East Glenn Dale Area

$6.50

Approved Sector Plan and Sectional Map Amendment

March 2006

Note: The Administrative Corrections, AC 2020-002 (Signed 2020-04-22), modifies the contents of the *2006 Approved Sector Plan and Sectional Map Amendment for the East Glenn Dale Area (Portions of Planning Area 70);* and must be used in conjunction with the approved plan/SMA document.

The Maryland-National Capital Park and Planning Commission
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Abstract

TITLE:	Approved Sector Plan and Sectional Map Amendment for the East Glenn Dale Area (Portions of Planning Area 70)
AUTHOR:	The Maryland-National Capital Park and Planning Commission
SUBJECT:	Approved Sector Plan and Sectional Map Amendment for the East Glenn Dale Area for portions of Planning Area 70
DATE:	March 2006
SOURCE OF COPIES:	The Maryland-National Capital Park and Planning Commission 14741 Governor Oden Bowie Drive Upper Marlboro, Maryland 20772
SERIES NUMBER:	317062306
NUMBER OF PAGES:	92
ABSTRACT:	This document contains text and maps of the Approved Sector Plan and Sectional Map Amendment (SMA) for the East Glenn Dale Area. The plan amends portions of the 1993 Approved Master Plan and Sectional Map Amendment for Glenn Dale-Seabrook-Lanham and Vicinity (Planning Area 70). Developed with the assistance of the community, this document recommends goals, strategies, and actions pertaining to land use, zoning, environment, parks and recreation, transportation, trails, public facilities, historic preservation, and urban design. The SMA proposes zoning changes to implement the sector plan's recommendations. **Note:** The Administrative Corrections, AC 2020-002 (Signed 2020-04-22), modifies the contents of the 2006 *Approved Sector Plan and Sectional Map Amendment for the East Glenn Dale Area (Portions of Planning Area 70);* and must be used in conjunction with the approved plan/SMA document.

East Glenn Dale Area

Approved Sector Plan and Sectional Map Amendment

March 2006

The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
14741 Governor Oden Bowie Drive
Upper Marlboro, MD 20772

www.mncppc.org/pgco

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The Commission has three major functions:

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

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

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

- Our mission is to help preserve, protect and manage the county's resources by providing the highest quality planning services and growth management guidance and by facilitating effective intergovernmental and citizen involvement through education and technical assistance.
- Our vision is to be a model planning department comprised of responsive and respected staff who provide superior planning and technical services and work cooperatively with decision-makers, citizens and other agencies to continuously improve development quality and the environment and act as a catalyst for positive change.

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

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Foreword

The Prince George's County Planning Board is pleased to make available the *Approved Sector Plan and Sectional Map Amendment for the East Glenn Dale Area.*

The approved plan contains recommendations on future land uses and development for the area between Prospect Hill Road and Daisy Lane, the Glenn Dale Commons, and the area between MD 564 and the railroad tracks. Policy guidance for this plan came from the 2002 *Prince George's County Approved General Plan*. There were three workshops held in March and April 2005 to provide the community with the opportunity to share visions and proffer feedback on planning issues.

On July 25, 2005, the District Council and the Planning Board held a joint public hearing on the preliminary sector plan. The Planning Board adopted the plan with modifications per PGCPB Resolution No. 05-208 in October 2005. The District Council approved the plan with additional modifications per CR-23-2006 in March 2006.

The Planning Board and the District Council appreciate the contributions of community and stakeholders throughout the plan development phase and at the public hearing. We look forward to this plan providing the foundation for quality growth management and conservation policies that will benefit the East Glenn Dale area and the Prince George's County citizens and residents for years to come.

Sincerely,

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

Development Pattern Element

- Recognize and preserve existing high-quality, rural and estate residential development communities and open space.
- Preserve the existing 18-hole Glenn Dale Golf Course by designating a planned active adult community within and adjoining the golf course.
- Designate limited low-density, single-family residential and employment development for the area between MD 564 and the railroad tracks.
- Redevelop the Glenn Dale Commons and vicinity for a mixed-use community in which a large portion of its residential component should be an active adult and/or assisted living community.

Infrastructure Element

- Establish an interconnected environmental infrastructure containing significant areas of woodlands, wetlands, wildlife habitat, and other sensitive areas with minimal intrusion from land development and light and noise pollution.
- Establish a comprehensive multimodal transportation network that accommodates transit services, automobiles, pedestrians, and bicyclists.
- Establish a comprehensive network of sidewalks, park trails, side paths, and bicycle-friendly roadways.
- Provide a variety of parks, open space, and recreation, relaxation, and socialization opportunities.

Community Character Element

- Protect and preserve historic properties and historic resources.
- Preserve and enhance the existing high-quality character of the community.

Implementation

- Adjust zoning designation for all properties located within the community between Prospect Hill Road and Daisy Lane to be compatible with existing lot sizes except the areas recommended for an active adult community.
- Recommend an open space reservation for the Glenn Dale Golf Course.
- Designate multifamily residential condominium zoning for the planned active adult community within or adjoining the Glenn Dale Golf Course.

- Designate low-density residential zoning for the strip of land between MD 564 and the railroad tracks.
- Reclassify industrial zones to the Mixed Use-Transportation Oriented Zone for Glenn Dale Commons.
- Rezone publicly owned land in the Open Space and Reserved Open Space Zones.

Planning Background

The East Glenn Dale sector plan area is a portion of a larger geographic area covered by the 1993 *Approved Master Plan and Sectional Map Amendment for Glenn Dale-Seabrook-Lanham and Vicinity (Planning Area 70)*. The 1993 master plan recommended retention of suburban-estate and low-suburban residential land use for the area. It designated the existing Glenn Dale Golf Course as a private open space use and rezoned the site from the R-E (Residential-Estate) Zone to the R-R (Rural-Residential) Zone. It also recommended retention with limited expansion of the existing employment areas including the Glenn Dale Business Campus and the strip of land between MD 564 and the railroad tracks.

In the southern half of the sector plan area, new developments including homes, churches, and institutional uses have created traffic congestion along MD 193, Prospect Hill Road, and other local streets. Local residents are concerned about the potential impact of development on the privately owned Glenn Dale Golf Course, which is zoned R-R and has received preliminary subdivision approval for a 207-lot residential development. Residents would like to reevaluate planned land use densities and intensities to enhance the quality and character of their community.

The northern half of the sector plan area contains parcels in the I-1 (Light Industrial) Zone along portions of Northern Avenue. The majority of these parcels were zoned through piecemeal rezoning applications. This plan reevaluates the recommendation for employment uses and industrial zoning designation to ensure the protection of nearby residential development, such as the Forestgate community.

Plan Purpose

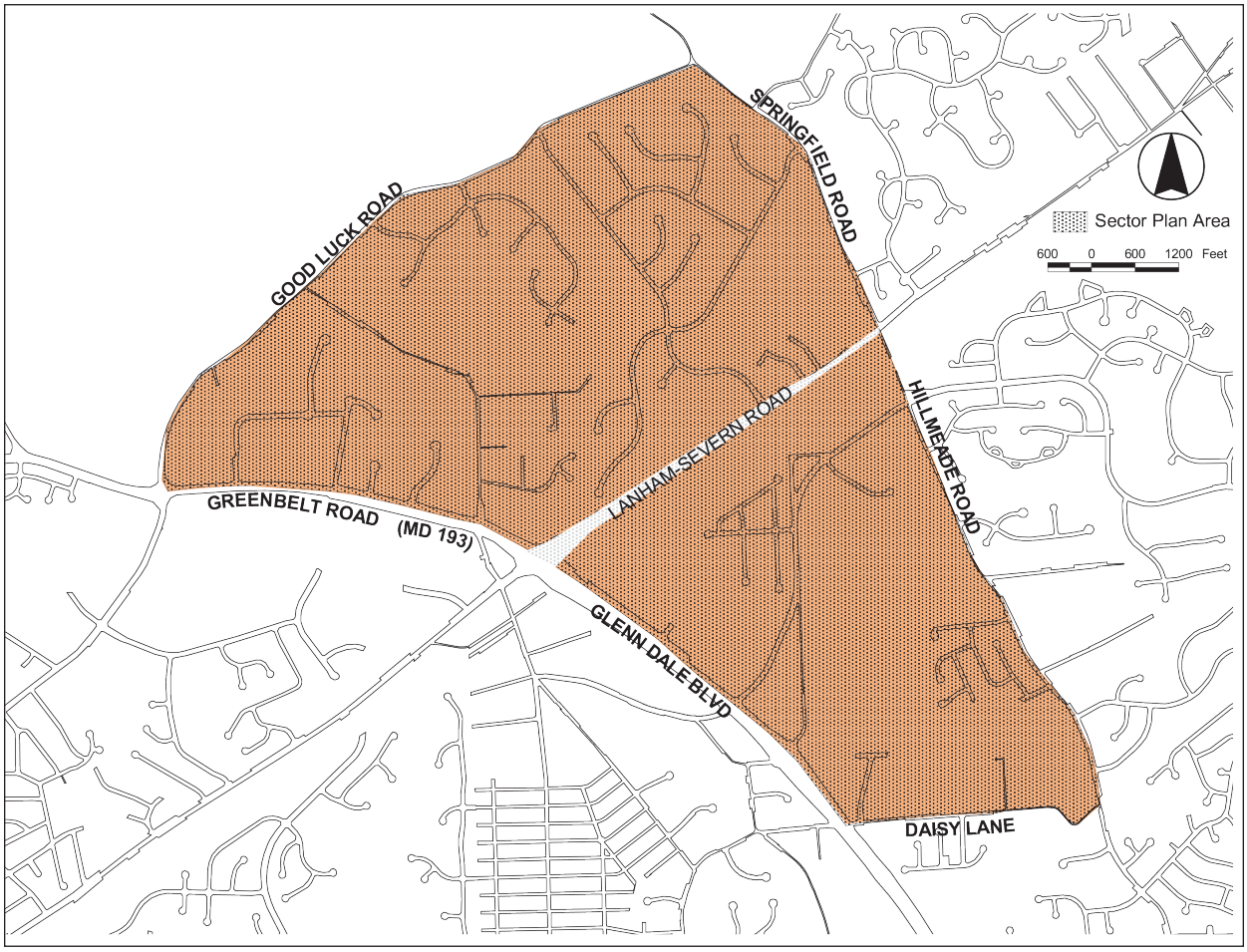
The purposes of this plan and sectional map amendment are:

- To implement the 2002 *Prince George's County Approved General Plan.*
- To amend portions of the 1993 *Approved Master Plan and Sectional Map Amendment for Glenn Dale-Seabrook-Lanham and Vicinity (Planning Area 70).*
- To analyze existing development and the current zoning pattern for consistency with the county's development policies.

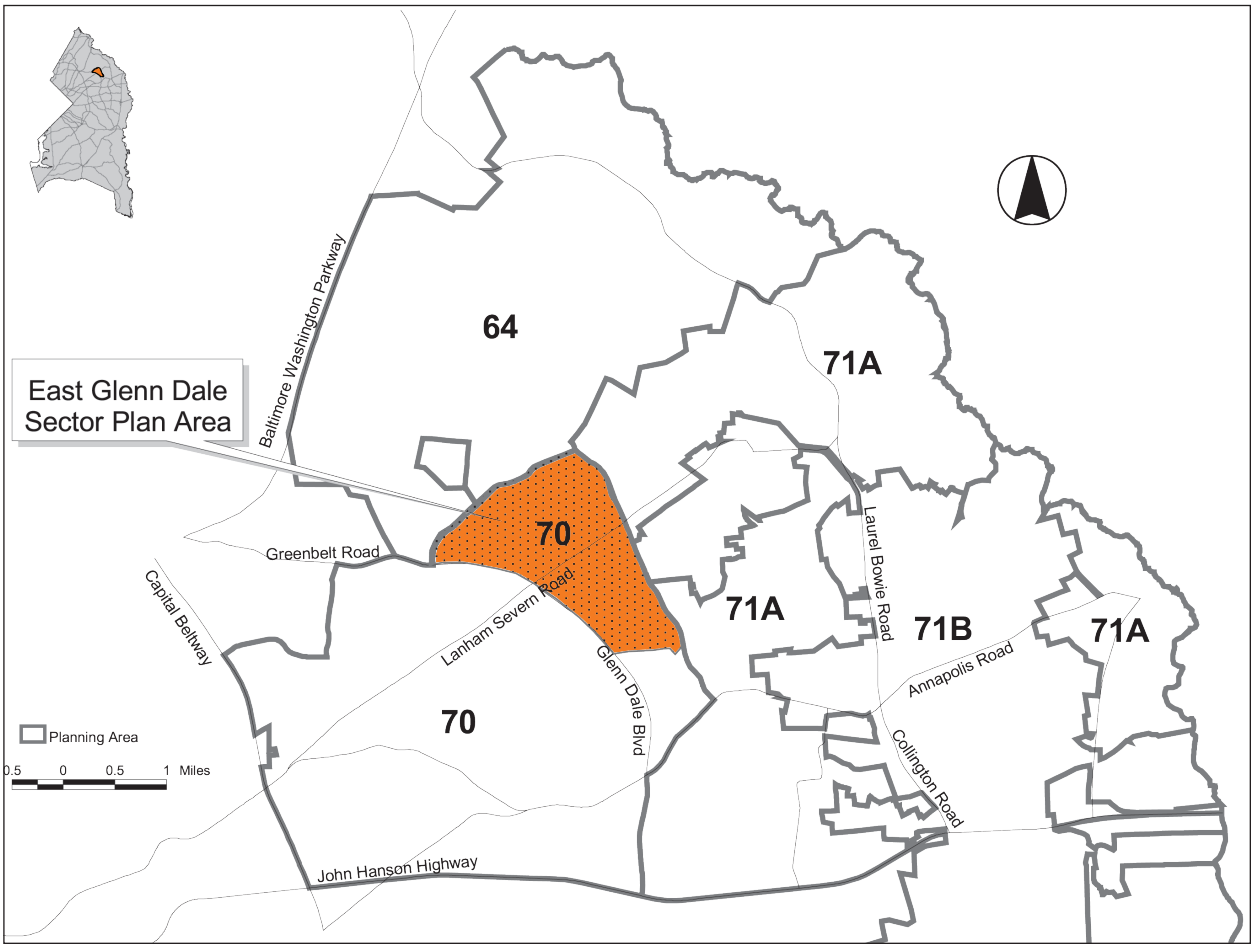
- To amend the zoning map to implement the land use recommendations through a sectional map amendment.
- To set policies that will guide future development in the sector planning area.

Planning Area Boundary and Regional Setting

The sector plan area (see Map 1) is part of the Glenn Dale-Seabrook-Lanham planning area (Planning Area 70) and is bounded on the north by Good Luck Road, on the east by Springfield Road and Hillmeade Road, on the south by Daisy Lane, and on the west by Glenn Dale Boulevard (MD 193). The sector plan area abuts the Bowie planning area (Planning Areas 71A and 71B) to the east and the Beltsville Agricultural Research Center/Patuxent Wildlife Research Center planning area (Planning Area 64) to the north (see Map 2). The sector plan area goes beyond these geographic boundaries and addresses areawide issues such as floodplain, wetlands, transportation, trails, and parkland.



Map 1. Sector Plan Boundary



Map 2. Sector Plan Regional Setting

Relationship to Other Plans and Policies

2002 General Plan

The 2002 *Prince George's County Approved General Plan* designates three policy tiers, each with unique characteristics and opportunities: the Developed Tier, the Developing Tier, and the Rural Tier. The East Glenn Dale sector plan area is within the Developing Tier. The vision for the Developing Tier is to maintain a pattern of low- to moderate-density suburban residential communities. The sector plan area includes a portion of the University Boulevard (MD 193) Corridor, one of the seven corridors where the 2002 General Plan recommends more intensive development and redevelopment. This one-mile-long section of the University Boulevard (MD 193) Corridor is located between Good Luck Road and Lanham-Severn Road (MD 564).

The East Glenn Dale sector plan proposes an amendment to the 2002 General Plan to add a node to the MD 193 Corridor in the vicinity of the intersection of MD 193 and MD 564. The 2002 General Plan promotes development and redevelopment of higher-intensity residential and nonresidential mixed use at appropriate locations along key transportation routes. This development should occur at local centers and other appropriate nodes within one-quarter mile of major intersections or transit stops along the corridor, in concert with existing and planned investments in public infrastructure.

1993 Glenn Dale-Seabrook-Lanham and Vicinity Master Plan and Sectional Map Amendment

The 1993 *Approved Master Plan and Sectional Map Amendment for Glenn Dale-Seabrook-Lanham and Vicinity (Planning Area 70)* generally recommends suburban-estate residential use and zoning (R-E Zone) for the residential areas north of the Amtrak railroad tracks and low-suburban residential use and zoning (R-R Zone) for the residential areas south of the Amtrak railroad tracks. Although the master plan recognizes the existing Glenn Dale Golf Course as a private open space use, the property was placed in the R-R Zone because the area surrounding the golf course was in the R-R Zone.

The 1993 master plan recommends the retention of the existing employment areas with limited expansion. It identifies three employment areas in the East Glenn Dale sector plan area: (1) Glenn Dale Business Campus and vicinity, (2) Holliday-Tyler printing plant, and (3) other properties along the railroad tracks.

The master plan contains goals, objectives, concepts, recommendations, and guidelines for the environmental envelope, circulation and transportation, living areas, commercial areas and activity centers, employment areas, public facilities, parks and recreation, historic preservation, and urban design. The East Glenn Dale sector plan reexamines the 1993 master plan to develop growth management recommendations for future development/redevelopment in the sector plan area.

1992 Maryland Economic Growth, Resource Protection and Planning Act

This legislation was enacted to encourage economic growth, limit sprawl development, and protect the state's natural resources. It establishes consistent general land use policies to be locally implemented throughout Maryland. These policies are stated in the form of eight visions:

1. Development is concentrated in suitable areas.
2. Sensitive areas are protected.
3. In rural areas, growth is directed to existing population centers and resource areas are protected.
4. Stewardship of the Chesapeake Bay and the land is a universal ethic.
5. Conservation of resources, including a reduction in resource consumption, is practiced.
6. To assure achievement of one through five above, economic growth is encouraged and regulatory mechanisms are streamlined.
7. Adequate public facilities and infrastructure under the control of the county or municipal corporation are available or planned in areas where growth is to occur.
8. Funding mechanisms are addressed to achieve these visions.

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

1997 Smart Growth and Neighborhood Conservation Act

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

In 1997, the Maryland General Assembly enacted a package of legislation collectively referred to as the Neighborhood Conservation and Smart Growth Initiative. The Maryland Smart Growth program has three basic goals: to save valuable remaining natural resources, to support existing communities and neighborhoods, and to save taxpayers millions of dollars in unnecessary costs for building infrastructure to support sprawl. A significant aspect of the initiative is the Smart Growth Areas legislation, which requires that state funding for projects in Maryland municipalities, other existing communities, and industrial and planned growth areas designated by counties will receive priority funding over other projects. These Smart Growth Areas are called Priority Funding Areas.

Public Participation

The public participation program for this sector plan is summarized in Table 1. Community involvement began with the public forum held on January 13, 2005. There were approximately 160 attendees; 18 persons signed up to speak on issues, and 31 written letters were received as part of the forum record. The District Council approved the goals, concepts, guidelines, and the public participation program for the preparation of the sector plan on February 22, 2005. On March 9 and March 16, 2005, two communitywide planning workshops were held at the Glenn Dale Fire Station–Company 18. On April 6, 2005, the results of the previous two workshops were presented in a public meeting held at DuVal High School. In addition to community workshops, interviews with major landowners, developers, public officials, and civic association leaders were conducted on specific land use and zoning issues. All community workshop results were posted on the M-NCPPC web site.

Table 1
Public Participation Program

Public Participation Events	Approximate Number of Participants	Schedule
Public Forum	160	January 13, 2005
Planning Workshop 1—Prospect Hill Road Community	50	March 9, 2005
Planning Workshop 2—Northern Avenue Community	40	March 16, 2005
Planning Workshop 3—A Wrap-up Session	60	April 6, 2005
Major Landowner, Developer, Public Official, and Civic Association Leader Interviews	6	February to April 2005

Planning Area Profile

The sector plan area contained 3,051 residents and 1,114 dwelling units in 2000. It is forecasted to have 3,128 residents and 1,136 dwelling units in 2005, and 4,001 residents and 1,439 dwelling units in 2025. There were approximately 6,600 jobs in the sector plan area in 2004.

Table 2 shows the 2000 census data for racial composition in the sector plan area. About 60 percent of the population was black. About 31 percent of the population was white. About 3 percent of the population was Hispanic or Latino.

Table 2
2000 Census Racial Composition

Racial Composition	Population	Percent of Total
White	947	31
Black	1,816	60
Others	288	9
TOTAL	3,051	100
Hispanic or Latino (not a race)	80	3

The sector plan area is located within and adjacent to affluent residential communities with much higher average household income than that of the county. It contains very high-quality and expensive single-family housing. Figures 1 and 2 exhibit median household income and owner-occupied house value for the sector plan area as compared to the county in 1990 and 2000, respectively. The sector plan area median household income is approximately $85,000, which is almost 52 percent higher than the county's median household income level. The sector plan area median house value is approximately $200,000, which exceeds that of the county by more than 30 percent.

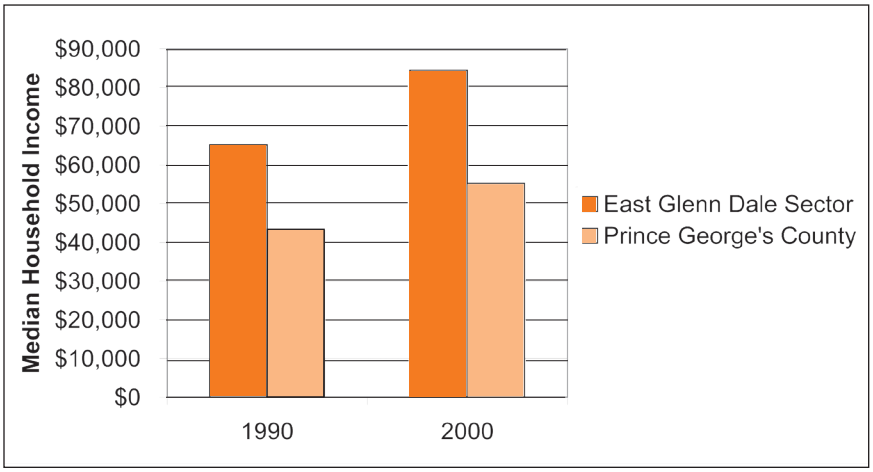


Figure 1. Household Income Comparison

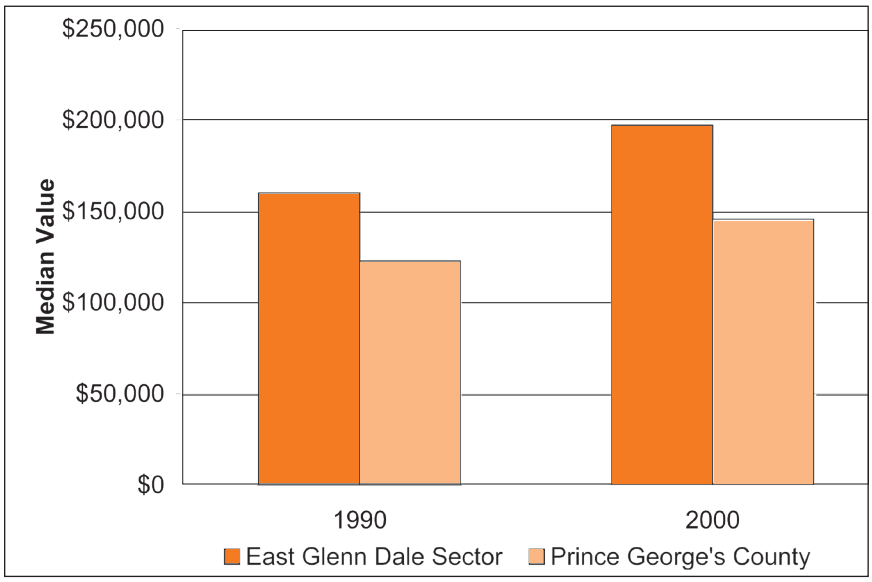
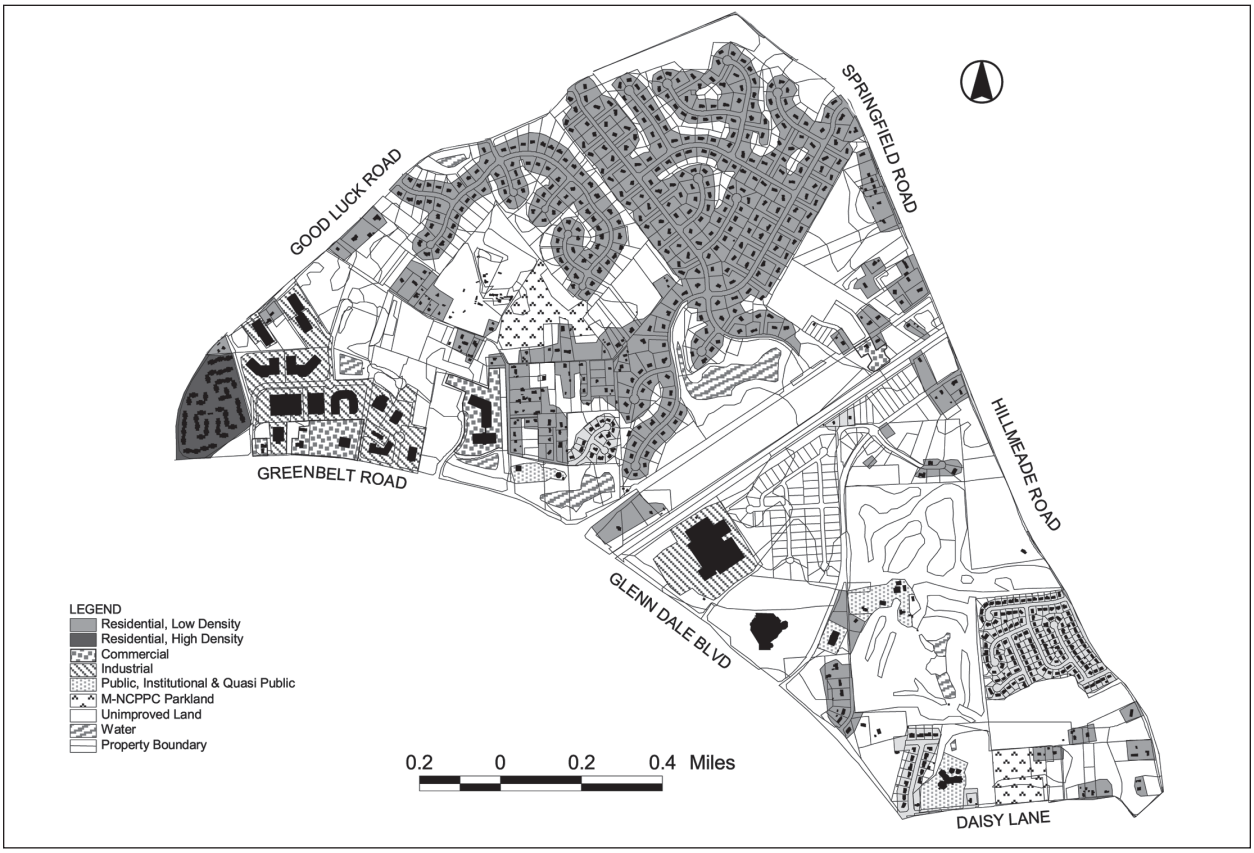


Figure 2. Owner-Occupied House Value Comparison

Existing land uses for the sector plan area are shown on Map 3. Table 3 shows existing land use and development. Residential development occupies 60 percent of the total land area; 848 acres have low-density residential development and 21 acres have medium-density residential development. Most of the 38 acres of office, employment, commercial retail, service, and recreation uses are located in the Glenn Dale Business Campus and vicinity.



