

Preliminary

October 2021

Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan



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

Abstract

| | |
|-------------------------|---|
| Date | October 2021 |
| Title | Preliminary Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan |
| Author | The Maryland-National Capital Park and Planning Commission |
| Subject | Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan |
| Source of copies | The Maryland-National Capital Park and Planning Commission 14741 Governor Oden Bowie Drive Upper Marlboro, MD 20772 |
| Series number | 224212306 |
| Number of pages | 187 |

The 2021 Preliminary Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan is the proposed comprehensive community plan for a new neighborhood surrounding the Adelphi Road-UMGC-UMD Purple Line Station. Upon approval, the Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan will supersede the 1989 *Approved Master Plan for Langley Park-College Park-Greenbelt* for the portion of Planning Area 66 within this sector. This Plan will amend portions of the 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035) and other Countywide functional master plans.

This Sector Plan was formulated over a 12-month period, guided by a detailed Public Participation Plan that included meetings with, and feedback from, residents, property owners, business owners, public agencies, and other stakeholders. This Sector Plan contains the community's vision for the Adelphi Road-UMGC-UMD Purple Line Station Area along with goals, policies, and strategies to implement the vision through the eight planning elements identified in Plan 2035. This preliminary Sector Plan is accompanied by a concurrent Proposed Sectional Map Amendment (SMA), which recommends the zoning changes necessary to implement this Plan.

The 2021 Preliminary Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan recommends creation of a new walkable, mixed-use neighborhood that provides new housing opportunities for students, employees, and alumni of the University of Maryland, College Park and other future residents who desire the regional connectivity provided by the Purple Line. The Plan also includes an implementation matrix, clearly illustrating the timeline, necessary partnerships, and key action items to implement the vision for the Adelphi Road-UMGC-UMD Purple Line Station Area over the next 25 years.



October 2021

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

Angela Alsobrooks,
County Executive

County Council

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

- The preparation, adoption, and, from time to time, amendment or extension of the General Plan for the physical development of the Maryland-Washington Regional District.
- The acquisition, development, operation, and maintenance of a public park system.
- 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 Planning Department:

- 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 resident involvement through education and technical assistance.
- Our vision is to be a model planning department of responsive and respected staff who provide superior planning and technical services and work cooperatively with decision-makers, residents, and other agencies to continuously improve development quality and the environment and act as a catalyst for positive change.

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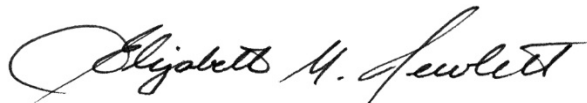
Foreword

The Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission is pleased to make available the 2021 Preliminary Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan. This Plan recommends the creation of a new pedestrian-oriented neighborhood that provides new housing opportunities for students, employees, and alumni of the University of Maryland, College Park and other future residents who desire the regional connectivity provided by the Purple Line by creating a dynamic community that embraces sustainable urban design, respects natural resources, is sensitive to external impacts, and reduces automobile dependence.

This is a comprehensive Sector Plan that contains recommendations for Land Use, Economic Prosperity, Transportation and Mobility, Natural Environment, Housing and Neighborhoods, Community Heritage, Culture, and Design, Healthy Communities, and Public Facilities specific to the Adelphi Road-UMGC-UMD Purple Line Station Area, and a matrix that identifies the timeframe and responsible entities for implementation.

We invite you to carefully review this Preliminary Sector Plan and encourage you to attend the joint public hearing on **January 18, 2022 at 5:00 p.m.** to present your views to the Prince George's County Planning Board and Prince George's County Council, sitting as the District Council. You are also encouraged to submit testimony in writing to the Clerk of the County Council. The Planning Board will review all comments presented at the joint public hearing in our deliberations prior to the adoption of the plan and transmittal to the County Council for action. We look forward to hearing from you soon!

Sincerely,



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

Section I Blueprint for Tomorrow

Introduction

The Preliminary Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan provides a long-term vision and goals, supported by focused policies and strategies, to guide the evolution of the Adelphi Road-UMGC-UMD Purple Line Station Area through 2047. Residents, workers, students, property owners, the Cities of College Park and Hyattsville, and other community stakeholders collaborated with the Prince George's County Planning Department and other public agencies over a 12-month period to develop the Plan's recommendations.

Because of the COVID-19 pandemic, outreach was conducted in a strictly online environment. Methods of outreach included frequent updates and bilingual and accessible promotional material communicated via the project website, social media, and e-newsletters.

WHAT'S IN A NAME?

This sector plan is named the Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan. This plan makes references to the UMD West Campus Center. This plan defines the boundaries, core, and edge of the Plan 2035-designated UMD West Campus Center. The Center includes all but two parcels within the Sector Plan area and may be further expanded by future master or sector plans. See Policy [LU 1](#) and Map 10 for more details.

Map 1. Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan Boundary



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>
 Note: Full data citation available in [Appendix F: Map Citations](#).



Plan Vision

In 2047, the Adelphi Road-UMGC-UMD Purple Line Station is the center of a unique, vibrant, welcoming, inclusive, and accessible neighborhood that serves as a gateway to the University of Maryland. Residents live in a range of housing options in walking distance to jobs, classes, recreational opportunities, and exceptional public transit that connects to jobs throughout the broader region. This sustainable community focuses on providing safe access to local amenities and regional destinations through and a network of open spaces to relax, gather, and recreate.



Themes

The Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan aligns with Plan 2035's three guiding themes—**Work, Live, and Sustain**—underscoring the importance of weighing economic, social, and environmental decisions when creating land use policy.

In 2047,
residents of Adelphi Road-UMGC-UMD Purple Line Station Area:



WORK

in a thriving
and diverse
economy that:

- Features diverse businesses that serve the neighborhood and community at large, the university, and a growing research and development sector supported by the University of Maryland, the County's largest employer.
- Allows diverse businesses to locate and grow in high quality spaces that attract pedestrian traffic.



LIVE

in a safe, walkable,
and healthy
community that:

- Features a range of housing types, including higher-density, mixed-use, pedestrian-oriented neighborhoods that meet the needs and housing preferences of emerging generations of students, young professionals, millennials, and seniors.
- Offers expanded active transportation infrastructure, with safety improvements at intersections and pedestrian crossings, especially in anticipated high-use pedestrian areas such as the Purple Line station.
- Provides safe and convenient access to public services, parks, open spaces, and other quality-of-life amenities.
- Allows University of Maryland students, faculty and staff to safely walk, bike, or use transit to work.



SUSTAIN

our natural
resources and
rural areas by:

- Expanding the open-space network and preserving natural amenities.
- Reducing automobile dependency by creating a safe, affordable, and efficient multimodal transportation system that allows residents, students, employees, and visitors to walk, bike, or take transit to reach destinations.

Key Policies by Element

LAND USE



- Create a high-intensity, mixed-use, pedestrian-oriented, and university- and transit-supportive neighborhood at the Adelphi Road-UMGC-UMD Purple Line Station Area (UMD West Campus Center). Discourage non-transit-supportive or automobile-oriented uses.
- Preserve key publicly owned natural areas to preserve environmental assets and create buffers between the Core and adjacent neighborhoods.

ECONOMIC PROSPERITY



- Create a neighborhood destination by attracting high-quality retail, eating and drinking establishments, and services to the Adelphi Road-UMGC-UMD Purple Line Station.
- Leverage the proximity of the County's largest employer, University of Maryland College Park (UMD), and the University of Maryland Global Campus (UMGC) for maximizing opportunities for business development.

TRANSPORTATION AND MOBILITY



- Incorporate active transportation safety features, attractive streetscaping, and stormwater management best practices into all streets throughout the sector plan area.
- Minimize the potential motor vehicle traffic impact generated by all future developments in the sector plan area.
- Enhance active transportation infrastructure to create quality of life, support sustainable travel modes, and attract businesses and employees.
- Minimize and mitigate the environmental impacts of transportation infrastructure, facility design, and construction.

NATURAL ENVIRONMENT



- Preserve the tree canopy to support the conservation of the natural environment to create a pleasant environment for passive recreation and active transportation users.
- Reduce urban heat island effect, thermal heat impacts on receiving streams and public health, reduce stormwater runoff by increasing the percentage of shade and tree canopy over impervious surfaces, and use pervious surfaces.

HOUSING AND NEIGHBORHOODS



- Construct range of housing units affordable to students, employees, and seniors at transit-supportive densities proximate to the Adelphi Road-UMGC-UMD Purple Line Station.

COMMUNITY HERITAGE, CULTURE, AND DESIGN



- Transform the area closest to the Adelphi Road-UMGC-UMD Purple Line Station as a landmark gateway to the UMD campus, with a built form that presents distinctive design features that are inviting, safe, sustainable, comfortable, highly visible, accessible, and inclusive.
- Minimize and mitigate the impacts associated with new development on existing neighborhoods.
- Create an integrated and connected street-and-block layout that prioritizes pedestrians, promotes walkability, and provides safe and continued pedestrian connections within the sector plan area and to adjacent destinations.

HEALTHY COMMUNITIES



- Create opportunities for recreation and healthy food access within the Sector Plan area.

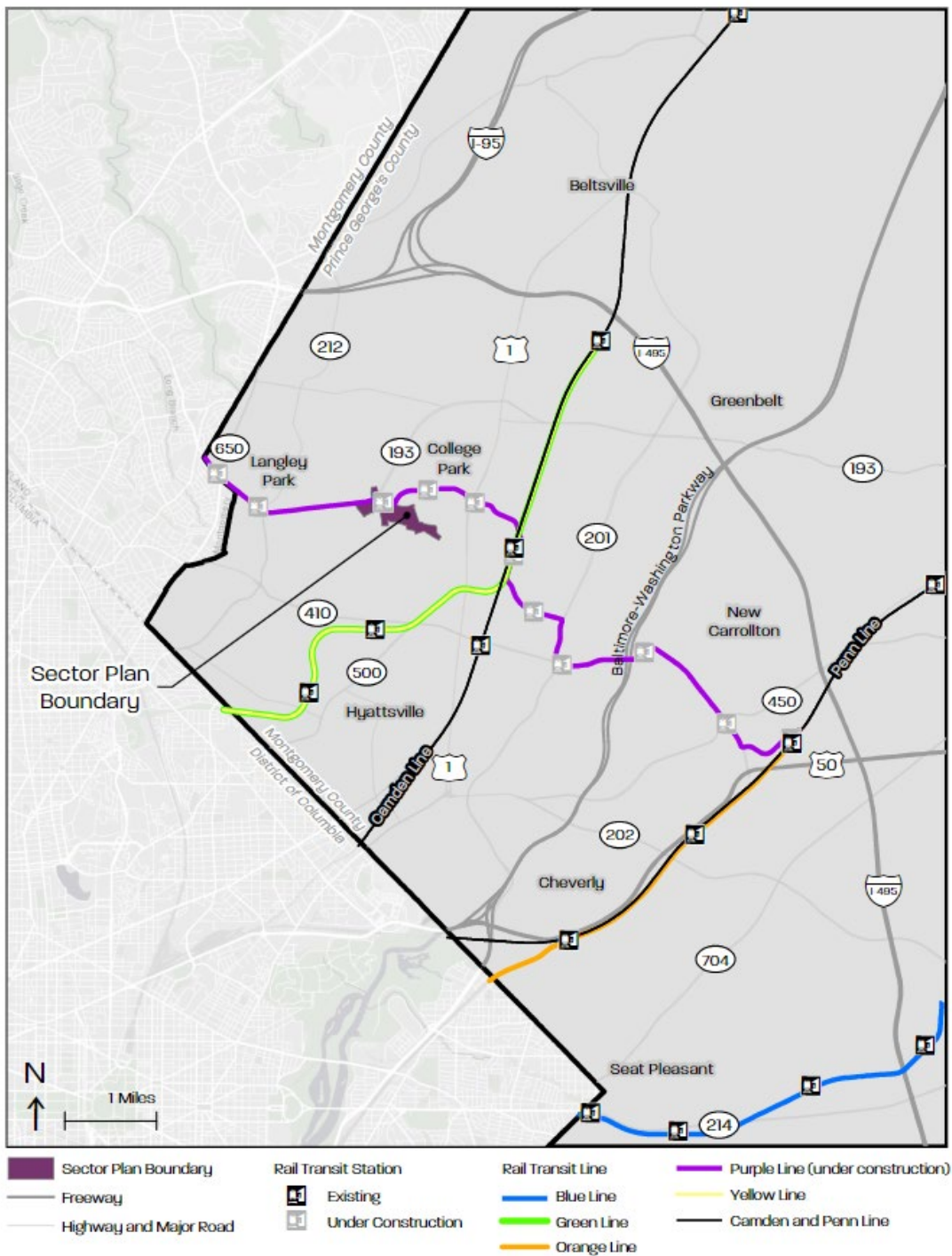
PUBLIC FACILITIES



- Provide a variety of parks and recreational facilities in the Sector Area to conserve the existing tree canopy and create a vibrant transit-oriented development.
- Ensure all residents are connected to parks, recreation, and open space.
- Create public parks that provide opportunities for residents and visitors to access natural areas and urban tree canopies within the Sector Plan Area.

Section II Defining the Context

Map 2. Sector Plan Area: Local Context



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>.

Note: Full data citation available in [Appendix F: Map Citations](#).

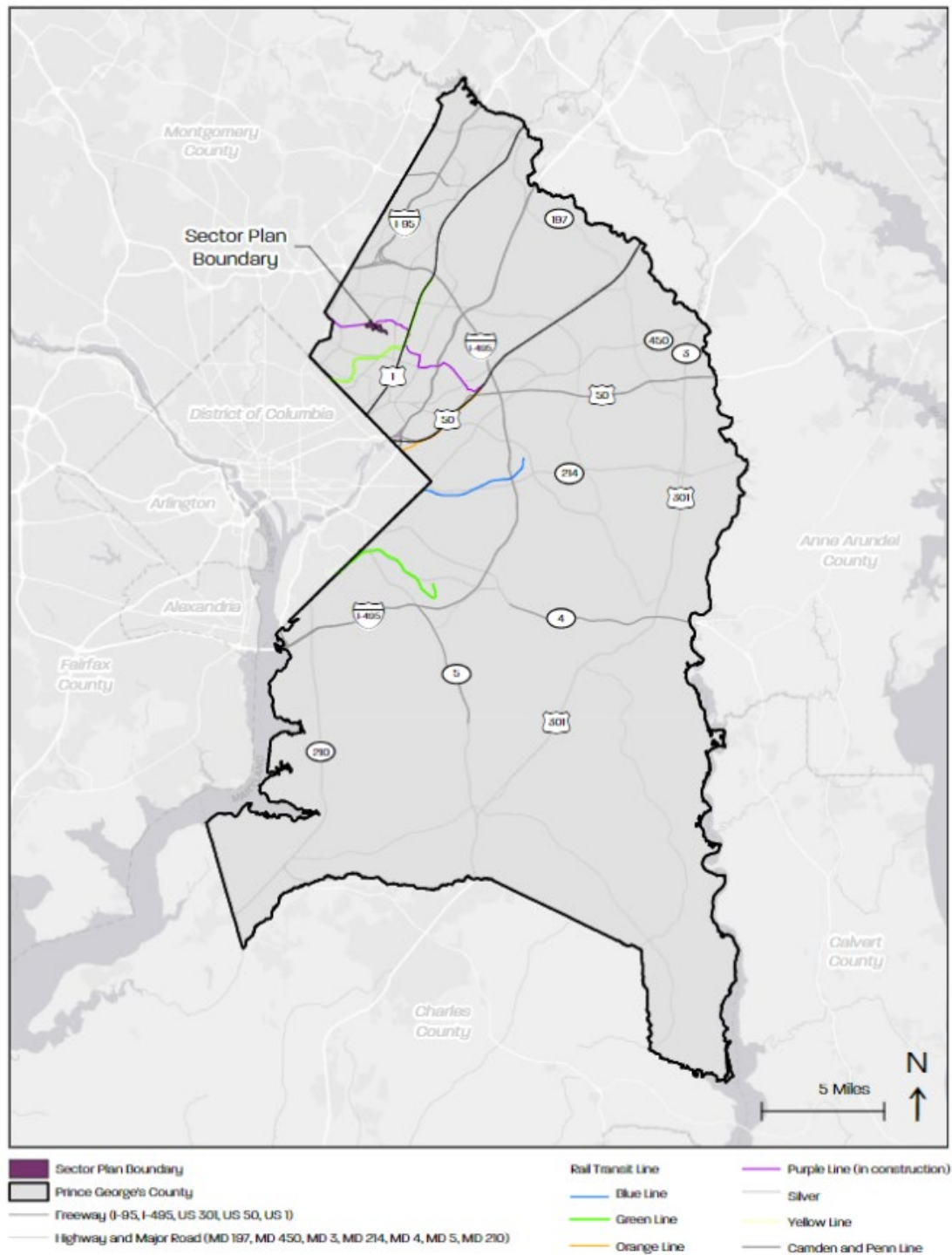
Description of the Adelphi Road-UMGC-UMD Purple Line Station Area

The Adelphi Road-UMGC-UMD Purple Line Station Area consists of 102.12 acres adjacent to the proposed Adelphi Road-UMGC-UMD Purple Line Station and the intersection of MD 193 (University Boulevard), Adelphi Road, and Campus Drive. The plan area is south of the University of Maryland Global Campus (UMGC) headquarters and south and west of University of Maryland, College Park (UMD). The plan area includes portions of the cities of Hyattsville and College Park and is located in Councilmanic Districts 2 and 3. The plan area is located within Plan 2035's Established Communities, Planning Subregion 2, and Planning Area 66—College Park-Berwyn Heights & Vicinity in the northwestern area of Prince George's County.

MD 193 (University Boulevard) and Adelphi Road provide connections to major thoroughfares. Major regional destinations outside the plan area include I-95/I-495 (Capital Beltway) to the north, US 1 (Baltimore Avenue) to the east, the Gateway Arts District to the southeast, Prince George's Plaza and the District of Columbia to the south, and Takoma-Langley Crossroads, Takoma Park, Silver Spring, and other areas of Montgomery County to the west. The sector plan area lies within two subwatersheds in the Anacostia River basin—the Northwest Branch and the Lower Northeast Branch.

The Adelphi Road-UMGC-UMD Station is the closest Purple Line station to the Mall at Prince George's, the University Town Center, the Prince George's Plaza/Hyattsville Crossing Metrorail Station, and the Northwest Branch Trail. The College Park-UMD Metrorail Station and College Park MARC Stations are three Purple Line stops from the proposed Adelphi Road-UMGC-UMD Station, providing an additional connection to the WMATA Metrorail network and connecting to the MARC regional rail system for northbound commuters. However, most plan area residents are expected to access the Prince George's Plaza/Hyattsville Crossing Metrorail Station via Metrobus or Shuttle-UM service for commuting to Washington, D.C., and the National Capital Region. The plan area primarily consists of existing institutional uses, including religious institutions and undeveloped portions of the UMD campus. There are Regulated Areas of the Countywide Green Infrastructure Network along the southern edge of the Sector Plan boundary associated with Guilford Run.

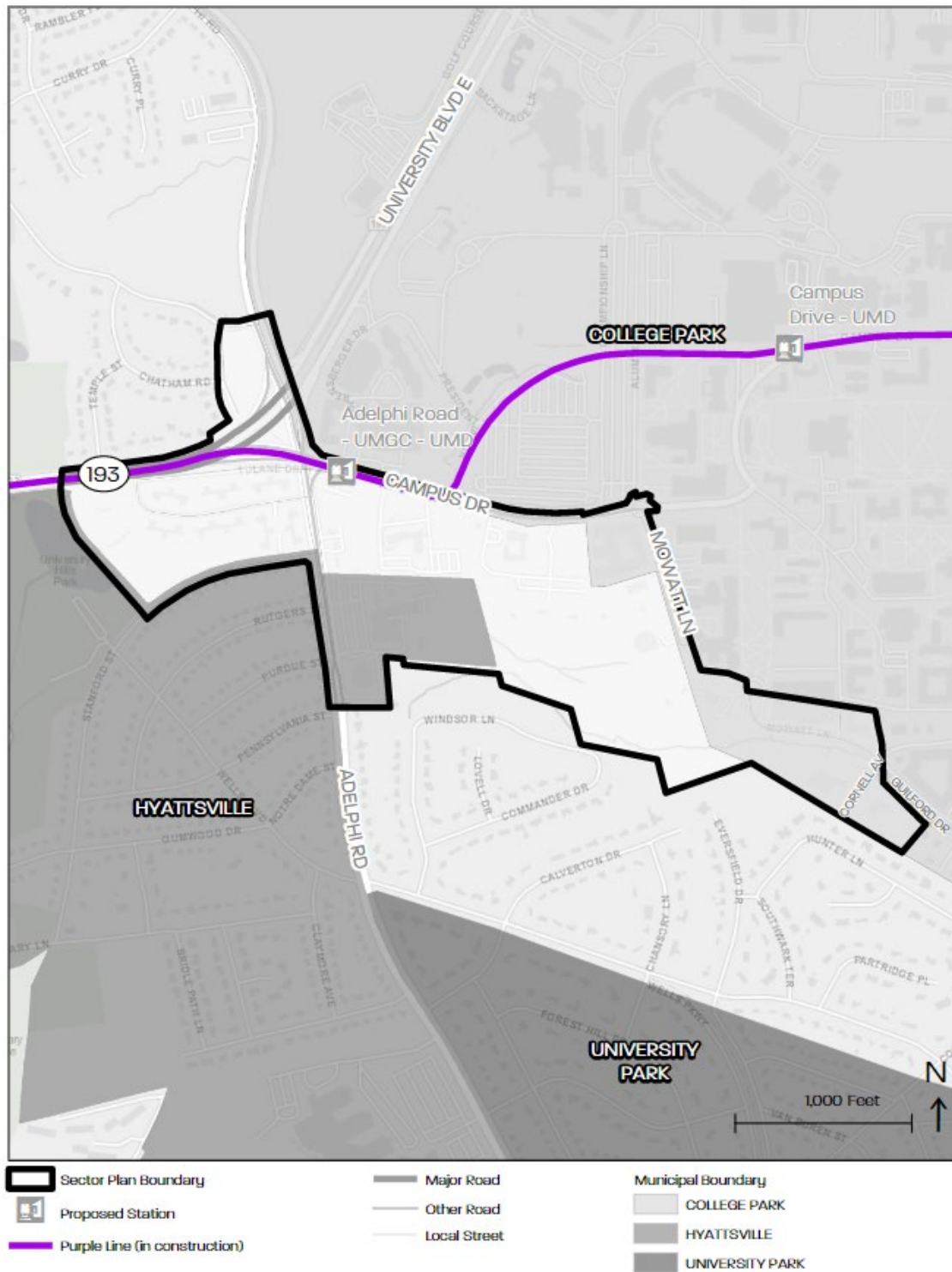
Map 3. Sector Plan Area: County Context



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>.

Note: Full data citation available in [Appendix F](#).

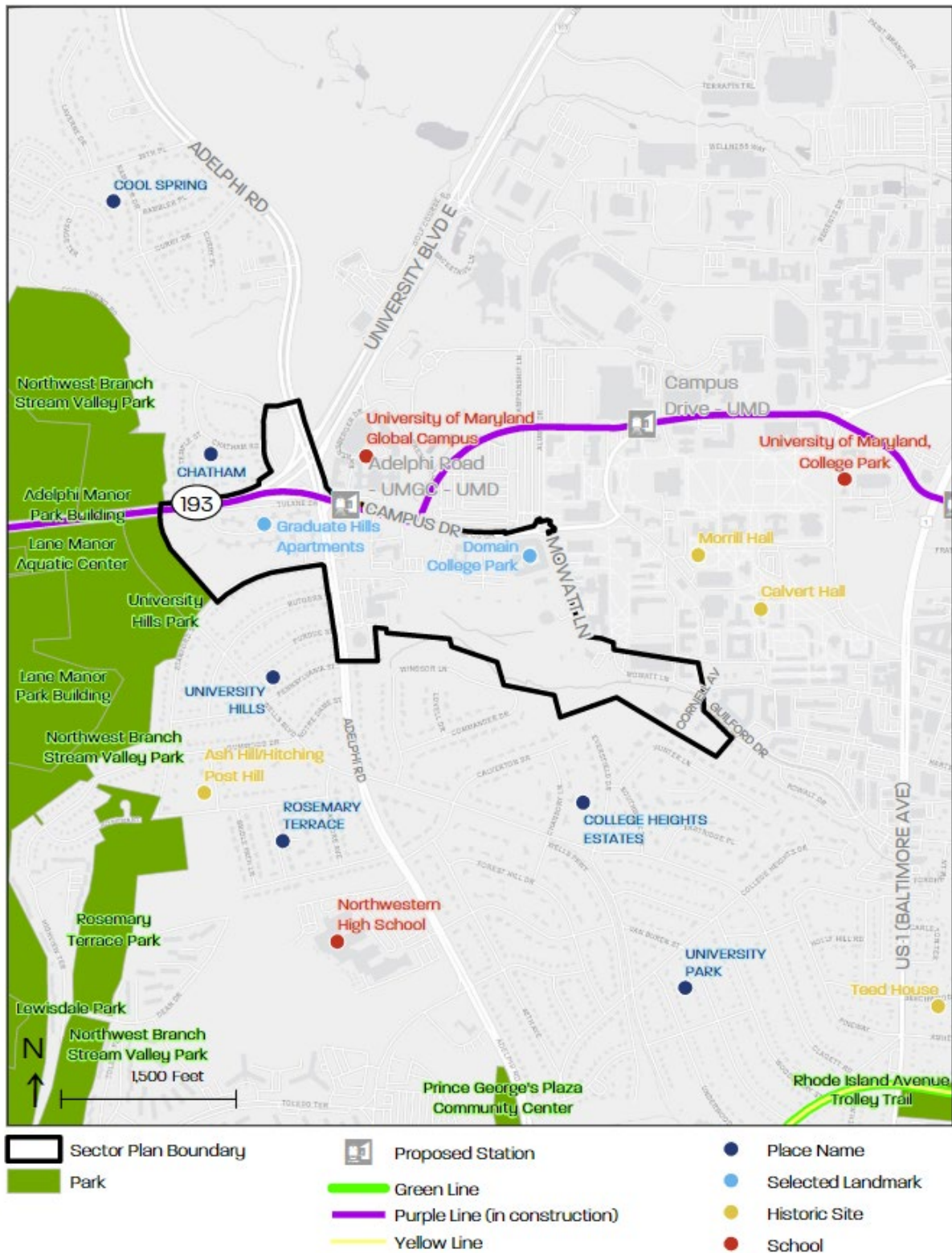
Map 4. Municipal Boundaries



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>.

Note: Full data citation available in [Appendix F: Map Citations](#).

Map 5. Sector Plan Area: Major Geographic Features



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>.

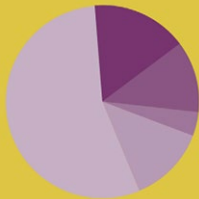
Note: Full data citation available in [Appendix F: Map Citations](#).



WHO WE ARE



24,212 residents in the sector plan area, which is **3%** of the entire County population



DIVERSE

16% are Black and the number of residents who identify as Asian, two races, or other is rapidly growing. The **Hispanic population** grew **by 43%** in the past decade.



HIGHLY EDUCATED

58.6% aged 25+ have a bachelor's degree or higher, compared to 33% of Prince Georgians



YOUNG

More than 60% of residents are under 25 years old because of the large number of college students and young families.



HEALTH AND EDUCATION WORKERS

42% of all jobs in the sector plan area are in the health and education fields.



PEDESTRIAN

22% of people walk to work/school, which is significantly more than the County overall (2%).



HIGH INCOMES

The median household income is **\$81,359**. 26% of residents make more than \$150,000.

THE STUDENT FACTOR

Many live in group quarters—such as on-campus dormitories

High percentage of renters and roommate situations

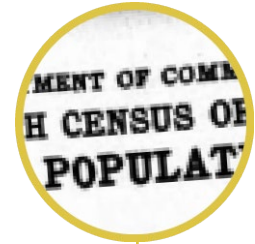
Median age of 22.0 years is 40% lower than the County

Data is based on the primary market area, which comprises nine adjacent Metropolitan Washington Council of Government Transportation Analysis Zones within one-half mile of the proposed Purple Line Station.

SOURCES: U.S. Census Bureau, Census 2010 Summary File, Esri, Demographic and Income Profile; University of Maryland IRIS Dashboard.

History

Little remains of the historic fabric of the plan area aside from two houses on the west side of Mowatt Lane owned by families who were among the first to purchase property from the Eversfields in the late nineteenth century. The interior of the plan area remains largely undeveloped, with only a few scattered outbuildings dating to the early twentieth century.



1856

The Calvert lands included the Rossburg Farm on which Charles Benedict Calvert established the Maryland Agricultural College, now the University of Maryland, in 1856.

1861

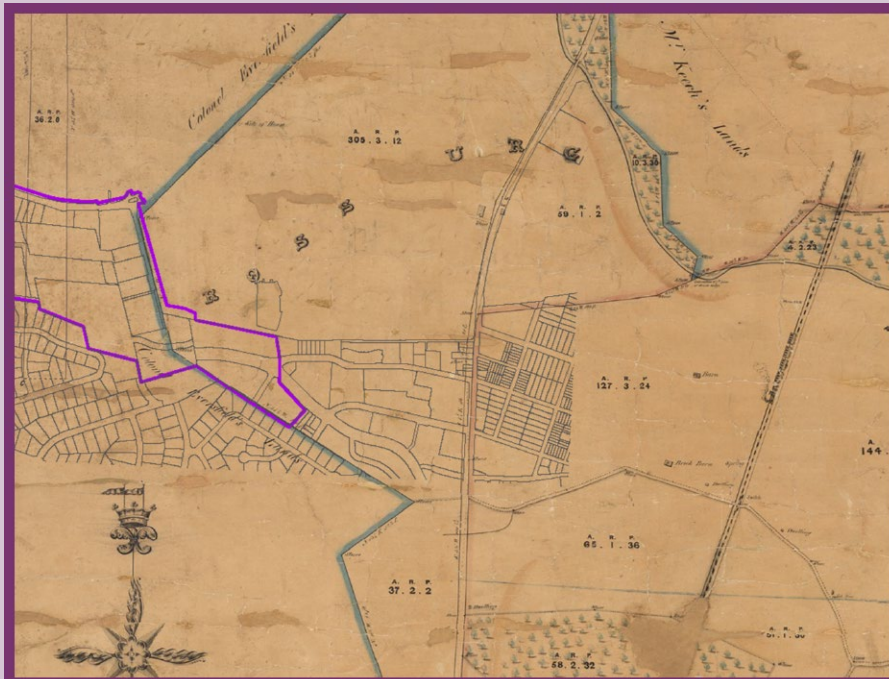
An 1861 map shows what are now Adelphi Road and Campus Drive. Mowatt Lane (Reily's Lane) provided access to the property of James Reily. The property now occupied by the Graduate Hills Apartments was part of a farm owned by John B. Cochran, president of the Franklin National Bank in Washington, D.C.

1880s

The Eversfield family sold most of the property along the west side of Mowatt Lane to James Stuart, a laborer from Ireland, in 1880. In 1897, a five-acre parcel was traded to John Mowatt. Dr. Montgomery Johns owned property near the southeast corner of the plan area that he purchased from the college in 1865.

1930s-40s

Residents during this period included the families of James R. Reily, teacher; Ridgely Axt, teacher; Arthur Buddington, dairy farmer; John Mowatt, farmer; Alexander Mowatt, carpenter; George Kellerman, bricklayer; Dorothea Rodbird, matron at the University gym; and Thomas White, horticulturalist.



1853

1997 reproduction of 1853 map by William Sides

The boundary between the Calvert and Eversfield lands roughly followed present-day Mowatt Lane and the northern edge of the College Heights Estates subdivision. The properties in the plan area west of Mowatt Lane were part of the Eversfield tracts (Smith's Folly and Eversfield's Meadow) and those south of Guilford Drive were part of the Calvert Rossburg Farm tract.



1950

The University of Maryland expanded its footprint, and College Heights (currently College Heights Estates) and University Hills had been developed. The first large-scale development in the area was the 290-unit University Hills (now Graduate Hills) apartment complex, completed in 1950.

1950s-70s

The growth of the student and faculty population spurred the construction of seven religious facilities. These buildings all exhibit design characteristics of the Modern Movement, although in some cases they are part of a complex of structures of varying periods and styles.

1970s

In the 1970s, Mowatt Lane was extended along the southwest boundary of the university campus to connect to Guilford Drive, which terminated at the intersection with Knox Road.

2013

The construction of the Domain represented the most dramatic alteration to the architectural character of the area to date, as it introduced a scale and density of development that had not previously occurred. The Domain's contemporary design and corner location make it a prominent feature.



1938 Aerial images

Aerial photographs taken in 1938 show that houses in the plan area were relatively modest and attached to lots of varying size, some of which contained pastures or cultivated fields. At this time, the southeast corner of the plan area remained wooded.

SIGNIFICANT LOCATIONS



The University of Maryland, COLLEGE PARK (UMD)

Founded in 1856, the University of Maryland, College Park is a public land-grant research institution located in College Park, and home to approximately 50,000 students. The university ranks as one of the top universities in the State of Maryland and has received national recognition for its success in research, academics, the arts, and athletics.

SOURCE: <https://www.umd.edu/mission-and-vision>

University of MARYLAND GLOBAL Campus (UMGC)

Established in 1947, the University of Maryland Global Campus (UMGC) is a public university located in College Park, Maryland. The university was founded to serve working adults and servicemembers and in 1949, became the first university to send faculty overseas to educate active-duty military personnel in Europe. Today, UMGC is an online state university, serving more than 80,000 students worldwide, and offering more than 90 degrees, specifications, and certifications.

SOURCE: <https://www.umgc.edu/about/mission-and-vision>



Planning Background



A comprehensive 20-year general plan, the 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035) articulates a shared vision for making Prince George's County a competitive force in the regional economy, a leader in sustainable growth, a community of strong neighborhoods and municipalities, and a place where residents are healthy and engaged. Plan 2035 specifies indicators of success and growth management targets to measure progress toward the vision and goals described in Plan 2035.

Plan 2035 seeks to strategically direct growth to designated Regional Transit Districts and Local Centers. Plan 2035 identified 26 Local Centers and eight Regional Transit Districts. The eight Regional Transit Districts are high-density, vibrant, and transit-rich mixed-use areas envisioned to capture most future residential and employment growth and development in Prince George's County. See www.planpgc2035.org for more information about Plan 2035.

CENTERS

Local Centers are focal points of concentrated residential development and limited commercial activity serving the County's Established Communities. A location's center designation is based on its access or proximity to high-capacity transit services, universities, or significant public and private investments in infrastructure. Plan 2035 further categorizes Local Centers into Local Transit Centers, Neighborhood Centers, Town Centers, and Campus Centers. This Plan covers the entire UMD West Campus Center. Campus Centers are transit accessible with low- to medium-density, mixed-use development oriented toward supporting university research as well as community and student housing and retail needs.

1989 Approved Master Plan for Langley Park-College Park-Greenbelt

The 1989 *Approved Master Plan and Sectional Map Amendment for Langley Park-College Park-Greenbelt* (Planning Areas 65, 66, and 67) is generally bounded by the Beltsville Agriculture Research Center and the Capital Beltway on the north, Cipriano Road and the Baltimore-Washington Parkway on the east, MD 410 (East West Highway) and Good Luck Road on the south, and the Prince George's and Montgomery County line and the City of Takoma Park on the west. The planning areas contain 27.8 square miles of land. The master plan is more than three decades old and does not bear relevance to the current population and market needs. The plan does not envision, much less plan for, the redevelopment opportunities created by the Purple Line light rail system. The master plan recommendations specific to this sector plan area are negligible and outdated for the current needs and future demands for development within this plan area. The master plan does recommend an integrated transportation system composed of highways, Metrorail, Metrobus, and carpools/vanpools with opportunities for pedestrian, equestrian, and bicycle movement on trails and other public rights-of-way.

UMD WEST Campus Center

Plan 2035 identifies the Adelphi Road-UMGC-UMD Purple Line Station area as the UMD West Campus Center, which is defined by development that is still dense and walkable, but at lower densities than a typical transit-oriented development around a Metro station. Campus Centers were envisioned by Plan 2035 to have an average net housing density of about 10-15 dwelling units per acre and floor area ratios between 0.5 and 3. However, residential market demand at the Campus Centers associated with the University of Maryland exceeds Plan 2035's recommendations.

This plan defines the boundaries, Core, and Edge of the UMD West Campus Center.

2013 Purple Line TOD Study

The 2013 *Purple Line TOD Study* by the Prince George's County Planning Department sets forth development concepts and strategies to maximize the transit-oriented development (TOD) potential and accessibility of five planned Purple Line stations in Prince George's County including the Adelphi Road-UMGC-UMD Purple Line Station. This study is the foundation of this sector plan's recommendations. The study recommends complete, safe, and convenient accommodation for pedestrians, transit riders, motorists, and cyclists. It also recommends supporting mixed-use development with structured parking to activate the street and public realm. A park or open space near the station is recommended to reinforce placemaking and encourage walkability for achieving the vision of the project.

Legal Context

This sector plan supersedes the 1989 *Approved Master Plan for Langley Park-College Park-Greenbelt* within the sector plan area. It also amends the 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035), the 2009 *Approved Countywide Master Plan of Transportation* (MPOT), and *Formula 2040: Functional Master Plan for Parks, Recreation and Open Space* (2013). See **Appendix D** for a list of amendments to Plan 2035 and functional master plans.

This sector plan was prepared pursuant to the procedures of Subtitle 27 of the Prince George's County Code, the Zoning Ordinance, as it existed on October 1, 2021. In 2018, the Prince George's County Council adopted a new Zoning Ordinance, Subdivision Regulations, and Landscape Manual that will go into effect upon the Council's approval of a Countywide Zoning Map Amendment (CMA). Although the CMA has not yet been adopted as of the effective date of this Plan, the land use and zoning recommendations were evaluated and prepared pursuant to the language in the new 2018 Zoning Ordinance (including the proposed Countywide Map Amendment), Subdivision Regulations, and Landscape Manual as they existed on October 1, 2021. Other provisions of the County Code affecting the use and development of land considered in the preparation of this Plan include, but are not limited to:

Countywide Map Amendment

In 2020, the Planning Department proposed a Countywide Map Amendment (CMA) to update the County Zoning Map with the 2018 Zoning Ordinance zones. This sector plan was developed assuming approval of the proposed CMA and can only be implemented by the zones in the 2018 Zoning Ordinance. Visit zoningpgc.pgplanning.com for more information about the 2018 Zoning Ordinance and the Countywide Map Amendment.

Table 1. Prince George's County Ordinance References

| SUBTITLE | TOPIC |
|----------|---|
| 20A | Transportation Demand Management |
| 21A | Revenue Authority |
| 23 | Roads and Sidewalks |
| 25 | Trees and Vegetation |
| 29 | Preservation of Historic Resources |
| 32 | Water Resources Protection and Grading Code |

Community Engagement

Find complete details on community engagement efforts in Appendix C.



48-138

attendees at each of three virtual public meetings from December 2020 through June 2021.



633

views of the nine videos of community meetings and existing conditions highlights about the area.



16

one-on-one or small group virtual listening sessions with key stakeholders.



75

comments on our interactive community input map about what residents like, and what type of improvements or amenities are needed.



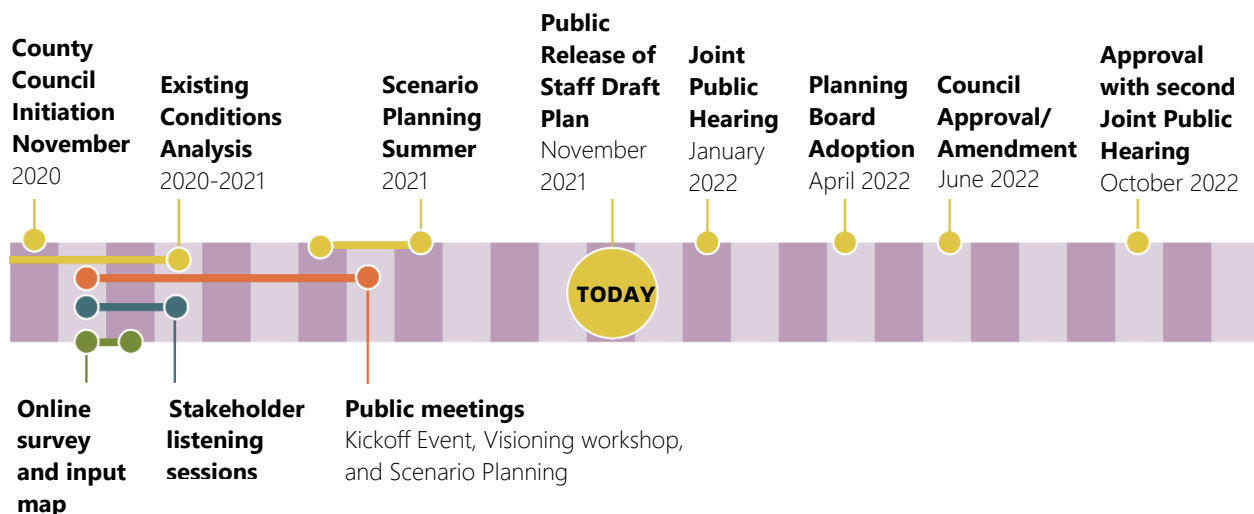
138

respondents to our 30-day online community survey of area residents, nearby residents, and stakeholders.



127

social media posts and ads were part of a public outreach plan including the project's web page, a Konveio site, PowerPoint presentations, and e-mail newsletters



Community Engagement: Key Takeaways

This Plan reflects interviews with key stakeholders and partner agencies, online office hours with residents, feedback received during and after public events, community surveys, and briefings with decision-makers and elected officials. A summary of feedback received from active participants:

Land Use



- Want increased density and more housing types, especially with the coming of the Purple Line light rail system.
- Do not increase development if it comes at the cost of losing trees.

Economic Prosperity



- Enjoy proximity to businesses along the US 1 (Baltimore Avenue) and MD 193 (University Boulevard) corridors, as well as the Mall at Prince George's.
- Interested in smaller neighborhood-serving businesses, including retail opportunities and restaurants reflective of the community's ethnic diversity, close to the Purple Line station.

Transportation and Mobility



- Concerned about the intersection of Adelphi Road, Campus Drive, and MD 193 (University Boulevard), particularly regarding congestion, safety, noise, lack of pedestrian and bicycle connections, and no sense of place.
- Perceive lack of pedestrian and bicycle safety and access in the area, especially at the intersection, and want more connectivity, including sidewalks.
- Positive reception of the Purple Line and the Adelphi Road-UMGC-UMD Station, which will serve as an additional, perhaps more formal, entrance to the University of Maryland.

Natural Environment



- Concerned about the impacts of additional development and the creation of more surfaces impervious to stormwater, requiring additional controls to prevent flooding and protect water quality.
- Surrounding community prioritizes preservation of natural areas.
- Concerned about the possible impact of approved development applications on green infrastructure and global warming.

Housing and Neighborhoods



- Want more affordable housing, particularly along the Purple Line corridor, and housing focused on the needs of neighborhoods adjacent to the Sector Plan area, UMD students, and employees.

Community Heritage, Culture, and Design



- Sector Plan area feels like the back door to UMD, or a "no man's land," because it is not visually appealing and feels isolated.

Healthy Communities



- Support green space in the community as a contribution toward overall community health.

Public Facilities



- Desire additional community parks and open spaces.

Major Opportunities and Challenges

During development of this Plan, the project team conducted a comprehensive analysis of existing conditions and identified major opportunities and challenges.

Land Use



OPPORTUNITIES

- The light rail station with its proximity to UMD and US 1 increases market demand for a variety of housing and supportive uses that could benefit the university community and reduce the need for students and staff to drive to campus.
- The small size of the Sector Plan area will allow for greater concentration of housing, which will take advantage of its proximity to both the university and the Purple Line station. Higher densities close to transit will promote greater transit ridership, walkability, and bicycle use.

CHALLENGES

- Development interest in the area is high because of a number of factors, including the growth of the two universities, demand for new construction and shorter commutes, and the upcoming opening of the light rail station.
- There is a need to address housing demand in the Residential Market Area.
- The 1989 *Approved Master Plan for Langley Park-College Park-Greenbelt* did not anticipate the Purple Line Light Rail system.
- Existing zoning within the Sector Plan boundary is inconsistent with the market demand, as well as Plan 2035's vision. Lower-intensity zoning could push development to the east along the US 1 (Baltimore Avenue) Corridor or to the west along the MD 193 (University Boulevard) Corridor.

Economic Prosperity



OPPORTUNITIES

- Newly constructed mixed-use buildings can support ground-floor spaces to provide neighborhood-scale retail, offices, institutions, and services that serve neighborhood residents, the UMD community, and Purple Line commuters.

CHALLENGES

- Nonresidential uses often lag years behind residential or office uses in mixed-use buildings. Vacant spaces can inhibit the vibrancy and attractiveness of the sector plan area.

Transportation and Mobility



OPPORTUNITIES

- Completion of the Purple Line and the new Adelphi Road-UMD-UMGC Station will strengthen the transportation network of Prince George's County by spurring additional mobility options for local residents, workers, students, and visitors.
- A Sector Plan can identify new pedestrian and bicycle facilities and missing connections to promote transit use and improve the pedestrian environment.

CHALLENGES

- The intersection of Adelphi Road, Campus Drive, and MD 193 (University Boulevard) is challenging to navigate and problematic for walking and bicycling.
- Existing bicycle and transit facilities are limited or minimal at best.

Natural Environment



OPPORTUNITIES

- The County's new Zoning Ordinance contains tools to encourage green building and to preserve green open space.
- The County's new Urban Complete and Green Street standards allow for innovative tree-planting and stormwater management measures.
- Designing with nature and incentivizing green buildings and green infrastructure, paired with the County's existing environmental regulations, can result in even more positive environmental impacts.
- Promoting new development around transit facilities is consistent with the County's General Plan, Plan 2035.

CHALLENGES

- Creating transit-oriented development, which more efficiently uses resources and existing public facilities and greatly reduces carbon footprints, can be challenging when trying to meet green infrastructure goals.

Housing and Neighborhoods



OPPORTUNITIES

- More housing types, supported by neighborhood-serving commercial uses and green space/open space, can be added to an area adjacent to the Adelphi Road-UMGC-UMD Purple Line Station and the state's flagship public university.

Community Heritage, Culture and Design



OPPORTUNITIES

- There may be lost cultural assets from the Sector Plan area's history, dating back to the late nineteenth century, that could be highlighted through interpretive signage and wayfinding as part of any new development or redevelopment.

Healthy Communities



OPPORTUNITIES

- Proximity to the university and its recreational and public health resources can be leveraged by students and staff.
- Proximity to parks in the Northwest Branch Stream Valley can be leveraged by existing and new residents for recreational activities.
- The provision of new housing and increased and improved connectivity can facilitate thousands of additional bike and walking trips per day.

Public Facilities



OPPORTUNITIES

- There are opportunities to better connect residents to existing parks in the Northwest Branch Stream Valley and the regional trail network.
- New open spaces and gathering places could serve new and existing residents. The Plan also provides new destinations for public gathering and events and additional opportunities to provide safe pedestrian and bicycle connections to nearby parks and creative placemaking events.

Scenario Planning

Scenario Planning

Scenario planning is a technique to provide relevant and meaningful information about potential buildout and the effects of different types of growth in different locations so the project team could make better-informed decisions about plan policies and strategies.

