

Plan Highlights

The Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment (SMA) covers approximately 1.79 square miles of land in northwestern Prince George’s County adjacent to the Greenbelt Metro Station and along a portion of the University Boulevard (MD 193) Corridor.¹ The majority of the sector plan area is located within the City of Greenbelt, with a portion south of MD 193 (Greenbelt Road) within the Town of Berwyn Heights. The sector plan envisions the development of the Greenbelt Metro Metropolitan Center as an interconnected, vibrant, and diverse mixed-use, transit-oriented eco-community—building on the historic commitment to sustainability of the City of Greenbelt and Town of Berwyn Heights.

This sector plan recognizes the importance of the natural environment and the sensitive Indian Creek stream valley to the community and emphasizes sustainable urbanism and environmental stewardship as cornerstones of the plan. Multimodal transportation networks remain critical to the future success of the Greenbelt Metro Area and MD 193 Corridor building on past investments in transit infrastructure. A high quality of life with an emphasis on housing and neighborhood preservation, including the maintenance and enhancement of living conditions, will attract new residents, workers, businesses, and visitors and provide more reasons for current residents to remain in their communities.

This sector plan is distinguished by its flexible approach to complex land use and urban design issues while continuing

to respect community priorities and values. The plan recognizes that there is an important opportunity for the Greenbelt Metro Metropolitan Center to capitalize on the potential for relocation of a major employer or Government Services Administration (GSA) employment campus that will include supporting office, retail, and residential uses.

The MD 193 Corridor will be transformed to maximize pedestrian and bicycle accessibility, mobility, and safety and will act as a unifying presence tying regional office parks and shopping centers to existing and future residential neighborhoods and targeted mixed-use and pedestrian-oriented development.

Finally, sector plan recommendations and design guidelines and standards will foster an enhanced sense of place.

¹ The sector plan recognizes the portion of the University Boulevard (MD 193) Corridor within the sector plan area is named Greenbelt Road. For the purposes of this sector plan, the corridor is generally referred to as the MD 193 Corridor.

Key recommendations of this sector plan include the following:

Land Use and Urban Design

- ❖ Amend the General Plan boundaries for the Greenbelt Metro Metropolitan Center and University Boulevard (MD 193) Corridor and designate two corridor nodes at Cherrywood Lane/60th Avenue and Hanover Parkway.
- ❖ Recommend land use and urban design strategies for the Greenbelt Metro Metropolitan Center, MD 193 Corridor, and specific locations such as Franklin Park at Greenbelt Station, Beltway Plaza, and Greenway Center/Maryland Trade Center.
- ❖ Focus on issues of sustainability and “green” design, with an emphasis towards creating an eco-community at the Greenbelt Metro Station North Core and preserving and enhancing existing environmental corridors such as Indian Creek.
- ❖ Implement pedestrian- and transit-oriented mixed-use development within the Greenbelt Metro Metropolitan Center and at designated corridor nodes.
- ❖ Preserve the opportunity for a major employer or GSA employment campus at North Core and maximize supporting mixed-use development.
- ❖ Develop an integrated network of natural

areas, public open spaces, urban plazas and squares, and civic amenities such as an archeological interpretive center.

- ❖ Support phased redevelopment of key sites including Beltway Plaza, Franklin Park at Greenbelt Station, and Greenway Center/Maryland Trade Center recognizing the value-added nature of these properties today while providing a framework for vertical and horizontal mixed-use development over time.
- ❖ Promote successful, regionally competitive office parks.
- ❖ Recommend urban design strategies for specific locations within the sector plan area and support gateways at the entrances to Berwyn Heights, Greenbelt, and Franklin Park at Greenbelt Station to contribute to a distinct identity.

Environmental Infrastructure

- ❖ Preserve, enhance, and restore the natural environment to the fullest extent possible and ensure sustainability within the desired development pattern.
- ❖ Integrate time-proven approaches to environmental sensitivity and stewardship evident in the historic Greenbelt town core with contemporary best practices to establish a new paradigm for sustainable growth.

- ❖ Implement environmentally sensitive design (ESD) building techniques and reduce overall energy consumption.
- ❖ Restore and enhance water quality in the Indian Creek stream system and other areas that have been degraded, conserve drinkable water, and reduce stormwater runoff and flooding.
- ❖ Preserve and enhance the existing urban tree canopy and recommend woodland conservation bank sites.
- ❖ Reduce light pollution, air pollution, and adverse noise impacts to support community health and wellness recommendations and minimize impacts on environmentally sensitive areas.
- ❖ Provide site-specific environmental recommendations for key locations within the sector plan area.

