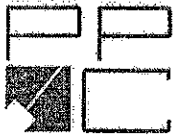


MIN
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION



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PGCPR No. 13-98

RESOLUTION

WHEREAS, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission, in conjunction with the Prince George's County Council, pursuant to Section 27-644 of the Zoning Ordinance of Prince George's County, held a duly advertised public hearing on the *Preliminary Southern Green Line Station Area Sector Plan and Proposed Sectional Map Amendment*, on July 2, 2013; and

WHEREAS, the *Preliminary Southern Green Line Station Area Sector Plan and Proposed Sectional Map Amendment* is proposed to amend the 2002 *Prince George's County Approved General Plan*, the 2000 *Approved Master Plan and Sectional Map Amendment for the Heights and Vicinity (Planning Area 76A)*, the 2008 *Approved Branch Avenue Corridor Sector Plan and Sectional Map Amendment*, and the 2010 *Subregion 4 Master Plan and Sectional Map Amendment* and county functional master plans including the 2005 *Countywide Green Infrastructure Functional Master Plan*, 2008 *Approved Public Safety Facilities Master Plan*, 2009 *Countywide Master Plan of Transportation*, and 2010 *Water Resources Master Plan*; and

WHEREAS, the Prince George's County Planning Department of The Maryland-National Capital Park and Planning Commission (M-NCPPC) applied for and received a grant from the U.S. Department of Housing and Urban Development under the 2010 Community Challenge Grant program of the Office of Sustainable Housing and Communities to fund preparation of an action plan to create transit-oriented development for the corridor that encompasses the last four Metro stations on the southern part of the Green Line in Prince George's County; and

WHEREAS, the Sector Plan area follows and surrounds the alignment of the southern portion of the Metrorail Green Line in Prince George's County and is defined by Southern Avenue as a western boundary; Suitland Road and the boundary of the Suitland M-U-TC as a northern and eastern boundary; Interstate 495 (Capital Beltway) and Branch Avenue, including properties fronting on the south side of Branch Avenue from St. Barnabas Road to Curtis Drive, and continuing along 28th Parkway, Oxon Run Drive, 23rd Parkway, Chatwick Street to the north side of Barnaby Run stream, and Wheeler Road as the southern boundary; and

WHEREAS, the *Preliminary Southern Green Line Station Area Sector Plan and Proposed Sectional Map Amendment* seeks to bring transit-oriented development to the four Metrorail station areas along the Southern Green Line: Branch Avenue, Suitland, Naylor Road, and Southern Avenue and maximize their value for economic and community development, and identifies opportunities for infill and redevelopment, sets a vision for each station area, and makes recommendations for future land use, creation of new Transit-Oriented Development zoning districts, regional and local roadway projects,

and pedestrian and bicycle facilities and outlines implementation strategies, including specific recommendations for rezoning through the proposed SMA where existing zoning districts can be applied to facilitate plan implementation; and

WHEREAS, on September 12, 2013 the Planning Board held a public work session on the *Preliminary Southern Green Line Station Area Sector Plan and Proposed Sectional Map Amendment* to examine the digest of testimony presented at the Joint Public Hearing and exhibits received before the close of the record on July 16, 2013; and

WHEREAS, the Prince George's County Planning Board agrees to amend the *Preliminary Southern Green Line Station Area Sector Plan and Proposed Sectional Map Amendment* in response to staff recommendations and public testimony considered on September 12, 2013, and to adopt the sector plan and transmit the plan with further amendments, extensions, deletions, and additions in response to the public hearing record and including the suggested revisions in the staff errata presented during the Joint Public Hearing on July 2, 2013 as Exhibit 21 (see Attachment A) and incorporated herein below, as follows:

Chapter 1 Introduction

1. Add to and revise the text with subheading "State Planning Policy" (pages 4 and 5), last paragraph, to read: "The entirety of the sector plan location is within the Targeted Growth and Revitalization area as shown on the county's Plan Maryland Designated Places map and is designated a PFA by the county and state."