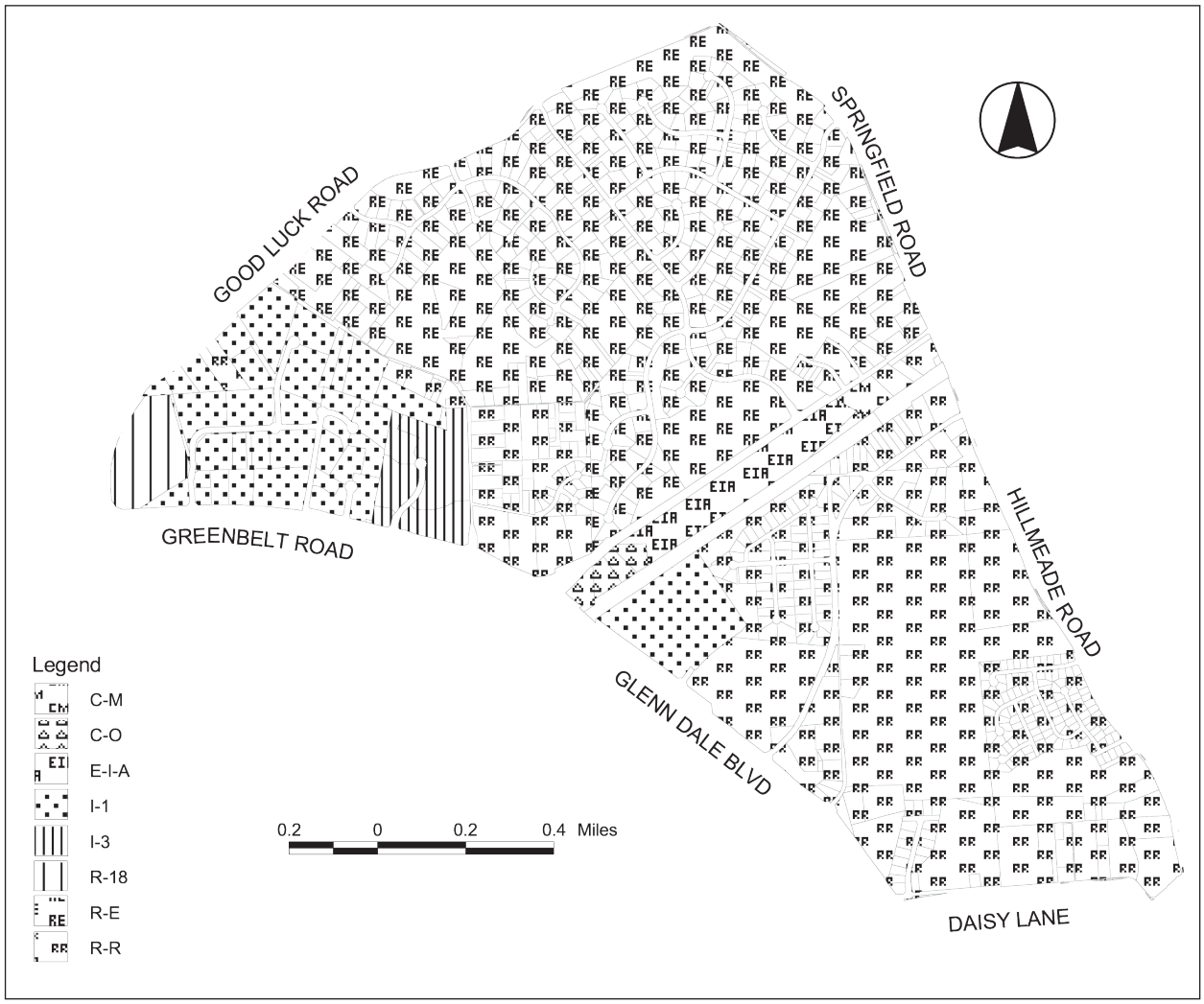
Map 3. Land Use and Development as of 2004

Table 3 Land Use and Development as of 2004		
Existing Land Use	**Acres**	**Percent**
Vacant	180.7	12
Residential Low-Density	848.8	58
Residential Medium-Density	21.3	2
Commercial Retail, Service and Recreation	2.5	0
Commercial Office	6.2	0
Industrial/Employment	29.7	2
Public, Institutional and Quasi-Public	46.1	3
M-NCPPC Parkland	36.0	3
Private Open Space	124.8	9
Right-of-Way	167.9	11
TOTAL	1,464.0	100

Public, institutional, and quasi-public uses include acreage used by religious facilities and the county or state public agencies. Total uses in this category add up to 46.1 acres (or three percent of the total area.) The Glenn Dale Golf Course, comprising approximately 125 acres, is classified as a private open space use.

Map 4 and Table 4 show zoning prior to the sectional map amendment approval for the sector plan area. The sector plan area is zoned with a mix of residential, commercial, and employment zones. Residentially zoned land comprises almost three-quarters or 72 percent of the total area, including the golf course, which has not been developed for residential use. The R-E (Residential Estate) Zone and the R-R (Rural Residential) Zone are the dominant residential zones in the sector plan area. Commercial and employment zoning is applied to 16 percent of the total area and includes the C-O (Commercial Office), the C-M (Commercial Miscellaneous), the I-1 (Light Industrial), the I-3 (Planned Industrial), and the E-I-A (Employment and Industrial Area) Zones. The E-I-A Zone is a Comprehensive Design Zone involving a three-phase site plan review process, which may result in specific density or intensity increments being added to a base density in return for the provisions of certain public benefits.

Table 4 Zoning Prior to the SMA Approval (3/28/06)		
Existing Zoning	**Acres**	**Percent**
R-E (Residential Estate)	532.8	36
R-R (Rural Residential)	517.3	35
R-18 (Multifamily Medium Density)	21.2	1
C-O (Commercial Office)	8.4	1
C-M (Commercial Miscellaneous)	3.9	1
I-1 (Light Industrial)	152.0	10
I-3 (Planned Industrial)	32.7	2
E-I-A (Employment and Industrial Area)	27.8	2
Right-of-Way	167.9	12
TOTAL	1,464.0	100



Map 4. Zoning Prior to the SMA Approval (3/28/06)

Introduction

The 2002 *Prince George's County Approved General Plan* designates three policy tiers, each with unique characteristics and opportunities: the Developed Tier, the Developing Tier, and the Rural Tier. The East Glenn Dale sector plan area is within the Developing Tier and includes a segment of the University Boulevard (MD 193) Corridor, one of the seven corridors recommended in the 2002 General Plan for more intensive development and redevelopment. The segment of the University Boulevard Corridor within the sector plan area is located between Good Luck Road and Lanham-Severn Road (MD 564).

Developing Tier and the MD 193 Corridor

Vision

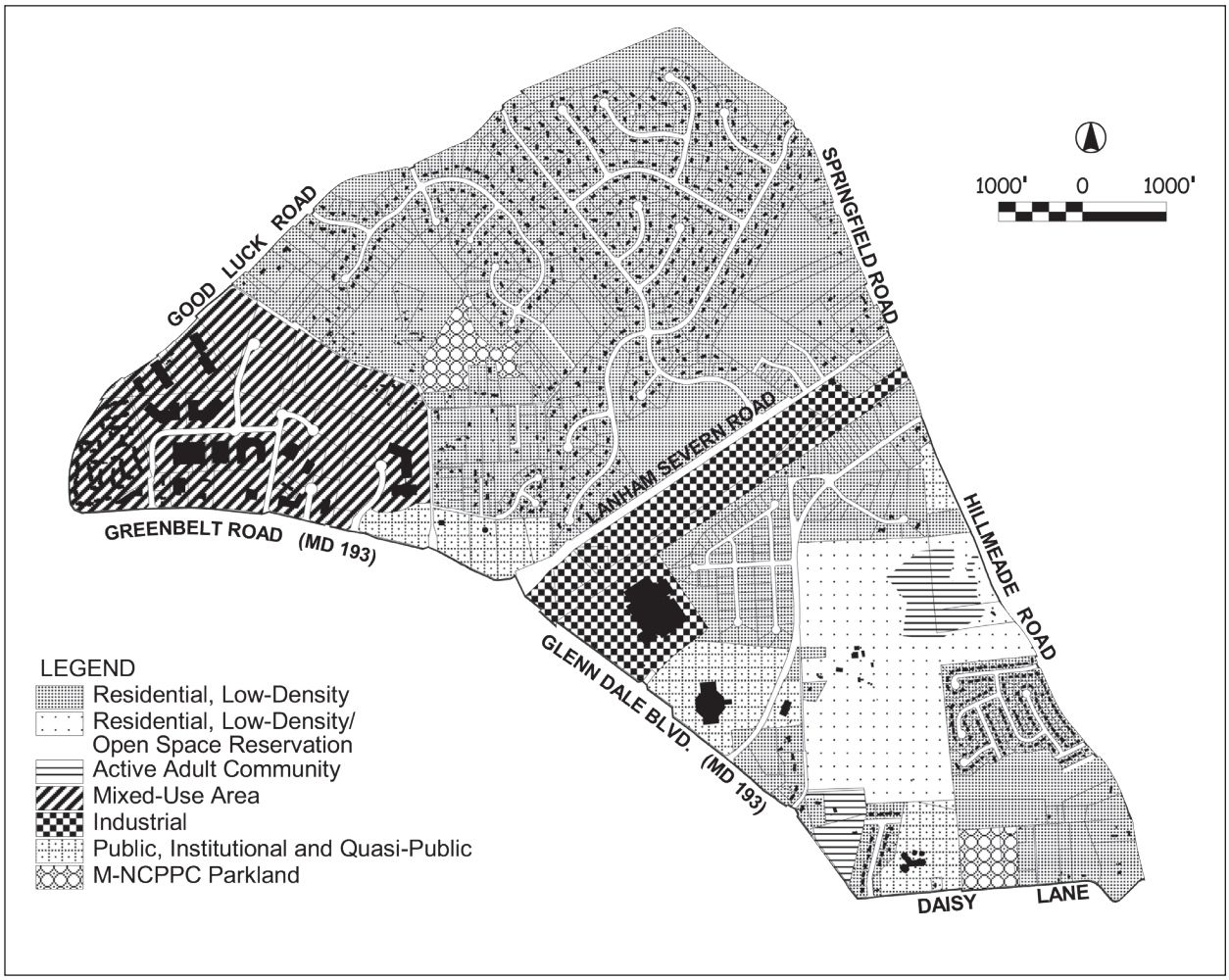
The General Plan's vision for the Developing Tier is to maintain a pattern of low- to moderate-density suburban residential communities, distinct commercial centers, and employment areas that are increasingly transit serviceable. The vision for corridors in the Developing Tier is mixed residential and nonresidential uses that are community-oriented in scope at moderate densities and intensities. This development should occur at local centers and other appropriate nodes within one-quarter mile of major intersections or transit stops along the corridor.

Background

The entire sector plan area is located in the Developing Tier. It contains approximately 1,464 acres or 2.29 square miles. The only large subdivision developed in the 1970s is Hillmeade Manor on the west side of Hillmeade Road. The bulk of suburban expansion for the sector, such as the Wingate and Forestgate subdivisions, did not occur until the early 1990s. The residential areas south of the railroad tracks are generally low-suburban density subdivisions in a moderate- to large-lot pattern. The residential areas north of the railroad tracks are rural in nature with lot sizes generally larger than those to the south. The Glenn Dale Woods Apartments, located at the northeastern corner of the MD 193/Good Luck Road intersection, is the only multifamily development in the area. About 115 acres of land, or 11 percent of all residentially zoned land, have not yet been subdivided. In the nonresidential category, there are 90 acres of land, or 40 percent, that have not yet been subdivided.

The employment uses in the sector plan area are primarily located within the Glenn Dale Business Campus and vicinity and account for a total of 1,038,000 square feet of office, research and development, and warehouse uses. Enhanced by landscaping and good maintenance, this area is an attractive employment center. Another significant employment use, known as the Holliday-Tyler printing plant (containing 316,000 square feet of office and warehouse space), is located on the south side of the Amtrak railroad tracks and east of Glenn Dale Boulevard. The strip of land between MD 564 and the railroad tracks is largely undeveloped, except at the northeastern end of this strip where there is a towing and salvage yard and a few single-family detached houses.

The development pattern concept is to retain and enhance existing high-quality residential development and to allow compatible uses in selected areas only if development is compatible with surrounding neighborhoods and does not overburden existing public facilities. Three focus areas of particular importance to the success of meeting the goals of this plan have been identified and are addressed in separate sections of this chapter. These focus areas are (1) the area between Prospect Hill Road and Daisy Lane, (2) the area between MD 564 and the railroad tracks, and (3) Glenn Dale Commons. The approved land uses are shown on Map 5.



Map 5. Approved Land Use

MD 193 is a General Plan-designated corridor where more intensive development and redevelopment should be encouraged. The sector plan segment of MD 193 should continue as a corridor because it is part of a key transportation route with railroad tracks that can be used for future transit. There is good potential for transit-oriented development, particularly at the Glenn Dale Commons and the Goddard Space Flight Center–NASA employment center, which is adjacent to the planning area boundaries.

Goals

- Maintain low- to moderate-density land uses for the sector plan area and a mix of community-oriented uses for the University Boulevard (MD 193) Corridor recommended by the 2002 General Plan.
- Provide for compact, planned employment development in the area between MD 564 and the railroad tracks.
- Sustain existing suburban, high-quality residential neighborhoods.
- Preserve and enhance environmentally sensitive areas.
- Increase transit ridership.
- Balance the pace of development with the ability of the public sector to provide adequate transportation and public facilities.

Policy 1: Encourage new residential development to retain and enhance the existing character of the sector plan area.

Strategy

- Encourage utilization of alternative development techniques under zoning and subdivision regulations, such as cluster development and lot size averaging, to preserve the existing estate residential character and environmental settings along Hillmeade Road and Springfield Road and the perimeter of an undeveloped tract. The techniques of cluster development and lot size averaging are summarized as follows:
  - A cluster subdivision is basically one in which a number of residential lots are grouped or clustered, leaving some land undivided for permanent open space. Generally, the same number of lots or dwelling units permitted under conventional subdivision procedures is clustered on smaller-than-usual lots, but the land that is saved from development may provide estate residential setting and character. Cluster development for single-family detached dwellings is allowed in the R-R (Rural Residential) Zone.
  - Lot size averaging is a procedure whereby the subdivision of land yields net lot areas, which vary within a subdivided tract, but maintain the density normally permitted. Lot size averaging is allowed in both the R-R Zone and the R-E (Residential Estate) Zone. The actual requirements for the R-R Zone and R-E Zone are as follows:

    R-E: Minimum lot size in general—40,000 square feet
    Minimum net lot size permitted—30,000 square feet
    Maximum number of total lots—gross acreage/40,000 square feet

    R-R: Minimum lot size in general—20,000 square feet
    Minimum net lot size permitted—15,000 square feet
    Maximum number of total lots—gross acreage/20,000 square feet

Policy 2: Provide for compatible land uses abutting or adjacent to existing residential development or residential streets.

Strategies

- Mixed-use development should include residential units abutting or adjacent to existing residential development on Northern Avenue. The architectural style, materials, and design should be similar to the existing high-value housing communities.
- Prohibit direct access onto residential streets from future nonresidential development.
- Establish design guidelines for the undeveloped parcels at the Glenn Dale Business Campus to ensure adequate buffers between residential and nonresidential development.

Focus Areas

Introduction

The following sections address three focus areas: (1) the area between Prospect Hill Road and Daisy Lane, (2) the area between MD 564 and the railroad tracks, and (3) the Glenn Dale Commons and vicinity. Each area features a unique vision and goals, policies, and strategies established in the sector plan to achieve these visions.

The Area Between Prospect Hill Road and Daisy Lane

Vision

Land uses in this area that contribute to continuance of the quality of life in the East Glenn Dale Sector planning area.

Background

The area between Prospect Hill Road and Daisy Lane consists of the Glenn Dale Golf Course and its surrounding residential development. It contains approximately 360 acres of land bordered by Glenn Dale Boulevard (MD 193) to the southwest, Prospect Hill Road to the west and north, Hillmeade Road to the east, and Daisy Lane to the south. Four existing residential subdivisions located within this sector area are Hillmeade Manor, Prospect Woods, Prospect Hill Estates, and Glendale Facchina Addition. These subdivisions are developed with single-family detached homes generally in lot sizes from one-quarter acre to over one acre. Other single-family detached homes are scattered throughout this area. The houses range from small rural homes to large custom-built homes.

The Glenn Dale Golf Course, also known as the Glenn Dale Country Club, is a privately owned, 18-hole golf course that opened in 1955. Located along Prospect Hill Road, it contains approximately 125 acres of land. A county-designated historic site, known as Prospect Hill and Outbuildings (Historic Site 70-25), is located on the property.

Development plans for single-family detached residential homes on the golf course property were filed in 2003 and 2004. On July 25, 2005, the District Council remanded DSP-04023 for the golf course property to the Planning Board for the following reasons:

"A. The detailed site plan must be substantially revised. The staff report and Planning Board resolution both indicate, in the numerous conditions imposed on the applicant, that it must address many environmental and design issues. The revised site plan must comply with conditions proposed by staff and imposed by Planning Board.

"B. The residential subdivision proposed in this case must be reviewed as part of the East Glenn Dale Sector Plan and Sectional Map Amendment. The sector plan/SMA proceeding is currently under way, the public hearing has been held, the sector plan proposes special treatment for properties affecting and affected by the subject property, and this case should not be approved separately, without regard to the research for and recommendations from the East Glenn Dale comprehensive master plan and rezoning process."

Development of a planned active adult community with luxury residential units may be located on portions of the golf course and on portions of the adjacent Kyle and Scheig properties in order to retain the existing 18-hole golf course.

1. The residential portion of the project shall be located solely within the "development pods" of the project—areas zoned R-18C, primarily located on the Kyle property and the interior of the Scheig property and adjacent golf course.

2. The majority of residential units within the "development pods" shall be located within the Scheig/golf course pod, with a lesser concentration of units located on the Kyle property.

3. Residential development shall be limited to a maximum of 390 dwelling units, all of which shall be "for sale," and none of which shall be rental units, for the project consisting of the Glenn Dale Golf Course, Kyle and Scheig properties. If additional, adjacent properties are included in the overall project, a maximum of 2.5 additional units per acre of additional development would be permitted (based on the amount of acreage added by the adjacent property), but solely within the "development pods."

4. The residential development may include a mix of housing types: (1) single-family attached, (2) townhouse, (3) duplex, (4) quadplex, or (5) multifamily condominiums, pursuant to the regulations of the R-18C Zone. In addition to the golf course, the active adult development should include amenities for the residents, including a multipurpose clubhouse and other recreational opportunities for the community where residents may recreate, relax, and meet with or entertain others. The active adult community may also include an additional facility for residents in an assisted living complex. The units of any such additional facility shall be included in, and shall not be in addition to, the 390-unit maximum permitted. No residential or other structure shall be more than four stories in height.

5. Pursuant to federal regulations, at least 80 percent of the dwelling units in the planned active adult community must be occupied by at least one person at least 55 years of age. Covenants setting forth the minimum age of the residents and the minimum occupancy percentage of such residents

shall be submitted with the application and shall be filed in the land records at the time the subdivision plat is recorded. No change in the minimum age shall be permitted, unless both the covenants and the site plan have been amended.

6. At the time of subdivision plan and plat approvals, protective covenants or no less binding conservation easements shall be recorded on the golf course portion of the development project to retain the open space character of the property in perpetuity (and in any event, for no less than 30 years from the date of recordation), while allowing the golf course owner/operator to improve and/or expand the golf course and banquet facilities on the property.

The Holy Trinity Episcopal Day School property, 18 acres on Daisy Lane, has an approved site plan for the school, a plan showing setbacks, and tree conservation in accordance with R-R Zone requirements. Notwithstanding changes to the zoning map for this property, to change the R-R classification to a zoning district of lower density, the private school use and site plan are hereby approved, and the site plan for the school may be amended for future school uses, applying R-R Zone setback and tree conservation requirements.

Goals

- Land use that is compatible with high-quality, rural and estate residential development found in the existing community.
- Land use that preserves open space, wooded parkland, recreational uses, trails, and the park-like character of local roads.
- Land use that is consistent with the property owners' legal rights to a fair return on their investment.
- Land use that maintains the quality of life in the Glenn Dale community.

Policy: Support land uses that enhances and preserves the existing community character and provides active and passive recreational opportunities for the homeowners or the public.

Strategies

- Maintain and improve current uses, with attention to preservation of open spaces, archeological areas, heritage sites, and historic vistas.
- Adjust zoning designation for all properties within this sector area via the sectional map amendment to be compatible with lot sizes except the areas proposed for an active adult community.
- An open space reservation to protect the existing Glenn Dale Golf Course shall be established except the small portion of the existing site proposed for an active adult community.

The Area Between MD 564 and Railroad Tracks

Vision

A comprehensively planned attractive, wooded, low-density employment and commercial area and limited low-density single-family residential development.

Background

The 1993 *Approved Master Plan and Sectional Map Amendment for Glenn Dale-Seabrook-Lanham and Vicinity (Planning Area 70)* recommends employment, residential, and commercial land use in the strip of land between MD 564 and the railroad tracks. Residential use is limited mainly because the railroad and MD 564 adversely impact the site in terms of noise and pollution.

The land area of this strip is approximately 48 acres. The main property within the strip contains approximately 24 acres and is currently in the E-I-A (Employment and Institutional Area) Zone, a Comprehensive Design Zone that would permit nonretail employment and institutional uses such as medical, office, religious, educational, recreational, and governmental. The District Council rezoned the subject property from the R-R Zone to the E-I-A Zone on March 27, 1990, through a piecemeal rezoning application (A-9665C). The site contains woodlands. Any future development on this strip should pay special attention to tree conservation and the provision of landscape trees.

Northeast of the 24-acre property zoned E-I-A is a 4.3-acre property zoned C-M (Commercial Miscellaneous) currently in use as a towing and salvage yard. Northeast of the towing and salvage yard is a 6.8-acre property zoned R-R (Rural Residential).

Goals

- Apply architectural and site design principles to ensure quality development that does not have an adverse impact on the character in this area.
- Protect MD 564 and Wingate Drive from adverse impacts generated by potential development in this area.
- Integrate open space and conservation areas within the employment area.

Policy: Encourage high-quality site and building design and prohibit uses that are not compatible with the surrounding community.

Strategies

- The following design guidelines should be considered when preparing and evaluating detailed site, conceptual design, and specific design plans:
  - Preserve as much tree coverage and natural vegetation as possible.
  - Provide coordinated amenities, such as benches, trash receptacles, bus shelters, lighting, and bike racks, of similar design on internal streets, streetscapes, walkways, parking lots, and landscaped areas.
  - Construct a gateway and an entryway with attractive materials, lighting, and landscape at the two access points onto MD 564.
  - Install pedestrian lighting along walkways, parking lots, and bus or transit stops.
  - Provide public spaces such as squares, plazas, and fountains as focal points, wherever possible.
  - Incorporate landscaping buffers or earth berms between development and roadways and railroad tracks.
  - Provide bus stops with shelters.

- Locate utilities underground wherever possible.
- Connect any possible future MARC station in the vicinity with a continuous pedestrian linkage to any employment or residential development.
- Require the development in this site to be primarily low- to mid-rise (two- to four-story) buildings.
- Prohibit any new service-commercial uses to be located in this area.

Glenn Dale Commons and Vicinity

Vision

Glenn Dale Commons and vicinity is envisioned to be a mixed-use, pedestrian-friendly community with vertical and horizontal mixed-use development including retail, office, residential, employment, live/work spaces, restaurant, and entertainment uses. It will draw customers and local residents to high-end stores, outdoor cafes, and quality restaurants. The community will include low- to mid-rise condominiums.

