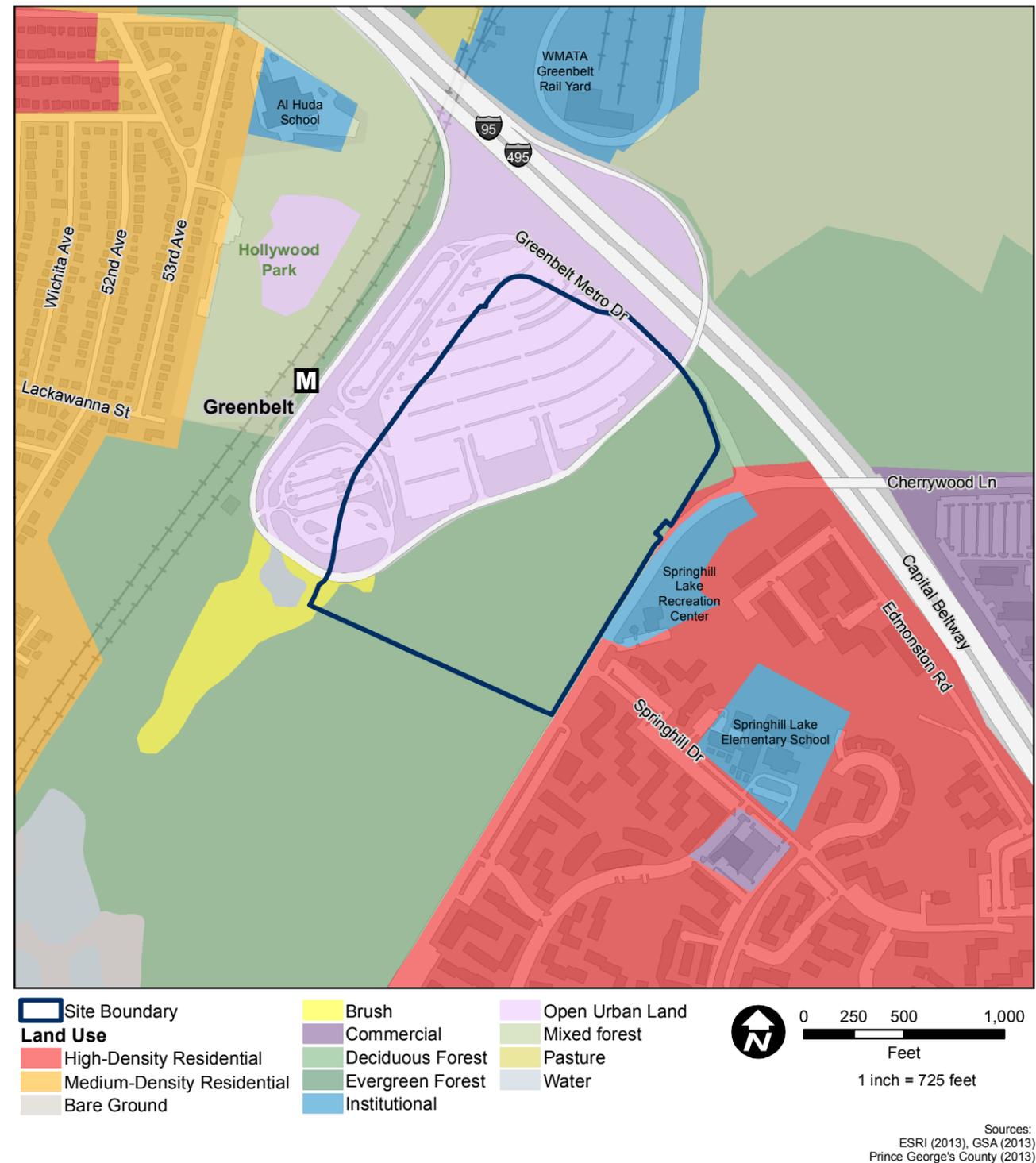


Figure 5-9: Greenbelt Existing Land Use Map



5.1.4 Land Use, Planning Studies, and Zoning

The following sections describe the affected environment for land use and zoning for the Greenbelt site, highlighting planning studies applicable to the site.

5.1.4.1 Land Use

The site is bordered by a wooded area on south, Cherrywood Lane and a residential neighborhood to the east, a rail corridor on the west, and an interstate highway to the north. Development near the site includes single family housing, low-rise apartment complexes, suburban office parks, a WMATA rail yard, and a Federal courthouse. Commercial strips and agricultural land use occur approximately 1 mile from the site. The site is situated in a fairly populated suburb of Washington, D.C. Figure 5-9 illustrates the land uses, within a quarter mile radius of the site, according Maryland Department of Planning Anderson Level II land use/land cover categories.

The northwest portion of the site is composed of the existing surface parking lot for the Greenbelt Metro Station. The southeast portion of the site, owned by the State of Maryland, consists of almost entirely woodlands and wetlands, and contains segments of the Indian Creek and associated unnamed tributaries, which ultimately feed into the Anacostia River (Maryland Environmental Trust 2014). This portion of the site is considered an important environmental resource that is used by area nature groups, including the Patuxent Bird Club and the Prince George's County Audubon Society, for passive recreation and nature observation, especially bird study (Schaffer 2015). Furthermore, this natural area connects to an extensive network of stream valley parkland in otherwise urban and suburban developed areas. During public scoping, several individuals and community naturalist and conservation groups advocated that public access remain available for these uses, due to the diversity of the wetland habitat and the variety of wildlife seen on the site. In fall of 2014, Maryland's Board of Public Works (BPW), composed of the Governor, Comptroller and Treasurer, approved the granting of an approximately 22-acre

security easement to the Federal Government on this state-owned land that would preserve this land in its current state. BPW would consider extending approval for another year (Sanford 2015). If the Greenbelt site is selected for consolidation of the FBI HQ, the security easement would be recorded upon the signature of GSA and BPW.

5.1.4.2 Zoning

The Prince George's County zoning map divides the Greenbelt site between two distinct zoning designations. The majority of the site, comprising the northwest, east, and west portions owned by WMATA, is currently zoned as mixed-use transit-oriented (M-X-T). The M-X-T zone provides for a variety of residential, commercial, and employment uses. This zoning requires at least two of the following categories are present on the site: (1) retail businesses; (2) office/research/industrial; (3) dwellings, hotel/motel (Prince George's County Planning Department 2010). In addition, this zoning designation is intended to encourage 24-hour activity in an area, rather than provide uses that support only daytime or evening activities. Uses in designation M-X-T zone must be located near a major intersection or a major transit stop or station and provide adequate transportation facilities for the anticipated traffic. There are no restrictions for lot size and/or dwelling types for this zoning, and the maximum FAR is 0.4 without the optional method, and 8.0 with the optional method. The optional method provides an alternative choice of development that would allow for greater density to encourage a high degree of urban design, increased pedestrian-oriented activities and amenities, and provide uses that encourage 24-hour programming.

ZONING

Zoning is the legal power of government to regulate the use of private property. These regulations are codified in zoning ordinances which define use, lot size, placement, density, and height.

The southeast portion of the Greenbelt site, owned by the State of Maryland, is currently zoned Reserved Open Space (R-O-S). R-O-S zoning is described as providing permanent maintenance of certain areas of land in an undeveloped state, with the consent of the property owners. This type of zoning encourages preservation of large areas of trees and opens space; is designed to protect scenic and environmentally sensitive areas and ensure retention of land for non-intensive active or passive recreational uses; and provides for very low density residential development and a limited range of public, recreational, and agricultural uses. The minimum lot size is 20 acres, and the maximum dwelling units per net acre is 0.05 (Prince George's County Planning Department 2010).

The entirety of the site is within a Development District Overlay (D-D-O) associated with the Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment (SMA). D-D-O zones are intended to ensure that development meets the goals established in a Master Plan, Master Plan Amendment, or Sector Plan. Development Districts may be designated for town centers, Metro areas, commercial corridors, employment centers, revitalization areas, historic areas and other special areas as identified in approved plans.

According to the Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and SMA building heights within 250 feet of the Greenbelt Metro Station shall range from four to eight stories. Building heights in the rest of the North Core shall range from 4 to 12 stories (70 to 190 feet). However, taller buildings may be appropriate within the maximum height zone upon justification from the applicant.

5.1.4.3 Regional and Local Land Use Studies

This section describes the regional planning, land use, and transportation studies that form the framework for understanding Prince George's County's vision and plans for the area containing the Greenbelt site.

Plan Prince George's 2035

Plan Prince George's 2035, initiated by the M-NCPPC, includes comprehensive recommendations for guiding future development within Prince George's County. The plan aims to direct the majority of the County's incentives and new infrastructure to a limited number of places in the near-term to accelerate their development as viable economic engines over the next 5 to 10 years (Prince George's County Planning Department 2014). By concentrating development in select locations, the County strengthens neighborhoods; enhances transit-rich centers; preserves environmentally sensitive and rural areas; and creates state-of-the-art public facilities, schools, and parks and recreations services.