Growth scenarios must be realistic and achievable. Scenarios cannot include unachievable or unlikely buildout numbers, nor can they include the unrealistic or unlikely preservation of developable property. Unrealistic scenarios can undermine a plan when they do not come to fruition.

Scenario planning identifies different ways a place can grow; it does not identify how a place necessarily will grow. How a place ultimately grows or does not grow is dependent on a number of factors, most importantly, the policy and regulatory environment, infrastructure investment, and the market.

As part of the development of the Sector Plan, the Planning Department undertook a scenario planning exercise to determine review potential growth concepts and to evaluate these alternatives to determine which elements of these concepts met the community's vision and goals.

Three growth scenario concepts were developed and presented to the public for feedback during the Virtual Community Scenario Planning Workshop on June 3, 2021. The presentation was also available for comment on the project Konveio page until June 14, 2021. In addition, the project team received comments through emails, letters, and meetings with community members and property owners.

Feedback received from the public during this exercise provided valuable perspectives that strengthened the Sector Plan's ultimate recommended growth concept. *See Section III. Land Use* for more information about the recommended growth pattern.

How to Use this Plan

This Sector Plan contains the vision for the 102-acre Adelphi Road-UMGC-UMD Purple Line Station Area and goals, policies, and strategies for implementing that vision. This Plan is divided into eight Plan elements:

1. [Land Use \(LU\)](#)
2. [Economic Prosperity \(EP\)](#)
3. [Transportation and Mobility \(TM\)](#)
4. [Natural Environment \(NE\)](#)
5. [Housing and Neighborhoods \(HN\)](#)
6. [Community Heritage, Culture, and Design \(CHCD\)](#)
7. [Healthy Communities \(HC\)](#)
8. [Public Facilities \(PF\)](#)

Goals, policies, and strategies are identified within each Plan 2035 element. However, there are connections between the policies and strategies of each element and each section addresses those relationships through cross references to related elements in the Plan.

Hierarchy

Goals, policies, and strategies are organized so that the specific controls the general. If a conflict is perceived between policies or strategies, the more specific strategy is applicable.



Section III Land Use

GOAL

In 2047, the Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan area is an attractive, vibrant, walkable, sustainable transit-oriented neighborhood that enhances the University of Maryland and the surrounding community.

PLAN 2035 LAND USE GOAL

Direct future growth toward transit-oriented, mixed-use centers in order to expand our commercial tax base, capitalize on existing and planned infrastructure investments and preserve agricultural and environmental resources.



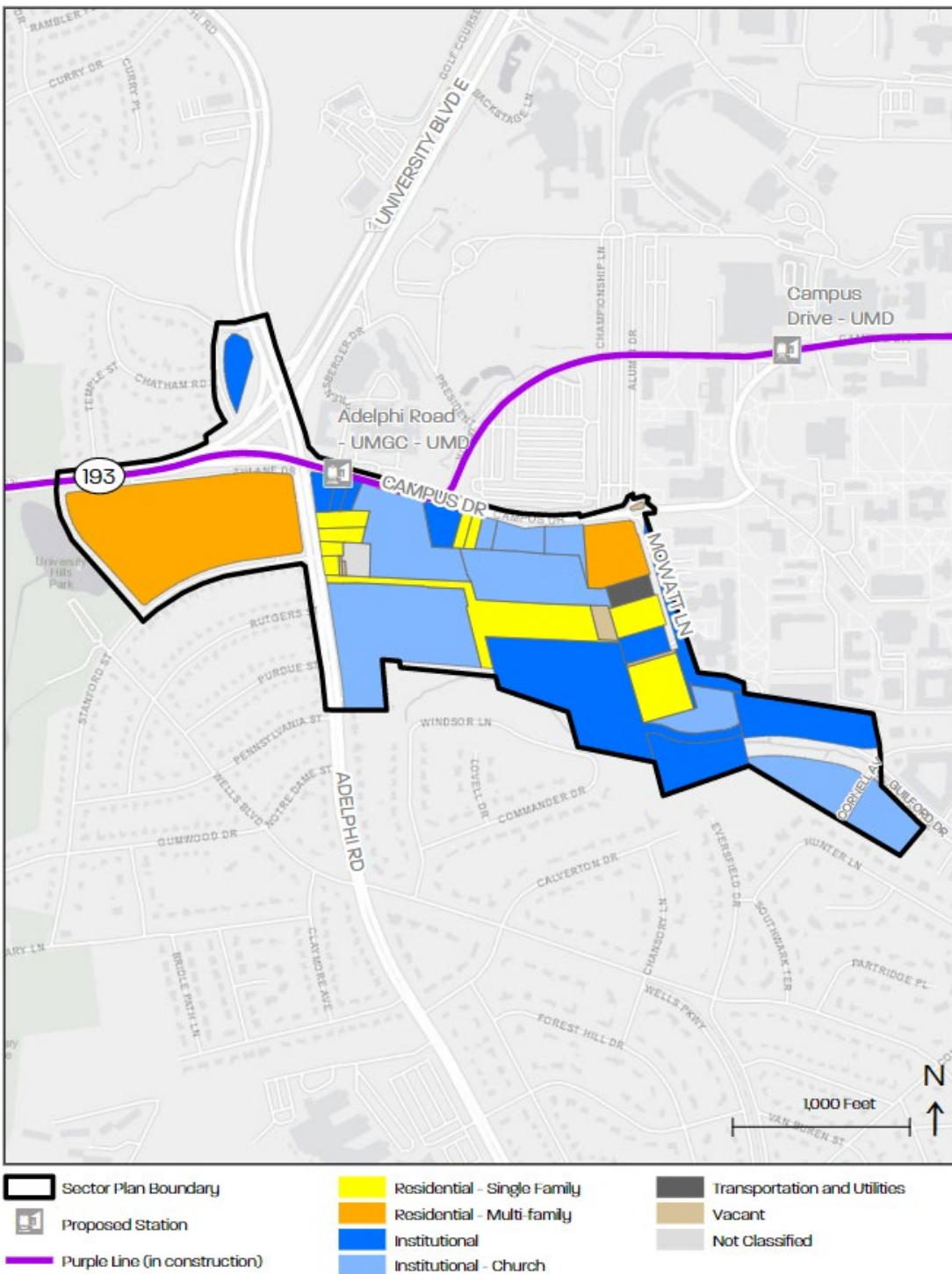
Land Use

Existing Conditions

The Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan area is primarily occupied by suburban-scale multifamily residential and institutional uses. Institutional uses, primarily places of worship, are spread throughout the plan area and tend to occupy large parcels. There are two multifamily complexes in the plan area, the Domain at College Park and Graduate Hills Apartments, which is leased to UMD for graduate student housing. The only commercial uses are located on the ground floor of Domain at College Park. Most of the land within the sector plan area is privately owned; however, the State of Maryland and the University of Maryland own 19.95 acres and hold a ground lease for an additional 14.75 acres at Graduate Hills Apartments. A property ownership map is available in [Appendix A](#).



Map 6. Existing Land Use

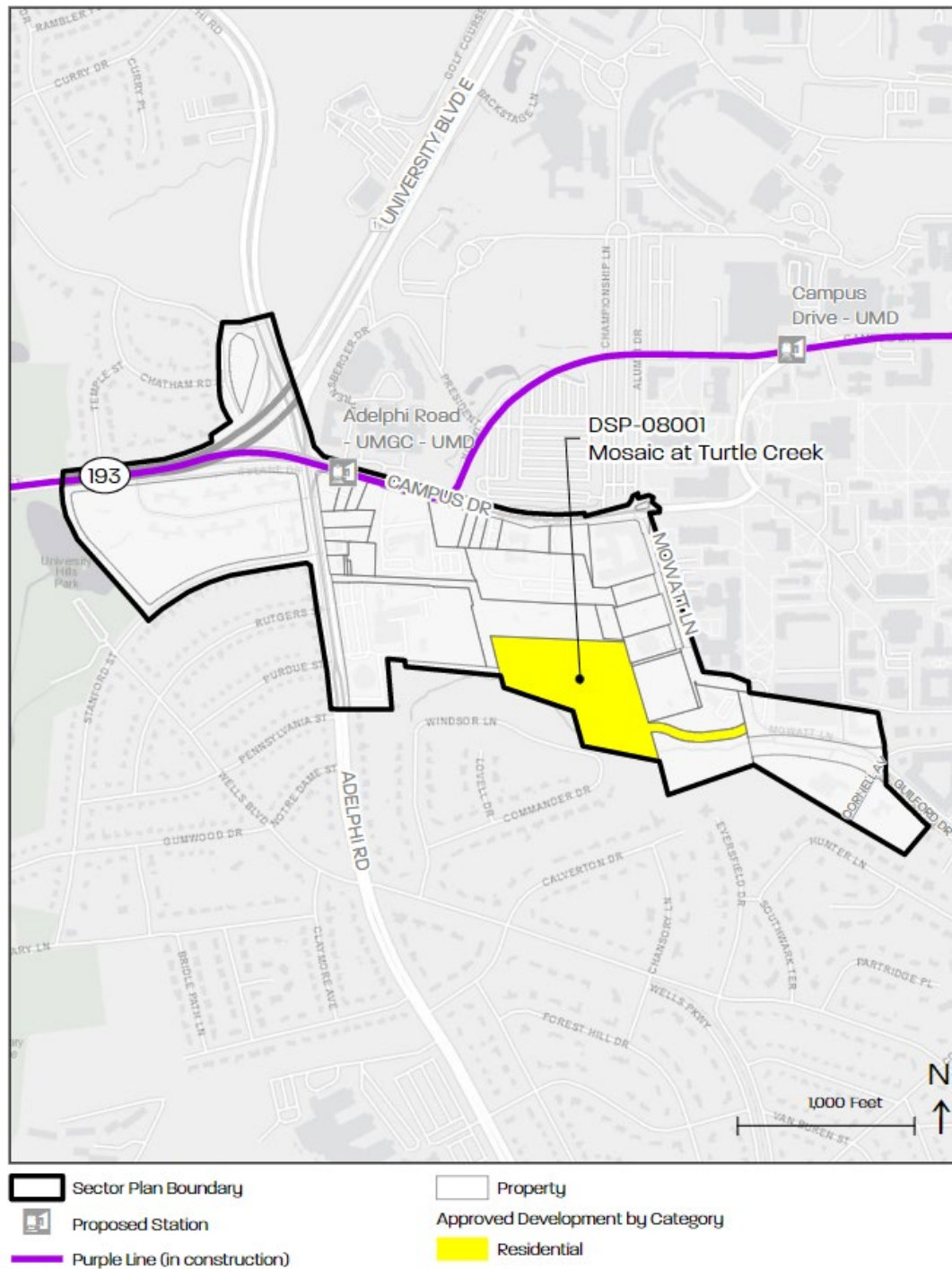


SOURCE: Prince George's County Planning Department, GIS Open Data Portal, 2021, <https://gisdata.pgplanning.org/opendata/>.

Note: Full data citation available in [Appendix F: Map Citations](#).



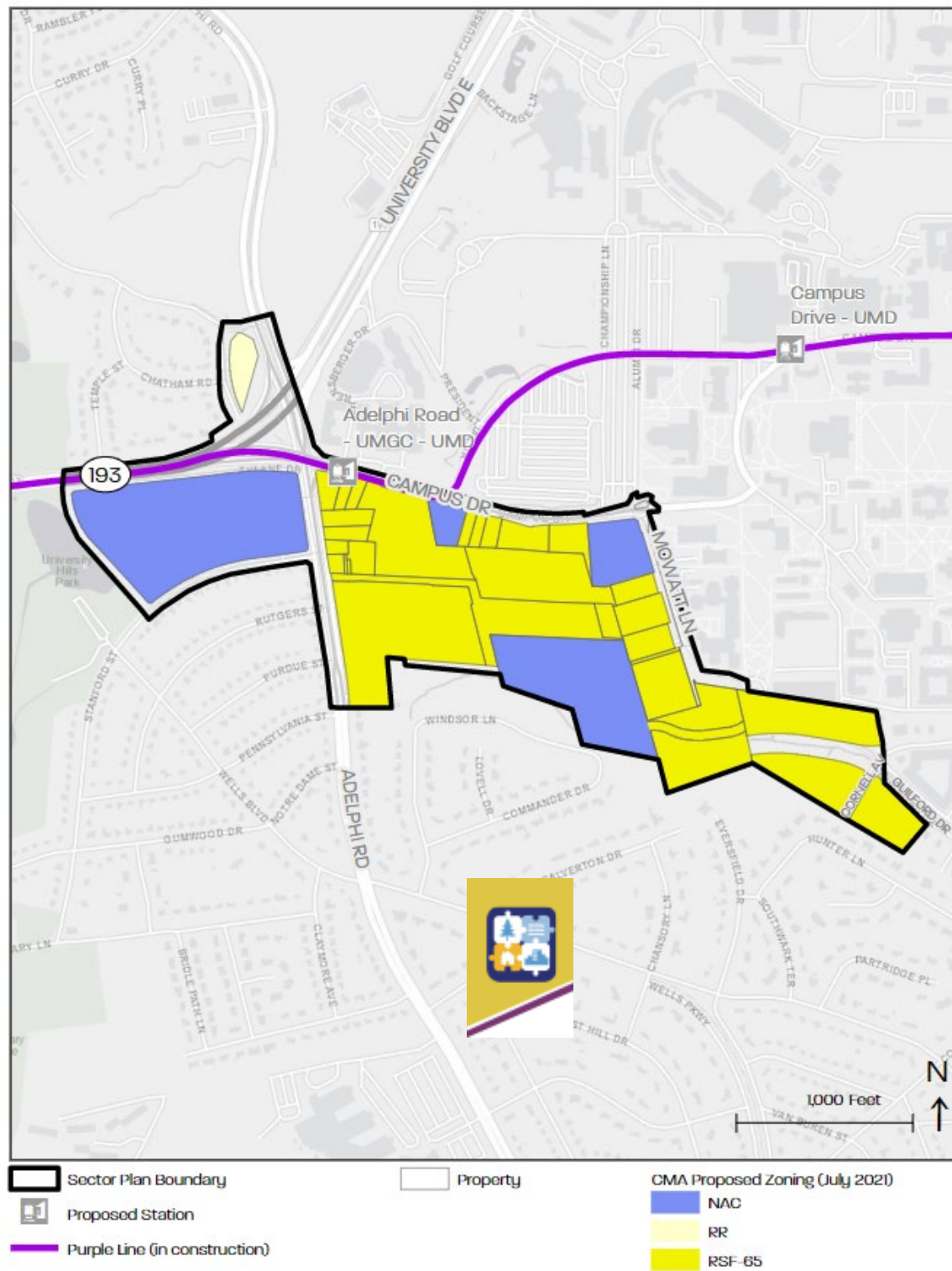
Map 7. Approved Development Applications in Plan Area



SOURCE: Prince George's County Planning Department, GIS Open Data Portal, 2021, <https://gisdata.pgplanning.org/opendata/>.
Note: Full data citation available in [Appendix F: Map Citations](#).



Map 8. Countywide Sectional Map Amendment (CMA): Proposed Zoning (July 2021)



SOURCE: Prince George's County Planning Department, GIS Open Data Portal, 2021, <https://gisdata.pgplanning.org/opendata/>.
Note: Full data citation available in [Appendix F: Map Citations](#).



Future Land Use

Table 2. Future Land Use Categories.

| Color | Designation | Description | Density (Dwelling Units Per Acre) |
|-------|-------------------------|---|-----------------------------------|
| | Mixed-Use | Areas of various residential, commercial, employment, and institutional uses. Residential uses may include a range of unit types. Mixed-use areas may vary with respect to their dominant land uses, i.e., commercial uses may dominate in one mixed-use area, whereas residential uses may dominate in another. Large-scale mixed-use development should be limited to designated Centers and other areas where it currently exists. | Based on Center |
| | Neighborhood Mixed-Use | Traditional retail/shopping areas that are transitioning to a mix of residential, shopping, eating and drinking, and other neighborhood-serving amenities. Neighborhood Mixed-Use areas are located outside of designated Centers, often along arterial roadways and at key intersections and interchanges. | (</=48) |
| | Commercial | Retail and business areas, including employment uses, such as office and services. A range of services are provided at the neighborhood to regional level. New commercial areas have access to multimodal transportation options. These areas are intended to remain predominantly or entirely commercial. | N/A |
| | Industrial/Employment | Manufacturing and industrial parks, warehouses, and distribution. May include other employment, such as office and services. | N/A |
| | Institutional | Uses such as military installations, hospitals, sewage treatment plants, and schools. | N/A |
| | Residential High | Residential areas exceeding 20 dwelling units per acre. Mix of dwelling unit types, including apartments. | (>20) |
| | Residential Medium-High | Residential areas between eight and 20 dwelling units per acre. Mix of dwelling unit types, including apartments. | (> 8 and </= 20) |
| | Residential Medium | Residential areas between 3.5 and 8 dwelling units per acre. Primarily single-family dwellings (detached and attached). | (> 3.5 and </= 8) |
| | Residential Low | Residential areas up to 3.5 dwelling units per acre. Primarily single-family detached dwellings. | (> 0.5 and </= 3.5) |



| Color | Designation | Description | Density (Dwelling Units Per Acre) |
|-------|------------------------|--|-----------------------------------|
| | Rural and Agricultural | Low-density residential uses with areas of agricultural and forestry production. Agricultural land (cropland, pasture, farm fields), forest, and very low-density residential. | (\leq 0.5) |
| | Parks and Open Space | Parks and recreation areas, publicly owned open space (federal, state, county, municipal, and M-NCPPC), and privately owned open space. | N/A |

PARKS AND OPEN SPACE

The Future Land Use Map of a master or sector plan may identify certain properties for Parks and Open Space land uses. Parks and other public open spaces may be recommended in the Public Facilities Element (See *Section X. Public Facilities*) for other properties within a master or sector plan; a Parks and Open Space future land use designation is only applied when an entire property is recommended for park and open space uses.

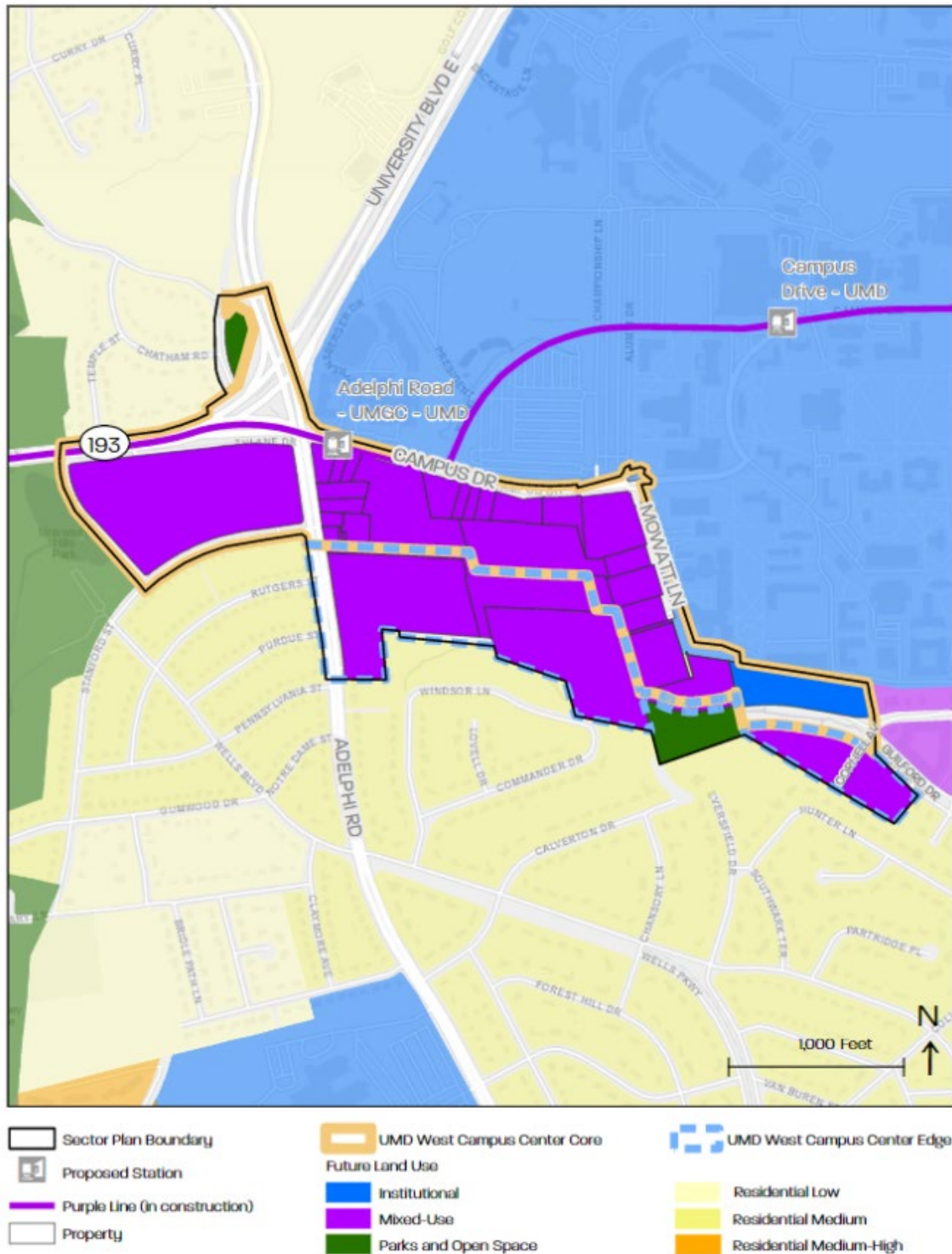
Future Land Use Map

Map 9. Future Land Use Map (FLUM) contains specific land use recommendations for each parcel in the Adelphi Road-UMGC-UMD Purple Line Station Area. This map applies to the entire plan area; if an actual conflict exists between the text of a strategy and a future land use designation, the strategy will take precedence.

Implementation of the future land use recommendations on this map may require a zoning reclassification through the concurrent Sectional Map Amendment.



Map 9. Future Land Use Map (FLUM)



SOURCE: Prince George's County Planning Department, GIS Open Data Portal, 2021, <https://gisdata.pgplanning.org/opendata/>.

Note: Full data citation available in [Appendix F: Map Citations](#).



Policies and Strategies

Policy LU 1

Create a high-intensity, mixed-use, pedestrian-oriented, and university- and transit-supportive neighborhood at the Adelphi Road-UMGC-UMD Purple Line Station Area (UMD West Campus Center). Discourage non-transit-supportive or automobile-oriented uses.

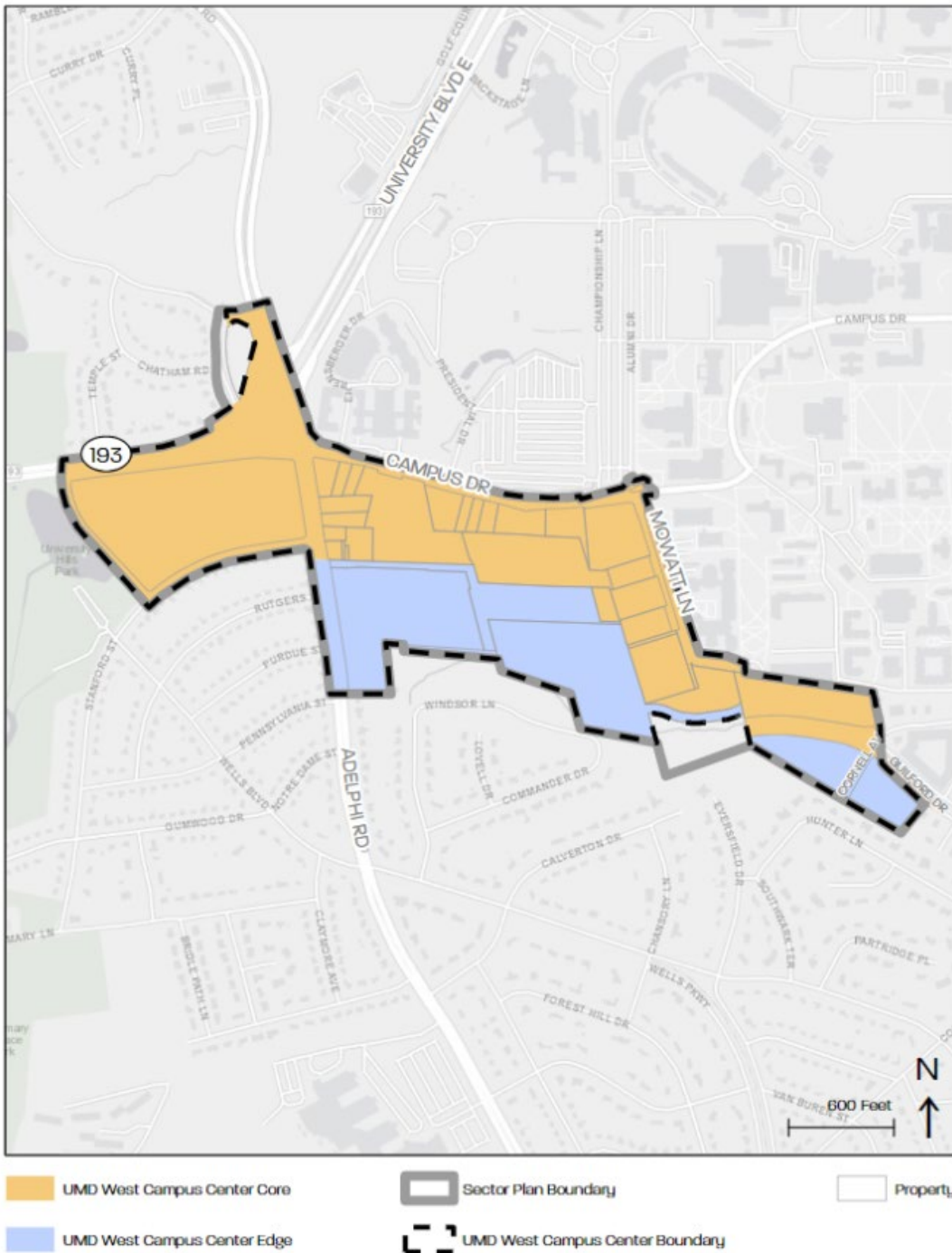
LU 1.1: Define the boundaries of the UMD West Campus Center as the entire Sector Plan area, with the exclusion of the properties at 3841 Campus Drive (Tax ID 2411122) and Lot 3 at 0 Mowatt Lane (Tax ID 4018016). See Map 10. UMD West Campus Center - Recommended Boundary, Core, and Edge.

LU 1.2: Designate the Core of the UMD West Campus Center as shown on Map 10 to facilitate the highest intensities of mixed-use, pedestrian-oriented, and transit- and university-supportive development closest to the Purple Line station, UMD, and US 1 (Baltimore Avenue). Classify these parcels in the Local Transit-Oriented - Core (LTO-c) Zone to implement the recommendations of this Sector Plan.

LU 1.3: Designate the Edge of the UMD West Campus Center as shown on Map 10 to facilitate less intense development between the Core and the existing low-density, single-family neighborhoods to the south that contains a mix of residential units with ground-floor amenities and community spaces focused on the needs of the residents.



Map 10. UMD West Campus Center - Recommended Boundary, Core, and Edge



SOURCE: Prince George's County Planning Department, GIS Open Data Portal, 2021, <https://gisdata.pgplanning.org/opendata/>.
Note: Full data citation available in [Appendix F: Map Citations](#).



LU 1.4: Construct the tallest buildings adjacent to the Adelphi Road-UMGC-UMD Purple Line Station within the Core on the south side of Campus Drive between Adelphi Road and new recommended street UC-201 (see Map 19. *Master Plan of Transportation Complete and Green Street Recommendations*). Buildings at this location should contain a vertical mix of uses, including multifamily residential and office uses on upper floors and convenience retail, eating and drinking establishments, offices, or personal service uses on the ground floor. Buildings at the corner of Adelphi Road and Campus Drive should front onto the recommended plaza. See Map 11 for more information. (See also Strategy [PF 2.2](#))

LU 1.5: Construct buildings on all properties in the Core of the UMD West Campus Center (See Strategy [LU 1.2](#)) that support a vertical mix of uses to include multifamily residential units (apartments) on upper floors and flexible ground-floor spaces that allow for commercial, personal services, office, institutional, cultural, and recreational uses. Prioritize ground-floor retail and offices at the following locations:

| PROPERTY | TAX ID |
|-------------------|---------|
| Adelphi Road | 2400109 |
| University Lane | 2411387 |
| Campus Drive | 2382919 |
| 7713 Adelphi Road | 2342988 |
| 7703 Adelphi Road | 2402303 |
| 7607 Adelphi Road | 2384410 |
| Adelphi Road | 2384394 |
| University Lane | 2411379 |
| 7715 Adelphi Road | 2314870 |
| 7601 Adelphi Road | 2384386 |
| 7601 Adelphi Road | 2297349 |

See Map 11 for more information.

LU 1.6: Construct buildings on the following properties within the Edge of the UMD West Campus Center that support a vertical mix of uses with multifamily residential units (apartments) on upper floors and flexible ground-floor spaces that allow for commercial, personal services, office, institutional, cultural, and recreational uses:

| PROPERTY | TAX ID |
|---------------------|---------|
| 4141 Guilford Drive | 2379410 |
| 4201 Guilford Drive | 2347151 |

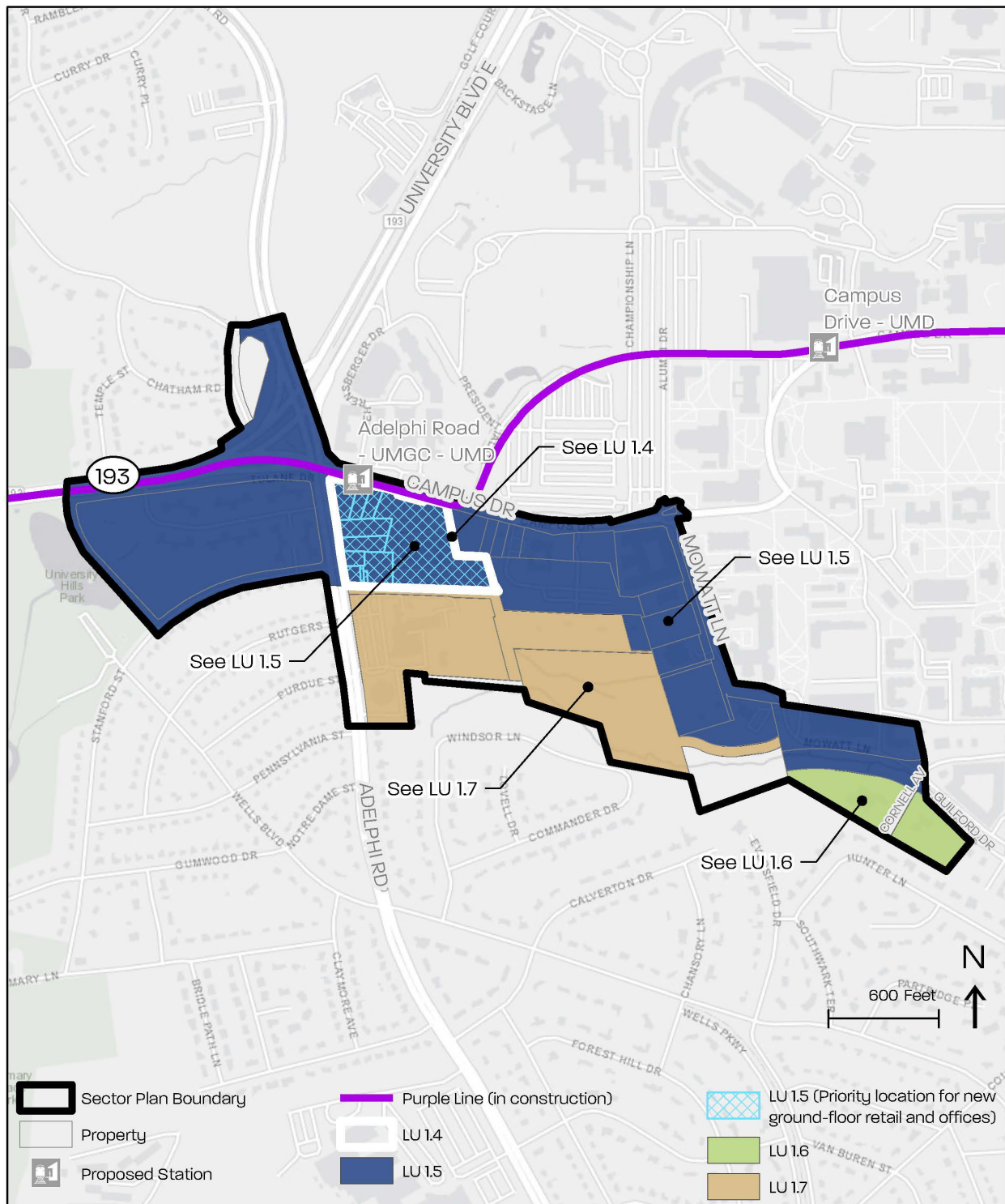
See Map 11 for more information.

LU 1.7: Construct buildings on the following properties within the Edge of the UMD West Campus Center that support a vertical mix of uses with multifamily (student units, and/or apartments) on upper floors and flexible ground-floor spaces that allow for institutional, cultural, and recreational uses. Alternatively, townhomes may be constructed on these properties; townhouses should be located south of multifamily buildings, creating a step-down in building heights to adjacent neighborhoods, where feasible. See Map 11 for more information.

| PROPERTY | TAX ID |
|-------------------|---------|
| 7501 Adelphi Road | 2379394 |
| 3623 Campus Drive | 2424737 |
| 7500 Mowatt Lane | 4018024 |



Map 11. Strategies LU 1.4, LU 1.5, LU 1.6, and LU 1.7



SOURCE: Prince George's County Planning Department, GIS Open Data Portal, 2021, <https://gisdata.pgplanning.org/opendata/>.
 Note: Full data citation available in [Appendix F: Map Citations](#).



Policy LU 2

Preserve key publicly owned natural areas to preserve environmental assets and create buffers between the UMD West Campus Center and adjacent neighborhoods. See also Policies [HD 2](#) and [PF 2](#).

LU 2.1: Preserve the properties at 3841 Campus Drive (Tax ID 2411122) and Lot 3 at 0 Mowatt Lane (Tax ID 4018016), exclude them from the UMD West Campus Center (See Strategy [LU 1.1](#)), recommend Parks and Open Space future land use, and reclassify them into the Reserved Open Space (ROS) Zone. (See Map 9. *Future Land Use Map*, and Map 10. *UMD West Campus Center – Recommended Boundary, Core, and Edge*).

Policy LU 3

Encourage and support the consolidation of parcels to facilitate the envisioned development.

LU 3.1: Properties should be consolidated into groups as shown on Map 12. *Recommended Consolidation of Parcels* and each group redeveloped as a single development (as either individual buildings or multiple buildings in a single development) (See [Appendix A](#), Table 16. *Recommended Consolidation of Parcels*)

Policy LU 4

Assist property owners with the redevelopment of their properties.

LU 4.1: Provide technical assistance to property owners and help them identify and secure incentives to facilitate redevelopment of their properties. See [Appendix A](#) for more information about incentive programs.

Parcel Assemblage

"Assemblage can create site planning flexibility, potentially allowing for the use of constrained land with required parking and landscaping, while leaving the remaining developable land to be more fully utilized with increased building floor area. Instead of one parcel having limited developmental potential and the other parcels having normal developmental potential, assemblage may allow the combined parcels to all be developed to a greater extent."

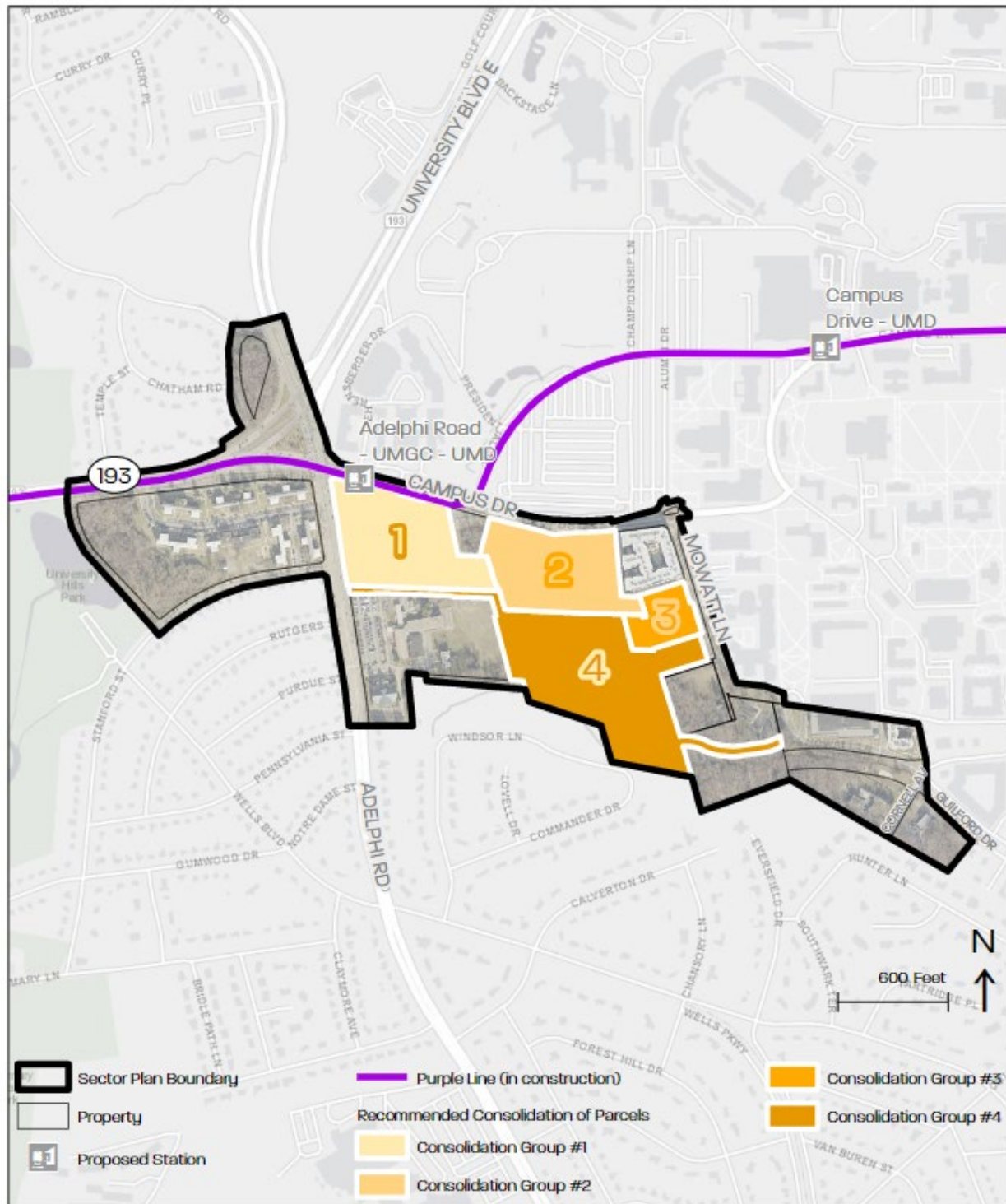
"Parcel acreage plays a major role in determining the range of potential land uses and developmental intensities that are reasonably probable to achieve. Often, the greater the acreage, the more types and intensities of use local jurisdictions will allow. The likelihood of a correspondingly higher market value also increases. Therefore, the assemblage of parcels and the resulting increased acreage can create certain opportunities."

Source: International Right of Way Association, 2012, *The Added Value of Assembling Parcels*, accessed online on 8-17-2021

https://eweb.irwaonline.org/eweb/upload/web_mar_apr12_AssemblingParcels.pdf



Map 12. Recommended Consolidation of Parcels



SOURCE: Prince George's County Planning Department, GIS Open Data Portal, 2021, <https://gisdata.pgplanning.org/opendata/>.
Note: Full data citation available in [Appendix F: Map Citations](#).



Section IV Economic Prosperity

GOAL

In 2047, the Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan area thrives through its support of the University of Maryland, the County's largest employer, and the diverse businesses that serve the neighborhood, the University, and a growing research and development sector.

PLAN 2035 ECONOMIC PROSPERITY GOAL

Create a diverse, innovative, and regionally competitive economy that generates a range of well-paying jobs and strategically grows the tax base.



Economic Prosperity

Existing Conditions Summary

The economic engines for the Adelphi Road-UMD-UMGC Purple Line Station Area Sector Plan are the County's largest employer—UMD, which employs 13,977 staff and faculty on the College Park campus, and UMGC with more than 5,580 employees. In addition, more than 40,000 students attend UMD; UMGC students attend classes virtually or at satellite locations.

Stable growth in enrollment over the past five years reflects both universities' efforts to expand their undergraduate programs. These two institutions, along with supporting entities, including government agencies primarily located in the College Park/UM Metro/M Square Purple Line Regional Transit District east of US 1 (Baltimore Avenue).

Educational services accounted for 19,555 jobs in City of College Park in 2018—two-thirds of the citywide total job base. Retail trade and accommodations and food services, which are largely supported by university-related activity, accounted for another 13 percent of total jobs. The City of College Park had 2,214 public administration jobs in 2018, reflecting the presence of federal offices as well as the City of College Park itself.

Resident-based employment by occupation and industry indicates that most residents work in white-collar (office and professional jobs) professions—67 percent of Primary Residential Market Area (RMA) residents and 69.7 percent of the City of College Park residents. Fewer Prince George's County residents hold white-collar jobs (61 percent). For all three geographies, residents working in service professions represent 18-20 percent of all employed residents.

The sector plan office submarket consists of 2.175 million square feet of office space including general office space, neighborhood-serving office space, and office space in nontraditional buildings such as retail centers. However, most of the office space is in older structures; one-third was constructed prior to the 1970s, and about 500,000 square feet was constructed in both the 1970s and 1980s.

Greater College Park Public-Private Partnership (P3)

Launched in 2015, the Greater College Park public-private partnership (P3) among the City of College Park, Prince George's County, UMD, and private developers grew out of the College Park City-University Partnership. The effort began with the Hotel at the University of Maryland and expanded to UMD's Discovery District research park, which will be connected to the Adelphi Road Sector Plan area by the Purple Line. Greater College Park P3 has a \$2 billion fund to support development in College Park.



Table 3. Higher Education Student Population Trends

| | 2016 | 2017 | 2018 | 2019 | 2020 |
|---|---------------|---------------|---------------|---------------|---------------|
| University of Maryland College Park | | | | | |
| Undergraduate | 28,472 | 29,868 | 30,762 | 30,511 | 30,872 |
| Graduate | 10,611 | 10,653 | 10,438 | 10,232 | 9,834 |
| Total | 39,083 | 40,521 | 41,200 | 40,743 | 40,706 |
| University of Maryland Global Campus | | | | | |
| Undergraduate | 44,219 | 45,604 | 47,253 | 46,162 | 47,080 |
| Graduate | 13,310 | 13,775 | 13,350 | 12,119 | 11,446 |
| Total | 57,529 | 59,379 | 60,603 | 58,281 | 58,526 |

Table 4. Higher Education Faculty and Staff Trends

| | 2016 | 2017 | 2018 | 2019 | 2020 |
|---|---------------|---------------|---------------|---------------|---------------|
| University of Maryland College Park | | | | | |
| Faculty | 4,394 | 4,425 | 4,446 | 4,468 | 4,264 |
| Professional Staff | 5,697 | 5,806 | 5,774 | 5,846 | 5,736 |
| Graduate Assistants | 3,981 | 4,109 | 4,188 | 4,191 | 3,977 |
| Total | 14,072 | 14,340 | 14,408 | 14,505 | 13,977 |
| University of Maryland Global Campus | | | | | |
| Faculty | 3,437 | 3,672 | 3,887 | 3,739 | 3,837 |
| Professional Staff | 1,459 | 1,675 | 1,708 | 1,626 | 1,740 |
| Graduate Assistants | 142 | 7 | 6 | 6 | 6 |
| Total | 5,038 | 5,354 | 5,601 | 5,371 | 5,583 |

Table 5. Adelphi Road Sector Plan Area Retail Potential

| RETAIL CATEGORY | SQUARE FEET | | |
|-------------------------------|---------------|------------------------|------------------------|
| | EXISTING | NEAR TERM 2021-2031 | LONG TERM 2031-2045 |
| Neighborhood Goods & Services | 1,537 | 5,400 | 8,050 |
| Food & Beverage | 8,463 | 8,300 | 10,950 |
| Shoppers Goods | - | - | - |
| Subtotal | 10,000 | 13,700 | 19,000 |



Policies and Strategies

Policy EP 1

Create a neighborhood destination by attracting high-quality retail, eating, and drinking establishments, and services to the Adelphi Road–UMGC-UMD Purple Line Station.

EP 1.1: Work with the City of College Park and Prince George’s County Economic Development Corporation (PGCEDC) to retain and recruit quality tenants to locate near the station, while also ensuring that the station area complements, rather than competes with, Prince George’s Plaza, the US 1 Corridor, or other commercial centers.

EP 1.2: Integrate neighborhood-scale retail, service, eating and drinking establishments into the ground-floor of residential buildings. See also Strategies [LU 1.4](#), [LU 1.5](#), [LU 1.6](#), and [HD 1.5](#).

EP 1.3: Create commercial main streets by concentrating new ground-floor retail along Campus Drive and Mowatt Lane. See Map 13. *Commercial Main Streets*, and Strategies [LU 1.4](#), [LU 1.5](#), and [LU 1.6](#).

Policy EP 2

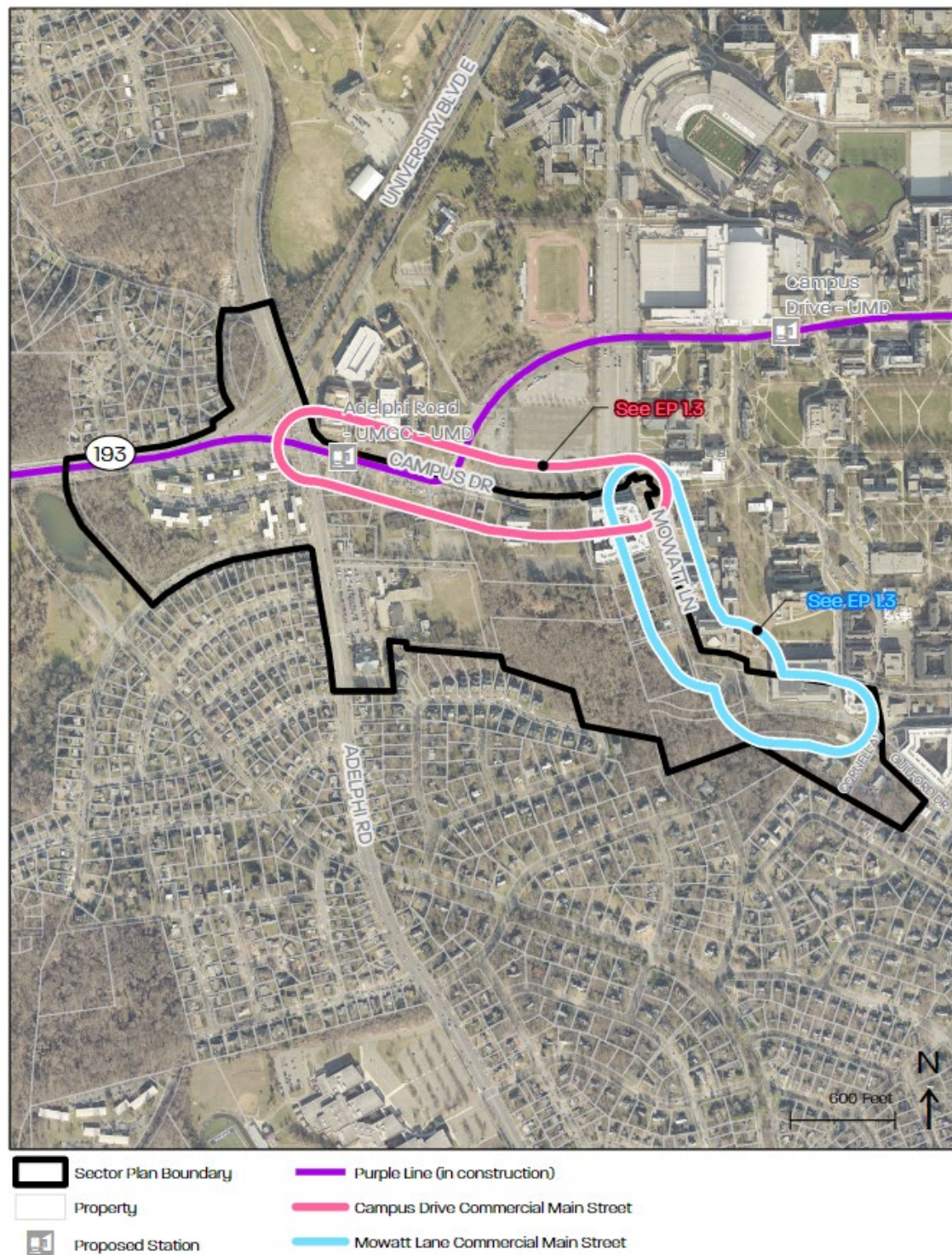
Leverage the proximity of the County’s largest employer, University of Maryland College Park (UMD), and the University of Maryland Global Campus (UMGC) for maximizing opportunities for business development.

