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*The Approved*

# College Park-Riverdale Park Transit District Development Plan

March 2015



## Abstract

**Title:** The Approved College Park-Riverdale Park Transit District Development Plan

**Author:** The Maryland-National Capital Park and Planning Commission

**Subject:** The Approved College Park-Riverdale Park Transit District Development Plan and Transit District Overlay Zoning Map Amendment for a portion of Planning Areas 66 and 68 in Prince George's County, Maryland.

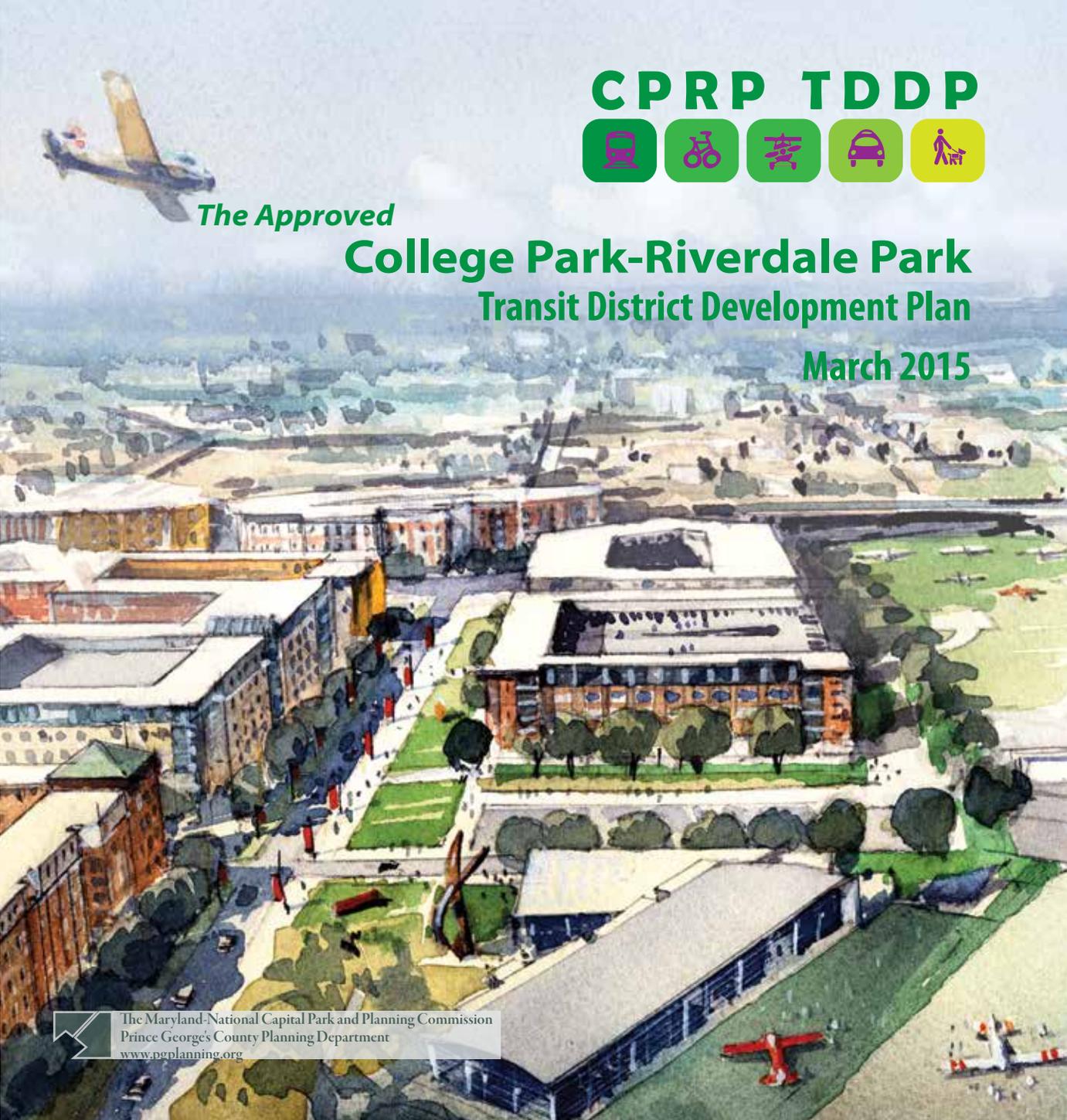
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**Abstract:** This transit district development plan updates and replaces the 1997 *Approved Transit District Development Plan for the College Park-Riverdale Transit District Overlay Zone* and amends portions of the *Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity* [October 1989], and *Adopted Sectional Map Amendment for Planning Areas 65, 66 and 67* [May 1990] and the 1994 *Approved Master Plan and Sectional Map Amendment for Planning Area 68*. Developed with the active participation of the community, property owners, developers, residents, and elected officials, this document establishes a vision for the future of the College Park-Riverdale Park transit district and recommends goals, policies, strategies, and actions pertaining to land use, urban design, the multimodal transportation system, environmental and green infrastructure networks, health and wellness, parks and recreation, economic development, housing and neighborhoods, community heritage and culture, public facilities, zoning, and implementation. The plan builds upon the recommendations of the 2014 *Plan Prince George's 2035 Approved General Plan* for regional transit districts and the Innovation Corridor, addresses sustainable mixed-use development tied to existing and proposed mass transit options, and incorporates recommendations from functional area master plans such as the *Approved Countywide Master Plan of Transportation*, the *Approved Countywide Green Infrastructure Plan*, and the *Approved Water Resources Functional Master Plan*.



# CPRP TDDP



*The Approved*

## College Park-Riverdale Park Transit District Development Plan

March 2015

The Maryland-National Capital Park and Planning Commission  
Prince George's County Planning Department  
[www.pgplanning.org](http://www.pgplanning.org)

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## Foreword

The Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission is pleased to make available the Approved College Park-Riverdale Park Transit District Development Plan. This collaborative, community-based plan provides a clear vision for the future of the College Park-Riverdale Park Transit District, which contains the College Park/U of MD Metro Green Line Station and two proposed Purple Line stations. The approved transit district development plan emphasizes the economic, social, and place-making opportunities offered by significant existing and planned mass transit service.

Policy guidance for this plan came from the 2014 Plan Prince George's County 2035 Approved General Plan and County functional area master plans including the 2005 Approved Countywide Green Infrastructure Plan, 2008 Approved Public Safety Facilities Master Plan, 2009 Countywide Master Plan of Transportation, 2010 Approved Historic Sites and Districts Plan, and 2010 Approved Water Resources Master Plan. Plan 2035 designates the College Park/U of MD Metro Station and M Square Purple Line Station as a Regional Transit District and as part of the County's Innovation Corridor. It also envisions a moderate- to high-density mix of complementary uses incorporating public spaces, a range of transportation and housing options, and a concentration of economic activity in four targeted industry clusters for the transit district.

The College Park-Riverdale Park Transit District Development Plan and its associated Transit District Overlay Zoning Map Amendment:

- Builds on existing and emerging transit assets and market opportunities as the foundation for infill development and revitalization.
- Reflects the result of a collaborative plan-making approach for an area for which 80 percent is in public ownership, including University of Maryland, College Park; The Maryland-National Capital Park and Planning Commission; Washington Metropolitan Area Transit Authority; American Center for Physics; Prince George's County; and the federal government.
- Emphasizes environmental stewardship by presenting a context-sensitive path to development within and immediately adjacent to a large 100-year floodplain area, promoting the creation of an innovative urban conservation park, and prioritizing stormwater mitigation and environmental restoration projects.
- Identifies four distinct neighborhoods intended to accommodate a mix of residential development types and price-points to complement office, research, and retail uses.
- Seeks to preserve College Park Airport as an active general aviation asset for the region and civic anchor for the transit district.
- Implements a comprehensive, walkable and bikeable network of streets and trails to enhance connectivity and access to transit stations and other destinations.
- Supports the development of the Purple Line.
- Incorporates a network of proposed urban open spaces and greenway linkages to the varied natural resources and regional stream valley parks adjoining the plan boundaries.
- Capitalizes on the presence of the University of Maryland's M Square Research Park, the proximity to the University of Maryland, College Park, and other Innovation Corridor anchors to maximize the potential of the transit district to capture additional economic development opportunities including the potential for urban office and mixed-use complexes.

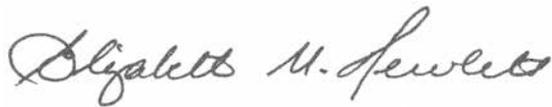
- Supports the preservation of adjacent single-family, National Register Historic residential neighborhoods in College Park and Riverdale Park.
- Establishes design standards to provide for high-quality urban places and encourages sustainable and green development practices.

Community participation and input began in March 2013, culminating in a series of intensive community workshops in the fall and winter of 2013. Additional community input was solicited through a series of small stakeholder groups and property owner meetings, e-mail and web-based solicitations, agency work sessions, a food truck event and survey activity at the M Square Research Park, municipal briefings, information gathering sessions, and collaboration on plan revisions following the Planning Board public hearing on May 29, 2014, and District Council public hearing on September 16, 2014. Extensive community feedback and comments were summarized by staff and reviewed by the Planning Board and District Council prior to approval of the transit district development plan and Transit District Overlay Zoning Map Amendment on March 17, 2015.

The College Park-Riverdale Park Transit District Development Plan establishes the vision for the area and contains recommendations for land use and urban design, transportation and mobility (including pedestrian and bicycle facilities, transit, and roadways), the natural environment, healthy communities including the County's first comprehensive health impact assessment conducted for a community planning effort, parks and recreation, economic prosperity, housing and neighborhood preservation, community heritage and culture, public facilities, and implementation. The accompanying Transit District Overlay Zoning Map Amendment includes zoning changes to facilitate implementation of the plan vision and land use concepts, design guidelines and standards, and permitted uses for future development.

The Planning Board very much appreciates the contributions and active involvement of the community and other stakeholders in this innovative and exciting planning effort. We believe the transit district development plan reflects a commitment to implement community desires and build on General Plan recommendations for targeted economic development, enhanced connectivity, multimodal accessibility, and safety for all residents, workers, and visitors. We look forward to continued collaboration to implement the plan's recommendations and achieve the transformative vision to evolve the transit district from an auto- and suburban-oriented office and industrial area into a vibrant, walkable, mixed-use center.

Sincerely,



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

## Plan Highlights

The College Park-Riverdale Park Transit District Development Plan (TDDP) covers approximately 289 acres in northwestern Prince George’s County adjacent to the College Park/U of MD Metro Green Line Station and College Park MARC Station and will be home to two future Purple Line light rail stations. The northern half of the transit district area is located within the City of College Park while the southern half is located in the Town of Riverdale Park. The TDDP envisions four interconnected neighborhoods that transform the current auto- and suburban-oriented office and industrial area into a vibrant, walkable mixed-use center and position the innovative M Square Research Park as the centerpiece of a regional employment hub. The TDDP emphasizes environmental stewardship and improves walkability and access to the transit district’s diverse transit options and surrounding historic communities.

The *Plan Prince George’s 2035 Approved General Plan* designates the transit district as one of eight medium- to high-density mixed-use centers, referred to as regional transit districts, and as part of the county’s cutting-edge innovation corridor. The TDDP builds upon the economic, social, environmental, and place-making recommendations of Plan 2035 to position the transit district to best leverage existing transit assets and new market opportunities as cornerstones of its transformation.

The TDDP is distinguished by its flexible approach to complex land use and urban design issues while respecting the priorities and needs of property owners and neighboring communities. Finally, the TDDP recommendations and the TDOZ transit district design guidelines and standards foster an enhanced sense of place.

Key recommendations of the TDDP include the following:

### Land Use and Urban Design

- Recommend land use and urban design strategies to transform an auto-oriented, suburban office park into a pedestrian- and transit-oriented mixed-use development and centerpiece of a regional employment hub.

- Develop a series of connected neighborhoods incorporating residential development to complement office, research, and small-scale retail uses.
- Focus on sustainability issues and “green” design with an emphasis on enhancing the Northeast Branch of the Anacostia River.
- Develop an integrated network of natural areas, public open spaces, urban plazas, and recreational amenities.
- Partner with the University of Maryland and other stakeholders to explore the potential for an urban conservation park to create learning opportunities and open-air laboratory space for university students, researchers, and potential future M Square tenants.
- Implement a realistic phasing and implementation approach.
- Ensure compatible design and appropriate transitions in density and height to preserve the character of existing historic single-family neighborhoods adjacent to the transit district.
- Preserve College Park Airport, and ensure its continuing operation as a general aviation facility.

### Transportation and Mobility

- Provide a high-quality, walkable urban environment with a comprehensive network of safe, inviting, and convenient pedestrian and trail connections between transit and destinations in and adjacent to the transit district.
- Develop and maintain a robust, well-connected system of roadways and streets that emphasize walking, bicycling, and transit while providing reasonable accommodation for through traffic along main roadways.
- Support the development and integration of the Purple Line as a major economic development and transportation opportunity for the transit district and Prince George’s County.
- Transform Paint Branch Parkway and River Road into “green and complete streets” and provide full accommodations for all users.
- Increase transit’s mode share for local and commuter trips by enhancing intermodal

connectivity, improving operational and financial efficiency, expanding and coordinating existing bus and shuttle service, and designing and constructing unified, attractive, all-weather bus shelters and associated amenities.

- Incorporate a wayfinding and signage system that contributes to the transit district's identity; facilitates walking, bicycling, and transit use; and helps direct residents, workers, and visitors to major destinations and attractions.
- Enhance safety for pedestrian and bicycle travel by installing and/or upgrading crossings, sidewalks, and lighting.
- Promote bicycle use within the transit district by installing on-road bicycle lanes or other facilities along identified roadways, accommodating shared bicycle travel along select existing and new internal streets and providing convenient bike share, parking, and storage.
- Redesign River Road and Rivertech Court to incorporate road narrowing that will better accommodate pedestrians, bicyclists, transit users, and motorists alike.
- Improve connectivity through the transit district by providing at least one continuous north-south street connection through M Square to Paint Branch Parkway and additional east to west street connections from River Road to the new north-south street.
- Proactively and comprehensively address traffic issues that may negatively impact existing communities and future transit district residents.
- Thoughtfully and proactively manage parking demand and supply by, among other techniques, reevaluating existing parking requirements, exploring the creation of a parking management district, encouraging shared parking, and providing on-street parking along internal streets within the transit district.
- Establish a College Park-Riverdale Park transportation demand management district as outlined in Subtitle 20A of the Prince George's County Code to support, advance, and coordinate activities of transit district property owners and tenants to promote and improve non-auto travel options.

- Encourage building tenants to provide car share, bike share, and carpool programs and subsidies to reduce dependence on single-occupant automobiles.

## Environmental Infrastructure

- Restore and enhance water quality and ecological functions in the Lower Northeast Branch stream system through a range of techniques, including reducing impervious surface areas, reconstructing degraded streams, consolidating new stream crossings, and implementing environmentally sensitive design.
- Prioritize identified projects in the *Anacostia River Watershed Restoration Plan* as initial projects for stormwater mitigation and environmental restoration.
- Preserve and enhance the existing forest and tree canopy.
- Reduce light pollution, air pollution, and adverse noise impacts to support community health and wellness recommendations and minimize impacts on environmentally sensitive areas.
- Adopt LEED® or similar sustainability standards to lower electricity consumption, reduce water pollution, increase recycling, and improve indoor air quality.
- Minimize adverse impacts to the 100-year floodplain by requiring compliance with the Prince George's County floodplain management ordinance and by ensuring any lost floodplain storage capacity is compensated elsewhere within the floodplain.
- Develop an urban conservation park within the transit district to help restore and enhance the transit district's environmental conditions and provide an opportunity for stormwater management and compensatory flood storage to facilitate higher-density redevelopment closer to the College Park/U of MD Metro Station.
- Implement neighborhood-specific environmental recommendations.

## Healthy Communities

- Recognize the importance of community health and wellness.
- Develop a transit plaza at the College Park/U of MD Metro Station at the western edge of a new east to west greenway that, together, will form the heart of the transit district's open space network.
- Support the proposed urban conservation park as a potential recreation amenity in addition to its numerous environmental benefits.
- Pursue innovative approaches to protect and expand the network of parks and open spaces within the transit district, emphasizing neighborhood-specific facilities including plazas, pocket parks, greenways, and active open spaces.
- Create a network of public, open spaces to help promote physical activity and decrease obesity.
- Construct trails that connect the urban park system and recreational facilities to the surrounding regional trail systems and adjacent historic neighborhoods.
- Ensure the continued operation of the farmers' market at the Wells-Linson Ice Rink and Outdoor Pool Complex and convenient access to the Riverdale Park Farmers' Market.
- Construct a combined satellite public health clinic and social service facility to improve access to preventative and supportive health and social services.
- Consider the designation of the City of College Park and Town of Riverdale Park as a wellness opportunity district.
- Improve access and visibility of the College Park Aviation Museum by constructing bicyclist and pedestrian facilities, extending 52nd Avenue, enhancing views of the airport complex, and incorporating appropriate interpretation signage and aviation theme design leading up to the museum.

## Economic Prosperity

- Identify one or more champions to oversee and coordinate the implementation of the TDDP.

- Maximize the economic potential of the transit district by promoting a vibrant and regionally competitive mixed-use center.
- Encourage a diversity of housing options and concentrated retail development to attract and retain residents, workers, and businesses.
- Craft a regional economic identity for the transit district focused on existing and emerging strengths in cyber security, languages, climate study, and biotechnology with a particular emphasis on M Square as one of the region's premiere research parks.
- Transition industrial and automobile-oriented small businesses to uses consistent with the vision for the area or relocate existing businesses to alternate sites within the City of College Park.
- Leverage the talent and expertise of the University of Maryland, and incorporate flex/incubator space to drive technology-based economic development and facilitate opportunities for entrepreneurship, start-ups, and emerging companies.
- Strategically plan for phased new and infill development at M Square to include a range of complementary uses; enhanced pedestrian, bicyclist, and vehicle connections; and new open spaces.

## Housing and Neighborhoods

- Encourage a variety of housing options attractive to a range of household types and incomes.
- Promote sustainable, green neighborhood and housing options, regional state of the art floodplain mitigation, and environmental site design.
- Protect surrounding residential communities from potentially adverse impacts of new higher-density development.
- Create and promote a brand for the transit district neighborhoods, provide amenities that highlight the transit district's unique character, and enhance its ability to compete within the regional market.

## Community Heritage and Culture

- Highlight and interpret the historic significance of the Old Town College Park, Calvert Hills,

and Riverdale Park National Register Historic Districts; the College Park Airport; and the former site of the ERCO Building.

- Protect the character and viewshed of the surrounding historic districts by limiting the heights of buildings closest to surrounding historic districts, ensuring appropriate transitions in heights and use are implemented in future development.
- Conduct archeological investigation of undisturbed areas prior to development.
- Ensure public art is a prominent feature of the transit district by providing public art installations, hosting art shows, and implementing an artwork competition.
- Promote high-quality design that incorporates aviation and other appropriate theming, emphasizes arts and cultural elements, and contributes to the distinct sense of identity of the transit district.
- Support and implement pertinent recommendations for heritage tourism—contained in the 2001 *Approved Anacostia Trails Heritage Area Management Plan: A Functional Master Plan for Heritage Tourism*.
- Amend the 2010 *Approved Historic Sites and Districts Plan* to remove the ERCO Building from the County’s registry.

## Public Facilities

- Identify potential locations for a multistory urban school to serve future students living in and near the transit district.

- Coordinate with the College Park Academy to determine if the transit district will be an appropriate location for its permanent facility.
- Provide safe connections to public schools and other public facilities within and adjacent to the transit district area.
- Support the replacement of the Hyattsville and Bladensburg Branch Libraries.
- Incorporate crime prevention through environmental design principles in all new development and redevelopment.

