Note: The Administrative Correction, AC 2026-002 (Signed 2026-10-01), modifies the contents of the 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan;* and must be used in conjunction with the approved plan/SMA document.

$0.00





THE APPROVED
central branch avenue CORRIDOR REVITALIZATION
sector plan

The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
www.pgplanning.org

APRIL 2013

ABSTRACT

TITLE:	The Approved Central Branch Avenue Corridor Revitalization Sector Plan
AUTHOR:	The Maryland-National Capital Park and Planning Commission—Prince George's County Planning Department
SUBJECT:	Sector Plan for Revitalization of the Central Branch Avenue Corridor
DATE:	April 2, 2013
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	14741 Governor Oden Bowie Drive
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ABSTRACT: The sector plan amends portions of the 2000 *Approved Master Plan and Sectional Map Amendment for the Heights and Vicinity (Planning Area 76A)*, 2006 *Approved Master Plan and Sectional Map Amendment for the Henson Creek-South Potomac Planning Area,* 2008 *Approved Branch Avenue Corridor Sector Plan and Sectional Map Amendment*, and 1993 *Approved Subregion 5 Master Plan and Sectional Map Amendment*. This sector plan builds on the opportunities for growth and revitalization within communities along the Central Branch Avenue Corridor created by the potential future growth at Joint Base Andrews, the planned expansion of Southern Maryland Hospital, and the planned fixed guideway transit line along MD 5. These events, coupled with plans for transit-oriented development at the Branch Avenue Metro Station, create opportunities to reposition key commercial and employment centers and offer a broader range of housing options. The sector plan highlights these and other key opportunities and constraints. It presents redevelopment programs to guide future growth and revitalization at future transit nodes and within suburban strip shopping centers in six focus areas along Branch Avenue and the Allentown, Suitland, and St. Barnabas Road commercial corridors. Developed with extensive public participation, this document presents background information; plan goals; focus area visions and recommendations pertaining to land use, future zoning, development programs, and concepts; corridorwide recommendations for land use, community design, the environment, transportation, recreation and parks, schools, and historic preservation; and implementation strategies.

Note: The Administrative Correction, AC 2026-002 (Signed 2026-10-01), modifies the contents of the 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan;* and must be used in conjunction with the approved plan/SMA document.

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14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

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

The Commission has three major functions:

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

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

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

- Our mission is: To promote economic vitality, environmental sustainability, design excellence, and quality development in Prince George's County.
- Our vision: Thriving communities—now and into the future.

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

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FOREWORD

The Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission is pleased to make available the 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan*. This community-based plan provides a distinct vision for the transformation of the Central Branch Avenue Corridor, between the Branch Avenue Metro Station and the Southern Maryland Hospital Center, from an auto-dominated roadway into a series of attractive, vibrant, and walkable communities with access to transit.

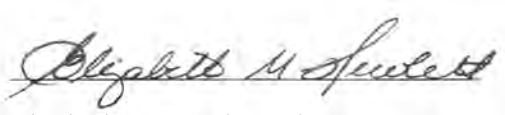
Policy guidance for this plan came from the 2002 *Prince George's County Approved General Plan*, the 2000 *Approved Master Plan and Sectional Map Amendment for the Heights and Vicinity (Planning Area 76A)*, the 2008 *Approved Branch Avenue Corridor Sector Plan and Sectional Map Amendment*, the 2009 *Preliminary Subregion 5 Master Plan and Sectional Map Amendment,* and County functional master plans including the 2009 *Approved Countywide Master Plan of Transportation*, the 2010 *Approved Historic Sites and Districts Plan,* and the *Prince George's County Water Resources Plan*. The goals, concepts, guidelines, and public participation program, approved by both the Planning Board and the District Council in February and March 2011 respectively, outlined the major issues, challenges, and opportunities that informed the plan and helped to provide its structure. Public participation from December 2010 to July 2012 consisted of a series of five community workshops, interviews with community leaders, business owners, developers, and county officials, and a citizen advisory committee that met monthly during the planning process.

The Central Branch Avenue Corridor presents an opportunity to create communities that are vibrant, attractive, and sustainable by redeveloping under-utilized retail centers into moderate density, compact, pedestrian-friendly, transit-accessible places, each with a defined identity to foster a sense of place. Potential exists to capitalize on the growth at Joint Base Andrews, the planned expansion of the Southern Maryland Hospital Center, and future transit stops along Branch Avenue to provide new housing, office space, and pedestrian plazas/open space, while providing improved connectivity to and between retail centers and residential neighborhoods. This plan also recognizes the opportunity to protect, enhance, and restore the area's environmental resources.

The sector plan establishes the vision for the area and presents recommendations both corridorwide and for focus areas pertaining to land use and community design, environmental infrastructure and stewardship, the transportation network (including pedestrian and bicycle facilities, transit and roadways), recreation and parks, and historic preservation. It also presents strategies for implementation. This plan envisions the long-term transformation of Central Branch Avenue into a lively corridor with strong retail centers, expanded job opportunities, and safe access for all modes of transportation, while preserving existing residential neighborhoods.

The Prince George's County Planning Board and the County Council held a joint public hearing on November 5, 2012, to solicit comments on the preliminary plan from property owners, residents, public agencies, and the general public. All oral and written testimonies presented as part of the public hearing became a matter of public record and were summarized and reviewed by the Planning board and the County Council in their deliberations prior to the approval of the plan by the District Council on April 2, 2013.

Sincerely,



Elizabeth M. Hewlett, Chairman
Prince George's County Planning Board

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CHAPTER I: INTRODUCTION

The Central Branch Avenue Corridor Revitalization Sector Plan is focused on communities in transition along the Branch Avenue (MD 5) corridor between the Branch Avenue Metro Station and Southern Maryland Hospital. These communities and their commercial centers share common opportunities and constraints, and are part of an important commuter corridor generating 110,000 vehicles per day. Recent and potential future growth at Joint Base Andrews, the recent sale and planned expansion of services and office space at Southern Maryland Hospital, and the planned fixed guideway transit line along MD 5, create opportunities for growth and revitalization within communities along the corridor. These events, coupled with plans for transit-oriented development at the Branch Avenue Metro Station, also create opportunities to reposition key commercial and employment centers and offer a broader range of housing options. The sector plan highlights these and other key opportunities and constraints and presents redevelopment programs to guide future growth and revitalization at future transit nodes and within suburban strip shopping centers along Branch Avenue, Allentown Road, and the St. Barnabas Roads commercial corridor. The plan provides a strategic direction for redeveloping retail centers into moderate density, compact, mixed-use, and pedestrian- and transit-oriented places, each with a unique identity and sense of place for the communities they serve.

Given the extensive long-range planning work that already has been done for this area, this new sector plan is intended to be strategic in nature, with attention primarily given to critical issues and specific locations where change could and should occur. To facilitate this goal, the sector plan considers both corridorwide issues and development around six key focus areas. The focus areas are historic Camp Springs near Allentown Road, the Clinton commercial core at Branch Avenue and Woodyard Road, Beech Road area at St. Barnabas Road, the Allentown Road-Suitland Road corridors adjacent to Joint Base Andrews, Coventry Way at Branch Avenue, and Southern Maryland Hospital Center (see Map 1). These communities and their retail centers were also the subject of recent planning efforts or studies that recommended follow up planning to determine appropriate land uses, scales, and strategies for growth and revitalization. This approach allows their needs and opportunities to be addressed through individualized land use and economic development strategies and helps to form a broad vision for the entire Central Branch Avenue corridor. The Branch Avenue Metro Station area is a General Plan-designated metropolitan center. While included within the sector plan boundary, it is planned for transit-oriented development as part of the Southern Green Line Sector Plan. It is recognized as a major development opportunity along the Branch Avenue corridor.

In approving the initiation of the sector plan on March 15, 2011, the Prince George's County Council approved goals for the plan. These overarching goals have driven the preparation of the plan and its recommendations:

- Concentrate neighborhood-serving retail in appropriate locations and repurpose older and underperforming commercial centers for other uses.
- Increase employment opportunities in the area through new and expanded office and industrial development in strategic locations; especially to capitalize on the presence of Joint Base Andrews.
- Improve transportation connectivity and reduce traffic congestion along major roadways throughout the sector plan area building on the Maryland Transit Administration's

recommendations for bus rapid transit or light rail along Branch Avenue.

- Mitigate the impacts of industrial uses on neighboring commercial and residential properties.
- Enhance the appearance of streetscapes and create unique public spaces.
- Protect and strengthen existing single-family neighborhoods.

One of the strongest assets in the sector plan area is its active and committed stakeholders. As the demographic analyses shows, many residents have lived in this area for a long time. It is also true that many commercial and industrial property owners have owned their properties for some time. Stakeholders want to see the area improvements recommended in the plan implemented and are committed to the revitalization and redevelopment process. Action-focused, this plan provides detailed objectives and strategies for each focus area and the corridor as a whole. The studies and analyses that were done for the sector plan have shown that there is opportunity and potential to achieve different types of growth and development within the corridor. But they also show that the current development pattern and mix of use needs to change to realize the potential that exists. To help guide the changes that need to be made, an action plan is included in this document that recommends specific strategies and priority steps within major strategies. The sector plan also creates a framework for performance measures that will provide stakeholders and decision makers with a program to monitor plan implementation and make future adjustments in the event of changing circumstances.

This plan is organized into six chapters:

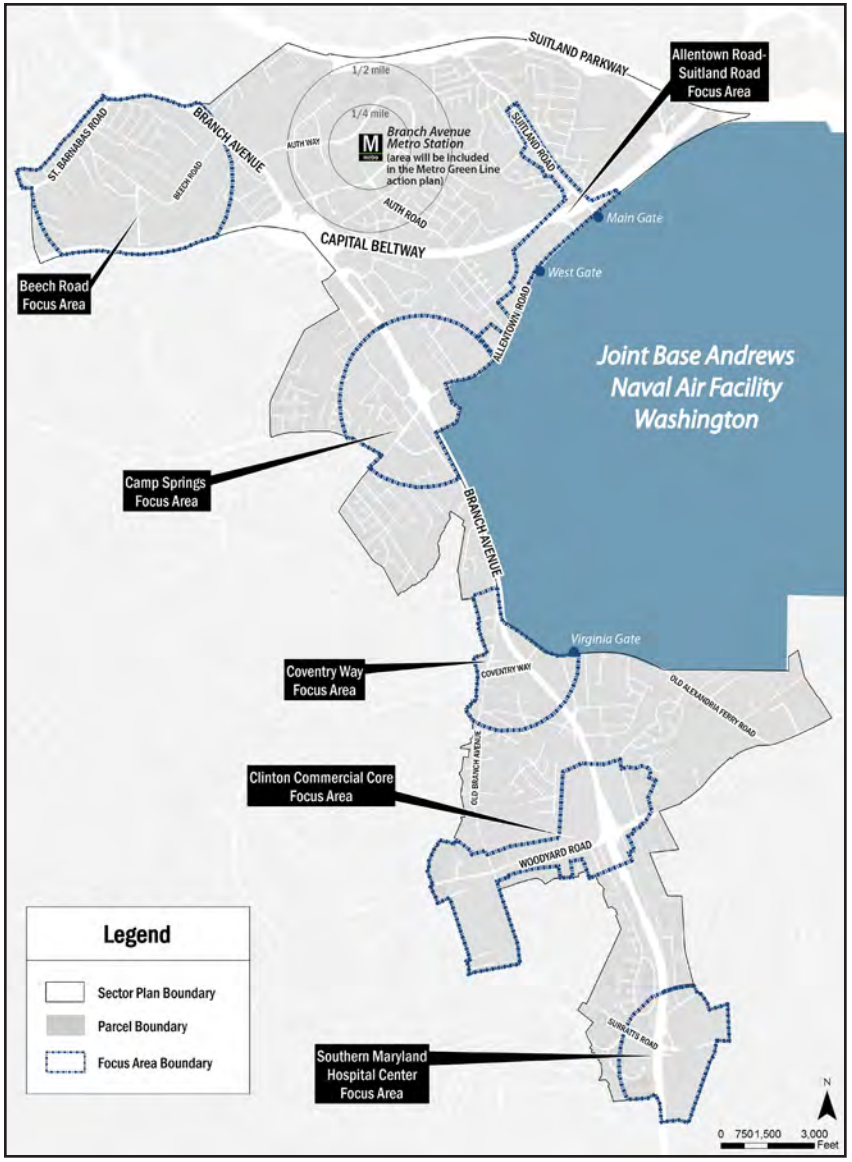
- **Chapter I: Introduction** gives a general overview of the plan and its organization.
- **Chapter II: Planning Background and Process** defines the project boundary, gives a brief background of the plan area and the plan process, discusses this plan's relationship to other plans and policies, and summarizes the public participation process.
- **Chapter III: Understanding the Sector Area** gives a brief historical perspective and demographic overview of the plan area and presents analyses for the major elements of the plan by identifying challenges and opportunities pertaining to land use and zoning, both corridorwide and for the focus areas, transportation, environment, schools, and historic preservation.
- **Chapter IV: Strategic Plan for Redevelopment and Revitalization** presents policies for future land use and development concepts for each focus area including a development program, recommendations, and design guidelines, as well as corridorwide recommendations for infrastructure needed to support revitalization and redevelopment.
- **Chapter V: Implementation – Plan for Change** offers strategies on how to implement the plan's recommendations. Includes a matrix that shows which implementation strategy is best suited for each focus area.
- **Chapter VI: Appendix** contains public facilities cost estimates, resolution of approval, and certificate of adoption and approval.

CHAPTER II: PLANNING BACKGROUND AND PROCESS

Plan Boundary

The 8.84 square mile Central Branch Avenue Corridor Revitalization Sector Plan area extends from the intersection of Branch Avenue (MD 5) and St. Barnabas Road (MD 414) in the north to the Southern Maryland Hospital Center (Surratts Road and Branch Avenue) in the south, with northeastern and eastern boundaries along Suitland Parkway, Allentown Road (MD 337), and Woodyard Road (MD 223). The plan boundary includes portions of the Camp Springs and Clinton communities along Branch Avenue, Auth Road, and Woodyard Road; the Town of Morningside and Skyline neighborhood along Suitland Road; the Beech Road commercial-industrial area and adjacent Gordon's Corner neighborhood; and the Temple Hills community along St. Barnabas Road (see Map 1).

Map 1. Sector Plan Boundary Focus Areas



Plan Background and Relationship to Other Approved Plans and Studies

Today, the sector plan area includes a mixture of commercial, industrial, and residential properties with concentrations of commercial properties along arterial roadways intersecting with Branch Avenue and clusters of industrial uses along Beech Road, south of Coventry Way on the west side of Branch Avenue and Old Alexandria Ferry Road. The plan area also girdles the northern, western, and southern boundaries of Joint Base Andrews, interfacing with the base's main access points for non-commercial vehicles (Main, West, and Virginia Gates) and including several commercial areas adjacent to the base.

The Central Branch Avenue Corridor Revitalization Sector Plan arose directly from specific recommendations in several plans and

studies. The *Joint Base Andrews Naval Air Facility Washington Joint Land Use Study* (2009) recommends revitalization of commercial areas adjacent to the base and promotes compatible land uses in the airport impact area. It further recommends capitalizing on the recent growth of Joint Base Andrews by forging stronger economic connections with the military base. The 2009 *Preliminary Subregion 5 Master Plan and Sectional Map Amendment* recommends a more detailed study of the Clinton commercial core. The 2010 *St. Barnabas-Beech Road Industrial Study and Action Plan* recommends a sector plan be initiated in order to examine the land use pattern in the St. Barnabas-Beech Road industrial area so that the adjacent residential areas can be more adequately buffered from industrial uses and the overall area can be enhanced. Additionally, the 2006 *Camp Springs Arts District Planning Study* also suggests that an art-themed, mixed-use center may be appropriate for Camp Springs' commercial area near Branch Avenue.

The sector plan effort builds on the specific findings and recommendations in these plans and studies. The previous plans recognize the need to redevelop a number of the area's older shopping centers, improve vehicular and pedestrian connections, and create new employment centers. Visions for these plans included recommendations for mixed-use centers, improved connectivity, and expanded transportation options. *The Camp Springs Arts District Planning Study* also suggests that an arts-themed, mixed-use center may be appropriate for Camp Springs' commercial area near Branch Avenue. Additionally, the 2009 *Joint Base Andrews Naval Air Facility Washington Joint Land Use Study* recommends that sector plan area communities capitalize on the presence and recent growth of Joint Base Andrews by forging stronger economic connections with the military base.

A critical part of this planning effort was to undertake a more detailed economic and market analysis to understand the physical and economic connections between the communities along the corridor. This comprehensive analysis was needed to develop a set of realistic recommendations that could lead to measurable actions. Analyses were undertaken for each of the focus areas to understand the current market dynamics of the commercial centers located within them and why previous revitalization strategies have not been realized. Investigating the market dynamics behind the existing retail and commercial base revealed the challenges and opportunities that face new and existing commercial investment. The resulting recommendations provide a clear understanding of how to prioritize and approach revitalization in the focus areas and along the broader Branch Avenue Corridor.

The implementation strategies created in this sector plan are intended to build on the policies in the above plans and, unless specifically noted, will not replace these plans' recommendations; it will refine them and focus on implementation.

Other functional area plans and documents such as the *Educational Facilities Master Plan*, the 2009 *Countywide Master Plan of Transportation Bikeways and Trails*, the 2009 *Approved Historic Sites and Districts Plan*, the 2008 *Public Safety Facilities Master Plan,* the 2010 *Approved Historic Sites and Districts Plan*, the 2010 *Approved Water Resources Functional Master Plan*, and the 2005 *Approved Countywide Green Infrastructure Plan* provide background information and a framework for the plan. State policies and regulations that influence the preparation of this plan include: the 1992 Economic Growth, Resource Protection, and Planning Act, the Smart and Sustainable Growth Act of 2009 that updated it, and the 1997 Smart Growth and Neighborhood Conservation

Initiative. A significant aspect of the Smart Growth and Neighborhood Conservation Initiative is its requirement that state funding for projects in existing communities receive priority over other projects. These areas are identified as priority funding areas (PFAs), and this plan recommends that the entire sector plan area be placed within the PFA.

This plan complies with the following state planning visions:

- **Quality of Life and Sustainability:** a high quality of life is achieved through universal stewardship of the land, water, and air resulting in sustainable communities and protection of the environment.
- **Public Participation:** citizens are active partners in the planning and implementation of community initiatives and are sensitive to their responsibilities in achieving community goals.
- **Growth Areas:** growth is concentrated in existing population and business centers, growth areas adjacent to these centers, or strategically selected new centers.
- **Community Design:** compact, mixed-use, walkable design consistent with existing community character and located near available or planned transit options is encouraged to ensure efficient use of land and transportation resources and preservation and enhancement of natural systems, open spaces, recreational areas, and historical, cultural, and archeological resources.
- **Infrastructure:** growth areas have the water resources and infrastructure to accommodate population and business expansion in an orderly, efficient, and environmentally sustainable manner.
- **Transportation:** a well-maintained, multimodal transportation system facilitates the safe, convenient, affordable, and efficient movement of people, goods, and services within and between population and business centers.
- **Housing:** a range of housing densities, types, and sizes provides residential options for citizens of all ages and incomes.
- **Economic Development:** economic development and natural resource-based businesses that promote employment opportunities for all income levels within the capacity of the state's natural resources, public services, and public facilities are encouraged.
- **Environmental Protection:** land and water resources, including the Chesapeake and coastal bays, are carefully managed to restore and maintain healthy air and water, natural systems, and living resources.
- **Resource Conservation:** waterways, forests, agricultural areas, open space, natural systems, and scenic areas are conserved.
- **Stewardship:** government, business entities, and residents are responsible for the creation of sustainable communities by collaborating to balance efficient growth with resource protection.
- **Implementation:** strategies, policies, programs, and funding for growth and development, resource conservation, infrastructure, and transportation are integrated across the local, regional, state, and interstate levels to achieve these visions.

The 2002 General Plan

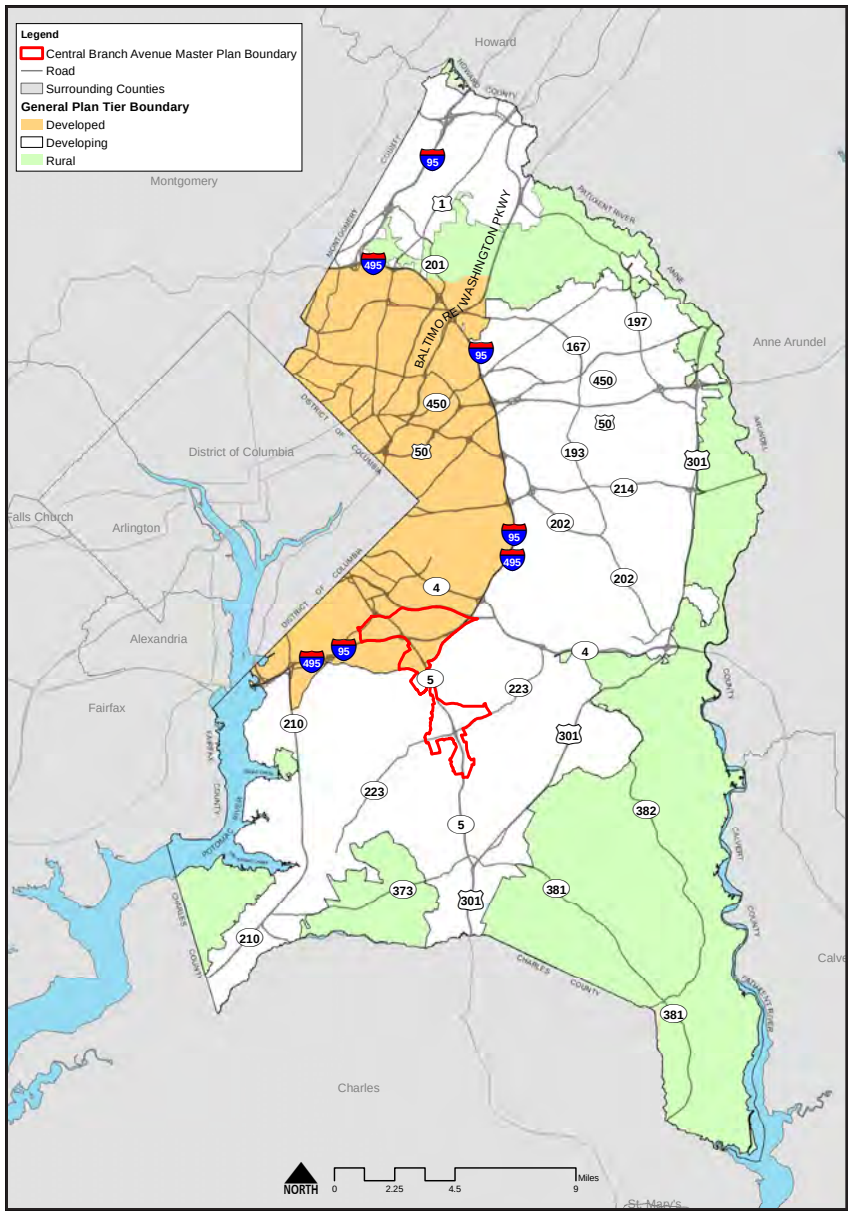
Planned uses and densities vary according to tier and center/corridor node designation. The Branch Avenue Metro Station is designated a metropolitan center and Branch Avenue is designated a corridor. Developed Tier communities include areas in the northern portion of the plan area—generally containing older, established neighborhoods and commercial areas that have experienced a lack of investment. Instead, new investment is largely located in the Developing Tier communities in the southern portion of the sector plan area. In the Developing Tier the predominant development pattern is the conversion of "greenfield" land into low-density residential subdivisions and large strip commercial centers.

The General Plan also created visions for centers and corridors and these two tiers:

- Centers and corridors are mixed residential and nonresidential uses at moderate to high densities and intensities with a strong emphasis on transit-oriented development.
- The Developed Tier is a network of sustainable, transit-supporting, mixed-use, pedestrian-oriented, and medium- to high-density neighborhoods, often through redevelopment/revitalization.
- The Developing Tier is a pattern of low- to moderate-density suburban residential communities, distinct commercial centers, and employment areas that are increasingly transit-serviceable.

Branch Avenue (MD 5) is a designated corridor with several recommended commercial nodes. These are recommended medium-

Map 2. General Plan



to high-intensity development built in concert with existing and planned investments in public infrastructure. Corridor nodes in the plan area include the intersection of Branch Avenue and Allentown Road in Camp Springs, the intersection of Branch Avenue and Woodyard Road in Clinton, and the intersection of Branch Avenue and Surratts Road near the Southern Maryland Hospital Center.

Public Participation

This plan is the result of a working partnership with the community, including its residents, businesses, and property owners. Public participation was fundamental to identifying and understanding community issues and concerns and developing a vision for each focus area that stakeholders (residents, businesses, property owners, institutions, public officials, governmental agencies, and other interested parties) could support. At the heart of the participatory process was a series of workshops, meetings, and presentations at regular meetings of community members and neighborhood organizations. The goals of these events were to provide and gather information, help the community understand current market and economic conditions, define area-specific visions for the future, guide the production of development concepts, and give/receive feedback at each stage of the process.

The plan process started with two community leader meetings aimed at introducing the project and gathering information that included future outreach strategies. Five additional workshops were held, including one area-wide workshop, to present and receive feedback on the goals and purpose of the plan, the market and economic report findings, and proposed future bus rapid transit; three focus area-specific workshops identified area-specific issues and opportunities; and an area-wide land use and design workshop was held to present and receive feedback on draft land use and urban design concepts.



Poster announcing public meeting.

Although participants at focus area workshops identified specific issues pertaining to their focus areas, there were a number of common themes among participants at all the focus area workshops: poor connectivity and walkability, lack of quality retail choices, traffic congestion, the lack of plan implementation, and the overall continued decline of commercial areas both in terms of the types and quality of stores and their physical conditions.

Another key part of the plan preparation process was meeting with major property owners and managers to solicit their long-term plans and share the draft plan vision for their properties. From information gathered at these meetings, development concept recommendations were revised to address the concerns of property owners and managers and to create a revitalization program that best met the long range economic development needs and opportunities of the community.

In addition to this array of community meetings, the planning process included a 13-member Citizen Advisory Committee (CAC), mostly made up of civic leaders and representatives from local philanthropic and religious organizations, to advise the planning team and consultants on local planning issues. Monthly meetings were held with CAC members prior to and after the workshops to obtain feedback. The CAC members attended community meetings and assisted with community outreach for meetings to ensure they were well attended. Throughout the plan process the CAC offered critical feedback and guidance by providing important local information and perspectives as well as new ideas to ensure the plan recommendations were relevant and supported. It is anticipated that the CAC members will continue their work and help ensure the implementation of the plan.

A joint public hearing, held on November 5, 2012, was another opportunity for residents, property and business owners, and other interested stakeholders to show support or to comment on the plan's recommendations. This was the time to voice support and to address potential changes to the plan's recommendations.

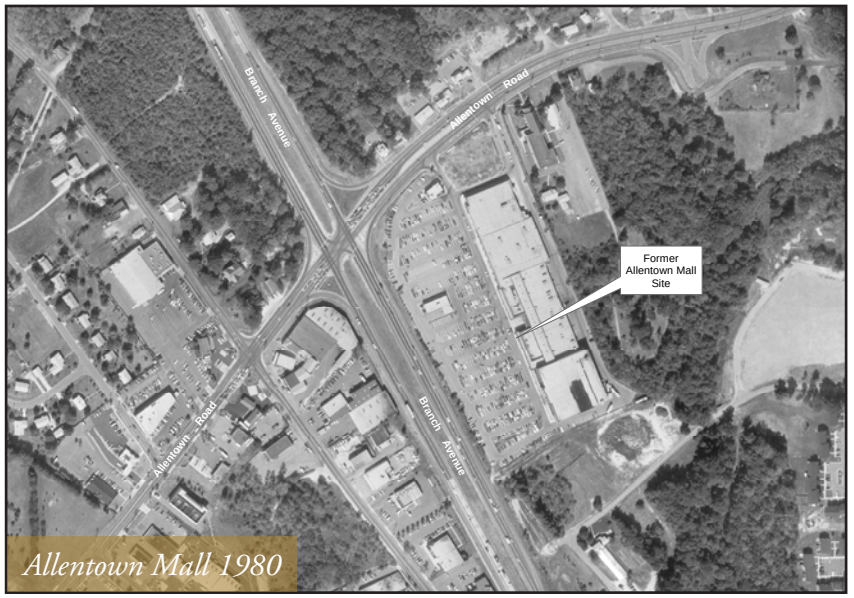
CHAPTER III: UNDERSTANDING THE SECTOR PLAN AREA

To understand the sector plan area, it is important to understand its roots and how it grew over time. This chapter presents an overview of development in the plan area and focus areas, including the construction and design of the transportation network that helped shape them. A picture is formed of how the community has evolved from its beginning to its current development pattern, including the changes in land uses and overall character. This chapter discusses key community assets, facilities, and elements that include historic properties, parks and recreation, schools, transportation, and the environment. The chapter concludes with an analysis of the focus area's strengths and weaknesses, and identifies those opportunities for change that form the basis of the plan recommendations.

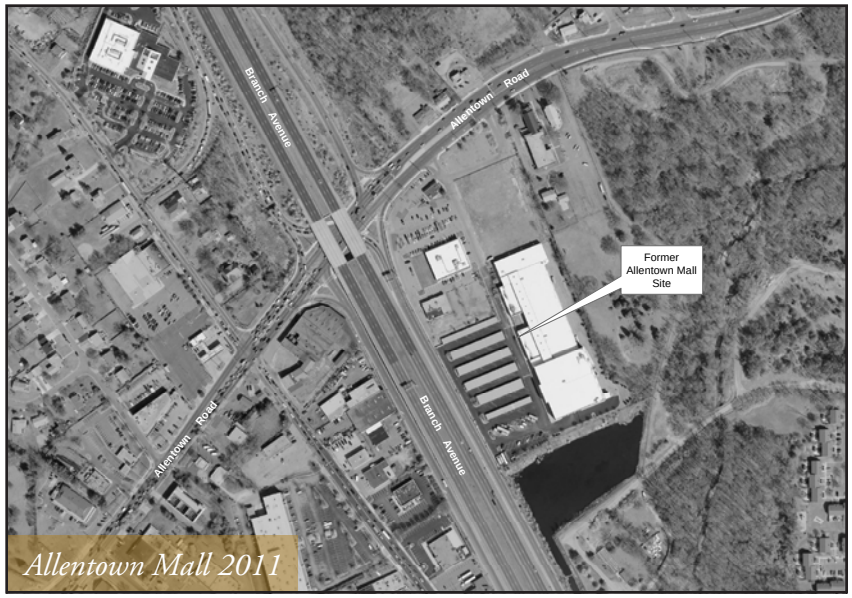
Area History

Prior to the 1930s most of the project area and adjacent areas were rural. From the 1930s to the present, improvements in transportation and utilities in the area and the growth of the federal government and commercial centers in Washington, D.C., led to the increasing subdivision of farms into home sites. By the 1940s the rural character of the area was disappearing. The construction of Suitland Parkway to link Andrews Air Force Base to Washington, D.C., encouraged the development of Morningside, incorporated in 1949. The growth of the suburban communities was attributed to the growth of federal jobs at Andrews Air Force Base, now Joint Base Andrews (JBA), the Census Bureau at the Suitland Federal Center, and the construction in the 1940s of a network of water and sewer lines to serve the smaller compact subdivisions.

In the 1950s the opening of the new South Capitol Street Bridge across the Potomac River and, later, the construction of New Branch Avenue (Route 5) encouraged further development. During



Allentown Mall 1980



Allentown Mall 2011

this decade, the area experienced significant growth and expansion. This growth included various types of housing units, including garden apartments, but it consisted primarily of conventional single-family subdivisions.

In the 1960s the construction of the Wilson Bridge, Capital Beltway, and sewer lines along Henson Creek completed transition of the area from a farming economy to a commuter suburb on the fringe of Washington, D.C. Accompanying this was the development of retail commercial centers along Branch Avenue, primarily at key intersections. As the suburban population increased in the 1970s, Branch Avenue became a major thoroughfare in Prince George's County, providing north-south access between Charles County and the District of Columbia and serving as a major commuter route for many suburban residents who worked in the District of Columbia. As in many older suburban corridors, strip commercial developments emerged at major intersections to serve commuters and nearby residents.

In the early 1990s a segment of Branch Avenue from I-95/495 to Woodyard Road was redeveloped as a limited access freeway. This elevated roadway physically divided the community and made access to and visibility of local businesses more difficult. This and other factors, such as demographic shifts and construction of newer shopping centers, contributed to the gradual decline of the older strip shopping centers in favor of newer ones along the corridor. Older strip shopping centers within the sector plan area have seen a rise in vacancy rates that resulted in low-end business renters, loss of retail spaces to storefront churches, and the redevelopment of one shopping center into a public storage facility.

Historic Preservation

Historic sites and resources within the sector plan study area are the hidden assets that help distinguish Central Branch Avenue communities and create their unique identities and character. The remaining historic sites and resources are primarily clustered along Old Branch Avenue in Camp Springs and in Clinton, within or near the focus areas. The properties include many that have been identified and surveyed but not designated as historic sites. A historic site is defined as a property that has been evaluated under the Prince George's County Historic Preservation Ordinance (Subtitle 29-104) and found to meet certain criteria of architectural and historical significance. These sites are protected by the Historic Preservation Ordinance.

Preserving a community's architectural and archeological heritage involves a commitment from private property owners as well as the public sector. Grants and tax incentives are available to assist property owners with preserving their historic sites once a property has been designated. Given the limited number of historic properties in the study area, those that do remain become even more valuable to the community—they are a tangible connection to the past and can be inspirations for future revitalization strategies.

Identified historic properties in the Camp Springs and Clinton communities are listed on the following pages:

CAMP SPRINGS

The north end of the sector plan area was generally rural and agricultural prior to the 1940s. The only crossroads, which developed a distinguishable identity, was Wood's Corner, near the intersection of what are now Branch Avenue and Auth Road, immediately northwest of the Beltway. The community was named for the Wood and Soper families that owned a fruit stand and farm. The business served the very small population that existed prior to the proliferation of suburban housing in the 1950s as a result of the expansion of the federal government and Joint Base Andrews. Important historic and cultural resources remain intact despite continuing development. These resources can be grouped into three distinct categories: Late 19th Century Farmsteads, Early 20th Century Suburban Residences, and Commercial Buildings and Roads.

Late-19th Century Farmsteads

Tolson House (76B-020)
5000 Shopton Drive

The Tolson House is a frame, two-story, five-bay farmhouse with a gable roof. The property once comprised a much larger parcel accessed from Brinkley Road, and has since been surrounded by post-WWII development. The east end of the house dates from c. 1850. Surveyed in 1983, the property was evaluated for significance by the Historic Preservation Commission (HPC), but was deleted from the Inventory, according to a letter from the-then HPC chairman, "based largely upon the considerable interior alterations." Today, interior alterations would be considered irrelevant for the purposes of designation.



Tolson House

Cooledge Farm (76B-028)
6605 Old Branch Avenue

Although the name "Cooledge Farm" is associated with deeds dating to the 19th century, the property was not developed until c. 1920 when a two-story, side-gabled dwelling was constructed. Historically comprising over 270 acres, the property has been reduced to 2.76 acres. Cooledge Farm remains a vestige of the pastoral life that once characterized this now heavily-developed area. The property was thoroughly surveyed and documented by the Planning Department's Historic Preservation Section in April 2012.

Middleton-Biggs Farmstead (76B-071)
6425 Allentown Road

Once a part of the tract known as "Cooledge Farm," the Middleton-Biggs Farmstead represents the shift from plantations to smaller farms in the late 19th and early 20th centuries. The one-story Victorian Vernacular dwelling was constructed c. 1875 and is complemented by several farm-related outbuildings. The property was thoroughly surveyed and documented by the Planning Department's Historic Preservation Section in September 2011.



Cooledge Farm



Middleton-Biggs Farmstead



Marelscalco House



Soper House

Early 20th Century Suburban Residences

Marescalco House (76A-021)

5516 Auth Road

One of two known examples of L. F. Garlinghouse Company Plan 578 for an Art Moderne dwelling and significant as the work of a woman designer, Iva S. Lieurance, this property was to be designated as a historic site as part of the 2010 *Historic Sites and Districts Plan*; however, it was removed by a District Council action.

Eugene Darcey House (76A-028)

5301 Auth Road

This property is a well-kept c. 1925 American Foursquare style house on part of the once considerable acreage farmed by the Darcey family. It appears to be a variant of the Sears, Roebuck and Company Honor Bilt house kit "Woodland." The property was documented for the Maryland Inventory of Historic Properties in 1997 by the Maryland State Highway Administration.

Soper House (76A-049)

5600 Auth Road

This vernacular front-gabled, two-and-one-half-story brick structure was constructed c. 1910 by Margaret Virginia Soper and was likely rented to area farmers. It has been altered with the addition of a synthetic stone veneer façade and a screened porch. The property, which was thoroughly surveyed and documented by the Planning Department's Historic Preservation Section in August 2011, represents the mid-20th century transformation of Suitland from a vast, rural expanse to a suburban landscape.

Roland Darcey Houses (76A-032)
5905-5909 Auth Road

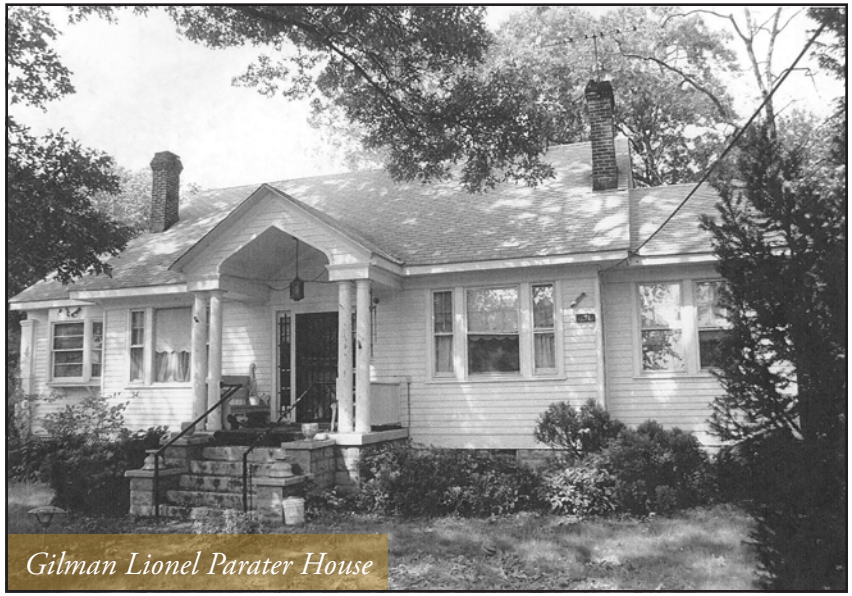
These twin two-story, frame vernacular dwellings built by Eugene Darcey for his son Roland in 1934 were documented for the Maryland Inventory of Historic Properties in 1997 by the Maryland State Highway Administration.

Gilman Lionel Parater House (76B-023)
5418 Old Branch Avenue

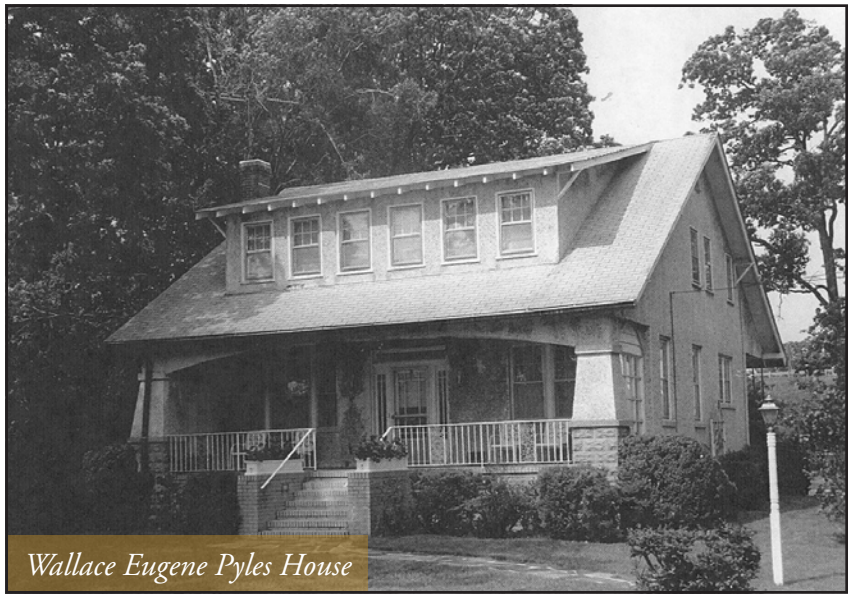
The Gilman Lionel Parater House is a Sears, Roebuck and Company Honor Bilt "Cresent" model from c. 1933. The property was thoroughly surveyed and documented in 1999.

Wallace Eugene Pyles House (76B-024)
6200 Old Branch Avenue

This Craftsman-style bungalow of generous proportions was built in the 1920s and is one of five contiguous properties owned by the Pyles family, three of which are extant. The property was thoroughly surveyed and documented in 1999.



Gilman Lionel Parater House



Wallace Eugene Pyles House



Elizabeth Aley House



Edgar V. Grimes House

Elizabeth Aley House (76B-026)
6511 Old Branch Avenue

A variation on popular frame houses of the period, the Elizabeth Aley House was built in 1927 on land she acquired from the owners of Cooledge Farm. The property was thoroughly surveyed and documented in 1999.

Charles and Lillien Baker House (76B-051)
5510 Old Branch Avenue

Constructed in 1939, the Charles and Lillien Baker house is a Tudor Revival cottage that was part of a 1930s subdivision named "Deerpond." It has not been surveyed or documented.

5518 Old Branch Avenue (76B-052)

5518 Old Branch Avenue is an interesting frame cottage adjacent to a modern church complex. It has not been surveyed or documented.

Roy and Mamie Mayhew House (76B-070)
6417 Allentown Road

A Tudor Revival-style cottage constructed c. 1933, this property was thoroughly surveyed and documented by the Planning Department's Historic Preservation Section in August 2011.

Edgar V. Grimes House (76B-072)
6015 Old Branch Avenue

This two-story, three bay frame I-house was constructed by and for Edgar V. Grimes, a blacksmith, c.1900. The property was thoroughly surveyed and documented by the Planning Department's Historic Preservation Section in August 2011.

Commercial Buildings and Roads

Suitland Parkway (Historic Site 76A-022)

National Register of Historic Places

From the North Gate of Joint Base Andrews to Bolling Air Force Base

Constructed in 1943-1944, Suitland Parkway consists of nine miles of roadway (of which more than six run through Prince George's County); it is a dual lane parkway with concrete-arch bridges faced with stone. The parkway connects Joint Base Andrews with Bolling Air Force Base and Washington, D.C. and provides an efficient line of transportation between Washington and residential suburbs to the east and southeast. The Parkway has carried many diplomatic processions and official entourages. The parkway was listed on the National Register of Historic Places in 1995.

Old Bells Methodist Church & Cemetery (Historic Site 76B-017)

6016 Allentown Road

Built in 1910, Old Bells is a large front-gabled frame church building with an inset corner bell tower and gothic-arch stained-glass windows. The interior features a decorative pressed metal ceiling and wainscoting. It was built in 1910, the third church on the site, and is adjoined by a large graveyard and a new (1954) church building. The old church is a good example of a Gothic Revival style church of a type popular in Prince George's County early in the twentieth century.



Suitland Parkway



Old Bells Methodist Church & Cemetery



Pyles Lumber Warehouse



Benjamin Swain's Blacksmith and Wheelwright Shop

Pyles Lumber Warehouse (76B-022)

6210 Old Branch Avenue

This c. 1940 complex comprises two gable roof frame buildings linked to a shed roof structure fronting on Old Branch Avenue, with an open gable roof storage building to the right and a later brick warehouse at left center. Originally a feed warehouse, it was converted for use as a lumber warehouse. The open lot at the center was once a one-and-a-half story market operated by the Pyles family. Today the complex is abandoned and remains in a state of disrepair. The property was thoroughly surveyed and documented by the Planning Department's Historic Preservation Section in April 2012.

Benjamin Swain's Blacksmith and Wheelwright Shop (Thorne's Auto Shop) (76B-058)

6116 Old Branch Avenue

This one-story commercial building was constructed in 1875. Although heavily modified over time to serve as an auto repair shop and then a cleaning supply company, it still manages to convey an overall historic appearance because of its unusual roof type. The property was thoroughly surveyed and documented by the Planning Department's Historic Preservation Section in April 2012. One of the oldest structures in the study area, this property is an important reminder of the region's rural past.

CLINTON

Clinton, in the southern end of the study area, originally known as Surrattsville, is a small, rural crossroads community established in the mid-1800s. The fledgling community grew around the tavern and post office owned by Mary Surratt. Mary and her son John played a pivotal role in the assassination of President Abraham Lincoln and the attempted escape of John Wilkes Booth. Major local growth began in Clinton in the 1950s, spurred partly by the establishment of Joint Base Andrews. Additional subdivisions and retail establishments followed.

Brinkley-Cole House (81A-004)

The c.1933 Brickley-Cole house is a substantial Georgian Revival dwelling that was once sited on a 32-acre parcel, and is still surrounded by woodlands. It was owned from 1948 to 2002 by Elsie Cole, who operated a grocery store at the corner of Woodyard and Old Alexandria Ferry roads. The property was thoroughly documented and surveyed by the Planning Department's Historic Preservation Section in 1988. In the 1990s research revealed that the house was used as a FBI radio station from 1941–1948.

Mary Surratt House Museum (Historic Site 81A-007)

(Archeological Site 18PR47) National Register of Historic Places
9110 Brandywine Road

Built in 1852, the Mary Surratt House is a two-story, side-gabled frame dwelling with post office and tavern room; it was built as a residence, tavern, polling place, and post office operated by John H. Surratt. His widow, Mary Surratt, was implicated in the Lincoln assassination by her acquaintance with John Wilkes Booth, and hanged for conspiracy. The house, now owned by M-NCPPC and open to the public as a museum, is also protected by a preservation easement held by the Maryland Historical Trust.



Brinkley-Cole House



Surratt House circa 1915 (Penn Grove Farm)



Clinton Rosenwald School (American Legion)



B. K. Miller's Super Liquors

Clinton Rosenwald School (American Legion) (Historic Resource 81A-013)

9122 Piscataway Road

This building stands on the site of the Freedmen's Bureau school, built in 1868–69 for black children in Surratts Election District 9. In January 1925, patrons of the school began to petition the Board of Education for a new building. In the following year, the board appropriated funds toward this end, and construction was supported with Rosenwald funds. The school (Colored School 1 in Election District 9) opened in 1927 on the site of the older school. Typical of the larger, two-classroom schools, it operated until the beginning of school integration in the early 1950s. The school building was sold in 1955 to the Clinton American Legion Post 259, which undertook the modern alterations and additions. Although today the building is difficult to recognize as a Rosenwald school, it is significant for its role in the history of African-American education in the county.

B. K. Miller's Super Liquors (81A-021)

The 1950s B. K. Miller building represents an unusual, well-preserved example of a mid-twentieth century Art Moderne-style commercial building still used for its original purpose. Long considered a local landmark, the Miller family has operated a store on this location since 1913. The property was thoroughly documented and surveyed by the Planning Department's Historic Preservation Section in April 2012.

Christ Episcopal Church and Cemetery (Historic Site 81A-027)

Constructed in 1928, this Flemish-bond brick-veneer Gothic Revival-style church was built to serve the rural community of Clinton and expanded during the late 20th century as the congregation grew.

Thomas Gwynn House (81A-019)

8903 Old Branch Avenue

This large brick Prairie-style dwelling was constructed in 1928 for Thomas S. Gwynn, who established the Clinton Motor Company in 1921. The property was thoroughly surveyed and documented in April 2012 by the Planning Department's Historic Preservation Section.

8904 Old Branch Avenue (81A-033)

This early 20th century residence has not yet been surveyed and documented.

8909 Old Branch Avenue (81A-034)

This early 20th century residence has not yet been surveyed and documented.

8811 Old Branch Avenue (81A-032)

This early 20th century residence has not yet been surveyed and documented.

Once our historic properties are gone they cannot be restored. Prince George's County has a rich history and each of the above properties in the study area has a unique story to tell of the past. Priority should be given to preserving those properties deemed significant and integrating them into the larger revitalization strategy.