Background

Glenn Dale Commons and vicinity is defined by its boundary: MD 193 to the south, Aerospace Road to the west, Northern Avenue to the north and east, and including Eastgate Shopping Center to the south, all within the University Boulevard Corridor. To create a fully integrated community, the redevelopment of this area should include the existing Glenn Dale Woods Apartments and other scattered residentially zoned properties within the area bounded by Northern Avenue to the east and north, Good Luck Road to the west, and MD 193 to the south. It consists of approximately 204 acres of land, of which 98 acres have been developed with office, research and development, and retail uses, and the balance is either undeveloped or developed with single-family detached residential uses. In the first quarter of 2005, the vacancy rate for Glenn Dale Commons and vicinity was very high; it had jumped to 69 percent from 15 percent for the third quarter of 2002 (see Figure 5). The total vacant building square footage was 325,866 in the first quarter of 2005. A local developer, who owns approximately 90 acres, of which 85 percent is currently vacant, has expressed interest in developing a residential component including a diversity of housing styles, thereby creating an overall balanced mixed-use community, which is anticipated to include 796,481 square feet of office, 103,684 square feet of retail, and a residential component to complement these retail and employment uses. Development should target the active adult and/or assisted living community as a large portion of its residential component, rather than retaining all existing office/employment uses. The residential component should not exceed 662 units of senior/active adult housing (70 percent age restricted and, if permitted in the future, 30 percent assisted living), which may take the form of any and/or all single-family detached, single-family attached and/or multifamily dwelling types; 102 condominium buildings containing 204 two-over-two condominium dwelling units, 14 town homes including one dwelling unit to be used as an activity center/meeting room, and 74 single-family detached residences. The proposal, a mixed-use community, could result in the demolition of some existing structures to allow future residential/mixed-use redevelopment on this site.

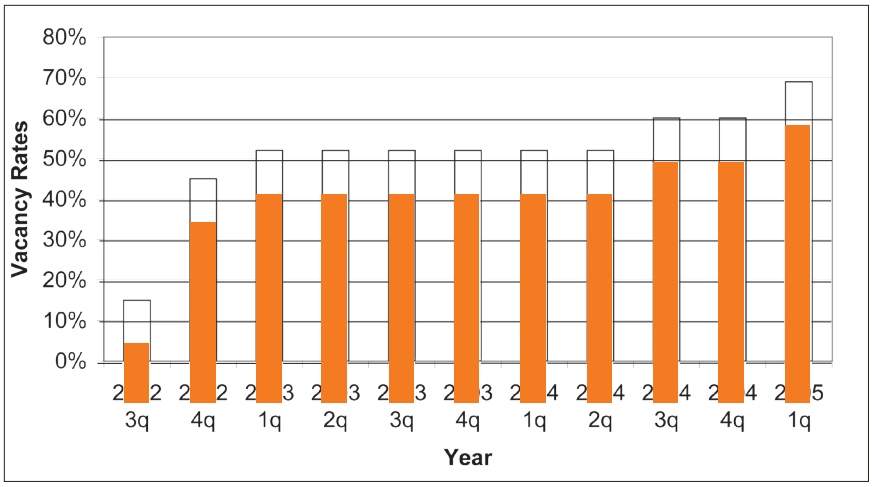


Figure 3. Vacancy Rates in Glenn Dale Business Campus and Vicinity
Source: Prince George's County Planning Department, 2005.

Goals

- Create a pedestrian-friendly, mixed-use environment.
- Protect the semirural, residential character of Northern Avenue from the redevelopment of Glenn Dale Commons and vicinity by placing single-family detached residences next to Northern Avenue.

Policy: Promote residential-oriented, multiple-use development.

Strategies

- Encourage a mixture of residential, office, and live/work uses for the site utilizing a suitable mixed-use zone at the time of development and/or redevelopment.
- Provide a balanced, infill residential community to complement the existing commercial/retail uses.
- Ensure that development proposals are of high quality and conform to the following development guidelines:
  - Integrate residential and commercial development to create and facilitate an environment to ensure the interaction between the uses, which includes improving the existing intersection of Mission Drive and MD 193 to create a pedestrian accessible community and by lining the community with continuous walking paths.
  - Create a consistent build-to line that frames the streets and provides a comfortable sense of enclosure for pedestrians.
  - Provide streetscape amenities such as street trees and wide sidewalks accented with special paving materials, landscape buffer/planting strips between street and sidewalk, pedestrian-scaled lighting fixtures, and street furnishing such as benches, trash receptacle, and bike racks.
  - Create pedestrian plazas.
  - Use high-quality, durable, and attractive materials with appropriate pedestrian-scaled architectural detailing in the design of all buildings.

- Ensure that parking lots and structures are sufficiently screened from public view or designed to be visually unobtrusive and allocate parking lots or garages at the site's perimeter.
- Provide high-quality signage.
- Use public art such as fountains, statues, sculptures, walkways, medallion insets, and other features to highlight the special nature of the area, including enhancing the existing private stormwater management pond located at the corner of Hubble Drive and Aerospace Road with additional contiguous green area, continuous trails/piers, water features, and a gazebo, in order to provide an attractive community amenity.
- Locate new utility lines underground, wherever possible.
- Provide minimum 60-foot landscaped buffers between the proposed community and Northern Avenue. The buffer shall be measured from the public utility easement along Northern Avenue and shall be located within the proposed development site.
- Provide minimum 75-foot building setbacks within the proposed development site measured from the public utility easement along Northern Avenue.
- Develop a gated/fenced residential community at the northwest intersection of Hubble Drive and Aerospace Road, with high-quality amenities, such as a health club, within its confines.
- Provide temporary classroom space in an existing building (possibly Greentech III at 10261 Aerospace Road) by lease or otherwise to the school system for up to five years with subsidies/incentives as agreed upon between the owner and the Board of Education.

Environmental Infrastructure

Vision

The environmental infrastructure is an interconnected system of public and private lands that contains significant areas of woodlands, wetlands, wildlife habitat, and other environmentally sensitive areas with minimal intrusions from land development and light and noise pollution.

Background

The designated green infrastructure network is based on the network developed for the 2005 *Approved Countywide Green Infrastructure Plan*. The strategies of the *Approved Countywide Green Infrastructure Plan* state the boundaries of the network should be refined during the preparation of a master plan or sector plan to reflect areas of local significance and should consider additional opportunities for connectivity with other environmental elements. There are no countywide-designated special conservation areas (SCAs) within the sector plan area. However, two SCAs are in the vicinity of the sector plan area: the Beltsville Agricultural Research Center (BARC) to the north and the Patuxent Research Refuge to the northeast. Both properties are federally owned.

Residential development is the primary land use and office/industrial uses are the secondary land use in the sector plan area. The latter land uses are mostly concentrated in the northwest portion of the sector plan area. The percentage of woodland coverage in the year 2000 was approximately 40 percent. The sector plan area is in the Folly Branch watershed of the Patuxent River basin. The water quality in the Folly Branch has a very poor rating, and the habitat rating is also poor based on biological assessments of major watersheds by the Department of Environmental Resources. Subdivision plan review ensures regulated areas are protected by the Patuxent River Primary Management Areas. Regulated areas include streams and adjacent 50-foot-wide stream buffers; wetlands and 25-foot-wide wetland buffers; 100-year floodplain; certain adjacent slopes; and special habitat areas. Two sources of traffic noise generators have been identified: MD 193 and MD 564. The existing railroad tracks also generate episodic noise impacts from the trains that travel daily through the sector plan area.

Goals

- Preserve and enhance an interconnected network of woodlands and green space by maintaining open spaces and other appropriate land uses.
- Protect the natural environment and wetlands to the fullest extent possible.
- Provide protection from noise impacts, where appropriate.
- Address issues of flooding and stormwater management.

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

Strategies

- Use the designated green infrastructure network to identify opportunities for environmental preservation and restoration during the development review process, such as a detailed site plan review.
- Target public land acquisition programs within the designated green infrastructure network in order to preserve, enhance, or restore essential features and special habitat areas.
- The *Approved Countywide Green Infrastructure Plan* should be used to identify network gaps and infrastructure connectivity should be enhanced where possible.

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

Strategies

- During the development review process, evaluate streams that are to receive stormwater discharge for water quality and stream stability. Unstable streams and streams with degraded water quality should be restored, and this mitigation should be considered as part of the stormwater management requirements.
- Encourage the use of conservation landscaping techniques that reduce water consumption and the need for fertilizers or chemical applications.
- Minimize the number of parking spaces and provide for alternative parking methods, such as decked facilities, that reduce the area of impervious surfaces during all land use projects.

Policy 3: Protect and enhance tree cover within the sector plan study area.

Strategies

- Encourage the planting of trees in all developed areas and established communities to increase the overall tree cover.
- Provide a minimum of ten percent tree cover on all development projects. This can be met through the provision of preserved areas or landscape trees.
- Establish street trees in planting strips designed to promote long-term growth and increase tree cover.
- Establish tree planting adjacent to and within areas of impervious surfaces. Ensure an even distribution of tree planting to provide shade to the maximum amount of impervious area possible.
- Encourage tree planting on development sites to limit areas of impervious surfaces where possible.

Policy 4: Reduce overall energy consumption and implement more environmentally sensitive building techniques.

Strategies

- Encourage the use of green building techniques that reduce energy consumption. New building designs should strive to incorporate the latest environmental technologies in project buildings and site design. As redevelopment occurs, the existing buildings should be reused and redesigned to incorporate energy and building material efficiencies.
- Encourage the use of alternative energy sources such as solar, wind, and hydrogen power. Provide examples of public uses of alternative energy sources.

Policy 5: Reduce light pollution and intrusion into residential and environmentally sensitive areas.

Strategies

- Require the use of full cut-off optic light fixtures for all proposed uses.
- Discourage the use of streetlights and entrance lighting in environmentally sensitive areas except where warranted by safety concerns.

Policy 6: Reduce adverse noise impacts to meet State of Maryland noise standards.

Strategies

- Evaluate development proposals using Phase I noise studies and noise models.
- Provide adequate setbacks for projects located adjacent to existing and proposed noise generators.
- Provide the use of appropriate attenuation measures when noise issues are identified.

Transportation Systems

Vision

Create a comprehensive multimodal transportation network that accommodates transit services, automobiles, pedestrians, and bicyclists. This system of roads, bicycle facilities, sidewalks, trails, and public transportation is integrated with the plan's land use recommendations to encourage a user-friendly system. This multimodal vision is focused on corridors adjacent to the sector plan area with an emphasis on accessibility to these areas from the surrounding communities.

Background

The 1993 *Approved Master Plan and Sectional Map Amendment for Glenn Dale-Seabrook-Lanham and Vicinity (Planning Area 70)* recommended transportation network improvements that, when considered with the recommended land uses, were determined to be necessary to handle through traffic and traffic from the ultimate buildout of land uses within the planning area. Improvements were to be staged over time based upon public funding availability and, as appropriate, the demonstration of need for private

funding through the imposition of the adequate public facilities regulations and level-of-service (LOS) D for the planning area. In recent years, new developments including residential and nonresidential uses in the sector plan area have created traffic congestion along MD 193, Prospect Hill Road, and other local roads. Moreover, citizens are concerned with the Goddard Space Flight Center's approval of the eastern bypass option for Soil Conservation Road and its potential impact. This roadway will be relocated from its existing location along MD 193 to Good Luck Road approximately 2,500 feet north of MD 193.

Roadway Issues

Adequacy of Roadway Facilities: There is a concern that the local roadway network cannot handle the traffic impact of recent developments in the area, along with the potential impact of other projects that have approved plans. Traffic congestion and safety have become major concerns. There is a strong need to avoid exacerbating congestion and safety even further.

Daisy Lane and Northern Avenue: There is a need to improve vehicular and pedestrian safety along these facilities while deterring their use by nonlocal traffic.

Soil Conservation Road Relocation: The impact of this federal roadway project on adjacent roadway facilities needs review with specific attention to vehicular and pedestrian safety in neighboring communities.

There is a need to improve transit links between the sector plan area and adjacent centers and corridors. Such links should be designed to enhance commuter access and use of buses.

Transit Issues

Transit Connections to Nearby Corridors and the Developed Tier: There is a desire to extend rail and bus transit services to create a better link between the sector plan area and other surrounding areas.

Access to Commuter Rail: There is a desire to have a MARC station near the MD 193/MD 564 intersection.

Pedestrian accessibility and the expansion of the trail network have been identified as issues that are important to the residents of the sector plan area. Trails can provide recreational opportunities for residents, while also providing opportunities to make some local trips by walking or bicycling. Pedestrian access to schools, parks, and other community facilities is especially important. Sidewalks and trail connections between adjacent communities can greatly enhance the overall walkability of an area, while bicycle-friendly roads can safely accommodate bicycling for recreation and transportation.

Several trails and bicycle facilities have been completed in the area within the last several years. The Department of Parks and Recreation opened the Washington, Baltimore and Annapolis (WB&A) Trail in fall 2000. This multiuse trail extends from MD 450 in Seabrook to Race Track Road in Bowie and runs through the sector plan area. On-road bicycle facilities have been provided by the State Highway Administration (SHA) along MD 193 and MD 564 and include paved asphalt shoulders, designated bike

lanes, and wide outside curb lanes. Just outside of the sector plan area, the Department of Public Works and Transportation has provided on-road bike lanes and sidewalks along both sides of Bell Station Road between MD 193 and MD 450. SHA is completing the side path along the entire length of the ongoing MD 450 road improvement project. Upon the completion of this project, the MD 450 side path will extend from Forbes Boulevard in Seabrook to Race Track Road in Bowie and provide potential connections to the region of Hillmeade Road.

A variety of facilities are proposed in the preliminary plan. A comprehensive network of sidewalks, park trails, side paths, and bicycle-friendly roadways is proposed. This network will provide accessible recreational opportunities, make for more walkable communities, and also allow residents to make some trips by walking or bicycling. Side paths and on-road bicycle facilities are proposed along many of the major roads in the planning area. These facilities will help to ensure that pedestrians and bicyclists are safely accommodated along area roads. Additional connections to the existing WB&A Trail are proposed. Walkable communities incorporating trail connections between neighborhoods and along sidewalks are recommended. Sidewalks are recognized as a crucial element of walkable communities, and several priority sidewalk corridors are recommended, as are trails in and through neighborhood parks. These trails will provide additional recreational opportunities, as well as connectivity between neighborhoods.

Bicycle, Pedestrian, and Trails Issues

On-Road Sidewalks and Bikeways: There is a desire to provide continuous on-road sidewalks and bikeways along major roads in the sector plan area.

WB&A Trail: There is a desire to provide additional trail connections from the sector plan area to the WB&A Trail.

Goal

- Provide for a comprehensive, multimodal transportation network to support the land use, growth, and development recommendations of this plan.

Roadways

Policy 1: Support the development level recommended by the sector plan with a transportation system that reflects the policy service levels in the 2002 General Plan, while achieving efficient access to residential, commercial, and employment areas with improvements to existing roadways and new roadways, and minimizing dislocation and disruption resulting from the implementation of these recommendations.

Strategies

- Arterials: A divided highway with intersections at grade and with geometric designs and traffic controls intended to expedite the movement of through traffic. Direct access to abutting properties may be permitted, but access is carefully controlled by county regulations and by the statutory authority of the agencies that operate these roadways. Rights-of-way are generally a minimum of 120 feet, where underground drainage is provided.

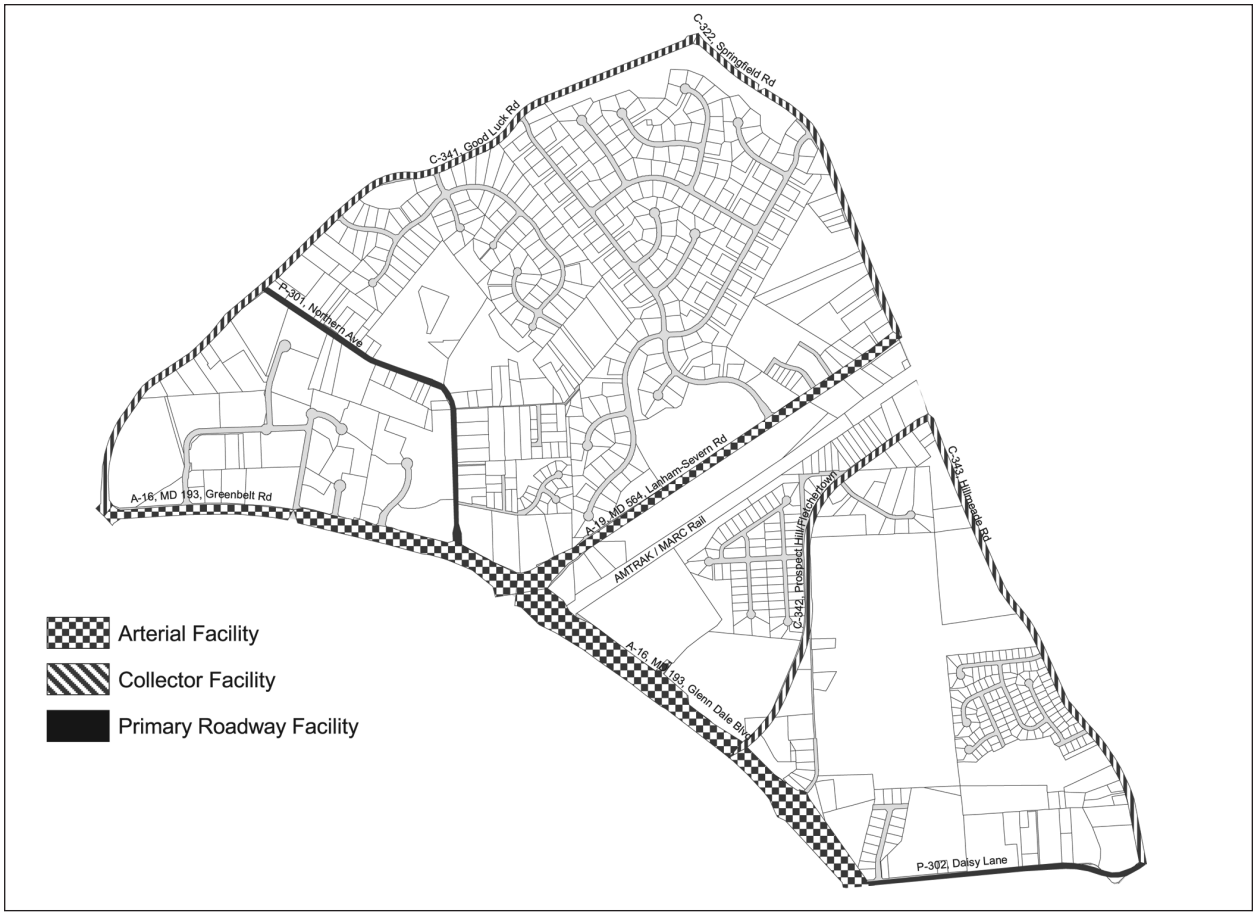
- Widen A-16 (MD 193, Greenbelt Road/Glenn Dale Boulevard) to a six-lane divided facility through the entire sector plan area.
- Widen A-19 (MD 564, Lanham-Severn Road) to a four-lane divided facility through the entire sector plan area.

- Collectors: A multilane or two-lane roadway designed to carry medium-speed traffic between an arterial and internal local streets, to provide access to major traffic generators, and to connect residential neighborhoods to major highway systems. Access to abutting properties is usually permitted. Rights-of-way are generally a minimum of 80 feet, where underground drainage is provided.
  - The following facilities are recommended to be widened to four-lane undivided facilities.
    - C-341 (Good Luck Road) between MD 193 and the proposed relocation of Soil Conservation Road (to be constructed by the federal government).
    - C-342 (Prospect Hill Road) between MD 193 and Hillmeade Road.
    - C-343 (Hillmeade Road) between Prospect Hill Road and Daisy Lane.
  - The following facilities are recommended to be maintained at their current two-lane roadway width with frontage and safety improvements as deemed necessary.
    - C-322 (Springfield Road) between Good Luck Road and MD 564.
    - C-341 (Good Luck Road) between the proposed relocation of Soil Conservation Road and Springfield Road.
- Primary Roadways: These two-lane roadways provide access to, from, and through residential areas and do not provide access to or from commercial areas. On these roadways, the street space is valuable for bicycle and pedestrian movement as well as for vehicular movement. Primary residential roadways have 60-foot rights-of-way regardless of whether open drainage or curb and gutter drainage is utilized. As a means of improving safety for nonvehicular users, traffic calming measures may be considered.
  - The following facilities are recommended to be maintained as two-lane undivided facilities.
    - P-301 (Northern Avenue) between Good Luck Road and MD 193, with a special emphasis on improvement of pedestrian and drainage facilities and retention of existing forested buffers. There shall be no access from adjacent industrial properties onto Northern Avenue.
    - P-302 (Daisy Lane) between MD 193 and Hillmeade Road, with a special emphasis on improving safety and discouraging nonlocal traffic.

This network is summarized in Table 5: Recommended Road Facilities and shown schematically on Map 6.

Policy 2: Maintain the design capacity and traffic flow efficiency of planned roadways and facilitate the safe and orderly movement of traffic as development occurs.

Table 5 Recommended Road Facilities					
Identification	**Name**	**Route Number**	**Limits (W to E and/or N to S)**	**Proposed Right-of-Way (in feet)**	**Proposed Number of Lanes**
A-16	Greenbelt Road/ Glenn Dale Boulevard	MD 193	Good Luck Road to Daisy Lane	120-200	6
A-19	Lanham-Severn Road	MD 564	MD 193 to Springfield Road	120	4
C-322	Springfield Road	County	Good Luck Road to MD 564	80	2
C-341	Good Luck Road	County	MD 193 to Springfield Road	80	2-4
C-342	Prospect Hill Road	County	MD 193 to Hillmeade Road	80	4
C-343	Hillmeade Road	County	Prospect Hill Road to Daisy Lane	80	4
P-301	Northern Avenue	County	Good Luck Road to MD 193	60	2
P-302	Daisy Lane	County	MD 193 to Hillmeade Road	60	2



Map 6. Recommended Road Facilities

Strategies

- Limit and restrict access points onto arterial roads.
- Obtain adequate rights-of-way through direct dedication, where possible, or through other strategies of preservation, such as reservation of rights-of-way through subdivisions, building restriction lines, and parcels dedicated by demand.
- Discourage traffic-intensive development at locations that necessitate direct driveway access adjacent to intersections and/or interchanges.
- Continue the use of adequacy provisions in the county regulations as a means of staging new development. Where subdivisions are approved with off-site transportation conditions, there shall be an emphasis on ensuring that real improvements are made in a timely manner relative to actual development, including confirmation of planned construction timelines at the time of detailed site plan review.

Transit

Policy: Encourage a mass transit system of bus and rail service facilities that provide efficient and user-friendly service to supplement the private automobile. Integrate transit with streets and roadways to ensure that new construction and redevelopment projects in this plan are transit-supportive and will increase transit usage and ridership sufficiently to justify the eventual expansion of major transit services into this portion of the county.

Strategies

- Enhance overall bus service with more routes and schedules in the sector plan area.
- Ensure that bus stops along MD 193 and MD 564 are easily accessible by pedestrians from existing and new development.

Bicycle, Pedestrian, and Trails Facilities

Policy 1: Incorporate appropriate pedestrian-oriented development features in all new development.

Strategies

- Designate Brookland Road, Facchina Lane, Hillmeade Road, and Northern Avenue as priority sidewalk corridors.
- Provide continuous sidewalks and on-road bicycle facilities along Daisy Lane between Hillmeade Road and MD 193.
- Designate MD 193 as a dual bikeway with on-road bicycle facilities and standard or wide sidewalks along both sides.
- Explore the feasibility of a pedestrian crossing of the Amtrak line at Hillmeade Road.
- Require sidewalks along all new roads.
- Incorporate pedestrian safety features such as raised crosswalks, improved lighting, curb bump-outs, and pedestrian signals into new development and redevelopment.

Policy 2: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines.

Strategies

- Designate MD 193 as a dual bikeway, with designated bike lanes and continuous standard or wide sidewalks along both sides. MD 193 is one of the primary east-to-west transportation corridors in the northern portion of Prince George's County and includes many destinations for pedestrians and bicyclists. These bicycle and pedestrian facilities will accommodate people bicycling or walking along MD 193 to commercial areas, office parks, NASA, and between residential communities.
- Continue to implement side paths along roads, as recommended on the plan map. Side paths are recommended along roads, including MD 564, Prospect Hill Road, and Good Luck Road, in conjunction with on-road bicycle facilities.
- Retrofit existing roads and bridges to meet the 1999 American Association of State Highway and Transportation Officials (AASHTO) guidelines to the maximum extent possible.
- Develop on-road bicycle facilities in accordance with the AASHTO Guide for the Development of Bicycle Facilities. Recommendations for on-road bicycle facilities in the sector plan area include Hillmeade Road. On-road bicycle facilities can include designated bike lanes, wide outside curb lanes, and paved shoulders.

Policy 3: Provide new trail connections and improved trail connectivity.

Strategies

- Provide additional trail connections to the WB&A Trail as development occurs along or near the trail.
- Provide a natural surface hiker/equestrian trail along Horsepen Branch linking to M-NCPPC parkland along Daisy Lane. This trail will provide a low impact, natural surface trail along the scenic Horsepen Branch, provide access to M-NCPPC parkland, and access to equestrian facilities in the Bowie area. This natural surface trail is proposed to extend from Daisy Lane Community Park to Highbridge Road (in the Bowie and vicinity area).
- As part of any future development of the Glenn Dale Golf Course, utilize the existing golf cart paths as internal trails to the extent feasible and practical. This is consistent with the previously approved detailed site plan for the site (DSP-04023, condition 1. j). These paths will provide recreational opportunities to residents of any future residential development on the property and improve connectivity between sites in the southern portion of the East Glenn Dale area, including Daisy Lane Community Park.
- Incorporate trails into new subdivisions as development occurs. Provide trail connections between subdivisions and land uses to the extent feasible.
- Provide trails within and through neighborhood parkland. These trails will provide additional recreational opportunities and improve connectivity between neighborhoods.

Public Facilities

Vision

Public facilities serve and promote a more livable community.

Background

There are no public schools, fire and rescue facilities, or libraries located within the sector plan area. Eight schools, four fire and rescue facilities, one police station, and two libraries are located nearby and serve this area.

Goal

- Provide the residents of the sector plan area with public facilities that serve existing and future populations.

Policy 1: Construct the appropriate number of schools to achieve a school system that operates at 100 percent capacity or below in every school.

