Central Kenilworth Avenue Revitalization
East Riverdale, MD

Landscape Architecture Program
Community Design Studio
Spring 2008
Central Kenilworth Avenue Revitalization  East Riverdale, MD

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This report is a class project of students in the Landscape Architecture Community Design Studio in the spring 2008 semester at the University of Maryland.
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In an unusually mild February the senior class of the University of Maryland’s Landscape Architecture Program focused the attention of their Community Design Studio on the investigation of East Riverdale. February 16th, the kickoff community meeting for the entire project, was a beautiful 50 degree day. Site visits were almost like spring with sunny days occasionally breaking 60 degrees. Students were able to get straight to work sketching, observing, researching, and photographing East Riverdale. They discovered a diverse community with a lasting legacy, in a convenient location near Washington D.C. The community was ready for a change. The town presented itself as a challenge with much of the buildable area in the floodplain and a channelized stream spewing pollution directly into the Northeast Branch. Fortunately, the town also has several redeeming qualities including: the Northeast Branch of the Anacostia River, multiple parks, and several small civic centers. The site’s proximity to “M Square”, the University of Maryland’s new research park, makes it an attractive location to potential developers.

Despite all of the positive qualities of the town and its willingness to embrace change, the students learned that East Riverdale faces many obstacles to maintaining its legacy. Deteriorating infrastructure, gang activity, a large number of absentee property owners, and retail centers awaiting renovation are major deterrents to attracting new businesses and residents. Public places for gathering, the large park system, and safe places to walk remain disconnected, and at times inaccessible from the residents’ daily lives. Crime associated with day laborers, abandoned lots, outdated apartments, and several instances of “gang marking” graffiti help create an unsafe community.

Outdoor areas and business centers do not respond to the users’ needs. The lack of sidewalks and poorly designed crosswalks cause pedestrians to cross at unsafe intersections or to trample the planted median.

The students researched and thought about the physical and social issues which define East Riverdale. They listened to the voices of the citizens, met several times with the neighborhood children, and weighed the community’s responses with their own design training and environmental stewardship orientation. Outcomes were guided by considering social relationships and the environment simultaneously; a challenging and daunting task to both students and Landscape Architecture practitioners alike.

As April brought forth new growth and the promise of a rebirth, students evolved their designs into a final framework that would help revitalize and renew a community in need of change. No single solution or approach will solve all of the town’s issues. The student’s designs protect the cultural and natural history of East Riverdale. Each project is unique in its approach to problem solving and suggests new patterns of connectivity and healthy living. The students chose to pursue mixed use development, safer and more interesting streets, renewed parklands, new trails and walks, pedestrian connections and environmental restoration. These new projects are meant to encourage community participation, commercial and social activity, and a stronger connection to the land.

by Brian Kane and Dennis Nola
Site Analysis

Studio Methodology

The Community Design Studio began by developing site analysis boards for the Central Kenilworth Avenue Corridor in late February of 2008. These site analysis boards play a key role in developing a well thought out plan because each board provides information about the community and how the community functions. The studio was divided into groups to study areas along the Central Kenilworth Avenue Corridor. The areas studied were: cultural features, pedestrian activity, community demographics, roadway dimensions, building typologies, open spaces, vegetative cover, the elevation and drainage of the site, and zoning. Through the development of these boards the class was able to understand the opportunities and constraints that were present along the corridor.

The major opportunities that were noticed through the study were large areas of open land, proximity to Washington D.C., and the North East Branch trail. The major constraints were lack of safe pedestrian crossing, inadequate use of Riverdale and Kenilfair plazas, lack of connection through the community to the park system, steep elevations on the site, and lack of up-keep on rental and permanent housing properties.

Through this in depth analysis of the site, the class was able to identify opportunities and constraints. Then they were able to enhance the opportunities and propose redesigns for the constraints. The students focused on implementing good design practices that will improve the well being of the community.

NOTE: Written information about each map can be found in the appendices.
CULTURAL ANALYSIS
CENTRAL KENILWORTH AVENUE CORRIDOR

CENTRAL KENILWORTH AVENUE REVITALIZATION
Central Kenilworth Avenue Revitalization

**SINGLE FAMILY**

Central Kenilworth Avenue Corridor

Sheet 1:4

John Protoiro
Community Design
Spring 2008
CENTRAL KENILWORTH AVENUE REVITALIZATION

COMMERCIAL AND INDUSTRIAL
CENTRAL KENILWORTH AVENUE CORRIDOR
RELIGIOUS AND EDUCATIONAL
CENTRAL KENILWORTH AVENUE CORRIDOR
LEGEND

- Buildings
- Open Space
- Streams/Rivers
- Wooded Areas
- Public Open Spaces

<table>
<thead>
<tr>
<th>Amenity</th>
<th>Park Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Baseball</td>
<td>11</td>
</tr>
<tr>
<td>Basketball</td>
<td>8</td>
</tr>
<tr>
<td>Tennis Court</td>
<td>7</td>
</tr>
<tr>
<td>Football/Soccer</td>
<td>4</td>
</tr>
<tr>
<td>Playgrounds</td>
<td>5</td>
</tr>
</tbody>
</table>

WOODED AREAS ARE EITHER OLD OAK STANDS OR YOUNG COLONIZERS, WITH SCRUBBLY UNGROWNTH.

PARKING LOT SPACES EXCEED DEMAND.

STREETS ARE AVERAGE AT BEST AND DANGEROUSLY NEGLECTED AS A NORM.

ABANDONED LOTS OFFER MANY POTENTIAL USES. IMAGINATION IS THE LIMIT FOR THESE BLANK SLATES.

OPEN SPACE ANALYSIS
CENTRAL KENILWORTH AVENUE CORRIDOR

CENTRAL KENILWORTH AVENUE REVITALIZATION
**LEGEND**

- Woodlands
- Arterial Roads
- Local Roads
- Buildings
- Streams
- 5 ft. Contours

**WOODLANDS BEHIND KENILFAIR PLAZA:**
The canopy trees, mostly oaks and birch, within this area are heavily impacted with invasive plant species like Oriental Bittersweet and other climbing vines. The understory is also composed of invasive shrubs scattered in concentrated areas which create sporadic open grass patches. All of this vegetation is located within the 100-year floodplain.

**KENILWORTH AVENUE STREET TREES:**
The only formal landscaped avenue within the site area is Kenilworth Avenue south of the East-West Highway. Within this streetscape a raised median houses cherry trees surrounded by liriope ground-cover and brick pavers. Pedestrians trample the liriope whilejaywalking in random locations across Kenilworth. Also, the raised median hides jaywalkers, posing hazardous conditions for drivers.

**ANACOSTIA RIVER STREAM VALLEY PARK:**
The vegetation within this area is maintained by MNCPPC. There are oaks and birches ranging in age between ten to twenty-five years and between four to twenty-four inches in diameter. The understory is simply mowed grassed. This is to accommodate picnic tables and access to the picnic tables. There isn’t any evidence of invasive species within this area.
**Central Kenilworth Avenue Revitalization**

**Legend**
- **LP** Low Point
- **HP** High Point
- **Drainage Flow Arrow**
- **Outfall Junction Node**
- Arterial Roads
- Local Roads
- Buildings
- Streams
- 5 ft. Contours

**Outfall Junction**
The majority of the site's drainage is concentrated into three valleys that converge at this junction - a concreted swale under Kenilworth Avenue. From here, the outfall flows into the NE Branch.

**Relief Map**

**Elevation & Drainage**
Central Kenilworth Avenue Corridor

Sheet 1:1
John Lighthouse & Mary Augustinos
Community Design
Spring 2008
Kenilworth Avenue corridor zoning is comprised of 4 types of commercial which are retail, office space, industrial, and ancillary. Four types of residential which are high and medium density multi-family housing, one and two family semi-detached housing, one family detached housing, and townhouses. The rest of the site is either open space or reserved open space.

- **Vacant lots for opportunities**
- **Church Area**
- **Commercial Zoning**

Community Participation
COMMUNITY PARTICIPATION

STUDIO METHODOLOGY

In order to produce a successful design, students needed to understand the community’s needs. The students met with members of the community and with the youths.

The first community meeting expressed opinions on four different issues: street safety, neighborhood quality, economic development and code enforcement. The meetings with the local youths focused on understanding the community from a child’s perspective. Without the thoughts, opinions, and knowledge gained from the community members the resulting designs would have been less successful.
**LEGEND**

- Significant Places
- Unsafe Areas
- Areas That Need Improvement

**KEY**

1. M-Square Research Park
2. William Wirt Middle School
   - Ball Fields
3. Multi Cultural Youth Center
4. Rear of Kenilfair Plaza
5. Kenilfair Plaza
6. Kenilworth Avenue Corridor
7. Vacant Lots
8. Proposed Purple Line Stop
9. Riverdale Road Shortcut
10. Park Tanglewood Apartments
11. Nicholson and Kenilworth Intersection
12. Riverdale Plaza
13. Browning Grove Park
14. Day Labor Congregation
SYNTHESIS OF COMMUNITY WORKSHOP I
ADULT COMMUNITY

by John Lightle & Bobby Tjaden

On February 16, 2008, the Neighborhood Design Center and the students of the Community Design Studio conducted a workshop at Templeton Elementary that focused on extracting information from the community members of Riverdale and Templeton Knolls.

The four topics covered were “streetscape & pedestrian concerns”, “neighborhood concerns”, “economic development & business concerns”, and “code enforcement & crime concerns”.

The workshop was divided into these four groups where an open forum within each group encouraged members to voice their concerns and solutions. The following is a synthesis of those concerns and solutions:

STREETSCAPE & PEDESTRIAN CONCERNS:
• Street amenities are lacking and altogether missing (i.e. benches and shelter for buses, healthy trees, maintained lights and signs)
• Unsafe crosswalks, especially at the corner of Kenilworth Ave. and Nicholson Rd.
• Excessive speeding on Kenilworth contributes to the unsafe crosswalk environment
• Raised median on Kenilworth Ave. hides pedestrians crossing the road, thereby creating unsafe conditions for drivers
• Sidewalks urgently needed along Kenilworth Ave. north of East-West Hwy.
• Bike lane on Kenilworth Ave. possible if safer conditions are created
• Traffic lights not in sync with one another along Kenilworth Ave.
• Becoming increasingly impossible for vehicles to exit Riverdale Plaza onto Riverdale Rd. due to congestion. There are two lanes trying to simultaneously turn left
• Shortcutting drivers from East-West Hwy. to Kenilworth Ave. via Riverdale Rd. exacerbate congestion problems
• Drivers utilizing Riverdale Plaza as a shortcut to adjacent residences pose hazardous conditions for pedestrians

• Streets are not walkable nor inviting. Possible fault could be business facades are dilapidated
• Parking for proposed new church in East Riverdale will initially be across Kenilworth Ave. creating unsafe conditions for pedestrians and drivers

STREETSCAPE & PEDESTRIAN SOLUTIONS:
• A “Main Street” theme on Kenilworth Ave. between Carter’s Lane and East-West Hwy.
• Reinstate bridge access over Northeast Branch of Anacostia to park and new M-Square development
• Research CEPTED Analysis for pedestrian routes (direct routes may not be “traditional”)
• Signage standards designed
• Redesign Riverdale Rd., Kenilworth Ave., Riverdale Plaza exits and their lights to promote better pedestrian and vehicular traffic flow

NEIGHBORHOOD CONCERNS:
• Overall resistance to a Day Laborer Center within the site area
• Activities/programs needed for the youth (mostly middle school and high school ages)
• More parks needed, esp. for the youth
• Overcrowding tenants and cars in single family homes
• Cars parked in yards and no parking zones, commercial vehicles parked on residential streets
• Lots paved/concreted more than allowable percentage
• Homeowners urged to clean-up their homes’ facades
• Excess trash causing unhealthy conditions (i.e. rodent infestation) and unsightly views
• Screening between businesses and residences desperately needed
• Programs needed to connect police, schools,
NEIGHBORHOOD SOLUTIONS:
- Implementation of youth programs/activities
- Redesign/New design for Browning Grove and Templeton Knolls parks
- Add amenities to Northeast Branch Park
- Provide screening between businesses and residences

ECONOMIC DEVELOPMENT & BUSINESS CONCERNS:
- New concept (total redevelopment favored) for Riverdale Plaza needed. Mixed use opposed stronger than just retail/office. Anchor store desired
- New concept for Kenilfair Plaza needed. No preference of mixed use or just retail/office
- Purple Line stop may congest area worse
- Local grocery store (i.e. Giant, Safeway) needed. Previous Giant in Riverdale Plaza shut down due to unhealthy code violations. Most community members travel to Prince George’s Plaza to shop
- A mix of chain stores and locally owned stores preferred vs. a dominance of one
- Visibility to businesses needed from the street
- Business facades need a “face-lift”
- Parking lots in Riverdale Plaza and especially Kenilfair Plaza are underused. Too many empty spaces, even during the weekend
- Business diversity needed. Multi-ethnic themes for the businesses preferred vs. a dominance of one
- Better and safer accesses between businesses and adjacent neighborhoods needed
- New businesses that attract family functions desired

ECONOMIC DEVELOPMENT & BUSINESS SOLUTIONS:
- Completely redesign and redevelop Riverdale Plaza and Kenilfair Plaza
- Add anchor grocery store, gym, movie theater, and outdoor cafes
- Design plaza/mall with various ethnic themes that cater to all ethnic communities
- Research Purple Line alignments and develop accordingly. Consider business opportunities
- Façade improvements to businesses should carry a common theme or design element that unifies them

CODE ENFORCEMENT & CRIME CONCERNS:
- Trash dumping violations not enforced
- Multiple tenants/cars per home attribute to excessive noise and nuisance violations
- Loitering increasing and creating an unsafe feeling within the community
- Gangs are “tagging” businesses with graffiti of gang signs
- Lighting on streets/parking lots inadequate and generate feelings of fear at night
- Mobile food vendors are not too common but are slowly increasing
- Some one-way streets should be two-way, especially Quintana Ave. and 54th St.

CODE ENFORCEMENT & CRIME SOLUTIONS:
- Use graffiti-resistant paint on businesses commonly found to be “tagged”
- Relocate police satellite station to a more central and prominent location
- Implement anti-gang program for youth
- Fix and maintain lighting on all streets and parking lots
**Community Meeting Map**

**Central Kenilworth Avenue Corridor**

**Legend**
- Significant Places
- Unsafe Areas
- Areas That Need Improvement

**Key**
1. Parks
2. William Wirt Middle School
3. Multi Cultural Youth Center
4. William Wirt Middle School Ball Fields
5. Semi wooded area behind
6. William Wirt middle school
7. Riverdale Road Shortcut
8. Concrete Culvert
9. Riverdale Plaza
10. Browning Grove Park
11. Pedestrian connection between high school and middle school

Central Kenilworth Avenue Revitalization 24
SYNTHESIS OF COMMUNITY WORKSHOP II
MIDDLE SCHOOL STUDENTS

by Sean Robinson and Joe Fahey

The second community workshop, held at the Maryland Multi-Cultural Youth Center After-School Program on February 28, was very useful for getting ideas and suggestions from a different age group. Participating in the workshop were approximately nine Ameri-Corp volunteers, and forty to fifty middle school children. Overall, the children that were interviewed were very helpful in their suggestions for improving the Riverdale area.

The overall consensus was that there was a need for more areas to play organized sports and hang out. In general the kids were frustrated that there were not many organized groups or associations also for playing sports.

The following are some questions that were asked, along with their responses:

1. Where are you originally from?
   Mexico, Guatemala, Honduras, and El Salvador

2. How long have you lived in the area?
   5 years, 2 years, 1 year, 7 months

3. What kind of housing do you live in?
   Mostly homes, some apartments

4. How do you get to school (William Wirt Middle School)?
   Walk or take the bus

5. What other transportation do you use to move around the area?
   Metro Bus

6. What activities do you enjoy?
   Basketball, football, soccer (4), baseball, movie and television

7. What do you think this area needs?
   Target, soccer fields, baseball fields, arcades.

We use parking lots and open fields to play sports in now. Soccer fields with lights would allow more time outside.

8. Where do you go to hang out?
   Parks, PG Plaza, Alamo, Wal-Mart, Neighborhood walking, Langley Park

9. Are there times you don’t feel safe?
   Not really but you can get jumped at night and damage is done then

10. Are there any specific areas that make you feel unsafe?
    54th Ave. around the McDonalds.

11. Do you think you need more police in this area?
    Yes

12. What would provide safety?
    Mall/Main shopping area would provide safety, also would like signs in parks and information billboards for areas

13. What are some leisure activities you take part in?
    Video games, walking, visiting family, television, computer games

14. Is there pressure to do drugs?
    Not much pressure, just push and if you say no there might be a small fight, not many problems though

15. What are some of the main things you would like to see?
    Some of the gang activities to lesson and more soccer fields

16. What are some things you would like for your parents?
    English language classes and other education classes.
SYNTHESIS OF COMMUNITY WORKSHOP II
AMERICORPS

by Mary Augustosky and Clark Zurowski

The second community workshop was held at the Multi-Cultural Youth Center on February 28, 2008. Attendees included approximately nine AmeriCorps volunteers, students and professors from the University of Maryland Landscape Architecture program, and Jan Townshend from the Neighborhood Design Center.

The objective of the workshop was to gather input from the volunteers regarding the aspects of the Riverdale community that they liked, those that they did not like, and the kinds of redevelopment they believed necessary to meet the needs of the community.

Jan Townshend opened the workshop by explaining the project to the AmeriCorps volunteers. This introduction was followed by a brief presentation of the University of Maryland students’ community analysis. The students then interviewed the AmeriCorps volunteers. The following is a summary of those interviews.

NEW BUSINESSES

The desire for new businesses in the project area was expressed by many interview subjects. Among the businesses requested were a movie theater, additional chain restaurants (Chick-fil-A and Starbucks were mentioned) as well as non-fast food restaurants and an arcade. Many interviewees reported traveling to PG Plaza, College Park and Greenbelt for entertainment.

IMPROVED PUBLIC FACILITIES

Improved public facilities also were a priority of many commenters. An improved recreation or community center was a common request. Interview subjects repeatedly linked this request to their perceived need to provide local school-age children a place to spend their after school hours, with several expressing the belief that an adequate center would provide local youth with an attractive alternative to gang membership. Several commenters suggested that such a center should include indoor basketball courts. Additional, or safer, parks were another frequent request.