Christ Episcopal Church and Cemetery



Thomas Gwynn House

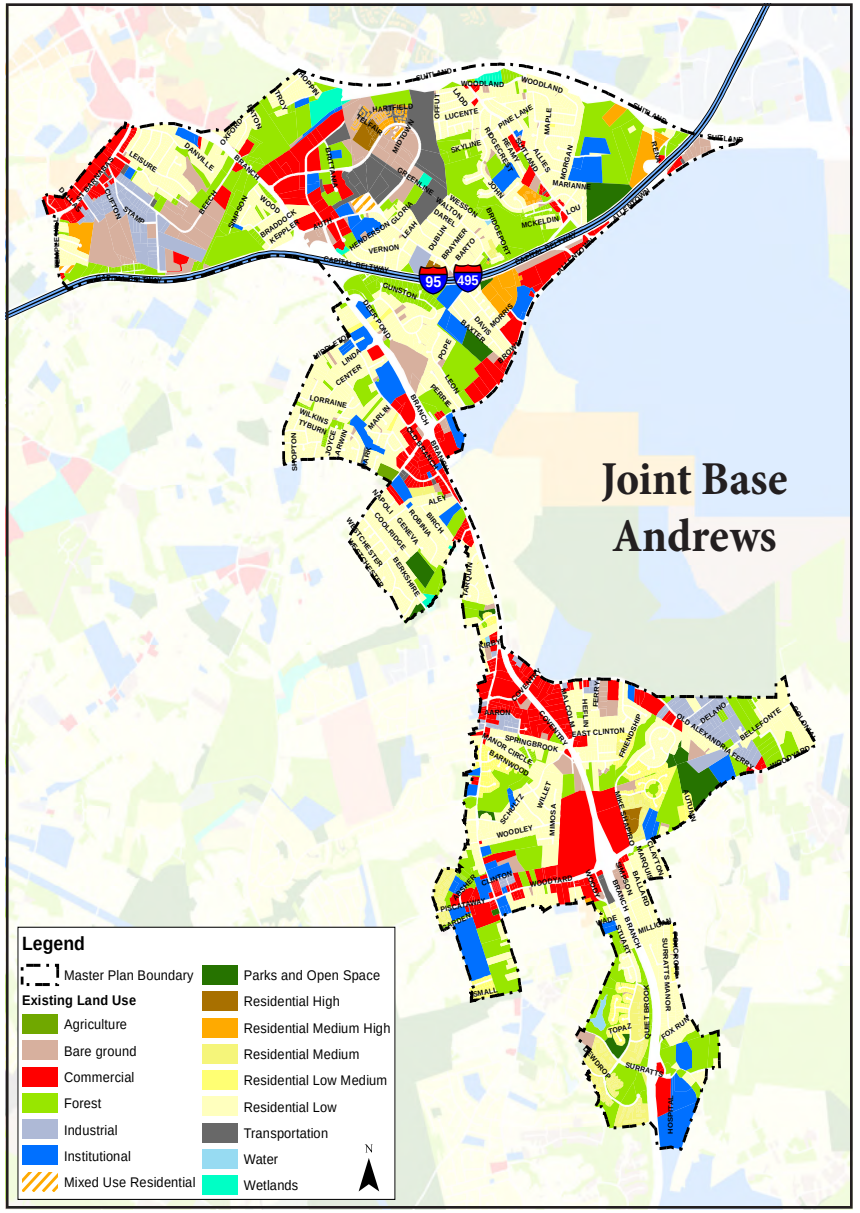
Land Use

Map 3 shows the existing land uses in the area. Residential development is scattered throughout the sector plan area and is primarily low-density with two to four dwelling units per acre. In terms of residential development, older subdivisions are predominant in the northern portion of the sector plan area. Much of the single-family housing is in the form of one-story ramblers with basements, split levels, and split foyers dating back to the 1940s, 1950s, and 1960s with the expansion of the federal government and Joint Base Andrews. These appear in subdivisions with varying housing styles and sizes that range between 1,000 and 2,000 square feet. Many are well maintained on tree-lined streets.

In the late 1970s, and in the 1980s, newer subdivisions were built, many in the southern portion of the plan area, Clinton Gardens, Summit Creek, and Fox Run Estates. In the north in Camp Springs both Manchester Estates and Manchester Knolls were constructed on the east side of Branch Avenue just south of the Capital Beltway. These developments offered larger single-family homes that ranged between 2,000 to 5,000 square feet with more amenities. In the southern portion of the plan area a few of these developments were at a slightly higher density, with detached and attached dwelling units at three to eight dwelling units per acre. The newer subdivisions were built in the typical suburban development pattern of this era, utilizing a curvilinear street pattern with dead-end streets and culs-de-sac, some with sidewalks but many without. This street pattern and lack of sidewalks contribute to the poor connectivity throughout much of the sector plan area.

The orange and dark brown colors on the map indicate the multifamily development in the sector plan area. Older garden

Map 3. Existing Land Use



apartments are located in Morningside and in Camp Springs in the north; however, a number of new multifamily developments have been recently built near the Branch Avenue Metro Station. The remaining multifamily development, which is concentrated in the northern and southern areas of the plan area, are senior housing facilities, offering a range of assisted and independent living options.

Commercial areas, which contain a wide range of uses including retail and office, are shown in red on the land use map. The map shows the pattern of commercial located along a number of major roadways, such as St. Barnabas Road, Allentown Road, Suitland Road and Woodyard Road west of MD 5, as well as clustered around major intersections along Branch Avenue. Much of the commercial development is characterized by older strip-center retail with surface parking and a variety of community-oriented retail and service tenants. Commercial uses are also concentrated along Branch Avenue in front of the Branch Avenue Metro Station. This area includes a mix of large automobile sales and service businesses interspersed with a mix of other uses such as office, medical buildings, and limited restaurants.

Institutional uses, predominantly churches and schools, are shown in blue on the map. These are scattered thoughout the sector plan area and include a number of churches which have located in older strip shopping centers, predominantly in Camp Springs. Southern Maryland Hospital Center is shown at the southern boundary of the sector plan area on the east side of Branch Avenue.

Industrial uses, shown in grey, are located around the perimeter of Joint Base Andrews, on Old Alexandria Ferry Road. A small isolated area of industrial uses is located south of Coventry Way on the east side of Branch Avenue. The largest industrial area in the sector plan



Newer homes—Manchester Estates



Newer multifamily development with outdoor amenities at Branch Ave Metro Station

area is located south of St. Barnabas Road and around Beech Road. These industrial areas include a mix of uses ranging from storage facilities, building supply and construction-related uses—including contractor offices and outdoor storage—to vehicle repair, service facilities, and commercial office space.

Area Profile, Trends, and Economic Analysis

Understanding the diversity, age, and income of the people who live within the sector plan is helpful in determining the future needs of the community. The stability of these communities depends largely on their ability to retain current residents while attracting new and younger residents that would help support a desirable quality of life. The residents in the study area are becoming slightly more diverse and significantly older. They also enjoy greater income than they have in the past. Census data indicates that people in the study area share many characteristics, but in Clinton and Morningside/Camp Springs these characteristics tend to diverge.

POPULATION, HOUSEHOLD GROWTH, AND INCOME

Over the past ten years, the Central Branch Avenue Corridor plan area has seen relatively low household and population growth, which generally paralleled the county as a whole. In 2000, 19,089 people lived in the plan area. By 2010 this number had only risen by 6.2 percent to 20,269 (See Table 1). However, the census designated place (CDP) for Clinton—which includes much of the southern portion of the plan area and also extends beyond the study area to the south and west—saw a 38 percent increase in its population from 2000 to 2010. The northern portion of the plan area, identified as the Camp Springs CDP, only saw a 6.3 percent population increase over the last decade.

Table 1. Population and Household Growth, 2000-2010

	2000 Population	2010 Population	Percent Change	2000 Households	2010 Households	Percent Change
Sector Plan Area	19,089	20,269	6.2%	6,716	7,214	7.4%
Prince George's County	801,515	863,420	7.7%	302,378	328,182	8.5%

Source: U.S. Bureau of the Census and ESRI.

With a median age of 40, the population of the Central Branch Avenue Revitalization Sector Plan area is significantly older than the county as a whole, which has a median age of 33. The population of the sector plan area has grown older over the past decade. The percentage of the population over 55 years of age increased from 21.7 percent in 2000 to 27.3 percent in 2010.

Given the older median age of the plan area's population and its proximity to a major military installation, one would expect a sizable veteran population to be living in the plan area. This proves to be true: In 2009 an estimated 2,400 veterans lived in the plan area.

As of 2010 roughly 75 percent of the plan area's population was African-American (See Chart 2), which represents a slight increase from 2000, when it was 71.2 percent. Over the same ten year period the white population decreased from 22.8 percent to 16.8 percent. While the Hispanic population nearly tripled from 2.3 percent to 6.0 percent during this same time period, the plan area still had significantly fewer Hispanic residents than the county as a whole (Hispanic residents make up about 15 percent of the county's population). In general, African-Americans made up a

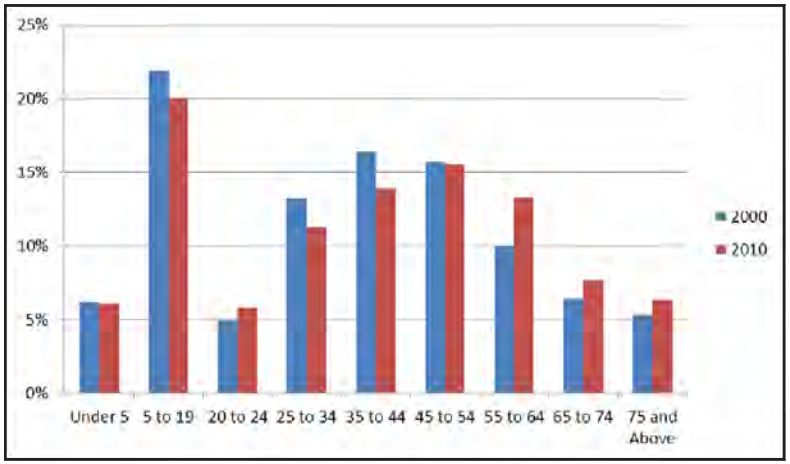
greater proportion of residents in the plan area than for the county. The area also had fewer white, Asian, and Hispanic residents than elsewhere in the county.

Over the past decade the median household income in the plan area has seen a healthy rate of growth, rising from $57,945 in 2000 to $69,408 in 2010. This is very close to the county average of $69,545. Over this time period households earning more than $100,000 increased from 17.4 percent of the population to 26.1 percent by 2010. In addition, households earning between $100,000 and $149,999 grew the most, with an increase of 44 percent (see Chart 3). Within the sector plan area in 2009, median income for the southern area was higher than the county as a whole at an estimated $76,300.

The 2000 census shows that both the Camp Springs and Clinton CDPs had impressive home ownership rates, significantly higher than the county and the state. Owner-occupied units accounted for 84.1 percent of all occupied units in Camp Springs and 89.7 percent in Clinton, while the corresponding state percentage was 67.7 and the county percentage was 61.8. In 2010, the Clinton and Camp Springs CDPs had home ownership rates of 88.6 percent and 81.8 percent, respectively. This appears to mirror the significantly higher proportion of single-family to multifamily housing within the study area.

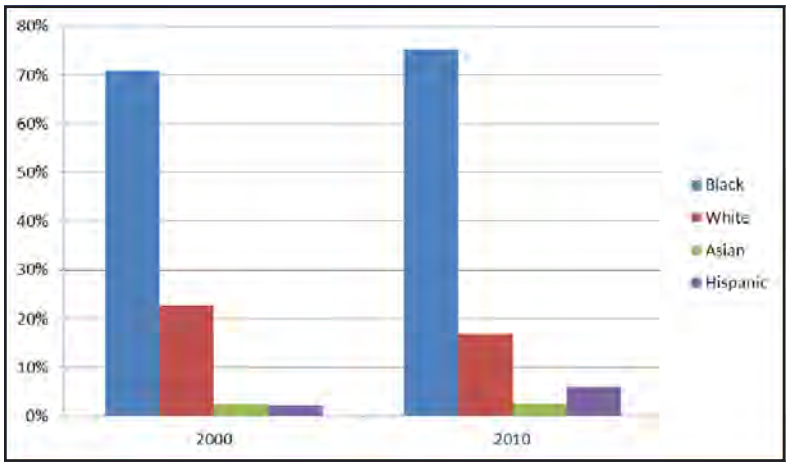
In sum, the sector plan area has grown moderately in the past decade, with the southern portion of the plan area seeing more growth than the northern portion. The demographics of the plan area also indicate that the population residing in the sector plan area is, by and large, older than the county as a whole, but generally on par with the county with regard to income, if not slightly better

Chart 1. Plan Area Age Composition, 2000-2010



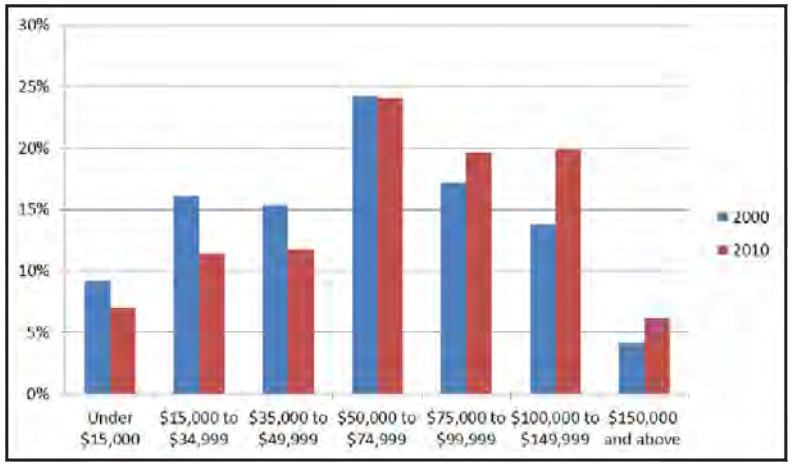
Source: U.S. Bureau of the Census and ESRI.

Chart 2. Plan Area Racial Composition, 2000-2010



Source: U.S. Bureau of the Census and ESRI.

Chart 3. Plan Area Household Income, 2000-2010



Source: U.S. Bureau of the Census and ESRI.

off. The study area has a high home ownership rate, but is less diverse than the rest of the county, despite an increasing Hispanic population.

RETAIL, OFFICE, AND HOUSING TRENDS

A market and economic development analysis of the planning area looked at the retail market within a five-mile radius of the planning area, referred to as a Primary Market Area (PMA), and compared the sector plan's market characteristics to communities in the region sharing similar qualities and characteristics in terms of closeness to the District of Columbia; active implementation of revitalization/redevelopment programs; moderate, yet healthy incomes; proximity to the Beltway; prevalence of older shopping centers and location outside of a central business district. These communities include Springfield, VA; Seven Corners, VA; Greenbelt, MD; Laurel, MD; Silver Spring, MD; Wheaton, MD; and, College Park, MD.

The analyses showed that the sector plan area is over retailed. There is an imbalance between the amount of existing retail space and other land uses that generate demand for retail, which has resulted in more retail space than the area can support. The plan area trails behind these similar communities in most of the factors important to creating and maintaining a healthy retail environment, namely, residential density and daytime employment.

Vacancy rates and rental rates are two key factors that indicate healthy retail environments. This area's vacancy rate has increased consistently in recent years while the county's has remained relatively unchanged. Retail rental rates per square foot in the PMA have also slumped significantly since 2010. The PMA and county average were almost the same at about $18.75 per square foot in 2010. With the decline in the economy both have decreased, but this area's rate has decreased threefold.

The study area's overabundance of retail, especially of older, obsolete retail space, is reflected in its vacancy rates and rental trends. These factors—taken together with the lack of daytime employment and low residential density—make it difficult for retail to thrive. This situation has driven down the performance of the existing retail centers, lowered property values, created challenges in tenanting, and limited the ability of property owners to invest in upgrading their facilities. If the area is to maintain its existing retail uses, and also support the new, higher quality retail that is desired by residents, the amount of retail space must be in balance with other land uses. Detailed analyses, however, show that an additional 50,000 dwelling units would be needed to support the amount of retail land use in this area, in addition to significant daytime employment increases; neither of which is feasible today or within the foreseeable future.

Retail Market—Central Branch Avenue Plan Area and Prince George's County

The existing office supply in the PMA consists primarily of older buildings built in the 1970s and 1980s that typically contain less than 100,000 square feet of leasable area per building. These are mainly Class B and C products, some of which are obsolete and are therefore not attractive to certain tenants. These office buildings typically host smaller local-serving tenants, such as medical providers and specialists, realtors, attorneys, and other professional office tenants that are less likely to leave the plan area. Regional-serving tenants, on the other hand, would be more concerned with the location, size, and quality of the building stock.

The office market has weakened markedly since 2007, with the vacancy rate more than doubling from almost 4 percent to around 8.25 percent in 2011. While an 8 percent vacancy rate is a notable increase for the planning area, it is significantly lower than the county average, which, as of the third quarter of 2011, stood at about 17.5 percent. The average asking lease rate of $20.75 is on a par with the county rate; however, within the sector plan area average lease rates in the northern part average $4.00 less per square foot than the southern area.

Given the class of office stock, office tenants are occupying older, sub-standard space, which presents an opportunity to add Class A office space to the market or upgrade existing space and attract more diverse office tenants, particularly at the Branch Avenue Metro Station, to realize the necessary mix of uses and development. The office analyses also show that upgraded buildings may be attractive to new tenants given the limited supply in existence in the area and the growing need for certain types of uses such as medical offices resulting from the closing of facilities at Joint Base Andrews along with the planned expansion of Southern Maryland Hospital Center. Indeed, a new outpatient facility for veterans has recently opened on Allentown Road across from Joint Base Andrews.

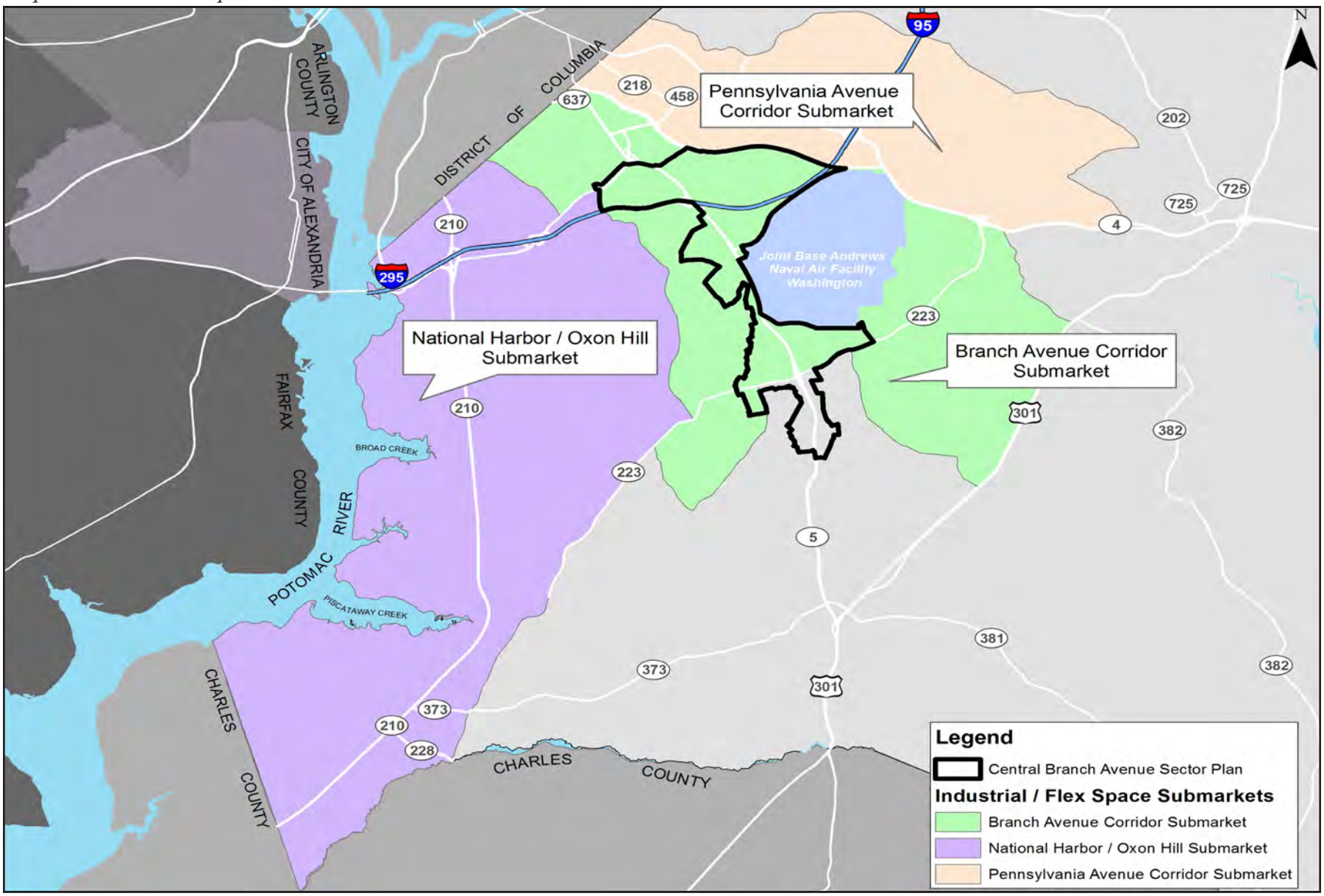
Commercial Office Market—Central Branch Avenue Plan Area and Prince George's County

A comparison of the amount of office uses within similar communities, which is an important factor for supporting retail uses, identified another significant issue. The CBA sector plan market area has the lowest concentration of daytime employment among this group. CBA has 3.5 million square feet of net rentable area (NRA) while the average size for the other communities was 16.7 million square feet. Estimates suggest that the plan area, which comprises a portion of the market area, could over time support 2.3 million square feet of additional office development as part of a redevelopment and revitalization effort to create a more attractive and inviting environment. Quality office space without an improved environment will not be successful, as evidenced at the Branch Avenue Metro Station, where new commercial space has stood vacant for several years. It should be noted, however, that even with the additional daytime employment that new office uses would bring, purchasing power could only support a small portion of the existing retail space.

Industrial/Flex Space Submarkets

There are several clusters of industrial/flex space within the PMA—the Pennsylvania Avenue Corridor submarket with 3.5 million square feet of industrial/flex space, the Branch Avenue corridor submarket with over 3.0 million square feet, the Beech

Map 4. Industrial/Flex Space Submarkets



Road submarket, and the Oxon Hill/National Harbor submarket. Industrial/flex space clusters around the Branch Avenue and Pennsylvania Avenue Corridors are located near Joint Base Andrews, along I-95/495 near Pennsylvania Avenue, on Old Alexandria Ferry Road and Kirby Road, and on Dower House Road east of the base (see Map 4 on page 27). The industrial facilities in these areas are smaller (18,000 square feet–35,000 square feet) than typical industrial uses, often resembling flex office space more than industrial or manufacturing facilities. The users of flex/industrial space are typically smaller operations that are locally-serving in nature. A new industrial campus, the Andrews Federal Campus, is also under development near the Suitland Parkway and the Town of Morningside. It would provide modern, larger scale buildings that offer another option for businesses looking to locate in this area, particularly those that have ties to the base.

The clusters have experienced increased vacancy rates that reflect broader struggles during the recent economic downtown. Yet in 2007 the estimated gross rent for the Branch Avenue submarket was $12.00 per square foot. In the third quarter of 2011 the rental rate was $16.00. At the same time the county remained steady at $7.00 per square foot. These figures may actually only represent leasing of the best space. It appears that obsolete space has remained vacant and therefore is not counted in the rental figures. This leaves just the higher-priced rental space available. This also points to the need to encourage redevelopment or renovation of existing outmoded space. This would attract higher rents and offer more choices and amenities to make the industrial areas more competitive.

The strongest demand for industrial uses comes from what can be categorized as heavy services. These often include businesses which produce, distribute, or repair products/items (PDR). Jurisdictions across the country have been revising their zoning ordinances in a bid to offer appropriate locations for these types of business, known as PDR, which are not traditional heavy manufacturing facilities and require a different environment to thrive. PDR occupational categories—construction, installation, maintenance and repair, and production—have pay scales that often exceed minimum wage-job pay rates by a significant degree, particularly when compared to retail jobs.

The industrial areas within the CBA provide a place for new businesses to locate and grow. This was particularly evidenced by the high number of business owners that participated in the Coventry Way focus area workshop. The area is close to major transportation routes and is close to southern Maryland, northern Virginia, and the District of Columbia. Many major jurisdictions are decreasing their industrial land supply, which makes areas like this more competitive. At the same time, most of the industrial areas in the plan area suffer from poor to nonexistent development standards, small sites lacking adequate space for expansion, inconsistent property maintenance, and inadequate public infrastructure and amenities. Many of the county's current zoning categories and standards are outdated and don't work for older areas such as these. Besides the outdated development standards, property maintenance standards need to be strengthened and strongly enforced to ensure that older industrial areas do not decline as this leads to the loss of the strong businesses and employment growth and the stability they bring.

Housing Market

The plan area is characterized by a higher proportion of single-family housing than is found in both Prince George's County

as a whole and the entire Washington metropolitan area. In the northern portion of the plan area 69 percent of the housing units are single-family detached, while in the south over 70 percent of housing units are single-family detached. The economic and market analyses reveal that the area has room to grow to be competitive with similar communities and can absorb as much as 30 percent more housing units than currently exist. This increase, however, should result in offering a variety of housing types beyond the current single-family focus. This new housing should comprise a range of choices, including a variety of multifamily types that will allow older residents to downsize and age in place, as well as attract young professionals and families that desire a different housing type. Based on the findings, it is reasonable to assume that in the near- to mid-term (five years), a target of 2,000 to 3,000 housing units, distributed 52 percent for-sale and 48 percent for-rent, and which represent a range of product types, is achievable for the plan area.

TRANSPORTATION SYSTEMS

The sector plan area derives much of its identity from its roads, highways, railways, bike lanes, trails, and sidewalks. These transportation elements connect local residents and businesses to each other and to other parts of the region. They are vital to the social and economic health of the Central Branch Avenue community and therefore require careful planning. Unfortunately, much of the sector plan area's transportation systems are insufficient and in dire need of improvement. With only limited access to transit and poor connectivity within the street network, the area has become primarily auto-oriented and difficult to traverse on foot or by bicycle. This plan suggests changes to the existing transportation system which will increase access to the Branch Avenue Metro Station, make important connections between neighborhoods that will create a friendly environment for pedestrians and cyclists, and promote healthier lifestyles within the community. These improvements will give residents more ways to get around their communities and lay the groundwork for future economic growth.

Transit

The sector plan area is served by one rail station, the Branch Avenue Metro Station, located in the northern section of the sector plan area. It has 6,600 average weekday boardings, making it a relatively busy station within the entire Metrorail system. As a terminus station, it has 3,300 parking spaces available. There is an approximate 12-to-1 ratio between morning peak entries and peak morning exits at the station. This indicates that a disproportionate number of passengers are travelling to Washington, D.C., and other areas to work, and comparatively few passengers are coming into the area.

The Washington Metropolitan Area Transit Authority (WMATA) and the Prince George's County Department of Public Works and Transportation (DPW&T) provide transit and bus service to the area. The county's "TheBus" service transports passengers from the Clinton "park-and-ride" lot to the Branch Avenue and Naylor Road Metro Stations. Bus service is largely confined to the major roads—Branch Avenue, Woodyard/Piscataway Roads, Allentown Road, Temple Hill Road, and Brinkley Road. Bus service in this area is primarily intended for commuters and, therefore, is lacking adequate bus service within the residential neighborhoods. The county's Call-A-Bus service offers demand-responsive, curb-to-curb service, to seniors and disabled county residents.

In 2010, the Maryland Transit Administration (MTA) completed the *Southern Maryland Transit Corridor Preservation Study*, which

looked at the feasibility and alignment for fixed-guideway or bus rapid transit along Branch Avenue. This would connect southern Prince George's County and Charles County to the Branch Avenue Metro Station with three additional stops recommended along Branch Avenue within the sector plan area (see Map 5). The 2009 *Approved Countywide Master Plan of Transportation* (MPOT) recommends the evaluation of a Purple Line Extension from the Suitland Federal Center along St. Barnabas Road and Oxon Hill Road to National Harbor and Alexandria, Virginia.

Roads

The primary north-south roadway through the sector plan area connecting Southern Maryland and the District of Columbia is Branch Avenue (MD 5). Woodyard Road (MD 223), Allentown Road (MD 337), the Capital Beltway (I-95/495) and St. Barnabas Road (MD 414) provide major east-west connections across Branch Avenue. Over the past decade, the intersections of these roads with Branch Avenue have seen significant increases in traffic volumes (See Table 2). Traffic on Branch Avenue is expected to increase by 15 percent to 30 percent by 2030. The traffic patterns along Branch Avenue indicate that its share of traffic originating within the county increases northbound as it approaches the Capital Beltway (See Map 5).

Rush hour traffic in the peak morning and evening travelling hours has resulted in heavy traffic congestion on the above roadways. These roads are operating at or below acceptable levels of service. Curb cuts as a result of closely-spaced business entrances along St. Barnabas Road, Allentown Road and Woodyard Road heighten traffic congestion along these facilities.

Map 5. Traffic Volume Map

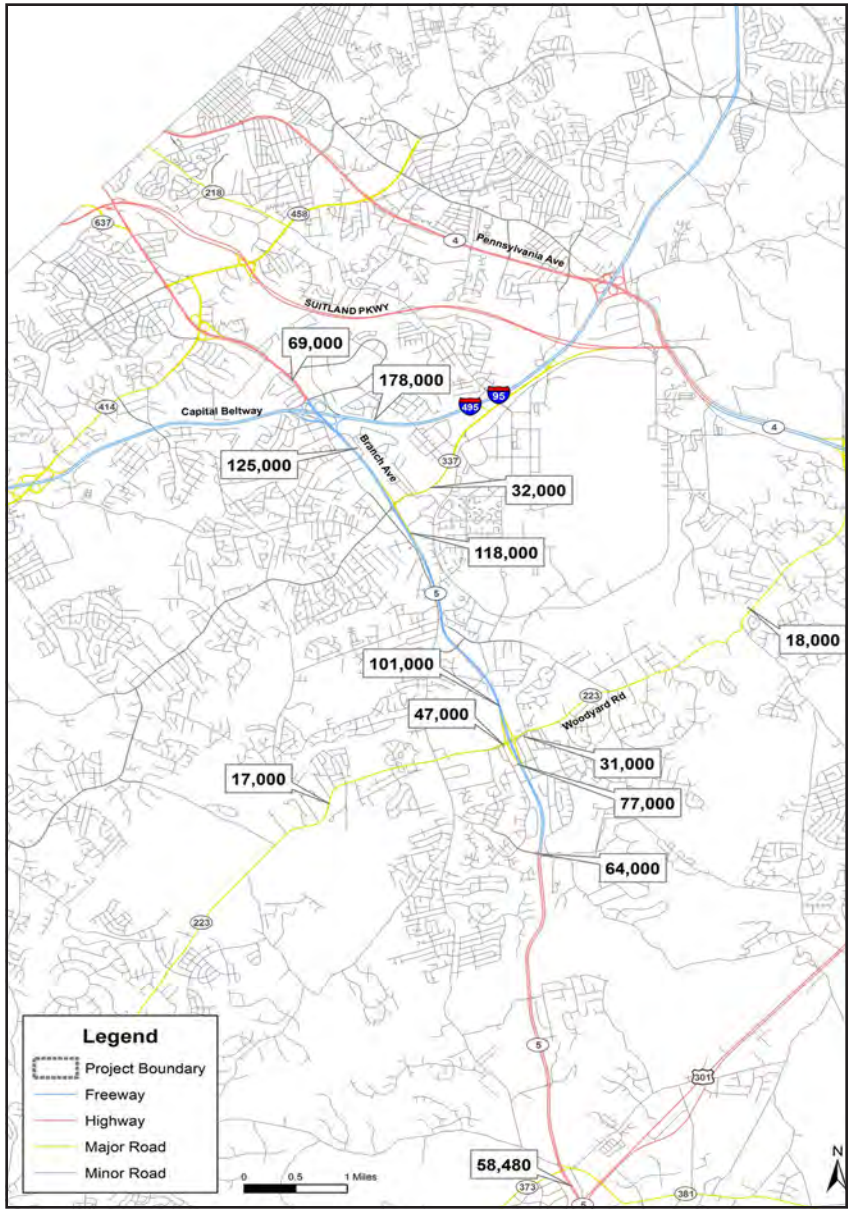


Table 2. Plan Area Traffic Counts, 2000–2010

Roadway/Intersection	2000 AADT*	2010 AADT*	% Change 2000-2010
Capital Beltway, east of Branch Ave.	157,475	177,981	13.0
Branch Ave., north of Allentown Rd.	88,650	124,920	40.9
Allentown Rd., east of Branch Ave.	18,025	31,512	74.8
Branch Ave., south of Allentown Rd.	80,000	118,380	48.0
Branch Ave., north of Woodyard Rd.	62,925	101,170	60.1
Woodyard Rd., west of Branch Ave.	31,650	46,560	47.1
Woodyard Rd., east of Branch Ave.	18,025	31,410	74.3
Branch Ave., south of Woodyard Rd.	47,525	77,230	62.5

Source: Maryland State Highway Administration.

**Annual Average Daily Traffic (AADT) is the total volume of vehicle traffic of a road for a year divided by 365 days. AADT is a useful and simple measurement of how busy a road is.*

Trails, Bikeways, and Sidewalks

Trails, bikeways, and sidewalks provide alternative ways of getting around on foot or by bicycle. In so doing, these active recreation facilities can improve public health and wellness within the community. Within the sector plan, the Countywide Master Plan of Transportation recommends trails along the Henson Creek and Tinkers Creek stream valleys. These trails will link to other trails or sidewalks and connect to key destination points. However, these trails have not been constructed.

Pedestrian circulation within the sector plan area is hindered by unsafe, fragmented, and incomplete sidewalks. Even though sidewalks exist in some communities, connectivity to other neighborhoods remains a serious challenge. In addition, the lack of amenities such as pedestrian-scale lighting and well defined crosswalks—and automobiles travelling at unsafe speeds—discourage pedestrian activity. The area's bicycling infrastructure is equally lacking. At present there are no dedicated bikeways on major roads within the corridor, making it very difficult to navigate the area by bicycle. The area also lacks infrastructure, such as proper signage and bicycle parking facilities, which would make cycling safer and more enjoyable. Furthermore, connections are lacking between existing trails or bikeways and other transportation options, including the Branch Avenue Metro Station. As a result, the area, especially primary streets and commercial areas, has become highly auto-oriented. County policy promotes the importance of pedestrian streetscapes and bicycle-friendly communities. In order to achieve these goals, efforts should be made to implement sidewalk and bikeway connectivity, particularly to key destinations.

THE ENVIRONMENT

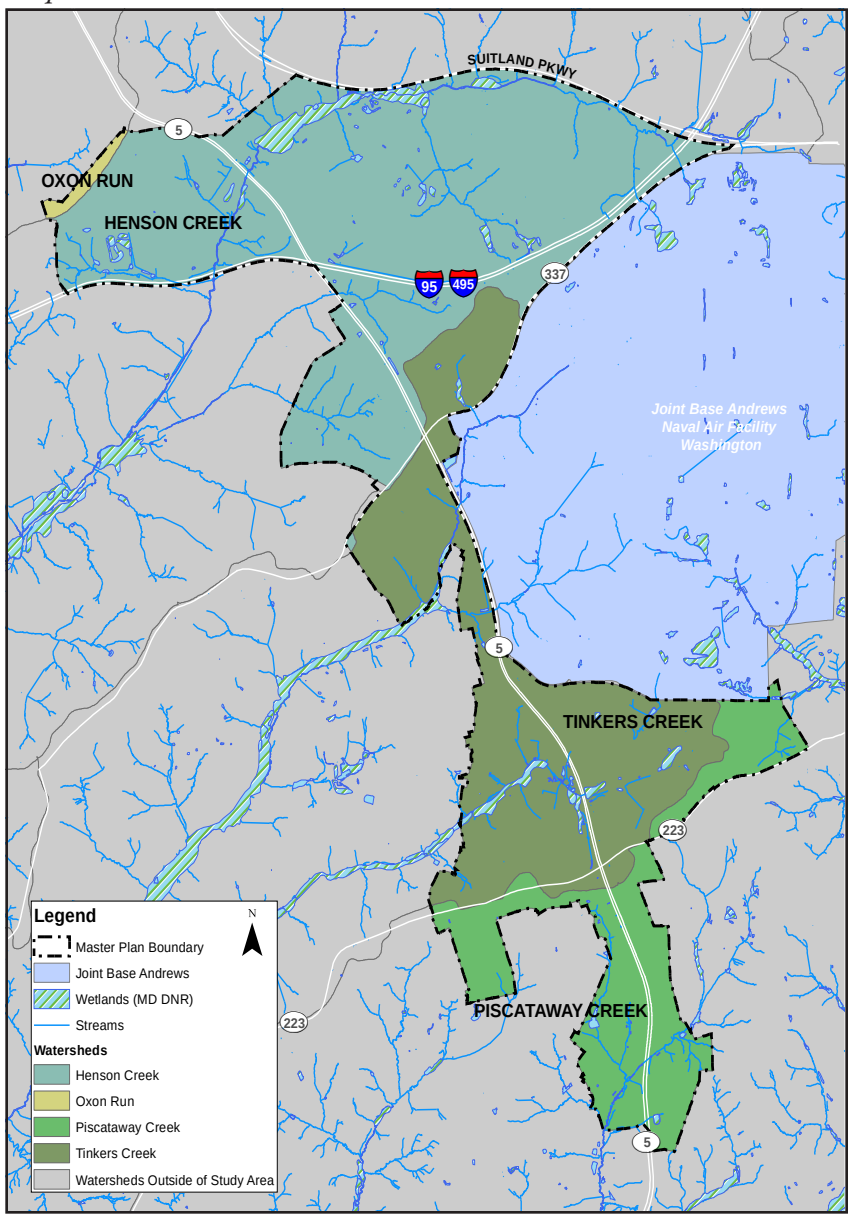
The plan area contains environmental assets of county and state importance, including tracts of land in forests and open space. Aerial photographs from 1938 show mainly a mix of densely forested areas and patches of agricultural land. Although a lot of the forests and farms have since been replaced with residential, commercial, and industrial uses, the area still contains nearly 2,000 acres of tree cover, 15 percent of which is protected either by public or quasi-public ownership. There are nearly 140 acres of known wetlands, 240 acres of 100-year floodplain, and nearly 40 miles of streams from four watersheds (Henson Creek, Tinkers Creek, Piscataway Creek, and Oxon Run). Map 6 shows the location of these watersheds.

Table 3. Stream Features within the Study Area.

Watershed Name	Linear feet of known streams	Acres of known wetlands	100-year floodplain acres
Piscataway Creek	33,212	2.35	18.37
Henson Creek	126,965	92.49	176.72
Tinkers Creek	49,159	43.53	45.73
Oxon Run	31	0.00	0.00
TOTAL	209,367	138.37	240.82

The term "green infrastructure" is used to define the interconnected system of public and private lands containing significant areas of woodlands, wetlands, wildlife habitat, and other sensitive areas that provide valuable ecological functions to current and future generations. Maintaining the longevity of the assets within this environmental infrastructure requires minimal intrusions from land development, light, and noise pollution, as well as an overall orientation to creating a sustainable community.

Map 6. Watersheds



These areas offer unique opportunities for preserving essential wildlife habitat, mitigating the impacts of climate change, and more. At the same time, protecting and enhancing the ecological integrity of the plan area depends upon smart transportation and land use development choices both in and around the study area.

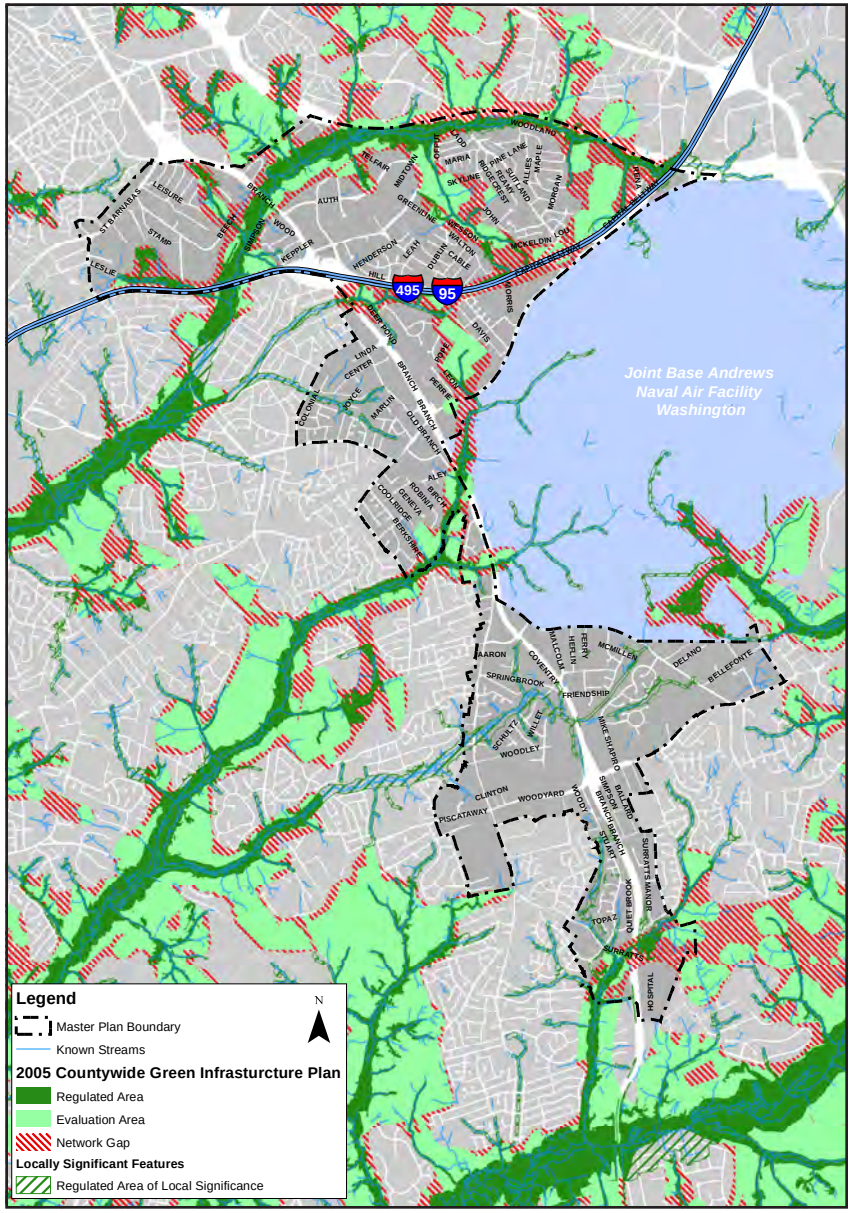
Wetlands and floodplains within the sector plan area provide essential habitat, stormwater quality and quantity control, and other much needed ecological services that improve the environment for the people who live and work here. Enhancing and protecting these environmental assets form an important part of revitalization strategies for the sector plan area. This section presents an analysis of these various environmental assets and identifies opportunities for further protection and improvements in the plan area. In addition, it also presents information on areas exposed to potential harmful noise levels and light pollution impacts.

Green Infrastructure

The Countywide Green Infrastructure Plan identifies a network of waterways, wetlands, woodlands, wildlife habitats, and other natural areas of countywide significance, and proposes conservation mechanisms to preserve, protect, and enhance these elements. The plan describes goals, objectives, and policies for implementation and provides maps showing the identified elements of the green infrastructure, including regulated areas, evaluation areas, and network gaps.

Approximately 1,500 acres of land in the sector plan area are within the designated network (See Map 7). The regulated areas shown as part of the network are conceptual in nature and include known streams and wetlands with their associated buffers, regulated slopes,

Map 7. Green Infrastructure Network



and the 100-year floodplain. As part of this sector plan process, locally significant environmental areas have been identified for addition to the countywide network. At the time of development applications, additional field work will more specifically delineate these regulated features and their associated environmental protection buffers. This field work may determine that these protected areas should be smaller or larger than the conceptual regulated areas mapped as part of the designated countywide network.

Water Quality and Stormwater Management

Most of the land within the sector plan area was developed prior to the adoption of requirements regarding woodland conservation, stormwater control, or stream, wetland, and floodplain protections. Stream buffers were removed, some wetlands and floodplains were filled in order to create more dry land for development, and some streams that previously existed were removed, or channelized. This was accompanied by the creation of large areas of impervious surfaces such as roads, parking lots, rooftops, and sidewalks. Without the benefit of site features to manage stormwater run-off and mimic pre-development conditions, rain water that falls in an area is unable to infiltrate the ground. Much of it comes off impervious surfaces and flows untreated directly into the receiving streams and wetlands resulting in structural degradation such as failing slopes, deep ravines, and severe erosion of the remaining streams, wetlands and floodplains. As part of the planning process, the conditions of the area's environmental resources have been assessed with recommendations.

Developments without stormwater management features and with a high percentage of impervious surfaces have resulted in water quality conditions that need to be addressed through the structural stabilization of streams, re-establishment of natural drainage and flow patterns wherever possible, and the installation of new stormwater management features, including bioretention areas. Opportunities to reintegrate natural features into neighborhoods and commercial areas—to improve both air and water quality—have been identified. Gaps in the open space network have also been identified for possible acquisition to complete the stream valley park system.

If impervious surfaces make up more than 10 percent of a watershed's area, severe degradation of the streams that receive this stormwater can result if measures are not taken to slow the run-off, remove pollutants, and allow rainwater to infiltrate the ground. As Table 4 shows, imperviousness in the planning area is about 25 percent in the Piscataway Creek watershed, 30 percent in Henson Creek, nearly 40 percent in Tinkers Creek, and about 90 percent in Oxon Run. This high imperviousness throughout the planning area poses challenging stormwater management and water quality issues that need to be addressed as a matter of urgency. Challenges to water quality include bacteria carried into streams from leaks in the sanitary sewer system, streambank erosion, reduced infiltration of groundwater caused by the loss of forest and tree cover, as well as trash, pesticides, oil and chemicals deposited into streams, wetland and floodplains by uncontrolled stormwater runoff. This plan has identified locations where action is urgently needed to address high, uncontrolled runoff flows and unstable streams.

Table 4. Impervious Surfaces and Water Quality Ratings

Watershed	Acreage of impervious surfaces (acres)	Impervious surfaces (percent)	Water quality rating (IBI measure)	Watershed rating (Habitat measure)
Piscataway Creek	221.68	24.55	Fair	Poor
Henson Creek	902.98	29.97	Very poor	Poor
Tinkers Creek	639.28	37.59	Poor	Very poor
Oxon Run	30.49	88.85	Very poor	Very poor

Piscataway Creek is the least polluted of the sector plan area's watersheds. The Maryland Department of Natural Resources (DNR) has designated it as a stronghold watershed. Stronghold watersheds are those watersheds in the state that are most important for the protection of Maryland's aquatic biodiversity as determined by DNR. Stronghold watersheds are the places where rare, threatened, or endangered freshwater fish, amphibians, reptiles, or mussel species occur in the highest numbers. Special protection of these watersheds is necessary to ensure the persistence of these imperiled aquatic fauna.

A segment of the Piscataway Creek watershed has also been designated by the Maryland Department of the Environment (MDE) as a "Tier II" waterway, i.e. a waterway that is of high water quality. Applications to MDE for new discharges that are required for new development, such as those for stormwater management, are subject to higher standards of review by MDE. Concerns are focused on ensuring that the water quality is not degraded by the proposal and that environmental site design is being implemented to the maximum extent practicable. In addition, projects must be designed to ensure that erosion and sediment controls meet the current standards and higher standards where warranted.

Revitalization of the land within the plan area provides an excellent opportunity to improve water quality stemming from stormwater quality and quantity issues by stabilizing receiving streams and increasing tree canopy. The countywide Stream Corridor Assessment (SCA) lists several stream impairments such as channel alterations, inadequate buffers, debris in channels, and areas of severe erosion. When seeking opportunities for mitigation projects to compensate for impacts elsewhere, the SCA should be used as a data source for areas that have been identified as needing restoration.

The watersheds in the sector plan area flow into the Potomac River basin, which flows into the Chesapeake Bay. When streams are very polluted, the Environmental Protection Agency (EPA) places them on a national list (303d) and sets standards for cleaning up the streams. These standards are called total maximum daily loads (TMDLs) and are set statewide and by major river basins. Local watershed implementation plans (WIPs) are created to improve water quality to meet these standards. There are many opportunities in the sector plan area to address the TMDLs, such as through the installation of stormwater management features where they do not currently exist, stabilization of streams as part of new development proposals, use of green roofs to improve stormwater, and encouragement of homeowners and businesses to build rain gardens to reduce impervious surfaces. The next chapter will identify opportunities that have been identified in the plan area, particularly in the focus areas, that should be considered as part of any redevelopment projects.

Air Quality

Air quality is more of a regional issue than a localized one. The Washington metropolitan area, which includes the sector plan area, does not currently meet the federal standards for ground level ozone. While air quality is regulated at the federal and not the local level, developer proposals could help improve air quality by planting and preserving trees to reduce heat islands and utilizing street grids to minimize traffic congestion and vehicle emissions. The recent passage of the county's Tree Canopy Coverage Ordinance is intended to increase tree canopy in developed and redeveloping communities, contributing to improved air quality. In addition, the recommendations in the transportation section of this sector plan related to easing traffic congestion and reducing the number of vehicles on the road by encouraging carpooling, the use of transit, and other modes of transportation such as walking and bicycling will also help improve air quality in the area.

Noise

Noise is often defined as unwanted sound from man-made or natural sources, and is usually the most obvious and common problem for people who live and work near a noise source such as a busy road, railway, an airport or airfield. Excessive noise significantly affects the quality of life of any community. Noise levels are measured in decibels (dBA). A noise level of 0 decibels is the threshold of human hearing and is barely audible even under extremely quiet listening conditions. Normal speech has a level of about 60 dBA. A noise level of 65 dBA is the accepted maximum dBA level for outdoor activity. Sustained noise levels above 65 dBA have been shown to cause eardrum damage and hearing loss.

Noise issues related to transportation uses in the sector plan area are limited to roadways designated as arterial and greater, which produce enough noise to result in unsafe noise levels. When residential uses or residential-type uses such as a day care center or a hotel are planned within the modeled 65 dBA noise contour (all areas affected by 65 dBA noise levels), measures must be taken to ensure that noise levels in outdoor activity areas are reduced to 65dBA or less. Map 8 and Table 5 show the areas along major roadways in the sector plan area where traffic noise levels are at 65 dBA and above.