## Implementation

- Recommend a six-step action plan to position the transit district to achieve the community vision.
- Summarize implementation actions and responsible parties and establish phasing and time frames for plan implementation.
- Identify economic development programs available to property and business owners within and near the transit district.
- Establish a Transit District Overlay Zone and associated transit district standards to implement the land use and urban design recommendations of the TDDP.
- Rezone property to bring the transit district’s zoning into conformance with the land use recommendations.
- Amend the uses that are permitted by right on property located within the transit district.

# Chapter 1 Plan Context

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## Purpose of the Transit District Development Plan (TDDP)

The 1997 *Approved Transit District Development Plan for the College Park-Riverdale Transit District Overlay Zone* (TDOZ) is being updated to replace the 17-year-old TDDP that guides comprehensive planning and zoning for properties and communities in proximity to the College Park/U of MD Metro Station. The outdated 1997 College Park-Riverdale TDDP established a vision for an employment center complemented by residential development near the Metro station and strived to capitalize on the potential economic development opportunities offered by the Metro Green Line.

Although the 1997 College Park-Riverdale TDDP was partially successful in implementing an employment center, its suburban office park character is very much at odds with best practice planning approaches for major heavy rail-served locations best suited to moderate- to high-density, mixed-use, transit-oriented development. This is underscored by the fact that the TDDP explicitly prohibits residential development in the majority of the transit district areas. Furthermore, the TDDP is extremely complicated and fails to address numerous and very aggressive amendments to County and state laws that will help ensure the restoration and protection of an environmentally-sensitive area. This update will address these flaws, set the stage for proactive development, and better position the area to fully capitalize on the Green Line and future Purple Line.

The County's TDOZ is intended to ensure that the development of land in the vicinity of Metro stations maximizes transit ridership, serves the economic and social goals of the area, maximizes the return on investment in a transit system while improving local tax revenues, and takes advantage of the unique development opportunities that mass transit provides. The TDDP is the guiding document for development within a TDOZ, and most development is subject to the approval by the Planning Board of a detailed site plan prepared in accordance with the development requirements specified in the TDDP.

The current master plans providing policy guidance for the transit district are the *Approved Master Plan for Langley Park-College Park-Greenbelt and*

*Vicinity* [October 1989], and *Adopted Sectional Map Amendment for Planning Areas 65, 66 and 67* [May 1990] and the 1994 *Approved Master Plan and Sectional Map Amendment for Planning Area 68*. Although a TDDP/TDOZ typically focuses on physical development, land use, and transportation issues, more recent approaches to land use and policy planning set the stage for a new direction where the updated TDDP will serve a greater purpose by clearly establishing a cohesive vision and illuminating the path to a comprehensively planned transit district. All elements—land use, urban design, transportation and mobility, the natural environment, healthy communities, economic prosperity, housing and neighborhoods, community heritage and culture, and public facilities—will come together as part of a mosaic, pieces of a greater whole. In short, this TDDP will serve the same function as a typical master plan or sector plan in guiding the future of this key area within College Park, Riverdale Park, and Prince George's County.

Subsequent to the approval of the 1989 Langley Park-College Park-Greenbelt Master Plan and the 1997 College Park-Riverdale TDDP, the transit district was designated a metropolitan center by the 2002 *Prince George's County Approved General Plan*. The transit district is classified as a regional transit district and as part of the County's Innovation Corridor by the 2014 *Plan Prince George's 2035 Approved General Plan*. Plan 2035 in combination with functional master plans, including the 2005 *Approved Countywide Green Infrastructure Plan*, the 2008 *Approved Public Safety Facilities Master Plan*, the 2009 *Approved Countywide Master Plan of Transportation*, the 2010 *Approved Historic Sites and Districts Plan*, and the 2010 *Approved Water Resources Functional Master Plan*, establishes new priorities and recommendations dealing with regionalism, economic prosperity, mixed-use, transit-oriented development, multimodal transportation systems, and environmental preservation among other elements.

The purpose of this transit district development plan is to build upon the foundation provided by Plan 2035, countywide functional master plans, and recent planning studies impacting the TDDP area to develop a refined vision and realistic approach to implementing the community vision for the future of the College Park-Riverdale Park Transit District and

existing residential communities within College Park and Riverdale Park. Specifically, this plan:

- Establishes a framework that will effectively promote transit-oriented, mixed-use development in keeping with established County policy guidance and recommendations, the desires of College Park and Riverdale Park, and the priorities of the County Executive and County Council.
- Recognizes the historical importance of the natural environment and the College Park Airport to the communities of College Park and Riverdale Park and incorporates best planning and development practices to ensure a comprehensive and sensitive approach to environmental stewardship, future growth, pedestrian and bicycle connectivity, and economic and community development.
- Builds on the economic and place-making strengths offered by a rich transit network highlighted by the College Park/U of MD Metro Green Line Station and two proposed Purple Line stations, numerous government entities headlined by the University of Maryland's M Square Research Park, existing research and industry concentrations, and significant developable land.
- Incorporates the County's first health impact assessment conducted for a comprehensive planning effort and builds on the recommendations of this assessment to create a healthier community.
- Identifies strategies, development standards, and realistic phasing recommendations to address the impact of approved and potential development projects, maximize the economic potential of existing and proposed mass transit, and promote sustainable design and development that capitalizes on the existing transit and trail network, community spirit, green infrastructure network, and wealth of recreation amenities serving the area.
- Amends the zoning map through the transit district overlay zone map amendment in order to implement the land use recommendations of this TDDP and Plan 2035.
- Sets policies that will guide future development in the transit district area.

## Regional Setting and Transit District Area

The College Park-Riverdale Park Transit District consists of approximately 289 acres of land in the northwestern portion of Prince George's County along and east of the Washington Metropolitan Area Transit Authority's (WMATA) Metro Green Line. The College Park/U of MD Metro Station is the first inbound station from the northern Green Line terminus at Greenbelt and serves the University of Maryland, College Park Campus, which is the largest university in the Washington metropolitan region.

Land within the transit district area is classified in the M-X-T (Mixed Use-Transportation Oriented), I-3 (Planned Industrial/Employment Park), R-R (Rural Residential), O-S (Open Space), and R-O-S (Reserved Open Space) Zones. The transit district includes the College Park/U of MD Metro Green Line Station and a MARC station, and is the site of 2 of 11 proposed Purple Line stations within Prince George's County, Maryland (College Park/U of MD, and M Square).

College Park Airport, the oldest continuously operated airport in the world, adjoins the transit district's northern boundaries, and the majority of the transit district area is within the County's aviation policy areas (see Appendix E) established to ensure a standard of safety and compatibility for airport-area residents, future residents, nearby businesses, pilots, and airport operators. The eastern boundary follows portions of the Northeast Branch of the Anacostia

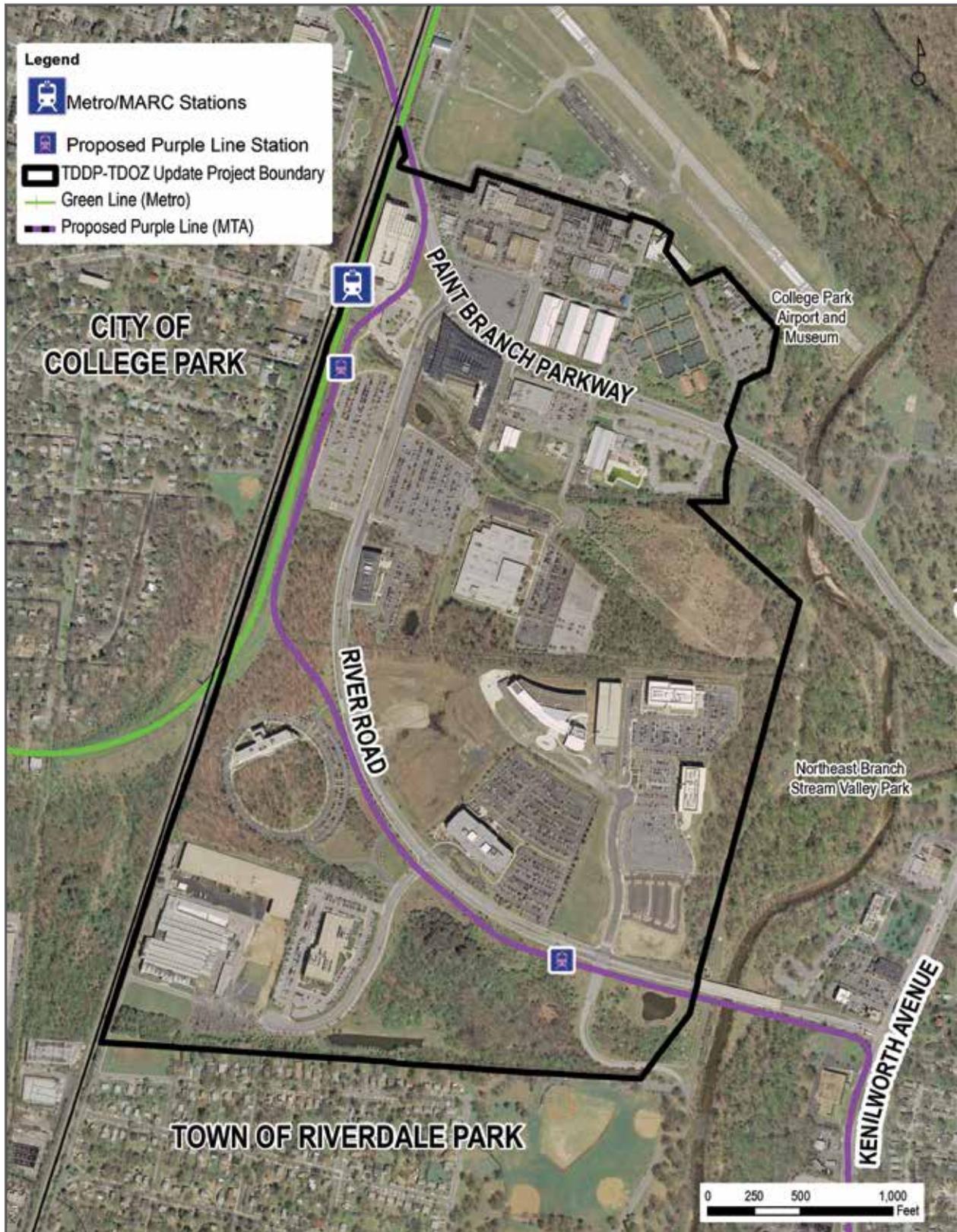
River and includes parts of the Anacostia Stream Valley Park. The southern boundary is defined by the northern property lines of residential lots along Tuckerman Street in the Town of Riverdale Park, and the Metro Green Line and CSX railroad lines form the western boundary.

The transit district features a mix of office and light industrial uses that are largely suburban in form. The area is characterized by large surface parking lots, office buildings that are mostly set back from streets and are four or less stories in height, high-security federal and private-sector facilities within fenced and guarded compounds, and an automobile-oriented light industrial complex north of Paint Branch Parkway. Two parking structures serve the Metro station and the National Oceanographic and Atmospheric Administration's Center for Weather and Climate Prediction. A wealth of parks and recreation amenities also serve the area, including College Park Airport and the aviation museum, the Northeast Branch Stream Valley Park, the Wells-Linson Ice Rink and Outdoor Pool Complex, the Junior Tennis Champions Center, and Riverdale Community Park.

This transit district development plan will amend portions of the *Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity* [October 1989], and *Adopted Sectional Map Amendment for Planning Areas 65, 66 and 67* [May 1990], the 1994 *Approved Master Plan and Sectional Map Amendment for Planning Area 68*, and will replace the 1997 *Approved Transit District Development Plan for the College Park-Riverdale Transit District Overlay Zone*.

In 1998 the Town of Riverdale officially changed its name to the Town of Riverdale Park. For the purposes of this TDDP update, unless the 1997 College Park-Riverdale TDDP is cited as its formal or informal name, all references to the town will be to Riverdale Park or the Town of Riverdale Park.

MAP 1: TRANSIT DISTRICT BOUNDARY



## Planning Context

Several key initiatives are expected to play a major role in the future growth and development of the transit district area, including the Purple Line, a proposed transit line that will link New Carrollton to Bethesda; the continued development of M Square, which envisions more than 2,000,000 square feet of research and office development in the transit district at buildout; the development of the Cafritz property to the southwest of the transit district and linked to the area by a new bridge; and the desire of the City of College Park and Prince George's County to further refine and implement recommendations from a 2008 Urban Land Institute Technical Assistance Panel project focused on the portion of the transit district located north of Paint Branch Parkway.

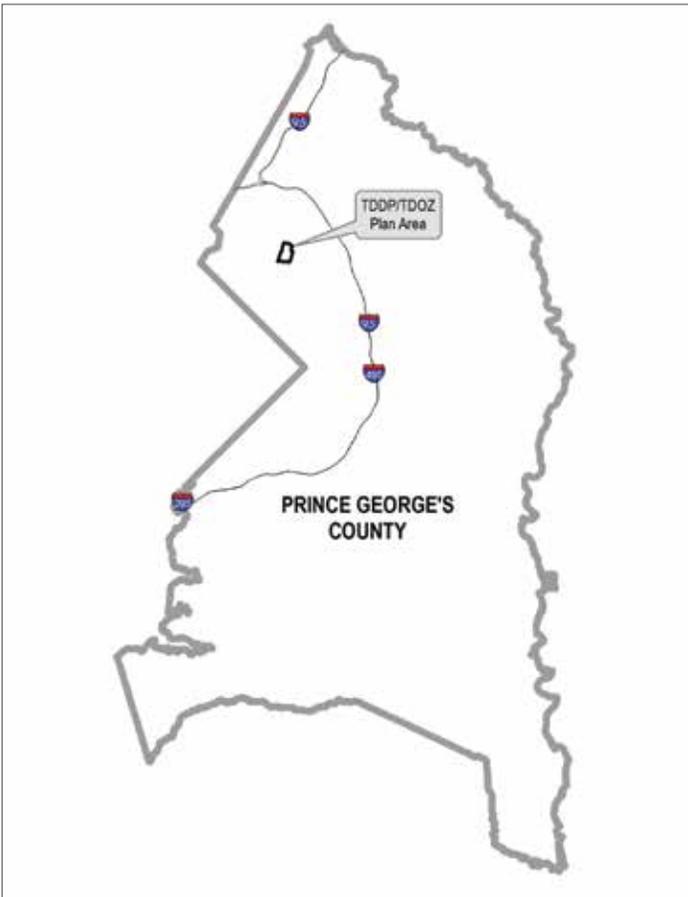
In addition, major federal and affiliated entities have located within the transit district since 1997, including the Food and Drug Administration, Intelligence Advanced Research Projects Activity (IARPA), National Foreign Language Center, and NOAA Center for Weather and Climate Prediction.

This transit district development plan is the result of a joint planning effort with the City of College Park and Town of Riverdale Park and was prepared in response to the Plan 2035 update, recent studies, changing markets, and community needs. It makes comprehensive planning and zoning recommendations to implement development of a compact, pedestrian- and transit-friendly, mixed-use center consistent with the recommendations of Plan 2035. Planning studies and other guidance at the city, County, and state levels also contribute to the format and recommendations of this TDDP.

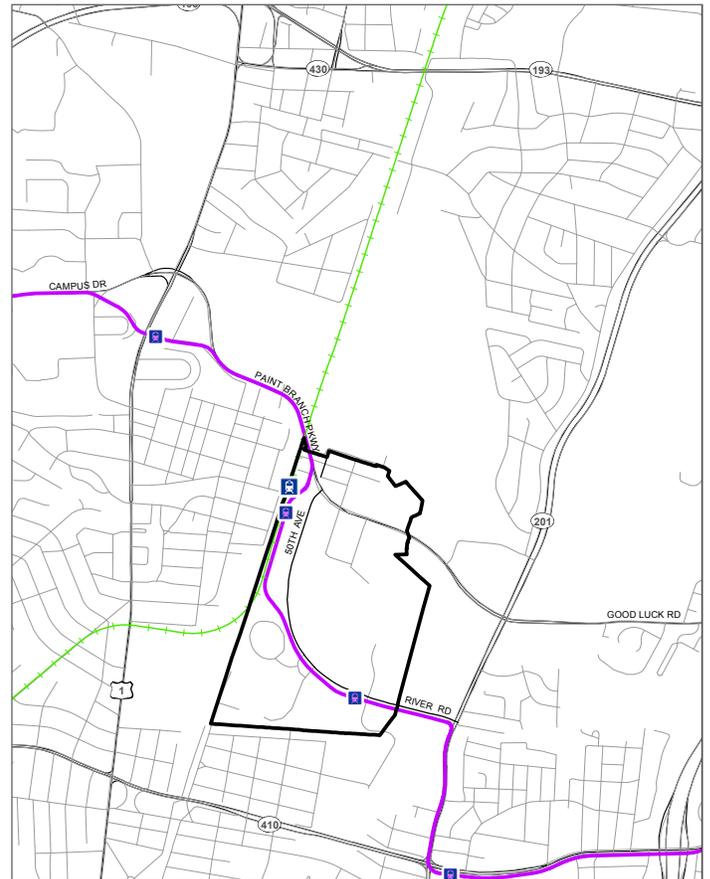
**CHALLENGES AND OPPORTUNITIES:** Planning and implementing future transit-oriented development within the transit district is complicated by a number of factors, including the heightened emphasis of M-NCPPC and the Maryland Aviation Administration on the need to preserve the continuing operation of College Park Airport (increasingly viewed as threatened by development within and immediately adjacent to the aviation policy areas); transportation factors relating to Purple Line development, connectivity, and roadway adequacy and design; environmental considerations related to the proximity of the Northeast Branch and associated feeder streams; complex political relationships and public ownership of land (80 percent of land within the transit district is owned by the State of Maryland, federal government, Prince George's County, and M-NCPPC and the transit district falls within two municipalities); and historic preservation concerns related to the neighboring Calvert Hills and Riverdale Park National Register Historic Districts and Prince George's County Old Town College Park Historic District.

Many of these challenges simultaneously constitute strengths and opportunities. For example, historic communities contribute to the unique identity of the transit district while limited property ownership can facilitate redevelopment opportunities and collaborative projects. Very few rail transit-served locations in the country are immediately adjacent to a general aviation airport, particularly one with a rich history, and the addition of the Purple Line will greatly enhance transit accessibility and connectivity. The College Park-Riverdale Park Transit District is well poised to capitalize on its location and economic assets and leverage its strengths to emerge as a new leader in the County and regional transit-oriented economic engine.

**MAP 2: TRANSIT DISTRICT CONTEXT WITHIN PRINCE GEORGE'S COUNTY**



**MAP 3: TRANSIT DISTRICT LOCAL CONTEXT**



## Plan Organization

The TDDP is organized around five key chapters. Chapter 1—Plan Context provides a brief description of the transit district, establishes the context of the transit district area within the region, and outlines the plan preparation process. Chapter 2—Plan Vision presents a community vision and addresses the plan’s relationship to Plan 2035. Chapter 3—Core TDDP Elements builds upon previous planning efforts and the work of the community during this process to provide recommendations for the key elements of the TDDP, including land use and urban design, transportation and mobility, environmental infrastructure, and healthy communities. Chapter 4—Additional Guiding Elements emphasizes other components of comprehensive master plans and how they will shape the future of the transit district, providing guidance on economic prosperity, housing and neighborhoods, community heritage and culture, and public facilities. Finally, Chapter 5—Implementation provides a staging and action plan to realize the TDDP recommendations, rezones property to ensure compliance with the land use recommendations, and establishes design standards, guidelines, and use controls to facilitate the desired vision, development character, and intensity while fostering a high-quality place anchored by the transit stations.

## Prior Plans and Initiatives

### The 1992 Maryland Economic Growth, Resource Protection, and Planning Act

This legislation was enacted to encourage economic growth, limit sprawl, and protect the state’s natural resources. It establishes consistent general land use policies to be locally implemented throughout Maryland. These policies are stated in the form of eight visions. The 1992 Maryland Planning Act was updated with the passage of the Smart and Sustainable Growth Act of 2009 (see the discussion that follows).

