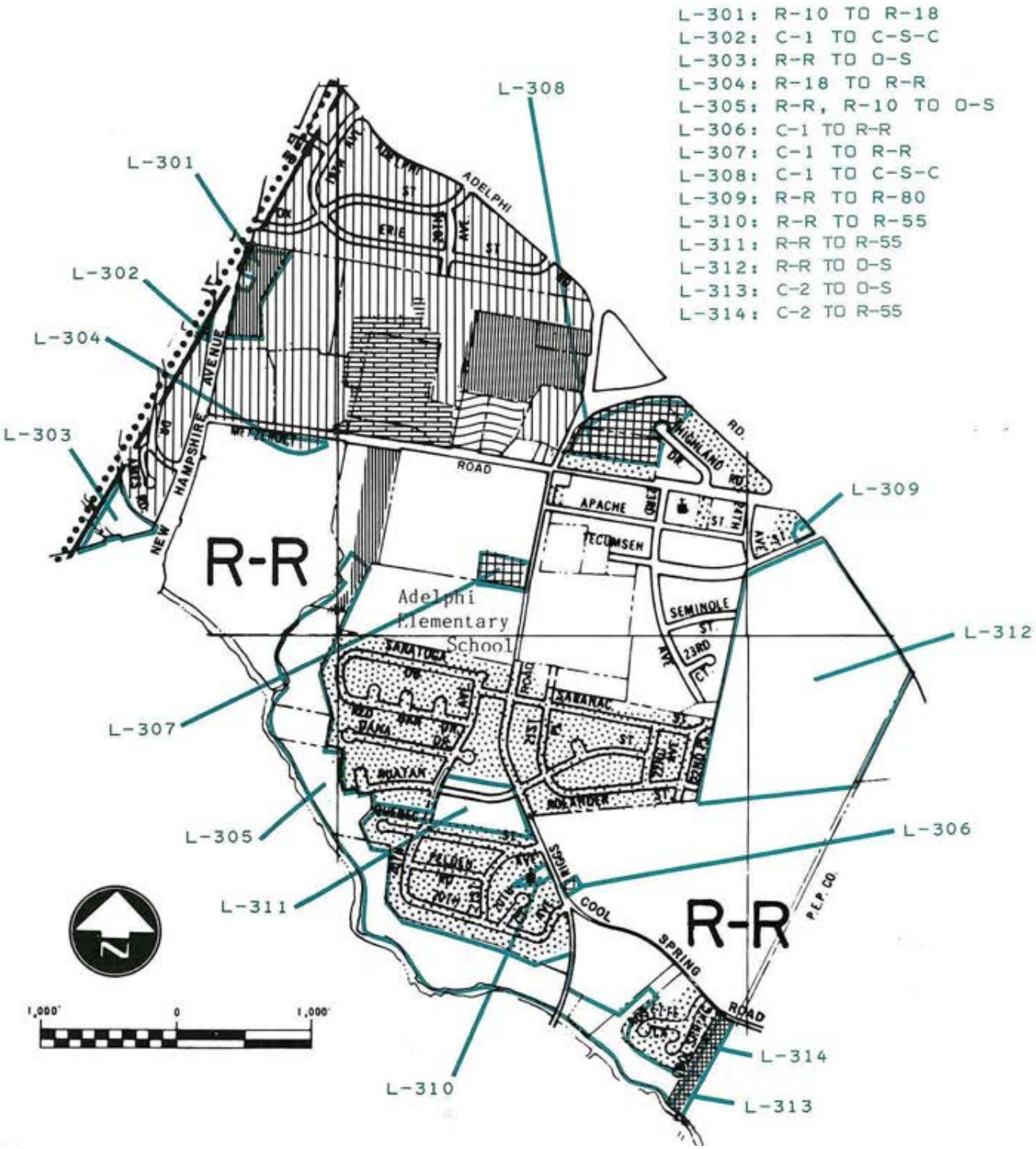
L-101: R-R TO O-S
L-102: R-R TO O-S
L-103: R-R TO O-S
L-104: R-R TO O-S
L-105: R-R TO O-S



LANGLEY PARK COMMUNITY
ANALYSIS AREA 2
ZONING CHANGES

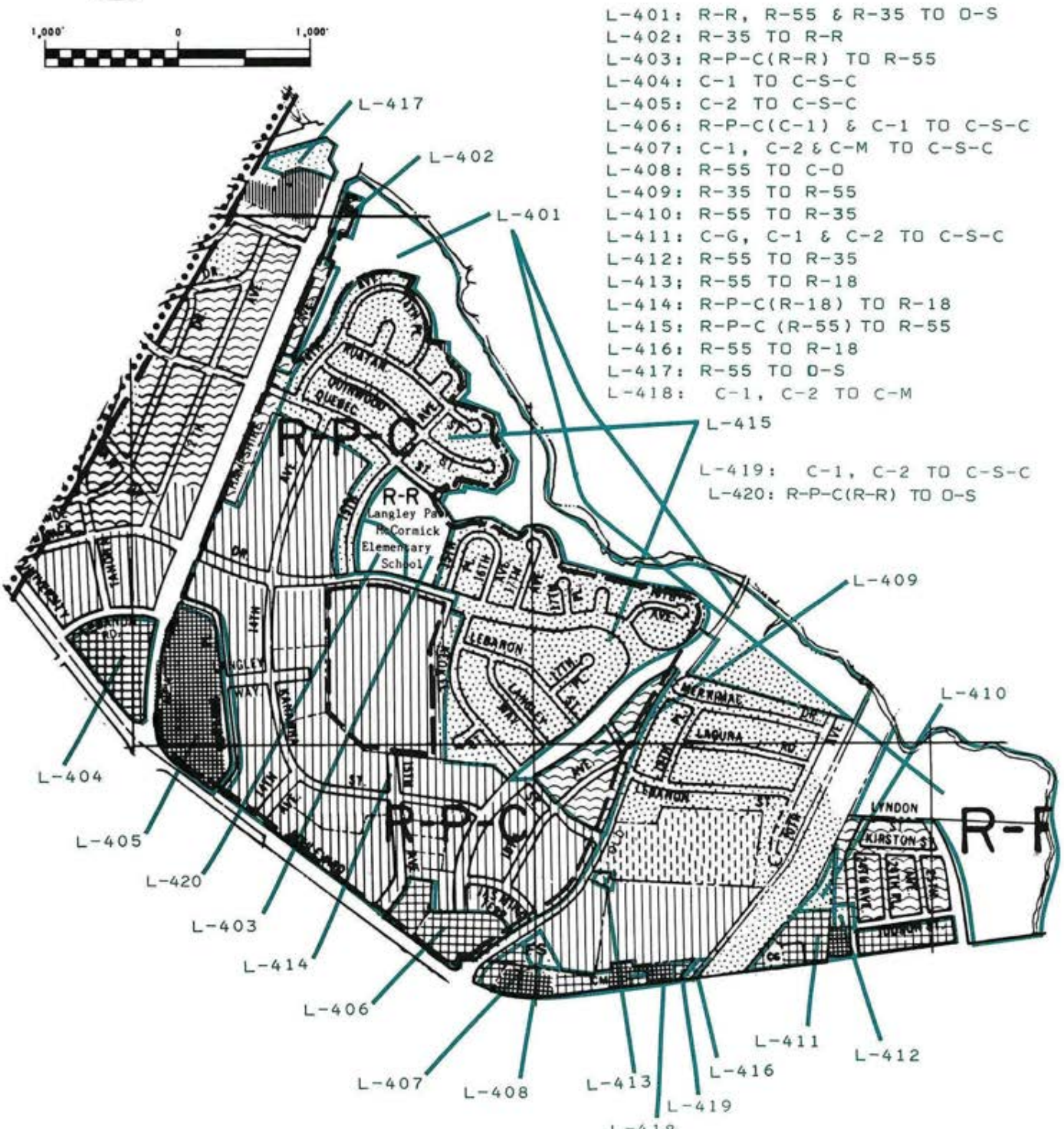


LANGLEY PARK COMMUNITY
ANALYSIS AREA 3
ZONING CHANGES

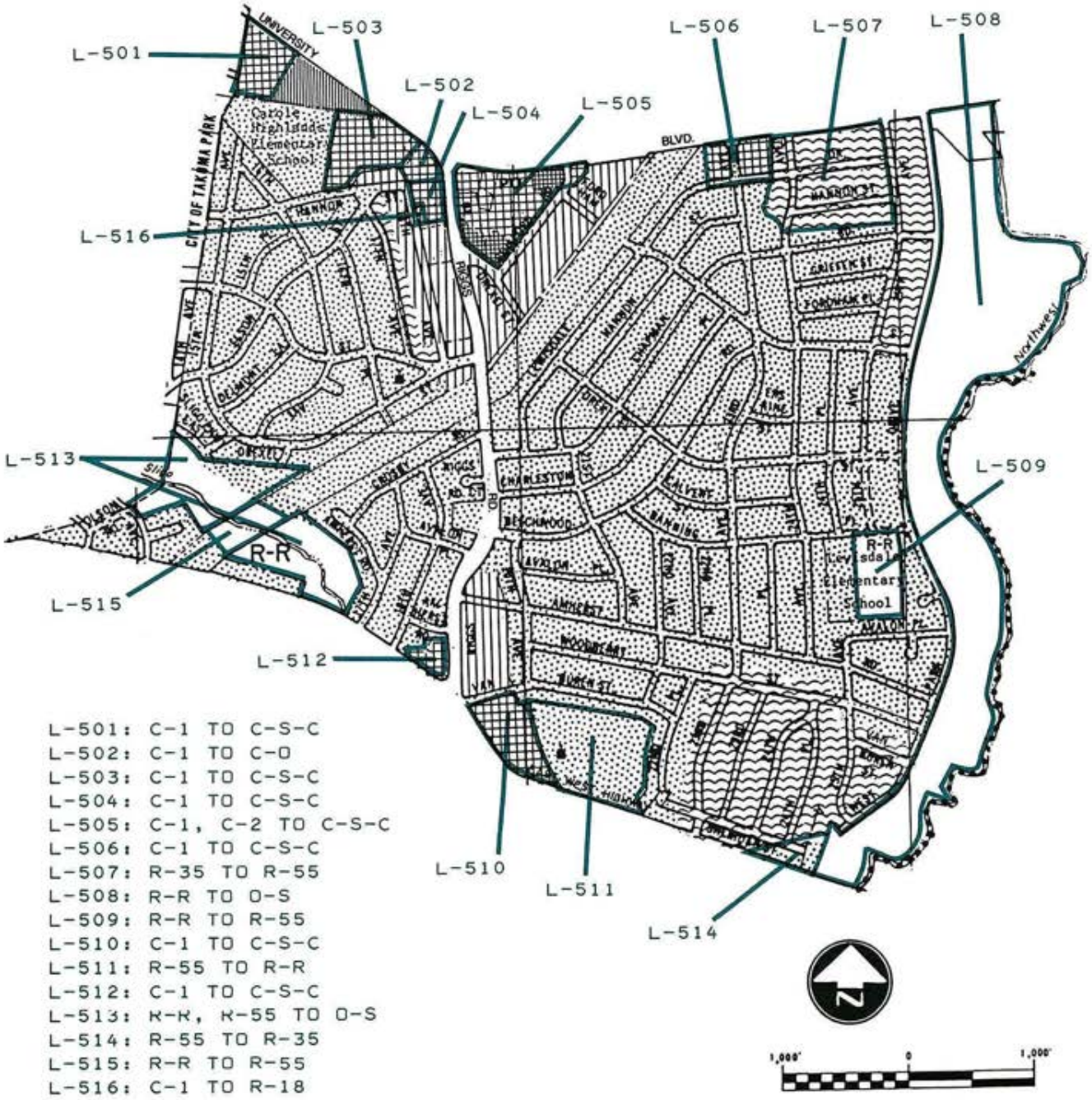


LANGLEY PARK COMMUNITY
ANALYSIS AREA 4

ZONING CHANGES



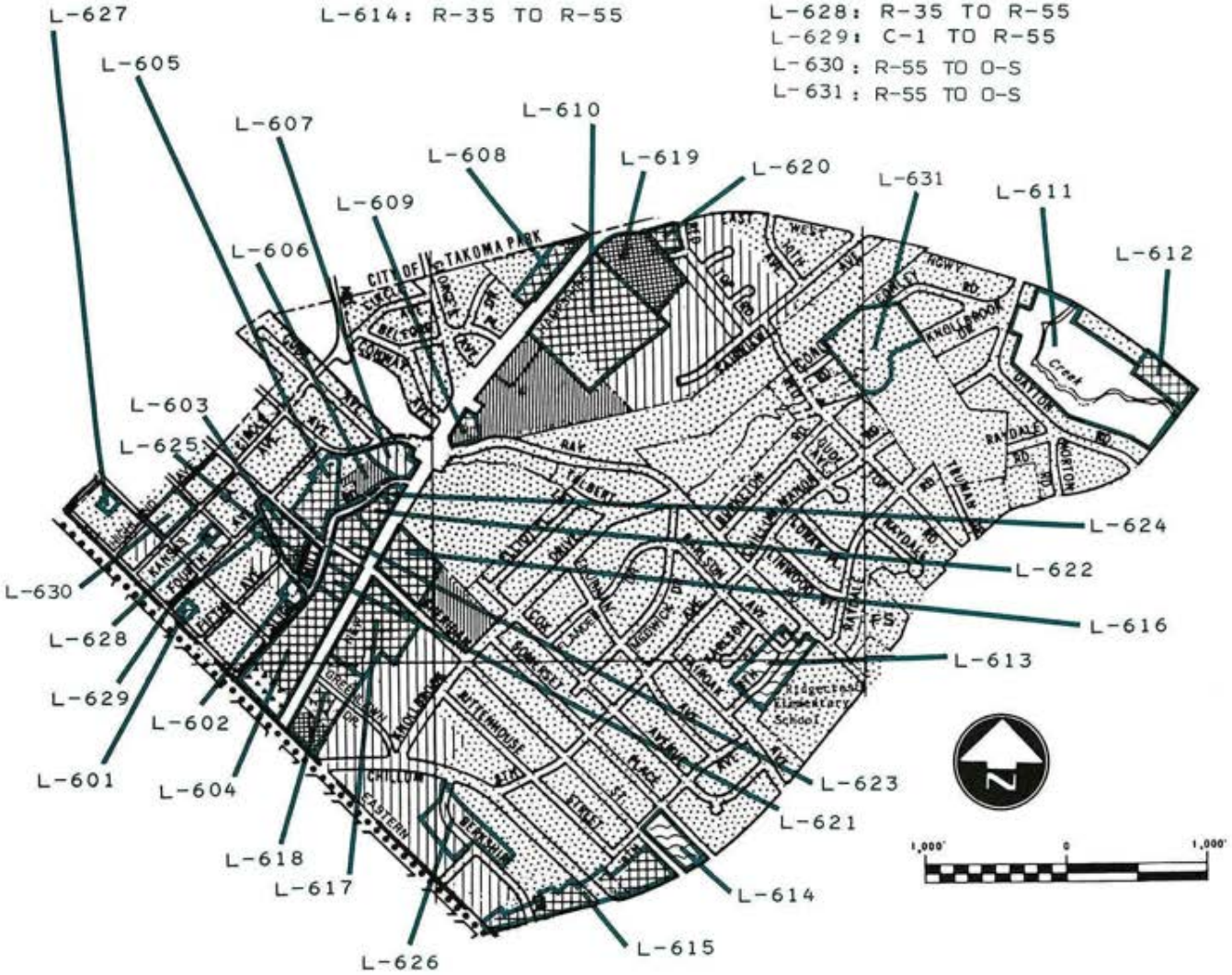
LANGLEY PARK COMMUNITY
ANALYSIS AREA 5
ZONING CHANGES



L-501: C-1 TO C-S-C
L-502: C-1 TO C-O
L-503: C-1 TO C-S-C
L-504: C-1 TO C-S-C
L-505: C-1, C-2 TO C-S-C
L-506: C-1 TO C-S-C
L-507: R-35 TO R-55
L-508: R-R TO O-S
L-509: R-R TO R-55
L-510: C-1 TO C-S-C
L-511: R-55 TO R-R
L-512: C-1 TO C-S-C
L-513: R-R, R-55 TO O-S
L-514: R-55 TO R-35
L-515: R-R TO R-55
L-516: C-1 TO R-18

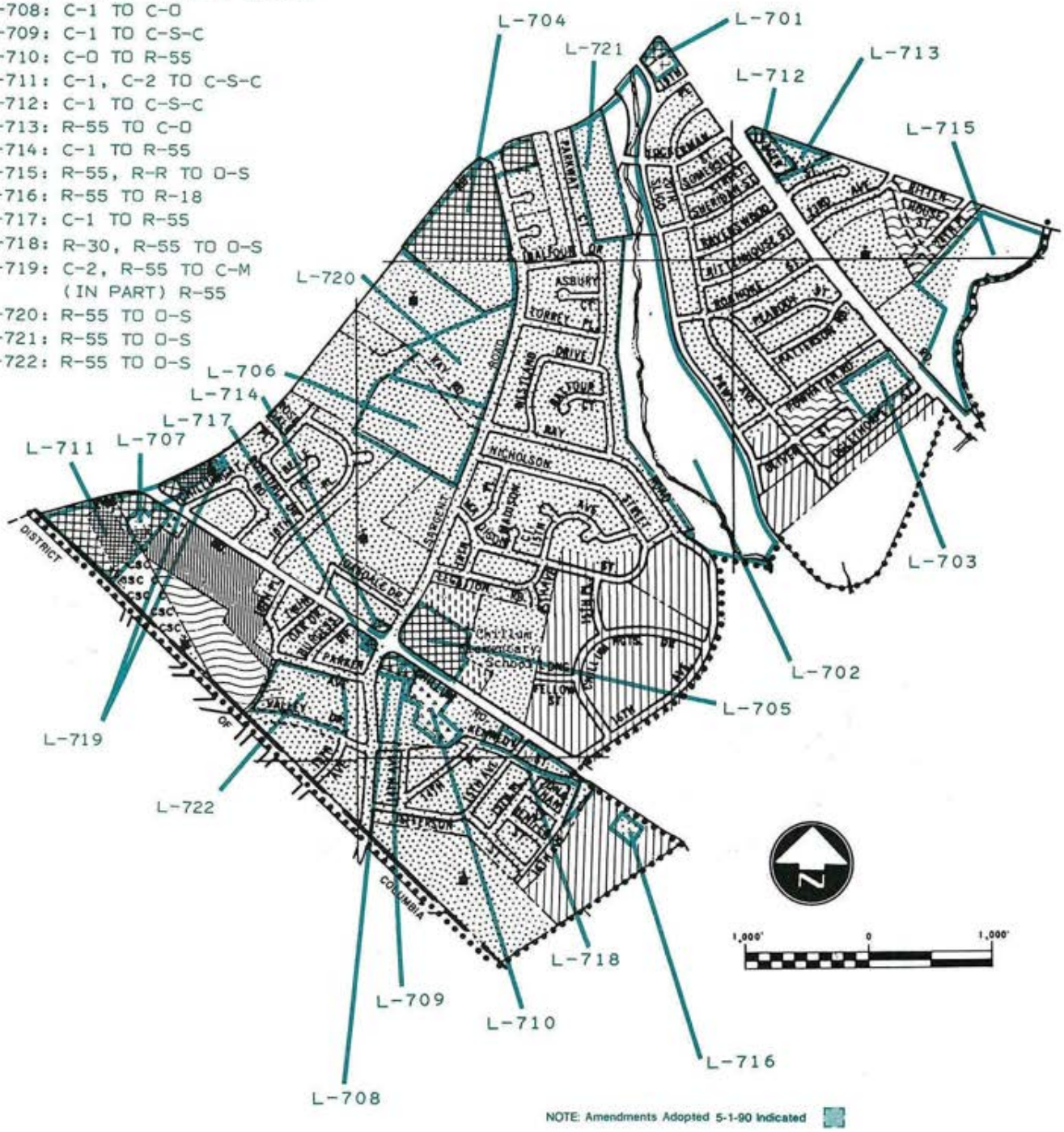
LANGLEY PARK COMMUNITY
ANALYSIS AREA 6
ZONING CHANGES

L-601: R-35 TO R-55
L-602: R-55 TO R-18
L-603: C-1, C-2, R-18 TO R-T
L-604: C-1, C-O TO C-S-C
L-605: C-1, R-18 TO R-T
L-606: R-10, R-55 TO R-T
L-607: R-18 TO R-T
L-608: C-1, C-2 TO C-S-C
L-609: C-1, R-10 TO C-S-C
L-610: C-1, R-55 TO C-S-C
L-611: R-R TO O-S
L-612: C-1 TO C-S-C
L-613: R-35 TO R-55
L-614: R-35 TO R-55
L-615: C-1, C-2 TO C-S-C
L-616: C-1 TO C-S-C
L-617: C-1 TO C-O
L-618: C-1, C-2 TO C-S-C
L-619: C-2 TO C-M
L-620: C-1 TO C-S-C
L-621: C-1, R-18 TO C-O
L-622: C-1, R-18 TO C-O
L-623: C-1, R-18 TO C-S-C
L-624: C-1, R-55 TO C-S-C
L-625: C-1, C-2 TO C-S-C
L-626: R-18 TO R-T
L-627: R-35 TO R-55
L-628: R-35 TO R-55
L-629: C-1 TO R-55
L-630: R-55 TO O-S
L-631: R-55 TO O-S



LANGLEY PARK COMMUNITY
ANALYSIS AREA 7
ZONING CHANGES

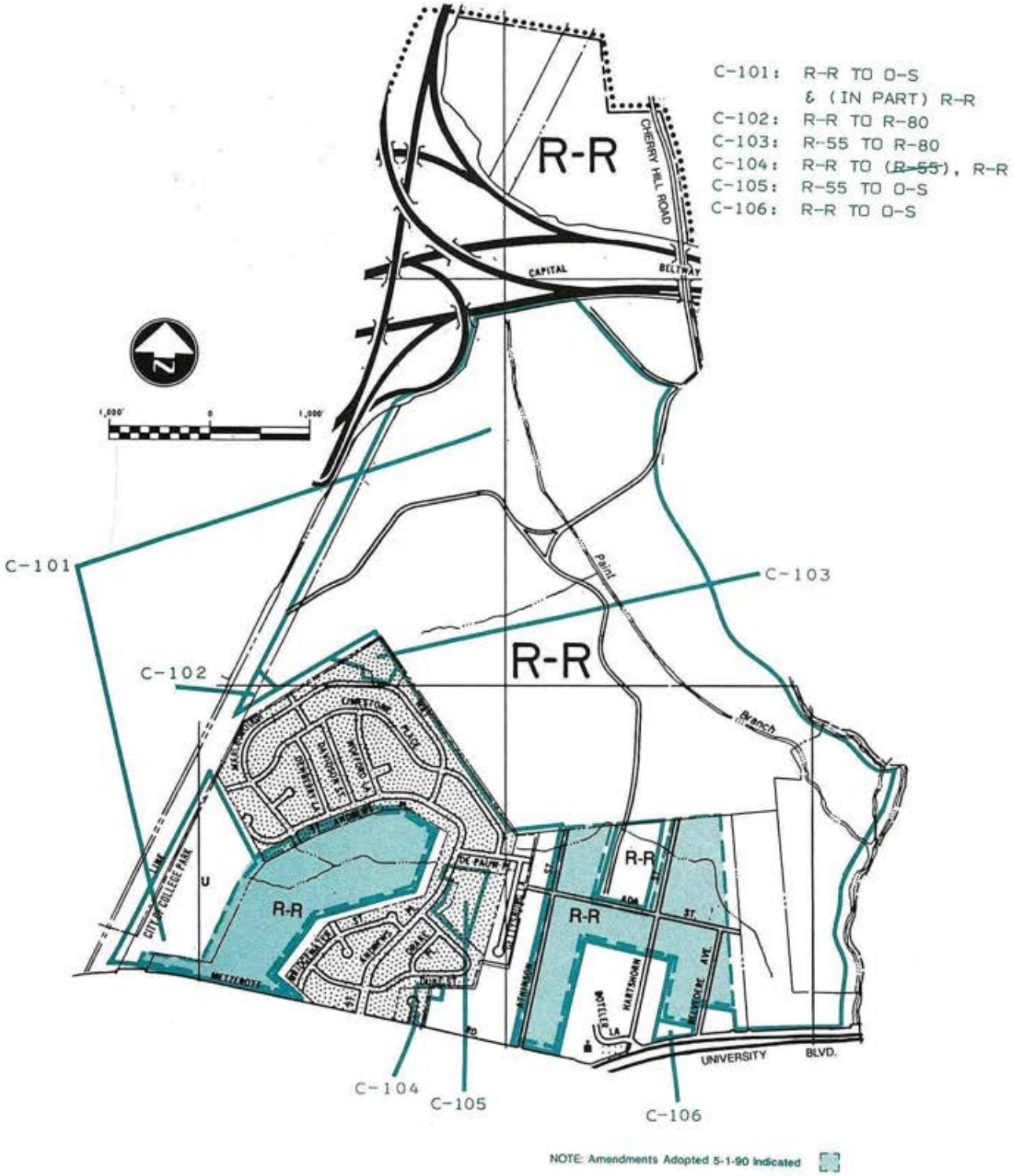
L-701: C-1 TO C-S-C
L-702: R-R TO O-S
L-703: R-55 TO R-35
L-704: R-55, C-1 TO C-S-C
L-705: C-1 TO C-S-C
L-706: R-55 TO R-18
L-707: C-1, C-2, R-55 TO C-M
L-708: C-1 TO C-O
L-709: C-1 TO C-S-C
L-710: C-O TO R-55
L-711: C-1, C-2 TO C-S-C
L-712: C-1 TO C-S-C
L-713: R-55 TO C-O
L-714: C-1 TO R-55
L-715: R-55, R-R TO O-S
L-716: R-55 TO R-18
L-717: C-1 TO R-55
L-718: R-30, R-55 TO O-S
L-719: C-2, R-55 TO C-M
(IN PART) R-55
L-720: R-55 TO O-S
L-721: R-55 TO O-S
L-722: R-55 TO O-S