Table 5. Projected 65 dBA Noise Contour

Road Segment	Contour Distance
Segment 1, MD 5 (St. Barnabas Road to Capital Beltway)	362
Segment 2, MD 5 (Capital Beltway to Allentown Road)	722
Segment 3, MD 5 (Allentown Road to Woodyard Road)	701
Segment 4, MD 5 (Woodyard Road to Plan Area Boundary)	523
Segment 5, Capital Beltway (within Plan Area Boundary)	923
Segment 6, St. Barnabas Road (within Plan Area Boundary)	266
Segment 7, Allentown Road (within Plan Area Boundary)	228
Segment 8, Piscataway Road/Woodyard Road within Plan Area Boundary	283

In addition to roadway noise, small portions of the sector plan area are subject to high noise levels from aircraft from Joint Base Andrews (JBA). Map 8 shows the portions of the sector plan area that are affected by high noise levels from Joint Base Andrews.

Light Pollution

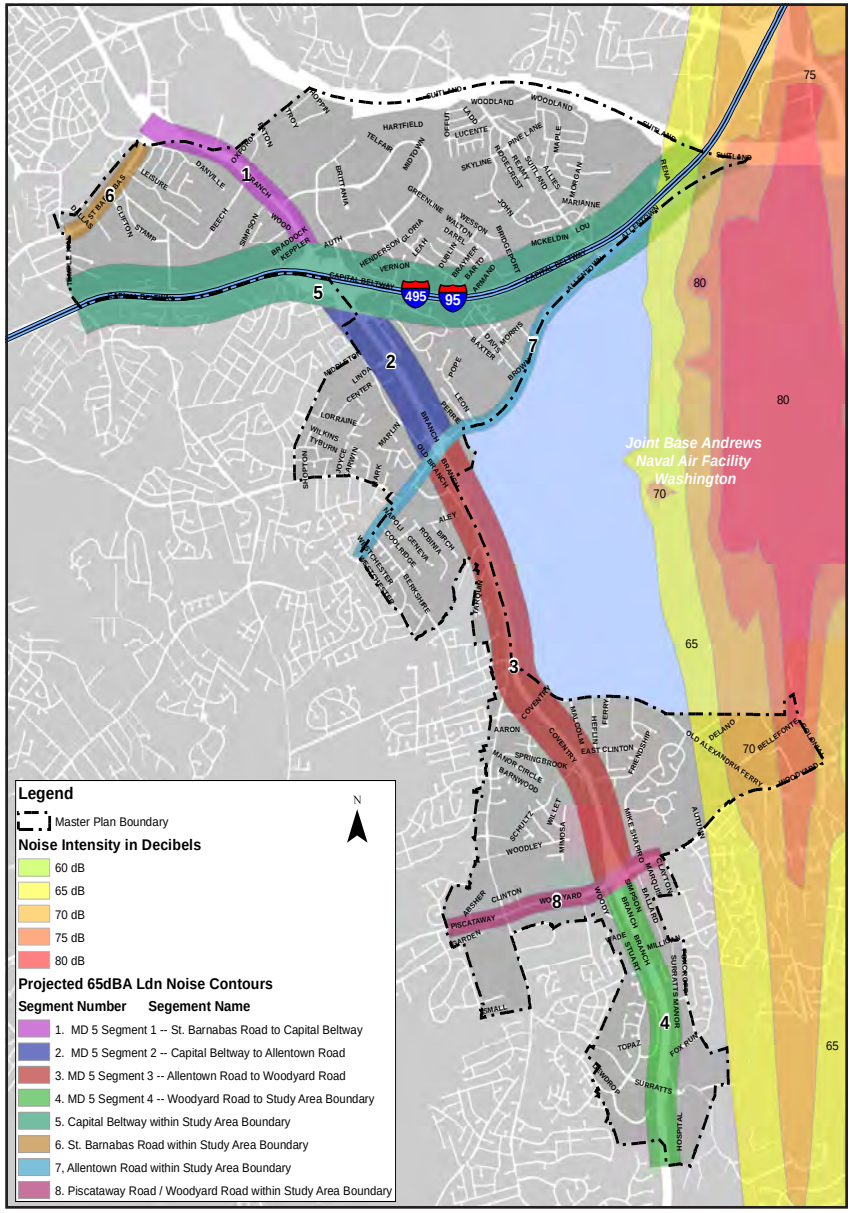
Light pollution can be defined as unwanted light or intrusions caused by glare. Light intrusion into residential areas and environmentally-sensitive areas from commercial and industrial areas are concerns within the sector plan area. In addition, consistent light levels throughout communities have been shown to reduce crime because the human eye does not need to adjust when viewing different areas. Special consideration should be given to managing light levels throughout the revitalization areas to provide a consistent level of lighting using downward facing lighting with appropriate shielding.

PARKS AND RECREATION

Parks and recreation facilities and programs are an essential element to a strong community. Parks enhance the quality of life by offering a safe outdoor space for play, or just an opportunity to enjoy the beauty and quietness of being in nature. It is critical to provide a network of places that encourage healthy movement of exercise for a variety of users. Even more importantly, parks and recreational facilities serve as gathering places for socializing and learning that connects neighbors.

Within the CBA there is a mix of neighborhood community parks and a number of sites shared with public schools that provide active recreation. Passive parks, which form part of stream valley parks, are located along all of the major waterways. M-NCPPC owns approximately 231.3 acres of parkland in the plan area, a significant portion of which is in the stream valley parks.

Map 8. Sector Plan Area Noise Zones



Existing Parks Network

The Henson and Tinkers Creek stream valley parks (with the Pea Hill Branch tributary) preserve important environmental assets while providing opportunities at appropriate locations for active parks. A trail network is planned through portions of the stream valley parks to provide recreational opportunities and connect adjoining neighborhoods. In addition to these parks, M-NCPPC owns, and its Department of Parks and Recreation (DPR) operates, a number of specialized facilities. The Surratt House museum, located in the Clinton focus area on Brandywine Road, was restored in 1976 by M-NCPPC and today presents a variety of programs and events focusing on the history of mid-nineteenth century life, including online programs dedicated to the President Lincoln assassination conspiracy and the involvement of the Surratt family. The department has also partnered with the county's Department of Family Services (DFS) to operate a senior center located in a former school building, now serving as DFS headquarters, in the Camp Springs focus area on Allentown Road. Table 6 lists publicly owned parks and presents details on their size as well as the amenities they provide; Map 9 shows the location of these properties.

Map 9. Parks

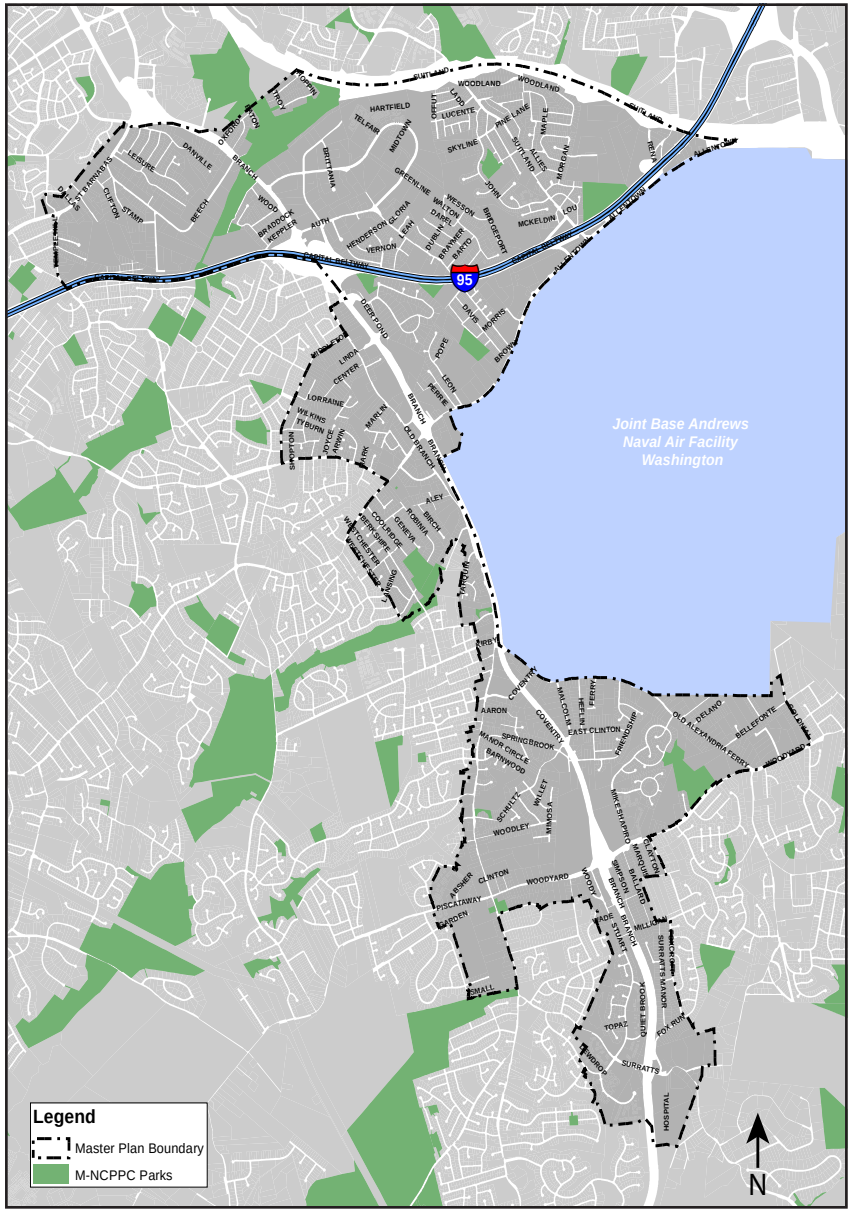


Table 6. Existing Parks

Park ID	Park	Size (Acres)	Location	Amenities Available
Q39	Andrews Manor Neighborhood Playground	4.05	5600 Block of Medford Avenue, Suitland, MD 20746	
Q41	Auth Village Neighborhood Park/ School	11.55	6111 Baxter Drive, Suitland, MD 20746	Picnic area with shelter, tennis and basketball courts, softball and football/soccer fields, play equipment and parking lot.
Q17	Camp Springs Neighborhood Park	15.79	7001 Robinia Road, Temple Hills, MD 20748	Tennis and basketball courts, softball field, play equipment and parking lot.
Q69	Douglas Patterson Community Park/School	26.39	7001 Marianne Drive Suitland, MD 20746	Picnic area, tennis and basketball courts, softball and football/soccer fields, play equipment, restrooms and parking lot.
Q79	Henson Creek Stream Valley Park	106.74 (27.57 ac along Beech Road and 79.17 acres near Metro station)	Beech Road, Branch Avenue, Keppler Road, Meadowbrook Drive, Hoppin Lane	
Q24	Manchester Estates Neighborhood Park	6.01	5200 Manchester Drive, Camp Springs, MD 20746	
Q47	Michael J. Polley Neighborhood Park/School	7.89	6311 Randolph Road, Suitland, MD 20746	Lighted tennis courts, picnic and sitting area with play equipment.
Q37	Temple Hills Neighborhood Park	12.80	5211 Hagan Road; 5200 Barnaby Road South, Temple Hills, MD 20748	Picnic area with shelter and play equipment, tennis and basketball courts, softball and football/soccer fields, restrooms, and parking lot.
Q82	Tinkers Creek Stream Valley Park	1.63	Parcel A, 6220 Wolverton Lane, Camp Springs, MD	
W78	Pea Hill Branch Stream Valley Park	1.82	Parcel C, Schultz Road, Clinton, MD 20735	
Q84	Surratt House Historic Site	3.49	9110 Brandywine Road, Clinton, MD 20735	James O. Hall Research Center, parking lots.
Q71	Tanglewood Community Park/ School	33.14	8339 Woodyard Road, Clinton, MD 20735	Picnic area, with shelter, lighted tennis and basketball courts, softball with football/soccer fields, play areas with equipment, loop trail with exercise equipment and parking lots.

Area Needs and Opportunities

In November 2011 the Department of Parks and Recreation began a countywide parks plan called Formula 2040. This plan will help move the county from the suburban park planning model that it has used for some time to a model that can expand its provision of various types of public spaces to serve an increasingly diverse and urban population. A key part of the new plan will be setting standards for more urban parks that will form a critical part of the effort to revitalize and redevelop the plan's focus areas. Of these civic spaces, plazas, and neighborhood as well as smaller active urban parks hold promise due to their ability to provide a variety of activities and recreational events. Jurisdictions across the nation and this region are using various urban park typologies to not only spur recreation but also to add character and amenities to development projects. Development concepts for the focus areas have identified locations for a variety of urban parks, considered as an essential element for improving the public realm while providing recreational opportunities for residents.

In addition to the need for new urban parks, an analysis of the stream valley parks in the sector plan area identified a number of critical gaps in the system that threaten its preservation. Stream valley protection is now a collaborative effort between the public and local homeowners' associations. The "gap" properties that are still in private ownership—and thus available for new development that should be considered for possible park acquisition to expand the stream valley parks—are identified in the next chapter.

The Surratt House is a unique but hidden tourism opportunity as well as a local landmark. Expanding the Surratt House museum site would allow DPR to enhance the facility to be a stronger regional tourism draw. The museum is difficult to find as it does not have visibility from the major roads that lead up to the site: Woodyard, Piscataway, and Old Branch Avenues. Over time DPR has purchased a number of smaller properties in close proximity to the original property for parking and offices. By acquiring adjacent property along Woodyard next to the site, visibility would be greatly improved and land would be made available for other activities and events. This additional property would greatly enhance the museum setting and help this prominent historical site play a significant role in revitalizing Clinton.

One of the area's most active community parks, Tanglewood Community Park/School on Woodyard Road, is located underneath the Joint Base Andrews (JBA) flight path. The school and adjacent parkland are primarily located in an area delineated as Accident Potential Zone I which is an area that has a higher than normal risk for crashes. The Air Force has undertaken technical studies to recommend compatible uses for development in the various safety zones within the flight path. The Andrews AFB Air Installation Compatible Use Zone (AICUZ) study identified the safety zones and made land use recommendations for compatible development within them. In 2009 the county developed its own land use policy recommendations for compatible uses within the safety zones using information in AICUZ. *The Joint Base Andrews Naval Air Facility Washington Joint Land Use Study* recommends prohibiting land uses that concentrate people in small areas such as schools and active parks with recreation league programming. Consideration should be given to relocating the facilities on this park property to another site, within the focus area if possible, given the high hazard potential of this site in light of airport operations.

Specialized Facilities

In Clinton, expanding facilities and services for youth is a growing priority. Residents and business owners identified several locations within the business district where students congregate, particularly after school and into the evening hours, around the intersection of Old Branch Avenue and Piscataway Road. The closest recreational facility with programs is the Stephen Decatur Middle School community center, which is outside of the Clinton focus area where the need is greatest. It also does not offer the hours of operation or targeted programs that the older youth desire. Residents have noted that many in this age group tend to drop out of the organized recreational programs.

The Clinton Boys and Girls Club currently operates a number of programs in the area that could be expanded or enhanced to serve the growing need for programs for older teens and young adults. The organization currently leases Miller's Field on Piscataway Road near its intersection with Old Branch/Brandywine Road and a 20-acre property owned by the Prince George's County Community College near Cosca Regional Park outside of the plan area. There is much community support for a youth center and interest from both a local church and the Boys and Girls club in working together to provide a facility and age appropriate programs that can both keep this age group engaged and active in learning new life skills.

A need for additional space and programs was also identified for the significant senior population in the sector plan area, particularly in Camp Springs. The existing senior center is a heavily used facility housed inside the eastern wing of the Prince George's County Department of Family Services building. It serves over 300 seniors weekly with activities ranging from pool to computer classes to various forms of aerobic exercise. DPR staff maintain that it is increasingly difficult to provide services for the underserved senior population in such a limited space, and that a facility twice its size could easily be filled. Moreover, the last few years have brought to the senior center a population with fewer financial resources to support programming, but with a growing number of needs. As the senior center scrambles to keep pace, the community has identified it as a priority for upgrade and/or expansion. An enhanced senior center, more centrally located in the Camp Springs focus area, could also serve as an important anchor within a revitalized center for the community, either within a new building or by way of adaptive reuse of an existing building. There has long been a local desire to open a new community facility that could be arts oriented. At a number of the community workshops held during the plan preparation process, participants expressed their interest in such a facility. Many retired attendees hoped that they could be part of such a facility and work with youth, particularly in passing on their interest and skills in music and the arts.

Public/private partnerships in neighboring communities have proved an invaluable resource in funding new specialized facilities such as the teen/young adult center and expanded senior center discussed above. In fact, with limited public funding, the county is moving toward larger regional facilities that could offer comprehensive programs. In surveys done by DPR, residents have indicated a desire to travel to facilities that offer the specialized programs or particular teachers that they desire and have indicated that they would bypass local facilities. Thus smaller, community serving facilities will increasingly need to be innovatively financed and locally operated and to do this public/private partnerships must be considered as funding challenges increase.

SCHOOLS

Schools are the backbone of any community. Not only do they provide education but they also provide places for the community to meet and often serve as centers for recreation and other activities.

Although the quality of the public schools form only one factor in locational decisions, they are consistently cited as an important factor. Businesses may choose to locate elsewhere in the region, where they can provide employee families with a good educational system as well as shorter commutes. Where schools are inadequate, new hires may choose to reside where the public schools perform better, even if that means living farther away from their places of employment. Economic development is inextricably linked to this quality of life indicator. Quality schools are an important foundation to "creating communities where learning happens" (Institute for Educational Leadership)."

Schools in the plan area offer challenges and opportunities for creating a community of learning where schools can be woven into the fabric of the community both physically and functionally. This section will look at some key issues that may need to be addressed to help improve the local public school network, including the condition and capacity of existing schools in the plan area, access and connectivity issues, and opportunities for community partnerships.

Area Schools

The sector plan area is well-served by public and private schools that offer many educational choices to local residents (see Map 10). There are ten public elementary schools (including two charter elementary schools), three public charter academies (grades K through 8), two public middle schools, one special educational facility, and three high schools. In addition, five private schools are located near or within the plan area.

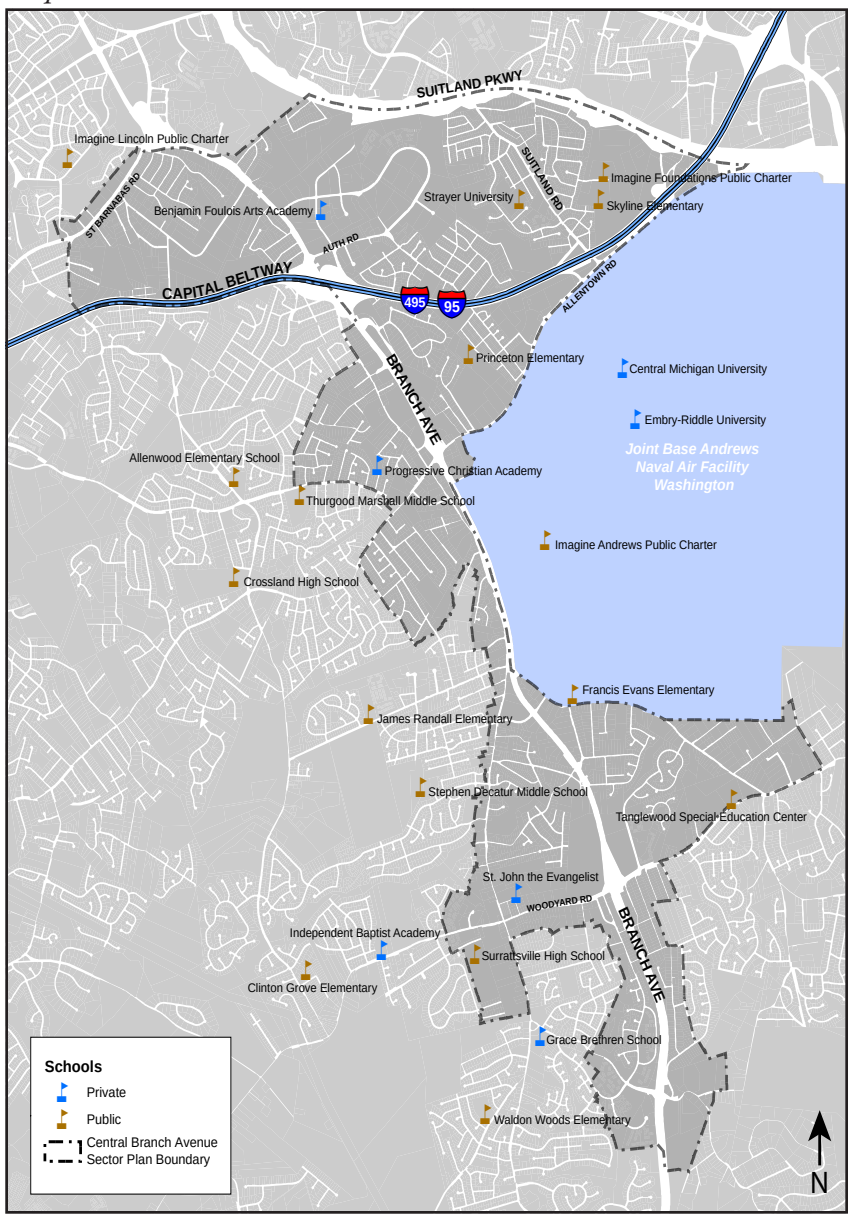
Of the four elementary schools, two are newly created charter schools. Operated by the Imagine Foundation, they are located in the Town of Morningside and on Joint Base Andrews and have been a welcome addition to the local education resources. The five private schools in the sector plan area consist of Henson Valley Montessori School, Progressive Christian Academy, Saint John's School, Grace Brethren Christian Schools, and Independent Baptist School. In addition, a number of higher education facilities offer programs including the Strayer College satellite facility near the Branch Avenue Metro Station, the Camp Springs branch of Prince George's Community College, and two universities offering courses at Joint Base Andrews.

Public Schools—Capacity and Condition Analysis

An analysis of existing schools showed there was adequate capacity to serve existing and projected student enrollment in the schools serving the plan area. This analysis looked at the space available to accommodate students but did not address the condition or the functionality of the school facility.

Most of the schools serving the plan area were originally constructed in the 1960s. The public schools system has conducted studies to assess the condition of schools in the county. A facilities condition index (FCI) is used that measures "a facility's condition represented by the ratio to cost to correct a school facility's deficiencies to the current replacement value of the facility." Schools with an FCI of 0–40 percent are considered to be in good condition, schools with an FCI of 40–75 percent are considered to be in fair condition, and

Map 10. Schools



those with an FCI greater than 75 percent are considered to be in poor condition; in other words the higher the percentage the poorer the condition. The results of the most recent study completed in 2008 determined that all of the non-charter elementary schools in the plan area were rated as either poor or fair.

Table 7. Public School Information

Schools in Sector Plan	Year Built	Building Size (square feet)	Site Acreage	Major Renovations (Year)	2008 3D FCI Score (%)
Skyline E.S.	1966	37,225	10	n/a	76 (poor)
Benjamin D. Foulois	1968	114,715	16.2	n/a	44 (fair)
Princeton E.S.	1960	41,337	12.1	1963,1971, 1997	59 (fair)
Surrattsville H.S.	1960	167,322	30	1962,1984, 1989,1990, 2004	29 (good)

The physical conditions of schools relates both to the ability to accommodate newer technology as well as the potential to house any other community activities or services. One concept that is now being investigated by the county government is the possibility that schools could provide a center for activities that extend beyond the school day. School buildings or facilities could be used for recreation, health, and counseling services. School facilities, including the media centers, school auditoriums, and cafeterias already provide space for community meetings and events and the upgrading of the facilities could only improve community use. In an era of growing demand for services and shrinking public resources, the efficient use of school facilities is especially important.

In addition to the condition of the area's school facilities, the location of the Tanglewood Special Education School on Woodyard Road is of concern as it is located under the flight path for Joint Base Andrews. It is co-located on the same site as the park facility and the safety issues associated with this site were discussed in detail in the previous parks and recreation section. This site is not appropriate for land uses that concentrate people in small areas such as schools. The county's public schools system plans to relocate the students attending the school to Clinton Grove Elementary and Stephen Decatur Middle, when these schools are renovated to incorporate special education programs and services. Once this happens, it is important that Tanglewood not be used for any other institutional use due to its high noise levels associated with flights to and from Joint Base Andrews

Access and Community Connectivity

Many of the schools are not well served by sidewalks and bike lanes. In fact, very few students walk to school in the county—most students arrive by auto or school bus. Across the nation there has been growing recognition that schools need to be better connected to the neighborhoods they serve so that students can safely walk or bicycle to school. The benefits of physical improvements such as wider continuous sidewalks, trees planted between sidewalks and vehicle travel lanes, highly visible pedestrian crossings, and trails and dedicated travel lanes for bicycles would be significant. Cleaner air, reduced automobile congestion, and healthier students would be at the top of the list. Increasing the activity levels of children by enabling them to walk and bicycle to school would reverse the upward trend in childhood obesity and diabetes, as well as other conditions that result from reduced physical activity.

Community Partnerships

Competitive job opportunities and career paths for county residents require strong, collaborative partnerships between employers and workforce development providers. Such partnerships ensure that jobs exist after training, that training adapts to meet ever changing industry demands, and that county residents are prepared for jobs in the twenty-first century. A number of schools in the sector plan area already have partnerships with local businesses, but this is an effort that can be greatly enhanced and expanded. Two major institutions in the sector plan area have specialized knowledge and expertise: Joint Base Andrews and the Southern Maryland Hospital Center. This creates many opportunities for creative and innovative partnerships that can greatly benefit students and the community.

Focus Areas

The sector plan identifies six geographic focus areas: Beech Road; Allentown Road-Suitland Road; Camp Springs; Coventry Way; Clinton Commercial Core; and the Southern Maryland Hospital Center. These places were selected as focus areas based on several criteria including existing land use conflicts, opportunity for economic development, planned or recent development or growth, economic position within the corridor, community interest and support, and potential locations for future light rail or bus rapid transit stations. This section will examine each focus area describing existing conditions, including land use patterns, economic trends, and the quality of the built environment. Through this analysis, each focus area's unique challenges and opportunities will be identified, laying the foundation for recommendations made in a later chapter of this plan.

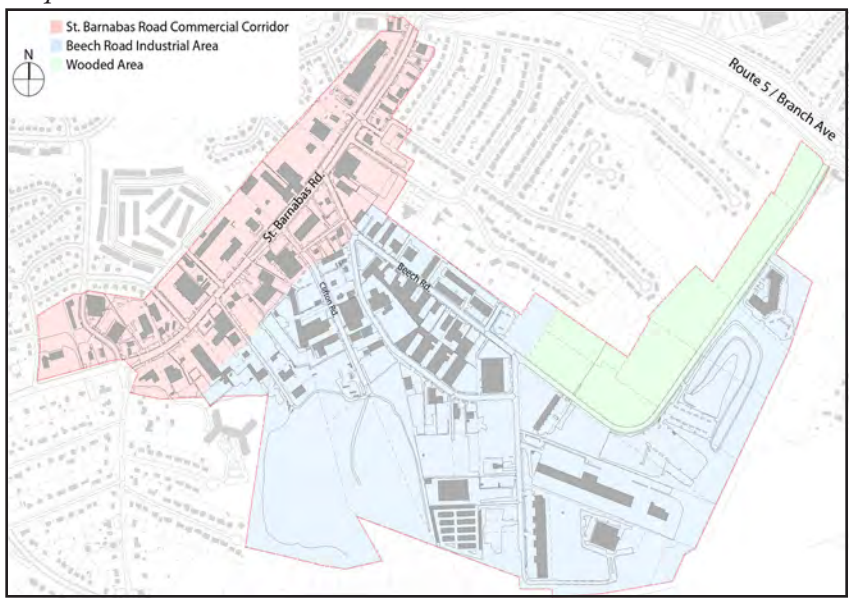
BEECH ROAD FOCUS AREA

The purpose of examining the Beech Road focus area is to address conflicts between residential, commercial, and industrial land uses; explore opportunities to improve the older commercial strip on St. Barnabas Road (currently characterized by a hodgepodge of commercial uses and negative visual images along the corridor); respond to residents' concerns about better property maintenance and quality development; plan for light rail in the future; and implement the 2010 *St. Barnabas-Beech Road Industrial Study and Action Plan* with respect to new standards for development and infrastructure.

The Beech Road focus area is located between Branch Avenue (MD 5), St. Barnabas Road, Temple Hill Road, and the Capital Beltway (see Map 11). It includes industrial areas on Beech Road, Stamp Road, Beech Place, Cremen Road, Clifton Road, and Beech Way. The area developed in the 1950s and 1960s and was bolstered by its access to Branch Avenue and the Capital Beltway. The past five decades of commercial and industrial development in typical mid and late twentieth-century suburban forms has resulted in a small, defined industrial center operating adjacent to an arterial roadway lined with retail, service, and restaurant uses. For the purpose of this review, the focus area is divided into two sections based on different land use characteristics—the St. Barnabas commercial corridor and the Beech Road industrial area.

Characterized by typical suburban strip development, the St. Barnabas Road corridor between Temple Hills Road and Branch Avenue contains an array of commercial uses. These include auto sales and storage, auto parts sales, gas stations, fast food restaurants, personal services, and small offices. With development that dates

Map 11. Beech Road Focus Area

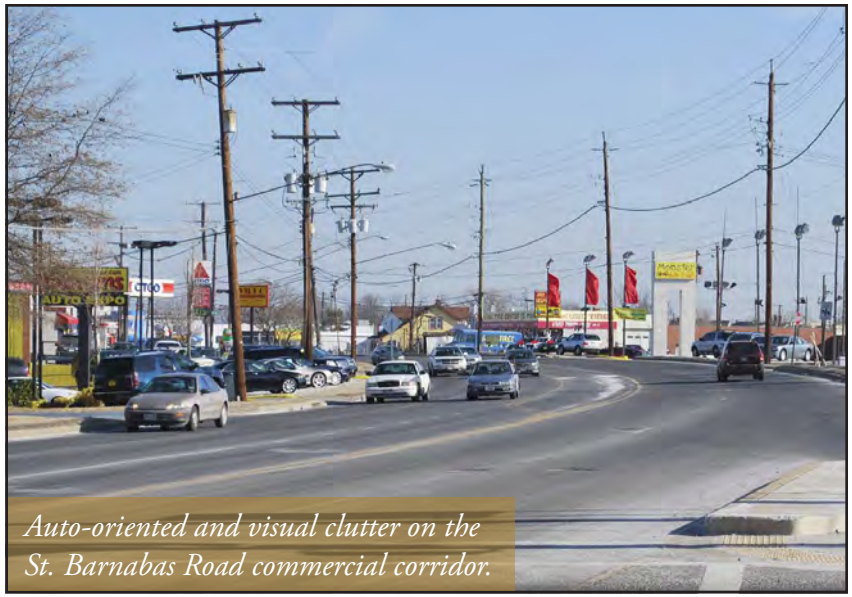




Illegal dumping contributes to the negative impression of an area.

from the 1950s, the commercial corridor now appears in decline with older, obsolete buildings, low-end retail, and many small transient businesses. The visual appearance of the streetscape is poor. The corridor is saturated with auto-oriented businesses with large other signage competing for drivers' attention. Utility poles and overhead wires crisscross the street, adding to the visual clutter. In addition, the corridor does not safely accommodate pedestrians, despite the presence of sidewalks on both sides of the roadway. In many locations the sidewalk is adjacent to the curb, providing very little separation between the sidewalk and roadway. Pedestrians walk alongside vehicles travelling at varying speeds. Obstacles to walkability and bikeability include excessive curb cuts, turning vehicles, poor wheelchair accessibility, inconsistent pavement and sidewalk materials, poorly maintained sidewalks, and obstructions in the form of displays and cars for sale.

The Beech Road industrial area lies between Gordon's Corner—a residential neighborhood on the west side of Branch Avenue; St Barnabas Road; a residential neighborhood east of Temple Hill Road; and the Capital Beltway. While the industrial area has fared better than the commercial strip since its development in the 1950s, the proximity of residential development and the southern barrier of Henson Creek and the Capital Beltway has limited the expansion of industrial uses. Many of the industrial area properties contain older structures, and the public infrastructure shows signs of deterioration. Additionally, development standards of previous decades have created an area with minimal landscaping and screening of operations. Uses include small offices, personal services, retail uses, small warehousing operations, auto auction and services, storage facilities, printing operations, and other light industrial uses. A gravel washing operation, concrete recycling facility, and



Auto-oriented and visual clutter on the St. Barnabas Road commercial corridor.



There are too many curb cuts and the sidewalk is not handicap accessible. Sidewalks are poorly maintained.

a Class III fill lie at the end of Clifton and Cremen Roads on the southwestern corner of the industrial area. The light industrial zoning district allows a wide array of commercial and industrial uses, which are not always compatible with each other given operational and environmental impacts.

The older industrial buildings and public infrastructure were built in an era with limited design requirements, resulting in narrow streets without curbs and gutters, buildings built up to street lines without landscape strips or sidewalks, and inadequate on-site parking facilities. Other issues associated with the industrial area include inadequate buffering of residential uses from industrial operations that generate noise and visual pollution, mishandling and disposal of oil and grease, leaking fuel tanks, and improper disposal of scrap materials.

The focus area was the subject of a recent study that included property inspections and enforcement. The resulting 2010 *St. Barnabas-Beech Road Industrial Study and Action Plan* identified two major issues: the need for improved code enforcement and for public education about the county's zoning and property maintenance standards for commercial and industrial properties. Among the study's major findings was evidence that over half of the businesses in the area operate without required permits. This means that inspections did not take place on properties to ensure compliance with applicable standards. In addition, the lack of widespread property maintenance accounted for almost one-third of study area violations. Higher numbers of violations on commercial properties along St. Barnabas Road; fencing and screening violations; illegal signage; and, lack of landscaping, especially along St. Barnabas Road, were also major findings of the study.

The future of the St. Barnabas Road commercial corridor is inextricably tied to conditions on the adjacent industrial areas: the latter impact the appearance and desirability of the corridor for new investments and uses. New design and operational standards as well as upgrades to existing substandard infrastructure are essential to improving conditions within the industrial areas. Better property maintenance and general code compliance are also needed. The 2010 *St. Barnabas-Beech Road Industrial Study and Action Plan* establishes a comprehensive program to address these conditions, including recommendations for public education, increased code enforcement, and expanding county authority to fully enforce permit requirements. Plans for the possible extension of the Purple Line to Alexandria present an opportunity over the long term to redevelop and revitalize the St. Barnabas Road commercial corridor with a mix of uses that will support a transit station. Design guidelines should promote improved appearance, functionality, connectivity, and pedestrian safety.

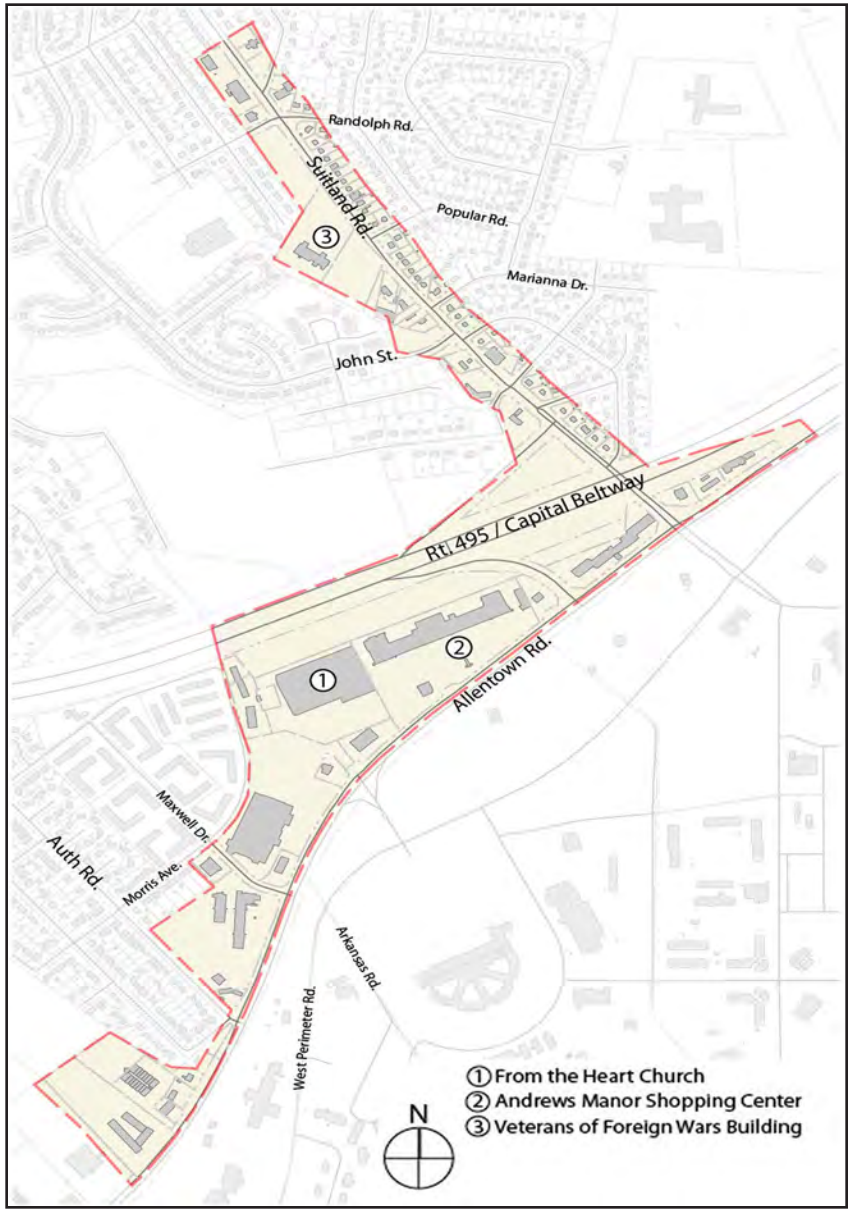
ALLENTOWN ROAD-SUITLAND ROAD FOCUS AREA

The Allentown Road-Suitland Road focus area was selected for analysis because it serves as a gateway to Joint Base Andrews, to identify opportunities for revitalization and redevelopment that would attract base personnel and support future growth at Joint Base Andrews, to address a failing commercial center, and to respond to community desire for change in the quality and composition of commercial uses in the area.

The focus area includes the Allentown Road and Suitland Road Corridors: Allentown Road between Auth Road on the west and Suitland Road to the east, and Suitland Road from Allentown Road to Suitland Parkway to the north (see Map 12). Suitland Road is characterized by small commercial uses intermixed with single-family housing. Several multifamily complexes are located east of the focus area. Allentown Road borders the north side of Joint Base Andrews. A traditional suburban strip shopping center with upfront parking and several pad sites lines the north side of the roadway. The Andrews Manor Shopping Center is the major center within the focus area, yet it has a vacancy rate of over 40 percent. Currently, the shopping center is anchored by a dollar discount store. Other retail and commercial service businesses include liquor stores, carry-out restaurants, personal and professional services, and auto-related businesses (including sales). Along the corridor, among others, are two motels, one hotel, the Veterans of Foreign Wars Post 9619, storefront churches, and an adaptive reuse of a former big box store as a church.

A number of existing conditions are of concern to nearby residents, base personnel, and key property owners in the area. They include a high vacancy rate within the shopping center, low-end commercial uses including hotels, unattractive roadways and gateway corridors

Map 12. Allentown Road-Suitland Road Focus Area



with many vacant properties, and unsafe pedestrian conditions. The economic and market study conducted to inform this plan found that:

- Existing commercial uses are unable to compete with newer centers.
- The area as a whole is over-retailed—forcing businesses to vie with each other for tenants and customers.
- Poor visual character deters commercial investments.
- Retail uses and hotels cannot compete with new on-base commercial services and amenities.
- Existing hotels generate limited demand for other uses and cannot catalyze new development.
- Neighborhood retail uses along Suitland Road find it difficult to thrive given low residential density.

Despite the above challenges, opportunities exist that could help reshape the area. The recent increase in personnel at Joint Base Andrews due to Base Realignment and Closure (BRAC) and possible future increases may expand the market for new commercial activity. Additionally, recent privatization of base housing has resulted in fewer on-base housing opportunities. This could present an opportunity for Andrews Manor Shopping Center to redevelop with mixed-land uses, including housing and neighborhood retail for base personnel and nearby communities. The opening of a pedestrian gate at Joint Base Andrews expands access to the base along Allentown Road, and could help create a focal point for new development. Lastly, capitalizing on the willingness and ability of the Andrews Manor Shopping Center owner to revitalize the property is an opportunity for a public-private partnership to engage in short- and long-term planning and redevelopment.



A declining strip center along Suitland Rd.


Vacant anchor space.

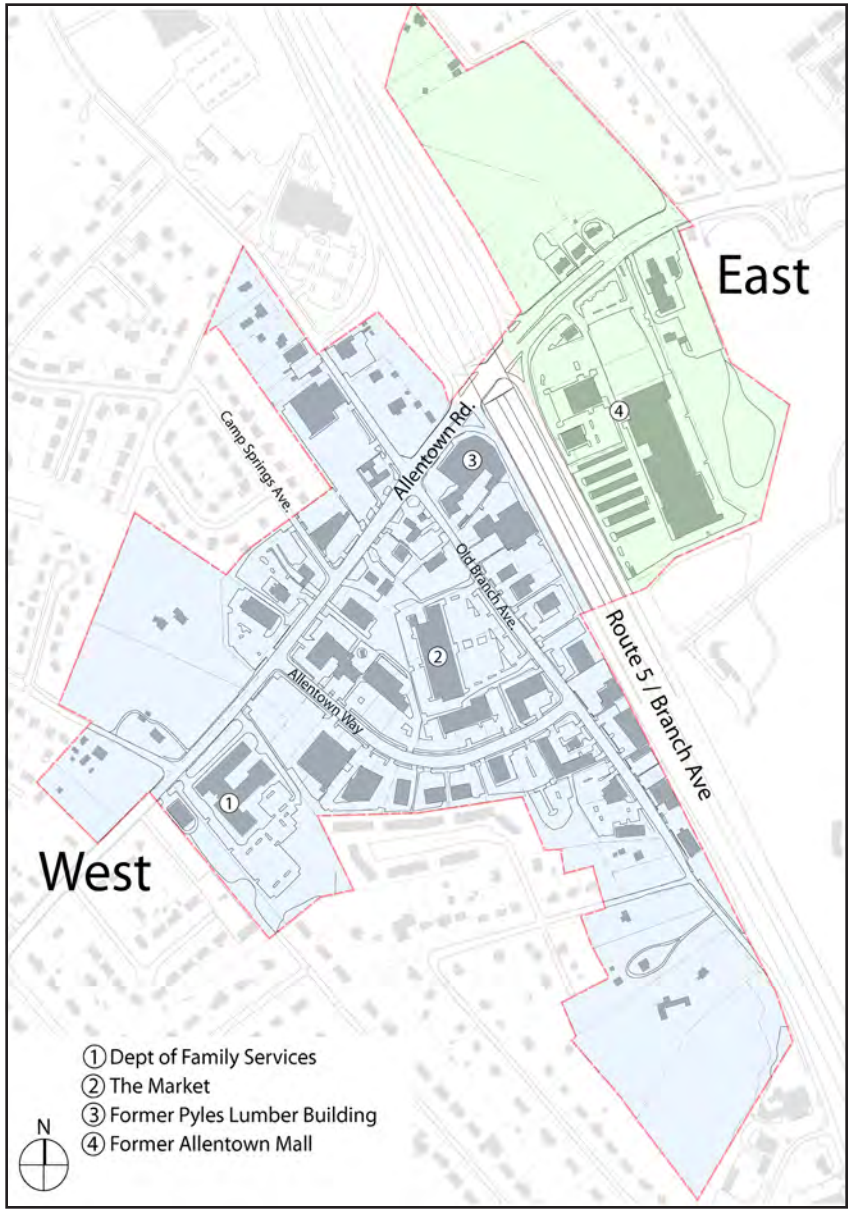
CAMP SPRINGS FOCUS AREA

The Camp Springs community has been exploring ideas to revitalize the older commercial area considered by some to be downtown Camp Springs. The area has yet to find its niche in the market place. Instead it is still an area in transition, with increased vacancies at key locations within the commercial core with very limited new construction. The 2006 *Approved Master Plan and Sectional Map Amendment for the Henson Creek-South Potomac Planning Area* recommends exploring the feasibilty of an Arts District in the commercial core. However, it appears that the market for the arts district is not strong enough to spur private investment. As a result, this plan further assesses ways to use the possible future bus rapid transit stop in the area to promote an arts district and otherwise plan for possible growth. The community's strong support for revitalization is a key asset to future growth and development.

This focus area is centered on Allentown Road at the intersection of Branch Avenue. Branch Avenue (MD 5) literally divides the focus area into two distinct parts, the east and west sides (see Map 13). The west side contains a few sit-down and fast food restaurants, a new bank, retail stores in strip centers, a trade school, real estate offices, storefront churches, a grocery store, automobile service uses and gas stations, adult entertainment venues, a night club, and a few art-related uses. Surrounding this area are stable single-family residential neighborhoods, a Kaiser Permanente medical facility, and a senior center co-located with the Prince George's County Department of Family Services offices.

The east side includes a large storage facility that was converted from a former mall, a Social Security office, and a Value Place Hotel. Further east on Allentown Road are offices that include the

Map 13. Camp Springs Focus Area



Andrews Federal Credit Union, an office condominium complex, and a real estate office. The offices are a mix of newer, well-maintained buildings and older structures that are showing their age.

Numerous issues pose challenges to the focus area. High storefront and building vacancies present an image of an area in transition. High vacancies have resulted in low rents that in turn attract marginal businesses. This leaves property owners unable to invest in or adequately maintain their properties, thereby contributing to overall decline.

The former Allentown Mall property contains a parking lot and vacant restaurant that has attracted illegal dumping. Illegal signs are prevalent on both vacant buildings and storefront windows, which contributes to the poor overall image. Community members are concerned about existing adult entertainment clubs and their associated litter, nighttime noise, and illegal activities in the parking lots.

Further adding to the challenges in this area is inadequate connectivity between the east and west and the traffic pattern at the intersection of Branch Avenue and Allentown Road, which creates a dangerous environment for both motorists and pedestrians.

The economic and market study found that the area contains the lowest value commercial property in the plan area. Despite being centrally located for residents, it is not appealing to business owners seeking to locate commercial uses. Low land values and lease rates, in addition to access and other transportation issues, also pose challenges to redevelopment.



"The Market"—a strip retail center.



Prince George's Community College Skilled Trades Center

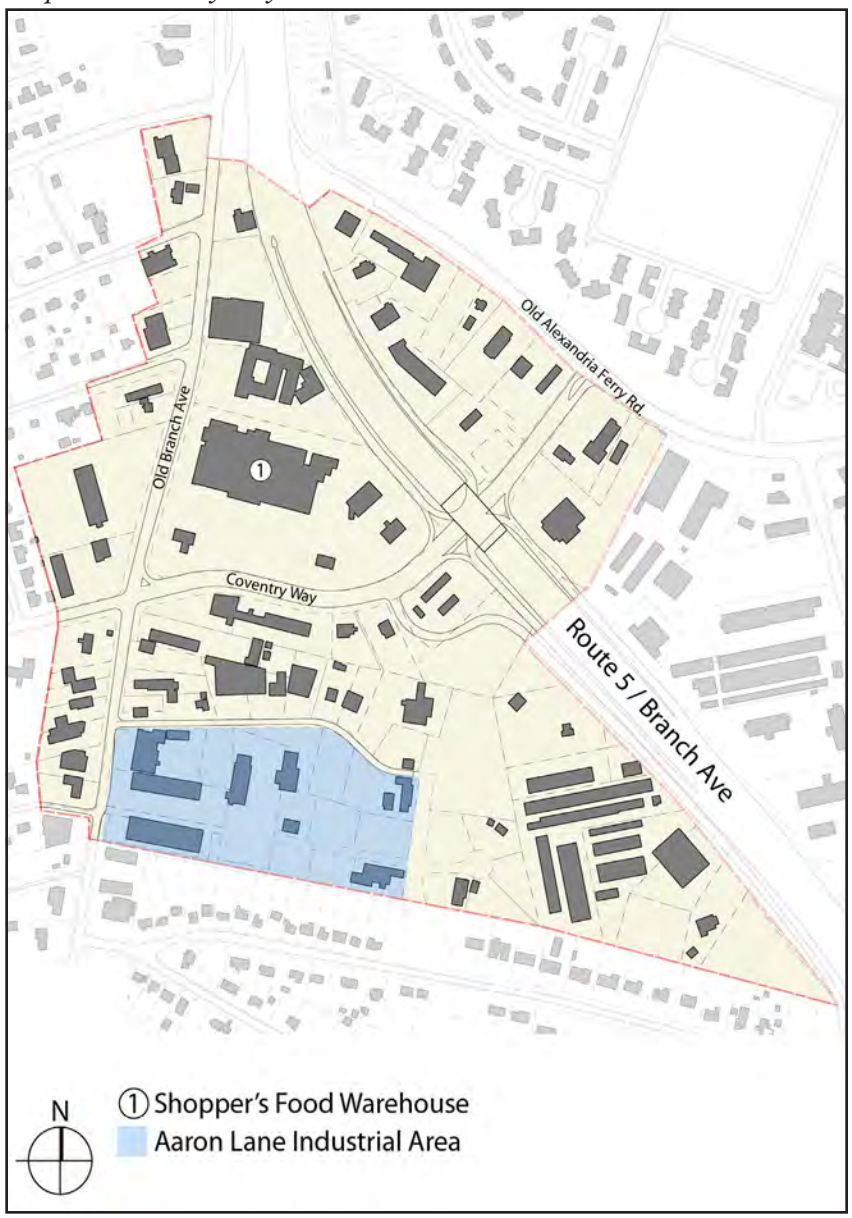
The potential future bus rapid transit stop on the east side of Branch Avenue presents an opportunity to plan for growth, as well as to capitalize on recent new commercial development that includes the hotel, bank branch, and the conversion of vacant buildings to a new grocery and church. The low land value and lease rates also present an opportunity to reposition this area for future development—possibly as a non-commercial activity center.