### The 1997 “Smart Growth” and Neighborhood Conservation—“Smart Growth” Areas Act

This act builds on the foundation of the eight visions adopted in the 1992 act as amended. The act is nationally recognized as an effective means of evaluating and implementing statewide programs to guide growth and development.

The Maryland smart growth program has three goals:

1. To save valuable remaining natural resources.
2. To support existing communities and neighborhoods.
3. To save taxpayers millions of dollars in unnecessary costs for building infrastructure to support sprawl.

A significant aspect of the initiative is the smart growth areas legislation that requires that state funding for projects in Maryland municipalities, other existing communities, industrial areas, and planned growth areas designated by counties will receive priority funding over other projects. These smart growth areas are called priority funding areas (PFA). The entirety of the transit district is designated a PFA by the County and the state.

Local governments are required to periodically update comprehensive plans in order to reflect the visions of the act. Plan 2035 is consistent with the goals and objectives of the Prince George’s County PFA Program in which priority for funding is given to the area formerly designated as the Developed Tier. The transit district development plan recommends a phasing procedure and identifies additional tools for implementation to take full advantage of the PFA designation. The transit district development plan also implements Plan 2035’s concept of transit-oriented and transit-supportive development in prioritized locations, such as regional transit districts and the Innovation Corridor along US 1 (Baltimore Avenue) and MD 193 (Greenbelt Road), to maximize public investment in infrastructure.

## The Smart and Sustainable Growth Act of 2009

The Smart and Sustainable Growth Act of 2009 clarifies the link between local comprehensive plans and local land use ordinances. The bill reinforces the importance of planning for sustainable growth and development in all local jurisdictions within the state. The 8 plan visions stated in the 1992 Maryland Planning Act were replaced with an updated and expanded list of 12 visions:

1. A high quality of life is achieved through universal stewardship of the land, water, and air, resulting in sustainable communities and protection of the environment.
2. Citizens are active partners in the planning and implementation of community initiatives and are sensitive to their responsibilities in achieving community goals.
3. Growth is concentrated in existing population and business centers, growth areas adjacent to these centers, or strategically selected new centers.
4. Compact, mixed-use, walkable design consistent with existing community character and located near available or planned transit options is encouraged to ensure efficient use of land and transportation resources as well as the preservation and enhancement of natural systems, open spaces, recreational areas, and historical, cultural, and archeological resources.
5. Growth areas have the water resources and infrastructure to accommodate population and business expansion in an orderly, efficient, and environmentally sustainable manner.
6. A well-maintained, multimodal transportation system facilitates the safe, convenient, affordable, and efficient movement of people, goods, and services within and between population and business centers.
7. A range of housing densities, types, and sizes provides residential options for citizens of all ages and incomes.
8. Economic development and natural resource-based businesses that promote employment opportunities for all income levels within the

capacity of the state's natural resources, public services, and public facilities are encouraged.

9. Land and water resources, including the Chesapeake and coastal bays, are carefully managed to restore and maintain healthy air and water, natural systems, and living resources.
10. Waterways, forests, agricultural areas, open space, natural systems, and scenic areas are conserved.
11. Government, business entities, and residents are responsible for the creation of sustainable communities by collaborating to balance efficient growth with resource protection.
12. Strategies, policies, programs, and funding for growth and development, resource conservation, infrastructure, and transportation are integrated across the local, regional, state, and interstate levels to achieve these visions.

Together, the 12 visions provide guiding principles that describe how and where growth can best occur without compromising the state's natural and cultural resources. The act acknowledges that the comprehensive plans prepared by counties and municipalities are the best mechanism to establish priorities for growth and resource conservation.

## The 2002 Prince George's County Approved General Plan

The 2002 General Plan sets forth goals, objectives, policies, and strategies that guide future growth and development throughout Prince George's County. The 2002 General Plan established three growth policy areas for the County: the Developed, Developing, and Rural Tiers. The combination of these policy areas designates significant economic development, residential development, and preservation. The 2002 General Plan also specifically targeted growth to a limited number of designated centers and corridors, including the College Park/U of MD Metro Metropolitan Center. Development and redevelopment within centers and corridors was intended to capitalize on existing infrastructure by locating homes, jobs, and shopping closer to transit services. These were intended to be the areas where future growth was most appropriate, and the benefits to the County for future development would far outweigh the costs to the County.

## The 2014 Plan Prince George's 2035 Approved General Plan

Plan 2035 designates the College Park/U of MD Metro Station area (hereafter referred to as the College Park-Riverdale Park Transit District or transit district area) as one of eight regional transit districts and part of the County's Innovation Corridor. Specifically, the entirety of the transit district area is recommended for a mix of office, flex-space, and/or industrial uses with supporting retail and residential development and a desired housing mix to include high-rise and mid-rise apartments and townhomes with an average residential density in excess of 40 dwelling units per acre.

Regional transit districts are envisioned as moderate- to high-density areas that will feature high-quality urban design; incorporate a mix of complementary uses and public spaces; and provide a range of transportation options, such as Metro, bus, light rail, bike and car share; and promote walkability. They will also provide a range of housing options to appeal to different income levels, household types, and existing and future residents.

Employment areas reflect concentrations of economic activity in four targeted industry clusters—healthcare and life sciences; business services; information, communication, and electronics (ICE); and the Federal Government. Plan 2035 recommends continued support for business growth in these geographic areas, particularly in the targeted industry clusters, and calls for concentration of new business development near transit where possible. The area along US 1 (Baltimore Avenue) and MD 193 (Greenbelt Road) between College Park, Greenbelt, and Beltsville is designated as part of the County's Innovation Corridor, and in conjunction with the University of Maryland, College Park campus, the transit district area acts as the southern anchor to this economically vital portion of Prince George's County.

This plan implements Plan 2035 by fostering a transit-oriented, mixed-use community featuring numerous federal, state, and private-sector tenants within the four targeted industry clusters envisioned for designated employment areas. The presence of M Square anchors the transit district's potential as a regional employment center supplemented by the

introduction of moderate- to high-density residential neighborhoods and complementary retail and restaurant uses within the transit district.

## Countywide Functional Master Plans

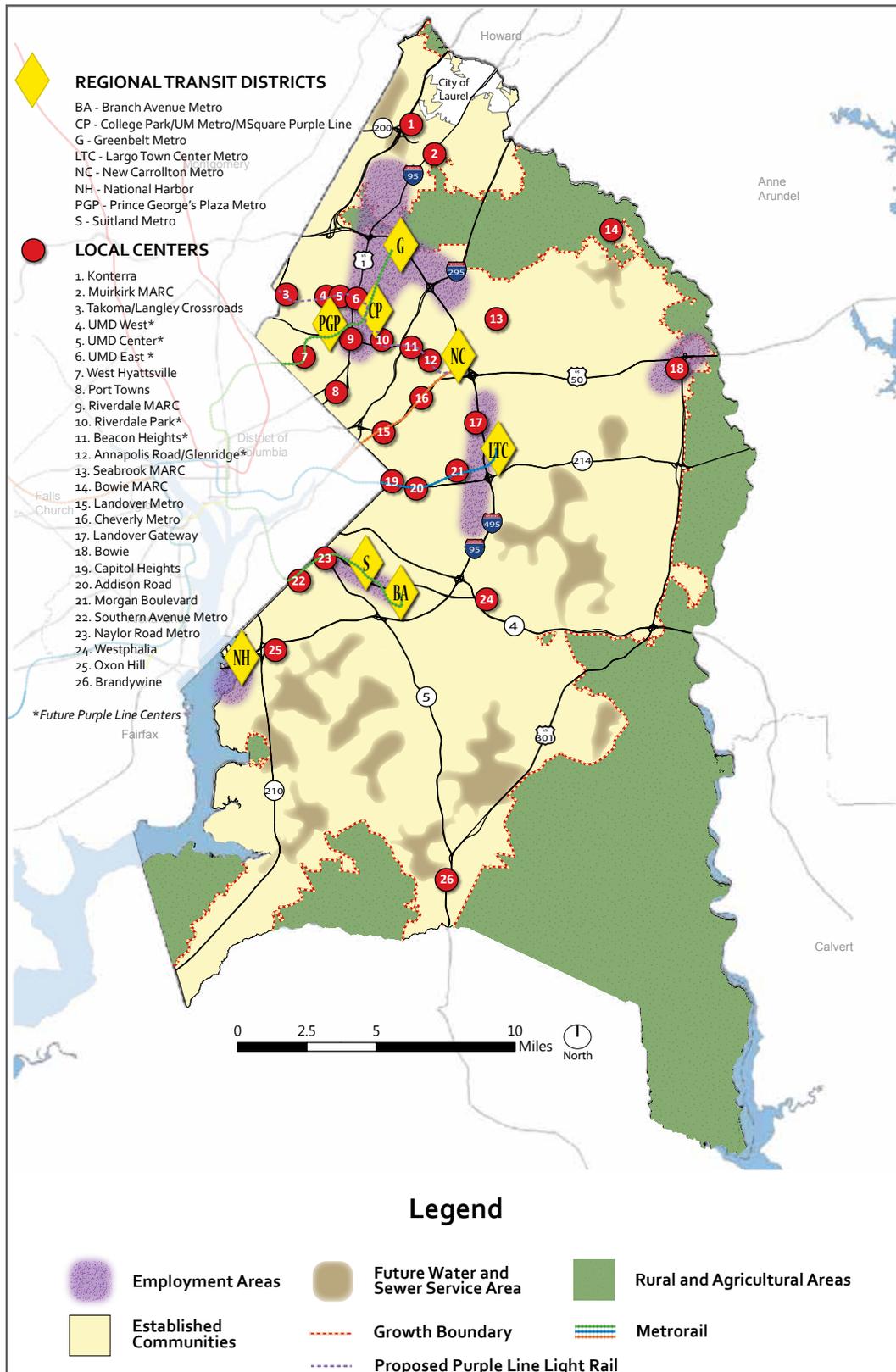
The Green Infrastructure Plan, Public Safety Facilities Master Plan, Master Plan of Transportation, 2010 *Water Resources Functional Master Plan*, Historic Sites and Districts Plan, and 2013 *Formula 2040: Functional Master Plan for Parks, Recreation, and Open Space* amended and updated functional elements of the 2002 General Plan. This transit district further amends these countywide functional master plans and the 1983 *Adopted and Approved Public School Sites Functional Master Plan* to achieve the community vision for the future of the College Park-Riverdale Park Transit District.

## 1989 Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity [October 1989], and Adopted Sectional Map Amendment for Planning Areas 65, 66 and 67 [May 1990]

This master plan sets forth land use, public facilities, environmental, and zoning recommendations for Planning Areas 65, 66, and 67. Much of the transit district area is in Planning Area 66, and this TDDP amends the portion of the master plan containing the area. This master plan recognizes the potential of the Metro Green Line in College Park and seeks to address four key issues identified by the community at the time: (1) relevant natural and other features of the physical environment, (2) housing requirements of present and future residents, (3) provision of retail and office services as well as a range of employment and investment opportunities, and (4) meeting the need for public facilities and adequate transportation. The sectional map amendment brought the zoning throughout the area into conformance with the master plan.

The majority of the transit district area is placed by the 1989 Langley Park-College Park-Greenbelt Master Plan within one of five separate employment areas: Kropp's Addition, WMATA Property, University of Maryland Property, Litton Property, and ACF Property. Since the approval of the master plan

MAP 4: PLAN 2035 GROWTH POLICY



and the 1997 College Park-Riverdale TDDP these employment areas have essentially been replaced by a larger and more cohesive transit district designation, and the property ownership pattern has evolved with the University of Maryland emerging as the major property owner, acquiring the former Litton Property and the majority of the ACF holdings (see Map 6 on page 23). High-quality, mixed-use development, including amenities, landscaping, lighting, and adequate public facilities, was envisioned along with a development cap of 2.5 million square feet based on the envisioned transportation network. The age of this master plan and changing conditions reinforce the need for this TDDP update.

### ***The 1994 Approved Master Plan and Sectional Map Amendment for Planning Area 68***

This comprehensive master plan addresses the municipalities of Brentwood, Colmar Manor, Cottage City, Edmonston, Hyattsville, Mount Rainier, North Brentwood, Riverdale Park, and nearby unincorporated areas of the County located in Planning Area 68. Emphasizing community reinvestment, transportation, and natural resources, the master plan set out to create a supportive and committed partnership among representatives from County and local government, residents, and businesses to develop and implement strategies that improve the community. The plan's major emphasis on revitalization has served as a constant underlying factor, informing multiple follow-up sector plans such as those approved for the Gateway Arts District and the Port Towns communities; the Planning Area 68 Master Plan continues to inspire the residents and elected officials of the impacted neighborhoods.

With regard to the transit district area, the Planning Area 68 Master Plan recognized and retained the Riverside Employment Center that existed at the time and suggested that the then-proposed College Park transit district could include recommended changes to the underlying zoning and associated land uses within the transit district area following further study.

### ***The 1997 Approved Transit District Development Plan for the College Park-Riverdale Transit District Overlay Zone***

The 1997 College Park-Riverdale TDDP established a land use pattern oriented to a bifurcated planning area. Properties in the northern half of the transit district were intended for mixed-use development, emphasizing office, retail, hotel, and light industrial uses with some residential potential adjacent to the Metro station. The southern half was envisioned as a planned employment park and was rezoned to the I-3 (Planned Industrial/Employment Park) Zone. Density and parking caps were established for both the north and south areas and the overall transit district, based on development approvals, in place when the plan was prepared along with an estimated additional build-out yield between 3.6 and 5.7 million square feet of development in the northern area. The future land use, zoning, and planning recommendations for the transit district were directly linked to a parcel-based approach. Twenty-two development parcels were created, and several hundred development guidelines and standards were established.

The resulting complexity of the 1997 College Park-Riverdale TDDP has posed a number of difficulties during the review of development projects within the transit district. One of the major underlying goals of the TDDP update is to streamline and simplify the development regulations and process within the transit district.

### ***2008 Urban Land Institute Technical Assistance Panel***

On May 14 and 15, 2008, a technical assistance panel of land use and economic development experts was convened by the Urban Land Institute to study the College Park Metrorail station area, specifically the portion of the TDDP located north of Paint Branch Parkway. This technical assistance panel recommended alternate land use development scenarios that emphasized residential and hotel uses interlaced with community open spaces and modest retail/restaurant and office uses. As one of the key factors leading to the initiation of the update to the 1997 College Park-Riverdale TDDP, the findings of the Urban Land Institute's panel were essential to the plan preparation

process and recommendations proposed by this preliminary TDDP.

### 2012 US 1 Communities Retail Market Study

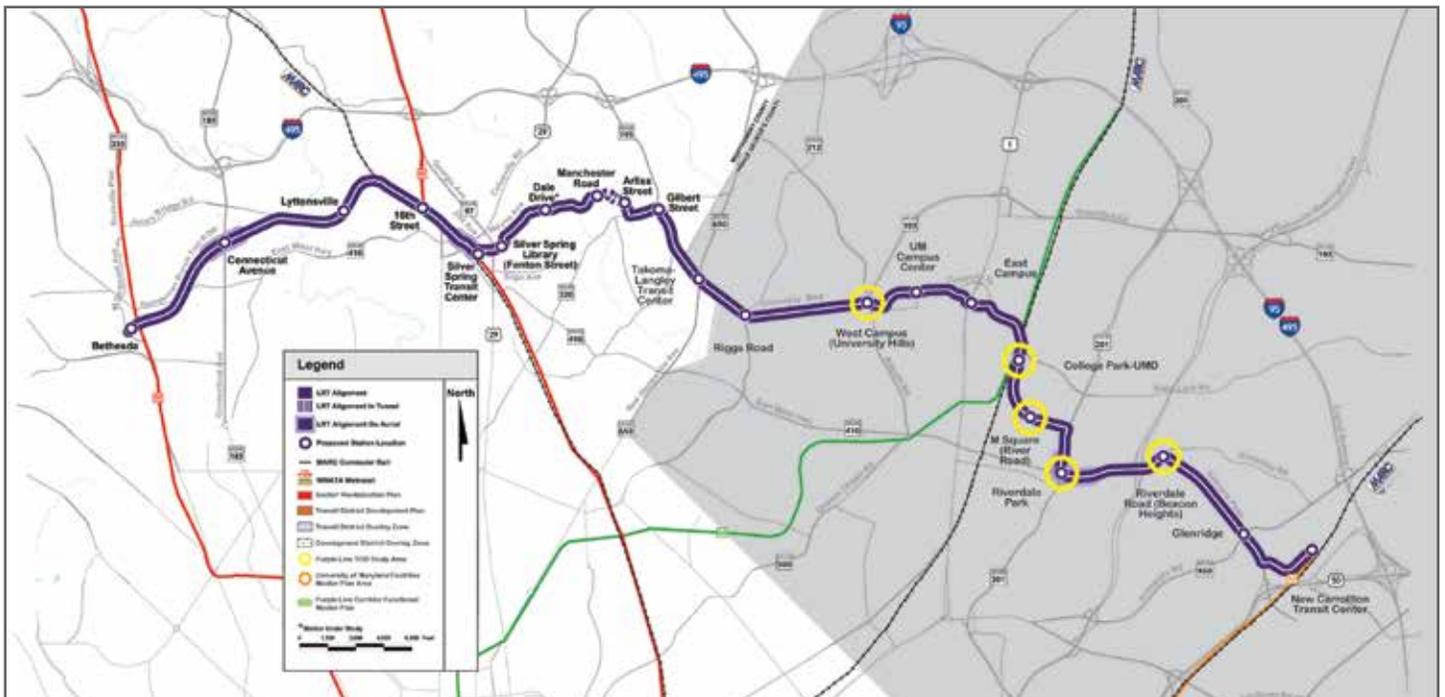
In 2011 the consulting firm, Bolan Smart Associates, was commissioned to examine existing and future retail demand along US 1 between Washington, D.C., and Beltsville, Maryland. This study provided insight into the future retail demand along a corridor already lined with numerous retail establishments. (While not directly linked to the transit district area, its findings were evaluated as part of the TDDP market analysis and incorporated within the broader market analysis conducted for the TDDP.) The study assumed the pending Cafritz Property development application would be approved, including more than 100,000 square feet of new retail development on the US 1 frontage of the Town of Riverdale Park, and evaluated the remaining market potential. It concluded that approximately 55,000 additional square feet of grocery/convenience store space and 40,000 square feet of restaurant space was supportable along the six-mile portion of US 1 included in the analysis.

### 2012 Transportation Land Use Connections (TLC) Program

In July 2012 the City of College Park was awarded a grant by the Transportation Planning Board under the TLC Program to conduct a market analysis for mixed-use and transit-oriented development for 14 acres of land located north of Paint Branch Parkway. The results of this analysis, which emphasized the market for residential development, were presented to the City of College Park on March 5, 2013, and were also incorporated within the larger market analysis conducted for the TDDP update.

### 2013 Purple Line Transit-Oriented Development Study

This Prince George’s County Planning Department study evaluated five proposed Purple Line stations that were to be located outside of areas covered by recently approved sector and transit district plans, including Riverdale Road (Beacon Heights), Riverdale Park, M Square (River Road), College Park-U of MD Metro Station, and West Campus (University Hills). The 2013 study presents a number of general recommendations for future transit-



The preferred alignment of the Purple Line with the five stations included in the 2013 study circled in yellow.

oriented development and pedestrian and bicyclist improvements at these locations. Since two of these stations are located within the College Park-Riverdale Park Transit District, this study directly informs the TDDP by providing additional public input, a framework land use pattern, and preliminary zoning and design recommendations that were refined through the community workshops and other TDDP preparation meetings. Numerous aspects of the TOD study are expounded upon by the TDDP, including the central concept of a significant east-to-west greenway that links the Metro station to the Northeast Branch Stream Valley Park.