EP 2.1: Partner with UMGC and UMD to integrate technological and research offices into mixed-use buildings, especially those nearest the Purple Line station. See also Strategy [LU 1.4](#) and [LU 1.5](#).

EP 2.2: Implement the recommendations of the UMD Facilities Master Plan 2011 – 2030. See also Strategy [HD 1.3](#).



Map 13. Commercial Main Streets



SOURCE: Prince George's County Planning Department, GIS Open Data Portal, 2021, <https://gisdata.pgplanning.org/opendata/>.

Note: Full data citation available in [Appendix F: Map Citations](#).



Section V. Transportation and Mobility

GOAL

In 2047, the Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan area fosters safe travel for pedestrians, bicyclists, transit users, and drivers transitioning between the Purple Line light rail, campus, homes, jobs, recreation, and businesses. An improved transportation network and housing proximate to the Purple Line and the University of Maryland will reduce dependency on single-occupant vehicles.

PLAN 2035 TRANSPORTATION AND MOBILITY GOAL

Provide and maintain a safe, affordable, accessible, and sustainable multimodal transportation network that supports the County's desired land use pattern and Plan 2035 goals.



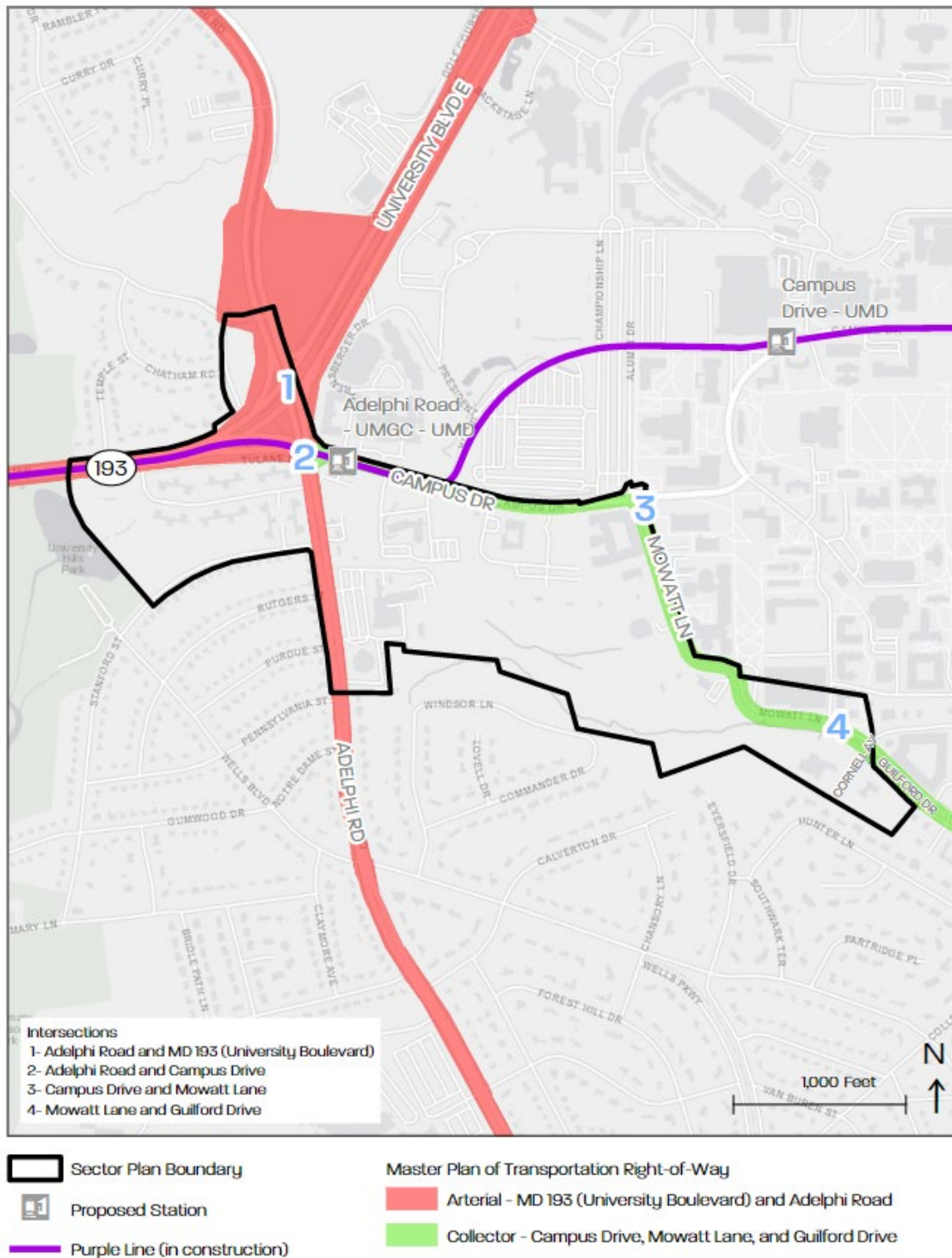
Transportation & Mobility

Existing Conditions

The Adelphi Road-UMGC-UMD Purple Line Station Area provides a unique opportunity to connect new and existing residents, workers, students, faculty, and visitors to UMD, the City of College Park, and the greater region via walking, biking, bus, and the Purple Line. MD 193 (University Boulevard) and Adelphi Road are important roadways facilitating motor vehicle traffic to Langley Park, Hyattsville, Greenbelt, Montgomery County, I-495, the Baltimore-Washington Parkway, and Campus Drive, which is the westernmost entrance to the University of Maryland. While the Purple Line presents a great opportunity to increase transit connectivity between the sector plan area and the region, current pedestrian access to the station area is inhibited by wide, suburban roads such as MD 193 (University Boulevard) and Adelphi Road serving regional traffic.



Map 14. Existing Master Plan of Transportation Rights-of-Way and Intersections

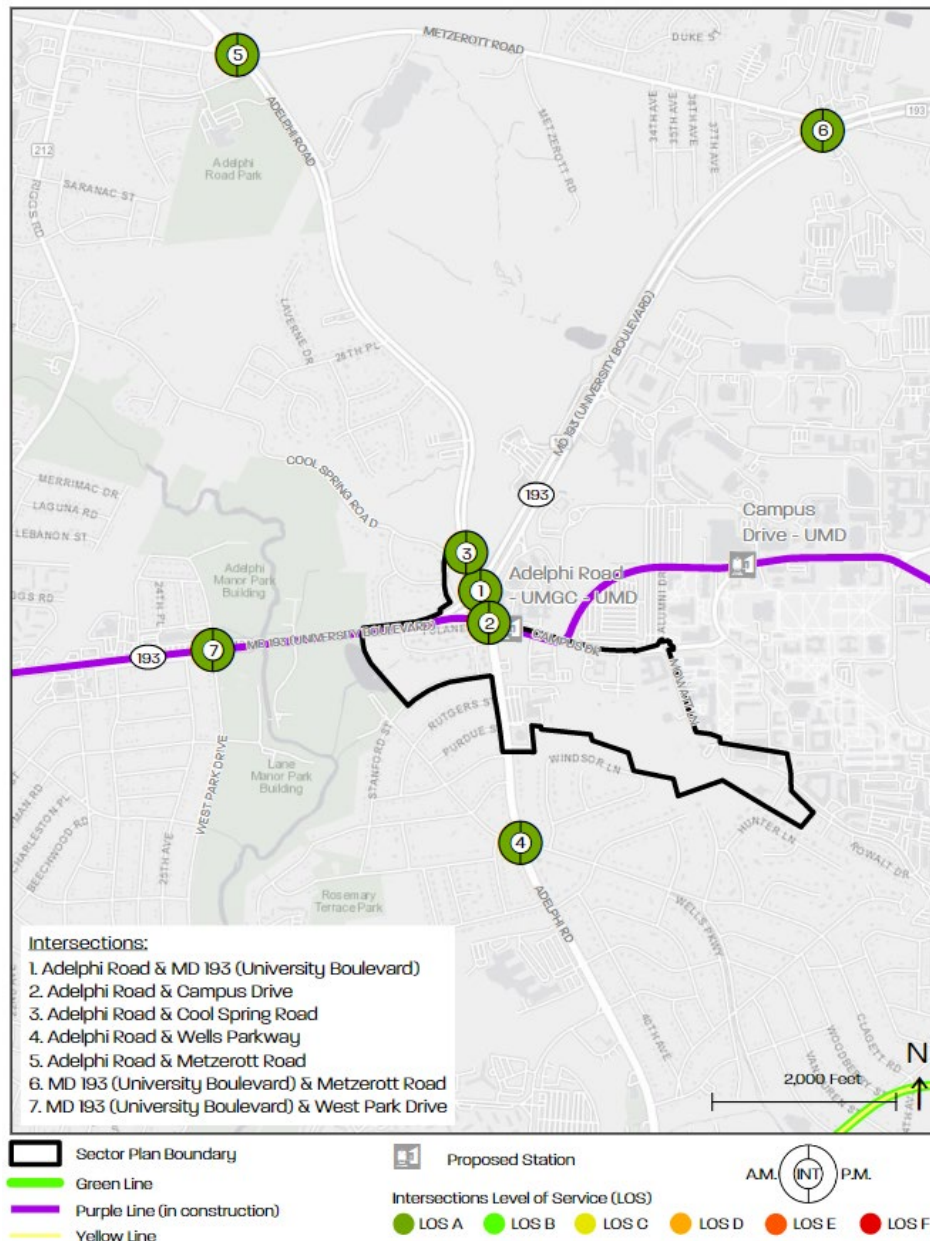


Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>.

Note: Full data citation available in [Appendix F: Map Citations](#).

The roadways in the sector plan area provide enough capacity to accommodate growth in traffic; however, the experience for motorists traveling in the area, especially when accessing Adelphi Road and MD 193 (University Boulevard), can be challenging. Unsignalized intersections and traffic speeds can complicate the ease of navigating the area. The introduction of the Purple Line represents an opportunity for additional traffic control devices, engineering improvements, or enforcement actions to improve access to and along Adelphi Road.

Map 15. Intersection Level of Service (LOS)



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>. Note: Full data citation available in [Appendix F: Map Citations](#).



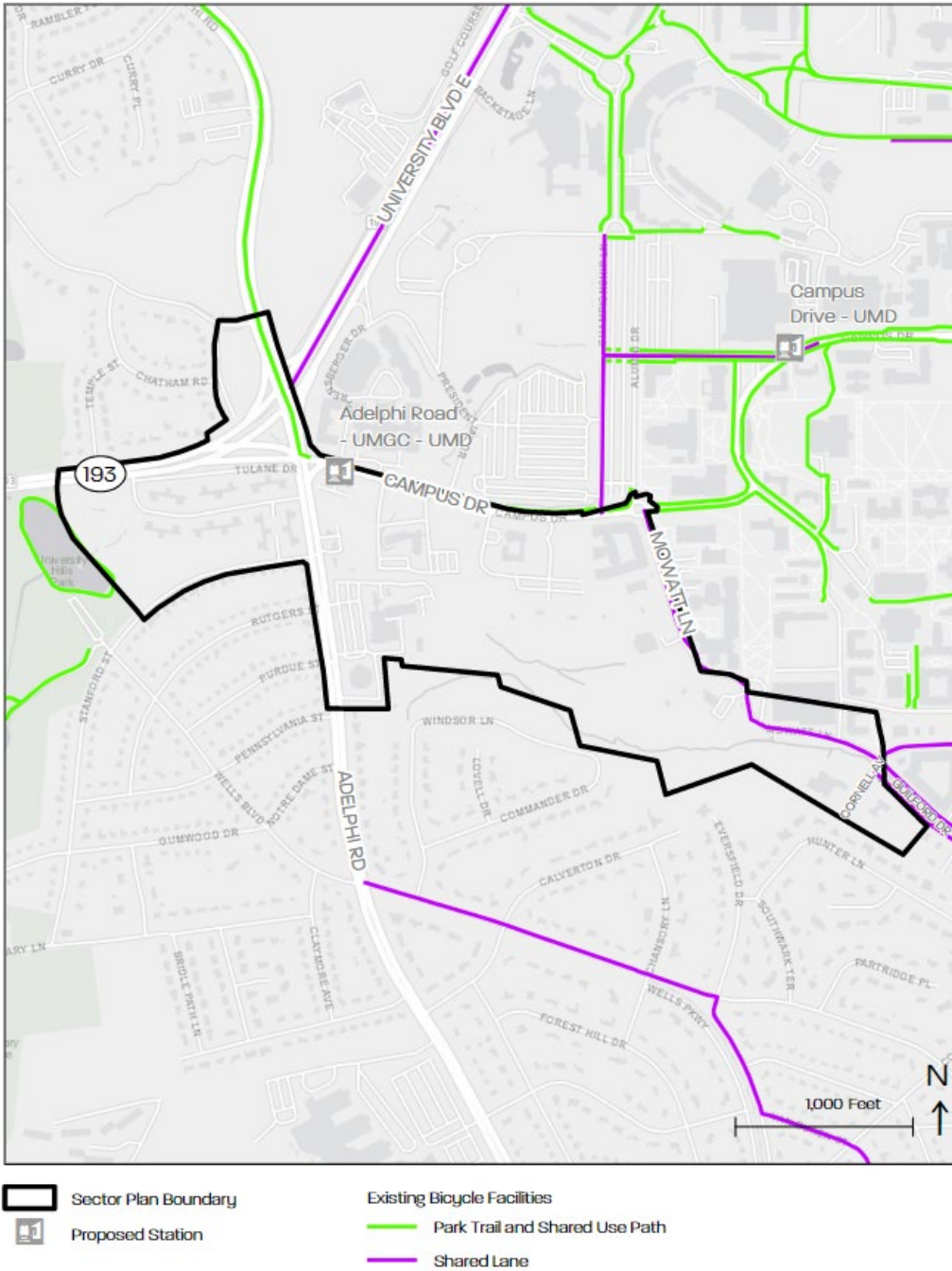
ACTIVE TRANSPORTATION

The intersection of MD 193 (University Boulevard), Adelphi Road, and Campus Drive is at the heart of the sector plan area. The size of this intersection combined with a high volume and speed of vehicles passing through it creates an inhospitable and uncomfortable built environment for people walking, bicycling, and using transit. Pedestrian activity along the roads in the sector plan area, combined with the presence of driveways, the large number of fast-moving motor vehicles, and the lack of pedestrian facilities put motorists and pedestrians into conflict and present safety issues for pedestrians. The high motor vehicle volumes during the peak travel periods, the speeds of motor vehicles, and the lack of bicyclist facilities puts motorists and bicyclists into conflict, and present safety issues for bicyclists.

The five-foot-wide sidewalk along the north side of MD 193 is intermittent, and the sidewalk on the south side culminates in the parking area of Graduate Hills. Gaps and indirect routes make walking less convenient, less comfortable, and less safe. Additionally, there is no existing route to cross MD 193 (University Boulevard) west of Adelphi Road. South of Campus Drive, sidewalks along both sides of Adelphi Road range in width from four to six feet and intersect with the residential streets without marked crosswalks. These sidewalks also intersect with driveways that directly access Adelphi Road, which limits the distinction of pedestrian and non-pedestrian space and can reduce drivers yielding to pedestrians.



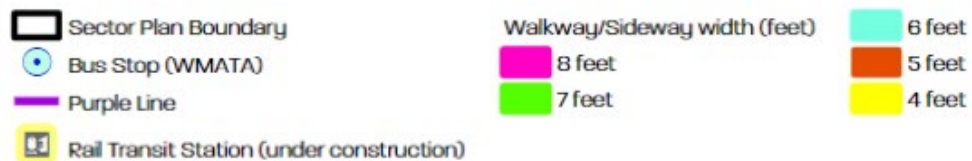
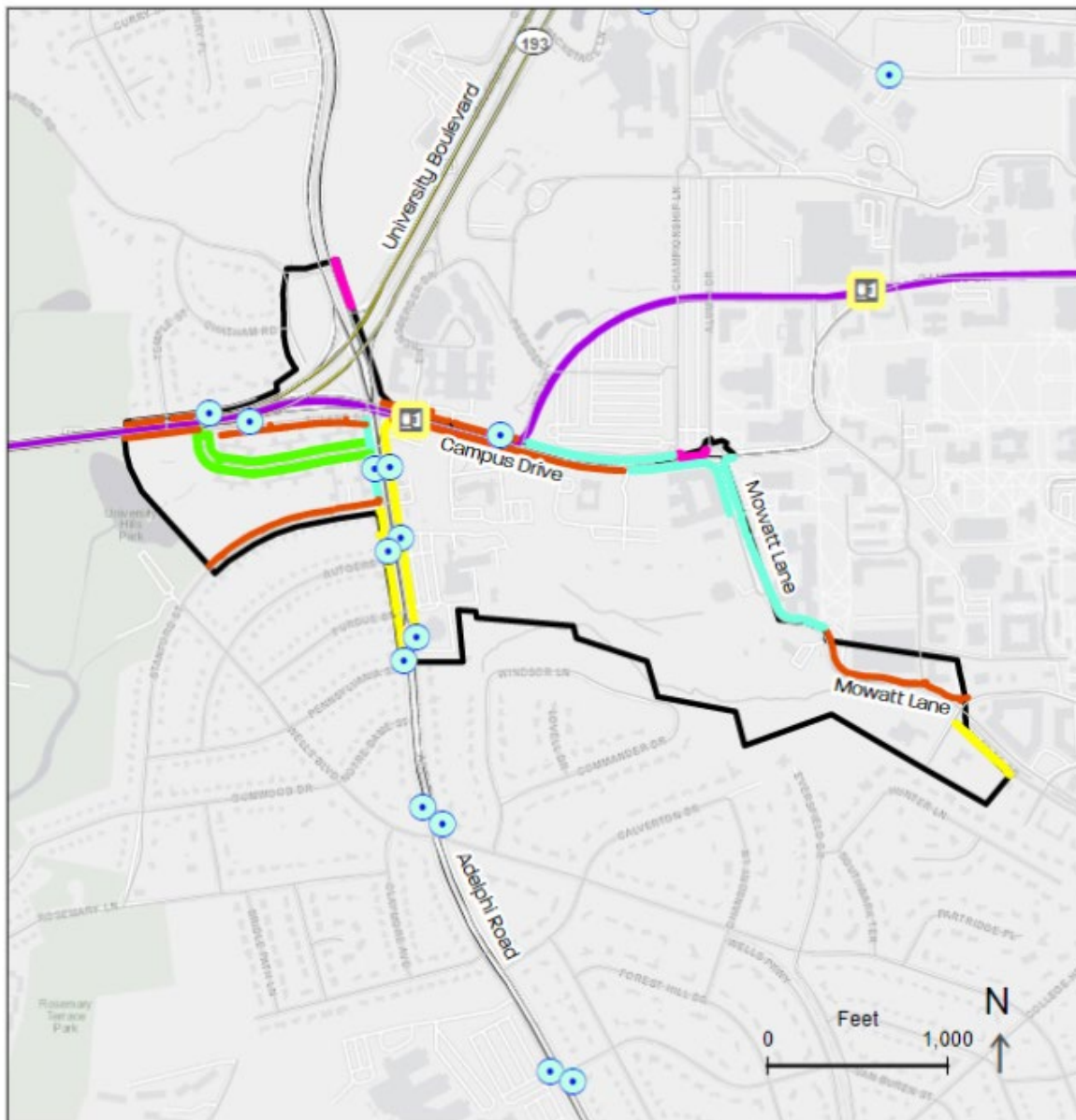
Map 16. Existing Bicycle Facilities



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>.
 Note: Full data citation available in [Appendix F: Map Citations](#).



Map 17. Existing Pedestrian Facilities



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>.

Note: Full data citation available in [Appendix F: Map Citations](#).



TRANSIT

The area surrounding the Adelphi Road-UMGC-UMD Purple Line Station features several WMATA Metrobus and UMD shuttle bus lines. Prince George's County's TheBus serves much of the surrounding area but does not have any dedicated stops within the sector plan area. WMATA features five bus routes (C-2, C-8, J-4, F-6, and F-8) within the boundary of the sector plan. Shuttle-UM has four routes that fall within the bounds of the sector plan (Shuttle-UM 108, 111, 113, and 118). See Table 6 for information about bus services and stops that serve the sector plan area.

Vision Zero Prince George's is a Countywide strategy to eliminate traffic-related deaths and serious injuries by 2040. The [Vison Zero Prince George's Data and Trends map](#) displays crashes that led to serious injury or death. Within the boundaries of the sector plan, there have been zero pedestrian-related deaths or serious injuries, and zero driver fatalities from crashes between 2015 and 2018, the most up-to-date data available. Although there have been no fatal collisions in the study area, the County will continue to pursue a Vision Zero approach to ensure safe streets for everyone.

Vision Zero Prince George's

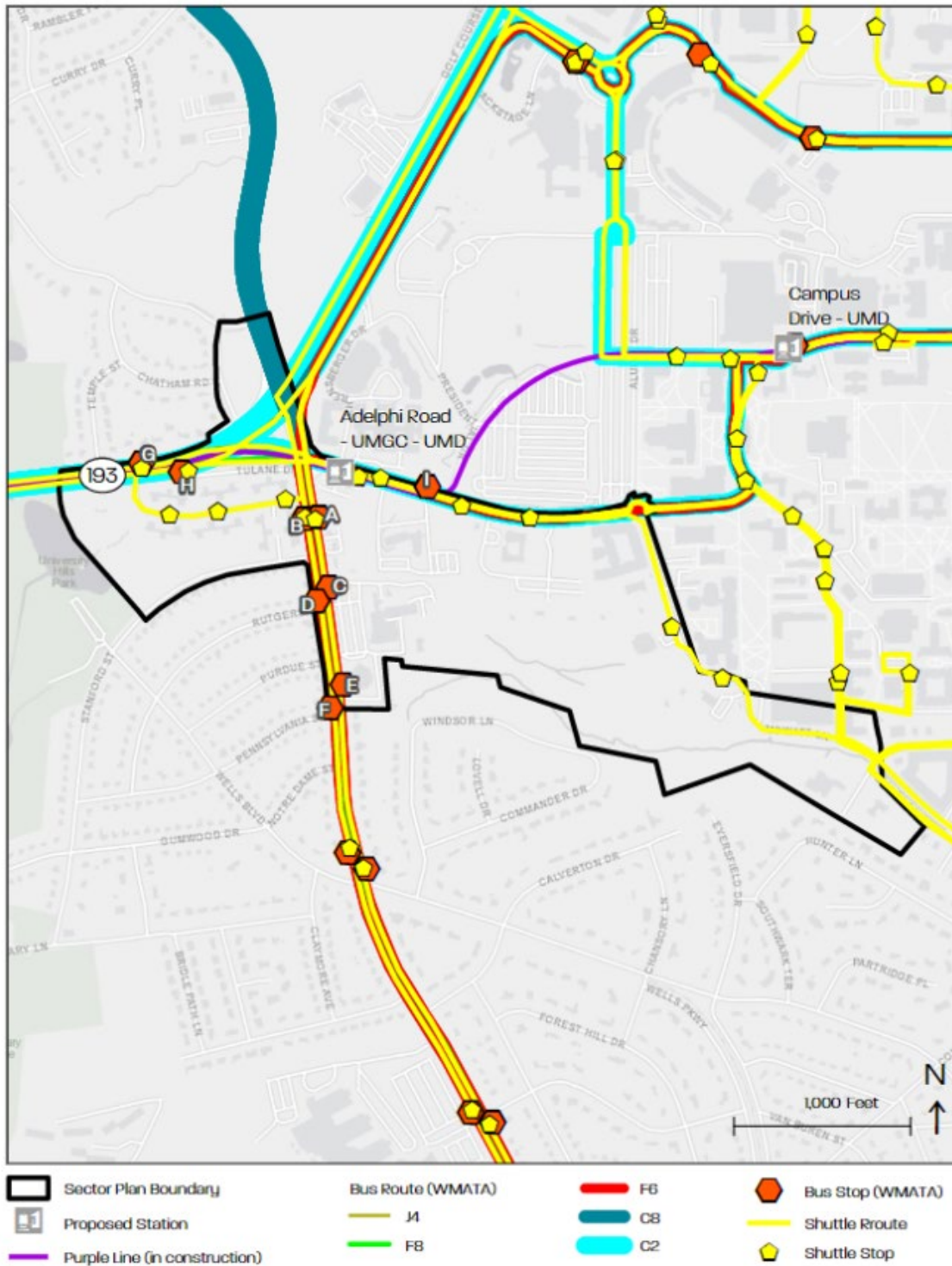
The Vision Zero Prince George's program is an approach to safe transportation that incorporates the "6 Es" to address traffic safety holistically and comprehensively.

- Education
- Emergency Response
- Engineering
- Enforcement
- Evaluation
- Equity

SOURCE:
<https://www.princegeorgescountymd.gov/3183/Vision-Zero->



Map 18. Existing Transit Facilities



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>. Note: Full data citation available in [Appendix F: Map Citations](#).



Table 6. Bus Stop Service and Design Features in the Sector Plan Area

| Map ID | Location | Lines Served | Ridership (WMATA Weekday Averages, Fall 2019) | Sidewalk Accessible | Concrete Waiting Area (Bus Stop Pad) | Bus Stop Shelter | Seating | Lighting |
|--------|---|--|--|---------------------|--------------------------------------|------------------|---------|----------|
| A | Northbound Adelphi Rd @ Tulane Dr | WMATA: F6 East Shuttle-UM 113 | F6E: 9 Board, 15 Alight | ✓ | ✓ | ✓ | ✓ | ✓ |
| B | Southbound Adelphi Rd @ Tulane Dr | WMATA F6 West & F8 South Shuttle-UM 113 | F6W: 15 Board, 7 Alight F8S: 13 Board, 3 Alight | ✓ | ✓ | ✓ | ✓ | ✗ |
| C | Northbound Adelphi Rd @ Rutgers St | WMATA F6 East & F8 North Shuttle-UM 113 | F6E: 0 Board, 5 Alight F8N: 1 Board, 5 Alight | ✓ | ✓ | ✗ | ✗ | ✗ |
| D | Southbound Adelphi Rd @ Rutgers St | WMATA F6 West & F8 South Shuttle-UM 113 | F6W: 3 Board, 0 Alight F8S: 2 Board, 2 Alight | ✓ | ✓ | ✗ | ✗ | ✗ |
| E | Northbound Adelphi Rd @ Pennsylvania St | WMATA F6 East & F8 North Shuttle-UM 113 | F6E: 1 Board, 4 Alight F8N: 2 Board, 5 Alight | ✓ | ✓ | ✗ | ✓ | ✗ |
| F | Southbound Adelphi Rd @ Pennsylvania St | WMATA F6 West & F8 South Shuttle-UM 113 | F6W: 5 Board, 1 Alight F8S: 5 Board, 0 Alight | ✓ | ✓ | ✗ | ✗ | ✗ |
| G | Westbound MD 193 @ Temple St. | WMATA F8 North & C2 West Shuttle-UM 111 | F8N: 2 Board, 3 Alight C2W: 7 Board, 3 Alight | ✓ | ✓ | ✗ | ✗ | ✓ |
| H | Eastbound MD 193 @Tulane Dr | WMATA F8 South, C2 East & J4 East Shuttle-UM 111 & 118 | F8S: 2 Board, 1 Alight C2E: 7 Board, 14 Alight J4E: 1 Board, 7 Alight | ✗ | ✗ | ✗ | ✗ | ✗ |
| I | Westbound Campus Dr @ Presidential Dr | WMATA F6 West, C2 West, C8 West & J4 West | F6W: 6 Board, 5 Alight C2W: 15 Board, 4 Alight C8W: 20 Board, 3 Alight J4W: 6 Board, 1 Alight | ✓ | ✓ | ✗ | ✗ | ✗ |

SOURCE: Staff field analysis



Policies and Strategies

COMPLETE AND GREEN STREETS

Policy TM 1

Incorporate active transportation safety features, attractive streetscaping, and stormwater management best practices into all streets throughout the sector plan area.

TM 1.1: Work with agencies, property owners, and developers to reconstruct all existing streets to the appropriate urban street design standards within the 2017 *Prince George's County Urban Street Design Standards* (or the most up-to-date County-approved urban street standards) during redevelopment of properties or through Department of Public Works & Transportation (DPW&T)/Maryland State Highway Administration (SHA) capital improvement projects (CIP). (See Table 7. *Recommended Master Plan Transportation Complete and Green Streets* for specific recommended urban street design standards; Map 19. *Master Plan of Transportation Complete and Green Street Recommendations*, and the descriptions of key street design standards on page 61)

TM 1.2: Construct all new streets to the appropriate urban street design standard within the 2017 *Prince George's County Urban Street Design Standards* or most up-to-date County-approved urban street standards. Where the dimensions of sidewalks within these standards conflict with those within the Zoning Ordinance, the wider sidewalk standard should apply. (See Table 7. *Recommended Master Plan Transportation Complete and Green Streets* for specific urban street design standards; and Map 19. *Master Plan of Transportation Complete and Green Street Recommendations*)

Complete and Green Streets

Prince George's County established the Complete and Green Streets policy in 2012 with the Council Bill CB-83-2012. DPW&T incorporated Urban Street Design Standards in 2017.

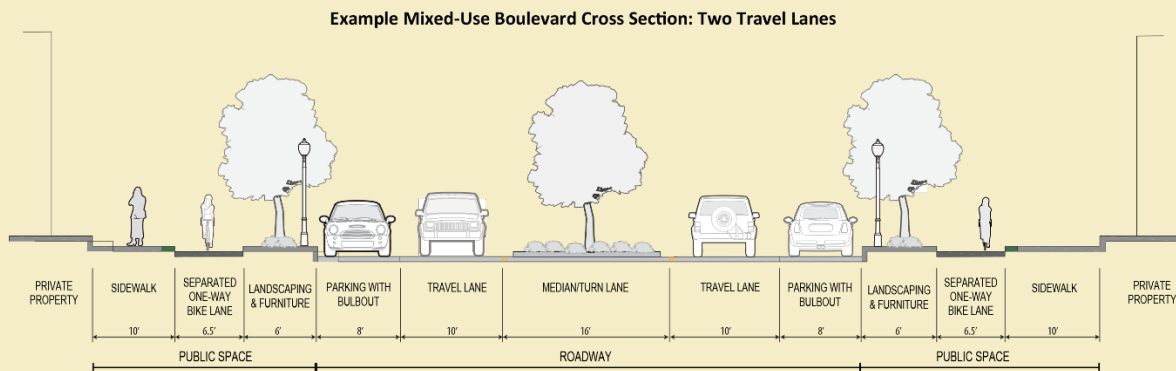
See page 61 for descriptions of Urban Street Design Standards; a full description of these standards may be found at: https://www.princegeorgescountymd.gov/DocumentCenter/View/20269/Prince-Georges-County-Urban-Street-Design-Standards_2017?bidId=



Prince George's County Urban Street Design Standards

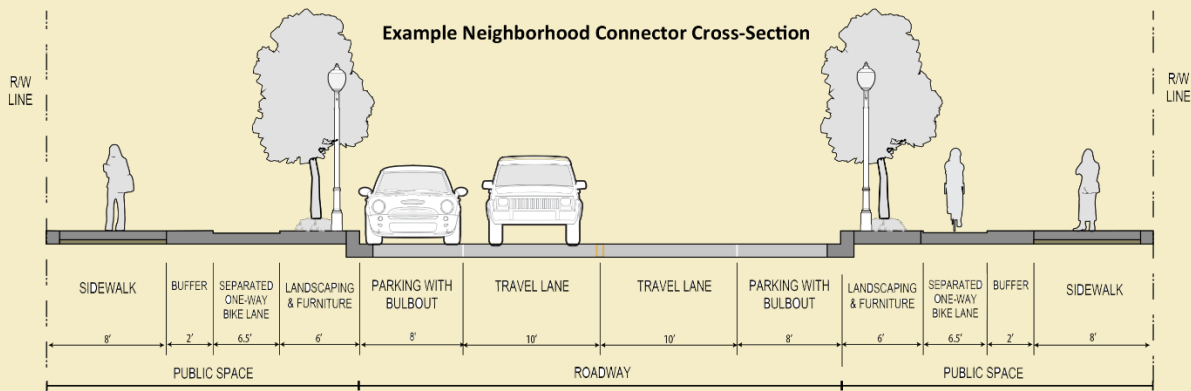
Mixed-Use Boulevard

Mixed-Use Boulevards are significant roadways that travel through the heart of medium- to high-density mixed-use centers. Buildings along Mixed-Use Boulevards are located close to the street. Mixed-use Boulevards experience heavy transit, pedestrian, and bicycle activity and require slow vehicular speeds, wide sidewalks, and short crossings to ensure the safety of all users. Separated bicycle lanes are recommended on this type of roadway unless traffic volumes are extremely low.



Neighborhood Connector

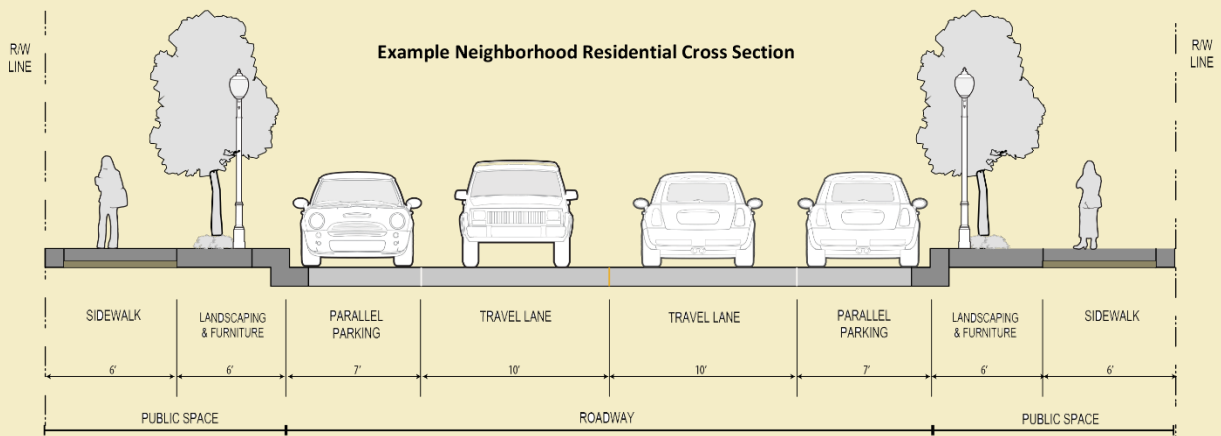
Neighborhood Connectors link multiple neighborhoods and provide important walking and bicycling routes between them. Neighborhood Connectors typically have continuous development which may be small- and medium-sized businesses and/or residential; however, the scale of development is less intense than that of the Mixed-Use Boulevards. If the neighborhood connector serves as a "main street" destination, it will often have outdoor events and dining along the street edge. These streets encourage bicycle and pedestrian activity and require slow speeds. Major bus routes may occur on these streets. Sidewalk widths will vary depending on the scale of the adjacent residential development.





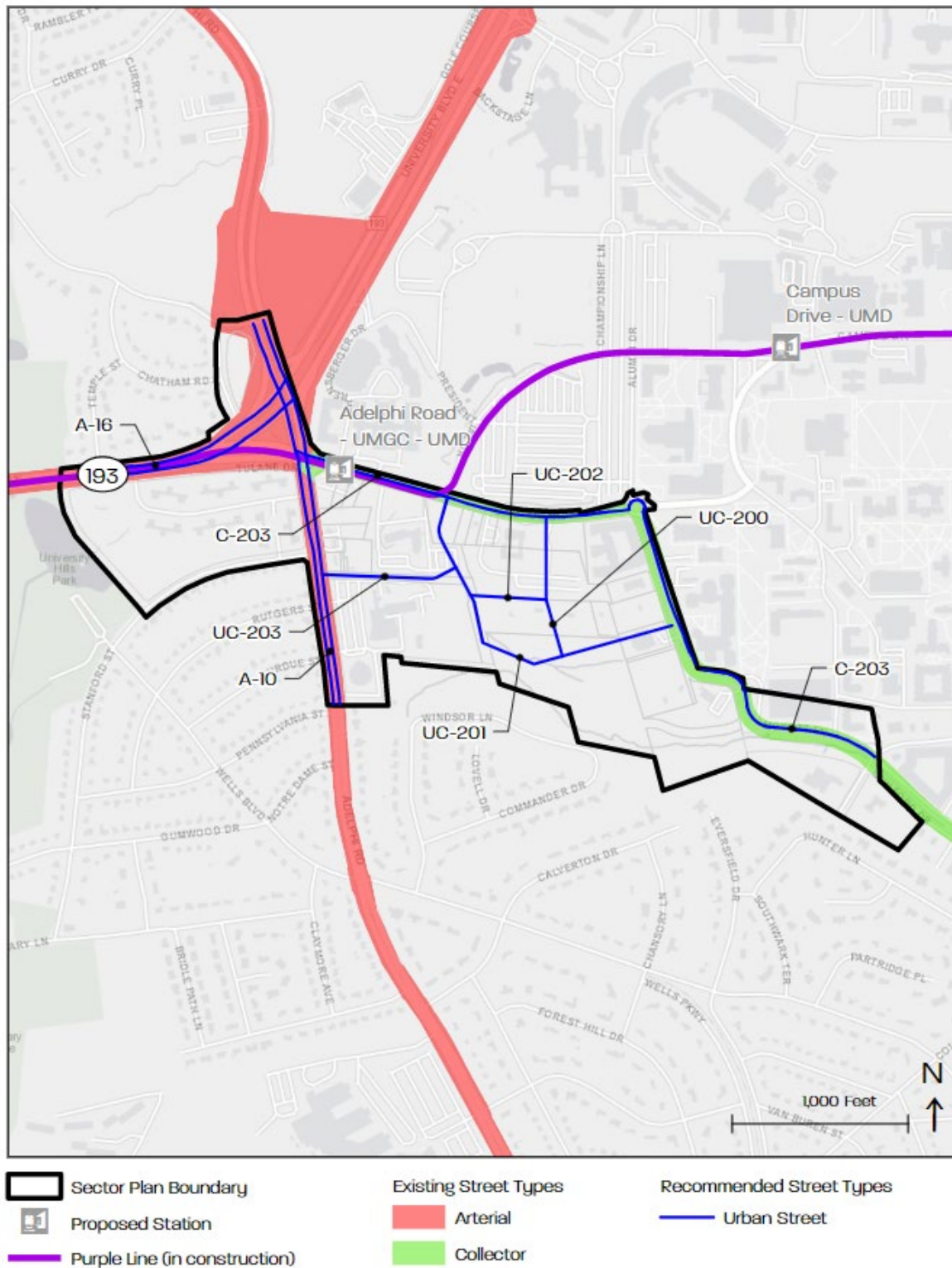
Neighborhood Residential

Neighborhood Residential streets have low traffic volumes and provide access to single-family and multifamily housing. Despite lower volumes of pedestrians than along Mixed-Use Boulevards and Neighborhood Connectors, sidewalks are also important along these streets. Due to the low traffic volumes, bicyclists often share the roadway with motorists. On-street parking is provided although in some locations it may be consolidated to one side of the roadway.





Map 19. Master Plan of Transportation Complete and Green Street Recommendations



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>.

Note: Full data citation available in [Appendix F: Map Citations](#).



Table 7. Recommended Master Plan of Transportation Complete and Green Streets

| Route Id | Facility Name | From | To | Min. Row | Right-Of-Way Type | Elements | Motor Vehicle Lanes | Notes |
|----------|-------------------------------|----------------------|----------------------|----------|--|---|---------------------------|---|
| A-10 | Adelphi Road | Cool Spring Road | Pennsylvania Street | 93' | Mixed-Use Boulevard (A) Center Turn Lane Std. 100.24 | 10' wide sidewalks in Core 8' wide sidewalks outside Core Separated bicycle lanes | 2 (with center turn lane) | See Strategy TM 1.5 for more information. |
| A-16 | MD 193 (University Boulevard) | Temple Street | Adelphi Road | 137" | Mixed-Use Boulevard (B) Std. 100.23 | Light Rail 10' wide sidewalks in Core 8' wide sidewalks outside Core 10' shared-use path Buffered bicycle lanes | 4 | This allows for construction of a complete street plus space for the Purple Line. |
| C-203 | Campus Drive | Presidential Drive | Guilford Drive | 83' | Neighborhood Connector Std. 100.26 | 10' wide sidewalks in Core 8' wide sidewalks outside Core Separated bicycle lanes | 2 | |
| UC-200 | UC-200 | Campus Drive (C-203) | UC-201 | 83" | Neighborhood Connector Std. 100.27 | 10' wide sidewalks in Core 8' wide sidewalks outside Core | 2 | |
| UC-201 | UC-201 | Mowatt Lane (C-203) | Campus Drive (C-203) | 83' | Neighborhood Connector Std. 100.27 | 10' wide sidewalks in Core 8' wide sidewalks outside Core Separated bicycle lanes | 2 | |
| UC-202 | UC-202 | UC-200 | UC-201 | 60' | Neighborhood Residential Std. 100.28. | Shared lane markings (Sharrows) | 2 | (A-10) |
| UC-203 | UC-203 | UC-201 | Adelphi Road (A-10) | 83' | Neighborhood Connector (B) Std. 100.27 | 8' wide sidewalks Separated bicycle lanes | 2 | |



PHOTO CREDIT: M-NCPPC

Shared-Use Paths/Trails

Shared-use paths are walking and bicycling transportation facilities that are physically separated from motor vehicle traffic. While many shared-use paths are parallel to a roadway and within the right-of-way, they may also have their own independent right-of-way and provide a connection wholly separate from the roadway.

Shared-use paths are sometimes referred to as "trails;" however, trails can also refer to natural-surface or unimproved recreational facilities. While the term "trail" may still be within the proper name of a shared-use path, care should be taken to not use these terms interchangeably, as they have different purposes and design requirements.



Policy TM 2

Minimize the potential motor vehicle traffic impact generated by all future developments in the sector plan area.

TM 2.1: Ensure all existing and new streets within the sector plan area meet the required Level of Service (LOS) for Transportation Service Area 1 or for the Local Transit-Oriented (LTO) Zones in both the AM and PM peak periods.

Local Transit Oriented (LTO) Zone—TRAFFIC LEVEL OF SERVICE (LOS) Requirements

The Local Transit Oriented Zone (LTO) is designed for transit-rich, mixed-use development that incorporates walking and bicycling to transit and nearby destinations, encourages multiple and complimentary uses, and supports circulation patterns for multimodal mobility. The LTO zone supports the high level of activity envisioned for Plan 2035 Centers and have a higher LOS threshold before transportation is deemed inadequate. This threshold will encourage the amount and pattern of development envisioned by this plan that can leverage the nearby Purple Line and pedestrian and bicycle connections to meet a balanced transportation system. Source: Prince Georges County Zoning Code.

Policy TM 3

Minimize and mitigate the environmental impacts of transportation infrastructure, facility design, and construction.

TM 3.1: Provide primary access to 7500 Mowatt Lane by constructing new recommended street UC-201 (See Table 7. *Recommended Master Plan Transportation Complete and Green Streets*; and Map 19. *Master Plan of Transportation Complete and Green Street Recommendations*). Replace the previously approved vehicular access on the southern side of the property with Shared-Use Path T-206. (See Map 20. *Recommended Bicycle and Pedestrian Facilities*).

TM 3.2: Vacate Temple Street between Stanford Street and MD 193 (University Boulevard) and transfer the right-of-way to the M-NCPPC for inclusion in the expanded University Hills Duck Pond Park. (See Policy [PF 2](#)).



ACTIVE TRANSPORTATION: BICYCLE/PEDESTRIAN/MICRO-MOBILITY

Policy TM 4

Enhance active transportation infrastructure to support healthy and sustainable travel modes and attract businesses and employees.

TM 4.1: Construct the pedestrian and bicycle facilities identified in Table 7. *Recommended Master Plan Transportation Complete and Green Streets*, and 0: *Recommended Master Plan of Transportation Shared-Use Paths and Trails*. (See Map 20. *Recommended Bicycle and Pedestrian Facilities*). See also Strategy [TM 5.1](#).

TM 4.2: Provide marked crosswalks on all legs of all intersections in the plan area. (See Table 7. *Recommended Master Plan Transportation Complete and Green Streets*) The highest priority intersections for crosswalks are:

- MD 193 (University Boulevard) and Adelphi Road
- MD 193 (University Boulevard) and Campus Drive

TM 4.3: Provide long-term bicycle parking facilities, including bicycle “fix-it stations,” for residents at multifamily developments, consistent with the AASHTO Guide¹ for the Development of Bicycle Facilities.

TM 4.4: Provide short-term covered bicycle parking at the Purple Line Station and at all developments within one-quarter mile of station.

TM: 4.5: Provide pedestrian and bicycle facilities as recommended by the DPW&T Cool Spring Road/Adelphi Road Pedestrian and Bicycle Access Improvements Project adjacent to the western portion of the plan area.