Plan Prince George's 2035 mentions Greenbelt as one of the eight potential growth areas for projected development in Prince George's County, and specifically highlights the Greenbelt Alternative as a potential driver of economic growth and Federal employment hub. These centers have potential for extensive transit and transportation infrastructure and the long-term capacity to become mixed-use, economic generators for the County as Regional Transit Centers. The regional transit centers, currently medium- to high-density areas, are envisioned to feature high quality urban design, incorporate a mix of complementary uses and public spaces, provide a range of transportation options, and provide a range of housing options. With regard to Greenbelt, the plan supports the development of the Innovation Corridor around the College Park/University of Maryland and Greenbelt Metro Stations. To achieve this vision there would be targeted infrastructure improvements to retain existing and attract new employers, including advanced information and communication technology infrastructure, shared parking, bike amenities and lanes, sidewalks, public facilities, and other amenities to support research and development entities.

Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment

The Greenbelt Metro Area and MD 193 Corridor Sector Plan and SMA, was published in March 2014 to provide a comprehensive planning and zoning approach to properties and communities in proximity to the Greenbelt Metro Station (M-NCPPC 2013). The plan is a vision of an interconnected, vibrant, and diverse M-X-T eco-community that builds on the historic commitment to sustainability of the City of Greenbelt and the town of Berwyn Heights. The plan is composed of two parts: The Greenbelt Sector Plan and the SMA.

The Greenbelt Sector Plan updates the 2001 Approved Sector Plan and SMA for the Greenbelt Metro Area and amends portions of the 1989 Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity and the 1990 Adopted SMA for Planning Areas 65, 66, and 67, all of which were prepared and adopted by M-NCPPC.¹

¹ M-NCPPC is a bi-county agency whose geographic authority includes the majority of Montgomery and Prince George's Counties. M-NCPPC prepares, adopts, and occasionally amends extensions of the General Plan for the physical development of the Maryland Washington Regional District. M-NCPPC operates in each county through a planning board appointed by and responsible to the county government. The planning boards are responsible for all local plans, recommendations on zoning amendments, administration of subdivision regulations, and general administration of parks. Comprehensive planning activities for the city of Greenbelt are carried out by M-NCPPC (Canan 1992). Other planning needs that are not addressed by M-NCPPC are carried out by the planning staff for the city of Greenbelt. The County Council of Prince George's County (1) sets policy, (2) approves the plan, and (3) implements the plan. The City of Greenbelt Advisory Planning Board participated in the development of the Greenbelt Sector Plan and SMA.

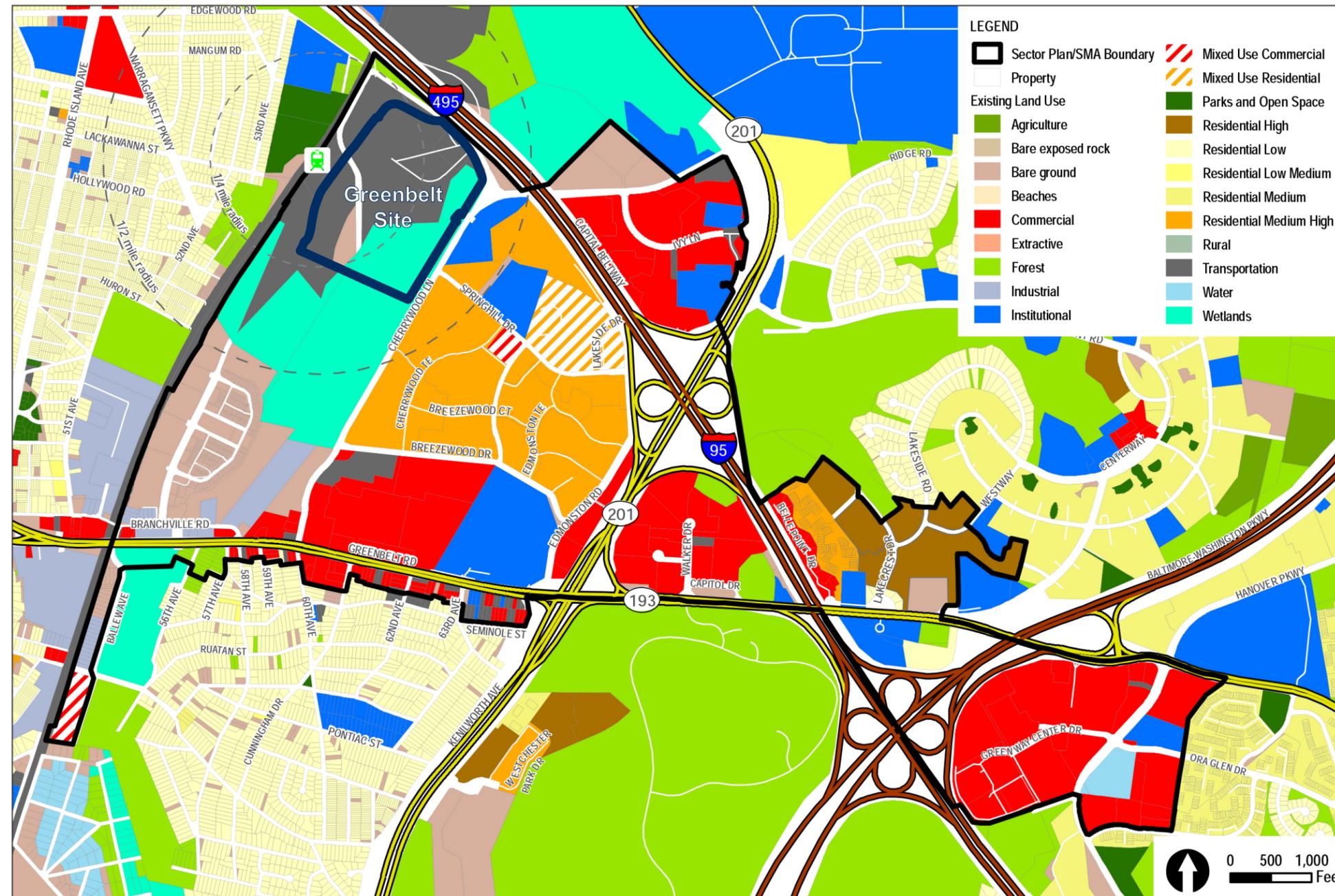
GREENBELT LAND USE AFFECTED ENVIRONMENT OVERVIEW

- Land uses in the study area include single family housing, low-rise apartment complexes, suburban office parks, a WMATA rail yard, commercial strips, and agricultural land use.
- The northwest portion of site is zoned as M-X-T and the southwestern portion of the site is zoned as R-O-S.
- Land use plans and studies that guide the development for the Greenbelt site and the surrounding area include Plan Prince George's 2035, the Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and SMA, the City of Greenbelt Pedestrian and Bicyclist Master Plan, the Comprehensive Plan for the National Capital Region: Federal Elements, and the Capper-Cramton Act.

FLOOR AREA RATIO (FAR)

Floor-to-Area Ratio (FAR) is the total square feet of a building divided by the total square feet of the lot on which the building is located. Higher FARs indicate a higher density of development.

Figure 5-10: Existing Land Use in the Greenbelt Sector Area



Source: Prince George's County (2013)

The Sector Plan and SMA encompasses approximately 1.79 square miles of land located in the northwestern portion of Prince George's County, Maryland, which includes the Greenbelt site. Figure 5-10 depicts the study area for the Greenbelt Sector Plan and SMA, and the existing land uses within the plan area. The Sector Plan area is bounded by the Capital Beltway (I-95/495), BARC, and the historic center of Greenbelt to the north; the city boundaries of College Park to the west; the residential portion of the town of Berwyn Heights, Greenbelt National Park, and the Hunting Ridge apartment complex to the south; and the Windsor Green and Greenbrook Residential communities to the east. The study area covered by the Sector Plan and SMA features a mix of commercial, multifamily residential, light industrial, and civic uses anchored by the Greenbelt Metro Station, Beltway Plaza Mall, and Greenway Center shopping center.

The Sector Plan

The Greenbelt Sector Plan establishes how the County would like land within the plan boundaries to be developed in the future, and defines a community vision that encourages quality, integrated, multimodal, and transit-oriented development while preserving existing vital features such as environmental and cultural assets. The Sector Plan builds on the following five planning principles: (1) Connectivity and Safety, (2) Sustainability, (3) Quality of Life, (4) Economic Development, and (5) Neighborhood Preservation and Conservation.