Additional soccer fields, outdoor basketball courts and a skate park to serve the large number of neighborhood skaters were identified as park facilities that would be of particular value.

PUBLIC SAFETY

Safety was a commonly expressed concern. Nearly all of the interview subjects confessed to some fear of criminal or gang activity in the study area. Drug dealing in various locations was mentioned, and several subjects commented on the need for better lighting in neighborhoods and in parks, as well as the need to eliminate the vacant lots that they believe attract criminal activity. Riverdale Hills Neighborhood Park was singled out as a recreational resource that is perceived as being too dangerous to use.

AESTHETIC ISSUES

Aesthetically, interview subjects noted that the large parking lots of Kenilfair and Riverdale Plazas are rarely full but always are unsightly. They expressed the desire to see these areas redeveloped as multiple use areas. One commenter thought that a small “downtown” area should be created at the intersection of Kenilworth Avenue and Riverdale Road, and characterized the existing predominance of one-story commercial buildings as “depressing.” Several interview subjects noted the prevalence of trash in the creeks and throughout the study area, and expressed the desire for more public trash receptacles to improve neighborhood appearance.

CULTURAL ISSUES

Cultural issues also were reported. Non-Hispanic interview subjects expressed their belief that many local Hispanic businesses were unwelcoming to the non-Hispanic customers, and some noted that the many residents who speak only Spanish appear to be left out of potential community activities.
Design Initiatives
STUDIO METHODOLOGY

After completing the site analysis and meeting with the community, student design proposals emerged from the discovery of major community issues. Public workshops, youth workshops, and individual interviews all influenced each student's approach to design.

The major issues driving the students' projects ranged from the correction of environmental problems to the connectivity between neighborhoods and the North East Branch of the Anacostia River. In addition, new developments, parks and open space systems, and safe and beautiful streets were created.

This section features a map of all of the students' study areas and each student's proposal. The proposals are explained through a brief description, followed by illustrations of their design.
**INTRODUCTION**

by Nina Fulkoski

My focus area runs along Kenilworth Ave, from River Rd to Rittenhouse Rd. The community’s strong desires regarding this focus area are:

- Vehicles on Kenilworth Avenue need to slow down.
- Increased safety for all modes of transportation.
- Pedestrians need to be taken into consideration.
- New activity should be developed.
- Sidewalks and other infrastructure needs repair.
- Signage needs improvement.

Kenilworth Ave is used by a variety of commuters. These commuters do not shop here—they simply travel too fast. Speeding vehicles also negatively affect the perception of place, both by residents and visitors. There are also no real outward signs indicating the nature of the community around Kenilworth or what goods/services may be available.

Lack of infrastructure makes the street unsafe for pedestrians. Sidewalks and amenities such as bus shelters and street trees are missing. Medians are too narrow and infrequent.

Buildings are old and in poor repair. The only new buildings are homes. Spanish for-sale signs entice a multigenerational household. Existing homes are in poor condition.

There are no places to socialize. Despite requests for community centers, safe places for after-school activities, cafes and bookstores, none of these currently exist in the area.

Kenilworth Ave lacks signage. This is lamentable because there are many unique features to the area. Also, University of Md’s M Square research park and the Anacostia River Park are just past the intersection of River Rd and Kenilworth Ave.

The master plan for this study area addresses all of the community desires. The street is reconfigured to offer safe passage for all users. To slow traffic, traffic lanes are narrowed and medians expanded. Pedestrian safety is addressed by wide sidewalks, well marked and frequent crosswalks, expanded traffic medians, and places where the sidewalk extends out into the parking lane, shortening the crossing distance. New street trees will both slow traffic and help transform the street into a more comfortable place to walk.

Eliminating outdated houses and vacant lots clears space for new activity. The intersection of River Rd and Kenilworth Ave is developed with new office/retail buildings similar in scale to the one currently in existence on that corner. By the intersection of Rittenhouse Rd and Kenilworth Ave, redevelopment takes the form of a two story community center and a low density senior home.

There are several elements to the design that will help bring life to the street. New stairs reconnect Kenilworth Ave to the residential streets to the west. Pocket parks provide comfortable gathering places along the street. The improvement of infrastructure, including sidewalks, street trees, new lighting, signage, bus shelters, and general beautification make the street more inviting.
Central Kenilworth Avenue Revitalization

**DESIGN SOLUTION**

**DETAILING NORTHERN PORTION OF PLAN**

Option 1: Elaborate gateways for all activities

Option 2: Develop the vacant lot

Intersection of River Road and Kenilworth Avenue

The design on the master plan merely addresses immediate safety and directional issues. However, these are two optional designs for this highly visible and important intersection.

Section D-D'

Scale: 1' = 10'

Highlights the activities at the intersection of River Road and Kenilworth Avenue

**BEFORE**

**AFTER**

New stairs will connect the neighborhood residents to Kenilworth Avenue. This will establish a pedestrian connection from the neighborhood to the activities along the busy street. They follow existing goat paths and will be well-lit and landscaped for safety.

KENILWORTH AVE: RIVER RD TO RITTENHOUSE RD

CENTRAL KENILWORTH AVENUE CORRIDOR

Sheet 5:5

NINA FICOSKI

COMMUNITY DESIGN

SPRING 2008

CENTRAL KENILWORTH AVENUE REVITALIZATION
INTRODUCTION
by John Prothro

The Riverdale community along the Central Kenilworth Avenue Corridor covers an area consisting of a myriad of architectural housing styles, various commercial facilities and religious institutions. The history of the surrounding area is echoed in the diverse ethnical backgrounds and services offered throughout. The location of Kenilworth Avenue within the community allows vehicular traffic through the heart of Riverdale. It runs parallel to the Anacostia River which lies south of Kenilworth Avenue. The Anacostia River is a key water system throughout the metropolitan area and is greatly affected by storm water from surrounding areas.

Currently there are no designated points of access to the river from Kenilworth Avenue. There are few if any activities which celebrate the location of the river within the Riverdale community. The river’s proximity to the surrounding communities as well as the existing parkland provides opportunities for pedestrian connections. Developing the river front area connecting Kenilworth Avenue to the surrounding parkland and river will increase the residents’ awareness of the river and its importance. In this design solution, the introduction of various low impact development techniques will inform the community of environmentally friendly ways to clean and preserve the river.

In addition to the development of a passive recreational river and park, the creation of a pedestrian only “gateway” to the river and park area becomes the major connection between the Kenilworth Avenue Corridor and the park itself. This will invite residents and visitors alike to the river park area. The developed gateway will provide additional opportunities for mixed use development and various outdoor spaces. Kenilfair Plaza will serve as a redeveloped mixed used area creating the “gateway” to the river.

The design of the “Gateway to the River” focuses on key features of the existing site and opportunities as well as constraints in redeveloping the site. The proposed redevelopment includes Kenilfair plaza and the existing park land and river. In redeveloping this site, key areas of focus are: Kenilfair Plaza, the transition from the plaza to park land and the overall connection of the surrounding community to the river park area. The transition spaces within the plaza includes various outdoor eating areas, gathering spaces and open market areas. These spaces will serve both users of the interior plaza space and the park. The “Gateway to the River” celebrates the existence of the Anacostia River by leading pedestrians to the plaza and eventually bringing them to the river park area.
Central Kenilworth Avenue Revitalization

**Delivery Lot Behind Auto Parts Store**

**Woodland Area Behind Kenilfair Plaza**

**Vacant Lot Behind Kenilfair Plaza**

**Corner of 54th Avenue and Quesada Road**

**Parking Lot of Kenilfair Plaza**

**View Looking Down Quesada Road**

**View into Kenilfair Plaza from Rittenhouse Street**

*NOT TO SCALE*
GATEWAY TO THE RIVER
 CENTRAL KENILWORTH AVENUE CORRIDOR
**INTRODUCTION**

by Lauren Richter

The Kenilworth Avenue Corridor, especially in the town of Riverdale, has been a long ignored major traffic thruway. This section of Kenilworth Avenue desperately needs is a community cornerstone. A more refined retail and office space, combined with housing, could create a community identity which could lead to a broader revitalization of the surrounding neighborhoods. The urban infill, mixed use revitalization of Kenilfare Plaza is the major area of this study.

Although East Riverdale is a strong and involved community, it does not receive enough public funding to provide for all the required changes. That is why a design is needed that will motivate private developers to realize the potential of the town. Kenilfare Plaza is the closest retail area to M Square, University of Maryland’s new research park. Connecting this potential redevelopment area to a larger group of users is vital to the health of the new Kenilfare Plaza. That is why a critical portion to this revitalization is the reinstatement of the old pedestrian bridge over the Anacostia River.

Creating a unique experience and identity are the main focuses of this design. During the community meetings, citizens expressed a desire to draw people into this neighborhood with unique stores and restaurants. They also wanted to have chain stores that were not in the surrounding area. These factors combine in this proposal to create an experience that will draw people to a previously overlooked area. There is a very successful bowling alley that is one most profitable businesses in Riverdale and great pains have been taken to revamp this pivotal business. Everyone identifies the Mexican bakery located in the existing Kenilfare Plaza as another profitable Riverdale business; it can be presumed that with increased activity in the new plaza this thriving bakery will only become more widely known and profitable.

Design of Kenilfare Plaza will reflect an environmental theme with the implementation of bio retention plantings on the streetscape similar to SW 12th Street in Portland Oregon. Treating the storm water before it gets into the Anacostia is not only environmentally responsible, it is vital to the health of the fragile ecosystem the water supports.

The plaza itself is a garden courtyard. Divided with a grid like layout are areas of grass, trees and grass, and raised planting beds that will make up the interior portion. An overlay of a naturalistic pattern breaks the grid and provides more access into the garden. Two circular fountains provide interest and create an area for residents to cool off in the warm summer months. Surrounding the entire area will be a stone plaza; this part of the courtyard will serve as outdoor seating for cafes and provide a useful exterior to the shops. In the center of the interior portion, a large grass area provides a large place for community gathering. It can serve as the start of a 5K race through the park, a place to erect tents for a community event, or an informal area for sunbathing and people watching.

This new plaza revitalizes an area that is now just a largely vacant parking lot and retail that is in dire need of some enhancement. Surrounding the entire plaza is a mixed use community. On the bottom floor a mix of office, retail, and restaurants will provide for residents needs and create a vibrant atmosphere. Above the first floor a mix of offices and housing will provide eyes on the plaza at all times, creating a safer and friendlier environment.
EXISTING CONDITIONS

Behind Kenilfair

Connection from Bowling Alley to Kenilfair

Streetscape

Intersection of Park and Bowling Alley

Trash in the Drainage Swale

Back View of Kenilfair Retail

Side View of Kenilfair Retail

Underused Parking Lot

CREATING COMMUNITY: KENILFAIR PLAZA
CENTRAL KENILWORTH AVENUE CORRIDOR

LAUREN RICHTEL
COMMUNITY DESIGN
SPRING 2008
Kenilworth Avenue Green Street

Section of Streetscape

Bio Retention

Plan of Streetscape

Biodiversity

Modeled off of the SW 12th Street project in Portland, the Kenilworth Avenue Green Street project essentially disconnects the street’s stormwater runoff from the storm drain system that feeds directly into the Anacostia River and manages it on-site using a landscape approach. Stormwater runoff of Keilworth Avenue flows downhill along the existing curb until it reaches the first of the stormwater planters. This plan converts the previously underutilized landscape area between the sidewalk and street curb into a series of landscaped stormwater planters designed to capture, slow, cleanse, and infiltrate street runoff. It will serve as a model of environmental responsibility and will drastically improve the Anacostia River.

Signage

Drainage Grate

Creating Community: Kenilfair Plaza
Central Kenilworth Avenue Corridor
SECTION 1

This section at 10 Scale shows a cross section cutting from the west to the east along the northern side of the new Kenilfare Plaza. One of the goals of this project was to create an atmosphere where pedestrians felt at home in this vast space. In order to meet the objective I created several more intimate spaces in the larger plaza that are weaved together in a grid pattern. This section also highlights the two story cut through located on the northern side of the plaza.

SECTION 2

This section at 15 Scale shows a cross section of the entire length of Kenilfare Plaza on the eastern side. Another goal of this project was to introduce a collection of building heights along Kenilworth Avenue. The heights along Kenilworth range from 1 to 3 stories and the architecture varies from a more traditional to a very contemporary style. The section also cuts through the two circular fountains intended to be used as places to cool off.
The residents of Kenilfair Plaza, while grappling with issues such as crime and code enforcement, also believe they are lacking for retail and recreational amenities within their community. However, they do have an extensive trail system and park located within their community, but not known by many of the residents in this area. This redesign of Kenilfair Plaza will bring residents together, develop productive citizens, allow them access to this park system, provide retail amenities that are needed, and bring professionals in from the new professional park. All of these solutions are envisioned in a safe and active environment that incorporates mixed use development and quality materials.

The existing conditions of Kenilfair Plaza display an excess of surface parking and some retail businesses that could be relocated into the new development. There is also graffiti, alleys, and not enough lighting or pedestrian traffic to be a safe environment.

The new development is divided into three main corridors: an arts corridor, community building corridor, and a corridor for basic necessities, which could be expanded to include a grocery store on the site to the north.

Mixed-use development with first floor retail is located along the main boulevards, and within the main gathering space that faces the Northeast Branch. These areas outside of the retail establishments will allow residents to sit, eat, gather with friends and enjoy their community.

The design incorporates a community center or vocational training center in the middle of the development, which is needed to increase the productivity for some of the residents and youth. This will allow new immigrants to gain job skills and employment.

Also, a police station is needed within the community so that personnel can respond to service calls immediately and so that the community feels that it is being protected from crime.

A park building facing the Northeast Branch may provide an opportunity to offer information on leagues and other recreational or volunteer opportunities to the residents. Additionally, this may be a place to rent bikes to the community for use along the Northeast Branch trail.

The main pedestrian boulevard and an arts walk with sculptures to inspire the community will bring residents into the development and main gathering space. The gathering space includes an interactive fountain and playground to create activity.

A bridge across Northeast Branch will provide access to the recreational amenities on the other side of the Northeast Branch, including fields and trails. This bridge will also serve as a way for professionals from the new research park to access the retail establishments within the new development.

Overall, this design addresses the concerns of the community regarding safety and lack of retail amenities, while providing gathering and community-building elements, and access to the existing recreational amenities of Northeast Branch.
Community Precedents

Downtown Silver Spring, Maryland

Hyattsville Arts District, Hyattsville, Maryland

King Farm, Rockville, Maryland
This design incorporates the basic necessities that are required within as community, such as a grocery store and other retail establishments, as well as creating gathering spaces and community-building places such as a community center with vocational training, police station, and park headquarters where residents and visitors can find information about the many recreational opportunities in their backyard. Additionally, the community is taken to a higher level with the addition of an arts walk, plazas, and the use of quality materials throughout.
Community Before and After

Through community meetings, it was discovered that there was a great need for safety, places to obtain basic necessities, third place and gathering spaces within this section of Riverdale. This design will succeed in satisfying these requirements with an aesthetic of vibrancy and quality that is needed for the residents who live here and the new residents it will attract.

Before: Unsafe abandoned alleyways

Before: Unwelcoming sea of pavement

Before: Unused and obtrusive parking area

After: Lively streets with retail amenities

After: Vibrant places for people to gather

After: Progressive sculpture walk

Kenilfair Plaza - New Development
Central Kenilworth Avenue Corridor
BUILDING USE AND LAYOUT

Section-Elevation of Entrance and Live-Work Residences along Main Boulevard

Section of Main Pedestrian Boulevard

Kenilfair Plaza - New Development
Central Kenilworth Avenue Corridor

4-5 Stories Multi-Use
3-4 Stories Multi-Use
3-4 Stories Civic Use
2-3 Stories Civic Use
1-2 Story Retail
Throughout the research and analysis phases of the Central Kenilworth Avenue Corridor project, the community design studio heard the town’s desire to improve the Kenilworth Avenue streetscape. Currently, Kenilworth Avenue is very unsafe due to the high amount of vehicular traffic, and the high speeds at which the vehicles drive. It is a very dangerous area for pedestrians due to certain areas that lack sidewalks, medians, or safe crosswalks. There is a need for improved sidewalks and medians, street furnishings, landscaping, and bus shelters. Revitalizing the streetscape would improve the area’s aesthetic appeal, as well as make the area safer and more usable for pedestrians. In addition, features such as rain gardens and bio-retention swales would be beneficial to the environment, and serve as a model for surrounding communities.

The proposed streetscape revitalization for Kenilworth Avenue between East-West Highway and River Road has the potential to greatly benefit and improve Riverdale and surrounding communities. An improved streetscape will make the area safer for pedestrians, and provide an aesthetic appeal for both pedestrians and motorists. An improved streetscape will indirectly improve the economy of the community, as more retail stores, restaurants, and businesses will want to move into the area.

Wider and improved sidewalks and crosswalks, in addition to the aesthetic and safety aspects, will help the area environmentally as well. Center median and sidewalk planting beds will incorporate bio-retention features, helping to control the amount of pollutants and storm water run-off that flow into the nearby creeks and streams after every rainfall. The immense increase in street tree plantings, in addition to improving visual appeal, will greatly improve the air quality in the area.

This proposal will maintain the current number of vehicular travel lanes on the southbound side of Kenilworth Avenue, and current median widths. The northbound side of Kenilworth Avenue, south of Rittenhouse Street, will also maintain the current number of travel lanes, but will greatly reduce the width of the far right parking lane to allow the implementation of a sidewalk. North of Rittenhouse Street, Kenilworth Avenue will become two travel lanes, and a local road servicing the homes that border the street. The travel lanes and local road will be divided by a landscaped median. The local road will feature a one-way drive lane, and on street parking. While the proposed side median and local road will encroach on the properties bordering the road, the gained safety and visual aspects will outweigh the loss. Implementation of the proposed streetscape will provide immediate benefits to the residents and visitors of the Riverdale community and Central Kenilworth Avenue corridor, as well as provide the possibility for continued improvement in the future. This in-fill project is a realistic possibility, and should be given immediate consideration.
**DESIGN PROPOSAL FOR NORTH KENILWORTH AVENUE**

The proposed streetscape revitalization for Kenilworth Avenue between East-West Highway and River Road has the potential to greatly help Riverdale and surrounding communities. An improved streetscape will make the area safer for pedestrians, and provide aesthetic appeal for both pedestrians and motorists. Wider and improved sidewalks and crosswalks, in addition to the aesthetic and safety aspects, will help the area environmentally as well. Center median and sidewalk planting beds will incorporate bio-retention, helping to control the amount of pollutants and storm water run-off that flow into the nearby creeks and streams after every rainfall. The immense increase in street tree plantings will greatly contribute to help improve air quality in the area.