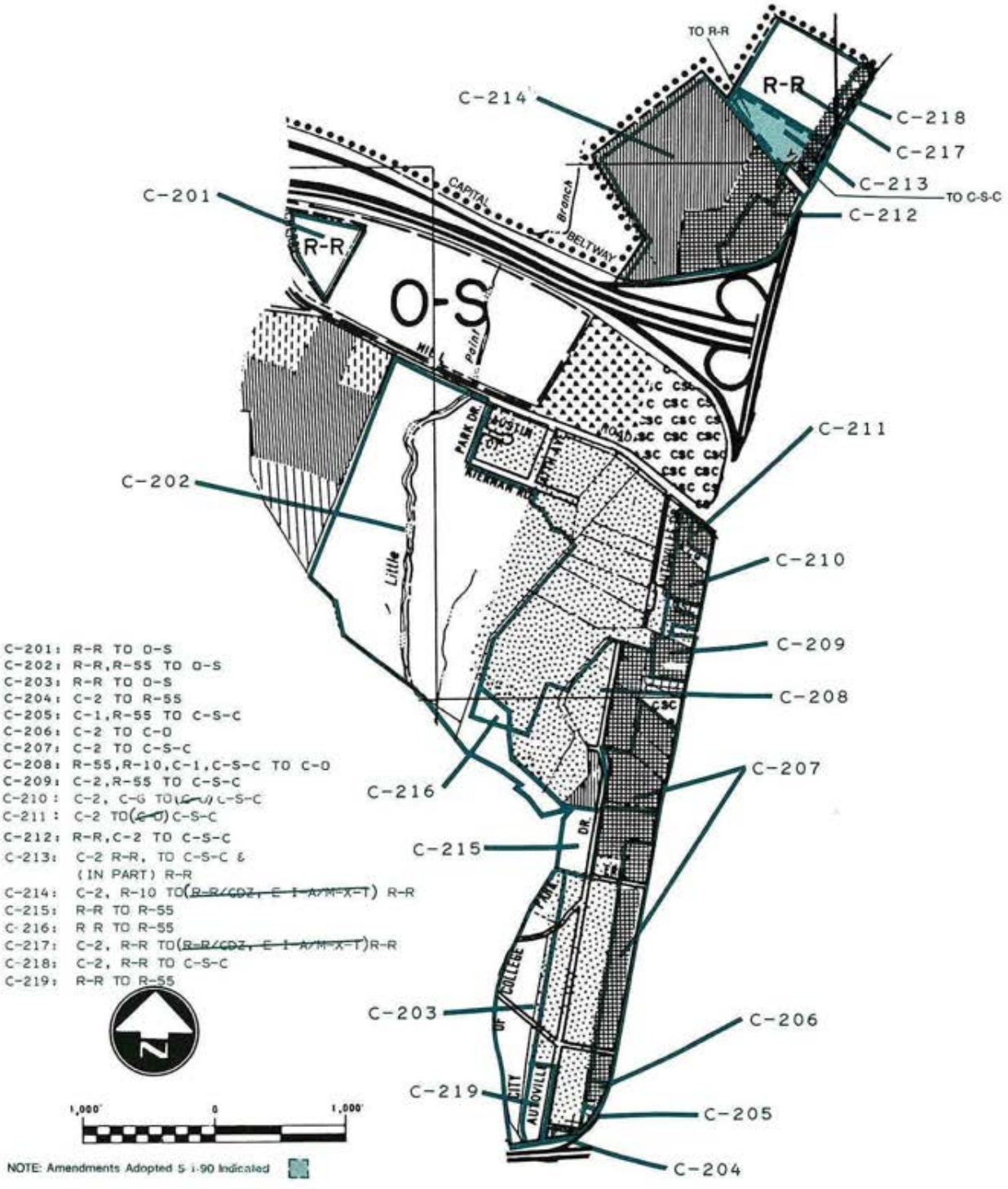
COLLEGE PARK COMMUNITY

ANALYSIS AREA 1

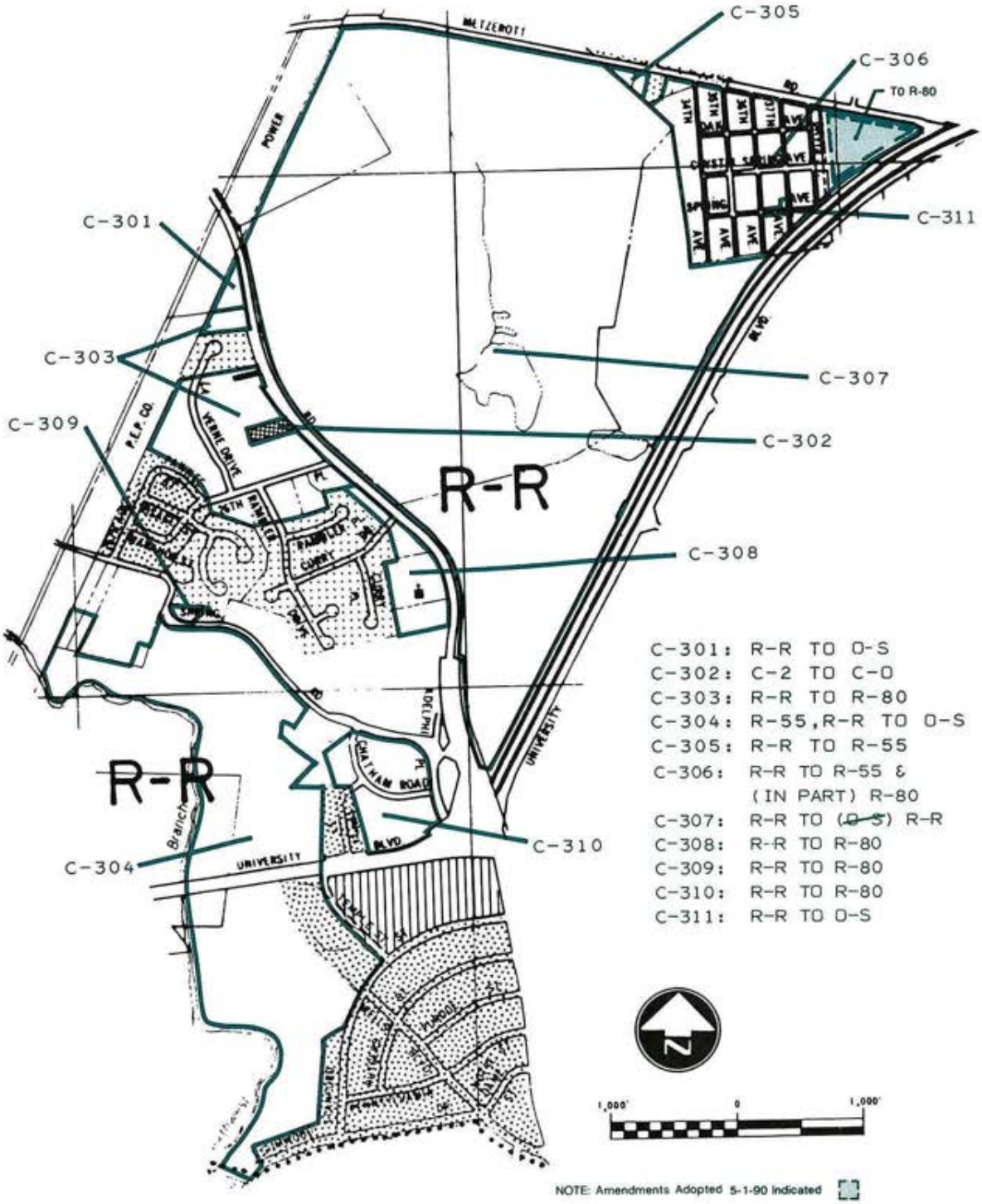
ZONING CHANGES



COLLEGE PARK COMMUNITY
ANALYSIS AREA 2
ZONING CHANGES

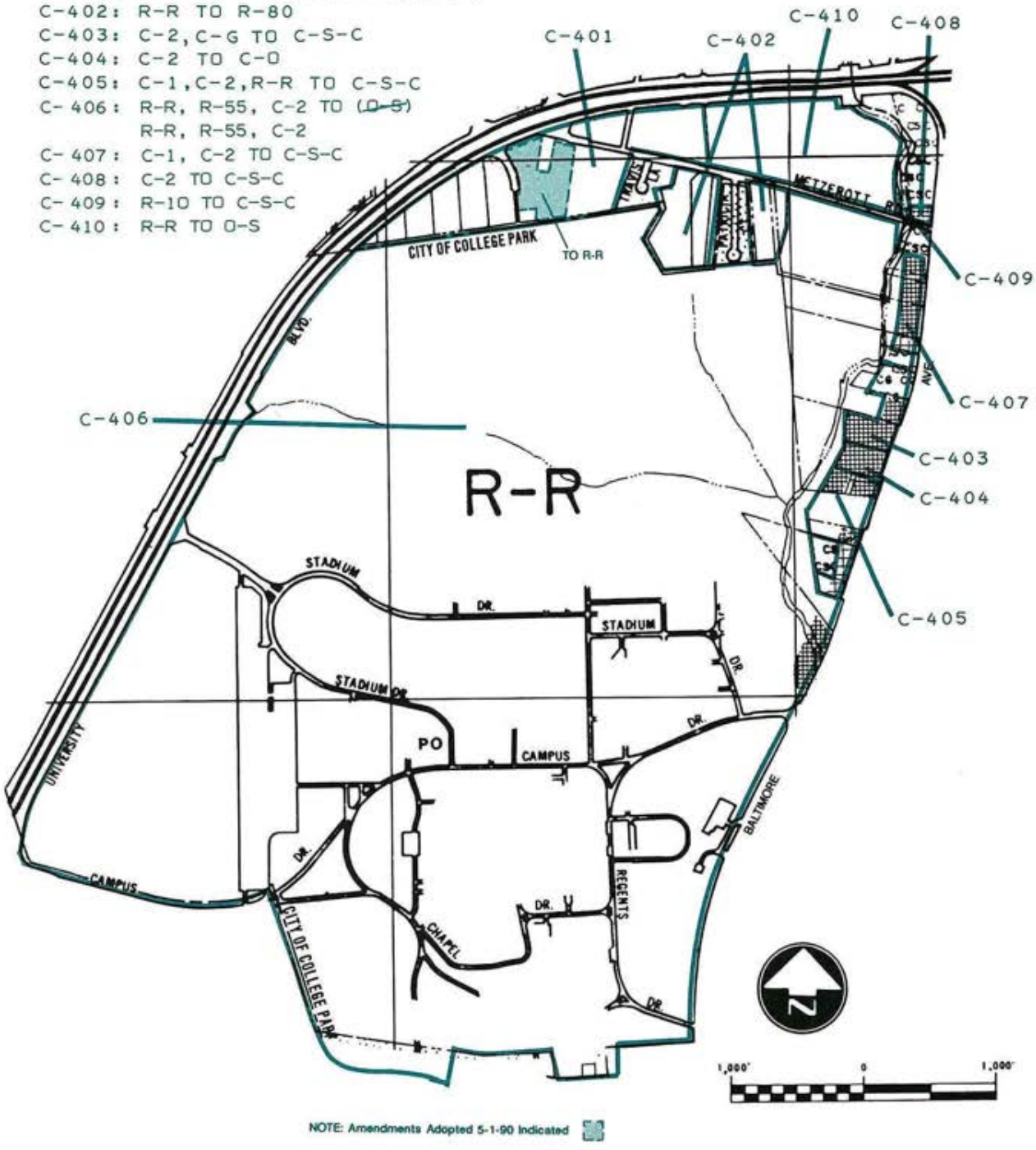


COLLEGE PARK COMMUNITY
ANALYSIS AREA 3
ZONING CHANGES



COLLEGE PARK COMMUNITY
ANALYSIS AREA 4
ZONING CHANGES

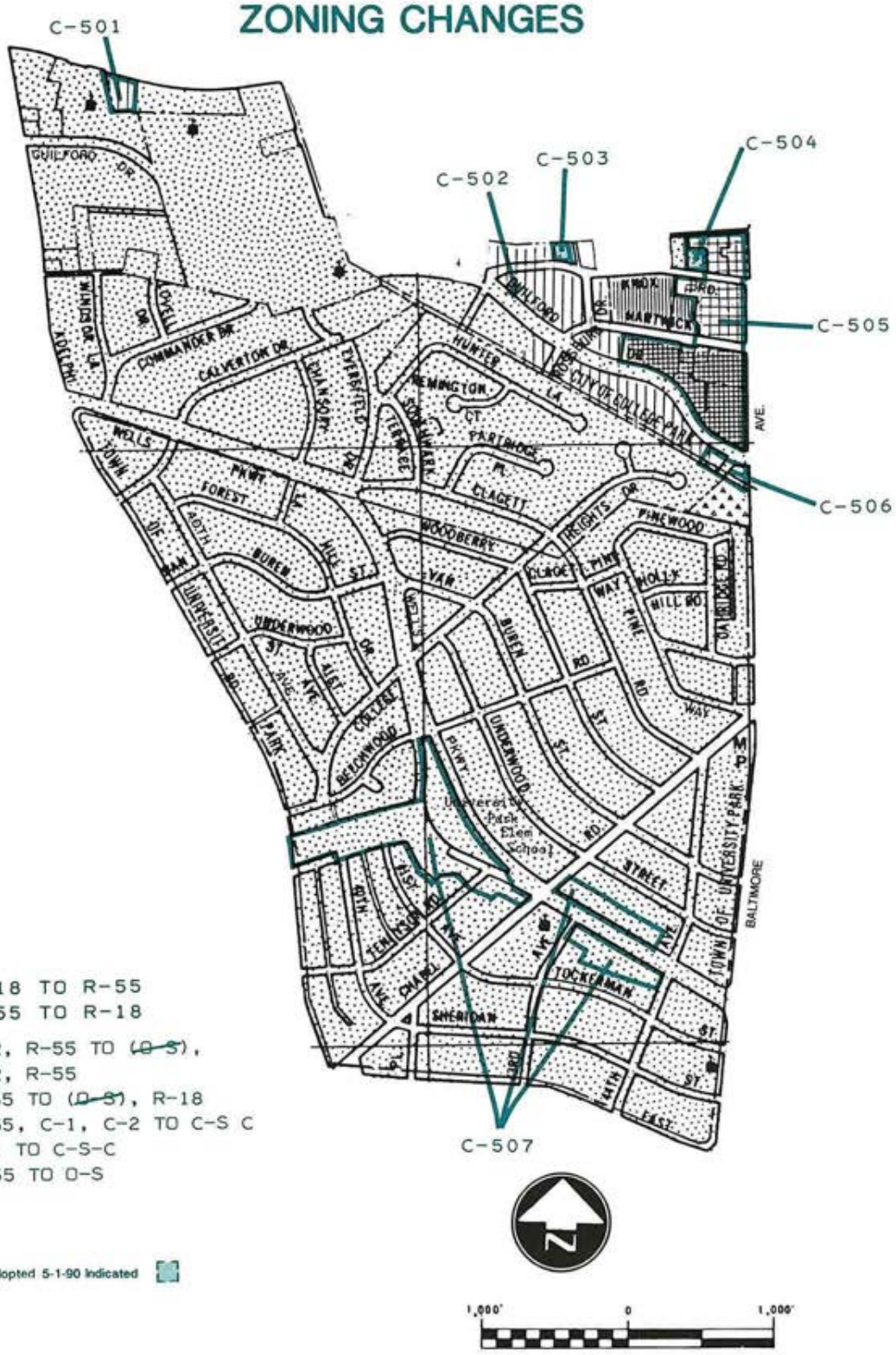
C-401: R-R TO R-80 & (IN PART) R-R
C-402: R-R TO R-80
C-403: C-2, C-G TO C-S-C
C-404: C-2 TO C-O
C-405: C-1, C-2, R-R TO C-S-C
C-406: R-R, R-55, C-2 TO (~~O-S~~)
R-R, R-55, C-2
C-407: C-1, C-2 TO C-S-C
C-408: C-2 TO C-S-C
C-409: R-10 TO C-S-C
C-410: R-R TO O-S



NOTE: Amendments Adopted 5-1-90 Indicated

COLLEGE PARK COMMUNITY
ANALYSIS AREA 5

ZONING CHANGES



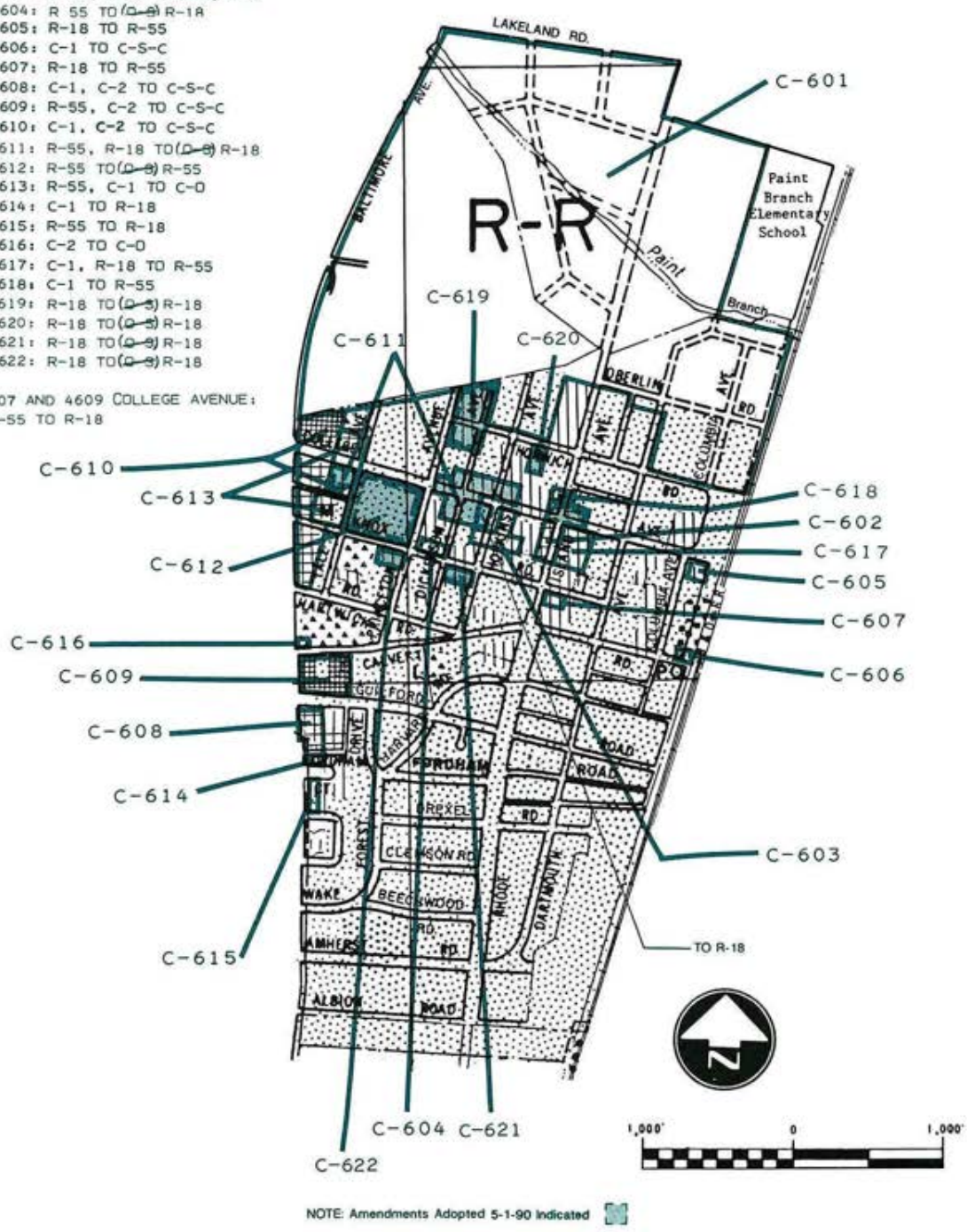
C-501: R-18 TO R-55
C-502: R-55 TO R-18
C-503: R-R, R-55 TO ~~(O-S)~~, R-R, R-55
C-504: R-55 TO ~~(O-S)~~, R-18
C-505: R-55, C-1, C-2 TO C-S C
C-506: C-1 TO C-S-C
C-507: R-55 TO O-S

NOTE: Amendments Adopted 5-1-90 Indicated

COLLEGE PARK COMMUNITY
ANALYSIS AREA 6
ZONING CHANGES

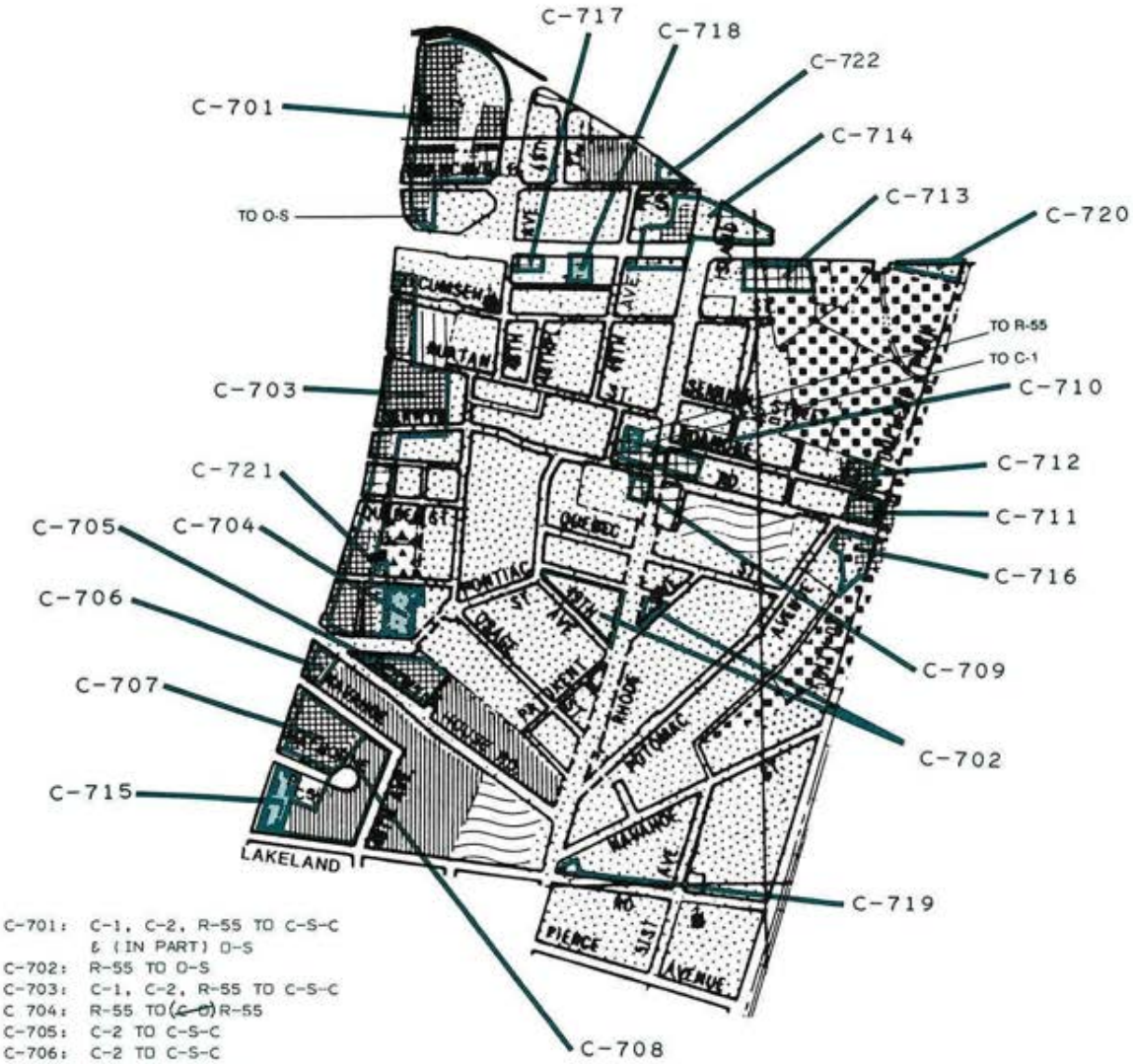
C-601: R-R, R-55 TO (D-S) R-R, R-55
C-602: C-1 TO R-18 & (IN PART) C-1
C-603: R-55, R-18 TO (D-S) R-18
C-604: R 55 TO (D-S) R-18
C-605: R-18 TO R-55
C-606: C-1 TO C-S-C
C-607: R-18 TO R-55
C-608: C-1, C-2 TO C-S-C
C-609: R-55, C-2 TO C-S-C
C-610: C-1, C-2 TO C-S-C
C-611: R-55, R-18 TO (D-S) R-18
C-612: R-55 TO (D-S) R-55
C-613: R-55, C-1 TO C-O
C-614: C-1 TO R-18
C-615: R-55 TO R-18
C-616: C-2 TO C-O
C-617: C-1, R-18 TO R-55
C-618: C-1 TO R-55
C-619: R-18 TO (D-S) R-18
C-620: R-18 TO (D-S) R-18
C-621: R-18 TO (D-S) R-18
C-622: R-18 TO (D-S) R-18

4607 AND 4609 COLLEGE AVENUE:
R-55 TO R-18



NOTE: Amendments Adopted 5-1-90 indicated

COLLEGE PARK COMMUNITY
ANALYSIS AREA 7
ZONING CHANGES

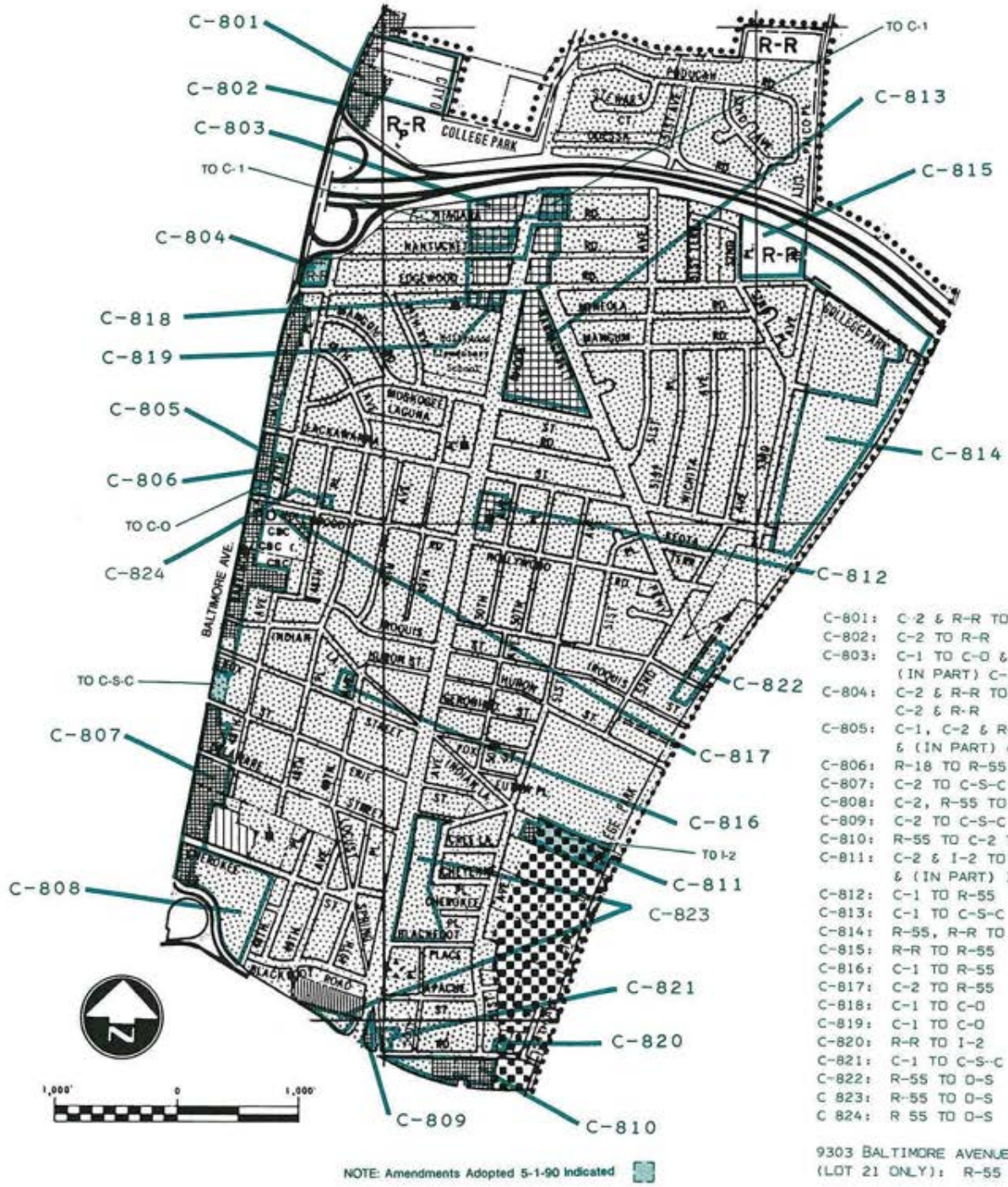


C-701: C-1, C-2, R-55 TO C-S-C & (IN PART) O-S
C-702: R-55 TO O-S
C-703: C-1, C-2, R-55 TO C-S-C
C 704: R-55 TO ~~(C-O)~~ R-55
C-705: C-2 TO C-S-C
C-706: C-2 TO C-S-C
C-707: C-1, C-2 TO C-S-C
C-708: R-10 TO R-T
C-709: C-1 TO R-55
C-710: C-1 TO C-A, (IN PART) C-1 & (IN PART) R-55
C-711: C-2 TO C-S-C
C-712: C-2 TO I-1
C-713: C-1 TO C-S-C
C-714: R-55, C-1, C-2 TO C-S-C
C-715: R-R TO ~~(O-S)~~ R-R
C-716: C-2, R-55 TO I-1
C-717: C-1 TO R-55
C-718: C-1 TO ~~(C-O)~~ C-1
C-719: C-1 TO R-55
C-720: R-55 TO O-S
C-721: R-55 TO C-S-C
C-722: R-55 TO O-S

NOTE: Amendments Adopted 5-1-90 Indicated

1,000' 0 1,000'

COLLEGE PARK COMMUNITY
ANALYSIS AREA 8
ZONING CHANGES

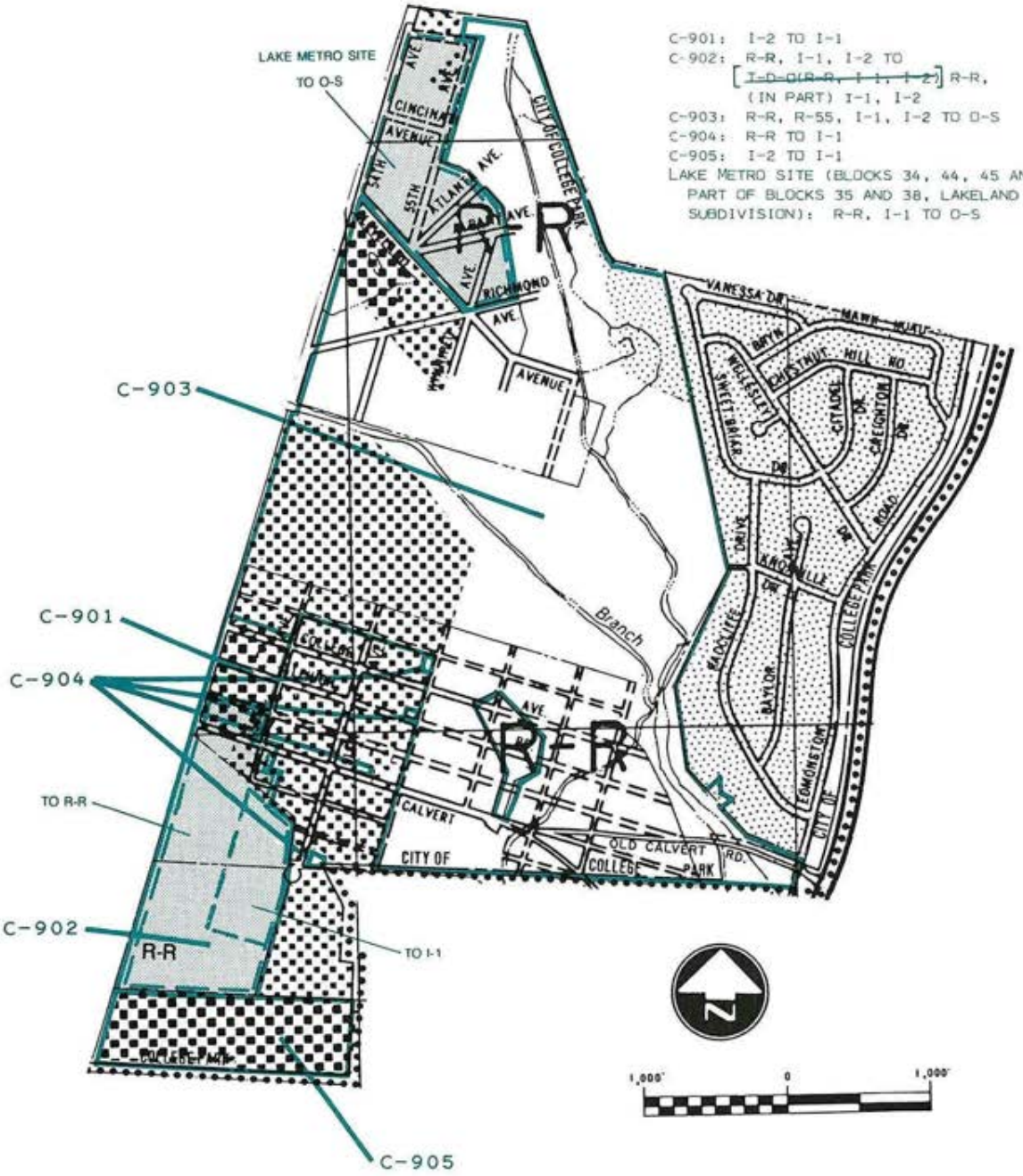


C-801: C-2 & R-R TO R-R
C-802: C-2 TO R-R
C-803: C-1 TO C-O & (IN PART) C-1
C-804: C-2 & R-R TO ~~(C-O)~~ C-2 & R-R
C-805: C-1, C-2 & R-55 TO C-S-C & (IN PART) C-O
C-806: R-18 TO R-55
C-807: C-2 TO C-S-C
C-808: C-2, R-55 TO R-T
C-809: C-2 TO C-S-C
C-810: R-55 TO C-2 TO C-S C
C-811: C-2 & I-2 TO R-55 & (IN PART) I-2
C-812: C-1 TO R-55
C-813: C-1 TO C-S-C
C-814: R-55, R-R TO O-S
C-815: R-R TO R-55
C-816: C-1 TO R-55
C-817: C-2 TO R-55
C-818: C-1 TO C-O
C-819: C-1 TO C-O
C-820: R-R TO I-2
C-821: C-1 TO C-S-C
C-822: R-55 TO O-S
C 823: R-55 TO O-S
C 824: R 55 TO O-S