Strategies

- Expand DuVal High School to provide additional seating capacity. (See FY 2006–2011 Capital Improvement Program [CIP].)
- Readjust school boundaries to create adequacy in seating capacity within the sector plan area.
- Construct the North County High School to alleviate overcrowding issues at DuVal and Bowie High Schools. (See FY 2006–2011 CIP.)
- Renovate the Whitehall Elementary School to provide additional elementary school capacity. (See FY 2006–2011 CIP.)
- Build the Bowie area elementary school to provide additional elementary school capacity. (See FY 2006–2011 CIP.)
- Convert the Samuel Ogle Elementary School into a middle school to mitigate middle school overcrowding issues.

Policy 2: Provide library service that meets the needs of the sector plan area based on county-adopted guidelines for access and location.

Policy 3: Provide police facilities that meet the needs of the community based on the standard for calls-for-service.

Strategy

- Construct a new 25,000-square-foot district police station on a county-owned site adjacent to the Glenn Dale Fire Station (Bell Station Road and MD 193). (See FY 2006–2011 CIP.)

Policy 4: Provide fire and rescue facilities in the sector plan area to meet the travel time standards adopted by the county.

Strategies

- Build the proposed Bowie Fire/EMS facility. (See FY 2006–2011 CIP.)
- Renovate the West Lanham Hills Fire Station. (See FY 2006–2011 CIP.)

Parks and Recreation

Vision

Public parks and open spaces provide recreation, relaxation, and socialization opportunities.

Background

The goals, policies, and strategies governing the planning and provision of park and recreation facilities in the sector plan area are based on the expressed requirements and interests of area residents, sensitivity to the surrounding environment, and the county's commitment to protect and conserve public open space and natural resources.

A parkland needs assessment for the sector plan area and vicinity (shown in Table 6) was conducted for three geographic areas to analyze parkland needs for neighborhood parks (up to 20 acres), community parks (between 20 and 200 acres), and regional parks (more than 200 acres). The three geographic tiers are (1) the sector plan area, (2) the primary analysis area, and (3) the secondary analysis area (see Map 7).

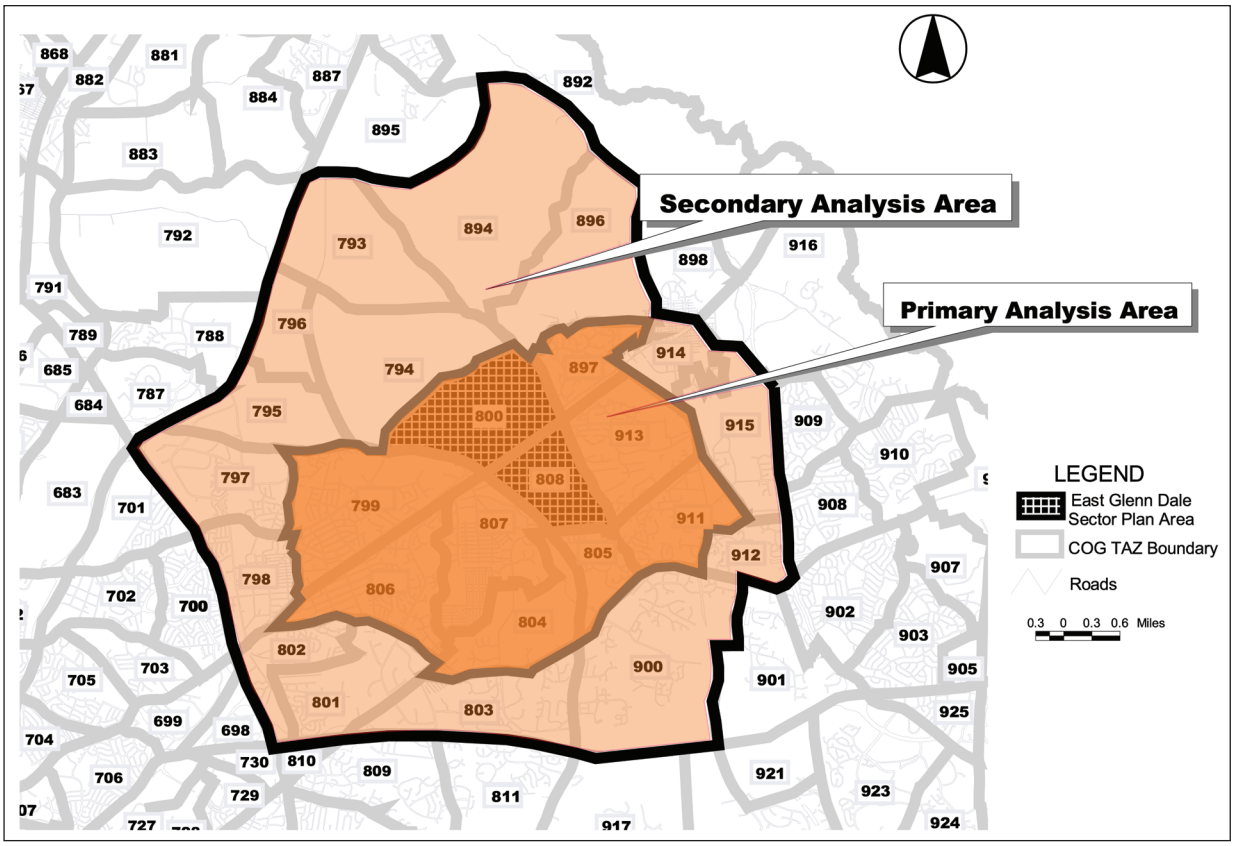
Table 6
Parkland Needs Assessment

Analysis Areas	Existing M-NCPPC Parkland (Acres)	Portions of Public School Acreage (1/3) Counted for Parkland (Acres)	Total Existing Parkland Provided (Acres)	Parkland Needs by 2025 (Acres)	Surplus or (Deficit) Parkland (Acres)
Sector Plan Area	27	0	27	60	(33)
Primary Analysis Area	399	36	435	462	(27)
Secondary Analysis Area	737	66	803	987	(184)

The sector plan area has 27 acres of local parkland and the projected need in 2025, based on a population of 4,001, will be 60 acres of local parkland, a difference of 33 acres.

The primary analysis area contains 399 acres of local parkland and 36 acres of public school properties counted as parkland. This area will need 462 acres of local parkland by the year 2025, based on a population of 30,831, a deficit of 27 acres of parkland.

In the secondary analysis area, there are 737 acres of local parkland and 66 acres of public school properties counted as parkland. Based on a projected population of 65,788, there will be a need for 987 acres of local parkland by the year 2025, a deficit of 184 acres. It should be noted that only one-third of the public school properties is counted as parkland for each analysis area.



Map 7. Parkland Needs Analysis Areas

Park and recreation facilities in the county are divided into six categories.

1. Neighborhood Park and Recreation Areas—includes mini-parks, playgrounds, parks, recreation centers, and park/schools with less than 20 acres. Parks serve residents in the immediate vicinity.
2. Community Park and Recreation Areas—includes community center buildings, parks, recreation centers, and cultural centers between 20 and 200 acres. Neighborhood and community park areas are classified as local parks.
3. Regional Park and Recreation Areas—includes stream valley parks, regional parks (parks with more than 200 acres), cultural arts centers, and service facilities. These facilities serve residents of an entire region within the county.
4. Countywide Park and Recreation Areas—includes river parks, historic sites and landmarks, hiker/biker/equestrian trails, unique natural features, conservation areas, and service facilities. Parks in this category are available to all county residents.
5. Urban Park and Recreation Areas—includes urban parks and urban nature centers that serve county residents with severely limited access to outdoor nature areas.
6. Special Park and Recreation Areas—includes aquatic facilities, ice rinks, golf courses, shooting centers, athletic complexes, equestrian centers, airports, marinas, and reclamation areas. These facilities are available to all county residents.

Goal

- Provide park and recreation acreage that complies with the standards set by the National Recreation and Parks Association, the State of Maryland, and the 2002 General Plan:
  - A minimum of 15 acres of M-NCPPC local parkland (or the equivalent amenity in parks and recreation service) for every 1,000 residents.
  - A minimum of 20 acres of regional, countywide, and special M-NCPPC parks for every 1,000 residents.

Policy 1: Consider acquiring more parkland and open space to meet the parkland deficits shown on Table 6, if funding is available.

Policy 2: Develop existing parkland and trails connections.

Strategies

- Improve the Daisy Lane Neighborhood Park to include a baseball field, a little league field, a youth soccer field, a tot lot, a gazebo, a picnic area, a horseshoe pit, a trail, and a parking lot.
- Design and build parking spaces on the lot adjacent to Dorsey Chapel to relieve the parking situation on Brookland Road.
- Retain Brookland Neighborhood Park as a natural, undeveloped park for passive recreational uses.

Historic Preservation

Vision

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

Background

Historic sites in the East Glenn Dale sector plan area as listed in the 1992 *Historic Sites and Districts Plan* are:

70-25 Prospect Hill—11501 Prospect Hill Road (Glenn Dale Golf Course)

- Circa early nineteenth century and 1940—2½-story brick dwelling, with small Palladian window in gable end, attached to the earlier gambrel-roof dwelling.
- Nineteenth century home of George W. Duvall. The present house was rebuilt in 1940.
- Important group of outbuildings including an early barn and icehouse, which are outside the environmental setting.

70-28 Dorsey Chapel (Brookland M. E. Church)—10704 Brookland Road

- Circa 1900—one-story, frame meeting house-style chapel with gothic-arch windows, turned finial, and ornamental shingle gable front.
- Focal point in the rural African-American community of Brookland, this is the most highly ornamented of the county's African-American Methodist chapels from the turn of the last century.

Goals

- To protect and preserve historic properties in the sector plan area.
- To identify, evaluate, and designate historic resources and historic survey properties that meet the criteria of the Historic Preservation Ordinance.
- To recognize historic properties for their historical, archeological, and architectural significance to the community and county.
- To educate property owners about the history of the area and about appropriate maintenance, conservation, and rehabilitation of their properties.

Policy 1: Protect historic resources in the sector plan area through appropriate planning regulation and enforcement measures by ensuring provisions of the Historic Preservation Ordinance are uniformly implemented.

Strategies

- Encourage stewardship and compatible adaptive reuse of Prospect Hill (Historic Site 70-25), the outbuildings and historic resources.
- Encourage superior quality design of infill development to complement the patterns and architectural styles of Prospect Hill and outbuildings.
- Ensure that planning and zoning regulations encourage retention of historic resource settings and protection from adverse effects of incompatible land uses.
- Ensure building codes are interpreted with sensitivity throughout the permit process through close coordination between the Department of Environmental Resources, Historic Preservation staff, and owners of historic resources.
- Integrate historic sites into the fabric of the sector plan area.

Policy 2: Increase public awareness and appreciation of the area's cultural heritage and, in particular, of Prospect Hill and Dorsey Chapel, the area's two designated Historic Sites.

Strategy

- Expand educational programming on the importance of preserving historic resources:
  - Diversity programming at M-NCPPC-owned historic sites, such as Dorsey Chapel, should appeal to wider audiences and increase the use of these properties as educational and recreational resources.
  - Ensure that Dorsey Chapel (Historic Site 70-28), owned by M-NCPPC, is promoted and interpreted as an important historical and cultural landmark for the African-American community.
  - Investigate whether a historic marker can be added/changed at Dorsey Chapel to recognize the historic association of the cemetery with Dorsey Chapel.

Urban Design

Vision

The East Glenn Dale sector plan area consists of high-quality, attractive, and safe residential communities closely integrated with open space and recreational opportunities and complemented by upscale mixed-use development and attractively designed industrial areas. East Glenn Dale incorporates exemplary urban design, pedestrian- and transit-friendly environments, and civic spaces such as parks and community facilities to create a unique sense of place.

Background

Several commercial and industrial areas within and adjacent to the sector plan area are underutilized, such as the Glenn Dale Business Campus and the strip of land between MD 564 and the railroad tracks. These areas require

special attention to their design and relationship to the largely residential community of East Glenn Dale. Issues with compatibility, design quality, pedestrian and automobile safety, buffering, open space preservation, and infrastructure are key concerns that must be addressed to ensure the community achieves the vision for East Glenn Dale and maintains the character and elements that are important to the citizens.

Goals

- Ensure the protection of residential areas from commercial and industrial encroachment.
- Promote compatible high-quality design, particularly for housing and retail development.
- Improve pedestrian safety and connectivity and provide the necessary infrastructure and urban design elements to create a pedestrian-friendly community.

Policy 1: Preserve and enhance the scenic quality of the sector plan area.

Strategy

- Maintain the scenic character along Northern Avenue and Good Luck Road by providing adequate buffering from the roads and preserving existing woodlands and open space, where possible. Avoid excessively wide roadways and limit the use of paved shoulders.

Policy 2: Ensure that design is high quality and conforms to design recommendations to minimize adverse impacts upon the character of existing residential neighborhoods.

Strategies

- Encourage the highest quality of residential development according to the following guidelines:
  - Maintain the existing pattern of development, particularly in regard to setback, massing, and orientation.
  - Encourage innovative site design techniques in new and infill residential development to respond to the natural characteristics of the site and preserve environmental features.
  - Ensure buildings are appropriately scaled for the site, conform to the proposed land use density, and recognize the adjacent land use and development.
  - Utilize high-quality materials and architectural detailing and provide a variety of housing forms to avoid monotony. Ensure that housing types and models are compatible with the overall character of the neighborhood while maintaining individual identity.
  - Provide attractive landscaping, trees, and public and private open space (such as pocket parks, tot lots, and homeowner association space) to enhance the appearance and environmental character of the community.

- Encourage the highest quality of commercial and industrial development according to the following design guidelines:
  - Provide high-quality, durable, and attractive materials, architectural detailing, signage, pedestrian-scaled lighting, and street furniture, such as benches and decorative trash receptacles, to contribute to a pedestrian-friendly environment. Ensure that lighting fixtures integrate cut-off elements to minimize glare and light pollution.
  - Provide attractive landscaping, buffering, and screening methods to enhance the development and streetscape and to buffer incompatible uses from residential development.
  - Provide infrastructure improvements with all new commercial, office, and residential development, such as constructing sidewalks, curbs, and gutters, and locating utilities underground, where possible.
  - Ensure that parking and loading areas are designed to be safe and attractive, and minimize the area of impervious surfaces by integrating planting islands and innovative low-impact design techniques. Locate parking and loading facilities to the sides or rear of development and never between the street and the building.
  - Evaluate the feasibility of requiring structured parking with new commercial and office development. Ensure that parking structures are sufficiently screened from public view or designed to be visually unobtrusive.

Comprehensive Rezoning Policies

The following are comprehensive rezoning policies established by the Planning Board and District Council for preparation of the rezoning proposal.

A. Public Land Policy

The established public land policy states that all public land should be placed in the most restrictive and/or dominant adjacent zone, whichever bears the closest relationship to the intended character of the area. Therefore, the zoning of both public and private land should be compatible with surrounding zones to eliminate any "islands" of inharmonious zoning and still provide for appropriate and preferred public uses. It should further ensure compatibility of any future development or uses if the property returns to private ownership.

A distinction is made where large parcels of land are set aside specifically as public open space. In these cases the Open Space (O-S) Zone is applied as the most appropriate zone.

Although federal and state government property is not subject to the requirements of the Zoning Ordinance, the comprehensive rezoning process is meant to apply a zoning category to all land, including government property, without regard to its unique ownership. The Reserved Open Space (R-O-S) Zone is generally applied to federal and state properties, unless specific uses or intended character of the property or area should warrant another zoning category. This policy is in compliance with Section 27-113 of the Prince George's County Zoning Ordinance, which states that any land that is conveyed in fee simple by the United States of America or by the State of Maryland shall immediately be placed in the R-O-S Zone until a zoning map amendment for the land has been approved by the District Council.

B. Zoning in Public Rights-of-Way

Policies governing the zoning of public street and railroad rights-of-way (both existing and proposed) are contained in Section 27-111 of the Prince George's County Zoning Ordinance. This approved sectional map amendment (SMA) has been prepared in accordance with this section of the Zoning Ordinance.

C. Limitations on the Use of Zones

Zoning classifications proposed in an SMA are limited only by the range of zones within the Zoning Ordinance available at the time of final action by the District Council. However, there are certain restrictions on when these may be applied to properties (Section 27-223 of the Zoning Ordinance).

Reclassification of an existing zone to a less intense zone, also known as downzoning, is prohibited where:

(g)(1) "The property has been rezoned by Zoning Map Amendment within five (5) years prior to the initiation of the sectional map amendment or during the period between initiation and transmittal to the District Council, and the property owner has not consented in writing to such rezoning;" or

(g)(2) "Based on existing physical development at the time of adoption of the sectional map amendment, the rezoning would create a nonconforming use. This rezoning may be approved, however, if there is a significant public benefit to be served by the rezoning based on facts peculiar to the subject property and the immediate neighborhood. In recommending the rezoning, the Planning Board shall identify these properties and provide written justification supporting the rezoning at the time of transmittal. The failure of either the Planning Board or property owner to identify these properties, or a failure of the Planning Board to provide the written justification, shall not invalidate any Council action in the approval of the sectional map amendment."

Finally, in order to clarify the extent to which a given parcel of land is protected from less intensive rezoning by virtue of physical development, the Zoning Ordinance states in Section 27-223(h) that:

> "The area of the 'property,' as the word is used in Subsection (g)(2), above, is the minimum required by the Zoning Ordinance which makes the use legally existing when the sectional map amendment is approved."

D. Conditional Zoning

The inclusion of safeguards, requirements, and conditions beyond the normal provisions of the Zoning Ordinance, which can be attached to individual zoning map amendments via "Conditional Zoning" cannot be utilized in SMAs. In the piecemeal rezoning process, conditions are used to: (1) protect surrounding properties from potential adverse effects that might accrue from a specific zoning map amendment; and/or (2) to enhance coordinated, harmonious, and systematic development of the Regional District. When approved by the District Council, and accepted by the zoning applicant, "conditions" become part of the Zoning Map requirements applicable to a specific property and are as binding as any provision of the Zoning Ordinance [see Conditional Zoning Procedures, Section 27-157(b)].

E. Comprehensive Design Zones

Comprehensive Design Zones (CDZs) may be included in a sectional map amendment. However, the flexible nature of these zones requires a Basic Plan of development to be submitted through the zoning application process (Zoning Map Amendment) in order to evaluate the comprehensive design proposal. It is only through approval of a Basic Plan, which identifies land use types, quantities, and relationships, that a CDZ can be recognized. Therefore, an application must be filed, including a Basic Plan, and the Planning Board must have considered and made a recommendation on the zoning application in order for the CDZ to be included within the SMA.

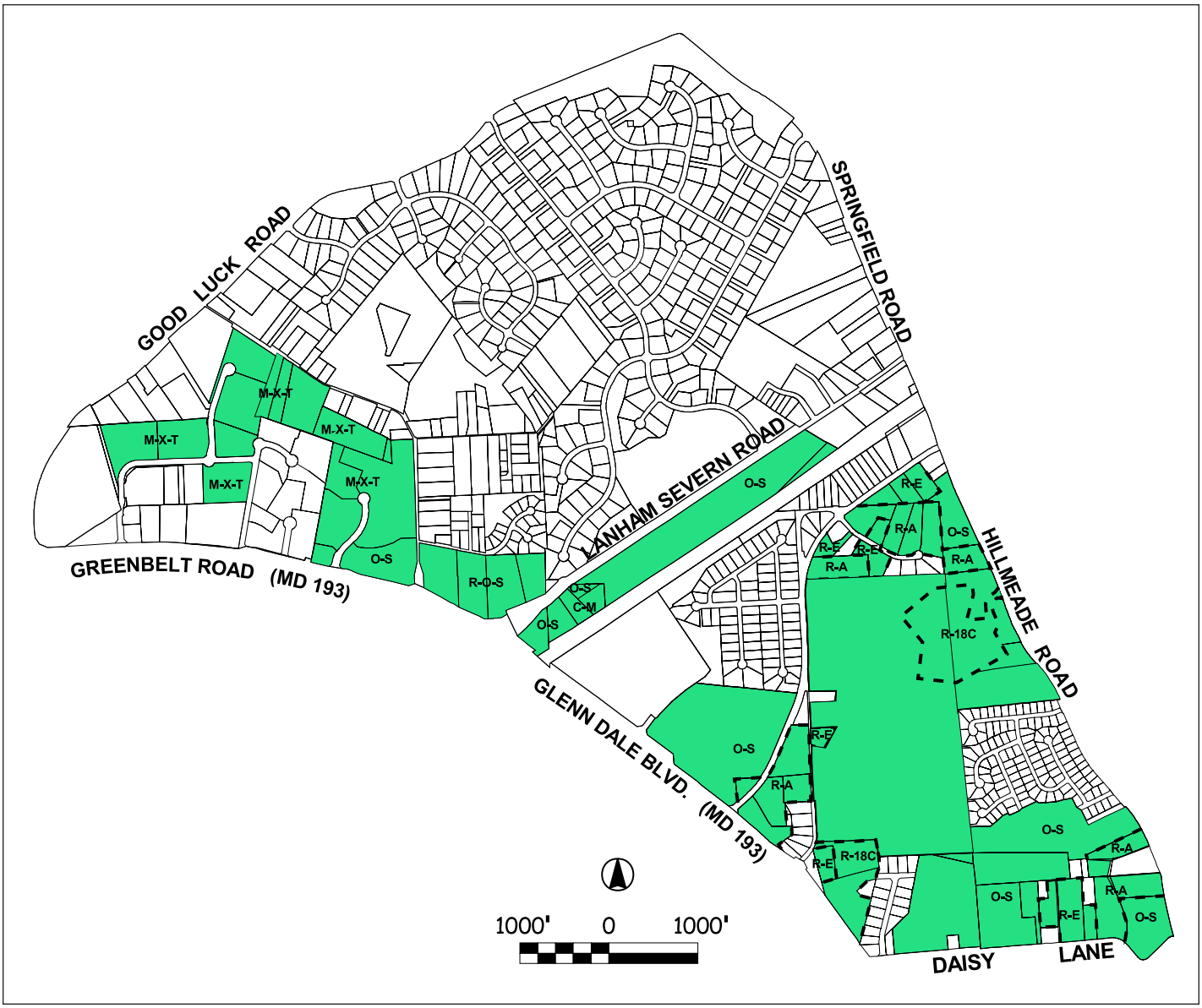
During the comprehensive rezoning, prior to the submission of such proposals, property must be classified in a conventional zone that provides an appropriate "base density" for development. In theory, the "base density" zone allows for an acceptable level of alternative development should the owner choose not to pursue full development potential indicated by the master plan. [See Sections 27-223(b), 27-225(b)(1), 27-226(a)(2), and 27-226(f)(4).]

Sectional Map Amendment

Map 8 shows the approved zoning changes for the sector plan area. Maps 9-13 show zoning change areas. Table 7 shows an overview of the approved sectional map amendment effect upon the rezoning of the sector plan area. The approved rezoning affects many properties located in the areas between Prospect Hill Road and Daisy Lane, Glenn Dale Commons, and the strip of land between MD 564 and railroad tracks.

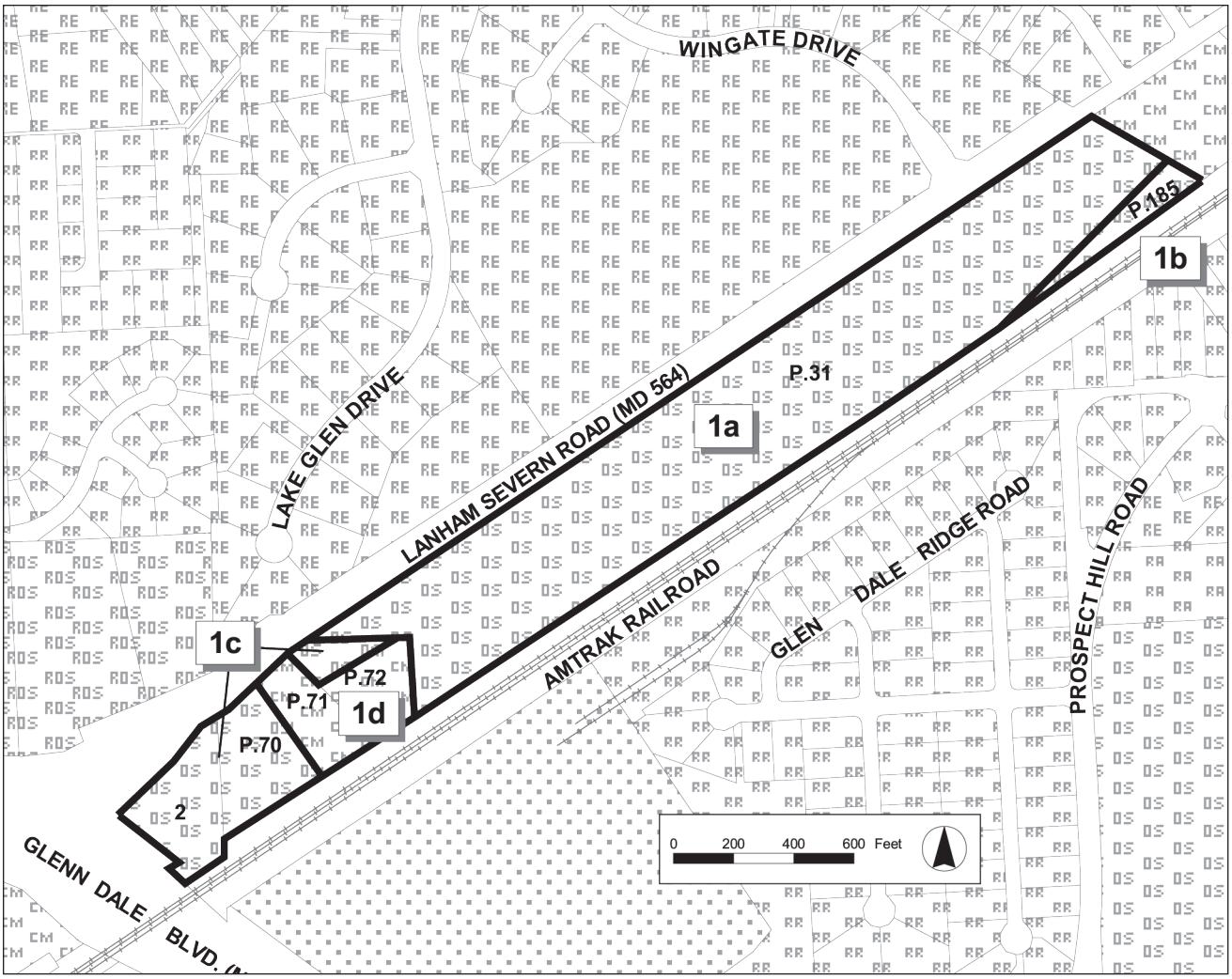
There are 60 zoning map changes per CR-23-2006. These changes were organized into six zoning change tables and its zoning change numbers are consistent with the amendment number noted in CR-23-2006. The zoning change tables' property legal description and acreage were obtained from the tax assessor's file with an exception of the R-18C-zoned sites, which were based on metes and bounds description contained in CR-23-2006.