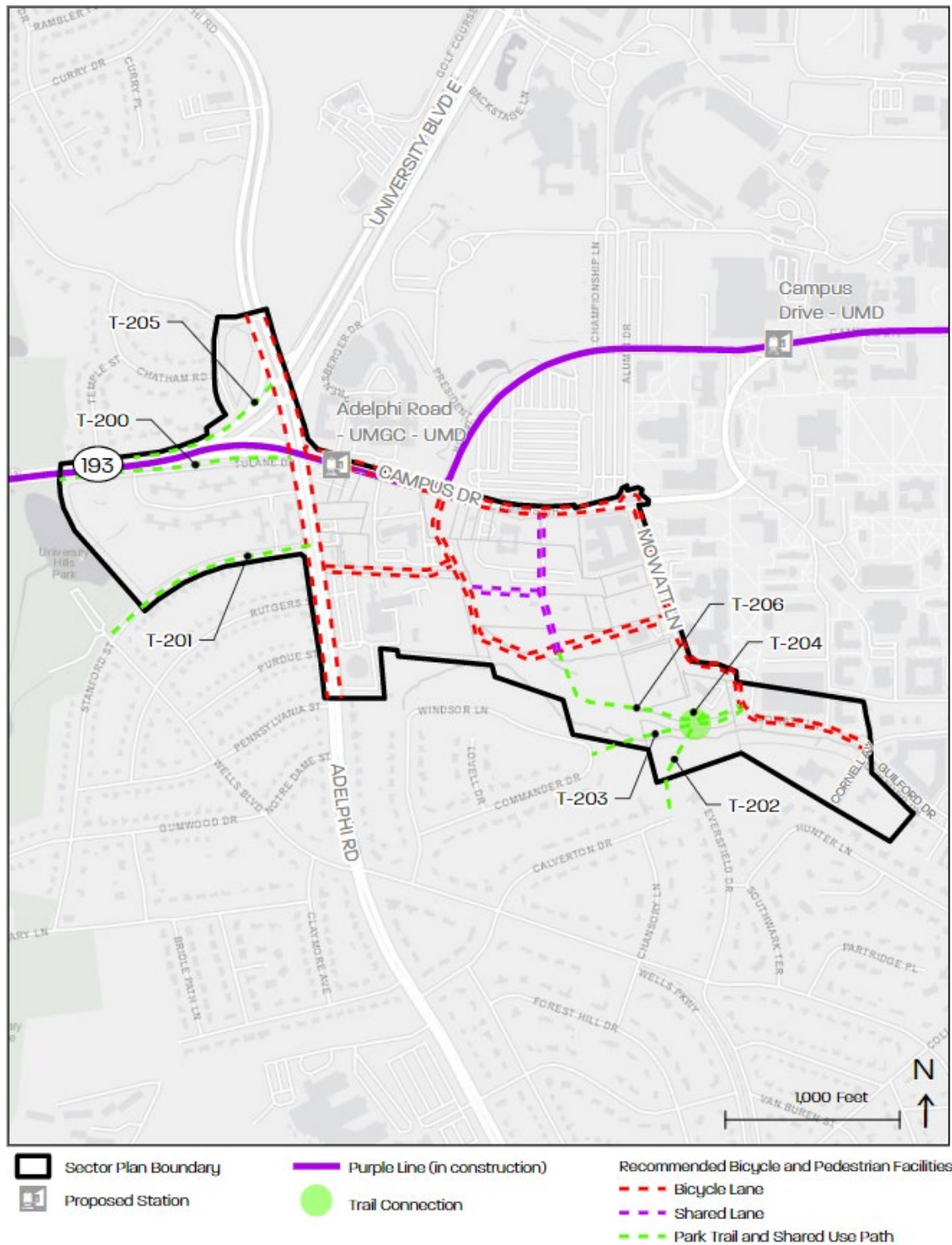
Active Transportation and Pedestrian/Bicycle Safety Features

- Street trees
- Wide sidewalks accented with special paving materials
- A buffer between streets and sidewalks
- Curb bulb-outs and bump-outs
- Bus stops
- Pedestrian-scaled signage and wayfinding, and
- Lighting fixtures
- Street furnishings such as benches, trash receptacles, and bicycle racks

¹ American Association of State Highway and Transportation Officials (AASHTO), AASHTO Guide for the Development of Bicycle Facilities (2012), https://nacto.org/wp-content/uploads/2015/04/AASHTO_Bicycle-Facilities-Guide_2012-toc.pdf



Map 20. Recommended Bicycle and Pedestrian Facilities



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>.

Note: Full data citation available in Appendix F: Map Citations



Table 8. Recommended Master Plan of Transportation Shared-Use Paths and Trails

| Route Id | Facility Name | From | To | Min. Row | Right-Of-Way Type | Notes |
|----------|------------------------------|--------------|---------------------------------|----------|-------------------|---|
| T-200 | Trail A | Adelphi Road | Northwest Branch | 10' | Shared-Use Path | Connect the planned 10'-12' hard-surface shared-use path consistent with AASHTO Guidelines along University Boulevard. |
| T-201 | Trail B | Adelphi Road | University Hills Duck Pond Park | 10' | Shared-Use Path | Construct the planned side path as a 10'-12' hard-surface shared-use path consistent with AASHTO Guidelines from the west side of Adelphi Rd to the University Hills Duck Pond Park. |
| T-202 | Trail C | Mowatt Lane | Calverton Drive | 10' | Shared-Use Path | Complete the natural-surface shared-use path but connecting the University of Maryland Hillel property and the College Heights neighborhood via the State of Maryland property in the southeastern corner of the plan area. This replaces a previous MPOT trail in this location. |
| T-203 | Trail D | Mowatt Lane | Commander Drive | 10' | Shared-Use Path | Formalize the existing undeveloped natural-surface shared-use path from Mowatt Lane to Commander Drive in the College Heights Neighborhood. This replaces a previous MPOT trail in this location. |
| T-204 | Trail C + Trail D Connection | N/A | N/A | 10' | Shared-Use Path | Connect Trail C + Trail D to expand connectivity between the University of Maryland Campus and the College Heights Neighborhood. |
| T-205 | Shared-Use Path A | Adelphi Road | University Boulevard | 8' | Shared-Use Path | Connect the plan area to the existing sidepath along Cool Spring Rd. and Adelphi Road. |
| T-206 | Shared-Use Path B | Mowatt Lane | UC-201 | 8' | Shared-Use Path | Path will replace previously approved access road to 7500 Mowatt Lane. |

TM 4.6: Evaluate the feasibility of a signalized crosswalk at the intersection of Cool Spring Road and Adelphi Road to connect the neighborhood to the east side of Adelphi Road and create a more direct, walkable route from the neighborhood to the Purple Line station.



TM 4.7: Evaluate the potential for replacing the five-lane segment of Adelphi Road from the southern plan boundary to Campus Drive with the Mixed-Use Boulevard (A) Center Turn Lane Std. 100.24, which includes separated bicycle lanes and wide sidewalks and reduces vehicle travel lanes from four to two.

1. Conduct a temporary pilot road diet to evaluate its effectiveness and impact on improved multimodal performance and safety.
2. Should this pilot project be successful, DPW&T and SHA should partner to implement the recommended road diet permanently. (See Table 7. *Recommended Master Plan Transportation Complete and Green Streets*; and Map 19. *Master Plan of Transportation Complete and Green Street Recommendations*)

Policy TM 5

Increase connectivity through development of a comprehensive shared-use path and trail network. See also Policy [TM 2](#).


TM 5.1: Construct the pedestrian and bicycle recommendations in Table 7. *Recommended Master Plan Transportation Complete and Green Streets*, and 0. *Recommended Master Plan of Transportation Shared-Use Paths and Trails*, which include facilities along roadways as well as shared-use paths independent from the roadway. (See Map 19. *Master Plan of Transportation Complete and Green Street Recommendations*; and Map 20. *Recommended Bicycle and Pedestrian Facilities*)

TM 5.2: Formalize the existing unofficial, undeveloped natural-surface trail as shared pedestrian and bicycle path T-203 from Mowatt Lane to Commander Drive in the College Heights Estates neighborhood. (See 0. *Recommended Master Plan of Transportation Shared-Use Paths and Trails*; and Map 20. *Recommended Bicycle and Pedestrian Facilities*)

SHARED-USE PATHS

All shared-use paths should be constructed consistent with 2012 AASHTO *Guide for the Development of Bicycle Facilities*, or the most recent guide.

Source: AASHTO Guide for the Development of Bicycle Facilities (2012), <https://nacto.org/wp-content/uploads/2015/04/AASHTO-Bicycle-Facilities-Guide-2012-toc.pdf>

TM 5.3: Formalize the connection between the existing unofficial, undeveloped natural-surface trail (T-202) and the planned natural-surface trail (T-203) to enhance connectivity between UMD  the College Heights Estates neighborhood and to enhance connectivity throughout the plan area. (See 0. *Recommended Master Plan of Transportation Shared-Use Paths and Trails*; and Map 20. *Recommended Bicycle and Pedestrian Facilities*)

TM 5.4: Develop and implement a wayfinding and signage strategy for all shared-use paths. See also Strategy [HD 4.2](#).



Policy TM 6

Create micro-mobility opportunities at key locations.

TM 6.1: Provide bicycle share, scooter share, and other micro-mobility facilities, including docking stations, parking areas, and signage.

TM 6.2: Construct electric-assist bicycle and electric scooter infrastructure adjacent to the Purple Line station. Coordinate with UMD Transportation Services and the City of College Park to determine the proper siting of e-scooter parking in the plan area. Potential locations include all intersections within the plan area and at residential buildings serving students.



PHOTO CREDIT: M-NCPPC PLANNING DEPARTMENT

Electric scooter parking outside The Domain.



TRANSIT

Policy TM 7

As development occurs in the Sector Plan area, explore the potential of increasing connectivity to destinations throughout the County by expanding transit services and amenities. (See Map 18. *Existing Transit Facilities*).

TM 7.1: Complete construction of the Purple Line.

TM 7.2: Provide shelters with seating at all bus stops along MD 193, Adelphi Road, and Campus Drive. Shelter amenities should include, but not be limited to, seating, trash receptable, and real-time passenger information. Consider adding charging stations for electronic devices.

TM 7.3: Provide real-time bus arrival information at the bus stops at MD 193 and Tulane Drive, and Adelphi Road and Tulane Drive.

TM 7.4: Provide ADA-accessible "floating bus stops" at the Adelphi Road and Tulane Drive bus stops to separate bus and bicycle traffic and provide a safe waiting space for transit riders.



PHOTO CREDIT: M-NCPPC

Floating bus stops

Floating bus stops are islands in the middle of the road designed to separate bus and bicycle traffic while providing a safe waiting area for transit rider.



TM 7.5: Coordinate the implementation of transit service improvements guided by the Prince George's County Transit Service and Operations Plan, the WMATA Bus Transformation Project Bus Service Guidelines, and the Countywide Master Plan of Transportation (MPOT).

TM 7.6: As development occurs, evaluate opportunities to connect the sector plan area to other destinations in the County by adding TheBus service in the Sector Plan Area.

TM 7.7: Encourage transit agencies to evaluate the feasibility of rerouting transit in the sector plan area to serve the new street network as new streets are developed as development occurs.

TRAFFIC CALMING AND SAFETY

Policy TM 8

Support the County's efforts to achieve Vision Zero Prince George's, a Countywide interdisciplinary approach to eliminate all traffic-related fatalities and serious injuries.

TM 8.1: Provide traffic-calming measures to slow traffic and increase driver awareness of pedestrians, bicyclists, transit riders, and other motorists on new and existing streets.

TM 8.2: Evaluate the potential for the construction of protected intersections to calm traffic to prioritize pedestrians and bicyclists at all intersections in the sector plan area.

Protected Intersections

A protected intersection is an intersection with corner refuge islands, stop bars for cyclists set ahead of those for motorists, bicycle-friendly signal phasing, and bike lane setbacks that give turning motorists a clear view of crossing cyclists. The combination of these elements creates an intersection where cyclists and pedestrians are more readily seen by motorists and the non-motorized travelers have shorter distances to travel to cross the street.

Source: [Protected Intersections | National Association of City Transportation Officials \(nacto.org\)](https://nacto.org/publication/urban-drivers-guide/protected-intersections/)

TM 8.3: When assessing the feasibility of traffic-calming measures to address observed safety deficiencies, the roadway operating and permitting agencies should institute traffic-calming facilities regardless of roadway traffic volumes or the LOS adequacy threshold.

TM 8.4: Increase engagement and education regarding the importance of safety and best practices when driving, walking, bicycling, and riding transit.

TRAFFIC CALMING

Traffic calming refers to a series of strategies aimed at increasing driver awareness of pedestrian, bicyclists, and other users by reducing vehicle speeds. Common traffic calming measures include but are not limited to on-street parking, curb extensions/bulb-outs, road diets, and other ways to visually, if not physically, narrow the perceived lane width.

Street and roadway designs that reduce the likelihood of pedestrian-vehicle and bicycle-vehicle collisions, especially in areas where people traveling by different modes are expected to interact, should always be prioritized.

Source: [» Treatment Tags » Traffic Calming \(nacto.org\)](https://nacto.org/publication/urban-drivers-guide/treatment-tags-traffic-calming/)



PARKING

PARKING MANAGEMENT

The management of parking supply is a key tool in ensuring successful and sustainable transit-oriented development. The 2016 *Approved Prince George's Plaza Transit District Development Plan*, the County's master plan for the area surrounding the Hyattsville Crossing Metro Station, states: "The availability of free parking is one of the main contributing factors to automobile use. The search for an available on-street parking spot is one of the leading causes of traffic congestion. Even residents who would prefer to walk, bike, or take transit will consider driving if they can be guaranteed a free parking spot at their destination. To encourage the use of non-auto forms of travel, the supply of parking should be constrained to the level of actual demand, and priced based on its actual value. To reduce demand for parking, residents, visitors, shoppers, workers, and business owners need to feel confident that they can get to their destinations—or that customers can get to their businesses—easily and affordably without driving."

Policy TM 8 of Plan 2035 recommends that the County "ensure minimum and maximum parking requirements for transit-accessible areas are appropriate to advance the overall goals of Plan 2035." To implement this policy, the 2018 Zoning Ordinance contains new parking regulations that allow, and, in many cases, require property owners to provide fewer parking spaces than were previously required. Transit-supportive parking regulations reduce vehicle trips by allowing the sharing of parking spaces for multiple uses, lower development costs, and support transit, bicycle, pedestrian, and other non-motor vehicle travel modes.

Key regulations cited in Policy TM 9 of this Sector Plan include:

Section 27-6307(e), which allows a property owner to use on-street parking spaces to help meet an off-street parking requirement. On-street parking serves multiple visitors and business patrons over the course of a given day.

Section 27-6308(a), which allows a reduction in parking spaces provided for development within a half-mile of a transit station, since many residents will walk or take transit (especially adjacent to UMD).

SOURCE: Plan 2035, 2016 *Approved Prince George's Plaza Transit District Development Plan*, Prince George's County Code, Subtitle 27.



Policy TM 9

Manage parking to encourage walking, bicycling, transit, and other alternative modes of transportation.

TM 9.1: Evaluate the potential for residential parking districts per Sec. 21A-306 of the County Code or municipal parking ordinances to discourage/reduce overflow parking in surrounding neighborhoods.

TM 9.2: Collaborate with the City of College Park, the Revenue Authority of Prince George's County, the University of Maryland, businesses, and property owners to advance parking management practices, such as variable demand-based parking pricing, carpool parking priority, parking cash-out programs, and unbundled parking costs, among others.

TM 9.3: Permit on-street parking to count toward off-street parking minimums, per Section 27-6307(e) of the Zoning Ordinance (Off-Street Parking Alternatives).

TM 9.4: Permit a 50 percent parking reduction within one-quarter mile of the Purple Line Station pursuant to Section 27-6308(a) of the Zoning Ordinance (Reduced Parking Standards for Parking Demand Reduction Strategies: Transit Accessibility).

TM 9.5: Permit a 15 percent reduction between one-quarter and one-half mile of the Purple Line Station, pursuant to Section 27-6308(a) of the Zoning Ordinance (Reduced Parking Standards for Parking Demand Reduction Strategies: Transit Accessibility).

TM 9.6: Coordinate with UMD Transportation Services and the Cities of College Park and Hyattsville to determine the proper siting of car sharing locations, and ride-hailing loading/unloading spaces, as new development occurs.



Section VI Natural Environment

GOAL

In 2047, the Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan area promotes sustainability by protecting valuable natural resources and incorporating and integrating existing natural features within the built environment.

PLAN 2035 NATURAL ENVIRONMENT GOAL

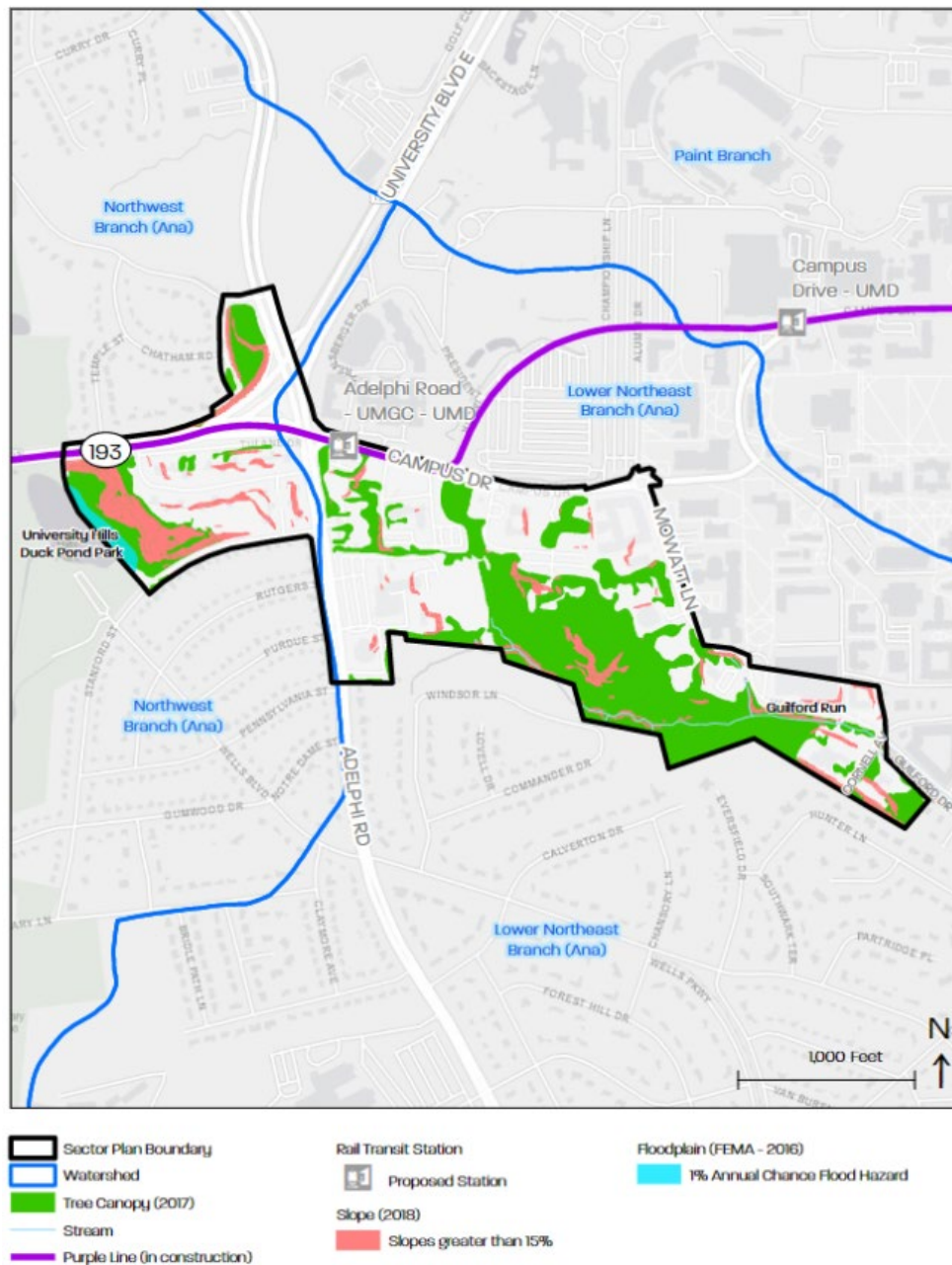
Preserve, enhance, and restore our natural and built ecosystems to improve human health, strengthen our resilience to changing climate conditions, and facilitate sustainable economic development.



Natural Environment

Existing Conditions Summary

Map 21. Existing Environmental Features



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>.

Note: Full data citation available in [Appendix F: Map Citations](#).



GREEN INFRASTRUCTURE

The sector plan area lies within two subwatersheds in the Anacostia River basin—the Northwest Branch and the Lower Northeast Branch. The Anacostia River drains the highly urbanized areas of Montgomery and Prince George’s Counties and the District of Columbia. Decades of urbanization have resulted in a loss of wetlands and forest cover and the increased conversion of natural landscapes to impervious surfaces. These actions contributed to poor water quality, habitat loss, and extreme runoff events, which have reshaped the river over time. Although the 2017 rating based upon a reassessment of water quality, completed as part of the *Approved Prince George’s County Resource Conservation Plan: A Countywide Functional Master Plan* (RCP) was not broken down to the subwatershed level of detail, the conditions in the Northwest Branch improved while conditions stayed the same in the Lower Northeast Branch, since the previous evaluations in 2003 and 2013. Water quality in the sector plan area may be adversely impacted by the prevalence of impervious surfaces (nearly 36 percent of the plan area) and compacted soils. Without the benefit of current stormwater management techniques, these surfaces can cause excessive, rapid, and polluted stormwater to run off into the receiving streams. Redevelopment of uses constructed prior to the advent of the current stormwater management regulations often leads to better onsite stormwater management and less runoff.

Table 9. Watersheds in the Plan Area

| WATERSHED | WATERSHED ACRES WITHIN COUNTY | % OF COUNTY | WATERSHED ACRES WITHIN PLAN AREA | % OF PLAN AREA |
|----------------------------------|-------------------------------|--------------|----------------------------------|----------------|
| Anacostia Northwest Branch | 5,037.86 | 1.58% | 27.94 | 27.10% |
| Anacostia Lower Northeast Branch | 4,504.20 | 1.41% | 75.15 | 72.90% |
| TOTAL | 9,542.06 | 2.99% | 103.09 | 100.00% |

SOURCE: Prince George’s County Planning Department, Information Management Division, GIS Data Catalog

About 0.03 acres of known wetlands are within the sector plan area, a tiny section of land adjacent to the University Hills Duck Pond. There are no Wetlands of Special State Concern² (WSSCs) within or adjacent to the sector plan area. Additionally, 4 percent of the sector plan area falls within the County floodplain³ and consists of 1.31 acres east of the University Hills Duck Pond Park and 2.86 acres along Guilford Run in the southeastern part of the sector plan area.

² Many Wetlands of Special State Concern (WSSC) contain the last remaining populations of rare or threatened native plants and animals in the state.

³ In Prince George’s County, the location of the 1 percent annual chance (100-year) floodplain is based on future land conditions in the watershed and determined or approved by DPIE. The County floodplain is usually larger in area compared to the FEMA floodplain because the analysis is based on ultimate development or build-out conditions in a watershed while the FEMA floodplain is based only upon present land use conditions.



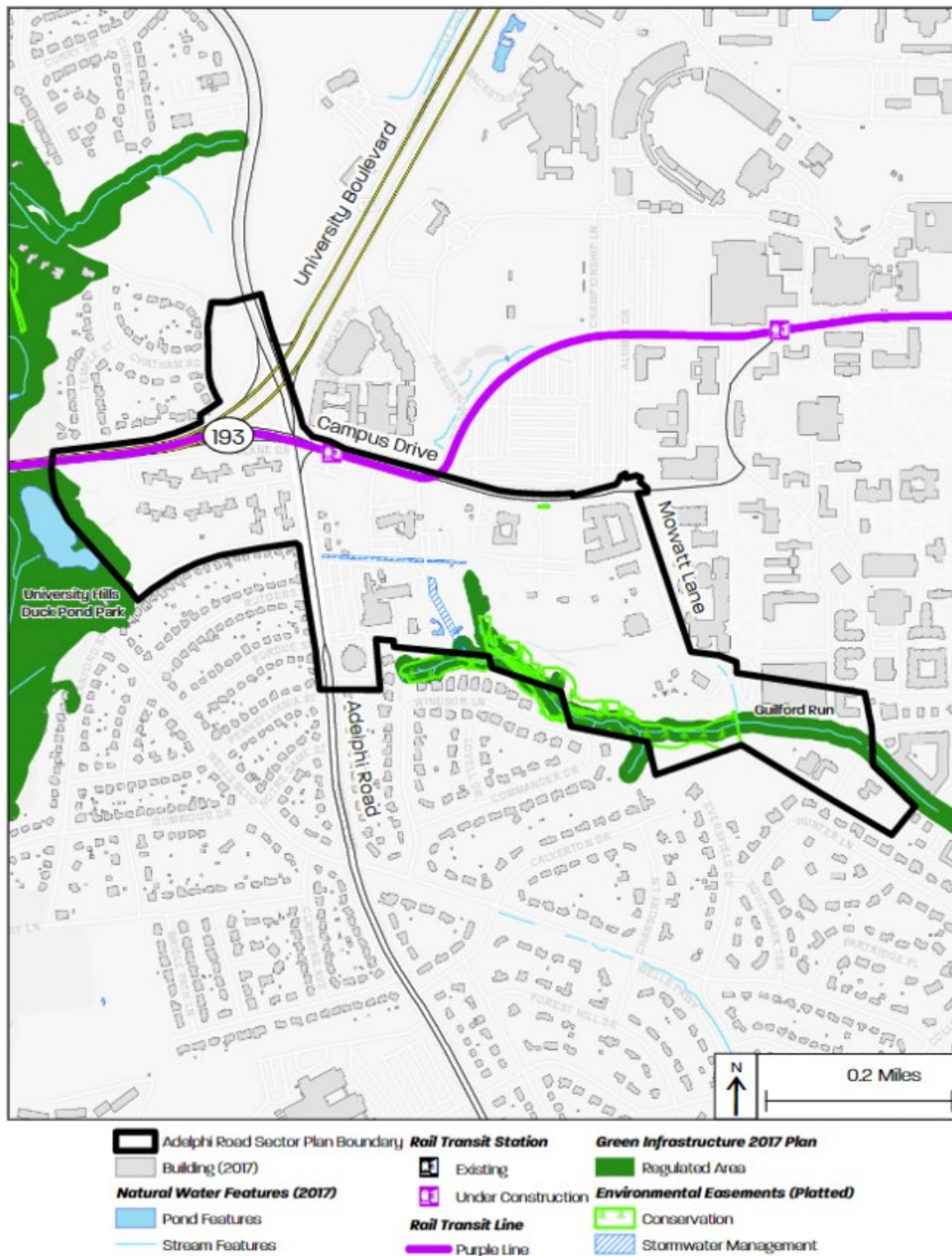
8.8 percent (approximately 9.11 acres) of the sector plan area lies within the Regulated Areas of the 2017 Countywide Green Infrastructure Network (GI). Regulated Areas include the vegetated buffer surrounding the University Hills Duck Pond in the northwest corner and the vegetated buffer following Guilford Run creek in the southeast corner. See Map 22. *Existing Environmental Easements and Regulated Areas of the Countywide Green Infrastructure Network.*

COUNTYWIDE GREEN INFRASTRUCTURE NETWORK AND REGULATED ENVIRONMENTAL FEATURES

The Green Infrastructure Network "Regulated Areas" represent a conceptual delineation of connected regulated environmental features including streams, wetlands and their buffers, the 100-year floodplain, and their adjacent steep slopes." These features are identified as Regulated Environmental Areas by the County Code. Regulated Areas of the Countywide Green Infrastructure Network "are considered conceptual until their features and their buffers are mapped in greater detail on an approved Natural Resource Inventory (NRI)." Regulated environmental features identified on an approved NRI are protected through the subdivision, floodplain, and woodland conservation ordinances. "Impacts to regulated environmental features are recommended for approval only where necessary for construction of road crossings, the installation of necessary public utilities, or the placement of stormwater outfalls when no alternatives are feasible."



Map 22. Existing Environmental Easements and Regulated Areas of the Countywide Green Infrastructure Network



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>.

Note: Full data citation available in [Appendix F: Map Citations](#)



FOREST AND TREE CANOPY/IMPERVIOUS SURFACES

Forest and tree canopy coverage in the plan area increased by 2 percent between 1993 and 2017 because of a renewed focus on tree and woodland preservation during the land development process. As of 2017, tree canopy covered about 38 percent of the plan area, a relatively high percentage.⁴ Nearly 36 percent of the sector plan area is made up of impervious surfaces; however, the existing tree canopy covers only a small amount of those impervious surfaces. This may indicate higher ambient temperatures that contribute to the urban heat island effect.



PHOTO BY M-NCPPC

Trees line the median of Guilford Drive in the southeast part of the sector plan area.

⁴ Though the plan area contains 39.21 acres of total tree canopy coverage, 5.48 acres (14%) of that is approved for removal pursuant to Type 2 Tree Conservation Plan TCP2-054-08.



Policies and Strategies

GREEN INFRASTRUCTURE

Balancing Growth and Preservation

Plan 2035 and the 2017 *Approved Resource Conservation Plan: A Countywide Functional Master Plan* (RCP) recognize the need to balance targeted growth in designated Centers with the need to conserve and preserve the County's rich environmental resources. Strategy 2.3 of the Countywide Green Infrastructure Plan (pg. 50) recommends the County:

"[a]llow impacts to regulated environmental features as appropriate to accommodate new development and redevelopment within designated Downtowns, Regional Transit Districts, the Innovation Corridor, and Local Centers and where needed to accommodate planned development on constrained sites. Mitigation for these impacts should be provided as close to the area of impact as possible."

While the established County policy is to allow such impacts, this Sector Plan recommends preserving the Regulated Areas of the Countywide Green Infrastructure Network, while acknowledging that impacts to the Evaluation Areas are unavoidable in the sector.

Policy NE 1

Preserve the maximum amount of existing natural resources practicable within the context of creating urban, walkable communities. Ensure that areas of connectivity and ecological functions are maintained, restored, or established.

NE 1.1: There should be minimal-to-no impact to the Regulated Areas of the Countywide Green Infrastructure Network within the sector plan area.⁵

NE 1.2: During development and redevelopment of properties within the sector plan area, maximize preservation and/or restoration of valuable natural resources through site design and open space set asides that overlap with natural areas identified within the Countywide Green Infrastructure Network.

⁵ Limited impacts to Regulated Areas of the Countywide Green Infrastructure Network were approved in Preliminary Plan of Subdivision 4-06138 to allow construction of an access road for the property at 7500 Mowatt Lane. This sector plan recommends replacement of this access road with a shared-use path (T-206) that eliminates impacts to regulated environmental features (Strategy TM 3.1).



NE 1.3: Amend the Countywide Green Infrastructure Network, as delineated by the 2017 *Approved Resource Conservation Plan: A Countywide Functional Master Plan* (RCP), as follows:

- a. Add the following parcels as Evaluation Areas:
 - i. Conservation Area A (3841 Campus Drive; Tax ID 2411122)
 - ii. Conservation Area B (western portion of 3424 Tulane Street; Tax ID 1965334)
 - iii. 7715 Adelphi Road (Tax ID 2314870)
 - iv. Parcel A on Mowatt Drive (Tax ID 2411528).
- b. Remove The Domain at College Park, 3711 Campus Drive (Tax ID 5516582) from the Evaluation Area, as the property has been fully developed.
- c. Add the wetlands and their 25-foot buffer identified in NRI-152-06-03 to the Regulated Area.

See Map 23. *Proposed Amendments to the Countywide Green Infrastructure Network*, Policies [LU 2](#), [NE 3](#), and [PF 2](#).

Evaluation Areas

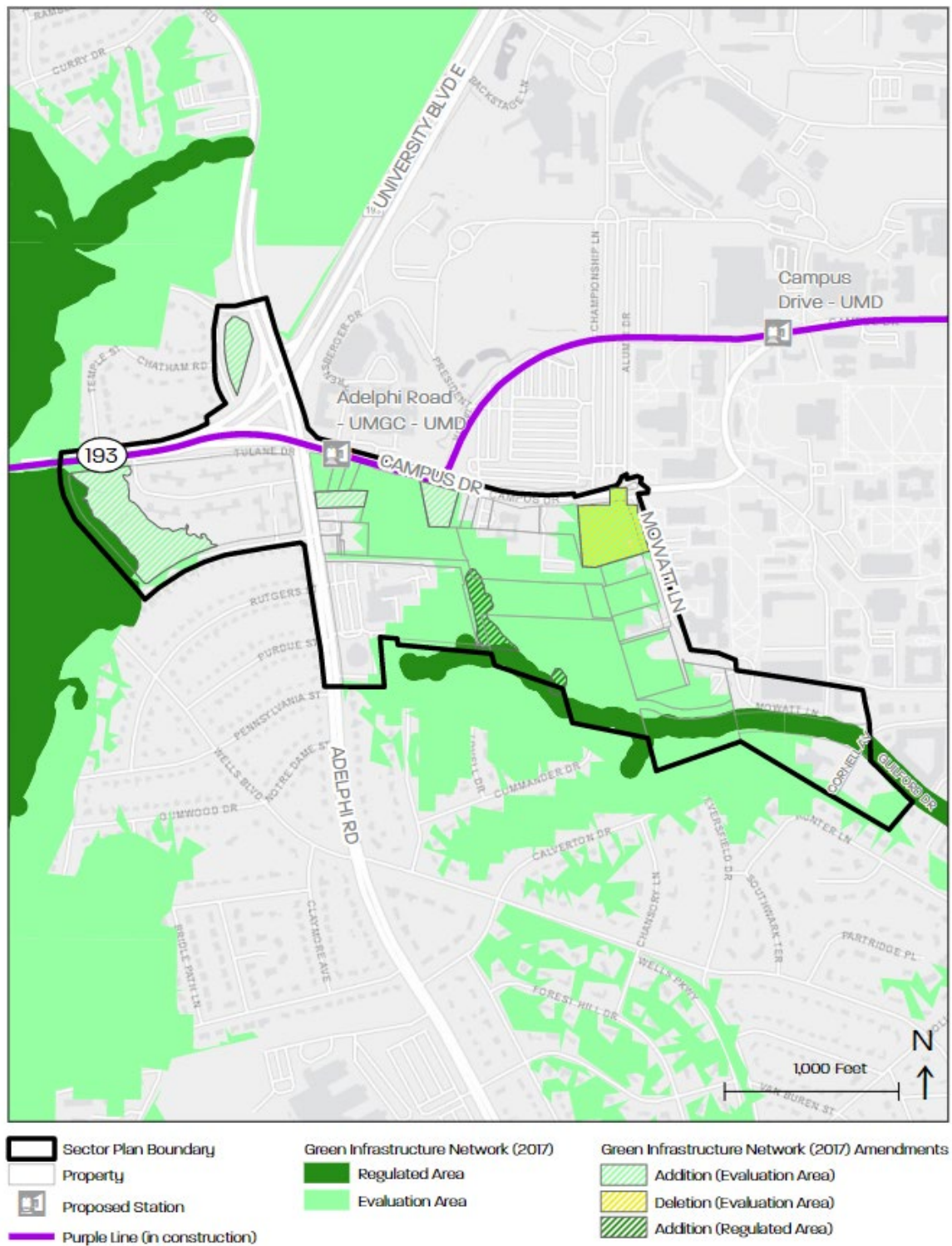
According to the 2017 Approved Resource Conservation Plan: A Countywide Functional Master Plan, page 30:

"The Evaluation Areas [of the Countywide Green Infrastructure Network] will be considered during the [development] review process as areas of high priority for on-site woodland and wildlife habitat conservation and restoration of lost connectivity. These areas should be considered before the use of off-site conservation options. Properties that contain evaluation areas will develop in keeping with the underlying zoning and in conformance with the other regulations of applicable ordinances; however, consideration must be given to the resources that exist and their priority for preservation, restoration, and permanent conservation."

Most of the Evaluation Areas of the Countywide Green Infrastructure Network run along the southern portion of the plan area boundary along the Guilford Run vegetated buffer. See Map 23. Proposed Amendments to the Countywide Green Infrastructure Network.



Map 23. Proposed Amendments to the Countywide Green Infrastructure Network



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>.

Note: Full data citation available in [Appendix F: Map Citations](#)



STORMWATER MANAGEMENT/IMPERVIOUS SURFACES

Policy NE 2

Proactively address stormwater management.

NE 2.1: To more fully protect undisturbed green infrastructure and given the presence of compacted soils and density of the proposed development creating space constraints, limit the use of environmental site design (ESD) to manage stormwater management volume.

NE 2.2: Construct underground stormwater management facilities as a space-saving option to hold and slowly release stormwater consistent with proposed development densities.

NE 2.3: As redevelopment and street construction/reconstruction occur, retrofit portions of properties and rights-of-way using stormwater best management practices (known as BMPs) to enhance stormwater infiltration.

Policy NE 3

Reduce urban heat island effect, thermal heat impacts on receiving streams and public health, reduce stormwater runoff by increasing the percentage of shade and tree canopy over impervious surfaces, and use pervious surfaces.

NE 3.1: Maximize use of pervious surfaces (pervious pavement, green roofs, etc.) during construction.

See Policies [TM 1](#) and [TM 9](#) for additional strategies for urban street design and reductions of parking that also implement this Policy.

PERVIOUS SURFACES

Section 27-6304(b)(2) of the 2018 Zoning Ordinance states "The use of pervious or semi-pervious parking lot surfacing materials—including, but not limited to—pervious asphalt and concrete, open-joint pavers, and reinforced grass/gravel/shell grids, is encouraged."



FOREST COVER/TREE CANOPY COVERAGE

Policy NE 4

Preserve the tree canopy to support the conservation of the natural environment.

NE 4.1: Maximize tree canopy in all outdoor spaces to ensure comfort and shade for users and to mitigate urban heat effect and enhance air quality by preserving existing trees and planting new trees.

NE 4.2: Install street trees to the maximum extent possible along all streets and shared-use path rights-of-way in accordance with the County Urban Street Design Standards. (See Section 3. *Transportation and Mobility*).

NE 4.3 Ensure all trees will have the necessary soil volume and canopy space to thrive.

SOIL VOLUME

Soil volume, measured in cubic feet, represents the amount soil and space needed to support a healthy environment for trees to thrive. The adequate volume needed depends on the expected full-grown size of the tree. "Several nationally recognized arborists have studied the minimum soil volume needed to support shade trees in confined situations, and they have concluded that 1,000 - 1,200 cubic feet or more of soil volume is needed for a large shade tree to grow in confined rooting environments such as parking lot islands" or other paved areas. The soil volume could be slightly reduced if the tree pits are linked together.

Source: Montgomery County Planning Commission, "Sustainable Green Parking Lots," https://www.montcopa.org/DocumentCenter/View/9735/Green-Sustainable-Parking-Guide-2_10_2016-Web, accessed September 14, 2021.

NE 4.4: Use selective clearing and restoration planting to develop an invasive species management plan, in the Guilford Run stream valley (Conservation Area C) to ensure minimal impact on the natural environment and tree canopy. Also see Policy [PF 2](#) and **Error! Reference source not found..** *Recommended Parks and Public Open Spaces*.

NE 4.5: Locate open space set-aside areas directly adjacent to the existing platted conservation easement along Guilford Run and maximize preservation of specimen trees. Also see Policy [PF 2](#).

NE 4.6: Preserve the northwest area of the Sector Plan as Conservation Area A. See Policies [LU 2](#) and [PF 2](#), Strategy [NE 1.3](#), Table 15. *Recommended Parks and Open Spaces*, and **Error! Reference source not found..** *Recommended Parks and Public Open Spaces* for more details.

NE 4.7: Preserve the western side of the sector plan area adjacent to University Hills Duck Pond as *Conservation Area B* to protect steep slopes, woodlands, and floodplain. See Policy [PF 2](#), Strategy [NE 1.3](#), Table 15. *Recommended Parks and Open Spaces*, and **Error! Reference source not found..** *Recommended Parks and Public Open Spaces* for more details.

NE 4.8: Preserve the southern area of the Sector Plan along Guilford Run as Conservation Area C. See Policies [LU 2](#) and [PF 2](#), Strategy [NE 1.3](#), Table 15. *Recommended Parks and Open Spaces*, and **Error! Reference source not found..** *Recommended Parks and Public Open Spaces*.

Invasive Species Management Plan/Interplanting

An *Invasive Species Management Plan* is the removal of exotic or invasive species and *Restoration Planting* is the process of planting of native plants to improve the quality of the vegetation within an area designated for woodland conservation.

Source: [Invasive Plant Management Techniques | Athens-Clarke County, GA - Official Website \(accgov.com\)](#)



Woodland and Wildlife Habitat Ordinance (WCO) and Woodland Conservation Fund

The Woodland and Wildlife Habitat Ordinance (WCO) (Subtitle 25, Division 2) allows for the woodland conservation requirement for a developing site to be satisfied onsite, off-site (banking), or by payment of a fee-in-lieu based on the area being mitigated. Fees-in-lieu collected, and fines associated with violations of the WCO are put in the Woodland Conservation Fund. Money deposited in the Woodland Conservation Fund are administered by the Prince George's County Department of Environment and may be used for afforestation/reforestation projects, street tree planting, forest maintenance, achieving tree canopy goals, and land acquisition for conservation purposes.



CLIMATE CHANGE

Policy NE 5

Support local actions that mitigate the impact of climate change.

NE 5.1: Continue to support and promote the Prince George's Climate Action Commission, in accordance with Council Resolution *CR-7-2020*, to develop a Climate Action Plan for Prince George's County that will prepare for regional climate change impacts and will set climate stabilization goals.

NE 5.2: All new developments should incorporate the Green Building Standards in Sec. 27-61600 of the Zoning Ordinance.

NE 5.3: Continue to expand active transportation opportunities to reduce automobile dependency and carbon emissions. See Policy [TM 4](#) for details.

GREEN BUILDING STANDARDS

The County's adopted 2018 Zoning Ordinance contains new green building standards that "will result in development that promotes healthy lifestyles, reduces greenhouse gas emissions, and protects our natural resources. Implemented through a scoring system, applicants would have to select from a list of green practices to satisfy the minimum point requirement to get an approval or permit for their development. All new development that consists of 10 or more dwelling units or nonresidential space of at least 25,000 square feet would need to comply with these regulations."

See Section 27-61600 of the Zoning Ordinance for more information.

SOURCE: Prince George's County Planning Department, "Development Standards—Increasing Design Quality of New Development", <http://zoningpgc.pgplanning.com/wp-content/uploads/2019/12/Zoning-Fact-Sheet-4-v5.pdf>, accessed October 5, 2021.



Section VII Housing and Neighborhoods

GOAL

In 2047, the Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan area provides a range of housing options for a diverse population that meets the needs of the community and supports the anchor institutions and market demand to create an inclusive neighborhood.

PLAN 2035 HOUSING AND NEIGHBORHOODS GOAL

Provide a variety of housing options—ranging in prices, density, ownership, and type—to attract and retain residents, strengthen neighborhoods, and promote economic prosperity.

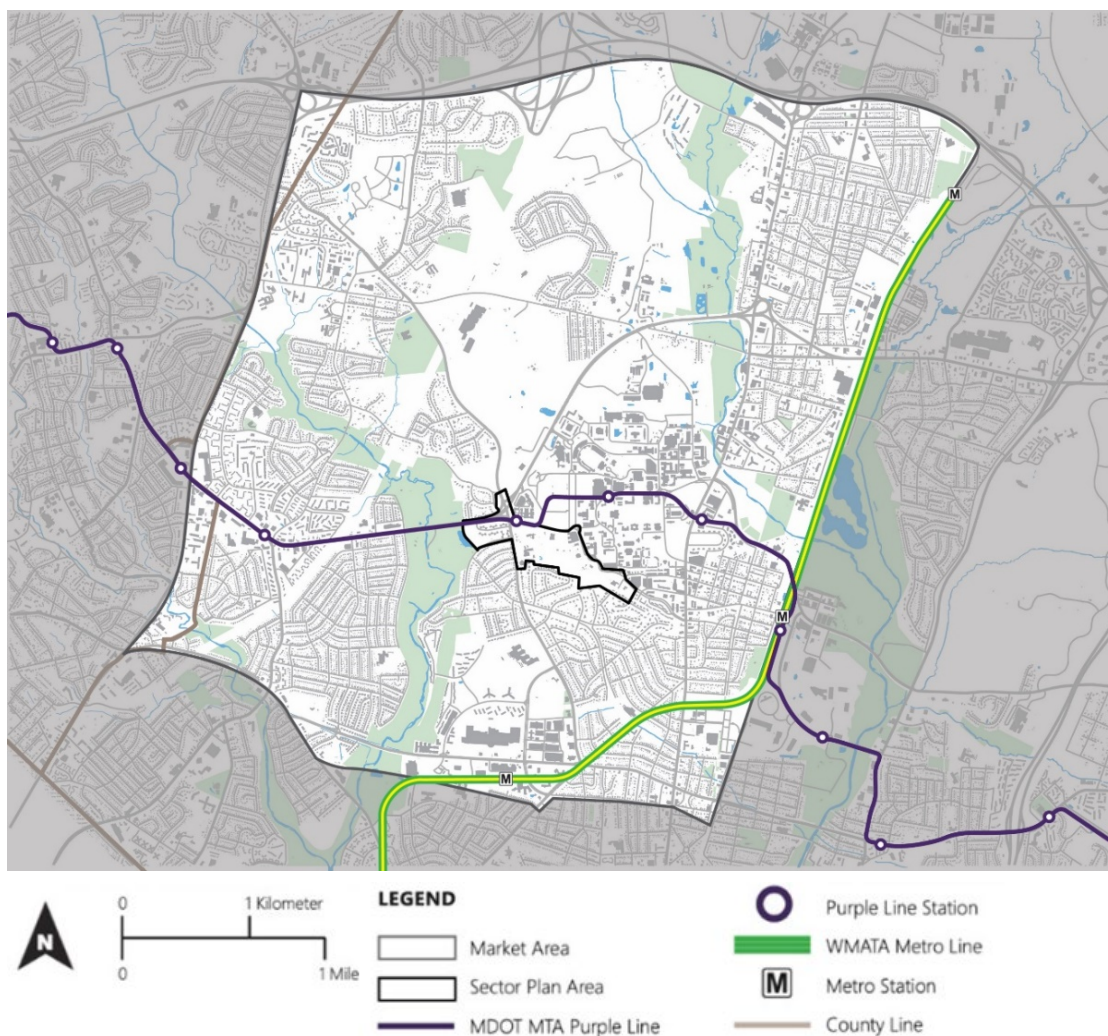


Housing and Neighborhoods

Residential Market Area

When developing a sector plan, planners look at the demand for housing not just in the fixed geography of a sector or Planning Area, but also in neighboring communities. A key factor in determining housing demand is identifying the nature of the existing and anticipated supply: what types, sizes, or sale/rent price points are available in the surrounding area. This sector plan's primary residential market area (RMA) incorporates portions of the City of College Park and many neighborhoods outside the City of College Park, including Adelphi, Calvert Hills, Riverdale Park, and University Park. See Map 24.

Map 24. Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan Residential Market Area



SOURCE: Prince George's County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>.

Note: Full data citation available in [Appendix F: Map Citations](#).



Existing Conditions Summary

Of the area's housing base, 60.7 percent is single-family detached homes. Larger multifamily housing (20 or more units per structure) in the RMA (Residential Market Area) represents 17.2 percent of the housing west of the campus. Some single-family homes have been divided into smaller rental housing alternatives for students.

More than one-third of housing units were built in the 1950s. The development pattern of the area's existing neighborhoods leaves limited opportunity for new development; only 11.1 percent of the housing units have been built since 2010, compared to 19 percent in the City of College Park.

The Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan area rental market serves UMD students seeking off-campus options as well as university staff and younger couples. CoStar, a commercial real estate information company, reports 10,850 beds in 3,664 non-dormitory student housing units with an occupancy of 93 percent and 63 percent preleasing of the 762 units under construction. Overall, CoStar estimates the RMA has 17,131 rental units of all types of non-dormitory housing and another 1,893 units under construction. CoStar's development pipeline suggests an additional 1,206 rental and market-rate units slated for development in the near term. Affordable rent-subsidized housing units represent a small percentage of existing units with only 637 units in four properties.