9303 BALTIMORE AVENUE (LOT 21 ONLY): R-55 TO C-S-C

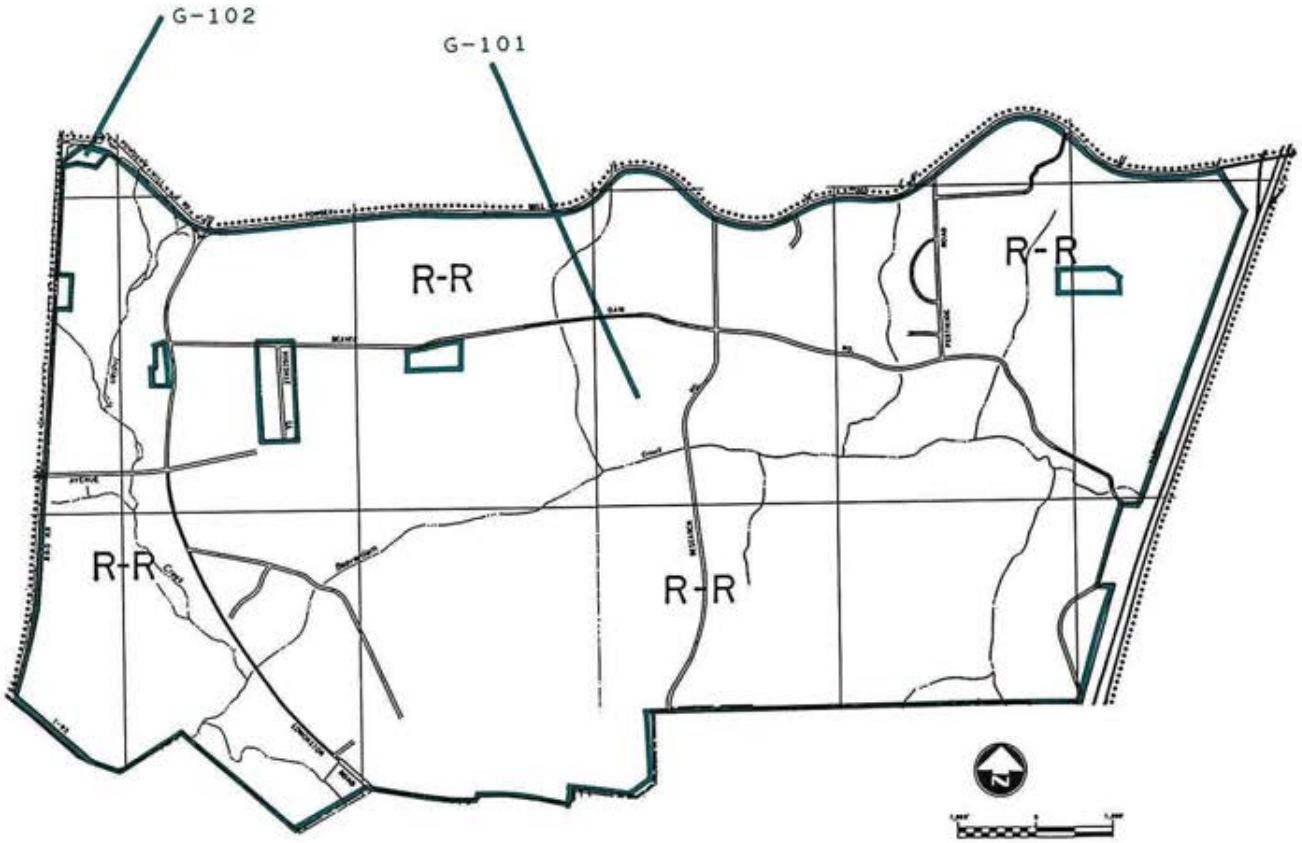
COLLEGE PARK COMMUNITY
ANALYSIS AREA 9

ZONING CHANGES



NOTE: Amendments Adopted 5-1-90 Indicated

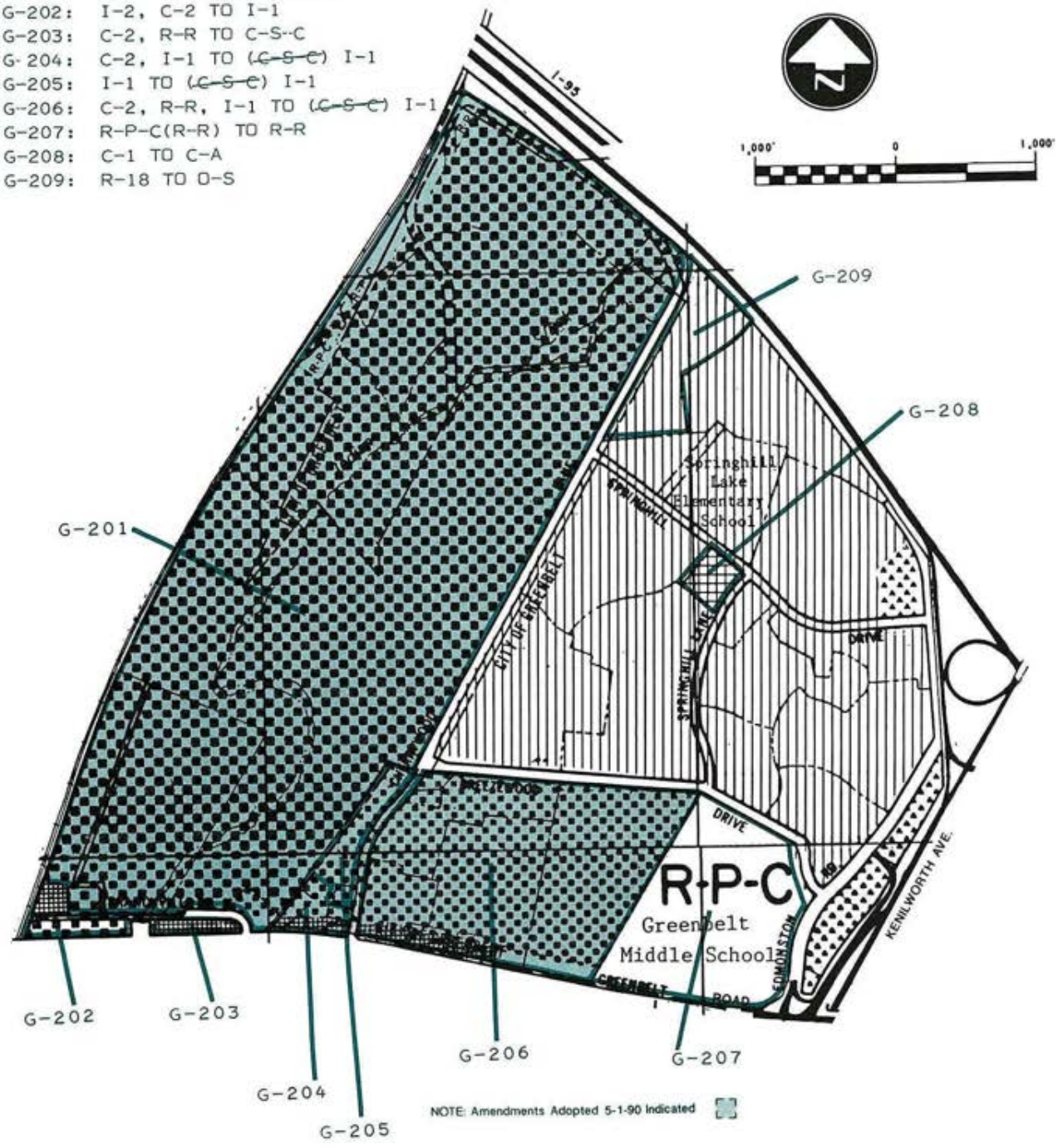
GREENBELT COMMUNITY
ANALYSIS AREA 1
ZONING CHANGES



G-101: R-R TO O-S
G-102: I-2 TO I-1

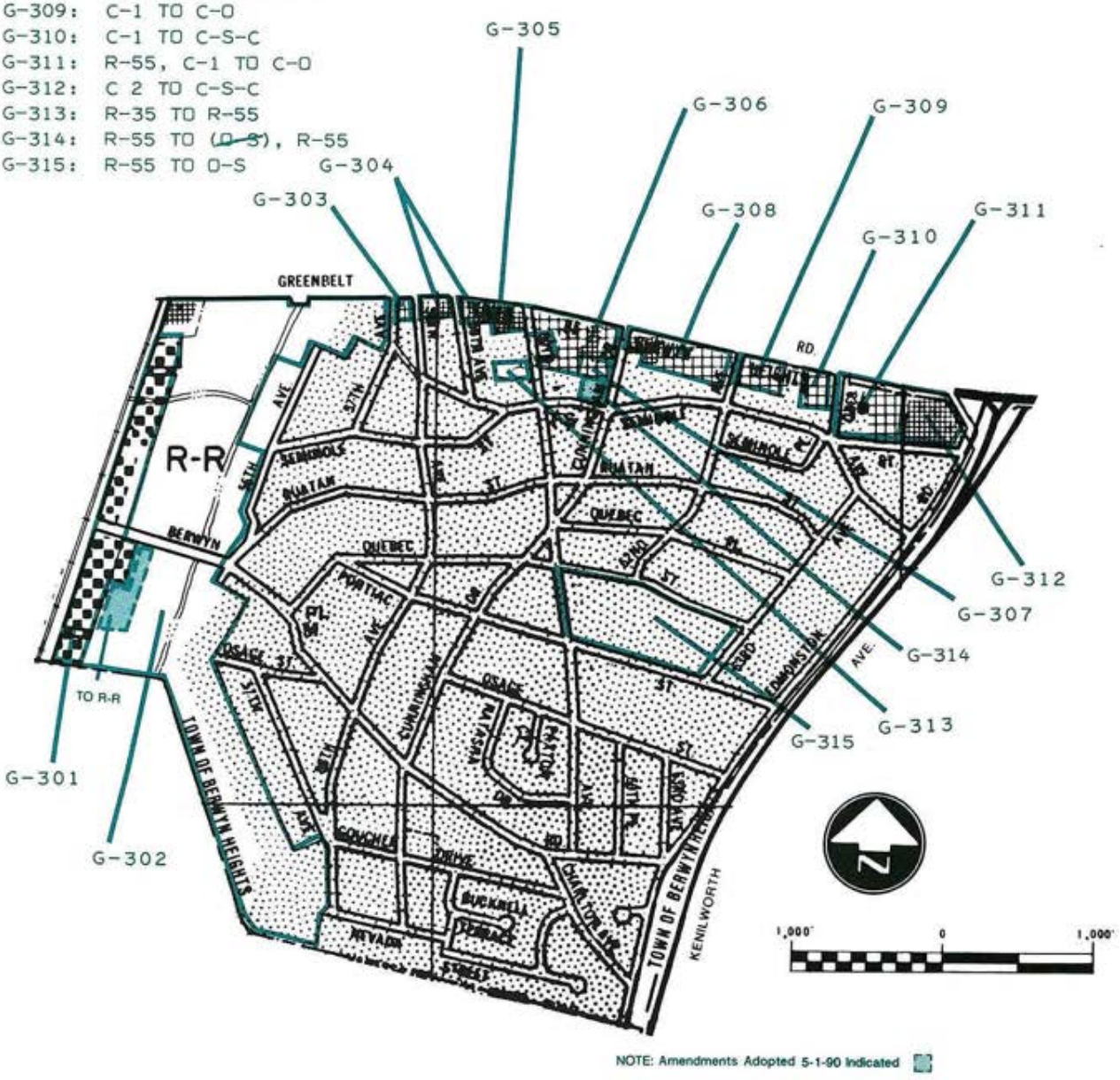
GREENBELT COMMUNITY
ANALYSIS AREA 2
ZONING CHANGES

G-201: I-1, I-2, R-P-C(R-R) TO [~~I-D-O(R-P-C(R-R), I-1, I-2~~]
I-1, I-2, R-P-C(R-R)
G-202: I-2, C-2 TO I-1
G-203: C-2, R-R TO C-S-C
G-204: C-2, I-1 TO (~~C-S-C~~) I-1
G-205: I-1 TO (~~C-S-C~~) I-1
G-206: C-2, R-R, I-1 TO (~~C-S-C~~) I-1
G-207: R-P-C(R-R) TO R-R
G-208: C-1 TO C-A
G-209: R-18 TO O-S

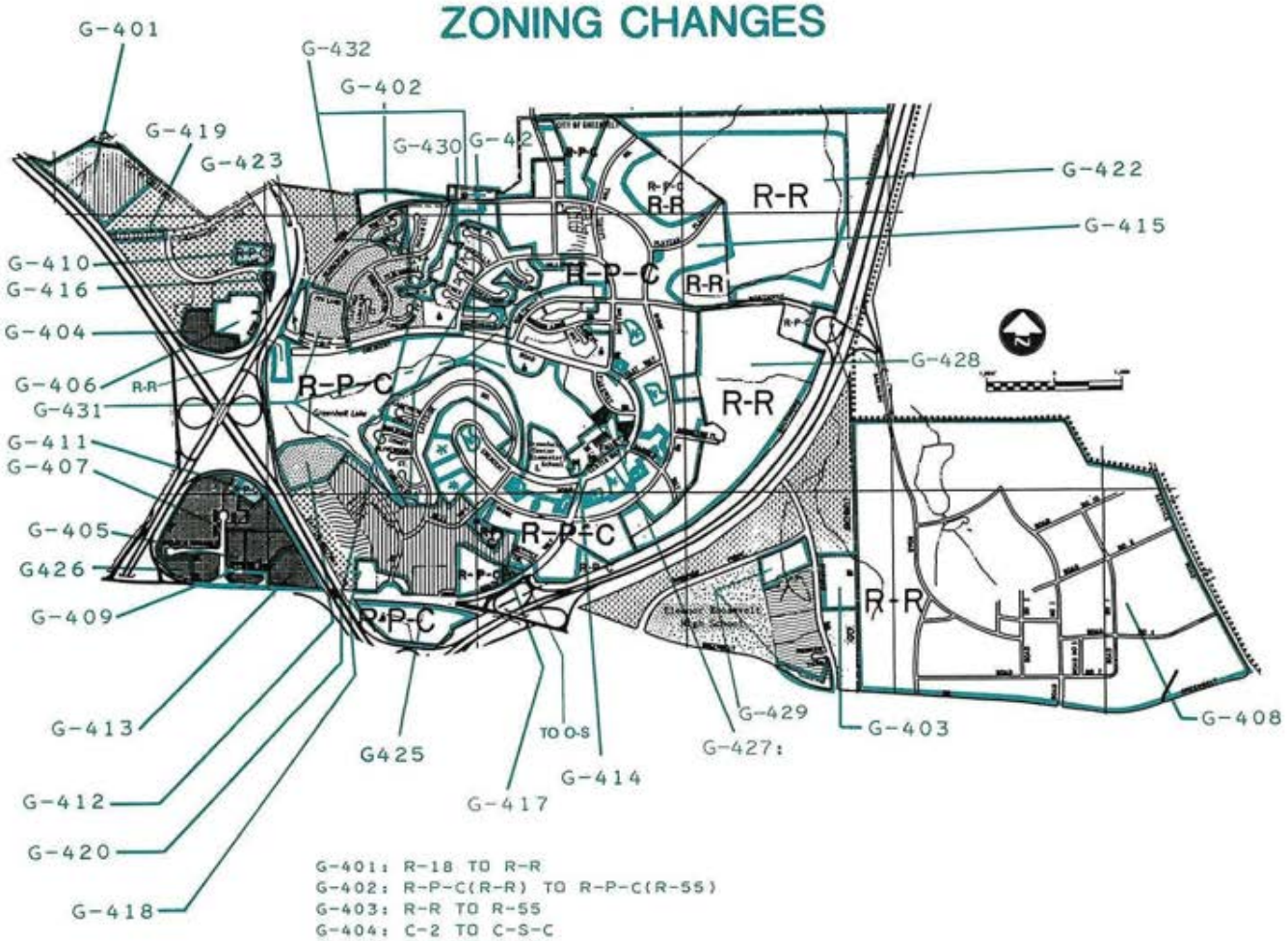


GREENBELT COMMUNITY
ANALYSIS AREA 3
ZONING CHANGES

G-301: I-2, R-R TO I-1
G-302: R-55, R-R, C-2 TO O-S, & (IN PART) R-R
G-303: C-1 TO C-O
G-304: C-2 TO C-S-C
G-305: C-2 TO C-O
G-306: C-1, C-2 TO C-S-C
G-307: C-2 TO C-O
G-308: C-1, C-2 TO C-S-C
G-309: C-1 TO C-O
G-310: C-1 TO C-S-C
G-311: R-55, C-1 TO C-O
G-312: C-2 TO C-S-C
G-313: R-35 TO R-55
G-314: R-55 TO ~~(O-S)~~, R-55
G-315: R-55 TO O-S



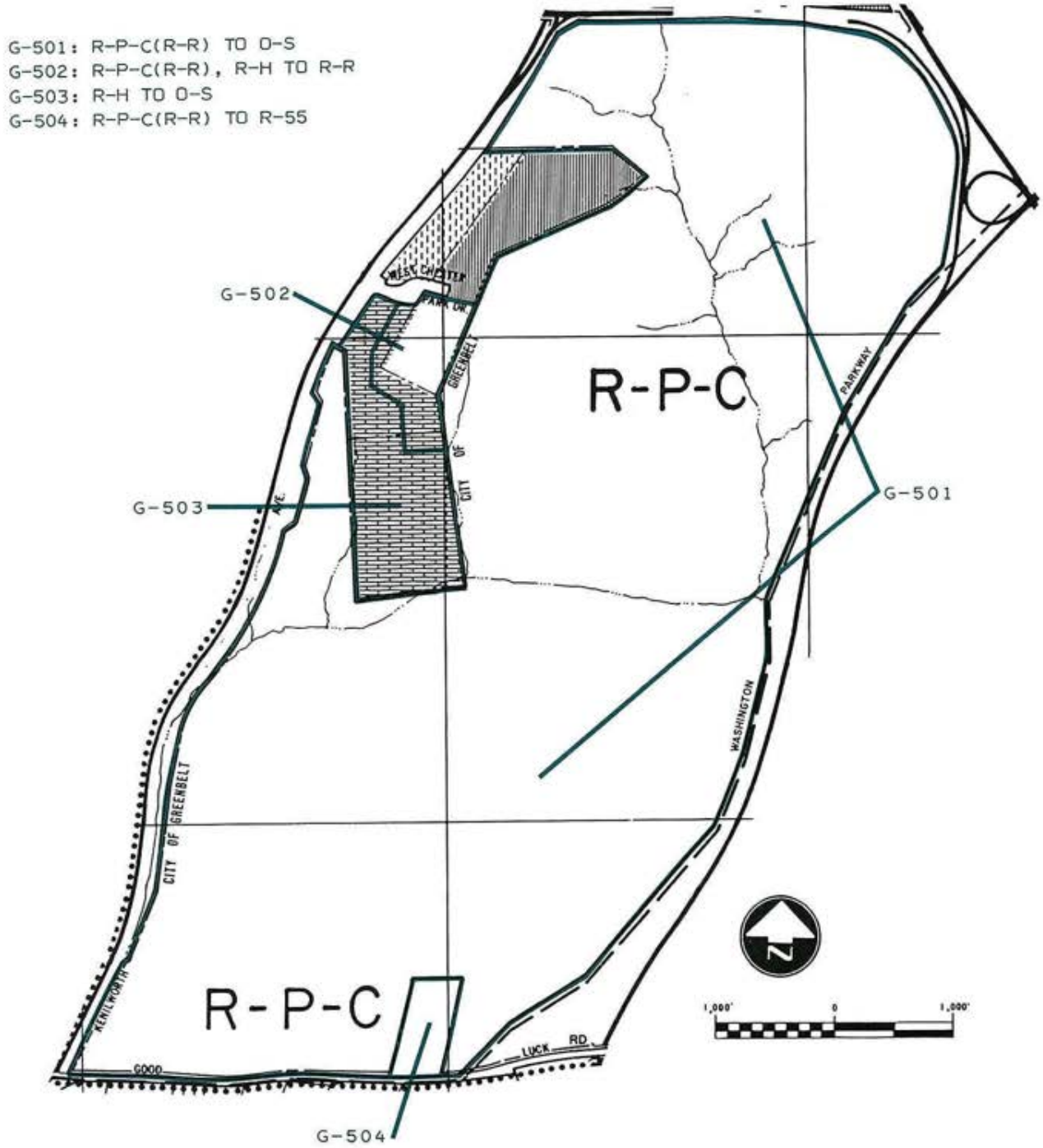
GREENBELT COMMUNITY
ANALYSIS AREA 4
ZONING CHANGES



G-401: R-18 TO R-R
G-402: R-P-C(R-R) TO R-P-C(R-55)
G-403: R-R TO R-55
G-404: C-2 TO C-S-C
G-405: C-2 TO C-S-C
G-406: R-P-C(R-R) TO C-O
G-407: C-2 TO C-O
G-408: R-R TO O-S
G-409: C-2 TO C-M
G-410: R-P-C(R-R) TO ~~(R-R)~~ O-S
G-411: R-P-C(R-R) TO ~~(R-R)~~ O-S
G-412: R-55 TO R-P-C(R-R)
G-413: C-2 TO C-O
G-414: R-P-C(R-R), C-1, C-2, C-G, C-S-C TO R-P-C(C-S-C)
G-415: R-P-C(R-18), R-T, R-P-C(R-R) TO R-P-C(R-T) & (IN PART) O-S
G-416: C-2 TO C-O
G-417: C-2 TO R-P-C(C-S-C)
G-418: R-P-C(R-55) TO R-55
G-419: R-18 TO C-O
G-420: R-P-C(R-55) TO R-55
G-421: R-P-C(R-55) TO R-18
G-422: R-R, R-P-C(R-18) TO R-P-C(R-R)
G-423: R-R, R-P-C(R-55), R-55 TO R-P-C(R-R)
* G-424: R-P-C(R-18) TO R-P-C(R-R)
G-425: R-P-C(R-R) TO R-R
G-426: C-2 TO C-S-C
G-427: R-10 TO R-P-C(R-18)
G-428: R-R, R-P-C(R-R) TO R-P-C(O-S)
G-429: R-55, R-T TO O-S
G-430: R-P-C(R-R) TO R-P-C(O-S)
G-431: R-P-C(R-R) TO R-P-C(O-S)
G-432: R-55, R-R TO O-S

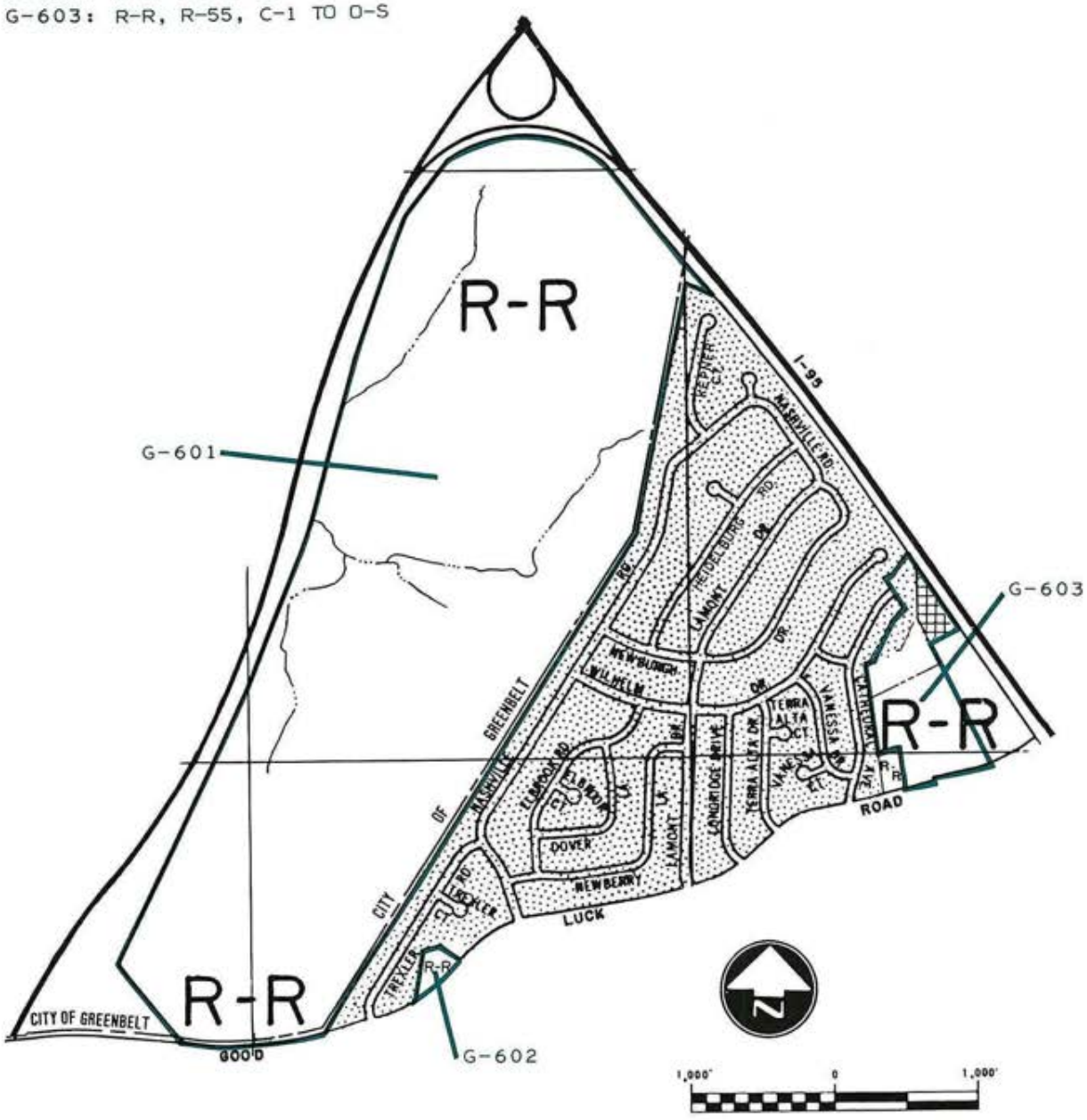
NOTE: Amendments Adopted 5-1-90 Indicated

GREENBELT COMMUNITY
ANALYSIS AREA 5
ZONING CHANGES

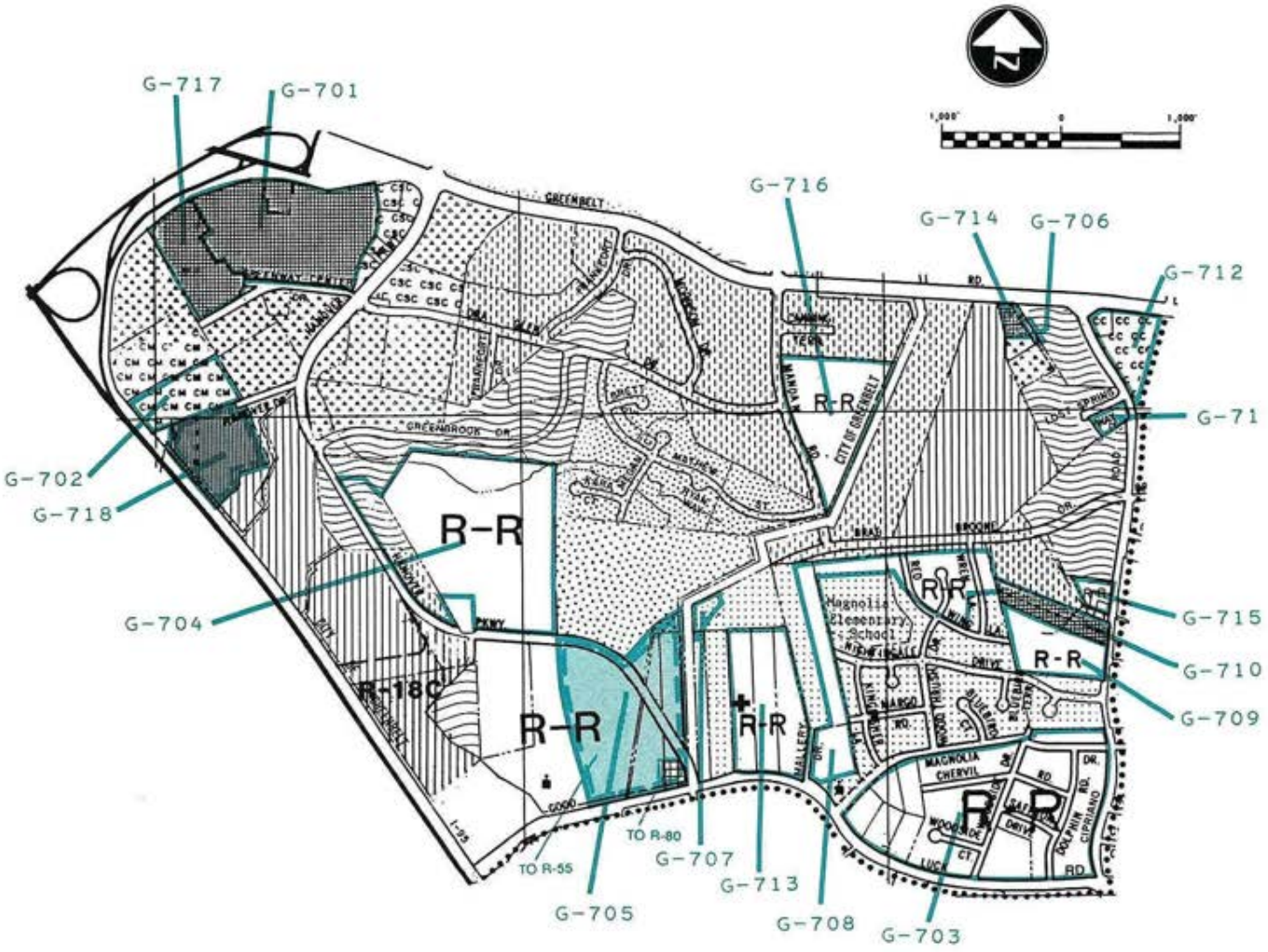


GREENBELT COMMUNITY
ANALYSIS AREA 6
ZONING CHANGES

G-601: R-R TO O-S
G-602: R-R TO R-55
G-603: R-R, R-55, C-1 TO O-S



GREENBELT COMMUNITY
ANALYSIS AREA 7
ZONING CHANGES



G-701: C-2 TO C-S-C
G-702: C-M TO C-S-C
G-703: R-R TO R-80
G-704: R-R, R-T, R-30 TO O-S
G-705: R-R, ~~C-T~~ TO (~~R-80~~)
R-55 & (IN PART) R-80
G-706: R-T TO C-O
G-707: R-55 TO R-80
G-708: R-R, R-18, R-30 TO R-80
G-709: R-R TO R-80

G-710: C-2 TO R-80
G-711: R-R TO R-T
G-712: C-C TO C-S-C
G-713: R-R TO R-80
G-714: C-2 TO C-S-C
G-715: R-R TO R-80
G-716: R-R TO R-55
G-717: C-2 TO C-O
G-718: R-10 TO (~~R-10/C-O~~), R-18C

NOTE: Amendments Adopted 5-1-90 Indicated

Langley Park-
College Park -
Greenbelt
Master Plan
GREENBELT R-P-C ZONE DENSITY
FOR RESIDENTIAL BLOCKS
NORTH
feet
meters
Map No.
15
Greenbelt
R-P-C Zone
Housing Density Cap
for Residential Blocks
(Dwelling Units Per Acre)
Non-Residential Uses
Parks

LEGEND
LOW SUBURBAN
MEDIUM SUBURBAN
LOW URBAN
HIGH URBAN
COMMERCIAL
INSTITUTIONAL
PRIVATE OPEN SPACE
PARK
WATER
R-P-C ZONE BOUNDARY
NORTH
0 3000 6000 feet
0 915 1830 meters
Map No. 16
OFFICIAL PLAN FOR GREENBELT R-P-C ZONE
Langley Park-College Park-Greenbelt Master Plan

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND

SITTING AS THE DISTRICT COUNCIL

Legislative Session 1990

Resolution No. CR-39-1990

Proposed by District Council

Introduced by Council Members Castaldi, Casula, Herl and Cicoria

Co-Sponsors

Date of Introduction May 1, 1990

RESOLUTION

AN ORDINANCE concerning

The Langley Park-College Park-Greenbelt

Sectional Map Amendment

FOR the purpose of adopting the Sectional Map Amendment for Planning Areas 65 (excluding the City of Takoma Park), 66, and 67 which is a comprehensive rezoning proposal for the Langley Park-College Park-Greenbelt areas of Prince George's County.