## Recent Federal, State, and Local Policy Guidance

### Changes to the County Code

There have been several changes to the Prince George's County Code that are relevant to the update of the TDDP. The Green Infrastructure Plan contains recommended changes to the County Code that are necessary to ensure that the measurable objectives in the plan can be met by 2025. The recommendations included amendments to the Woodland and Wildlife Habitat Conservation Ordinance (WCO) that include measures to reduce forest fragmentation, maximize on-site conservation, and increase the minimum size of woodland conservation areas. The Green Infrastructure Plan also recommended that existing poor water quality be addressed through the raising of the minimum stream buffer widths countywide. These amendments were approved in 2010 and are now requirements in the County Code.

An additional code change that was approved in 2010 was the County's first Tree Canopy Coverage (TCC) Ordinance. This ordinance, the only one of its kind in the State of Maryland, requires that applicable properties meet minimum tree canopy coverage requirements based on the property's zoning. TCC applies to properties even if they are exempt from meeting the requirements of the WCO, resulting in an increase in tree canopy coverage countywide.

Also in 2010, a new stormwater management ordinance was passed that now requires the use of environmental site design (ESD) techniques countywide to implement the State of Maryland's

Stormwater Management Act of 2007 at the County and community levels. Similar to techniques previously labeled as "low-impact development" stormwater methods, ESD requires that the first priority when developing a property is the preservation of existing vegetation, then on-site infiltration of stormwater, and only after all other options have been exhausted can structural stormwater management methods be considered. This ordinance change was required by state law to address the necessary reductions in pollution loads in the Chesapeake Bay. With regard to the transit district area, the new stormwater management ordinance has significant impact on shaping the future development and land use pattern, and consideration of stormwater management is paramount to the successful implementation of the TDDP vision since a more comprehensive, collaborative, and regional approach must be introduced in conjunction with small-site ESD solutions.

On April 24, 2012, the Prince George's County Council passed CB-2-2012, an act concerning adequate public pedestrian and bikeway facilities in centers and corridors, for the purpose of ensuring that new subdivisions in designated centers and corridors include adequate sidewalks and on-road bicycle facilities that are safe, attractive, and accessible. On May 30, 2013, the Prince George's County Planning Board adopted appropriate guidelines for determining the adequacy of bicycle and pedestrian facilities within centers and corridors at the time of subdivision. Known as the *Transportation Review Guidelines—Part 2*, these guidelines seek to implement the complete streets policies, strategies, and recommendations of the 2009 Master Plan of Transportation. The Guidelines—Part 2 assists the Planning Board in making their determination of off-site bicycle, pedestrian, and transit improvements that the development may be required to construct within one-half mile of the subject property for improvement and completion of connections made to adjoining land uses, transit stops, or existing sidewalks and pedestrian crossings.

The County's complete streets policies were further reinforced with the passage of CB-83-2012, which amends Subtitle 23 of the County Code (the Roads and Sidewalks Ordinance) by adding new definitions for "green street" and "complete street"

and establishing the official Complete and Green Streets Policy for Prince George's County. Subtitle 23 now requires that all County-funded projects meet complete streets standards unless determined to be cost-prohibitive. CB-83-2012 also recommends that all capital improvement program projects and the Prince George's County Department of Public Works and Transportation's "General Specifications and Standards for Highway and Street Construction" and "Specifications and Standards for Highway Traffic Signals" be amended to reflect the new Complete and Green Streets Policies. Paint Branch Parkway has been recommended for a complete and green streets treatment and is part of the County's Department of Public Works and Transportation work program for fiscal year 2015.

### Prince George's County Landscape Manual

The *Prince George's County Landscape Manual* was amended in December 2010 and is intended to set a new standard of excellence in the design, sustainability, and quality of landscaping in the County as well as to generate aesthetic, economic, environmental, and health benefits for the County's residents, businesses, and visitors. The updated 2010 Landscape Manual emphasizes sustainable landscaping

techniques, contains standards specific to the 2002 General Plan tier in which property is located, and explicitly recognizes the need for more urban forms of landscaping in centers, corridors, and corridor nodes. Development standards for urban places as established by the 2010 Landscape Manual are the basis of the landscape requirements of this TDDP.

### Total Maximum Daily Loads (TMDL)

On December 29, 2010, the United States Environmental Protection Agency (EPA) established a nutrient and sediment pollution diet for the Chesapeake Bay Watershed intended to restore the water quality of the bay. This program is known as the Chesapeake Bay TMDL. The mitigation and reduction of nutrients, such as nitrogen and phosphorus, and sediment are implemented by local jurisdictions, such as Prince George's County through the County Code, and guidance is offered by a Phase II Watershed Implementation Plan (WIP). The state's Phase II WIP documents, which incorporate best management practices in reducing nutrients and sediment within river basins (such as the Potomac and Patuxent Rivers), were submitted to the EPA in March 2012.

## Municipal and Institutional Partners

The TDDP area lies within the boundaries of two municipalities—the City of College Park and the Town of Riverdale Park (see Map 5 on page 22). As critical partners, College Park and Riverdale Park have played an essential role by contributing insights, providing feedback, and helping to craft the TDDP vision and recommendations. Their involvement will continue for the length of the TDDP’s implementation as the municipalities share their experience and expertise during the development review process, help to promote economic development, provide transportation services, and maintain public infrastructure.

Another key partner is the University of Maryland, College Park (UMD), which owns or leases approximately 42 percent of the TDDP area. The bulk of its holdings along River Road are commonly referred to as M Square (see Map 6 on page 23). M Square is Prince George’s County’s premier research park and is home to such tenants as the UMD Center for Advanced Study of Language, NOAA Center for Weather and Climate Prediction (NCWCP), UMD National Foreign Language Center, IARPA), Fraunhofer Center for Experimental Software Engineering, and Earth System Science Interdisciplinary Center. UMD also owns properties north of Paint Branch Parkway, including the Technology Ventures Building on College Avenue. As the major property owner, UMD’s programming and real estate investment decisions have significant bearing on the future character and direction of the TDDP area.

WMATA and the Maryland Transit Administration worked closely with the planning team in coordinating TDDP recommendations to leverage the economic,

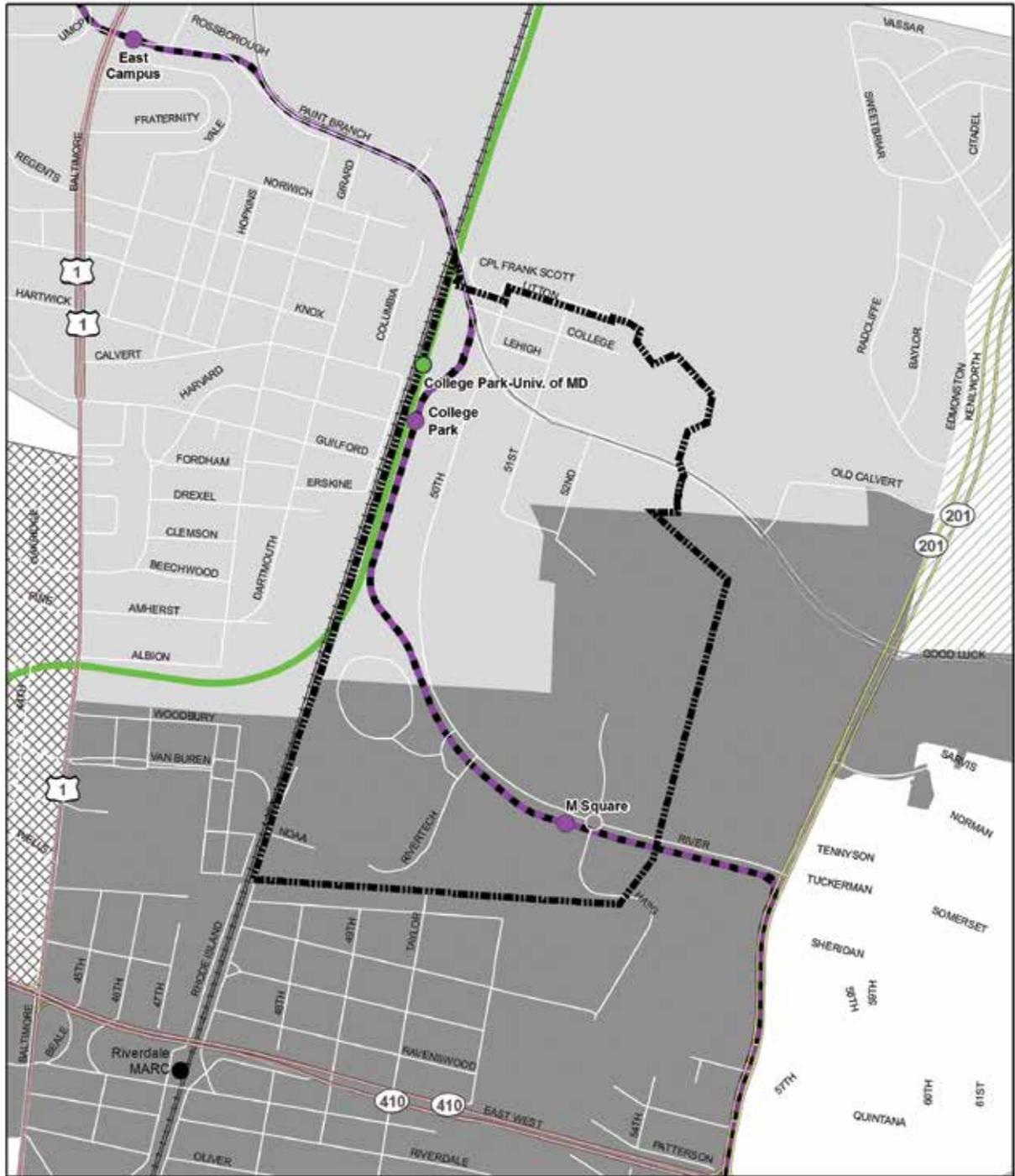
social, and physical strengths offered by the Metro Green Line and two proposed Purple Line stations. As a TDDP, these assets are the cornerstones of the plan and the foundation for the future of College Park and Riverdale Park.

With significant land holdings, both within and abutting the TDDP area, the Prince George’s County Department of Parks and Recreation was integral in developing an innovative parks and recreation approach for the TDDP, adapting concepts and the vision espoused by the *Formula 2040: Functional Master Plan for Parks, Recreation, and Open Space* to the local context. The challenges posed by the proximity of three existing and future transit stations to an operational airport and preserved stream valley also provide opportunities to integrate a cohesive network of large passive open space corridors with small, tightly programmed and intimate urban plazas and squares. Continued coordination with the Department of Parks and Recreation will be key to developing the sense of place necessary to achieve the transit-oriented, mixed-use vision for the TDDP area.

The contributions and guidance provided by other institutional partners, including the American Center for Physics, NCWCP, the Prince George’s County Economic Development Corporation, and Redevelopment Authority of Prince George’s County, are also acknowledged and appreciated. In a plan area consisting of 80 percent public sector ownership, continued collaboration among all parties is crucial. The County will need to work closely with the university, College Park, Riverdale Park, and other partners to facilitate high-quality development and infrastructure improvements consistent with the TDDP vision.

In April 2014 WMATA released a joint development solicitation for development at three Metro stations including the College Park/U of MD Metro Station.

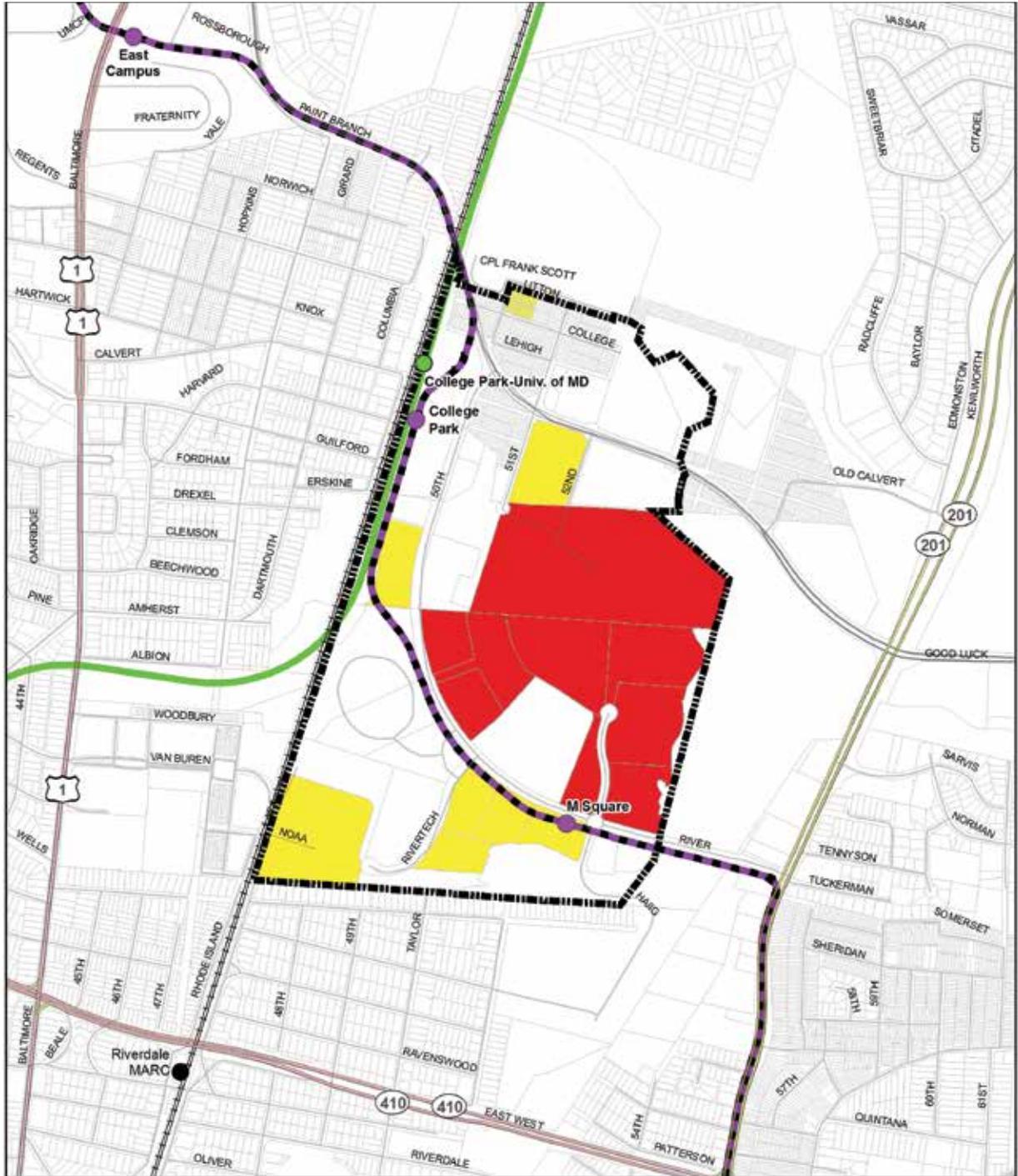
MAP 5: TDDP AREA WITHIN THE BOUNDARIES OF THE CITY OF COLLEGE PARK AND THE TOWN OF RIVERDALE PARK



Legend	Municipalities	Road	Rail Transit Lines and Stations
College Park / Riverdale Park TDDP / TDOZ Boundary	College Park	Freeway	Camden Line and MARC Station
Riverdale Park	Greenbelt	Highway	Metro Green Line and Station
University Park		Major Road	MTA Purple Line and Station (Proposed)
		Other Road	



MAP 6: M SQUARE



- |  |   |  |   |
|--|---|--|---|
| <b>Legend</b>  | <b>University of Maryland Holdings</b>  | <b>Road</b>  | <b>Rail Transit Lines and Stations</b>  |
| <ul style="list-style-type: none"> <li> College Park / Riverdale Park TDDP / TDOZ Boundary</li> <li> Property</li> </ul> | <ul style="list-style-type: none"> <li> M Square Research Park (UMD Holdings)</li> <li> Other UMD Holdings</li> </ul> | <ul style="list-style-type: none"> <li> Freeway</li> <li> Highway</li> <li> Major Road</li> <li> Other Road</li> </ul> | <ul style="list-style-type: none"> <li> Camden Line and MARC Station</li> <li> Metro Green Line and Station</li> <li> MTA Purple Line and Station (Proposed)</li> </ul> |



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## Plan Process and Participation

Meaningful and comprehensive stakeholder input and feedback were critical to creating a community-based vision for an area. Active public participation ensured the plan addressed community concerns and ideas, helped make the planning process inclusive and transparent, identified key opportunities and areas of prioritization, and built momentum to move the plan toward implementation.

The College Park-Riverdale Park TDDP pursued a multipronged public participation strategy to engage a broad range of stakeholders, convey information, and solicit feedback.

## Information and Data Collection

The planning process began in 2012 with intensive information and data collection and analysis prior to the plan's formal initiation by the Planning Board on May 30, 2013, and the District Council on June 18, 2013. The planning team conducted site visits and meetings with elected officials and staff from the City of College Park and Town of Riverdale Park; met with the Council Member from Council District 3; reviewed relevant plans, including the recently completed Purple Line TOD Study; and gathered baseline data. These preplanning efforts culminated in the transit district development plan's first community meeting on May 9, 2013. Approximately

60 participants shared their thoughts on the challenges and opportunities facing the TDDP area and commented on the proposed project boundary. This input, along with information gathered during the preplanning process, was critical to informing the TDDP's approach and public participation program. Additional outreach, information collection, and analysis continued throughout the planning process in the form of agency work sessions, a food truck event at M Square, and interviews with key property owners, such as the University of Maryland, College Park; College Park Airport; and the American Center for Physics.



*Several community workshops provided a wealth of information to inform the plan's vision and recommendations.*



*A food truck event at M Square in early November proved very popular with local employees. Good, hot food and talk of the future helped warm the body on a chilly day.*



## M Square Outreach

Employees in M Square constitute an important stakeholder group. Recognizing the limited availability of daytime workers to attend evening events, the planning team, in close partnership with the City of College Park and with the support of the Town of Riverdale Park, organized a food truck event on November 13, 2013, at which it hosted an information table and distributed surveys. (The survey was designed to augment the findings of the survey circulated during the 2011–2012 Purple Line TOD Study). Attendees raised a variety of issues, including the desire to improve the overall appearance of the area, increase the number of available dining and retail options, and expedite the construction of the Purple Line. Employees from a number of firms based in M Square participated throughout the process and provided interesting observations and suggestions that directly influenced the TDDP recommendations.

## University of Maryland Engagement

The planning team worked closely with the TDDP’s largest property owner—the University of Maryland, College Park—to ensure the university’s insights, ideas, and priorities were brought to the team’s attention early on and could be addressed during follow-up meetings. Issues raised included the constraints associated with existing covenants; the need for overall flexibility in the TDDP’s development program, regulations, and parking requirements; the desire to facilitate secure tenant space and leasing opportunities; and support for the future introduction of residential uses at M Square.

## Community Workshops

Several major public workshops were conducted over a 10-month period to help craft the TDDP (see text box to the right). Following brief presentations, audience members broke into groups to participate in facilitated table discussions, were invited to participate in an open question and answer session, and shared comments at thematic stations. As the meetings progressed, it became apparent that stakeholders had several common concerns and ideas for the TDDP area.

Stakeholders pointed out that while the TDDP’s historic and environmental setting—replete with the

country’s oldest continuously-operating airport, three National Register historic district neighborhoods, and a stream valley park—is rich, the area feels “empty,” “soulless,” and “uninviting.” A mix of pedestrian-friendly uses at M Square complemented by strategically located new amenities, such as restaurants and retail, and improved connectivity would help integrate the area’s disparate parts and foster a sense of vibrancy and place. Stakeholders also underscored the importance of providing appropriate transitions to existing single-family residential neighborhoods in Old Town College Park, Calvert Hills, and Riverdale Park as well as preserving and enhancing existing open space and environmental resources.