COVENTRY WAY FOCUS AREA

Coventry Way is a focus area because it presents an opportunity to create a major gateway to Joint Base Andrews through the Virginia Gate on Old Alexandria Ferry Road through which to further expand commercial services to the base. It also presents an opportunity to capitalize on the proposed future bus rapid transit stop in the area. The area has a mix of uses serving the base. Other areas have responded to a broader market for residential development and retail over time. Residential and industrial uses abut each other in several locations and are clearly incompatible with each other. Yet each use is so prominent in its own right that a clear development character and preference is not very apparent.

This focus area includes the area along MD 5 from Kirby Road in the north to Springbrook Road in the south. It also includes Old Alexandria Ferry Road to the east (see Map 14). The northeastern part of the area is about two blocks from Joint Base Andrews' Virginia Gate along Old Alexandria Ferry Road. The Coventry Way Focus area has a mix of uses ranging from commercial to light industrial including, but not limited to, local restaurants, auto repair and storage, a chemical plant, a grocery store, multistory office buildings, banks, public storage, medical offices, a funeral parlor, and a variety of service uses.

Map 14. Coventry Way Focus Area



Aaron Lane industrial operations, which include a chemical plant adjacent to a single-family residential neighborhood, illustrates a typical example of incompatibility between uses. Office and building vacancies are prevalent—the former bowling alley building has been vacant for a long time, presenting an unsightly view of open asphalt in disrepair. Other office buildings have very little occupancy.

Transportation issues within this area include unsafe turn lanes, especially at the intersection of Old Branch Avenue and Coventry Way. Sidewalks exist along Coventry Way, but they are seldom used due to the unfriendliness of the pedestrian environment and their lack of connectivity to key destinations.

The economic and market study for the Coventry Way Focus Area found that:

- The area has numerous production, distribution, vehicle repair, and small equipment repair uses that value this location.
- Demand exists for production, distribution, and repair business near the Virginia Gate.
- Proximity to Joint Base Andrews is a major asset.
- Access and transportation issues pose an obstacle for redevelopment.
- The western part of the focus area could support medium to high-density residential development to serve the base and support a future transit stop in this location.

Opportunities exist that could start to reshape the area, such as capitalizing on the future bus rapid transit stop in the area to plan for new growth. The addition of BRAC personnel to the area as well as privatized base housing presents an opportunity for new housing



Older townhouse-office offering with high vacancy.



Vacant bowling alley and parking lot in disrepair.

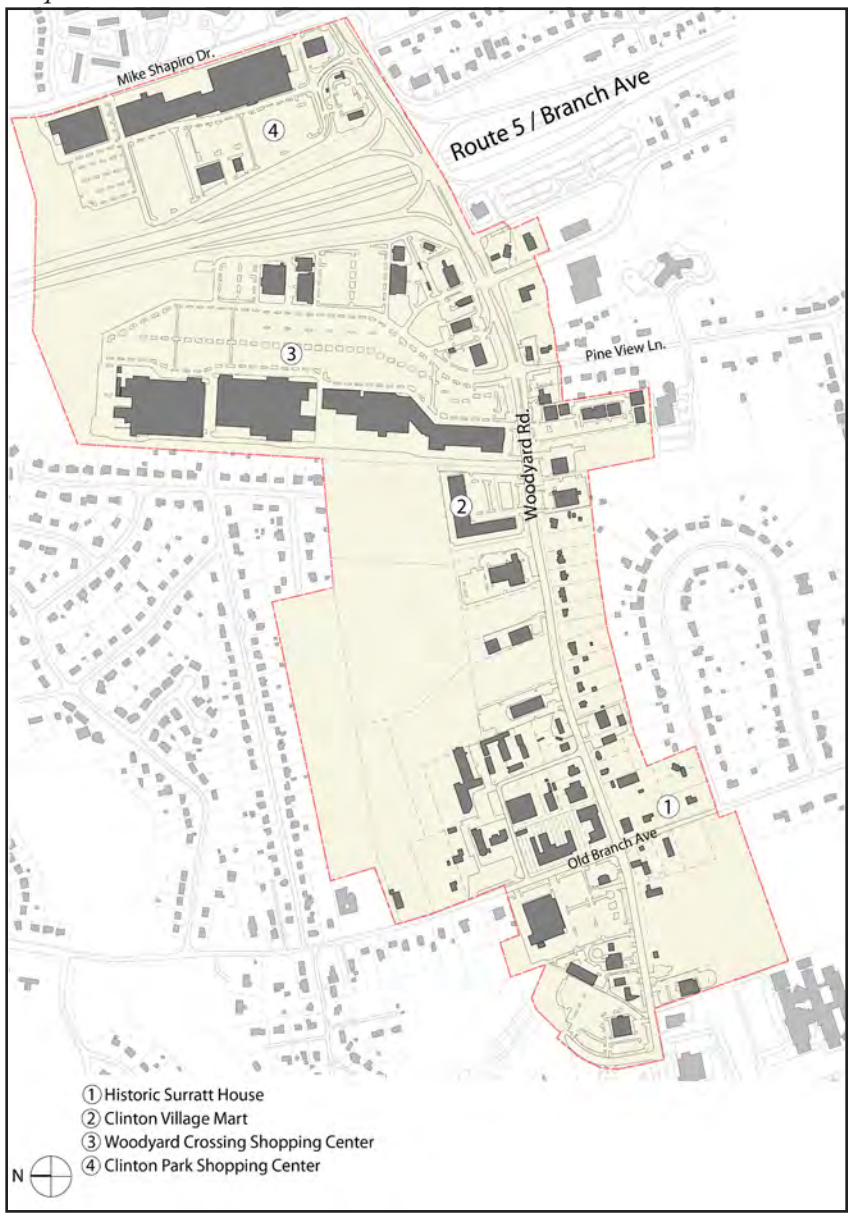
development near Virginia Gate to attract base personnel and young professionals in the vicinity of the future transit stop. The willingness and desire of property owners to collaborate to redevelop their properties represents a significant opportunity that could result in a public-private partnership to start a catalytic project.

CLINTON COMMERCIAL CORE FOCUS AREA

The 2009 *Preliminary Subregion 5 Master Plan and Sectional Map Amendment* recommended that a sector plan be prepared for the Clinton commercial area at Woodyard Road and Branch Avenue (MD 5) to create an identity for the area referred to as Downtown Clinton. The Clinton commercial core was identified as a focus area because of recent changes in the area, including new construction adjacent to a declining strip commercial center coupled with the opportunity to plan for a future transit stop. In addition, success at Woodyard Crossing Shopping Center over recent years, with the addition of new retail, creates an opportunity for the area to evolve into a mixed-use center to capitalize on—and solidify—the area's function as a major activity center. Severe traffic congestion; inadequate east-west access for motorists, cyclists, and pedestrians; and older strip centers present both opportunities and potential constraints to development and redevelopment in the area.

This focus area is bounded by the Clinton Park Shopping Center to the east and Surrattsville High School to the west, and includes the commercial areas along both sides of Woodyard Road (see Map 15). Woodyard Road/Piscataway Road (MD 223) is the main east-west roadway connecting many residential communities on both sides of Branch Avenue and the Clinton commercial area. This roadway and its traffic congestion have been the largest source of complaints from residents who have used it for their daily commutes for years.

Map 15. Clinton Commercial Core Focus Area



This area offers a wide variety of services and shopping options along a lengthy automobile-oriented corridor. There are two large shopping centers bisected by Branch Avenue (MD 5)—the Clinton Park Shopping Center and Woodyard Crossing Shopping Center. The Clinton Park Shopping Center, east of MD 5, is anchored by K-Mart and Giant Food Store (recently closed). Woodyard Crossing, west of MD 5, is a newer center anchored by Lowe's, Walmart, and Safeway. It is currently the most robust and prosperous shopping center within the sector plan area. Clinton Village Mart, a smaller strip center, abuts Woodyard Crossing and suffers in the shadow of the larger shopping center. The area also has a large post office facility, volunteer fire station, religious institutions, and a number of medical office buildings, drugstore, office supply store, gas stations, and the historic Surratt House. Further to the west is a major public library and public health clinic.

During the planning process, mobility, connectivity, a sense of identity, access, and safety were the primary concerns of stakeholders and community workshop participants. Traffic congestion during rush hours, coupled with excessive ingress and egress points on the commercial section of MD 223, makes it difficult for drivers to get in and out of existing shopping centers and other businesses on both sides of the roadway. Another hindrance to mobility during rush hour is the gridlock at the intersection of MD 223 and Old Branch Avenue.

Connectivity between the two big centers, Woodyard Crossing Shopping Center and Clinton Park Shopping Center, is restricted to the congested Woodyard Road. Connectivity between the adjacent residential communities and the shopping centers is inadequate and in some cases non-existent. Although there are sidewalks along Woodyard Road, safe pedestrian passage is hindered by unbuilt



Woodyard Crossing Shopping Center.


The intersection of Woodyard Road and Old Branch Avenue

sidewalk segments and numerous driveways along both sides of the roadway.

The focus area is the product of uncoordinated development over several decades. The area was developed with suburban strip shopping centers and individual buildings that do not bear any relationship to one another. The result is a commercial corridor that is unfriendly to pedestrians and motorists in many respects, containing a mixture of new and old development with contrasting styles, and lacking public amenities that would create interest and a sense of place.

The economic and market study found that in this focus area:

- Existing centers contain excess retail space.
- The area's office space is substandard.
- Many non-retail uses can be found in the shopping centers.
- Demand exists for new restaurants, including high-quality "tablecloth" restaurants in a main street or village setting.
- Support exists for a defined center of Class A office space and concentrated retail serving the region.
- Transportation issues pose a problem for redevelopment.

In spite of the issues and challenges faced by the focus area, opportunities exist for incremental change over time. The Clinton Park Shopping Center is under single ownership. The owner's interest and willingness to consider redevelopment is a great opportunity to champion catalytic projects. The expansion of the Southern Maryland Hospital Center may present a market for new medical related offices near to the hospital and the opportunity to capitalize on the future bus rapid transit stop in the area.

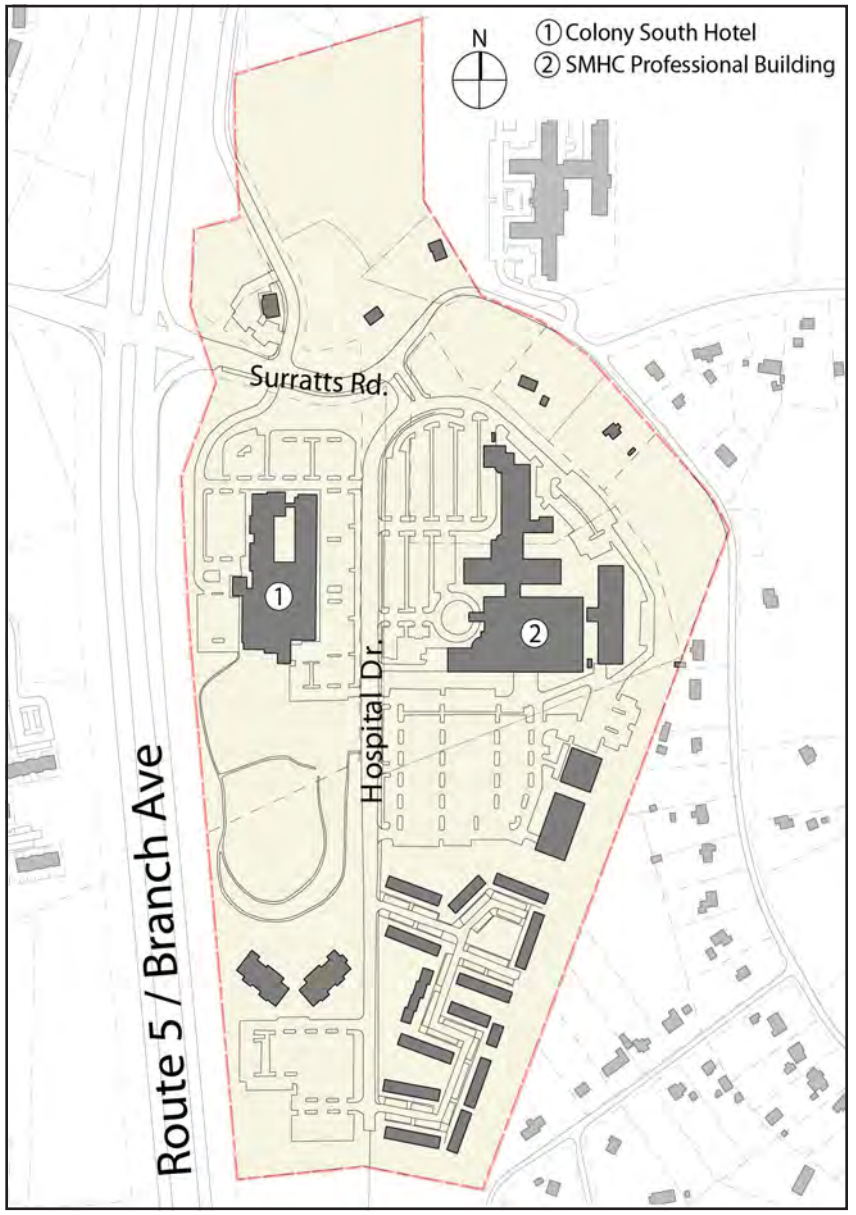
SOUTHERN MARYLAND HOSPITAL CENTER

The planned expansion of the Southern Maryland Hospital complex, together with the recommended future transit stop at the hospital and a planned interchange on MD 5 at the hospital intersection, were instrumental in identifying the site as a focus area. To maximize the benefit of the transit stop it is important to consider its location and its influence during the planning and design of the hospital expansion.

This focus area is located on the northeastern and southeastern quadrants of the intersection of Branch Avenue and Surratts Road (see Map 16). The hospital is located on the southeastern quadrant. Founded in 1977, the Southern Maryland Hospital Center (SMHC) is, at the time of plan preparation, a 358-bed facility serving the medical needs of southern Prince George's, Charles, and St. Mary's Counties. This hospital is planned for future expansion. The entire property includes the hospital, a hotel, a townhome development, and additional medical offices on the southern end of the property. To the north is a convenience store and nursing home. The rest of the property is surrounded by single-family homes and undeveloped land to the south and southeast.

The State Highway Administration (SHA) plans to continue the limited access highway improvement along MD 5 with a diamond interchange at its intersection with Surratts Road to ease rush hour congestion. It is anticipated that the planned improvement will impact traffic in and out of the hospital during construction, although funding has not yet been programmed for this this project.

Map 16. Southern Maryland Hospital Center



The economic and market study that framed the issues and opportunities for this plan found that:

- The high number of veterans in the area and the transition of Joint Base Andrews' Malcolm Grow Medical Center to an outpatient clinic present opportunities for growth in medical services.
- Medical uses in the area, currently housed in older offices, present an opportunity for the development of newer, larger medical spaces near the Southern Maryland Hospital Center (SMHC).
- SMHC could serve as the anchor for a new medical campus or health services center.
- Demand exists for senior living facilities that could be integrated with medical services.

In addition to the above market opportunities, the future improvements to Branch Avenue, including the new intersection with Surratts Road, present an opportunity to improve rush hour traffic along MD 5. It will also facilitate easy access to the hospital and surrounding residential neighborhoods. Capitalizing on the possible future transit stop in this area could help plan for growth and future expansion with compatible uses that complement each other.



A SMHC campus building.



Southern Maryland Hospital Center

CHAPTER IV: STRATEGIC PLAN FOR REDEVELOPMENT AND REVITALIZATION

Introduction

The plan for the Central Branch Avenue Corridor is to create vibrant, thriving, and sustainable communities by building upon the area's assets and the strengths of each focus area and their relationship to each other. This chapter lays out a strategic plan for revitalization and redevelopment to address the issues identified in the previous chapter, specifically traffic congestion, unsafe or nonexistent vehicular and pedestrian connectivity, the over-supply of retail space, the need for improved retail options and higher quality jobs in local employment centers, unattractive streetscapes and pedestrian environments, neglected and under-utilized natural areas, limited housing choices, and incompatible land uses.

Economic revitalization along the Central Branch Avenue Corridor will be achieved when there is balance between retail and the drivers of retail; when property values are strong enough to ensure a return on investment for new construction and rehabilitation; and when there is compatibility between land uses, improved connectivity and access, and transportation options. This plan strives to create a healthy business environment through redevelopment by maximizing the use of land use and zoning tools to help set the stage for change. Stakeholders who participated in the various workshops, community meetings, one-on-one discussions, and the Citizen Advisory Committee (CAC) meetings articulated numerous visions and goals for the sector plan area. Those visions and market reality resulted in the following overall goals for this sector plan:

- Encourage a mix of uses at key locations to create vibrant places with quality housing, expanded job opportunities, and better retail options.



A mixed-use development provides different uses within walking distance.



Landscape designs sensitive to the environment.

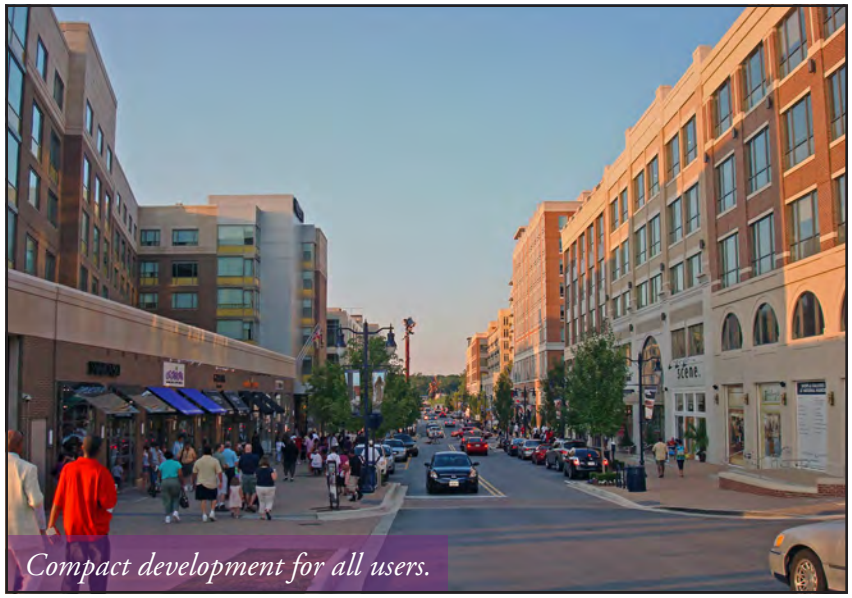
- Concentrate neighborhood-serving retail in appropriate locations and repurpose obsolete commercial centers to better serve the community's needs.
- Ensure that new development is well-designed to complement and enhance nearby neighborhoods.
- Reduce reliance on automobiles by providing an enhanced and expanded access to transit, sidewalks, trails, and a bike network in order to create a healthier environment.
- Create a grid system of walkable streets with short block lengths to improve access to neighborhoods, community facilities, and activity centers.
- Create a green network of streetscapes, parks, and natural areas that enhance the public realm, expand recreational opportunities, and preserve valuable open space.
- Improve water quality and wildlife habitats by implementing innovative environmental policies and practices.
- Provide a range of housing types to attract a diverse population and encourage transit ridership.
- Ensure that land uses are compatible with Joint Base Andrews operations as well as provide opportunities to capitalize on the presence of the base.

To create functional, sustainable places and improve the identity and economic vitality envisioned for a revitalized corridor, a combination of strategies are recommended. These include many land use and community design changes:

- Reclassify some existing commercial uses to a non-commercial land use category in order to concentrate commercial areas and stabilize viable centers.



Natural area for relaxation and enjoying quiet time.



Compact development for all users.

- Creating transit- and pedestrian-oriented centers with buildings closer to the sidewalk, shared parking that is less visible, and streetscapes and roadways that provide safer, more interesting paths for all users.
- Providing improved pedestrian and bicycle facilities to reduce dependence on auto travel and encourage a healthier lifestyle.

Building on the Complete Streets principles in the county's Master Plan of Transportation (MPOT), the plan encourages pedestrian activity and future transit usage, and connects different land uses with the open space network and existing residential neighborhoods to create cohesive communities that relate to one another. Providing a greater variety of housing choices, particularly higher density options, will help to attract a more diverse population that will support transit.

Existing environmental features are recognized as assets and steps are recommended to not only address environmental degradation but also to create a strong, open-space network that will benefit more citizens. This plan recommends greener, mixed-use centers with office, retail, and residential uses in an improved environmental setting. Throughout the corridor, the plan promotes the protection and restoration of existing wetlands and stream valleys, the expansion of parkland and enhanced landscaping of the built environment to ensure environmental sustainability, and an overall healthier environment for those that live, work, or shop here.

Finally, the plan seeks to take advantage of the opportunities presented by the proximity of two major institutions along the corridor: Joint Base Andrews and the Southern Maryland Hospital Center. The recommendations put forth in the plan seek to strengthen the community's relationship with Joint Base Andrews by working to greatly improve and update commercial development and provide new housing and office space to meet the needs of the base while encouraging development and other activities in other locations to be compatible with base operations and flight activity. The plan also strives to ensure that land use policy for the hospital center allows maximum flexibility to ensure the necessary mix of uses that will keep this important institution strong and competitive.

Revitalization and Redevelopment Recommendations

The foundation of the corridor revitalization strategy outlined in this sector plan is largely organized around the revitalization and redevelopment of the six focus areas that currently serve as important activity centers with varying levels of success. Accordingly, this section begins with detailed strategies for each focus area. It recommends a distinct role for the focus areas along the corridor, building on the detailed market and economic analysis, community preferences, existing conditions, and development pattern. A long term vision, land use recommendations, and market-based development program with an illustrative concept is presented for each focus area where a new land use and development pattern is recommended. Additionally, for each of these areas, recommendations for connectivity and circulation, open space, and site and building design are provided to define community character consistent with the goals of the plan.

Following the focus area recommendations are corridor wide recommendations including the land use plan for the entire

corridor. The land use plan reflects fewer changes outside of the focus areas but shows the overall picture of land use and the relationship between uses including those surrounding the focus areas. Guidelines for infill development and redevelopment are provided to facilitate more appropriate and better quality design throughout the corridor. Finally, other sector-wide recommendations address the development of a multimodal transportation system, parks and recreation facilities tailored to meet the needs of the community, preservation of key historic resources, and enhancement and restoration of important environmental resources.

ROLE OF LAND USE

The land use plan establishes policies for how land should be used in the future, within the focus areas and corridor as a whole. These policies should guide future development and redevelopment in the sector plan area. Land uses fall within several general categories: residential, commercial, industrial, institutional, public, open space, and mixed-use. These uses drive the need for public facilities such as schools, transportation, fire, police, water, and sewer, in different ways. The corridor is generally built-out, largely in a suburban development pattern. However, there are several underdeveloped pieces of land as well as infill and redevelopment opportunities throughout the area on which to create compact places that will be guided by these land use policies. Zoning implements land use policies by classifying land by zoning districts to regulate how the land is used (whether residential, commercial, industrial, etc.) and the height, bulk, and set back of buildings on the property. Changes in land use policy, as a result of this plan, will likely necessitate zoning changes to permit the new use. In fact, the recommendations in this plan also require revisions to existing zoning categories or new categories to ensure that the recommended land uses and development concepts can occur.

It is anticipated that upon approval of this plan rezoning will occur through a sectional map amendment and amendments to zoning provisions to implement new land use recommendations. The approved sector plan will update land use policies in previously approved plans that include all or portions of the sector plan area, including the 2000 *The Heights and Vicinity Master Plan and Sectional Map Amendment*, the 2006 *Henson Creek-South Potomac Master Plan and Sectional Map Amendment*, the 2008 *Branch Avenue Corridor Sector Plan and Sectional Map Amendment*, and the 1993 *Subregion 5 Master Plan and Sectional Map Amendment*.

This land use plan considers community and stakeholder input, market conditions and opportunities, and builds on the following findings:

- The need to concentrate commercial activities in strategic locations while at the same time reducing commercial zoning to strengthen existing retail and attract new retail.
- The need to achieve a better balance between the amounts of retail space in the area with the amount that residential, office, and industrial uses can support.
- The recent and possible future growth at Joint Base Andrews and Southern Maryland Hospital Center.
- The proposed transit—either rapid bus transit or light rail—along MD 5 from Charles County to Branch Avenue or beyond. These new transit stops provide opportunities for new development that can both support transit ridership as well as bring new residents, shoppers, and employees to the area to expand economic development opportunities.

- Older industrial areas adjacent to shopping districts and residential neighborhoods that include incompatible uses and do not provide the screening or buffering necessary to mitigate negative impacts of their operations or appearance.
- The possible future light rail transit along St. Barnabas from Suitland Metro Station to National Harbor and to Alexandria, Virginia.
- The need to ensure that land uses within the flight path of Joint Base Andrews that are in areas identified as having a high potential for aircraft accidents are appropriate for the area. Appropriate land uses for this safety zone should not have 24 hour activity, such as residential development, and concentrations of people, such as a church or school. Appropriate uses include low density industrial uses and open space.
- The need for new open space and parks to provide improved recreational amenities and to protect significant environmental assets.



Potential future light rail along Branch Avenue

The table below summarizes the land use categories in the land use map.

Table 8. Land Use Categories

Use Category	Description
Commercial	This is typically a broad category that includes a wide array of commercial uses including retail, services, repair, and office uses. It includes large shopping centers and small strip centers, and miscellaneous establishments such as auto services and sales. This plan proposes to break this category into several subcategories, further defining the specific type of commercial use being recommended. The subcategories include the following: • Commercial–Neighborhood • Commercial–Office • Commercial–Production, Distribution, and Repair • Commercial–Shopping Center
Industrial	Includes manufacturing operations, industrial parks, warehouses, distribution operations, junk yards, auto storage, and salvage. However, this is a broad category that can also include other employment such as office and service uses.
Mixed Use	Includes multiple uses, for example, residential, commercial, and institutional, on one property or within one zoning classification. Areas with mixed-use may vary with respect to their dominant land use; i.e., commercial uses dominate land uses in a Commercial Mixed Use classification while residential uses dominate in a Residential Mixed Use classification and institutional uses dominate institutional Mixed Use classification. The Mixed Use category is higher density without a required dominant use. Mixed Use subcategories include the following: • Residential Mixed Use • Commercial Mixed Use • Institutional Mixed Use • Mixed Use
Open Space	This designation includes publicly owned parks and natural areas and some privately owned natural areas that have been designated for preservation because of their significant environmental assets. When private property is designated open space it is the intent it should remain open space.
Residential High	Residential areas containing over 20 dwelling units per acre; may include a mix of dwelling unit types including apartments, town houses, etc.
Residential Low	Residential areas at or below 3.5 dwelling units per acre in the Developing Tier and 5.7 dwelling units per acre in the Developed Tier; primarily single-family detached dwellings.
Residential Medium	Residential areas between 3.5 and 8 dwelling units per acre; primarily single-family dwellings (detached and attached).
Residential Medium-High	Residential areas between 8 and 20 dwelling units per acre; may include a mix of dwelling unit types ranging from attached single-family units (townhouses) to multi-family units.

FOCUS AREA STRATEGIES

Beech Road Focus Area

The plan proposes that the Beech Road industrial area be retained as a center for employment focusing on small professional and commercial services, such as production, storage, and repair businesses. It also recommends that the St. Barnabas Road commercial corridor transition into a commercial center focused on neighborhood oriented services supporting surrounding neighborhoods.

VISION

The St. Barnabas Road commercial corridor and Beech Road industrial areas are revitalized through upgraded public infrastructure, streetscape improvements, aggressive code enforcement, and better property maintenance, into a clean and attractive business and industrial district where businesses are compatible with each other and buffered from existing residential neighborhoods, small businesses thrive, and pedestrians travel safely and easily throughout the area.

LAND USE RECOMMENDATION AND ZONING IMPLICATIONS

Land Use

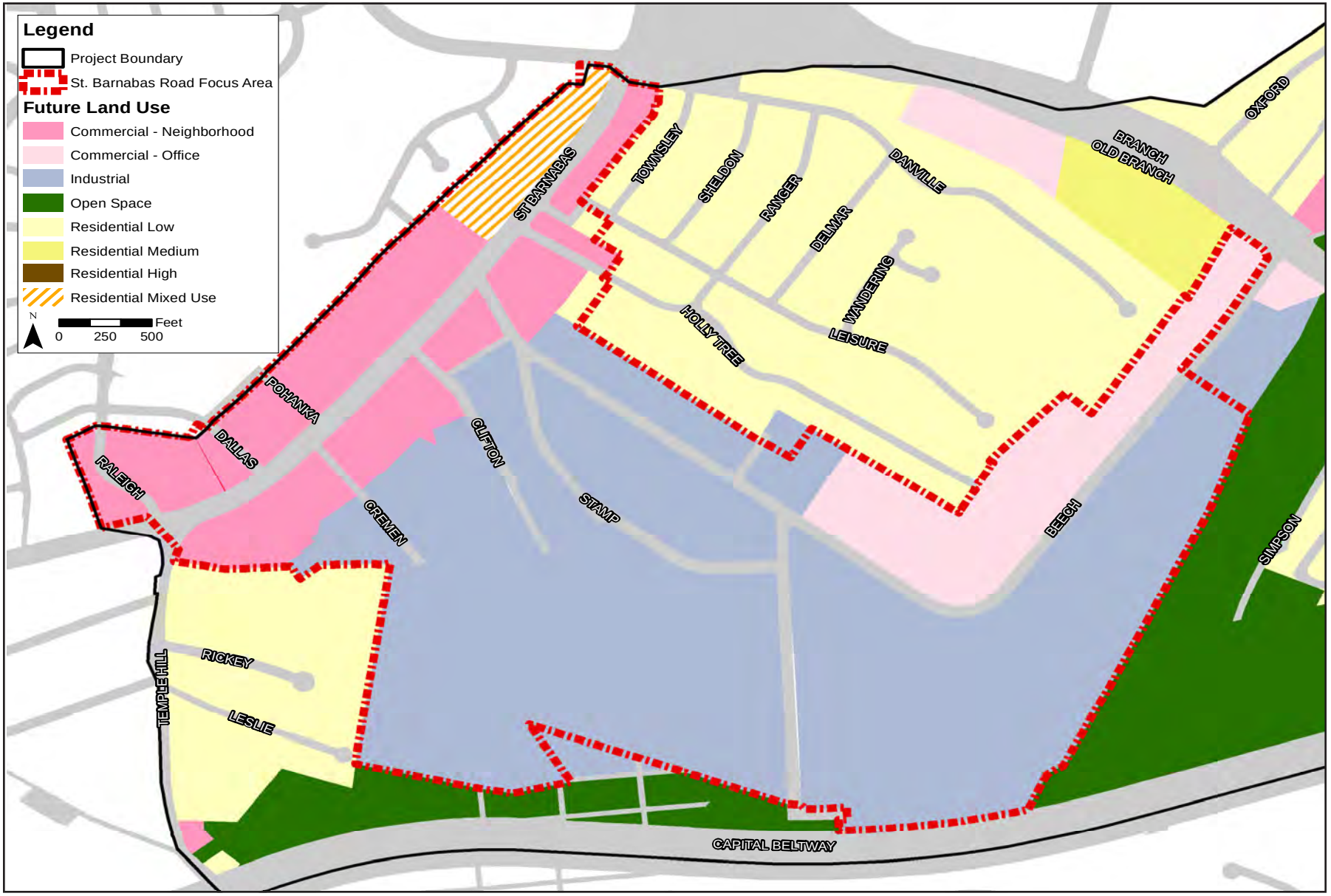
The future land use plan proposes to change properties currently zoned commercial along St. Barnabas north of Temple Hill Road to Commercial-Neighborhood. It also recommends to retain the existing industrial land use classification for the Beech Road industrial area. The land use classification is expected to change along the St. Barnabas corridor with the provision of transit in the future. However, transit is not anticipated for several decades, at which time a new plan should be completed to determine the appropriate land use classification for transit-oriented development.

- Designate property on St. Barnabas Road near Branch Avenue—currently zoned Mixed-Use, Transportation-Oriented—as Residential Mixed Use.
- Designate commercially zoned properties on St. Barnabas Road north of Temple Hill Road as Commercial Neighborhood.

Zoning

- Establish and apply a new commercial zoning category or revise an existing commercial zoning district to facilitate neighborhood commercial zone that regulates appropriate scale of development and types of uses at appropriate locations along St. Barnabas Road.
- Rezone properties on St. Barnabas Road recommended as Residential Mixed Use to the appropriate zoning classification.
- Consider new design standards and provisions for industrial zones to improve the appearance and operations of industrial uses and investigate opportunities to apply these standards retroactively.
- Develop and implement new regulations to address aesthetic and operational issues associated with vehicle-related businesses.
- Update the county's sign regulations to limit the amount of window area covered by signs to improve the appearance of businesses and allow for natural surveillance to improve public safety.

Map 17. St. Barnabas Land Use Plan



DEVELOPMENT PROGRAM

The Beech Road focus area is not expected to grow in terms of net new businesses and square footage within the foreseeable future. Instead, the plan focuses on retaining existing businesses and improving the physical environment.

- Institute an aggressive code inspection and enforcement program to ensure compliance with all applicable regulations and property maintenance standards.
- Ensure that all businesses are operating with valid Use and Occupancy (U&O) permits and are in compliance with relevant zoning standards, particularly sign regulations. Make landlords responsible for ensuring that tenants obtain valid U&O permits.
- Investigate the opportunity to lessen the adverse impact of commercial and industrial uses on adjacent residential communities through screening and buffering requirements for existing development.
- Continue corrective or clean-up efforts by county government if available enforcement options fail.
- Reduce the visual clutter through screening of unsightly conditions with improved streetscapes including tree plantings, low walls or hedges or other landscape treatments, the greening of utility strips along the curb line, and pedestrian lighting.
- Identify and prioritize infrastructure improvements including roads, stormwater management, and sidewalks.
- Consider alternative funding sources for infrastructure improvements in the industrial area including special assessments and business improvement districts.



Streetscape improvement concept at the intersection of St. Barnabas Road and Beech Road incorporates street tree planting, special paving material, and relocating parking to the rear to provide outdoor seating.

Allentown Road-Suitland Road Focus Areas

The existing commercial area across Allentown Road between the west and main gates of Joint Base Andrews is the commercial center of the Allentown Road-Suitland Road focus area. This area is expected to enhance its function in the focus area and redevelop as a mixed-use community comprising a prominent civic use, neighborhood retail, and a range of housing types at moderate density to serve new residents and personnel at the base.

VISION

Allentown Road-Suitland Road corridor is a safe, attractive, and welcoming gateway to Joint Base Andrews with upgraded pedestrian facilities and a vibrant shopping and living environment that provides quality housing and neighborhood retail and services for the adjacent residential neighborhoods and includes a civic use possibly tied to the base. The area is inviting to base personnel and base related contractors as well as residents and visitors for lodging, shopping, working, and dining. Interesting, local-serving retail and new restaurants create both a daytime and evening buzz of activity. This transformation capitalizes on the expansion of offices in the vicinity of the pedestrian (west) gate at the base. Retail is provided at strategic locations including the lower level of mixed-use structures. Four-story buildings frame a spacious public green leading to a civic building that serves as a hub of activity. Allentown Road within this section is redesigned as a multimodal boulevard for safe pedestrian movement to and from the base pedestrian gate.

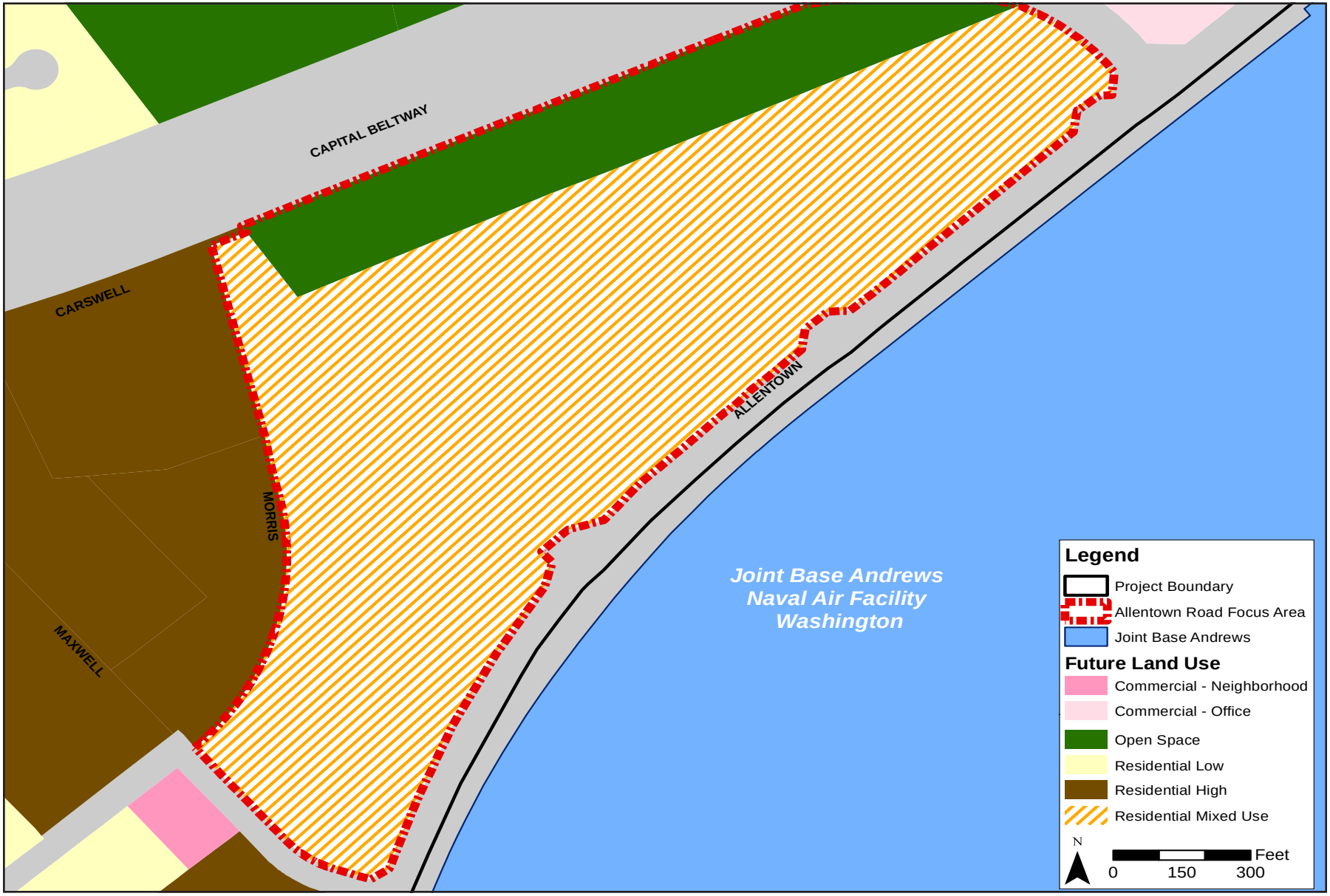
LAND USE RECOMMENDATION AND ZONING IMPLICATIONS

Land Use

Allentown Road:

- Designate the commercial center between the west and main gates across Allentown Road as Residential Mixed Use to be characterized by different housing types as may be supported by the market with neighborhood retail and offices, civic, and institutional uses.
- Designate commercial property on the northeast corner of Allentown Road and Suitland Road as Commercial-Neighborhood.
- Designate commercial property on the northwest corner of Allentown Road and Suitland Road as Commercial-Office (a medium-intensity commercial land use classification).
- Designate property on Allentown Road at the Forestville Road interchange as Production, Distribution, and Repair to capture the dominant uses in this location.
- Designate property at Suitland Road at Forestville and Rena Road as Residential High to reflect existing multifamily development.
- Designate commercial property at the northeast corner of Allentown and Auth Road and at the corner of Maxwell and Morris as Commercial-Neighborhood.
- Designate property on Allentown between Auth Road and Maxwell Drive as Residential High.
- Designate residential property northwest of the

Map 18. Allentown Road Land Use Plan



recommended Residential Mixed Use as Residential High to reflect current densities.

- Designate the commercial area on Allentown between Leon and Auth Road as Commercial Office.

Suitland Road:

- Designate property between Randolph and Johns Street as Residential Medium-High to create an opportunity for diverse housing options along the corridor.
- Designate all commercial properties on Suitland Road as Commercial-Neighborhood.
- Designate the developed portion of the Veterans of Foreign Wars (VFW) property as institutional and the undeveloped frontage as open space to expand green space along the roadway.

Zoning

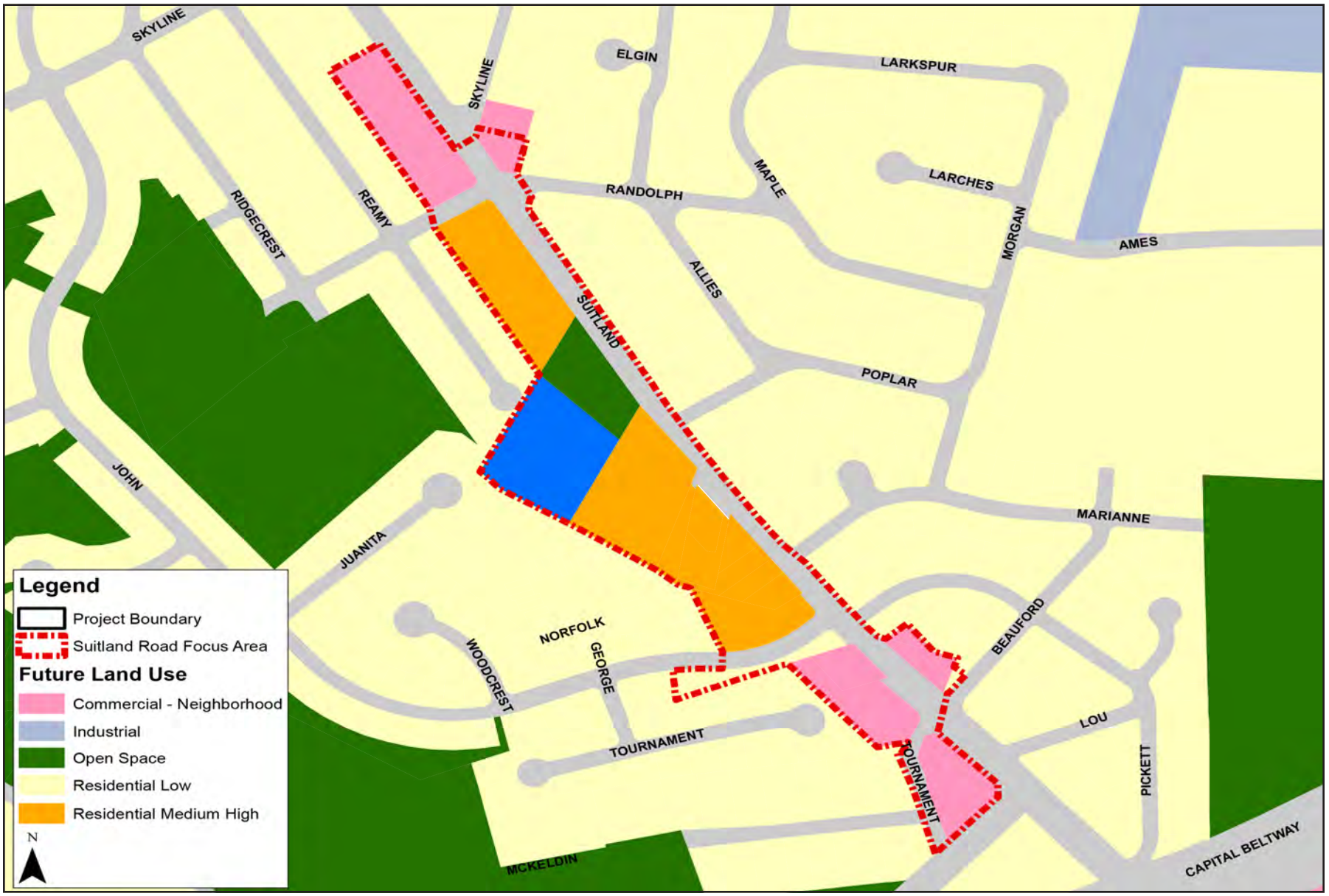
- Establish and apply a new residential zoning classification or modify the existing medium or high density residential zone to permit non-residential uses with an emphasis on neighborhood-based commercial and office uses and a wide array of potential civic/cultural uses.
- Rezone properties recommended as Commercial-Neighborhood to the appropriate zoning classification.
- Rezone properties recommended as Commercial Office on Allentown Road to the appropriate zoning classification.
- Rezone properties recommended as Residential Medium to the appropriate zoning classification.
- Rezone properties recommended as Residential High to the appropriate zoning classification.
- Establish and apply a new commercial zoning category or revise an existing commercial zoning district to facilitate commercial office along Allentown Road as the predominant use and allow retail uses oriented toward the base.
- Allow ground floor retail in parking garages located at key intersections within the redevelopment area.

DEVELOPMENT PROGRAM

The development program and concept for Allentown Road-Suitland Road reduces the amount of retail space by 366,700 square feet and adds 140,000 square feet of offices; 926 multi-family units; 131 urban townhomes; and 31,800 square feet of civic space. This program takes into account market capacity in the focus area and is reflected in the land use plan for the area.

The transformation of the commercial center on Allentown Road into a compact, mixed-use center capitalizes on the expansion of offices in the vicinity of the pedestrian gate at the base. At the same time, the plan proposes to reduce retail square footage, but strategically concentrate it near the west gate to take advantage of existing and future daytime employment and recommended residential development on the site. New residential development is expected to be diverse, appealing to a wider range of incomes and lifestyles. Retail may be part of mixed-use structures with residences above or in single-story and single-use buildings located at this important intersection. Residential density varies, but it is expected that apartment structures, at a minimum of four stories, would frame new open space and civic uses that serve as a focal point in the

Map 19. Suitland Road Land Use



Map 20. Illustrative Development Concept - Suitland Road



Map 21. Illustrative Development Concept



community. Parking within this redeveloped area may be surface or in wrap around garages complementary to the design of the buildings as the market dictates. A well designed office building is strategically located to attract base contractors or offices that serve Joint Base Andrews needs.

Existing strip shopping centers on Suitland Road are recommended to be repositioned with smaller two- to three-story buildings with attractive frontage, some with retail on the ground level and office above with parking provided on the sides or rear of structures. Wider sidewalks stretch along Suitland Road and connect these commercial buildings with the new compact, townhome-style development comprising a neighborhood green for residents and visitors. The new neighborhood retail and office uses provide the Town of Morningside and the Skyline Community with upgraded retail and offices that are compatible with community character.

CONNECTIVITY AND CIRCULATION

A well connected street and pedestrian network with provisions for cycling will encourage walking and cycling for transportation and recreation thereby improving overall community health and wellness. The development concept is based on a grid street pattern and the provision of pedestrian and bicycle facilities to enliven streets and provide easy and safe circulation. Improved pedestrian circulation and usage can be achieved in this focus area through the following guidelines:

- Redesign Allentown Road to allow six travel lanes, a service roadway incorporating a single one-way travel lane and on-street parking, and a 10-foot, two-way pedestrian/ bike path along with wide sidewalks to improve pedestrian mobility and automobile access to the new mixed-use center.
- Create a street grid within the redevelopment area that delineates blocks that are between 250 and 350 feet in length to encourage walking and create a compact development pattern.
- Provide textured crosswalks as well as sidewalks on both sides of new streets that buffer pedestrians from fast moving traffic and in parking lots as appropriate.
- Provide adequate tree planting and other landscape treatment to create a distinctive corridor and sense of arrival to the community.
- Provide bicycle lanes and connect them to existing on-street routes and trails.

OPEN SPACE

The development program incorporates several small public and private open space and recreation areas as part of new development and as amenities for existing development. In addition, existing open space areas, such as those along the Capital Beltway, are to be retained for both their environmental benefits as well as for noise attenuation and screening.

The following design guidelines and principles should guide the development of open space within this area:

- Consider the quality, community value, and use of the open space. Design the open space network as an integral part of the community structure that offers a variety of safe and attractive features such as artwork, Joint Base Andrews symbolic features, seating areas, and other site amenities that give it a distinct character and identity.