Chapter 2 Project Area Existing Conditions, TOD Goals, and Recommendations Overview

2. Revise the text under the subheading "Development Review and Proposed Zoning Concept" and further subheading "Development Approval Process" (page 46), fourth paragraph to read: "In order to identify responsibilities for transportation improvements a transportation study for each station area should be prepared by the Planning Department in consultation with SHA, DPW&T and WMATA. This study would identify the set of transportation improvements needed in each station area and the estimated costs for these improvements. The costs for those improvements not funded for construction in the CIP, CTP or by WMATA would be negotiated between the public jurisdictions and private developers on a case-by-case basis prior to permit issuance. At priority stations, with an undeveloped street grid such as Branch Avenue, strong consideration should be given to county design, construction and ownership of the grid of local streets."

Chapter 3 Branch Avenue Station

3. Revise the text under the subheading "Transportation System" and "Roadway Network and Traffic Analysis," third paragraph, second sentence, to read: "Traffic analysis shows that the segment of Branch Avenue between Auth Way and Auth Road, which is classified as an expressway, carries 69,351 vehicles per day, which is 68 percent of capacity for a level of service rating of 'D.'"

4. Change "Figure 30 Old Soper Road, Street Section Concept" to add on street bicycle lanes, specifically, narrow the sidewalks on each side of the road from 19 feet to 14 feet in width and add 5-foot wide bike lanes in each direction.

Chapter 4 Suitland Station

5. Delete the word "Metro" from the chapter heading.
6. Add the zoning labels to Figure 46 Suitland Existing Zoning.
7. Add a bullet point to list of Key Elements of the Plan (page 102): "New development of an entertainment district, including a performing arts center as well as associated commercial, retail, hotel, restaurant, and/or civic uses that complement the proposed uses in the vicinity of the Suitland Metro Station, Suitland High School, and Suitland Federal Center."
8. Ensure that final document includes all text included in the 'permission to print' edition at the end of the Urban Design section on page 107 and the start of the Future Land Use Plan section, as follows:

"Policy recommendations regarding streets, blocks, and urban design features at Suitland are:

1. Establish a final plan for street extensions and vacations in the former Suitland Manor area, with an emphasis on placemaking and a basic grid of streets.
2. Turn the alignment of Pearl Drive to the east to create a new intersection with Navy Day Drive and vacate the current intersection with Silver Hill Road to simplify turning movements and consolidate frontage.
3. Construct a cul-de-sac at the end of Randall Road north of Navy Day Place, and remove its intersection with Silver Hill Road. Consolidate frontage along Silver Hill Road as part of redevelopment.
4. Extend Navy Day Place to a new intersection with Swann Road.
5. Extend Sycamore Lane to Suitland Road.
6. Work with the General Services Administration, the National Park Service, and the Smithsonian to design and construct a multi-use off street trail and greenway along federal property in the Suitland and Silver Hill communities.
7. Include placemaking urban park amenities in the redevelopment of the former Suitland Manor site.

Future Land Use Plan

The future land use plan for the Suitland station area is consistent with the General Plan which designated the area as a Regional Center in 2002.

Flexible Use

The Suitland Station Area Future Land Use Plan is, in general, in keeping with the spirit and policies of the existing regulatory framework covering the area, the 2006 *Approved Suitland Mixed-Use Town Center Development Plan*. The document states, on page 25, that "the M-U-TC Zone is intended to be flexible and allow the applicant alternatives... and the future land use plan for the station area follows this approach, specifically with a land use plan that uses a 'flexible' land use category for the majority of frontage along Silver Hill Road and Suitland Road."

9. Revise the third paragraph under the Future Land Use Plan and Flexible Use section to read: "The location where the illustrative plan shows a new Suitland Civic Campus, between Hudson Avenue and Shadyside Avenue, is shown on the future land use plan in the flexible category, meaning that if this land is not selected for a civic use, the plan is flexible in terms of allowing its use for office, multi-family residential, or retail."

10. Replace the second policy recommendation under the Future Land Use Plan section on page 108 with the following: "2. Construct an entertainment district, to include a new performing arts center in the vicinity of the Suitland Metro station, Suitland High School, and Suitland Federal Center in order to ensure a vibrant mix of commercial, retail, hotel, restaurant, and/or civic uses recommended for the vicinity in the plan."