**COMMUNITY LISTENING SESSION**—College Park City Hall, May 9, 2013

**COMMUNITY MEETING #1**—Parks and Recreation Auditorium, August 21, 2013

**COMMUNITY MEETING #2**—Parks and Recreation Auditorium, September 25, 2013

**COMMUNITY MEETING #3**—Parks and Recreation Auditorium, November 20, 2013

**PRELIMINARY RECOMMENDATIONS DISCUSSIONS**—College Park City Hall, January 21, 2014; Old Parish House, College Park, January 22, 2014; and Riverdale Park Town Hall, January 27, 2014

Consensus naturally did not extend across all issues. Stakeholders expressed a range of opinions on issues such as whether the College Park Airport should continue operations; the extent of land within the TDDP boundaries that should be dedicated to open space and environmental remediation uses; the proposed scale, height, and location of new buildings; how parking supply should be addressed; whether the TDDP boundaries should be expanded to the west and east; and if the Purple Line alignment could be shifted into the right-of-way along River Road.

## Agency Engagement

Securing agency input and feedback at different stages of the planning process was critical to identifying “deal-breakers” early on and developing realistic recommendations, phasing plans, and implementation strategies. The TDDP team conducted two rounds of coordinated agency meetings with key County,

**AGENCY ENGAGEMENT:** Key agencies and partners participating in these discussions included:

- City of College Park and Town of Riverdale Park.
- County Executive’s office.
- Councilman Eric Olson’s office and County Council staff.
- Maryland Department of Transportation (including Maryland Transit Administration and the State Highway Administration).
- Maryland Department of Assessments and Taxation.
- Washington Metropolitan Area Transit Authority.
- Washington Suburban Sanitary Commission (WSSC).
- University of Maryland, College Park.
- Prince George’s County Department of Permitting, Inspections, and Enforcement.
- Prince George’s County Health Department.
- Prince George’s County Department of Parks and Recreation.
- Prince George’s County Department of Public Works and Transportation.
- Prince George’s County Department of Housing and Community Development.
- Prince George’s County Board of Education.
- Prince George’s County Economic Development Corporation.
- Prince George’s County Redevelopment Authority.
- Prince George’s County Revenue Authority.
- Prince George’s County Department of Environmental Resources.
- Prince George’s County Police Department.
- Prince George’s County Fire/EMS Department.
- National Oceanic and Atmospheric Administration.
- American Center for Physics.

state, transportation, and environment partners (see text box above) in addition to a number of individual and small-group agency meetings to discuss pertinent topics. The project team also coordinated with a multiagency working group, soliciting redevelopment interest in County and private land located north of Paint Branch Parkway.

These meetings allowed the planning team to brief the attendees on the purpose and progress of the TDDP, obtain timely feedback, and start to build consensus

on preliminary recommendations. The team also conducted targeted outreach with the Prince George’s County Department of Parks and Recreation and the newly formed Department of Permitting, Inspections, and Enforcement to discuss issues related to the stream valley park, the Wells-Linson Ice Rink and Outdoor Pool Complex, the College Park Aviation Museum, and the floodplain.

The TDDP area was also addressed during the County’s monthly transportation coordination meetings at which staff from the Prince George’s County Planning Department, the Department of Public Works and Transportation, the Maryland Department of Transportation, WMATA, and local jurisdictions discussed shared transportation opportunities and issues.

### Information Dissemination and Education

The approved public participation program underscored the TDDP’s commitment to disseminating project information comprehensively and effectively. To reach a broad audience, the planning team used a diversity of outreach tools and media outlets. Physical mailings were sent to every property inside and within one-half mile from the TDDP boundaries following initiation. Additionally, the planning team developed a web site ([www.pgplanning.org/CPRP-TDDP.htm](http://www.pgplanning.org/CPRP-TDDP.htm)), which, in addition to existing reports and maps, was updated on a regular basis with meeting notices, presentations, and summaries. The web site also enabled stakeholders to sign up to receive electronic project updates.

Project information was shared via mass e-mails to interested parties, newsletters from the office of Council Member Eric Olson, and via regular briefings to the City of College Park and the Town of Riverdale Park. The planning team also circulated press releases, posted upcoming meeting schedules on the College Park Patch and Riverdale Park Patch, designed and posted an advertisement on Shuttle-UM buses, promoted events through the University of Maryland’s Diamondback student newspaper, and information sharing with participants of the food truck event at M Square.

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## Chapter 2: Plan Vision

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## Vision

The *College Park-Riverdale Park Transit District Development Plan* (TDDP) envisions four interconnected neighborhoods that capitalize on the area's rich transit network and recreational amenities, celebrates its historic and environmental settings, and builds on its strong affiliation with the University of Maryland's flagship campus in College Park. Each neighborhood contributes to the transformation of the auto- and suburban-oriented office and industrial area into a vibrant, walkable, mixed-use center that attracts new residents, workers, and businesses; positions the innovative M Square Research Park as the centerpiece of a regional employment hub; emphasizes environmental stewardship; and improves walkability and access to the transit district's diverse transit options and surrounding historic communities.

## Transit District Neighborhoods

Four new neighborhoods strengthen the transit district, each contributing unique features to the cohesive and distinct character of the College Park-Riverdale Park Transit District (see diagram on next page).

**Metro Core:** The Metro Core surrounds the TDDP's major transit hub—its Metro and MARC stations and one of its two future Purple Line stations. Featuring a high-density mix of uses, an extended-stay hotel, and a new multipurpose transit plaza and green bordered by strategically located retail, the Metro Core welcomes residents, visitors, and students; brands the transit district as an active, fun, and distinctive place to live and work; incorporates a greenway linking the transit plaza to the Anacostia Stream Valley Park; and creates new dining and shopping options for local employees.

**College Park Aviation Village:** Located between the College Park Airport and Paint Branch Parkway, the College Park Aviation Village is a compact, predominantly residential community with integrated neighborhood-serving retail and civic uses. New open spaces create opportunities for passive and active recreation with enhanced connectivity, views, and signage to highlight the College Park Aviation Museum as a cultural anchor.

**Research Core:** Building around the University of Maryland's M Square Research Park, the Research Core serves as the transit district's dynamic and evolving hub of research, science, and technology companies. This neighborhood encompasses the transit district's primary greenway and accentuates the area's environmental resources while incorporating a range of existing and new office, research, and recreational uses—including the Wells-Linson Ice Rink and Outdoor Pool Complex. Larger, flexible parcels accommodate university research features and GSA tenant offices requiring heightened security measures. The predominant office uses in this neighborhood feature enhanced connectivity and walkability and encourage compact infill development and convenience retail oriented toward the proposed M Square Purple Line Station along River Road.

**Riverdale Park Urban Village:** The Riverdale Park Urban Village establishes the southwestern boundary of the transit district abutting the historic community of Riverdale Park and the planned 40-acre, mixed-use Cafritz project on the west side of the CSX tracks. Its location gives it a transitional character with a predominantly mixed-use office area extending along the south side of River Road at the proposed M Square Purple Line Station, shifting to more of a mixed-use multifamily and single-family attached residential development closer to Riverdale Park.

## Amendments to the General Plan

The College Park-Riverdale Park TDDP does not propose any amendments to the County's General Plan. This TDDP was prepared parallel to and in concert with the *Plan Prince George's 2035 Approved General Plan*. The project team worked closely with Plan 2035 to ensure the TDDP conformed with the spirit, vision, and goals of the plan, and the TDDP affirms the Plan 2035 recommendations for a regional transit district and Innovation Corridor at the College Park/UM Metro/M Square Purple Line Regional Transit District.

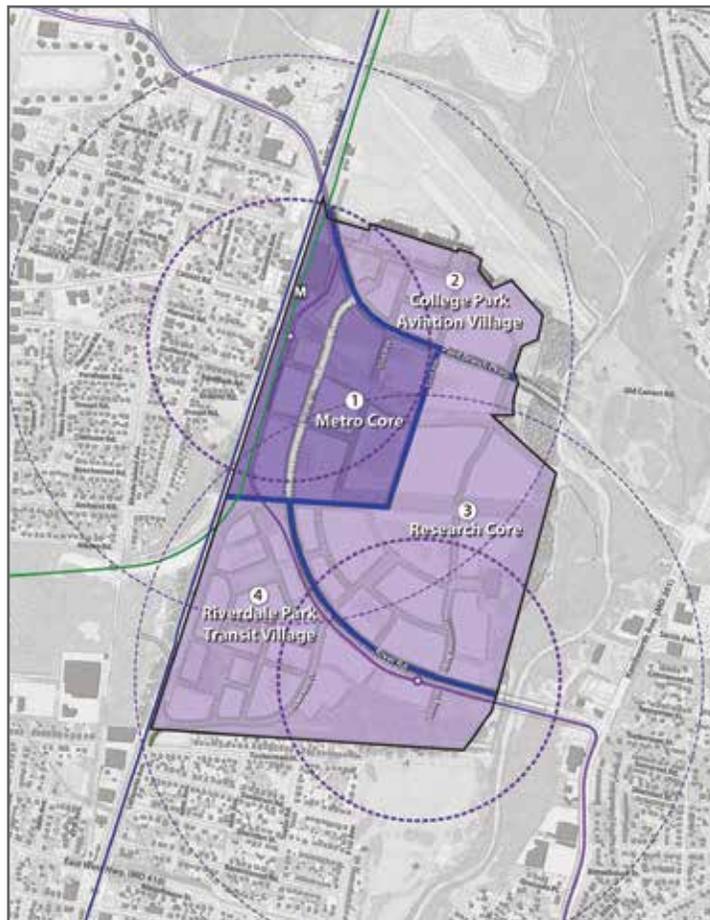
It should be noted that Plan 2035 calls the transit district area the College Park/UM Metro/M Square Purple Line Regional Transit District. Since the opening of the College Park/U of MD Metro Station in 1993, this area has been referred to by numerous

names. For the purposes of this TDDP, the transit district is referred to as the College Park-Riverdale Park Transit District. The boundaries of the transit district and the Plan 2035 center are coterminous.

The total amount of development envisioned within the transit district by the plan's horizon year 2040 consists of approximately:

- 4,277,218 total square feet of office and institutional land uses
- 97,800 square feet of retail space
- 285 hotel rooms
- 5,550 dwelling units

This potential development yield was used for the transportation and school capacity analyses conducted for the TDDP.



The four neighborhoods of the College Park-Riverdale Park Transit District.



## Chapter 3: Core TDDP Elements

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## Achieving the Vision

The implementation of this transit district development plan (TDDP) requires a long-term commitment by key stakeholders. It will take many years to fully realize the community vision established for the College Park-Riverdale Park Transit District as this TDDP advances an ambitious development program and a strategic, proactive implementation approach that are essential to stimulating the market.

**To achieve the community vision, it is *essential* to understand and address the five keystones necessary to bridge the gap between today and tomorrow.**

These keystones underlie and inform every aspect of the TDDP and the plan’s recommendations. The persistent and dedicated focus on addressing the keystones is essential to the success of the College Park-Riverdale Park Transit District.

### 1. The Riverside Covenants

The set of covenants (see Appendix D for the properties subject to the covenants) between various property owners in the southern half of the transit district and the Town of Riverdale Park intended to facilitate development in the 1980s are actually contrary to the transit district’s vision. These covenants:

- Require an industrial office park development and preclude residential uses (by recognizing and supporting industrial zoning).
- Mandate significant setbacks from streets, which detract from walkability and the opportunity to achieve an urban environment.
- Establish suburban-style landscape buffers and significant landscape areas.
- Place a development density cap on the Riverside properties that will not permit full build-out of the TDDP’s recommended land use pattern.
- Restrict building height in certain portions of Riverside that would benefit from denser development such as at the M Square Purple Line Station.
- Require monument-style signage, which is contrary to transit-oriented and pedestrian-friendly design.

- Restrict retail locations.
- Prohibit on-street parking.

As long as the Riverside covenants remain in place and effective, it will be impossible to achieve the development and land uses envisioned for the southern half of the transit district. All parties agree that the existing covenants create barriers to achieving the type of development needed to make this transit district the success it can be. It will be necessary for these property owners to address the covenants to make the TDDP happen.

Property owners are encouraged to pursue development opportunities and designs that implement the vision and goals of the TDDP. If the Riverside Covenants remain in place, the Zoning Ordinance allows for flexibility for the Planning Board to apply different development standards through the amendment process.

### 2. Existing Approvals and Addressing Phasing/Transitions

This TDDP recognizes that several existing development approvals within the transit district may not be fully consistent with the long-term vision. The TDDP establishes a framework in which phasing and transitions from the current development pattern to a more urban, transit-oriented, mixed-use community can be accomplished. In the event that properties with existing development approvals do not develop in accordance with those approvals, this TDDP encourages forward thinking, innovative design solutions, flexible development approaches, and ongoing collaboration among all property owners, developers, municipalities, and public sector entities. It is also noted that the illustrative plan images contained in this TDDP show just one way the transit district may develop over time; they are for illustrative purposes only and do not mandate future growth patterns.

This TDDP recognizes that development approvals pertaining to the build-out of M Square may preclude certain recommended street connections in the proposed street network in the short- to medium-terms. Ongoing conversations and flexibility are necessary to arrive at joint solutions to meet the overall vision and goals of the TDDP while simultaneously recognizing, preserving, and

supporting the development rights of the University of Maryland and their private partners.

Properties that obtained approval of a detailed site plan prior to adoption of this TDDP, including portions of M Square, shall be permitted to develop in accordance with the approved detailed site plan unless the detailed site plan expired prior to the issuance of a building permit. If an approved detailed site plan is still valid because it has not reached the end of its validity period and a building permit has not been issued, revisions to that detailed site plan shall be subject to the regulations and procedures of the 1997 *Approved Transit District Development Plan for the College Park-Riverdale Transit District Overlay Zone* only if the proposed revisions fall within the scope of Section 27-289(c), Limited Minor Amendments, of the Zoning Ordinance. All other detailed site plan revisions prior to the issuance of a building permit shall be subject to the requirements and transit district standards of this TDDP.

Additionally, if a property subject to a detailed site plan approved prior to adoption of this TDDP is “vested” because a building permit has been issued, that property is exempt from the requirements of this TDDP. Any changes to that property shall instead be subject to the regulations and procedures of the 1997 *Approved Transit District Development Plan for the College Park-Riverdale Transit District Overlay Zone*.

This TDDP also “grandfathers” all buildings, structures, and uses, which were lawful or could be certified as legal nonconforming uses on the date of the TDDP’s approval, by exempting them from the transit district standards until the property owner wishes to develop their property beyond the exemption thresholds specified in the transit district standards.

### **3. Plan Champion(s) and Active Collaboration**

Continued collaboration among all interested parties is essential to implementing any plan for future growth and development. Within the College Park-Riverdale Park Transit District this collaboration will be most effective if one or more major entities (City of College Park, Town of Riverdale Park, University of Maryland, College Park City-University Partnership, Prince George’s County, etc.) steps up as a champion of the plan. Significant and dedicated effort, from logistical

support and organization to financial incentives and marketing, will give the transit district the boost it needs to stand out among regional competitors and attract the market focus and developer interest needed for success. Implementation of the TDDP will be less effective without a continuous and persistent champion for the vision and recommendations.

### **4. Creating the Market**

A traditional approach to development, i.e., waiting for a market to evolve, is unlikely to be successful within the College Park-Riverdale Park Transit District. The Washington, D.C., metropolitan area is a very competitive location, and there are numerous priorities pulling at limited resources. Leveraging the assets of the transit district—rich transit amenities, the upcoming Purple Line, historic features such as the College Park Airport and residential communities, the academic reputation and ongoing partnerships of the University of Maryland—will best position the area for capturing and creating its own market demands.

To help prime this pump, it will be essential to build upon and fully leverage these existing assets as well as emerging development and new amenities within and near the transit district to create an environment where each new project builds on previous efforts as part of a greater development pattern.

### **5. Incentives and Public Sector Investment**

Applying existing and future financial incentives at all levels, including County and municipal resources, will demonstrate the dedication to achieving the TDDP vision and ensuring the College Park-Riverdale Park Transit District will take its place as one of the County’s foremost employment drivers. Additional efforts to streamline and expedite review of new projects that follow the examples set forth by the County’s Expedited Transit-Oriented Development Project review process and the revised transit district standards contained in this TDDP will help facilitate this effort. More effective approaches include direct funding and additional public sector investment—beyond that dedicated to the construction of the Purple Line—in street connections, streetscapes, open spaces, and public parking facilities.

If the public sector is able to demonstrate its dedication to implementing the TDDP, private

sector investment is more much likely to follow and supplement public efforts.

The College Park-Riverdale Park Transit District Development Plan provides the framework, but it is

only through these keystones that the necessary bridge will be built to fully achieve the community vision and implement this plan.



*This illustrative plan drawing shows what the transit district could look like when the community vision is fully realized.*

## Land Use and Urban Design

### Vision

The College Park-Riverdale Park Transit District is the heart of the County's employment and Innovation Corridor. Four diverse, mixed-use, transit-oriented neighborhoods provide living and working opportunities easily reached by a wealth of transportation options that include Metro, the Purple Line, buses, and a robust pedestrian and bicyclist trail network. A system of urban parks and open spaces are complemented by natural stream valleys and restored wetlands, highlighted by the world's oldest continuously operating airport, a new transit plaza and greenway corridor, and an innovative urban conservation park. New housing, employment, hotel, and retail buildings are well-integrated and appropriately transition to, and enhance, adjacent historic communities. (See page 38 for an illustrative drawing reflecting this vision.)

### Goals

- Transform the transit district's existing industrial and suburban office park environment into a vibrant walkable mixed-use center by creating a competitive employment hub integrated with diverse residential neighborhoods, complementary retail opportunities, and recreational amenities.
- Achieve high-quality and sustainable design in development and redevelopment that reflects the rich history of the City of College Park and Town of Riverdale Park, incorporates CPTED principles, and ideally obtains a minimum level of Silver in the LEED® Building Design and Construction (BD+C), Neighborhood Development (ND), or HOME systems or equivalent certification under other comparable green building rating programs.
- Pursue innovative floodplain mitigation techniques to maximize the development potential and economic return on investment of the transit district while preserving and improving the overall green infrastructure network.
- Protect and celebrate the College Park Airport and Aviation Museum by incorporating the facilities as development anchors and treating them as regional destinations.
- Collaborate with the City of College Park, Town of Riverdale Park, and the Prince George's County Department of Parks and Recreation to integrate a network of sites for civic and open spaces, recreation facilities, and institutional uses as part of phased redevelopment plans.
- Enhance pedestrian and bicycle safety and connectivity by constructing wide sidewalks, landscape buffers from traffic, street trees, bicycle lanes, and trails.
- Accommodate a range of users, and encourage non-vehicular movement within and between key destinations in the transit district by installing pedestrian and bicycle amenities such as bicycle racks, bike share stations, benches, trash receptacles, and pedestrian-scale lighting.
- Increase transit ridership by coordinating bus and shuttle service with planned Purple Line light rail service and installing related amenities such as bus shelters and real-time schedule information.
- Encourage the highest-quality development by using innovative mixed-use zoning and urban design concepts, identifying market incentives and new partnerships, providing an effective and timely development review process, and enforcing transit district standards for new construction.
- Ensure new parking does not dominate redevelopment and infill development by establishing new parking requirements and concealing parking structures and surface lots behind liner retail or office uses and/or appropriate landscaping and buffering.
- Improve community health and wellness through sustainable land use policies and progressive urban design principles.
- Support public sector investment in new infrastructure related to the planned Purple Line, proposed recreation and open space network, public parking facilities, and in the reconstruction of Paint Branch Parkway and River Road as "green and complete streets" to complement new land use regulations and new development.
- Preserve the character of surrounding residential neighborhoods while ensuring they have access and are convenient to mixed-use areas, parks and recreation space, and natural areas.