Transportation (Safety, Connectivity, Mobility, and Access)

- ❖ Facilitate alternate forms of transportation by providing a continuous network of sidewalks, bikeways, and trails; encouraging transit use with coordinated operations and transit-oriented development; and enhancing street connectivity.
- ❖ Implement reconfigured road lanes, dedi-

- cated bicycle facilities, and wide sidewalks along MD 193 to maximize pedestrian-friendliness and enhance safety for all users.
- ❖ Manage capacity and minimize congestion on all major roadways by safely and efficiently providing access for all users to destinations within the sector plan area.
- ❖ Construct additional trail connections and facilities to connect neighborhoods with Greenbelt Metro Station, the Indian Creek stream valley, and regional trail networks.
- ❖ Consider a new alignment of Greenbelt Station Parkway and minimize impacts to and the potential realignment of Narragansett Run while ensuring any additional temporary impacts to the waterway to accommodate the construction of the Greenbelt Station Parkway bridge are fully remediated and restored.
- ❖ Provide full interchange movements from Greenbelt Metro Station to and from the Capital Beltway (I-95/495).
- ❖ Redesign the MD 193 bridge over Kenilworth Avenue to eliminate dangerous left-hand turns, streamline traffic flow, and enhance pedestrian and cyclist safety.
- ❖ Support select roadway and intersection redesigns to minimize traffic, pedestrian, and bicyclist conflicts and enhance safety for all users.
- ❖ Implement a comprehensive wayfinding system for orientation and to help direct

- people and traffic to major destinations and attractions.
- ❖ Recommend a comprehensive managed parking program.
- ❖ Explore the use of alternate means of addressing comprehensive transportation networks and traditional measurements of adequate public facilities for transportation.

Economic Development

- ❖ Maximize the economic potential of the Greenbelt Metro Station area.
- ❖ Revitalize and redevelop existing commercial properties to improve accessibility and connectivity, enhance the competitiveness of area businesses, and establish distinct senses of place and identity.
- ❖ Provide a state-of-the-art physical infrastructure network to complement the Greenbelt Metro Station and encourage infrastructure providers and developers to extend this network throughout the sector plan area.
- ❖ Reduce office vacancy rates and improve the competitiveness of the local office market.
- ❖ Leverage existing niche markets such as the aerospace and medical sectors.
- ❖ Highlight heritage tourism as a potential economic strength for the area.
- ❖ Support retention of existing businesses and provide relocation assistance as necessary.

- ❖ Encourage a diversity of housing types and price points as an economic development incentive.
- ❖ Mitigate potential adverse impacts of existing industrial businesses and explore opportunities for new industrial and business sectors such as incubator industries.

Housing and Neighborhood Preservation

- ❖ Preserve the character of existing single-family residential neighborhoods.
- ❖ Protect existing residential communities from potentially adverse impacts of new, higher-density development at the Greenbelt Metro Station and along the MD 193 Corridor.
- ❖ Provide a variety of mixed-income housing and housing types with both rental and ownership opportunities to meet the needs of a broad range of potential residents.
- ❖ Expand home improvement programs to facilitate and leverage private reinvestment by property owners.
- ❖ Promote homeownership as a way to strengthen existing neighborhoods.
- ❖ Reduce foreclosure rates and market existing homes as a viable alternative to new rental housing.
- ❖ Address neighborhood public safety issues.

Quality of Life

- ❖ Recognize the importance of community health and wellness.
- ❖ Create a medical mile along Hanover Parkway and within the Greenway Shopping Center and Maryland Trade Center in partnership with Doctors Community Hospital and the numerous medical offices in this area.
- ❖ Support active partnerships to develop and maintain the proposed medical mile.
- ❖ Support the relocation of the Greenbelt school bus maintenance and storage lot and repurpose the site as a relocated elementary school or active park and recreation space.
- ❖ Consider the potential for satellite library facilities co-located with community centers or schools.
- ❖ Require new schools to be built with a more vertical, urban-model approach to reduce acreage requirements.
- ❖ Support relocation of the Greenbelt Volunteer Fire Station to MD 193.
- ❖ In coordination with the City of Greenbelt, develop a diverse variety and integrated network of park and recreational facilities based on community needs and interests.
- ❖ Pursue property acquisition to develop an active recreation facility with ballfields, sports courts, and other amenities to serve residents in the western portion of the sector plan area.

- ❖ Provide small-scale urban parks, plazas, and other open spaces to complement the land use pattern recommended by the sector plan.



The City of Greenbelt celebrated its 75th anniversary in 2012.

- ❖ Foster learning opportunities on the benefits of health and wellness, the natural environment, and the history of the communities.
- ❖ Highlight and interpret the historic significance of the City of Greenbelt, Town of Berwyn Heights, and City of College Park.
- ❖ Recognize the historic importance and

cultural heritage of sites such as Toaping Castle, Greenbelt Middle School, Turner Family Cemetery, and Walker Family Cemetery.

- ❖ Conduct archeological investigation of undisturbed areas prior to development.
- ❖ Restore and preserve the unique features of the Greenbelt National Historic Landmark.

Implementation

- ❖ Recommend implementation actions, identify responsible parties, and establish phasing and time-frames for plan implementation.
- ❖ Identify economic development programs available to property and business owners and others within and near the sector plan area.

Sectional Map Amendment

- ❖ Establish a Development District Overlay Zone and associated Development District Standards to implement the land use and urban design recommendations of the sector plan.
- ❖ Rezone property to bring the sector plan area's zoning into conformance with the land use recommendations.
- ❖ Amend the uses that are permitted by right on property located within the Development District Overlay Zone.