The Sector Plan is composed of six primary elements that contribute to achieving the goals of the planning principles. The goals and planning principles that would inform the Greenbelt Alternative are included in this section; additional goals and planning principles of these primary elements can be found in the Sector Plan. Figure 5-11 provides a comprehensive illustration of the vision for land use in the Greenbelt area, based on the Sector Plan.

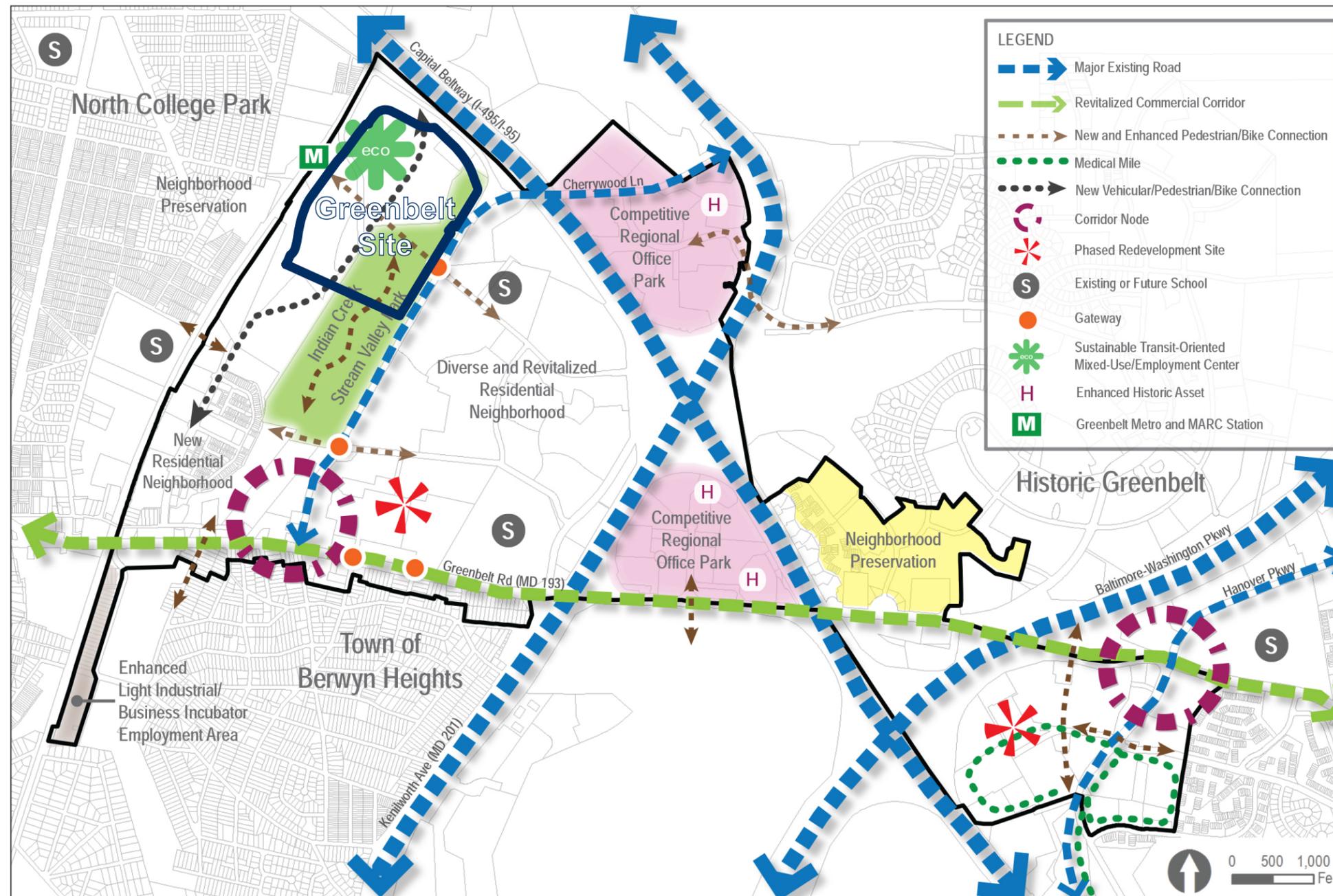
Land Use and Urban Design

The land use and urban design principles of the plan focus on creating an eco-community at the Greenbelt Metro Station; preserving and enhancing existing environmental corridors such as Indian Creek; implementing pedestrian and transit oriented mixed-use development; preserving the opportunity for a major employer or GSA employment campus; supporting mixed-use development; developing an integrated network of natural areas, public spaces, urban plazas, and civic amenities such as an archaeological interpretive center; providing a framework for vertical and horizontal mixed-use development over time; and recommending successful, regionally competitive office parks. In addition, the Sector Plan targets Cherrywood Lane/60th Avenue and Hanover Parkway as two primary locations for areas of concentrated activity or land use along a major thoroughfare.

Environmental Infrastructure

This principle provides guidance to preserve, enhance, and restore the natural environment to the fullest extent possible and ensure sustainability within the desired development pattern. Aspects of this design that would affect land use include integrating sustainable growth, implementing environmentally sensitive design building techniques, preserving and enhancing the existing urban tree canopy and recommending woodland and conservation bank sites, and reducing light pollution.

Figure 5-11: Vision for the Greenbelt Sector area



Source: Prince George's County (2013)

Transportation (Safety, Connectivity, Mobility, and Access)

The transportation principle intends to facilitate alternate forms of transportation by providing a continuous network of sidewalks, bikeways, and trails; encouraging transit use with coordinated operations and transit-oriented development; and enhancing street connectivity. In addition, the transportation principle outlines initiatives such as implementing reconfigured road lanes, dedicated bicycle facilities, and wide sidewalks along MD 193; constructing additional trail connections and facilities to connect neighborhoods to the Greenbelt Metro Station; and recommending a comprehensive managed parking program.

Economic Development

The economic development portion targets land use by recommending revitalized and redeveloped existing commercial properties to improve accessibility and connectivity, providing a state-of-the-art physical infrastructure network to complement the Greenbelt Metro Station, and encouraging infrastructure providers and developers to extend this network throughout the sector plan area.

Housing and Neighborhood Preservation

The Sector Plan targets housing and neighborhood preservation as an overarching principle to preserve the character of existing single family residential neighborhoods and protect existing residential communities from potentially adverse impacts of new, higher-density development at the Greenbelt Metro Station and along the MD 193 corridor.

Quality of Life

To enhance quality of life, the Sector Plan targets Hanover Park, Greenway Shopping Center, and the Maryland Trade Center as locations that could make up a “medical mile.” In addition, the plan supports the relocation of the Greenbelt school bus maintenance and storage lot to be repurposed as a relocated elementary school or active park and recreation space and the relocation of the Greenbelt Volunteer Fire Station to MD Route 193. The plan also recommends pursuing property acquisition to develop an active recreation facility, and supports the development of small-scale urban parks, plazas, and other open spaces.

Sectional Map Amendment

An SMA defines rezoning amendments within the plan area. The SMA may change the existing zoning in the area to permit the land use recommendations in the Sector Plan. The SMA applicable to the Greenbelt site consists of development district standards that are specifically intended to address new development and redevelopment proposals in the Greenbelt Metro Area and MD 193 Corridor. The standards establish a consistent design framework to ensure quality in future development. These standards follow and implement the recommendation of the Greenbelt Metro Area and MD 193 Corridor Sector Plan. The SMA aims to regulate building form, architectural elements, sustainability and the environment, and streets and open spaces in six areas in the Greenbelt metropolitan area. The purpose of these standards is to shape high-quality public spaces with buildings and other physical features to create a strong sense of place for Greenbelt and Berwyn Heights. The six subareas of the Greenbelt Metro Area and MD 193 Corridor development district include the North Core, South Core, and Franklin Park at Greenbelt Metro Station, Capital Office Park, Beltway Plaza, and the MD 193 Corridor.

The SMA is composed of four basic components that will drive the design of the Sector Plan—building form, architectural elements, sustainability and the environment, and streets and open spaces. Building form provides appropriate building orientation standards as a defining element in creating great streets and great places. In terms of architectural elements, the amendment describes design elements common to all styles of architecture and building types, such as opening compositions, shop fronts, and overall façade articulation. It also designates that all future developments be designed with sustainability and the environment incorporated. Streets and open spaces is an essential element of urban design and place making and impacts land use. Streets are considered a major public place and careful attention must be paid to the design and configuration of streets, including the streetscape, bicycle facilities, street trees, street lighting, and amenities such as benches and trash receptacles. In order to achieve a unified street character, easements can be used where necessary to create a consistent build-to line, landscape area, sidewalk width, and bicycle facilities.