Table 7 Approved Zoning Inventory				
Zone	**Land Area**			
	Zoning Immediately Prior to 2006 SMA (acres)	**Approved Zoning Per 3/28/06 SMA (acres)**	**Difference (+/-)**	**Percent Difference**
R-O-S (Reserved Open Space)	0	19.2	+19.2	+100
O-S (Open Space)	0	236.3	+236.3	+100
R-A (Residential-Agricultural)	0	41.5	+41.5	+100
R-E (Residential Estate)	532.8	550.2	+17.4	+3.3
R-R (Rural Residential)	517.3	205.8	-311.5	-60.2
R-18 (Multifamily Medium-Density Residential)	21.2	21.2	0	0
R-18C (Multifamily Medium-Density Residential-Condominium)	0	29.3	+29.3	+100
C-O (Commercial Office)	8.4	5.1	-3.3	-39.3
C-M (Commercial Miscellaneous)	3.9	6.5	+2.6	+66.7
I-1 (Light Industrial)	152.0	103.8	-48.2	-31.7
I-3 (Planned Industrial)	32.1	0	-32.1	-100
E-I-A (Employment and Institutional Area)	24.4	0	-24.4	-100
M-X-T (Mixed Use-Transportation Oriented)	0	73.2	+73.2	+100
Subtotal	1292.1	1292.1	0	0
Right-of-Way	171.9	171.9	0	0
Total	1464.0	1464.0	0	0
Source: M-NCPPC, May 2006				



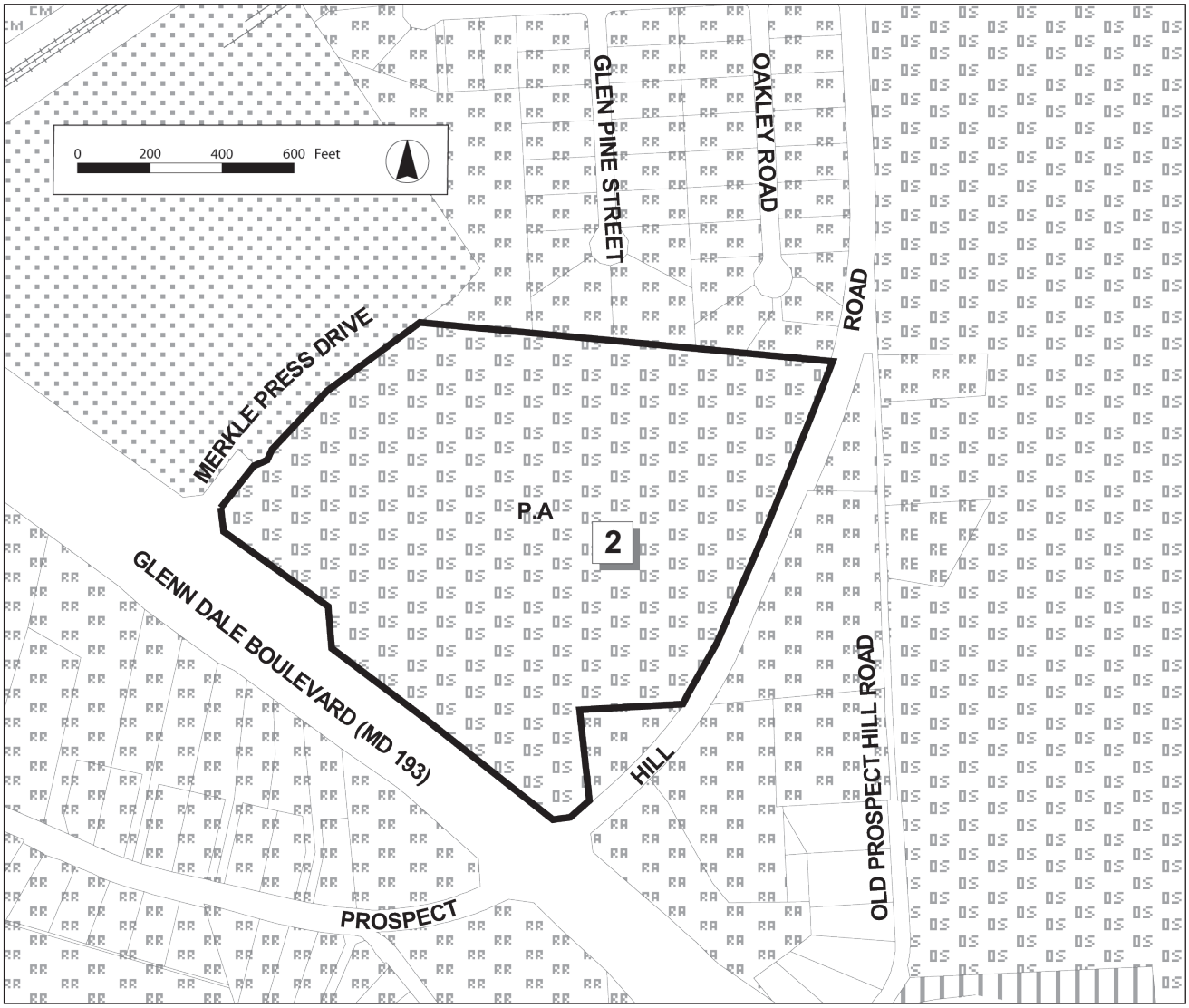
Map 8. Zoning Changes

Table 8 Approved Zoning Changes					
Change Number	Zoning Change	Area of Change	Approved SMA/ZAP/SE		200' Scale Index Map
			Number	Date	
1a 1b 1c 1d	E-I-A to O-S R-R to O-S C-O to O-S C-O to C-M	24.38± acres 1.68± acres 0.68± acres 2.56± acres	A-9665C SMA SMA SMA	03/29/90 11/09/93 11/09/93 11/09/93	210NE10 209NE10
Use and Location: Mostly undeveloped, woodlands, an office, and a single-family detached home, located between Lanham-Severn Road (MD 564) and the railroad tracks. (Tax Map 36, Grid C2, Parcel 31, Parcel 70, Parcel 71, Parcel 72, Glendale Subdivision, Block 2, Lot 5, Plat No. A14-0387, Grid D1, Parcel 185, as described in Amendment 1 of CR-23-2006, DR-2)					
Discussion: The O-S Zone is recommended to be in conformance with the plan for providing limited low-density residential development and preserving existing woodlands. The C-M Zone is recommended to allow storing trucks at the existing office site. A portion of this site is rezoned from C-O to O-S for preserving trees and creating a buffer from Lanham-Severn Road.					



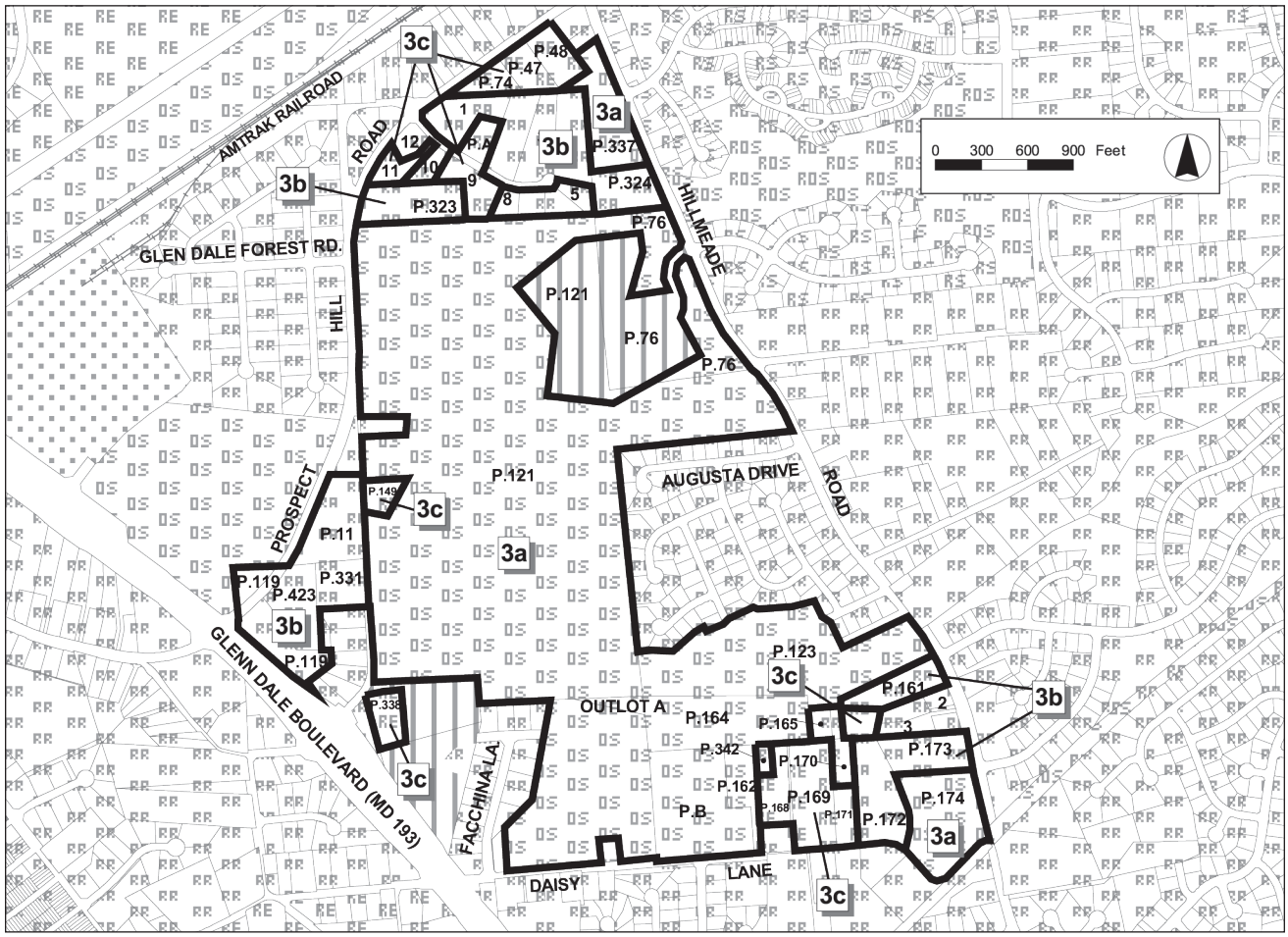
Map 9. Zoning Change Number 1a—E-I-A to O-S; 1b—R-R to O-S; 1c—C-O to O-S; 1d—C-O to C-M

Change Number	Zoning Change	Area of Change	Approved SMA/ZAP/SE		200' Scale Index Map
			Number	Date	
2	R-R to O-S	10.00± acres	SMA	11/09/93	209NE10
Use and Location: A church and school located at the northeast quadrant of the Glenn Dale Boulevard (MD 193)/ Prospect Hill Road intersection. (Tax Map 36, Grid D3, Reid Temple P.A. Subdivision, Plat No. 14194082, as described in Amendment 2 of CR-23-2006.)					
Discussion: The O-S Zone is recommended to be in conformance with the plan's recommendations for adjusting zoning designation for all properties within the area between Prospect Hill Road and Daisy Lane to maintain and improve current uses, preserve open space, and contribute to continuance of the quality of life in East Glenn Dale.					



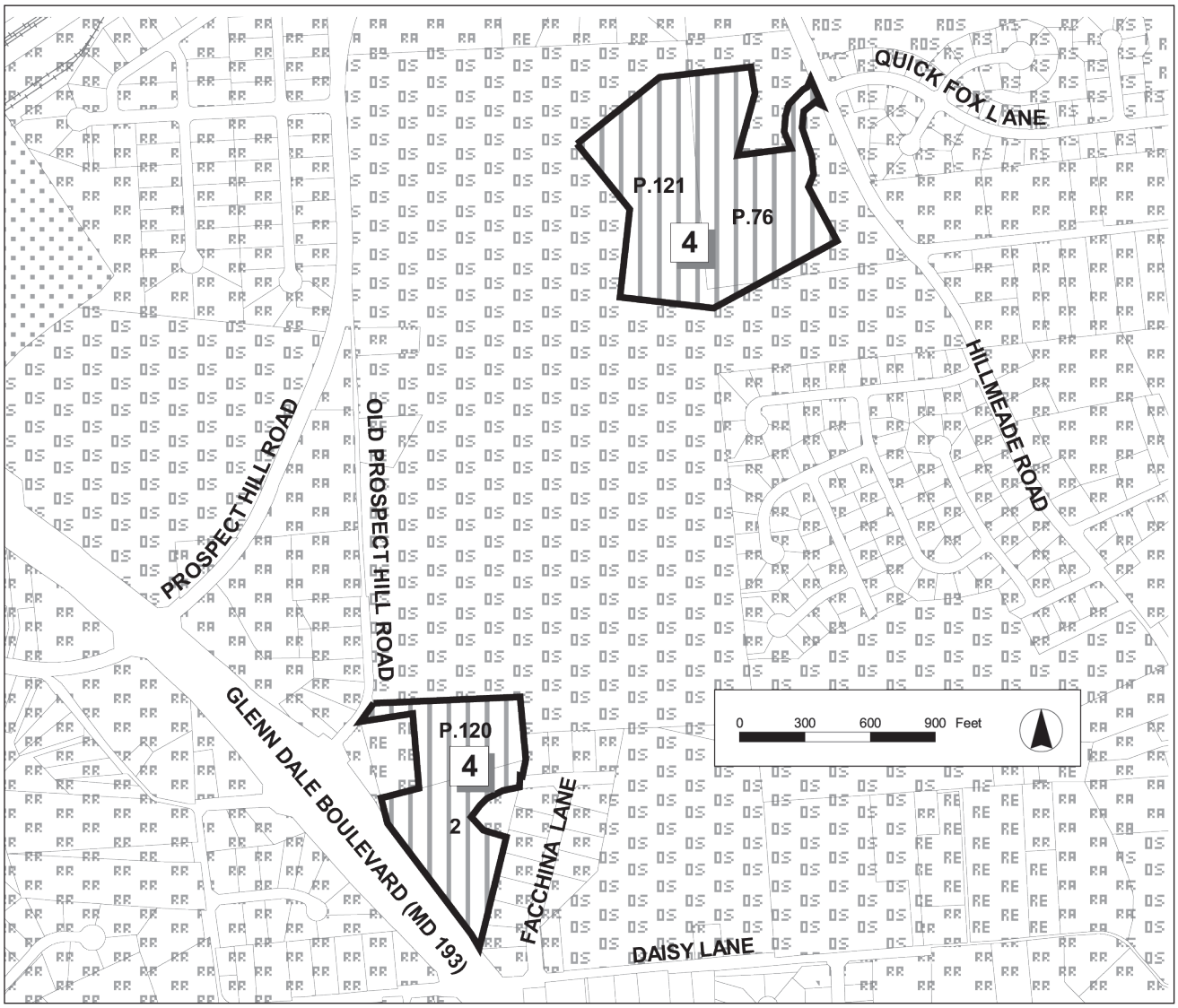
Map 10. Zoning Change Number 2—R-R to O-S

Change Number	Zoning Change	Area of Change	Approved SMA/ZAP/SE		200' Scale Index Map
			Number	Date	
3a 3b 3c	R-R to O-S R-R to R-A R-R to R-E	192.45± acres 41.46± acres 17.40± acres	SMA	11/09/93	209NE10 209NE11 210NE10
Use and Location: An 18-hole golf course, single-family detached homes, undeveloped and woodlands. (Tax Map 36, Grid D2, Parcel 323, Subdivision 5677, Parcel A, Block B, Lots 1, 9, 11; Grid D3, Parcels 11, 119, 149, 331, 338 and 423; Grid E1, Parcels 47, 48 and 74; Grid E2, Parcels 334, 337 and part of Parcel 76, Subdivision 5677, Block B, Lots 2, 3, 4; Grid E3, Parcels 121 and 123, Subdivision Holy Trinity Episcopal Day School, Outlot A; Grid E4, Parcels 164 and 168, Subdivision 3573, Lot 1, Subdivision 1960, Daisey Fields Plat 6, Parcel B; Grid F3, Parcel 161; Grid F4, Parcels 169, 171, 172, 173, 174 and 354, as described in Amendment 3 of CR-23-2006, DR-2.)					
Discussion: The O-S, R-A and R-E Zones are recommended to be in conformance with the plan's recommendation for adjusting zoning designation to be compatible with current lot/parcel sizes for all properties within the area between Prospect Hill Road and Daisy Lane. The properties with land area less than 1.00 acre are retained in the R-R Zone. The properties with land area between 1.00 to 1.99 acres are reclassified in the R-E Zone. The properties with land area between 2.00 to 4.99 acres are reclassified in the R-A Zone. The properties with land area more than 5.00 acres are reclassified in the O-S Zone.					



Map 11. Zoning Change Number 3a—R-R to O-S; 3b—R-R to R-A; 3c—R-R to R-E

Change Number	Zoning Change	Area of Change	Approved SMA/ZAP/SE		200' Scale Index Map
			Number	Date	
4	R-R to R-18C	29.32± acres	SMA	11/09/93	209NE10 210NE10
Use and Location: Single-family detached homes, a portion of the golf course, undeveloped and woodlands. The site is located at 11415 Old Prospect Hill Road and 7100 Hillmeade Road. (Tax Map 36, Grid D3, Parcel 120; Grid D4, Glenn Dale-Kyles Addition, part of Lot 2, Grids E2 and E3, part of Parcels 76 and 121, as described in Amendment 4 of CR-23-2006, DR-2.)					
Discussion: The R-18C Zone is recommended to be in conformance with the plan's recommendation for an active adult community in order to retain the existing 18-hole golf course.					

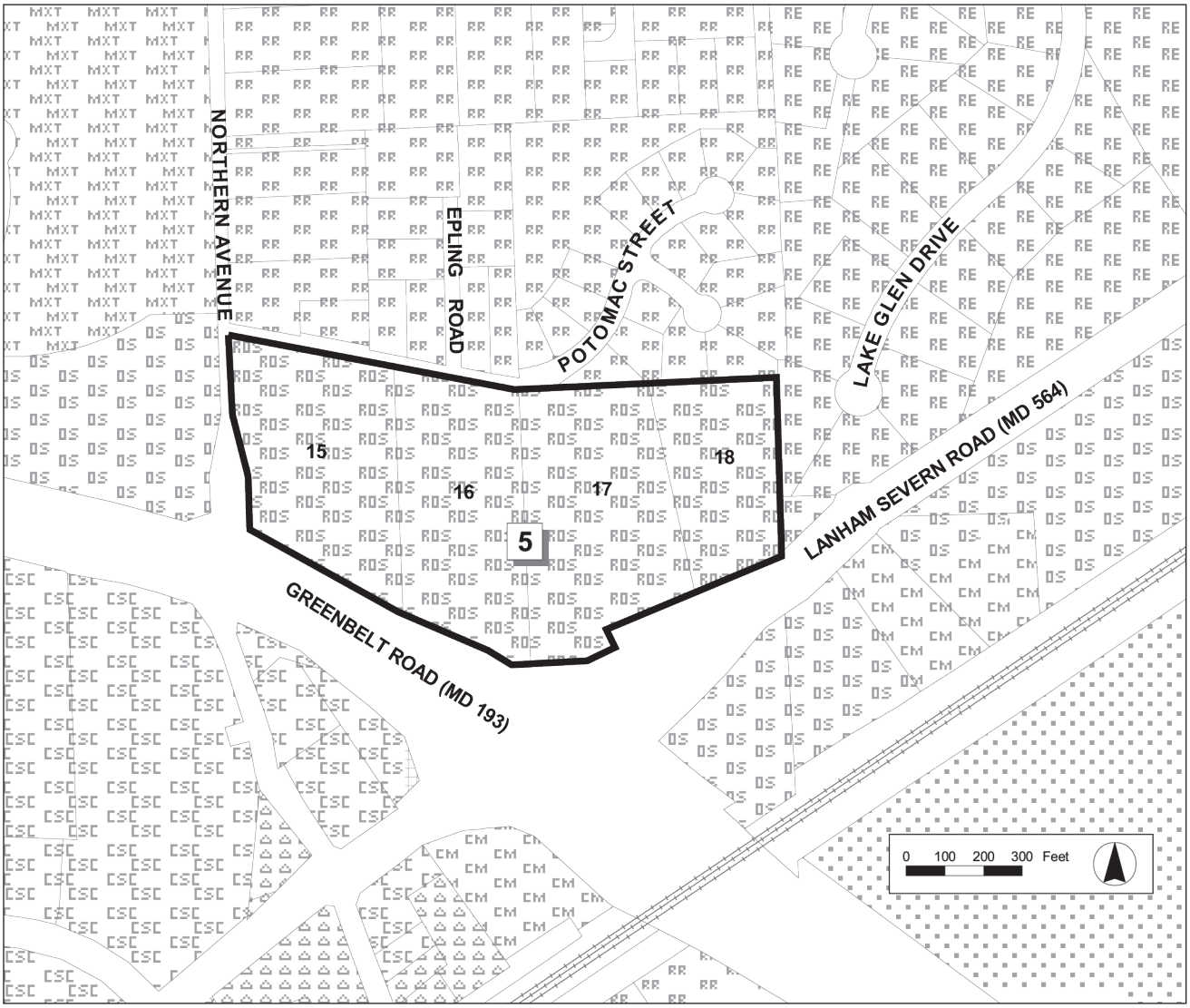


Map 12. Zoning Change Number 4—R-R to R-18C

Change Number	Zoning Change	Area of Change	Approved SMA/ZAP/SE		200' Scale Index Map
			Number	Date	
5	R-R to R-O-S	19.16 ± acres	SMA	11/09/93	210NE10

Use and Location: An SHA stormwater management pond and County Department of Public Works and Transportation maintenance facilities. The site is located at the northeast quadrant of the Lanham-Severn Road (MD 564) and MD 193. (Tax Map 36, Grid B2, Glendale Subdivision Plat A14-0387, Lots, 15, 16, 17 and 18, as described in Amendment 5 of CR-23-2006, DR-2.)

Discussion: These properties are owned by the State of Maryland and Prince George's County and currently used for a stormwater pond, a salt dome, and a maintenance facility for the County Department of Public Works and Transportation. The R-O-S Zone is recommended to preserve trees and open space, to protect environmentally sensitive area and to provide limited range of public uses.

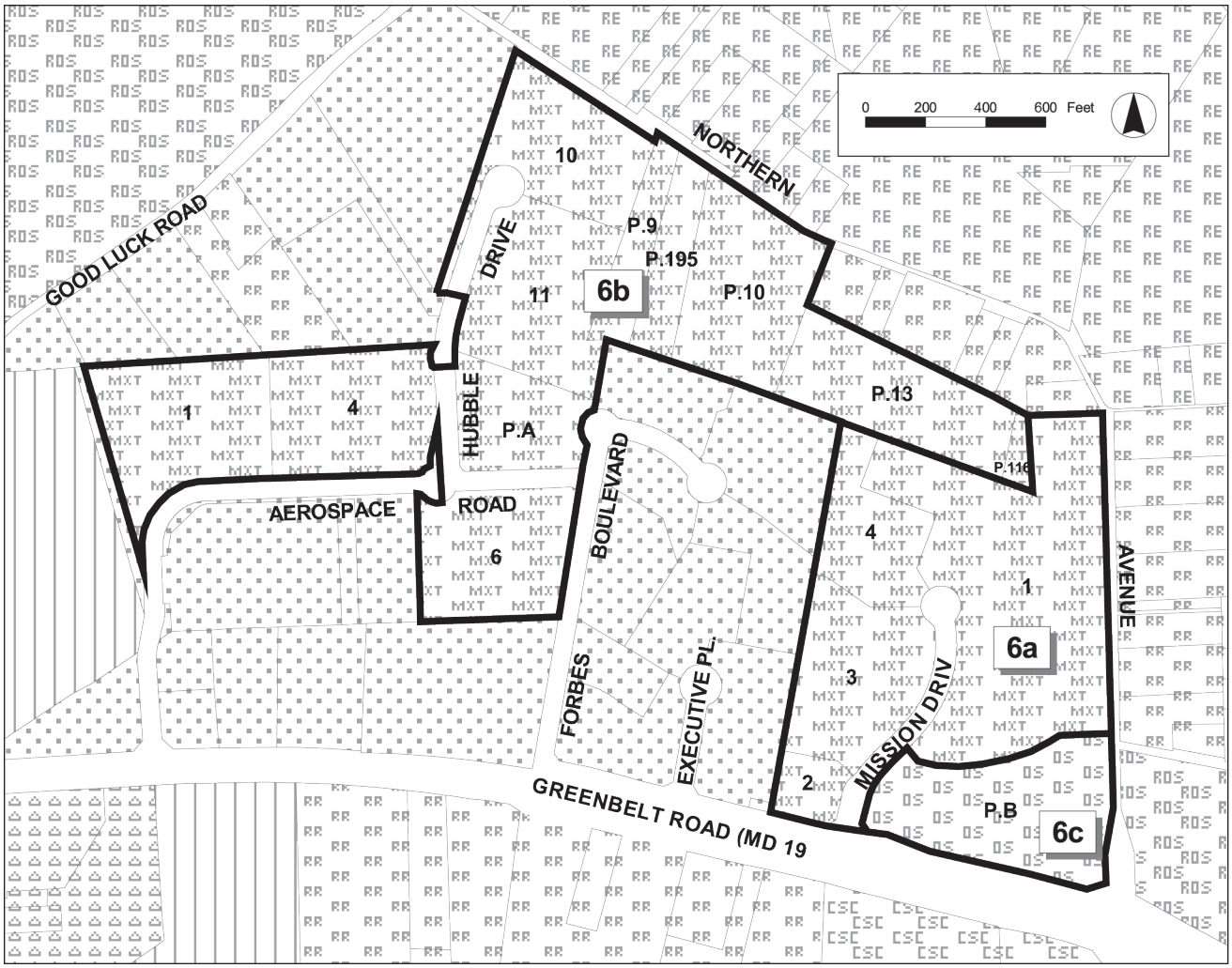


Map 13. Zoning Change Number 5—R-R to R-O-S

Change Number	Zoning Change	Area of Change	Approved SMA/ZAP/SE		200' Scale Index Map
			Number	Date	
6a 6b 6c	I-3 to M-X-T I-1 to M-X-T I-3 to O-S	25.05± acres 48.18± acres 7.09± acres	SMA	11/09/93	210NE09

Use and Location: Offices, stormwater management ponds, undeveloped and woodlands. The site is located on the north side of Greenbelt Road (MD 193), south and west of Northern Avenue. (Tax Map 36, Grid A1, Parcels 9, 10, 195, Glenn Dale Business Campus Subdivision, Block A, Lots 1, 4, 6, 10, 11, Parcel A; Grid A2, Goddard Corp. Park Subdivision, Lots 2, 3 and 4; Grid B1, Parcels 13, 116; Grid B2, Subdivision 3185, part of Lot 1, Subdivision 3185, part of Parcel B, as described in Amendment 6 of CR-23-2006, DR-2.)