About half of the multifamily units were built in the 1950s and 1960s. During the 1970s, 1980s, and 1990s, the area slowly added about 1,000 multifamily units to the housing stock each decade. Development of new rental housing began to rapidly increase over the past decade with the addition of 13 new buildings with 3,746 new units because of the area's growing appeal and a favorable financial climate for rental housing investments.

Full-time undergraduates at UMD totaled 28,610 in 2020 and are projected by the university to increase to 31,830 by 2025. An estimated 10,850 undergraduates live on campus in university housing, but off-campus student housing has expanded in recent years. Additionally, UMD supports a large number of graduate and post-doctoral students, with roughly 7,500 full-time students.

The market for rental housing also includes UMD's large base of faculty and professional staff, some of whom could be attracted by new quality rental and for-sale communities proximate to the university. Households with one member employed by the university and another commuting to a job elsewhere in Prince George's County, Montgomery County, or the District of Columbia could find a Purple Line station location particularly appealing. There is a limited supply of high-end, multifamily residential offerings throughout the area for faculty and staff.

SECTOR PLAN AREA HOUSING

While the sector plan looks at the broader RMA to evaluate its housing market, the sector plan area is home to two apartment complexes and a handful of single-family dwellings.

The first large-scale development in the sector plan area is the 290-unit University Hills (now Graduate Hills) apartment complex completed in 1950. Graduate Hills (UMD's only graduate housing) is located at the intersection of Adelphi Road and MD 193 (University Boulevard) and offers an off-campus housing experience for UMD Graduate students.

Constructed in 2013, the Domain is a five-story mixed use building located at the southwest corner of Campus Drive and Mowatt Lane with apartments on upper floors and retail on the ground floor.



The City of College Park residential market area has only one senior housing development. The 141-unit high-rise built in 1982 includes 700-square-foot, one-bedroom units on roughly three acres. Age-restricted developments in the sector plan area could attract active seniors interested in downsizing from their homes, including University of Maryland alumni and current and retired staff and faculty.

The production of independent senior living in the County does not meet the demand. The Sector Plan PMA has 2,318 residents (9.6 percent) aged 55 to 74; the residents of this age group are those most likely to live in independent senior housing. The appeal of areas with nearby transit, retail, entertainment, and other amenities suggests a higher-than-average capture rate for the Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan area with an annual demand of 45 units.

Table 10. Supportable Rents for Market-Rate Apartments in the Adelphi Road Sector Plan Area

| UNIT | SQUARE FEET | MIX | RENT PER SQ FT | MONTHLY RENTS |
|-------------------|---------------|-----|-----------------|-------------------|
| Rental Apartments | | | | |
| Studio | 600 - 650 | 25% | \$2.95 - \$3.10 | \$1,860 - \$1,920 |
| 1 Bedroom | 750 - 825 | 20% | \$2.65 - \$2.70 | \$2,030 - \$2,190 |
| 2 Bedroom | 1,000 - 1,100 | 25% | \$2.45 - \$2.55 | \$2,550 - \$2,700 |
| 3 Bedroom | 1,175 - 1,250 | 30% | \$2.35 - \$2.45 | \$2,880 - \$2,940 |
| Rental Townhouse | | | | |
| 2 Bedroom | 1,500 - 1,650 | 60% | \$2.40 - \$2.50 | \$3,750 - \$4,130 |
| 3 Bedroom | 1,750 - 1,900 | 40% | \$2.40 - \$2.45 | \$4,290 - \$4,560 |

SOURCE: Partners for Economic Solutions, 2021.

Table 11. Adelphi Road Sector Plan Area Market-Rate Residential Demand Potential, 2020-2045

| | SUPPORTABLE MARKET-RATE DEVELOPMENT | |
|----------------------------------|-------------------------------------|--------------|
| | PERCENT | UNITS |
| Rental Residential | | |
| Apartments | 85% | 1,500 |
| Townhouses | 15% | 260 |
| Total Rental Demand | 100% | 1,760 |
| For-Sale Residential | | |
| Condominiums | 35% | 190 |
| Townhouses | 65% | 360 |
| Total Owner Demand | 100% | 550 |
| Senior Independent Living | | |
| Apartments | 85% | 260 |
| Townhouses | 15% | 40 |
| Total Senior Living Demand | 100% | 300 |
| Total Residential Demand | | 2,610 |

NOTE: These demand estimates exclude opportunities for dormitories and affordable housing.

SOURCE: Partners for Economic Solutions, 2021.



Table 12. Rental Units by Type

| UNIT STATUS | TOTAL UNITS | MARKET UNITS | STUDENT HOUSING | |
|-----------------------|---------------|---------------|-----------------|---------------|
| | | | UNITS | BEDS |
| Existing | 17,131 | 13,467 | 3,664 | 10,850 |
| Under Construction | 1,893 | 1,214 | 679 | 762 |
| Proposed ¹ | 1,206 | 581 | 625 | N/A |
| Subtotal | 20,230 | 15,262 | 4,968 | 11,612 |
| Demolished | | 101 | | |

SOURCE: CoStar, accessed February, 2021; PES, 2021. Note: “Proposed” developments include projects with submitted plans and announced projects that the market analysis found are most likely to proceed forward to construction or are currently under construction.

Policies and Strategies

Policy HN 1

Construct a range of housing units affordable to students, employees, and seniors at transit-supportive densities proximate to the Adelphi Road-UMGC-UMD Purple Line Station.

HN 1.1: Construct a mix of multifamily, student, and single-family attached housing units and mid-to-high densities, at varying price points catering to students, faculty, staff, rail commuters, and seniors.

HN 1.2: Construct housing for graduate and undergraduate students to accommodate projected demand.

HN 1.3: Expand universal design housing choices, including “visitable” units, which allow for barrier-free access into the first floor and to a first-floor restroom.

HN 1.4: Identify opportunities to attract senior housing by capitalizing on the attractiveness of the sector plan areas, College Park, and the University of Maryland, especially to university alumni. See [Appendix G](#) for more information.

HN 1.5: Identify opportunities to develop affordable senior multifamily housing by forming a partnership with the Prince George’s County Housing Authority, DHCD, and the City of College Park.

PURPLE LINE CORRIDOR COALITION (PLCC) - PROGRAMS AND TOOLS

Capital Tools

PLCC could help with loans for predevelopment, acquisition, construction, bridge, and energy efficiency financing for affordable housing and community facilities for education, food access and health care along the Purple Line corridor.

Technical Assistance

PLCC’s Housing Accelerator Action Team provides preliminary support for developers, faith-based organizations and community organizations looking to access capital to develop affordable housing.

SOURCE: Purple Line Corridor Coalition (PLCC), accessed online on July 27, 2021
<https://purplelinecorridor.org/haat/>



Section VIII Community Heritage, Culture, and Design

GOAL

In 2047, the Adelphi Road-UMGC-UMD Purple Line Station Area Sector features an attractive built environment and public realm that celebrates the unique identity of the sector plan area as a gateway to the University of Maryland campus and the community at large, and presents diverse, inclusive, vibrant, and connected public spaces that integrate compatible uses, and maximize the benefits associated with the proximity to the transit station and adjacent campus.

PLAN 2035 COMMUNITY HERITAGE, CULTURE, AND DESIGN GOAL

Create walkable places that enable social interaction and reflect community character, and preserve and promote our cultural, historic, and rural resources to celebrate our heritage.



Community Heritage, Culture, and Design

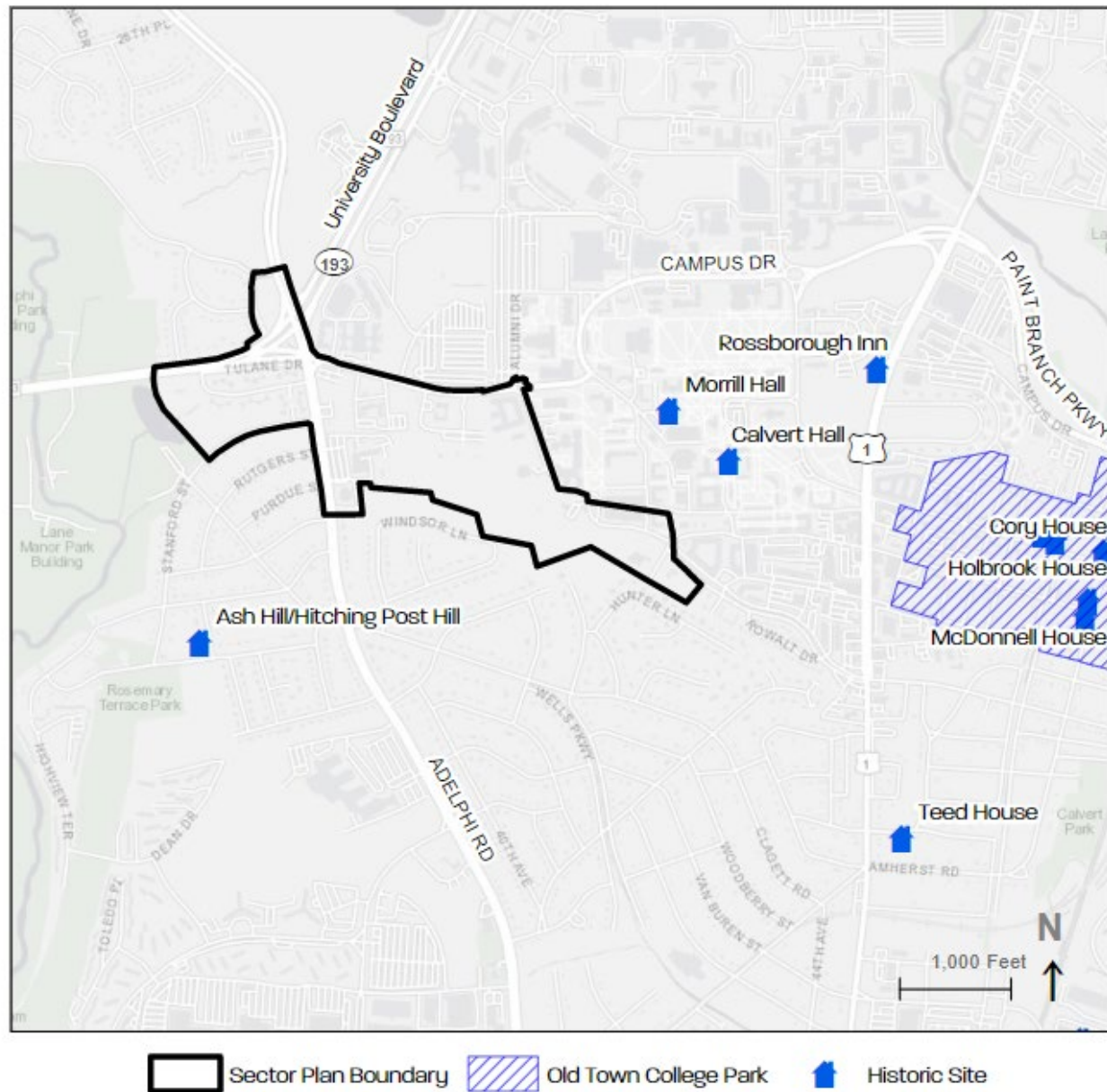
Existing Conditions Summary

The sector plan area only contains a few structures, all built in the twentieth century. Composed mostly of churches and single-family homes, the sector plan area lacks a cohesive urban design and is dominated culturally by nearby UMD. Mid-Century Modern⁶ comes to the forefront of architecture within the plan. There are no County-designated historic sites, historic resources, or historic districts in or adjacent to the sector plan area (See Map 25. *Existing County Historic Sites, Resources, and Districts in the Vicinity of the Sector Plan Area*). Though the Sector Plan area contains no sites or districts designated on the National Register of Historic Places, it is walking distance to four National Register Historic Districts: College Heights Estates, University Park, Calvert Hills, and Old Town College Park (See Map 26. *Existing National Register Historic Sites and Districts in the Vicinity of the Sector Plan Area*). Of these four, only Old Town College Park is regulated by Subtitle 29, the Prince George's County Historic Preservation Ordinance. The sector plan area comprises properties that were part of land owned by the Calvert and Eversfield families until the mid to late nineteenth century. (See [Section II - Historical Context](#) for more information)

⁶ The Planning Department's *Prince George's Modern* study defines the Mid-Century architectural period as 1941 to 1978.



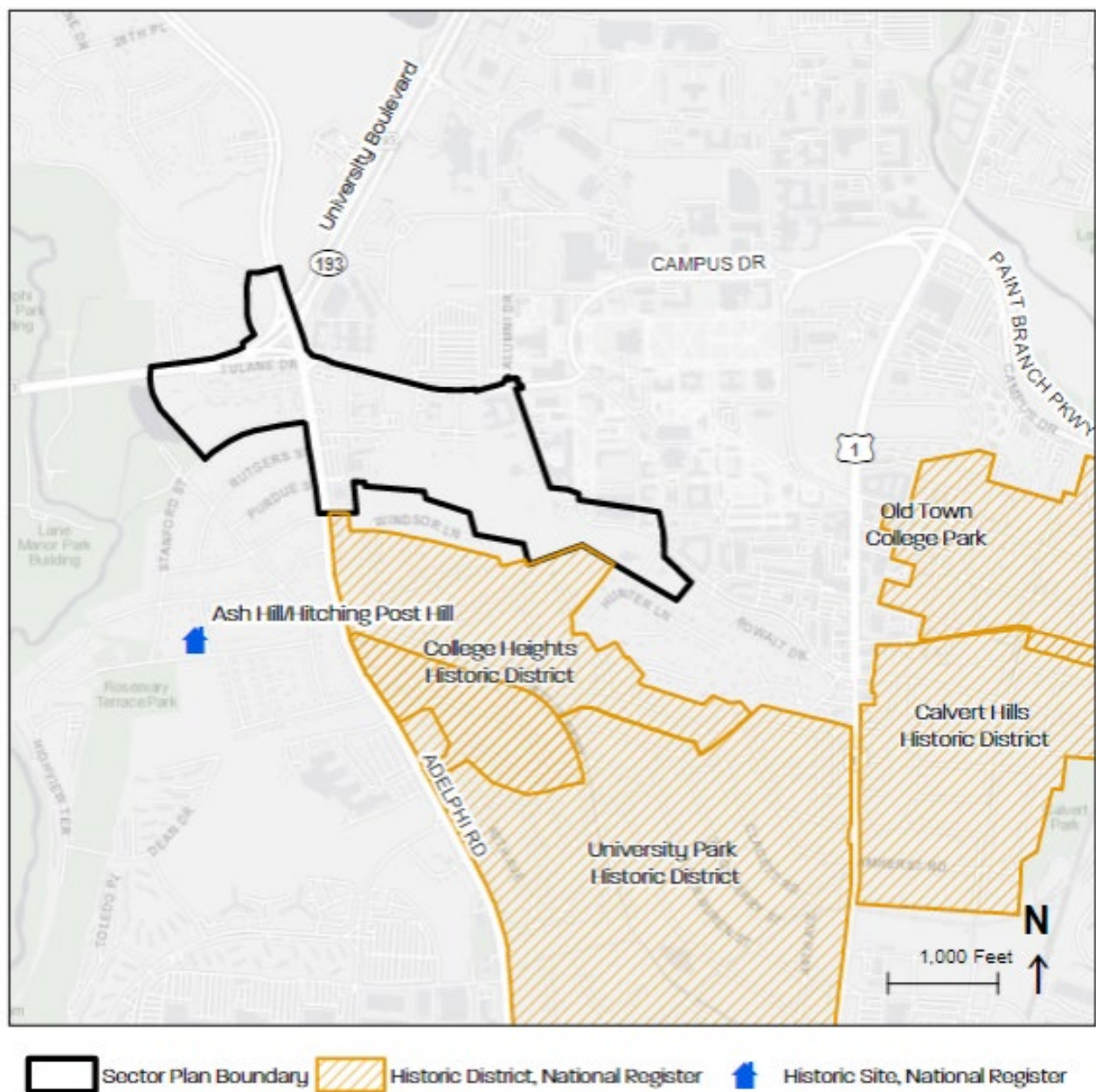
Map 25. Existing County Historic Sites, Resources, and Districts in the Vicinity of the Sector Plan Area



SOURCE: Prince George's County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>.
Note: Full data citation available in [Appendix F: Map Citations](#).



Map 26. Existing National Register Historic Sites and Districts in the Vicinity of the Sector Plan Area



SOURCE: Prince George's County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>.
Note: Full data citation available in [Appendix F: Map Citations](#).



Policies and Strategies

Policy HD 1

Transform the area closest to the Adelphi Road-UMGC-UMD Purple Line Station as a landmark gateway to the UMD campus, with a built form that presents distinctive design features that are inviting, safe, sustainable, comfortable, highly visible, accessible, and inclusive. See also Policies [LU 1](#), [TM 1](#), and [PF 2](#).

HD 1.1: Create a high-quality, inclusive, and interconnected public realm that serves the needs of a diverse population and creates unique spaces that promotes and accommodates 18-hour activity.

HD 1.2: Work with UMD, UMGC, City of College Park, property owners and developers to identify the design features for creating a unique, memorable public gateway to UMD and UMGC adjacent to the Purple Line Station (such as a distinctive streetscape design, along with wayfinding, signage, and interactive public art design features) that celebrates the university and the broader community.

HD 1.3: Promote continuity and consistency of the built form, pattern, natural areas, and public realm along Campus Drive, Mowatt Lane, and Guilford Drive that integrates and connects the new development with the existing built environment by incorporating similar architecture and landscaping patterns to UMD and UMGC.

HD 1.4: Create a brand and a unique sense of place through streetscape design features (such as banners, public art, wayfinding, signage, light design, and seating) that create and enhance an identity for the UMD West Campus Center along the major thoroughfares (Campus Drive, Mowatt Lane, Guilford Drive, University Boulevard, and Adelphi Road).

HD 1.5: Activate the public realm by allowing eating and dining establishments to add outdoor seating; evaluate and amend the County Code as necessary to implement this strategy.

GATEWAY

"Gateways define the edge and entryways into a city and create a theme or signature element to notify travelers of this change." Design features such as large monuments or signage, landscaping and plantings, structures, or lighting provide visual transition points from adjacent communities.

Source: City of Elmhurst, Comprehensive Plan, accessed online on 09/13/2021,
<https://www.elmhurst.org/DocumentCenter/View/545/Elmhurst-Comp-Plan-Part-VI?bidId=>



Policy HD 2

Minimize and mitigate the impacts associated with new development on existing neighborhoods. See also Policies [LU 2](#) and [PF 3](#).

HD 2.1: Minimize and mitigate the visual effects of new buildings on adjacent low-density, single-family neighborhoods by constructing the tallest buildings closest to MD 193 (University Boulevard), Campus Drive, and Mowatt Lane, and reducing building heights toward the single-family neighborhoods through the application of the Neighborhood Compatibility Standards in the Zoning Ordinance. (Page 62 contains additional information on the Neighborhood Compatibility Standards)

HD 2.2: Provide landscape buffers between new development and adjacent low-density, single-family detached homes beyond the minimum requirements identified in Section 4.7 of the Landscape Manual to mitigate visual and noise impacts.

HD 2.3: Discourage locating community gathering spaces that allow for noise generating activities (such as movies, festivals, concerts, etc.) within the Edge of the UMD Campus Center and non-center properties adjacent to existing single-family detached homes.

HD 2.4: Minimize shadow impacts through appropriate massing and placement of buildings. Encourage shadow studies to evaluate and potentially reduce shadowing on existing houses.

NEIGHBORHOOD COMPATIBILITY STANDARDS

Section 27-61200 of the 2018 Zoning Ordinance contains new Neighborhood Compatibility Standards. Among other things, these standards regulate the transition between new buildings and existing houses by requiring step-downs in height as new buildings get closer to existing houses. New buildings in the sector plan area will be required to conform to the provisions of Section 27-61200.



Policy HD 3

Create an integrated and connected street-and-block layout that prioritizes pedestrians, promotes walkability, and provides safe and continued pedestrian connections within the sector plan area and to adjacent destinations. See also Policy [TM 1](#).

HD 3.1: Design streets and configure structures/buildings to create vistas or views of landmark features, buildings, or public spaces wherever possible.

HD 3.2: Maximize fenestration at street level oriented toward pedestrian rights-of-way, streets, and open spaces for all buildings, exceeding the minimum standards in Section 27-4204 of the Zoning Ordinance.

HD 3.3: Incorporate pedestrian-scale streetscape design elements, such as street furniture, wayfinding, signage, architectural projections, facades, and fenestration. See also Strategy [HD 1.5](#).

PEDESTRIAN-SCALE DESIGN

Facade Design: “The proportion of various architectural elements also has an effect on the pedestrian. The dimensions of windows, doorways, arches and columns are most accommodating when they are not overwhelming in size. Formidable elements are difficult for the pedestrian to interact with while human scaled elements are comfortable and relatable.”

Signage: “Signage should be designed with consideration of street width, traffic speed and land use. For a pedestrian oriented area, signs should be mounted at a comfortable height and be clear and legible from the close range at which a pedestrian encounters the sign.”

Streetscape Elements: “Signage, landscaping, lamp posts, fencing, pavers, benches, planters, sculpture, cafe tables, chairs, art work, and other similar items add to the ground floor design of a building allowing the pedestrian to relate to the building through its environment.”

Source: City of Powell, Pedestrian Scale Design Guidelines Manual, 2009, accessed online on 09/13/2021, <https://cityofpowell.us/wp-content/uploads/2015/11/City-of-Powell-Pedestrian-Scale-Design-Guidelines-11.04.09.pdf>

HD 3.4: Where feasible, consider stepping back upper stories of buildings to increase human scale and reduce shadow impacts on the public right-of-way.

HD 3.5: Design streetscapes and open spaces to incorporate features that protect pedestrians and users from weather, such as trees, covered waiting areas, building projections, awnings, covered bus stops.

HD 3.6: Work with property owners and developers to encourage clustering of buildings on larger lots.

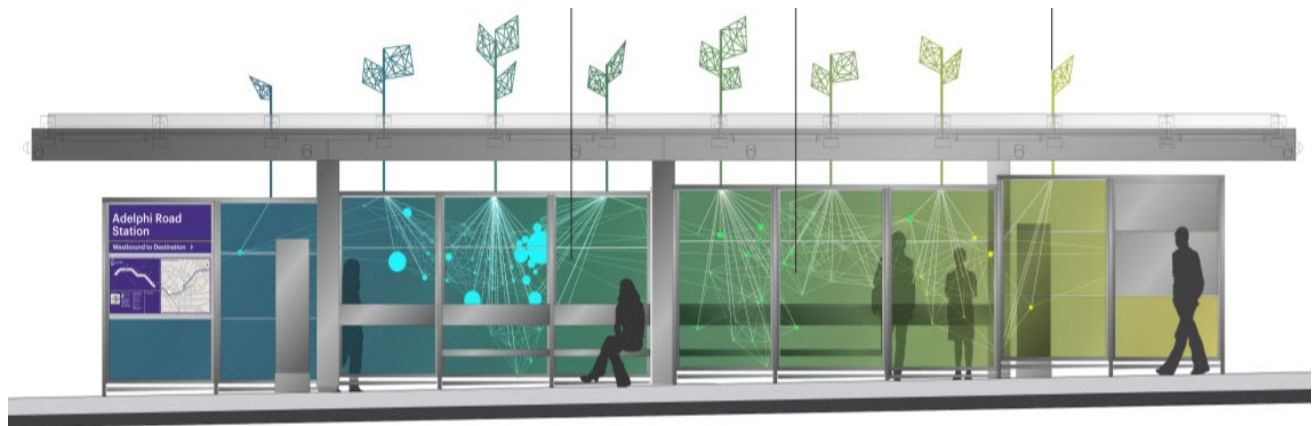


Policy HD 4

Highlight and celebrate the history and culture of the University of Maryland and the broader community.

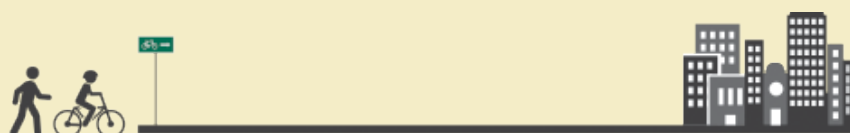
HD 4.1: Install temporary and permanent public art and organize events that celebrate the history and culture of the University of Maryland and surrounding communities.

Figure 2. Proposed Public Art for the Adelphi Road-UMGC-UMD Purple Line Station



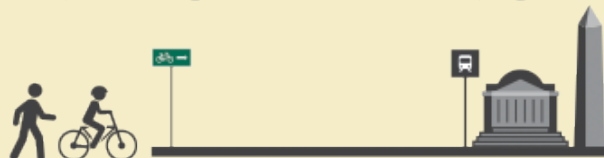
Source: Artwork by Norman Lee and Sharon Allbritton, Courtesy of MTA

HD 4.2: Work with City of College Park, City of Hyattsville, UMD, DPR, DPW&T, MTA, and SHA to install pedestrian-scale and distinct wayfinding next to the Purple Line Station and along regional trails and trailheads that serve as connecting routes to the nearby destinations such as the Anacostia Trails Heritage Area and nearby County and National Register historic sites and districts. See also Strategy [TM 5.4](#).



Level 1: Districts and Neighborhoods

Examples: Washington, D.C., Downtown Silver Spring



Level 2: Specific Landmarks and Attractions

Examples: Transit Stations, Regional Parks



Level 3: Local Destinations

Examples: Parks, Schools

Figure 3. Wayfinding uses different levels to determine signage for areas.

WAYFINDING

- Enhances the value of a transportation network
- Helps people identify and navigate desirable routes between destinations
- Reinforces the local sense of place and area identity
- Bicyclist- and pedestrian-scale wayfinding signs promote active travel
- Easy to implement
- Low-cost project

Core Principles

- Connect Places
- Consistent Names
- Keep Information Simple
- Maintain Movement
- Be Predictable
- Progressively Disclose Information

SOURCE: Prince George's County Planning Department, Northern Gateway Wayfinding and Signage Plan presentation, Jan 30 2021, https://www.mnccpc.org/DocumentCenter/View/16635/NorthernGatewayCommunityMtg2_20210130_ENGLISH ; Prince George's County Planning Department, Largo Town Center Wayfinding, Branding and Placemaking Strategy Planning Board presentation, March 25, 2021, <https://www.mnccpc.org/DocumentCenter/View/17069/Largo-WBP-Strategy-Planning-Board-Presentation-03252021> .



Policy HD 5

Promote crime prevention techniques and sustainable, green neighborhoods.

HD 5.1: Implement Crime Prevention Through Environmental Design (CPTED) strategies with new and redeveloped projects that include unobstructed pedestrian-friendly sidewalks, well-lit parking areas, building entrances, and yards, and well-maintained landscaping and common areas.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

"CPTED is a multidisciplinary approach of crime prevention that uses urban and architectural design and the management of built and natural environments. CPTED strategies aim to reduce victimization, deter offender decisions that precede criminal acts, and build a sense of community among inhabitants so they can gain territorial control of areas, reduce crime, and minimize fear of crime."

SOURCE: The International Crime Prevention Through Environmental Design Association, accessed online on July 14, 2021, <https://www.cpted.net/>

HD 5.2: Incentivize the design and construction of green buildings by identifying and implementing incentive programs, including financial and regulatory incentives, for new construction to obtain a minimum rating of Silver in the LEED Building Design and Construction (BD+C), Neighborhood Development (ND), or HOME systems or equivalent certification under other comparable green building rating systems. See [Appendix A](#) for more information about incentive programs. See also Strategy [NE 5.2](#) and *Green Building Standards* on page 62.

PRINCE GEORGE'S COUNTY'S SUSTAINABLE ENERGY PROGRAM - GUIDING POLICIES AND PLANS

Smart Energy Communities Policy & Action Plan

"The Smart Energy Communities Policy and Petroleum Reduction and Renewable Energy Action Plan declare the County's intent to take a leadership role in reducing transportation petroleum consumption and increasing renewable energy generation by partnering with the Maryland Energy Administration (MEA) and enrolling as a Smart Energy Community."

Climate Change

"Sustainable Energy works closely with our regional partner, the Metropolitan Washington Council of Governments on various initiatives such as the development of the regional and county-wide GHG emissions inventory. Prince George's County surpassed the regional 2012 goal, demonstrating that GHG reductions are possible even as the population and economy grows. As of April 2018, despite experiencing an 8% growth in population, GHG emissions reduced from 11.3 MMTCO₂e (million metric tons of carbon dioxide equivalent) in 2005 to 9.9 MMTCO₂e in 2015, **representing an overall decrease of 12% within Prince George's County.**" [emphasis added]

Source: Prince George's County Government, accessed online on 09/14/2021 <https://www.princegeorgescountymd.gov/936/Sustainable-Energy-Program>



Section IX Healthy Communities

GOAL

In 2047, the Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan area encourages a healthy and active lifestyle for a variety of abilities with a range of opportunities to safely walk, bicycle, or ride transit to variety of fresh and healthy food sources, natural areas, and recreational opportunities.

PLAN 2035 HEALTHY COMMUNITIES GOAL

Create safe, connected communities that promote active lifestyles and provide convenient access to healthy foods.



Healthy Communities

Existing Conditions Summary

Plan 2035 states that designing walkable communities and increasing access to recreation facilities, urban parks, and healthy food will improve the health and quality of life for Prince Georgians and help make Prince George's County a county of choice in the Washington metropolitan region. Plan 2035 also states that creating multimodal, walkable communities—critical to improving public health—will reduce the County's greenhouse gas emissions and regional carbon footprint.

The Adelphi Road-UMGC-UMD Purple Line Station Area is well positioned to connect residents and visitors to opportunities for healthy living inside and outside the sector plan area. The sector plan area is adjacent to the Northwest Branch Stream Valley Park and Trail system and other community parks. The University of Maryland provides numerous recreational and other healthy opportunities for students and employees who choose to live in the sector plan area. New development, such as the "Southern Gateway" project on US 1 (Baltimore Avenue), presents opportunities to bring grocery and fitness tenants within a short walk of the sector plan area.

Policies and Strategies

Policy HC 1

Create opportunities for recreation and healthy food access within the Sector Plan area.

HC 1.1: Create a robust, safe bicycle and pedestrian network that connects residents and workers with the region's trail network. See Policy [TM 4](#).

HC 1.2: Attract eating and drinking establishments to the sector plan area that serve healthy food options.

HC 1.3: Attract fitness, health care, or other wellness tenants to nonresidential spaces in the sector plan area.

HC 1.4: Provide public fitness equipment along shared-use paths and trails. See also Strategy [PF 2.2](#).

HC 1.5: As properties are redeveloped, identify opportunities for community gardening or urban agriculture spaces, including on terraces and rooftops of buildings.

HC 1.6: Create new urban public open spaces that are accessible, allow for not only active recreation, but passive enjoyment of natural settings for relaxation and recharge, opportunity for socialization, and an enjoyable outdoor experience for diverse population. See Strategy [PF 2.3](#).



Policy HC 2

Connect sector plan area residents to recreational and healthy food opportunities beyond the plan boundary.

HC 2.1: Work with local businesses and nonprofit organizations outside the sector plan area who provide healthy food options or health/wellness services to provide pedestrian-scale signage or other advertisements within the sector plan area.

HC 2.2: Ensure seamless pedestrian and bicycle access to healthy food and health/wellness opportunities in the US 1 Corridor. See also Policy [TM 4](#).



Section X Public Facilities

GOAL

In 2047, the Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan area features attractive urban parks, shared-use paths and public open spaces where residents choose to relax, gather, and play.

PLAN 2035 PUBLIC FACILITIES GOAL

Enhance the quality of life and economic competitiveness of Prince George's County through the efficient, equitable, and strategic siting of education, public safety, water and sewer, solid waste, and parks and recreation facilities.



Public Facilities

Existing Conditions Summary

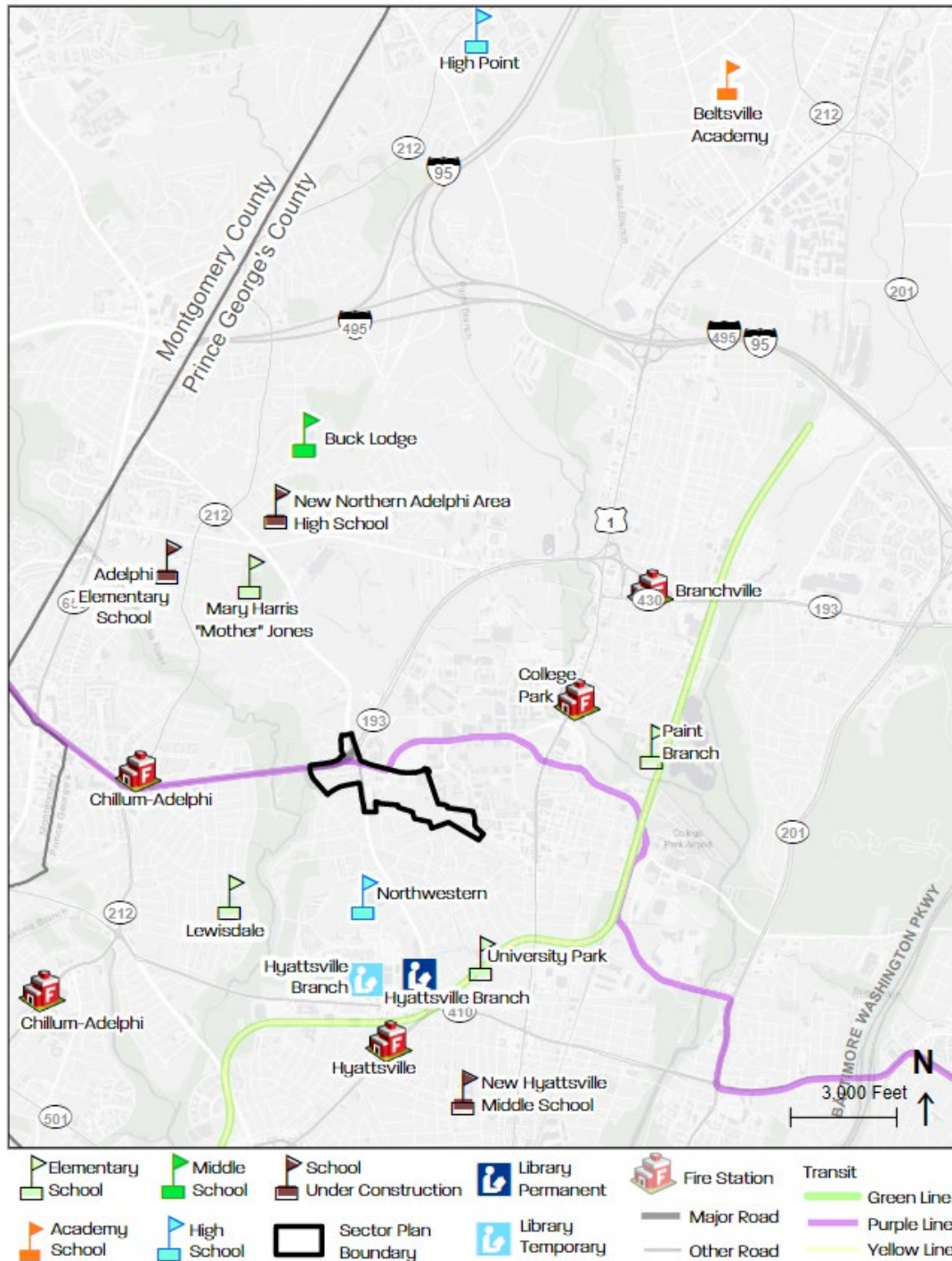
The Adelphi Road-UMGC-UMD Purple Line Station Area is served by several public facilities located in surrounding communities. Public facilities include:

- Prince George's County Public Schools
- Branches of the Prince George's County Memorial Library System
- Police Stations
- Fire/Emergency Medical Services (EMS) Stations
- Public Water and Sewer Services
- Parks and Public Open Spaces
- Recreation Facilities

There are no public facilities currently within the sector plan area.



Map 27. Public Facilities in the Surrounding Communities Serving the Sector Plan Area



SOURCE: Prince George's County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>.

Note: Full data citation available in [Appendix F: Map Citations](#).



SCHOOLS

The sector plan area is served by two high schools, two middle schools, and four elementary schools. In addition, several new school construction projects are in the pipeline, including construction of a new Adelphi Elementary School, the replacement Hyattsville Middle School, the new Northern Adelphi Area High School, and the rehabilitation of High Point High School. All construction projects are expected to be completed by 2025 and are anticipated to add significant enrollment capacity. Pursuant to Section 24-4510(a)(3)(D) of the 2018 Subdivision Regulations, preliminary plans of subdivision located in the Transit-Oriented/Activity Center base or PD zones are exempt from the County's adequate public facilities ordinance for schools.

Table 13. Elementary, Middle and High Schools serving the Sector Plan Area

| EXISTING SCHOOLS | ADDRESS |
|--|--|
| Elementary Schools | |
| Lewisdale Elementary School | 2400 Banning Place, Hyattsville, MD 20783 |
| Mary Harris "Mother" Jones Elementary School | 2405 Tecumseh Street, Adelphi, MD 20783 |
| Paint Branch Chinese Immersion Elementary School | 5101 Pierce Avenue, College Park, MD 20740 |
| University Park Elementary School | 4315 Underwood Street, Hyattsville, MD 20782 |
| Academy (Pre-K through 8) | |
| Beltsville Academy | 4300 Wicomico Ave., Beltsville, MD 20705 |
| Middle Schools | |
| Buck Lodge Middle School | 2611 Buck Lodge Road, Adelphi, MD 20783 |
| Hyattsville Middle School | 6001 42nd Avenue, Hyattsville, MD 20781 |
| High Schools | |
| High Point High School | 3601 Powder Mill Road, Beltsville, MD 20705 |
| Northwestern High School | 7000 Adelphi Road, Hyattsville, Maryland 20782 |
| NEW SCHOOLS (UNDER CONSTRUCTION) | |
| Adelphi Elementary School | 8820 Riggs Road, Adelphi, MD 20783 |
| New Hyattsville Middle School | 6001 42nd Avenue, Hyattsville, MD 20781 |
| New Northern Adelphi Area High School | 9000 25th Avenue, Adelphi, MD 20783 |

Source: PGCPs

LIBRARIES

There are 19 branches of the Prince George's County Memorial Library System in the County. The sector plan area is served by the Hyattsville Branch, which is temporarily located at 6502 America Boulevard. The permanent location of the new library will be 6530 Adelphi Road. The 40,000-square-foot replacement of the former Hyattsville Branch library will include additional study rooms, community meeting space, and a parking garage. The library is under construction and expected to be completed in 2021.



POLICE

The Prince George's County Police Department is the primary law enforcement agency in the County and comprises eight administrative districts, each with a station and a substation. The sector plan area is served by Police District Station 1. The sector plan area is also patrolled by the Hyattsville Police Department, the University of Maryland Police Department, and the College Park Police Department.

FIRE/EMERGENCY MEDICAL SERVICES (EMS)

The Prince George's County Fire and Emergency Medical Services (EMS) Department consists of a combination of sworn and civilian staff, in addition to more than 1,200 active volunteers, that operate 45 fire and EMS stations and several Fire/EMS Department support facilities under the authority of the County Fire/EMS Chief. The sector plan area is served by five fire/EMS stations. The current Capital Improvement Program (CIP) for the Fire/EMS Department includes three specific CIP projects for new fire stations.

Table 14. Fire/EMS Stations Serving the Sector Plan Area

| EXISTING FIRE/EMS STATIONS | ADDRESS |
|---|---|
| Company 801 Hyattsville | 6200 Belcrest Road, Hyattsville, MD 20781 |
| Company 811 Branchville | 4905 Branchville Road, College Park, MD 20740 |
| Company 812 College Park | 8115 Baltimore Avenue, College Park, MD 20740 |
| Company 834 Chillum-Adelphi | 7833 Riggs Road, Langley Park, MD 20783 |
| Company 844 Chillum | 6330 Riggs Road, Chillum, MD 20782 |
| NEW/REHABILITATED FIRE/EMS STATIONS IN 2021 CIP | ADDRESS |
| New Branchville Fire/EMS Station 811 | Location Not Determined |
| New or Rehabilitated Chillum Fire/EMS Station 834 | Location Not Determined |
| New or Rehabilitated Chillum Fire/EMS Station 844 | Location Not Determined |

Source: Prince George's County FY 2021-2026 Approved Capital Improvement Program and Budget, found online at <https://www.princegeorgescountymd.gov/DocumentCenter/View/29041/Fire-EMS-Department>, accessed September 15, 2021, and Prince George's County Fire/EMS Department Website, found online at <https://www.princegeorgescountymd.gov/288/Our-Stations>, accessed September 15, 2021.

WATER AND SEWER

Water and sewer services within the sector plan area are provided through the Washington Suburban Sanitary Commission. The water and sewer plan for the County is outlined in the Adopted 2018 Water and Sewer Plan by the Prince George's County Department of Permitting, Inspection and Enforcement (DPIE). The entire sector plan area is served by public water and sewer. There are no known capacity issues.



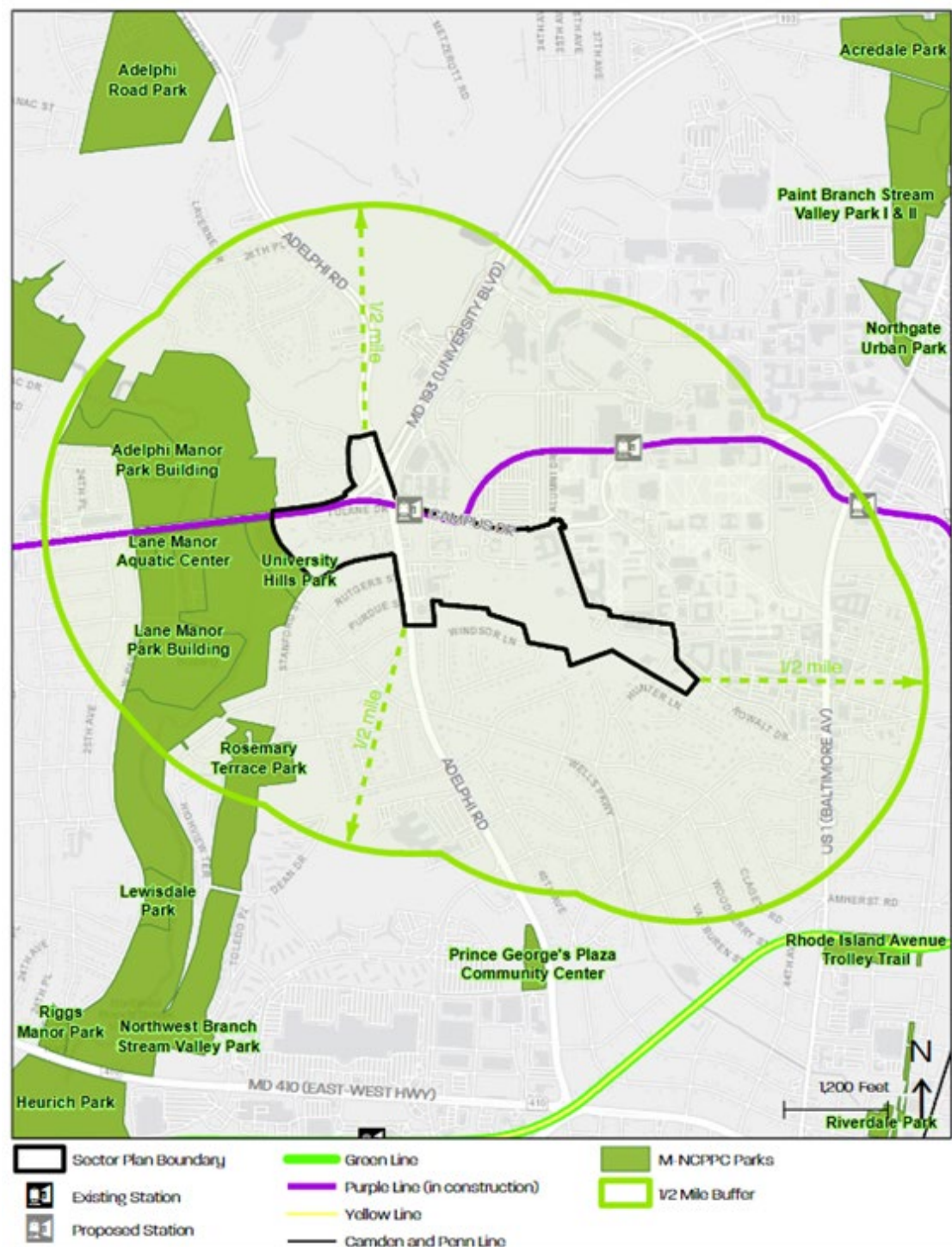
PARKS AND RECREATION

While there are no parks in the sector plan area, there are parks within walking distance that serve this local population. The sector plan area is within the Service Area 2 geography⁷ as outlined in DPR's *Formula 2040: Functional Master Plan for Parks and Recreation and Open Space* (Formula 2040). By the year 2040, the total population in Service Area 2 is projected to increase by nearly 20 percent. Service Area 2 needs a large amount of aquatic and nonaquatic space to meet the standard: 143,284 nonaquatic square feet and 9,911 outdoor aquatic square feet. There are no current plans for new aquatic facilities.

⁷ See Formula 2040 for more information about DPR Service Areas.



Map 28. Existing Parks Within Walking Distance of the Sector Plan Area



SOURCE: Prince George's County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>

Note: Full data citation available in [Appendix F: Map Citations](#).



Policies and Strategies

SCHOOLS

Policy PF 1

Minimize and mitigate the impact on school capacity from any new developments

PF 1.1: Continue to coordinate with Prince George's County Public Schools (PGCPS) to identify strategies for providing adequate facilities to ensure all students have an opportunity to attend a high-quality public school that operates at no greater than 100 percent capacity.

PARKS AND RECREATION

Policy PF 2

Provide a variety of parks and recreational facilities in the Sector Area to create a vibrant transit-oriented development with public gathering spaces and areas, preserve environmental assets, and help address identified park needs. See also Policy [LU 2](#).

PF 2.1: Construct the Park and Recreational Facilities outlined in Table 15. *Recommended Parks and Open Spaces*.

PF 2.2: Work with property owners, MTA, DPW&T, SHA, M-NCPPC, and, if applicable, municipal partners to create a public plaza that integrates vibrant and inclusive spaces, accommodates 18-hour activities, social gatherings and respite, and prioritizes pedestrian access. Include features such as seating, gathering space, public art, a water feature, and green space to relax. Create flexible design that allows communal gathering spaces for farmers' markets, festivals, concerts, and other events. Encourage food trucks at these and other events, pursuant to County regulations. See also Strategy [HD 1.3](#).

PF 2.3: Add amenities to new public spaces that support flexible programming for different age groups and diverse interests.

PF 2.4: Ensure that all new parks meet or exceed the Urban Park Typology and Guidelines found in Formula 2040, Appendices F and G.

