

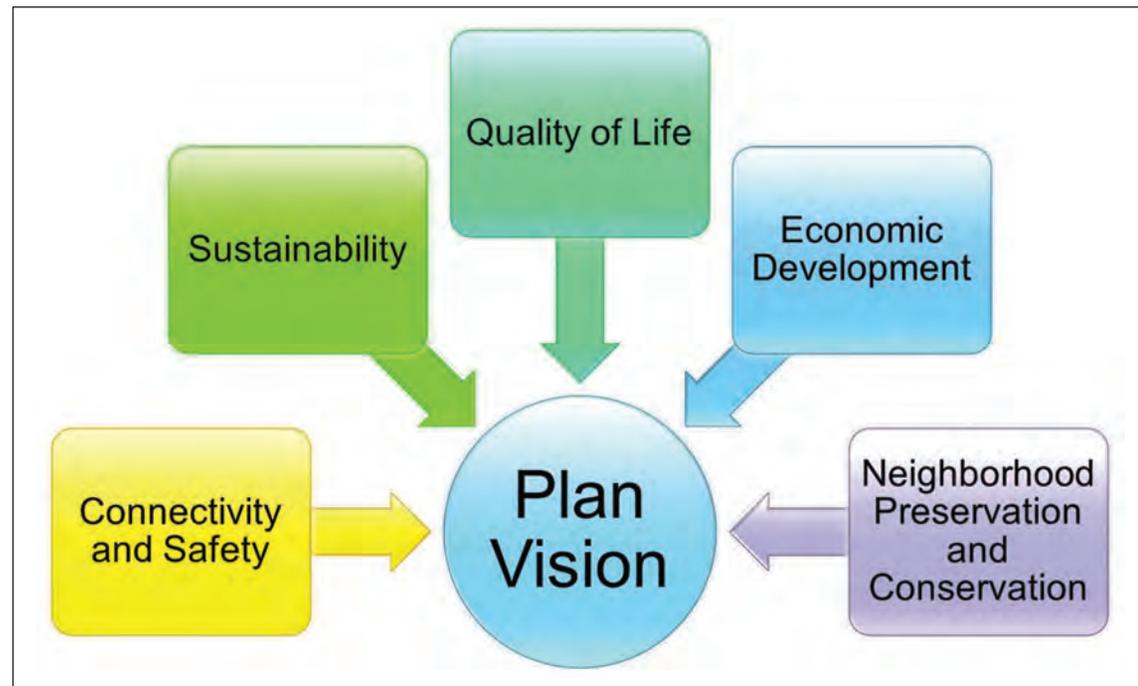
Plan Vision

The Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment (SMA) envisions:

- ❖ An interconnected, vibrant, and diverse mixed-use metropolitan center that provides new housing, employment, and recreational opportunities by capitalizing on the area's strategic location, transportation assets, and unique open space system, incorporating lessons of walkability, mobility, and accessibility from historic Greenbelt and building on the communities' commitment to sustainability.
- ❖ A transformed MD 193 Corridor featuring competitive regional office parks; revitalized shopping centers; strong residential neighborhoods; pedestrian-oriented, mixed-use development; and phased, multimodal transportation improvements that enhance the corridor's safety, accessibility, and appeal.

Greenbelt Metro Metropolitan Center and University Boulevard (MD 193) Corridor— sustainability; connectivity and safety;

economic development; neighborhood preservation and conservation; and quality of life.



The vision for the sector plan area builds on five planning principles.

Figure 13 on page 81 illustrates the sector plan's vision concept and serves as a framework for the recommendations presented in Chapter V.

Five planning principles underlie the sector plan's vision and recommendations for the

Sustainability

During the public participation process, stakeholders underscored the importance of incorporating sustainable practices into future design, development, and infrastructure decisions. Their commitment to sustainability is woven throughout the sector plan and is reflected in the plan's efforts to integrate the built and natural environments, establish an eco-community at Greenbelt Metro Station, protect and enhance environmentally sensitive areas, emphasize energy conservation and innovative clean energy generation, and reduce dependence on vehicular transportation.