Discussion: The M-X-T Zone is recommended to be in conformance with the plan's recommendation for a mixed-use community with office, employment, retail and residential uses, including an active adult or assisted living community as a large portion of its residential component. The O-S Zone for the 7.09-acre site is recommended for preserving open space and the stormwater management pond owned by the County Department of Public Works and Transportation.



Map 14. Zoning Change Number 6a—I-3 to M-X-T; 6b—I-1 to M-X-T; 6c—1-3 to O-S

Appendix I

Public Facility Cost Estimates

Per Section 27-646(b)(4) of the Zoning Ordinance, all approved sector plans must contain an estimate of the cost of all public facilities, which must be acquired or constructed in order to carry out the objectives and requirements of the sector plan. Table 9 exhibits the public facility cost estimates. The estimates are based on 2005 dollars.

Table 9
Public Facility Cost Estimates

Public Facility Recommendation	Location	Cost	Capital Program Status (2005)
Road facilities			
A-16, Greenbelt Road/Glenn Dale Boulevard	Good Luck Road to Daisy Lane (widen to six lanes)	$15,200,000	None
A-19, Lanham-Severn Road	MD 193 to Springfield Road (widen to four lanes)	$5,850,000	None
C-322, Springfield Road	Good Luck Road to MD 564 (maintain at two lanes with safety improvements)	$150,000	None
C-341, Good Luck Road	MD 193 to Springfield Road (widen to four lanes/maintain at two lanes [see Strategies])	$100,000	None
C-342, Prospect Hill Road	MD 193 to Hillmeade Road (widen to four lanes)	$3,100,000	None
C-343, Hillmeade Road	Prospect Hill Road to Daisy Lane (widen to four lanes)	$4,300,000	None
P-301, Northern Avenue	Good Luck Road to MD 193 (maintain at two lanes with safety improvements)	$250,000	None
P-302, Daisy Lane	MD 193 to Hillmeade Road (maintain at two lanes with safety improvements)	$100,000	None
Trail, bicycle, and pedestrian facilities			
Dual bike lanes along MD 193	Good Luck Road to MD 564	$200,000	None
Sidewalks and in-road bike facilities along Daisy Lane	Hillmeade Road to MD 193	TBD	None
Priority sidewalk corridors	Brookland Road and Facchina Lane	TBD	None
Pedestrian bridge	Amtrak line at Hillmeade Road	TBD	None
An asphalt side path along MD 564	MD 193 to Hillmeade Road	$220,000	None
An asphalt side path with on-road bicycle facilities along Prospect Hill Road	MD 193 to Hillmeade Road	$200,000	None

Public Facility Recommendation	Location	Cost	Capital Program Status (2005)
An asphalt side path with on-road bicycle facilities along Good Luck Road	Springfield Road to MD 193	$360,000	None
An asphalt side path with on-road bicycle facilities along Springfield Road	Good Luck Road to MD 564	$190,000	None
Horsepen Branch Hiker-Equestrian Trail	Hillmeade Road to Daisy Lane Community Park	TBD	None
Sidewalks and in-road bike facilities along Hillmeade Road	MD 564 to Amtrak line.	TBD	None
Parks and Recreation			
Construct improvements to Daisy Lane Neighborhood Park including baseball and soccer fields, tot lot, gazebo, picnic area, and other recreational equipment	12000 Daisy Lane	$416,889	CIP EC060855
Design and build parking spaces on the lot adjacent to Dorsey Chapel	7601 Northern Avenue	$130,000	None

No public schools, fire and rescue, police or library facilities are proposed within the sector plan area

Appendix I1

Buildout Analysis

In October 2003, the governor issued Executive Order 01.01.2003.33, Maryland Priority Places Strategy. Among other things, the order established a Development Capacity Task Force that was charged with the responsibility of preparing a Development Capacity Study and reporting its findings by July 2004. The study was to find a reliable method to measure development capacity. The governor's order required that the study consider such factors as:

- Existing land uses
- Environmental constraints
- Preserved land or land that can not be developed
- Effects of growth policies and laws, such as zoning, subdivision regulations and Priority Funding Areas
- Population and employment projects; and
- Redevelopment and infill potential

The task force considered the development capacity model created by the Maryland Department of Planning (MDP). The MDP model was basically a buildout analysis that used local zoning densities, recognized local water and sewer limitations, allowed for limited infill, and accounted for most undevelopable land (e.g., wetlands, parks, homeowner association properties). The final report of the governor's task force was released in July 2004. The task force concluded that the state planning model provided a reasonable methodology for predicting residential buildout and included a recommendation that a development capacity analyses be part of local master plans.

Prince George's County master plans have typically included some form of buildout charts that predicted future dwelling units and population for the study areas. Following the task force's recommendations and using the MDP model as a guide, this master plan refines previous methodology by using Geographic Information System (GIS) technology for the first time. Several steps were taken to build a database and project future development capacity.

To determine total residential development capacity for the East Glenn Dale Sector Plan, staff used the county's GIS to identify properties in the Assessor Treasurer's (AT) file that are in zones that permit residential development as a primary permitted use. The identified properties were aggregated by zoning category and the following analysis was performed:

1. The total acreage of the properties as shown in the AT file accounts was computed.
2. Using AT file tax-exempt codes, properties, and exempt properties were extracted from the list and the total acreage of exempt property was identified.
3. Additional analysis was performed to identify other properties that would not likely be available for future residential development. This analysis used a combination of data sources, including the AT file codes and property data, various environmental layers available in our GIS database, and other information about specific properties taken from various other local sources. Once again the area of these properties within each zoning category was aggregated.
4. A series of additional analyses were performed to determine if individual properties had remaining development capacity. These included identifying properties that were already developed (based on existing improvement values) and determining if such properties had redevelopment potential (based on the size and subdivision status) or not. The area of properties that were found to be unimproved, that is, the AT file showed them to have little or no current improvement values, and those properties that were determined to have redevelopment potential was multiplied by a density factor based on the individual zoning category.

5. In accordance with the MDP model, the following chart summarizes the remaining development capacity for the East Glenn Dale Sector Plan.

Total Acres of Residential Zones in Parcels and Lots
1,195 acres

↓

Subtract tax-exempt land, protected lands, environmentally sensitive parcels, and agriculture easements, etc.
133 acres

↓

Subtract other parcels without capacity (built-out acres, etc.)
735 acres

↓

Total Capacity
328 acres
or
1,326 dwelling units

Appendix III

Guide to Zoning Categories

RESIDENTIAL ZONES[1]

R-O-S: Reserved Open Space—Provides for permanent maintenance of certain areas of land in an undeveloped state, with the consent of the property owners; encourages preservation of large areas of trees and open space; designed to protect scenic and environmentally sensitive areas and ensure retention of land for nonintensive active or passive recreational uses; provides for very low density residential development and a limited range of public, recreational, and agricultural uses.

Minimum lot size	20 acres*
Maximum dwelling units per net acre	0.05

*Except for public recreational uses, for which no minimum area is required.

O-S: Open Space—Provides for areas of low-intensity residential (5-acre) development; promotes the economic use and conservation of land for agriculture, natural resource use, large-lot residential estates, nonintensive recreational use.

Standard lot size	5 acres
Maximum dwelling units per net acre	0.20

R-A: Residential-Agricultural—Provides for large-lot (2-acre) residential uses while encouraging the retention of agriculture as a primary land use.

Standard lot size	2 acres
Maximum dwelling units per net acre	0.50

R-E: Residential-Estate—Permits large-lot estate subdivisions containing lots approximately one acre or larger.

Standard lot size	40,000 sq. ft.
Maximum dwelling units per net acre	1.08
Estimated average dwelling units per acre	0.85

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[1] Definitions:

Minimum or standard lot size: The current minimum net contiguous land area required for a lot.

Average dwelling units per acre: The number of dwelling units that may be built on a tract—including the typical mix of streets, public facility sites, and areas within the 100-year floodplain—expressed as a per-acre average.

Maximum dwelling units per net acre: The number of dwelling units that may be built on the total tract—excluding streets and public facility sites, and generally excluding land within the 100-year floodplain—expressed as a per-acre average.

R-R: Rural Residential—Permits approximately one-half-acre residential lots; subdivision lot sizes depend on date of recordation; allows a number of nonresidential special exception uses.

Standard lot size	20,000 sq. ft. 15,000 sq. ft. if recorded prior to 2/1/1970 10,000 sq. ft. if recorded prior to 7/1/1967
Maximum dwelling units per net acre	2.17
Estimated average dwelling units per acre	1.85

R-80: One-Family Detached Residential—Provides for variation in the size, shape, and width of subdivision lots to better utilize the natural terrain and to facilitate planning of single-family developments with lots and dwellings of various sizes and styles.

Standard lot size	9,500 sq. ft.
Maximum dwelling units per net acre	4.5
Estimated average dwelling units per acre	3.4

R-55: One-Family Detached Residential—Permits small-lot residential subdivisions; promotes high density, single-family detached dwellings.

Standard lot sizes	6,500 sq. ft.
Maximum dwelling units per net acre	6.70
Estimated average dwelling units per acre	4.2

R-35: One-Family Semidetached, and Two-Family Detached, Residential—Provides generally for single-family attached development; allows two-family detached; Detailed Site Plan approval required for lots served by private rights-of-way.

Standard lot sizes	3,500 sq. ft. for one-family, semi-detached 7,000 sq. ft. for two-family, detached
Maximum dwelling units per net acre	12.44
Estimated average dwelling units per acre	8.5

R-T: Townhouse—Permits one-family detached and attached, two-family, and three-family dwellings; promotes the maximum amount of freedom in the design of attached dwellings and their grouping and layout; Detailed Site Plan approval required for attached dwellings.

Standard lot size per attached dwelling	1,800 sq. ft.
Maximum dwelling units per net acre	Three-family dwellings—9 Two-family dwellings—8 Other attached dwellings—6
Minimum area for development	2 acres

R-20: One-Family Triple-Attached Residential—Permits single-family detached, semidetached and triple-attached and townhouse development. Detailed Site Plan approval required for townhouses.

Standard lot sizes	3,200 sq. ft. for end lots 2,000 sq. ft. for interior townhouse lots
Maximum triple-attached dwellings per net acre	16.33
Maximum townhouses per net acre	6.0 (same as R-T)
Estimated average triple-attached dwelling units per net acre	11

R-30: Multifamily Low Density Residential—Provides for low density garden apartments; single-family detached; single-family attached, two-family and three-family dwellings in accordance with R-T Zone provisions; Detailed Site Plan approval required for multifamilly and attached dwellings.

Standard lot size	Garden apartments—14,000 sq. ft. Two-family dwellings—1,500 sq. ft. Other attached dwellings—1,800 sq. ft.
Maximum dwelling units per net acre	Garden apartments—10 Three-family dwellings—9 Two-family dwellings—8 Other attached dwellings—6

R-30C: Multifamily Low Density Residential-Condominium—Same as R-30 above except ownership must be condominium, or development in accordance with the R-T Zone; Detailed Site Plan approval required for multifamily and attached dwellings.

Standard lot size	Garden apartments—14,000 sq. ft. Two-family dwellings—1,500 sq. ft. Other attached dwellings - 1,800 sq. ft.
Maximum dwelling units per net acre	Garden apartments—12 Three-family dwellings—9 Two-family dwellings—8 Other attached dwellings - 6

R-18: Multifamily Medium Density Residential—Provides for multiple family (apartment) development of moderate density; single-family detached; single-family attached; two-family and three-family dwellings in accordance with R-T Zone provisions; Detailed Site Plan approval required for multifamily and attached dwellings.

Standard lot size	Apartments—16,000 sq. ft. Two-family dwellings—1,500 sq. ft. Other attached dwellings - 1,800 sq. ft.
Maximum dwelling units per net acre	Garden apartments and three-family dwellings—12 Mid-rise apartments (4 or more stories with elevator)—20 Three-family dwellings—9 Two-family dwellings—8 Other attached dwellings—6

R-18C: Multifamily Medium Density Residential-Condominium—Same as above except ownership must be condominium, or development in accordance with the R-T Zone; Detailed Site Plan approval required for multifamily and attached dwellings.

Standard lot size	Apartments—1 acre Two-family dwellings—1,500 sq. ft. Other attached dwellings - 1,800 sq. ft.
Maximum dwelling units per net acre	Garden apartments—14 Mid rise apartments (4 or more stories with elevator)—20 Three-family dwellings—9 Two-family dwellings—8 Other attached dwellings—6

R-H: Multifamily High-Rise Residential—Provides for suitable sites for high density, vertical residential development; also permits single-family detached dwellings; Detailed Site Plan approval required for multifamily dwellings.

Minimum lot size	5 acres
Maximum dwelling units per net acre	48.4

R-10: Multifamily High Density Residential—Provides for suitable sites for high density residential in proximity to commercial and cultural centers; also permits single-family detached dwellings. Detailed Site Plan approval required for buildings 110 feet in height or less; special exception required for buildings over 110 feet in height.

Minimum lot size	20,000 sq. ft.
Maximum dwelling units per net acre	48

R-10A: Multifamily, High Density Residential-Efficiency—Provides for a multifamily zone designed for the elderly, singles, and small family groups. Detailed Site Plan approval required for buildings 110 feet in height or less; special exception required for buildings over 110 feet in height.

Minimum lot size	2 acres
Maximum dwelling units per net acre	48 plus one for each 1,000 sq. ft. of indoor common area for social, recreational, or educational purposes.

MIXED USE/PLANNED COMMUNITY ZONES

M-X-T: Mixed Use-Transportation Oriented—Provides for a variety of residential, commercial, and employment uses; mandates at least two out of the following three use categories: (1) Retail businesses; (2) Office/ Research/Industrial; (3) Dwellings, hotel/motel; encourages a 24-hour functional environment; must be located near a major intersection or a major transit stop or station and will provide adequate transportation facilities for the anticipated traffic or at a location for which the applicable Master Plan recommends mixed uses similar to those permitted in the M-X-T Zone.

Lot size and dwelling types	No Restrictions
Maximum floor area ratio	0.4 without optional method 8.0 with optional method (provision of amenities)

M-X-C: Mixed Use Community—Provides for a comprehensively planned community with a balanced mix of residential, commercial, light manufacturing, recreational and public uses; includes a multistep review process to assure compatibility of proposed land uses with existing and proposed surrounding land uses, public facilities and public services; mandates that each development include residential uses, community use areas, neighborhood centers and an integrated public street system with a variety of street standards.

Minimum tract size	750 gross acres
Lot size and dwelling types	No Restrictions
Maximum dwelling units per gross acre	2
Maximum floor area ratio for commercial uses	0.4

M-U-TC: Mixed-Use Town Center—Provides for a mix of commercial and limited residential uses which establish a safe, vibrant, 24-hour environment; designed to promote appropriate redevelopment of, and the preservation and adaptive reuse of selected buildings in, older commercial areas; establishes a flexible regulatory framework, based on community input, to encourage compatible development and redevelopment; mandates approval of a Development Plan at the time of zoning approval, that includes minimum and maximum Development Standards and Guidelines, in both written and graphic form, to guide and promote local revitalization efforts; provides for legally existing buildings to be expanded or altered, and existing uses for which valid permits have been issued to be considered permitted uses, and eliminating nonconforming building and use regulations for same.

M-U-I: Mixed-Use Infill—Promotes Smart Growth principles by encouraging the efficient use of land, public facilities and services in areas that are substantially developed. These regulations are intended to create community environments enhanced by a mix of residential, commercial, recreational, open space, employment and institutional uses in accordance with approved plans. The infill zone may only be approved for property located in a Transit District Overlay Zone or a Development District Overlay Zone.

R-P-C: Planned Community—Provides for a combination of uses permitted in all zones, to promote a large-scale community development with a full range of dwellings providing living space for a minimum of 500 families; encourages recreational, commercial, institutional, and employment facilities within the planned community; requires conformance with an Official Plan identifying zoning subcategories, that has been adopted by the Planning Board following approval of a Final Plan by the District Council at the time of rezoning, and for certain R-P-C Zones, approval of a Detailed Site Plan prior to development.

Lot size and dwelling types	Varied
Maximum dwelling units per gross acre	8

R-M-H: Planned Mobile Home Community—Provides for suitable sites for planned mobile home communities, including residences and related recreational, commercial, and service facilities, subject to Detailed Site Plan approval.

Minimum lot size	4,000 sq. ft.
Maximum mobile homes per acre	7

COMPREHENSIVE DESIGN ZONES

(These zones require three-phase development plan review, the first of which is Basic Plan approval at the time of rezoning that establishes general land use types, land use relationships, and minimum land use quantities. In zones providing for density and intensity ranges, increases in base density and intensity within the limits prescribed are allowed in return for public benefit features provided by the developer.)

R-L: Residential Low Development—Provides for low-density residential development in areas recommended by a Master Plan for alternative low- density development techniques. The zone allows a mixture of residential types and lot sizes generally corresponding to single-family development; provides for limited commercial uses necessary to serve the dominant residential uses.

Minimum tract size	Generally 100 adjoining gross acres
Low .5	Base density (dwelling units per gross acre)—.5 Maximum density—.9 Maximum mixed retirement development density—8 du/gross acre
Low 1.0	Base Density (dwelling units per gross acre)—1.0 Maximum density—1.5 Maximum mixed retirement development density—8 du/gross acre

R-S: Residential Suburban Development—A mixture of residential types within the suburban density range generally corresponding to low-density single-family development; provides for limited commercial uses necessary to serve the dominant residential uses.

Minimum tract size	Generally 25 adjoining gross acres
Suburban 1.6	Base density (dwelling units per gross acre)—1.6 Maximum density—2.6 Maximum mixed retirement development density—8 du/gross acre
Suburban 2.7	Base density (dwelling units per gross acre)—2.7 Maximum density—3.5 Maximum mixed retirement development density—8 du/gross acre

R-M: Residential Medium Development—A mixture of residential types with a medium-density range; provides for limited commercial uses necessary to serve the dominant residential uses.

Minimum tract size	Generally 10 adjoining gross acres
Medium 3.6	Base density (dwelling units per gross acre)—3.6 Maximum density—5.7 Maximum mixed retirement development density—8 du/gross acre

Medium 5.8	Base density (dwelling units per gross acre)—5.8 Maximum density—7.9 Maximum mixed retirement development density—8 du/gross acre

R-U: Residential Urban Development—A mixture of residential types generally associated with an urban environment; provides for limited commercial uses necessary to serve the dominant residential uses.

Minimum tract size	Generally 5 adjoining gross acres
Urban 8.0	Base density (dwelling units per gross acre)—8.0 Maximum density—11.9 Maximum mixed retirement development density—8 du/gross acre
Urban 12.0	Base density (dwelling units per gross acre)—12.0 Maximum density—16.9 Maximum mixed retirement development density—8 du/gross acre

L-A-C: Local Activity Center—A mixture of commercial retail and service uses along with complementary residential densities within a hierarchy of centers servicing three distinct service areas: neighborhood, village, and community.

	Neighborhood	**Village**	**Community**
Minimum tract size	4 adjoining gross ac.	10 adjoining gross ac.	20 adjoining gross ac.
Base resid. density	8 du/gross resid. ac.	10 du/gross resid. ac.	10 du/gross resid. ac.
Max. resid. density	12.1 du/gross resid. ac.	15 du/gross resid. ac.	20 du/gross resid. ac.
Base comm. intensity	0.16 FAR	0.2 FAR	0.2 FAR
Max. comm. intensity	0.31 FAR	0.64 FAR	0.68 FAR
Max. mixed retirement development density	8 du/gross ac.	8 du/gross ac.	8 du/gross ac.

M-A-C: Major Activity Center—A mixture of uses which serve a regional residential market or provide concentrated employment, arranged to allow easy pedestrian access between uses; two types of functional centers are described: Major Metro and New Town or Corridor City.

Minimum tract size - Generally 40 adjoining gross acres

	Metro Center	**New Town or City Corridor Center**
Base residential density	48 du/gross resid. ac.	10 du/gross resid. ac.
Max. residential density	125 du/gross resid. ac.	47.9 du/gross resid. ac.
Base commercial intensity	1.0 FAR/gross commercial ac.	0.2 FAR/gross commercial ac.
Max. commercial intensity	2.7 FAR/gross commercial ac.	0.88 FAR/gross commercial ac.
Min. residential floor area	20% of total at time of full development	20% of total at time of full development
Max. mixed retirement development density	8 du/gross ac.	8 du/gross ac.

E-I-A: Employment and Institutional Area—A concentration of nonretail employment and institutional uses and services such as medical, manufacturing, office, religious, educational, recreational, and governmental.

Minimum tract size—Generally 5 adjoining gross acres

Minimum open space improved by landscaping—20% of net lot area

V-L: Village-Low—Provides for a variety of residential, commercial, recreational, and employment uses within a traditional village setting surrounded by open space; mandates the following land use area categories: (1) Village Proper; (2) Village Fringe; (3) Residential Areas; (4) Village Buffer; and (5) Recreational Areas. Land use areas are arranged to allow a sense of community with linkage via a pedestrian network to a core which contains commercial, civic, community, and residential uses; also mandates a mixture of residential types and lot sizes, including affordable housing units; includes detailed design standards and building materials requirements. This zone may be utilized in areas recommended for permanent low density by a master plan.

Minimum tract size—150 contiguous gross acres

Maximum density—1.3 dwelling units per gross acre

V-M: Village-Medium—Provides for a variety of residential, commercial, recreational, and employment uses within a traditional village setting surrounded by open space; mandates the following land use area categories: (1) Village Proper; (2) Village Fringe; (3) Residential Areas; (4) Village Buffer; and (5) Recreational Areas. Land use areas are arranged to allow a sense of community with linkage via a pedestrian network to a core which contains commercial, civic, community, and residential uses; also mandates a mixture of residential types and lot sizes, including affordable housing units; includes detailed design standards and building materials requirements. This zone may be utilized in areas recommended for permanent low density by a master plan.

Minimum tract size—300 contiguous gross acres

Maximum density—2.0 dwelling units per gross acre

COMMERCIAL ZONES

C-O: Commercial Office—Uses of a predominantly nonretail commercial nature, such as business, professional and medical offices, or related administrative services.

C-A: Ancillary Commercial—Certain small retail commercial uses, physician and dental offices, and similar professional offices that are strictly related to and supply necessities in frequent demand and daily needs of an area with a minimum of consumer travel; maximum size of zone: 3 net acres.

C-1 Local Commercial, Existing—All of the uses permitted in the C-S-C Zone.

C-2: General Commercial, Existing—All of the uses permitted in the C-S-C Zone, with additions and modifications.

C-C: Community Commercial, Existing—All of the uses permitted in the C-S-C Zone.

C-G: General Commercial, Existing—All of the uses permitted in the C-S-C Zone.

C-S-C: Commercial Shopping Center—Retail and service commercial activities generally located within shopping center facilities; size will vary according to trade area.

C-H: Highway Commercial, Existing—All of the uses permitted in the C-M Zone.

C-M: Commercial Miscellaneous—Varied commercial uses, including office and highway-oriented uses, which may be disruptive to the compactness and homogeneity of retail shopping centers.

C-W: Commercial Waterfront—Marine activities related to tourism, vacationing, boating and sports, water-oriented recreation, together with limited employment areas which cater to marine activities along a waterfront.

C-R-C: Commercial Regional Center—Provides locations for major regional shopping malls and related uses that are consistent with the concept of an upscale mall. Minimum area for development—one hundred (100) gross continuous acres; maximum FAR—.75; maximum building height—75 ft.; maximum building coverage, excluding parking—50%; Detailed Site Plan approval required.

INDUSTRIAL ZONES

I-1: Light Industrial—Light intensity manufacturing, warehousing, and distribution uses; 10% green area required.

I-2: Heavy Industrial—Highly intensive industrial and manufacturing uses; 10% green area required.

I-3: Planned Industrial/Employment Park—Uses that will minimize detrimental effects on residential and other adjacent areas; a mixture of industrial, research, and office uses with compatible institutional, recreational, and service uses in a manner that will retain the dominant industrial/employment character of the zone; standard minimum tract size of 25 adjoining gross acres; standard minimum lot size of two acres; Conceptual and Detailed Site Plan approval required; 25% green area required; outdoor uses restricted; warehousing and wholesaling uses limited.

I-4: Limited Intensity Industrial—Limited intensity (0.3 FAR) commercial, manufacturing, warehousing, and distribution uses; development standards extended to assure limited intensity industrial and commercial development, and compatibility with surrounding zoning and uses; 25% green area required.

U-L-I: Urban Light Industrial—Designed to attract and retain a variety of small-scale light industrial uses in older, mostly developed industrial areas located close to established residential communities; establishes a flexible regulatory process with appropriate standards to promote reinvestment in, and redevelopment of, older urban industrial areas as employment centers, in a manner compatible with adjacent residential areas.