The Greenbelt site is in the North Core designated area of the Greenbelt Metro Area and MD 193 Corridor Sector Plan and SMA development district. Specific recommendations guided by the SMA and the basic contributing components that relate to land use include the following:

Building Form:

- Greenbelt Station Parkway and Greenbelt Metro Drive shall function as primary frontage streets (the public right-of-way [ROW] that serves as primary access to a property) within the North Core.
- Building heights immediately adjacent to the Greenbelt Metro Station are more constrained than for those more than 250 feet from the station, as described in section 5.1.4.2.

Sustainability and the Environment:

- All new development should have Leadership in Energy and Environmental Design (LEED) standards for building review and be integrated into the design and construction process. LEED-Silver or better certification is desired for all new development.
- The developer and property owners for any future major employer or GSA campus are encouraged to provide native species and landscaping to create naturalized habitats such as meadows and woodlands within any security buffer yards that may be required, if feasible and appropriate.

Streets and Open Space:

- Developers are required to install sidewalks for the entire frontage of the site.
- Street trees are required in all subareas at a spacing of approximately 30 feet on center.
- An interconnected network of public and private open spaces is an essential component of the Greenbelt metropolitan area. However, the development district standards recognize that a broad range of security requirements may be necessary with the development of a major employer or GSA campus, which may preclude public access to open spaces.

City of Greenbelt Pedestrian and Bicyclist Master Plan

The City of Greenbelt's Advisory Planning Board initiated a Greenbelt Pedestrian and Bicyclist Master Plan to guide improvements in the conditions for walking and cycling through the city of Greenbelt (City of Greenbelt 2014). The plan is divided into five sections based on recommendations for improving conditions for bicycling and walking in the city of Greenbelt. The sections include (1) General Recommendations, (2) Location-Specific Recommendations, (3) Location-Specific Concepts, (4) Pedestrian Recommendations, and (5) Bicyclist Recommendations.

Within the plan, the city provides recommendations for how future land use should be designated to improve conditions for bicycling and walking in the city of Greenbelt. General recommendations include providing a safe street environment for pedestrians, bicyclists, and drivers; developing pedestrian and bicycle networks that are accessible to everyone; designing pedestrian and bicycle networks so they are easy to use and provide direct connections; and establishing street environments that feel comfortable and inviting to pedestrians and bicyclists.

Comprehensive Plan for the National Capital Region

The Comprehensive Plan for the NCR is a document that guides future planning and development in Washington, D.C., and the surrounding region. The plan is divided into two components: the Federal Elements and the District Elements. The Federal Elements are prepared by NCPC and provide a policy framework for the Federal Government in managing its operations and activity in the NCR. The District Elements, which are applicable only in the District of Columbia, are developed by the District of Columbia to address traditional city planning issues such as land use, housing, and economic development. For this site, only the Federal Elements are applicable as they apply to the future development of Federal facilities.

Federal Elements

The Federal Elements address matters related to Federal properties and Federal interests in the NCR. The development of new Federal facilities affords the Federal Government an opportunity to locate new workplaces where improvements in operational efficiencies can be made while using existing resources, promoting the use of alternative transportation, and enhancing interactions with local communities to address regional and local problems (NCPC 2004).

In identifying locations for new facilities, the plan suggests that Federal agencies work to acknowledge the considerations outlined in the Federal Elements of the Comprehensive Plan for the NCR. These considerations include: encouraging the location of Federal workplaces to be in central cities, providing alternate modes of transportation, and taking into account the surrounding communities' contribution to the Federal workplace.

Policies from the **Federal Workplace Element** that are relevant to the FBI HQ consolidation include:

- Support regional and local agency efforts to coordinate land use with the availability or development of transportation alternatives to the private automobile.
- Utilize available federally owned land or space before purchasing or leasing additional land or building space.
- Consider the modernization, repair, and rehabilitation of existing federally owned facilities for Federal workplaces before developing new facilities.
- Plan Federal workplaces to be compatible with the character of the surrounding properties and community and, where feasible, to advance local planning objectives such as neighborhood revitalization.
- Develop sites and buildings consistent with local agencies' zoning and land use policies and development, redevelopment, or conservation objectives, to the maximum extent feasible.
- Minimize tree cutting and other vegetation removal to reduce soil disturbance and erosion, particularly in the vicinity of waterways. When tree removal is necessary, trees should be replaced to prevent a net tree loss.

Transportation Element policies that are relevant to the FBI HQ consolidation include:

- Outline employee parking ratios that determine the number of parking spaces available for employee use.
- Prepare a Transportation Management Plan (TMP) to encourage employee commuting by modes other than the single-occupancy vehicle (SOV).
- Develop a TMP that explore methods and strategies to meet prescribed parking ratios, and include a thorough rationale and technical analysis in support of all TMP findings.
- Provide parking that is only used by Federal employees who are unable to use other travel modes; that is located in parking structures, preferably below ground, and position parking so it does not obstruct pedestrian and bicycle access to buildings.
- The number of parking spaces available per employee population are divided into four categories depending on the urban character of each area as well as the availability of infrastructure that supports alternative commuting modes.
- Suburban areas within 2,000 feet of Metrorail: One parking space for every three employees (1:3).

Parks and Open Space Element policies that are relevant to the FBI HQ consolidation include:

- Maintain and conserve trees and other vegetation in the landscaped buffer areas on Federal installations in a natural condition.
- Preserve and protect stream valley parks and small urban forest areas in their natural conditions.
- Protect and maintain the narrow threads of natural areas throughout the District, such as Whitehaven Parkway, Klinge Valley Parkway, Glover-Archbold Park, Soapstone Valley Park, Piney Branch Parkway, and Oxon Run Parkway.

Relevant **Federal Environment Element** policies include:

- Use pervious surfaces and retention ponds to reduce stormwater runoff and impacts to off-site water quality.
- Encourage the use of innovative and environmentally Best Management Practices (BMPs) in site and building design and construction practice, such as green roofs, rain gardens, and permeable surface walkways to reduce erosion and avoid pollution of surface waters.
- Discourage development in areas of identified high erosion potential, on slopes with a gradient of 15 percent and above, and on severely eroded soils. Excessive slopes (25 percent and above) should remain undeveloped.
- Maintain and preserve woodlands and vegetated areas on steep slopes and adjacent to waterways, especially to aid in the control of erosion and sediment.

Relevant **Preservation and Historic Features Element** policies include:

- Sustain exemplary standards of historic property stewardship.
- Identify and protect both the significant historic design integrity and the use of historic landscapes and open space.
- Ensure that new construction is compatible with the qualities and character of historic buildings and their settings, in accordance with the Secretary of the Interior's *Standards for the Treatment of Historic Properties and the Guidelines for Rehabilitating Historic Buildings*.

Capper-Cramton Act

See section 5.1.2 for a description of the Capper-Cramton Act and the development review authority granted to NCPC and M-NCPPC.

5.1.5 Visual Resources

The northwest portion of the Greenbelt site is currently occupied by a portion of the Greenbelt Metro Station. Characterized by a large expanse of asphalt paving, greenery in this area is provided primarily by the planting islands between parking bays and roadside green spaces. Mature trees are located at regular intervals along the islands and road edges, which relieve the stark, barrenness of the parking area. The entire south and east sides of the existing surface parking area is bound by Greenbelt Station Road, an access road connecting the parking lot with the regional highway I-495/I-95 on the northeast. A stormwater management pond enclosed by black chain-link fences is located between Greenbelt Station Road and the parking area.

The eastern and southern portions of the Greenbelt site are located within the undeveloped Indian Creek stream valley, which consists of wetlands, floodplains, upland forest, and the braided stream channel of Indian Creek that traverses the site from northeast to southwest. This portion of the site is heavily wooded and bucolic and serves as a visual buffer between the facilities at the Greenbelt Metro Station and nearby residential communities and office parks to the east/southeast.

The general visual character of the surrounding area is an urban landscape composed of commercial and industrial warehouses, office parks, transportation facilities and residential neighborhoods buffered by green spaces and community parks common to suburban areas. Across the Capital Beltway and north of the proposed site is the Greenbelt Metrorail maintenance yard, surrounded by woodlands associated with the BARC. BARC contributes a rural character to the visual character of the area. To the east of Cherrywood Lane is Springhill Lake Recreation Center and Elementary School, surrounded by the Franklin Park multi-family residential development. To the south of the site is a scrap yard buffered by a wooded area, beyond which lies Phase I of the South Core Greenbelt Station residential development; Beltway Plaza Mall is located southeast of the site. The Hollywood community is located west of the proposed site, across the elevated Metrorail and CSX rail lines, and is characterized by single family residential development set around commercial and recreational establishments.

Aside from the elevated rail line at the Greenbelt Metro Station, building height is only one story above ground in the immediate area of the Greenbelt site, and the site currently is devoid of structures attaining any substantial height. Development east of Cherrywood Lane generally ranges from one to three stories in height as does development in the Hollywood community. The Greenbelt National Historic Landmark (NHL) District is located approximately 1 to 2 miles from the site. Currently, views of the Greenbelt site are limited for areas not directly adjacent to the site or separated from the site by woodlands or landscape trees because of the lack of notable building heights present on the site.