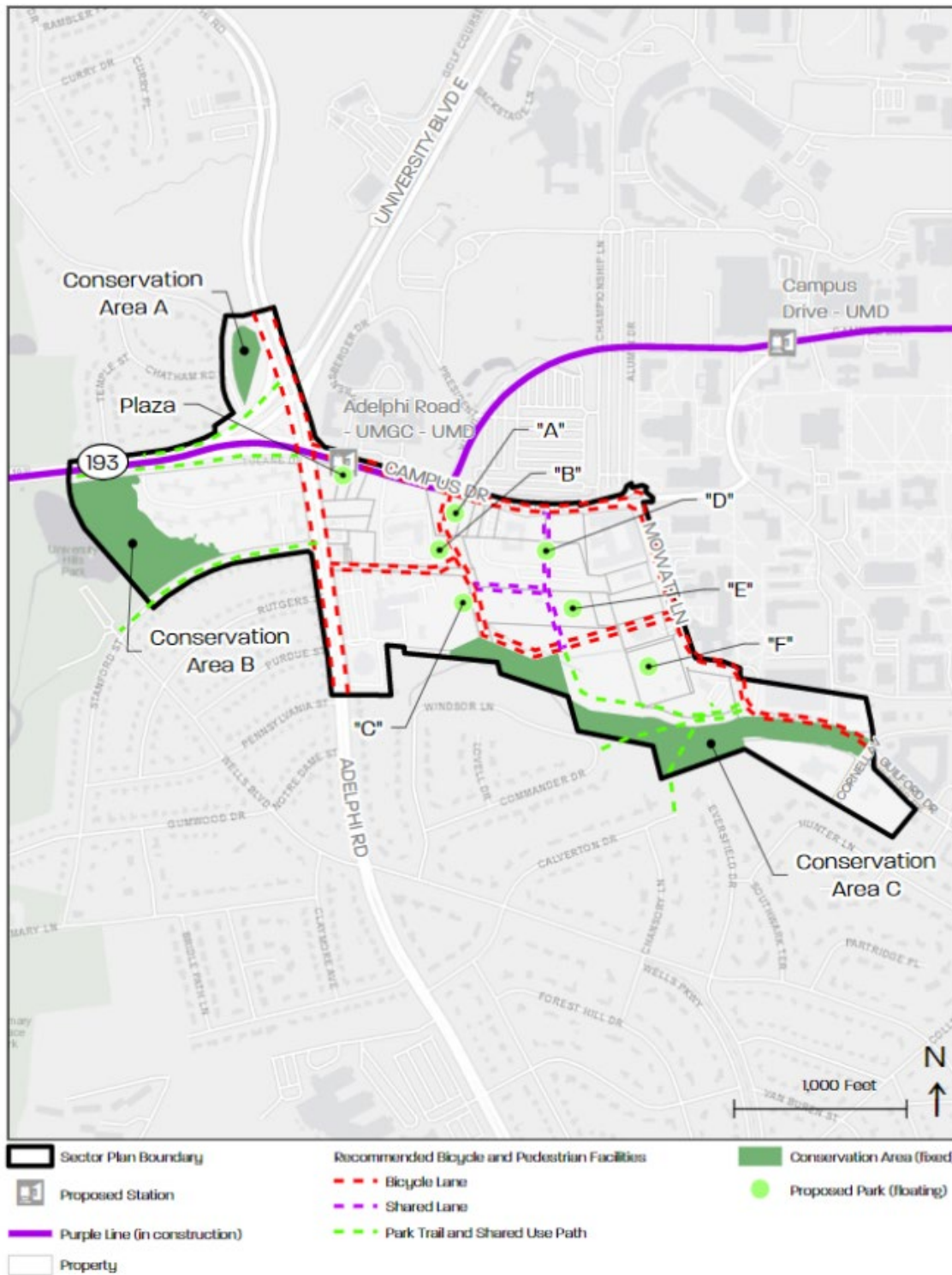
PF 2.5: Secure public-use easements for privately built and/or maintained open spaces in the sector plan area. (See Table 15. *Recommended Parks and Open Spaces* for a list of recommended public open spaces.)

PF 2.6: Finalize all recommended park functions/amenities based upon the community needs identified at the time of park facility planning through community engagement.

PF 2.7: Acquire or establish easements for publicly accessible park spaces, either through fee-simple purchase or the parkland dedication process, at the fixed locations and in the proximity of the floating park symbols identified in Map 29 and Table 15.



Map 29. Recommended Parks and Public Open Spaces



SOURCE: Prince George's County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>.

Note: Full data citation available in [Appendix F: Map Citations](#).



PROVISION OF PARKS AND PUBLIC OPEN SPACES

The parkland dedication process requires new residential subdivisions to either dedicate land and/or facilities for a park or other recreational use, or to provide, as an alternative, payment of an in-lieu fee or the construction of recreational facilities on M-NCPPC land. Each residential development proposal is subject to this process to ensure adequate park facilities are considered in each development proposal. This program is part of a comprehensive approach to the planning for and funding of all parks, open space, trails, and other related assets in Prince George's County. Parkland dedication is only one instrument to assist in the provision of neighborhood, community, and urban parks.

If the dedication of land is not appropriate or desired at a specific location, a fee-in-lieu payment can be made. The fee-in-lieu will be directly linked to the land value of the acreage that was to be provided. The purpose of the fee is to allow the Department of Parks and Recreation to purchase the required amount of parkland in that service area to serve the new residents. If recreational facilities are provided in lieu of, or in combination with, land or fees, the value of those facilities will be deducted from the overall dedication requirement.

In general, the Department of Parks and Recreation recommends that parkland considered for dedication that is two acres or less in size remain as an onsite, private recreation or open space facility with a public access use easement. This will allow for the development and maintenance of smaller park spaces, especially in Plan 2035 centers.

Table 15. Recommended Parks and Public Open Spaces

| Name | Tax ID | Location | Floating | Fixed | Park Type | Acres | Park Ownership | Functions, and features/Comments |
|---|---------|--|----------|-------|---------------|-------|----------------|---|
| Conservation Area A | 2411122 | 3841 Campus Drive NW corner of MD 193 and Adelphi Road | | ● | Resource park | 1.08 | M-NCPPC | Conserve existing tree canopy and maintain as a natural area. |
| University Hills Duck Pond Park Expansion (Conservation Area B) | 1965334 | 3424 Tulane Street Located between MD 193 and Stanford Street, west of Graduate Hills Apartments and contiguous with University Hills Duck Pond Park. Includes Temple Street right-of-way (see Strategy TM 3.2) | | ● | Resource Park | 6.31 | M-NCPPC | Conserve existing tree canopy and natural features and maintain as a natural area contiguous to the University Hills Duck Pond Park. Incorporate passive outdoor recreational features such as: <ul style="list-style-type: none"> • Multiuse natural-surface trail loops with mile markers • Wayfinding and signage • Small nature center • Outdoor fitness equipment • Interpretive signages for environmental education • Gazebos and benches for views • Picnic tables |



| Name | Tax ID | Location | Floating | Fixed | Park Type | Acres | Park Ownership | Functions, and features/Comments |
|---|----------------------|--|----------|-------|---------------|-------|----------------|--|
| Guilford Run Stream Valley Park (Conservation Area C) | 4018024; 4018016; | Located along the Guilford Run Area at the southern portion of the plan area | | ● | Resource Park | 8.52 | M-NCPPC | <p>Conserve existing tree canopy and protect, restore, and maintain as a natural area and a greenway connecting the northern and southern portions of the sector plan area and adjacent neighborhoods south of the sector plan area; incorporate combination of active and passive outdoor recreational features such as:</p> <ul style="list-style-type: none"> • Multiuse natural-surface trail loops with mile markers • Wayfinding and signage • Outdoor fitness equipment along the trails • Interpretive signage for environmental education associated with Guilford Run and wildlife • Benches at viewpoints <p>Locate hard-surface trails outside the environmentally regulated areas.</p> |



| Name | Tax ID | Location | Floating | Fixed | Park Type | Acres | Park Ownership | Functions, and features/Comments |
|--------|---------------------------------|---|----------|-------|--|-------|----------------|---|
| Plaza | 2400109; 2411379; 2411387 | Located at the SE corner of Adelphi Road and Campus Drive | ● | | Plaza | <2 | TBD | <p>Functions as the heart of the sector plan serving the community as well as the visitors. Integrates vibrant and inclusive spaces, accommodates 18-hour activities, social gatherings and respite, and prioritizes pedestrian access. Include features such as:</p> <ul style="list-style-type: none"> • Seating • Gathering space • Interactive public art • Water feature • Play area • Green space to relax • Create flexible design that allows communal gathering spaces for: <ul style="list-style-type: none"> ◦ Farmers' market ◦ Seasonal festivals ◦ Pop-up movies ◦ Concerts, events ◦ Food trucks <p>Should be enclosed by building walls on at least two sides with primary access from Campus Drive. Surrounding buildings should have activated ground-floor uses and façade transparency with outdoor seating. See Strategies HD 1.3 and PF 2.2.</p> |
| Park A | 2411528; 2411056 | Located in the southeast corner of the intersection of Campus Drive and UC-201. | | ● | Hybrid of Linear Park and Commons/Greens | <1 | TBD | <p>Activated space near ground-floor retail for lounging, eating, and street music. Incorporate:</p> <ul style="list-style-type: none"> • Hardscape • Softscape • Shade • Moveable stage or mini-stage |



| Name | Tax ID | Location | Floating | Fixed | Park Type | Acres | Park Ownership | Functions, and features/Comments |
|--------|---------|---|----------|-------|---|-------|----------------|--|
| Park B | 2411049 | Located at the northwest corner at the intersection of UC-202 and UC-204. | | ● | Hybrid of a Linear Park and Pocket park | <1 | TBD | <p>Passive green space occasionally activated for vendors, live music. Can function as meeting space for residents living along the internal street network.</p> <p>May include active recreation facilities such as:</p> <ul style="list-style-type: none"> • Playground equipment for young children • Informal open space <p>May include passive recreation features such as:</p> <ul style="list-style-type: none"> • Trails • Picnic/sitting areas • Community garden • Planted areas |
| Park C | TBD | <p>Located on the west side of UC-200 between UC-202 and UC-203.</p> <p>Preferred location at property Tax ID 2424737; 2379394</p> | ● | | Hybrid of a Linear Park and Neighborhood Park | <1 | TBD | <p>This will be a neighborhood-serving park. Include:</p> <ul style="list-style-type: none"> • Passive green space for lounging in the grass • Potential to integrate a dog park • Mini stage for concerts • Playground equipment for young children • Multi-purpose paved area • Informal open space • Splash pads <p>Passive recreation features such as:</p> <ul style="list-style-type: none"> • Trails • Picnic/sitting areas • Community garden • Planted areas |
| Park D | TBD | <p>Located in the northeast area of the Sector Plan along UC-200 north of UC-202</p> <p>Preferred location with property Tax ID 2411577</p> | ● | | Pocket Park/Mini Park | <0.5 | TBD | <p>Street and intersection can be closed off to traffic to function as a hardscape shared space that prioritizes pedestrian and bicyclists and all the users of the open space.</p> |



| Name | Tax ID | Location | Floating | Fixed | Park Type | Acres | Park Ownership | Functions, and features/Comments |
|--------|--------|--|----------|-------|--|-------|----------------|--|
| Park E | TBD | Located on the north side of UC-202 between UC-200 and Mowatt Lane Preferred location with property Tax ID 2287043. | ● | | Hybrid of a Pocket Park/Mini Parks and Commons/Greens; | <1 | TBD | Mix of hardscape/softscape for variety of uses including: <ul style="list-style-type: none"> • Lounging • Meetups • Markets • Concerts • Events • A green with tree canopy. • environmental conservation and educational programming. |
| Park F | TBD | Located between UC-201 and UC-202 Preferred location at property with Tax ID 2287050. | ● | | Hybrid of a Pocket Park/Mini Parks and Commons/Greens; | <1 | TBD | Green with tree canopy. Provide environmental conservation and educational programming. |

Notes:

1. Fixed Parks have a defined area and acreage and a specific location identified on Map 28. Recommended Parks and Public Open Spaces
2. Floating Parks have a preferred location identified on Map 28. Recommended Parks and Public Open Spaces, and a recommended acreage.
3. Hybrid parks are recommended facilities that have the characteristics of more than one Urban Park Typology as defined by Formula 2040, Appendices F and G.

Policy PF 3

Ensure all residents are connected to parks, recreation, and open space.

PF 3.1: Connect new parks and recreational facilities to existing and planned trails to enhance active transportation connections in the Sector Plan Area and the surrounding community. (See Map 20. *Recommended Master Plan of Transportation Bicycle and Pedestrian Facilities.*)



Figure 4. Excerpt from DPR's Formula 2040 - Appendix G: Urban Park Typology

GUIDELINES ILLUSTRATED

Relationship to Adjacent Uses

1. Mixed-Use
2. Building Frontage / Entrances

Access

3. Gateways
4. Street Grid Continuity
5. Trail System Connections
6. Transit System Connections
7. Street Front Access
8. Safe Pedestrian Crossings
9. Shared Parking Strategies
10. Continuous Waterfront Access

Active Uses

11. Intensive Use Zones
12. Programmable Gathering Spaces
13. Active Recreation Fields and Courts
14. Play Spaces

Passive Uses

15. Passive Recreation Areas

Special Features

16. Visitor Facilities
17. Viewsheds
18. Streetscape Enhancements
19. Natural System Enhancements
20. Identity Features
21. Naturally or Historically Significant Feature

Plazas

FUNCTION

Depending on size, plazas may support activities including open air markets, concerts, festivals, and special events but are not often used for active recreational purposes. Plazas are often located at transit stops or other important nodes and serve as the focal point for community activities. Although a plaza may include landscaped areas, the emphasis is often on paved surfaces that can accommodate a large number of visitors.

FEATURES

Amenities include benches, hardscapes, lighting, and access to transit.

SIZE

0.25–1 acre

VISIT LENGTH

varies by program

PLAZAS

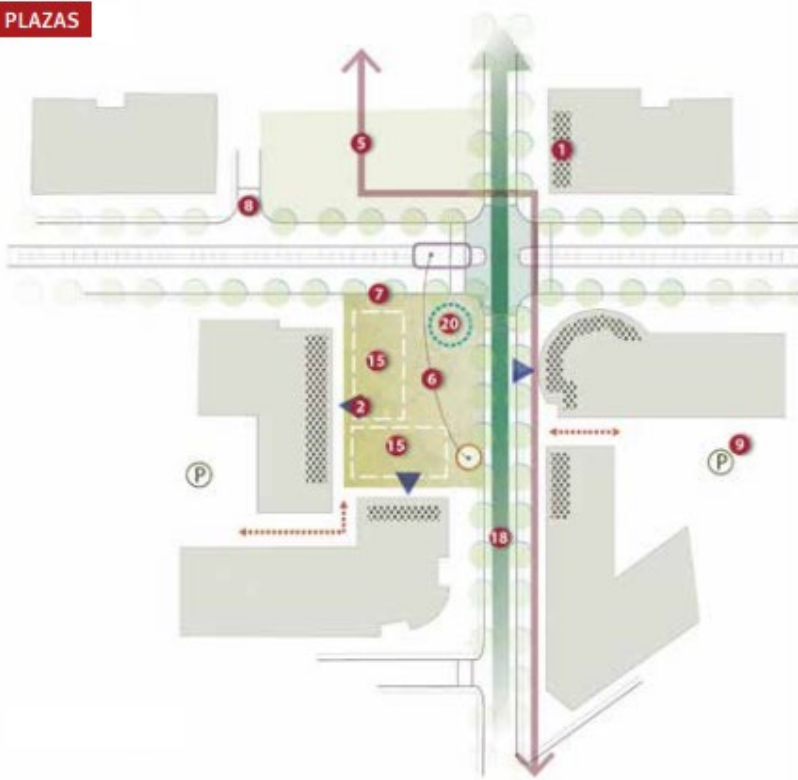




Figure 5. Excerpt from DPR's Formula 2040 - Appendix G: Urban Park Typology

GUIDELINES ILLUSTRATED

Relationship to Adjacent Uses

1. Mixed-Use
2. Building Frontage / Entrances

Access

3. Gateways
4. Street Grid Continuity
5. Trail System Connections
6. Transit System Connections
7. Street Front Access
8. Safe Pedestrian Crossings
9. Shared Parking Strategies
10. Continuous Waterfront Access

Active Uses

11. Intensive Use Zones
12. Programmable Gathering Spaces
13. Active Recreation Fields and Courts
14. Play Spaces

Passive Uses

15. Passive Recreation Areas

Special Features

16. Visitor Facilities
17. Viewsheds
18. Streetscape Enhancements
19. Natural System Enhancements
20. Identity Features
21. Naturally or Historically Significant Feature

Pocket Parks / Mini Parks

FUNCTION

Pocket parks are typically small urban open spaces used for passive recreation. These mini parks are often a single space designed for casual use and serve people working nearby. They are frequently located in places with a high-volume of pedestrian traffic and visibility. Often owned and or maintained by a property association, or neighborhood group, these small spaces create an oasis in hard, urbanized areas.

FEATURES

Pocket parks tend to have limited amenities and consist of planted areas, hardscape, seating, and visual amenities like a fountain or artwork.

SIZE

less than 0.25 acre

VISIT LENGTH

10 minutes to 1 hour

POCKET PARKS

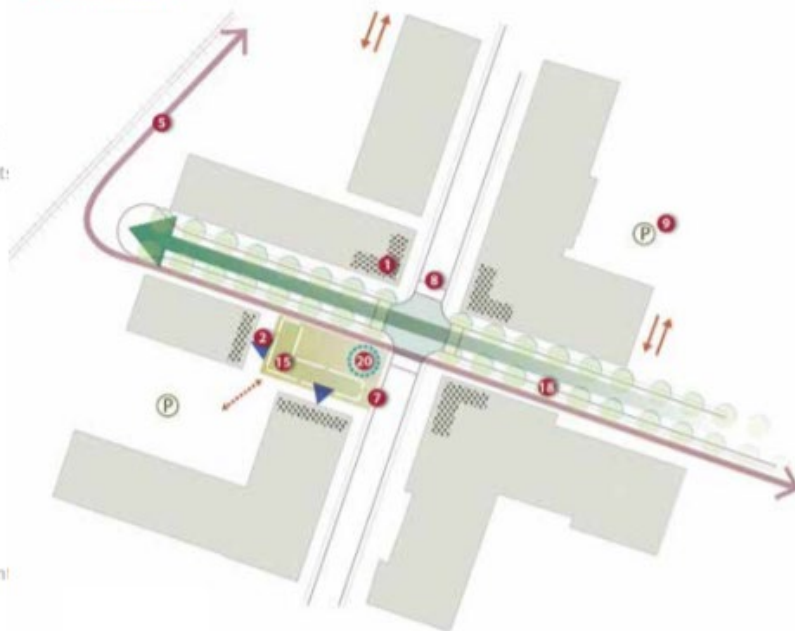




Figure 6. Excerpt from DPR's Formula 2040 - Appendix G: Urban Park Typology

GUIDELINES ILLUSTRATED

Relationship to Adjacent Uses

1. Mixed-Use
2. Building Frontage / Entrances

Access

3. Gateways
4. Street Grid Continuity
5. Trail System Connections
6. Transit System Connections
7. Street Front Access
8. Safe Pedestrian Crossings
9. Shared Parking Strategies
10. Continuous Waterfront Access

Active Uses

11. Intensive Use Zones
12. Programmable Gathering Spaces
13. Active Recreation Fields and Courts
14. Play Spaces

Passive Uses

15. Passive Recreation Areas

Special Features

16. Visitor Facilities
17. Viewsheds
18. Streetscape Enhancements
19. Natural System Enhancements
20. Identity Features
21. Naturally or Historically Significant Feature

Commons / Greens

FUNCTION

Commons and greens are large, flexible open spaces that serve as the recreation and social focus of mixed-use neighborhoods. Active uses, like housing and retail are complementary to the activities occurring at a common or green. The space is often used for a variety of public gatherings including markets, performances, and special events.

FEATURES

A central lawn is often the main focus, with adjacent spaces providing complementary uses. Other features may include gardens, water features, play spaces, and shade structures.

SIZE

1+ acres

VISIT LENGTH

varies

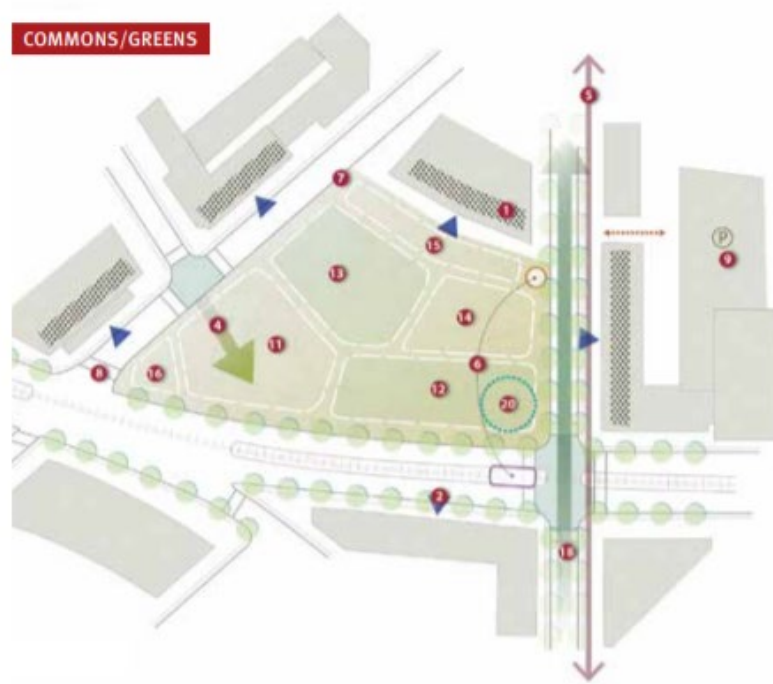




Figure 7. Excerpt from DPR's Formula 2040 - Appendix G: Urban Park Typology

GUIDELINES ILLUSTRATED

Relationship to Adjacent Uses

1. Mixed-Use
2. Building Frontage / Entrances

Access

3. Gateways
4. Street Grid Continuity
5. Trail System Connections
6. Transit System Connections
7. Street Front Access
8. Safe Pedestrian Crossings
9. Shared Parking Strategies
10. Continuous Waterfront Access

Active Uses

11. Intensive Use Zones
12. Programmable Gathering Spaces
13. Active Recreation Fields and Courts
14. Play Spaces

Passive Uses

15. Passive Recreation Areas

Special Features

16. Visitor Facilities
17. Viewsheds
18. Streetscape Enhancements
20. Identity Features
21. Naturally or Historically Significant Feature

Greenways & Linear Parks

FUNCTION

Greenways and linear parkways are narrow open space systems that knit together other parks or natural systems. Greenways may follow natural resources like stream and river corridors. Others can be corridors that are built as a part of development projects or interconnected recreational and natural areas.

FEATURES

Trails for walking, jogging, hiking, bicycling, skating, and fitness; outdoor fitness stations.

SIZE

varies

VISIT LENGTH

15 min–1.5 hours

GREENWAYS & LINEAR PARKS





Figure 8. Excerpt from DPR's Formula 2040 - Appendix G: Urban Park Typology

GUIDELINES ILLUSTRATED

Relationship to Adjacent Uses

1. Mixed-Use
2. Building Frontage / Entrances

Access

3. Gateways
4. Street Grid Continuity
5. Trail System Connections
6. Transit System Connections
7. Street Front Access
8. Safe Pedestrian Crossings
9. Shared Parking Strategies
10. Continuous Waterfront Access

Active Uses

11. Intensive Use Zones
12. Programmable Gathering Spaces
13. Active Recreation Fields and Courts
14. Play Spaces

Passive Uses

15. Passive Recreation Areas

Special Features

16. Visitor Facilities
17. Viewsheds
18. Streetscape Enhancements
20. Identity Features
21. Naturally or Historically Significant Feature

Resource Parks

FUNCTION

Resource parks are lands set-aside primarily for the preservation of a natural, cultural, or historic resource. Uses are often passive and include activities that minimize impact on the park's setting and the resource being preserved.

FEATURES

Resource parks may include nature centers, wildlife viewing, gardens, and gazebos, large bodies of water, picnic areas, interpretative displays, or informational signage. They may be designed to provide habitat, protect waterways, or manage stormwater. Or, they may be used to educate citizens on specific heritage and cultural resources of the preserved site.

SIZE

5–30 acres

VISIT LENGTH

1–3 hours

RESOURCE PARKS





SOURCE: M-NCPPC., MONTGOMERY COUNTY PARKS

Adjacency to transparent frontages of the ground-floor amenities and a variety of spaces that visitors could interact with and enjoy allows visitors to stay longer and help create vibrant plazas.

Section XI

Implementation Framework

Implementation Framework

Introduction

This Sector Plan serves as a policy guide for elected officials, government agencies, property owners, the real estate and development industries, preservation and environmental organizations, and other parties interested. Its goals, policies, and strategies will require the action of agencies and stakeholders including changes to ordinances, capital improvement program commitments, and operating budget initiatives.

The concurrent Sectional Map Amendment recommends the rezoning of every property in the sector plan area to implement the land use vision.

Some of this plan's recommendations will require County or state agencies, or the M-NCPPC, to construct capital improvement projects. State funding may be available through the State Highway Administration and the University of Maryland, College Park, Capital Improvement Programs (CIP) which are both crucial in the plan's implementation. Public funds are required for the design, land acquisition, construction, operations, and maintenance of public facilities, such as sidewalks, streets, shared-use paths, parks, and transit facilities.

The implementation of this plan also requires property owners and developers to invest in this community, including acquiring and consolidating properties to create developable parcels, and constructing buildings, landscape improvements, stormwater management infrastructure, and key elements of the public realm such as sidewalks and plazas. potentially constructing streets and sidewalks, assemble and redevelop properties.

Several existing County, state, and federal programs could help fund facility improvements, such as the Priority Funding Areas Act, Revitalization Tax Credits, State TOD Designation, the Sustainable Community Program, Opportunity Zone, Transportation Finance and Innovation Act (TIFIA), Better Utilizing Investments to Leverage Development Grants (federal), Surface Transportation Grant Program (federal), Tax increment Financing (Local), and Sustainable Energy- Clean Energy Program incentives. More information on incentive programs is found in the [Appendix A](#).

Successful implementation of this sector plan will take time and require the efforts of all stakeholders—government, the private sector, nonprofit organizations, property owners, and residents over the 25-year life of the plan. The recommended implementation timeframes are not fixed; rather, they are intended to be flexible and allow implementation to occur as opportunities and resources arise.

Implementation timeframes are:

- **Short-term:** Strategies intended to be implemented by 2027. These strategies may require fewer resources and may be easier to accomplish in the near-term. Alternately, they may be high-priority strategies that lay the foundation for the implementation of later strategies.
- **Mid-term:** Strategies intended to be implemented between 2027 and 2032. These strategies may require interagency collaboration or additional resources prior to implementation.
- **Long-term:** Strategies intended to be implemented after 2032. These strategies require complex interagency collaboration, analyses, or resources that may take many years before implementation can begin. They may also require that the regional real estate and employment markets favorably shift to support full implementation.

Implementation Matrix

The following implementation matrix identifies agencies and partners that may have a role in implementing strategies. The matrix may not be inclusive of all agencies and partners; rather, the list is intended to support interagency collaboration and spur timely implementation of sector plan recommendations. As strategies are implemented, additional partners may be identified to assist with implementation. The matrix does not contain strategies that are statements of policy or guidance whose implementation is their inclusion in this master plan.

Table 18. Acronyms

| | |
|---------|--|
| DHCD | Prince George's County Department of Housing and Community Development |
| DNR | Maryland Department of Natural Resources |
| DOE | Prince George's County Department of Environment |
| DOH | Prince George's County Department of Health |
| DPIE | Prince George's County Department of Permitting, Inspections and Enforcement |
| DPW&T | Prince George's County Department of Public Works and Transportation |
| DPR | Prince George's County Department of Parks and Recreation |
| HAPGC | Housing Authority of Prince George's County |
| MDOT | Maryland Department of Transportation |
| MDC | Maryland Department of Commerce |
| MHAA | Maryland Heritage Areas Authority |
| M-NCPPC | Maryland-National Capital Park and Planning Commission |
| MSAC | Maryland State Arts Council |
| MTA | Maryland Department of Transportation Maryland Transit Administration |
| PEPCO | Potomac Electric Power Company |
| PGCAHC | Prince George's County Arts and Humanities Council |
| PGCEDC | Prince George's County Economic Development Corporation |
| PGCPS | Prince George's County Public Schools |
| PGCMLS | Prince George's County Memorial Library System |
| PGCOCS | Prince George's County Office of Central Services |
| PGCSCD | Prince George's County Soil Conservation District |
| RAPGC | Revenue Authority of Prince George's County |
| PLCC | Purple Line Corridor Coalition |
| RDA | Prince George's County Redevelopment Authority |
| SHA | Maryland Department of Transportation State Highway Administration |
| TBD | To Be Determined |
| UMD | University of Maryland, College Park |
| UMGC | University of Maryland Global Campus |
| WMATA | Washington Metropolitan Area Transit Authority |
| WSSC | Washington Suburban Sanitary Commission |

Table 16. Implementation Matrix

| Action | Strategy | ○ Lead Entity and ● Partner Entities | | | | | | | | | | | Time | |
|--|----------------------------|--------------------------------------|---------|-----|-----|----------------|----------|---------------|-----|--------|------|-----|---------------|--|
| | | DPW&T | M-NCPPC | SHA | MTA | Municipalities | UMD/UMGC | Owners/Devel- | DoE | PGCEDC | DHCD | TBD | Other | <div>O=Ongoing S=Short term (<5 years) M=Mid term (5-<10 years) L=Long term (>10 years)</div> |
| LAND USE | | | | | | | | | | | | | | |
| Construct vertical mixed-use buildings in Core and portions of Edge | LU 1.4-1.6 | | | | | | | ○ | | | | | | S |
| Construct a mix of uses in southern part of Edge (may include townhomes) | LU 1.7 | | | | | | | ○ | | | | | | M-L |
| Consolidate parcels | LU 3.1 | | | | | | ● | ○ | | | | | | O |
| Incentivize redevelopment | LU 4.1 | | | | | | | | ○ | ● | | | RDA ● MDC● | O |
| ECONOMIC PROSPERITY | | | | | | | | | | | | | | |
| Retain, attract commercial tenants | EP 1.1 | | | | | ● | | ○ | | ● | | | | S |
| Add ground-floor commercial | EP 1.2 | | | | | | | ○ | | | | | | S |
| Create commercial main streets | EP 1.3 | | | | | | | ○ | | | | | | S |
| Add research offices to mixed-use buildings | EP 2.1 | | | | | | ○ | ○ | | | | | | S |
| Implement UMD Facilities Master Plan recommendations | EP 2.2 | | | | | | ○ | | | | | | | S |
| TRANSPORTATION AND MOBILITY | | | | | | | | | | | | | | |
| Make existing and new streets meet urban street standards | TM 1.1-1.2 | ○ | | ○ | | | ○ | ○ | | | | | DPIE ● | S |
| Ensure LOS standards are met | TM 2.1 | ● | ● | ● | | | | ○ | | | | | | O |
| Add new road with adjacent shared-use path | TM 3.1 | ● | | | | | | ● | | | | ○ | | S |
| Transfer ROW of portion of road to become part of park | TM 3.2 | | ● | | | | | ○ | | | | | | S |
| Construct bicycle and pedestrian facilities | TM 4.1 | ● | ● | ● | ● | | | ● | | | | ○ | | O |
| Provide marked crosswalks | TM 4.2 | ● | | ● | | | ● | | | | | ○ | | O |
| Provide long-term bicycle parking facilities at multifamily developments | TM 4.3 | | | | | | | ○ | | | | | | S |

| Action | Strategy | Lead Entity and Partner Entities | | | | | | | | | | | Time | |
|--|------------|----------------------------------|---------|-----|-----|----------------|----------|---------------|-----|--------|------|-----|---------|---|
| | | DPW&T | M-NCPPC | SHA | MTA | Municipalities | UMD/UMGC | Owners/Devel- | DoE | PGCEDC | DHCD | TBD | Other | O=Ongoing S=Short term (<5 years) M=Mid term (5-<10 years) L=Long term (>10 years) |
| Provide short-term bicycle parking at the PL Station | TM 4.4 | ● | ● | | ○ | ● | ● | ● | | | | | | S |
| Implement DPW&T Cool Spring Road/Adelphi Road Pedestrian and Bicycle Access Improvements Project | TM 4.5 | ○ | ● | | | | | | | | | | | S |
| Signalized crosswalk at Cool Spring and Adelphi Roads | TM 4.6 | ○ | ● | | | | | | | | | | | S |
| Reconstruct Adelphi Road | TM 4.7 | ○ | ● | | | | | ● | | | | | | M |
| Create shared-use paths and associated wayfinding | TM 5.1-5.4 | ● | ● | ● | | | ● | ● | | | | ○ | | O |
| Provide micro-mobility facilities and infrastructure | TM 6.1-6.2 | ● | ● | | | ● | ● | ● | | | | ○ | | O |
| Construct Purple Line | TM 7.1 | | | | ○ | | | | | | | | | S |
| Provide Shelters | TM 7.2 | ● | | | ● | ● | ● | ● | | | | ○ | | O |
| Provide real time bus information | TM 7.3 | ● | | | ● | ● | ● | ● | | | | ○ | | O |
| Provide “floating bus stops” | TM 7.4 | ○ | | | | | | | | | | | | O |
| Coordinate implementation of transit improvement projects | TM 7.5 | ○ | | | | | | | | | | | | O |
| Evaluate opportunities to connect Sector Plan to the County | TM 7.6 | ○ | | | | | | | | | | | | O |
| Encourage transit agencies to evaluate the feasibility of rerouting transit through plan area | TM 7.7 | ○ | | | | | | | | | | | | S |
| Evaluate and provide traffic-calming measures | TM 8.1-8.3 | ● | | ● | | | ● | ● | | | | ○ | | O |
| Increase education about transportation safety | TM 8.4 | ● | | ● | ● | | ● | | | | | ○ | | O |
| Evaluate residential parking districts | TM 9.1 | | | | | ● | | | | | | | RAPGC ○ | O |
| Advance parking management practices | TM 9.2 | ○ | ● | | | | ● | ● | | | | | | O |

O=Ongoing
 S=Short term (<5 years)
 M=Mid term (5-<10 years)
 L=Long term (>10 years)

| Action | Strategy | ○ Lead Entity and ● Partner Entities | | | | | | | | | | | Time | |
|--|-----------------------------|--------------------------------------|---------|-----|-----|----------------|----------|---------------|-----|--------|------|-----|----------------------------|-------|
| | | DPW&T | M-NCPPC | SHA | MTA | Municipalities | UMD/UMGC | Owners/Devel- | DoE | PGCEDC | DHCD | TBD | | Other |
| Permit changes to parking standards | TM 9.3-9.5 | | ○ | | | | | ● | | | | | | O |
| Set locations for car share/ride hailing/loading spaces | TM 9.6 | ● | | ● | | ● | ● | ● | | | | ○ | | S |
| NATURAL ENVIRONMENT | | | | | | | | | | | | | | |
| Use site design, open space set asides to preserve natural resources | NE 1.2 | | | | | | | ○ | | | | | | O |
| Limit use of ESD | NE 2.1 | ● | ● | | | | | ○ | | | | | | O |
| Construct underground stormwater management facilities | NE 2.2 | ● | | | | | | ● | | | | ○ | | S |
| Retrofit using stormwater management BMPs | NE 2.3 | ● | | | | | ● | ● | | | | | | S |
| Maximize use of pervious surfaces | NE 3.1 | ● | ● | ● | ● | ● | ● | ● | | | | | | O |
| Install street trees and preserve existing trees | NE 4.2-4.4 | ● | | ● | | | ● | ● | | | | | | O |
| Develop invasive species management plan | NE 4.4 | | ○ | | | | | | ● | | | | | S |
| Preserve open space and conservation areas | NE 4.5-4.8 | | ○ | | | | | | | | | | | O |
| HOUSING AND NEIGHBORHOODS | | | | | | | | | | | | | | |
| Construct mix of housing for various populations | HN 1.1-1.2 | | | | | | | ○ | | | | | | S |
| Attract, encourage senior housing | HN 1.3-1.5 | | | | | | | ○ | | | | | | M |
| COMMUNITY HERITAGE, CULTURE, AND DESIGN | | | | | | | | | | | | | | |
| Add design features to create gateway | HD 1.1-1.3 | ● | ● | ○ | ● | | | ○ | | | | | | M |
| Create a brand and sense of place | HD 1.4 | ● | | ● | | ● | ● | ● | | ● | | ○ | | M |
| Allow outdoor dining | HD 1.5 | | | | | | | ● | | | | | County Council ○ DPIE ● | S |
| Build tallest buildings closest to Purple Line | HD 2.1, 2.4 | | | | | | | ○ | | | | | | S |
| Add landscape buffers | HD 2.2 | | | | | | | ○ | | | | | | O |
| Discourage gathering spaces near single-family homes | HD 2.3 | | ○ | | | | | ○ | | | | | | M |

| Action | Strategy | ○ Lead Entity and ● Partner Entities | | | | | | | | | | | Time | |
|---|----------------------------|--------------------------------------|---------|-----|-----|----------------|----------|---------------|-----|--------|------|-----|------------------|-------|
| | | DPW&T | M-NCPPC | SHA | MTA | Municipalities | UMD/UMGC | Owners/Devel- | DoE | PGCEDC | DHCD | TBD | | Other |
| Design streets and buildings to create vistas | HD 3.1 | | | | | | | ○ | | | | | | M |
| Use street-level, pedestrian-scale elements | HD 3.2-3.5 | | | | | | | ○ | | | | | | O |
| Cluster buildings | HD 3.6 | | | | | | | ○ | | | | | | O |
| Install public art and wayfinding | HD 4.1-4.2 | ● | ● | ● | ● | ● | ● | ● | | | | ○ | | M |
| Use CPTED | HD 5.1 | ● | ● | ● | ● | | ● | ● | | | | | | M |
| Incentivize green buildings | HD 5.2 | | | | | | | | ○ | | | | County Council ○ | O |
| HEALTHY COMMUNITIES | | | | | | | | | | | | | | |
| Attract healthy lifestyle businesses | HC 1.2-1.3 | | | | | | | ○ | | ● | | | | O |
| Provide public fitness equipment | HC 1.4 | | ○ | | | | ○ | ○ | | | | | | S |
| Add community gardens, agriculture | HC 1.5 | | ● | | | | | ○ | ● | | | | | M |
| Create urban open spaces | HC 1.6 | | ● | | | | | ○ | | | | | | M |
| Add signage to healthy food, wellness options | HC 2.1 | ● | ● | ● | ● | ● | ● | ● | | | | ○ | DOH● | O |
| PUBLIC FACILITIES | | | | | | | | | | | | | | |
| Ensure adequate school facilities | PF 1.1 | | | | | | | | | | | | PGCPS○ | O |
| Construct new parks and acquire conservation areas | PF 2.1 | | ○ | | | | | ○ | | | | | | |
| Create public plaza, add amenities to new public spaces | PF 2.2 | ● | ● | ● | ● | | ● | ● | | | | ○ | | O |
| Ensure parks meet Formula 2040 guidelines | PF 2.4 | ● | ○ | | | | | ○ | | | | | | O |
| Secure public use easements | PF 2.5 | | ○ | | | | | ○ | | | | | | O |
| Finalize amenities through community engagement | PF 2.6 | | ○ | | | | | | | | | | | O |
| Connect all parks to trails | PF 3.1 | ● | ○ | | | | ● | ● | | | | | | O |

○=Ongoing
 S=Short term (<5 years)
 M=Mid term (5-<10 years)
 L=Long term (>10 years)

Section XII

Monitoring and Evaluation

Evaluating the Adelphi Road-UMGC-UMD Purple Line Station Area

The Plan 2035 Five-Year Evaluation analyzes the County's progress toward the Plan 2035 vision and goals in five-year intervals. The evaluation provided insight into the implementation of the general plan's longer-range policies and strategies and gauged their alignment with local, regional, and national demographic, socioeconomic, and environmental trends. As well, the evaluation identified completed strategies, programs, and projects. Findings from the evaluation help inform possible minor plan amendments and modifications. The primary methodology to evaluate the success of the plan was the monitoring of specific indicators at one- and five-year intervals such as an increase of higher educational attainment or a decrease in poverty rates. The list of Plan 2035 indicators can be found in Plan 2035, Table 26: Indicators of Success on page 268.

To evaluate the success of this sector plan, the project team identified the following indicators that can demonstrate progress toward achievement of the plan's vision:

Table 17. Adelphi Road-UMGC-UMD Purple Line Station Area Indicators of Success

| Indicator | Target | Why is this important in ARSP? | Data Source(s) | Interval (Years) | Element | Relevant Policies |
|--|--|---|------------------------|------------------|-----------------------------|--|
| Number of vacant, for-lease, non-residential units | 2037: 1 2047: 3 | A low number of vacancies in for-lease non-residential spaces or units can demonstrate positive business climate, higher foot traffic for activated public realm, and the presence of the neighborhood serving retail, offices, and services that residents demand. | CoStar, Field analysis | 5 | Land Use | LU 1 |
| | | | | | Economic Prosperity | EP 1 EP 2 |
| Number of New Dwelling Units Constructed | 2047: 2,321 | Plan Area is positioned by its proximity to campus to have some of the largest shares of pedestrian and bicycle commuting in the County. The more dwelling units in this area, the more people can walk and bike to campus. | CoStar | 1 | Land Use | LU 1 |
| | | | | | Housing and Neighborhoods | HN 1 |
| Travel mode split | 2047: 75% of trips taken by non-auto means (walking, bicycling, transit, etc.) | A successful transit center would require higher proportions of trips that are generated to and from the sector plan area by walking, bicycling, and transit versus single-occupancy vehicle trips. | TBD | 5 | Transportation and Mobility | TM 1 TM 3 TM 4 TM 5 TM 6 TM 7 TM 8 TM 9 |
| | | | | | Healthy Communities | HC 1 HC 2 |

| Indicator | Target | Why is this important in ARSP? | Data Source(s) | Interval (Years) | Element | Relevant Policies |
|--|-------------------------------|---|--|------------------|---|--|
| Miles of bicycle and pedestrian facilities constructed | 2047: 3.84 miles | The success of this transit center depends upon availability of safe pedestrian and bicyclist access and connections to transit, homes, businesses, and destinations within and adjacent to the sector plan area. This requires availability of safe and connected pedestrian and bicycle facilities. | Prince George's County MDP Annual Report | 1 | Transportation and Mobility | TM 1 TM 3 TM 4 TM 5 |
| | | | | | Natural Environment | NE 5 |
| | | | | | Community Heritage, Culture, and Design | HD 1 HD 3 |
| | | | | | Healthy Communities | HC 1 HC 2 |
| | | | | | Public Facilities | PF 3 |
| Amount of Tree Canopy Preserved | 2047: 15 percent of plan area | Benefits of urban tree canopy within this sector plan area include reducing the "urban heat island effect, improving water quality, reducing air pollution, enhancing property values, providing wildlife habitat, facilitating social and educational opportunities, reducing summer temperatures, and helping a community attract businesses and residents." ⁸ | M-NCPPC GIS data (multiple layers) | 5 | Land Use | LU 2 |
| | | | | | Natural Environment | NE 1 NE 3 NE 4 NE 5 |
| | | | | | Healthy Communities | HC 1 |
| | | | | | Public Facilities | PF 2 |
| Number of LEED® certified buildings and/or neighborhood developments | 2047: 3 | Green building design and neighborhood development practices help in reduction in GHG emissions, urban heat island effect, and minimizing the impact of development on the environment through sustainable development. "The Leadership in Energy and Environmental Design (LEED) Green Building Rating System™ is one of the tools that encourages and accelerates the adoption of sustainable green building and development practices through the creation and implementation of universally understood and accepted tools and performance criteria." ⁹ | CoStar | 5 | Natural Environment | NE 2 NE 3 NE 5 |
| | | | | | Community Heritage, Culture, and Design | HD 5 |

⁸ Source: Prince George's Plan 2035, 2019 Five-Year Evaluation, accessed online on 9/24/2021, <https://www.mncppcapps.org/planning/publications/PDFs/383/Plan%202035.pdf>.

⁹ Source: Prince George's Plan 2035, 2019 Five-Year Evaluation, accessed online on 9/24/2021, <https://www.mncppcapps.org/planning/publications/PDFs/383/Plan%202035.pdf>.

| Indicator | Target | Why is this important in ARSP? | Data Source(s) | Interval (Years) | Element | Relevant Policies |
|---------------------------------|--|---|------------------------------------|------------------|---------------------|--|
| Number of new parks constructed | 2047: All the parks in Table 15. Table 15. <i>Recommended Parks and Public Open Spaces</i> are constructed | Access to a variety of open spaces is critical for physical, mental and emotional wellbeing. For creating vibrant and healthy communities within the sector plan area access to acres of parks and open spaces could present the much-needed opportunities for active lifestyle, gathering and events, and connections with nature. | Department of Parks and Recreation | 5 | Land Use | LU 2 |
| | | | | | Natural Environment | NE 1 NE 4 |
| | | | | | Healthy Communities | HC 1 |
| | | | | | Public Facilities | PF 2 |

Appendices

Appendix A:

Maps, Tables, Charts and Resources

Priority Funding Areas

“The 1997 Priority Funding Areas Act directs State funding for growth-related infrastructure to places known as Priority Funding Areas (PFAs), providing a geographic focus for state investment in growth. Growth-related projects include most State programs that encourage development, such as highways, sewer and water construction, economic development assistance, and state leases or construction of new office facilities.

Being located in a priority funding area makes a project eligible for many important incentives. These include all [Maryland Economic Development Assistance Authority Fund \(MEDAAF\)](#) programs as well as the Community Investment Tax Credit.”

SOURCE: Prince George’s County Government, accessed online on 8/17/2021, <https://www.princegeorgescountymd.gov/867/Priority-Funding-Areas>

Revitalization Tax Credits:

“In response to COVID-19 and the correlating economic downturn, the County in 2020 held several discussions with leaders in the public and private sectors regarding economic recovery. These conversations inspired legislation to incentivize TOD to bring private investment back into the County and support the local economy. If passed, the legislation, titled “The Act Concerning Revitalization Tax Credits for Major Transit Oriented Development Projects, also known as the Smart Economic Growth Act of 2020,” would (1) create a five-year, 100% real property tax credit and 80% permit fee discount incentive for high-quality TOD; (2) encourage the growth of federal-leased office space and Fortune 1000 company headquarters and regional offices; and (3) require significant supplier diversity, local equity, county resident hiring and workforce housing benefits. The act would establish revitalization tax zones, and businesses in the zone could qualify for credit.”

SOURCE: Greater Washington Partnership, December 2020, Unlocking The Potential For Inclusive Transit-Oriented Development In Prince George’s County, accessed online on 8/17/2021 https://greaterwashingtonpartnership.com/wp-content/uploads/2021/01/GWP-Prince-George-Report_11547-211US_2-spreads.pdf

TOD Designation and the Sustainable Community Program:

“TOD designation provides several potential tools as a result from the benefit of state partnership such as the prioritization for several state discretionary incentive programs and expanded scope for local use of TIFs. The TOD Designation program administered by MDOT also allows for an automatic inclusion in the state’s Sustainable Community Program administered by the Department of Housing and Community Development. The Sustainable Community Program establishes a shared geographic designation to promote efficient use of scarce state resources targeting historic preservation, housing and economic development to support local sustainability and revitalization strategies.

Incentives associated with the program include grants, below-market financing and enhanced tax credits. State TOD designation within the state of Maryland additionally confers several other benefits, including technical assistance such as feasibility and planning, prioritization in certain funding decisions, incorporation of state facilities and assistance with addressing transportation and access issues.”