WHEREAS, the County Council, sitting as the District Council for the Maryland-Washington Regional District in Prince George's County, Maryland, adopted CR-111-1989 on October 31, 1989, pursuant to the provisions of Part 3, Division 4, of the Zoning Ordinance of Prince George's County, as codified in the Prince George's County Code, 1987 Edition, directing the Maryland-National Capital Park and Planning Commission to prepare and transmit to the District Council a proposed Sectional Map Amendment (SMA) for Planning Areas 65 (excluding the City of Takoma Park), 66, and 67, the boundaries of which are described in Sections 27-653, 27-654 and 27-655 of the Zoning Ordinance; and

WHEREAS, the Prince George's County Planning Board adopted a resolution (PGCPB No. 90-5) on January 11, 1990, transmitting the SMA to the District Council for consideration and adoption; and

WHEREAS, the SMA was transmitted to the District Council on January 12, 1990, and the District Council, adhering to procedures set forth in Section 27-226 of the Zoning Ordinance, held a duly advertised public hearing on the SMA on February 13, 1990, and conducted a worksession on March 15, 1990; and

WHEREAS, subsequent to the public hearing and worksession the District Council proposed 17 amendments to the SMA as described in Council Resolution 23-1990; referred these amendments to the Planning Board for comment; held a duly advertised public hearing on the amendments on April 16, 1990; and conducted a worksession on April 26, 1990; and

WHEREAS, a principal objective of the SMA is protection of the health, safety and general welfare of the citizens of Prince George's County; and

WHEREAS, the District Council's action on the SMA is taken with the knowledge that the process, as described in the Zoning Ordinance, provides for periodic comprehensive review of the zoning in the area; and

WHEREAS, the Master Plan for Langley Park-College Park-Greenbelt was approved in October 1989 to provide a framework for future development and to enhance the character, quality, and livability of the area; and

WHEREAS, the comprehensive rezoning process enables zoning recommendations to be made for Planning Areas 65 (excluding the

City of Takoma Park), 66, and 67 on a comprehensive basis taking into account applicable County plans and policies, existing land use and zoning in these communities and surrounding planning areas, pending zoning petitions, and requested zoning changes filed in accordance with SMA procedures; and

WHEREAS, the District Council generally supports the zoning changes in the SMA technical Summary Report as transmitted by the Planning Board, it nevertheless wishes to incorporate certain amendments described herein.

SECTION 1. NOW, THEREFORE, BE IT RESOLVED by the County Council of Prince George's County, Maryland, sitting as the District Council, that the Sectional Map Amendment for Planning Areas 65 (excluding the City of Takoma Park), 66, and 67 as transmitted by the Prince George's County Planning Board on January 12, 1990, containing a map at a scale of one inch equals 1,000 feet and accompanying explanatory Technical Summary Report identifying the zoning changes, is hereby adopted with amendments described as follows (numbers shown in parenthesis in the amendment titles correspond with Zoning Change Numbers in the SMA text):

Amendment 1 (L-204):

Place the 27 ± acre property owned by the State of Maryland west of the PEPCO line and south of the Buck Lodge Middle School (identified as Right-of-Way 3-8 on Tax Map 24, Grids F-2 and 3) in the R-R Zone; and the 8 ± acre property owned by the M-NCPPC, north of the Cherokee Lane Elementary School and south of Higbee Drive (identified as Parcel 22 on Tax Map 24, Grid F-3) in

the O-S Zone.

Amendment 2 (L-719):

Retain the R-55 Zone for the catering establishment parking lot at 5903 Riggs Road (identified as Lot 7, Block 2 of the Chillumgate Subdivision on Tax Map 41, Grid B-3).

Amendment 3 (C-104):

Retain the R-R Zone for the 0.8 ± acre property containing one single-family home at 3510 Metzerott Road (identified as Lot 2, Block 1, Acredale Subdivision on Tax Map 25, Grid B-4).

Amendment 4 (C-210 and C-211):

Place the undeveloped Levin property located at the southwest corner of the intersection of Route 1 and Cherry Hill Road (identified as Parcels 26, 27, 28 and part of Parcel 29 on Tax Map 25, Grids E-1 and 2) in the C-S-C Zone.

Amendment 5 (C-213 and C-218):

Rezone from C-2 to C-S-C the properties occupied by Pete's Liquors, Brown's Tavern, and Domino Restaurant, on the west side of Route 1 north of the Capital Beltway between Yuma Street and Circle Drive (identified as part of Parcel 72, and Parcels 75 and 155 on Tax Map 18, Grid E-4). Place the C-2 portion of the Marriott property (identified as part of Parcel 73) in the R-R Zone.

Amendment 6 (C-214, C-217, and C-810)

Place and/or retain the R-R Zone for the following properties located in the northeastern and northwestern quadrants of the intersection of Route 1 and the Capital Beltway:

1. The NTM property containing 9± acres (identified as Parcels "A" "B" and "C", the John J. William Subdivision on Tax Map 18, Grid E-4);
2. The Irvin property containing 9± acres (identified as part of Parcel 72 on Tax Map 18, Grid E-4);
3. The Marriott property containing 7± acres (identified as Parcels 73 and 149 on Tax Map 18, Grid E-4); and
4. The Cherry Hill Camp City property containing 29± acres (identified as Parcel 76 and part of Parcel 81 on Tax Map 18, Grids D-4 and E-4 and Tax Map 25, Grids D-1 and E-1).

In taking this action, the Council recognizes that the northwest and northeast quadrants of Route 1 and the Capital Beltway form a gateway to the City of College Park and are highly visible from the Beltway. Therefore, it is very important that developments occurring on these two quadrants be of high quality. An appropriate way to achieve this objective and to solve the transportation problems associated with the new developments will be for the owners to cooperatively prepare a unified development Plan through the Comprehensive Design Zone process (CDZ/E-I-A). The CDZ process will provide for site plan review and a test for public facility adequacy. Accordingly, these properties are placed in the R-R Zone in anticipation of the filing of a Comprehensive Design Zone application.

Amendment 7 (C-306):

Place the 5.8 ± acre triangularly-shaped property in the

southwest quadrant of Metzerott Road and University Boulevard adjacent to the Crystal Springs Subdivision (identified as Parcels 100 and 101 on the Tax Map 25, Grids B-4 and C-4) in the R-80 Zone.

Amendment 8 (L-202, C-101, C-406, C-503, C-601, C-612 and C-715):

Retain the R-R, R-55, and R-18 Zones for the University of Maryland College Park campus.

Amendment 9 (C-504, C-603, C-604, C-611, C-612, C-619, C-620, C-621, and C-622):

Place the fraternity and sorority houses in Old Town College Park located at 4517, 4603, 4604, 4605, 4610, 4611, and 4612 College Avenue; 4517, 4607, and 4340 Knox Road; 7301 and 7511 Princeton Avenue; 4600 and 4617 Norwich Road; and 7404 and 7405 Hopkins Avenue in the R-18 Zone.

Amendment 10 (C-602):

Retain the C-1 Zone for the northwest and northeast quadrants of the intersection of Rhode Island Avenue and College Avenue (identified as part of Lots 7 and 8, Block 16, Lots 13-16, Block 1, the Johnson and Curridens' Subdivision of College Park on Tax Map 33, Grid D-4).

Amendment 11 (C-701):

Place the War Memorial at the northeast corner of Route 1 and Greenbelt Road (identified as part of Lot 12, Subdivision 0637 on Tax Map 25, Grid D-4) in the O-S Zone.

Amendment 12 (C-704):

Retain the R-55 Zone for the vacant property south of Pontiac Street and west of Osage Street, identified as Lots 6-10

and 33-39, Block 10 of the Addition to Berwyn Subdivision on Tax Map 33, Grid D-1.

Amendment 13 (C-710):

Retain the C-1 Zone for the property at 8601 49th Avenue, the northeast corner of the intersection of 49th Avenue and Berwyn Road, identified as part of Lots 5 and 6, Subdivision 0805 on Tax Map 33, Grid E-1.

Amendment 14 (C-710):

Place the property at 8603 49th Avenue (identified as part of Lots 3 and 4, Subdivision 0805 on Tax Map 33, Grid E-1) in the R-55 Zone.

Amendment 15 (C-718):

Retain the C-1 Zone for the property at 4809 Greenbelt Road (a medical office/clinic), identified as Lot 7, the Bewley Estate Subdivision on Tax Map 33, Grid E-1.

Amendment 16 (C-803):

Retain the C-1 Zone for the properties located at the northeast and southwest quadrants of the intersection of Niagara Road and Rhode Island Avenue, identified as parcel A of Subdivision 1659 and Parcel A of Subdivision 3539 on Tax Map 25, Grid F-1.

Amendment 17 (C-804):

Retain the R-R and C-2 Zones for 9909 Baltimore Avenue, the northeast quadrant of Route 1 and Edgewood Road, identified as Parcel 41 on Tax Map 25, Grid E-1.

Amendment 18 (C-805):

Place the property at the northeast corner of Route 1

and Hollywood Road known as 9601 Baltimore Avenue (identified as Lots 26-30, Block 13, the Hollywood subdivision on Tax Map 25, Grid E-2) in the C-O Zone.

Amendment 19 (C-811):

Retain the I-2 Zone for the City of College Park Public Works Department property west of the B&O railroad tracks and east of 51st Avenue, identified as part of Parcel "A", Subdivision 8598, Tax Map 25, Grids F-3 and 4.

Amendment 20 (C-902):

Place the proposed Litton replacement parking lot, east of the proposed College Park Metro Station (identified as part of Parcels 94 and 80 on Tax Map 33, Grid E-1 and Tax Map 42, Grid E-1) in the I-1 Zone.

Amendment 21:

Place the proposed Lake Metro site adjacent to the Paint Branch Stream Valley Park (identified as Blocks 34, 44, 45 and part of Blocks 35 and 38, the Lakeland Subdivision, Tax Map 33, Grids E-2, F-2 and 3) in the O-S Zone.

Amendment 22:

Place the properties at 4607 and 4609 College Avenue in Old Town College Park (identified as part of Lots 16-19, Lots 23, 24 and 8, Block D, the Ashford & Kelly's Subdivision of College Park, Tax Map 33, Grid D-4) in the R-18 Zone.

Amendment 23:

Place the property at 9303 Baltimore Boulevard south of Fox Street and north of Erie Street (identified as Lot 21, Daniel's Park Subdivision 2309, Tax Map 25, Grids D-3 and E-3) in

the C-S-C Zone.

Amendment 24 (G-204, G-205, G-206):

Place the Beltway Plaza Shopping Center north of Greenbelt Road and east and west of Cherrywood Lane (identified as the Beltway Plaza, Subdivisions 4599, 7590, 7388, 8462, 4085, 5572, 9214, 7837, 7590, 5299, 4981 and 5585, and part of Parcel 9, Tax Map 26, Grids A-4 and B-4 and Tax Map 34, Grids A-1 and B-1) in the I-1 Zone.

Amendment 25 (G-302):

Retain the R-R Zone for the 2 ± acres consisting of several parcels south of Berwyn Road, east of the B&O railroad tracks, within the Indian Creek Stream Valley Park, identified as part of Lots 1-5, Lots 6-12, Block 1, the Charlton Heights Subdivision on Tax Map 33, Grids F-1 and F-2.

Amendment 26 (G-314):

Retain the R-55 Zone for the Berwyn Heights Fire Department property north of Tecumseh Street and west of Cunningham Drive, identified as Lots 17-20, Block 29, Berwyn Heights Subdivision on Tax Map 34, Grid A-1.

Amendment 27 (G-410 and G-411):

Place the City of Greenbelt cemeteries located in the Golden Triangle and on Ivy Lane (identified as part of the Greenbelt Subdivision and Parcel 15 on Tax Map 26, Grids C-2, D-2, D-3, C-4 and D-4) in the O-S Zone.

Amendment 28 (G-718):

Place the Sunrise property (10 ± acres) on Hanover Parkway immediately south of the Holiday Inn and east of the

Capital Beltway (identified as Parcel "A", Subdivision 6170 on Tax Map 34, Grids E-2, E-3 and F-2) in the R-18C Zone.

Amendment 29:

Place the Magnolia Farms (26 ± acres) on Hanover Parkway, north of Good Luck Road (identified as part of Parcel 204, Lots 8 and 9 of the Magnolia Springs Subdivision on Tax Map 35, Grids A-3 and 4) in the R-55 Zone.

SECTION 2. BE IT FURTHER RESOLVED that the District Council considers the Comprehensive Design Zone process the appropriate way to address concerns related to the 4.1 ± acre Edwards property bounded by Adelphi Road, Riggs Road, and Edwards Way, although the Sectional Map Amendment retains R-R zoning for this property. The District Council is specifically concerned about preservation, to the greatest possible extent, of the existing woodland and the control of access to the property. A sensitive approach to site development is warranted and should be facilitated through the CDZ process. Accordingly, the SMA text should incorporate this expression of intent and the SMA map should be annotated to reflect the potential for a Comprehensive Design Zone.

SECTION 3. BE IT FURTHER RESOLVED that the following findings shall apply to the Mazza property located on the west side of Route 1, northeast of Little Paint Branch Creek, west and east of Autoville Drive, identified as Parcels 37, 44, 111, Subdivision 1010, Block D, Lots 1-8, 10-17, Block C, Lots 10-12 on Tax Map 25, Grids D-2 and 3, and E-2 and 3:

1. A detailed site plan shall be submitted to the Planning Board for review and approval prior to issuance of a building

permit.

2. The property shall be developed for high-quality, townhouse-type office development with a maximum Floor Area Ratio of 0.18.

3. The development plan shall preserve the 100-year floodplain and incorporate a minimum 50-foot natural treed buffer on the north, northwest and south property lines to protect the existing homes.

SECTION 4. BE IT FURTHER RESOLVED that the Transit District Overlay Zone boundaries shall be removed from the Sectional Map Amendment maps and that the SMA shall indicate that the TDO Zones will be implemented by the District Council under a separate action.

SECTION 5. BE IT FURTHER RESOLVED that conditions which have been attached to previously approved zoning applications are considered to be a part of this Sectional Map Amendment when the previous zoning category has been maintained and noted on the Zoning Map.

SECTION 6. BE IT FURTHER RESOLVED that the official Zoning Map shall be annotated with appropriate references to this resolution calling attention to development standards or guidelines which are applicable to specific properties.

SECTION 7. BE IT FURTHER RESOLVED that appropriate notification, in accordance with the Zoning Ordinance be given concerning the adoption of this Sectional Map Amendment.

SECTION 8. BE IT FURTHER RESOLVED that this Sectional Map Amendment is an amendment to the Zoning Ordinance, and the

official Zoning Map for that portion of the Maryland-Washington Regional District in Prince George's County described as Planning Areas 65 (excluding the City of Takoma Park), 66, and 67. The zoning changes adopted by this ordinance shall be depicted on maps at a scale of one inch equals 200 feet and, when certified by signature of the Chairperson of the District Council, shall constitute the official Zoning Map for these Planning Areas.

SECTION 9. BE IT FURTHER RESOLVED that the provisions of this Ordinance are severable and if any zone, provision, sentence, clause, section or part thereof is held illegal, invalid, unconstitutional, or inapplicable to any person or circumstances, such illegality, invalidity, unconstitutionality or inapplicability shall not affect or impair any of the remaining provisions, sentences, clauses, sections or parts of the Act or their application to other zones, persons or circumstances. It is hereby declared to be the legislative intent that the Act would have been adopted as if such illegal, invalid, or unconstitutional zone, provision, sentence, clause, section or part had not been included therein.

SECTION 10. BE IT FURTHER RESOLVED that this Ordinance shall take effect on the date of its enactment.

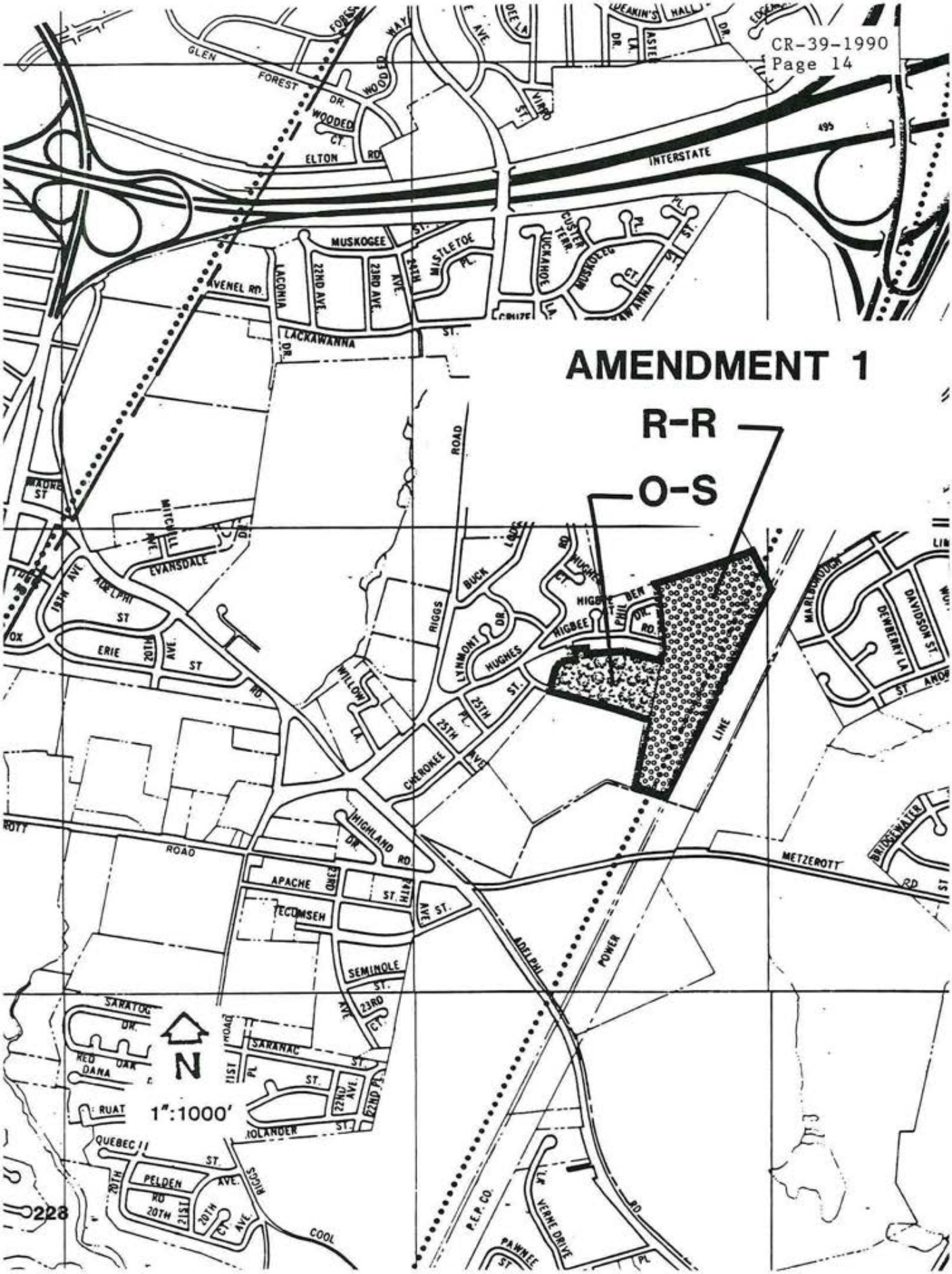
Adopted this 1st day of May, 1990.

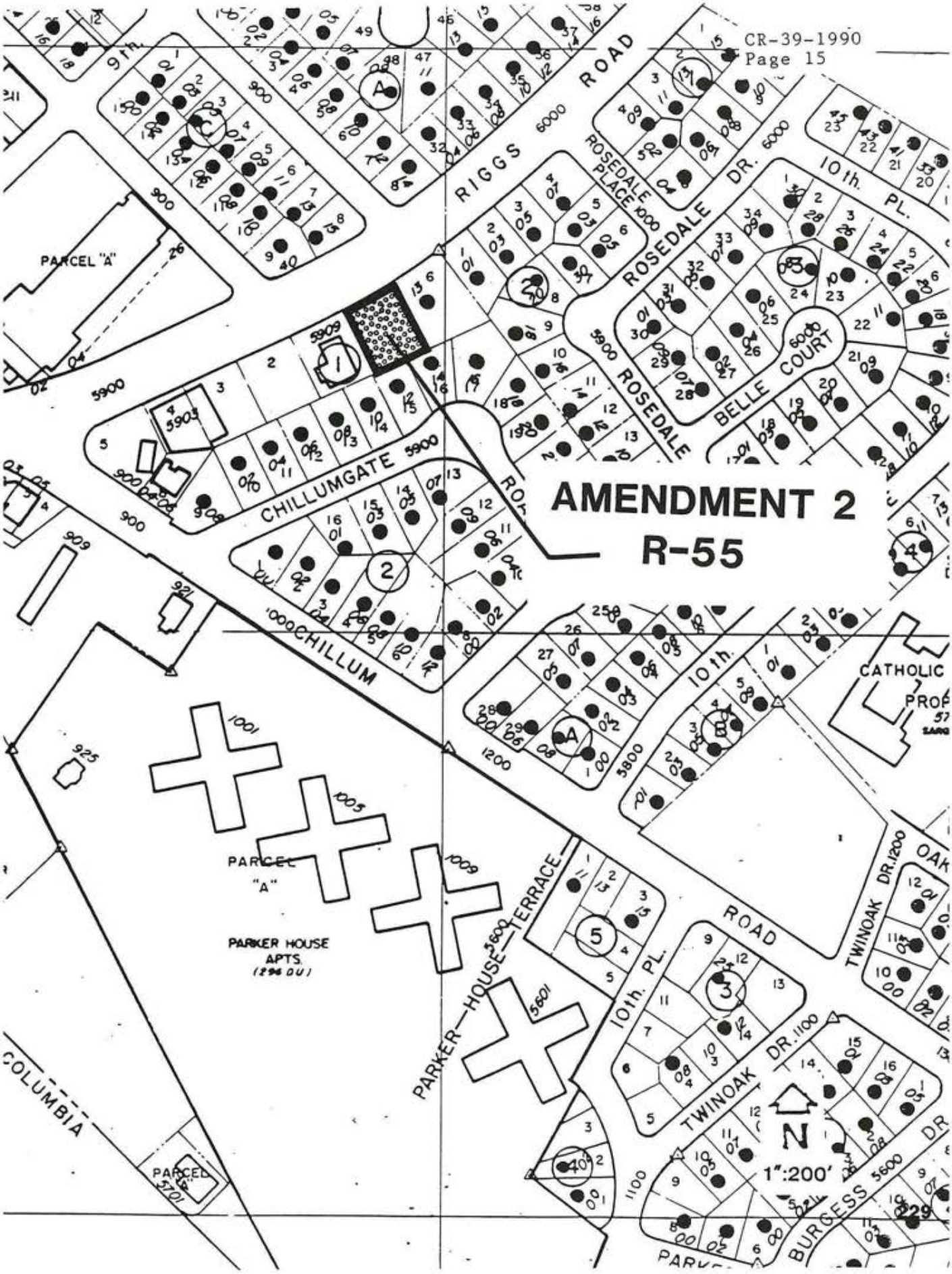
COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND, SITTING AS THE DISTRICT COUNCIL FOR THAT PART OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT IN PRINCE GEORGE'S COUNTY, MARYLAND