## Background

The 1997 Transit District Development Plan represented a fragmented approach to development of the College Park-Riverdale Park Transit District, calling for a mix of uses in the “north area” and a planned industrial employment park in the “south area.” Additionally, the 1997 plan does not recognize the economic, social, and regional benefits to maximizing the potential for mixed-use development proximate to major rail transit stations. As a result, development in the area has been equally fragmented. The “south area,” mostly within the Town of Riverdale Park, has evolved as a suburban office employment park with low- to mid-rise, three- to five-story office buildings surrounded by seas of asphalt-surface parking lots. Meanwhile, the “north area,” largely within the City of College Park, has not developed as envisioned—in large part because residential uses are prohibited in most areas, and opportunities for mixed-use development without a residential component are limited.

transit-oriented, mixed-use community plan, the 1997 TDDP has been decidedly unsuccessful in almost all respects. Since 1997 the emphasis of Prince George’s County, the City of College Park, and the Town of Riverdale Park—along with the greater Washington, D.C., metropolitan region—has shifted toward capitalizing on transit assets, public investment, and opportunity sites readily served by mass transit. The College Park-Riverdale Park Transit District is primed for a bright future as a major anchor of the County’s science and technology business district.

Planning and implementing future transit-oriented development within the transit district is complicated by a number of factors, including existing covenants between the Town of Riverdale Park and properties associated with the Riverside Subdivision, which conflict with a number of best practices regarding walkable, transit-oriented development; growing emphasis of M-NCPPC and the Maryland Aviation Administration on the need to preserve the continuing operation of College Park Airport,

On March 18, 2014, the Prince George’s County Council established the Prince George’s County Science and Technology Business District in the northern portion of the County (see CR-007-2014). This business district, which includes the entirety of the transit district, is intended to build on existing employers and business opportunities, encourage investment in science and technology—particularly in the fields of life sciences, biosciences, and academic research, and provide economic development and increased tax base benefits.

It is the intent of the County Council to continue implementing the Science and Technology Business District by creating an investment tax credit, collaborating with the Maryland General Assembly to make the state’s research and development tax credit permanent, providing an expedited review and approval process for qualified science and technology projects within the business district, pursuing the full range of economic incentives necessary to support development, and applying the Prince George’s County Economic Development Incentive Fund to qualified businesses.

Furthermore, the 2014 *Plan Prince George’s 2035 Approved General Plan* places the transit district within the County’s Innovation Corridor where the transit district, complemented by the University of Maryland, College Park flagship campus, will serve as the southern anchor of this important employment area within Prince George’s County.

In 2005 Prince George’s County established aviation policy areas (APAs) around its general aviation airports. The APAs are intended to ensure the protection of airspace around airports essential to the success of airport operations and the safety of people and structures around airports. Most of the College Park-Riverdale Park Transit District is located within APA-6, which contains property owner notification requirements and height restrictions that may require review of new structures by the Maryland Aviation Administration and Federal Aviation Administration. Refer to Appendix E to see a map showing the relationship of the APAs to the transit district.

which is increasingly viewed as threatened by development within and immediately adjacent to the Aviation Policy Areas; transportation factors relating to Purple Line development, connectivity, and roadway adequacy and design; environmental considerations related to the extent of the 100-year floodplain and proximity of the Northeast Branch of the Anacostia River and associated feeder streams; complex political relationships and public ownership of land (approximately 80 percent of land within the transit district is owned by the State of Maryland, federal government, Prince George’s County, and M-NCPPC, and the transit district falls within two municipalities); and historic preservation concerns

As a planned office park plan, the 1997 TDDP has been fairly successful in achieving the vision. As a

related to the neighboring Calvert Hills, Old Town College Park, and Riverdale Park National Register Historic Districts.

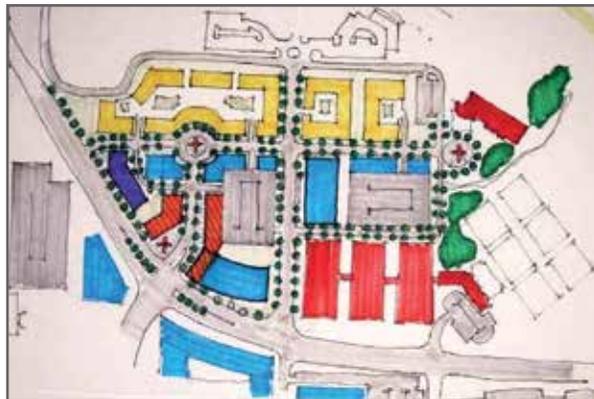
Several key initiatives are expected to play a major role in the future growth and development of the area and constitute some of the major strengths for redevelopment. These initiatives include the Purple Line, a proposed transit line that will link New Carrollton to Bethesda; the University of Maryland M Square Research Park, which envisions more than 2,000,000 square feet of research and office development in the transit district at buildout; the development of the Cafritz Property to the southwest of the transit district; and the desire of the City of College Park and Prince George’s County to further refine and implement recommendations from a 2008 Urban Land Institute Technical Assistance Panel project focused on the portion of the transit district located north of Paint Branch Parkway (see diagrams to the right). In March 2014 the County released a request for applications to those who may be interested in developing a portion of this land. In addition, major federal and affiliated entities have located within the transit district since 1997, including the Food and Drug Administration, Intelligence Advanced Research Projects Activity (IARPA), National Foreign Language Center, and National Oceanic and Atmospheric Administration (NOAA) Center for Weather and Climate Prediction.

This TDDP provides a comprehensive reevaluation of the potential of the College Park-Riverdale Park Transit District in light of existing and future public sector investment in the area and opportunities to realize true mixed-use, transit-oriented development close to the College Park/U of MD Metro Station and two Purple Line light rail stations.

## Land Use and Urban Design Principles

### Sustainability

Sustainability is an imperative that shall infiltrate every aspect of planning, preservation, and development in the transit district. This area can become a model for sustainability by encouraging a regional and collaborative approach to reducing harmful emissions, managing stormwater runoff, conserving energy, promoting “green” development, and protecting existing natural resources.



*These three scenarios from the Urban Land Institute Technical Assistance Panel depict different approaches to mixed-use redevelopment of the Kropps Addition area north of Paint Branch Parkway. Images courtesy of the City of College Park.*

While development may create additional vehicle trips, they can be mitigated by providing a mix of uses at appropriate locations throughout the transit district and promoting increased transit use. This will also reduce carbon emissions from automobile use as the number and length of auto trips will be reduced with the introduction of a more sustainable form of mixed-use development. Walking, biking, riding transit, and driving shorter distances all help to reduce carbon emissions. Comprehensive stormwater management practices should be adopted to reduce runoff into the Northeast Branch and its tributaries, preventing pollutants from directly entering the stream and reducing the rapid erosion of stream banks.

“Green” development, both at the building and neighborhood level, should be promoted to preserve fossil fuels for the future and reduce pollutants. The Anacostia River stream valley should be preserved and enhanced to improve the quality of natural resources, including wildlife and ecosystem health. Furthermore, a stronger, more sensitive linkage between the natural and built environments will foster the creation of a place unique in Prince George’s County where the often conflicting needs of these areas are brought into balance.

This TDDP places emphasis on the relationship between the natural and built environments. Successful places require careful consideration of how these elements impact one another. Development must be respectful of the natural environment to preserve precious resources and amenities for residents, workers, and visitors. In the College Park-Riverdale Park Transit District, it is especially important to create and continue open, collaborative relationships to pursue a regional approach to environmental preservation. A system predicated on individual property owners each pursuing individual stormwater management programs and environmental remediation efforts will not be successful.

**GREAT NEWS!** On March 20, 2014, the Purple Line passed a major milestone, receiving a positive “record of decision” that approves the Final Environmental Impact Study and allows the Maryland Transit Administration to proceed with land acquisition and detailed engineering in preparation of initial construction. Construction of the Purple Line is expected to begin in 2015 with the anticipated opening in 2020.

### Multimodal Transportation

The transit district is well positioned to maintain its multimodal nature. The Washington Metropolitan Area Transit Authority (WMATA) Metro Green Line serves the area and is complemented by an extensive bus, shuttle bus, and trail network, the Maryland Area Regional Commuter (MARC) rail line, and the planned Purple Line. While a number of the area’s employees are already accustomed to walking and biking, this aspect of mobility could be improved. To encourage greater numbers of future residents and workers to walk, bike, or ride transit, the streets must be designed to be convenient, safe, comfortable, and interesting.

Green and complete streets, which should be incorporated throughout the transit district, will help balance the needs of pedestrians, bicyclists, transit riders, and drivers alike when designing and building streets. These facilities provide a range of mobility

options, help foster a sense of place, create safe routes for all users, and contribute to environmental and sustainability goals. For more information on how this TDDP addresses green and complete streets, please refer to the Transportation and Mobility and Environmental Infrastructure Sections on page 61 and page 85, respectively.

### Place-Making

The transit district should be viewed as a memorable place rather than an isolated, employment park surrounded by parking lots. This concept entails the development of vibrant and compact, mixed-use neighborhoods connected by a reconfigured street network that expands pedestrian and bicyclist access to local amenities and transit. The most intense development should be concentrated in close proximity to transit, supporting a dynamic mix of uses and serving as a destination for employees, residents, and visitors. An appropriate transition from higher-intensity uses to the surrounding neighborhoods to

the west and south should also be provided to preserve the quality of life of current residents.

Place-making is dependent on thoughtful design and often requires attention to the phasing of development and transitions in height and density to ensure new development does not overwhelm existing single-family residential neighborhoods proximate to the County’s priority areas and regional transit districts. Centers including the transit district area should be designed around a core such as the College Park/U of MD Metro Station and the proposed transit plaza; should have an integrated strategic mix of uses that is market supported; should incorporate parks and open space; and should celebrate the cultural and historic identity of College Park and Riverdale Park. Gradual reductions in building heights, building massing, and urban landscaping approaches can ensure new development within the transit district is compatible with, and does not overwhelm, the historic communities of Old Town College Park, Calvert Hills, and Riverdale Park.

### Crime Prevention Through Environmental Design (CPTED)

Crime prevention through environmental design, or CPTED, is a proactive strategy to prevent crime through responsible urban design. The key principle behind CPTED is that people are more likely to commit crimes in places where they cannot easily be observed; therefore, places must be designed so that criminals feel more at risk when committing a crime. The four key strategies of CPTED are natural surveillance, territorial reinforcement, natural access control, and maintenance.

Within the transit district, future crime or dangerous situations can be averted or discouraged through natural surveillance where people are regularly passing by or looking out of their window because of the way the neighborhood or street is designed. This natural surveillance lends a high degree of safety, because people are watching and crime will not go unnoticed. Natural surveillance is highest where there is a connected street network, buildings are set close to the street and other public spaces, and where there is well-designed street lighting. Natural surveillance is lowest where there are blank walls, deep setbacks (which

create nooks for a criminal to hide), and tall fences or hedges to hide behind.

Territorial reinforcement is based on the principle that most people will protect their own territory and respect the territory of others. Clear distinctions between public space and private space, perhaps through the use of low walls, fences, or elevated front stoops and porches, contribute to a sense of territorial reinforcement. Maintenance and caretaking of property also plays a role by sending a message that illegitimate behavior and activities are not tolerated.

Natural access control focuses on placing entrances to buildings in plain public view from streets, plazas and other open spaces, and other buildings. Traffic calming measures can contribute to natural access control by making streets less attractive for quick getaways. Controlled entrances to multifamily buildings also help reduce opportunities for crime as concierges, doormen, and residents have an opportunity to recognize strangers who do not belong in the building.

Finally, a commitment to maintenance by property owners, tenants, and residents will help ensure the transit district does not become attractive to criminals in the future. Areas demonstrating community pride and dedication to cleanliness, repairs, and regular upkeep reflect the sense of ownership felt by the community. People are less likely to commit crime in a well-maintained location.

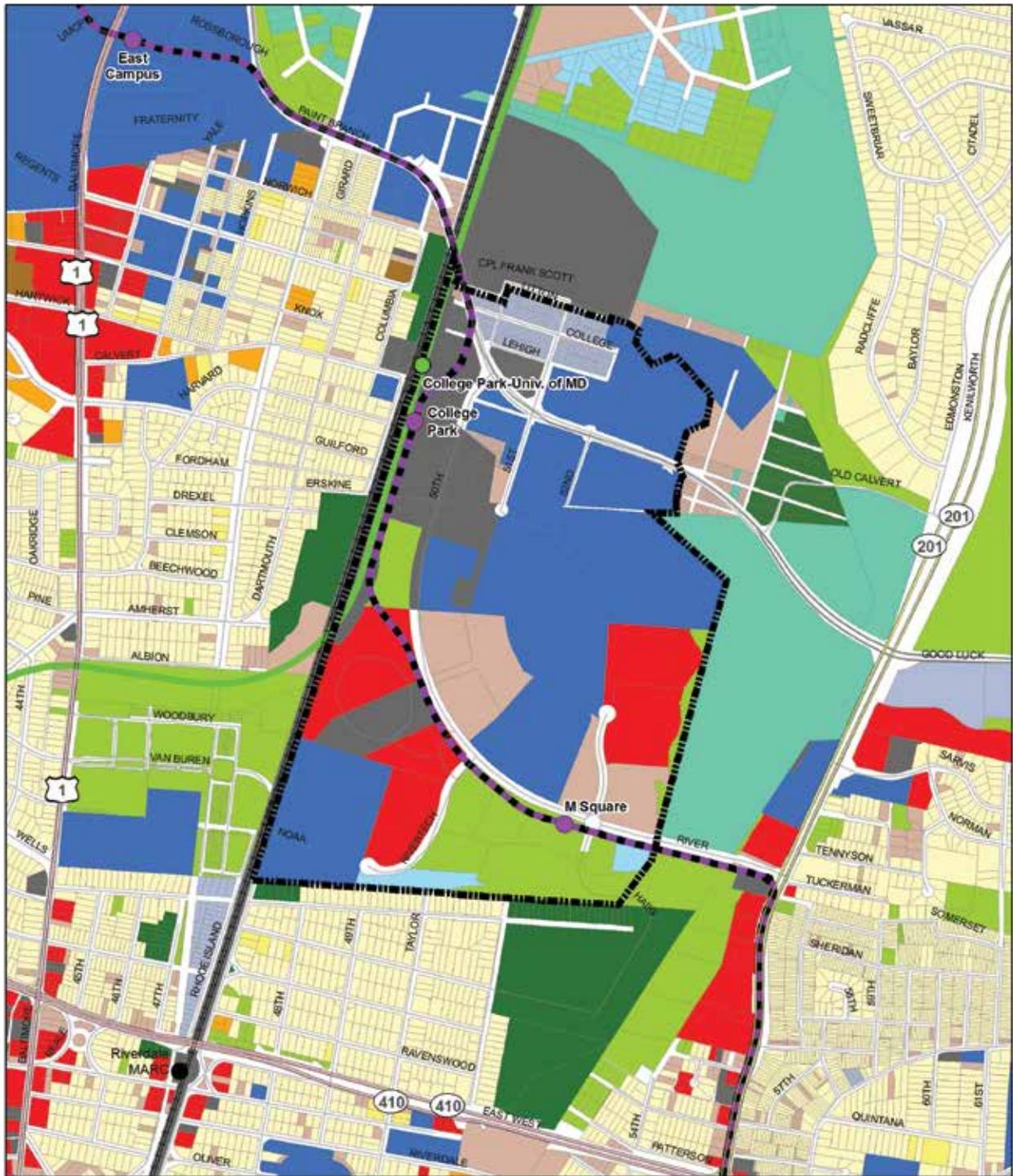
### Land Use Pattern

The existing land use categories included in this TDDP are described below and shown in Map 7 on page 44. Table 1 reflects the acreage for each existing land use in the TDDP area.

#### Existing Land Use Categories:

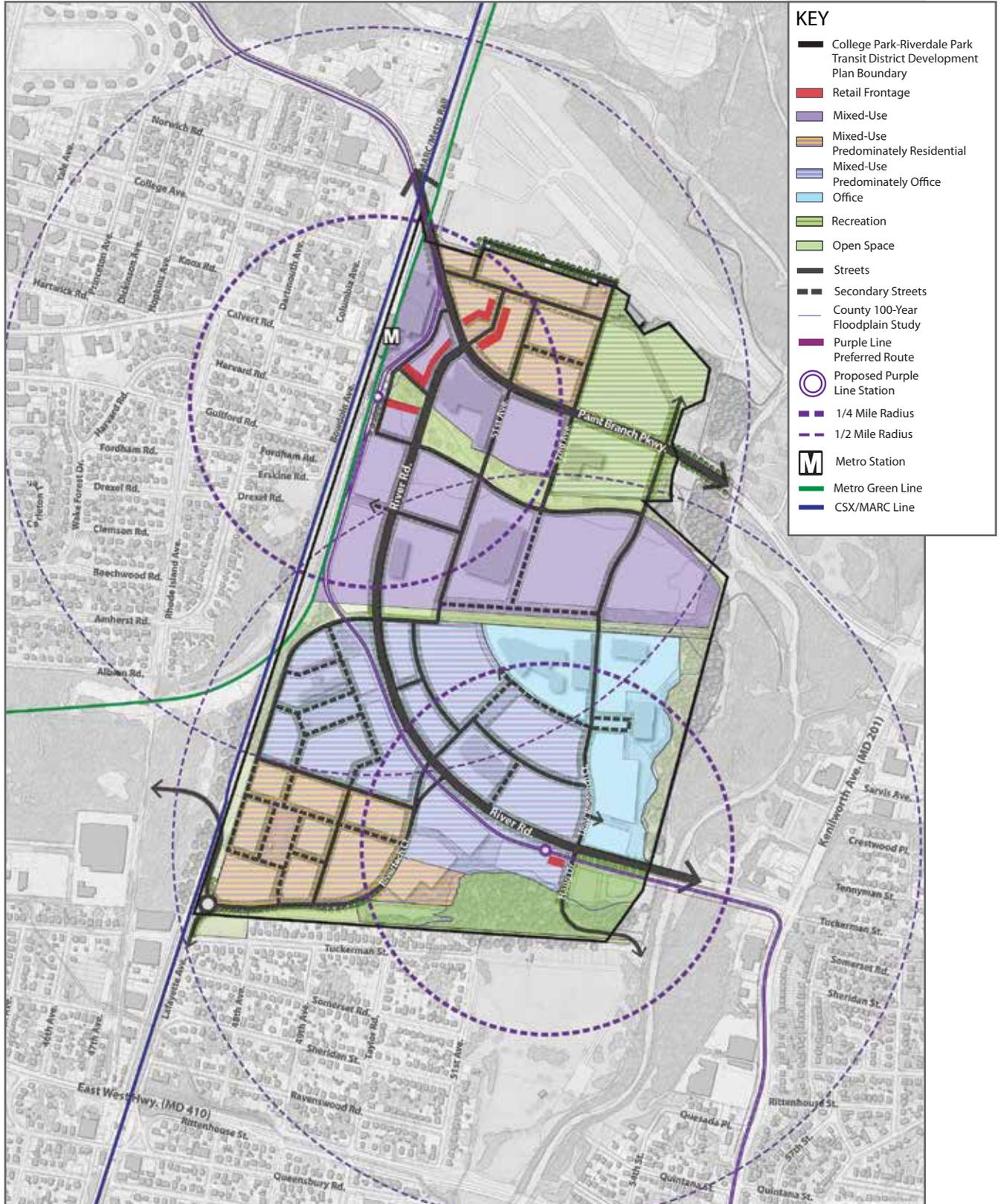
**Commercial:** Contains commerce, office, and wholesale services. These properties are used primarily for offices and/or the sale of products and services, including associated yards, storage areas, and parking areas.