SOURCE: Greater Washington Partnership, December 2020, Unlocking The Potential For Inclusive Transit-Oriented Development In Prince George’s County, accessed online on 8/17/2021 https://greaterwashingtonpartnership.com/wp-content/uploads/2021/01/GWP-Prince-George-Report_11547-211US_2-spreads.pdf

Opportunity Zone

“This program is designed to incentivize taxpayers to reinvest their unrealized capital gains into Qualified Opportunity Funds (QOFs) that deploy those funds into low-income or underserved urban and rural communities. Twice a year, the QOF must pass a 90% asset test, which requires that qualified capital investments be deployed within six months into either Qualified Opportunity Zone properties directly or into a Qualified Opportunity Zone business (QOZB) located within an underserved community. A working-capital safe harbor allows businesses to hold cash for acquisition, construction and/or rehabilitation of tangible property during an initial 31-month period that may be extended up to 62 months. At least 70% of all of the tangible property owned or leased by the QOZB must be QOZB property. When the deferral period expires, if the QOF investment was held for at least five years, the gain included in gross income is reduced by 10%. If the taxpayer holds the QOF investment for at least 10 years, the taxpayer may be permanently exempt from paying tax on gain realized from the appreciation of the QOF investment (or in some cases the appreciation of the QOF’s individual assets).”

SOURCE: Greater Washington Partnership, December 2020, Unlocking The Potential For Inclusive Transit-Oriented Development In Prince George’s County, accessed online on 8/17/2021 https://greaterwashingtonpartnership.com/wp-content/uploads/2021/01/GWP-Prince-George-Report_11547-211US_2-spreads.pdf

Transportation Infrastructure Finance and Innovation Act (TIFIA) (federal):

“This federal program provides credit assistance in the form of direct loans, loan guarantees and standby lines of credit to transportation projects with regional or national significance.¹⁶³ The FAST Act expanded TIFIA eligibility to include projects to improve or construct public infrastructure that are located within walking distance of and accessible to a transit facility, passenger rail station, intercity bus station or intermodal facility and related infrastructure, and that have been designated as TOD. The minimum anticipated project cost for TOD projects is \$10 million. There is a list of specific elements that would generally be included in a TOD project once the DOT has determined a project is eligible for the program.

Subject to review, eligible elements could include: property acquisition; demolition of existing structures; site preparation; utilities; building foundations; walkways; pedestrian and bicycle access to a public transportation facility; construction, renovation and improvement of intercity bus and intercity rail stations and terminals; renovation and improvement of historic transportation facilities; open space; safety and security equipment and facilities; facilities that incorporate community services such as day care or health care; a capital project for equipment, an intermodal transfer facility or a transportation mall; and construction of space for commercial uses. The DOT may also fund “related infrastructure;” however, the DOT will prioritize the use of TIFIA funds for TOD projects that are significantly integrated into the related transportation facility.”

SOURCE: Greater Washington Partnership, December 2020, Unlocking The Potential For Inclusive Transit-Oriented Development In Prince George’s County, accessed online on 8/17/2021 https://greaterwashingtonpartnership.com/wp-content/uploads/2021/01/GWP-Prince-George-Report_11547-211US_2-spreads.pdf

Better Utilizing Investments to Leverage Development (BUILD) Grants (federal):

“The program provides an opportunity for the U.S. Department of Transportation to invest in road, rail, transit and port projects with a national or regional objective. Passenger and freight rail transportation projects are among the many potential uses of this funding. In September 2020, Senators Warner and Kaine of Virginia announced funding through the BUILD program that will subsidize new gridded, elevated roadways that will mitigate flooding. The funding would also help create infrastructure that will feature pedestrian-friendly streets and corridors, enhance access to transit and improve connections to broadband. For projects located in urban areas, the minimum award is \$5 million. The minimum total cost for a project located in an urban area must be \$6.25 million to meet matching requirements. The maximum award is \$25 million. Not more than \$100 million can be awarded to a single state.”

SOURCE: Greater Washington Partnership, December 2020, Unlocking The Potential For Inclusive Transit-Oriented Development In Prince George’s County, accessed online on 8/17/2021 https://greaterwashingtonpartnership.com/wp-content/uploads/2021/01/GWP-Prince-George-Report_11547-211US_2-spreads.pdf

Surface Transportation Block Grant Program (federal):

“Grant program administered by the federal government that makes funding available for transportation improvement projects used by states and localities for projects to improve the conditions on any federal-aid highway and certain local roads. STBG funds are reimbursable federal aid funds, subject to the requirements of Title 23, United States Code.”

SOURCE: Greater Washington Partnership, December 2020, Unlocking The Potential For Inclusive Transit-Oriented Development In Prince George’s County, accessed online on 8/17/2021 https://greaterwashingtonpartnership.com/wp-content/uploads/2021/01/GWP-Prince-George-Report_11547-211US_2-spreads.pdf

TIF (local):

“TIF is a funding mechanism most often facilitated by the issuance of bonds to pay for up-front public infrastructure improvements within a TIF district needed to spur new development and benefit the surrounding community. The incremental real property tax revenues enabled by the improved infrastructure are pledged to service the funding debt. Once the debt has been fully repaid from the incremental real property tax revenues, the County benefits from the revenue stream created from the increased assessed value of the property in and around the TIF district.”

SOURCE: Greater Washington Partnership, December 2020, Unlocking The Potential For Inclusive Transit-Oriented Development In Prince George’s County, accessed online on 8/17/2021 https://greaterwashingtonpartnership.com/wp-content/uploads/2021/01/GWP-Prince-George-Report_11547-211US_2-spreads.pdf

Sustainable Energy – Clean Energy Program Incentives

Energy Efficiency (Natural Gas Incentives Available), Solar PV, & Solar Water Heater Grants

“The Clean Energy Program builds on Maryland and Prince George’s County’s energy-efficiency and carbon reduction goals and will help in making our County more energy resilient, using a holistic approach to break energy injustice and barriers. We offer residents within the Pepco service territory of these nine neighborhoods, classified as Energy Resiliency Communities (ERCs), the ability to apply for grants to perform energy-efficiency retrofits and subsequently, install solar photovoltaic (PV) and/or water heater systems.”

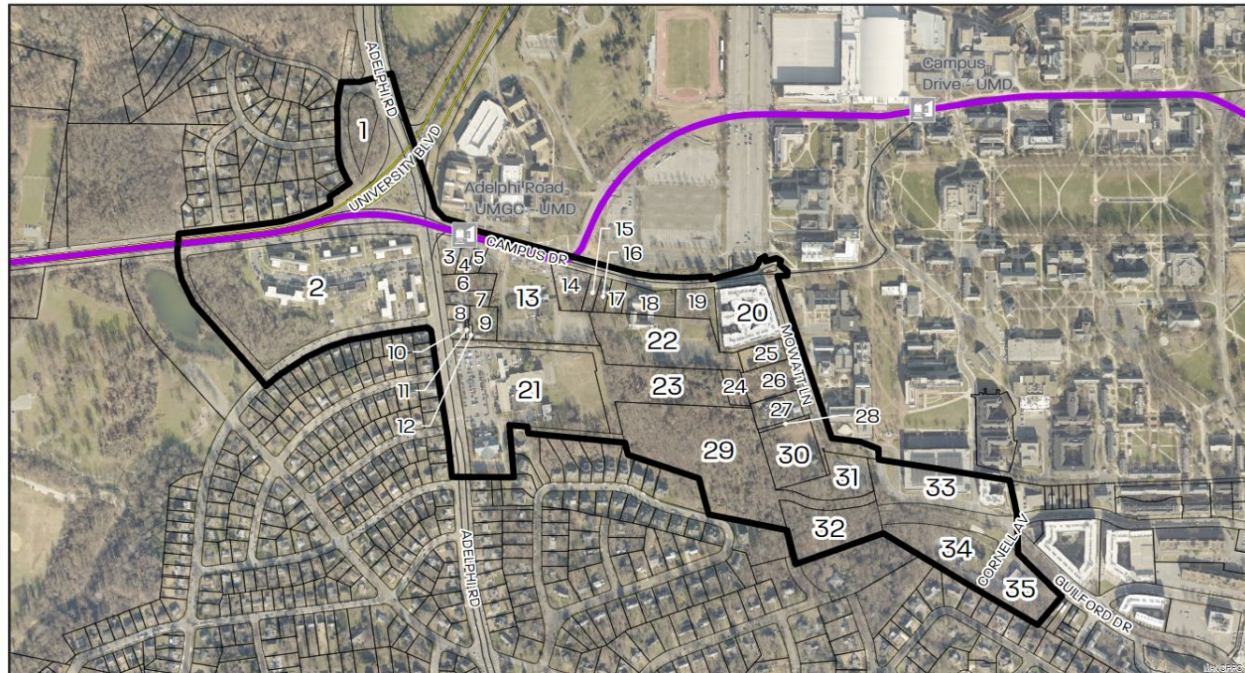
“**Presidential Policy Directive (PPD) 21** defines resiliency as “the ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.” From an energy perspective, resiliency is the ability to prepare for and adapt to utility disruptions and recover quickly from these disruptions. It involves the deployment of distributed energy resources such as energy efficiency, renewable energy such as solar PV and thermal, battery storage, and microgrids.”

Energy Star Certification & Green Leasing Grant (Natural Gas Incentives Available)

“Sustainable Energy provide grants to existing office and multifamily building owners that are *Pepco and/or Washington Gas customers* to perform energy and water efficiency retrofits, and also to obtain the US Environmental Protection Agency (EPA)’s Energy Star certification. Additionally, the building owners are to adopt various best practices in Green Leasing to motivate landlords and tenants to engage in energy efficient practices.”

SOURCE: Prince George’s County Government, accessed online on 09/14/2021 <https://www.princegeorgescountymd.gov/936/Sustainable-Energy-Program>

Map 30. Parcel Ownership



| PARCEL # | TAX ID | OWNER | OWNERSHIP |
|--------------|------------------------------------|---|------------------|
| 1, 14, 33 | 2411122, 2411528, 2411171 | University of Maryland | State |
| 2 | 1965334 | State of Maryland (Leased) | State |
| 3, 6, 29, 32 | 2400109, 2314870, 4018024, 4018016 | State of Maryland | State |
| 4, 5 | 2411379, 2411387 | University of Md Bd of Regents | State |
| 7, 9, 10, 12 | 2342988, 2384410, 2384386, 2384394 | Bruce Patricia A Childrens Trust | Private |
| 8 | 2402303 | Krell Ping P | Private |
| 11 | 2297349 | Bruce Patricia A Rev Trust | Private |
| 13 | 2411049, 5636031, 3345402, 2382919 | University Baptist Church; State Highway Administration; Prince George's County | Nonprofit/Public |
| 15, 16 | 5533451, 2411056 | University Baptist Church | Private |
| 17, 18, 22 | 2411627, 2411593, 2411577 | University Methodist Church | Nonprofit |
| 19 | 4000956 | University United Methodist Church | Nonprofit |
| 20 | 5516582 | THC UDR Domain College Park LLC | Private |
| 21 | 2379394 | Roman Catholic Arch of Wash | Nonprofit |
| 23 | 2424737 | GD Mowatt Townhomes, LLC | Private |
| 24, 26, 30 | 2340404, 2287043, 2287050 | AXT Ridgely W JR & Mary L. | Private |
| 25 | 2382372 | Potomac Electric Power Co | Utility |
| 27 | 2292571 | Bnai Brith Hillel Bldg Corp Un of Md | Nonprofit |
| 28 | 9999999 | Unknown | Unknown |
| 31 | 4007274 | Corp. Pres. Bishop of CH JC LD ST | Nonprofit |
| 34 | 2379410 | Oboyle Patrick, A. | Nonprofit |
| 35 | 2347151 | Hope Evan Luth CH of College Park | Nonprofit |

SOURCE: Maryland State Department of Assessment and Taxation (SDAT); Prince George's County Planning Department, GIS Open Data Portal, 2021, <https://gisdata.pgplanning.org/opendata/>. Note: Full data citation available in [Appendix F: Map Citations](#).

Table 18. Recommended Consolidation of Parcels

| CONSOLIDATION GROUP | PROPERTY | TAX ID |
|---------------------|-------------------|------------------------------------|
| 1 | Adelphi Road | 2400109 |
| | University Ln | 2411379 |
| | University Ln | 2411387 |
| | Campus Drive | 2382919, 5636031, 3345402, 2411049 |
| | 7715 Adelphi Road | 2314870 |
| | 7713 Adelphi Road | 2342988 |
| | 7703 Adelphi Road | 2402303 |
| | 7601 Adelphi Road | 2384386 |
| | 7601 Adelphi Road | 2297349 |
| | Adelphi Road | 2384394 |
| | 7607 Adelphi Road | 2384410 |
| 2 | 3617 Campus Drive | 2411056, 5533451 |
| | Campus Drive | 2411627 |
| | 3621 Campus Drive | 2411593 |
| | 3701 Campus Drive | 4000956 |
| | 3621 Campus Drive | 2411577 |
| 3 | 7706 Mowatt Lane | 2382372 |
| | 7618 Mowatt Lane | 2287043 |
| | 7620 Mowatt Lane | 2340404 |
| 4 | 7612 Mowatt Lane | 2292571 |
| | 7500 Mowatt Lane | 4018024 |
| | 3623 Campus Drive | 2424737 |

Appendix B: Technical Reports

| Report | Link |
|--|---|
| 2013 Purple Line TOD Study (UMD West Excerpt) | |
| Existing Conditions Highlights | |
| Market Analysis | https://bit.ly/ARSPMarketReport |
| Scenario Planning Summary <ul style="list-style-type: none">• Scenario Planning Methodology Report• Scenario Evaluation Criteria Report• Finalized Scenario Option – Summary | |
| Cool Spring, Adelphi Road, Pedestrian and Bicycle Access Improvement Project | |
| 2011 Purple Line Corridor Access Study (CAST) | https://www.pg parks.com/1187/Purple-Line-Corridor-Access-Study-CAST |

Appendix C:

Community Engagement Summary

Public participation is an essential element in the preparation of successful comprehensive sector plan. The public and key stakeholders, such as elected and appointed officials, property owners, business owners, community leaders, students, and workers provide on-the-ground eyes and ears that can identify key issues of importance, critical feedback on the feasibility or desirability of plan recommendations, and support for plan approval and implementation.

Section 27-643 of the Zoning Ordinance requires submittal of a public participation program for District Council review and approval. The approved public participation plan for the Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan included the use of traditional and electronic media to quickly gather and disseminate information, interviews with key stakeholders and partner agencies, a field office presence, surveys, and briefings to decision-makers. However, in response to the impacts of COVID-19, the project team quickly modified the public participation program to an all-virtual planning process.

The planning and public outreach process for the Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan was designed to obtain and respond to detailed comments from as many area stakeholders as possible. Target groups included the City of College Park, the University of Maryland, community leaders, residents, property owners, land developers, elected officials, and public agencies. The team used several techniques to ensure adequate feedback.

Virtual Listening Sessions

Between December 1, 2020, and February 11, 2021, the project team invited key stakeholders to participate in one-on-one or small-group Stakeholder Virtual Listening Sessions. Key stakeholders included major property owners, homeowners' association representatives, municipalities, elected officials, agencies, developers, university officials, and advocacy groups. The goal of these sessions was to introduce the project and gather initial feedback on the existing issues and future needs of the sector plan area. Staff successfully conducted 16 virtual listening sessions using Microsoft Teams. Nine of these sessions were held in conjunction with the West Hyattsville-Queens Chapel Sector Plan team (due to the proximity of the two plans). A list of questions to be asked of stakeholders and slides presenting an overview of the project were shared with stakeholders in advance.

Virtual Kickoff Meeting

Adelphi Road
UMGC/UMD Purple Line Station Area

Sector Plan & Sectional Map Amendment

Plan Sectorial del Área de la Estación de la Línea Púrpura y la Calle Adelphi-UMGC/UMD y Enmienda al Mapa Seccional

Virtual Kickoff Meeting
Wednesday, December 9, 2020
7:00–8:30 p.m.

Reunión Virtual de Lanzamiento
Miércoles, 9 de diciembre de 2020
7:00–8:30 p.m.

NOTE: This virtual kickoff meeting will be verbally presented in English with Spanish captions. Presentation materials will be made available on our project webpage in both English and Spanish.

NOTE: Esta reunión virtual de lanzamiento será presentada verbalmente en inglés con subtítulos en español. Los materiales de la presentación estarán disponibles en la página de internet de nuestro proyecto tanto en inglés como en español.

Learn more about the project as staff provides an overview and answers questions from community members.
Conozca más sobre el proyecto mientras el personal brinda una descripción general y responde las preguntas de los miembros de la comunidad.

On Wednesday, December 8, 2020, the project team conducted a Virtual Kickoff Meeting, to introduce the sector plan, its rationale, and the plan process and schedule to the community, as well as to solicit community feedback and answer initial questions. 650 postcards, which included a Quick Response (QR) code to the event registration link, were mailed to the community in advance of the meeting. About 140 community members participated in this event.

Online Community Survey

The Online Community Survey was open to the public, hosted on the project webpage, and marketed through social media platforms, County newsletters, and email blasts for 30 days. The survey closed to responses on January 9, 2021. There were 138 unique survey respondents. However, not all respondents answered all the survey questions. Responses were tabulated using the survey software program. Responses to open-ended questions were sorted by the project team.

Online Interactive Community Input Map

Staff developed an Interactive Community Input map using ESRI's ArcGIS Online (AGOL) platform. Staff opened the map for community input between December 9, 2020, and January 8, 2021. The community was asked what they liked most about the area, what could be improved, and what types of amenities they would like to see in the next two decades. Participants added pins with comments on locations



within the Sector Plan area and the adjacent areas. Staff downloaded the comments and summarized them both quantitatively and qualitatively to identify issues and community needs. Comments were classified under the major themes of Plan 2035 Elements and then further sub-classified under specific issues. These themes were used to create visualization maps for the major themes.

Virtual Community Visioning Workshop



The project team led the community through a Virtual Community Visioning Workshop on Thursday, April 15, 2021, to help define the vision for the future of the Sector Plan area. Project team staff and consultant partners facilitated conversation using multiple discussion rooms and the use of MURAL, a digital visual collaboration tool. 650 postcards, which included a Quick Response (QR) code to the event registration link, were mailed to the community in advance of the meeting. About 50 community members participated in this event.

Virtual Briefings to Boards/Committees

Staff met virtually with the Town of University Park Development Review Committee on May 13, 2021, transmitting information on the plan and fielding the committee's questions.

Virtual Community Scenario Planning Workshop



The project team prepared multiple development scenarios based on analysis of the real estate market in the Sector Plan area. At the Virtual Community Scenario Planning Workshop on Thursday, June 3, 2021, the project team presented these scenarios to the community and solicited comments and feedback from over 50 community members who attended the workshop. 1,193 postcards, which included a Quick Response (QR) code to the event registration link, were mailed to the community in advance of the meeting.

Online Public Comments on Plan Documents

Staff sought and received public comment on the Vision and Goals Working Draft, which was a byproduct of the Community Visioning Workshop. Staff also sought and received comments on the multiple plan concepts presented to the public as part of the Scenario Planning Workshop. Both documents were posted on the team's Konveio page, each for one week. Public comments were read and discussed by the project team. Consideration of these public comments were included in the Sector Plan recommendations, whenever possible.



Virtual Office Hours



Staff met one-on-one with stakeholders to answer specific questions about the plan and receive input. Stakeholders included residents, property owners, advocacy groups, and other key stakeholders.

Appendix D: Plan 2035 and Functional Master Plan Amendments

Table 19. Amendments to Plan Prince George's 2035 (Plan 2035)

| Strategy # | Strategy | Amendment | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|---|--|--------|-------------------|---------|--------------|---------|-----------------|---------|-----------------|---------|--------------|---------|-------------------|---------|-------------------|---------|-------------------|---------|-------------------|---------|-------------------|---------|--------------|---------|-------------------|---------|--------------|---------|-------------------|---------|--------------|---------|-------------------|---------|-------------------|---------|-------------------|---------|------------------|---------|-------------------|---------|------------------|---------|------------------|---------|------------------|---------|--|------------------------------|------------------|---------|------------------|---------|-----------|---------|--|
| LU 1.1 | Define the boundaries of the UMD West Campus Center as the entire Sector Plan area, with the exclusion of the properties identified in Strategy LU 2.1. See Map 10. | Amend the Plan 2035 Center designation by defining its boundary. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LU 1.2 | <div>Designate the following parcels as the Core of the UMD West Campus Center to facilitate highest intensities of mixed-use, pedestrian-oriented, and transit- and university-supportive development closest to the Purple Line station, UMD, and US 1 (Baltimore Avenue). Classify these parcels in the Local Transit-Oriented - Core (LTO-c) Zone to implement the recommendations of this Sector Plan. See Map 10.</div> <table><tr><th>PROPERTY</th><th>TAX ID</th></tr><tr><td>3424 Tulane Drive</td><td>1965334</td></tr><tr><td>Adelphi Road</td><td>2400109</td></tr><tr><td>University Lane</td><td>2411379</td></tr><tr><td>University Lane</td><td>2411387</td></tr><tr><td>Campus Drive</td><td>2382919</td></tr><tr><td>7715 Adelphi Road</td><td>2314870</td></tr><tr><td>7713 Adelphi Road</td><td>2342988</td></tr><tr><td>7703 Adelphi Road</td><td>2402303</td></tr><tr><td>7601 Adelphi Road</td><td>2384386</td></tr><tr><td>7601 Adelphi Road</td><td>2297349</td></tr><tr><td>Adelphi Road</td><td>2384394</td></tr><tr><td>7607 Adelphi Road</td><td>2384410</td></tr><tr><td>Campus Drive</td><td>2411528</td></tr><tr><td>3617 Campus Drive</td><td>2411056</td></tr><tr><td>Campus Drive</td><td>2411627</td></tr><tr><td>3621 Campus Drive</td><td>2411593</td></tr><tr><td>3701 Campus Drive</td><td>4000956</td></tr><tr><td>3621 Campus Drive</td><td>2411577</td></tr><tr><td>7620 Mowatt Lane</td><td>2340404</td></tr><tr><td>3711 Campus Drive</td><td>5516582</td></tr><tr><td>7706 Mowatt Lane</td><td>2382372</td></tr><tr><td>7618 Mowatt Lane</td><td>2287043</td></tr><tr><td>7612 Mowatt Lane</td><td>2292571</td></tr><tr><td>Parcel located in Mowatt Lane between Tax ID's 2292571 and 2287050</td><td>9999999 (Account Unknown)</td></tr><tr><td>7604 Mowatt Lane</td><td>2287050</td></tr><tr><td>7601 Mowatt Lane</td><td>4007274</td></tr><tr><td>Knox Road</td><td>2411171</td></tr></table> | PROPERTY | TAX ID | 3424 Tulane Drive | 1965334 | Adelphi Road | 2400109 | University Lane | 2411379 | University Lane | 2411387 | Campus Drive | 2382919 | 7715 Adelphi Road | 2314870 | 7713 Adelphi Road | 2342988 | 7703 Adelphi Road | 2402303 | 7601 Adelphi Road | 2384386 | 7601 Adelphi Road | 2297349 | Adelphi Road | 2384394 | 7607 Adelphi Road | 2384410 | Campus Drive | 2411528 | 3617 Campus Drive | 2411056 | Campus Drive | 2411627 | 3621 Campus Drive | 2411593 | 3701 Campus Drive | 4000956 | 3621 Campus Drive | 2411577 | 7620 Mowatt Lane | 2340404 | 3711 Campus Drive | 5516582 | 7706 Mowatt Lane | 2382372 | 7618 Mowatt Lane | 2287043 | 7612 Mowatt Lane | 2292571 | Parcel located in Mowatt Lane between Tax ID's 2292571 and 2287050 | 9999999 (Account Unknown) | 7604 Mowatt Lane | 2287050 | 7601 Mowatt Lane | 4007274 | Knox Road | 2411171 | Amend the Plan 2035 Center designation by defining its Core. |
| PROPERTY | TAX ID | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3424 Tulane Drive | 1965334 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Adelphi Road | 2400109 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| University Lane | 2411379 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| University Lane | 2411387 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Campus Drive | 2382919 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7715 Adelphi Road | 2314870 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7713 Adelphi Road | 2342988 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7703 Adelphi Road | 2402303 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7601 Adelphi Road | 2384386 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7601 Adelphi Road | 2297349 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Adelphi Road | 2384394 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7607 Adelphi Road | 2384410 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Campus Drive | 2411528 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3617 Campus Drive | 2411056 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Campus Drive | 2411627 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3621 Campus Drive | 2411593 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3701 Campus Drive | 4000956 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3621 Campus Drive | 2411577 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7620 Mowatt Lane | 2340404 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3711 Campus Drive | 5516582 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7706 Mowatt Lane | 2382372 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7618 Mowatt Lane | 2287043 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7612 Mowatt Lane | 2292571 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Parcel located in Mowatt Lane between Tax ID's 2292571 and 2287050 | 9999999 (Account Unknown) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7604 Mowatt Lane | 2287050 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7601 Mowatt Lane | 4007274 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Knox Road | 2411171 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Strategy # | Strategy | Amendment | | | | | | | | | | | | |
|---------------------|---|-----------|--------|-------------------|---------|-------------------|---------|------------------|---------|---------------------|---------|---------------------|---------|--|
| LU 1.3 | <p>Designate the following parcels as the Edge of the UMD West Campus Center to facilitate less intense development between the Core and the existing low-density, single-family neighborhoods to the south that contains a mix of residential units with ground-floor amenities and community spaces focused on the needs of the residents. See Map 10.</p> <table><tr><th>Property</th><th>Tax ID</th></tr><tr><td>7501 Adelphi Road</td><td>2379394</td></tr><tr><td>3623 Campus Drive</td><td>2424737</td></tr><tr><td>7500 Mowatt Lane</td><td>4018024</td></tr><tr><td>4141 Guilford Drive</td><td>2379410</td></tr><tr><td>4201 Guilford Drive</td><td>2347151</td></tr></table> | Property | Tax ID | 7501 Adelphi Road | 2379394 | 3623 Campus Drive | 2424737 | 7500 Mowatt Lane | 4018024 | 4141 Guilford Drive | 2379410 | 4201 Guilford Drive | 2347151 | Amend the Plan 2035 Center designation by defining its Edge. |
| Property | Tax ID | | | | | | | | | | | | | |
| 7501 Adelphi Road | 2379394 | | | | | | | | | | | | | |
| 3623 Campus Drive | 2424737 | | | | | | | | | | | | | |
| 7500 Mowatt Lane | 4018024 | | | | | | | | | | | | | |
| 4141 Guilford Drive | 2379410 | | | | | | | | | | | | | |
| 4201 Guilford Drive | 2347151 | | | | | | | | | | | | | |

Table 20. Amendments to the 2009 Approved Countywide Master Plan of Transportation (MPOT)

| Strategy # | Amendment |
|------------|---|
| Multiple | All recommendations in Table 7. Recommended Master Plan of Transportation Complete and Green Streets amend the MPOT. |
| Multiple | All recommendations in Table 8. Recommended Master Plan of Transportation Shared-Use Paths and Trails amend the MPOT. |

Table 21. Amendments to Formula 2040: Functional Master Plan for Parks, Recreation and Open Space (2014)

| Strategy # | Amendment |
|------------|--|
| PF 2.1 | All recommendations in Table 15. Recommended Parks and Open Spaces amend Formula 2040. |

Table 22. Amendments to the 2017 Approved Resource Conservation Plan: A Countywide Functional Master Plan

| Strategy # | Strategy | Amendment |
|------------|---|--|
| NE 1.3a | <p>NE 1.3: Amend the Countywide Green Infrastructure Network, as delineated by the 2017 Approved Resource Conservation Plan: A Countywide Functional Master Plan (RCP), as follows:</p> <ul style="list-style-type: none"> a. Add the following parcels as Evaluation Areas: <ul style="list-style-type: none"> i. Conservation Area A (3841 Campus Drive; Tax ID 2411122) ii. Conservation Area B (western portion of 3424 Tulane Street; Tax ID 1965334) iii. 7715 Adelphi Road (Tax ID 2314870) iv. Parcel A on Mowatt Drive (Tax ID 2411528). | Add four parcels to the Evaluation Area of the Countywide Green Infrastructure Network. |
| NE 1.3b | <p>Amend the Countywide Green Infrastructure Network, as delineated by the 2017 <i>Approved Resource Conservation Plan: A Countywide Functional Master Plan</i> (RCP), as follows:</p> <ul style="list-style-type: none"> b. Remove The Domain at College Park, 3711 Campus Drive (Tax ID 5516582) from the Evaluation Area, as the property has been fully developed. | Remove one parcel that is fully developed from the Evaluation Area of the Countywide Green Infrastructure Network. |
| NE 1.3c | <p>Amend the Countywide Green Infrastructure Network, as delineated by the 2017 <i>Approved Resource Conservation Plan: A Countywide Functional Master Plan</i> (RCP), as follows:</p> <ul style="list-style-type: none"> c. Add the wetlands and their 25-foot buffer identified in NRI-152-06-03 to the Regulated Area. | Add portions of several parcels to the Regulated Area of the Countywide Green Infrastructure Network. |

See Map 23: *Proposed Amendments to the Countywide Green Infrastructure Network* for more information.

Appendix E: Functional Master Plan and Other Relevant Plans and Studies

Functional Master Plans

In addition to area master or sector plans, The Adelphi Road-UMGC-UMD Purple Line Station Area is subject to Prince George's County's nine functional master plans.

Table 23. Functional Master Plans

| Functional Master Plan | Description | Key Recommendations Relevant to this Sector Plan Area |
|---|---|--|
| 1983 <i>Adopted and Approved Functional Master Plan Public School Sites in Prince George's County</i> | This plan re-evaluated the need for more than 200 undeveloped school sites in the County's area and subregional master plans and removed more than 140 privately owned sites, and 47 undeveloped sites owned by the Board of Education from the master plans. | N/A |
| 2001 <i>Anacostia Trails Heritage Area Management Plan: Functional Master Plan for Heritage Tourism</i> | The plan describes Anacostia Trails Heritage Area (ATHA) and tourism resources; provides strategies for heritage tourism, interpretation, stewardship, and linkages; and discusses implementation. | <ul style="list-style-type: none"> Construct new trails that are environmentally sensitive. |
| 2008 <i>Public Safety Facilities Master Plan</i> | This plan addresses facility needs for each public safety agency—Prince George's County Police Department, Prince George's County Fire and Emergency Medical Services Department, Department of Corrections, Office of the Sheriff, M-NCPPC Park Police Division, and the Office of Emergency Management. | <ul style="list-style-type: none"> Recommends the replacement of one Hyattsville Fire/EMS Station #801, 6200, Belcrest Road, Hyattsville https://www.princegeorgescountymd.gov/DocumentCenter/View/29041/Fire_EMS-Department Recommends the rehabilitation of seven Chillum Fire/EMS #834 7411 Riggs Road, Hyattsville https://www.princegeorgescountymd.gov/DocumentCenter/View/29041/Fire_EMS-Department |

| Functional Master Plan | Description | Key Recommendations Relevant to this Sector Plan Area |
|---|--|--|
| 2009 <i>Approved Countywide Master Plan of Transportation</i> | This plan's goals, policies, and strategies seek to ensure an efficient multimodal transportation infrastructure in the County that accommodates the needs of all user groups. | <ul style="list-style-type: none"> • Create new or expanded bicycle, pedestrian, and road improvements that traverse the plan area. • Ensure that countywide transportation system planning, and land use planning are integrated to achieve County growth and development goals. • Provide strategic planning guidance that reflects major transportation and transit system changes. • Capitalize on the economic development and revitalization potential of the Purple Line • Policies that encourage transit-supportive density and diversity will not matter unless the TOD project is well designed. • Provide incentives to attract and encourage TOD. • Integrate the County transit system with land uses to ensure that all countywide growth and development goals are achieved. • Capitalize on all opportunities for attracting quality transit-oriented development. • Provide standard sidewalks along both sides of all new road construction • Design all road frontage improvements and road capital improvement projects to provide needed connections for all transportation modes. Include continuous sidewalks and on-road bicycle facilities to the extent feasible and practical. |
| 2010 <i>Approved Historic Sites and Districts Plan for Prince George's County</i> | This plan identifies and guides preservation of historic sites and resources, sets implementation priorities, and proposes an implementation plan. | N/A |

| Functional Master Plan | Description | Key Recommendations Relevant to this Sector Plan Area |
|---|--|---|
| 2010 <i>Water Resources Functional Master Plan</i> | This plan identifies necessary policies and strategies to maintain adequate drinking water supply and wastewater treatment capacity to 2030 and to meet water quality regulatory requirements as the County continues to grow. | <ul style="list-style-type: none"> • Protect and enhance/restore areas within the green infrastructure network. • Protect and enhance water quality within each watershed. • Encourage environmental awareness through outreach and education. • Control flooding and reduce flood-related property damage. • Preserve, protect, and enhance surface and groundwater features and restore lost ecological functions. • Prepare and implement major watershed management plans to address the preservation and restoration of ecological functions within watersheds, with an emphasis on the restoration and maintenance of water quality, protection of the aquatic living resources, and the control of water quality with consideration of the development pattern of the General Plan. • Periodically employ a water quality model that evaluates existing water quality and use the results to determine where additional efforts are needed. • Evaluate the effectiveness of current ordinances and regulations regarding stream and wetland buffer widths. Consider revising the current regulations to provide varying buffer widths. • Augment current forest conservation and sediment and erosion control enforcement efforts. • Continue implementation of available federal and state programs to control flooding and losses due to flooding without impairing water quality. Seek additional funding sources to augment current efforts. |
| 2012 Approved Priority Preservation Area Functional Master Plan | This plan recommends an approach to sustaining farm and forest operations, prioritizes agricultural land preservation, and provides an implementation framework. | N/A |
| <i>Formula 2040: Functional Master Plan for Parks, Recreation and Open Space</i> (2013) | This plan establishes a framework that will ensure the Department of Parks and Recreation (DPR) can meet future parks and recreation, programmatic, and facility needs. | <ul style="list-style-type: none"> • Construct of a 60,000 – 80,000 square foot multigenerational center at Prince George's Plaza. • Build upon prior public meeting and other outreach engagement feedback |

| Functional Master Plan | Description | Key Recommendations Relevant to this Sector Plan Area |
|--|--|--|
| 2017 <i>Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan</i> | This plan combines related elements of green infrastructure planning, rural and agricultural conservation, forestry conservation, and rural character conservation into one functional plan. | <ul style="list-style-type: none"> • Use low-density zoning and the existing and proposed conservation methods to protect environmentally sensitive areas • Provide multiple functions for open and green spaces such as gathering, wayfinding, stormwater management, parks, open space, and tree canopy. |

Relevant Studies

This area master or sector plan is informed by several recent and ongoing studies conducted by the Planning Department and partner agencies since 2010.

Table 24. Relevant Studies

| RELEVANT STUDY | DESCRIPTION | KEY RECOMMENDATIONS RELEVANT TO THE ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA |
|--|---|---|
| 2013 Purple Line Transit-Oriented Development Study | The Maryland Transit Administration is managing the Purple Line project, with the close coordination of the Washington Metropolitan Area Transit Authority, Montgomery and Prince George's Counties, The Maryland-National Capital Park and Planning Commission, State Highway Administration, and local municipalities. The study focuses on the proposed station areas to help plan for future development that would be spurred by the new transit stations. | <ul style="list-style-type: none"> • Establish complete streets to provide safe and convenient accommodation for all potential events, including pedestrians, cyclists and motorists and transit riders alike. • Emphasize mixed-use within a 1/8 to 1/4 mile radius of the station stop to energize this core and serve transit riders. • Locate buildings close to the street to help activate the street as well as provide vertical definition of the street. • Regulate parking surface or structured behind buildings away from the public realm. • Define gateways for the study area that establish the place and welcome people to the plan area as currently the communities within the study area lack definition and identification. • Strengthen trail and pedestrian connections to the proposed Purple Line station area and current office development. • Provide open space near the station that will reinforce the placemaking within the study area and provide an area for formal and informal activities and community gathering. • An at-grade station that is accessible. • A station plaza located at the intersection of Adelphi and Campus Drive • A well-lit streetscape along trails and corridors. • A walkable environment. Including safe sidewalks buffered from traffic and shaded with trees and pedestrian amenities such as benches and lighting. |
| 2013 Economic Drivers and Catalysts: A Targeted Economic Development Strategy for Prince George's County, Maryland | This report presents the results of a year-long effort to create a targeted economic development strategy that will maximize the generation of new jobs in Prince George's County and diversify and grow the tax base that supports the County's government services and quality of life. | Working with the industry cluster of University of Maryland College Park and the University of Maryland Global Campus to enhance the vision of the area and retain employment. |

| RELEVANT STUDY | DESCRIPTION | KEY RECOMMENDATIONS RELEVANT TO THE ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA |
|---|--|---|
| <p>2019 <i>Prince George's County Comprehensive Housing Strategy: Housing Opportunity for All (CHS)</i></p> | <p>This strategy will help us—as a community—create a roadmap to guide the County's and its partners' housing investments. The strategy will help build sustainable, diverse, and inclusive communities connected to economic opportunity.</p> | <ul style="list-style-type: none"> • Enhance policies and incentives to promote housing development and preservation throughout the County. • Increase collaboration, coordination and transparency. • Expand funding and diversify financing mechanisms to increase development and other housing opportunities. • Encourage new, context-sensitive development that expands housing types to serve the County's diverse population and distinct geographic character. • Use new housing development and coordinated public investments to build stronger economic opportunity • Attract new residents. Make Prince George's County a community of choice for millennials, families, employers, and developers. • Build on strategic investments and submarket conditions. Expand economic opportunities through our housing investments and tailor those investments to the many unique submarket conditions throughout the County. • Create more consistency within the County's development process. • Increase capacity of external partners (e.g., nonprofit developers). • Increase the County's Housing Investment Trust Fund (HITF). • Market available resources and programs to local and regional developers. • Build more mixed-use and mixed-income developments. • Identify opportunities for new housing development on publicly owned land (including infill sites and brownfields). • Target underused or obsolete properties for new housing production. • Engage major employers and anchor institutions to initiate place-based investments that increase access to opportunity. • Use placemaking to cultivate and celebrate neighborhood identity. • Coordinate targeted public investments with housing activities or other revitalization activities. |

| RELEVANT STUDY | DESCRIPTION | KEY RECOMMENDATIONS RELEVANT TO THE ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA |
|---|---|---|
| 2021 <i>City of College Park Complete and Green Streets Project</i> | This policy seeks to provide immediate and long-term benefits for community residents by incorporating safe multimodal transportation options throughout the city. This can be accomplished by reconstructing streets to incorporate complete and green principles such as sidewalks, bicycle routes, low impact development (LID) stormwater best management practices and street trees. | <ul style="list-style-type: none"> • Prioritize streets near Purple Line stations and commercial districts • Identify stormwater drainage issues that could be alleviated through green streets practices or other roadway alterations. • Seek supplemental sources of funding including public and private sources to assist in the implementation of this policy. • Examine complete and green streets design standards and practices during the development review process for all new development in the city and make every effort to implement them. • Utilize interdepartmental coordination and provide appropriate staff to promote the efficient and responsive implementation of this policy. • Include implementation of this policy in the city's strategic action plan. |
| <i>Northern Gateway Wayfinding Systems and Signage Plan (in progress)</i> | A Wayfinding System and Signage Plan is currently being developed to inform, guide, and navigate residents and visitors from place to place throughout the Northern Gateway, including vibrant commercial districts on University Boulevard, new Purple Line transit stations, and community destinations such as schools, libraries and services. | Note: Final design package was selected for the project and the draft final report is currently under review, with an estimated publication date of September 2021. The final report will include a preliminary construction estimate and identify priority locations for sign types. |

| RELEVANT STUDY | DESCRIPTION | KEY RECOMMENDATIONS RELEVANT TO THE ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA |
|--|--|---|
| SPACes Sidewalk & Streetscape Improvements Project | <p>Significant investment in a new transit rail line, the Purple Line, has begun and the alignment for the portion that will serve the Northern Gateway area will run along University Boulevard, also known as the International Corridor. The International Corridor is a vibrant retail strip of African American, South and Central American, Asian, and African businesses that provide essential goods and services to area residents. Along with new investment in transit, the new alignment provides the opportunity to link the corridor to a greater network of improved access and circulation, and to integrate streetscape enhancements to a public realm that promotes a multimodal environment and enhances a unique cultural and neighborhood identity. This project seeks to improve biking and pedestrian safety, better connect neighborhoods to the corridor, and enhance the public realm.</p> | <p>Preliminary Recommendations from the Public Realm Assessment</p> <p>Pedestrian Facilities</p> <ul style="list-style-type: none"> • Ensure sidewalks have a minimum of five feet of width, are constructed to clearly differentiate pedestrian paths across driveways (per MDOT SHA standards for entrances), and that obstacles such as utility boxes, light posts, trash cans, and benches be moved to ensure a minimum of five feet of clear space for pedestrians. • Enhance crossing locations with high-visibility crosswalks or other features to make pedestrians more visible and prominent to motorists. • Consider additional mid-block crossing opportunities, pedestrian-scale lighting, and wayfinding signage. <p>Bicycle Facilities</p> <ul style="list-style-type: none"> • As part of the MTA Purple Line project, construct five-foot bike lanes along MD 193. • Incorporate a two- to three-foot buffer for the bike lanes and provide painted bike lanes through intersections to better separate bicycle and motor vehicle traffic. This will clarify the expected routes for bicyclists on the street. • Incorporate bicycle amenities, such as bicycle racks, wayfinding signage, and bikeshare facilities into the design of the SPACes study for MD 193. • Evaluate future bicycle connections throughout the corridor and beyond the SPACes MD 193 study area as off-street bicycle facilities or the creation of bicycle boulevards to adjacent neighborhoods. <p>Public Environment</p> <ul style="list-style-type: none"> • Install landscape buffers along with other landscape features such as trees, bioswales, and rain gardens. • Relocate overhead wires to rear alleys or the rear of properties and evaluate the feasibility of installing underground utilities. • Incorporate adequate trash receptacles and management into the SPACes study for MD 193 30% design drawings. <p>Transit Facilities</p> <ul style="list-style-type: none"> • Feature enlarged waiting areas and amenities such as benches, shelters, and lighting at transit stops. • Provide real-time travel information at transit stops. |

| RELEVANT STUDY | DESCRIPTION | KEY RECOMMENDATIONS RELEVANT TO THE ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA |
|--|---|---|
| | | <p>Parking Facilities and Transportation Demand Management</p> <ul style="list-style-type: none"> • Unbundle parking costs from housing or commercial space costs. • Employ transportation demand management strategies, such as encouraging shared parking agreements between retail and office facilities. <p>Establish a Transportation Management Association to coordinate between residents, property owners, and businesses and promote and encourage transportation options both to/from and within the corridor.</p> |
| <p>DPW&T's TLC Cool Spring Rd, Adelphi Rd, Pedestrian and Bicycle Access Improvement Project</p> | <p>DPW&T applied for and received competitive grant from Metropolitan Washington Council of Governments' (MWCOC) Transportation Land Use Connections (TLC) Program project funding: \$80K to develop 30% Design Drawings for providing bike and pedestrian access to connect the Cool Spring Neighborhood from the NW Branch Trail to UMD and the PL Station.</p> | <ul style="list-style-type: none"> • External Sidewalk along Adelphi Road and MD 193 • Internal Sidewalk in the neighborhood • Temple Street Closure • Traffic Calming • Wayfinding/LED Lighting Upgrades |
| <p>Anacostia Trails Heritage Area (ATHA) Wayfinding and Signage Study</p> | <p>Anacostia Trails Heritage Area (ATHA) Wayfinding and Signage Study is a tourism strategic plan to assist in revitalization efforts by providing recommendations for improving wayfinding within the Anacostia Trails Heritage Area. ATHA is approximately 100 square miles, with a central corridor along US Route 1 and the Rhode Island Avenue Trolley Trail. Three elements of this project are: documenting the existing situation; designing concepts for interpretive wayfinding signs and kiosks; and recommending locations to install these features.</p> | <p>The Sector Plan area is entirely within ATHA.</p> <p>Anticipated project completion: Fall 2021.</p> |

Appendix F: Map Citations

Map 1. Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan Boundary

- All Imagery, *Imagery*, 2020
- Esri, HERE, Garmin, (c) OpenStreetMap contributors, GIS user community, *World Light Gray Base*, Canvas, 2020
- Prince George's County Planning Department, *ARSP Final Project Boundary*, Polygon, December 20, 2020
- Prince George's County Planning Department, *Rail Transit Ln*, Line, July 1, 2020
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Ln.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, May 26, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip

Map 2. Sector Plan Area: Local Context

- Esri, HERE, Garmin, (c) OpenStreetMap contributors, GIS user community, *World Light Gray Base*, Canvas, 2020
- Prince George's County Planning Department, *ARSP Final Project Boundary*, Polygon, December 20, 2020
- Prince George's County Planning Department, *County Boundary Py*, Polygon, January 1, 2005
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Primary Road Ln*, Line, January 24, 2020
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Primary_Road_Ln.zip
- Prince George's County Planning Department, *Rail Transit Ln*, Line, July 1, 2020
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Ln.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, May 26, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip

Map 3. Sector Plan Area: County Context

- Esri, HERE, Garmin, (c) OpenStreetMap contributors, GIS user community, *World Light Gray Base*, Canvas, 2020.
- Prince George's County Planning Department, *ARSP Final Project Boundary*, Polygon, December 20, 2020
- Prince George's County Planning Department, *County Boundary Py*, Polygon, January 1, 2005
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip.
- Prince George's County Planning Department, *Primary Road Ln*, Line, January 24, 2020
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Primary_Road_Ln.zip
- Prince George's County Planning Department, *Rail Transit Ln*, Line, July 1, 2020
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Ln.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, May 26, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip

Map 4. Municipal Boundaries

- Esri, HERE, Garmin, (c) OpenStreetMap contributors, GIS user community, *World Light Gray Base*, Canvas, 2020
- Prince George's County Planning Department, *ARSP Final Project Boundary*, Polygon, December 20, 2020
- Prince George's County Planning Department, *Municipal Boundary Py*, Polygon, December 12, 2019
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Municipal_Boundary_Py.zip
- Prince George's County Planning Department, *Primary Road Ln*, Line, January 24, 2020
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Primary_Road_Ln.zip
- Prince George's County Planning Department, *Rail Transit Ln*, Line, July 1, 2020
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Ln.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, May 26, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip
- Prince George's County Planning Department, *Street Centerline Ln*, Line, August 24, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip

Map 5. Sector Plan Area: Major Geographic Features

- Esri, HERE, Garmin, (c) OpenStreetMap contributors, GIS user community, *World Light Gray Base*, Canvas, 2020
- Prince George's County Planning Department, *ARSP Final Project Boundary*, Polygon, December 20, 2020
- Prince George's County Planning Department, *ARSP Selected Landmarks*, Point, August 10, 2021
- Prince George's County Planning Department, *Historic Site Pt*, Point, June 23, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Historic_Site_Pt.zip
- Prince George's County Planning Department, *Park Py*, Polygon, August 4, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Place Name Pt*, Point, March 19, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Place_Name_Pt.zip
- Prince George's County Planning Department, *Primary Road Ln*, Line, January 24, 2020
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Primary_Road_Ln.zip
- Prince George's County Planning Department, *Rail Transit Ln*, Line, July 1, 2020
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Ln.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, May 26, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip
- Prince George's County Planning Department, *School Pt*, Point, January 25, 2019
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/School_Pt.zip