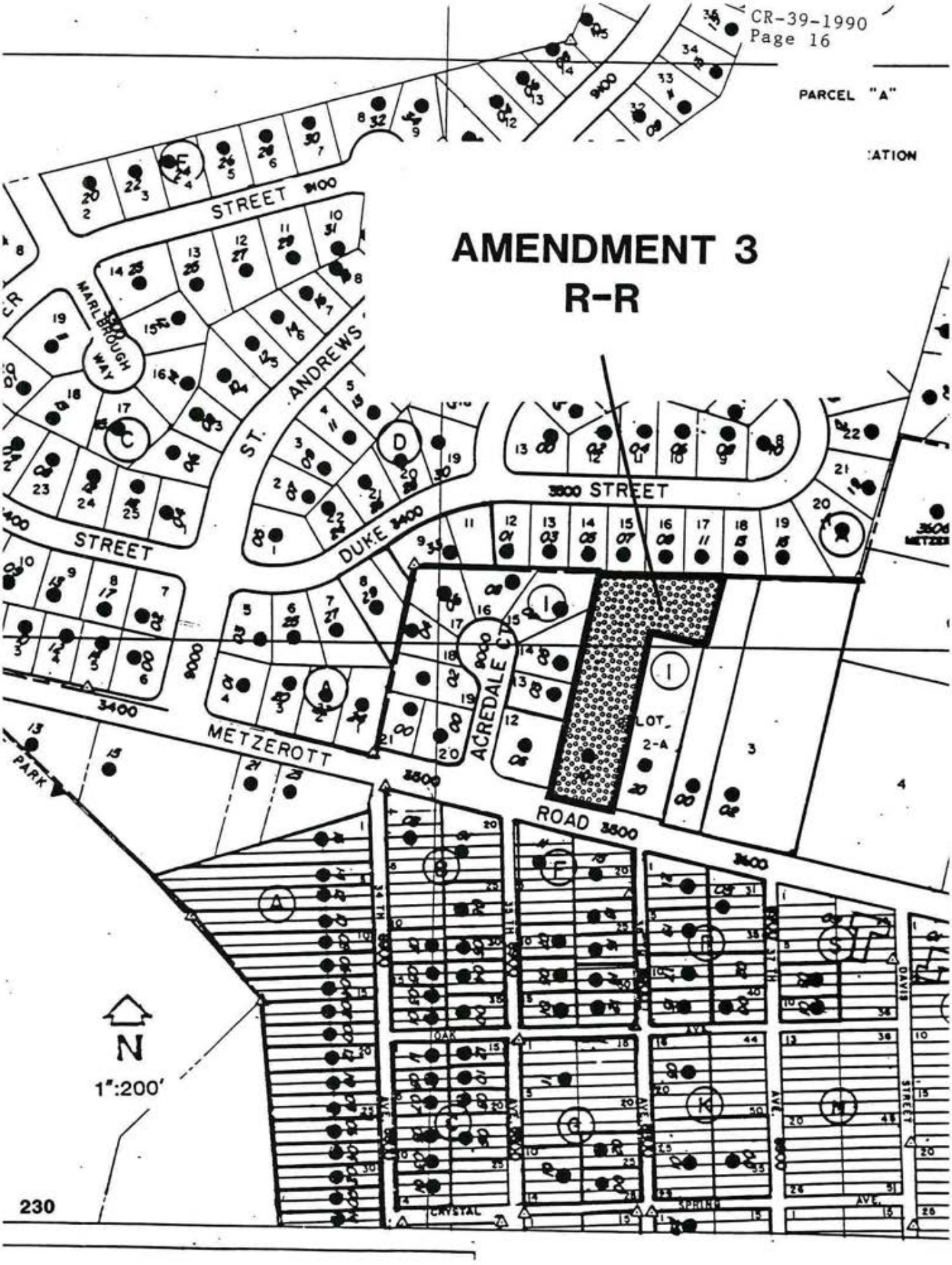
BY: Frank P. Casula
Vice Chairman

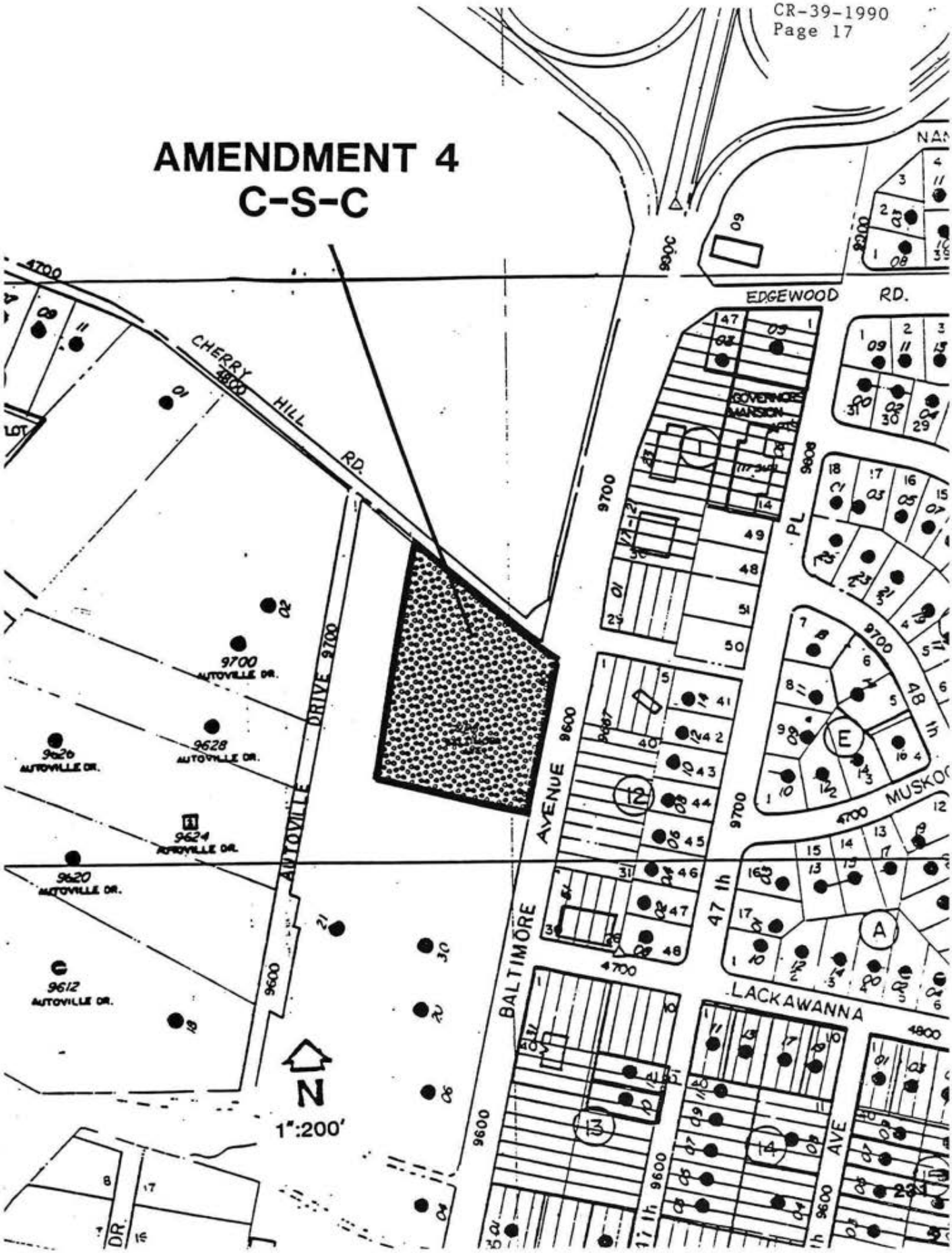
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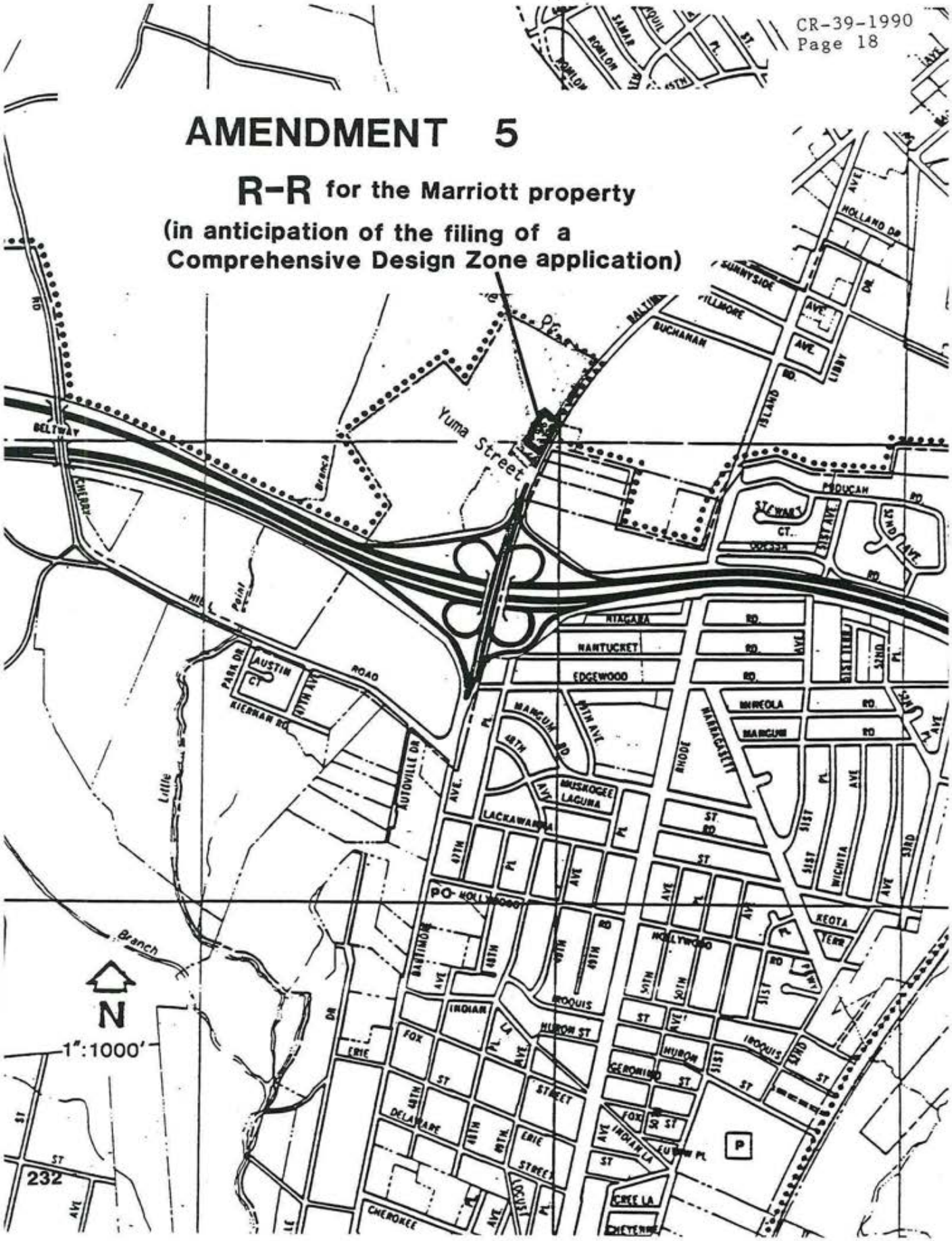
Jean M. Schmuhl, CMC
Clerk of the Council

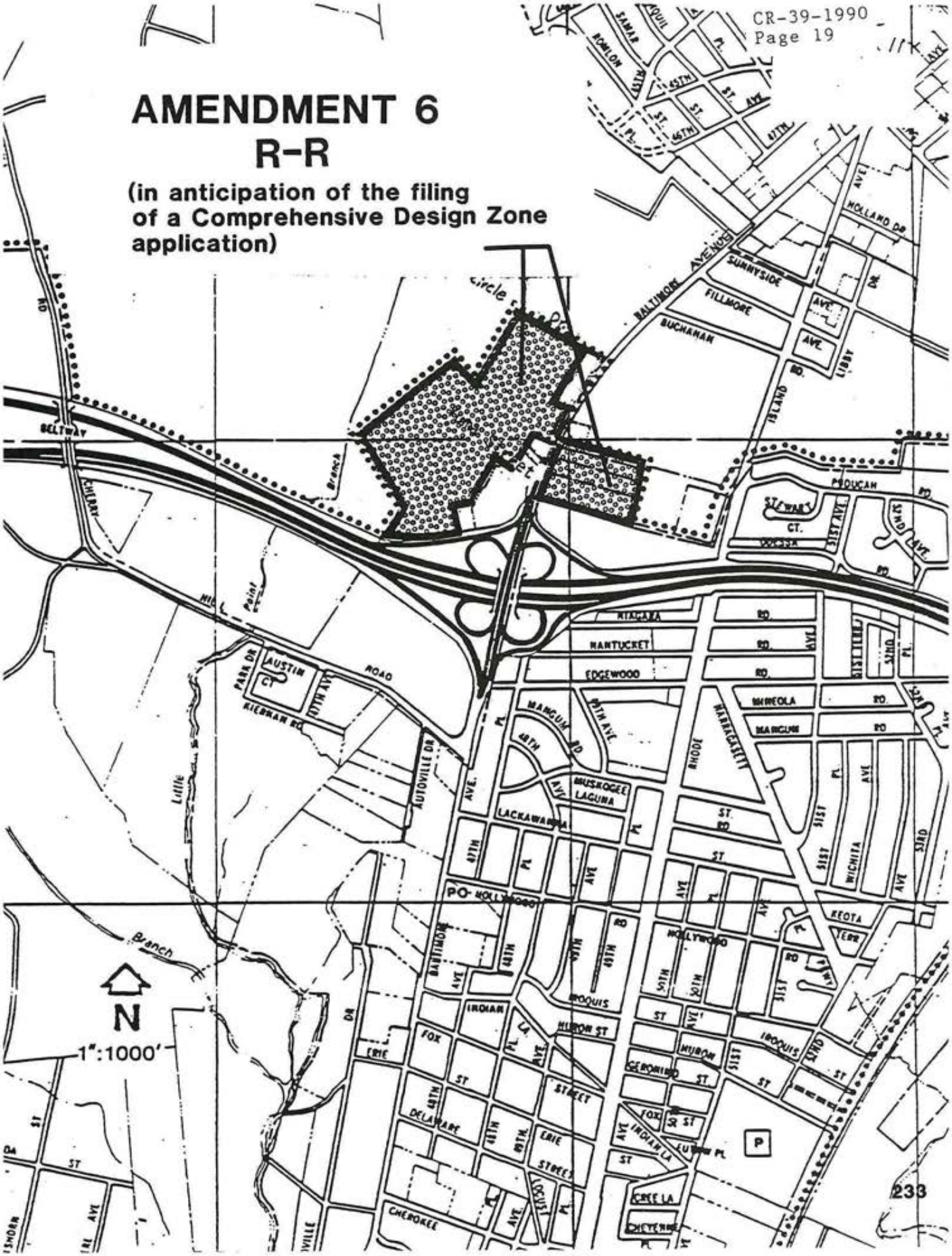

CR-39-1990
Page 14
AMENDMENT 1
R-R
O-S
1":1000'
N

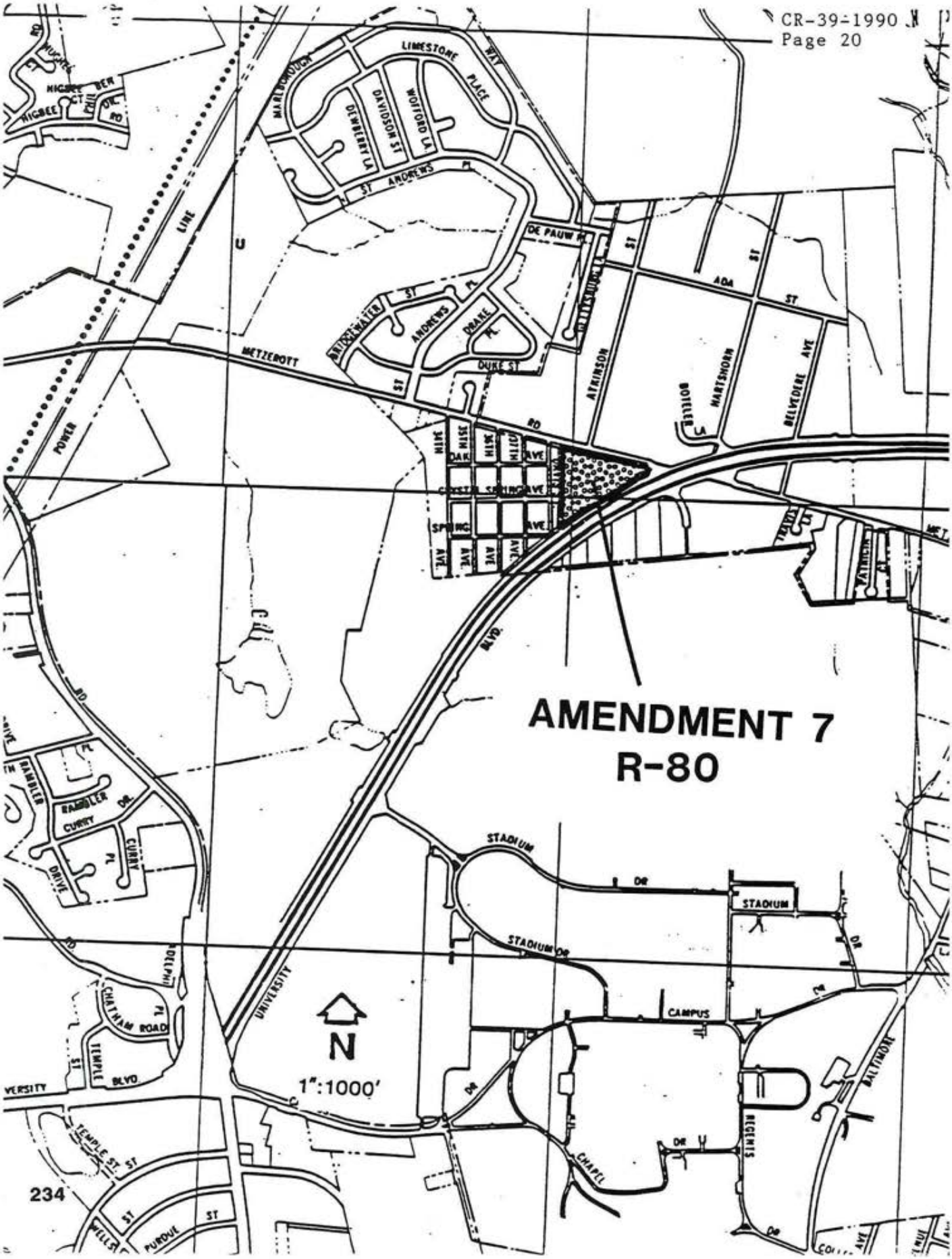

CR-39-1990
Page 15
AMENDMENT 2
R-55
RIGGS ROAD
ROSEDALE PLACE
ROSEDALE DR.
10th. PL.
BELLE COURT
5900 ROSEDALE
CHILLUMGATE
CHILLUM
PARCEL "A"
PARKER HOUSE APTS. (296 DU)
PARCEL "A"
PARKER HOUSE TERRACE
10th. PL.
TWINOAK DR.
TWINOAK ROAD
BURGESS
COLUMBIA
CATHOLIC
N
1":200'

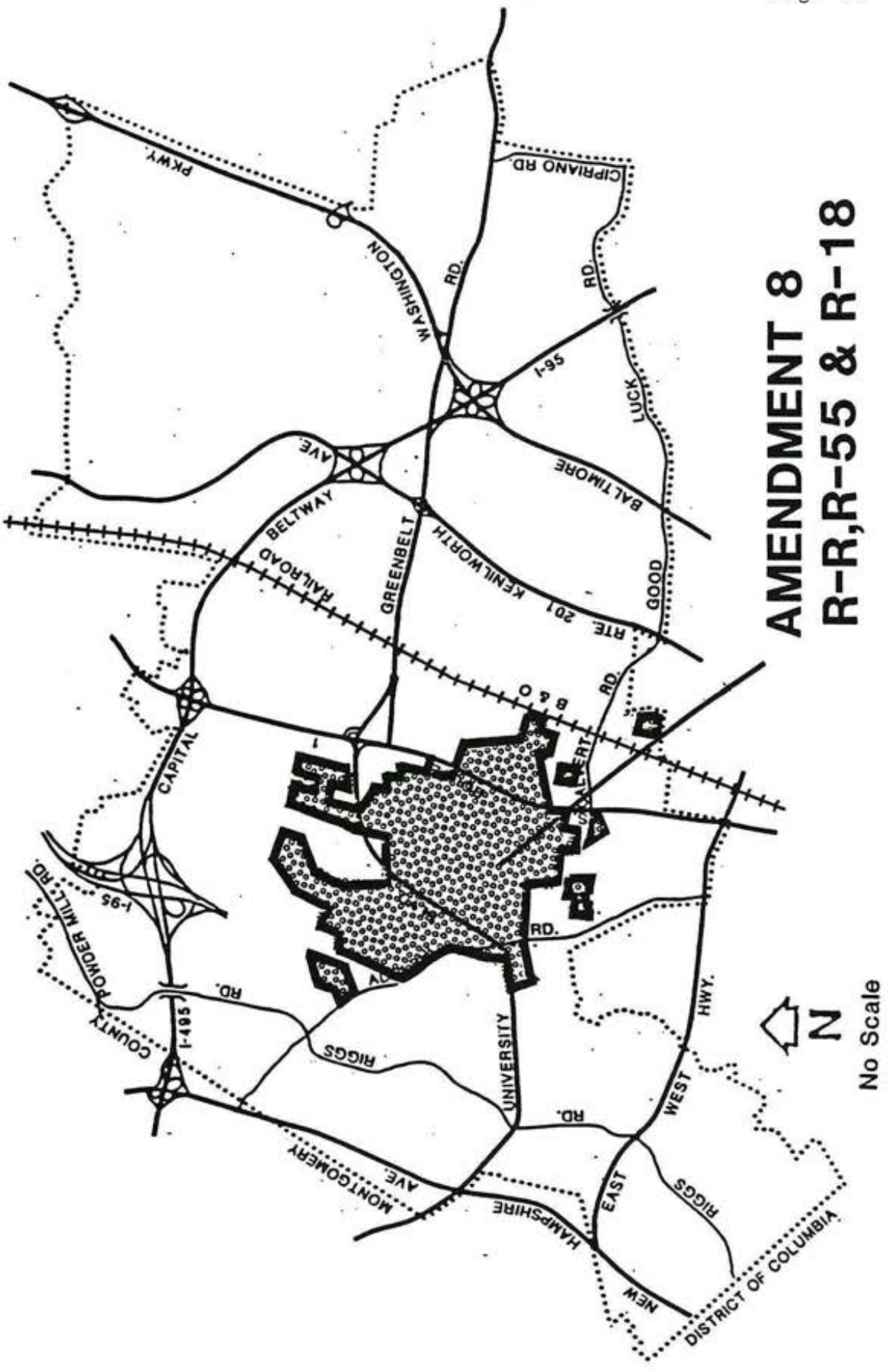

CR-39-1990
Page 16
PARCEL "A"
AMENDMENT 3
R-R
STREET
MARLBOROUGH WAY
ST. ANDREWS
DUKE
3800 STREET
ACREDALE CT.
METZEROTT
ROAD
PARK
LOT 2-A
N
1":200'
230


AMENDMENT 4
C-S-C
CHERRY HILL RD.
EDGEWOOD RD.
AUTOVILLE DRIVE
BALTIMORE AVENUE
47 11h
LACKAWANNA
MUSKO
PL
AVE
GOVERNOR MANSION
9700 AUTOVILLE DR.
9628 AUTOVILLE DR.
9620 AUTOVILLE DR.
9624 AUTOVILLE DR.
9620 AUTOVILLE DR.
9612 AUTOVILLE DR.
N
1":200'

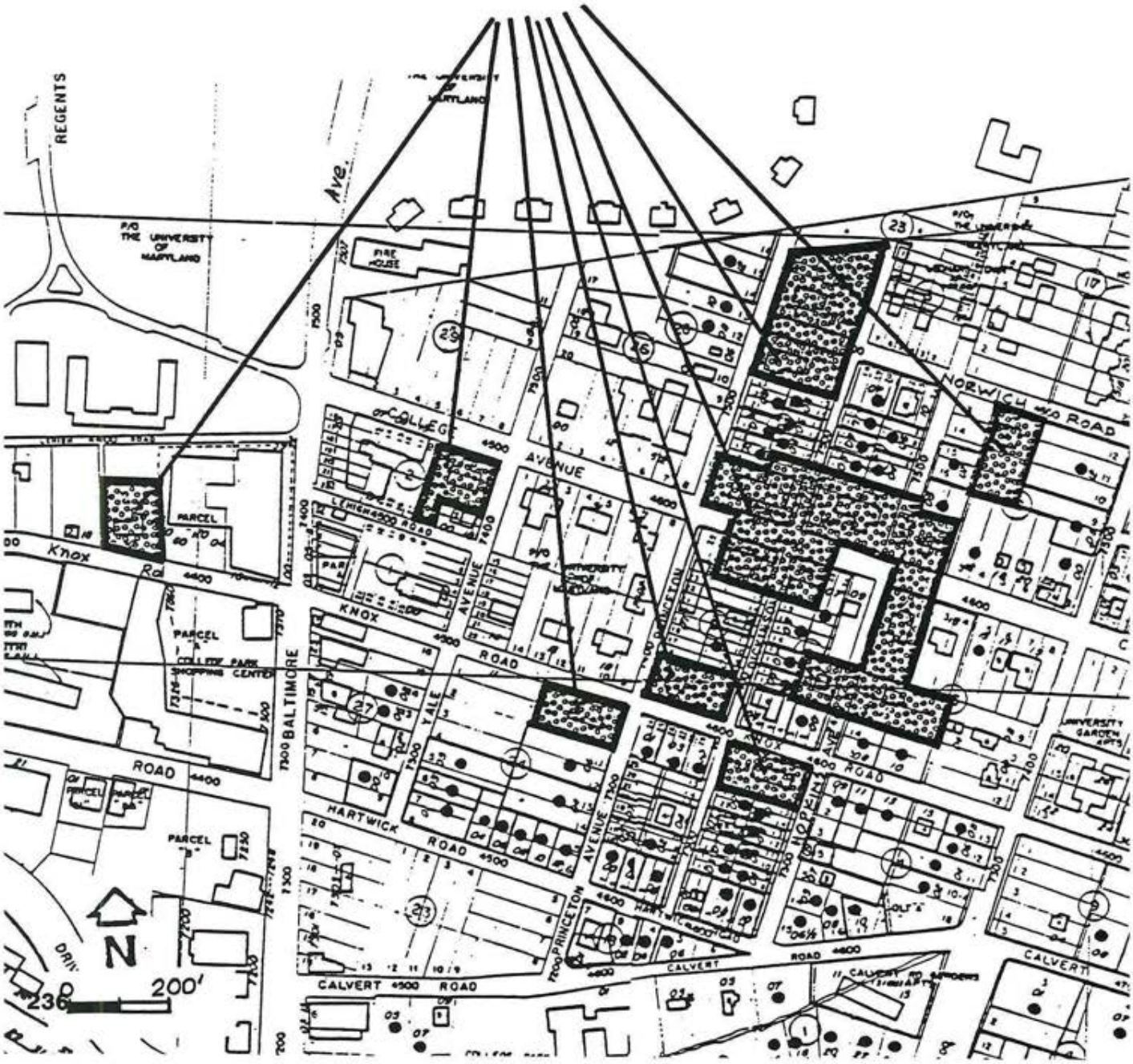

AMENDMENT 5
R-R for the Marriott property
(in anticipation of the filing of a
Comprehensive Design Zone application)
Yuma Street
BELTWAY
BUCHANAN
ROAD
HOLLYWOOD
N
1":1000'

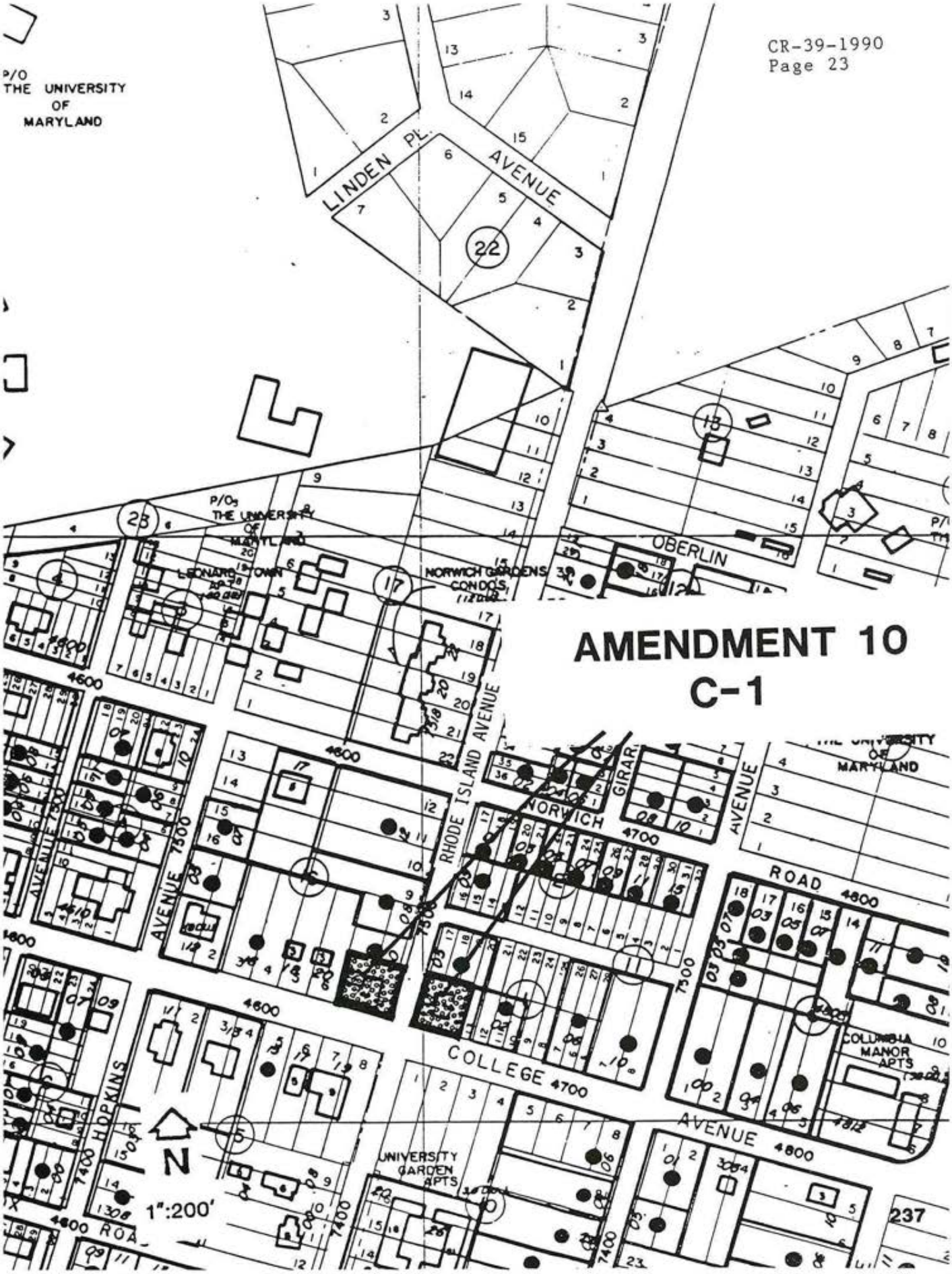

AMENDMENT 6
R-R
(in anticipation of the filing
of a Comprehensive Design Zone
application)
N
1":1000'
BELTWAY
BALTIMORE AVENUE
HOLLAND DR
SUNNYSIDE
FILLMORE
BUCHANAN
ISLAND RD
PROUCAN RD
STEWART CT.
NIAGARA RD.
NANTUCKET RD.
EDGEWOOD RD.
MANGUM RD
MUSKOGEE
LAGUNA
LACKAWANNA
HOLLYWOOD
PO
IROQUOIS
HURON ST
INDIAN LA
KEOTA
WICHITA
CHEROKEE
ERIE
FOX
DELAWARE
AUTOVILLE DR
KIERNAN RD
AUSTIN CT
PARK DR
MILL POINT ROAD
Branch
233