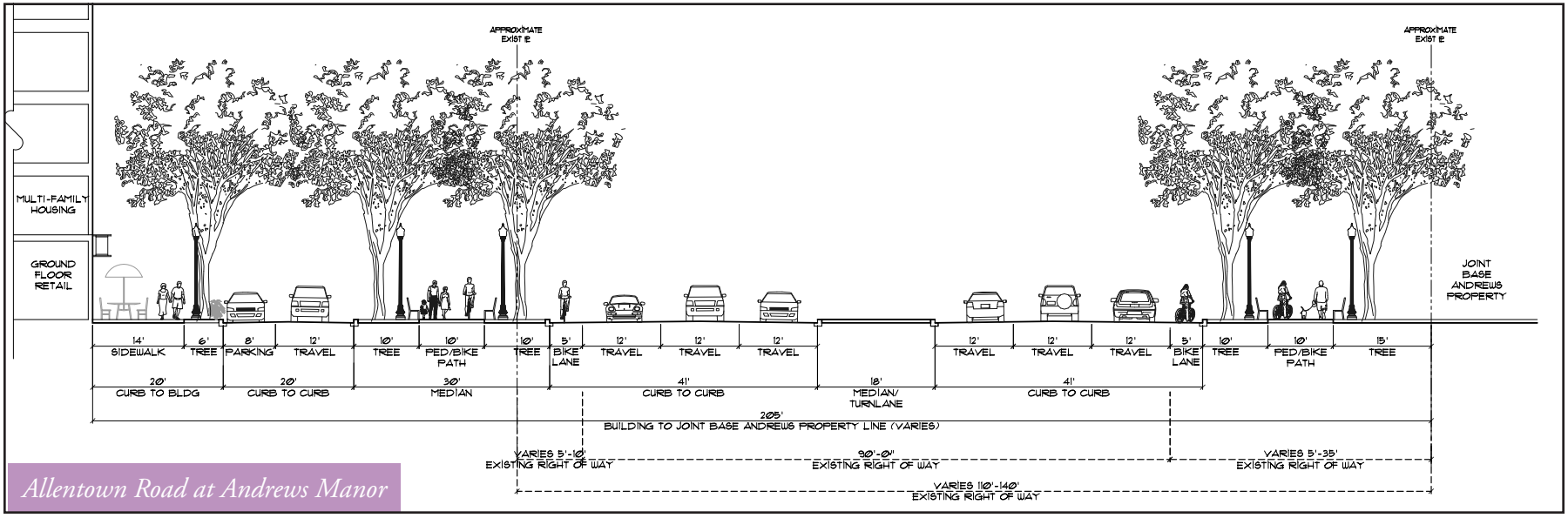
- Locate "neighborhood greens" within the center of residential development and define them with streets to create a focus of open space.
- Create a major open space area to be used as a civic green across from the pedestrian gate that will serve as a focal point for the new mixed-use development. This area should be well designed with distinctive treatments for active and passive recreation. It should include a promenade and tree-shaded seating areas with an open view of a civic building.
- Provide a perimeter sidewalk that connects the civic green to the surrounding sidewalk network and incorporates pavements of varied physical texture, color, and pattern to guide movement and define functional areas.

BUILDING AND SITE DESIGN

- Ensure that new buildings contribute to a sense of place and enhance the pedestrian environment by promoting the following:
  - Create a building line along all new streets to define the public realm. Design buildings to face the street along the building line. Deviation from the building line is allowed to create space for wide sidewalks for outdoor cafes, or to accent building entrances.
  - Orient building entrances closer to the street.
  - Design elements and amenities such as storefront windows, awnings, architectural features, lighting, and landscaping to enhance the streetscape.
  - Provide garage parking or locate surface parking at the rear of new development. Ensure that parking garages are designed and articulated to promote visual interest and avoid long, traditional, horizontal openings. Ensure that the ground floors of parking garages fronting public streets are developed with retail.
  - Define a public realm as part of building and site design.
- Require the use of high-quality building material in new construction such as brick, stone, or masonry. Distinguish first floor building bases in mixed-use buildings by a change in materials, textures, or color. Use masonry or stone at the lower floor levels to improve the comfort and interest of the pedestrian.
- Require that ground floor commercial storefronts maintain a significant amount of transparency, 60 to 70 percent, in display windows to create natural surveillance and to activate the street.
- Place utility wires underground to the extent possible during redevelopment of the Andrews Manor shopping center.
- Limit building height to four stories on Allentown Road and three stories on Suitland Road.
- Promote green design and conservation of natural areas.

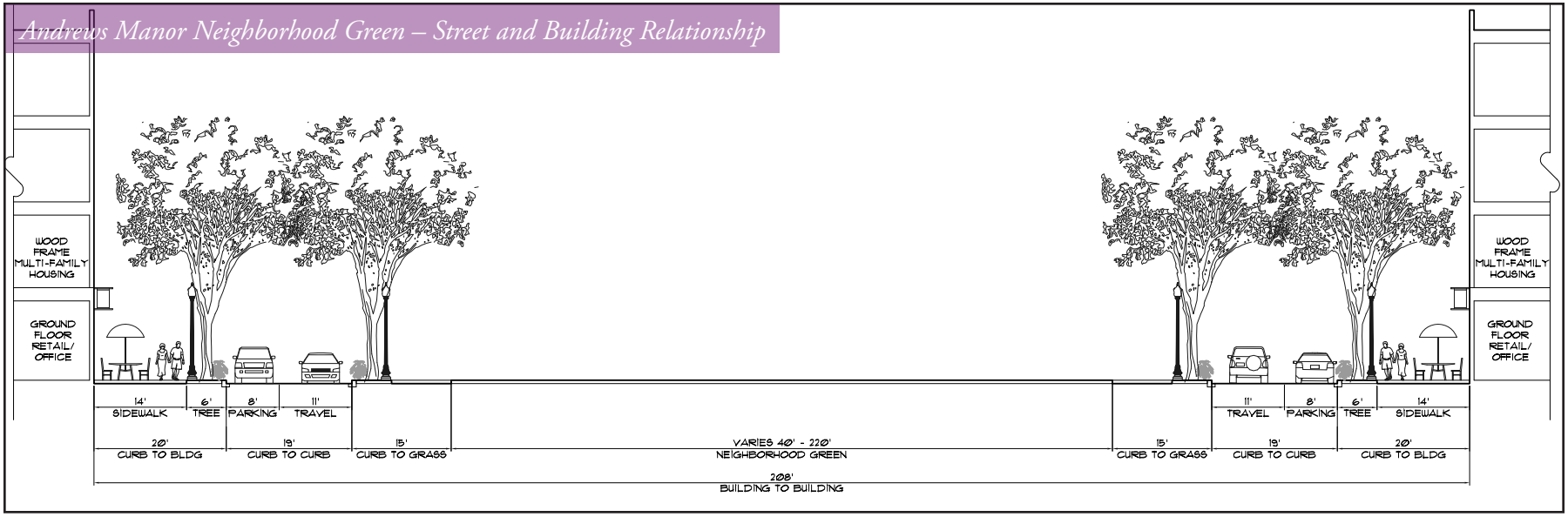


VFW frontage redesigned as an open space.

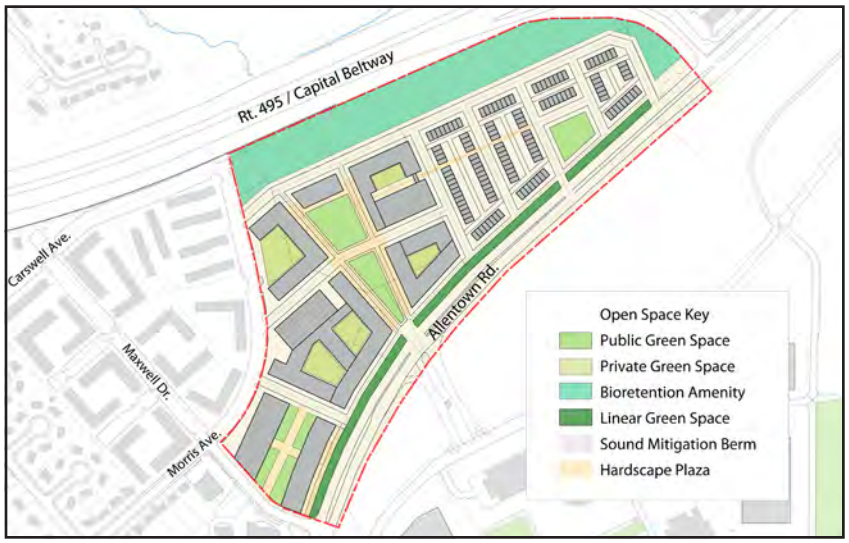


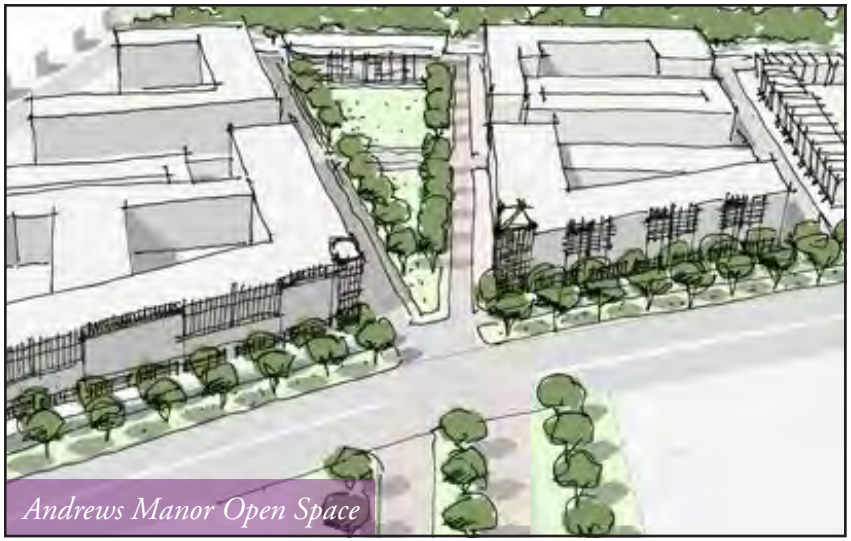
Allentown Road at Andrews Manor

Andrews Manor Neighborhood Green – Street and Building Relationship

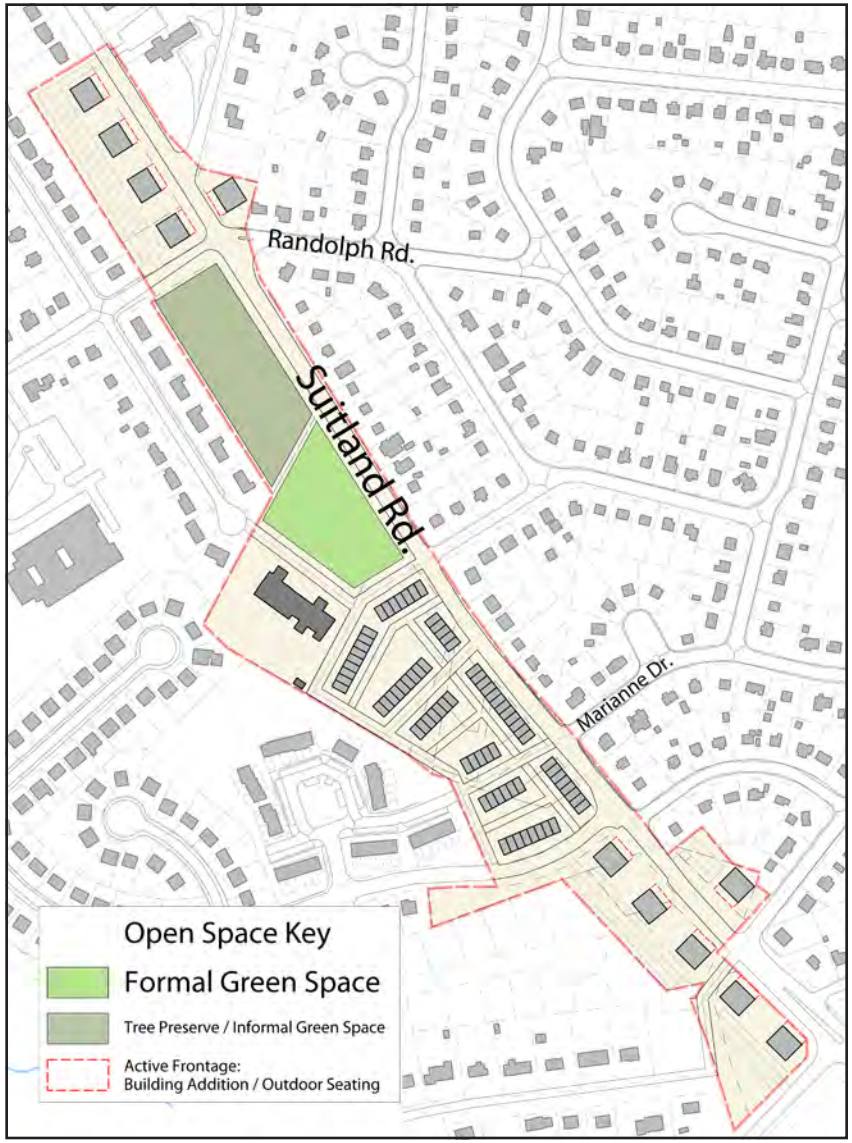


Map 24. Andrews Manor Area Redevelopment Concept




Andrews Manor Open Space

Map 25. Suitland Road Redevelopment Concept





Andrews Manor Shopping Center today.



Andrews Manor redeveloped as a pedestrian-oriented, mixed-use neighborhood.

Camp Springs Town Center

The Camp Springs focus area is repositioned as a unique cultural arts and recreation designation for cultural, civic, and recreation activities within repurposed buildings with limited, supporting retail, and new moderate density housing.

VISION

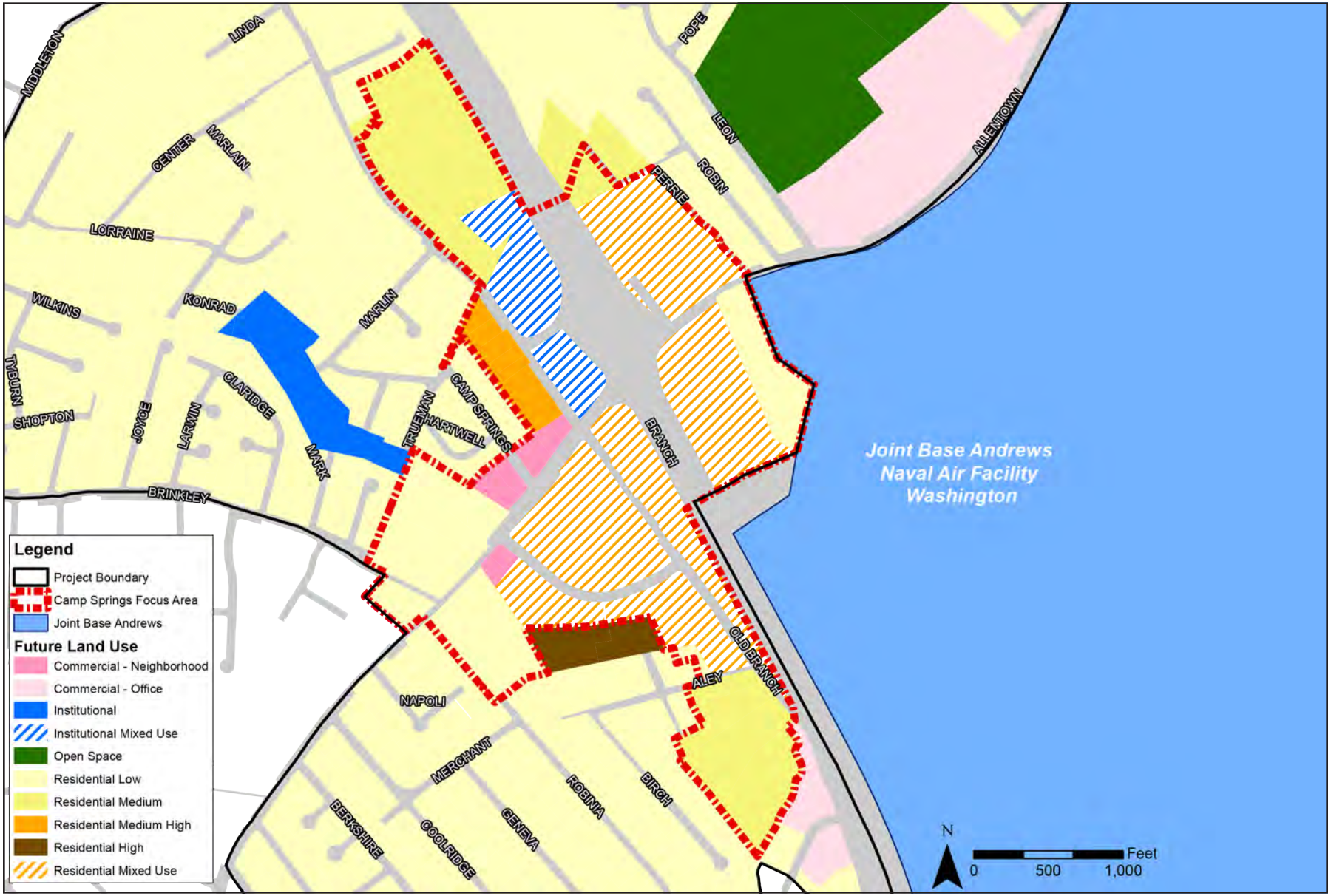
Camp Springs Town Center is a regional destination for unique cultural arts and recreation activities. It is a source of community pride, where arts, civic, senior activities, and recreation uses are integrated with retail concentrated along Allentown Road and Allentown Way and new housing development that appeals to contemporary lifestyles. The former Pyles Lumber and The Market contain arts-related uses, and host family-oriented festivals. Concerts, movies, and a farmer's market are activities that have brought new life and energy to the area. A transit stop has been located on the southwest section of Branch Avenue and Allentown Road and has attracted new residential and office development. Pedestrian and vehicular movement are greatly improved and a pedestrian overpass links the transit stop and the arts district to the west. The new cultural center fosters interaction between seniors and youth and is a popular attraction in the community. New restaurants in renovated buildings are supported by seniors and new residents.

LAND USE RECOMMENDATIONS AND ZONING IMPLICATIONS

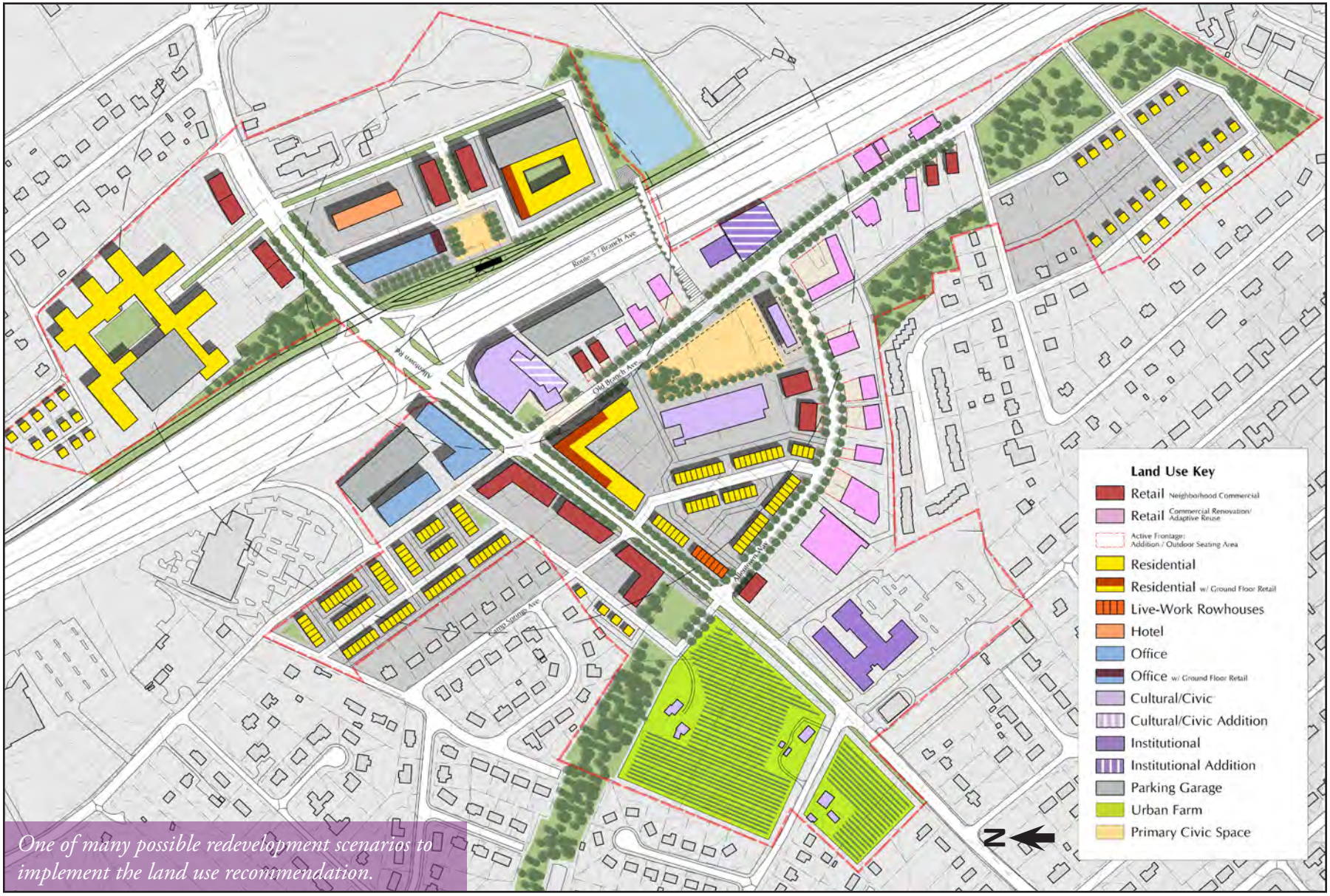
Land Use

- Designate the area southwest of the Allentown Road and Branch Avenue intersection, except some properties along Allentown Road, as Residential Mixed Use to promote medium-density residential development with complementary retail and institutional uses focused on cultural arts, recreation, and education.
- Designate the area in the northeast and southeast of Branch Avenue and Allentown Road intersection as Residential Mixed Use to promote medium-density residential development near the planned transit stop east of Branch Avenue and allow complementary non-residential uses.
- Designate the identified properties fronting Allentown Road from Old Branch Avenue to Allentown Way as Commercial-Neighborhood to promote the development of neighborhood-oriented commercial.
- Designate properties on the east side of Old Branch Avenue from the Kaiser Permanente Clinic to Allentown Road as Institutional Mixed Use to promote new or expanded institutional uses and associated accessory uses.
- Designate properties north of the Kaiser Permanente property as Residential Medium.

Map 26. Camp Springs Land Use Plan



Map 27. Illustrative Development Concept



One of many possible redevelopment scenarios to implement the land use recommendation.

Zoning

- Rezone the area designated Residential Mixed Use to the appropriate zoning classification.
- Rezone the area designated Commercial-Neighborhood to the appropriate zoning classification.
- Rezone the area designated Institutional Mixed Use to the appropriate zoning classification.
- Rezone property designated Residential Medium to the appropriate zoning classification.
- Offer zoning incentives to facilitate development of Residential Mixed Use areas.

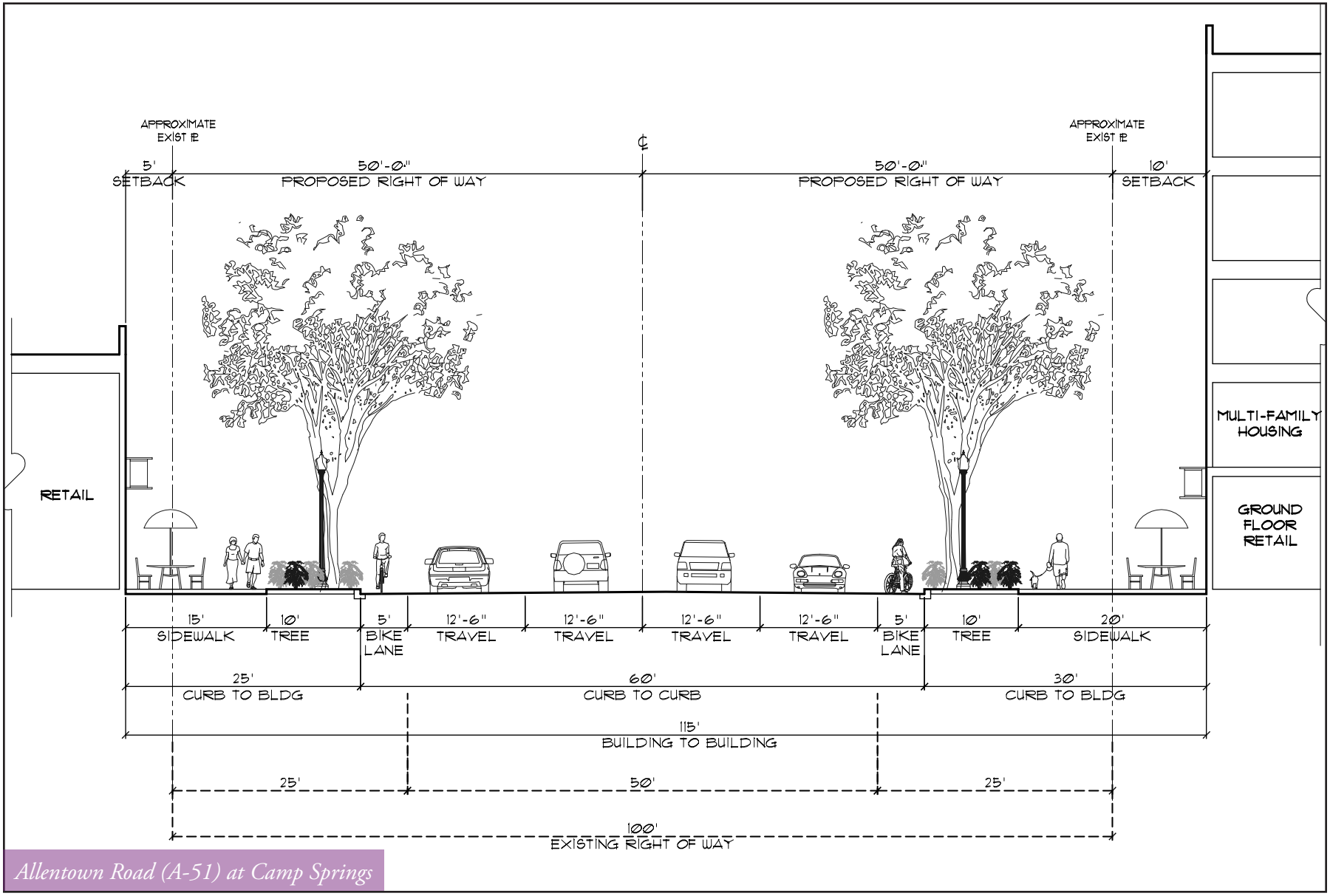
DEVELOPMENT PROGRAM

The redevelopment program for Camp Springs reduces the amount of commercial retail by 277,900 square feet and adds 100,000 plus square feet of offices, 1,000 plus multi-family units including senior housing built overtime (before and after) the provision of transit, 300 plus townhomes units, 124,700 square feet of arts-related space, 300,000 square feet of recreational uses and a new hotel. This redevelopment program is reflected in the land use recommendations for the focus area and supported by existing and expected future market conditions in the area. It capitalizes on planned transit and builds upon previous plans for cultural arts activity in the community. The program anticipates that new retail is developed along Allentown Road and sections of Old Branch Avenue to serve residents in new multi-family and townhouse developments as well as users of cultural arts and recreational activities. It is expected that the Pyles Lumber property and the International Market buildings will be repurposed or redeveloped as arts, cultural, and recreational facilities.

CONNECTIVITY AND CIRCULATION

As a destination for arts, cultural, civic, and recreational uses and community gatherings, safe pedestrian mobility is essential for the area. Priority must be given to the enhancement of the pedestrian environment including the provision of sidewalks and good circulation within and between new developments.

- Ensure that a minimum of six-foot wide sidewalks are provided on both sides of the street. Install textured crosswalks at intersections or in mid-blocks where pedestrian crossings are anticipated. Use special paving material for sidewalks and crosswalks.
- Install traffic calming measures to slow traffic along the roadways where pedestrian usage is expected to be heavy.
- Build a pedestrian overpass over Branch Avenue that is well designed as a distinguishing characteristic and brand for the area and that is also inviting to pedestrians.
- Greatly improve the Branch Avenue underpass to provide a safe east-west pedestrian connection along Allentown Road. Explore methods of improving the approach and condition of the actual underpass. Use lighting, public art, landscaping, textured pedestrian crosswalks approaching the underpass, and better signal timing to accommodate pedestrian crossing.
- Redesign Allentown Road east of Branch Avenue as a multi-way boulevard to allow six travel lanes, a 10-foot, two-way pedestrian/bicycle path, and wide sidewalks on the north side.
- Redesign Allentown Road west of Branch Avenue to allow four travel lanes with wide sidewalks on both sides.



Allentown Road (A-51) at Camp Springs

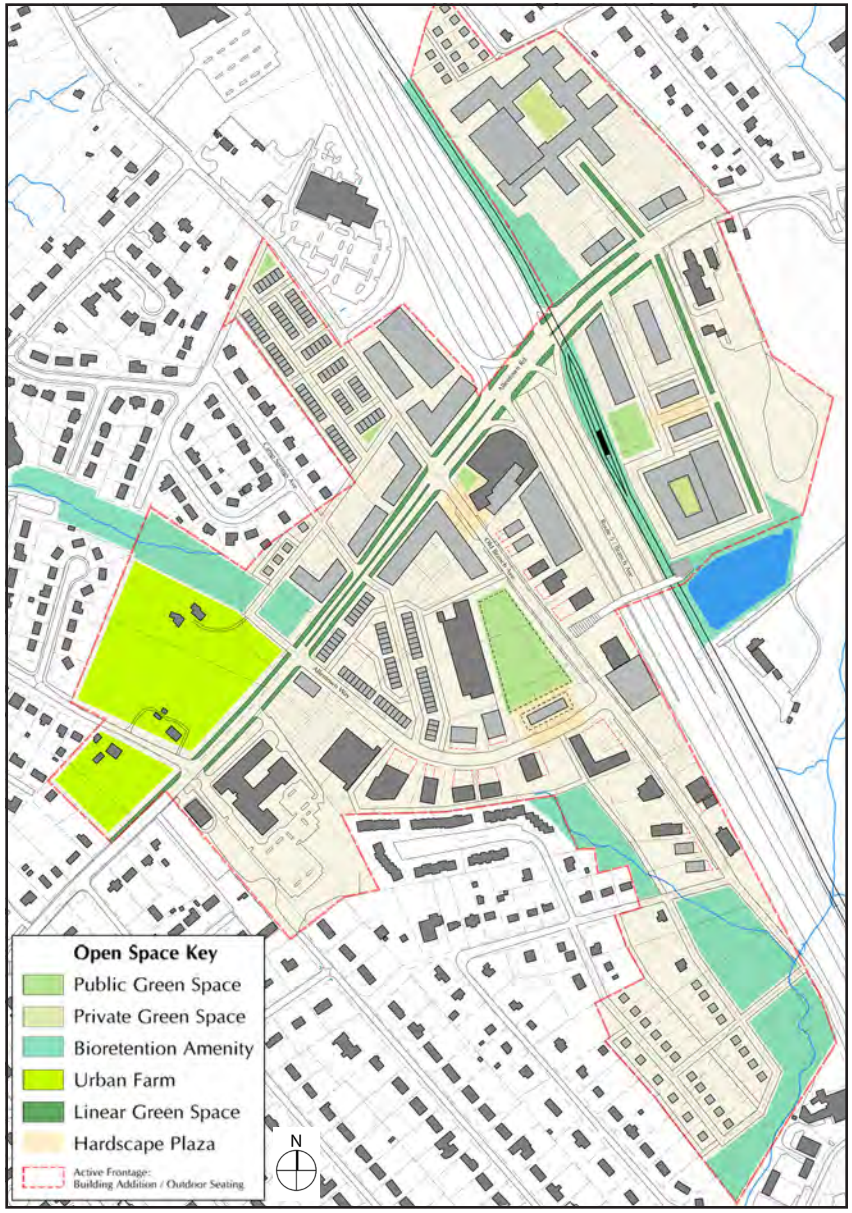
OPEN SPACE

Open space is an important element for outdoor gatherings and festivals. Two public outdoor areas are recommended: a public green in front of the International Market building and one at the future transit stop. A linear green space is also shown along the future transit way to indicate the area should be attractively landscaped. Open space is also recommended to preserve and enhance the stream corridor north and south of the focus area. The existing urban farm at the intersection of Allentown Road and Temple Hills Road is to be preserved. However, if subdivided, it is recommended that development be clustered to preserve the farmstead.

Use the following design considerations to ensure quality open space for residents and visitors:

- Clean up and reconfigure the existing stormwater management pond on Allentown Road east of Branch Avenue.
- Install benches, trash receptacles, and other amenities such as water fountains at appropriate locations, such as plazas and neighborhood greens.
- Ensure that civic space is designated in front of the International Market building to support regular outdoor activities. Pay special attention to the design of this area as it should become a focal point for the community.
- Provide a perimeter sidewalk that connects the civic space to the surrounding sidewalk and trail network and incorporate pavements of varied physical texture, color, and pattern to guide movement and define functional areas.
- Incorporate a public plaza in any redevelopment or reuse of the former Pyles Lumber site with landmark features to help brand cultural arts.

Map 29. Open Space



BUILDING AND SITE DESIGN

The strategy for redeveloping this area involves new medium-density residential development integrated with retail and cultural arts and recreation facilities within the existing compact development pattern. Building upon this development pattern will require the retention of certain design elements. These elements are outlined below and should be achieved in all new development in the area.

- Ensure store front windows are not obstructed with advertisement signs.
- Renovate and reuse underutilized and vacant buildings by providing active street frontage as additions or outdoor seating to create an attractive and engaging streetscape.
- In redevelopment, create a building line along all new streets to define the public realm. New infill buildings should be contextually compatible with the surrounding building style or complement the existing building fabric. Use high-quality building material during construction such as brick, stone, or masonry.
- Provide garage parking where appropriate or locate parking in the rear of new development. In existing development, use low walls and landscaping to screen parking lots.
- Provide opportunities to incorporate arts themes in elements of building design to create an identity and brand the Camp Springs Cultural Arts Center that depicts its role as an arts, cultural, and recreational destination.
- Consider adaptive reuse of the Pyles Lumber site by salvaging any significant historic features. If redevelopment is a viable alternative, the new development should consider incorporating the historic past of the site.
- Maintain a building height limit of four stories.



Low wall and landscaping to screen parking lot



Use of art as a branding tool

Coventry Way Village

The Coventry Way focus area is transformed into Coventry Way Village that serves as an employment center for production, distribution, and repair businesses and contractors serving Joint Base Andrews with supporting retail and moderate-density residential development clustered around the planned transit station.

VISION

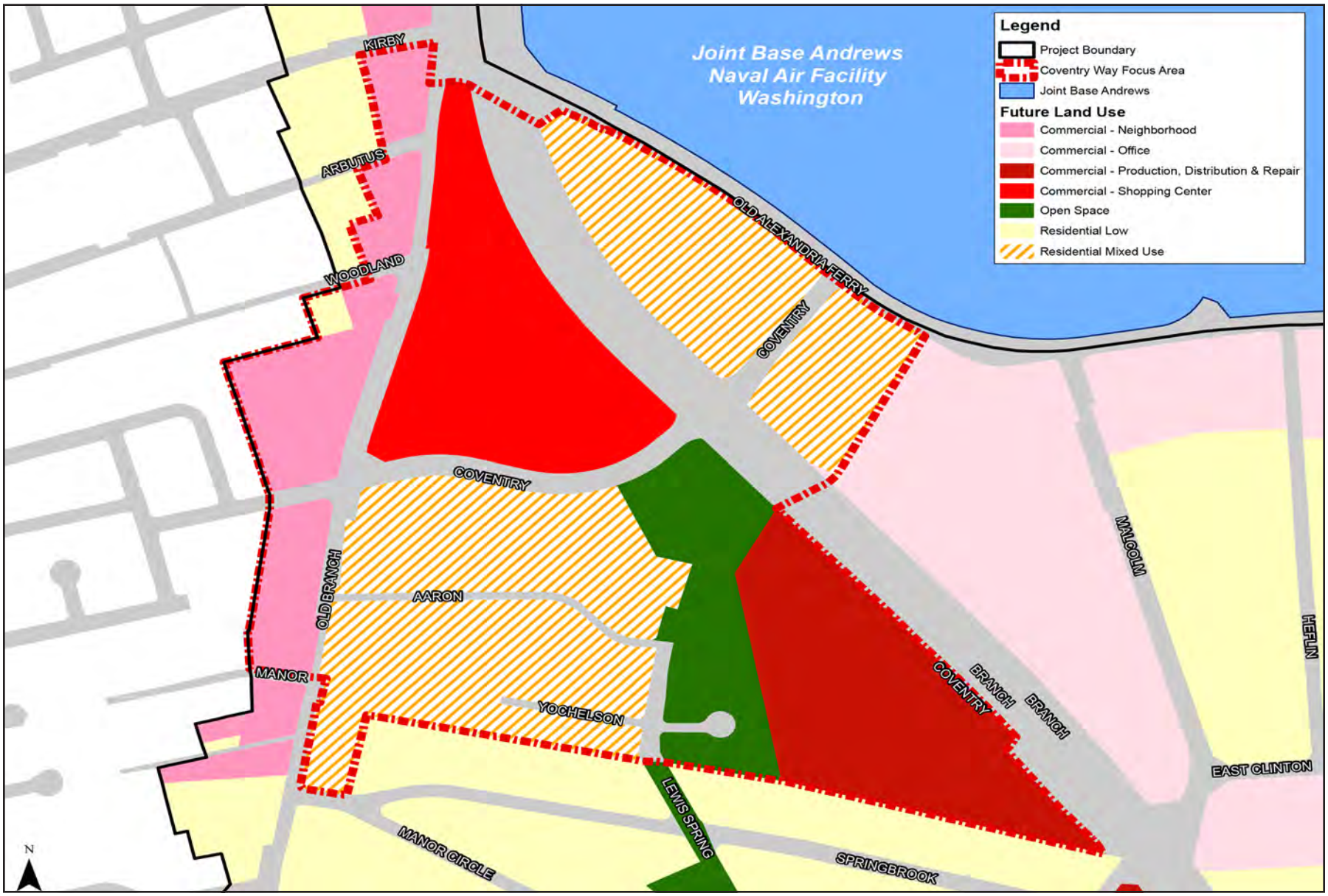
Coventry Way Village is a walkable employment village center with new residential development in two prominent locations: Coventry Way and Old Alexander Ferry Road. It has an attractive streetscape along the roadway that contains wide sidewalks and bicycle lanes for easy and safe pedestrian and bicycle access to the new transit stop on the east side of Branch Avenue. The area surrounding the transit stop has been transformed into a residential enclave of multi-family residential units with modern amenities, a pedestrian plaza, and ground floor. The area serves new military retirees and a growing number of employees associated with Joint Base Andrews, many of whom have chosen to live here and bike to work. New streetscape treatments have transformed Old Branch Avenue into a commercial main street comprising neighborhood-serving retail and services. Transportation circulation has been greatly improved through a new residential street grid south of Coventry Way. A wetland and stream restoration project provides new open space that is both an attractive park and a trail for adjacent residents, as well as area employees. Adding to the new prosperity and vitality of this area are new businesses locating along Old Alexandria Ferry Road and Malcolm Road, which have relocated from Aaron Lane to take advantage of the proximity to Joint Base Andrews.

LAND USE RECOMMENDATIONS AND ZONING IMPLICATIONS

Land Use

- Designate properties along the east side of Old Alexandria Ferry Road north and south of Coventry Way and the south side of Coventry Way east of Old Branch Avenue (as noted in Map 31) as Residential Mixed Use to allow residential development with complementary non-residential uses including neighborhood retail.
- Designate property on Coventry Way adjacent to Branch Avenue and commercial property fronting Old Alexandria Ferry Road east of Mike Shapiro Drive as Production, Distribution, and Repair (PDR) to capture the cluster of uses generally fitting this description.
- Designate property on Old Alexandria Ferry Road east of Branch Avenue and property on Branch south of East Clinton as Commercial-Office.
- Designate properties behind the recommended Commercial-Office near Old Alexandria Ferry Road as Residential Low for compatibility with adjacent low density residential development.
- Designate properties along the entire length of Old Branch Avenue excluding Coventry Plaza within this focus area as Commercial-Neighborhood to create a main street with neighborhood-oriented commercial serving adjacent communities.
- Designate an area between the recommended neighborhood mixed-use on the south side of Coventry Way and PDR land use designations as open space to preserve the area of the existing creek.

Map 31. Conventry Way Land Use Plan



Map 31. Illustrative Development Concept



One of many possible redevelopment scenarios to implement the land use recommendation.

- Apply the commercial shopping center land use designation to properties defined by Old Branch Avenue, Coventry Way, and Branch Avenue.

Zoning

- Rezone the area designated Residential Mixed Use to the appropriate zoning classification that allows for ground floor retail in residential structures or stand-alone retail development. However, at the time of the SMA, consideration should be given as to whether future market conditions would support the rezoning of the industrial area south of Aaron Lane to a Residential Mixed Use zone.
- Develop and apply a new zoning district or provisions to areas classified as Commercial–Production, Distribution, and Repair in the land use plan.
- Rezone properties designated as Commercial-Office to the appropriate zoning classification.
- Rezone property designated as Residential Low to the appropriate zoning classification.
- Rezone property designated as Commercial-Neighborhood to the appropriate zoning classification.
- Rezone the creek area to Reserved Open Space.
- Offer zoning incentives to facilitate development of Residential Mixed Use areas.

DEVELOPMENT PROGRAM

The redevelopment program reflects existing market demand that will support and be attracted by new transit in the area. It adds 50,100 square feet of commercial retail, 1,208 multi-family units, along with 208 townhomes. It reduces the Production, Distribution, and Repair (PDR) uses by 103,600 square feet, relocating these uses to more appropriate locations in the general area.

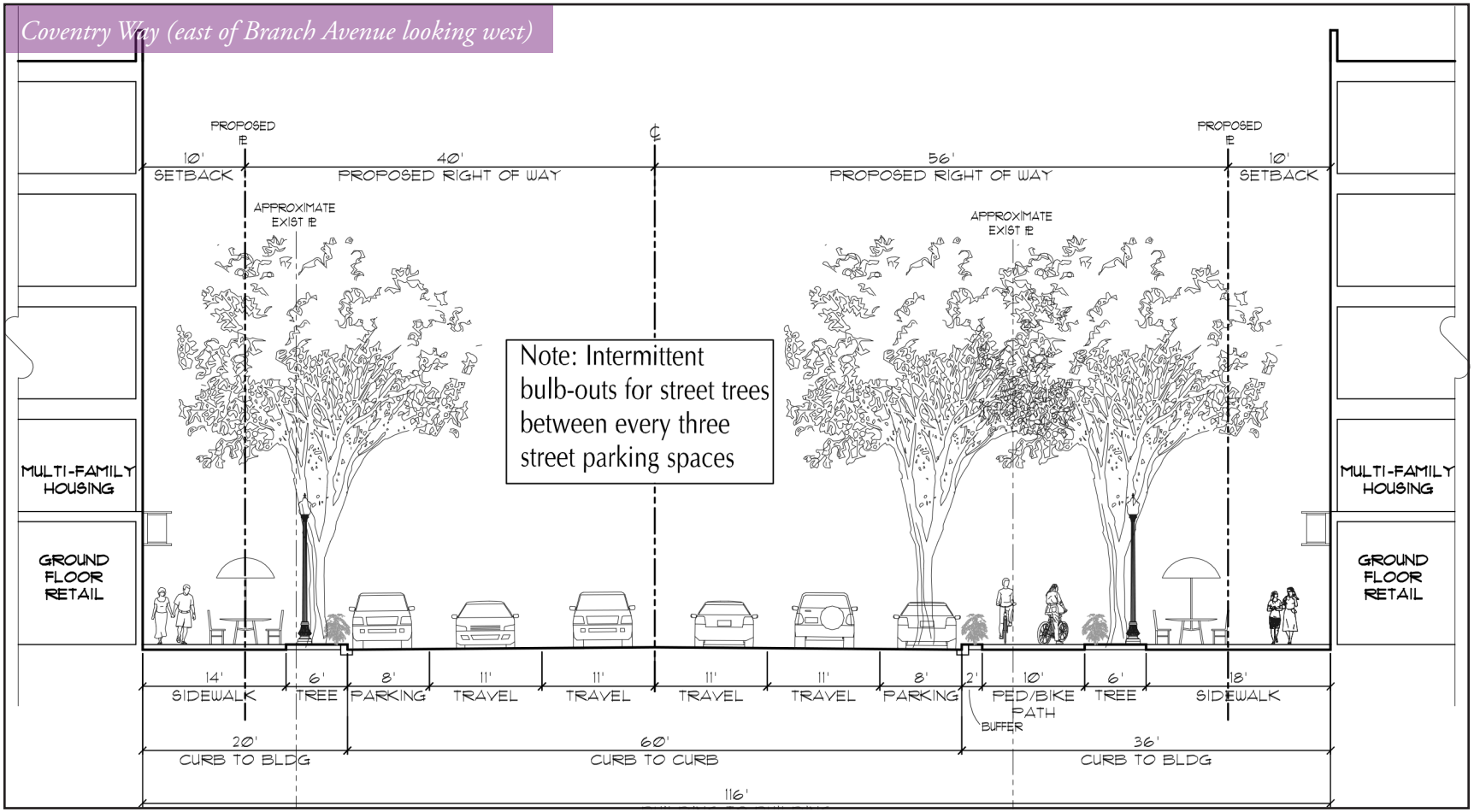
The development program seeks to capitalize on the planned transit stop and proposes four-story residential buildings with ground floor or nearby retail framing Coventry Way and a new pedestrian plaza. The program anticipates that existing miscellaneous commercial and small industrial uses are relocated to areas nearby that are more appropriate for such uses that can be buffered from existing and new residential uses. The plan proposes that Old Branch Avenue transitions to a small main street with neighborhood-oriented commercial.

CONNECTIVITY AND CIRCULATION

Coventry Way provides an important connection between Old Branch Ave and Old Alexandria Ferry Road and ultimately to Joint Base Andrews. With the new transit stop it is more important to ensure good connectivity and multimodal access to promote walking, bicycling, and transit usage.

- Use a well-designed street grid to lay out new residential developments south of Coventry Way.
- Design Coventry Way as a walkable street to allow travel lanes with on-street parking, and with either a 12-foot continuous left-turn lane or a 22-foot median/left-turn area. Provide a 10-foot, two-way pedestrian/bicycle path on the north side and wide sidewalks on both sides.
- Provide safe pedestrian connections from the transit stop to Joint Base Andrews' Virginia Gate to encourage use of transit by base personnel and contractors.

Coventry Way (east of Branch Avenue looking west)





Environmental feature as amenity in the future residential redevelopment south of Coventry Way

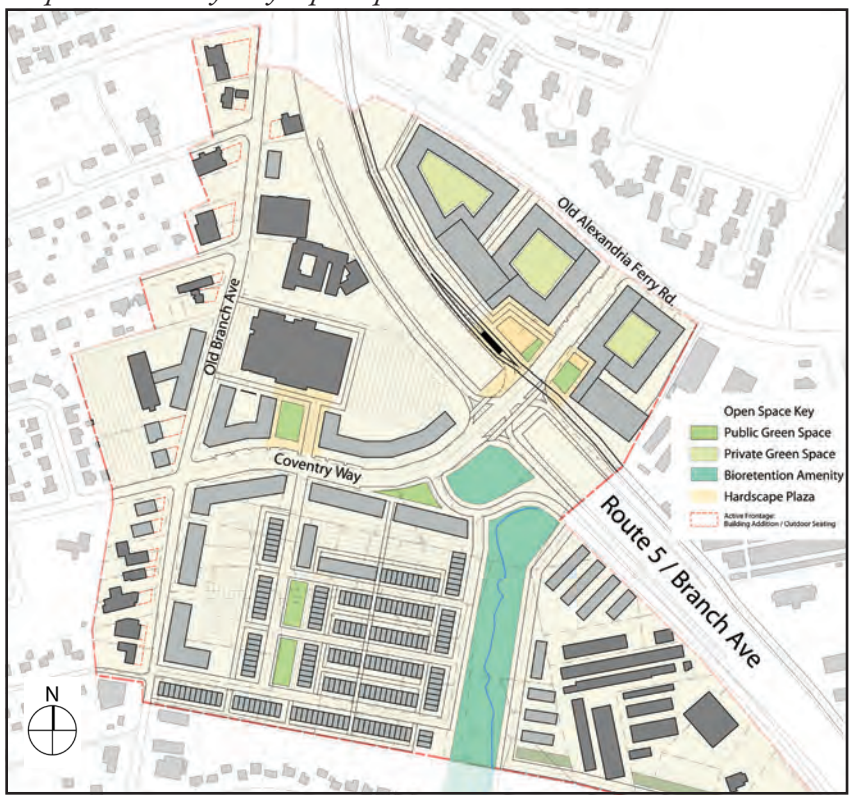
- Greatly improve the Branch Avenue underpass to provide safe east-west pedestrian connection along Allentown Road. Explore methods of improving the approach and condition of the actual underpass. Use lighting, public art, landscaping, textured pedestrian crosswalks approaching the underpass, and better signal timing to accommodate pedestrian crossing.
- Provide a trail connection to the south through the new open space as part of the stream restoration project.
- Consolidate driveways along Old Branch Avenue to the extent possible and reduce the number of curb cuts in order to improve traffic flow and pedestrian movement and safety.