Implementation of the proposed streetscape will provide immediate benefits to the residents and visitors of the Riverdale community, as well as the possibility for continued improvement in the future.

**EXISTING SITE CONDITIONS ON NORTH KENILWORTH AVENUE**

- Intersection at Kenilfair Plaza
- No crosswalk or sidewalk
- Existing median in poor condition
- Very small dirt path / no sidewalk
- Unattractive building entrance
- No sidewalk but open space presents opportunity
- Very small median separates highway from parking lot
MASTER PLAN & PERSPECTIVES

MID-KENILWORTH AVENUE STREETSCAPE
CENTRAL KENILWORTH AVENUE CORRIDOR

Joe Fahey
Community Design
Spring 2008
**SECTIONS AND DRAWINGS**

**Section A: Crosswalk, Entrance to and Exit from Kenilfair Plaza**
Scale: NTS

**Existing Entrance/Exit from Kenilfair Plaza**

**Proposed Street Section (Typical)**
Scale: 1” = 10’

**Existing Street Section (Typical)**
Scale: NTS

**Bio-Retention Diagram:**
Water flows from street level and infiltrates into median planting beds, helping to minimize the amount of stormwater run-off.

Scale: NTS
**Design Precedent Images and Design Standards**

**Bio - Retention**

**Streetscape & Road Design**

**Site Furniture and Amenities**

- **Use:** benches and trash receptacles
  - **Landscape Forms**
  - **Model:** chase park

- **Use:** intersection lighting
  - **Manufacture:** hadco
  - **Model:** c/72a

- **Use:** bollards
  - **Manufacture:** bega
  - **Model:** 8138

- **Use:** bus stop canopy
  - **Landscape Forms**
  - **Model:** kaleidoscope

**Mid-Kenilworth Avenue Streetscape**

**Central Kenilworth Avenue Corridor**

Sheet 5:5

Joe Fahy
Community Design
Spring 2008
INTRODUCTION
by Catherine Jones

Transit oriented development can create a vibrant town center that provides for the local communities needs, often while supporting commuters who work in offices and provide local services. Transit stations can serve as a revitalization tool generating additional developer interest, greater market values, and additional funding.

The first thing analyzed in this proposal is Prince George’s County’s green infrastructure plan. The green infrastructure system uses a variety of criteria including forest density, wetlands, streams, floodplains, sensitive habitats, and other factors to determine which land has the highest conservation value.

A portion of Riverdale Park, on the eastern side of the North Branch of the Anacostia River, is within the floodplain. It is illegal to build in floodplains, and would require special permits and technology, such as flood control berms or walls. The floodplain provides a buffer of vegetation around the river that helps control flooding, cleans and cools water, allows for water infiltration, and provides quality habitat for wildlife.

The diagram on sheet 3:6 shows one of two alternate alignments for the new purple line. The plan on sheet 4:6 demonstrates how the tracks may run under the park and come above ground. Purple line representatives expressed interest in theoretical designs for a station in the median. They also expressed an interest in embedding the tracks in grass rather than ballast or pavement. Both are popular ideas in other areas. There was also interest in having a bus station and a kiss and ride.

The diagrams on sheet 6:6 show the 1/4 and 1/2 mile radii recommended for transit oriented development zones. These distances are based on the average distance most people are willing to walk, which is approximately a 5 - 10 minute radius. Transit oriented development creates higher densities of residences and businesses near transit sites in an effort to encourage people to utilize public transportation systems and local services.

Most transit oriented development includes mixed use buildings. These buildings typically support commercial services on the first floor and provide condominiums or office space above. This helps to keep everything people need within walking distance. The additional density and activity support local businesses and help to create a safer and more desirable atmosphere. Transit oriented development is often eligible for additional state and local grants and funding.

The new Purple Line transit stop may provide new opportunities for growth and revitalization throughout the Central Kenilworth Avenue revitalization study area. This may inspire a new dialog and give new meaning to this controversial issue.

Extending the municipal boundary would give Riverdale Park more control over the commercial strip and new transit zone. Crime is fairly low in both of these communities, yet along the Kenilworth Avenue corridor there are fairly intense crime levels. There has been some suggestion crime along the boundary may be higher because criminals can flee the pursuing officers jurisdiction. Crime can be a deterrent for new development or revitalization.

East Riverdale has expressed a need and desire for more effective enforcement of code violations along the commercial corridor and in the neighborhoods. It may benefit Riverdale Park to provide these services. Creating a cleaner and safer environment can spur interest in redevelopment and encourage businesses to relocate in the newly developed zones.

The dark red path in the diagram above represents the existing trail system within the Northwest Branch of the Anacostia River Park. The bright red is a new bicycle path included in this proposal. This study assumes that the western portion of Kenilworth Avenue would be rezoned for mixed use. Under these circumstances, the road right of way could be extended to the west during the rezoning process without disturbing the single family homes on the eastern side.

It is from this extended right of way that a new two-way, Class I bicycle path could be installed. This would create new connections to the transit center and to the existing trail system that would be safe for children and families, as well as commuting adults.

A public plaza was added to this design to support and promote local activities such as the Lion’s Club Carnival. The residents of the revitalization study also expressed an interest in having their own farmers market, and felt the market by Rt. 1 in Riverdale Park was too far for residents who do not drive to purchase produce.
Central Kenilworth Avenue Revitalization

Map of Prince George’s County Green Infrastructure System

**Floodplain**

**Existing Open Space**

**Green Infrastructure**
The green infrastructure system is utilized to determine which land has the highest environmental and conservation value and to guide land purchasing decisions by park and planning departments. Current laws prevent builders from creating new development within the 100’ year floodplain.

Transit Oriented Town Center
Central Kenilworth Avenue Corridor
FOCUS AREA: A NEW TRANSIT CENTER WITH TRANSPORTATION OPTIONS

LID KENILWORTH MEDIAN

LIGHT RAIL GRASS TRACKS

BICYCLE LANE KENILWORTH

SECTION A-A | ROAD SECTION: EAST WEST HIGHWAY

TRANSIT ORIENTED TOWN CENTER
CENTRAL KENILWORTH AVENUE CORRIDOR
FOCUS AREA: A NEW TRANSIT CENTER WITH TRANSPORTATION OPTIONS

PERSPECTIVES OF PLAZA
ACTIVITIES: FESTIVALS, FARMER’S MARKET

TRANSIT ORIENTED TOWN CENTER
CENTRAL KENILWORTH AVENUE CORRIDOR

Catherine Jones
Community Design
Spring 2008

CENTRAL KENILWORTH AVENUE REVITALIZATION
**SUPPORTING DATA**

**PURPLE LINE - ALTERNATE ALIGNMENT**
The diagram above shows one of the alignments under consideration for the new Purple Line light rail transit system. The light rail will offer new transportation options to the urban towns surrounding Washington DC.

**PROPOSED BICYCLE PATH**
The diagram above shows the existing trail system within the Northwest Branch of the Anacostia River Park. The bright red is a new bicycle path included in this proposal.

**TRANSIT ORIENTED DEVELOPMENT ZONES**
The diagram above shows the 1/4 and 1/2 mile radii recommended for transit oriented development zones. These distances are based on the average distance most people are willing to walk, which is approximately a 5 - 10 minute radius.

**MUNICIPAL BOUNDARY**
A study of crime and general conditions within the new transit oriented development boundary suggests that much could be gained by the union of Riverdale Park and the neighborhoods of the Central Kenilworth Avenue Revitalization study.
INTRODUCTION
by Lauren Kovach

Through review of community meetings and interviews, it has become obvious that there is a need for the redevelopment of Riverdale Plaza. The Plaza is central to the community of Riverdale yet fails to serve the community as a center. Mary McKelvin, the secretary of Templeton Knolls Civic Association, and a 40 year resident, recalls Riverdale as once being, “A great place to raise a family. It was conveniently located near the District of Columbia which made commuting easy with a shopping center within walking distance. Every major grocery store within walking or driving distance and a movie theatre was located here.” Riverdale Plaza was once the home of a Giant supermarket, and the Riverdale Theatre that played movies for the ticket cost of $1. The theatre is now vacant, and the Giant has been converted to a Mexican grocery store called La Grande. McKelvin adds that in the future she “would like a community center for the youth in the neighborhood with a gym and a computer room. Also, Maybe the YMCA could take over the health spa in the Plaza…I would like more of a historical, pedestrian friendly community.”

During the first set of community meetings where residents of Riverdale expressed their ideas, Riverdale Plaza was identified as one of the most dangerous and problematic areas in all of Riverdale. According to the community meeting maps, the plaza is unsafe as well as in need of improvement.

Even though there is public transportation, a bus system that shuttles to and from local areas and metro stations, the bus situation is noted as “terrible” by Michael Hall who is the community Police Liaison for the Templeton Knolls Civic Association. During a site visit, over 20 people were seen standing at one bus stop near Riverdale Plaza.

From listening to comments made during community meetings and community interviews, there is an obvious need for a community core with commercial establishments and entertainment. In addition to establishing a community core, there is a need for sufficient public transportation. The majority of this community travels by foot or public transportation, causing the public buses to be extremely full. A metro station in Riverdale would alleviate the congestion on each bus and allow the residents to travel greater distances.

Fortunately, plans for the Purple Line light rail show a stop in Riverdale, specifically Riverdale Plaza. A Purple Line stop at Riverdale Plaza opens up opportunity for people to visit Riverdale, and for the residents to travel to and from other areas of the DC metropolitan area. With the proposed stop landing in Riverdale Plaza, there is a need to transform Riverdale Plaza into a destination.

The purpose of the following design is to:
• Provide sufficient transportation to the DC metropolitan area for the residents of East Riverdale.
• Propose a Purple Line stop at the second story of an urban center in Riverdale Plaza. The second story platform will by pass the already congested intersection of Kenilworth Ave and East West Highway
• Propose an urban core of four blocks that will replace the existing Riverdale Plaza. The urban core provides for commercial uses, office uses, as well as the opportunity for additional residences.
**Existing Conditions**

**Image Key:**
- **Image 1:** Aerial view of the existing site.
- **Image 2 and 3:** Looking southeast toward Riverdale Plaza.
- **Image 4:** Looking east toward existing shops at Riverdale Plaza.
- **Image 5:** Looking east down East West Highway.
- **Image 6:** Existing image of “wedge” where Purple Line Stop is proposed.
Precedent Images

Image Key

This collection of images shows precedents for the site.

Image 1. shows an example of transit oriented development
Image 2. shows an architectural style ideal for the site
Image 3. shows first and second level commercial uses
Image 4. shows a light rail platform on the second floor of a building
Image 5. and 6. show different conditions of light rail tracks in the city
Image 7. shows a modern style light rail on embedded tracks
INTRODUCTION
by Allison Poirier

The analysis research, community meetings, and site visits revealed four key factors that led to the selection of the Northeast Branch Tributary as my focus area. The principal problems are storm water, Browning Grove Park, a lack of community connections, and the popularity of Northeast Branch Trail.

The storm water management system is the main reason this project is necessary. The majority of the storm water for the study boundary flows into the channelized tributary. From there the untreated storm water flows from the channelized tributary directly into the Western Branch. This negatively impacts the local and regional watershed. Not only is this storm water management system hazardous for the environment it is also dangerous for the local community for two main reasons. First, the channel has become an ideal place for gang signs. Gang signs are a way of “tagging” an area and encouraging gang activity. The community expressed that they do not want gang signs and that it is dangerous to have them around. Second, there are multiple places along the channel where children can fall in. These dangers to the environment and to the people of the community need to be eliminated by changing the channelized tributary.

The second feature that is an influence is Browning Grove Park. Although it is a relatively small park and does not offer as much as the Anacostia River Park in amenities it came up in each of the community meetings. At the community meeting with the adult residents many people expressed concerns about safety and a need for improvement at Browning Grove Park. At the community meeting with the children the same concerns about improvement were repeated. When asked what was wrong with the current park most of the children said “there is nothing to do there”, an indication that the current park amenities no longer address the needs of the community. Since the community expressed such an interest in improving Browning Grove Park it is important to include the park in the focus area.

The third feature is a positive attribute that the community is not taking enough advantage of; the Northeast Branch Trail. This trail system comes through the study boundary and runs south to north along the Northeast Branch. Multiple members of the community expressed that they enjoyed walking, running, and biking along this trail. However, the trail is not easily accessed by the local people. The majority of people living within the study boundary must cross Kenilworth Avenue at Riverdale Road (a dangerous and difficult intersection according to

the analysis research and community) to get to the trail. The other problem is that the trail does not extend within the study boundary. Further down the stream the trail does extend into incorporated Riverdale. This allows people to easily use the trail and provides the opportunity to bring people into Riverdale. The communities of the study boundary should have these benefits as well.

The final feature that is a concern is the fact that there is very little connecting the three communities that are part of the study boundary. Each community has its own town government and does not have a positive major attribute that connects the three communities. In fact, the only features connecting these communities are Kenilworth Avenue and Highway 410. Due to this the communities have no way to create a unified sense of community. However, this unified community feeling would greatly improve the entire area.

This project has the potential to address and resolve many different concerns. There are multiple purposes to the project. The following is a list of these purposes:

- Address the hazards to the environment. Including:
  - Improve water quality (focus on pollutants, sediment, temperature, salinity, nitrate levels, and turbidity)
  - Improve water quantity (focus on improving the infiltration rate)
  - Slow water speed
  - Restore native plants and wildlife
  - Address the needs of the community. Including:
    - Prevention of gang signs (C.P.T.E.D.)
    - Improve safety along the entire tributary
    - Turn Browning Grove Park into a hands-on educational recreational area
    - Take advantage of the Northeast Branch Trail
    - Create a sense of a unified community
    - Redesign Riverdale Plaza (focus on making the tributary a significant feature, rather than just the storm water management system)

Ultimately there are two main purposes that this project will address. First, this project will attempt to fulfill the needs of the community by revitalizing the channelized tributary. Second, the project will focus on ensuring that this new tributary can become an example of how environmental restoration can be an outstanding public amenity.
**Water Treatment**

This is the start of the channel in the study area. At this time the water quality here is very poor. So, the future plans focus on water treatment before community members can interact with it.

The key features to portion of the stream include: A sediment trap and catch basin, two treatment wetlands, and a final wetland that functions as a center piece to a loop trail that serves as the beginning to the trail system that connects to the North East Branch Trail.

**NW to SE Section**

- Neighborhood
- Forest
- Educational Forest
- Wetland
- Stream
- Treatment Pond
- Forest
- Catch Basin

**Diagrams**
EDUCATIONAL AMENITY

This section of the stream currently acts as a divider. It also allows for trash dumping, graffiti, and contributes to the poor water quality. The stream will be converted into a trail with interactive educational opportunities and vegetation.

The key features of this portion of the stream include: Repositioning of the stream into a more natural shape, continued trail with interactive features, plant materials to improve water quality, and remediated soil to allow for infiltration.
**Wetland Park**

This section of the stream is currently outside of Browning Grove Park, separating the neighborhood from the park. The future of the stream involves directing the stream to create a series of wetlands that become the new park. These wetlands allow for interaction with nature and to improve water quality.

The key features of this portion of the stream include: Redirecting the stream to create three wetlands, forest restoration, and a boardwalk trail.
**Urban Stream**

This piece of the stream is currently being used as the storm water management system for Riverdale Plaza. The future stream will become a center piece to a new urban core. The stream will act as a public amenity and pollutant cleanser.

The key features to this portion of the stream include: A waterfall the serves as a transitional element, large sidewalks along store fronts, and a green area on either side of the stream that will allow for small trees, large rocks, and grasses.

**Typical Section**

<table>
<thead>
<tr>
<th>Residential</th>
<th>Residential</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>Residential</td>
</tr>
<tr>
<td>Retail/Restaurant</td>
<td>Retail/Restaurant</td>
</tr>
</tbody>
</table>

Mixed Use Building  SW  Stream  SW  Mixed Use Building

**Diagrams**

- Proposed
- Existing
INTRODUCTION

by John F. Lightle

The resolution of a park culminated after careful analysis of the responses gathered from the community workshops. The community elders and the youth both expressed desires for more parks that are easily accessible. They also stated a pedestrian-friendly environment is desperately needed to connect them to those parks. In fact, the mayor himself – Vernon Archer – stated that the biggest problem with the Kenilworth corridor is “pedestrian safety and access to all neighborhood amenities”. More specifically, the intersection of Riverdale Road and Kenilworth Avenue was accused of being the town’s least-safest pedestrian crossing. A simple site survey confirmed the communities’ statements and pinpointed the reason: A concrete swale that runs east-west through the study area and empties into the Northeast Branch acts as a traffic barrier between the northern and southern areas of the site. The only public road crossing the swale occurs at the Riverdale Road and Kenilworth Avenue intersection.

This analysis was combined with hydrologic site surveys and GIS research. An astonishing correlation was found between the traffic flow and the hydrologic drainage flow: The intersection of Riverdale Road and Kenilworth Avenue not only accommodates the pinching effect of the traffic, but also receives all of the site’s watershed drainage. The outfall junction of the study area’s drainage ways is collected within a widened portion of the concrete swale underneath the intersection of Riverdale Road and Kenilworth Avenue. Thus, the remaining 1,700 ft. stretch of swale that leads to the Northeast Branch carries the watershed’s most polluted storm water runoff.

The best possible solution to all of these problems is a vegetated corridor that treats the contaminated runoff within the last 1,700 ft. stretch of swale while providing safe pedestrian passage throughout the proposed park, with focus on the intersection of Riverdale Road and Kenilworth Avenue.

The process of design evolved into the final result known here as the East Riverdale Park. The park plays as an extension of the existing Anacostia River Park and projects into the urban core – currently known as Riverdale Plaza. East Riverdale Park links people via safe trails and sidewalks between these two destinations. Along the trails are interpretive botanical signs describing vegetation’s role in cleaning East Riverdale’s runoff as well as the entire Anacostia watershed.