Connectivity and Safety

The economic viability of the sector plan area, the safety and wellness of local residents, and the health of the natural environment all rely on a critical element—a safe, integrated, and multimodal transportation network that balances the needs of residents, workers, businesses, and regional commuters. The plan strives to maximize the use and accessibility of the Greenbelt Metro and MARC Station, expand bus service, and improve trail, pedestrian, and bicycle connectivity while maintaining adequate vehicular levels of services on the area's key transportation routes.

Economic Development

To address current and anticipated opportunities and challenges—including the state of the county's office market and the competition posed by regional development—the sector plan leverages the area's

location advantages, transportation assets, established reputation, and federal and institutional spinoff opportunities to maximize the competitiveness of the local business sector. Prioritizing Metro station development, phased redevelopment and strategic infill, and targeted infrastructure and streetscape improvements will elevate the sector plan area to the forefront of Prince George's County's economic development opportunity sites.

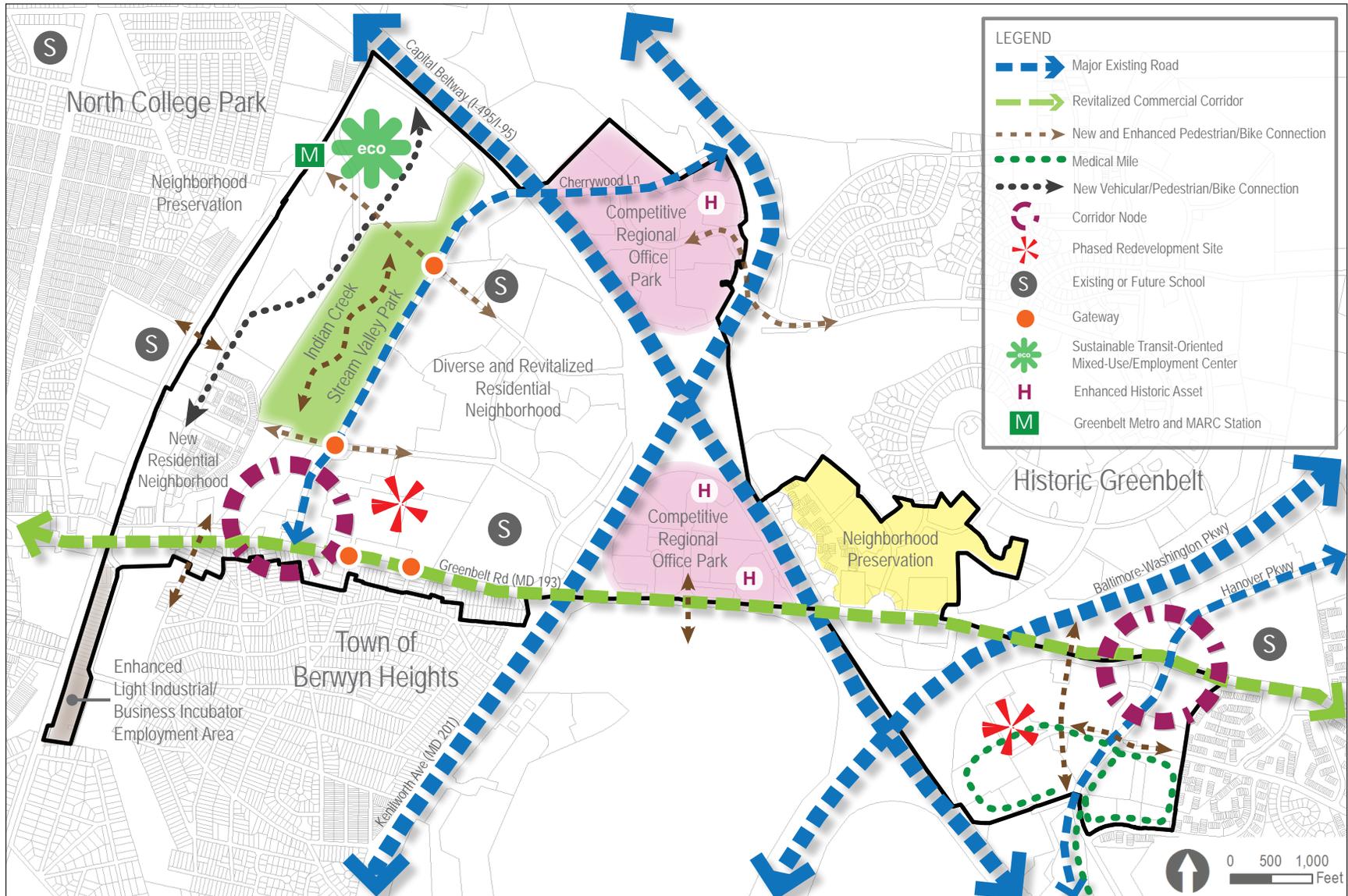
Neighborhood Preservation and Conservation