OPEN SPACE

With the increase in population from new residential development, it is important to provide adequate open space for residents to enjoy. The daylighting of the underground creek west of Branch Avenue and south of Coventry Way creates much-needed open space. Public open space is recommended on both sides of Coventry Way in the vicinity of the transit stop, within new residential areas and north of Coventry Way. The following design guidelines are recommended regarding open space in this focus area:

- Acquire relevant parcels and daylight the underground creek to restore it to its natural state.
- Create a wetland and open area around the headwaters of Tinkers Creek south of Coventry Way to create a linear park to connect to the residential neighborhood to the south.
- Provide an open space feature near the transit stop on Branch Avenue and provide pedestrian and bicycle amenities such as benches, water fountains, and trash receptacles in the space.

Map 33. Coventry Way Open Space





Coventry Way residential development.

- Provide a perimeter sidewalk to connect the open space to the surrounding sidewalk and trail network and incorporate pavements of varied physical texture, color, and pattern to guide movement and define functional areas.

BUILDING AND SITE DESIGN

The key design principles for Coventry Way are:

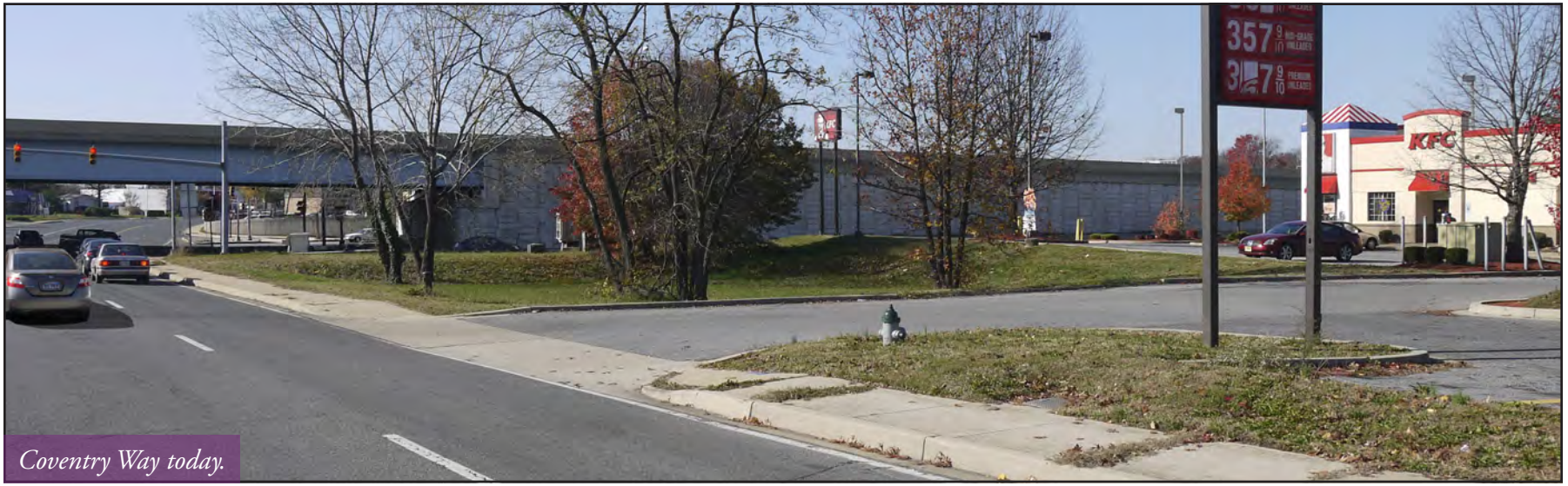
- Use high-quality building material during construction of new buildings such as brick, stone, or masonry. Define the two- to four-story building bases in a mixed-use building by a change in materials, textures, or color. Use masonry or stone at the lower floor levels to improve the comfort and interest of the pedestrian.
- Encourage building close to the street for new infill commercial buildings north of Coventry Way to provide for an attractive streetscape with a wide sidewalk and provision for outdoor seating.
- Require that ground floor commercial storefronts maintain a significant amount of transparency, 60 to 70 percent, in display windows to create natural surveillance and to activate the street.
- Rehabilitate buildings and improve streetscape treatments along the Old Branch Avenue main street by providing an active street frontage through additions or outdoor seating for restaurants. Upgrade sidewalks and provide curbs and gutters along the street as needed to enhance its appearance and improve stormwater management and circulation.
- Limit building height to four stories.



Building base defined to create interest



Building close to the street with outdoor seating



Coventry Way today.



Coventry Way redeveloped as pedestrian-friendly roadway in the vicinity of the future transit stop

Clinton Commercial Core Area

The Clinton focus area is expected to expand its role along the Branch Avenue corridor as a regional destination with residential and office infill in what is now a single-use development, with shopping, dining, and local-serving office uses to include medical related services.

VISION

Downtown Clinton is transformed into a vibrant, mixed-use, transit-supported destination spanning Branch Avenue, providing a range of housing types and new office development. New households and employees create new demand for commercial services, while walking and bicycling safely to the new shopping areas and other amenities. A new park and plaza are linked across Branch Avenue by a pedestrian bridge over Branch Avenue that connects to the new transit stop. Woodyard Road has been reconstructed as an attractive boulevard that provides for, but separates, local, through and non-vehicular traffic. Townhouses, fronting on Woodyard Road along a connected street grid, appeal to young families, seniors, and empty nesters, providing a pleasant transition between the busy commercial core and the older, historic part of the corridor. A greatly enhanced and expanded Mary Surratt House and Museum, and the popular B.K. Miller store, are a destination for the region as well as local residents, and contribute to a unique synergy with new development along the corridor. The Boys and Girls Club recreational fields and a new recreational center provide programs and activities for teens and young adults in a pedestrian friendly environment.

LAND USE RECOMMENDATIONS AND ZONING IMPLICATIONS

Land Use

- Designate the Clinton Shopping Center and Woodyard Crossing Shopping Center as Commercial Mixed Use to promote a mix of land uses dominated by commercial and office uses with residential, hotel, institutional, and civic uses.
- Designate commercial property on the south side of Woodyard Road west of Branch Avenue as Commercial – Shopping Center.
- Designate commercial property on the south side of Woodyard Road east of Branch Avenue as Commercial-Neighborhood.
- Designate properties on Woodyard Road, as shown on Map 35.Woodyard Road Future Land Use Plan, as Residential Medium-High to allow 8-20 dwelling units per acre.
- Designate the southeast corner of Brandywine Road and Woodyard Road as open space in order to encompass the many Surratt House and the adjacent property fronting Woodyard Road.
- Designate the southwest corner property at Piscataway Road and Brandywine Road as Residential Mixed Use.
- Designate the property on the northeast and northwest corners of Old Branch Avenue and Woodyard Road as Commercial-Neighborhood.
- Designate the office tower properties on Piscataway Road as Commercial-Office.

- Designate the property west of the recommended Commercial-Office on Piscataway Road as Residential – Medium.
- Designate property north of the recommended Residential – Medium High as Residential – Medium.

Zoning

- Rezone properties recommended as Commercial Land Uses to the appropriate zoning categories.
- Rezone properties recommended as Commercial Mixed Use to the appropriate zoning category.
- Rezone properties recommended as Residential Land Uses to the appropriate zoning categories.
- Rezone the properties recommended for parkland in conjunction with the expansion of the Mary Surratt House and Museum to appropriate zoning for the Commercial-Neighborhood land use designation.

DEVELOPMENT PROGRAM

The redevelopment program and concept reduces the amount of retail in the focus area by 216,400 square feet and adds 1, 250,300 square feet of office, 181-room hotel, 1,000 plus multi-family units and 350 townhomes, and 125,400 square feet of civic uses.

The redevelopment concept transforms the two shopping centers on both sides of Branch Avenue into a mixed-use, transit-supported development capitalizing on the new transit stop. The concept integrates new uses and reconfigures the existing building form and function into a cohesive pedestrian environment marked by modified street grid with sidewalks on both sides. Pedestrian connection is provided between the two centers through a pedestrian overpass across Branch Avenue to the transit stop. Vertical mixed-use buildings with ground floor retail are introduced at the appropriate places where street activities are mostly expected. Parking garages are provided to maximize buildable areas.

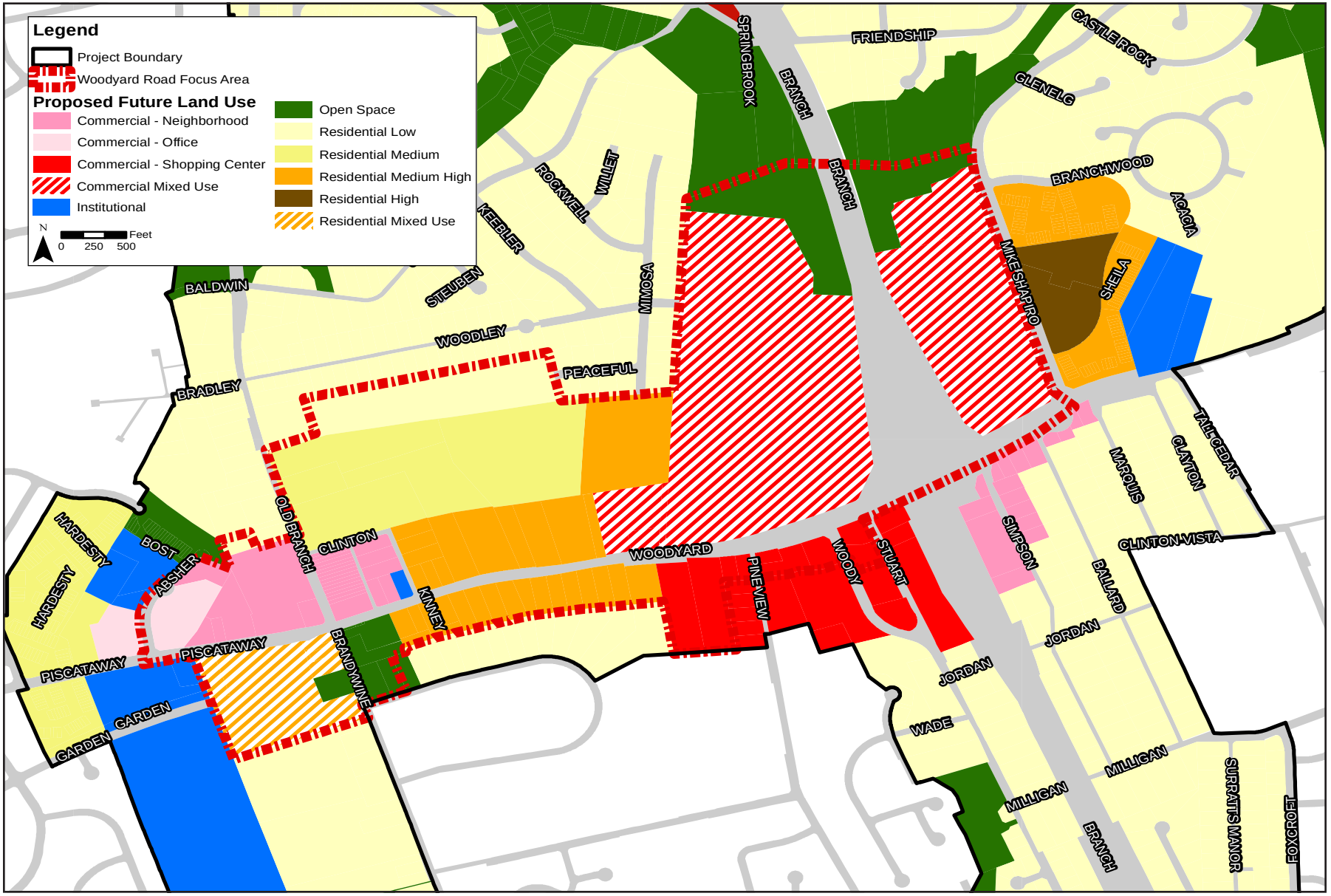
Urban townhouse development on both sides of Woodyard Road is expected to provide residential density to support the new centers and serve as a transition between the high intensity development and lower intensity neighborhood commercial to the west. The Old Branch Avenue and Woodyard Road intersection becomes the crossroads for the historic part of the corridor, with the four quadrants revitalized and redeveloped with residential, recreation, and retail uses. Automobile and pedestrian circulation along Woodyard Road is greatly improved by a new multi-way boulevard that offers facilities for pedestrian, bicycle, and automobile usage.

CONNECTIVITY AND CIRCULATION

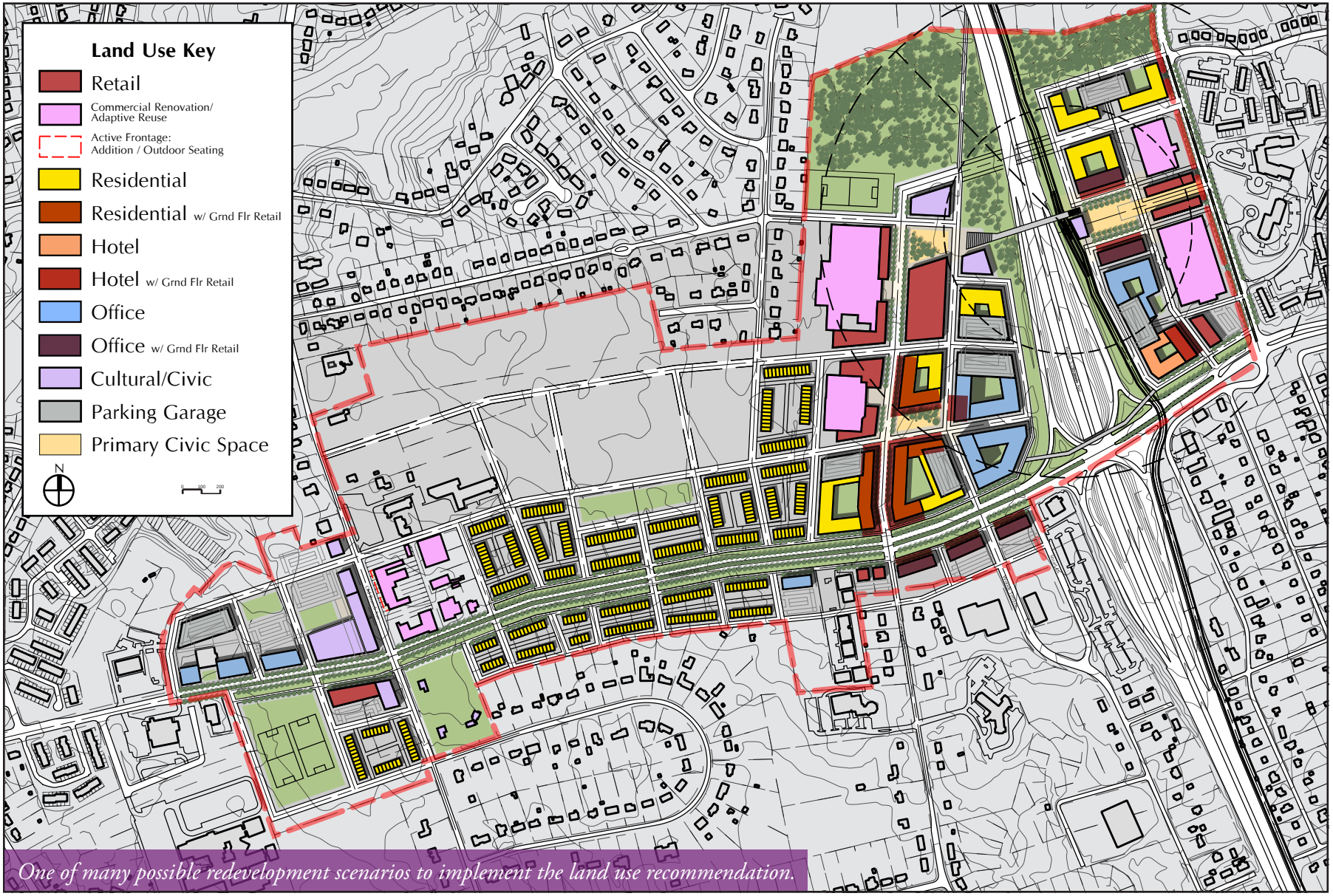
The redevelopment of Woodyard Road as a multi-way boulevard is key to ensuring that Clinton becomes a more walkable and pedestrian-friendly community. A gridded street network is needed to relieve traffic congestion and to separate local traffic from through traffic.

While the plan aims to create a more walkable environment that is transit-accessible, Woodyard Road will continue to be a major transportation route for vehicles. In order to reduce traffic in the area, a grid pattern should be developed that allows drivers to use different routes and entryways to popular destinations, particularly the shopping centers. This plan shows an enhanced grid pattern of new local streets as well as new access to the Woodyard Crossing Shopping Center site from Branch Avenue, thereby reducing the

Map 35. Woodyard Road Land Use Plan



Map 36. Illustrative Development Concept



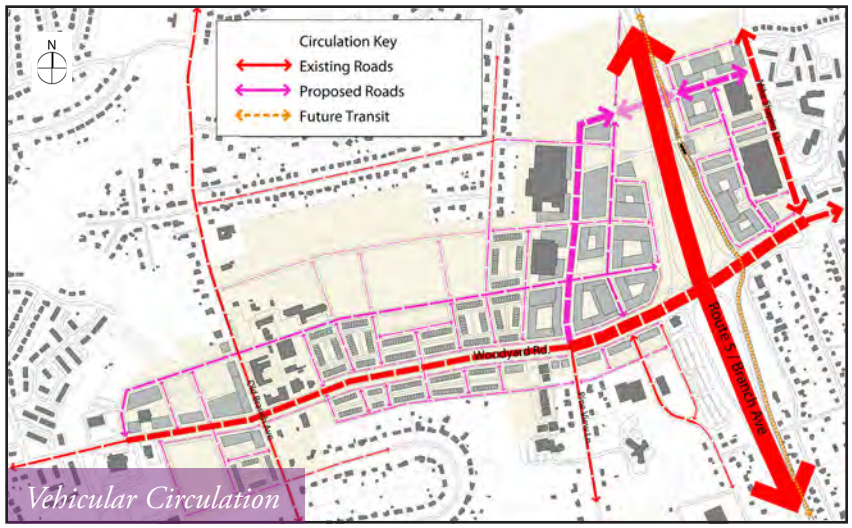
One of many possible redevelopment scenarios to implement the land use recommendation.

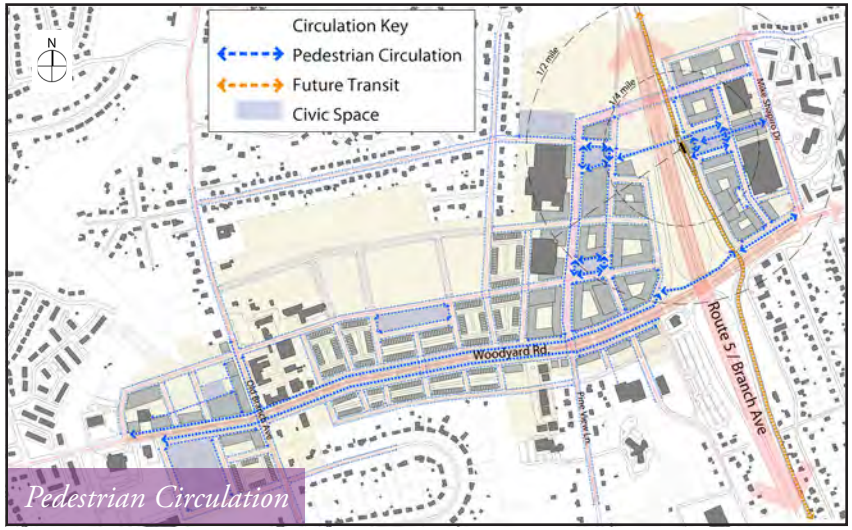
amount of traffic on Woodyard Road.

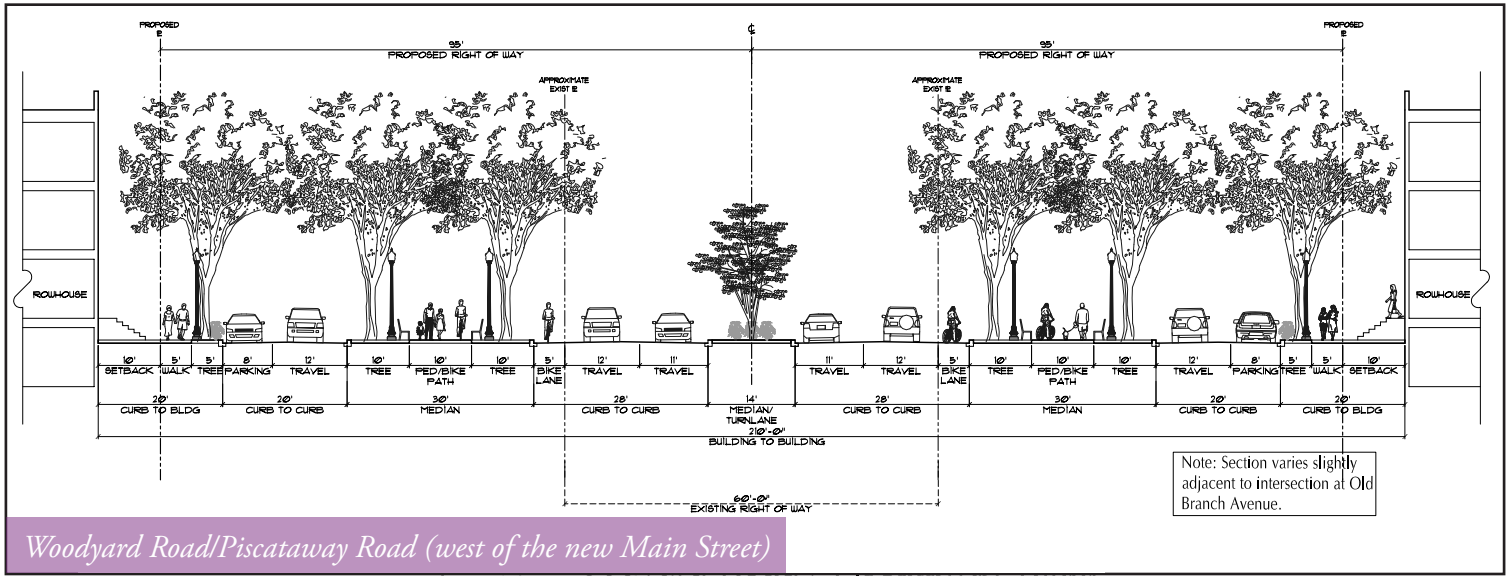
While currently there are sidewalks along Woodyard Road, the distances and environment make walking less than desirable and unsafe. This plan proposes to reduce the block distances along Woodyard Road and in the shopping centers. With the recommended upgrade of Woodyard Road to a multi-modal boulevard with outer service lanes, bike lanes and sidewalks, the roadway can function better as a major east-west transportation corridor for both local residents and commuters.

- Design interior streets with an interconnected grid or modified grid street pattern with sidewalks and street tree planting. Provide pedestrian amenities that include trash receptacles, benches, and bus shelter. Bus shelters should be designed to complement building style and material in the area.
- Provide vehicular and pedestrian connectivity from Woodyard Crossing to the adjacent residential neighborhoods to the west.
- Explore the possibility of a southbound exit ramp into Woodyard Crossing. This allows the existing ramp to direct traffic east and west on Woodyard Road.
- Connect Woodyard Crossing with Clinton Park Shopping Center by a pedestrian bridge over Branch Avenue located close to the future transit stop. Seek opportunities for a street overpass in the long-term.

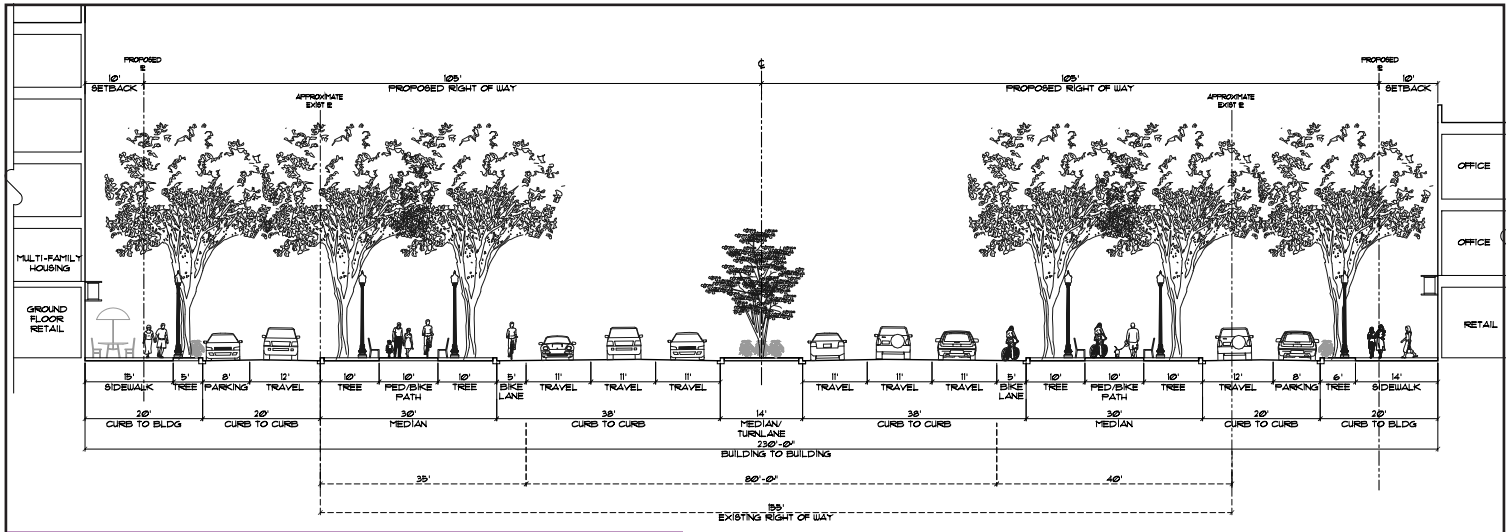
Map 37. Woodyard Road Vehicular and Pedestrian Circulation



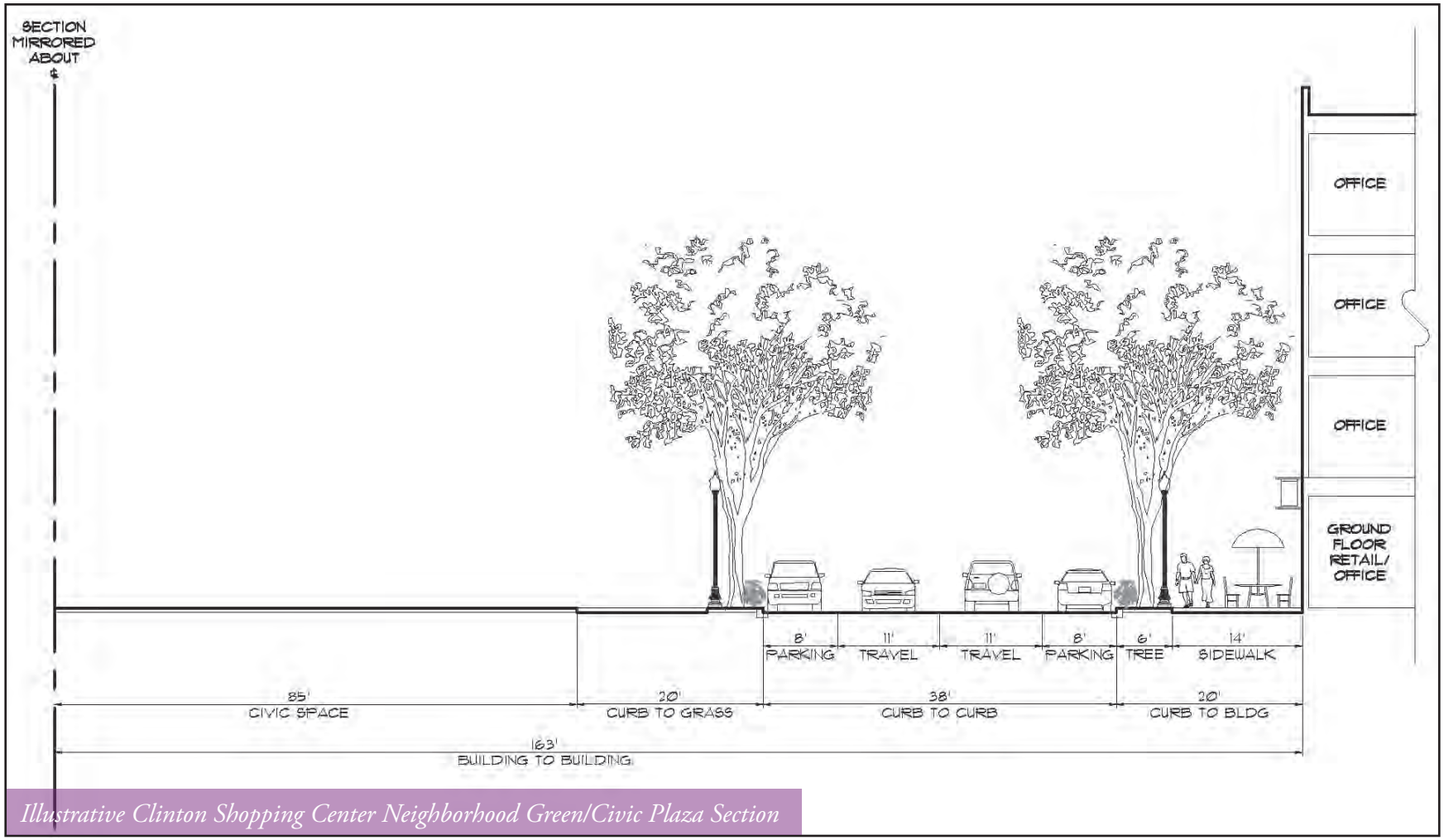




Woodyard Road/Piscataway Road (west of the new Main Street)

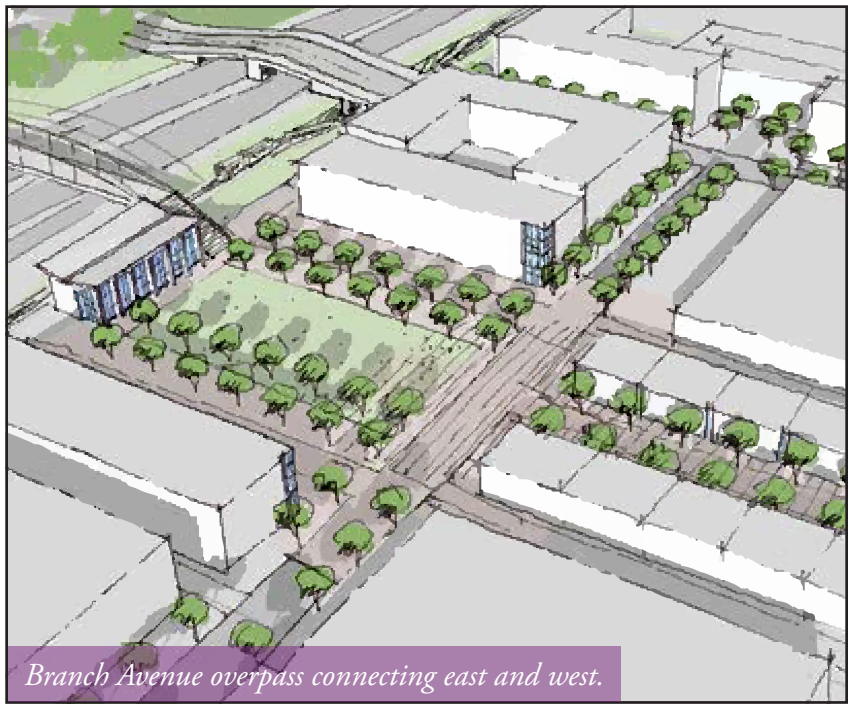


Woodyard Road (West of Rt. 5 to the new Main Street)



Illustrative Clinton Shopping Center Neighborhood Green/Civic Plaza Section

- Design and construct a multiway boulevard west on Woodyard Road from its intersection with Branch Avenue with the following characteristics:
  - Six travel lanes to the Woodyard Crossing main entrance
  - Four travel lanes west of the main entrance with service roadways on both sides between Clinton Drive and MD 5, incorporating a single one-way travel lane and on-street parking
  - Service road only on the south side west of Clinton Drive
  - 15-foot two way cycle tracks on both sides.
  - Wide sidewalks on the north side.
- East of Branch Avenue should have the following characteristics:
  - Six travel lanes
  - A service roadway on the north side between MD 5 and Mike Shapiro Drive, incorporating a single one-way travel lane and on-street parking.
  - 10-foot, two-way pedestrian/bicycle tracks on both sides
  - Wide sidewalks on the north side
- Refer to transportation section for detailed roadway, bicycle, multi-use and trail network recommendations.



Branch Avenue overpass connecting east and west.

OPEN SPACE

Since new uses and greater density are recommended for this focus area, the provision of open space is critical to this plan. Through more compact building design, a greater proportion of the area can be dedicated to open space. This is largely achieved by the increase in building height and a reduction in the amount of space dedicated to parking.

Two important areas of open space are recommended. The reconstruction of Woodyard Road as a multi-way boulevard will allow pedestrians and bicyclists to have better access to existing neighborhoods and new mixed-use centers. Another important area is the plaza on the east side of Branch Avenue at the recommended transit site. This is envisioned to become a community gathering place and to provide a pleasant entryway into the Clinton Community.

The key design principles regarding open space are:

- Provide a significant public open space/plaza oriented to the transit stop and framed by streets and retail on the ground level.
- Provide two interior public open spaces/plazas during the redevelopment plan for the Woodyard Crossing, with each centrally located to serve street blocks surrounding it. Private open spaces are encouraged within each building block when possible. Connect open space vista to the pedestrian bridge plaza and stairs.
- Provide a neighborhood green space that is conveniently located for the recommended town home development.
- Ensure pedestrian and bicycle amenities such benches, bus shelters, tables, sculpture, water fountain, trash receptacles are provided in all public open spaces/plazas. Install periphery sidewalk that connects the civic open space to the surrounding sidewalk and trail network and incorporate pavements of varied physical texture, color, and pattern to guide movement and define functional areas.
- Provide opportunities in the open space design for spaces and infrastructure that are adaptable for various events at the two shopping centers.
- Provide an open space with ball field north of Woodyard Crossing. Space should be multi-functional and flexible, allowing for a range of users to enjoy the same space at different times.
- Enhance the existing wetland system by planting more trees adjacent to MD 5 in and along the swales that convey water to the wetland system.
- Use environmental site design techniques to address stormwater issues during the redevelopment of Woodyard Crossing shopping center on the existing parking lot.

Map 38. Woodyard Road Open Space



BUILDING AND SITE DESIGN

The key design principles for the Woodyard Road Focus Area are to:

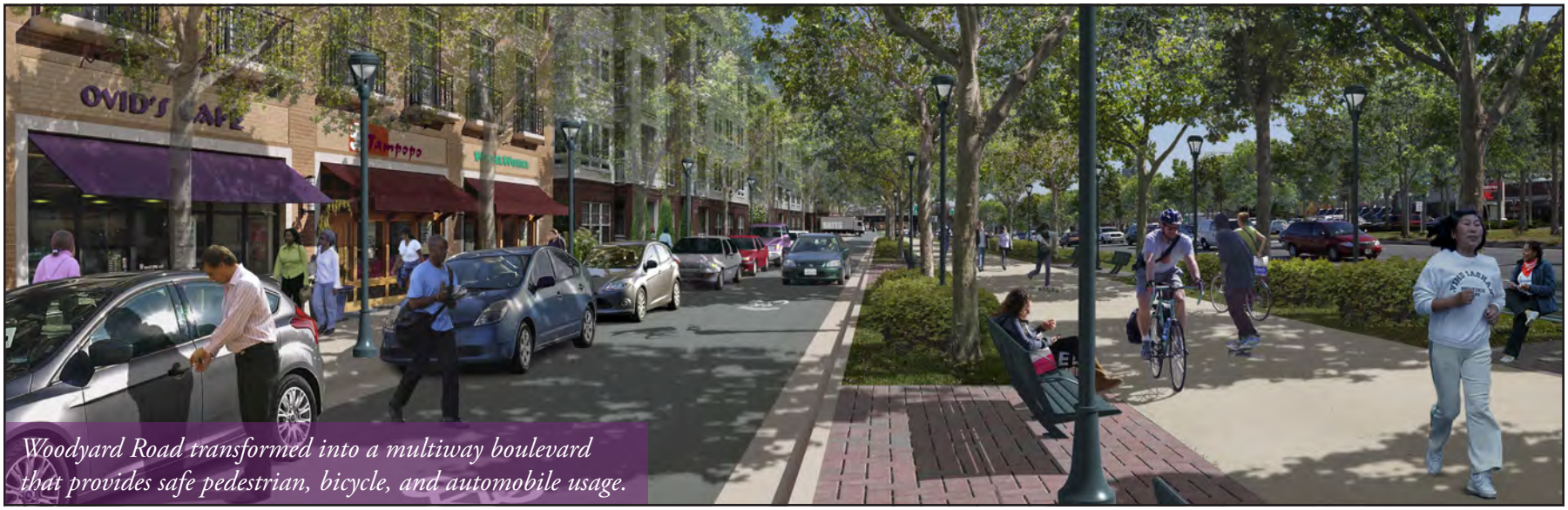
- Orient building frontages to face the street, courtyard, or plaza. In mixed –use areas, the street facing buildings should establish a street wall deep enough from the street curb to provide wide pedestrian walkways in front of the buildings. This will create and define public spaces and encourage an active street frontage.
- Utilize garage parking to serve the parking needs within the centers. Surface parking should not be viewed from the street and should be located in the rear.
- Ensure that parking garages are designed and articulated to promote visual interest and avoid long, traditional, horizontal openings. Ensure that the ground floors of parking garages fronting public streets are developed with uses that animate the street such as retail uses, restaurants with outdoor seating.
- Provide architectural elements and proportion that relate to a pedestrian scale in building façades. Large expanses of identical building walls should be avoided. Façades that provide a regular and frequent pattern of architectural variety through modulation of wall plane, detailing, color, texture, material, and the incorporation of art and ornament are encouraged.
- Provide vertical mixed-use with ground floor retail where appropriate, especially where street level activities are desired.
- Use high-quality building material during construction such as brick, stone or masonry. Define the two- to four-story building bases in a mixed-use building by a change in materials, textures, or color. Use masonry or stone at the lower floor levels to improve the comfort and interest of the pedestrian.
- Design ground floor retail, retail and restaurant storefronts with a significant amount of transparency, 60 to 70 percent, to promote business and activate the street.
- Place utility cables and wires underground.
- Bus shelters should be designed to complement building style and material.
- Encourage the use of environmental friendly building materials and practices such as habitable roofs (rooftops that occupants of a building can use for gardening, socializing, and sunning) with appropriate paved surfaces and shade elements on commercial, office and institutional buildings.
- Limit building height to four-stories except signature buildings that should not exceed 15 stories.



Parking garage with ground floor retail



Woodyard Road today.



Woodyard Road transformed into a multiway boulevard that provides safe pedestrian, bicycle, and automobile usage.



Clinton Shopping Center today.



Clinton Shopping Center redeveloped as a compact, pedestrian-friendly mixed-use development with open space leading to the transit stop.

Southern Maryland Hospital Center Focus Area

Southern Maryland Hospital Center will expand its functions as a regional medical facility serving southern Maryland.

VISION

The Southern Maryland Hospital Center is the leading medical center in the region, offering a range of premier and general services to southern Maryland. Recent expansion has helped to create a compact, mixed-use medical campus that is transit-supported. The Hospital Center continues to grow, providing increased office space and employment and boasting superior facilities to serve an increasingly diverse region. Ample open space, including a plaza, local-serving retail, a new hotel addition, and new housing are conveniently located near the transit stop at the heart of the campus. The improved Branch Avenue and Surratts Road interchange provides safe access to the hospital complex.

LAND USE RECOMMENDATIONS AND ZONING IMPLICATIONS

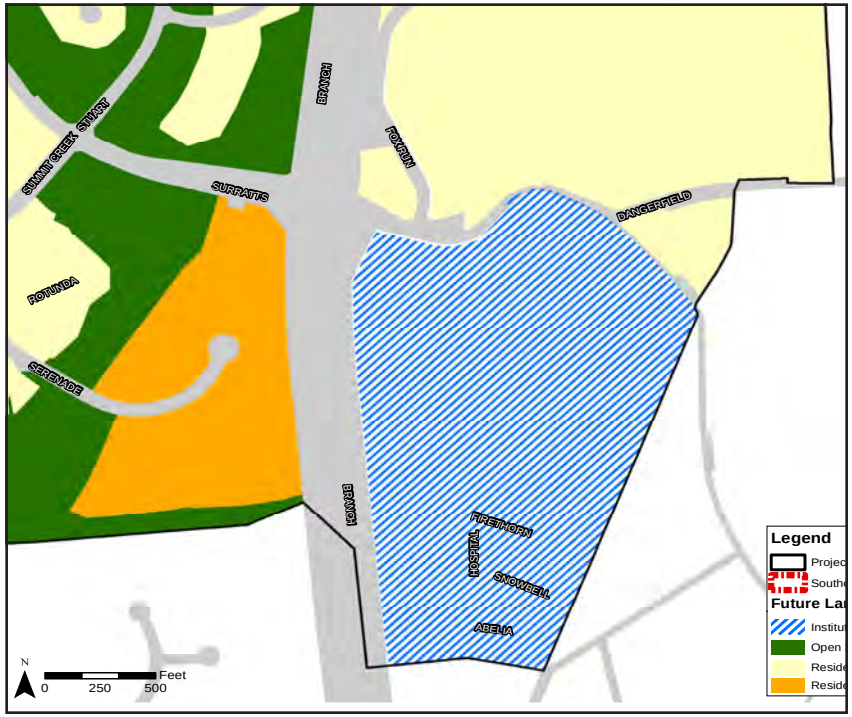
Land Use

- Designate the hospital center as Institutional Mixed Use to reflect the current use and allow a range of accessory uses increasingly common at medical complexes such as hotels, residential uses, and limited retail.
- Designate the southwest corner of Branch and Surratts as Residential – Medium High.

Zoning

- Rezone the area designated Institutional Mixed Use to the appropriate zoning classification.
- Rezone property recommended as Residential – Medium High to the appropriate zoning classification.

Map 39. Southern Maryland Hospital Center Future Land Use



DEVELOPMENT PROGRAM

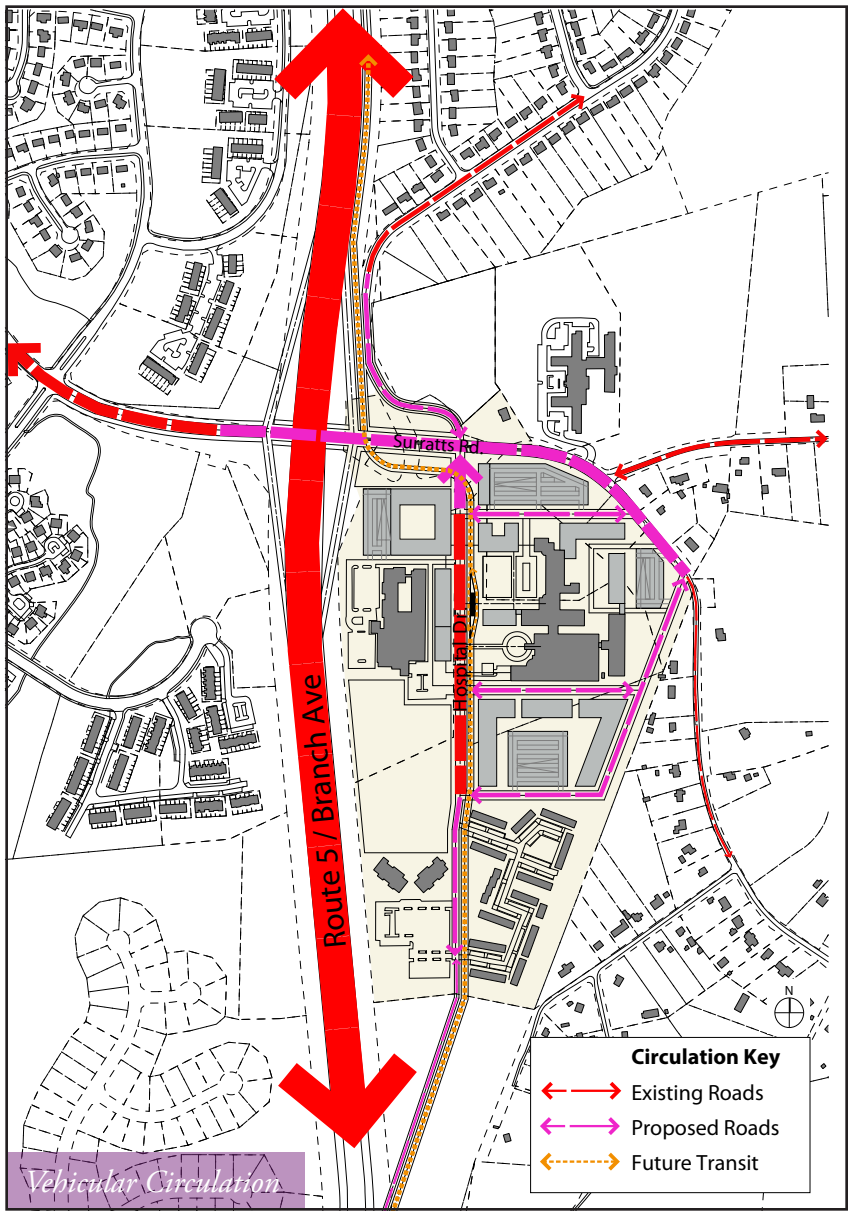
The development program for the focus area increases retail square footage from 2,700 square feet to 34,400 square feet and adds 395,500 square feet of office and 253 residential units. The hospital expands by 208,200 square feet and 116 hotel rooms.

The redevelopment program reflects plans to expand the hospital building and build a new office building. It anticipates demand for new residential development and expansion of the existing hotel facility as a result of this growth. Planned transit, and a new interchange at the hospital entrance, improve access to the complex and increase its desirability as a place to work and live. Parking is provided in a garage and other uses are added to create a compact, mixed-use development center.

CONNECTIVITY AND CIRCULATION

- Ensure that the final design of the Branch Avenue and Surratts Road interchange incorporates the future transit line and station.
- Locate the future transit stop where the benefit will be maximized for transit-supported development. This option addresses the topographic issues associated with locating the transit stop close to Branch Avenue.
- Provide a side path along Surratts Road and hard surface bike trail along Hospital Drive (See Map 45).
- Provide sidewalks throughout the medical campus.
- Explore options to provide better connections across Branch Avenue for pedestrians and bicyclists.

Map 41. Southern Maryland Hospital Center Vehicular Circulation



OPEN SPACE

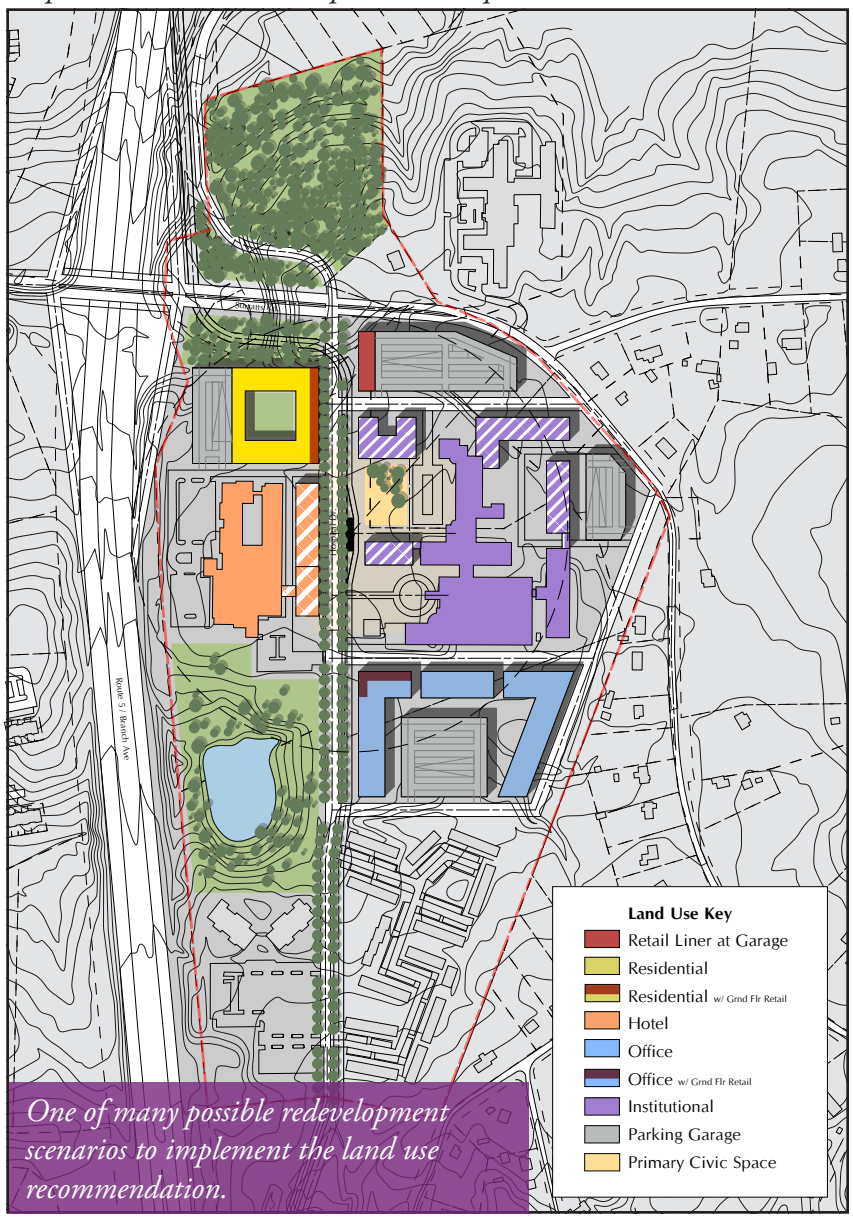
- Preserve the floodplain and wetland associated with the stream system north of the hospital as a bioretention amenity.
- Ensure that civic space is strategically located near to the transit stop.
- Provide an identifying open space feature near the transit stop and provide pedestrian and bicycle amenities such as benches, water fountains, and trash receptacles.
- Provide a perimeter sidewalk that connects the civic open space to the surrounding sidewalk and trail network, and incorporate pavements of varied physical texture, color, and pattern to guide movement and define functional areas.