An open-air market helps to transition the space from park to the urban core’s four-story mixed-use buildings. The versatile market space, covered by a tensile structure, can serve as a vibrant market, a pavilion, and an amphitheater. A continuous root zone between the market and Riverdale Road filters the street’s contaminated runoff by employing low-impact development measures. From here, the park continues to transform into an energetic open space that draws the community from the proposed mixed-use buildings in the north and the south. The park then narrows along the canal and passes under Kenilworth Avenue through a wide passageway that allows light to transmit from an opening in the median of the bustling street above.

The removal of the swale’s concrete, the introduction of vegetation along the swale, and the use of low-impact development design improve the existing environmental hazards of East Riverdale. In addition, the integration of an open-air market and mixed use buildings bring the community members together through safe pedestrian passage. Thus, the existing swale, which currently acts as a barrier, now becomes an attraction.
East Riverdale currently possesses a potential amenity running throughout the corridor that could be revitalized. This condition can be remedied with low-impact development measures and education.
**PRECEDES**

- The proposed L.I.D. measures for Canal Park, DC served as design guidance.
- Stream restoration design integrated into an urban setting in South Korea.
- The hues and architecture of a mixed-use in Santana Row, CA.
- The proposed canal park for Four-Mile Run, VA transcends pedestrians down canal banks.
- Wide, safe underpass at the River Walk in San Antonio, TX.
- Botanical interpretive sign.
- Tensile structure covers Pier 6 in Baltimore, MD, perfect covering for an open market atmosphere.
- Bridge overpass implemented at the River Walk in San Antonio, TX.
**Gateway to Urban Core**

**PROPOSED:** All structures are placed out of the floodplains.

**EXISTING:** Currently, the concreted swale transports polluted water into the Northeast Branch at a rapid pace, disallowing metals and solvents the opportunity to be metabolized by plant and soil life.

**PROPOSED:** A stone bank frames the view underneath Kenilworth Avenue and acts as a gateway between the urban core of East Riverdale and its new park.

**PROPOSED:** The restored stream acts as a unifying agent and not a community divider. Stream restoration occurs within the park extension of the Anacostia River Park and between mixed-use development.
GATEWAY TO ANACOSTIA PARK

PROPOSED: The open market allows vendors to sell to a wide variety of users: local residents, employees of the businesses within the multi-use developments, and those that travel from adjacent neighborhoods. The market also employs low-impact development practices: As shown, street runoff is guided to a continuous root zone 8" behind the sidewalk, where it is cleansed as it percolates down to a drainage pipe that leads to a bioretention storage, where it is further cleaned before draining into the Northeast Branch.

PROPOSED: An interpretive park serves as an educational environment as well as phytoremediation for the fluctuating water currently employed as storm sewer. The levels - whose elevations depend upon the low, average, and high annual water levels - house various vegetation types based upon their ability to be submerged in water and their ability to metabolize the water's pollutants (see chart above from Maryland's Department of the Environment).
This proposal seeks to redevelop the land surrounded by Riverdale Road, Spring Lane, Kenilworth Avenue, and Tanglewood Drive. This land is approximately 47 acres in size and is currently zoned primarily for high density housing. This is the only area in Riverdale Park zoned for this use. There are poor park conditions surrounding this site, with many vacant and under maintained adjoining lots. The highest constraint of this existing site is pedestrian comfort and safety. Sidewalks are minimal or non existent, and crossing Kenilworth Avenue is extremely dangerous. Most of the commercial and retail zoned properties are either across Kenilworth Avenue, or across East-West Highway. This means that most people have to walk across these major roads in order to acquire desired goods and services. Many interactions with the people who inhabit this community indicate that these numerous observations of the existing site are true. This site design uses many strategies for a safer and more pedestrian friendly environment that will help connect the existing community of Riverdale Park to the river and park.

The design approach to the problems addressed in the high density areas of Riverdale Park uses many well tested strategies from all around the world. This re-design puts pedestrian circulation as a higher priority than vehicular circulation. This means that many of the spaces created within the new community will not be accessible by car, but instead will be primarily a pedestrian accessed environment. Pedestrian corridors are created on different axis than the vehicle to emphasize this distinction in uses. The corridors that are created from this pedestrian network help house an array of environments for activity from the mixed use community. Mixed use development helps promote walking, and puts less reliance on the users automobile. The center point where the roads and pedestrian paths meet announces itself in a large pedestrian plaza with a fountain and heavy plantings. This plaza sits on a shared axis with Riverdale Mansion across the river. This axial view will help strengthen the connection between the communities that are separated by the river. On axis by the river there will be a large park that celebrates the history of the site with a statue of Lord Calvert. Having an historic environment such as this will give the dwellers of Riverdale Park a stronger sense of community, while also providing safer and more efficient areas for people to live. This new mixed use community will also draw in many users from around the area to shop, eat at restaurants, enjoy shows, and walk the river park. Riverdale Park has the potential to become a benchmark city within Prince Georges County.
**Design Approach**

**Proposed Master Plan Scale 1” = 100’**

**Village Axis Diagram:**
Main Axis is Created by View Across River to Historic Riversdale House.

**Building Use Diagram:**
High Density in Red, Medium Density in Yellow, and Parking Structures in Orange.

**Pedestrian Circulation Diagram:**
Main Pedestrian Paths Completely Separated from Vehicular.

**Design Precedence:**
San Gimignano, Italy
Pedestrian Scale Plazas and Streets.

**Design Precedence:**
Plaza de Armas Lima, Peru
Plazas act as Focal Points for Streets.

**Design Precedence:**
Willoughby Street Brooklyn, NY
Street Converted to Pedestrian Only.
Focus Area Plan Scale 1" = 50'

Focus Area Section Scale 1"=50'
Section Runs through Center of Fountain out to the River Park.

The Spiral Fountain at Darling Harbour, Sydney is Apart of a Harbor Walk. There are Various Shops, Outdoor Spaces, and Art Such as The Spiral for the Pedestrian to encounter while traveling through this space.

Sun Spiral Plaza with Sunken Fountain in Center, Seen on Left. Planting Beds Surround Fountain to Provide Shade and Habitat within this Urban Environment. Plan Not To Scale
SITE PERSPECTIVES

Perspective A: Looking Down Madison Lane
Toward Sun Spiral Plaza From River Park

Perspective B: North East Entrance
into the Riverdale Village.

Perspective C: One of the Many
Spaces for Plaza Areas to have Retail
and Restaurants flow onto them.

Perspective D: Central Point of the Pedestrian and
Vehicular Circulation System. Large Fountain to
Celebrate the Joining of these, and the Axis that the
Plaza Shares with the Historic Riversdale House.

RIVERDALE VILLAGE
CENTRAL KENILWORTH AVENUE CORRIDOR

CENTRAL KENILWORTH AVENUE REVITALIZATION
INTRODUCTION
by Rich Mai

The Central Kenilworth Avenue Corridor has many areas that can be enhanced. With the increase in crimes and gangs within the community, many areas of the corridor can be benefitted by redevelopment. Talking with the community and key players of the corridor, the south end of the community was chosen as an area to redesign. This area is most appropriate to guide the community on a path of redevelopment.

The design consists of a new entrance that would help welcome the general public to this community. The new entrance feature is in the shape of an eye. The “eye” is to represent a new vision and a sight to the future improvement of this community. From the road, a retaining wall is visible as the eyelid. Coming from the retaining wall, trellises that curve are as eyelashes. The eyelash is to give shade to any pedestrian that is located near the center of the eye. Flowering shrubs and perennials are planted on the inside of the eye. A fountain placed in the center is the main attraction. The fountain will play another role in trying to hide the vehicle noise coming from the road.

A new plaza design will lead the northern part of the Kenilworth community to a nearby park. It will have a fountain and benches for pedestrian to sit. Trees that give shade for the plaza will surround the whole design with trellises that will provide additional shading for pedestrians while sitting on the benches. The design will also include flowering trees that surround the circular fountain. Flowering plants and perennials will underline the tree canopy that will change to wonderful colors during the summer months.

A new housing complex with underground parking will enclose the plaza. The housing units will be for mixed income. These new housing units will be four to five stories tall. The existing building on the site used for small businesses will be relocated. New larger buildings, two to three stories tall, will be the new location for the old businesses with the introduction of some new ones as well.

The opposite side of Kenilworth Ave., where the gas station and single family houses are now, will also be redeveloped. The gas station will be removed and the houses will be relocated to another area. All the existing buildings will be enhanced and enlarged for new stores. The existing businesses on the West side of Kenilworth will be placed in a renovated building. A new parking lot in the center of the block will provide spaces for vehicles.

The streetscape will be improved to make it safer for vehicles and pedestrians. The widening of sidewalk and planted trees will make pedestrians feel safer. A planted median and clearly defined crosswalks will be installed. The planted trees in the median, and on either side of the road, will slow down vehicular traffic. Street and sidewalk lighting will be placed all along the area and make the pedestrians feel safe at night. Lighting in the plaza will also increase safety during evening hours.
This aerial shows the existing site and condition of the design area.

This aerial shows the design site in a larger scale.

SOUTH GATE PLAZA
CENTRAL KENILWORTH AVENUE CORRIDOR
The master plan design above is a new mix use community. It will include small shops and businesses. Two new mixed income housing units will be built around the plaza with underground parking for the residence of the building.
The perspective to the right is an overview of the main design concept. It shows the plaza design with axis that lead toward the park.

The image on the left shows the new proposed main entrance feature for Kenilworth Avenue. The feature is a retaining wall with trellis in a shape of an eye. This eye is a symbol of creativity that welcome the vehicle and pedestrian that enter this community.

This perspective to the right is a close up of the plaza/fountain design. The alley is reinforced with the benches and the trellis. Trees along the plaza help give shading.
This section is cut through the fountain design to show the underground parking. The section also shows the change in grade from the location of the fountain to the sidewalk.

The section above shows a cut through the road and part of the entrance design feature.

This section is cut to show the distance of the whole plaza area with the parking garage underneath.
Central Kenilworth Avenue Revitalization project has many areas of concern but the main focus for this proposal is the need for street revitalization from East-West Highway and Kenilworth Avenue to Jefferson road at the BP station. Along this stretch of road the focus will be on the streetscape which involves the sidewalk, street trees, trash reciprocals, bus stops, and any other street amenities. It will also take into consideration the store front facades along this stretch of Kenilworth Avenue.

The design concept for Kenilworth Avenue touches on the three issues which are the need for safe crosswalks, a redesign of the intersection of Kenilworth Avenue and Riverdale road, and a new design for the streetscape. The approach for the design is to modify and redesign areas that incorporate these three issues. The design document will be comprised of plans, sections, elevations, and details of the area.

The design for addressing the issue of safe crosswalks will be shown in plan view which will show the overall location of the all the crosswalks and a smaller plan that shows key crosswalks and will be drawn at a scale of 1/4"=1'-0" or 1/8"=1'-0". The final product will be plans and details showing the before and after conditions of the existing site features.

Another issue that will be addressed in the study of the crosswalks will be the redesign of the street medians. The redesign will include lowering the medians, creating curb cuts for pedestrians to stand in, and improving on the street median plantings.

The next issue that was stressed repeatedly from the meeting with the community was the intersection of Kenilworth Avenue and Riverdale road. This intersection has become unsafe because it is now also a cut-through to avoid the light at East-West Highway and Kenilworth Avenue, which causes more traffic than the area can handle.

The final part of this design is developing the streetscape. The graphic presentation for this design will be a plan showing all the improvements that have been made compared to the existing area and will also show blow-up areas of importance that have been changed (bus stops, crosswalks, sidewalk connections, and commercial interactions with the streetscape. Also included with the streetscape will be suggested store frontage materials, design and signage.
DESIGN PROPOSAL FOR KENILWORTH AVENUE

The design intent for Kenilworth Avenue is to create an atmosphere that is pedestrian friendly and provides clear paths for either walking or crossing at intersections. Unlike the existing conditions where the focus is placed on vehicular traffic. This will be accomplished by focusing on crosswalks, sidewalks, planting beds, bus stops, street furniture and store frontage that are poor condition. Conditions also shows the lack of crosswalks.

EXISTING SITE CONDITIONS

LIGHT AT RIVERDALE AND KENILWORTH AVENUE
INTERSECTION OF NICHOLSON AND KENILWORTH AVENUE
VIEW LOOKING TOWARDS MADISON STREET
UNCLEAN BUILDING FRONTPAGE
AREA FOR OPPORTUNITIES
STREET MEDIAN UNDER POOR CONDITION

PRECEDENT IMAGES

SOUTH STREETSCAPE PLAN
CENTRAL KENILWORTH AVENUE CORRIDOR

CLARK ZIUSKOWSKI
COMMUNITY DESIGN
SPRING 2008
The master plan presented on this board will provide a pedestrian environment where vehicular traffic becomes as secondary thought.

With the reorientation of the sidewalks and planting beds there was a need to redesign buildings and store fronts along Kenilworth Avenue. The buildings that were redesigned were the auto glass store, the automotive repair store, the white building across from the Alamo and the building next to the Alamo that had all the signs on the front of the building.
The before images show how the existing conditions had lack of maintenance and care given to them. In the after image to left the sidewalk is focused towards the pedestrian instead of the image above which focus on vehicular traffic. The after image above shows the typical building facade where signage is clearly defined and has a clean facade, unlike the before image that shows a building with various signage and an unclean facade.

SECTION OF STREETSCAPE

SECTION OF SIDEWALK TO PARKING

SECTION OF TYPICAL BUS STOP

STREET SECTION THOUGH INTERSECTION OF NICHOLSON
DIMENSION FOR SOUTH STREETSCAPE

TYPICAL RETAIL STORE SIGNAGE

SECTION OF SIDEWALK TO PARKING

SECTION OF TYPICAL BUS STOP

STREET SECTION THOUGH INTERSECTION OF NICHOLSON

SOUTH STREETSCAPE PLAN
CENTRAL KENILWORTH AVENUE CORRIDOR

CENTRAL KENILWORTH AVENUE REVITALIZATION
STANDARDS FOR STREETSCEAPE

ADOPTION OF THESE STANDARDS OR SIMILAR STANDARDS FROM OTHER COMMUNITIES WILL KEEP THIS MASTER OF KENILWORTH AVENUE CLEAN, SAFE, AND MAINTAINED FOR THE FUTURE.

THIS LIST OF ITEMS THAT ARE NEED TO ADOPT:
- MAINTANCE OF INSTALLED PLANTS FROM THE STATE HIGHWAY ADMINISTRATION AND THE COMMUNITY
- NECESSARY STANDARDS FOR STREETSCEAPE:
  - TREE PLANTINGS
  - PLANTINGS IN BEDS
  - TREE GRATES
  - STREET FURNITURE AND LIGHTING
  - BUS STOP PLANTING AND LAYOUT
  - CROSSWALKS

EXAMPLES OF STREET TREES, LIGHTING, AND AMENITIES

SOUTH STREETSCEAPE PLAN
CENTRAL KENILWORTH AVENUE CORRIDOR
Central Kenilworth Avenue Revitalization

The town of Riverdale, Maryland is a community that lacks many amenities that would give the town strength and a more balanced structure. Much of the community is passionate about the possible revitalization and future of Riverdale. The citizens realize that there is enormous potential for their town, and are fully behind the revitalization process. The community lacks a significant commercial district, and their current plaza is out dated and under-utilized.

Citizens of Riverdale understand that they do not receive enough funding to provide for adequate changes. This is why giving them a vision to the community’s potential is important to their ability to seek funding.

The site analysis page (1:5) defines the existing Riverdale commercial district, with major roads setting the plaza boundaries to the north is East-West Highway, and the west Kenilworth Avenue. The analysis page includes existing site photographs of the current conditions of the plaza, and the plaza’s surrounding areas.

Many concerns have been identified through a series of community workshops and meetings. During these sessions, the main concerns have been the issues of safety, appearance, and the lack of identity that Riverdale once had. There also is a large concern for the current condition of the environment.

This design for the proposed Riverdale Town Center is a vision for the future. The design (master plan 4:8) addresses many of the proposed concerns identified by the community. The Town Center is an opportunity to realize this vast potential of the town. The concept of the center is focused on creating a more pedestrian friendly community, by widening the sidewalks, and allowing plant material to provide for street character. The planted street medians also create pedestrian safety. The backbone of the design is discovered within the street layout of the center, connecting the residential communities both north and south of East-West Highway. The newly relocated Riverdale Road now becomes the prominent boulevard of the center. A north-south connector street will be used to integrate the surrounding communities of Riverdale.

Riverdale has a unique opportunity to create a new commercial district will provide for a community gatherings space. Introducing a number of new amenities in the Town Center the will address many of the current concerns of the community.

by Andrew Benenati
Existing Site Conditions

The images above are existing images from the existing site of Riverdale Plaza. The boundary constraints are Kenilworth Avenue to the east, East-West Highway to the north, Nicholson Lane to the south and Saint Bernard Drive to the west. These photographs convey the under-utilization of Riverdale Plaza and its immediate surroundings.
Precedence For Design

Pedestrian Friendly Streets

Waterfront Character

Waterfront Character

Building Facade

Pedestrian Connection from Parking to Retail

2nd Level Movie Theater

Pedestrian Bridges

Town Center Streetscape
The concept of the Master Plan for the Riverdale Town Center is based on creating a more pedestrian-friendly environment for the community. This is addressed by the addition of wider sidewalks with street plantings, planted street medians, and variety of paving patterns on both the sidewalk and the street. Connectivity was a major issue to connect the surrounding communities through north-south “main street” connector. Riverdale Road was relocated to become the most prominent boulevard of the Town Center. This was decided in order to give a hierarchy to the Town Center. Two focus areas were created within the master plan: the southern Commercial Plaza, and the proposed Waterfront. The southern commercial utilizes ground floor commercial use, while providing for upper story parking facilities. The waterfront is unique in that it allows for a two story commercial district which overlooks the water.
RIVERDALE TOWN CENTER CONCEPT
Envisioning a commercial center with restaurants, retail stores, a movie theatre, and plenty of open passive space has become more than an ambition for many of the residents within the Kenilworth Avenue corridor community. The intersection of Kenilworth Avenue and East West Highway (410) contains the largest commercial sector within the study area of Riverdale. The land tract is a commercial center located on approximately forty acres and has a grade change of almost thirty vertical feet from front to back.