MAP 7: EXISTING LAND USE



<b>Legend</b> College Park / Riverdale Park TDDP / TDOZ Boundary Property	<b>Existing Land Use</b> Bare ground Commercial Forest Industrial Institutional Parks and Open Space Residential High	Residential Low Residential Low Medium Residential Medium Residential Medium High Transportation Water Wetlands	<b>Road</b> Freeway Highway Major Road Other Road	<b>Rail Transit Lines and Stations</b> Camden Line and MARC Station Metro Green Line and Station MTA Purple Line and Station (Proposed)	N W E S

MAP 8: APPROVED LAND USE



**TABLE 1: EXISTING LAND USE BY ACREAGE**

LAND USE CATEGORY	ACREAGE
Bare Ground	23.20
Forest	32.31
Water	4.66
Commercial	39.95
Institutional	117.35
Industrial	8.75
Transportation	41.45
<b>Subtotal</b>	<b>267.67</b>
Right-of-Way	21.58
<b>Total</b>	<b>289.25</b>

**Industrial:** Includes small-scale industrial uses, manufacturing and industrial parks, associated warehouses, storage yards, research laboratories, and parking areas.

**Institutional:** This category includes elementary and secondary schools, public and private colleges and universities, military installations, churches, medical and health care facilities, correctional facilities, fire and police stations, libraries, and government offices and facilities.

**Forest:** Deciduous forest (trees characteristically lose their leaves at the end of the growing season), evergreen forest (trees are characterized by persistent foliage throughout the year), mixed forest (neither deciduous or evergreen species dominate, but both are present), and brush (areas which do not produce timber or other wood products but may have cut-over timber stands, abandoned agriculture fields, or pasture).

**Water:** Water features consist of rivers, waterways, reservoirs, ponds, bays, estuaries, and oceans.

**Bare Ground:** Areas of exposed ground caused naturally, by construction, or by other cultural processes including grassy areas.

**Transportation:** Includes miscellaneous transportation features not elsewhere classified such as public and private roads and parking lots.

**Proposed (Future) Land Use Categories:**

The proposed (future) land use categories envisioned in this TDDP are described below and shown in Map 8 on page 45. Table 2 reflects the acreage for each future land use envisioned in the TDDP area.

**Mixed-Use:** Areas of various residential, commercial, employment, and institutional uses. Residential uses may include a range of unit types. Mixed-use areas may vary with respect to their dominant land uses, i.e., commercial uses may dominate in one mixed-use area whereas residential uses may dominate in another.

**Mixed-Use, Predominantly Office:** Areas where office uses are desired as the predominant use, but other uses are permitted.

**Mixed-Use, Predominantly Residential:** Areas where residential uses are desired as the predominant use, but other uses are permitted.

**Office:** Since the intended character of the TDDP leans more to employment uses and large-scale retail uses are unlikely, the “commercial” land use category established by the *Plan Prince George’s 2035 Approved General Plan* is herein referred to as “office.” Plan 2035 describes the “commercial” land use as retail and business areas, including employment uses such as office and service uses. A range of services are provided at the neighborhood to regional level. New commercial areas have access to multimodal transportation options.

**Parks and Open Space (Includes Recreation):** Parks and recreation areas, publicly-owned open space (federal, state, County, municipal, and M-NCPPC), and privately owned open space.

**TABLE 2: APPROVED LAND USE BY ACREAGE**

LAND USE CATEGORY	ACREAGE
Parks and Open Space (Includes Recreation)	63.91
Mixed-Use	74.78
Mixed-Use, Predominantly Office	60.39
Mixed-Use, Predominantly Residential	42.61
Office	25.98
Subtotal	267.67
Right-of-Way	21.58
<b>Total</b>	<b>289.25</b>

## Future Land Use Interpretation

Classification in a mixed-use land use category is not intended to mandate a vertical mix of uses but rather to reflect that a mix of uses—horizontal as well as vertical—are the desired land uses for the four transit district neighborhoods and for individual properties as they develop. It is not the intent of this TDDP to preclude other uses on property recommended for mixed-use development. These designations simply recommend that a mix of uses is the long-term preferred use for these properties.

Where storefront frontage has been identified by the TDDP (see Map 8 on page 45) and transit district standards, the ground level shall either include retail uses and/or shall be designed so that they can be converted to retail uses at such time the market may evolve, and retail becomes more realistic and supportable. Consideration must be given to the overall character and mix of uses present within the transit district.

## Land Use and Urban Design Policies

### Areawide Recommendations

#### Policy 1

Promote sustainable, high-quality, mixed-use development proximate to transit stations.

#### Strategies

**Strategy 1.1:** Implement a clear and concise set of transit district standards, and apply the Mixed-Use Infill (M-U-I) Zone to ensure appropriate development occurs within the transit district.

**Strategy 1.2:** Incorporate best practices of pedestrian- and transit-oriented development, including complete streets and vibrant, healthy streetscapes; environmental site design techniques; vertical and horizontal mixed-use development; integrated open space and recreation networks; and durable, attractive, and easy-to-maintain architectural design and materials.

**Strategy 1.3:** Apply environmental site design techniques, and pursue collaborative solutions to implement regional urban stormwater management and floodplain mitigation approaches.

**Strategy 1.4:** Develop and maintain a comprehensive network of new green and complete streets and trail facilities to expand connectivity and access within the transit district and surrounding neighborhoods. Retrofit Paint Branch Parkway and River Road as green and complete streets. See Map 12 on page 79.

**Strategy 1.5:** Ensure parking does not dominate the visual environment by establishing parking maximums; providing structured, below-grade, or podium parking; reducing the amount of surface parking; and concealing parking areas behind retail or office uses (e.g., liner buildings/uses) and appropriate urban landscaping and buffering techniques. The design of parking facilities should not be an afterthought within the College Park-Riverdale Park Transit District.

**Strategy 1.6:** Support and prioritize public sector investment by providing consolidated public parking facilities, underground utilities, new sidewalks, street trees, bicycle facilities, landscaping, and

The Leadership in Energy and Environmental Design (LEED®) program is a building rating system developed and maintained by the U.S. Green Building Council. LEED® offers one approach to gauge the environmental sensitivity and level of “green design” incorporated by new development and is one tool to help understand and mitigate the negative impacts on the natural environment that may be posed by new construction and renovation. Several subsystems developed under the LEED® umbrella are particularly useful within the transit district area, including:

- LEED® for New Construction—Intended primarily for new buildings.
- LEED® Core and Shell—Primarily used for office buildings and other leased building types.
- LEED® for Homes—Promotes green homes, both single-family and multifamily, and emphasizes high-performance measures.
- LEED® Neighborhood Development—Intended for community development and multiple properties.

LEED® Version 4 has recently taken effect, and all rating systems have been updated with new requirements and criteria. LEED®-rated buildings at the silver level or higher, or an equivalent rating under another green building program, is encouraged for all new development within the College Park-Riverdale Park Transit District.

plazas or public spaces to build the urban fabric and infrastructure necessary to support and facilitate new development opportunities.

**Strategy 1.7:** Embrace green building practices by requiring all new development to incorporate sustainable design techniques. Encourage new buildings and neighborhoods to obtain a minimum of Leadership in Energy and Environmental Design (LEED®) Silver or equivalent certification.

**Strategy 1.8:** Coordinate signage, wayfinding, pedestrian-oriented lighting, landscaping, infrastructure improvements, public art, and street furniture to help define and brand the transit district.

### Policy 2

Ensure that development does not adversely impact but rather enhances neighboring residential communities.

### Strategies

**Strategy 2.1:** Establish and enforce building height limits to ensure compatibility in terms of scale and design, provide appropriate transitions in intensity, and minimize shadows and visual impacts of new development in order to protect the quality of life of neighboring College Park and Riverdale Park residents.

**Strategy 2.2:** Incorporate retail and open space amenities that meet the needs of new households, commuters, employees, and surrounding residents.

**Strategy 2.3:** Improve pedestrian and bicyclist connectivity between the transit district and the residential communities of College Park and Riverdale Park.

**Strategy 2.4:** Prohibit expansion of the Transit District Overlay Zone boundaries beyond those established by this TDDP.

### Policy 3

Expand the open space network to establish gateways to the transit district; incorporate urban parks and recreation amenities; create gathering areas for residents, workers, and visitors; help brand the area; and strengthen east-west pedestrian and bicycle connections.



*Vertical mixed-use buildings fronting key streets and public spaces characterize the transit district's vision for the future.*



*Wide sidewalks, street trees, and on-street parking in appropriate locations encourage walking and activity on the street.*



*Green building practices can be incorporated throughout the built environment.*



*The proposed transit plaza at the Metro Core will provide a convenient and comfortable urban park close to numerous transit services where people can gather, have lunch, or enjoy an outdoor performance.*

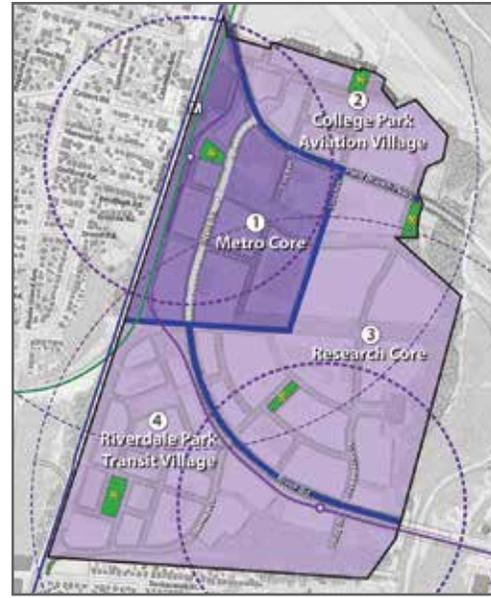
### Strategies

**Strategy 3.1:** Create a signature transit plaza (see page 49) as the primary gateway to and heart of the Metro Core. This transit plaza should be comprised of an extension of the existing greenway, a lawn area for events and passive recreation, and hardscape areas and should be surrounded by an active mix of uses.

**Strategy 3.2:** Incorporate a series of primary open spaces with at least one major urban park or open space amenity serving each of the four transit district neighborhoods (see diagram to the right). These primary open spaces include the transit plaza in the Metro Core, museum green in the College Park Aviation Village, community green next to the Wells-Linson Ice Rink and Outdoor Pool Complex, and public green southwest of the NOAA complex in the Research Core, and community green on the former ERCO Property in the Riverdale Park Transit Village.

**Strategy 3.3:** Create an urban conservation park within the transit district. Refer to the Environmental Infrastructure and Healthy Communities Sections on page 85 and page 103, respectively, for more information on this innovative and essential facility.

**Strategy 3.4:** Supplement the primary open spaces with additional urban plazas, greens, and parks; linkages to the natural open spaces of the Anacostia River Stream Valley Park along existing tributaries; a small futsal or active recreation park along Haiig Drive; and green street networks.



*This image depicts the proposed primary open spaces for each neighborhood.*

## Transit District Neighborhood Recommendations

Four new neighborhoods make up the transit district, each contributing unique features to the cohesive and distinct character of the College Park-Riverdale Park Transit District: Metro Core, College Park Aviation Village, Research Core, and Riverdale Park Urban Village. Specific policies and recommendations pertaining to these neighborhoods are identified below.

### Metro Core

#### Policy 1

Create a vibrant and pedestrian-friendly, transit-oriented, mixed-use gateway into the transit district.

#### Strategies

**Strategy 1.1:** Encourage a mix of uses and urban design features such as outdoor seating, the transit plaza, artwork, and other amenities that foster an active 24-hour environment.

**Strategy 1.2:** Concentrate ground-floor retail along the transit plaza and the intersection of Paint Branch Parkway and River Road to capitalize on commuter foot traffic, and maximize convenience for residents and workers.



*A variety of open spaces such as this public plaza provides opportunities for recreation, outdoor play and enjoyment, and enhanced sense of place.*

**Strategy 1.3:** Support the construction of a hotel to serve the professional and academic needs of the transit district and M Square, perhaps on the WMATA-owned property south of Paint Branch Parkway between the parking structure and River Road.

**Strategy 1.4:** Encourage multifamily housing development to capitalize on the proximity to multiple forms of transit and to support new amenities and retail.

**Strategy 1.5:** Establish a building height maximum of eight stories west of River Road as a transition from the tallest heights in the Metro Core east of River Road toward the single-family historic communities to the west of the transit district.

**Policy 2**

Ensure a fully functional transit hub remains the centerpiece of the Metro Core, incorporating the Metro Green and Yellow Lines, MARC, and Purple Line access with a bus transfer facility; bicycle amenities such as racks, storage lockers, and bike share stations; and convenient pedestrian access to the stations and surrounding mixed-use development and community amenities.

**Strategies**

**Strategy 2.1:** Explore the feasibility of providing 24-hour access at the Metro station. At minimum, work with WMATA and the City of College Park to separate the existing Metro tunnel from fare-gates and other station operations to provide a 24-hour, protected pathway between Old Town College Park and the transit district.

**Strategy 2.2:** Update the Metro station, and create a more welcoming experience. Encourage interior and exterior enhancements, including improved lighting, renovation of finishes and furnishings, increased wayfinding signage at the station entrances, bicycle racks, storage lockers, and bike share stations, and improved landscape and hardscape surrounding each entrance. Coordinate the design of the spaces around the east and west entrances to the Metro station to create a visually unifying theme.

Along with upgrading the MARC station tunnel, the visibility of the tunnel entrance from the College Park side should be improved. Currently, access to the tunnel entrance parallels the Metro station retaining wall and then abruptly turns 90 degrees into the tunnel. Angling the pedestrian and bicycle approach to this entrance will improve the visibility into the tunnel, increase safety, and reduce pedestrian-bicyclist conflicts.

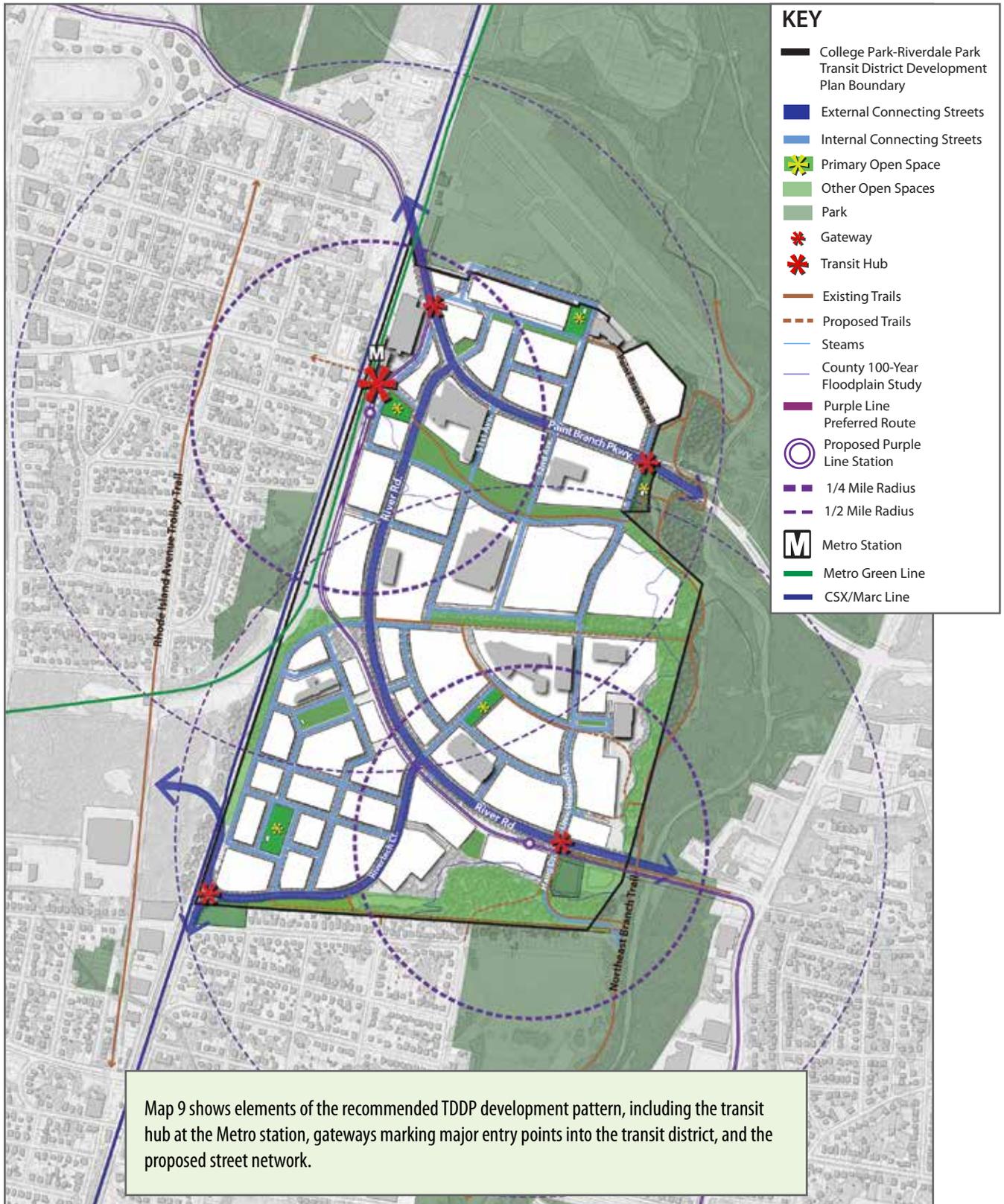


*WMATA's first bike and ride facility is located at the College Park/U of MD Metro Station.*



*While some bike lockers are at the Metro Station, additional pedestrian and bicycle amenities, including an enhanced approach to the MARC tunnel, will promote walking and bicycling.*

MAP 9: FRAMEWORK PLAN



**Strategy 2.3:** Incorporate the Purple Line tracks and station into the transit plaza to help minimize perceptions of the Purple Line as a barrier to pedestrian and bicyclist movement.

**Strategy 2.4:** Create a new one-way circulation transit loop and bus transfer/layover facility to streamline vehicular movement to and from the combined Metro and Purple Line stations and River Road.

**Strategy 2.5:** Evaluate the feasibility of widening the MARC tunnel to accommodate safer, concurrent pedestrian and bicyclist movement.

**Strategy 2.6:** Upgrade the MARC station by updating lighting fixtures, refinishing wall surfaces, enhancing visibility to the tunnel entrance on the west side of the station, and incorporating mosaic or mural artworks.

**Policy 3**

Create a greenway corridor as a centerpiece of high density, mixed-use development that will also enhance the area’s environmental and recreational resources and connect the Anacostia River Stream Valley Park to the Metro Core.

**Strategies**

**Strategy 3.1:** Incorporate office, institutional, residential, civic, and recreational uses along the enhanced greenway.

**Strategy 3.2:** Build on the existing United States Food and Drug Administration (FDA) wetland facility just east of River Road as the precedent for the character of the central greenway within this neighborhood.

Restore the tributary as a naturalistic wetland, and concentrate the recommended land uses along the northern and southern flanks of the greenway.

**Strategy 3.3:** Permit the transit district’s tallest signature buildings—up to 12 stories in height—to front the greenway to capitalize on the views of the corridor and Anacostia River Steam Valley Park while remaining within close proximity of the Metro Core and Paint Branch Parkway and maintaining a respectful distance from the historic neighborhoods in College Park. Providing for the tallest heights in the transit district in this location strikes the balance between best practices for transit-oriented development and community concerns regarding height and density.

**Strategy 3.4:** Consider building a County-owned and operated parking structure on FDA property east of River Road to provide a centrally-located public parking facility convenient to both the Metro station and the office-oriented Research Core neighborhood.

**College Park Aviation Village**

**Policy 1**

Create a mixed-use, predominantly residential neighborhood north of Paint Branch Parkway.

**Strategies**

**Strategy 1.1:** Incorporate a mix of uses with an emphasis on multifamily residential, retail, civic, open space, and recreation uses. Encourage any proposed office uses in this neighborhood to front along Paint Branch Parkway.