Strong residential neighborhoods serve as the foundation of the City of Greenbelt, Town of Berwyn Heights, and City of College Park. Preserving and strengthening those communities by minimizing and mitigating the adverse impacts of new development and by addressing the challenges posed by the current housing market are two of the plan's priorities.

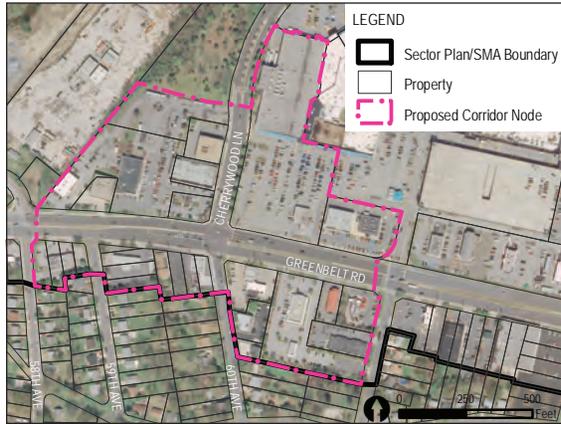
Quality of Life

Ensuring a high quality of life is pivotal to enhancing the vibrancy of the sector plan area and to retaining existing and attracting new residents, visitors, and employees. Quality of life is enhanced by diversifying housing options, providing a range of accessible public facilities, parks, and recreational opportunities, and celebrating the area's historic assets and legacy. Additionally, health and wellness is recognized as an increasingly important aspect of vibrant, sustainable communities.

Figure 13: Vision Concept



Amendments to the General Plan



This sector plan amends the 2002 General Plan and designates a corridor node concentrated around the intersection of MD 193 and Cherrywood Lane and 60th Avenue.



A second corridor node is designated around the intersection of MD 193 and Hanover Parkway.

The 2002 *Prince George's County Approved General Plan* establishes policy areas for tiers, centers, and corridors. The *Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment* includes land in the Developed Tier and encompasses approximately two and three-quarter miles of the University Boulevard Corridor. The 2002 General Plan provides for the amendment of policy areas through the comprehensive planning process. The Greenbelt Metro Area and MD 193 Corridor Sector Plan amends the 2002 General Plan as follows:

- ❖ Revises the boundaries of the Greenbelt Metro Metropolitan Center to include the Greenbelt Station North Core area, State of Maryland preservation land west of Cherrywood Lane, Capital Office Park, the City of Greenbelt's Springhill Lake Recreation Center, and the Franklin Park at Greenbelt Station apartment complex. Beltway Plaza Mall, the Greenbelt Station South Core area, and properties along the University Boulevard Corridor are no longer part of the Greenbelt Metro Metropolitan Center (see Map 14 on right).
- ❖ Amends the name of the University Boulevard Corridor to the University Boulevard (MD 193) Corridor. Because the University Boulevard Corridor