The aim of the plan is to create inviting open space for residents of the area and create a more visually appealing foreground for Saint Bernard’s Church. The proposal revitalizes the existing storm water management stream by integrating it with passive open space. This stream of water is then filtered into a large retention pond located strategically at the corner of Kenilworth Highway and East West Highway. The intent of this placement is to create a natural, visually attractive landmark for Riverdale.

Residents feel that redeveloping this area can address needs of the community and create a better image for their town. Some of the suggestions by the community were to update the existing building facades, create a greater diversity of retail in relation to the needs of the community, and provide a place for youth to assemble. The following are some individual responses compiled from various community citizens:

- “Creating the UMD Engaged University has become a great success. Our most successful programs include our bike repair program and our community garden. Having a developed commercial center would offer a great place to hold events, sell our produce, and educate people about what we do,” Margaret Morgan Hubbard, Executive Director, UMD Engaged University.

- “We usually travel to Langley Park, PG Plaza to hang out. Having an arcade, movie theatre and restaurants in Riverdale Plaza would be awesome. We need something to do that is close by to where we live,” Maryland Multi-Cultural Youth Center After-School Program Participants.

- “The Riverdale community needs a major area to convene and hang out with friends. Having places for kids to spend their time, I think, would alleviate the gang problems because they wouldn’t be bored,” Sam Smith, Americorps, Resident.

This proposal attempts to gather the ideas and issues presented by the community and create notable commercial center. This area is an essential component in portraying a new community vision for Riverdale. Riverdale Plaza is within walking distance to both single-family detached residential units and multi-family medium density units. Having the right balance of retail needs coupled with amenities will offer a great destination for the surrounding neighborhoods. The objective of this proposal is to bridge the gap between the neighborhoods and this commercial sector.
EXISTING COMMERCIAL SECTOR

PROPOSED COMMERCIAL SECTOR

RIVERDALE PLAZA
CENTRAL KENILWORTH AVENUE CORRIDOR
This project focuses on the northeast quadrant of the Town of Riverdale Park, Maryland. Inherently rich in resources, this part of town contains a high school, a middle school, a multicultural youth center, and a well situated park. Economic stresses, gang activities and physical barriers, however, leave these resources isolated from one another and under-utilized. As a result, the community receives only part-time service and benefit from its social and cultural assets.

In order to overcome the limitations that have isolated these resources from the community, this project focuses on three concepts: connectivity; safety; and park enhancement.

Connectivity is established by creating a broad greenway between the high school and the lower campus area – replacing a dangerous and crime-concealing woodland with an invitingly open greenscape. A walking and bicycling path will not only connect the high school to the lower campus, but will provide a loop trail around the campus for the use of joggers and recreational walkers. Connection to the park, a challenge because of steep and unstable slopes, is provided by a newly-envisioned serpentine pathway and by a curving stone stairway.

Public Safety will be enhanced not only by opening up the dangerous woodland that isolates the high school from the rest of the campus, but also by providing adequate lighting along all of the new pathways. Safety call boxes are sited strategically but not obtrusively along the entire length of the path to provide for an extra measure of safety.

Park Enhancement will transform Riverdale Hills Neighborhood Park from an eyesore into a destination. Basketball courts will anchor the undeveloped west end of the park, while a new skateboard park will be installed just to their east. A fully equipped children’s play area will replace the nearly empty sandlot now in place and picnic tables and grills will be placed adjacent to the children’s area overlooking the athletic fields.
EXISTING CONDITIONS

Students feel unsafe in woods between William Wirt Middle School and Riverdale High School. Community makes little use of Riverdale Hills Neighborhood Park, because it is unsafe and lacks amenities.

CONNECTIVITY

Beaten path between William Wirt Middle School and Riverdale High School

No walkable connection between middle school and park

SAFETY

Kids use fallen tree to cross stream that separates middle school from high school

PARK DESIGN

Outdated, sparse playground equipment

Densely wooded path between middle school and high school invites criminal activity

Steep washed-out path between Multi-Cultural Youth Center and park

Park is largely undeveloped with few amenities
CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

CPTED uses principles of landscape design to reduce the opportunity for criminal behavior.

**Principle #1 - NATURAL SURVEILLANCE**

Lighted bike path and clear sight lines allow users to "see and be seen"

**Principle #2 - NATURAL ACCESS CONTROL**

Defined path and pedestrian bridge clearly guide visitors through public areas

**Principle #3 – TERRITORIAL REINFORCEMENT**

Pavement changes and benches define playground. Trees trimmed to provide clear line of sight.

**Principle #4 – MAINTENANCE**

Trash on existing path gives impression of a derelict, lawless area

RIVERDALE PARK CAMPUS
CENTRAL KENILWORTH AVENUE CORRIDOR
CREATING A CAMPUS IN RIVERDALE PARK

BEFORE

AFTER

- Broad, cleared greenway and new bridge provide secure passage between Riverdale High School and south campus area
- Walkable and bikeable paths link William Wirt Middle School to Riverdale Hills Neighborhood Park
- Stairs replace muddy ravine connecting Multi-Cultural Youth Center and Riverdale Hills Neighborhood Park
- Lights and emergency call boxes ensure safety along greenway
- Benches installed along greenway to invite legitimate use of the area
RIVERDALE PARK: CONNECTIVITY

BEFORE

Connectivity

- Beaten path between William Wirt Middle School and Riverdale High School
- No walkable connection between middle school and park
- Steep washed-out path between Multi-Cultural Youth Center and park

AFTER

- Inviting greenway/bike path connects middle school with high school
- New path connects middle school with park
- New stairway improves access between park and youth center
RIVERDALE PARK: SAFETY, PARK DESIGN

SAFETY

BEFORE

DANGEROUS STREAM CROSSING

AFTER

NEW BRIDGE PROVIDES SAFE CROSSING FOR PEDESTRIANS AND BICYCLISTS

DENSLY WOODED PATH INVITES CRIMINAL ACTIVITY

PARK DESIGN

BEFORE

OUTDATED, SPARSE PLAYGROUND EQUIPMENT

AFTER

UPDATE PLAYGROUND EQUIPMENT ATTRACTIONS USERS

PARK IS LARGELY UNDEVELOPED WITH FEW AMENITIES

NEW PARK AMENITIES ATTRACT PEOPLE TO PARK

DENSLY WOODED PATH IS CLEARED TO ALLOW OPEN LINE OF SITE. LIGHTING, SIGNAGE, BENCHES AND EMERGENCY CALL BOXES ARE ADDED TO ENHANCE SAFETY.
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SUMMARY OF THE CULTURAL HERITAGE OF RIVERDALE AND SURROUNDING AREA

by Catherine Jones

The bulk of the Central Kenilworth Avenue Revitalization (CKAR) study area is in unincorporated Riverdale. Only a small portion is within incorporated Riverdale Park, whose boundary ends at Kenilworth Avenue. Riverdale Park incorporated in 1920 and changed its name from Riverdale to Riverdale Park in 1988. The post office treats the area encompassing Riverdale Park and unincorporated Riverdale as Riverdale. They have the same zip code.

There is evidence that Native Americans lived nearby and passed through Riverdale. There is no evidence that any tract of land was laid out in Riverdale before the founding of Prince George’s County in 1696.

Riverdale Park has a rich cultural history that is built on the boundaries of the old Calvert Plantation and Riversdale Mansion from Colonial times. Unincorporated Riverdale’s history does not include many famous individuals or Colonial buildings. By studying historical maps and aerial photos it can be observed that most of the project area was agricultural land during Colonial times, like much of Prince George’s County, until the 1920s to 1930s when most of the housing and subsequent commercial corridor were built. Historic sites in the CKAR study area include the Browning Baines House (1896) and the Baltimore-Washington Parkway (1942-54).

Younger students within the CKAR study area attend Riverdale, Templeton, Seat Pleasant and Lamont Elementary Schools. All of the students attend William Wirt Middle School and then go on to Bladensburg High School or Parkdale High School. St. Bernard’s Roman Catholic Church & School is the only parochial school in the study area. The Annapolis Road Academy is a private school that is located in Bladensburg, south of the CKAR study area.

Analysis of the schools yielded that there are many hardworking students and teachers, but there are also problems. The problems include high turnover of principals and teachers, overcrowding, temporary classrooms, graffiti, gangs, violence, drugs, lack of programs, and attendance issues.

There are many churches in the CKAR study area including one historic church, the First Baptist Church of Riverdale, which is now Refreshing Spring Church of Christ. Free Hope Baptist Church, built in 1818, is in nearby Bladensburg. Some houses have been converted to churches, such as the Celestial Church of God and the Riverdale Church of God, which has caused zoning, parking, and access issues. The high density of churches could be considered a positive factor in bringing the community together and dissemination of important information.

There is large amount of parkland and open space, some of it could be converted to other uses, such as community gardens. There are parks and recreation facilities that need reprogramming and redesign. Cultural activities include: the Lions Club & Annual Carnival, Riverdale Elks Club, Riverdale Park Farmers Market, 4H Club, Riverdale Park Girl & Boy Scouts, Easter Egg Hunt at Riverdale Mansion, Get Fit Riverdale Park (offers free weight, BMI, and blood pressure checks), Riversdale Historical Society, and the Northern County Soccer Alliance.

Analysis of the cultural history and features was conducted on a regional scale. The methods of investigation that were utilized included: current and historical maps, Geographic Information Systems (GIS) data, historic documents and texts, library and online research, and information from primary sources (residents, business owners, and other individuals related to the project).
While researching community demographic trends many different aspects of Riverdale Park were discovered. The analysis consisted of household income, owners vs. renters, race distribution, age distribution, school enrollment, educational attainment, gross rent paid, and commuting to work. All information for the data charts have been gathered from the 2000 census unless otherwise noted. Once the information was gathered and organized the percentages were found for each category within the given areas population. These categories compared the Riverdale Park population with the Prince George’s County population.

The study area of Riverdale Park consists primarily of the communities around the intersection of Kenilworth Avenue and East/West Highway. The census data collected is for the entire town of Riverdale Park, although our study area is approximately half. This means that the data presented is correct, but it may not be completely accurate for the area that we are studying for redesign.

The education within Riverdale Park is nearly even with the average of Prince George’s County. Educational attainment within the proximity of the study area shows that 14.2% of the population within Riverdale Park has obtained less than a 9th grade education; this is compared to 4.7% for Prince George’s County. Census data also shows that school enrollment for children over the age of three within Riverdale Park is pretty consistent with that of Prince George’s County. A majority of current students are enrolled in elementary school, around 40% for both the town and the County.

Population ages within Riverdale Park are quite different overall to that of the County. Census data shows that the population of Riverdale Park consists of over 20% being 25 to 34 years old, compared to 15.7% for Prince Georges County. Also, within the town of Riverdale Park, the population over 45 is much lower than that of the County. The population 65 to 74 in Riverdale Park is near 2.7%, compared to Prince Georges County which is almost 5%. There is a larger percentage of young to middle age population in Riverdale Park with less of the community over 45 compared to percentages of Prince Georges County.

Race and ethnicity also shows much distinction compared to the County. Prince George’s County is contained primarily with African American (62%), White (27%), and Hispanic (7.1%). Riverdale Park has the same major three races, but with much different percentages. These include Hispanic (24.3%), White (36%), and African American (34.4%). This evidence shows a much different representation then the percentages that the county bears.

The income distribution for Riverdale Park shows that the median household income is $10,000 less than Prince George’s County. In 1999 data shows that 18% of the population of Riverdale Park made between $25,000 and $34,999, while 11% of Prince George’s County made the same. Census data also shows that only 7.5% of Riverdale Park residents made between $100,000 and $149,999, while Prince George’s County was nearly 13%. A higher percentage of Riverdale Park households make less money per year as a whole when compared to Prince George’s County.

Overall the census information indicates that Riverdale Park has a much higher Hispanic population, and the total population of the area makes an average of $10,000 less in income per year. Data indicates that education is also lower for a majority of the population over 18, while a majority of children over the age of 3 are enrolled in elementary school. Finally, the population over 45 in Riverdale Park is much smaller than that of the County. This data from the U.S. Census will show information that will be vital for the new design of a sustainable and suitable community of Riverdale Park.
SUMMARY OF THE PEDESTRIAN ACTIVITY ALONG CENTRAL KENILWORTH AVENUE  
by Andrew Benenati and Lauren Richter  

DAY LABORS  
Tend to congregate along the east side of Kenilworth Avenue between Kennedy Street and Madison Street. The crowd tends to have upwards of forty people at any given part of the day looking for work. This group is both detrimental and beneficial to the economic development of this section of the Kenilworth Corridor. The two businesses which benefit most from these laborers are the liquor store and the 7eleven.  

GATHERING PLACES  
The community of Riverdale tends to gather south of East-West Highway. The highest concentration of activity seeing thirty plus people per hour occurs in Riverdale Plaza and the associated plaza across Riverdale Road. Another area of high concentration is where the day laborers gather between Kennedy Street and Madison Street. Alamo Plaza and the Bowling Alley are areas of moderate activity, seeing ten to thirty people per hour, while Kenilfair Plaza rounds out the lowest level of human activity seeing less than ten people per hour. Areas on the West Side of Kenilworth Avenue and on the south side of Riverdale Road serve as pedestrian routes.  

BUS ROUTES  
Several Bus Routes service this section of the Kenilworth Avenue Corridor. Metro Bus Route R12 serves commuters from New Carrollton Metro Station to the north and Deanwood Metro Station to the south; also servicing College Park Metro Station. Metro Bus Route F4 serves commuters along East-West Highway from Silver Spring Metro Station to the West and New Carrollton Metro Station to the East. The bus routes connect residents to several Metro Stations and create a connectivity which is a valuable commodity. Bus stops in this area are poorly placed and lack a unifying characteristic. Several stops create dangerous pedestrian crossings as they are inconveniently located in the middle of major intersections and do not have associated crosswalks.  

PEDESTRIAN CROSSINGS  
There are several crossings along Kenilworth Avenue which appear to be detrimental to public safety. Some dangerous intersections like Kenilworth and Riverdale as well as Kenilworth and East-West Highway have crosswalks associated with them; proving that the volume and speed of traffic, as well as the lack of a safe pedestrian median create an area that is unsafe for pedestrians. Another intersection which proves dangerous is Spring Street. The final controlled intersection which is dangerous is the intersection of East-West Highway and Riverdale Road. The other dangerous intersections are mostly from poorly placed bus stops. One is on the west side of Kenilworth Avenue facing Kennedy Street and another is on Greenway Drive. These intersections do not have crosswalks associated with them. Interestingly, all dangerous intersections are on the south side of East-West Highway.
INTRODUCTION

The roadway sections in the Riverdale area of Prince George’s County contain high-speed traffic traveling on four lanes (two in each direction) for most of the area. The two major roadways are East-West Highway (State Route 410) and Kenilworth Avenue (State Route 201). Greenbelt Road (I-193) connects to Kenilworth Avenue to the north and Route 1 connects to East-West Highway to the west. Additionally, Riverdale Road is an important shortcut from East-West Hwy to Kenilworth Avenue, and is also used to enter the Riverdale plaza.

SECTIONS OF EAST-WEST HIGHWAY: EAST OF KENILWORTH AVENUE

There is a crosswalk at this section between the intersection of Riverdale Road and East-West Highway, but it is insufficient for the amount of pedestrian and vehicular traffic at this intersection. Pedestrian and vehicular traffic use a shortcut between the two major highways to access the retail areas. There are a total of seven lanes of traffic at this intersection, three lanes in either direction and one left turning lane on East-West Highway westbound.

There is also a substantial amount of right-of-way at this intersection, which could be used to improve pedestrian conditions at the median and on either side for sidewalk areas. The total length of right-of-way at this intersection is at least 195 feet. This length does not include the amount of lawn area in front of the parking lot of the church which is on the south side of East-West Highway since this is part of the church property. The median and sidewalk areas are minimal and require improvement in order to improve safety at this busy intersection.

SECTIONS OF EAST-WEST HIGHWAY: WEST OF KENILWORTH AVENUE

This area is mostly residential and it does not seem to have as much pedestrian traffic as the more...
eastern section at the Riverdale Road intersection. However, there is substantial vehicular traffic, and the environment should allow pedestrians to travel adjacent to the road in order to access the park nearby. The median at this section is larger, but is not intended for pedestrians, and the sidewalks remain narrow. On either side of the road and sidewalks, the land steeply slopes into residential areas. There is a substantial amount of right-of-way on this road, about 194 feet in length, which includes the residential road to the north of East-West Highway.

**SECTIONS OF KENILWORTH AVENUE: NORTH OF EAST-WEST HIGHWAY**

This area is retail on the west side of Kenilworth Avenue and residential on the east with 3 lanes southbound and 2 lanes northbound. The right away of this section is 120 feet from the curb on one end, to the residential property line. There is a well worn pathway along the west side of Kenilworth, but no sidewalk. This may be because of the limited right-of-way available on this side of Kenilworth. Although there is a median area, there is almost no right-of-way on the west side. There is substantial right-of-way on the east side including a parking lane, but there is also a steep slope on this side going into the residential area.

It may be necessary to shift the road alignment in order to attain space within the right-of-way for a pedestrian friendly sidewalk on both sides. Otherwise, the parking lane on the east side could be removed in order to make way for a pedestrian sidewalk on the east side only. However, since the retail areas are on the west side, it may be problematic not to have sidewalks here.

**SECTIONS OF KENILWORTH AVENUE: SOUTH OF EAST-WEST HIGHWAY**

This area is mostly retail and is bounded by parking lots and retail areas on both sides of Kenilworth. Kenilworth Avenue is two lanes in each direction here. The right away is 86 feet from sidewalk on one end to the sidewalk on the opposite end. Again, the right-of-way does not allow for constructing additional sidewalk space. The median is problematic as pedestrians are crossing over where it is not advised. There is little standing room on this median and no nearby crosswalk.

It is necessary to make improvements for pedestrians along Kenilworth in this area. The vehicular and pedestrian traffic is at its heaviest in this area and should be accommodated with safety measures that might include sidewalks, crosswalks, and safe median areas.
**SUMMARY OF BUILDING TYPOLOGIES WITHIN THE CENTRAL KENILWORTH AVENUE STUDY AREA**

by John Prothro

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**INTRODUCTION**

Specific land uses studied were single family and multi-family housing, commercial and industrial and lastly, religious and institutional uses. Existing conditions, location and density were considered in the study.