11. Delete the fourth policy recommendation under the Future Land Use Plan section on page 108, which reads: "Study the potential need and locations for a new Suitland High School, a new performing arts center, or other civic uses."

12. Revise "Figure 53 Suitland Future Land Use Plan" to show medium density residential on the Gromen Landing LLC (Exhibit 24) property south of Ryan Road and between Swann Road and Suitland Road and revise "Figure 54 Suitland Recommended Zoning Concept" on the same Gromen Landing LLC property to show the color for R-T and label for R-T zoning.

13. Revise the recommendation regarding the Suitland M-U-TC in the Proposed Zoning section, per the staff errata:

Delete paragraph six, which reads:

"The Southern Green Line plan recommends retaining the Suitland M-U-TC, but updating and clarifying allowed uses and standards as necessary to eliminate ambiguities, better clarify when standards apply, and allow greater flexibility.

Specifically, the following recommendations are made to amend the Suitland M-U-TC:"

And replace with the language below to read:

"Clarification is needed regarding the applicability of the M-U-TC design standards to renovation and expansion projects. The current language states that: "the design standards and guidelines are applicable to any new development and exterior renovation of buildings" (p.23), however, the language also exempts from "full or partial review" additions of less than 250 square feet or routine maintenance, which conflicts in some cases with the intent for a review of exterior renovations. What constitutes a full or partial review by the Design Review Committee, and what powers the committee has to require changes to an application are not clear and therefore need to be defined.

Policy recommendation for the Suitland M-U-TC is:

1. Retain the Suitland M-U-TC, but undertake a process to amend the zoning ordinance in order to update and clarify the permitted uses and design standards as necessary to eliminate ambiguities and conflicts, allow for greater flexibility in terms of land use, and clearly define when standards apply.

2. Consider the following recommendations when updating the Suitland M-U-TC, including but not limited to:"

Change paragraph seven from numbered list to bulleted list.

Chapter 5 Naylor Road Station

14. Change "Figure 71 Good Hope Avenue Extension Street Section Concept" to add on street bicycle lanes, specifically, narrow the sidewalks on each side of the road from 20 feet to 17 feet in width, add 5-foot wide bike lanes in each direction, and change the drive lane width to 12 feet.

Chapter 6 Southern Avenue Station

15. Revise Figure 89 Southern Avenue Future Land Use Plan to show "Flexible" land use on WMATA property by the transit station and all of the property fronting on Southern Avenue southwest of the station, excluding the existing apartment complex; add a 100 foot deep strip of "Medium Density Residential" along the south side of Wheeler Hills Road on property owned by the county and A.M.E. Zion Church.

16. Change the policy recommendations for future land use to read:

"1. Allow for a flexible mix of land uses—including commercial uses, office uses, or medium and high density residential uses, or a mix of these uses—for property fronting on Southern Avenue southwest of the station, with the exception of the existing medium-density residential apartment complex and environmentally sensitive land on the bluff southwest of the station.

2. Designate undeveloped property to the north and south of Wheeler Hills Road as medium-density residential, including the immediate frontage to a depth of 100 feet on the south side and at the bottom of steep slopes from Wheeler Road to the edge of M-NCPPC property and a recommended roadway.

3. Plan for high-density residential use on WMATA property at the corner of Oxon Run Drive and the Metro access road and where possible on relatively flat land on top of the bluff.

4. Consider environmental constraints created by steep slopes and streams and plan for conservation and passive park space on lands that should not be developed."

17. Revise "Figure 90 Southern Avenue Recommended Zoning," to show M-X-T on property fronting on Southern Avenue southwest of the station, with the exception of the existing medium-density residential apartment complex, and also property fronting on Wheeler Hills Road, excluding the already developed property on the south side of the road.

18. Revise the policy recommendations for zoning to read:

"1. Rezone property fronting on Southern Avenue, including WMATA property and the former Byrne Manor property, from the Commercial-Office zone to M-X-T, for Mixed Use Transportation.