OVERLAY ZONES[2]

T-D-O: Transit District Overlay—Intended to ensure that development in a designated district meets the goals established in a Transit District Development Plan. Transit Districts may be designated in the vicinity of Metro stations to maximize transit ridership, serve the economic and social goals of the area, and take advantage of the unique development opportunities which mass transit provides.

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[2] These overlay zones are superimposed over other zones, and they may modify provisions of the underlying zones concerning uses allowed and standards for development. In addition, new development is generally subject to approval of a Detailed Site Plan by the Planning Board.

D-D-O: Development District Overlay—Intended to ensure that development in a designated district meets the goals established in a Master Plan, Master Plan Amendment or Sector Plan. Development Districts may be designated for town centers, Metro areas, commercial corridors, employment centers, revitalization areas, historic areas and other special areas as identified in approved plans.

CHESAPEAKE BAY CRITICAL AREA OVERLAY ZONES[3]

I-D-O: Intense Development Overlay—To conserve and enhance fish, wildlife, and plant habitats and improve the quality of runoff that enters the Chesapeake Bay, while accommodating existing residential, commercial, or industrial land uses. To promote new residential, commercial and industrial land uses with development intensity limits. Maximum residential density is the same as the underlying zone.

L-D-O: Limited Development Overlay—To maintain and/or improve the quality of runoff entering the tributaries of the Chesapeake Bay and to maintain existing areas of natural habitat, while accommodating additional low-or moderate-intensity development. Maximum residential density is the same as the underlying zone, up to 4.0 du/net acre maximum.

R-C-O: Resource Conservation Overlay—To provide adequate breeding, feeding and wintering habitats for wildlife, to protect the land and water resources base necessary to support resource-oriented land uses, and to conserve existing woodland and forests for water quality benefits along the tributaries of the Chesapeake Bay. Maximum residential density—.05 du/gross acre.

REVITALIZATION OVERLAY DISTRICTS[4]

R-O-D: Revitalization Overlay District—Intended to ensure the orderly development or redevelopment of land within a designated district. Revitalization Districts provide a mechanism for the county to delegate full authority to local municipalities to approve departures from parking, landscaping and sign standards. In addition, limited authority is also delegated for the approval of variances from building setbacks, lot coverage, yards and other dimensional requirements of existing zoning.

ARCHITECTURAL OVERLAY DISTRICTS[5]

A-C-O: Architectural Conservation Overlay—Intended to ensure that development and redevelopment efforts preserve and protect the architectural or design character of neighborhoods in accordance with an approved Architectural Conservation Plan. Conservation Districts may be designated in areas where the majority of properties have been developed and they exhibit distinct, unifying elements, characteristics, design or other physical features.

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[3] These overlay zones are superimposed over other zones, and they may modify provisions of the underlying zones concerning uses allowed and standards for development. In addition, new development is generally subject to approval of a Conservation Plan and Conservation Agreement by the Planning Board.

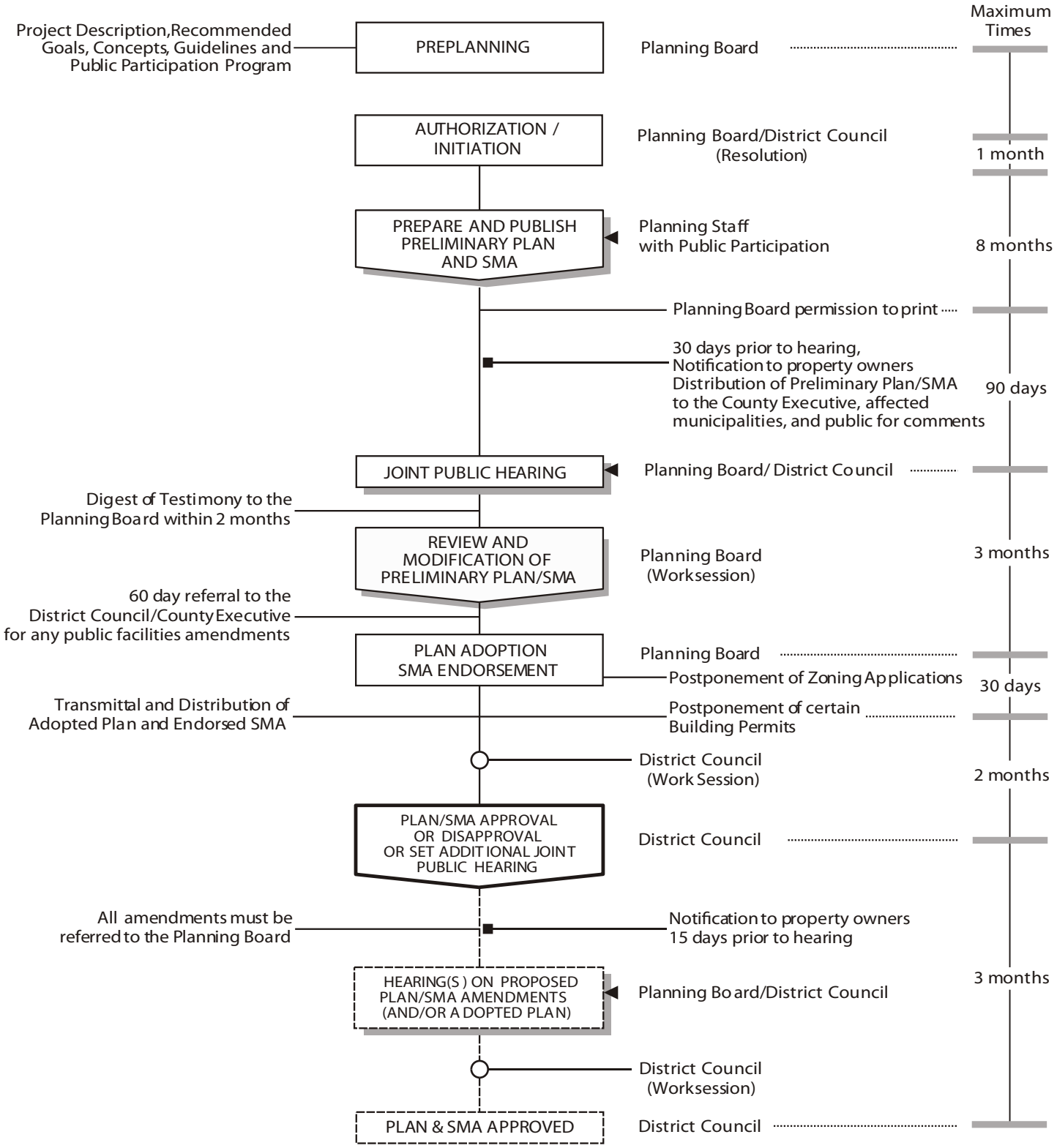
[4] These overlay districts are superimposed over other zones. However, they do not modify provisions of the underlying zones concerning uses allowed and standards for development.

[5] These overlay zones are superimposed over other zones, and they may modify provisions of the underlying zones concerning design regulations. However, they do not modify provisions of the underlying zones concerning allowed uses. In addition, a Detailed Site Plan for Architectural Conservation shall be approved by the Planning Board prior to the issuance of a building or grading permit.

Appendix IV

PROCEDURAL SEQUENCE CHART

For the Concurrent Preparation of
Comprehensive Master Plans, Sector Plans and Sectional Map Amendments*



◀ PUBLIC INPUT

■ NOTIFICATIONS

Appendix V

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

2006 Legislative Session

Resolution No.	CR-23-2006
Proposed by	The Chairman (by request – Planning Board)
Introduced by	Council Members Dernoga and Peters
Co-Sponsors	
Date of Introduction	March 28, 2006

RESOLUTION

A RESOLUTION concerning

The Sector Plan and Sectional Map Amendment for the East Glenn Dale Area

For the purpose of approving, with amendments, as an act of the County Council of Prince George's County, Maryland, sitting as the District Council, the Sector Plan and Sectional Map Amendment (SMA) for the East Glenn Dale Area, thereby defining long-range land use and development policies, and setting forth and adopting detailed zoning proposals in portions of Planning Area 70, for the area bounded by Good Luck Road to the north, Springfield Road and Hillmeade Road to the east, Daisy Lane to the south, and Greenbelt Road\Glenn Dale Boulevard (MD 193) to the west.

WHEREAS, the Sector Plan and Sectional Map Amendment for the East Glenn Dale Area amends portions of the 1993 *Approved Master Plan and Sectional Map Amendment for Glenn Dale-Seabrook-Lanham and Vicinity (Planning Area 70)*, the 2002 *Prince George's County Approved General Plan* for the Physical Development of the Maryland-Washington Regional District within Prince George's County, Maryland, the 2005 *Countywide Green Infrastructure Plan*, the 1982 *Master Plan of Transportation*, the 1983 *Functional Master Plan for Public School Sites*, the 1990 *Public Safety Master Plan*, the 1992 *Prince George's County Historic Sites and District Plan*, and the 1975 *Countywide Trails Plan,* including the 1985 *Equestrian Addendum*; and

WHEREAS, on October 25, 2004, in Council Resolution CR-65-2004, the County Council of Prince George's County, Maryland, sitting as the District Council, directed The Maryland-National Capital Park and Planning Commission to prepare a new sector plan and sectional map amendment for the East Glenn Dale Area, in order to develop a comprehensive approach to implementing the recommendations of the 2002 General Plan and to ensure that future development is consistent with County policies; and

WHEREAS, pursuant to the requirements of Section 27-642 of the Zoning Ordinance as they concern preparation of a new sector plan and sectional map amendment, the Prince George's County Planning Board published an informational brochure and held a public forum on January 13, 2005, to inform the public of the intent and procedures for preparing a new sector plan and sectional map amendment, and to identify the issues and concerns of the community; and

WHEREAS, on February 22, 2005, the District Council endorsed the goals, concepts, guidelines, and the public participation program prepared by the Planning Board, pursuant to Section 27-643 of the Zoning Ordinance; and

WHEREAS, the planning staff held three community planning workshops, on March 9, March 16, and April 6, 2005, for public input on vision, goals, and challenges for the sector planning area, and staff also conducted interviews with major stakeholders; and

WHEREAS, the Planning Board granted permission to print the *Preliminary Sector Plan and Proposed Sectional Map Amendment for the East Glenn Dale Area* on June 16, 2005; and

WHEREAS, pursuant to Section 27-644 of the Zoning Ordinance, the County Executive and the District Council reviewed the public facilities element of the preliminary plan and endorsed the inclusion of the proposed public facilities in the preliminary plan, for the purpose of holding a public hearing; and

WHEREAS, the District Council and the Planning Board held a duly advertised joint public hearing on the *Preliminary Sector Plan and Proposed Sectional Map Amendment for the East Glenn Dale Area* on July 25, 2005; and

WHEREAS, the Planning Board held a worksession to consider the public hearing testimony on October 6, 2005; and

WHEREAS, on October 27, 2005, the Planning Board, in response to the public hearing testimony, adopted the Sector Plan and endorsed the SMA, with revisions, as described in Prince George's County Planning Board Resolution PGCPB No. 05-208, and transmitted the Sector Plan and SMA to the District Council on November 9, 2005; and

WHEREAS, the District Council held a worksession on November 22, 2005, considered hearing testimony, and proposed amendments to the adopted Sector Plan and endorsed SMA; and

WHEREAS, on November 29, 2005, the District Council adopted CR-89-2005, to hold a second joint public hearing on proposed amendments, as described in CR-89-2005; and

WHEREAS, on February 7, 2006, the District Council proposed additional amendments to CR-89-2005, as described in CR-12-2006, and replaced CR-89-2005 with CR-12-2006; and

WHEREAS, the District Council and the Planning Board of The Maryland-National Capital Park and Planning Commission held a duly advertised second joint public hearing on March 21, 2006, to allow public comment on the proposed amendments, as described in CR-12-2006; and

WHEREAS, the District Council held a worksession on March 28, 2006, and adopted CR-23-2006, approving the Sector Plan and Sectional Map Amendment for the East Glenn Dale Area, with amendments to the Zoning Map.

NOW, THEREFORE, BE IT RESOLVED by the County Council of Prince George's County, sitting as the District Council for that part of the Maryland-Washington Regional District in Prince George's County, Maryland, that the Sector Plan and Sectional Map Amendment for the East Glenn Dale Area, as adopted on October 27, 2005, are hereby approved, with the following amendments:

AMENDMENT 1 Change the zoning of properties located in the area between Lanham-Severn Road (MD 564) and the railroad tracks.

Zone Change: **E-I-A to O-S**
Account: 1588755
Street Address: 000000 Lanham-Severn Road
Land Area: 24.38± acres
Legal Description: Map 36, Grid C2, Parcel 31
Existing Use: Undeveloped and woodlands

Zone Change: **R-R to O-S**
Account: 1621812
Street Address: 000000 Lanham-Severn Road
Land Area: 1.68± acres
Legal Description: Map 36, Grid D1, Parcel 185
Existing Use: Undeveloped and woodlands

Zone Change: **C-O to C-M**
Account: 1655703
Street Address: 11011 Lanham-Severn Road
Land Area: 0.98± acres
Legal Description: Map 36, Grid C2, Parcel 71
Existing Use: Office

Zone Change: **C-O to C-M** (250' from the southern property line) and **C-O to O-S** (beyond 250')
Account: 1655711
Street Address: 000000 Lanham-Severn Road
Land Area: 2.56± acres
Legal Description: Map 36, Grid C2, Parcel 72
Existing Use: Office

Zone Change: **C-O to O-S**
Account: 1683143
Street Address: 11005 Lanham-Severn Road
Land Area: 2.85± acres
Legal Description: Map 36, Grid C2, Parcel 70
Existing Use: Undeveloped and woodlands

Zone Change: **C-O to O-S**
Account: 1619139/1692458
Street Address: 11003 Lanham-Severn Road
Land Area: 1.10± acres (0.67+0.43)
Legal Description: Map 36, Grid C2, Subdivision 2600, Block 2, Plat No. A-0387
Existing Use: One single-family detached home

AMENDMENT 2 Change the zoning of the Reid Temple AME Church property located at 11400 Glenn Dale Boulevard.

Zone Change: **R-R to O-S**
Account: 3459559
Street Address: 11400 Glenn Dale Boulevard
Land Area: 10.00± acres

Legal Description: Map 36, Grid D3, Subdivision 5702, Plat No. 14194082
Existing Use: Church and school

AMENDMENT 3 Change the zoning of properties between Prospect Hill Road and Daisy Lane. All properties within this sector area shall be placed in the R-E Zone, or the R-A Zone, or the O-S Zones depending upon lot sizes except those properties specified in AMENDMENT 4. The properties with land area less than 1.00 acres are retained in the R-R Zone. The properties with land area between 1.00 to 1.99 acres are classified in the R-E Zone. The properties with land area between 2.00 to 4.99 acres are classified in the R-A Zone. The properties with land area more than 5.00 acres are classified in the O-S Zone.

Zone Change: **R-R to O-S**
Account: 1583665
Street Address: 000000 Hillmeade Road
Land Area: 5.01± acres
Legal Description: Map 36, Grid E2, Parcel 337
Existing Use: Undeveloped and woodlands

Zone Change: **R-R to R-A**
Account: 1587955
Street Address: 000000 Hillmeade Road
Land Area: 3.00± acres
Legal Description: Map 36, Grid E2, Parcel 324
Existing Use: Undeveloped and woodlands

Zone Change: **R-R to R-E**
Account: 1588649
Street Address: 11611 Prospect Hill Road
Land Area: 1.92± acres
Legal Description: Map 36, Grid E1, Parcel 48
Existing Use: One single-family detached home

Zone Change: **R-R to R-E**
Account: 1573633
Street Address: 11607 Prospect Hill Road
Land Area: 1.47± acres
Legal Description: Map 36, Grid E1, Parcel 47
Existing Use: One single-family detached home

Zone Change: **R-R to R-E**
Account: 1652676
Street Address: 11511 Prospect Hill Road
Land Area: 1.52± acres
Legal Description: Map 36, Grid E1, Parcel 74
Existing Use: One single-family detached home

Zone Change: **R-R to R-A**
Account: 3044476
Street Address: 7401 Prospect Hill Court

Land Area: 2.95± acres
Legal Description: Map 36, Grid E2, Subdivision 5677, Block B, Lot 4, Plat No. 14176097
Existing Use: One single-family detached home

Zone Change: **R-R to R-A**
Account: 3044468
Street Address: 7405 Prospect Hill Court
Land Area: 2.34± acres
Legal Description: Map 36, Grid E2, Subdivision 5677, Block B, Lot 3, Plat No. 176097
Existing Use: One single-family detached home

Zone Change: **R-R to R-A**
Account: 3044450
Street Address: 7409 Prospect Hill Court
Land Area: 2.47± acres
Legal Description: Map 36, Grid E2, Subdivision 5677, Block B, Lot 2, Plat No. 14176097
Existing Use: One single-family detached home

Zone Change: **R-R to R-E**
Account: 3044567
Street Address: 000000 Prospect Hill Court
Land Area: 1.10± acres
Legal Description: Map 36, Grid D2, Subdivision 5677, Plat No. 14176097
Existing Use: Undeveloped and woodlands

Zone Change: **R-R to R-A**
Account: 3044443
Street Address: 7417 Prospect Hill Court
Land Area: 2.77± acres
Legal Description: Map 36, Grid D2, Subdivision 5677, Block B, Lot 1, Plat No. 14176097
Existing Use: One single-family detached home

Zone Change: **R-R to R-E**
Account: 3044542
Street Address: 7420 Prospect Hill Court
Land Area: 1.29± acres
Legal Description: Map 36, Grid D2, Subdivision 5677, Block B, Lot 11, Plat No. 14176097
Existing Use: One single-family detached home

Zone Change: **R-R to R-A**
Account: 1700376
Street Address: 000000 Prospect Hill Road
Land Area: 3.99± acres
Legal Description: Map 36, Grid D2, Parcel 323
Existing Use: Undeveloped and woodlands

Zone Change: **R-R to R-E**
Account: 3044526
Street Address: 7414 Prospect Hill Court

Land Area: 1.95± acres
Legal Description: Map 36, Grid E2, Subdivision 5677, Block B, Lot 9, Plat No. 14176097
Existing Use: One single-family detached home

Zone Change: **R-R to O-S**
Account: 1676220 (in portion) & 3170768
Street Address: 11501 Old Prospect Hill Road
Land Area: 125± acres (portion classified in R-18C, see Amendment 4)
Legal Description: Map 36, Grid E-3, Parcel 121 and Subdivision Holy Trinity Episcopal Day School, Outlot A
Existing Use: Golf Course, single-family detached homes, undeveloped land, and woodlands

Zone Change: **R-R to R-E**
Account: 1675644
Street Address: 11475 Old Prospect Hill Road
Land Area: 1.08± acres
Legal Description: Map 36, Grid D3, Parcel 149
Existing Use: One single-family detached home

Zone Change: **R-R to O-S**
Account: 1626548
Street Address: 000000 Hillmeade Road
Land Area: 20.67± acres
Legal Description: Map 36, Grid E3, Parcel 123
Existing Use: Undeveloped and woodlands

Zone Change: **R-R to O-S**
Account: 1697861
Street Address: 000000 Hillmeade Road
Land Area: 5.52± acres
Legal Description: Map 36, Grid E4, Parcel 164
Existing Use: Undeveloped and woodlands

Zone Change: **R-R to R-E**
Account: 1694611
Street Address: 000000 Hillmeade Road
Land Area: 1.02± acres
Legal Description: Map 36, Grid F4, Parcel 354
Existing Use: Undeveloped and woodlands

Zone Change: **R-R to R-A**
Account: 1587989
Street Address: 6614 Hillmeade Road
Land Area: 2.42± acres
Legal Description: Map 36, Grid F3, Parcel 161
Existing Use: One single-family detached home

Zone Change: **R-R to R-A**
Account: 1648609
Street Address: 6504 Hillmeade Road

Land Area: 3.24± acres
Legal Description: Map 36, Grid F4, Parcel 173
Existing Use: One single-family detached home

Zone Change: **R-R to R-E**
Account: 1698042
Street Address: 11411 Old Prospect Hill Road
Land Area: 1.69± acres
Legal Description: Map 36, Grid D3, Parcel 338
Existing Use: One single-family detached home

Zone Change: **R-R to O-S**
Account: 3170750
Street Address: 11902 Daisy Lane
Land Area: 18.50± acres
Legal Description: Map 36, Grid E4, Subdivision 3573, Lot 1, Plat No. 183061
Existing Use: A church school

Zone Change: **R-R to O-S**
Account: 3180247/1590223
Street Address: 12000/12050 Daisy Lane
Land Area: 11.15± acres (8.99+2.16)
Legal Description: Map 36, Grid E4, Subdivision 1960, Daisey Fields Plat 6, Parcel B, Plat No. 183099 and Parcel 162
Existing Use: M-NCPPC parkland

Zone Change: **R-R to R-E**
Account: 1610450
Street Address: 12112 Daisy Lane
Land Area: 1.28± acres
Legal Description: Map 36, Grid F4, Parcel 169
Existing Use: One single-family detached home

Zone Change: **R-R to R-E**
Account: 1677632
Street Address: 12100 Daisy Lane
Land Area: 1.91± acres
Legal Description: Map 36, Grid E4, Parcel 168
Existing Use: One single-family detached home

Zone Change: **R-R to R-E**
Account: 1610401
Street Address: 12200 Daisy Lane
Land Area: 1.17± acres
Legal Description: Map 36, Grid F4, Parcel 171
Existing Use: One single-family detached home

Zone Change: **R-R to R-A**
Account: 1621184
Street Address: 12212 Daisy Lane

Land Area: 4.28± acres
Legal Description: Map 36, Grid F4, Parcel 172
Existing Use: One single-family detached home

Zone Change: **R-R to O-S**
Account: 1573294
Street Address: 12330 Daisy Lane
Land Area: 6.94± acres
Legal Description: Map 36, Grid F4, Parcel 174
Existing Use: One single-family detached home

Zone Change: **R-R to R-A**
Account: 1606375
Street Address: 11521 Prospect Hill Road
Land Area: 4.07± acres
Legal Description: Map 36, Grid D3, Parcel 11
Existing Use: Church

Zone Change: **R-R to R-A**
Account: 1632991
Street Address: 11400 Prospect Hill Road
Land Area: 2.21± acres
Legal Description: Map 36, Grid D3, Parcel 331
Existing Use: One single-family detached home

Zone Change: **R-R to R-A**
Account: 3376050
Street Address: 11431 Prospect Hill Road
Land Area: 2.98± acres
Legal Description: Map 36, Grid D3, Parcel 423
Existing Use: Undeveloped and woodlands

Zone Change: **R-R to R-A**
Account: 1633007
Street Address: 11400 Prospect Hill Road
Land Area: 4.44± acres
Legal Description: Map 36, Grid D3, Parcel 119
Existing Use: Undeveloped and woodlands

AMENDMENT 4 Change the zoning of the following properties from the existing R-R Zone to the R-18C Zone to be developed for an active adult community.