**SINGLE FAMILY**

The first type of land use analyzed was single family and multi-family housing. The architectural styles of the single family homes were very similar with many recurring themes throughout the community of Riverdale. These homes varied in sizes from one to two stories. In some instances homes were three stories or more; however this does not reflect the majority of homes within this area. The architectural styles were mostly bungalow and ranch style homes with prominent gable roofs. Deviations from these architectural styles were seen mostly in remodeled homes or areas of new development. There were in some cases clear distinctions in existing housing conditions between homeowners and tenants. The homes owned by its occupants tended to be in better condition. Characteristics of such homes included manicured lawns, minimal yard trash, and general upkeep of the home. The homes used as rentals were more degraded with less upkeep within the entire property. Characteristics of such homes were high amounts of trash as well as large numbers of vehicles surrounding the homes.

**MULTI FAMILY**

The multi family homes or apartments were for the most part clustered south of Kenilworth Avenue. They were mostly three to four stories in height. Examples of such apartment complexes are Oak Ridge Apartments located North of Kenilworth and Parkview Gardens located south of Kenilworth Avenue. The conditions of these buildings varied tremendously. Some buildings were degrading drastically while newer buildings displayed little sign of wear. A particular benefit to the location of the majority of the apartment areas are the closeness to the nearby park land. This allows easy access for the tenants. One particular apartment complex located north of Kenilworth Avenue also was near a smaller park area as well as an elementary school.

**COMMERCIAL**

Another type of land use analyzed was commercial and industrial. The town of Riverdale has various commercial facilities. All of the commercial and retail facilities are one story building. There are various plazas along the corridor which vary greatly from one another in architecture, condition, and use. Vacant, degraded buildings and shops can be found throughout this area. There are however, a myriad of services offered throughout the commercial and retail aspects of this area. In a few instances along Kenilworth Avenue was single family homes used for commercial uses as well. Examples of commercial uses include palm reading, various insurance, as well as beauty services.

**RELIGIOUS AND EDUCATIONAL**

The last land use analyzed was religious and educational institutions. There are two schools which lie within the study area. These schools are Templeton Elementary and William Wirt Middle School and St. Bernard’s Catholic School. There are also a great assortment of churches with this community as well including First Korean Presbyterian Church, St. Bernard’s Catholic Church and Refreshing Spring Church of God. These findings as a whole reflect the diversity of the Riverdale community as well as the needs of revitalization and improvement along the corridor.
SUMMARY OF OPEN SPACE WITHIN THE CENTRAL KENILWORTH AVENUE STUDY AREA

by Nina Fulkoski and Joe Fahey

INTRODUCTION

There are several types of open space in the Kenilworth Avenue corridor. “Green” spaces include open fields, woodlands, and parks. Paved spaces include parking lots and streets. Abandoned lots are either paved or green, and are commonly a combination. The most dominant form of open space in terms of acreage is paved. There are more contiguous acres of green spaces, but more overall land coverage in the form of paved spaces.

WOODED AREA

Wooded areas fall into two categories. The first are established, older plots, dominated by Quercus ssp. (Oak) and Acer ssp. (Maple), that frequently have calipers exceeding twelve inches. These almost always follow existing park and trail systems. They appear healthy, and the understory is typically maintained as grasses and groundcover. The other category consists of plots of colonizers, marked by Liquidambar styraciflua (Sweetgum), Gleditsia triacanthos (Honey Locust), and Robinia pseudoacacia (Black Locust). Most trees are young, with caliper diameters of three to nine inches, and the understory mainly consists of weeds and scrub.

GREEN SPACE

Open green spaces in the study area include maintained sports fields such as skinned baseball diamonds, open laws, and vacant/neglected properties. The park areas, especially in Anacostia River Park and Fletcher’s Field Park, feature skinned baseball diamonds, and maintained areas of lawn. Of the vacant properties covered in vegetation, many, such as the open space adjacent to the Alamo parking lot running parallel to Riverdale Road, is neglected private property; yards attached to single family homes that are currently uninhabited. The other major type of green vacant lot is, like the lot at the intersection of Kennedy Street and 54th Avenue, currently in the process of being redeveloped. Silt fences border the south and west edges of this particular field, and less than two blocks away, construction of a new church occupies a corner along Riverdale Road.

PAVED

The parking lot analysis led to the conclusion that the number of spaces far exceeds the demand. These underused lots are the ones least accessible to shops, and the ones adjacent to stormwater culvert in Kenilworth Plaza. In repeated site visits, no more than three to five cars were found in lots such as the one behind Kenilfair Plaza’s auto parts store. Additionally, several vehicles observed appeared to be abandoned, or in disrepair.

Currently, the streets in the study area appear underserviced. Main corridor streets such as Kenilworth Avenue lack sidewalks and safe crosswalks. Medians are too narrow for more than one or two people to safely stand in at one time, and if they are planted at all, the vegetation is in poor condition. There are no median plantings for most of East West Highway, but there are sidewalks along the entire stretch of the street within the focus area. Neighborhood arterials are in fair condition, with surfaces appearing to be regularly maintained. No excessive cracks or potholes were observed. Along several blocks in Riverdale Heights, forms for new sidewalks indicate regular maintenance and improvement.
ENVIRONMENTAL INVESTIGATIONS OF THE CENTRAL KENILWORTH AVENUE STUDY AREA

by John Lightle and Mary Augustosky

FLOODPLAINS AND WATERSHEDS

The study area lies just south of the headwaters of the Northeast Branch of the Anacostia River. The north-south axis of the study area follows the river and its broad north-south floodplain. The watershed reaches north through the USDA’s Beltsville Agricultural Research Center, east to the Baltimore-Washington Parkway, and west toward the north-south oriented US Route 1.

SLOPES, HIGHEST AND LOWEST POINTS

The topography of the site includes four peaks running north to south on the eastern side of Kenilworth Avenue. Slopes in this area can be extreme, with residential areas east of Kenilworth Avenue perched on steep hillsides. The lowest points in the study area lie along the floodplain of the Northeast Branch of the Anacostia River, which runs from north to south, just west of the Kenilworth Avenue corridor.

After investigating the soil type history, we can conclude that one of the possible reasons for the cementation of drainage ditches was a result of the existing high water table, flood hazard, and severe slopes. These are typical characteristics of the previous soil type in the low lying valleys which is Bibb silt loam.

DRAINAGE PATTERNS

All of the site’s storm water drains into the Northeast Branch of the Anacostia. Drainage from the east flows through three valleys that separate the four peaks, through the commercial and light industrial Kenilworth corridor, and into the Northeast Branch. To the south of the study area, drainage originating at the Baltimore-Washington Parkway flows through a concrete swale which enters a culvert under the commercial core of the study area and re-emerges in a concrete swale that runs west to the river. Drainage from the west of the river originates in largely residential areas and appears to be conveyed to the river through a combination of underground piping and open swales. Sheet runoff from Riverdale Park also reaches the river from the west.

VEGETATIVE COVER

The majority of the vegetative cover in the study area is concentrated in three formal parks, a number of non-park woodlands, and a small area of street plantings.

The street plantings consist of ornamental trees (cherry trees) and ornamental grasses. These formal plantings occur on Kenilworth Avenue. No other organized street tree planting exist in the study area.

The three parks include Riverdale Park, which is immediately west of the river; Riverdale Hills Neighborhood Park, situated in a residential area between Riverdale Road and the Baltimore-Washington Parkway; and Anacostia River Stream Valley Park, in the south end of the study area bordered by the river on the west and Kenilworth Avenue on the east. The parks contain a mixture of grassy areas, playing fields and woodland areas containing trees up to 18 inches in diameter. Riverdale Park is notable for its softball fields, riverside walking path, and play area for children situated on the river’s bank. Riverdale Hills Neighborhood Park also contains a full play area, although trees in the park appear to have been defaced with graffiti that now has been painted over.

The non-park woodlands are mostly unbuildable steep slopes within residential areas. The vegetative cover in these areas consists of trees varying in size from 8 inches to approximately 16 inches in diameter. The majority of these trees are oaks and birch. The under story of these non-park woodlands includes ivy and scrub vegetation. There is a lot of trash present in these areas.

HAZARDOUS WASTE, POLLUTANTS AND CONTAMINANTS

The Riverdale Plaza parking lot is built on
a closed landfill. The presence of the landfill may restrict excavation during redevelopment. It is unknown whether groundwater from the landfill reaches the river, either by infiltration into the concreted swale that conveys area runoff to the river or through a subsurface hydrologic connection.

Storm water runoff from the study area has a significant potential to contaminate the Anacostia River. For example, runoff from Kenilfair Plaza’s expansive parking lot and the adjacent auto repair shop flow directly into the river. Similarly, the last quarter mile of the combined swale/culvert that originates at the Baltimore-Washington Parkway flows squarely through the commercial core of the study area, intercepting additional commercial and light industrial storm water, as well as significant quantities of residential runoff.

In 2002 and again in 2004, the Anacostia River in the study area was found to violate state water quality standards for fecal coliform and heptachlor. The finding of fecal coliform contamination suggests the presence of inadequately treated sewage or animal wastes in the river. The presence of heptachlor, a pesticide widely used by homeowners to kill insects before that use was banned in 1988, poses dermal exposure and ingestion risks that suggest similar precautions. Moreover, its presence at elevated levels, 16 years after its widespread use ended, suggests that significant quantities of this contaminant may remain in the soil or in closed landfills. Further site investigation may be necessary to determine whether such contamination or its remediation will affect the design or construction of the proposed project.

The Northeast Branch of the Anacostia River may also be impacted by drainage from a 4-acre waste disposal site at the USDA's Beltsville Agricultural Research Center – 4 miles to the north of the study area. The Agricultural Research Center received waste from 1946 until the mid-to-late 1970s. Soil, groundwater and surface water sampling in 1990 and 1992 revealed elevated levels of polyaromatic hydrocarbons, PCBs, heavy metals and chlorinated solvents. As a result, the site was added to the Superfund National Priorities List as a contaminated site in 1994. Runoff from the Beltsville facility drains through Paint Branch, Little Paint Branch, Indian Creek and Beaver Dam Creek, and flows into the Northeast Branch of the Anacostia River four miles upstream of the study area.
ZONING ANALYSIS OF THE CENTRAL KENILWORTH AVENUE STUDY

by Sean Robinson and Clark Zurowski

RESIDENTIAL SECTOR

According to Prince Georges County Ordinance Data from 2007, there are four types of Residential zones, which include Multi-family High Density Residential, Multi-family Medium Density residential, Townhouses, one and two family semi-detached residential and lastly one-family detached residential.

In Central Kenilworth Avenue Corridor primary land use is single family homes. The area of Riverdale Heights exemplifies this providing a community rich of different people and age groups. There is also a community center in this sector which offers a great resource to the residents of this area. Many of the kids that live in this neighborhood take advantage of this center for many different types of after school activities. The elderly go to the center to train as master gardeners and utilize the center’s garden.

- Multi-family high density residential zoning is to provide suitable sites for high density multifamily residential development. To provide residences in close proximity to the principal commercial and cultural centers of the County. These areas are primarily located along 54th Avenue and adjacent to the Anacostia River Park.

- Multi-family medium density residential zoning is to make available suitable sites for multifamily condominium developments of low and moderate density and building bulk. To provide for this type of development at locations in the immediate vicinity of the moderate-sized commercial centers of the County. This is exemplified by the neighborhoods immediately behind the commercial sector along Kenilworth Avenue.

- One and two family semi-detached residential zones are to provide for and encourage variation in the size, shape, and width of one-family semidetached and two-family detached residential subdivision lots, in order to better utilize the natural terrain. To facilitate the planning of higher density one and two-family residential developments with small lots and dwellings of various sizes, types, and styles.
  o To provide for a variety of housing types;
  o To encourage the preservation of trees and open spaces; and
  o To prevent soil erosion and stream valley flooding.

  Much of this area is located along and in between two sloping topographic zones located below Browning Grove Park.

- One-family detached residential zones are to facilitate the planning of one-family residential developments with medium-sized lots and dwellings of various sizes and styles;

COMMERCIAL SECTOR

According to Prince Georges County Ordinance Data from 2007, Kenilworth Avenue corridor is comprised of four types of commercial areas, which are retail, office space, industrial, and ancillary.

- Commercial ancillary zones are to provide locations for retail and service commercial uses which are strictly related and subordinate to the convenience of the immediately surrounding neighborhood of Jefferson St. and 54th.

- Commercial zones are to provide sufficient space and a choice of appropriate locations for a variety of commercial uses to supply the needs of the residents and businesses of the...
• county for commercial goods and services.

• **Commercial office** zones are to provide locations for predominantly nonretail commercial uses, such as business offices and services of a professional, clerical, or administrative nature, and such retail and service uses as are desirable for the efficient and convenient operation of the nonretail uses mainly located at the intersection of Kenilworth and East West Highway.

The commercial sector is located primarily along Kenilworth Avenue before it hits East West Highway. These stores are in front of a large amount of Multi-family High Density Residential. Developing the connections from these neighborhoods to the stores is essential in bridging the divided gap between these areas.

There is also a small commercial area past East West Highway that has a bakery, bowling alley and small store center. This area has a large amount of parking for very few stores and could benefit from some mass planting and a better overall appearance. There might even be the potential to develop new commercial venues due to the waste of space by parking lots right now.

Commercial offices are located primarily along Kenilworth Avenue and East West Highway. There is a commercial office space right near Mustang Road off of Riverdale Road that has great access to a large amount of wooded area. Many of the other offices are located right at the intersections of Kenilworth and East West Highway, and are basically going to be portrayed as the image of the town due to their high visibility.

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**Open Space/Reserved Open Space Sector**

There are both open space and reserved open space within this corridor. Though, the area mainly is comprised of Reserved open space.

• **Reserved open space** zones are available for parkland and other recreational uses. This provides for a great opportunity to provide quality outlets passive recreation for users of all ages located along the Anacostia River Park.

There is also a great amount of open space which surrounds the Anacostia River Park. The park has a potential entrance into the neighborhood that is located along Spring Lane and Greenway Drive off of Kenilworth Avenue. Another park entrance is along the intersection of Riverdale Road and Tanglewood Drive.
# Compilation of Workshop I Survey

by Rich Mai

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Average time lived in Community: 15.5 years

Other Crimes: parking violation, trash, graffiti, immigration, shoplifting, burglary, urination, littering, robbery
# 2006-2007 Riverdale Crime Comparison

by Riverdale Park Police Department

## Riverdale Park Police Department

### 2006-2007 Part 1 Crime Comparison

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Interview with the President of the Templeton Knolls Civic Association

Interviewee: Alice Bishop  
Title: President of the Templeton Knolls Civic Association  
Interviewer: Catherine Jones  
Date: March 5, 2008

How do you feel about the day laborers?

Well, one of our concerns about having another liquor store in the community is that the day laborers now gather about 5 o'clock each morning. They go to the Kenilworth Liquor store and they wait to be picked up for work, but since the liquor store now opens at 7, a lot of these day laborers actually go in and purchase alcoholic beverages, are drinking, and they are unable to go to work.

They are very vulnerable, and that is one of our concerns because we sincerely believe that most of them go to that parking lot to work, but because they have substance abuse issues, they are drawn to that liquor store and consequently … there they are … they haven’t had a productive day.

You ride through and see these people with nothing to do and it’s a problem. This is one of the reasons why we really did not need another liquor establishment in our community. We’re not just fighting liquor stores, we want to deal with all of the establishments, because there are a few taverns there, and there are a few grocery stores that are allowed to sell beer and wine, and they open at 6am … so anything along that corridor is what we are really targeting.

Also because of the revitalization we are planning … we don’t need another liquor store when we are considering revitalization. We would rather something that the entire community can be proud of … a community center or something like that.

I know there is a lot of controversy over the day laborer center and where it should be located. Is there a lot of interest in it?

There is a big call for it. One of the things we talked about was having it as a day labor but also having it as more of an educational center, where, not just the day laborers, but other members of the community can go and utilize … someone used the word multicultural … but having it as an opportunity where anyone in the community could go and seek assistance for classes or whatever their needs are, but we definitely need some type of a building for the day laborers.

If they are going to be and they are going to be a part of the community, we have to accept them, we have to work with them and we have to live with them, and I don’t think we can do that by ignoring the fact that a lot of them are not educated, that they don’t speak English, and the best way to keep the community and the quality of life up is to work together.

How do you feel about a general employment center similar to the type that the county sets up where they offer unemployment benefits, job training, police and military recruitment, councilors who can sit down at a computer and help people find employment or online opportunities? How would the community feel about something like that … a more generalized employment center that also perhaps had a section that handles the day laborers?

I think that would be ideal, but I think that we would really have to be assured that the day laborer situation is addressed. I don’t think having any of those other services is as critical as helping those people right now because I walk through the community and talk to people. This not only affects the day laborers, it affects their families. We are talking about children and their spouses, their girlfriends and all.

I see many times, because I live right up the street from Oakridge Apartments and that is where a lot of the day laborers live, and I see many times day laborers who are leaving work at 3 or 4 o'clock in the afternoon, they go over to the Alamo bar or one of those other establishments. Then you see them going home about 8 or 9 o'clock drunk, and the next thing you know there are all kinds of domestic issues.
So, I think it is critical that we address this situation and, in mind with that, certainly all for the other services, because I think even the day laborers would need to have access to a lot of those services ... so yeah, I would be for it ... but the day labor situation has to be part of it.

How do you feel about the rest of the community? What are some of the positives?

One of the things I think that we really want preserved is the parks. You know, the parks are very special. They are there, but they are just not being utilized. There is so much potential to make the parks a community, and if we could just have additional equipment. Have it set up like a community park.

The school is another thing that I think we would like to see improved. I know in Suitland they have a community park school, and it would be ideal for us to have a community park school. Where the community really felt that the schools are totally a part of the community. Right now, I think, because we are not able to utilized the school as often as we would like, there is some sense that there is us and them, and having a community park school ... I think would be ideal.

The other thing is St. Bernard’s Church, have that maintained, and I know they are going through a difficult time right now.

