



IN REPLY REFER TO:  
File No. MP183

**OCT 02 2009**

Clerk of the Council  
County Administration Building, Room 2198  
14741 Governor Oden Bowie Drive  
Upper Marlboro, MD 20772

**RE: Comments on Subregion 1 Preliminary Master Plan (Planning Areas 60, 61 and 62)  
and Proposed Sectional Map Amendment**

To the Clerk of the Council:

Thank you for the opportunity to comment on the Subregion 1 Preliminary Master Plan and Proposed Sectional Map Amendment. The comments provided below focus on the National Capital Planning Commission's (NCPC) role as the central planning agency for the federal government in the National Capital Region (NCR). NCPC coordinates all federal planning activities in the region, and has several planning functions: comprehensive planning; project planning; federal project and master plan reviews; and multi-year federal capital improvements planning. Among its major responsibilities are preparing long-range plans and special studies to ensure the effective functioning of the federal government in the NCR; preparing jointly with the District of Columbia government the Comprehensive Plan for the National Capital, and reviewing master plans and area plans proposed by state, regional and local agencies for their effect on the federal establishment. We invite you to visit our website, [www.ncpc.gov](http://www.ncpc.gov), for additional information.

Overall, we find the recommendations in the Master Plan to be consistent with the planning principles and policies of the *Comprehensive Plan of the National Capital: Federal Elements* (Comprehensive Plan). Specifically, one of the overarching principles in the Comprehensive Plan states: "Reinforce 'Smart Growth' and Sustainable Development Planning Principles." The Plan recommendations for continued mixed-use neighborhoods within walking distance of transit, the provision of a variety of housing types and densities, and the adoption of environmentally-friendly infrastructure development practices are consistent with federal interests considered in the Comprehensive Plan.

Staff review also observes that the Master Plan could maximize public investment in Maryland's regional transit system by appropriately planning land uses and densities that capitalize on the availability of high-capacity transit to support local economic development and provide increased access to jobs. However, to achieve this direction staff finds a more robust discussion of the introduction of public transit modes into the Subregion 1 area is needed. Service connections are not discussed in the context of the Konterra Town Center and the Muirkirk Road MARC Station and should be achieved, along with a more integrated service network to the area. This is particularly important in the event of future Metrorail expansion to the MARC station as is suggested in the Plan. The staff notes support for the provision of bikeways within public

Clerk of the Council

Page 2

street rights-of-way, and enhancing the functionality of the MARC Station for improved ridership.

In regard to primary federal facility interest, NCPC staff review has identified the United States Department of Agriculture (USDA), Beltsville Agricultural Research Center (BARC); the Department of Interior, Patuxent Wildlife Research Center; the Department of the Treasury, James T. Rowley Secret Service Center; and the Department of Interior, National Park Service, Baltimore/Washington Parkway as primary federal facilities. Most of these federal areas are not adversely affected by any proposed actions of the Subregion 1 Preliminary Master Plan. However, staff notes the suggested widening of the Baltimore/Washington Parkway is not endorsed by the Commission staff or the National Park Service in the review of county roadway expansion proposals within the Master Plan. As previous Park Service reviews have noted, the enabling legislation for the Parkway provides for "a protected, safe and suitable approach for passenger-vehicle traffic to the National Capital and for an additional means of access between the several Federal establishments adjacent thereto and the seat of government in the District of Columbia". No federal Parkway in the National Capital Region exhibits six lanes of traffic within its right-of-way, except in very limited circumstances and locations.

Another concern expressed previously by the USDA is that the A-56 road project and Soil Conservation Road improvements are not supported by the adjacent federal land use, and may involve lands and roads of the USDA that would have an impact on BARC programs and operations. Any proposal to widen the roads must be approved by the Department, and coordination between the agency and the county is necessary.

Finally, NCPC reviews supports improving the water quality, maintaining green buffers and increasing trail linkages to stream valley parks, and these planning initiatives are not inconsistent with Comprehensive Plan policies.

We commend your proactive efforts in ensuring that the federal government is engaged in your planning endeavors and encourage you to continue doing so. NCPC staff looks forward to future coordination with the Prince George's County Planning Department. Please contact Eugene Keller at (202)482-7251 if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael A. Sherman", with a long horizontal flourish extending to the right.

Michael A. Sherman, Associate, AIA, APA  
Director, Policy and Research Division

cc: Peter May  
National Park Service