Greenbelt Metro Station surface parking, looking towards the site



South Core

GREENBELT VISUAL RESOURCES AFFECTED ENVIRONMENT OVERVIEW

- The Greenbelt site is characterized by a large expanse of asphalt with greenery provided primarily by the planting islands between parking bays and roadside green spaces on the northwest portion.
- The eastern and southern portions of the site are located within the undeveloped Indian Creek stream valley, which is heavily wooded and serves as a visual buffer between the Greenbelt Metro Station and the nearby residential communities.
- The general visual character of the surrounding area is an urban landscape composed of commercial and industrial warehouses, office parks, transportation facilities, and residential neighborhoods buffered by green spaces and community parks common to suburban areas.



Indian Creek looking toward parking lot

GREENBELT CULTURAL RESOURCES AFFECTED ENVIRONMENT OVERVIEW

- An archaeological survey of the Greenbelt site was performed in the 1980s for the development of the Greenbelt Metro Station; the survey showed that no archaeological resources were present.
- The Greenbelt site contains no historic structures or districts.

AREA OF POTENTIAL EFFECT (APE)

A geographic area within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties.



Franklin Park multi-family residential development

5.1.6 Cultural Resources

GSA, in consultation with the Maryland Historical Trust (MD SHPO or MHT) and in accordance with the regulations implementing Section 106 of the National Historic Preservation Act (NHPA), has determined the Area of Potential Effect (APE) of the Proposed Action on historic properties in the vicinity of the Greenbelt site. The APE for the Greenbelt site is illustrated in figure 5-12.

5.1.6.1 Archaeological Resources

An archaeological survey of the Greenbelt site was performed in the 1980s for the development of the Greenbelt Metro Station. The survey showed that all of the Greenbelt site west of Indian Creek had been entirely disturbed by sand and gravel mining, and that no archaeological resources were present (Gardner 1976). The eastern bank of the creek was not investigated, and it is possible that sites survive in that area. A significant archaeological site was identified about 500 feet north of the Greenbelt site, north of the Beltway in what is now the Greenbelt Metrorail maintenance yard. That site, 18PR94, a prehistoric camp dating to between 8,000 and 1,000 B.C. was mitigated by data recovery excavations (LeeDecker and Koldehoff 1991).

5.1.6.2 Historic Resources

The Greenbelt site contains no historic structures or districts. Standing structures on the site date from the development of the Greenbelt Metro Station between 1988 and 1993.

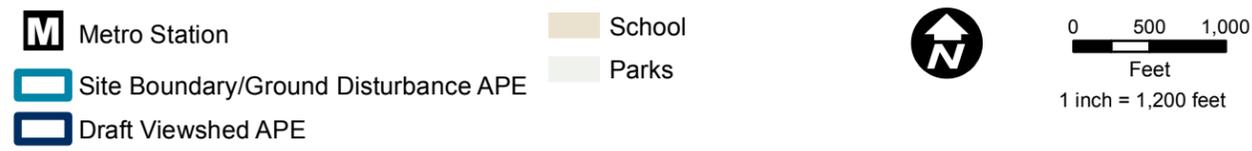
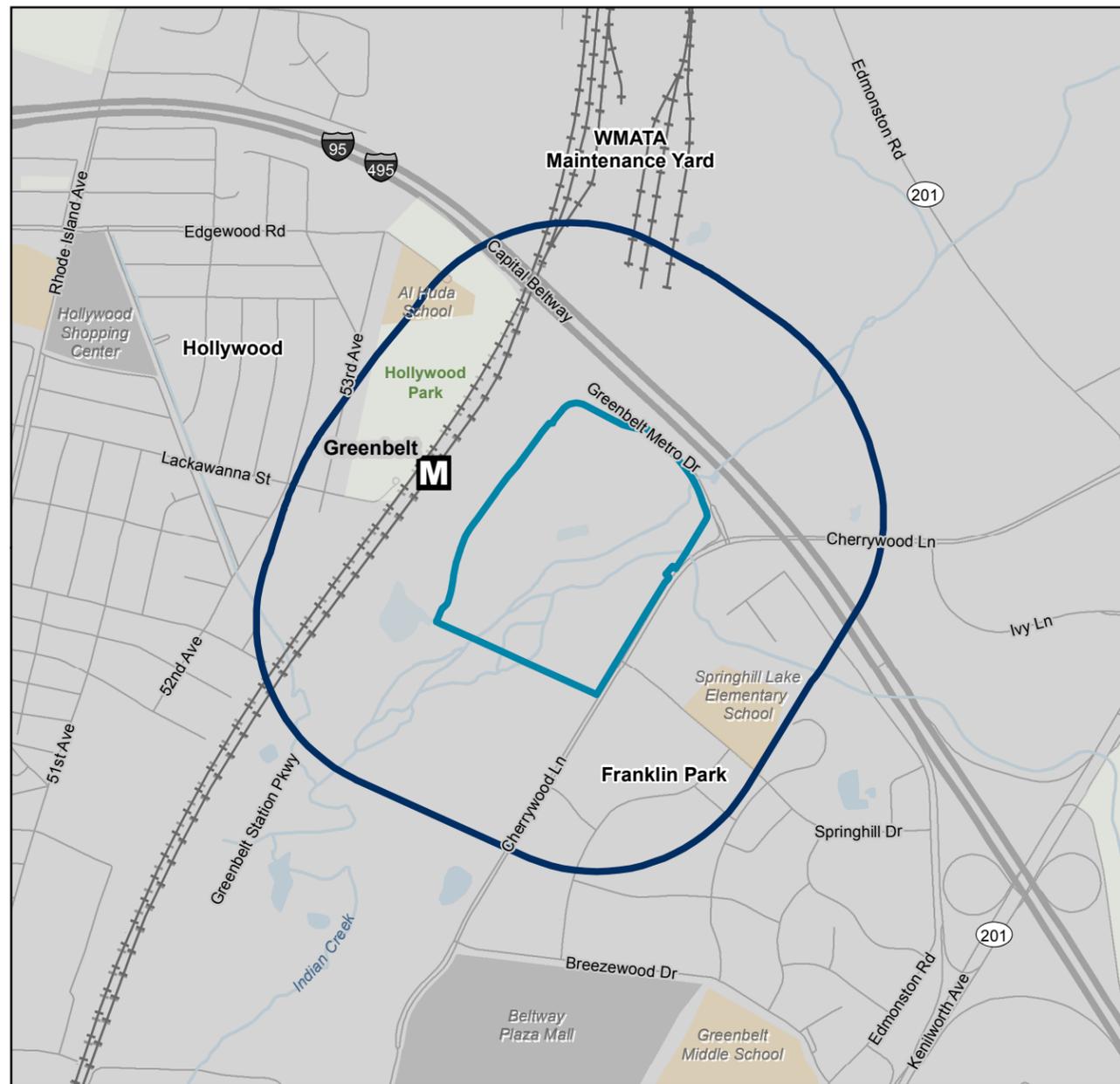
There has been only one architectural survey within the Greenbelt viewshed APE. The Hollywood subdivision (PG:66-39), a post-World War II residential development composed of post-World War II tract housing, is located along the northwest periphery of the APE. Hollywood was determined not eligible for listing in the NRHP with MHT (MD SHPO) concurrence in 2001 (Kermes 2001).

Along the northeast side of the Hollywood subdivision and within Hollywood Park is the former Holly Park School (now the Al-Huda School). John G. Scheibel, Inc., built the eight-classroom school circa 1957. The school and its 10-acre site, together with the adjacent 15-acre Hollywood Park, were part of the M-NCPPC park-school plan (Washington Post 1957). The school was not included in the evaluation of the Hollywood subdivision, and therefore has not been formally evaluated for NRHP eligibility.

On the southeast edge of the APE, on the southeast side of Cherrywood Lane, is the Springhill Lake apartment complex, currently known as Franklin Park. This large complex was built between 1964 and 1972 and consists of groupings of three-story garden apartments. The Springhill Lake Elementary School, located within the complex, was erected in 1969–1972. The complex appears to be common of garden apartment development from the latter decades of the twentieth century. Neither the complex nor the school have been evaluated for NRHP eligibility.

The Greenbelt, Maryland Historic District, located outside the APE, was designated an NHL in 1997. Greenbelt, developed in 1935–1946, is the first government-sponsored, planned community in the U.S. built on “garden city” principles and embodies the regional planning principles and architectural ideals of the mid-1930s. The Greenbelt Middle School (Rural High School), one of four discontinuous parcels of the NHL district, is approximately 0.5 mile southeast of the Greenbelt site. The largest portion of the historic district (also known as Parcel 1) is approximately 0.5 to 0.75 mile east of the Greenbelt site.