There is a house on 57th St. and Nicholson ... I don’t know if you know Pat and Sam Parker. Sam Parker ... he’s chair of the Planning Commission. Well, they have an old home that they are restoring, and it’s directly across from Oakridge apartments. It is the only home in our neighborhood that is historic. It used to be the land where the dairy was years and years ago. They are restoring this home and its beautiful. It has a wrap-around porch. Its just beautiful.

I would like to see some of the buildings along Kenilworth Avenue ... I don’t know how old some of those building are, but if we could maintain some of those structures. I’m not really thinking ... the Alamo. The Shi’s have done a good job restoring that.

Riverdale Theater ... I don’t know what’s going to happen to the plaza, but the theater has been there for years and years. We’re trying to find out what some of the historic landmarks are in Riverdale. We have a couple people who are trying to determine that now, but I would really like to hold on to the historic features.

Is the movie theater considered to be a historic part? I know the kids really responded and said they missed it at the youth meetings.

When I first moved here the theater was 99 cents. It was lovely, but after that they started to run into financial problems and a private owner came in ... then they started charging more, almost what regular theaters will charge. In that community, if you have 4 or 5 children ... that’s just impossible. I would be interested in finding out if it’s historic, it was a beautiful site. Richmond Corporation owns it. We’re having major problems with that shopping center. I don’t know if it were demolished, if we would be able to maintain it or not.

At the community meetings and meetings with the youths, most residents said they went elsewhere for dinners, shopping, and other activities.

My dream is that they could stay within the community. Especially after school, on weekends, and during the summer. We have a summer playground that comes to Templeton Elementary. It used to be free, now they charge $25. per child, which most parents cannot afford. Our association has helped some families, but we need activities in our community for our youth and young adults.

I know we discussed incorporation at the community meeting and you had said that some seniors in the community were resistant to that idea?

I think if the community were incorporated separately, folks would be fine with it, but if we incorporated with Bladensburg ... Riverdale Park, I find it highly unlikely ... Edmonston ... It’s just hard to say, we go back and forth with our residents ... and were losing a lot of our elderly residents. Were getting younger couples and the community is so diverse, it would be worth going back to talk about ... but we still have some old timers, and they do not see us
incorporating. They are so fearful of the taxes ... that is the main concern. They want the services, but they can’t afford the taxes because they are on a fixed income.

Some live on my street, they don’t want to move, but they don’t want the community to change. I don’t want to force these people out because I have been there. They have been saviors for the association. If there is any way we can work with them, but I truly see it as an opportunity if we were to incorporate because it would be so beneficial to have our own police and code enforcement.

Right now, our hands are tied. I received a letter yesterday from one of our residents who gave me two pages of community standards that three homeowners are violating and we can call DER and have them come out and cite them. We try to work with them in the beginning ... send a friendly letter telling them what the standards are according to the county, but we cannot force them to abide by these rules.

I think Bladensburg or Edmonston would be best for us, but some of our community members will object. They will say Bladensburg’s not perfect, but they are getting better. Edmonston, I am really proud of Edmonston. I think it would be good.

**With the purple line coming through, if a stop was put in around Riverdale Plaza, are you interested in seeing higher density, mixed use, well designed, that met people’s needs, and maybe raised the tax base a bit for incorporation. Possibly a mixed-use town center?**

That would be great. That might work. One of the concerns we have is with the apartment owners. What could we do to influence them ... like Oakridge, they present challenges. I think that type of proposal would have to focus on these for mixed use development.

Is there anything you would like to change about the community?

I talked to Councilman Olson’s office. DER is looking for a satellite office to move into our area ... we want it to move into our community. It would move into a vacancy across from the theater in Riverdale Plaza. That would help us to improve our standard.

**How do you feel about the Lion’s Club Carnival?**

Last year it was so successful ... I took my kids out and I saw people from East Riverdale, Riverdale Park. Important to bringing community together. It’s like when we have our community days, everyone should come out. Just because it is Templeton Knolls community day, I wish other community member would come out in support.

**Do you feel it is important to preserve that lot or design a public space for the carnival, a farmer’s market and other activities?**

I do. Behind that little strip mall that the Shi’s own there is a plot of land. They have been talking about renovating it, but if they didn’t, it would be the perfect location. I think we definitely need something like that. If you can get the children involved you’ll get the parents and people will come together.

St. Bernard’s has done wonderful things for the community. A majority of the Latino’s attend that church and its crucial to get them involved. 90-100 day laborers showed up for a meeting last year at St. Bernard’s because they felt comfortable. I want to hear from them ... they are just as much a part of the community as I am. It’s hard to get across to some in the community. They are wonderful people, maintain their property ... you can’t just say this group and that group.

We need to work together. A lot of people in the community it is new to them to see diversity and groups of people moving in. Change is scary. I feel the diversity is better. There is a German fellow who lives down the street and some Asians.

**How do you feel about the idea of ‘Little Mexico’**

If it becomes a little Mexico, the community will not cooperate.

We have two Korean brothers who opened La Grande. It’s very nice. I have talked to them, but some of our neighbors are steadfast that they will not go there. I met some of the workers and there are quite a few bi-lingual people there. A lot of community members come in and they
only hear the Spanish. I have conversations with the cashiers in English. Well kept store, amazing prices, everything is fresh. Better than Giant was when they were there even though a lot of them don’t speak English, customer service is better. If the owner would hire a more ethnically diverse group it would help. They are nice people.

**Do you feel the Riverdale Farmer’s Market is close enough?**

No, most go to place that has them on Saturday’s. For people that live in the neighborhood, it would be ideal to have a farmer’s market that was more central along the corridor. A lot of concern about fresh produce.
INTERVIEW WITH THE COMMUNITY STANDARDS LIAISON TEMPLETON KNOLLS CIVIC ASSOCIATION

**Interviewee:** Jerry Johnson  
**Title:** Community Standards Liaison Templeton Knolls Civic Association

**How long have you lived in the community?**  
35 years

**What are the best aspects to the community?**  
Some of the best parts are the proximity to Washington because many people in the community work for the government or in the metropolitan area. The public transportation is good as well. There are grocery stores, drug stores, schools, banks, and fletchers field all within walking distance. The community is also very close to PG Plaza, Beltway Plaza, and the highway (I-95). Also, I use the bike trail a lot. However, I have to cross Kenilworth Avenue with the bike.

**What are your key concerns?**  
The day laborers. The problem comes from cultural differences – the number of people in one house, parking, new people moving in and out monthly, and trash. I end up feeling like a bad guy because I constantly have to tell people about the rules. The code enforcement is good though. The county now automatically comes by and is very friendly and agreeable.

Another big problem used to be drugs, but that has been cleaned up a lot.

**What are the improvements and the declines over the last 10 years?**

**Improvements:** The Purple Line, the University’s research area along river road, civic association collaboration, NDC (Jan has been involved in street improvements, signage, and the elementary school), the street paving and the addition of sidewalks, the post office, and there is easy access to top police officers and the local government.

**Declines:** The shopping centers have decline a lot. Partly because of age and partly because of the change in population, such as the Giant becoming La Grande. It seems like the more established organizations are moving out than less established ones move in and fail. Saint Bernard’s closed, however the positive is that a charter school has moved in now.

**What things would you ideally like to see (hopes)?**

Mixed-use development. I would like to see new town houses similar to that of the arts district or of Silver Spring. I do not want it to look like downtown Bethesda though.

More up-scale businesses that will draw people in. Middle class income options such as Starbucks, books stores, cafes, and so on. I do not want shoe stores or clothing stores. There needs to be unique and specific options that are entertainment or food.

**What right now would help this hopes come about?**

Funding. One showcase building that is along Kenilworth Avenue that shows everyone what we are trying to do. “The Riverdale Revitalization Office” Where people can come in to get more information on what is going on. Similar to what was done with the Arts District. This could go on the site where the laundry mat is supposed to be constructed.

**What are the biggest hurdles for these?**

Funding. There also needs to be a “foot-hold” somewhere to make all of this happen. This could be the Purple Line, like what happened at PG Plaza. Or Riverdale Plaza changing could be part of this.

**What needs of the community are being met well right now? (high quality and community appropriate)**

The everyday elements (banking, drug store, grocery, ect.) However, they need to be of a higher quality than they are right now. I usually go further out for services.

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Interview with the Community Standards Liaison Templeton Knolls Civic Association

**Interviewer:** Allison Poirier  
**Date:**
What needs are not being met right now?

There is nothing for teenagers. We need to get them involved in the community. They have no where to go, no building and no people to watch them.

Day laborers have no bathrooms or trash cans and it is a huge mess from 7-11 to Washington Street. The day laborers cause it so there are no female customers as well. I am open to a day laborers center but it must be people who are legal and paying taxes.

Is there anything else you want us to know or consider?

Interview everyone in the community. Take time to talk to the business owners or just people on the street. I think this is good because when people get into groups at community meetings they get into a group mentality and give group answers.

Look into the Mexican embassy event that took place last year where there was a huge party back by the apartments. They were telling people how to get bank account or become a citizen and things like that. I just want people to “go by the rules”

The priority above all else for me I a visible center, like downtown with the Verizon Center.
INTERVIEW WITH RIVERDALE HEIGHTS CIVIC ASSOCIATION MEMBERS

Interviewee: Marty and Bill Herman

Title: Riverdale Heights Civic Association Members

Interviewer: John Prothro

Date: [Blank]

How long have you lived in this community?
• 25 yrs.

What changes have you seen within the community during this time?
• there has been an great increase in the immigration population
• gangs are becoming more widespread in the community as well as graffiti relating to gang activity
• the youth are loitering a lot more now with few positive thing to keep them occupied
• the amount of day laborers hanging outside of commercial building has increased
• dramatically

What areas do you find to be problem areas or places of concern?
• the areas lying south along Kenilworth Avenue are generally unsafe; specifically the area behind the Alamo
• the Advanced Auto Parts plaza has become a hang out spot for loiterers, a car sales
• lot as well as a place for people to work on their cars
• behind the Advanced Auto Parts plaza has also become a place for drug activity

What are the biggest dangers to residents within the community?
• pedestrian safety is the biggest problem to the community as a whole
• there has been an increase in collision between cars and motorist
• the traffic lights are not in sync
• there are dangerous intersections without any traffic lights
• getting to bus stops as well as waiting for the bus is very dangerous and problematic
• lack of crosswalks

How do you see the Day Laborers impacting the community?
• public urination
• loitering
• public drunkenness
• continued inactivity

How do you feel local authority is dealing with this issue?
• no enforcement, or very little
• not a priority so is pretty much ignored

What improvements would you like to see within the community?
• more activities for the youth to keep them occupied and out of trouble
• road improvements(pot holes, lane lines, etc.)
• sidewalks along pedestrian walkways
• better storm drainage that is safe for kids
• improved retail and commercial buildings
• better facilities and services for the community

What places in the community do you consider “Sacred”?
• the churches within the community
• multicultural youth center
• home

What “design” ideas do you have for the redevelopment of the community?
• creating a pedestrian friendly community
• safer intersections
• an appreciation of heritage and diversity in throughout community
Interview with Riverdale Park Town Administrator

Interviewee: Pat Prangley
Title: Riverdale Park Town Administrator

Interviewer: Mary Augustosky
Date:

Do you live in the community?
No, not currently but I grew up in the area.

How long have you been the Town Administrator?
29 years

What changes have occurred positive or negative?
Upper 90% of changes occurring have been positive. A negative is that every 2 years there is an election for town council. By the time a new council member gets up to speed, it’s time for another election. The hope is to keep experienced leadership.

Key concerns?
Finding a way to create public conversation, to get the public involved. The Central Kenilworth Ave. Revitalized study has been a good avenue to open conversation.

What kinds of obstacles may need to be overcome to succeed?
Trying to do more with less money in the community. The biggest obstacle is raising funds for community improvement.

What kinds of services or public recreation is needed?
Currently working on another biking/hiking trail along the old trolley line that will connect to the University of Maryland and the existing trail.
The equipment in the park needs to be upgraded.
The community center is outdated a new ADA compliant facility is needed.

What is your greatest hope for the community?
To improve the quality of the environment.

To build more green buildings. To sustain and improve the open green space.
INTERVIEW WITH THE SECRETARY OF THE TEMPLETON KNOLLS CIVIC ASSOCIATION

Interviewee: Mary McKelvin  
Title: Secretary of the Templeton Knolls Civic Association

For purposes of acquainting the reader to the interviewee, what is your affiliation to the Templeton Knolls area (this includes the surrounding neighborhoods and businesses)? How long have you been familiar with this area?

“I serve as the Secretary for the Templeton Knolls Civic Association; a position that I have held for approximately 5 years. I have been a member of the Association for many years and have participated in various activities. From 1973-1974, I was a Girl Scout leader. The children attended and graduated from the neighborhood schools. I have lived in the Kenilworth Knolls area for 40 years.”

What was your first impression of this area and how has that changed over time, if at all?

“My first impression of this area was that it was a quiet middleclass neighborhood. A great place to raise a family. It was conveniently located near the District of Columbia which made commuting easy with a shopping center within walking distance. Every major grocery store within walking or driving distance and a movie theater was located here. I fell in love with the area. I have watched the area change from a predominantly white neighbor to a predominantly Hispanic neighborhood with a very serious safety issue.” There has been a “change from a community with well maintained homes to a community that has cars parked on lawns; single family homes turned into rooming homes; a community consumed by litter; loitering. There are no major grocery stores or a movie theater.”

In your opinion, how is the Central Kenilworth Avenue area (this includes Templeton Knolls) perceived by visitors? How is it perceived by those that live in it?

“Visitors see Central Kenilworth Avenue as a Hispanic community. Most of the businesses are Hispanic; most of the people they see are Hispanic. People who live here know that this once was a great community and can be again. We need help from the County to get rid of the open air drinking, loiterers, and graffiti. Code violations: trash and litter, are rampant.”

What specific amenities (park, business, community building, etc.) would you keep if you were to redesign the Central Kenilworth Avenue area? What amenities would you get rid of? And what amenities would you add?

“I would keep all of the Parks. I would like a community center for the youth in the neighborhood with a gym and a computer room. I think the old theater would make a great center. Also, maybe the YMCA could take over the health spa in the Plaza. Not so many Hispanic grocery stores but one major grocery store. The cleaners could stay. I would like to see the community be redesigned on the scale of Old Greenbelt Maryland. There are parks, an indoor pool, and restaurants. I would like more of a historical pedestrian-friendly community. There is an old tennis court at Templeton Elementary School I would like to have reestablished, and a tennis clinic started for the youth in the area.”

The presence of Day Laborers soliciting for work on Kenilworth Avenue is increasingly apparent. What are your opinions of the idea to build a Day Laborer Center?

“I have no objection to a Day Laborer Center being built. I object to the center being built with tax payers’ money. The center should be located off of the Kenilworth Avenue corridor.”

What are the “hidden treasures” of this area that we are possibly overseeing?

“The history of the area should be brought into play. The Riverdale area is rich in history.”
What are some social programs needed or are currently working well?

“I think the Truancy program is working well in the county. There is a police cadet program” as well. We should partner with University of Maryland “to establish a mentoring program for the youth.”

In all your travels, what was your favorite town visited? What made it “work” well (i.e. adequate sidewalk widths, beautiful streetscapes, ample park space, etc.)? What could our subject area “borrow” from that town?

“Old Greenbelt, Maryland. It has that small town atmosphere.”
INTERVIEW WITH THE COMMUNITY POLICE LIAISON
TEMPLETON KNOLLS CIVIC ASSOCIATION

Interviewee: Michael Hall
Title: Community Police Liaison Templeton Knolls Civic Association

How long have you been in the community?
More than 30 years.
   It says here that you are a community police liaison, does that mean you are a police officer?
   No, but I am in law enforcement.

What, from your experience, are the major obstacles facing the community?
   Disorderly conduct in reference to drunken disorder, and traffic infractions such as speeding and running red lights.

Where are these crimes most prevalent?
   Speeding and traffic infractions are prevalent on the two main roads in Templeton Knolls, as well as on Kenilworth Avenue and East-West Highway.
   Disorderly conduct and drunken disorderly conduct occurs on Kenilworth Avenue and 1-2 blocks off of Kenilworth Avenue on either side.

What recent changes have you noticed in the community?
   I have heard of the addition of another liquor store, which is a big “no no”. There are already 27 liquor stores within a 1-mile radius.

Are resources sufficient in the community, such as shopping, groceries, etc.?
   No, there is a large ethnic grocery store, but the community would like a mainstream grocery store. Also, more parks and possibly a movie theater would be good additions. There are only 2 recreation facilities. More after school care and recreation centers are needed.

Do you ever use public transportation and is it sufficient?
   I use the metro sometimes, but I drive to the metro station. The bus situation is terrible.

Interviewer: Mary Marcinko
Date:

What do you think could be done to improve the community?
   Better street signage is needed – signs should be located better, more visible, and senior friendly.
   Street repairs are greatly needed. Some streets (in Templeton Knolls) are in terrible condition with potholes and sidewalks that look like there has been an earthquake.
   Street lighting needs to be improved. Many lights are not working. A survey should be completed in the evening to see what lights need to be fixed. The maintenance of these lights is done haphazardly.
   They should widen East-West Highway from PG Plaza to New Carrolton which would improve the intersection and the turning situation.
I interviewed Patricia Parker, Vice President of the Prince George’s County Economic Development Corporation. The Prince George’s County Economic Development Corporation, or EDC is a corporation that provides help and resources to businesses who are currently in Prince George’s County, or who are looking to locate themselves in Prince George’s County. On their map of projects, PGEDC shows two major economic developments that are close to the Central Kenilworth Corridor. One of the projects is the MSquare project which is a research facility for the University of Maryland. The project is located on River road between the College Park metro station and Kenilworth Avenue. The site is a 130 acre site that is expected to produce 2.8 Million square feet of office space over the next ten years, and 6,500 new jobs within the county. The second project is University Town Center, which is a mixed use development that will include a movie theatre, grocery store, student housing, and condominiums. University Town Center, which is already partly developed, is located at the intersection of East West Highway and Belcrest Road.