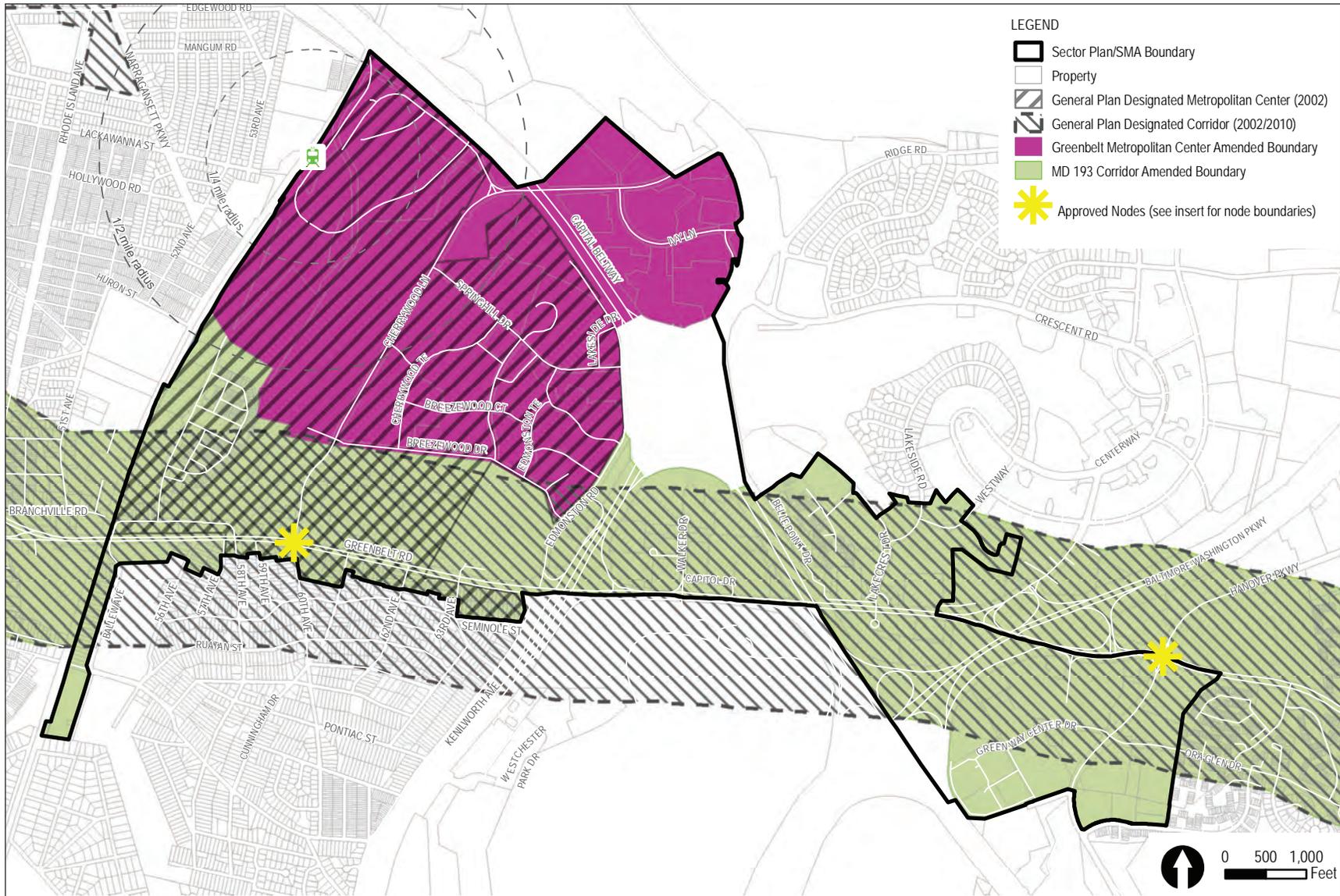
changes names along its length, a more accurate description would include the state route designation. For the purposes of this sector plan, the corridor is hereafter referred to as the MD 193 Corridor or Greenbelt Road.

- ❖ Amends the MD 193 Corridor to define its boundaries as it passes through the City of Greenbelt and the Town of Berwyn Heights (see Map 13 on right).
- ❖ Designates two corridor nodes along the MD 193 Corridor at Cherrywood Lane/60th Avenue and Hanover Parkway (see figures on left).

For the purposes of this sector plan, corridor nodes are identified as desirable and appropriate locations for transit-oriented, mixed-use development at medium to high densities and intensities. Development within the corridor nodes shall be designed and built to ensure compatibility with adjacent, existing residential communities.

See map of General Plan on facing page. This sector plan amends the 2002 General Plan to redefine the boundaries of the Greenbelt Metro Metropolitan Center and University Boulevard (MD 193 Corridor) and to designate two corridor nodes.

MAP 14: General Plan — Approved Amendments



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