Figure 5-12: Greenbelt Historic Resource Map



Sources:
 ESRI (2013), GSA (2013)
 Prince George's County (2013)



Hollywood Subdivision

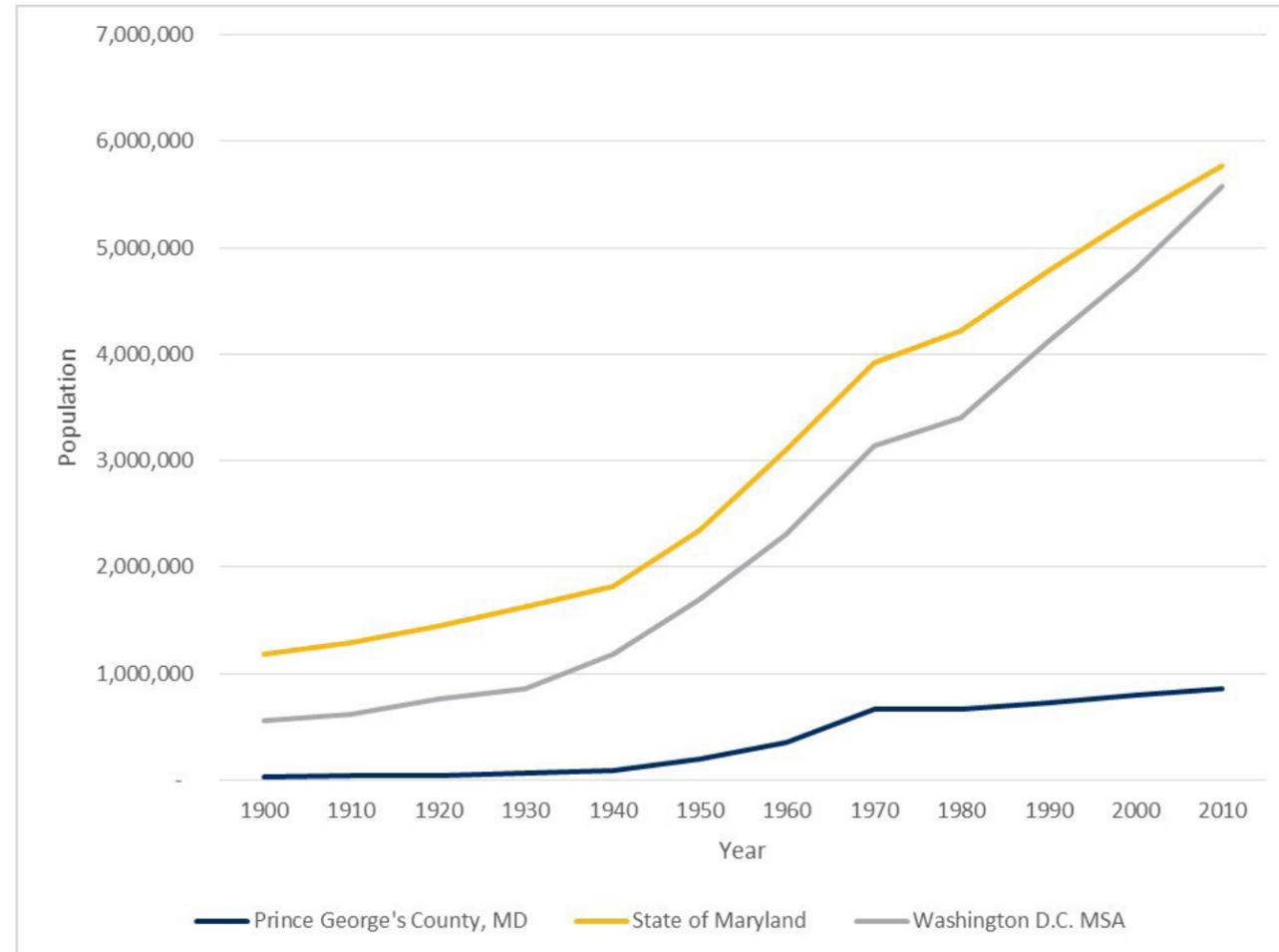
GARDEN APARTMENT

Generally, a low-rise apartment building surrounded by landscaped grounds and arranged around courtyards.

GARDEN CITIES

Garden cities are a modern urban planning trend whereby planned, self-contained communities are surrounded by greenbelts of undeveloped or agricultural land.

Figure 5-13: Greenbelt Historic Population Trends, 1900-2010



Source: U.S. Census (1990, 2000, 2010a)

5.1.7 Socioeconomic and Environmental Justice

The following sections describe the affected environment for socioeconomic and environmental justice at the Greenbelt parcel. Socioeconomic and environmental justice covers these subtopics: population, housing, employment, income, taxes, schools, community facilities, community services, recreation, environmental justice and protection of children. The region of influence (ROI) for socioeconomic and environmental justice is defined as the Washington-Arlington-Alexandria Metropolitan Statistical Area (Washington, D.C., MSA). See section 3.8 for more detailed information on the Washington, D.C., MSA and the methodology used for this section.

5.1.7.1 Population and Housing

Population

The population in Prince George's County doubled every decade from 1940 until 1970. The population continued to rise steadily through 2010 when the most recent decennial census occurred, as shown in figure 5-13. The population in the Washington, D.C., MSA and the State of Maryland all increased at greater rates than the rate of population increase in Prince George's County over the same period.²

Between 2000 and 2013, the total population in Prince George's County increased by 9 percent to 873,481. This rate of population growth was lower than the rate of growth of the population in the Washington D.C., MSA (12.5 percent) over the same period, as shown in table 5-6.

MWCOG,³ which does not share the same boundary as the Washington, D.C., MSA, projects that the population of the metropolitan area would grow by 1.8 million people by 2040, resulting in a total population of 7,042,966 in 2040, which represents a 34 percent increase in population from 2010 (table 5-7). The population of Prince George's County is projected to grow by 15 percent between 2010 and 2040, which is less than the 24 percent projected growth for the State of Maryland and 34 percent projected growth for the Washington, D.C., MSA over the same period (MWCOG 2014).

Between 2009 and 2013, 64 percent of Prince George's County's inhabitants identified themselves as Black or African American. This percentage is almost three times greater, as a percentage of total population, of this same demographic in the Washington, D.C., MSA, and nearly twice as high, as a percentage of total population, of this demographic in the entire State of Maryland, as shown in table 5-7.

² The current geographic boundaries for the MSA represent the boundaries as they existed in 2010. However, the geographic boundaries for counties and cities included in these combined area statistics have likely changed between 1900 and 2010. Therefore, the statistics in figure 5-13 and in the supporting paragraph are reflective of the total population of these areas as their boundaries existed at the time their statistics were recorded and are not based on the boundaries that existed in 2010.

³ The population projection model is based on the 1983 definition of the Metropolitan Statistical Area (MSA) that includes the District of Columbia, Calvert County, Charles County, Frederick County, Montgomery County, and Prince George's County in Maryland; and Alexandria, Arlington County, Fairfax, Fairfax County, Falls Church, Loudoun County, Manassas, Manassas Park, Prince William County, and Stafford County in Virginia (MWCOG 2015). The 1983 definition of the MSA is not the current Washington, D.C., MSA definition used in this document.

Table 5-6: Population Growth for Prince George's County, Region of Influence, and Washington D.C., MSA, and State of Maryland, 2000, 2009-2013

County/Area	2000	2009-2013 ^a	Percent Change, 2000 - 2013
Washington, D.C., MSA	5,119,490	5,759,330	12.5%
State of Maryland	5,296,486	5,834,299	10.2%
Prince George's County, MD	801,515	873,481	9.0%

^a This statistic is an annual average statistic from 2009-2013.
Source: U.S. Census Bureau (2013, 2000)

Table 5-7: Population Projections, 2020-2040

Geographic Area	Year					2010 - 2040	
	2020	2025	2030	2035	2040	Total Change	Percent Change
Washington, D.C., MSA	5,945,206	6,277,833	6,564,198	6,820,892	7,042,966	1,775,715	34%
State of Maryland	2,502,194	2,610,279	2,709,301	2,792,695	2,861,980	556,232	24%
Prince George's County, MD	899,912	926,944	950,030	973,126	995,503	132,083	15%

Source: MWCOG (2014)

Table 5-8: Racial Characteristics, 2009-2013^a

Geographic Area	Total Population	White alone	Black or African American alone	American Indian and Alaska Native alone	Asian alone	Native Hawaiian and Other Pacific Islander alone	Some other race or two or more races	Minority Population ^b
State of Maryland	5,834,299	58.4%	29.4%	0.3%	5.7%	0.0%	6.1%	45.9%
Washington, D.C., MSA	5,759,330	56.1%	25.5%	0.4%	9.3%	0.1%	8.7%	51.7%
Prince George's County, MD	873,481	21.3%	64.2%	0.3%	4.2%	0.0%	10.0%	85.2%

^a Note: This statistic is an annual average statistic from 2009-2013.