Map 6. Existing Land Use

- Esri, HERE, Garmin, (c) OpenStreetMap contributors, GIS user community, *World Light Gray Base*, Canvas, 2020
- Prince George's County Planning Department, *ARSP Final Project Boundary*, Polygon, December 20, 2020
- Prince George's County Planning Department, *Property Py*, Polygon, August 4, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Property Info Py*, Polygon, January 1, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/ShapeFile/Property_Info_Py.zip
- Prince George's County Planning Department, *Rail Transit Ln*, Line, July 1, 2020
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Ln.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, May 26, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip

Map 7. Approved Development Applications in Plan Area

- Esri, HERE, Garmin, (c) OpenStreetMap contributors, GIS user community, *World Light Gray Base*, Canvas, 2020
- Prince George's County Planning Department, *ARSP Approved Development*, Polygon, July 21, 2021
- Prince George's County Planning Department, *ARSP Final Project Boundary*, Polygon, December 20, 2020
- Prince George's County Planning Department, *Property Py*, Polygon, August 4, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Rail Transit Ln*, Line, July 1, 2020
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Ln.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, May 26, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip

Map 8. Countywide Sectional Map Amendment (CMA): Proposed Zoning (July 2021)

- Esri, HERE, Garmin, (c) OpenStreetMap contributors, GIS user community, *World Light Gray Base*, Canvas, 2020
- Prince George's County Planning Department, *ARSP Final Project Boundary*, Polygon, December 20, 2020
- Prince George's County Planning Department, *ARSP SMA Proposed Zoning*, Polygon, August 31, 2021
- Prince George's County Planning Department, *Property Py*, Polygon, August 4, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Rail Transit Ln*, Line, July 1, 2020
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Ln.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, May 26, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip

Map 9. Future Land Use Map (FLUM)

- Esri, HERE, Garmin, (c) OpenStreetMap contributors, GIS user community, *World Light Gray Base*, Canvas, 2020
- Prince George's County Planning Department, *ARSP Final Project Boundary*, Polygon, December 20, 2020
- Prince George's County Planning Department, *ARSP FLU v2*, Polygon, July 29, 2021
- Prince George's County Planning Department, *ARSP UMD WCC Core*, Polygon, August 30, 2021
- Prince George's County Planning Department, *ARSP UMD WCC Edge*, Polygon, August 30, 2021
- Prince George's County Planning Department, *GenPln 2035 GFLU Py*, Polygon, April 1, 2018
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/ShapeFile/GenPln_2035_GFLU_Py.zip
- Prince George's County Planning Department, *Property Py*, Polygon, August 4, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Rail Transit Ln*, Line, July 1, 2020
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Ln.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, May 26, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip

Map 10. UMD West Campus Center - Recommended Boundary, Core, and Edge

- Esri, HERE, Garmin, (c) OpenStreetMap contributors, GIS user community, *World Light Gray Base*, Canvas, 2020
- Prince George's County Planning Department, *ARSP Final Project Boundary*, Polygon, December 20, 2020
- Prince George's County Planning Department, *ARSP New UMD WCC Boundary*, Polygon, August 30, 2021
- Prince George's County Planning Department, *ARSP UMD WCC Core*, Polygon, August 30, 2021
- Prince George's County Planning Department, *ARSP UMD WCC Edge*, Polygon, August 30, 2021
- Prince George's County Planning Department, *Property Py*, Polygon, August 4, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip

Map 11. Strategies LU 1.4, LU 1.5, LU 1.6, and LU 1.7

- Esri, HERE, Garmin, (c) OpenStreetMap contributors, GIS user community, *World Light Gray Base*, Canvas, 2020
- Prince George's County Planning Department, *ARSP Final Project Boundary*, Polygon, December 20, 2020
- Prince George's County Planning Department, *Property Py*, Polygon, August 4, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Property Info Py*, Polygon, January 1, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/ShapeFile/Property_Info_Py.zip
- Prince George's County Planning Department, *Rail Transit Ln*, Line, July 1, 2020
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Ln.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, May 26, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip

Map 12. Recommended Consolidation of Parcels

- Esri, HERE, Garmin, (c) OpenStreetMap contributors, GIS user community, *World Light Gray Base*, Canvas, 2020
- Prince George's County Planning Department, *ARSP Consolidation of Parcels G1*, Polygon, September 21, 2021
- Prince George's County Planning Department, *ARSP Consolidation of Parcels G2*, Polygon, September 21, 2021
- Prince George's County Planning Department, *ARSP Consolidation of Parcels G3*, Polygon, September 21, 2021
- Prince George's County Planning Department, *ARSP Consolidation of Parcels G4*, Polygon, September 21, 2021
- Prince George's County Planning Department, *ARSP Final Project Boundary*, Polygon, December 20, 2020
- Prince George's County Planning Department, *Property Py*, Polygon, August 4, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Rail Transit Ln*, Line, July 1, 2020
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Ln.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, May 26, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip

Map 13. Commercial Main Streets

- All Imagery, *Imagery*, 2020
- Prince George's County Planning Department, *ARSP Final Project Boundary*, Polygon, December 20, 2020
- Prince George's County Planning Department, *Campus Dr Commercial Main Street*, Line, September 27, 2021
- Prince George's County Planning Department, *Mowatt Ln Commercial Main Street*, Line, September 27, 2021
- Prince George's County Planning Department, *Property Py*, Polygon, August 4, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Rail Transit Ln*, Line, July 1, 2020
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Ln.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, May 26, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip

Map 14. Existing Master Plan of Transportation Rights-of-Way and Intersections

- Esri, HERE, Garmin, (c) OpenStreetMap contributors, GIS user community, *World Light Gray Base*, Canvas, 2020
- Prince George's County Planning Department, *ARSP Final Project Boundary*, Polygon, December 20, 2020
- Prince George's County Planning Department, *Master Plan Right of Way Py*, Polygon, August 30, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Master_Plan_Right_of_Way_Py.zip
- Prince George's County Planning Department, *Rail Transit Ln*, Line, July 1, 2020
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Ln.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, May 26, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip

Map 15. Intersection Level of Service (LOS)

- Esri, HERE, Garmin, (c) OpenStreetMap contributors, GIS user community, *World Light Gray Base*, Canvas, 2020
- Prince George's County Planning Department, *ARSP Final Project Boundary*, Polygon, December 20, 2020
- Prince George's County Planning Department, *ARSP LOS Analysis*, Point, September 10, 2021
- Prince George's County Planning Department, *Rail Transit Ln*, Line, July 1, 2020
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Ln.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, May 26, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip

Map 16. Existing Bicycle Facilities

- Esri, HERE, Garmin, (c) OpenStreetMap contributors, GIS user community, *World Light Gray Base*, Canvas, 2020
- Prince George's County Planning Department, *ARSP Final Project Boundary*, Polygon, December 20, 2020
- Prince George's County Planning Department, *Master Plan Ped Bike Fac Ln*, Line, March 5, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Master_Plan_Ped_Bike_Fac_Ln.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, May 26, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip

Map 17. Existing Pedestrian Facilities

- Esri, HERE, Garmin, (c) OpenStreetMap contributors, GIS user community, *World Light Gray Base*, Canvas, 2020
- Prince George's County Planning Department, *ARSP Final Project Boundary*, Polygon, December 20, 2020
- Prince George's County Planning Department, *Bus Stop Metro Pt*, Point, September 9, 2018
- Prince George's County Planning Department, *Rail Transit Ln*, Line, July 1, 2020
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Ln.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, May 26, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip
- Prince George's County Planning Department, *Walkway/Sideway*, Line, December 2020

Map 18. Existing Transit Facilities

- Esri, HERE, Garmin, (c) OpenStreetMap contributors, GIS user community, *World Light Gray Base*, Canvas, 2020
- Prince George's County Planning Department, *ARSP Existing Bus Route C2 WMATA*, Line, July 27, 2021
- Prince George's County Planning Department, *ARSP Existing Bus Route C8 WMATA*, Line, July 27, 2021
- Prince George's County Planning Department, *ARSP Existing Bus Route F6 WMATA*, Line, July 27, 2021
- Prince George's County Planning Department, *ARSP Existing Bus Route F8 WMATA*, Line, July 27, 2021
- Prince George's County Planning Department, *ARSP Existing Bus Route J4 WMATA*, Line, July 27, 2021
- Prince George's County Planning Department, *ARSP Final Project Boundary*, Polygon, December 20, 2020
- Prince George's County Planning Department, *Bus Stop Metro Pt*, Point, September 9, 2018
- Prince George's County Planning Department, *Rail Transit Ln*, Line, July 1, 2020
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Ln.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, May 26, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip
- Prince George's County Planning Department, *route105*, Line, September 21, 2021
- Prince George's County Planning Department, *route108*, Line, September 21, 2021
- Prince George's County Planning Department, *route111*, Line, September 21, 2021
- Prince George's County Planning Department, *route113*, Line, September 21, 2021
- Prince George's County Planning Department, *route114*, Line, September 21, 2021
- Prince George's County Planning Department, *route118*, Line, September 21, 2021
- Prince George's County Planning Department, *route122*, Line, September 21, 2021
- Prince George's County Planning Department, *route126*, Line, September 21, 2021
- Prince George's County Planning Department, *route132*, Line, September 21, 2021
- Prince George's County Planning Department, *route133*, Line, September 21, 2021
- Prince George's County Planning Department, *stops*, Point, September 21, 2021

Map 19. Master Plan of Transportation Complete and Green Street Recommendations

- Esri, HERE, Garmin, (c) OpenStreetMap contributors, GIS user community, *World Light Gray Base*, Canvas, 2020
- Prince George's County Planning Department, *ARSP Final Project Boundary*, Polygon, December 20, 2020
- Prince George's County Planning Department, *ARSP Proposed Roads*, Line, August 19, 2021
- Prince George's County Planning Department, *Master Plan Right of Way Py*, Polygon, August 30, 2021
<https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/ShapeFile/Master Plan Right of Way Py.zip>
- Prince George's County Planning Department, *Property Py*, Polygon, August 4, 2021
<https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property Py.zip>
- Prince George's County Planning Department, *Rail Transit Ln*, Line, July 1, 2020
<https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail Transit Ln.zip>
- Prince George's County Planning Department, *Rail Transit Pt*, Point, May 26, 2021
<https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail Transit Pt.zip>

Map 20. Recommended Bicycle and Pedestrian Facilities

- Esri, HERE, Garmin, (c) OpenStreetMap contributors, GIS user community, *World Light Gray Base*, Canvas, 2020
- Prince George's County Planning Department, *ARSP Final Project Boundary*, Polygon, December 20, 2020
- Prince George's County Planning Department, *ARSP Proposed Ped Bike*, Line, September 13, 2021
- Prince George's County Planning Department, *ARSP T202 T203 Connection*, Point, September 21, 2021
- Prince George's County Planning Department, *Property Py*, Polygon, August 4, 2021
<https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property Py.zip>
- Prince George's County Planning Department, *Rail Transit Ln*, Line, July 1, 2020
<https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail Transit Ln.zip>
- Prince George's County Planning Department, *Rail Transit Pt*, Point, May 26, 2021
<https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail Transit Pt.zip>

Map 21. Existing Environmental Features

- Esri, HERE, Garmin, (c) OpenStreetMap contributors, GIS user community, *World Light Gray Base*, Canvas, 2020
- Prince George's County Planning Department, *ARSP Final Project Boundary*, Polygon, December 20, 2020
- Prince George's County Planning Department, *Floodplain FEMA 2016 Py*, Polygon, September 15, 2016
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/ShapeFile/Floodplain_FEMA_2016_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, 2020
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/ShapeFile/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Rail Transit Ln*, Line, July 1, 2020
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Ln.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, May 26, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip
- Prince George's County Planning Department, *Slopes 2018 Py*, Polygon, April 20, 2018
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/ShapeFile/Slope_2018_Py.zip
- Prince George's County Planning Department, *Tree Canopy 2020 Py*, Polygon, 2020
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/ShapeFile/Tree_canopy_2020_Py.zip
- Prince George's County Planning Department, *Watershed DOE Py*, Polygon, October 28, 2005

Map 22. Existing Environmental Easements and Regulated Areas of the Countywide Green Infrastructure Network

- Esri, HERE, Garmin, (c) OpenStreetMap contributors, GIS user community, *World Light Gray Base*, Canvas, 2020
- Prince George's County Planning Department, *ARSP Final Project Boundary*, Polygon, December 20, 2020
- Prince George's County Planning Department, *Building 2020 Py*, Polygon, 2020
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Building_2020_Py.zip
- Prince George's County Planning Department, *Esmt Envrmntl Py*, Polygon, September 24, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Esmt_Envrmntl_Py.zip
- Prince George's County Planning Department, *GI Pln 2017 Py*, Polygon, March 16, 2017
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/GI_Pln_2017_Py.zip
- Prince George's County Planning Department, *Hydro Area 2020 Py*, Polygon, 2020
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Area_2020_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, 2020
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip

Map 22. Existing Environmental Easements and Regulated Areas of the Countywide Green Infrastructure Network (continued)

- Prince George's County Planning Department, *Rail Transit Ln*, Line, July 1, 2020
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Ln.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, May 26, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip

Map 23. Proposed Amendments to the Countywide Green Infrastructure Network

- Esri, HERE, Garmin, (c) OpenStreetMap contributors, GIS user community, *World Light Gray Base*, Canvas, 2020
- Prince George's County Planning Department, *Additional Wetlands*, Polygon, September 28, 2021
- Prince George's County Planning Department, *ARSP Final Project Boundary*, Polygon, December 20, 2020
- Prince George's County Planning Department, *ARSP Proposed GI Network*, Polygon, August 4, 2021
- Prince George's County Planning Department, *GI Pln 2017 Py*, Polygon, March 16, 2017
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/GI_Pln_2017_Py.zip
- Prince George's County Planning Department, *Property Py*, Polygon, August 4, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Rail Transit Ln*, Line, July 1, 2020
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Ln.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, May 26, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip

Map 24. Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan Residential Market Area

- Prince George's County Planning Department, *ARSP Final Project Boundary*, Polygon, December 20, 2020
- Prince George's County Planning Department, *Building 2020 Py*, Polygon, 2020
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Building_2020_Py.zip
- Prince George's County Planning Department, *Hydro Area 2020 Py*, Polygon, 2020
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Area_2020_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, 2020
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Park Py*, Polygon, August 4, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip

Map 24. Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan Residential Market Area (continued)

- Prince George's County Planning Department, *Primary Road Ln*, Line, January 24, 2020
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Primary_Road_Ln.zip
- Prince George's County Planning Department, *Rail Transit Ln*, Line, July 1, 2020
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Ln.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, May 26, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip
- Prince George's County Planning Department, *Street Centerline Ln*, Line, August 24, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip

Map 25. Existing County Historic Sites, Resources, and Districts in the Vicinity of the Sector Plan Area

- Esri, HERE, Garmin, (c) OpenStreetMap contributors, GIS user community, *World Light Gray Base*, Canvas, 2020
- Prince George's County Planning Department, *ARSP Final Project Boundary*, Polygon, December 20, 2020
- Prince George's County Planning Department, *Historic Dist PG County Py*, Polygon, April 19, 2016
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Historic_Dist_PG_County_Py.zip
- Prince George's County Planning Department, *Historic Site Pt*, Point, June 23, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Historic_Site_Pt.zip

Map 26. Existing National Register Historic Sites and Districts in the Vicinity of the Sector Plan Area

- Esri, HERE, Garmin, (c) OpenStreetMap contributors, GIS user community, *World Light Gray Base*, Canvas, 2020
- Prince George's County Planning Department, *ARSP Final Project Boundary*, Polygon, December 20, 2020
- Prince George's County Planning Department, *Historic Site Pt*, Point, June 23, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Historic_Site_Pt.zip
- Prince George's County Planning Department, *Hist Dist Nation Register Py*, Polygon, April 19, 2016
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hist_Dist_Nation_Register_Py.zip

Map 27. Public Facilities in the Surrounding Communities Serving the Sector Plan Area

- Esri, HERE, Garmin, (c) OpenStreetMap contributors, GIS user community, *World Light Gray Base*, Canvas, 2020
- Prince George's County Planning Department, *ARSP Final Project Boundary*, Polygon, December 20, 2020
- Prince George's County Planning Department, *Fire Station Pt*, Point, January 5, 2018
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Fire_Station_Pt.zip
- Prince George's County Planning Department, *Library Pt*, Point, January 17, 2020
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Library_Pt.zip
- Prince George's County Planning Department, *Primary Road Ln*, Line, January 24, 2020
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Primary_Road_Ln.zip
- Prince George's County Planning Department, *Rail Transit Ln*, Line, July 1, 2020
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Ln.zip
- Prince George's County Planning Department, *School Pt*, Point, January 25, 2019
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/School_Pt.zip

Map 28. Existing Parks within Walking Distance from the Sector Plan Area

- Esri, HERE, Garmin, (c) OpenStreetMap contributors, GIS user community, *World Light Gray Base*, Canvas, 2020
- Prince George's County Planning Department, *ARSP Existing Near Parks Py Ring Buffer*, Polygon, September 27, 2021
- Prince George's County Planning Department, *ARSP Final Project Boundary*, Polygon, December 20, 2020
- Prince George's County Planning Department, *Park Py*, Polygon, August 4, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Rail Transit Ln*, Line, July 1, 2020
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Ln.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, May 26, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip

Map 29. Recommended Parks and Public Open Spaces

- Esri, HERE, Garmin, (c) OpenStreetMap contributors, GIS user community, *World Light Gray Base*, Canvas, 2020
- Prince George's County Planning Department, *ARSP Final Project Boundary*, Polygon, December 20, 2020
- Prince George's County Planning Department, *ARSP Proposed Parks*, Point, August 17, 2021
- Prince George's County Planning Department, *ARSP Proposed Parks*, Polygon, August 26, 2021
- Prince George's County Planning Department, *ARSP Proposed Ped Bike*, Line, September 13, 2021
- Prince George's County Planning Department, *Rail Transit Ln*, Line, July 1, 2020
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Ln.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, May 26, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip

Map 30. Parcel Ownership

- All Imagery, *Imagery*, 2020
- Prince George's County Planning Department, *ARSP Final Project Boundary*, Polygon, December 20, 2020
- Prince George's County Planning Department, *Property Py*, Polygon, August 4, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Rail Transit Ln*, Line, July 1, 2020
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Ln.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, May 26, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip

Map 31. Countywide Sectional Map Amendment (CMA): Proposed Zoning (July 2021)

- Esri, HERE, Garmin, (c) OpenStreetMap contributors, GIS user community, *World Light Gray Base*, Canvas, 2020
- Prince George's County Planning Department, *ARSP Final Project Boundary*, Polygon, December 20, 2020
- Prince George's County Planning Department, *ARSP SMA Proposed Zoning*, Polygon, August 31, 2021
- Prince George's County Planning Department, *Property Py*, Polygon, August 4, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Rail Transit Ln*, Line, July 1, 2020
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Ln.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, May 26, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip

Map 32. Proposed Zoning

- Esri, HERE, Garmin, (c) OpenStreetMap contributors, GIS user community, *World Light Gray Base*, Canvas, 2020
- Prince George's County Planning Department, *ARSP Final Project Boundary*, Polygon, December 20, 2020
- Prince George's County Planning Department, *ARSP SMA Proposed Zoning*, Polygon, August 31, 2021
- Prince George's County Planning Department, *ARSP UMD WCC Core*, Polygon, August 30, 2021
- Prince George's County Planning Department, *ARSP UMD WCC Edge*, Polygon, August 30, 2021
- Prince George's County Planning Department, *Property Py*, Polygon, August 4, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Rail Transit Ln*, Line, July 1, 2020
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Ln.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, May 26, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip

Map 33. Change Map of Proposed Zoning

- Esri, HERE, Garmin, (c) OpenStreetMap contributors, GIS user community, *World Light Gray Base*, Canvas, 2020
- Prince George's County Planning Department, *ARSP Final Project Boundary*, Polygon, December 20, 2020
- Prince George's County Planning Department, *Property Py*, Polygon, August 4, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Rail Transit Ln*, Line, July 1, 2020
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Ln.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, May 26, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip

Appendix G: Senior Living at Universities



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Establishing a relationship with the nearby university to offer an opportunity for lifelong learning creates a marketing advantage that has attracted many institutional investors interested in retirement communities. These retirement communities include many options from large-scale campuses with separate buildings with a range of levels from independent living, assisted living and memory care units. Recent shifts in the market indicate that university-based retirement communities create viable options for joint partnership. The following examples profile different university-based retirement communities:

- Lasell College in Newton, Massachusetts offers independent living facility with 225 residential units in 16 interconnected buildings. Lasell Village residents develop specified learning plans and meet annual goals for hours invested in education, all based in the Fuss Center for Research on Aging and Intergenerational Studies. Amenities include an indoor lap pool, communal classroom and library, ballroom, art and dance studios, raised-bed gardening and potting room. One-bedroom apartments range in size from 640 to 1,080 square feet with two-bedroom units offering 875 to 1,933 square feet of space.
- Purchase College in New York created 220 units of independent living, Broadview Senior Living, with 174 one- and two-bedroom units with underground parking and 46 two-bedroom townhouses with two-car garages. The partnership between the State of New York and Life Care Services and Senior Care Development constructed Broadview Senior Living on 40 of 500 acres of state-owned land. Plans allow for the addition of another 165 units with more services, including the potential for a memory care unit.

- Holy Cross Village at Notre Dame partnered with Greystone Communities to construct a four-story independent living apartment building with 96 units as one component of a larger continuum of care campus adjacent to Holy Cross College in Notre Dame, Indiana.
- Mirabella at Arizona State University opened in December of 2020 as a 20-story, 613,992-square-foot apartment building. The building consists of 246 independent living apartments ranging from 750 to 2,665 square feet. The remaining 52 continuum of care units consist of 11 assisted-living apartments, 20 memory care suites and 21 skilled-nursing units. The project includes several high-value amenities including an indoor pool, wellness center, game rooms, dog park, event and lecture hall, physical therapy gym, four restaurants and a theater.

SOURCE: ARSP Market Study, available online at <https://bit.ly/ARSPMarketReport>

Appendix H: Comprehensive Zoning (Sectional Map Amendment) Process

Introduction

The comprehensive rezoning process, also known in Prince George's County as the sectional map amendment (SMA) process, allows for the rezoning of a section of the overall county zoning map to bring zoning into conformance with approved County plans and policies. A Sectional Map Amendment (SMA) for the area covered by the 2021 Preliminary Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan will be approved concurrently with the approval of this sector plan. The SMA is intended to implement the land use recommendations of the sector plan.

The District Council initiated the SMA on November 10, 2020, concurrent with its initiation of the sector plan, through Council Resolution CR-123-2020. The procedure followed was in accordance with Sections 27-225.01.05 and 27-3502(c) of the Prince George's County Zoning Ordinance.

The SMA process allows the master or sector plan's future land use vision to be implemented through the application of the appropriate zone classifications. It ensures that future development will be in conformance with county land use plans and development policies, reflecting the county's ability to accommodate future development. Existing zoning that hinders such development may be corrected, and the need for individual, or piecemeal rezonings reduced, through the SMA process. The approval of the zoning pattern recommended by the sector plan and implemented by the SMA brings zoning into greater conformity with county land use goals and policies as they apply to the Adelphi Road-UMGC-UMD Purple Line Station Area, thereby enhancing the health, safety, and general welfare of all the County's residents and citizens.

The County's Capital Improvement Program, Ten-Year Water and Sewer Plan, and existing land use and zoning were examined and evaluated in preparation of the land use plan and this proposed SMA. Consideration has also been given to the environmental and economic impact of the land use and zoning proposals.

COUNTYWIDE SECTIONAL MAP AMENDMENT

The District Council initiated a Countywide Sectional Map Amendment (CMA) on June 18, 2019 through Council Resolution CR-27-2019. On July 30, 2019, the Prince George's County Planning Department released a proposed CMA that recommends reclassification of the entire County (except the City of Laurel) into the zones contained in the County's Adopted 2018 Zoning Ordinance. The Planning Board is scheduled to endorse the CMA on October 28, 2021 and subsequently transmit the endorsed CMA to the District Council for its review and approval.

The recommendations of the Preliminary Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan cannot be implemented through the zones in place in 2021 or those recommended in the Planning Board's Endorsed CMA. A concurrent Sectional Map Amendment is necessary to apply the appropriate zones to implement the Sector Plan.

The concurrent Sectional Map Amendment cannot be approved until the 2018 Zoning Ordinance is in effect. The 2018 Zoning Ordinance will not go into effect until approval of the CMA.

The approval of the SMA results in the revision of the official 1 inch=200 feet scale zoning map(s) for this sector plan area. A summary of the proposed SMA is below; for more information, please visit the project website at <https://www.mncppc.org/4947/Adelphi-Road-UMGC-UMD-Purple-Line-Station>.

Comprehensive Rezoning Changes

Map 31 shows the CMA proposed zoning classifications within the Adelphi Road-UMGC-UMD Purple Line Station Area Sector, endorsed by the Planning Board. To implement the sector plan policies and land use recommendations contained in the Sector Plan, several properties within the sector plan area are reclassified to bring their zoning into conformance with the sector plan. The SMA process provides the most appropriate mechanism for the public sector to achieve this goal. As such, the SMA is approved as an amendment to the official zoning map(s) concurrently with approval of the sector plan. The SMA includes seven zoning changes based on the land use and development policies described in the sector plan.

The locations of these zoning changes are shown on Map 34. These zoning changes result in a new zoning inventory for the area (Table 3). These maps and tables are included for illustrative purposes only. The 1" = 200' scale County zoning maps represent the official zoning boundaries.

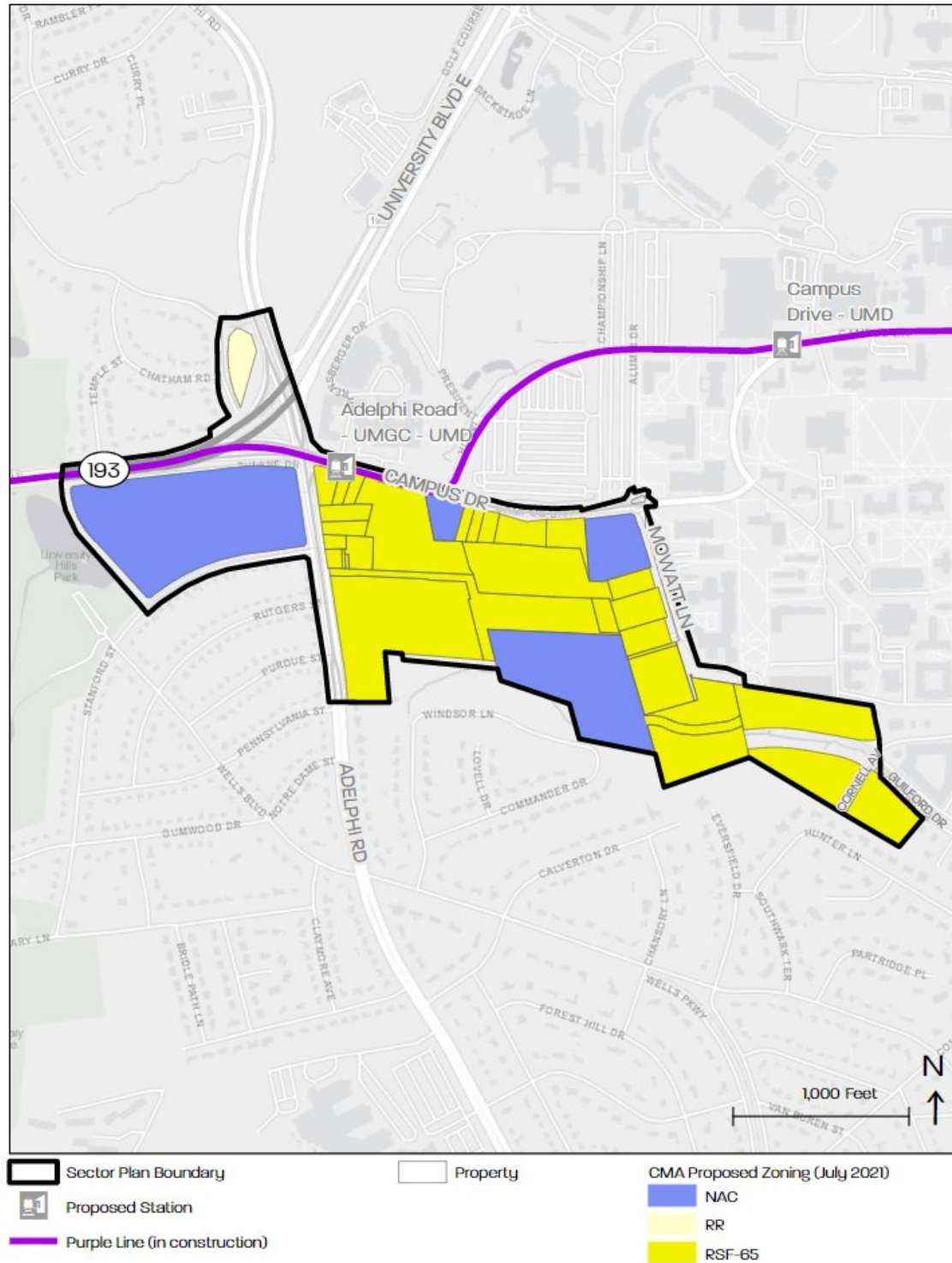
Table 25. Comprehensive Rezoning Changes

| Change | Zoning Change | Acreage |
|--------|-------------------------|---------|
| 1 | NAC to LTO-c | 14.86 |
| 2 | RR to ROS | 1.08 |
| 3 | NAC and RSF-65 to LTO-e | 22.61 |
| 4 | NAC and RSF-65 to LTO-c | 30.30 |
| 5 | RSF-65 to ROS | 2.86 |
| 6 | RSF-65 to LTO-e | 2.75 |
| 7 | RSF-65 to LTO-e | 2.23 |

Table 26. Table 3: Zoning Inventory (in acres)

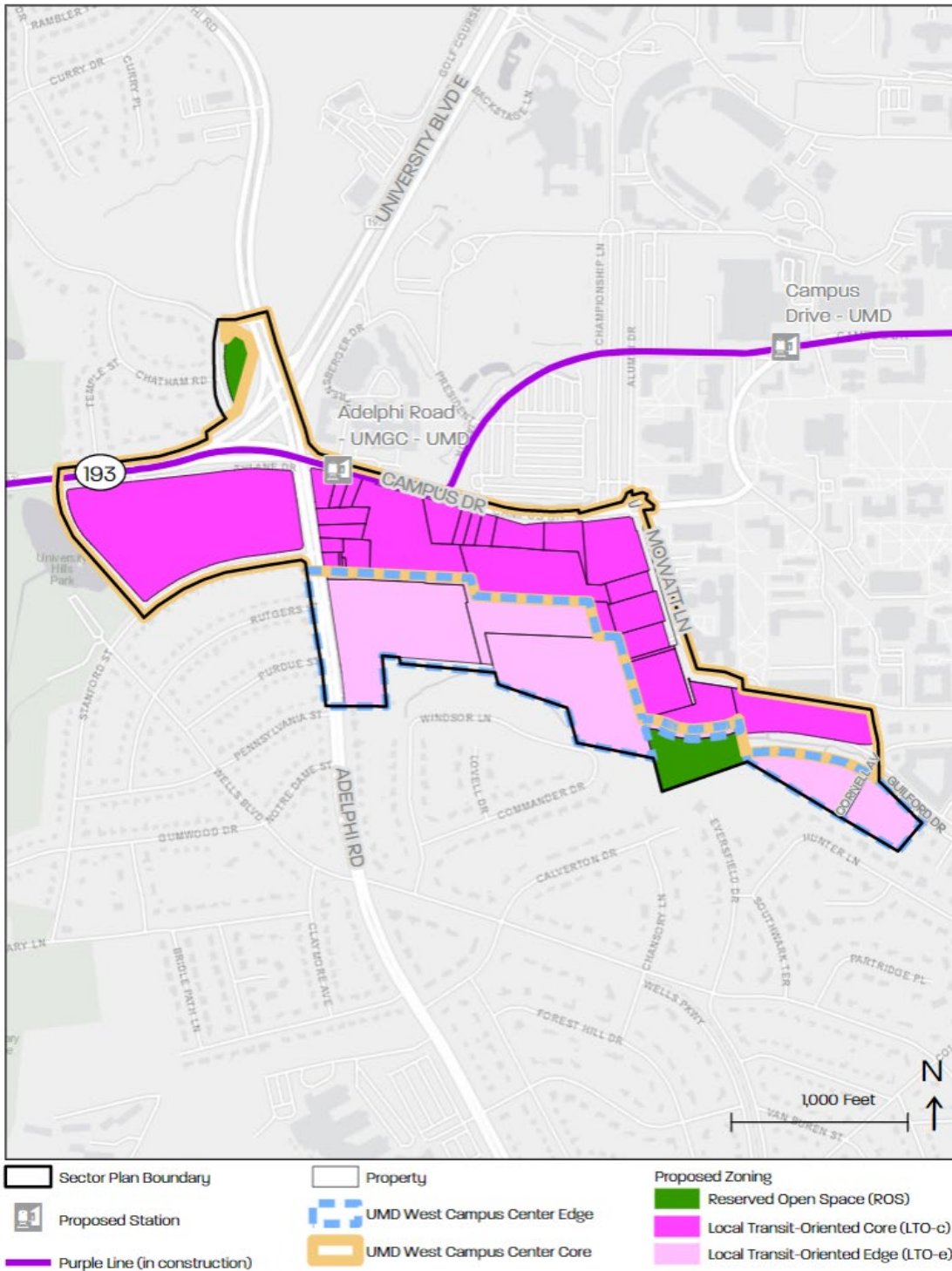
| Zoning Class | SMA Proposed Acreage | CMA Acreage | Change in Acreage |
|--------------|----------------------|-------------|-------------------|
| ROS | 3.94 | 0 | 3.94 |
| LTO-c | 45.17 | 0 | 45.17 |
| LTO-e | 28.31 | 0 | 28.31 |
| NAC | 0 | 27.13 | -27.13 |
| RSF-65 | 0 | 49.20 | -49.20 |
| RR | 0 | 1.08 | -1.08 |

Map 31. Countywide Sectional Map Amendment (CMA): Proposed Zoning (July 2021)



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>
 Note: Full data citation available in Appendix F: Map Citations.

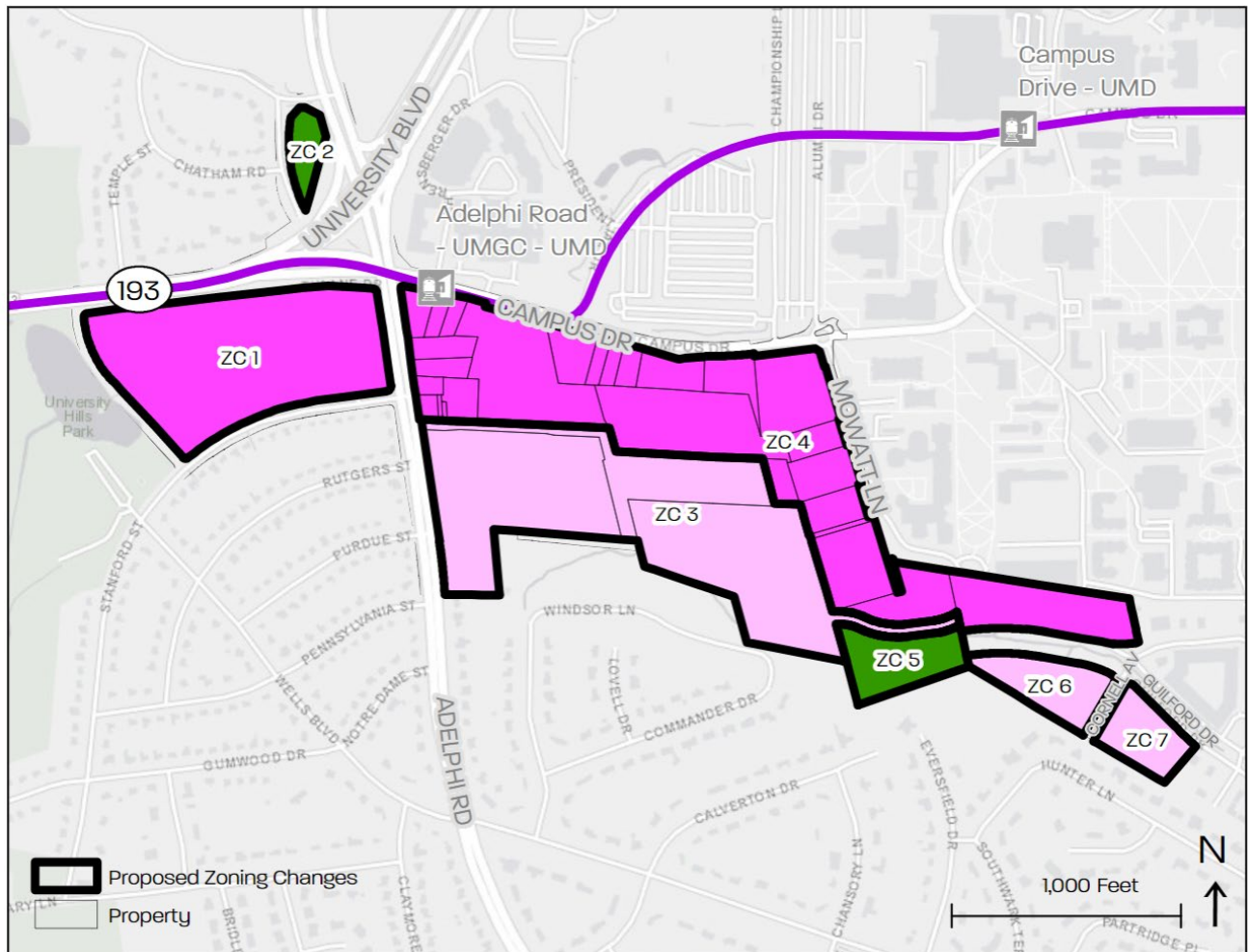
Map 32. Proposed Zoning



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>.

Note: Full data citation available in Appendix F: Map Citations.

Map 33. Change Map of Proposed Zoning



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>.

Note: Full data citation available in Appendix F: Map Citations.

Appendix I: Public Facility Cost Estimates

Per Section 27-646(b)(4) of the Zoning Ordinance, all approved master or sector plans must contain an estimate of the cost of all public facilities that must be acquired or constructed in order to carry out the objectives and requirements of the plan. The tables below identify the proposed public facilities to implement the vision and goals of the sector plan. Most of the proposed public facilities are not included in the county's Capital Improvement Program (CIP) or state's Consolidated Transportation Program (CTP) for funding.

This appendix contains a review of all recommended state and County facilities and whether they are included in the current FY 2022 six-year capital improvement program (CIP) for the County. There are a variety of CIP projects that are designated as Countywide projects. These projects include Countywide ADA right-of-way modifications, bridge repair and rehabilitation, access to bus and Metrorail transit, pedestrian safety improvements, traffic congestion improvements, and transportation enhancements. These Countywide CIP projects could be components of, or contribute to, this plan's recommended transportation facilities; however, because the specific locations of these projects are not included in the CIP project descriptions, the recommended transportation facility is not considered to be in the CIP.

This also applies to state capital programs, such as the Maryland Consolidated Transportation Program (CTP) or the State Capital Improvement Program for the University of Maryland, College Park, and to the Capital Improvement Program for the Maryland-National Capital Park and Planning Commission.

It is important to remember a Capital Improvement Program is generally a six-year program; this sector plan contains recommendations for new and improved public facilities over a 25-year period.

LEGEND:

M-NCPPC: The Maryland-National Capital Park and Planning Commission

TBD: Specific jurisdiction of a proposed project will be determined as they advance through a planning or development process. Section XI: *Implementation Framework* contains more information about potential lead and supporting implementation partners.

Table 27: Parks and Recreation Facilities

| FACILITY | NEW/ EXISTING | PARK/ FACILITY TYPE | SIZE (ACRES) | LOCATION | STATE/ COUNTY/ M-NCPPC/ OTHER/ TBD | IN CURRENT COUNTY/ M-NCPPC CIP | ESTIMATED COST RANGE (2021 DOLLARS) | |
|---|------------------|---------------------------|-----------------|---|--|--|---|--------------|
| | | | | | | | MIN | MAX |
| Conservation Area A | New | Resource park | 1.08 | 3841 Campus Drive NW corner of MD 193 and Adelphi Road | M-NCPPC | N | \$2,716,200 | \$6,512,400 |
| University Hills Duck Pond Expansion (Conservation Area B) | New | Resource Park | 6.31 | 3424 Tulane Street Located between MD 193 and Stanford Street, west of Graduate Hills Apartments and contiguous with University Hills Duck Pond Park. Includes Temple Street right- of-way (see Strategy TM 3.2) | M-NCPPC | N | \$15,869,650 | \$38,049,300 |
| Guilford Run Stream Valley Park (Conservation Area C) | New | Resource Park | 8.52 | Located along the Guilford Run Area at the southern portion of the plan area | M-NCPPC | N | \$21,427,800 | \$51,375,600 |
| Plaza | New | Plaza | <2 | Located at the SE corner of Adelphi Road and Campus Drive | TBD | N | \$5,030,000 | \$12,060,000 |

| FACILITY | NEW/ EXISTING | PARK/ FACILITY TYPE | SIZE (ACRES) | LOCATION | STATE/ COUNTY/ M-NCPPC/ OTHER/ TBD | IN CURRENT COUNTY/ M-NCPPC CIP Y/N | ESTIMATED COST RANGE (2021 DOLLARS) | |
|----------|------------------|---|-----------------|--|--|---|---|-------------|
| | | | | | | | MIN | MAX |
| Park A | New | Hybrid of Linear Park and Commons/ Greens | <1 | Located in the southeast corner of the intersection of Campus Drive and UC-201 | TBD | N | \$2,515,000 | \$6,030,000 |
| Park B | New | Hybrid of a Linear Park and Pocket park | <1 | Located at the northwest corner at the intersection of UC-202 and UC-204. | TBD | N | \$2,515,000 | \$6,030,000 |
| Park C | New | Hybrid of a Linear Park and Neighborhood Park | <1 | Located on the west side of UC-200 between UC- 202 and UC- 203 | TBD | N | \$2,515,000 | \$6,030,000 |
| Park D | New | Pocket Park/Mini Park | <0.5 | Located in the northeast area of the Sector Plan near UC-200 | TBD | N | \$1,257,500 | \$3,015,000 |
| Park E | New | Hybrid of a Pocket Park/Mini Park and Commons/ Green | <1 | Located on the north side of UC- 202 between UC-200 and Mowatt Lane | TBD | N | \$2,515,000 | \$6,030,000 |
| Park F | New | Hybrid of a Pocket Park/Mini Park and Commons/ Green | <1 | Located between UC- 201 and UC- 202 | TBD | N | \$2,515,000 | \$6,030,000 |

Table 28: Transportation Facilities

| ROUTE ID | NEW/ EXISTING | IMPLEMENTATION ACTION | LENGTH (MILES/ LINEAR FT [LF]) | JURIS- DICTION | IN CURRENT COUNTY CIP/ STATE CTP | ESTIMATED COSTS (2021 DOLLARS) | COST W/20% COST CONTINGENCY |
|----------|---------------|---|----------------------------------|----------------|----------------------------------|--------------------------------|-----------------------------|
| A-10 | Existing | Reconstruct Adelphi Road (A-10) to a Mixed-Use Boulevard with Center Turn Lane Std. 100.24 from Cool Spring Road to Pennsylvania Street | 0.40 | County | N | \$5,578,947 | \$6,694,736 |
| A-16 | Existing | Add shared use path along A-16 - MD 193 (University Boulevard)- from Temple Street to Adelphi Road | 1,320 LF (Shared Use Path Only) | State | N | \$231,000 | \$277,200 |
| C-203 | Existing | Reconstruct Campus Drive (C-203) to a Neighborhood Connector Std. 100.26 from Presidential Drive to Guildford Drive and add Shared Use Path | 3,274 LF - Shared Use Path Only) | TBD | N | \$572,950 | \$687,540 |
| UC-200 | New | Construct UC-200 - Neighborhood Connector Std. 100.27 from UC-201 to Campus Drive (C-203) | 0.16 | TBD | N | \$648,888 | \$788,665 |
| UC-201 | New | Construct UC-201 - Neighborhood Connector Std. 100.27 from Mowatt Lane to Campus Drive (C-203) | 0.35 | TBD | N | \$1,419,444 | \$1,703,332 |
| UC-202 | New | Construct UC-202 - Neighborhood Residential Std. 100.28. UC-200 to UC-201 | 0.10 | TBD | N | \$405,555 | \$486,666 |
| UC-203 | New | Construct UC-204- Neighborhood Connector (B) Std. 100.27 from UC-201 to Adelphi Road (A-10) | 0.12 | TBD | N | \$486,666 | \$583,998 |
| T-200 | New | Construct shared use path along University Boulevard from Adelphi Road to Extent of the Sector Plan | 3,010 LF | TBD | N | \$526,750 | \$632,100 |
| T-201 | New | Construct shared use path along Stanford Street from Adelphi Road to University Hills Duck Park Pond | 1,056 LF | TBD | N | \$184,800 | \$221,760 |
| T-202 | New | Construct shared use path from Mowatt Lane to Calverton Drive | 684 LF | TBD | N | \$119,700 | \$143,640 |

| ROUTE ID | NEW/ EXISTING | IMPLEMENTATION ACTION | LENGTH (MILES/ LINEAR FT [LF]) | JURIS- DICTION | IN CURRENT COUNTY CIP/ STATE CTP | ESTIMATED COSTS (2021 DOLLARS) | COST W/20% COST CONTINGENCY |
|----------|---------------|--|--------------------------------|----------------|----------------------------------|--------------------------------|-----------------------------|
| T-203 | New | Construct shared use path from Mowatt Lane to Commander Drive | 1,003 LF | TBD | N | \$175,525 | \$210,630 |
| T-204 | New | Connect Trail 202 + Trail 203 to expand connectivity between the University of Maryland Campus and the College Heights Neighborhood. | | TBD | N | N/A | |
| T-205 | New | Construct shared use path to connect the plan area to the existing side path along Cool Spring Rd. and Adelphi Road | 2,640 LF | TBD | N | \$462,000 | \$554,400 |
| T-206 | New | Shared use path will replace previously approved access road to 7500 Mowatt Lane | 1,320 LF | TBD | N | \$231,000 | \$277,200 |

Certificate of Adoption

CERTIFICATE OF ADOPTION AND APPROVAL

The Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan supersedes the 1989 *Approved Master Plan for Langley Park-College Park-Greenbelt* for the portion of Planning Area 66 within this Sector. This plan will amend portions of the 2014 Plan Prince George's 2035 Approved General Plan (Plan 2035), the 2009 *Approved Countywide Master Plan of Transportation, Formula 2040: Functional Master Plan for Parks, Recreation and Open Space*, and the 2017 *Approved Resource Conservation Plan: A Countywide Functional Master Plan*. The Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan by Resolution No. [insert] on [date of adoption]. The Prince George's County Council approved the sector plan by Resolution No. [insert] on [date of adoption], after duly advertised public hearing[s] held on [date(s)].

THE MARYAND-NATIONAL CAPITAL

PARK AND PLANNING COMMISSION

[Name]

Chairman

[Name]

Vice Chairman

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Secretary-Treasurer

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City of College Park

Town of University Park

University of Maryland, College Park

University of Maryland Global Campus

Maryland Department of Transportation Mass Transit Administration

Maryland Department of Transportation State Highway Administration

Prince George's County Department of Public Works and Transportation

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