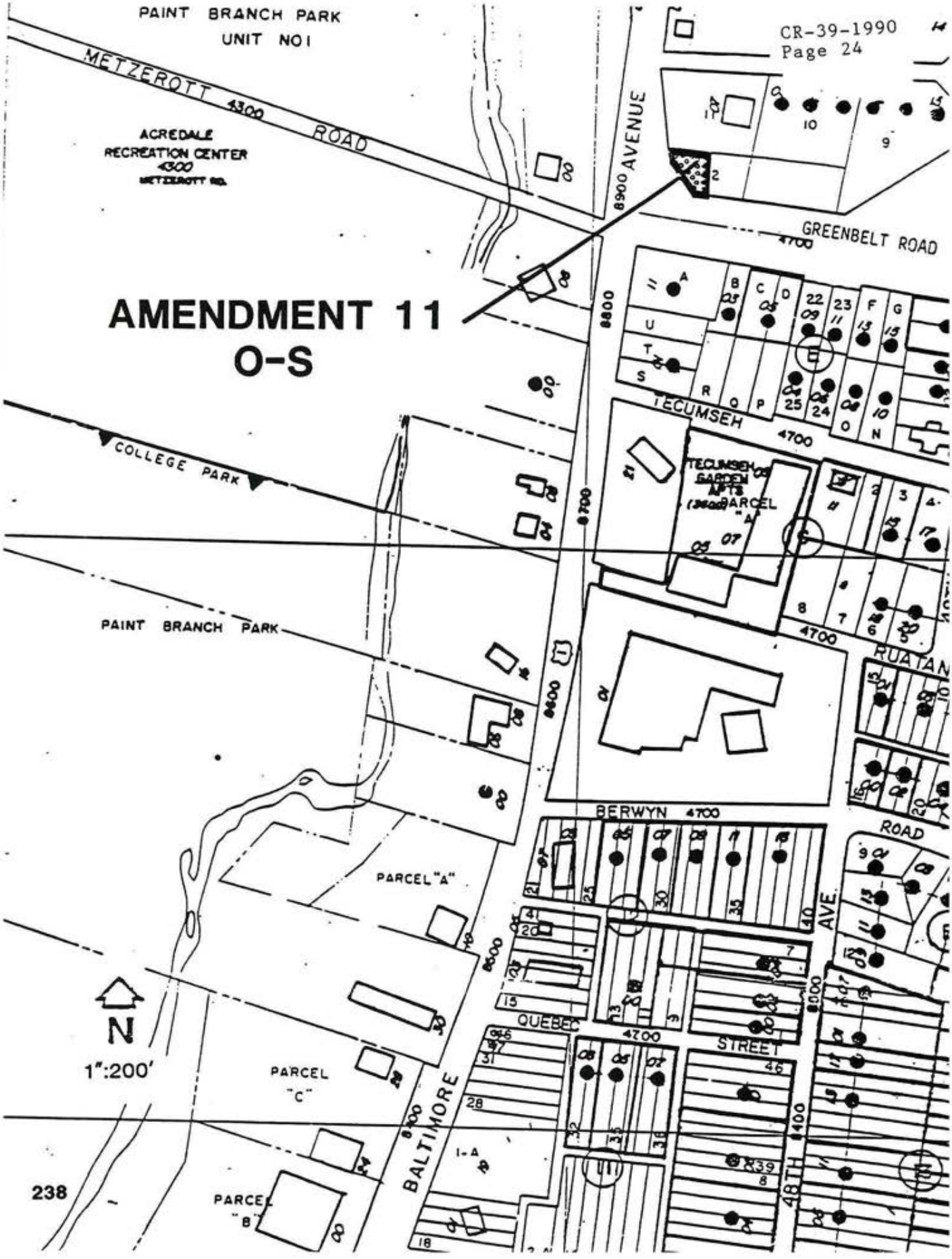

CR-39-1990
Page 20
AMENDMENT 7
R-80
N
1":1000'
LIMESTONE PLACE WAY
DAVIDSON ST
WOFFORD LA
ST ANDREWS PL
DE PAUW RD
DUKE ST
DRAKE PL
METZEROTT RD
POWER LINE
ATKINSON ST
BOILEAU ST
HARTSHORN
BELVEDERE AVE
AQUA ST
BLVD.
UNIVERSITY
STADIUM DR
CAMPUS DR
CHAPEL DR
RIGGS
BALTIMORE
RAMBLER DR
CURRY DRIVE
CHATHAM ROAD
TEMPLE BLVD
TEMPLE ST
PURDUE ST
234

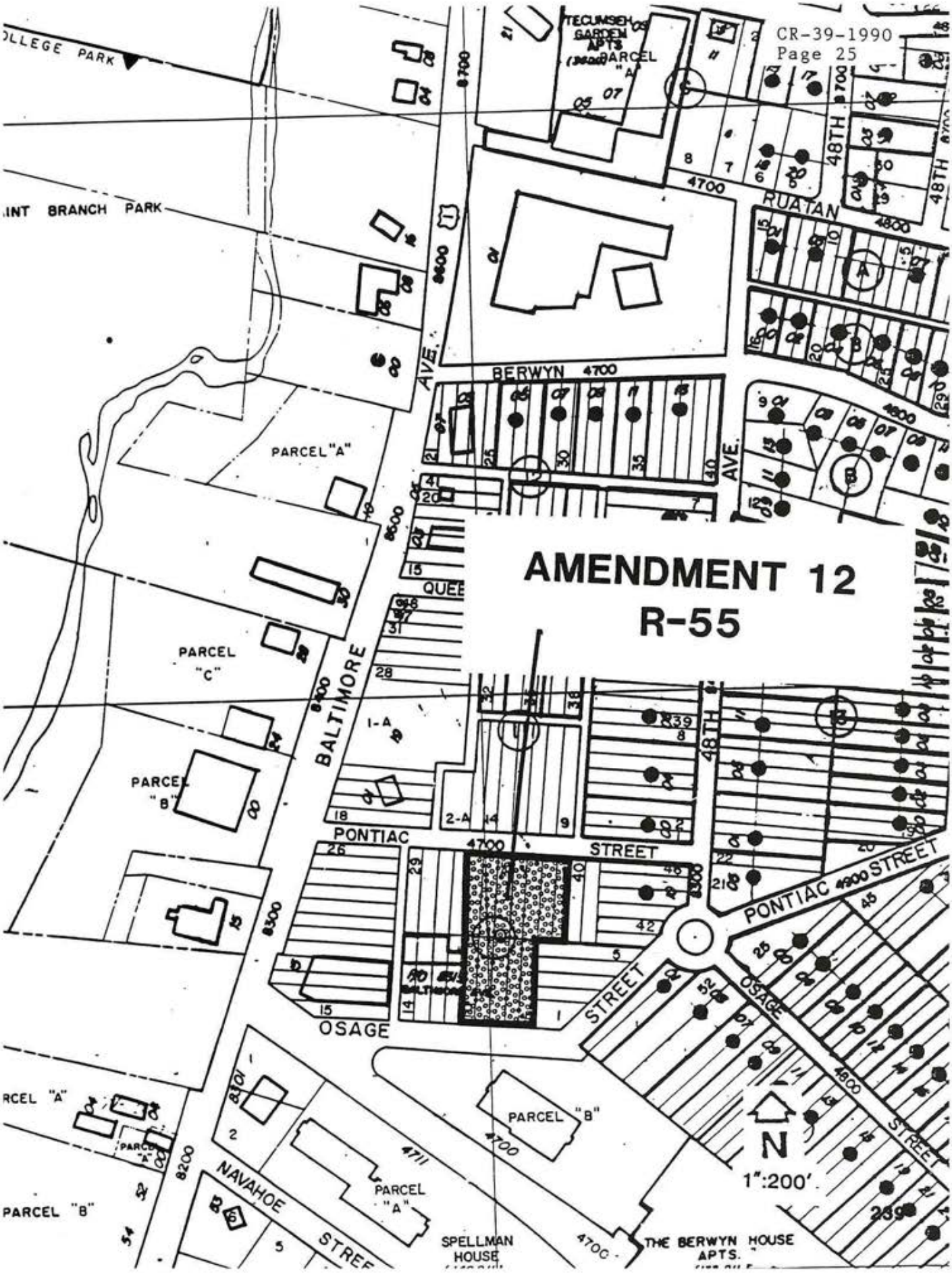

AMENDMENT 8
R-R,R-55 & R-18
N
No Scale
PKWY.
CIPRIANO RD.
WASHINGTON
RD.
I-95
LUCK
BALTIMORE
AVE.
BELTWAY
RAILROAD
GREENBELT
KENILWORTH
RTE. 201
GOOD
B & O
RD.
CAPITAL
I-95
POWDER MILL RD.
COUNTY
I-495
RD.
RIGGS
UNIVERSITY
RD.
HWY.
WEST
MONTGOMERY
AVE.
HAMPSHIRE
EAST
RIGGS
NEW
DISTRICT OF COLUMBIA

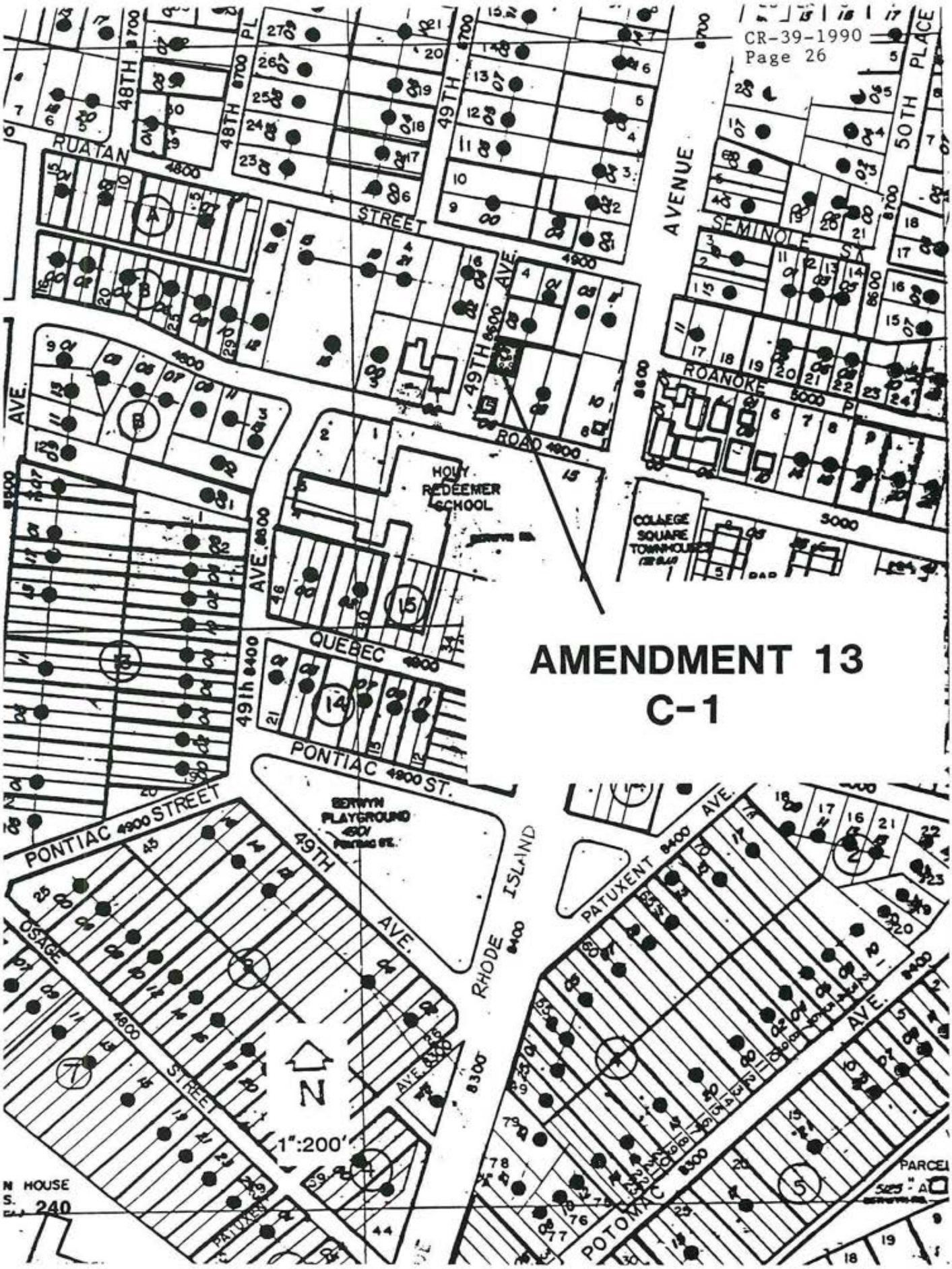
AMENDMENT 9
R-18

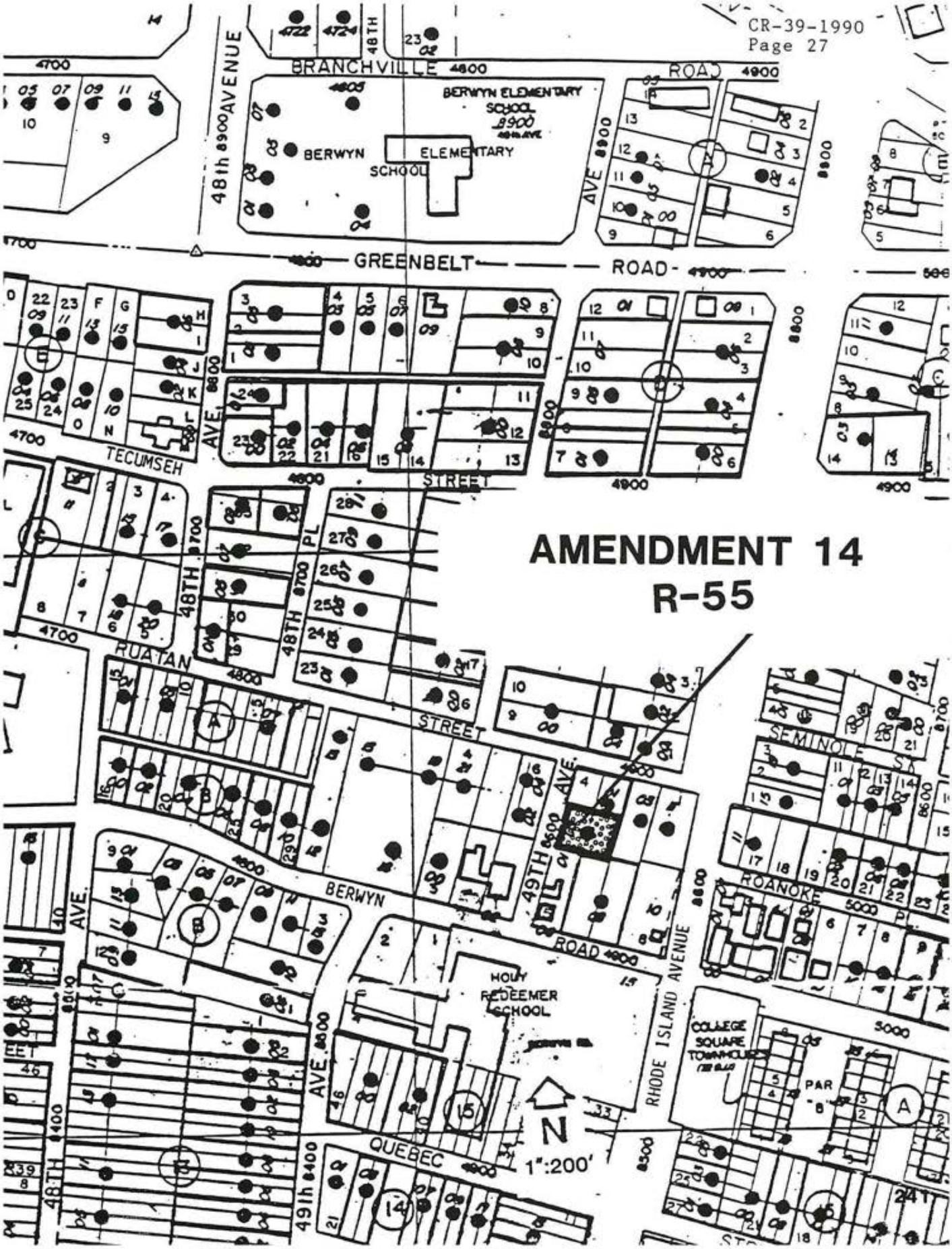


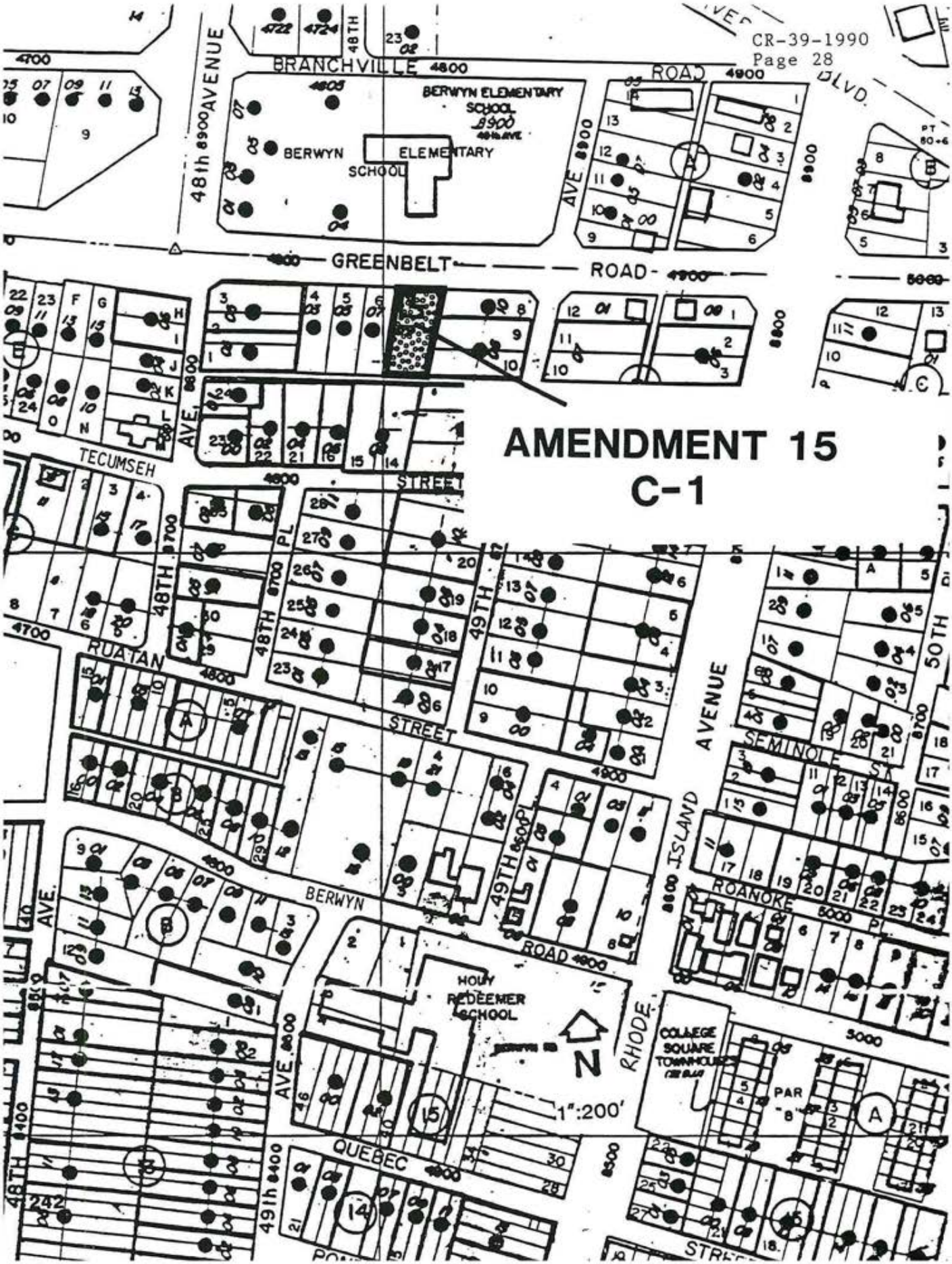

P/O
THE UNIVERSITY
OF
MARYLAND
LINDEN PL.
AVENUE
22
23
17
18
OBERLIN
NORWICH GARDENS
CONDOS
AMENDMENT 10
C-1
RHODE ISLAND AVENUE
AVENUE 7500
NORWICH
4700
ROAD 4800
COLLEGE 4700
AVENUE 4800
HOPKINS
UNIVERSITY
GARDEN
APTS
COLUMBIA
MANOR
APTS
4600 ROA
N
1":200'
237

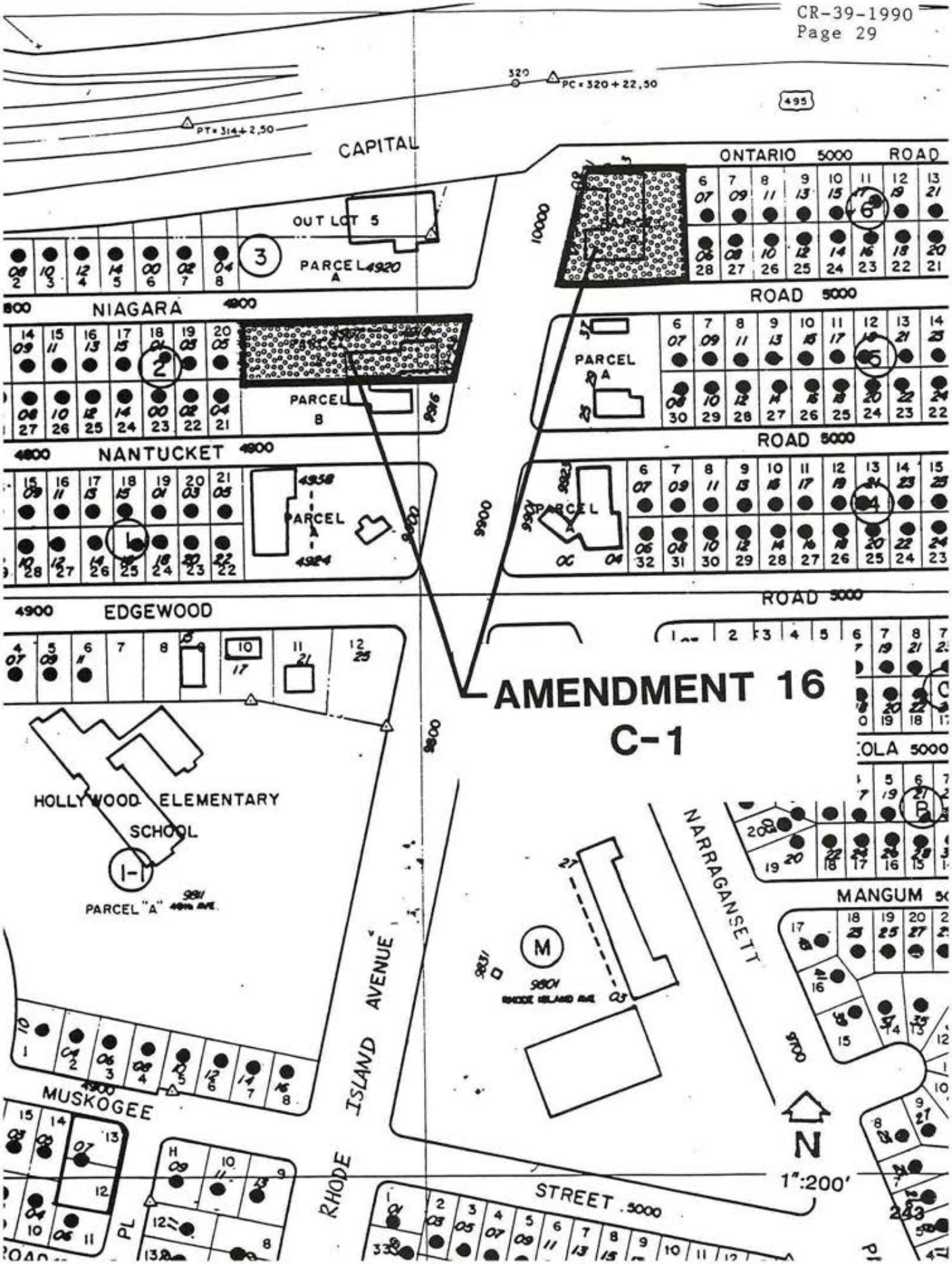

PAINT BRANCH PARK
UNIT NO1
CR-39-1990
Page 24
METZEROTT 4300 ROAD
ACREDALE
RECREATION CENTER
4300
METZEROTT RD.
8900 AVENUE
GREENBELT ROAD
4700
AMENDMENT 11
O-S
8800
TECUMSEH
4700
COLLEGE PARK
8700
TECUMSEH
GARDEN
APTS
PARCEL
"A"
PAINT BRANCH PARK
8600
4700
RUATAN
BERWYN
4700
ROAD
PARCEL "A"
8500
AVE.
QUEBEC
4700
STREET
8000
N
1":200'
PARCEL
"C"
BALTIMORE
I-A
48TH
4400
238
PARCEL
"B"

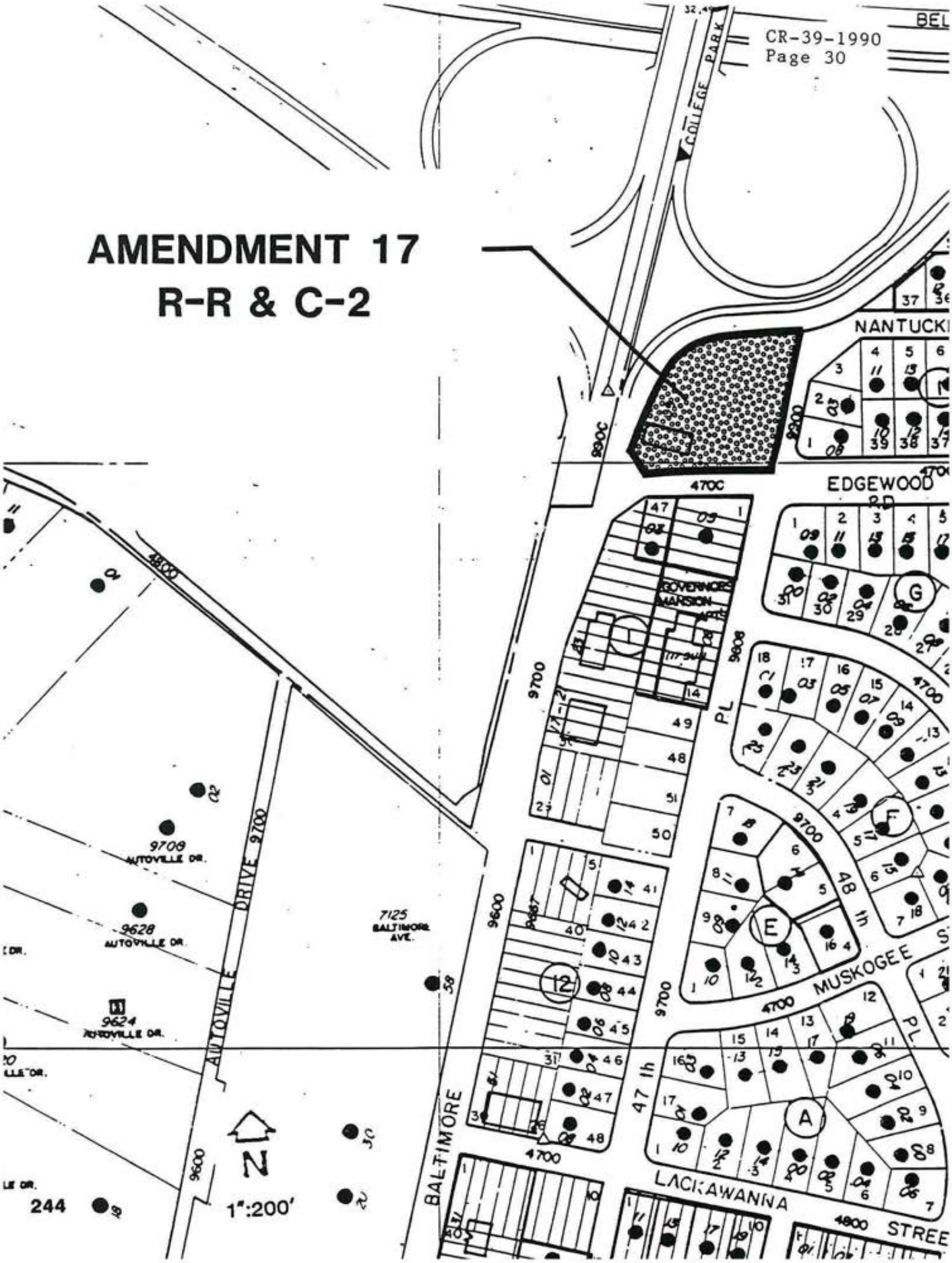

AMENDMENT 12
R-55
PARCEL "A"
PARCEL "B"
PARCEL "C"
PARCEL "A"
PARCEL "B"
PARCEL "B"
PARCEL "A"
BERWYN
RUATAN
PONTIAC STREET
OSAGE
NAVAHOE
BALTIMORE
48TH
AVE.
SPELLMAN HOUSE
THE BERWYN HOUSE APTS.
N
1":200'

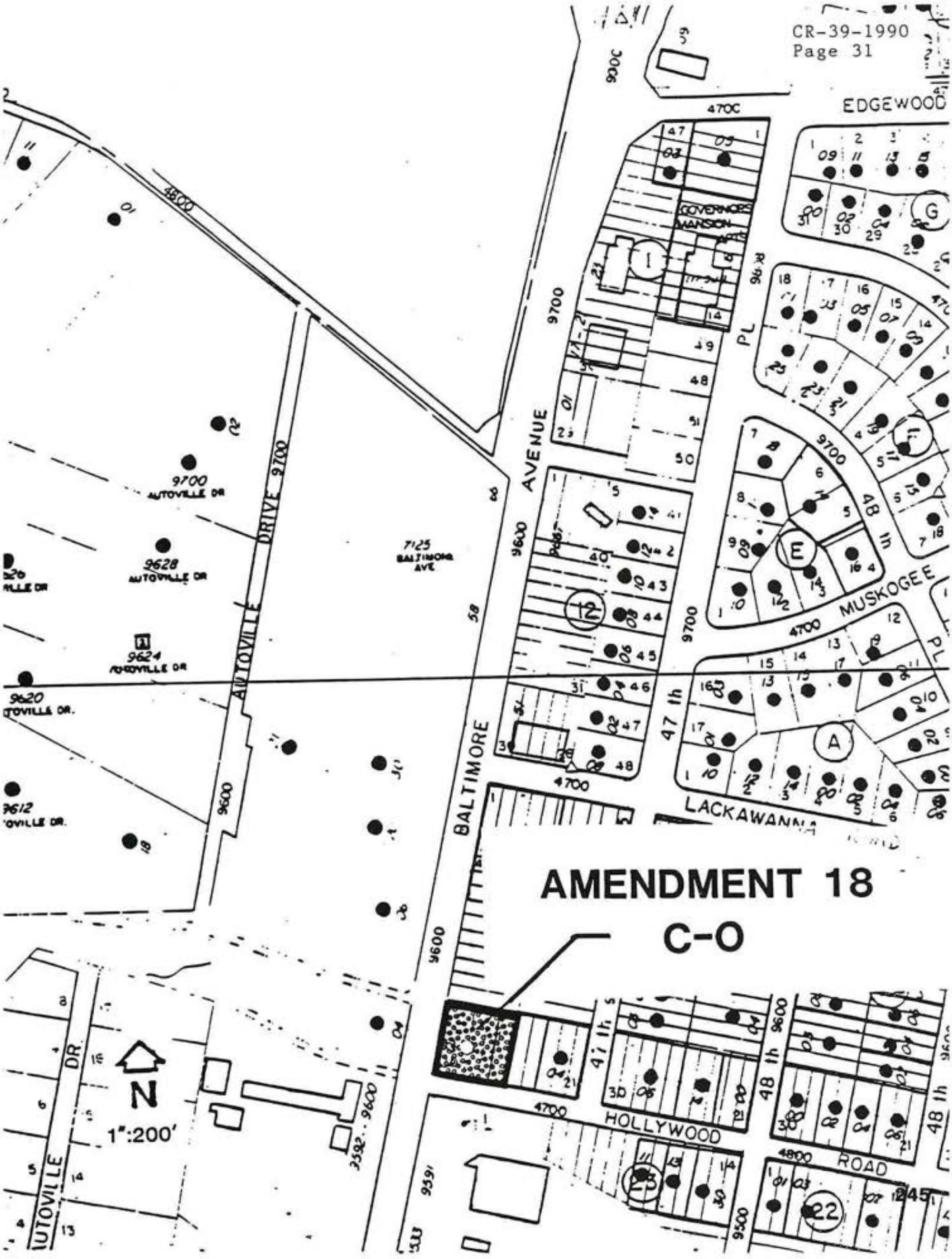

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Page 26
AMENDMENT 13
C-1
RUATAN STREET
48TH PL
49TH AVE
SEMINOLE AVENUE
50TH PLACE
ROANOKE ROAD
HOLY REDEEMER SCHOOL
COLLEGE SQUARE TOWNHOUSES
QUEBEC
PONTIAC 4900 ST.
PONTIAC 4900 STREET
BERWYN PLAYGROUND
RHODE ISLAND AVE.
PATUXENT AVE.
OSAGE
POTOMAC
N
1":200'