With these two projects in such close proximity to the Central Kenilworth Avenue Corridor, we can only imagine what kind of impact they will have on the corridor, both positive and negative. So, I asked Patricia what sort of impacts the EDC thought the projects would have. She responded that on the positive side, the new population could bring patronage to the Alamo, but probably not to the other restaurants. The Alamo is an anchor that would draw people, and Kenilworth needs more of those sorts of anchors along the corridor. As far as the impact of the MSquare project, Parker recalled that most universities are closed environments where the employees tend to congregate within the university at unions, or eateries rather than outsource their needs. She gave University of Pennsylvania and University of Virginia as good examples of universities that are not “closed”.

In regards to any sort of plan of action for the Central Kenilworth Avenue Corridor, Parker responds that she is working with Kevin Malachi to develop a business association between the business owners on the Kenilworth Corridor. Ideally, she would like to develop a business improvement district for the area, as well as a Community Development Corporation, or CDC, which would direct and organize improvements in the corridor. She adds that she would like to see a continuous commercial strip closer to the road, but she knows that the corridor is not properly zoned for such.

In addition to improving the corridor’s zoning, Parker makes many other suggestions for improving the function and aesthetic of the corridor. She exclaims there is blight along the corridor, no signage, no unified theme, and no sense of discovery once you enter. She adds that Kenilworth is also a wide road with fast traffic from River Road to Carters Lane. It is similar to Rockville Pike. When someone is driving on Kenilworth, they need to know their destination, for they have no time to explore the area via car.

Parker’s ideal commercial district would be a “Little Mexico” with commercial concentrated in a small area similar to Bethesda. In addition, good architecture, signage, street furniture, landscaping, and improved bus shelters are all musts. While embracing the identity of a “Little Mexico” Parker suggests either speaking to the local priest or attending mass in order to hear from the diverse population and possibly create other culture based shops.

While Parker has many visions for the improvement of the corridor, she does not complain about the neighborhood and community claiming that she feels safe and loves the location. When asked if she feels safe in the neighborhood, she says that she has grown up in the city and has
street smarts. In comparison to Prince George’s County as a whole Parker states that the whole county has crime issues, and that Templeton Knolls is no worse off.

Parker loves the location of the neighborhood as well as the diversity. She claims that the Alamo restaurant has exceptional food and a friendly staff, and that the Latino grocery store in Riverdale Plaza has the freshest seafood around. However, the community as a whole could use some more amenities; for example, Parker recalls the lines at the local bank as so long that she is forced to do all of her banking online.

When asked about her most sacred place in the community, Parker claims that it is her home, a 19th Century Victorian home once owned by the Brownings coffee and tea merchants from DC. Additional places near the community that are important to her are Lake Artemesia, Franklin’s Restaurant, Clarice Smith Performing Arts Center, and University Town Center. While these destinations are not exactly within our boundaries, it is important to maintain connections with them by all modes of transportation.
Interview with the Deputy Town Administrator Riverdale Park

Interviewee: Penny Guzman
Title: Deputy Town Administrator Riverdale Park

Penny Guzman has not been employed in Riverdale very long. She currently resides in Bladensburg with her husband, who is a council member for the Bladensburg government. She has been involved in early meetings with Jan Townsend, and was at the community workshop we attended.

What is the biggest thing you want to see done?
The day laborers have to go. There theoretically could be a day laborer center outside the immediate area, but not in my backyard. Maybe the center could be nearby in a more industrial area.

What do you think are the biggest obstacles to overcome? Any constant, historical obstacles?
Trash, crime, drugs, etc…. There are many issues that need to be dealt with, but the day laborers mask other issues. The day laborers are such a major issue that other issues are often overlooked.

What are your thoughts on the Purple Line?
The Purple Line should go through Riverdale. There should be a stop at East- West Highway and Kenilworth Ave.

Are there any physical or cultural landmarks that distinguish Riverdale?
The Riverdale Mansion and the M-Square Research Park are the biggest in Riverdale. The Bladensburg Water Park is nearby. Many of the houses in Riverdale are very old and could have a historical value. There is also a storage warehouse that holds furniture used in the White House.

How do you feel about mixed-use development in either Riverdale Plaza or Kenilfair Plaza?
It could be a good idea, but it is ok now.

Interviewer: Joe Fahey
Date:

Maybe at Kenilfair to connect to the M-Square Research Park.

Should the redevelopment be designed for present conditions or future us?
The future should be taken into consideration. Don’t accommodate for the present; prepare for the future.

How would the community become involved in maintaining any changes that are made or redevelopment that is done
The challenge is the influx of Latin immigrants and their lack of care. They mind their own business…trying to find work, and take care of their family. There is no significant concern about the community. There are a lot of single men, or men with no family here. It is easier to reach out to families. Also, getting children involved early would help. Businesses on Kenilworth should work together to form a business association.

Who has a sense of ownership with the parks?
Are they safe?
There is enough park space. They seem to be fine during the day when children would typically be using the park.

What are any other concerns or thoughts you have?
Fix the business facades. There should be some kind of common feature for all business facades.

I hate that people expect the government to solve all their problems.

I hate how all problems are blamed on immigrants. Was there no crime before the immigrants came in?

I do not like the streetscapes or the way things look. Things look excessively disorganized. There should be some consistency.

There should be a stronger police presence.
Stronger police presence would deter crime.

There should be a public plaza, by store entrances, where people can gather and relax while out. There should be fountains, places to sit, etc.
**Interview with the East Pines Civic Association**

**Interviewee:** Norman Livsey  
**Title:** East Pines Civic Association Member  
**Interviewer:** Lauren Richter  
**Date:** February 13, 2008

### Code Enforcement:
- Illegal paving of driveways occurs consistently; please report problems to the county.
- Parking on lawns
- July 06 law now says there can be 500 sq ft of paving
- Permit needed for this paving
- Parking can not be in front of house
- Advocate residents reporting suspected problems so that code enforcers know where to go
- No limit of legally parked cars at houses
- Perhaps there should be one?
- Animal Management:
  - Humane treatment for animals
  - If you see an animal being treated in a detrimental way report to the county
  - Leash law applies to cats
  - Animals freely roam the neighborhood and get into peoples trash all the time
  - County Rep says that if these animals are reported they will deal with the owners

### Trash Pick Up:
- Residents want improved removal
- Right now the trash company continually takes their lids
- Excess trash is blown away into the streets
- Right now a man walks around and picks up trash
- This set up an adopt a street program
- 2013 Goal to see Anacostia free of trash
- Most of the trash is plastic leading to:
  - Introduction of new recycling program for PG County
  - Single stream (means that there is one large “bucket” that you put all of your recyclables in)
  - Will cost county about $6 million to implement
  - Residents get new 55 gallon tote with flap lid
- Until residents receive a new tote, they are instructed to use a garbage can with an X on the top.
- Storm Drain Cleaning: Several areas of the neighborhood have “disgusting” buildup and other “crud”
- Residents told to call Public Works and Transportation about clogged storm drains

### Graffiti and Gangs:
- Graffiti hot line was set up in response to the mounting gang oriented graffiti problem
- Resident: What is the deal with all this graffiti?
- Cop: Several gangs have moved in to the area including VL, MS13 and others
- Causes: Mainly over territory
- Gang members communicate with each other
- Way to know where the drugs are
- Solutions: Decipher graffiti language to help deal with drug and gang dilemma.
- Set up an action committee which has vastly improved the situation
- Stores donate paint to police then police go out and try to match the color to an area
- Regulate the purchase of spray paint to adults as most graffiti is believed to be from minors
- Lock the shelves containing spray paint so that it is not as easy to shoplift
- Get victims of the graffiti to show up in court so that the illicit behavior can be prosecuted to the full extent of the law
- Caught SLINK a minor who had been marking the community and is now being held for trial.

**JAG: Joint Action Group**
- A group of law enforcement officials, code enforcers, and several other county and state agencies
- Visit problem homes in an attempt to see immediate results
- Help and assist residents with this
- Multiple issues in one house

**Community/County/City wide denial of responsibility for day laborers:**
- Residents complain constantly about problem but have no idea how to solve it
- Cops: County walks several drunk and disorderly laborers to the other side of Kenilworth so that the city must book them
- City is also guilty of this behavior
- Business owners have a tough time finding a solution as well
- Hard to patrol or police because there are so many of them
- One proposed solution is the Day Laborer Center
- Residents appear to have mixed views on this issue
- Some residents strongly oppose this due to the fact that it is with their tax money and several are here illegally.
- Agree that no revitalization can take place until this issue is solved
Tell me a little about yourself? Married? Kids? Job?

I am married for 37 years this year in. My husband is at home. I have a grown son at home and daughter in San Diego. She and her husband have a son.

What is your day to day activity around this corridor?

I live off the corridor on Carters Lane. I leave from my home daily and travel to the beltway via Riverdale Rd. We at Templeton Knolls do community projects. We do road cleanups in the confines of Templeton Knolls and off the corridor. I deliver flyers. I travel home at night from work thru the Riverdale Plaza.

What your involvement and how is Kenilworth Avenue corridor going to affect you?

I feel we should revitalize to improve shopping in the area for all citizens. Also to improve public safety and involve all the citizens groups. I am treasurer of Templeton Association and have been involved from the start. I attend the Town of Riverdale Parks meetings. Actually there work sessions to involve myself and the Association on issues of mutual concern.

I am on the advisory council in District One (Hyattsville). I am in my fourth year on the advisory council for the Chief of Police of Prince Georges County.

I would like to see a substation for the Police of Riverdale Park and Prince Georges on the Corridor. We border the District of Columbia along the corridor and have Policing issues.

Do you live in Kenilworth Avenue corridor? If so do you tend to shop in the general area?

Live 1 block up from the area at 5512 Carters Ln. since 1972

Are there problem areas that you would like to see get changed?

What are some items that are needed in the community ie. More law enforcement, Lights?

Off course lighting. New facades on the businesses. Less of signage to block the scenic view of our area. I would like to see a wall erected behind the businesses to separate the homes from business. We have a day labor site that presents quality of life issues. The loitering and urination and trash present blight to our area there.

Are there any safety issues that need to be address?

Less Liquor establishments and better lighted bus stops. Also the median strip along Kenilworth is still no help on pedestrian safety.

Redirecting traffic one way in and out on certain streets.

What would you like to see? Shop/eating

More upscale shopping

What items do you value in the community? ie. Parks, Church

Definitely Parks and Church and the convenience to our beltway and parkway.

Do you attend church in the area? or somewhere else? Optional to answer. N/A

What do you do in the community during the weekends? ie. Bowling, parks, anything

Anything Utilize the Park in another community.

Extra Information

- Turn it back to a historic neighborhood.
- Day Labors a really big problem.
- Gas stations not cleaned/a lot of trash on the curb.
- Houses need a wall or something to separate it from the stores.
- Hispanic community is very large and need to
get more involved.
- Modernized the whole community making it cleaner and have more curb appeal.
- Have two languages at many of the Spanish stores, both English and Spanish.
- Need a groceries store that have amenities for everyone so they don’t need to visit multiple store to get everything.
- Many people go to the Saint Bernard Church
- More family oriented communities.
INTERVIEW WITH THE EXECUTIVE DIRECTOR UMD ENGAGED UNIVERSITY

Interviewee: Margaret Morgan Hubbard  
Title: Executive Director UMD Engaged University

What does your department represent for the community, students and faculty?
A connection between the students and the community, trying to make changes overtime. We have groups of students who help as well as teachers and other professional people

Where are you located?
We are located in the Partnership Building in the Maryland Cooperative Extension, located in Riverdale, Maryland. Mainly work with William Ward, middle school

What are some of programs you initiated?
Some of our signature programs include a bike repair program where we teach kids and people how to repair bikes and offer the chance to raise money for a bike. We also have our own fleets of bikes for people to work with and ride for events

What methods are working to help engage the community?
We work in Langley Park, Hyattsville, and Riverdale. We are developing greater partner relations and are helping people learn about several different things. Such as nutrition and alternative living solutions

About how many people are involved in this program for the community?
About 400 to 500 people directly and indirectly many more

What have been some of your greatest successes?
We have a community garden which is expanding, offers teaching for students and other people about plants and gardens. There is a program for people who want to become a master gardener. We have a tract of land that is about three quarters of an acre within the Riverdale center. We host a farmers market in this area which raises about 3,000 dollars in produce a year. We sell to the farmers markets also around and offer teaching about eating and cooking and living healthy lifestyles.

What is your role as Director?
I am the founder of the, and I think we are having great success and enjoy working with the community and helping out people in every aspect. We are trying to push greater education and an understanding of the outdoors.

What changes would you like to make in order to make things better?
Unlimited resources would be nice. (chuckle). We are getting better, its just getting more and more people involved and educated them on what we can do together to make this a better place.

How receptive are the people that you are trying to help?
Amazingly there are a lot of people, you wouldn’t think so but there really is. Particularly at the school level there are several parents, teachers and students who are all involved because there really isn’t a major community center or place where everyone can get together and work on certain issues or just organize

What major improvements would you suggest in the next ten years?
We want to keep expanding, possibly getting more students to volunteer, and help with the program and get the University involved to its maximum potential also. We want to break some of the separation barriers between the community and students. We also want people to understand that the University is here to help them, and help the lives and culture of people who live here.

Interviewer: Sean Robinson  
Date: ____________________________
David has been a business owner in Riverdale Park for almost 20 years. He lives in Upper Marlboro, but has his business established in this community due to its ease of accessibility to the surrounding areas. He said he feels that he is in a central location to get anywhere he has to go for business. Many of the things that we discussed had already been made points at this phase of the project. He has a very strong opinion on public safety. He believes that there should be more crosswalks and stoplights along Kenilworth Avenue. Just last year he said he saw a woman and her child get hit by a car while they were trying to cross the street to catch the bus. He thought that if the median was better designed that people wouldn’t cross at any point in the street. Millions of dollars had been spent on the median by the city as a beautification program but it was trampled almost as soon as it went in due to poor design. Another point he made which was related to public safety was lighting on the street, he believes that will make a huge difference if designed correctly.

David Martin has had a strong public voice since his business has been established here; attempting to work with the community that surrounds him instead of fighting against. He felt very strongly about the day laborers, because they are only right across the street. It took him years to get them to not stand around on his property when looking for work. Mr. Martin believes that there should be a central location with a numbered system that can keep track of the Hispanic workers; while also keeping track of what type of labor can be done by each worker. David has even offered the city multiple times to buy property to use for this problem, but to no avail. He did say that there had been one good thing about the day workers in that all the drugs and prostitution had been pushed off this street where it had been for years.

One of the most important points that David made was the lack of leadership that the town officials have been offering the community over the years. He seems to think that the root of the problem is that many of the city leadership positions are part time. The current mayor of Riverdale is also a librarian for the local middle school. Many of the council members are also part time but not local. I was most appalled to hear what Mr. Martin had to say about the police force in Riverdale Park. Since the immigrant workers hang out near the store fronts of many businesses in the area, of course the police are called by the business owners when problems occur. The police tell the owners not to call as much as they do. The people who are meant to protect this community discourage the taxpayers their right to feel safe. There is also an imaginary line that runs down Kenilworth Avenue which separates the county and city police. As you can imagine this causes many problems. David has seen many police, city and county, that have been called for a problem which is usually concerning the immigrant workers. Instead of the police dealing with the problem that they were called in for, they make the alleged criminal just cross the street so the problem is no longer in their jurisdiction. This can be perceived as a major problem, because after a while the people who live in this area know where this imaginary line is, and how to exploit it. Mr. Martin has seen people running from the city police, and all that they have to do is just hop the imaginary line on Kenilworth Avenue, and they know they are safe.

It seems to me after interviewing Mr. David Martin for over two hours that the root of the problem in this community is NOT the people of the town, but its leadership! It appears that the city officials are working against the dwellers of the town toward their own goal, instead of listening and working with them toward a common goal. For example, it had taken weeks to come up with a mural that represented the community...
revitalization, during this time there could have been more community outreach involved instead of spending so much money and valuable time on the painting that represents it. The city officials need to find common ground and work with their community, make it a safe place that its inhabitants are comfortable in, and the rest will eventually fall into place. Lack of leadership is the root to many problems, and will always cause more in the future.
What are the biggest problems for the Kenilworth corridor in the table right now?

Pedestrian problems! Apartment dwellers do not all own cars and have difficulties crossing Kenilworth Ave. Safety and access to all neighborhood amenities.

How do you propose to fix this problem?

Stoplights at each intersection. Maybe implement a scenic, pleasant and safer streetscape. Control pedestrian flow better, and although a fence would be too literal and confining, some kind of barrier keeping traffic controlled to certain nodes is necessary.

What kind of calls does the Riverdale government get about the Kenilworth corridor?

Mostly code enforcement, and ugly negatives about the area. Very few people call in with positive suggestions. The biggest complaint other then code enforcement concerns the day laborer problem.

Are there other issues you see with the corridor?

There are several vacant lots begging for redevelopment. The ‘Big Ditch’, as the stormwater canal is known, has no immediate solutions.

What is the theatre in Kenilworth Plaza used for?

At the moment, no. Possible uses are community playhouse or art venue. However, the owners of the plaza are difficult to work with, and make progress on their real estate difficult.

What things make this community proud, or shameful?

The Latina community is here to stay, and should be celebrated. The neighborhood has a rich history of immigration stories. In the 1930s - 1950s, immigrants came from Pennsylvania and West Virginia for government jobs. In the 1960s and 1970s African Americans moved in and the apartments began going up. In the 1980s the first international immigrants began outing down roots. They came not only from South America but also from the Caribbean and West Africa. By the year 2000 nearly every new resident of the Kenilworth corridor is international.

What places does Riverdale look to for inspiration?

Takoma Park, Mt Rainer, and although we know it’s not possible to recreate here, Greenbelt.

Are there historical elements to Riverdale?

Riversdale Mansion is a living history plantation house, whose individuality comes from its focus on the slave’s point of view.

What amenities is Riverdale missing?

Nice sit down restaurants, a good public library, a hotel, a day laborer site, and a recreation center for the youth.

Are there other things you would like me to know about your community?

We need a central theme to bring all the different Kenilworth communities together. The apartment dwellers practice a policy of nonparticipation, and it keeps that part of Riverdale from getting funding and amenities.

What do you think the communal theme of Riverdale should be?

Opportunity. This neighborhood has provided opportunity to all its residents, past and present, to have a better life.

What does the Riverdale community think of
College Park?

Slightly trepidatious about letting rowdy frat houses destroy property values and community feeling, but otherwise very receptive to inviting the College Park community to participate in their neighborhood.
List of Sources