2. Rezone property along the south and north sides of Wheeler Hills Road from R-55, for low-density residential development, to M-X-T.

3. Rezone WMATA property at the intersection of Oxon Run Drive and the Metro access road from R-T to R-10 to allow for multi-family residential.”

Chapter 7 Implementing the Plan

19. Add to “Table 32 Implementation Strategies Action Plan” under the “Regulatory Strategies”:
“Conduct a transportation study for each of the four stations in consultation with SHA, DPW&T, and WMATA to identify needed transportation improvements, particularly in regard to creating a grid of public streets, and establishing the capacity, cost, and responsible parties for these improvements.”

Chapter 8 Sectional Map Amendment

20. Revise the “Residential Rezoning Recommendations” on page 188 to read:

“The sector plan recommends rezoning property in Suitland south of Ryan Road and between Swann Road and Suitland Road from R-55 to R-T. Near the Southern Avenue Metro Station the recommendation is to rezone WMATA property at the corner of Oxon Run Drive and the Metro access road from R-T to R-10 to allow high density residential development.”

21. Add text on page 188 under a new subheading to read: “Mixed Use Rezoning Recommendations” and “In order to facilitate mixed use development near the Southern Avenue Station the plan recommends rezoning property fronting on Southern Avenue southwest of the station currently zoned C-O, R-10, and C-S-C to Mixed Use Transportation (M-X-T). The plan also recommends rezoning property currently zoned One-Family Detached Residential (R-55) along Wheeler Hills Road and flanking the Reserved Open Space zone (R-O-S) to Mixed Use Transportation (M-X-T).”

22. Revise SMA Change Number 1 to expand the area recommended for rezoning per the map included on page 4 of the staff digest of testimony and to include property along both sides of Wheeler Hills Road, Wheeler Road and to Southern Avenue, and revise the Zoning Change to read: “R-10, C-O, C-S-C, and R-55 to M-X-T.”

23. Revise SMA Change Number 2, Zoning Change to read: “C-O to M-X-T.”

24. Correct the text on SMA Change Number 4, Approved SMA/ZMA/SE, Date to “9/30/2008”.

25. Add SMA Change Number 6 to recommend rezoning the Gromen Landing LLC (Exhibit 24) property south of Ryan Road and between Swann Road and Suitland Road and from One-Family Detached Residential (R-55) to Residential Townhouse (R-T).

Appendix

26. Add an Appendix, per the staff errata, with public facilities cost estimates.

NOW, THEREFORE, BE IT RESOLVED, that the Prince George’s County Planning Board of The Maryland-National Capital Park and Planning Commission does hereby adopt the Preliminary Southern Green Line Station Area Sector Plan, this adopted plan containing amendments, extensions, deletions, and additions in response to the public hearing record; and

resolution; and

BE IT FURTHER RESOLVED that in accordance with Section 27-645(c)(2) of the Zoning Ordinance of Prince George's County, copies of the adopted plan, consisting of this resolution to be used in conjunction with the *Preliminary Southern Green Line Station Area Sector Plan and Proposed Sectional Map Amendment*, will be transmitted to the County Executive and each municipality whose territorial boundaries are in and within one-half mile of the sector plan area; and

BE IT FURTHER RESOLVED that an attested copy of the adopted plan, and all parts thereof, shall be certified by the Commission and transmitted to the District Council of Prince George's County for its approval pursuant to the Land Use Article, Annotated Code of Maryland; and

BE IT FURTHER RESOLVED that the Prince George's County Planning Board finds that the plan recommendations, as heretofore described, are in conformance with the principles of orderly comprehensive land use planning and staged development, and with consideration having been given to the applicable County Laws, Plans, and Policies; and

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Geraldo, with Commissioners Washington, Geraldo, Bailey, Shoaff and Hewlett voting in favor of the motion, at its regular meeting held on Thursday, September 12, 2013.

Adopted by the Prince George's County Planning Board this 26th day of September 2013.

Patricia Colihan Barney
Executive Director


By Jessica Jones
Planning Board Administrator

APPROVED AS TO LEGAL SUFFICIENCY


M-NCPPC Legal Department

Date 9/27/13