BUILDING AND SITE DESIGN

The guiding principle is to create a cohesive, well-connected, and modern hospital complex. It is important that all new buildings relate to one another in terms of architecture and are built to create a compact, campus-like feel.

- Ensure that new infill buildings are well designed and are compatible with the existing buildings in materials, window treatment, and architecture to enhance the built environment. Use high-quality building material during construction such as brick, stone or masonry.
- Place infill structures along the established building line with the building front facing the street or a public plaza.
- Ensure that parking garages are designed and articulated to promote visual interest and avoid long, traditional, horizontal openings. Ensure that the ground floors of parking garages fronting public streets are developed with retail or are articulated in a manner that they add interest to the overall environment.
- Maintain a building height range of 1 to 5 stories.

Map 40. Illustrative Development Concept

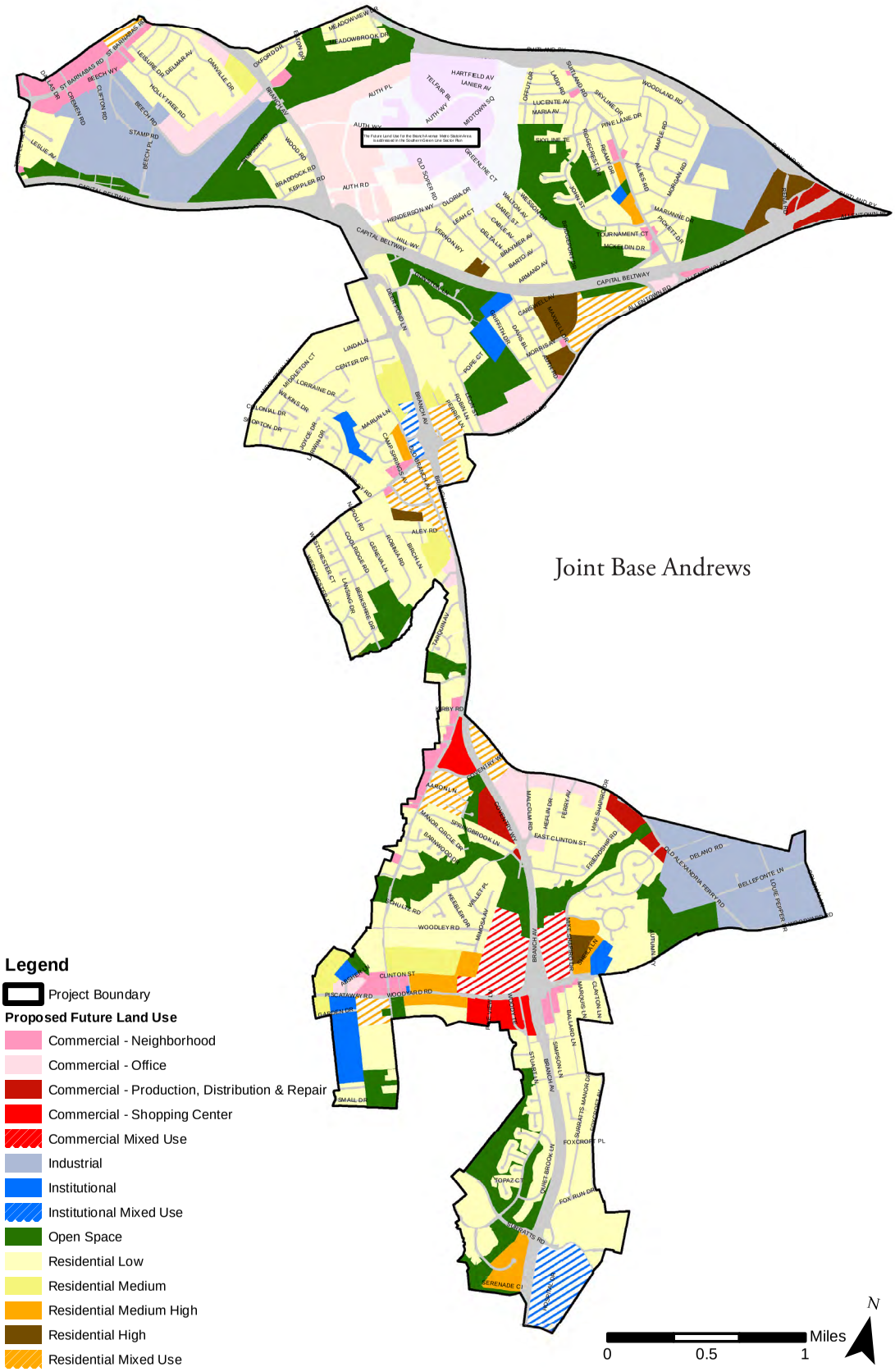


FUTURE LAND USE CORRIDORWIDE

The plan generally retains the existing land use policies corridorwide, except in the focus areas as described above, with one exception. The exception is a small but established residential area near Joint Base Andrews that lies within the Accident Potential Zone 1 (APZ 1). APZ 1 discourages residential uses very close to the runway at the base given the higher potential for aircraft accidents. As a result, the plan recommends an industrial land use classification. It is currently Residential Low. The land use classification is consistent with the land use policy for surrounding areas, which is also light industrial and zoned I-1. I-1 zoning is not recommended at this time because industrial uses locating next to existing homes could have a detrimental effect on quality of life for current residents. Instead, the plan recommends strategies to encourage homeowners to relocate to safer areas and to incentivize property assembly and a comprehensive zoning map amendment by private interests to avoid incremental changes, which can be more detrimental. Public infrastructure in the area will also need to be upgraded to support industrial uses.

Overall, the land use policy for the corridor retains the mostly Residential Low and Residential Medium land use classifications with pockets of Residential Medium-high largely containing townhouse developments, and Residential High comprising high rise apartments along major corridors, mainly Branch Avenue. Elsewhere along the corridor, industrial land use classifications are concentrated near Joint Base Andrews and south of St. Barnabas Road, and the new commercial–production, distribution and repair creates a transition zone between industrial and other land uses near the base. A commercial land use classification is retained along existing commercial corridors–St. Barnabas Road, Allentown Road, Old Branch Avenue, Old Alexandria Ferry Road, and Woodyard/Piscataway Road–although in most cases it has been redefined as commercial-neighborhood and greatly scaled back and concentrated in fewer locations along these corridors. New Mixed Use classifications, namely Residential Mixed Use and Commercial Mixed Use, replace land use policies that encourage single uses in order to recognize existing uses, but at the same time encourage medium to high residential development, largely along the recommended transit lines at station stops or where market conditions support residential development over commercial. Institutional Mixed Use is introduced to encompass larger medical facilities where expansion is desired or planned and mixed use is essential to future development at these sites. Open space classifications are spread out throughout the sector plan area representing existing public institutions and public parks and identifying newly recommended green spaces on private and public lands. Land use policy at the Branch Avenue Metro station contained in the Southern Green Line Station Area Sector Plan.

Map 43. Corridorwide Future Land Use



COMMUNITY DESIGN AND APPEARANCE

As previously noted, the character and function of a community is defined by its buildings, streets, and open spaces. To create an environment that is appealing to new residents, quality retail, and investors, good design and place making are necessities. The following recommendations address design and appearance expectations corridorwide for development outside the focus areas, though many apply to the focus areas as well. The recommendations provide guidance on best practices that should be considered during the design of new projects to enhance the function and visual quality. This design and appearance section provides methods for establishing stable residential and commercial areas that are vibrant, clean, and safe, so that investors and developers can realize a good return on their investment.

Design for Safety

Incorporate crime prevention through environmental design (CPTED) principles and guidelines as follows into existing and new development to ensure increased safety in the sector plan area:

- Natural Surveillance – Crime is more likely in areas without opportunities for natural surveillance. Design buildings to maximize visibility and enhance natural surveillance by keeping potential intruders under observation. Provide windows, storefronts, clearly visible entrances, balconies, porches, outdoor activity areas, and benches. Ensure that windows, especially storefront windows, are not obscured. Commercial buildings, strip centers, and liquor stores in the planning area should avoid excessive window signs.
- Natural Access Control – Guide people to and from the proper entrances using walkways, proper lighting, signage, and fences to direct the flow of people while decreasing the



Mixed-use development—live, work, and play environment


Balcony provides outdoor seating and eyes on the street.

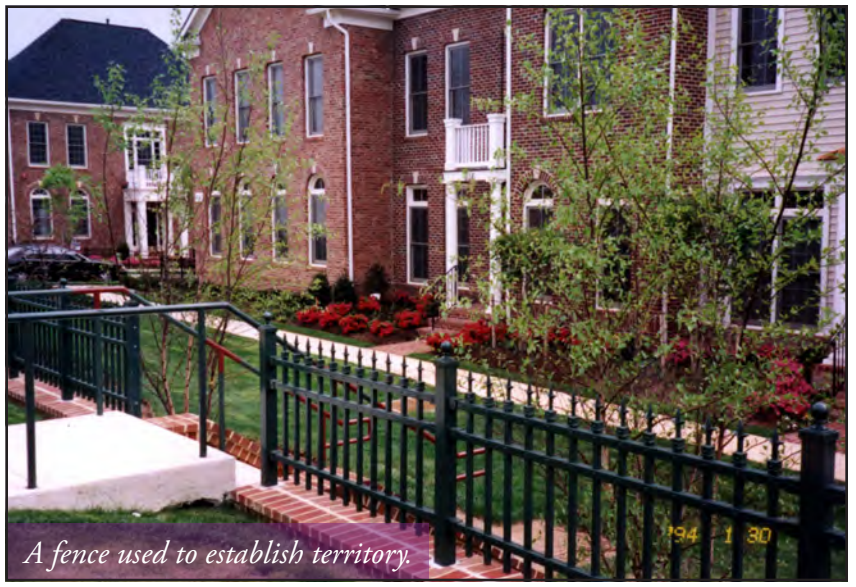
opportunity for crime. Ensure clear sightlines along sidewalks and provide low-level lighting along sidewalks, pathways, service entrances/areas, parking lots, and alleys. Install traffic-calming techniques that limit streets as fast getaway routes and reduce on-street criminal activity.

- Territorial Reinforcement – to allow property owners to protect their territory and respect the territory of others. Encourage low walls, fences, visually permeable screening methods, and elevated ground floors of residential dwellings to establish a clear delineation between public and private space and to foster a sense of ownership and territoriality.
- Maintenance – Poorly maintained and neglected properties are breeding grounds for criminal activities. Utilize code enforcement methods, regular street sweeping, and community cleanups to maintain litter-free private and public properties with quality landscaped public spaces to discourage illegitimate behavior and activities.

Site Design

Site organization that includes the placement and orientation of buildings, structures, and public spaces, as well as the location and layout of service and parking areas, establishes the development character. The following are some guidelines for good site design:

- Orient building frontages to face the street, courtyard, or plaza. In mixed-use areas, the street facing buildings should establish a street wall deep enough from the street curb to provide wide pedestrian walkways in front of the buildings. This will create and define public spaces and encourage an active street frontage.
- Setbacks should vary slightly to maximize streetscape interest. Avoid uninterrupted walls of structures. Buildings should not



A fence used to establish territory.



Active street frontage.

be sited in rigid parallel fashion to avoid monotony in visual appearance.

- Retail commercial buildings should be designed at a human scale and coordinated in their individual designs to create cohesive and attractive spaces between them such as mini-plazas and shared outdoor dining areas. Site planning for buildings should consider the planning of neighboring parcels to ensure visual and functional compatibility if the neighboring building adds positive influence to the character of the streetscape.
- Place parking at the rear or side of all buildings in order to avoid a direct view of parking lots from the street. Provide parking islands with landscaping to soften the view of asphalt pavement and to avoid the prospect of a sea of parked cars.
- Provide low screen walls, hedges, or both, at those places where surface parking can be viewed from the street.
- Use landscaping to beautify the street and public spaces, to buffer incompatible uses, and to screen unsightly views. Locate loading areas away from public views. Where this is not feasible, these areas should be properly screened.



Architectural elements and proportions relate to a pedestrian scale.


Low wall screens surface parking.

Building Design

The guidelines encourage building designs that promote quality architectural character and establish built environments that are compatible with existing, planned, and/or anticipated land uses in the vicinity. Use the following site and building design principles and guidelines to ensure top-quality and sustainable products that contribute positively to the function and character of the community.

- Design all buildings with high-quality materials and treatments. Exterior building walls should be constructed with brick, stone, precast concrete, and other high-quality compatible materials. Reflective and tinted glass should not be used on the ground floor of any building, and ribbons or bands of glass should not be used for windows.
- Provide architectural elements and proportion that relate to a pedestrian scale in building façades. Large expanses of identical building walls should be avoided. Façades that provide a regular and frequent pattern of architectural variety through modulation of wall plane, detailing, color, texture, material, and the incorporation of art and ornament are encouraged.
- Encourage the use of environmentally friendly building materials and practices such as habitable roofs (rooftops that occupants of a building can use for gardening, socializing, and sunning) with appropriate paved surfaces and shade elements on commercial, office, and institutional buildings.
- Create unique and distinguishing building entrances along the street through the use of distinctive form, detail, materials, color, ornament lighting, and signage.



Facade articulation that provides interest and variety.



Green roofs offers many environmental benefits.

- Incorporate projections and recesses to add interest to buildings, especially to highlight entrances. Awnings and canopies made of high-quality materials, and proportional in design and placement, should be used where appropriate, especially over doors and windows. Colors should be compatible with primary building materials and with adjacent buildings.
- Ensure that parking garages are designed and articulated to promote visual interest and avoid long, traditional, horizontal openings. Ensure that the ground floors of parking garages fronting public streets in a retail environment are developed with retail uses.
- Incorporate building signs into the overall architectural design of buildings, appropriately located and constructed of durable high-quality materials. Ensure consistency in placement, size, material, and color in multi-tenant buildings.
- Provide pedestrian-oriented street lighting that relates to human scale and is contextually compatible with the architectural style of the entire development. Lighting variations should be used where special effects are desired to enhance overall visibility.
- Step buildings down to two or three floors when they are adjacent to, or across from, single family residential dwellings.



Mixed-use building with well-designed underground parking.


Architectural elements and proportions relate to a pedestrian scale.

Connectivity and Circulation

These guidelines promote the interconnectivity of the communities and reduce the impacts that vehicle access points impose on roadways as well as the physical and visual character of developments.

- Encourage all new streets using a grid or modified grid street pattern to increase connectivity and accessibility. Discourage dead-end streets and cul-de-sacs.
- Consolidate vehicular entryways where possible along commercial corridors and encourage shared driveways to minimize curb cuts. This will promote pedestrian safety and improve flow of vehicular traffic.
- Limit direct vehicular access off major roadways, including highways and principal arterial streets.
- Provide sidewalks throughout the sector plan area. Use special paving in high pedestrian areas to provide a visible connecting element that reinforces the pedestrian system. Seek opportunities to connect sidewalks to the trail network.
- Provide wide storefront walkways along new retail frontages or where vertical mixed-use with ground floor retail is recommended. Include pedestrian amenities such as benches, trash receptacles, bike racks, and bus shelters to encourage window shopping and outdoor cafés. Encourage on-street parking where appropriate during redevelopment of focus areas. This on-street parking acts as a safety barrier between storefront walkways or sidewalks and through streets.



Special paving material and treatment reinforces pedestrian system.



Pedestrian-friendly urban environment promotes street activity.

Open Space

Open spaces for people are attractive and usable. Integrated public spaces enhance development character, encourage pedestrian use, contribute to community life, and improve the positive experience of daily activities.

- Provide pockets of accessible and usable open spaces and urban plazas throughout the mixed-use area, using the principles of crime prevention through environmental design (CPTED). Plazas should incorporate design elements such as fountains, public art or sculpture, and other architectural and landscape elements to create safe resting and gathering places.
- Incorporate pavements of varied physical texture, color, and pattern to guide movement and define functional areas.
- Create pedestrian comfort by incorporating street and site amenities in plazas, storefront walkways, wide sidewalks, parks, and open spaces. Bus shelters should be designed to complement building style and material. Street furniture should include but not be limited to bicycle racks, bus shelters, benches, trash receptacles, sculpture, and fountains.
- Allow a range of gateway treatments such as sculptures, water features (fountains), buildings, open spaces artwork, obelisks, or landscaping to identify these entrances as residential, commercial, or corridor gateways. Signs should be ground-mounted monumental signs; constructed with any high-quality material—such as brick or stone—compatible with the building materials that predominate; and accented with plants, flowers, and lighting.
- Explore the placing of electrical cables underground—or their relocation to the rear—to avoid the visual clutter of vertical poles and horizontal cables.



Well designed plaza provides casual gathering place.



Art as a gateway treatment and landmark.

Infrastructure to Support Revitalization and Redevelopment

Along with private development that is necessary to revitalizing the corridor, a number of public improvements are needed to upgrade substandard infrastructure and incentivize private development. These include targeted and specific public improvements that were discussed in Chapter III to enhance the transportation system, the environment, and the park network. In addition, recommendations to more fully investigate identified historic properties for preservation, and opportunites for public/private partnerhips to expand specialized recreational facilities, are included as well.

TRANSPORTATION

To implement the complete streets concept envisioned for the plan area, and create a truly connected multimodal network, many improvements need to be made. Some of these have long been planned, such as the comprehensive trails network within the stream valley parks, but many have not. The recommendations in this section, which focus on walking and bicycling as well as roadway facilities, are comprehensive and aimed at bringing these important transportation elements together. They are also designed to support the state's future fixed-guideway bus rapid transit or light rail line along Branch Avenue.

All transit and roadway facilities shall be considered for right-of-way preservation in accordance with the recommendations in this plan and consistent with county statutes. The transit alignment recommended in the *Southern Maryland Transit Corridor Preservation Study* shall be considered for right-of-way preservation consistent with the recommendations in that study, and stations



Light rail is recommened for Branch Avenue.



Cycling options can be promoted as a part of the roadway plan.

shall likewise be considered for right-of-way preservation once the station location and a conceptual footprint of the extent of station facilities are known.

Transit

This plan endorses transit recommendations in the Master Plan of Transportation (MPOT) pertaining to this sector plan area, and also endorses the Southern Maryland Transit Corridor Preservation Study recommendation for light rail transit or bus rapid transit along Branch Avenue to Charles County. In addition to the three recommended stops within this plan area, this plan recommends a transit stop in the vicinity of Allentown Road and Branch Avenue (MD 5).

Walking and Cycling Access and Mobility

This plan recommends a high-quality walking and bicycling environment. The new environment will contain "friendly" infrastructure, trip-beginning and end facilities such as bicycle parking, well-planned integration with other transport modes, terrain considerations, destinations, levels of motorized transport, and climate. Walking and cycling levels can be increased as local trips become more attractive to walking and bicycling modes of transportation and as vehicle use becomes less affordable and less attractive.

Specific walkway and bicycle route locations are compatible with recommended land use and zoning. Specific design treatments and amenities for each route are selected by appropriate street, road, transit, or recreation agency. As part of the road network, cycling improvements should be integrated into roadway planning by establishing design standards that meet cyclists' needs and by having plans and designs reviewed by experts familiar with these needs. Spot improvement programs provide an ongoing process to identify and implement small projects that improve walking and cycling conditions, such as repairing potholes, installing road crossings, reducing vehicle curb cuts, and making short pathway and trail connections. However, since cyclists vary significantly in abilities, needs, and preferences it is not appropriate to rely on bicycle lanes solely within roadways. Children and less experienced or timid adult cyclists may benefit from facilities with separated pedestrian/bicycle paths, or rights-of-way.

The following table and map shows the recommended network for the plan area:



Cycling can become an attractive mode of transportation.

Map 44. Bikeways and Trails

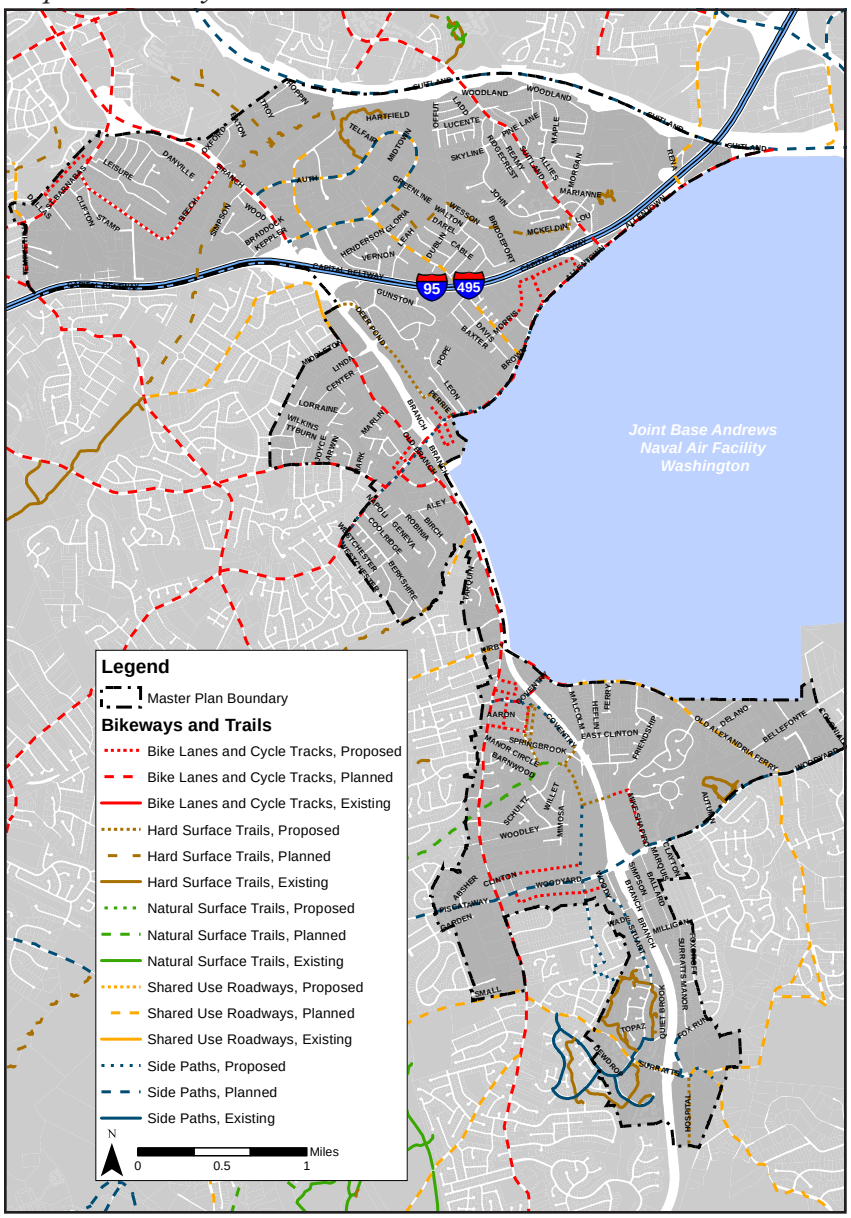


Table 9. Recommended Bikeways and Pedestrian/Bike Paths

Road/Facility Name	Facility Type
Allentown Road	Ped/Bike Paths and Bicycle lanes
Suitland Road	Bicycle Lanes
Beech Road	Bicycle Lanes
Camp Springs Bicycle Lanes (New Roads)	Bicycle Lanes
Camp Springs Bridge	Hard Surface Trail
Clinton (New Main Street)	Bicycle Lane
Clinton Lewis Spring Trail	Hard Surface Trail
Promenade/Neighborhood Green Road Andrews Manor	Bicycle Lanes
Coventry Way Area	Ped/Bike Path
Local Residential Roadways	Bicycle Lanes
McKeldin Trail Connector	Hard Surface Trail
Mike Shapiro Drive	Bicycle Lanes
Morris Avenue	Bicycle Lanes
Mimosa Avenue Extended	Bicycle Lanes
New Main Street–Woodyard Road Node	Cycle Track
Pea Hill Branch Connection	Sidepath
Pea Hill Branch Connection	Hard Surface Trail
Pea Hill Branch Connectors	Hard Surface Trail
Perrie Trail	Hard Surface Trail
Schultz Road	Sidepath
Southern Maryland Hospital	Hard Surface Trail
St. Barnabas Road/Beech Road	Bicycle Lanes and Ped/Bike Paths
Surratts Road	Sidepath
Woody Terrace and Stuart Lane	Ped/Bike Path
Woodyard Bridge	Hard Surface Trail
Woodyard Road	Bicycle Lanes and Ped/Bike Paths
Yochelson Place	Bicycle Lane

Roadway Facilities

The roadway recommendations of this sector plan include only the significant roadways recommended in each focus area. For the most part, all roadway facility recommendations within the Approved Countywide Master Plan of Transportation (the underlying functional plan), or within the underlying area master plans (which include the Approved Master Plan and Sectional Map Amendment for the Heights and Vicinity (Planning Area 76A), the Approved Master Plan and Sectional Map Amendment for the Henson Creek-South Potomac Planning Area, and the Preliminary Subregion 5 Master Plan and Sectional Map Amendment) shall remain valid and in force. The following recommendations are included in this plan:

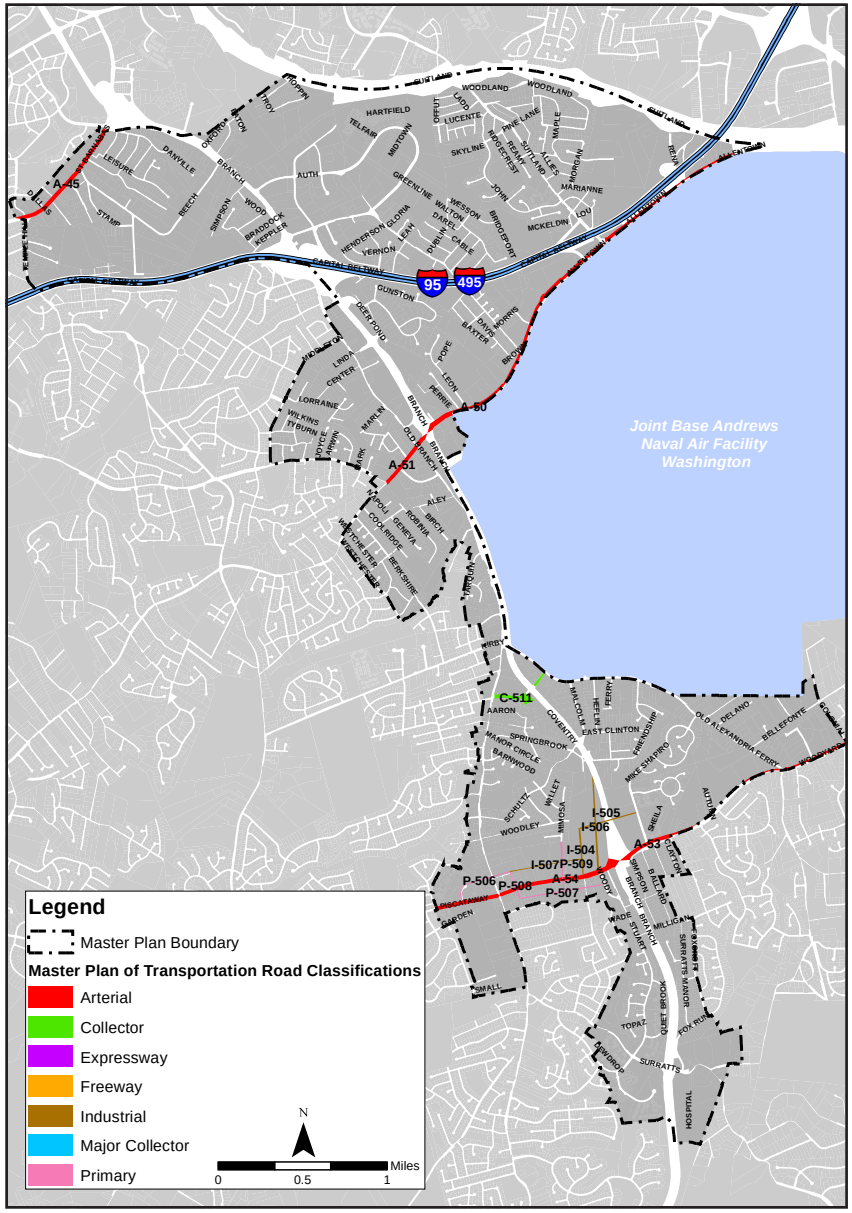
A-41, Suitland Road
Within the Allentown Road-Suitland Road Focus Area, the overall facility is recommended to include a right-of-way of 106 feet. The typical section, which is consistent with the county's standard 100.02, except for the use of wider sidewalks, incorporates:

- Four travel lanes with a 20-foot median
- On-road bicycle lanes in each direction
- Eight -foot sidewalks on both sides.

A-45, St. Barnabas Road (MD 337)
Within the St. Barnabas/Beech Road Node Focus Area, the overall facility is recommended to be 230 feet measured building-to-building. The typical section incorporates:

- Six travel lanes.
- Service roadways on both sides, incorporating a single one-way travel lane and on-street parking.
- A 15-foot two-way pedestrian/bike path on the south side.
- A 35-foot area on the north side to accommodate future fixed guideway transit.
- Wide sidewalks on both sides.

Map 45. Road Network Recommendations



A-50, Allentown Road (MD 337)
Within the Allentown Road Node and Camp Springs Node Focus Areas, the overall facility is recommended to range from 175 feet to 205 feet measured building-to-building. In effect, the southern edge of the facility limits would be the boundary of Joint Base Andrews. The typical section incorporates:

- Six travel lanes with bike lanes.
- A service roadway on the north side between Maxwell Drive and Suitland Road, incorporating a single one-way travel lane and on-street parking (the absence of the service roadway between MD 5 and Maxwell Drive results in the lesser building-to-building requirement).
- A 10-foot pedestrian/bike path on both sides.
- Wide sidewalks on the north side.

A-51, Allentown Road
Within the Camp Springs Node Focus Area, the overall facility is recommended to be 115 feet measured building-to-building. The typical section incorporates:

- Four travel lanes.
- Wide sidewalks on both sides.

A-53, Woodyard Road (MD 223)
Within the Woodyard Road Node Focus Area, the overall facility is recommended to be 190 feet measured building-to-building. The typical section incorporates:

- Six travel lanes with bike lanes.
- A service roadway on the north side between MD 5 and Mike Shapiro Drive, incorporating a single one-way travel lane and on-street parking.
- 10-foot pedestrian/bike paths on both sides.
- Wide sidewalks on the north side.

A-54, Woodyard and Piscataway Roads (MD 223)
Within the Woodyard Road Node Focus Area, the overall facility is recommended to range from 210 feet to 230 feet measured building-to-building. The typical section incorporates:

- Six travel lanes between I-504 (Woodyard Road Node Main Street), and four travel lanes west of I-504.
- On-road bicycle lanes.
- Service roadways on both sides between Clinton Drive and MD 5, incorporating a single one-way travel lane and on-street parking. West of Clinton Drive, the service road is recommended only on the south side, resulting in a reduced building-to-building requirement of 180 feet.
- 10-foot pedestrian/bike paths on both sides.

C-511, Coventry Way
Within the Coventry Way Node Focus Area, the overall facility is recommended to be 116 feet, measured building-to-building. The typical section incorporates:

- Four travel lanes with on-street parking, and with a 12-foot continuous left-turn lane (for a total width of 116 feet).
- A 10-foot pedestrian/bike path with a 2-foot buffer on the north side.
- Wide sidewalks on both sides.

Several new facilities are recommended within the Woodyard Road Node Focus Area for the purposes of imposing a grid street pattern on the area and achieving local neighborhood roadways north and south of MD 223 within the node. These recommendations include the following:

I-504
This roadway is the north-south main street of the Woodyard Road Node core area.

I-505
This roadway provides an east-west connection between the mixed-use developments on both sides of MD 5. It is furthermore intended to provide a local vehicular and pedestrian connection to the station along the fixed guideway transit alignment.

I-506
This roadway is a natural extension of Woody Terrace to the north of MD 223. While it is expected that this roadway will connect to MD 223 as a right-in right-out intersection without a median break, at some time in the future a median break could be incorporated, and the intersection could function as a four-way signalized intersection. In the future, if the ramp from southbound Schultz Road is closed, this roadway could be extended to serve as a ramp from southbound MD 5 to access the mixed-use area and the transit station.

I-507
This roadway, combined with P-506, provides an east-west local neighborhood access roadway across the entire focus area west of MD 5.

P-506
This roadway, combined with I-507, provides an east-west local neighborhood access roadway across the entire focus area west of MD 5.

P-507
This roadway provides an east-west local neighborhood access roadway across much of the focus area between Brandywine Road and MD 5.

P-508
This roadway provides a connection between land uses north and south of MD 223. Subject to approval by the operating agency, the intersection of MD 223 and P-508 should be signalized.

P-509
This roadway provides a connection between land uses north and south of MD 223. It also provides a neighborhood connection between the Clinton Estates community and the Woodyard Road Node. It is expected that this roadway will connect to MD 223 as right-in right-out intersections on the north and south sides without a median break.

It is recommended that, upon the approval of the plan, revised cross sections for the three county-operated roadways (C-511, Coventry Way; A-41, Suitland Road; and A-51, Allentown Road) shall be forward to the county's Department of Public Works and Transportation (DPW&T). These are to be forwarded to DPW&T for information purposes and to urge the department to incorporate the cross sections into the county's street standards.

Table 10. Existing and Recommended Road Facilities

Identifier	Name	Limits (W to E or N to S)	Minimum Right-of-Way	Recommended Number of Lanes	Pedestrian/Bike Paths or Cycle Tracks	On-Road Bicycle Lanes
A-41	Suitland Road	Suitland Parkway to Allentown Road	106 feet	4	Wide Sidewalk	Yes
A-45	St. Barnabas Road (MD 414)	Temple Hill Road to MD 5	210 feet	6 plus service roads	Pedestrian/Bike Path on One Side	Yes
A-50	Allentown Road (MD 337)	MD 5 to Maxwell Drive	145 feet	6	Pedestrian/Bike Path on Both Sides	Yes
A-50*	Allentown Road (MD 337)	Maxwell Drive to Suitland Road	175 feet	6 plus service road on north side	Pedestrian/Bike Path on Both Sides	Yes
A-51*	Allentown Road	Brinkley Road to MD 5	100 feet	4	Wide Sidewalks on Both Sides	Yes
A-53	Woodyard Road (MD 223)	MD 5 to Mike Shapiro Drive	170 feet	6 plus service road on north side	Pedestrian/Bike Path on Both Sides	Yes
A-54*	Piscataway Road/Woodyard Road (MD 223)	I-504 to MD 5	210 feet	6 plus service roads	Pedestrian/Bike Path on Both Sides	Yes
A-54*	Woodyard Road (MD 223)	Absher Lane to I-504	190 feet	4 plus service roads	Pedestrian/Bike Path on Both Sides	Yes
C-511*	Coventry Way	Old Branch Avenue to Old Alexandria Ferry Road	96 feet	4 with on-street parking on both sides	Pedestrian/Bike Path on One Side	No
I-504*	Woodyard Road Node Main Street	I-505 to MD223	94 feet	4 with on-street parking on both sides	Pedestrian/Bike Path on Both Sides	Yes

*See focus area for illustrative road sections

Identifier	Name	Limits (W to E or N to S)	Minimum Right-of-Way	Recommended Number of Lanes	Pedestrian/Bike Paths or Cycle Tracks	On-Road Bicycle Lanes
I-505	Woodyard Road Node Connector	I-504 to Mike Shapiro Drive	80 feet	4	Pedestrian/Bike Path on Both Sides	Yes
I-506	Woody Terrace Extended	MD 5 to MD 223	70 feet	2	Pedestrian/Bike Path	No
I-507	Clinton Local Commercial Roadway	P-508 to I-506 and Beyond	60 feet	2	No	Yes
P-506	North Local Residential Roadway	MD 223 to I-507	60 feet	2	No	Yes
P-507	South Local Residential Roadway	Clinton Street to Stuart Lane	60 feet	2	No	Yes
P-508	Clinton Street	P-506 to P-507	60 feet	2	No	Yes
P-509	Mimosa Avenue Extended	Existing Mimosa Avenue to P-507	60 feet	2	No	Yes

Notes:

1. The recommendations in this table include only the significant roadways in each focus area, and not all roadways that touch the sector plan area. Unless otherwise changed, added, or deleted in this table, all roadway facility recommendations within the Approved Countywide Master Plan of Transportation (the underlying functional plan), or within the underlying area master plans (whichever document(s) govern(s)), shall remain valid and in force.
2. Bicycle lanes on all state highways within the Sector Plan Area should be considered for future capital improvement projects.
3. All road sections shown in the plan are illustrative concepts and should contain the following desirable elements:
    - Separation of through traffic and local traffic.
    - Dedicated bike land.
    - Dedicated path to be shared by pedestrians and bicyclists.

THE ENVIRONMENT

The revitalization of the plan area is an opportunity to protect, enhance and restore the area's environmental resources. This will improve water quality in the area's watersheds through maintaining or increasing tree cover, protecting the headwaters of streams, and carefully designing new development to protect environmentally sensitive areas by minimizing the impacts of human activity on natural resources. Recommendations regarding the protection and preservation of environmental resources in the plan area, and opportunities for targeted public and private initiatives to enhance the environment as development occurs, are listed below:

- Expand tree and forest canopy coverage by ensuring that new development meets its woodland conservation requirements either on site or within the plan area's watersheds. Establish woodland conservation banks within the Piscataway and Henson Creek watersheds for use when off-site woodland conservation acreage is needed as part of new development. Consider the potential sites for these banks shown on Map 46.
- Protect existing woodland and natural areas, restore wetlands and forests in stream buffers, and stabilize and restore ecosystem functions of receiving streams as part of the stormwater management designs for development projects or as separate, publicly funded projects. See Map 46 and Table 11 for sites identified for specific improvements.
- Expand and enhance the green infrastructure network to include regulated areas of local significance in the Oxon Run, Tinkers Creek, and Piscataway Creek watersheds (see Map 46).



Protection of environmental resources



Use of bioretention for stormwater management.

- Encourage private landowners, including homeowner associations (HOAs) and institutions such as schools and churches who own large tracts of undeveloped land, to preserve forested stream buffers, minimize forest fragmentation, and establish reforestation banks or woodland banks on their properties.
- Promote the use of environmentally sensitive (green) development techniques in redevelopment and new development projects including the use of bioretention landscaping, minimizing impervious surfaces, and the use of grass channels and swales to reduce runoff and sheet flow into stream and wetland buffers.
- Ensure that site and street designs include the use of full cut-off optic lighting systems that provide consistent light levels throughout the revitalization areas.
- Mitigate noise created by transportation uses on existing and future residential communities by designing the residential uses to minimize noise impacts through building placement or construction materials. Discourage inappropriate land uses, such as outdoor recreation, in areas subject to high noise levels.

Map 46. Stormwater Recommendations

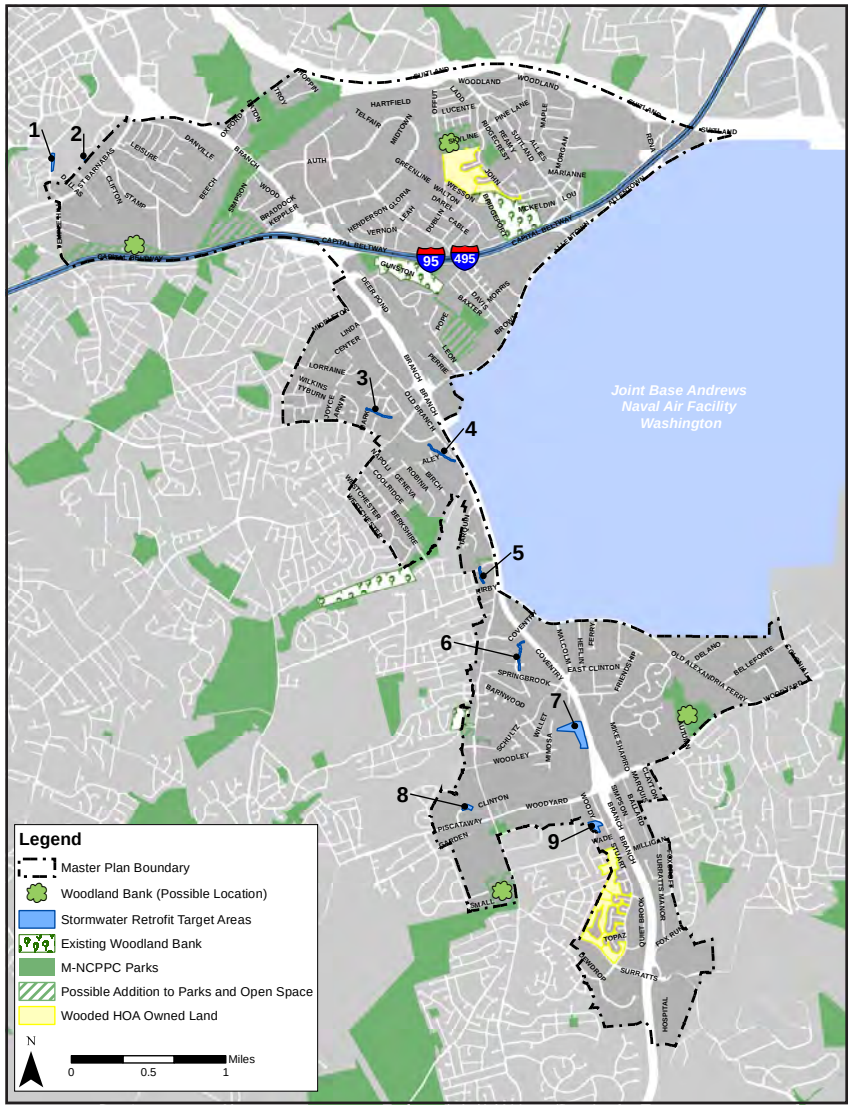


Table 11. Stormwater Management and Stream Retrofit Opportunities in Central Branch Avenue

Map ID	Map Location	Issue	Recommendations
1	Eastern side of Raleigh Road from Dallas Drive to Barnaby Run.	A small portion of stormwater from parcels along St Barnabas Road travels towards the Barnaby Run stream system via a concrete flume system off the western part of the Princeton Estates Apartment complex, where it is piped.	• Reconstruct this conveyance to allow it to control the volume of existing and future runoff. • Use the area between the east side of Raleigh Road and the rear fence of the Princeton Estates Apartments to create a bioretention area that provides for water quality and quantity controls for the stormwater passing through the area. Design this feature so that it doubles as a linear park and amenity to the community, with seating areas, along Raleigh Road.
2	Barnaby Run tributary starting at the rear of the dealerships on Parcel C near the Princeton Estates Apartments.	Stormwater off parcels on the north side of St Barnabas Road must be managed in order for redevelopment to occur. The stream segment receiving this stormflow is severely degraded with a deeply incised bed and steeply sloped sides containing a high percentage of non-native invasive plants.	• In future designs, utilize space currently located in the parking lot of Parcel C, 4601 St. Barnabas Road, to provide for quantity and quality controls for the stormwater passing through the area. • Consider this a priority for public investment and/or a coordinated fee system from the properties that will benefit. • Reconstruct and stabilize the stream to accommodate present and future stormwater runoff volumes. • Increase tree canopy by 10 to 20 percent to improve air quality and assist in reducing the overall stormwater leaving the site.
3	Henson Creek tributary located behind residences on Hartwell Street and flowing about 900 feet before being piped at the road crossing to the Progressive Christian Academy.	The commercial area south of Allentown Road drains to the stream. The segment adjacent to the school is severely degraded and in need of stabilization.	• Reconstruct and stabilize the stream accessible through Progressive Christian Academy (should be given high priority). • Consider public funding for reconstruction of this segment given the severe condition of the streambed and adjoining slopes. • Reforest the stream buffer.
4	Henson Creek tributary that runs north to south, starting at the rear of Lots 11 and 12 near Beechwood Square Condominiums.	The stream channel receives untreated drainage from the focus area. Portions of the stream buffer have inadequate tree cover and the initial segments of this stream are experiencing some undercutting. There are sewer lines in the area that may be jeopardized if additional erosion occurs.	• Do additional evaluation of this area to determine the best method to stabilize the stream and protect the sewer lines.

Map ID	Map Location	Issue	Recommendations
5	Tinkers Creek tributary that starts with an existing wet pond off Kirby Road and a channel that runs to the north behind some residences.	This stream has limited sections of vegetated stream buffer.	• Evaluate whether or not the existing pond has additional water quantity capacity to facilitate future development. • Enhance vegetative buffers along this portion of the stream by additional tree planting.
6	Tinkers Creek tributary flowing south and serving the majority of the already developed commercial properties and probably MD 5 as well.	The system is generally stable but carries a high volume of trash and is piped under the property identified as Lot 18 where a minor road crossing (Yochelson Place) and a building (Action Equipment) have been constructed over the channel. The stream continues above ground towards a residential neighborhood off Springbrook Lane.	• Create a wetland area in the headwaters to the south of part of Parcel D off Coventry Way to control water quality and quantity. • Remove the building and stream crossing on Lot 18 and return the stream to a natural condition (See Coventry Way Focus Area development concept for illustration)
7	Wetland complex adjacent to the west side of MD5.	The development of Woodyard Crossing Shopping Center utilized the wetland complex for stormwater conveyance. The existing wetlands require protection and should not be further compromised with redevelopment of this area.	• Enhance the existing wetland system by planting more trees adjacent to MD5 in and along the swales that convey water to the wetland system. • Facilitate the development of environmental site design techniques to address stormwater for the development of the Woodyard Crossing Shopping Center. Sufficient area exists on the existing surface parking lot to facilitate this. (See Woodyard Road Focus Area development concept for illustration)
8	Several Tinkers Creek stream segments near the water tower off Piscataway Road that receive stormwater runoff from the commercial properties in the area.	These segments are all eroded, have steep banks in need of stabilization, and an abundance of non-native invasive plants. Although conditions in this stream are not as severe as some of the other streams in the watershed, this system will need to be stabilized in order for development to occur on the parcels along the north side of Piscataway Road and Woodyard Road.	• Further evaluate this stream system to determine the amount of runoff entering the system and the best method for reconstruction and stabilization.
9	Tinkers Creek stream system that runs from Woody Terrace south to a wet pond on the Summit Creek subdivision property.	The commercial areas in the southwest quadrant of Woodyard Road and MD5 are served by this system. It is stable but some initial stormwater treatment will be needed to serve the Woodyard Road area as it develops.	• Additional investigation and evaluation of this area will be needed as redevelopment plans are formulated.

PARKS AND RECREATION

The network of parks is strong in the sector plan area but a number of opportunities for improvements are recommended. With the extensive plans for a trail network in the stream valley parks in the plan area, finding ways to accelerate their construction is critical. In addition, the plan is recommending that the Department of Parks and Recreation work with local community groups to help them find innovative ways to develop plans for, and build, new recreational facilities that can address the needs of their special population groups.

- Enhance the existing stream valley parks and open space network by acquiring sensitive environmental properties and gap properties identified as part of the Green Infrastructure Network. Work with the county to expand the Auth Village Neighborhood Park to incorporate the county-owned land adjacent to Princeton Elementary School.
- Expand and enhance the Mary Surratt House and Museum site by acquiring adjacent property fronting Woodyard Road to capitalize on the full potential of this national landmark.
- Work collaboratively with community groups and nonprofits to explore approaches to developing new facilities in order to provide programs and services for teens and young adults in Clinton, and a new civic/cultural facility that will have a recreation and arts theme to serve the large senior population and community-at-large in Camp Springs. Actively assist the community in exploring possible community-driven public/private partnerships.
- As redevelopment occurs in the focus areas, work with the community and developers to incorporate urban park features recommended in focus areas.
- Investigate alternative sites in the plan area to relocate Tanglewood park facilities outside of the Joint Base Andrews safety zones. Consider sites within or in close proximity to the Clinton focus area to relocate active recreational facilities. Retain and expand existing park property to include adjacent school property to maintain passive recreational opportunities in this area and for a possible tree mitigation site for new development in the area.

HISTORIC PRESERVATION

Identifying and evaluating the significant historic properties in the study area is part of this plan's overall revitalization strategy. Historic properties provide community character and a sense of place, while contributing an important element of an area's cultural heritage. The recognition and promotion of these assets can instill a sense of community pride that is reflected in an enhanced quality of life. All properties with historic significance should continue to be protected through zoning and land use policies. Priority should be given to those historic properties not yet fully documented so that they can be evaluated to determine their eligibility for historic resource or historic site designation.

The following properties should be documented or undergo supplementary survey documentation and then evaluated to determine if historic resource or historic site designation is appropriate:

Eugene Darcey House (76A-028) 5301 Auth Road.