^b Note: This is the total population minus the population of persons identifying themselves as non-Hispanic white alone. Minority population is separate from race and includes the Hispanic ethnicity.
Source: U.S. Census Bureau (2013)

Table 5-9: Housing Supply, 2009-2013^a

Geographic Area	Total Number of Housing Units	Percent Change in Number of Housing Units (2000 to 2013)	Total Number of Occupied Housing Units	Total Number of Vacant Housing Units	Percent of Vacant Housing Units	Total number of Renter-Occupied Units	Percent of Housing Units Available for Rent
State of Maryland	2,387,285	11.30%	2,146,240	241,045	1.90%	669,102	7.40%
Washington, D.C., MSA	2,249,459	N/A	2,091,301	158,158	1.50%	725,793	5.30%
Prince George's County, MD	328,432	8.60%	303,441	24,991	1.80%	110,663	7.20%

^a This statistic is an annual average statistic from 2009-2013.

Note: "N/A" indicates 2000 housing data not available for Washington, D.C., MSA.
Source: U.S. Census Bureau (2013b, 2010c, 2000a)

Housing

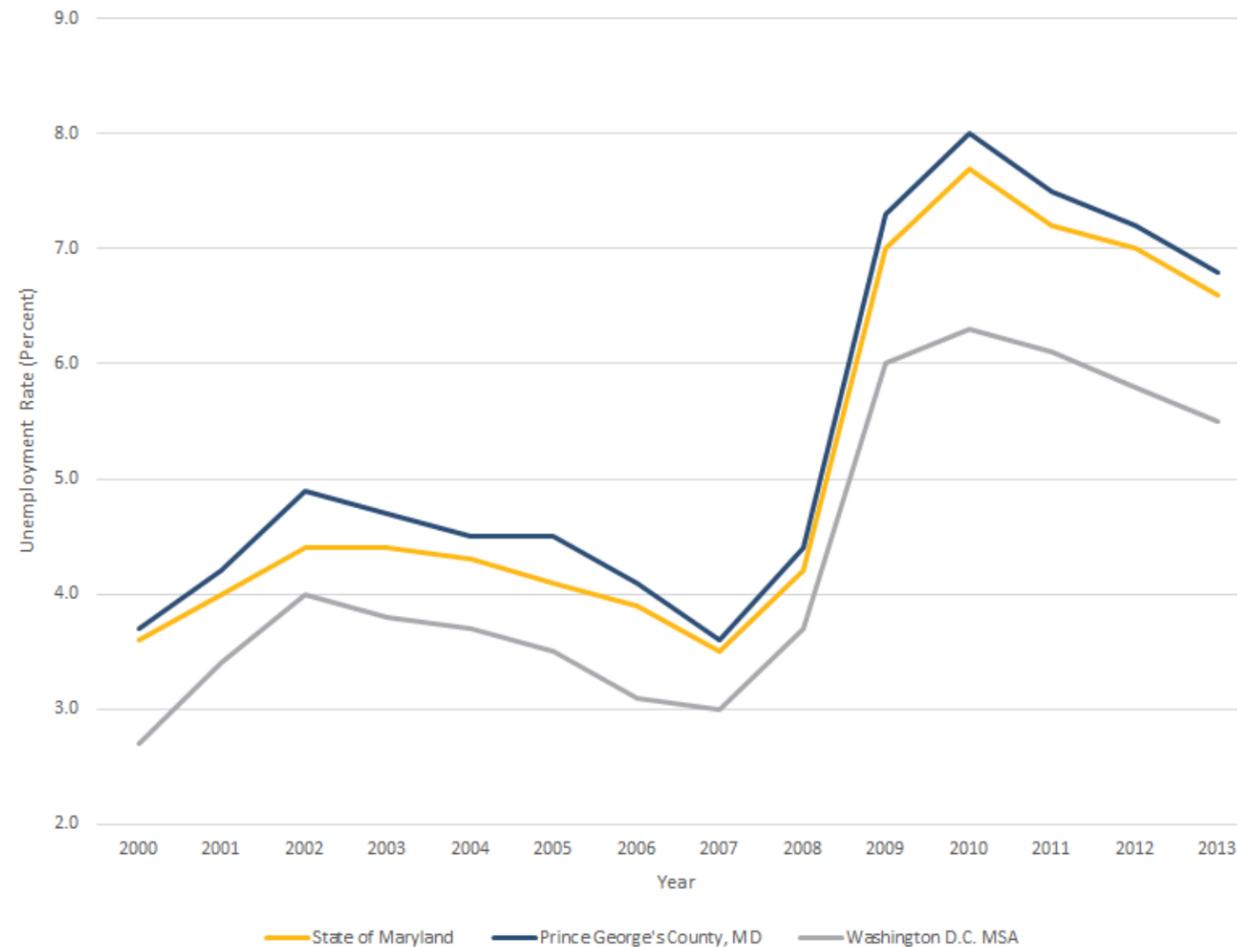
Prince George's County and the State of Maryland both have rental vacancy rates of approximately 7 percent (see table 5-8). These rates are higher than the average vacancy rate in the Washington, D.C., MSA. Prince George's County contains approximately 14 percent of all housing units in the Washington, D.C., MSA.

As noted in section 3.8.3.1, regional economic growth is expected to continue to attract new residents and increase the general demand for new housing. According to MWCOG, between 2005 and 2040, the number of households would grow in Prince George's County by 20 percent (MWCOG 2010). Current housing vacancy levels, at 22,637 vacant housing units, are around the levels last seen in 2007 prior to the onset of the national recession. The number of housing vacancies in Prince George's County has decreased since 2011, which was an eight year high at 28,101 vacant housing units (U.S. Census Bureau 2000, 2005, 2006, 2007, 2008, 2009, 2010d, 2011, 2012, 2013c).

**GREENBELT SOCIOECONOMICS
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- The population in Prince George’s County increased by 9% to 873,481 between 2000 and 2013, and is expected to grow by 15% between 2010 and 2040.
- In 2013, the total employed labor force in Prince George’s County was 299,713 people, and the average, annual median wage between 2009 and 2013 for all occupations was \$73,623.
- Between 2000 and 2013, total unemployment in Prince George’s County increased from a low of 3.6% of the total labor force in 2007 to a high of 8% in 2010. In 2013, Prince George’s County’s annual unemployment rate was 6.8%.
- In 2013, in Prince George’s County, approximately 15% of the total jobs were in state and local government industry and almost 11% were in the retail trade industry.
- Between 2005 and 2040, the number of households would grow in Prince George’s County by 20%.
- Prince George’s County Public Schools is one of the nation’s 25 largest school districts, with 205 schools, more than 124,000 students, and more than 18,000 employees.

Figure 5- 14: Greenbelt Unemployment Rates, 2000-2013



Source: BLS (2014)

Table 5-10: Greenbelt Employment and Income, 2001, 2009-2013^a

Geographic Area	Employed Labor Force 2013 (number)	Employment Change 2001 - 2013 (percent)	Median Household Income, 2009-2013*	Percentage of People Living Below Poverty, 2009-2013 ^a
Washington, D.C., MSA	3,078,147	+ 16.4%	\$90,540	8.2%
State of Maryland	2,917,212	+ 7.1%	\$73,538	9.8%
Prince George's County, MD	451,466	+ 9.0%	\$73,623	9.4%

^aThis statistic is an annual average statistic from the years 2009-2013.
Source: U.S. Census Bureau (2013a); BLS (2001, 2013)

5.1.7.2 Employment and Income

Total employment, unemployment, and income information is presented by place-of-residence in this section. Between 2001 and 2013, the total employed labor force (including Armed Forces) increased by 9 percent in Prince George’s County, Maryland, which had a lower employment growth rate than the Washington, D.C., MSA (16 percent) during this period. In 2013, the total employed labor force in Prince George’s County was 451,466 people (BLS 2013). Table 5-10 presents employed labor force, median household income, and percentage of people living below poverty in Prince George’s County; the Washington, D.C., MSA; and the State of Maryland.

Unemployment

Between 2000 and 2013, total unemployment in Prince George’s County increased from a low of 3.6 percent of the total labor force in 2007 to a high of 8 percent in 2010 (BLS 2014). Since 2000, unemployment levels as a percent of the total labor force in Prince George’s County have trended slightly above those at the Washington, D.C., MSA and the State of Maryland’s levels. In 2013, Prince George’s County’s annual unemployment rate was 6.8 percent, 0.6 percent lower than the national average of 7.4 percent. Figure 5-14 illustrates the trends in unemployment rates for the years 2000-2013.