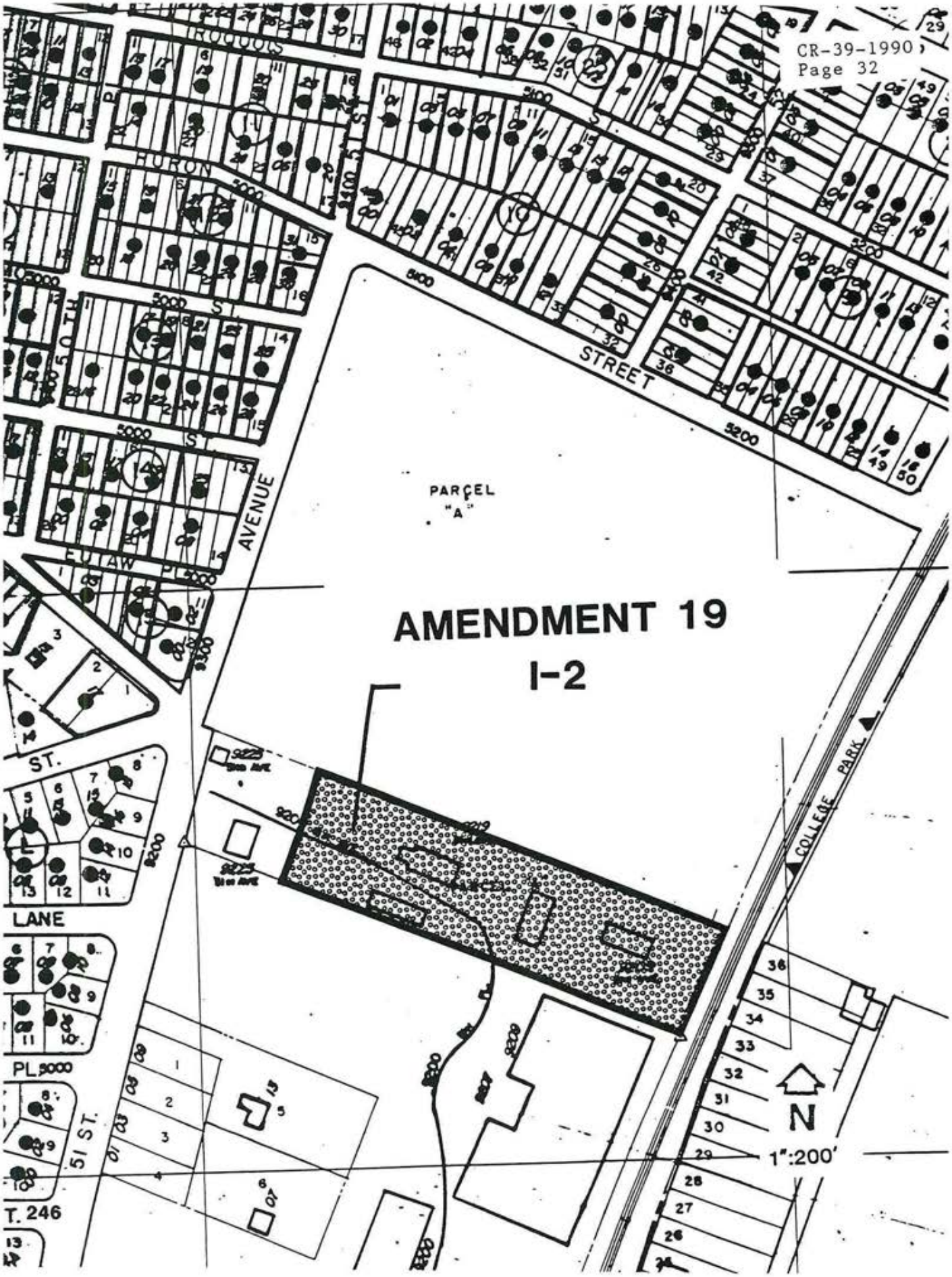

AMENDMENT 14
R-55
BRANCHVILLE ROAD
GREENBELT ROAD
BERWYN ELEMENTARY SCHOOL
48th AVENUE
TECUMSEH STREET
RUATAN STREET
BERWYN ROAD
SEMINOLE ST.
ROANOKE PL.
QUEBEC
RHODE ISLAND AVENUE
HOLY REDEEMER SCHOOL
COLLEGE SQUARE TOWNHOUSES
1":200'

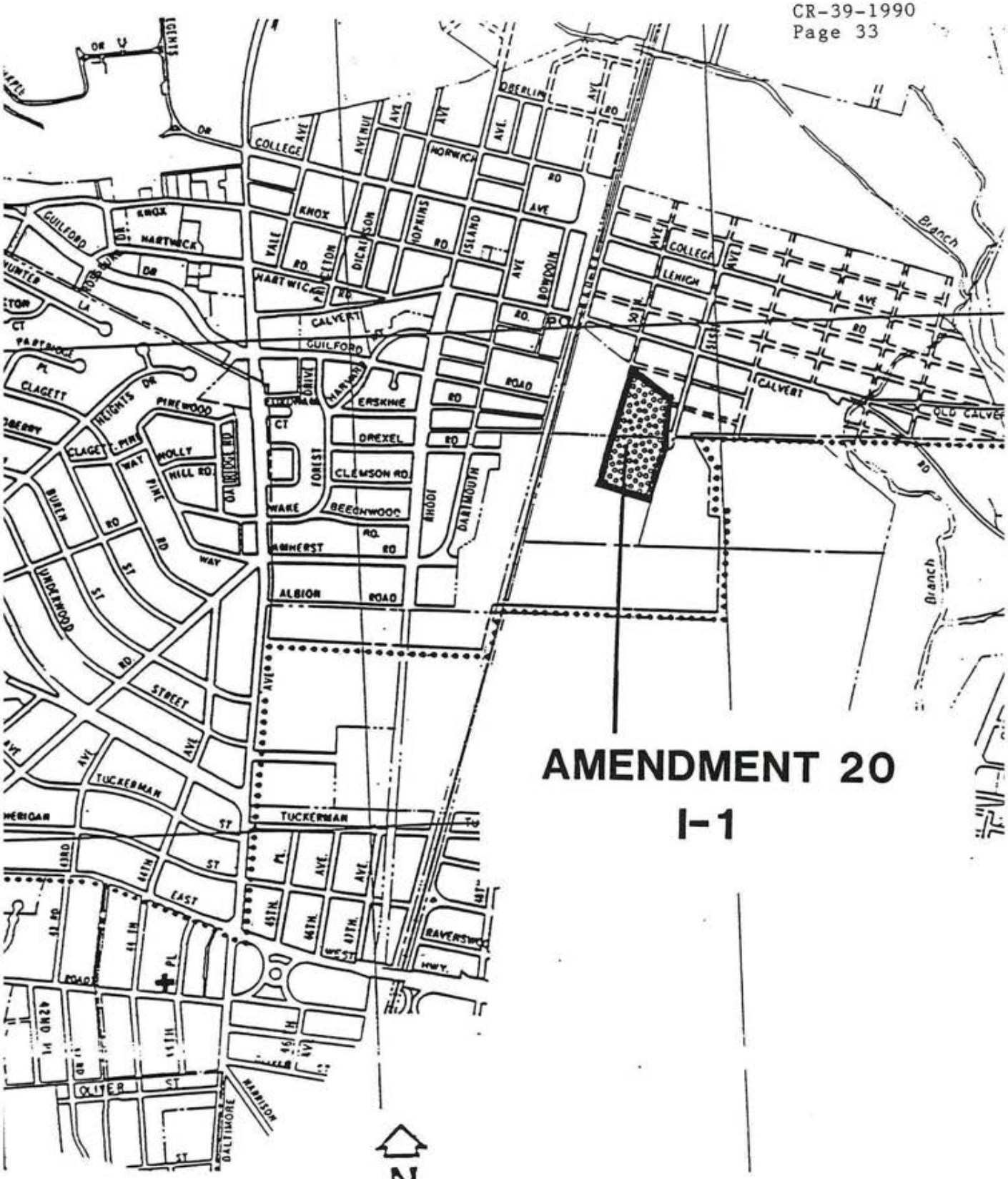

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Page 28
AMENDMENT 15
C-1
BRANCHVILLE ROAD
BERWYN ELEMENTARY SCHOOL
BERWYN ELEMENTARY SCHOOL
GREENBELT ROAD
TECUMSEH STREET
RUATAN STREET
BERWYN ROAD
SEMINOLE STREET
ROANOKE PL
QUEBEC
HOLY REDEEMER SCHOOL
COLLEGE SQUARE TOWNHOUSES
48th AVENUE
49th AVENUE
50th AVENUE
RHODE ISLAND AVENUE
1":200'
N

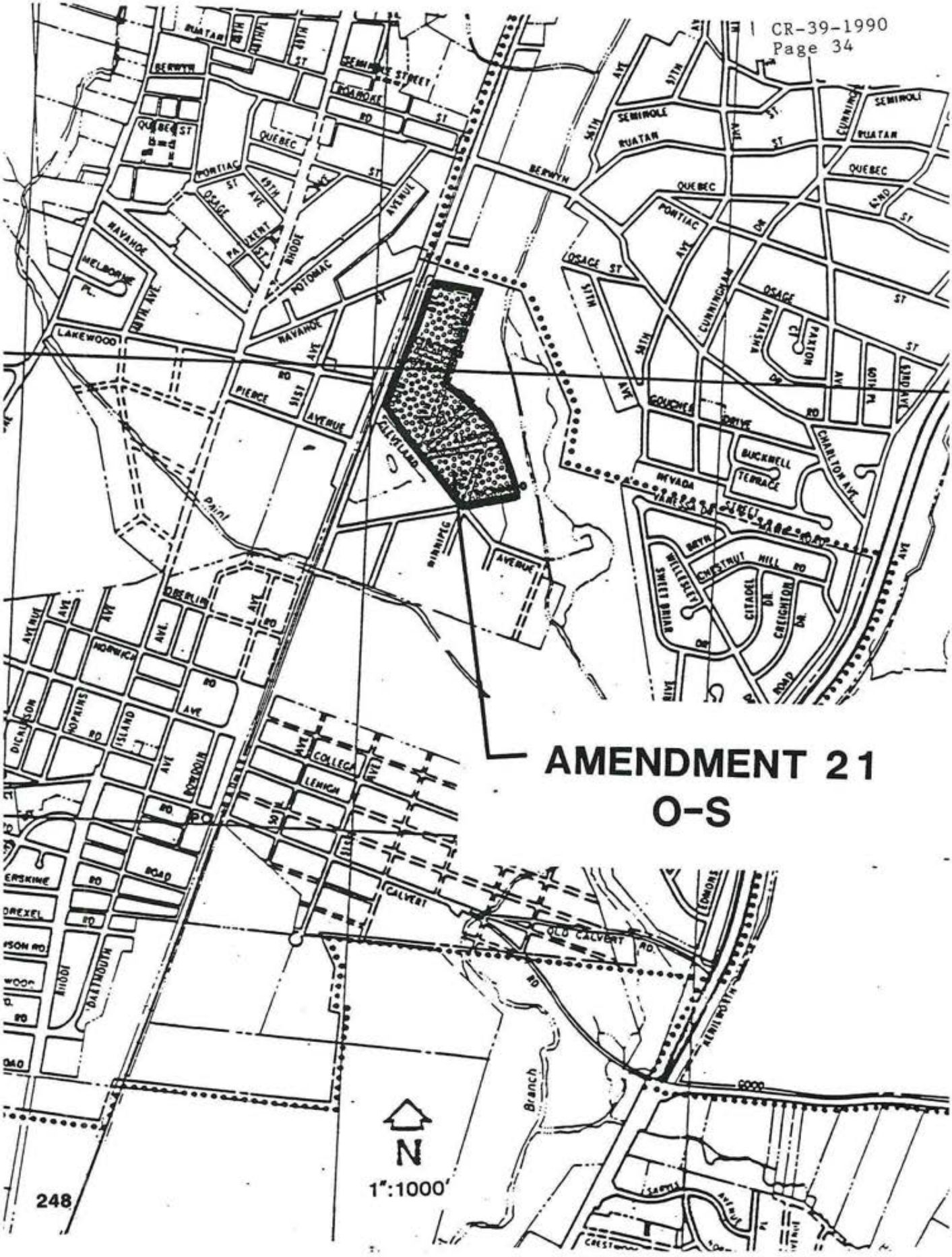

AMENDMENT 16
C-1
CAPITAL
ONTARIO 5000
ROAD
NIAGARA
NANTUCKET
EDGEWOOD
ROAD 5000
OUT LOT 5
PARCEL A
PARCEL B
HOLLYWOOD ELEMENTARY SCHOOL
PARCEL "A"
ISLAND AVENUE
NARRAGANSETT
MANGUM
MUSKOGEE
RHODE
STREET 5000
1":200'

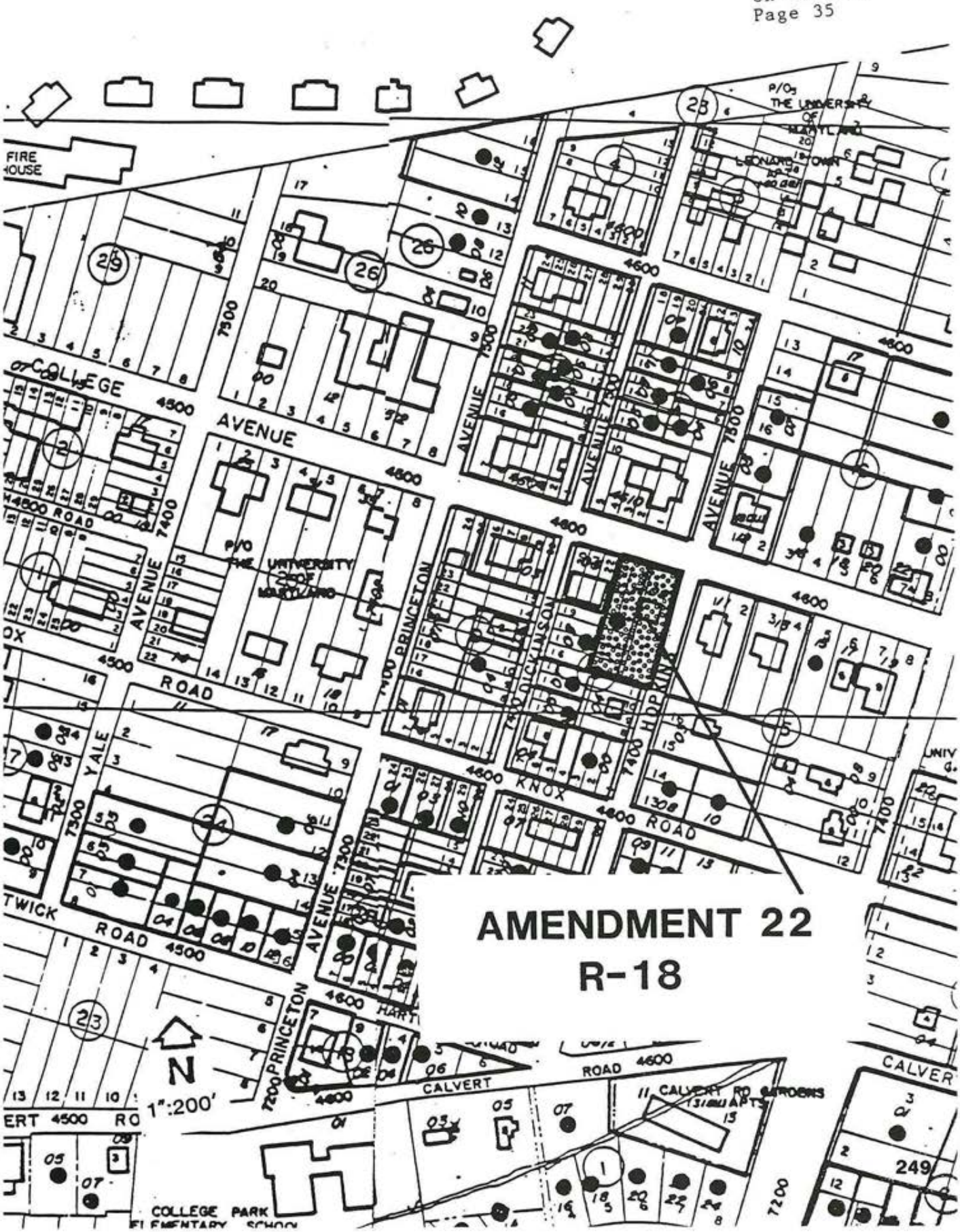

CR-39-1990
Page 30
AMENDMENT 17
R-R & C-2
COLLEGE PARK
NANTUCKET
EDGEWOOD RD
GOVERNORS MANSION
AUTOVILLE DRIVE
9708 AUTOVILLE DR.
9628 AUTOVILLE DR.
9624 AUTOVILLE DR.
7125 BALTIMORE AVE.
BALTIMORE
MUSKOGEE PL
LACKAWANNA STREET
1":200'

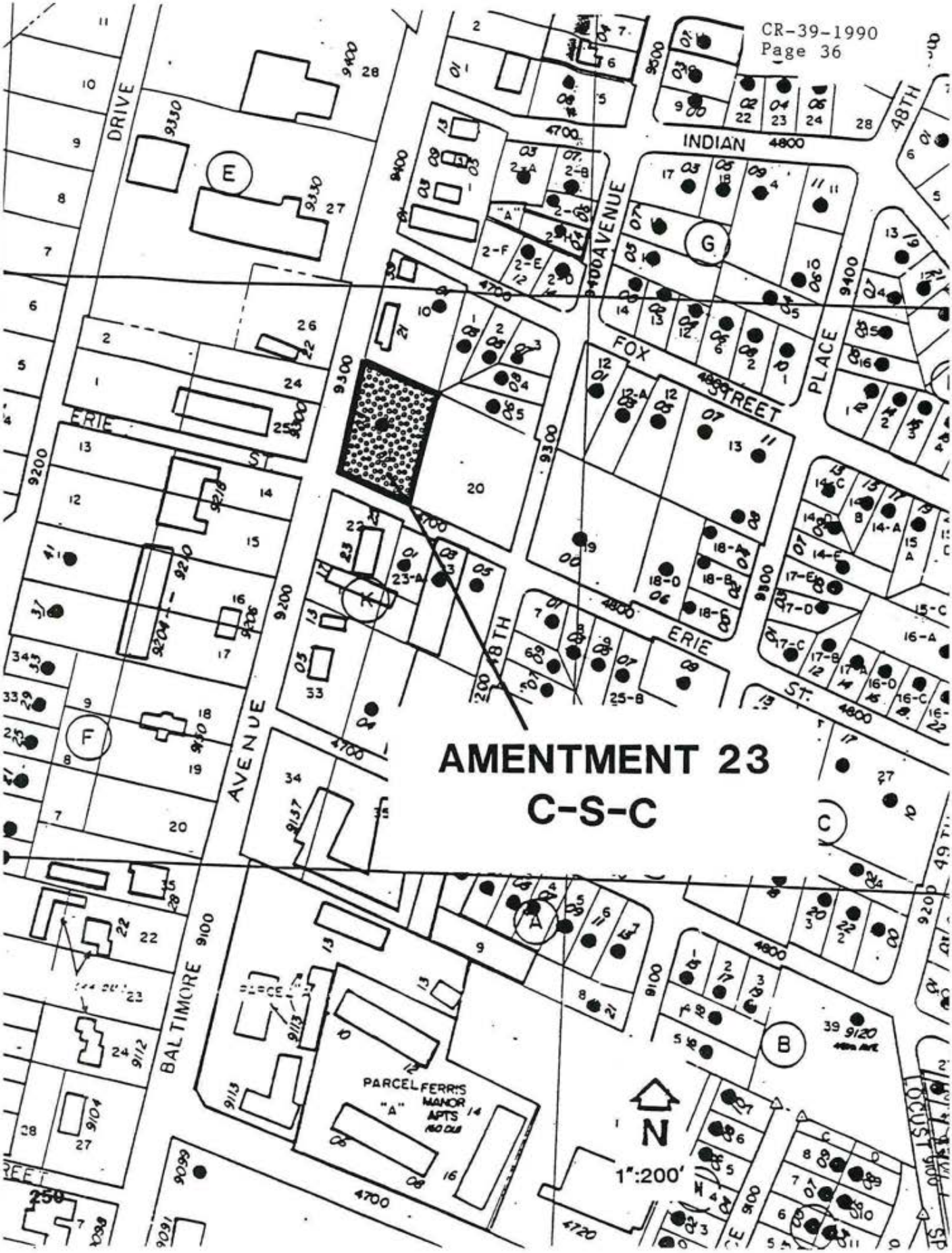

CR-39-1990
Page 31
EDGEWOOD
GOVERNORS MANSION
AUTOVILLE DRIVE 9700
BALTIMORE AVENUE
MUSKOGEE PL
LACKAWANNA
HOLLYWOOD ROAD
AMENDMENT 18
C-O
N
1":200'

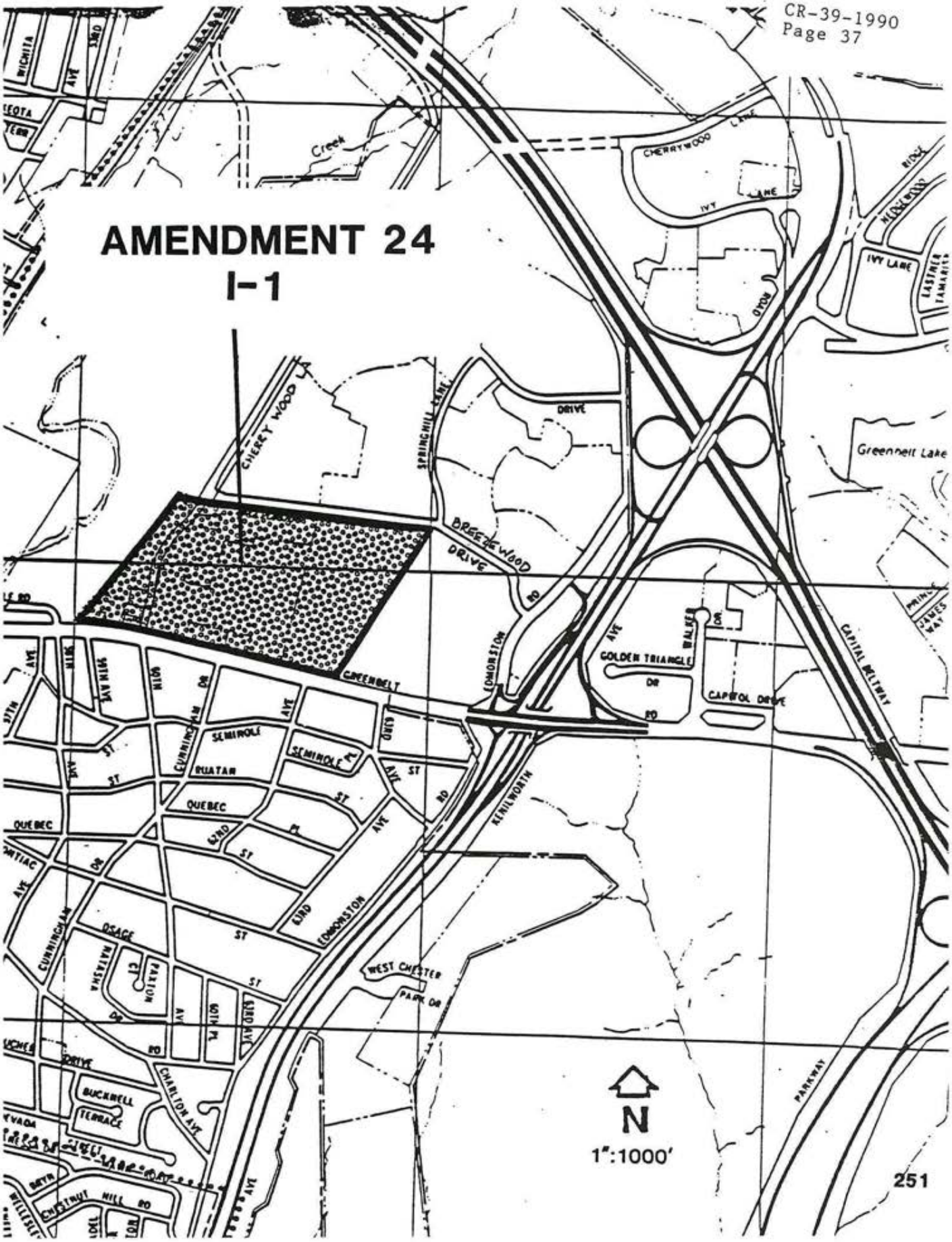

CR-39-1990
Page 32
ROQUOIS
HURON
STREET
5400
5200
AVENUE
PARCEL
"A"
AMENDMENT 19
I-2
ST.
LANE
PL 5000
51 ST.
T. 246
COLLEGE PARK
N
1":200'