Zone Change: **R-R to R-18C**
Account: 1627298 & 1640366
Street Address: 11415 Old Prospect Hill Road and 11609 Facchina Place
Land Area: 10.1437± acres (44,861 square feet)
Legal Description: Part of Lot 2, Kyle's Addition to Glenn Dale, Plat Book NLP 111 as Plat Number 16 recorded in Liber 18602 , Folio 252 and Parcel 120 recorded in Liber 13481, Folio 512, all among the Land Records of Prince George's County, Maryland, said tract being more particularly described as follows:

Beginning for the said parcel of land at an iron pipe found at the easterly common corner of said Lot 2, Kyle's Addition to Glenn Dale, and Parcel 120, said iron pipe also lying on the westerly line of Lot 9, Facchina Addition to Glendale as shown on a Plat of Subdivision recorded in Plat Book NLP 102 as Plat Number 26, running thence with the common division line between said Lot 2 and Lot 9;

1. South 13º51'29" West, 74.63 feet to an iron pipe found at the common corner of said Lot 2 and Lot 9, said iron pipe also lying on the northerly Right of Way line of Facchina Place (60' Right of Way); thence running with the said northerly Right of Way line of Facchina Place and the southerly line of Lot 2,

2. South 87º29'10" West, 10.00 feet to an iron pipe set on the westerly Right of Way Line of Facchina Place; thence running with said westerly Right of Way line and the easterly line of Lot 2,

3. South 04º43'50" West, 60.48 feet to an iron pipe found at the common corner of Lot 2 and Lot 8, Facchina Addition to Glendale, said iron pipe also lying on the southerly Right of Way Line of Facchina Place; thence running through Lot 2 the following three (3) courses,

4. 256.60 feet along the arc of a curve to the left to an iron pipe found at a point of tangency, said curve having a radius of 250.00 feet and a chord bearing South 58º07'18" West, 259.49 feet; thence,

5. South 43º47'12" East, 83.07 feet to an iron pipe found; thence

6. South 73º55'07" East, 101.09 feet to an iron pipe found on the common line between Lot 2 and Lot 6; thence running along the common line between Lot 2 and Lots 3 through 6,

7. South 13º53'50" West, 534.40 feet to an iron pipe found; thence,

8. North 38º23'58" West, 2.03 feet to an iron pipe found, thence;

9. North 28º50'52" West, 81.44 feet to an iron pipe found on said northerly Right of Way line of Glenn Dale Road, said iron pipe lying 120.00 feet opposite centerline of Right of Way Station 104+00 as shown on said plat, thence;

10. North 37 82'31" West, 368.33 feet to an iron pipe found, said iron pipe lying 125.00 feet opposite centerline of Right of Way Station 99+81.45 and Station 100+31.85, thence;

11. North 36º09'37" West, 258.99 feet to an iron pipe found, said iron pipe lying 134.82 feet opposite centerline of Right of Way Station 97+22.84, said iron pipe also being the common corner of Lot 2 and the southerly corner of Parcel 146, the property of L.R. Levitsky, Liber 3686 Folio 981, thence running with the common division line between Lot 2 and Parcel 146;

12. North 15º15'27" West, 120.12 feet to an iron pipe found at the common corner of Lot 2, Parcel 146 and Parcel 338, the property of Thomas A. Howe and Lillian C. Becker, Liber 14541 Folio 13, thence running with the original common division line between Lot 2 and Parcel 338;

13. North 74º52'36" East, 178.65 feet to a point at the common corner of said Lot 2, Parcel 338 and Parcel 120, the property of The Herschel C. Kyle Revocable Trust, Liber 13481 Folio 512, thence running with the common division line between Parcel 120 and Parcel 338;

14. North 04º30'10" West, 343.58 feet to an iron pipe found, thence;

15. South 84º03'36" West, 117.15 feet to an iron pipe found, thence;

16. South 78º18’36” West, 126.48 feet to an iron pipe found at the westerly common corner of said Parcel 120 and Parcel 338, said iron pipe also lying on the easterly Right of Way Line of Prospect Hill road, thence running with said Right of Way Line;

17. North 33º31’01” East, 104.72 feet to a stone found at the westerly common corner of said Parcel 120 and 121, the property of Wynnifred C. Shields, Trustee, Liber 5938 Folio 757, thence running with the common division line between said Parcel 120 and Parcel 121;

18. North 87º24’24” East, 674 feet to an iron pipe found, thence;

19. South 05º27’16” East, 172.39 feet to a stone found at the common corner of said Parcel 120, Parcel 121 and the northerly common corner of Lot 9, Facchina Addition to Glendale, thence running with the common division line between said Parcel 120 and Lot 9;

20. South 05º24’21” East, 118.55 feet to the point of beginning.

Existing Use: Mostly undeveloped and woodlands

Zone Change: **R-R to R-18C**
Account: 1673789& 1676220 (in portion)
Street Address: 7100 Hillmeade Road
Land Area: 19.1766± acres (835,33 square feet)
Legal Description: Part of the M/I Homes of D.C., LLC Property, Tax Map 36, Parcel 76 recorded in Liber 21131, Folio 721 and part of the Wynnifred C. Shields Property, Tax Map 36, Parcel 121 recorded in Liber 5938, Folio 757, all among the Land Records of Prince George’s County, Maryland, said tract being more particularly described as follows:

Beginning for the same at a point along the easterly outline of Parcel 76, a conveyance to M/I Homes of D.C., LLC by Sue H. Scheig, by deed dated May 24th, 2004, and recorded in Liber 21131, Folio 721, among said Land Records of Prince George’s County, Maryland, said point being located 40’ distant from the centerline of Hillmeade Road as shown on Prince George’s County Right-of-Way Plats 894 and 895 and being South 21 24”52” East, 266.13 feet distant from an iron pipe found at the northeast corner of said Parcel 76 and shown on a Boundary Survey by RAD, Inc., dated July, 2005, with bearings referenced to the Maryland State Plane Grid Meridian, thence, running through the lands of M/I Homes of D.C., LLC the following five (5) courses:

1. South 23º08’17” East, 125.00 feet to a point; thence,

2. North 69º 13’40” West, 34.66 feet to a point; thence,

3. 173.49 feet along the arc of a curve to the left to a point of tangency, said curve having a radius of 120.00 feet and a chord bearing South 18º10’38” West, 158.77 feet; thence,

4. South 23º14’28” East, 77.89 feet to a point: thence,

5. 173.28 feet along the arc of a curve to the right to a point, said curve having a radius of 182.95 feet and a chord being South 03 53’33” West, 166.88 feet; thence,

6. South 29º06’28” East, 279.72 feet to a point, thence running through the lands of M/I Homes of D.C., LLC and lands of Wynnifred C. Shields,

7. South 60º53’32” West, 651.72 feet to a point; thence running through the lands of Wynnifred C. Shields the following three (3) courses,

8. North 83º20”28” West, 431.86 feet to a point; thence,

9. North 06º39’32” East, 407.11 feet to a point; thence,

10. North 39º01’50” West, 387.57 feet to a point; thence running through the lands of Wynnifred C. Shields and M/I Homes of D.C., LLC,

11. North 50º58’10” East, 486.72 feet to a point; thence running through the lands of M/I Homes of D.C., LLC the following seven (7) courses,

12. North 83º13’34”East, 425.00 feet to a point; thence,

13. South 06º46’26” East, 125.54 feet to a point; thence,

14. South 14º42’24” West, 293.58 feet to a point; thence,

15. North 83º13’34” East, 248.08 feet to a point; thence,

16. North 23º14’28” West, 40.40 feet to a point; thence,

17. 291.44 feet along the arc of a curve to the right to a point, said curve having a radius of 195.00 feet and a chord bearing North 19 34’28” East 265.06 feet; thence,

18. North 21º12’39” East, 35.76 feet to the point of beginning.

Existing Use: undeveloped land with a portion of the existing golf course

AMENDMENT 5 Change the zoning of publicly owned properties located at the northeast corner of MD 193 and Lanham-Severn Road (MD 564).

Zone Change: **R-R to R-O-S**
Account: 1660455
Street Address: 7317 Northern Avenue
Land Area: 5.22± acres
Legal Description: Map 36, Grid B2, Glendale Subdivision, Lot 15, Plat No: A14-0387
Existing Use: County maintenance facilities

Zone Change: **R-R to R-O-S**
Account: 1612621
Street Address: 000000 Northern Avenue
Land Area: 5.08± acres
Legal Description: Map 36, Grid B2, Glendale Subdivision, Lot 16, Plat No: A14-0387
Existing Use: County maintenance facilities

Zone Change: **R-R to R-O-S**
Account: 1682954
Street Address: 000000 Lanham-Severn Road
Land Area: 8.86± acres
Legal Description: Map 36, Grid B2, Glendale Subdivision, Lots 17 & 18, Plat No: A14-0387
Existing Use: A stormwater management pond

AMENDMENT 6 Change the zoning of properties in the Glenn Dale Commons mixed-use center located west and south of Northern Avenue and north of Greenbelt Road (MD 193) from the existing I-1 or I-3 Zones to the M-X-T Zone and change the zoning of the stormwater management pond site owned by DPW&T from the I-3 Zone to the O-S Zone.

Zone Change: **I-3 to M-X-T**
Account: 1704147
Street Address: 7515 Mission Drive
Land Area: 14.51± acres
Legal Description: Map 36, Grid B1, Subdivision 3185, Plat No. 14162019
Existing Use: Office

Zone Change: **I-1 to M-X-T**
Account: 1697341
Street Address: 000000 Northern Avenue
Land Area: 0.42± acres
Legal Description: Map 36, Grid B1, Parcel 116
Existing Use: Undeveloped and woodlands

Zone Change: **I-1 to M-X-T**
Account: 1611789
Street Address: 000000 Northern Avenue
Land Area: 5.55± acres
Legal Description: Map 36, Grid B1, Parcel 13
Existing Use: Undeveloped and woodlands

Zone Change: **I-1 to M-X-T**
Account: 1616747
Street Address: 000000 Northern Avenue
Land Area: 6.06± acres
Legal Description: Map 36, Grid A1, Parcel 10
Existing Use: Undeveloped and woodlands

Zone Change: **I-1 to M-X-T**
Account: 1580315
Street Address: 7804 Northern Avenue
Land Area: 1.97± acres
Legal Description: Map 36, Grid A1, Parcel 195
Existing Use: Undeveloped and woodlands

Zone Change: **I-1 to M-X-T**
Account: 1610526
Street Address: 000000 Northern Avenue
Land Area: 2.00± acres
Legal Description: Map 36, Grid A1, Parcel 9
Existing Use: Undeveloped and woodlands

Zone Change: **I-1 to M-X-T**
Account: 2748044
Street Address: 7771 Hubble Drive
Land Area: 5.30± acres
Legal Description: Map 36, Grid A1, Subdivision 2550, Block A, Lot 10, Plat No. 14164099
Existing Use: Undeveloped and woodlands

Zone Change: **I-1 to M-X-T**
Account: 2748051/2748093
Street Address: 7701 Hubble Drive
Land Area: 6.33± acres (5.00+1.33)
Legal Description: Map 36, Grid A1, Subdivision 2550, Block A, Lot 11, Plat No. 14164099
Existing Use: Undeveloped

Zone Change: **I-1 to M-X-T**
Account: 2748069
Street Address: 7601 Hubble Drive
Land Area: 3.46± acres
Legal Description: Map 36, Grid A1, Subdivision 2550, Parcel A
Existing Use: A stormwater management pond

Zone Change: **I-1 to M-X-T**
Account: 1675610
Street Address: 10261 Aerospace Road
Land Area: 5.21± acres
Legal Description: Map 36, Grid A1, Subdivision 2550, Block A, Lot 6, Plat No. 14136048
Existing Use: Office

Zone Change: **I-1 to M-X-T**
Account: 1675586
Street Address: 10100 Aerospace Road
Land Area: 5.70± acres
Legal Description: Map 36, Grid A1, Subdivision 2550, Block A, Lot 4, Plat No. 14134048
Existing Use: Office

Zone Change: **I-1 to M-X-T**
Account: 1675560
Street Address: 10000 Aerospace Road
Land Area: 6.18± acres
Legal Description: Map 36, Grid A1, Subdivision 3030, Block A, Lot 1, Plat No. 14119072
Existing Use: Office

Zone Change: **I-3 to O-S**
Account: 1704154
Street Address: 7511 Mission Drive
Land Area: 7.09± acres
Legal Description: Map 36, Grid B2, Subdivision 3185, Plat No. 14162019
Existing Use: A stormwater management pond and right-of-way

Zone Change: **I-3 to M-X-T**
Account: 2928877
Street Address: 7550 Mission Drive
Land Area: 1.05± acres
Legal Description: Map 36, Grid A2, Subdivision: Goddard Corp. Park, Lot 2 Plat No. 14171087
Existing Use: Undeveloped

Zone Change: **I-3 to M-X-T**
Account: 2928885
Street Address: 7510 Mission Drive
Land Area: 5.67± acres
Legal Description: Map 36, Grid A2, Goddard Corp. Park, Lot 3, Plat No. 14171087
Existing Use: Undeveloped

Zone Change: **I-3 to M-X-T**
Account: 2928893
Street Address: 7500 Mission Drive
Land Area: 3.82± acres
Legal Description: Map 36, Grid A1, Goddard Corp. Park, Lot 4, Plat No. 14171087
Existing Use: Undeveloped

AMENDMENT 7 Change the plan text as follows:

Page 14, Map 5 – Modify the map to show residential low density, open space reservation, and an active adult community for the area between Prospect Hill Road and Daisy Lane.

Pages 16 & 17, Chapter II-Development Pattern Element, Focus Areas

Focus Areas

Introduction
The following sections address three focus areas: (1) [the Glenn Dale Golf Course,] the area between Prospect Hill Road and Daisy Lane, (2) the area between MD 564 and the railroad tracks, and (3)[the Glenn Dale Business Campus] the Glenn Dale Commons and vicinity. Each area features a unique vision and goals, policies, and strategies established in the sector plan to achieve these visions.

[Glenn Dale Golf Course] The Area Between Prospect Hill Road and Daisy Lane

Vision

[The Prospect Hill and Outbuildings Historic Site is preserved and the Glenn Dale Golf Course property is an open space use or residential use that is compatible with the surrounding

community.] Land uses in this area that contribute to continuance of the quality of life in the East Glenn Dale Sector Planning Area.

Background

The area between Prospect Hill Road and Daisy Lane consists of the Glenn Dale Golf Course and its surrounding residential development. It contains approximately 360 acres of land bordered by the Glenn Dale Boulevard (MD 193) to the southwest, Prospect Hill Road to the west and north, Hillmeade Road to the east, and Daisy Lane to the south. Four exiting residential subdivisions located within this sector area are Hillmeade Manor, Prospect Woods, Prospect Hill Estates, and Glendale Facchina Addition. These subdivisions are developed with single-family detached homes generally in lot sizes from one-quarter acre to over one acre. Other single-family detached homes are scattered throughout this area. The houses range from small rural homes to large custom-built homes.

The Glenn Dale Golf Course, also known as the Glenn Dale Country Club, is a privately owned 18-hole golf course that opened in 1955. Located along Prospect Hill Road, it contains approximately 125 acres of land. A county-designated historic site, known as the Prospect Hill and Outbuildings (Historic Site #70-25), is located on the property.

Development of a planned active adult community with luxury residential units may be located on portions of the golf course, and on portions of the adjacent Kyle and Scheig properties in order to retain the existing 18 hole golf course.

1) The residential portion of the project shall be located solely within the "development pods" of the project; areas zoned R-18C primarily located on the Kyle property and the interior of the Scheig property and adjacent golf course.

2) The majority of residential units within the "development pods" shall be located within the Scheig/golf course pod, with a lesser concentration of units located on the Kyle property.

3) Residential development shall be limited to a maximum of 390 dwelling units, all of which shall be "for sale," and none of which shall be rental units, for the project consisting of the Glenn Dale Golf Course, Kyle and Scheig properties. If additional, adjacent properties are included in the overall project, a maximum of 2.5 additional units per acre of additional development would be permitted (based on the amount of acreage added by the adjacent property), but solely within the "development pods."

4) The residential development may include a mix of housing types: (1) single-family attached, (2) townhouse, (3) duplex, (4) quadplex, or (5) multifamily condominiums, pursuant to the regulations of the R18C zone. In addition to the golf course, the active adult development should include amenities for the residents, including a multi-purpose clubhouse, and other recreational opportunities for the community where residents may recreate, relax, and meet with or entertain others. The active adult community may also include an additional facility for residents in an assisted living complex. The units of any such additional facility shall be included in, and shall not be in addition to, the 390 unit maximum permitted. No residential or other structure shall be more than 4 stories in height.

5) Pursuant to federal regulations, at least eighty percent (80%) of the dwelling units in the planned active adult community must be occupied by at least one person at least fifty five (55) years of age. Covenants setting forth the minimum age of the residents and the minimum occupancy percentage of such residents shall be submitted with the application and shall be filed in the land records at the time the subdivision plat is recorded. No change in the minimum age shall be permitted, unless both the covenants and the Site Plan have been amended.

6) At the time of subdivision plan and plat approvals, protective covenants or no less binding conservation easements shall be recorded on the golf course portion of the development project to retain the open space character of the property in perpetuity (and in any event, for no less than thirty years from the date of recordation), while allowing the golf course owner/operator to improve and/or expand the golf course and banquet facilities on the property.

The Holy Trinity Episcopal Day School property, 18 acres on Daisy Lane, has an approved site plan for the school, a plan showing setbacks and tree conservation in accordance with R-R Zone requirements. Notwithstanding changes to the zoning map for this property, to change the R-R classification to a zoning district of lower density, the private school use and site plan are hereby approved, and the site plan for the school may be amended for future school uses, applying R-R Zone setback and tree conservation requirements.

[Development plans for single-family detached residential homes on the golf course property were filed in 2003. On February 19, 2004, the Planning Board approved a preliminary plan of subdivision (4-03088) for a total of 207 lots including the Historic Site for the property. On December 16, 2004, the Planning Board approved a Detailed Site Plan (DSP-04023) for 207 dwelling units and restoration of the Prospect Hill historic building for the property.]

[During the public meetings for this sector plan, some residents proposed preservation of the Glenn Dale Golf Course and requested a re-evaluation of planned land use densities and intensities to ensure the preservation of the character of their community. The property owners of the golf course were equally concerned about protection of their equity and investments in their land.]

Goals

- [Development] Land use that is compatible with high quality, rural and estate residential development found in the [surrounding] existing community.
- [Development] Land use that preserves open space, wooded parkland**,** recreational uses, trails, and the park-like character of local roads.
- [Development] Land use that is consistent with the property owners' legal rights to a fair return on their investment.
- Land use that maintains the quality of life in the Glenn Dale community.

Policy: Support [high-quality single-family detached residential development] land uses that enhance and preserve existing community character and provide active and passive recreational opportunities for the homeowners or the public.

Page 17 – Replace strategies to read:

Strategies

- Maintain and improve current uses, with attention to preservation of open spaces, archeological areas, heritage sites, and historic vistas.

- Adjust zoning designation for all properties within this sector area via the Sectional Map Amendment to be compatible with lot sizes except the areas proposed for an active adult community.

- An open space reservation to protect the existing Glenn Dale Golf Course shall be established except the small portion of the existing site proposed for an active adult community

Page 18 – Delete Figure 3.

Page 19 – Modify the text after the third bullet.

The Area between MD 564 and Railroad Tracks

Vision

A comprehensively planned attractive, wooded, low-density employment and commercial area, [consisting of small high-quality professional, medical and high-tech offices] and limited low-density single-family residential development.

Page 20 – Modify Strategies under first bullet, sub-bullets nine and ten, delete second bullet, and add a sub-bullet.

- Connect any possible future MARC station in the vicinity with a continuous pedestrian linkage to [the] any employment or residential development.

- Require the development in this site to be primarily low to mid-rise (two- to four-story) buildings.

- Prohibit any new service commercial uses to be located in this area.

[- Development may include medical, office; religious, educational, recreational, and governmental uses, but should exclude warehouses, auto-related service commercial uses, maintenance or service yard, self-service storage warehouses or other industrial uses that could have an adverse impact on the surrounding community.]

Pages 21 to 24 – Glenn Dale Business Campus and Vicinity

[Glenn Dale Business Campus] Glenn Dale Commons and Vicinity

Vision

[The] Glenn Dale [Business Campus] Commons and vicinity is envisioned to be a mixed-use, pedestrian-friendly community with vertical and horizontal mixed-use development including retail, office, residential, employment, live/work spaces, restaurant, and entertainment uses.

It will draw[s] customers and local residents to high-end stores, outdoor cafes, and quality restaurants. The community will include low-to mid-rise condominiums.

Background

[The] Glenn Dale [Business Campus] Commons and vicinity is defined by its boundary: MD 193 to the south, [is located at] Aerospace Drive to the west and Northern Avenue to the north and east, [Forbes Boulevard just north of MD 193] and including Eastgate Shopping Center, to the south all within the University Boulevard Corridor. It consists of approximately 170 acres of land, of which 108 acres have been developed with office, research and development, and retail uses. In the first quarter of 2005, the vacancy rate for [the] Glenn Dale [Business Campus] Commons and vicinity was very high; it had jumped to 69 percent from 15 percent for the third quarter of 2003 (see Figure 5). The total vacant building square footage was 325,866 in the first quarter of 2002. An owner of 65 acres has expressed interest in developing [the site into] a residential component including a diversity of housing styles thereby creating an overall balanced mixed-use community, which is anticipated to include 796,481 square feet of office, 103,684 square feet of retail and a residential component to complement these retail and employment uses. D[d]evelopment should [with a "lifestyle center," a pedestrian-oriented specialty center,] target the "active adult" and/or "assisted living" community as a large portion of its residential component, rather than retaining all existing office/employment uses. The residential component should not exceed 662 units of senior/active adult housing (70% age restricted and, if permitted in the future, 30% assisted living), which may take the form of any and/or all single-family detached, single-family attached and/or multifamily dwelling types; 102 condominium buildings containing 204 two-over-two condominium dwelling units, 14 town homes including one dwelling unit to be used as an activity center/meeting room, and 74 single-family detached residences. The proposal, a mixed-use community, could result in the demolition of some existing structures to allow future residential/mixed-use redevelopment on this site.

Goals

- Create a pedestrian-friendly, mixed-use [commercial residential] environment.

- Protect the semi-rural, residential character of Northern Avenue from the redevelopment of the Glenn Dale [Business Campus] Commons and vicinity by placing the single-family detached residences next to Northern Avenue..

Policy: Promote residential-oriented, multiple-use development.

Strategies

- Encourage a mixture of residential, [retail, entertainment,] office, and live/work[, and residential] uses for the site utilizing a suitable mixed-use zone [or and L-A-C (Local Activity Center) Community Comprehensive Design Zone] at the time of development and/or redevelopment.

- Provide a balanced, infill residential community to complement the existing commercial/retail uses.

[■ Amend the 2002 General Plan to create a corridor node at the intersection of MD 193 and MD 564 to encourage pedestrian-friendly, compact mixed-use development. The 2002 General Plan recommends higher-intensity residential and nonresidential mixed uses at appropriate nodes within one-quarter mile of major intersections or major transit stops along the corridor.]

[Figure 6 exhibits an illustrative concept for the proposed node.]

■ Ensure that development proposals are of high quality and conform to the following development guidelines:

- Integrate residential and commercial development to create and facilitate an [24-hour] environment to ensure the interaction between the uses, which includes improving the existing intersection of Mission Drive and MD 193 to create a pedestrian accessible community and by lining the community with continuous walking paths.

- Create a consistent build-to line that frames the streets and provides a comfortable sense of enclosure for pedestrians.

- Provide streetscape amenities such as street trees and wide sidewalks accented with special paving materials, landscape buffer/planting strips between street and sidewalk, pedestrian-scaled lighting fixtures, and street furnishing such as benches, trash receptacle, and bike racks.

- Create pedestrian plazas.

- Use high-quality, durable, and attractive materials with appropriate pedestrian-scaled architectural detailing in the design of all buildings.

- Ensure that parking lots and structures are sufficiently screened from public view or designed to be visually unobtrusive and allocate parking lots or garages at the site's perimeter.

- Provide high-quality signage.

- Use public art such as fountains, statue, sculptures, walkways, medallion insets, and other features to highlight the special nature of the area, including enhancing the existing private storm water management pond located at the corner of Hubbell Drive and Aerospace Avenue with additional contiguous green area, continuous trails/piers and a water feature, such as a gazebo, in order to provide an attractive community amenity.

- Locate new utility lines underground, wherever possible.

- Provide minimum 60-foot landscaped buffers between the proposed community and Northern Avenue. The buffer shall be measured from the public utility easement along Northern Avenue and shall be located within the proposed development site.

- Provide minimum 75-foot building setbacks within the proposed development site measured from the public utility easement along Northern Avenue.

- Develop a gated/fenced residential community at the northwest intersection of Hubble Drive and Aerospace Drive, with high-quality amenities, such as a health club, within its confines.

- Provide [at least 250,000 square feet of office space] temporary classroom space in an existing building known as or Greentech III (10261 Aerospace Road) by lease or otherwise to the school system for up to five years with subsidies/incentives as agreed upon between the owner and the Board of Education.

Page 26, Chapter III-Infrastructure Elements, Environmental Infrastructure

Goals

- Preserve and enhance an interconnected network of woodlands and green space by maintaining open spaces and other appropriate land uses.

- Protect the natural environment and wetlands to the fullest extent possible.

- Provide protection from noise impacts, by preserving and enhancing natural buffers.

- Address issues of flooding and storm water management.

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

Strategies

- Use the designated green infrastructure network to identify opportunities for environmental preservation and restoration during the development review process, such as a detailed site plan review.

- Target public land acquisition programs within the designated green infrastructure network in order to preserve, enhance, or restore essential features and special habitat areas.

- The Green Infrastructure Network Plan should be used to identify network gaps and infrastructure connectivity should be enhanced where possible.

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

Strategies

- During the development review process, evaluate streams that are to receive stormwater discharge for water quality and stream stability. Unstable streams and streams with degraded water quality should be restored, and this mitigation should be considered as part of the stormwater management requirements.

- Encourage the use of conservation landscaping techniques that reduce water consumption and the need for fertilizers or chemical applications.

- Minimize the number of parking spaces and provide for alternative parking methods, such as decked facilities, that reduce the area of impervious surfaces during [redevelopment] all land use projects.

Policy 3: Protect and enhance tree cover within the sector plan study area.

Strategies

- Encourage the planting of trees in all developed areas and established communities to increase overall tree cover. [This strategy applies to the golf course site and the Glenn Dale Business Campus.]

Page 28, Chapter III-Infrastructure Elements, Transportation System

Roadway Issues

Adequacy of Roadway Facilities: There is a concern that the local roadway network cannot handle the traffic impact of recent developments in the area, along with the potential impact of other projects that have approved plans. Traffic congestion and safety have become major concerns. There is a strong need to avoid exacerbating congestion and safety even further.

Daisy Lane and Northern Avenue: There is a need to improve vehicular and pedestrian safety along these facilities while deterring their use by nonlocal traffic.

Soil Conservation Road Relocation: The impact of this federal roadway project on adjacent roadway facilities needs review, with specific attention to vehicular and pedestrian safety in neighboring communities.

There is a need to improve transit links between the sector plan and adjacent centers and corridors. Such links should be designed to enhance commuter access and use of buses.

BE IT FURTHER RESOLVED that the staff is authorized to make appropriate text and map revisions, to correct identified errors, reflect updated information, and incorporate the Zoning Map changes reflected in this Resolution.

BE IT FURTHER RESOLVED that this Sectional Map Amendment is an amendment to the Zoning Ordinance and to the official Zoning Map for the Maryland-Washington Regional District in Prince George's County, Maryland. The zoning changes approved by this Resolution shall be depicted on the official Zoning Map of the County.

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.

BE IT FURTHER RESOLVED that this Resolution shall take effect on the date of its adoption. Adopted this 28th day of March, 2006.

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: _____
Thomas E. Dernoga
Chairman

ATTEST:

_____
Redis C. Floyd
Clerk of the Council

KEY:
___ denotes Council additions
[ ] denotes deletions

CERTIFICATE OF ADOPTION AND APPROVAL

The *Approved Sector Plan and Sectional Map Amendment for the East Glenn Dale Area* amends the 1993 *Approved Master Plan and Sectional Map Amendment for Glenn Dale-Seabrook-Lanham and Vicinity (Planning Area 70)*; the 2002 *Prince George's County Approved General Plan* for the physical development of the Maryland-Washington Regional District within Prince George's County, Maryland; the 2005 *Countywide Green Infrastructure Plan*; the 1982 *Master Plan of Transportation*; the 1983 *Functional Master Plan for Public School Sites*; the 1990 *Public Safety Master Plan*; the 1992 *Prince George's County Historic Sites and Districts Plan*; and the 1975 *Countywide Trails Plan* including the 1985 *Equestrian Addendum*. The Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the Sector Plan and Sectional Map Amendment by Resolution PGCPB No. 05-208 on October 27, 2005, after a duly advertised joint public hearing held on July 25, 2005. The Prince George's County Council, sitting as the District Council, approved the Sector Plan and Sectional Map Amendment by Resolution No. CR-23-2006 DR-2 on March 28, 2006, after a duly advertised joint public hearing held on March 21, 2006.

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

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