Jobs by Industry

In 2013, in Prince George's County, approximately 15 percent of all jobs were in state and local government industry and almost 11 percent were in the retail trade industry. Employment in the construction industry made up approximately 8 percent of total employment, which is 4 percent lower as a percentage of total employment than it was in 2001. In 2013, the total number of construction industry jobs in the State of Maryland was approximately six times larger than total employment in the construction industry in Prince George's County.

As of 2013, the largest industry by total employment in Maryland was the health care and social assistance industry (12 percent), followed by the retail trade and professional, scientific, and technical services industries (10 percent each). The construction industry accounted for 6 percent of total employment in Maryland. Table 5-11 summarizes employment by industry in 2013 and the total change in employment for each industry since the year 2001 (BEA 2013, 2013a).

5.1.7.3 Taxes

Prince George's County, MD, taxes real property at \$0.96 per \$100 of 91.8 percent of the assessed value of the property (State of Maryland 2015). Additionally, the State of Maryland imposes a property tax at 92.3 percent of assessed value of the property, \$0.112 per \$100. In Maryland, general sales tax is defined as the sales and use tax, the effective rate of this tax is 6 percent (State of Maryland, 2015). Sales tax revenues were approximately \$481 million for Prince George's County in 2013 (State of Maryland 2015).

Both Maryland and Prince George's County impose personal and income tax. Prince George's County's local income tax rate is 3.20 percent as of 2013. Income taxes at the state level follow a progressive rate structure based on eight income brackets. Net state taxes for Prince George's County totaled approximately \$678 million in 2013, while local income taxes were \$468 million for that same year (State of Maryland 2015).

Table 5-11: Greenbelt Jobs by Industry, 2013

Industry	Prince George's County, MD		Washington, D.C., MSA		State of Maryland	
	2013	Percent Change 2001-2013	2013	Percent Change 2001-2013	2013	Percent Change 2001-2013
Total employment	433,769	8.1%	4,019,399	16%	3,474,596	11.6%
Farm employment	437	(D)	10,752	-12.5%	16,580	-12.2%
Forestry, fishing, and related activities	206	-5.1%	3,273	(D)	6,220	-3.7%
Mining	222	-7.9%	(D)	(D)	4,971	66.1%
Utilities	957	(D)	8,309	(D)	10,623	-4.7%
Construction	35,657	-4.0%	(D)	(D)	211,050	-1.6%
Manufacturing	8,039	-38.9%	57,571	(D)	116,000	-33.5%
Wholesale trade	11,676	-16.6%	71,248	(D)	95,262	-6.2%
Retail trade	46,612	-3.9%	316,461	4%	342,329	-2.1%
Transportation and warehousing	15,351	(D)	86,532	(D)	97,776	6.9%
Information	7,013	-34.6%	93,241	(D)	52,893	-24.2%
Finance and insurance	12,189	3.3%	160,815	(D)	167,661	20.1%
Real estate and rental and leasing	19,955	53.9%	188,198	(D)	166,173	42.4%
Professional, scientific, and technical services	33,554	6.3%	(D)	(D)	339,028	20.5%
Management of companies and enterprises	1,605	-33.7%	(D)	(D)	28,029	148.8%
Administrative and waste management services	28,568	15.9%	251,942	(D)	217,470	14.6%
Educational services	8,222	61.7%	129,519	(D)	93,146	35.6%
Health care and social assistance	39,473	27.8%	347,852	(D)	417,644	31.5%
Arts, entertainment, and recreation	9,282	35.1%	(D)	(D)	85,634	38.8%
Accommodation and food services	28,651	42.0%	(D)	(D)	229,057	21.9%
Other services, except public administration	27,959	14.3%	285,699	21%	208,592	16.9%
Federal, civilian	26,731	6.1%	389,596	15%	173,770	15.0%
Military	7,958	-11.0%	66,531	-15.9%	49,956	0.1%
State and local	63,452	18.8%	314,560	17.0%	344,732	8.4%

Note: (D) indicates information collected by BEA that is protected against public disclosure by the International Investment and Trade in Services Survey Act (P.L. 94-472, 90 Stat. 2059, 2 u.s.c. 3101-3108, as amended).
Source: BEA (2013, 2013a)

Table 5-12: Number of Schools in Prince George's County

Type of School	Prince George's County, MD
Elementary Schools	122
Middle Schools	24
Secondary Schools ^a	n/a
High Schools	23
Academies ^b	12
Education Campuses	n/a
Adult Education Schools	n/a
Special Education Schools	9
Youth Engagement Schools	n/a
Vocational Centers	2
Alternative Schools	5
Public Charter Schools	8
Total	205

^a Secondary schools include grades 7 through 12.

^b Academies include grades from pre-kindergarten through 8th grade. Sources: DCPS (2014); FC (2014); Prince George's County Public Schools (2014)

*n/a: This means that data for these was not available.

Currently, the Greenbelt site is owned by WMATA and the State of Maryland. According to U.S. Public Law, WMATA real property is tax exempt in all jurisdictions (U.S. Code 1966).

5.1.7.4 Schools

Prince George's County Public Schools in Maryland is one of the nation's 25 largest school districts, with 205 schools, more than 124,000 students, and more than 18,000 employees. The district serves a student population from urban, suburban, and rural communities with a host of programs and initiatives, including the expansion of Advanced Placement courses and partnerships with businesses and institutions of higher learning.

Currently, schools in the northern portion of Prince George's County are over utilized at a rate of 116 percent, which includes the Greenbelt site. In the central portion of Prince George's County, there is an underutilization rate of 82 percent. These utilization numbers are based on existing floor plans and existing State Rated Capacity maximum enrollment numbers. Over the next 20 years, the Master Plan Support Project, initiated by Prince George's County Public Schools as a part of the County's Capital Improvement Plan, would construct 8 new schools and close 29 schools to balance utilization of schools throughout the County (Prince George's County Public Schools 2015). Table 5-12 summarizes the number of schools in Prince George's County.

5.1.7.5 Community Services, Facilities and Recreation

The following sections describe the existing conditions for a variety of community facilities, including police services, fire and emergency services, medical facilities, libraries, schools, childcare facilities, and houses of worship.

Police Services

All 800,000 citizens of Prince George's County are served by the Prince George's County Police Department. The department currently has an authorized strength of 1,420 officers and 263 civilians (Prince George's County 2014). This results in 1.6 officers per 1,000 residents of Prince George's County. The City of Greenbelt is protected by Greenbelt Police Station (located approximately 1.6 miles from the site and shown in figure 5-15), a subsidiary beat of the District 2 Prince George's County Police. District 2 employs 54 sworn officers and 15 support personnel who serve a community of approximately 22,000 residents over 6.5 square miles. Further details on police services for the Greenbelt site is provided in section 5.1.8.1.

Fire and Emergency Services

Prince George's County Fire/Emergency Medical Services Department is apportioned into seven community response areas (battalions) and each battalion operates like a smaller fire department within the department, and includes up to seven fire rescue stations (Prince George's County 2014). The Fire Department currently has 842 total firefighters, resulting in 0.95 firefighters per 1,000 residents. The goal of the operations department is to have 1,300 firefighters for the residents in Prince George's County, which would result in approximately 1.5 firefighters per 1,000 residents of Prince George's County. The fire department's current hiring rate is about 50 hires per year; however, recent budget cutbacks have lowered this rate. The department also has volunteer firefighters that contribute, but the number of volunteers has been shrinking each year, which requires the department to be more reliant on hiring paid personnel (Wood, pers. comm. 2015).

Battalion 6 serves the Greenbelt site location. The closest fire stations to the site are: Station 814 - Berwyn Heights Station (1 mile from site and shown in figure 5-15), Station 11 - Branchville Volunteer Fire Company (1.2 miles from site), and Station 35 - Greenbelt Volunteer Fire Department (1.7 miles from site). The Greenbelt Volunteer Fire Department and Rescue Squad are staffed with both volunteer firefighters and Emergency Medical Technicians (Greenbelt Volunteer Fire Department 2015). Further details on fire and emergency services for the Greenbelt site are provided in section 5.1.8.1.

Medical Facilities

Doctors Community Hospital, located 4.3 miles to the east of the Greenbelt site, is the closest hospital to the Greenbelt site and is shown in figure 5-15. The hospital is a 198-licensed bed institution that provides medical care at offices in Greenbelt, Bowie, Clinton, Camp Springs, and Largo in Prince George's County. In 2014, Doctors Community Hospital employed 1,439 employees, 858 of whom resided in Prince George's County, and 446 whom were medical staff. The hospital had 51,446 emergency room visits and 9,709 total admissions in 2014 (Doctors Community Hospital 2014).