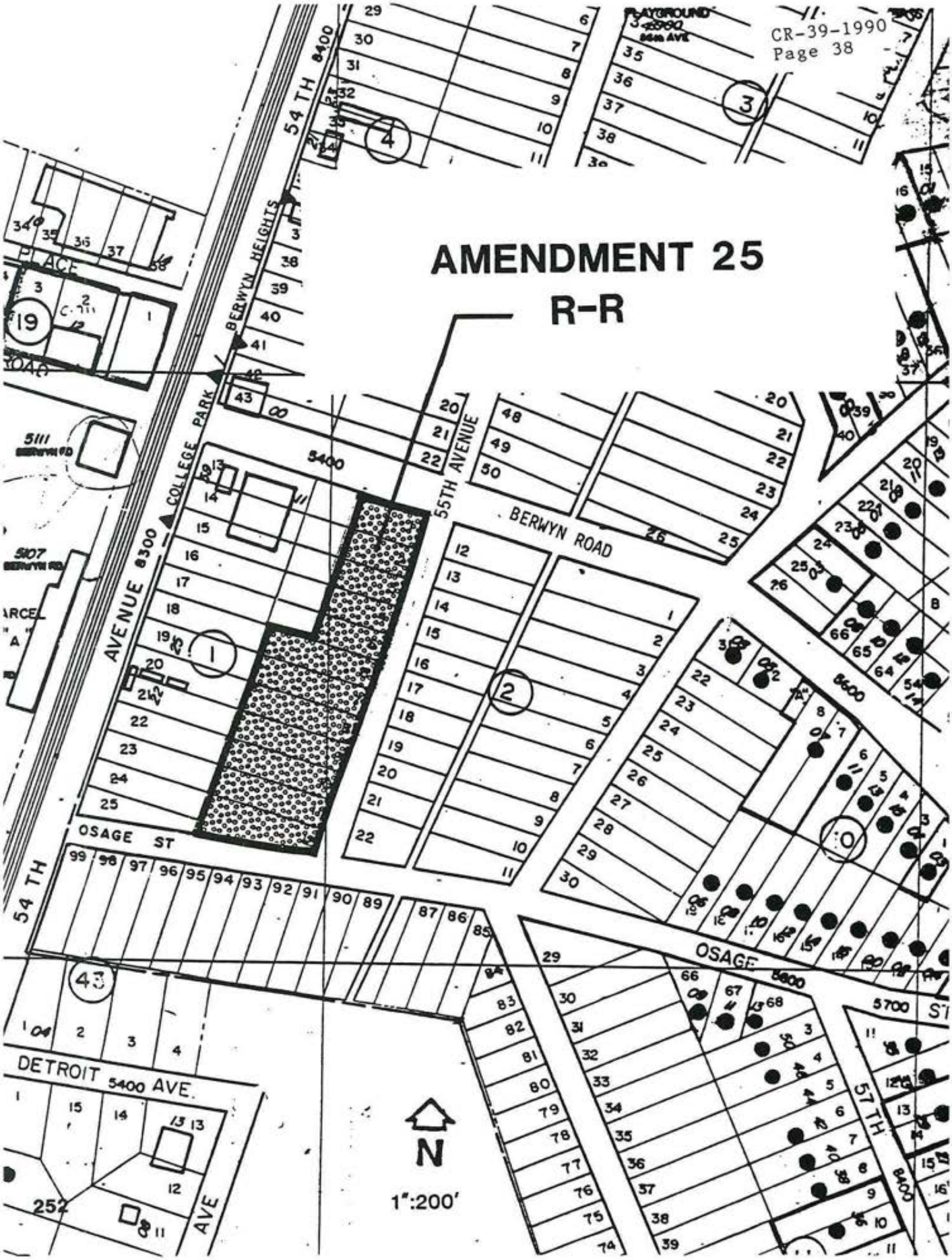

AMENDMENT 20
I-1
N
1":1000'
247

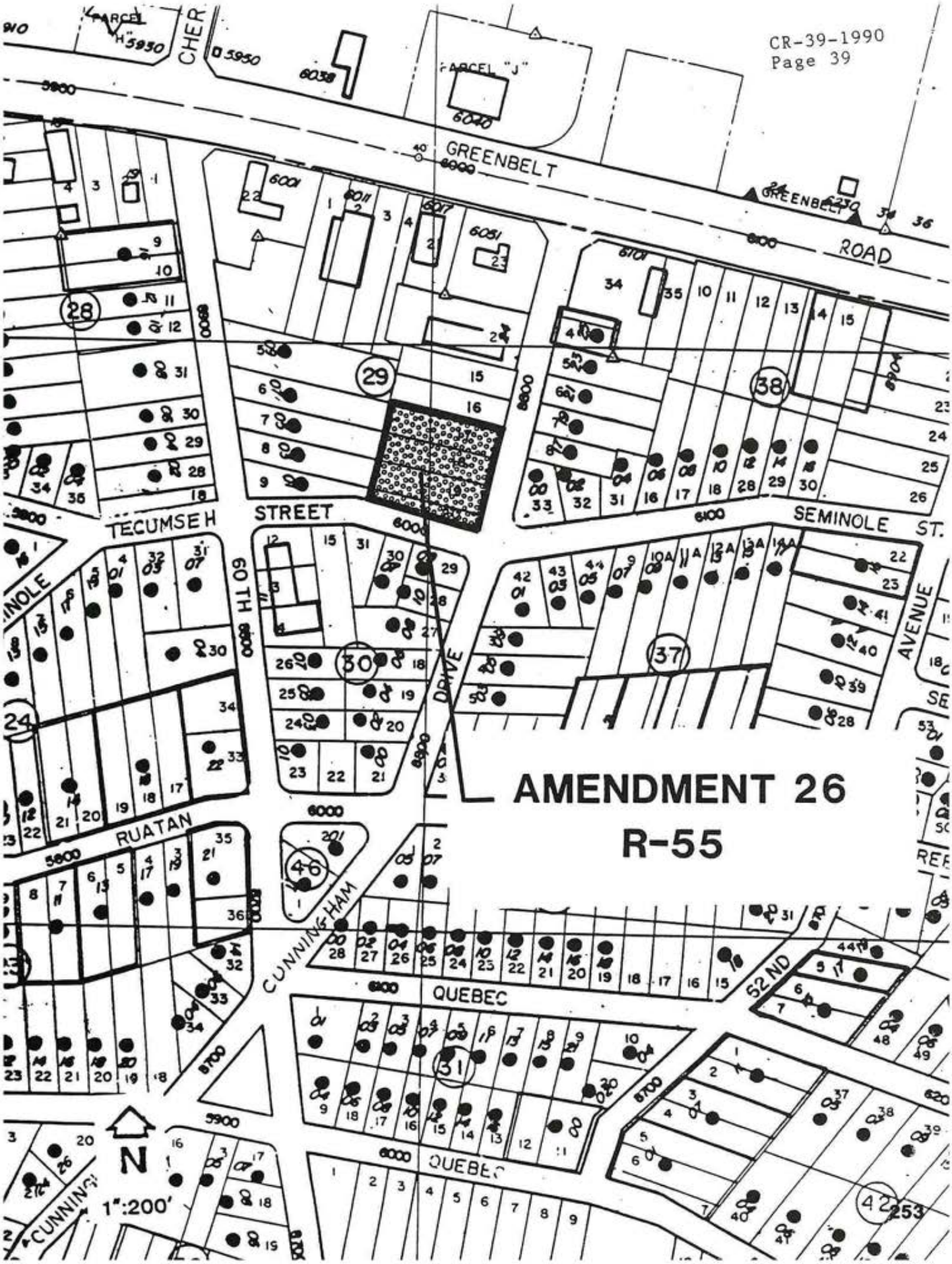

AMENDMENT 21
O-S
N
1":1000'
248

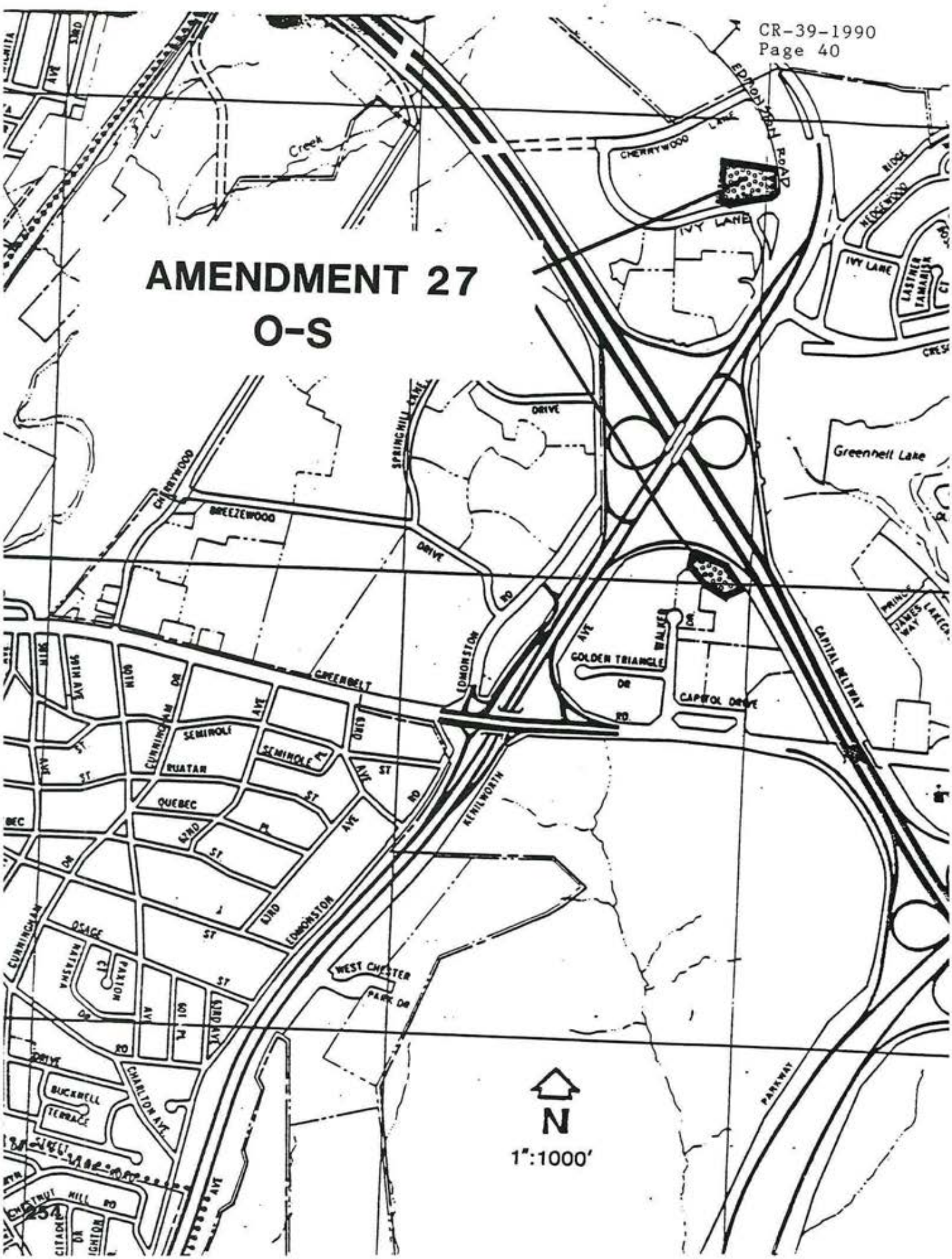

AMENDMENT 22
R-18
N
1":200'
COLLEGE AVENUE
ROAD
YALE
PRINCETON
KNOX
HOPKINS
CALVERT
TWICK
HARTWICK
7300
7400
7500
4500
4600
FIRE HOUSE
P/O THE UNIVERSITY OF MARYLAND
COLLEGE PARK ELEMENTARY SCHOOL

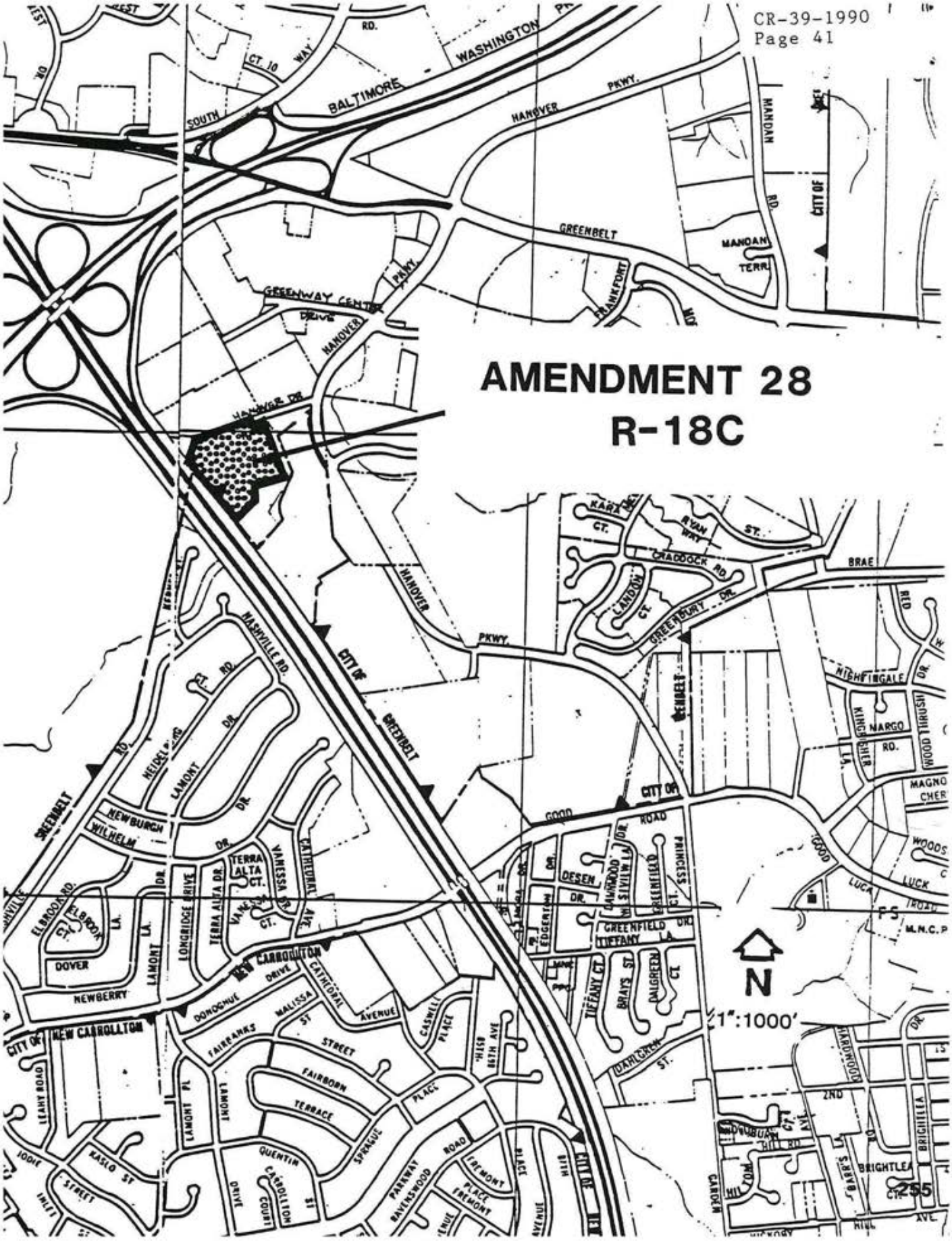

CR-39-1990
Page 36
AMENTMENT 23
C-S-C
1":200'
N
DRIVE
AVENUE
ERIE
ST
INDIAN
48TH
FOX
STREET
PLACE
BALTIMORE
PARCEL "A"
FERRIS MANOR APTS

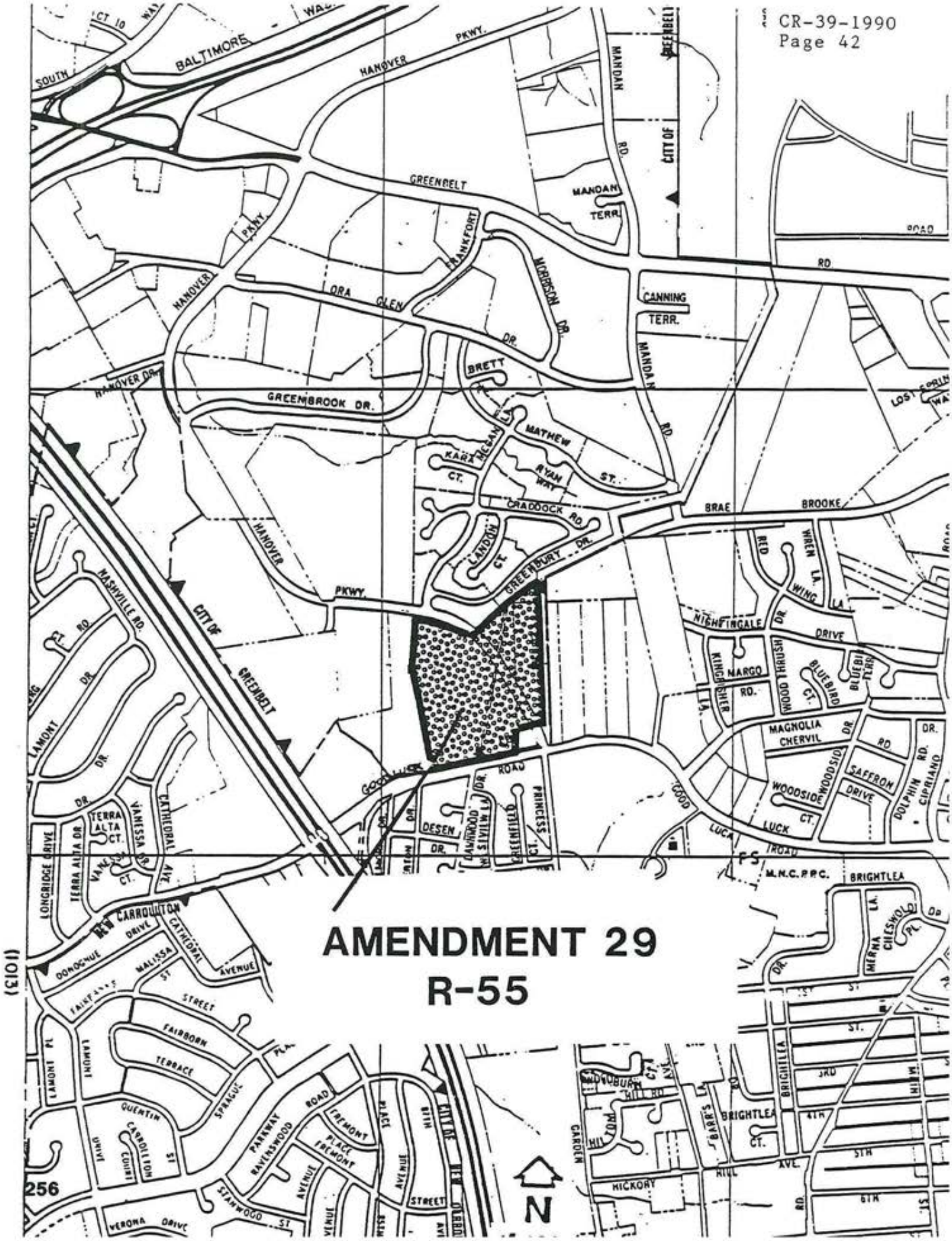

AMENDMENT 24
I-1
CHERRYWOOD LANE
IVY LANE
SPRINGHILL LANE
DRIVE
BREEZEWOOD DRIVE
Greenbelt Lake
GREENBELT
LOMBARDY RD
GOLDEN TRIANGLE DR
CAPITOL DRIVE
CAPITAL BELTWAY
KENILWORTH AVE
SEMINOLE AVE
SEMINOLE PL
QUIAIA ST
QUEBEC ST
OSAGE ST
CUNNINGHAM DR
WEST CHESTER PARK DR
BUCKNELL TERRACE
CHARLTON AVE
CHESTNUT HILL RD
PARKWAY
N
1":1000'
251


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Page 38
AMENDMENT 25
R-R
PLAYGROUND
54 TH
BERWYN HEIGHTS
COLLEGE PARK AVENUE
55TH AVENUE
BERWYN ROAD
OSAGE ST
OSAGE
DETROIT AVE.
57 TH
N
1":200'


GREENBELT
ROAD
TECUMSEH
STREET
SEMINOLE ST.
AVENUE
RUATAN
CUNNINGHAM
QUEBEC
52ND
AMENDMENT 26
R-55
N
1":200'


CR-39-1990
Page 40
AMENDMENT 27
O-S
Greenhelt Lake
GREENBELT
CAPITOL DRIVE
CAPITAL BELTWAY
GOLDEN TRIANGLE
WEST CHESTER
N
1":1000'


CR-39-1990
Page 41
AMENDMENT 28
R-18C
N
1":1000'


AMENDMENT 29
R-55
(1013)
BALTIMORE
HANOVER PKWY.
GREENBELT
MANDAN RD.
CITY OF GREENBELT
MANDAN TERR.
ROAD
RD
CANNING TERR.
MANDAN RD.
MORRISON DR.
FRANKFORT
ORA GLEN DR.
HANOVER
PKWY.
BRETT PL.
HANOVER DR.
GREENBROOK DR.
MATHEW ST.
RYAN WAY
KARA MEGAN CT.
CRADDOCK RD.
BRAE
BROOKE
LANDON CT.
GREENBURY DR.
HANOVER PKWY.
CITY OF GREENBELT
NIGHTINGALE DRIVE
WREN LA.
WING LA.
RED
KINGFISHER RD.
MARGO
WOODTHRUSH CT.
BLUEBIRD
BLUEBIRD TERR.
MAGNOLIA CHERVIL DR.
RD.
SAFFRON DRIVE
WOODSIDE CT.
DOLPHIN RD.
CIPRIANO
GOOD LUCK ROAD
DESEN DR.
DAWNWOOD LA.
PRINCESS CT.
GOOD LUCK ROAD
M.N.C.P.P.C.
BRIGHTLEA
MYRNA LA.
CHESWOLD PL.
NASHVILLE RD.
LAMONT DR.
TERRA ALTA CT.
VANESSA DR.
CATHEDRAL AVE.
LONGRIDGE DRIVE
CARROLLTON DRIVE
DONOGHUE
MALISSA ST.
FAIRBORN TERRACE
LAMONT PL
QUENTIN
CARROLLTON COURT
SPRAGUE
RAVENSWOOD PARKWAY
FREMONT PLACE
FREMONT AVENUE
HILL DE VERE STREET
SHAMWOOD ST.
VERONA DRIVE
256
WINDSOR HILL RD.
BRIGHTLEA CT.
BRIGHTLEA AVE.
3RD
4TH
5TH
6TH
HICKORY
GARDEN
N

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APPENDIX

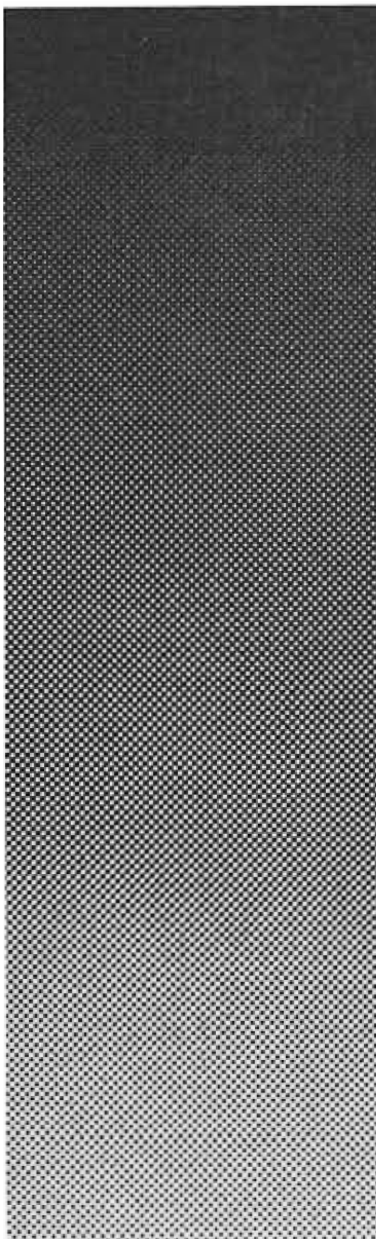
A: LIST OF MINOR PLAN AMENDMENTS

B: MORE INFORMATION ON CONCURRENT SECTIONAL MAP AMENDMENT

APPROVED
MASTER PLAN
OCTOBER 1989

ADOPTED
SECTIONAL MAP
AMENDMENT
MAY 1990





The following is a list of minor plan amendments with administrative corrections. See CR-001-2024 for a list of adopted minor plan amendments and see PGCPB 2024-027 for administrative corrections to CR-001-2024.

MINOR AMENDMENT NUMBER ONE

Replace all plan references of "Commercial Areas and Activity Centers" with "Commercial Focus Areas" in the abstract, table of contents, and list of maps and on pp. 87, 117, and 135.

MINOR AMENDMENT NUMBER TWO

Replace all plan references of "Major Community Activity Centers" with "Major Community Focus Areas" on pp. 5, 13, and 88–90.

MINOR AMENDMENT NUMBER THREE

Replace all plan references of "Community Activity Centers" with "Community Focus Areas" on pp. 5, 13, 109, 156, and 159.

MINOR AMENDMENT NUMBER FOUR

Replace all plan references of "Village Activity Centers" with "Village Focus Areas" on pp. 5, 88–90, 109, 156, and 159.

MINOR AMENDMENT NUMBER FIVE

Replace all plan references of "centers" to "focus areas" on pp. 5, 87–90, 110, 111, and 156.

MINOR AMENDMENT NUMBER SIX

Replace all plan references of "activity centers" with "commercial focus areas" in the abstract and on pp. 5, 17, 62, 72–73, 75, 87, and 110.

MINOR AMENDMENT NUMBER SEVEN

Amend reference to Commercial Activity Centers to reflect the new commercial focus area title in **Figure 1**'s solution box on p. 9.

MINOR AMENDMENT NUMBER EIGHT

Amend the Existing Plans Chapter where it references the General Plan's centers on p. 17:

> "... This[e] master plan contains goals, concepts, guidelines, policies, and priorities concerning the environment, energy, land use, economic development, housing, neighborhoods, public facilities, and utilities..."

MINOR AMENDMENT NUMBER NINE

Amend and/or refine the Commercial Focus Areas Chapter's existing conditions section on pp. 88–90:

> "...The following design issues are: a lack of internal landscaping and no screening along the highway, inadequate parking, no designated pedestrian circulation between the two shopping centers, and no coordination of signs..."

MINOR AMENDMENT NUMBER TEN

Amend, repeal, and/or refine Commercial Focus Areas Chapter's concept section on pp 97–101:

"This[e] [County General] Master Plan defines a hierarchical system of ideal development which recognizes the advantage of concentrating certain types of commercial and related activities at given intervals. These points of concentration are called commercial focus areas [activity centers]..."

"...In this context, the system of commercial focus areas [activity centers] and its application in the Planning Areas is described in the following paragraphs."

"Development of the commercial focus areas [activity centers] proposed in the Plan will involve a major change in concept from the more conventional patterns of commercial development which now exist. The proposed pattern of commercial focus areas [activity centers] stipulates that wherever possible social and community activities should be provided in, and related to, the commercial activities. The locations of commercial focus areas [activity centers], in relation to school sites and the open space and conservation system, are clearly established and shown on the Plan Map. Professional services, such as medical, dental, legal, accounting, engineering, architectural, and other professional and technical offices, should be included as an integral part of a commercial focus area [activity center]."

"Another major concept of the planned commercial focus area [activity center] in a Comprehensive Design Zone is the provision that, as part of the approval of commercial development, space must be provided for appropriate public and quasi-public uses—including open space (plazas), and indoor space (meeting rooms)—which will transform the commercial shopping center into a genuine commercial focus area [center] of community activity. Certain kinds of public, quasi-public, and commercial facilities will be appropriate for each level of commercial focus area [activity center]. Public space, determined by the anticipated area needs, should be provided as part of the overall design of the commercial focus area [activity center]. This space may take the form of open and green areas, to break the monotony of concrete and asphalt, or a well-designed and well-sited plaza with trees and shrubbery."

"Another important aspect of the commercial focus area [activity center] concept is the relationship of the development to the growth of the area it is to serve. The present practice of approving isolated commercial development, unrelated to the living area it is designed to serve, must be changed to provide for development of appropriately scaled commercial focus areas [activity centers] conditioned on the specific relationship [of the activity center] to surrounding uses and the residential development."

"To implement the commercial focus area [activity center] concept, it is recommended that development of the proposed commercial focus areas [activity centers] be permitted through the appropriate residential, commercial and comprehensive design zones. The location and hierarchy of commercial focus areas [activity centers] in the Planning Areas should be based upon the following ideal principles and criteria."

"[A. Neighborhood Activity Center: **4 to 6 acres overall size**

1. Contains 1 to 3 acres of commercial development (10,000 to 30,000 square feet of gross leasable area).

2. Serves a population of 4,000 to 10,000 persons (one or more neighborhoods).

3. Has a service area of 1/2 to 3/4 mile in radius.

4. Access is provided by a primary street or collector highway.

5. Typical stores may include grocery, pharmacy, restaurant, barber, beauty parlor, coin laundry, medical/dental office, real estate/insurance, service station.]

A. "Neighborhood Focus Area:

1. Contains a single property or groups of adjacent properties, totaling 1 to 2 acres of commercial property.

2. Surrounded by residential single-family zoning (RSF).

3. Access is provided by Residential Roads.

4. ls not located within a historic district or neighborhood conservation overlay.

5. Composed of a variety of residential and commercial uses associated with the Commercial Neighborhood zone."

B. "Village Focus Area [Activity Center]: **10 to 20 acres overall size**"

C. "Community Focus Area [Activity Center]: **20 to 30 acres overall size**

6. Typical stores may include those listed under a Village Focus Area [Activity Center] plus junior department store, restaurants with and without liquor, a variety of specialized clothing stores, books/stationery, sporting goods, offices, furniture/appliances, automotive supplies.

7. Office activities as in the Village Focus Area [Activity Center]."

D. "Major Community Focus Area [Activity Center]: **30 to 60 acres overall size**

6. Typical stores are a discount department store plus those listed under Community Focus Area [Activity Center]. The numbers and sizes of stores are greater, however."

7. Office activities as in the Village Focus Area [Activity Center], on a larger scale."

"In addition, this[e] [General] Master Plan highlights the vicinity of Metro stations as offering significant opportunities for future economic development and emphasizes that these stations will have a profound effect on nearby development patterns...

Based upon the above standards and criteria, the Plan identifies the following locations for focus areas [activity centers]. Commercial Focus Areas [and Activity Centers] are shown on **Map 7**. These focus areas [and centers] consist of not only retail/commercial uses but existing and proposed residential uses too. The Plan Map indicates with appropriate symbols existing shopping centers [or districts] that are proposed to become focus areas [activity centers]. The Plan's intent is that, through private development or redevelopment, these areas will become true commercial focus areas [activity centers] of the type indicated. However, it is understood that the implementation of the focus area [activity center] concept will depend to a great extent on the good faith efforts of the property owners and on extraordinary public effort. When space for a public facility is needed, public agencies should acquire sites or lease space for their facilities within these areas [centers]. Private and institutional interests are encouraged to seek locations within or adjacent to focus areas [activity centers]. [It should be noted that neighborhood convenience centers, unlike community or village activity centers are permissible only if put forward by an owner/developer as part of a Comprehensive Design proposal requesting the R-S, R-M or R-U zoning category.]"

A. "Major Community Focus Areas [Activity Centers] (2)

   Each is designated as a Major Focus Area [Activity Center]. There are no public or quasi-public uses, or social/community activities."

B. "Community Focus Areas [Activity Centers] (3)"

C. "Village Focus Areas [Activity Centers] (6)

   There are no public or quasi-public uses at the other village focus areas [activity centers] except for the Hollywood Shopping Center and the Greenbelt Center."

D. "Neighborhood Focus Area (1)

   1. Properties along Berwyn Road between 49th Avenue and Property 5012 Berwyn Road, College Park, MD 20740 (Tax Account 2287605)."

MINOR AMENDMENT NUMBER ELEVEN

Amend **Map 7** on p. 100 [120] to include the following:

- Change map title from Proposed Activity Center Designation to Proposed Commercial Focus Area Designation.
- Revise map legend so commercial designations no longer reference activity centers and instead uses new terminology of focus areas:
  - Major Community Focus Area [Activity Center]
  - Community Focus Area [Activity Center]
  - Village Focus Area [Activity Center]
- Add Neighborhood Focus Area Designation to legend:
  - Add a symbol to the map for the added Neighborhood Focus Area. Symbol should be on properties along Berwyn Road between 49th Avenue and Property 5012 Berwyn Road, College Park, MD 20740 (Tax Account 2287605).
- Neighborhood focus area shall be assigned a number per the Number Key.
- Add line item for Neighborhood Focus Area in the Number Key for name of Shopping Facilities legend.
  - 16. Neighborhood Focus Area

MINOR AMENDMENT NUMBER TWELVE

Amend the Master Plan's future land use map insert to include:

- Remove reference to Comprehensive Plan under title and add Proposed Future Land Use.
- Revise activity center legend so commercial designations no longer reference activity centers and instead uses new terminology of focus areas:
  - Major Community Focus Area [Activity Center]
  - Community Focus Area [Activity Center]
  - Village Focus Area [Activity Center]
- Add Neighborhood Focus Area designation to activity center legend with a new symbol.
- Add symbol to the map for the added Neighborhood Focus Area. Symbol should be on properties along Berwyn Road between 49th Avenue and Property 5012 Berwyn Road, College Park, MD 20740 (Tax Account 2287605).

The District Council processed a concurrent sectional map amendment with the minor plan amendment to implement the newly designated Neighborhood Focus Area from Commercial, General and Office to Commercial, Neighborhood. The following is a summary of the sectional map amendment adopted by County Council on June 11, 2024. See PGCPB 2024-028 for Planning Board's official endorsement to County Council and CR-056-2024 for County Council's adoption and amendment of the official Zoning Map of the County.

Previous Zone	Current Zone	Acres of Change	Tax Map & Grid	Approved SMA
CGO	CN	1.41	0033, 00E1	CR-056-2024
Tax Accounts	2347466, 2385946, 2318996, 2311975, 2326247, 2349751, 2377224, 2299774, 2286847, 2383461, 2395440, and 2349736			

Map B1. Neighborhood Focus Area Zoning Change (ZC) 1: CGO to CN



Source: Prince George's County Planning Department, GIS Open Data Portal, 2023, https://gisdata.pgplanning.org/opendata/

MASTER PLAN

pgplanning.org

Master plan webpage:

pgplan.org/LCG