Roland Darcey Houses (76A-032) 5905-5909 Auth Road

Tolson House (76B-020) 5000 Shopton Drive

Charles and Lillien Baker House (76B-051) 5510 Old Branch Avenue

5518 Old Branch Avenue (76B-052) 5518 Old Branch Avenue

Residence 8904 Old Branch Avenue (81A-033)

Residence 8909 Old Branch Avenue (81A-034)

Residence 8811 Old Branch Avenue (81A-032)

The following properties have been thoroughly surveyed and documented and should be evaluated to determine if historic resource or historic site designation is appropriate:

Soper House (76A-049) 5600 Auth Road

Pyles Lumber Warehouse (76B-022) 6210 Old Branch Avenues

Roy and Mamie Mayhew Gilman Lionel Parater House (76B-023) 5418 Old Branch Avenue

Wallace Eugene Pyles House (76B-024) 6200 Old Branch Avenue

Elizabeth Aley House (76B-026) 6511 Old Branch Avenue.

Cooledge Farm (76B-028) 6605 Old Branch Avenue

Swain's Wheelwright and Blacksmith Shop (76B-058) 6116 Old Branch Avenue

House (76B-070) 6417 Allentown Road

Middleton-Biggs Farmstead (76B-071) 6425 Allentown Road

Edgar E. Grimes House (76B-072) 6015 Old Branch Avenue

Brinkley-Cole House (81A-004) 8201 Woodyard Road

Thomas Gwynn House (81A-019) 8903 Old Branch Avenue

B.K. Miller's Super Liquors (81A-021) 9024 Old Branch Avenue

The following historic property has been determined to be eligible for historic site designation:

Marescalco House (76A-021) This property was removed from the 2010 Approved Historic Sites and Districts Plan by District Council Action. Designation as a historic site could be pursued if the property is sold to a new owner.

The following is a historic site whose enhancement and improvement should be explored:

Mary Surratt House (Historic Site 81A-007; Archeological Site 18PR47)

National Register and Historic Site designations befit this building's status as a unique, tangible reminder of a critical part of American History. Already a popular heritage destination, unfortunately, the house is tightly constrained by incompatible development to the north and west (an abandoned office building and car lot, respectively). These uses do not contribute to "downtown" Clinton and they detract significantly from the Surratt House setting. These parcels should be secured in the future so that the Surratt House campus can be restored to a semblance of its early appearance.

Increasing interest in the interpretation of African Americans who worked on the property would be well served by undertaking archeology and reconstruction of vanished outbuildings. Fuller exploration and interpretation of how the farm and tavern operated in the years leading up to the assassination, Booth's flight and the Surratts' connection to it could yield a one-of-a-kind heritage tourism experience, conferring greater prestige on Clinton and the county.

CHAPTER V: IMPLEMENTATION

The Central Branch Avenue Corridor Revitalization Sector plan lays out a plan for change in key focus areas over the next 10-15 years. It is targeted change that builds on many community assets that already exist, established neighborhoods with rich histories and committed residents, a strong public infrastructure network that includes primary and secondary roads, a future light rail or bus rapid transit system, and a vast array of public facilities ranging from schools to fire stations. The six focus areas were identified either because of their significant potential to grow or because change at these locations has been identified as essential to the economic future of the corridor.

It is expected that some changes can take place in the short term where redevelopment and site enhancements are already being considered or planned, or where strong market forces can help drive change, as in the case of downtown Clinton. Changes in other focus areas and elsewhere along the corridor will be slower, will take more community and public support, and will require innovative approaches. The changes recommended in this plan necessitate both public and private actions, and the success of the plan's recommendations will require collaboration between the community, county, and state government; business and property owners; and nonprofit organizations and other key stakeholders to focus consistent efforts on implementation. Some efforts will utilize existing tools and programs, such as public funding for key infrastructure improvements, as well as targeted and more effective code enforcement in problem locations, but others will require new tools or programs to be successful. This chapter will discuss the program for implementation, potential challenges, and the need for new programs or the expansion of existing ones. Finally, this chapter will present a matrix recommending what strategies should be used for each focus area.

A Plan for Change

Over the last several years, communities around the nation have realized that low-density residential development served by isolated commercial shopping centers and office complexes is not a sustainable development pattern. So, instead of continuing to support this suburban sprawl model, which relies on a constant diet of vacant land and new public investment in building and supporting additional infrastructure, communities are turning to promoting redevelopment in their older communities. The term "retrofitting suburbia " has been used to talk about the efforts to reuse or redevelop the underutilized or vacant older strip shopping centers and even large indoor shopping malls that were once the center of shopping for many communities. This approach has been recommended for the Branch Avenue corridor where redevelopment is more economical and sustainable as it seeks to utilize existing public infrastructure and invigorate suburban communities by proposing new housing and shopping options in a more inviting environment to a diverse population, thereby promoting new growth in existing communities. Notably, redevelopment is more complicated and can be more costly to developers, so incentives and other changes are critical to "leveling the playing field" in order to make redevelopment more attractive.

As part of the background work for the sector plan, implementation strategies based on a market and economic development assessment, related findings, and recommendations were developed for the focus areas. Many apply to all of the focus areas, but a number are appropriate only for select focus areas. A matrix is presented at the end of this section that summarizes the recommendations and key implementation strategies for each focus area. The following is a description of the strategies that have been identified as essential to successfully implementing this plan.

UPDATED ZONING

Zoning implements land use policy and in this plan it will help to create and reinforce the distinct identities described for each focus area. Updating performance requirements for existing zoning districts is necessary to move the plan's recommendations into implementation. Within the focus areas, properties have been identified where current zoning does not conform to market function and is limiting opportunities for redevelopment. The zoning changes needed reflect the market realities and recommended development programs and land use concepts. These changes, in some cases, may necessitate the modification of existing zones, but may also require the creation of new zones to more closely align land use recommendations with actual development outcomes. The changes needed include:

Commercial Zoning

Existing commercial zoning districts do not differentiate between the scale of buildings for different areas or the type of commercial uses appropriate for different areas. Commercial Shopping Center (C-S-C) is the county's retail zone. It allows a wide and varied array of retail and commercial service uses at all scales and is not always appropriate for commercial areas within existing neighborhoods or serving nearby neighborhoods. Commercial Miscellaneous (C-M) Zoning allows a broader collection of uses deemed appropriate for highway and other major roadway locations. This district allows uses ranging from hotels and assisted living to automobile storage, repair, and general storage. Commercial Office (CO) is largely for office uses, but permits very limited commercial services such as barber and beauty shops.

It is recommended that commercial zones be updated to create more appropriate zoning that reflects both market reality as well as the desired mix of uses at the appropriate scale in different locations. For those areas where commercial uses are no longer viable, the zoning update should allow for the transition of commercial uses to non-commercial uses, particularly in the Camp Springs focus area.

Mixed-Use Zoning

There are currently several mixed-use zoning districts; however, none of them are likely to facilitate the type of mixed-use areas recommended in this plan. Zoning should allow mixed uses within each focus area, but not necessarily within each development. Allowing for mixed-use districts without requiring each development to contain multiple uses will guide the redevelopment process while allowing developers and investors to respond to market realities. Additionally, the mixed-use areas recommended for the corridor are to have a predominant land use as is indicated by Residential-Mixed Use, Commercial-Mixed Use, and Institutional-Mixed Use land use classifications. The more popular mixed-use zone (M-X-T) promotes higher density, but does not provide guidance as to the mix of uses desired. Given the market realities of this area and the different characteristics of the focus areas as noted above, three different kinds of mixed-use development have been recommended for the sector plan. It is anticipated that new zoning categories would be developed that would allow for flexibility in the exact mix of uses, but that there would be a predominant use based on the classification. In addition to the uses, these zones would have development standards that would promote compact, transit-supporting development that incorporates appropriate building and site design, connectivity and circulation, and open space elements that are integral to revitalizing the communities along the corridor.

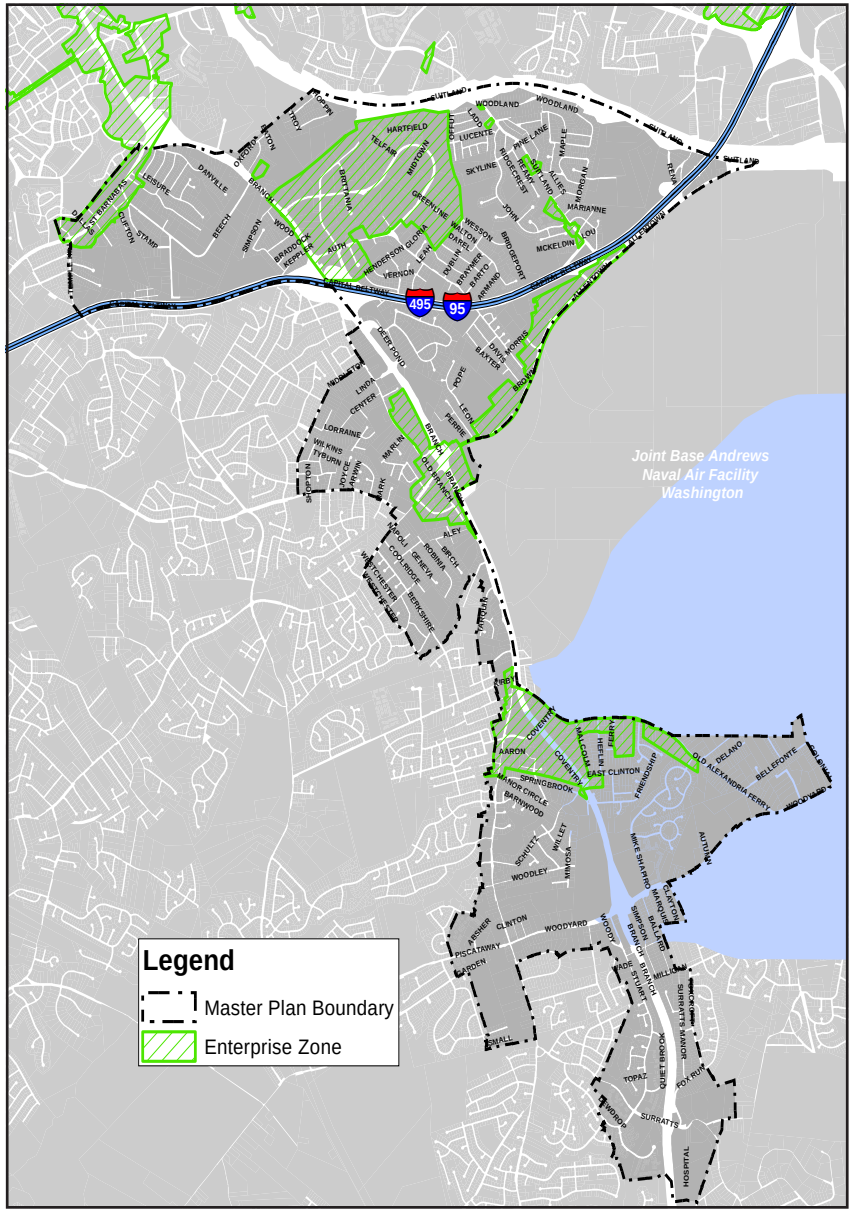
Accelerated Rezoning

Land use changes may be recommended for a number of properties in the plan area where it is determined that rezoning these properties might be premature. Consideration should be given to developing an accelerated rezoning process for development proposals that implement land use recommendations in revitalization areas for properties that have not yet been rezoned.

Production, Distribution, and Repair (PDR) Uses

The study area's concentration of PDR land uses presents an opportunity to promote these industries because they provide an important source of employment and entrepreneurial opportunities. A new zoning classification is recommended in order to recognize and concentrate these uses within appropriate areas along the corridor, as well as to protect them from incompatible uses that discourage quality development of this type. The plan recommends that the new zone ensure compatibility and good site design for new PDR uses.

Map 47. Enterprise Zone



EXPANSION OF EXISTING INCENTIVE PROGRAMS

Enterprise Zones

This is a state program designed to provide incentives to encourage business investment and job creation in areas of high unemployment and poverty. In these designated areas, substantial state and local incentives are offered to stimulate business investment and job creation. Only parts of the focus areas as shown on Map 47 are designated currently so consideration should be given to expanding the designation to other focus areas.

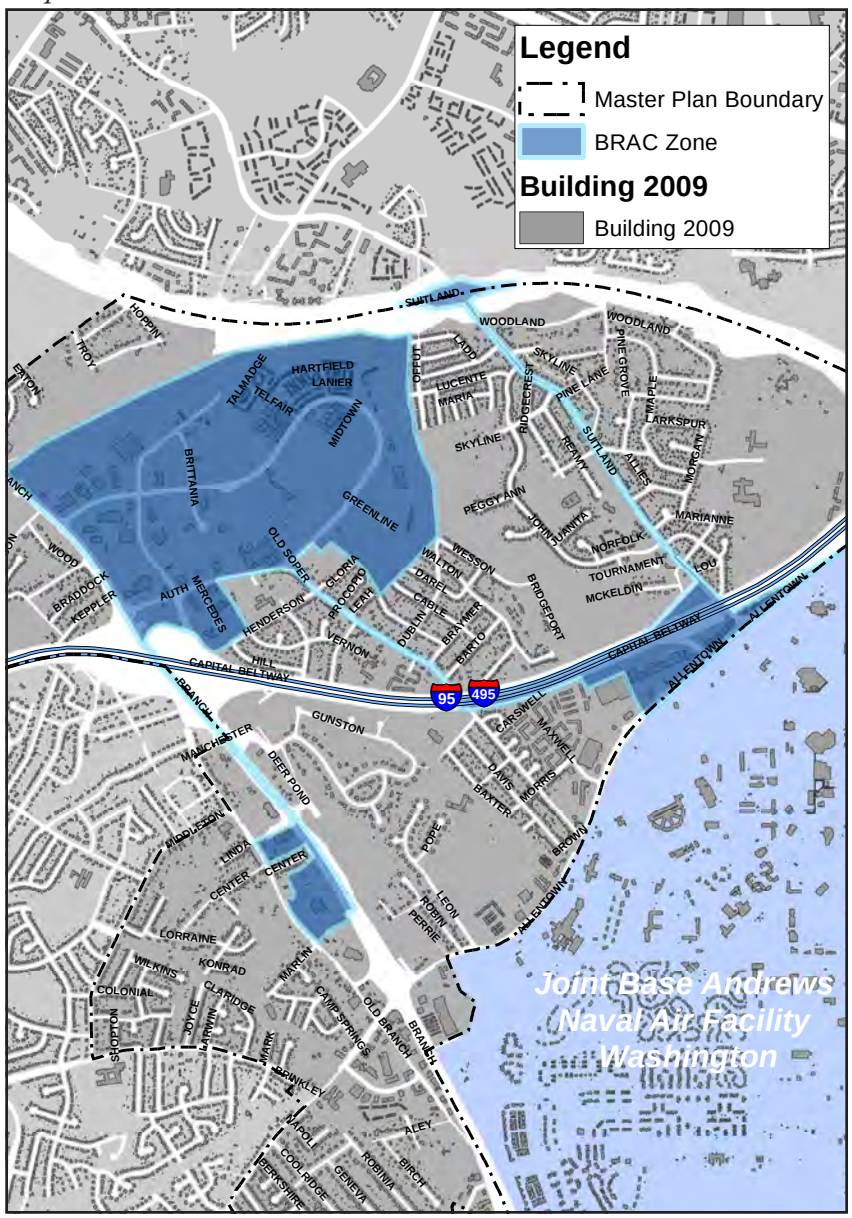
Revitalization Overlay Area

The county's General Plan recommended designating a select number of areas in the county where resources are tailored and focused on implementing a revitalization program. This plan designates the sector plan area Revitalization Overlay Area to help ensure that adequate resources and attention are focused on the communities along the corridor to ensure implementation of the plan's recommendations.

Sustainable Communities Program

This is a state program which designates selected communities to provide local governments and community development organizations with funding for essential projects aimed at strengthening communities through activities such as business retention and attraction, encouraging home ownership, and commercial revitalization. Funding, in the form of grants and loans, is available for projects in designated areas and located in

Map 48. BRAC Zone



priority funding areas, and is meant to complement and supplement other state funding programs. The Maryland Historic Tax Credit Program, which is part of this program as well, was established as a key element in downtown areas and older communities throughout the state. Currently, portions of the sector plan area previously considered Community Legacy areas have been grandfathered until 2013. Additionally, the corridor includes a Base Realignment and Closure (BRAC) zone, which is automatically considered a Community Legacy area. These areas are shown on Map 48.

SELECT AND PRIORITIZE CATALYTIC PROJECTS

Prioritizing catalytic projects is a key strategy for implementation. Catalytic projects demonstrate the potential market within an area and the possibility of stimulating other investment activity within the area. They can begin to form or reinforce the unique identity and function of the focus area. Issues to consider in the selection of the sites and incentives and assistance appropriate for successful development are discussed below.

Identify Sites with Limited Assemblage Requirements

Pursuing redevelopment on sites with multiple owners increases the potential time and investment necessary from either a public entity or private developer to obtain land control. In order to incentivize private developers and reduce costs, it is important to strategically identify redevelopment sites with few existing owners or for government to acquire and assemble properties for private development. Publicly owned land that can be leveraged to support private investment, which meets specific policy objectives, should be incorporated into a development initiative.

Maximize Limited Resources

When resources are limited, it is crucial to identify and pursue catalytic projects that will have the greatest effect in transforming the physical environment, meeting resident and employee needs, and demonstrating market potential to future investors. The county should identify what resources are available and how these resources can be combined to maximize the benefit and outcome of catalytic projects. Maximizing resources may require the county to seek additional funding or policy interventions, as well as cooperation from other government levels and funding organizations. A combination of funding sources should be considered. These may include state and federal programs including Community Development Financial Institutions (CDFIs) and New Market Tax Credits. There are a number of sites within the focus areas that are potential catalytic sites but their status relies on the interest of the property owners. Successful redevelopment and revitalization, however, depends upon the county being ready to reach out to interested developers or property owners to help identify sources of gap funding or other assistance that is necessary to move projects forward that are aligned with the county's policy objectives for this plan area. These incentives are particularly important given the complicated and expensive nature of the redevelopment process, which will be a major obstacle to change in this area. Once a specific site is identified, applicable resources should be located and matched to the site and then marketed to private development interest.

PROMOTE STEWARDSHIP AND GOVERNANCE

Once the plan is completed, stewardship and governance are crucial in keeping plans from "sitting on a shelf" as they promote the continued implementation of the plan's vision. Stewards are needed

to identify key opportunities for the recommendations to be put into practice. This also provides direction to the development community, as the plan stewards are engaged in both the planning and implementation process and can provide crucial insight to developers. It is through a public/private partnership that brings stakeholders together that the plan vision can be successfully implemented. There are various ways to organize such partnerships and the exact method will depend upon the preferences of the various stakeholders that will need to be involved. Creating a formal organization is essential for success as it will provide a continued mechanism for community input, a potential for a non-profit development partner, and a constant champion for the Branch Avenue Corridor's revitalization. Alternatives for creating a formal partnership that should be considered are listed below:

Community Improvement Districts (CID) and Business Improvement Districts (BID)

Community Improvement Districts and Business Improvement Districts are crucial for economic development because they work with policymakers, provide direction to the development community, identify key opportunities, and support key partnerships and ideas. CIDs and BIDs are an association of commercial and/or residential property owners in a defined area that establishes a self-imposed assessment to fund operations. CIDs and BIDs focus on investments in and the improvement of the target area. The key activities for these organizations can include improving the safety and cleanliness of the area; enhancing the area's appearance with updated community signs, street furniture and lighting and landscaping; branding and marketing; stewarding the planning process; and sponsoring events and activities that create economic opportunities for the community.

Community Development Corporation (CDC)

Community Development Corporations are non-profit entities that focus on improving the physical and social conditions of the neighborhood. CDCs are funded through donations, federal and state grants, and income-generating activities, and are managed by a board with an executive director and paid or volunteer staff. CDCs can play an important role in plan implementation by developing or partnering to develop needed real estate projects. Typical CDC activities also include stewarding the planning process, sponsoring events that create economic opportunities for the community, creating and supporting social service activities, and branding and marketing.

Community Land Trust (CLT)

Community Land Trusts are non-profit entities that focus on the acquisition of land to ensure that redevelopment of property maximizes the desired outcomes in the area. CLTs function as a member organization with board management and are funded through donations, federal and state grants, and CLT income-generating activities. A CLT can acquire property, redevelop land for a desired use, and sell a building while retaining ownership of the land to ensure it retains a desired use.

LEVERAGE PUBLIC RESOURCES AND DEVELOPMENT INCENTIVES

To incentivize the redevelopment recommended in this plan, underutilizing financing tools, including PILOT, TIF, and redirection of tax revenues collected on a property or group of properties, may need to be considered. It is important to market these financing tools and to support developers that seek to use them in order to make redevelopment competitive with greenfield development.

Payment in Lieu of Taxes (PILOT)

This is an agreement from the county to abate property taxes and instead charge an amount equal to a negotiated PILOT. The payment can range from zero up to the full amount of taxes due or more. In some cases taxes are deferred rather than abated.

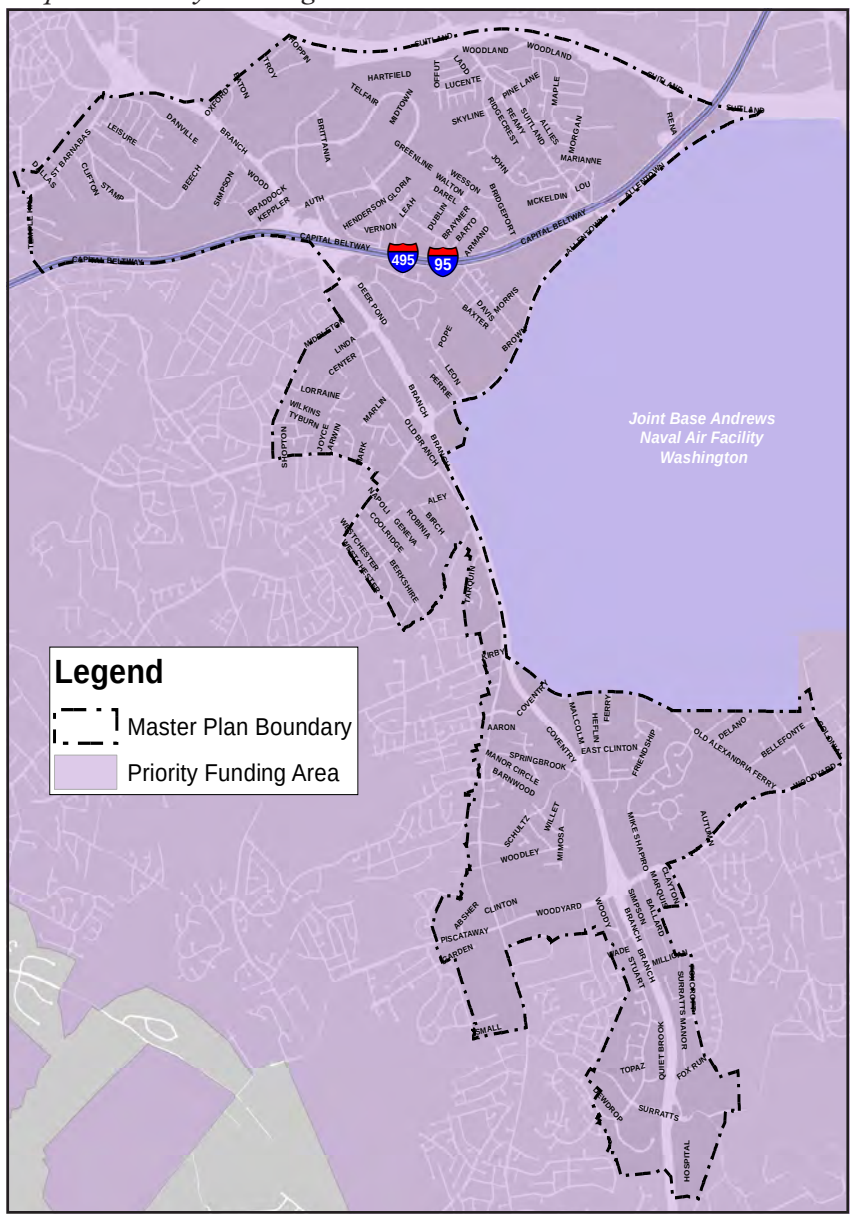
Tax Increment Financing (TIF) and Special Assessment Tax Financing

Tax Increment Financing allows the incremental taxes generated from a defined area of the county to be used to pay debt service on financing. An area is delineated and a "base" year is established. Tax revenue above the base assessment is available to invest in the area for public infrastructure improvements. Special Assessment Tax Financing is a mechanism similar to tax increment financing; however, in this case, additional taxes are levied on property owners in a specified area. The property owners in the delineated area agree to form a special district and to pay an additional tax to be used for projects within the district boundaries. Most improvements financed with these proceeds are related to local infrastructure, water and sewer lines, lighting improvements, roadways, sidewalks, maintenance, etc.

Other Tax Abatements and Credits

Included in this category are waivers of impact fees and other charges such as the WSSC/System Development Charge (SDC) Waiver. The WSSC SDC Waiver program allows a waiver from the System Development Charge for eligible revitalization projects and a partial waiver for elderly housing and biotechnology projects. The waiver can be for $50,000 per project with the annual maximum countywide $500,000. A project can be a new building, remodeling of an existing building, or remodeling of a portion of an existing

Map 49. Priority Funding Area



building. Consideration also should be given to creating a waiver option for other development fees for redevelopment projects that are identified within select revitalization areas. This is particularly important for new residential development as impact fees could make the redevelopment projects infeasible given the high costs involved with impact fees and surcharges.

County Redevelopment and Revitalization Tax Credits

These encourage redevelopment and investment in Inner Beltway Communities where the median household income does not exceed the county's median. Map 49 shows the eligible areas within the sector plan area. Eligible improvements to real property located within these districts can receive tax credits on county property taxes over a five-year period. This is a county created program and consideration should be given to reviewing eligibility criteria to determine whether designated revitalization areas, regardless of income, should be eligible.

PUBLIC/PRIVATE PARTNERSHIPS

Public/private partnerships should be used to create the opportunity to leverage public resources and engage the private sector for catalytic development projects. These partnerships create the opportunity for joint development projects, redevelopment of public land, and engagement of the private sector in a way that reduces the market barriers to development. Community Development Corporations and other nonprofit partners, particularly housing developers, often partner to develop needed real estate projects and can provide a pathway to engaging in public private partnerships. Such a partnership is in line with the mission of the county's Redevelopment Authority, and as development opportunities arise its involvement may be appropriate. Large institutional stakeholders such as Joint Base Andrews and Southern Maryland Hospital Center also present the opportunity for partnerships and catalytic joint development projects.

PROACTIVE CODE ENFORCEMENT

Enforcement of codes is a crucial step in achieving the desired vision for the plan area and ensuring that the communities along the corridor are clean, safe, and inviting environments. Proactive and effective enforcement is essential to attracting new development and businesses, as well as retaining existing businesses. Lack of code enforcement is a particular issue in certain neighborhoods along the corridor, especially where older commercial and industrial areas are suffering from increasingly higher vacancy rates and deferred building maintenance. In the Beech Road area particularly, a recent inspection effort determined that many businesses are operating without valid use and occupancy permits. The permitting process also educates the business owners as to what codes apply to them and trigger inspections that will ensure compliance. In addition, the county is losing revenue that is associated with these permits, revenue that could be significant and might help fund services needed in the area.

Presented below are specific recommendations for implementing the vision and the accompanying land use and development programs for each focus area. It is going to be critical that many of these strategies are implemented in the short term to begin to realize the benefit of this effort. This will require a commitment from the local government, the private sector, and the community.

Table 12. Implementation Strategies by Focus Area

Implementation Strategies	Beech Road	Allentown/Suitland Roads	Coventry Way Village	Camp Springs Town Center	Downtown Clinton	Southern MD Hospital Center
Update Zoning	●	●	●	●	●	●
Utilize Enterprise Zone	●	●	●		●	
Expand BRAC Zone				●		
Designate a Revitalization Overlay Area	●	●	●	●	●	●
Apply for Sustainable Communities Program				●		
Identify Catalytic Projects		●		●	●	
Promote Public/Private Partnership		●		●		
Utilize PILOT		●		●	●	
Establish Special Assessment Taxing for Public Improvements	●					
Utilize WSSC Waiver		●	●		●	
Waive/Reduce Development Fees for Multi-Family Development		●	●	●		
Establish a Business Improvement District	●		●			
Establish a Community Improvement District				●		
Establish and Support a Community Development Corporation				●		
Utilize New Funding Mechanism for New Housing Development		●	●	●		
Implement Proactive and Systematic Code Enforcement	●		●	●		
Target Public Resources to Improve Streetscape and Provide Unique Public Spaces		●		●		
Provide Building Rehabilitation Assistance			●	●		
Recruit Non-Profit Developers to Provide Multi-Family Housing		●	●	●		

CHAPTER VI: APPENDICES

Appendix A - Public Facility Cost Estimates

Section 27-645(b)(4) of the Zoning Ordinance requires that all approved master plans must contain an estimate of the cost of all public facilities that must be acquired or constructed in order to carry out the objectives and requirements of the plan. *The Central Branch Avenue Corridor Revitalization Sector Plan* reaffirms the public facilities recommendations in the previously approved master plans and sector plan that include *The Heights Master Plan and Sectional Map Amendment* (2000), *Henson Creek-South Potomac Master Plan and Sectional Map Amendment* (2006), *Branch Avenue Corridor Sector Plan and Sectional Map Amendment* (2008), and *Subregion 5 Master Plan and Sectional Map Amendment* (2009), except as modified by this plan

The tables below provide new public facilities cost estimates to serve the land use recommendations of this sector plan. None of these recommendations are in the County CIP or State CTP. The tables include all new and upgraded road recommendations in the sector plan. It is anticipated all new roads will include bike lanes and wide sidewalks. If full funding is not available, many of the roads in the sector plan area can be retrofitted to incorporate bike lanes and sidewalks.

Table 13. Roadway Facilities

Facility Type	Facility Name & Location	Project Description	Estimated Cost
Road	St. Barnabas Road (MD 414) from Temple Hill Road to MD 5, identified as A-45 in the plan	Upgrading to six travel lanes with service roadways on both sides, incorporating a single one-way travel lane and on-street parking; a 10-foot pedestrian/bicycle path on the south side; a 35-foot area on the north side to accommodate future fixed guideway transit and wide sidewalks on both sides	$4,800,000**
Road	Allentown Road (MD 337) from MD 5 to Maxwell Drive, identified as A-50 in the plan	Upgrading to six travel lanes including on-street parking; a 10-foot pedestrian/bicycle paths on both sides; and wide sidewalks on the north side	$18,000,000
Road	Allentown Road (MD 337) from Maxwell Drive to Suitland Road, identified as A-50 in the plan	Upgrading to six travel lanes and a service road on the north side, incorporating a single one-way travel lane and on-street parking; a 10-foot pedestrian/bicycle paths on both sides; and wide sidewalks on the north side	$12,100,000*
Road	Allentown Road (MD 337) from Brinkley Road to MD 5, identified as A-51 in the plan	Upgrading to four travel lanes with wide sidewalks on both sides	$1,460,000
Road	Woodyard Road (MD 223) from MD 5 to Mike Shapiro Drive, identified as A-53 in the plan	Upgrading to six travel lanes and a service road on the north side, incorporating a single one-way travel lane and on-street parking; 10-foot pedestrian/bicycle paths on both sides; and wide sidewalks on the north side	$4,900,000

Facility Type	Facility Name & Location	Project Description	Estimated Cost
Road	Woodyard Road (MD 223) from MD 5 to a new roadway identified as I-504 in plan. Road identified in the plan as A-54	Upgrading to six travel lanes and service roads on both sides, incorporating a single one-way travel lane and on-street parking; 10-foot pedestrian/bicycle paths and wide sidewalks on both sides	$4,600,000*
Road	Piscataway Road/Woodyard Road (MD 223) from a new roadway identified as I-504 to Absher Lane. Road identified in the plan as A-54.	Upgrading to four travel lanes west of I-504 with service roadways on both sides between Clinton Drive and MD 5, incorporating a single one-way travel lane and on-street parking. West of Clinton Drive, the service road is recommended only on the south side and 10-foot pedestrian/bicycle paths on both sides	$8,300,000*
Road	Coventry Way from Old Branch Avenue to Old Alexandria Ferry Road, identified as C-511 in the plan	Upgrading to four travel lanes with on-street parking and a 12-foot continuous left-turn lane, a 10-foot pedestrian/bicycle path and wide sidewalks on both sides	$5,300,000
Private Road	Future new road inside redeveloped Woodyard Shopping from I-505 to MD 223 referred to as I-504 in the plan	Constructing a north-south four lane road which can serve as a main street through the new mixed use development	N/A
Private Road	Future new road connecting redeveloped Woodyard Shopping Center and Clinton Shopping Center from I-504 to Mike Shapiro Drive – I-505 in the plan	Constructing a four-lane roadway that provides an east-west connection between the mixed-use developments on both sides of MD 5. It is furthermore intended to provide a local vehicular and pedestrian connection to the station along the fixed guideway transit alignment	N/A
Private Road	Woody Terrace Extended from MD 5 to MD 223, identified as I-506 in the plan	Extending Woody Terrace as a two-lane roadway to the north of MD 223	N/A
Private Road	Future new Clinton local commercial roadway from new P-506 to I-506, identified as I-507 in the plan	Constructing a two-lane roadway. Combined with P-506, provides an east-west local neighborhood access roadway across the entire focus area west of MD 5	N/A
Private Road	Future north local residential roadway from MD 223 to the new I-507, identified as P-506 in the plan	Constructing a two-lane roadway. Combined with I-507, provides an east-west local neighborhood access roadway across the entire focus area west of MD 5	N/A
Private Road	Future south local residential roadway from Clinton Street to Stuart Lane, identified as P-507 in the plan	Constructing a two-lane roadway that provides an east-west local neighborhood access roadway across much of the focus area between Brandywine Road and MD 5	N/A

Facility Type	Facility Name & Location	Project Description	Estimated Cost
Private Road	Clinton Street extended from the new P-506 to P-507, identified as P-508 in the plan	Constructing a two-lane roadway that provides a connection between land uses north and south of MD 223. Subject to approval by the operating agency (SHA or DPW&T), the intersection of MD 223 and P-508 should be signalized	N/A
Private Road	Mimosa Avenue Extended to the new P-507, identified as P-508 in the plan	Constructing a two-lane roadway that provides a connection between land uses north and south of MD 223. It also provides a neighborhood connection between the Clinton Estates community and the Woodyard Road Focus Area. It is expected that this roadway will connect to MD 223 as right-in right-out intersections on the north and south sides without a median break	N/A

Notes:
* Costs do not include the costs associated with implementation of fixed guideway transit within the right-of-way or the costs associated with the service roadways or the outermost sidewalks.
**Costs are based upon standard construction costs inflated to the year 2012. They include a 25 percent factor to cover engineering, design and contingency costs.
Road types identified as private are new roads that traditionally would be constructed as part of the redevelopment; however, they are also for public use.

Table 14. Transit Facilities

Facility Type	Facility Name & Location	Project Description	Estimated Cost
Bus Rapid or Light Rail	Bus rapid or fixed guideway transit stop on the east side of southeastern quadrant of the intersection of Branch Avenue and Allentown Road	Addition of a new transit station to the three proposed future transit stations along Branch Avenue.	TBD
Bus Rapid or Light Rail	Bus rapid or fixed guideway transit from Branch Avenue Metro Station to Southern Maryland Hospital Center	Determining and constructing the future alignment and three transit stations as recommended by the Maryland Transit Administration's Southern Maryland Transit Corridor Preservation Study and endorsed by this plan	TBD

Table 15. Bikeways, Trails, and Paths

Facility Type	Facility Name & Location	Project Description	Estimated Cost
Bike Lanes	Morris Avenue	Connecting Allentown Road to Auth Road and providing access to the recommended residential development	$10,644
Bike Lanes/Cycle Tracks	Command Lane	Providing a connection from Joint Base Andrews new pedestrian gate to the new development across the base along Allentown Road	$2,391
Bike Lanes/Cycle Tracks	Camp Springs Avenue	Connecting the development north of Allentown Road and East of Branch Avenue to the larger network along Allentown Road	$594
Bike Lanes/Cycle Track	Camp Springs 1	Providing another east-west connection in Camp Springs. North of Allentown Road and west of Branch Avenue	$3,163
Bike Lanes/Cycle Tracks	Camp Springs 2	Bike connection on the west side of the new development at the proposed transit stop on the east side of Branch Avenue	$1,559
Bike Lanes/Pedestrian	Camp Springs 3	Bike connection on the east side of the new development at the proposed transit stop on the east side of Branch Avenue	$2,570
Bike Lanes/Cycle Tracks	Camp Springs 4	Bike connection on the south side of the new development at the proposed transit stop on the east side of Branch Avenue	$1,544
Bike Lanes/Cycle Tracks	Yochelson Place	Connecting Old Branch Avenue to the recommended open space (linear park) in Coventry Way	$5,194
Bike Lanes/Cycle Tracks	Coventry 1	North-south connection for the recommended residential development on the south side of Coventry Way	$2,905
Bike Lanes/Cycle Tracks	Coventry 2	Providing bicycle access to the redeveloped shopping center to the north of Coventry Way	$4,168
Bike Lanes/Cycle Tracks	Beech Road	Installing bike lane/cycle track on Beech Road which provides connectivity between Branch Avenue and St. Barnabas Road	$16,491
Bike Lanes/Cycle Tracks	St. Barnabas Focus Area 1	Bicycle access to recommended development as well as existing residential development north of St. Barnabas Road	$6,112
Bike Lanes/Cycle Tracks	Mike Shapiro Drive	Connecting the proposed transit stop east of Branch Avenue to Woodyard Road	$6,551
Bike Lanes/Cycle Tracks	Clinton Street (New Main Street)	Providing an east-west bike access north of Woodyard Road, which would connect future redevelopment to the reconfigured shopping center west of Woodyard Road	$7,504
Bike Lanes/Cycle Tracks	Clinton 2 (New Main Street)	Providing an east-west bike access south of Woodyard Road	$7,881
Side Paths	Woody Terrace & Stuart Lane	Connecting Woodyard Road to residential development to the south and runs parallel to Branch Avenue	$674,850
Side Paths	Surratts Road	Connecting existing residential development to the west of Branch Avenue to the proposed transit stop at Southern Maryland Hospital Center	$499,777

Facility Type	Facility Name & Location	Project Description	Estimated Cost
Side Paths	Schultz Road	Providing access adjacent to the west side of Branch Avenue and connects Coventry Way to the future development at Woodyard Road	$402,153
Side Paths	Pea Hill Branch Connection 2	Connecting the future development on the west side of Branch Avenue, north of Woodyard Road to the trail network to the south	$525,991
Side Paths	Coventry Way	Providing side path along Coventry Way from Old Branch Avenue to Old Alexandria Ferry Road	$350,482
Side Paths	Allentown Road	Providing side path along Allentown Road from the western edge of the Camp Springs focus area to Suitland Road	$1,671,640
Hard Surface Trails	Camp Springs Bridge	Providing a pedestrian and trail connection from the west side of Camp Springs over Branch Avenue to the proposed transit stop on the east side of Branch Avenue	TBD
Hard Surface Trails	Perrie Trail	Providing trail from Allentown Road to just south of the Beltway, parallel to Branch Avenue	$1,022,845
Hard Surface Trails	Clinton Lewis Spring Trail	Providing trail along the reopened stream in Coventry Way	$448,670
Hard Surface Trails	Pea Hill Branch Connector	Connecting the Pea Hill Branch trail to the larger trail system just north of the Woodyard Road focus area	$164,764
Hard Surface Trails	Southern Maryland Hospital	Providing trail connection north-south in the Southern Maryland Hospital focus area	$374,283
Hard Surface Trails	Pea Hill Branch Connection 1	Connecting the Pea Hill Branch trail to the larger trail system just north of the Woodyard Road focus area	$143,783
Hard Surface Trails	McKeldin Trail Connector	Connecting Suitland Road to the pedestrian network to the west that connects to the Branch Avenue Metro area	$308,940
Hard Surface Trails	Woodyard Bridge	Providing pedestrian and trail connection over MD 5 for the future development on the west side of Branch Avenue and Woodyard Road to the proposed transit stop on the east side of Branch Avenue	TBD
Hard Surface Trails	Pea Hill Branch Connection 2	Connecting the Pea Hill Branch trail to the larger trail system just north of the Woodyard Road focus area	$247,088

Notes:

Costs are based on $175 per linear foot for sidepaths and trails and $14,000 per linear mile for bike lanes.

For the transportation facilities, none of the costs include the cost of right-of-way acquisition. In urbanized areas, right-of-way can be a substantial portion of the cost of project implementation. The costs do not include other costs such as grading, cutting, filling, retaining walls, drainage structures, mitigation actions, and transitions beyond the immediate link under consideration.

Table 16. Parks/Cultural and Open Space Facilities

Facility Type	Facility Name & Location	Project Description	Estimated Cost
Public/Private park	Coventry Way linear open space	Linear open space with stream restoration and trail	TBD
Recreation Center	Clinton youth center	Providing programs and services for teens and young adults	TBD
Cultural/Heritage Center	Mary Surratts House	Expanding the Mary Surratts house	TBD
Cultural/Recreational Center	Camp Springs Cultural Center	Providing arts and recreation in the Camp Springs focus area	TBD

Appendix B - Resolution of Approval CR-24-2013

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND
SITTING AS THE DISTRICT COUNCIL
2013 Legislative Session

Resolution No. CR-24-2013
Proposed by The Chair (by request – Planning Board
Introduced by Council Members Davis, Franklin, Patterson and Toles
Co-Sponsors
Date of Introduction April 2, 2013

RESOLUTION

A RESOLUTION concerning

The Central Branch Avenue Corridor Revitalization Sector Plan

For the purpose of approving with amendments and revisions, as an Act of the County Council of Prince George's County, Maryland, sitting as the District Council, the Central Branch Avenue Corridor Revitalization Sector Plan, thereby defining long-range land use and development and revitalization policies within the plan boundary that generally extends from the intersection of Branch Avenue (MD 5) and Saint Barnabas Road (MD 414) in the north to the Southern Maryland Hospital Center (Surratts Road and Branch Avenue) in the south, with northeastern and eastern boundaries along Suitland Parkway, Allentown Road (MD 337), and Woodyard Road (MD 223); and includes portions of Camp Springs and Clinton communities along Branch Avenue, Auth Road, and Woodyard Road; the Town of Morningside and Skyline neighborhood along Suitland Road; and the Beech Road commercial-industrial area as well as the Gordon's Corner neighborhood and Temple Hills community along St. Barnabas Road (the "Sector Plan Area").

WHEREAS, upon approval by the District Council, this Sector Plan will amend portions of the, 2000 *The Heights Master Plan and Sectional Map Amendment*; 2006 *Henson Creek-South Potomac Master Plan and Sectional Map Amendment*; 2008 *Branch Avenue Corridor Sector Plan and Sectional Map Amendment*, and 1993 *Subregion 5 Master Plan and Sectional Map Amendment*; the 2002 *Prince George's County Approved General Plan*; the 2005 *Countywide Green Infrastructure Functional Master Plan*; the 2009 *Approved Countywide*

Master Plan of Transportation; the 2010 *Approved Historic Sites and Districts Plan*; and the 2010 *Approved Water Resources Functional Master Plan*; and

WHEREAS, on March 15, 2011, the District Council endorsed the Goals, Concepts, Guidelines and Public Participation Program as approved by the Planning Board, and established the Plan boundaries for the Sector Plan Area pursuant to Sections 27-641 and 27-643 of the Zoning Ordinance and authorized the initiation of the Sector Plan by correspondence; and

WHEREAS, the Planning Board staff, as part of the approved Public Participation Program, held numerous meetings with community and agency stakeholders, including a series of community-wide workshops, civic association briefings and updates; meetings with major property owners and managers, county and state agencies with jurisdictional interest; and, monthly meetings with a 16-member Citizen Advisory Committee (CAC); and

WHEREAS, the Planning Board granted permission to print the Preliminary Central Branch Avenue Corridor Revitalization Sector Plan on September 13, 2012; and

WHEREAS, pursuant to Section 27-645(b) of the Zoning Ordinance, the County Executive and the District Council reviewed the public facilities element of the preliminary plan and approved the inclusion of the proposed public facilities in the preliminary sector plan; and

WHEREAS, the District Council and the Planning Board held a duly-advertised joint public hearing on the Preliminary Central Branch Avenue Corridor Revitalization Sector Plan on November 5, 2012; and

WHEREAS, after conducting work sessions to consider the public hearing testimony on January 10, 2013, and on January 24, 2013, respectively, in response to the public hearing testimony, the Planning Board adopted the sector plan with revisions, as described in Prince George's County Planning Board Resolution PGCPB No. 13-09, and transmitted same to the District Council on February 20, 2013; and

WHEREAS, on March 19, 2013, and March 26, 2013, the District Council held a work session to review the Planning Board's recommendations on the public hearing testimony, considered the admission of late testimony in the record by motion, and voted favorably to direct Technical Staff to prepare a Resolution of Approval for the Adopted Central Branch Avenue Revitalization Sector Plan with certain revisions and amendments.

NOW, THEREFORE, BE IT RESOLVED by the 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, that the Central Branch Avenue Corridor Revitalization Sector Plan as adopted on January 24, 2013, by PGCPB No. 13-09, is hereby approved with the following amendments and revisions that serve to clarify the vision and recommendations for the St. Barnabas Road commercial corridor in the Beech Road Focus Area:

REVISION 1:

Revise the first Strategy in the 'Zoning' sub-section of the Beech Road Focus Area Strategies section on page 55 as follows:

> Establish and apply a new commercial zoning category or revise an existing commercial zoning district to facilitate neighborhood commercial zones that regulate appropriate scale of development and types of uses at appropriate locations along St. Barnabas Rd. In the new commercial neighborhood zoning district or revised zoning district that facilitates neighborhood commercial land uses, the following uses should not be permitted: banquet halls, check cashing establishments, pawnshops, adult entertainment, and other uses incompatible with neighborhood commercial land uses.

REVISION 2:

Add the following new Strategies in the 'Zoning' sub-section of the Beech Road Focus Area Strategies section on page 56 as follows:

a. Avoid the saturation of certain uses along the St. Barnabas Road corridor such as liquor stores, gas stations, fast food restaurants, auto repair and sales, nail shops, beauty supply businesses, in order to enhance the public health, safety and welfare.

b. Encourage a robust mix of uses to improve the overall character and competitiveness of the St. Barnabas Road corridor by encouraging businesses that provide a variety of sustainable food and healthful dining choices, family and youth-oriented activities, family style restaurants, and specialty goods and services such as a bookstore, coffee shop and craft store.

REVISION 3:

Revise last Strategy in the 'Development Program' sub-section of the Beech Road Focus Area Strategies section on page 56 as follows:

"Consider alternative funding sources for infrastructure improvements in the Beech Road industrial area and commercial area along St. Barnabas Road including a special assessment [and business] program for streetscape improvements [districts]."

REVISION 4:

Add a new Strategy in the 'Development Program' sub-section of the Beech Road Focus Area Strategies section on page 56 as follows:

Seek compliance with new design and operational standards among existing uses.

BE IT FURTHER RESOLVED that the planning staff is authorized to make appropriate textual and graphical revisions to the sector plan to correct identified errors, reflect updated information and revisions, and otherwise incorporate the changes reflected in this Resolution.

BE IT FURTHER RESOLVED that the provisions of this Resolution are severable. If any provision, sentence, clause, section, zone, zoning map, or part thereof is held illegal, invalid, unconstitutional, or unenforceable, such illegality, invalidity, unconstitutionality, or unenforceability shall not affect or impair any of the remaining provisions, sentences, clauses, sections, zones, zoning maps, or parts hereof or their application to other zones, persons, or circumstances. It is hereby declared to be the legislative intent that this Resolution would have been adopted as if such illegal, invalid, unconstitutional, or unenforceable provision, sentence, clause, section, zone, zoning map, or part had not been included therein.

Adopted this 2nd day of April, 2013.

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: _____
Andrea C. Harrison
Chair

ATTEST:

_____
Redis C. Floyd
Clerk of the Council

Appendix C - Certificate of Adoption and Approval

CERTIFICATE OF ADOPTION AND APPROVAL

The Central Branch Avenue Corridor Revitalization Sector Plan amends portions of the 2000 *The Heights Master Plan and Sectional Map Amendment;* the 2006 *Henson Creek-South Potomac Master Plan and Sectional Map Amendment*; the 2008 *Branch Avenue Corridor Sector Plan and Sectional Map Amendment,* and the 1993 *Subregion 5 Master Plan and Sectional Map Amendment;* the 2002 *Prince George's County Approved General Plan;* the 2005 *Countywide Green Infrastructure Functional Master Plan;* the 2009 *Approved Countywide Master Plan of Transportation;* the 2010 *Approved Historic Sites and Districts Plan;* and the 2010 *Approved Water Resources Functional Master Plan,* and has been adopted by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by Resolution No. 13-09 on January 24, 2013, after a duly advertised joint public hearing held on November 5, 2012 in conjunction with the Prince George's County Council, sitting as the District Council. The Prince George's County Council, sitting as the District Council, approved this sector plan by Resolution No. CR-24-2013 on April 2, 2013.

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

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Françoise Carrier
Vice Chairman

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Mary McHale, Skyline Civic Association
Nate Dunn, Manchester Estates Civic Association
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Kwame Donaldson, Town Center at Camp Springs
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Sara Cavitt, Former Planning Board member

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Robert Charles Lesser & Co (RCLCO) and Green Door Advisors

The citizens, property owners, community associations, business owners, and elected officials of the Town of Morningside, and the communities of Camp Springs, Clinton, and surrounding communities without whom this plan would not be possible.

Former Planning Department employee



The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
www.pgplanning.org