*The existing path, stream, and FDA stormwater management facility inspire the greenway concept and provide a good starting point for expanding the idea.*

## COLLEGE PARK-RIVERDALE PARK TDDP |

**Strategy 1.2:** Incorporate a mix of housing types, including multifamily units and townhomes that are attractive to a range of homebuyers and renters, including senior citizens, active adults, empty-nesters, families, moderate-income households, and young professionals.

**Strategy 1.3:** Treat the intersection of Paint Branch Parkway and River Road as an important gateway to the College Park Aviation Village and the transit district. Concentrate higher-intensity development, ground-floor retail, and an urban plaza at the northwest corner of the intersection.

**Strategy 1.4:** Enhance the access to and visibility of College Park Airport and the Aviation Museum by extending River Road north to College Avenue,



*The County-owned parking lot north of Paint Branch Parkway offers an excellent short-term development opportunity to jump start the College Park Aviation Village.*



*This view toward the west shows how River Road Extended, College Avenue, new urban open spaces, and mixed-use, multifamily development can build on the presence of the airport and aviation museum to create a new neighborhood that will attract residents from all walks of life and provide unique opportunities to observe flight operations.*

extending 52nd Avenue north to the airport, and enhancing Corporal Frank Scott Drive and College Avenue.

**Strategy 1.5:** Coordinate with the Department of Parks and Recreation on any development proposals that may impact the College Park Junior Tennis Champions Center; support redevelopment of the tennis bubbles with the concurrent relocation of the covered tennis courts further to the east, and retain the surface courts in place.

### Policy 2

Promote, strengthen, and preserve the existing College Park Aviation Museum and College Park Airport as historic anchors and regional destinations.

### Strategies

**Strategy 2.1:** Ensure the continued operation of College Park Airport, and support the expansion of the airport's operations facility and the College Park Aviation Museum.

**Strategy 2.2:** Provide interpretative signage, and integrate aviation history into the neighborhood's coordinated design of wayfinding, lighting, infrastructure improvements, and street furniture.

**Strategy 2.3:** Step down building heights north of Paint Branch Parkway toward the College Park Airport and existing recreational areas to prevent impacts on these sensitive sites.

**Strategy 2.4:** Incorporate a museum green adjacent to the College Park Aviation Museum to support museum activity while providing passive recreational space for future residents.

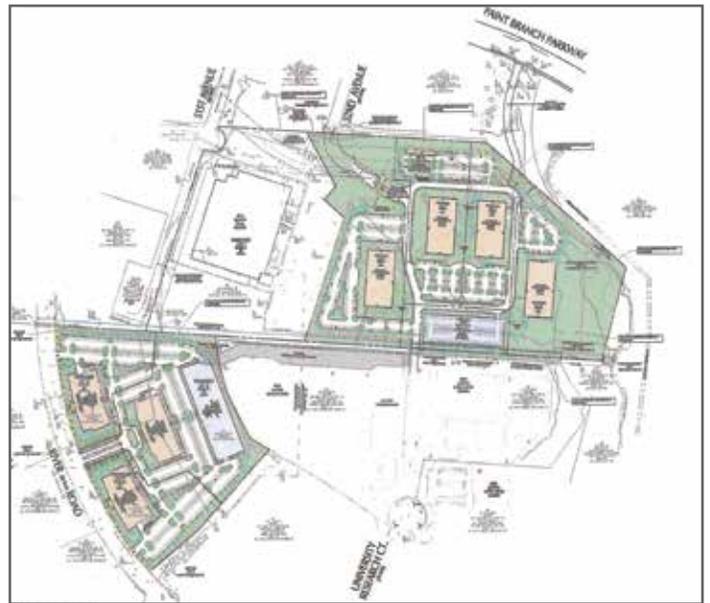
### Policy 3

Support local businesses and industries located north of Paint Branch Parkway.

### Strategies

**Strategy 3.1:** Work with business and property owners to provide relocation assistance for businesses located north of Paint Branch Parkway prior to redevelopment of the area.

**Strategy 3.2:** Coordinate with the City of College Park to identify alternate sites within the city for these businesses, encourage business owners to remain within the city, and identify and apply financial incentives.



*These images show several approaches to the development of the Litton property. This TDDP recognizes that certain development approvals have been granted. The top two alternatives show how additional open space can be integrated with the level of development potential that has been approved on the site. The middle alternatives reflect secured office campus development. The bottom left diagram shows how a residential development may be accommodated on the site. The bottom right image depicts the Tree Conservation Plan and conceptual building placement from the Litton Subdivision, 4-12014, the approved subdivision as recognized by this TDDP.*

## Research Core

### Policy 1

Build upon the reputation of the M Square Research Park to establish the Research Core as a dynamic and competitive mixed-use research center featuring predominantly office and research facility uses.

### Strategies

**Strategy 1.1:** Concentrate infill office development adjacent to the Anacostia River Stream Valley Park.

**Strategy 1.2:** Allow for a broader mix of uses west of University Research Court with an emphasis on office development. Encourage any proposed residential uses to concentrate along River Road close to the M Square Purple Line Station.

**Strategy 1.3:** Concentrate future retail uses at the M Square Purple Line Station.

**Strategy 1.4:** Create a gateway around the M Square Purple Line Station at the intersection of River Road and University Research Court to announce and celebrate the M Square Research Park.

**Strategy 1.5:** Incorporate a public green to provide an outdoor gathering and passive recreation space along a future extension of Rivertech Court southwest of the NOAA Center for Weather and Climate Prediction as the primary open space of the Research Core neighborhood.

**Strategy 1.6:** Provide additional urban open spaces for passive recreation along University Research Court. Ensure trail connections to the Anacostia River Stream Valley Park trail network are visible and accessible to the public.

**Strategy 1.7:** Work with the University of Maryland, United States Department of Agriculture, City of College Park, and Town of Riverdale Park to ensure an



*Buildings oriented to the street and containing a mix of uses, including ground-level retail, office and research facilities, and residential units, and anchored by the M Square Purple Line Station, may help the M Square Research Park achieve a dynamic, urban character that carries it above its peers.*



*Opportunities abound to build on existing amenities such as the Anacostia River Stream Valley Park rail system.*

orderly phasing program and transition of uses, street networks, and public amenities and open spaces are effectively implemented as the Research Core evolves from a more suburban character to a more urban pattern of development over time. Particular attention must be paid to future connections between existing properties as the TDDP's proposed street network is built.

As stated previously, this TDDP recognizes the preliminary plan of subdivision approval of the Litton Property. However, this property can accommodate various uses due to the size of the site such as residential uses, general office, and university research facilities. This site is also suitable for a U.S. General Services Administration (GSA) tenant as it is large enough to meet most security requirements associated with new GSA buildings. The TDDP encourages flexibility and consideration of innovative approaches to the development of this key property (see the diagrams on the left for options of how the Litton Property may develop).

### Policy 2

Build upon existing recreation and open space amenities to complement new high-density, mixed-use development.

### Strategies

**Strategy 2.1:** Create a community green at the northeastern end of the greenway to support abutting recreational uses (including the Wells-Linson Ice Rink and Outdoor Pool Complex), complement the existing College Park Farmers' Market, and provide access and visibility to a new trailhead for the Anacostia River Stream Valley Park and Northeast Branch park trail systems.

**Strategy 2.2:** Design a gateway along Paint Branch Parkway at the eastern boundary of the transit district that will help brand and announce the area to visitors.

**Strategy 2.3:** Connect the existing trail through the FDA wetland through the greenway to the Anacostia River Stream Valley Park trail network.

**Strategy 2.4:** Collaborate with the University of Maryland and the Department of Parks and Recreation to build a street through the Wells-Linson Ice Rink and Outdoor Pool Complex to connect M Square to Paint Branch Parkway. Due to the potential impact on current parks and recreation function, ensure the following elements are addressed:

- Restore the tributary stream channel.
- Maintain a safe environment for pedestrians and bicyclists accessing the pool/ice rink and trails from the parking lot.
- Create a safe circulation pattern to and from the new bathhouse drop-off area and the entrance to Paint Branch Parkway.
- Replace any parking spaces that may need to be removed for the new street connection.
- Provide effective environmental site design stormwater management facilities.
- Ensure safe and convenient pedestrian and bicyclist access from Wells-Linson Ice Rink and Outdoor Pool Complex to development within the Research Core neighborhood.

### Riverdale Park Urban Village

#### Policy 1

Create a mixed-use neighborhood emphasizing office uses along the south and west sides of River Road, transitioning to primarily residential uses closer to the historic residential community of Riverdale Park.

#### Strategies

**Strategy 1.1:** Incorporate mixed-use, predominantly office uses just south and west of River Road, west of Haiig Drive.



*Consolidated bus stops, wide sidewalks, pedestrian lighting, benches, street trees, bike lanes, and integrated open spaces combine to make a pleasant urban environment.*



*Townhouses may be an appropriate use in the Riverdale Park Urban Village to help transition toward neighboring communities.*

**Strategy 1.2:** Encourage partnerships between the American Center for Physics (ACP), the Prince George’s County Planning Department, University of Maryland, City of College Park, and Town of Riverdale Park to develop and implement a cohesively planned redevelopment of ACP’s property. Include a passive green space as the central feature of a new ACP campus.

**Strategy 1.3:** Focus mixed-use, predominantly residential uses adjacent to the Riverdale Park Historic District. Encourage townhouse development on the former ERCO Property as an effective transitional use between the historic single-family community, the proposed Cafritz Property multifamily buildings, and the office-oriented and multifamily development

envisioned within the rest of the Riverdale Park Urban Village.

**Strategy 1.4:** Step down building heights to the south and west as development moves closer to the neighboring residential communities in Riverdale Park and Calvert Hills.

**Strategy 1.5:** Create a community green within the proposed residential section of the Riverdale Park Urban Village to accommodate neighborhood events as well as passive and active recreation.

**Strategy 1.6:** Develop an urban plaza or park facility west of the M Square Purple Line Station as a new recreation amenity for residents, workers, and transit users.



*The primary open space within the Research Core along the proposed extension of Rivertech Court toward the NOAA building can easily become a major selling point to future tenants and researchers while also offering current workers a beautiful location to dine al fresco.*

**Strategy 1.7:** Create a street grid characterized by small, primarily residential blocks in the southwestern portion of the transit district to incorporate aspects of the design and history of Riverdale Park and College Park in this transitional area.

**Policy 2**

Enhance pedestrian, bicycle, and vehicular connectivity between the transit district and surrounding communities to the west and south.

**Strategies**

**Strategy 2.1:** Build the CSX bridge connection to Van Buren Street and the associated roundabout at the intersection of Lafayette Avenue and Rivertech Court approved as part of the development of the Cafritz Property to expand access for pedestrians, bicyclists, and transit vehicles from the transit district to US 1 (Baltimore Avenue).

**Strategy 2.2:** Ensure the connection to the Cafritz Property is designed and built to minimize cut-through automobile traffic and that impacts to town-owned community park (at the intersection of Tuckerman and Lafayette Streets) are minimized to the maximum extent practicable.

**Strategy 2.3:** Enhance connectivity for pedestrians and bicyclists between existing single-family communities and the Riverdale Park Urban Village by building or enhancing trail connections from Taylor Road, 48th Avenue, and 51st Avenue.



*Ground floor retail close to the M Square Purple Line Station will help maximize its potential. Note the use of public artwork and the three-part composition of the building.*

**Strategy 2.4:** Improve connectivity between the transit district and the neighboring Riverdale Recreation Center along Haiig Drive. Incorporate the proposed futsal or active recreation facility at the southeast corner of River Road and Haiig Drive as a potential gateway to the Riverdale Recreation Center.

## Transportation and Mobility

### Vision

A coordinated multimodal transportation system, incorporating Metro, MARC, bus service, Purple Line service, a general aviation airport, and major roadways, integrated with a robust bicycle trail and pedestrian network complements the vision for the College Park-Riverdale Park Transit District and contributes to economic development and job creation.

An expanded network of roads accommodates through traffic while improving access and safety within and between the transit district and surrounding neighborhoods. Improved streetscapes, sustainable design, and bicycle- and pedestrian-oriented streets enhance the visual character of the transit district, encourage health and wellness, and minimize impacts to the natural environment.

### Goals

- Promote healthy and active lifestyles by ensuring a high-quality, walkable urban environment with a comprehensive network of safe, inviting, and convenient pedestrian connections between transit and destinations in and adjacent to the transit district.
- Develop and maintain a robust, well-connected system of roadways and streets that provides for safe and efficient movement to, from, and within the transit district; supports its long-term vision; and maximizes the capacities of existing and planned streets.
- Leverage public and private investment to transform Paint Branch Parkway and River Road into “green and complete streets” and provide full accommodations for all users—pedestrians, bicyclists, transit users, and motorists alike.
- Support safe and convenient travel by bicycle with a variety of facilities designed to accommodate bicyclists of all ages and abilities.
- Integrate transit into the culture of the transit district and market its diverse transit service as a key element of its identity and its most significant amenity.
- Increase transit’s mode share for local and commuter trips, enhance intermodal connectivity, and improve the operational and financial efficiency of transit alternatives.
- Provide viable alternatives to minimize vehicular travel to ease congestion and reduce household transportation costs, air pollution, and energy consumption.
- Optimize the use of developable land within the transit district by minimizing the demand for and sharing of the cost of parking.
- Incorporate a wayfinding and signage system that will contribute to the transit district’s identity; facilitate walking, bicycling, and transit use; and help direct residents, workers, and visitors to transit stations and destinations within and adjacent to the transit district.

### Background

The College Park-Riverdale Park Transit District offers a wide range of transportation options. The area is served by the Metro Green and Yellow Lines; MARC commuter rail on the Camden Line; and buses operated by Washington Metropolitan Area Transit Authority (WMATA), the Prince George’s County Department of Public Works and Transportation (DPW&T), the University of Maryland, and private operators. Two Purple Line stations are proposed within the transit district and are expected to open in 2020.

### Pedestrians and Bicyclists

The transit district is well connected to a comprehensive trail network, including major regional facilities, such as the Rhode Island Avenue Trolley Trail, the Paint Branch Trail, and the Anacostia River Trail network. US 1 (Baltimore Avenue); downtown College Park; the University of Maryland, College Park flagship campus; and the historic core of Riverdale Park are also within reasonable walking distance of the transit district.

Many, but not all, streets within the transit district have sidewalks or provide safe pedestrian and bicyclist routes. Much of the area north of Paint Branch Parkway lacks sidewalks and obscures visibility to the College Park Airport and the Aviation Museum, two amenities that could serve as major regional

attractions to the area. Secure campus and office development further constrains connectivity through the heart of the transit district, and the general lack of convenient and direct links between the Metro and MARC stations and the rest of the area results in longer travel times and increased driving.

Commuters, residents, and workers tend to choose driving in favor of walking or bicycling if there are not direct and easy connections to their destinations.

The major barrier to connectivity to the west is the CSX/MARC rail line. Two tunnels at the College Park/U of MD Metro and MARC Stations link the transit district to Old Town College Park, but users describe the tunnels as dark, narrow, and unwelcoming. Furthermore, the tunnel connection at the Metro

station is closed overnight. Retrofitting these tunnels would enhance east to west connectivity through the transit district and should be a high priority.



*River Road features sidewalks but no pedestrian-scale lighting or landscape buffers providing separation from traffic.*

The sidewalk networks along both River Road and Paint Branch Parkway are constrained due, in part, to the bridge across the Northeast Branch along River Road and the tunnel beneath the CSX rail line along Paint Branch Parkway, neither of which are wide enough to accommodate sidewalks on both sides. There is also no pedestrian-scale street lighting within the majority of the transit district, and street

illumination is limited to widely-spaced, cobra-style lighting fixtures set approximately 150 feet apart and with an average height of 30 feet. These factors contribute to a pedestrian-unfriendly environment and discourage walking in the evenings and at night.

## Transit

More than 4,400 passengers use the College Park/U of MD Metro Station each day making nearly 9,000 rail trips to or from the station.<sup>1</sup> Roughly equal shares of riders access the station by walking or biking, parking and riding, or via connecting bus or rail service.<sup>2</sup> Commuter rail service is also provided to and from the transit district during

Did you know that the station generates more transit trips than it attracts (meaning it has a higher proportion of resident riders than employee riders)?



*Some bus stops lack shelters and benches. Note the narrow sidewalk and lack of trees along the street.*

the morning and afternoon peak periods by the MARC Camden Line at the Metro station and the nearby Riverdale Park Station south of the transit district area.

<sup>1</sup> WMATA ridership count averages from 5/2012. Accessed 10/7/2013: (<http://planitmetro.com/2012/10/31/data-download-metrorail-ridership-by-origin-and-destination/>)

<sup>2</sup> WMATA Station Site and Access Planning Manual, May 2008 (Data from 2005)

The transit district is serviced by 11 bus routes from 4 different providers. Two bus lines provide relatively high-frequency bus service operating throughout the week. The remaining bus lines operate at frequencies from 30 minutes to 1 hour with the majority operating only Monday through Friday and some offering service only during peak weekday hours. A circulator bus route is also required to serve the area as part of the development of the Cafritz Property.

The Maryland Transit Administration (MTA) is planning a 16-mile bicounty light rail transit service (commonly known as the Purple Line) extending from New Carrollton to Bethesda with 11 planned stops in Prince George’s County. Two of the planned

Purple Line stations are proposed within the transit district—one connecting to the College Park/U of MD Metro Station and a second located southwest of the intersection of River Road and Haiig Drive, servicing both the Town of Riverdale Park

and the M Square Research Park. Ridership estimates conducted by the MTA indicate these stations will accommodate over 7,500 boardings daily at either the College Park/U of MD or M Square Stations.

### Roadways and Complete Streets

While the transit district is close to several large thoroughfares, connectivity to roadways outside the transit district area is limited to the east and west and

is nonexistent to the north and south. This relative lack of roadway connectivity is due to the network of feeder streams and tributaries to the Anacostia River present within and generally north of the transit district as well as the CSX/MARC rail line forming the western border of the area.

Paint Branch Parkway and River Road provide the only vehicular connections to MD 201 (Kenilworth Avenue) to the east. Paint Branch Parkway is the only roadway that extends west and links the transit district to US 1 (Baltimore Avenue). As part of the planned Cafritz mixed-use development on property across the CSX tracks to the southwest of the transit district, Rivertech Court will be formally extended to Lafayette Avenue, and a new grade-separated CSX bridge will provide a second direct connection to US 1. Within the transit district, the existing internal street network is limited and fragmented, and one of the challenges to achieving the vision of the TDDP will be to increase internal connectivity by building new streets and connecting existing streets at appropriate locations to increase choices and reduce pressure on Paint Branch Parkway and River Road.

The 2009 *Approved Countywide Master Plan of Transportation* classifies Paint Branch Parkway as a collector roadway (C-202) with an 80-foot right-of-way, carrying approximately 14,000 vehicles per day according to recent traffic counts. Sidewalks generally exist on both sides of Paint Branch Parkway between MD 201 (Kenilworth Avenue) and River Road but lack landscape

Did you know that about half of the transit district is located within a half-mile walk of the College Park/U of MD Metro Station? With the construction of the Purple Line stations, the entire transit district area will be within a half mile or less of a rail transit station!

Did you know that Paint Branch Parkway is one of the first projects slated for retrofit to a green street under a new program administered by the County’s Department of Public Works & Transportation?

**SUBTITLE 23 OF THE PRINCE GEORGE’S COUNTY CODE DEFINES BOTH COMPLETE STREETS AND GREEN STREETS:**

“Complete Street means a public street that safely and adequately accommodates motorized and non-motorized users, including pedestrians, bicycles, motor, freight, emergency and transit vehicles, in a manner appropriate to the function and context of the facility.

“Green Street means a street or road that safely and adequately accommodates and incorporates best management practices of environmental site design for addressing stormwater runoff, including using small-scale stormwater management practices, nonstructural techniques, and better site planning to minimize the impact of road and sidewalk development on water resources.”

This TDDP fully supports the County’s policy direction for implementing green and complete streets and recommends a number of strategies to ensure major roadways, such as Paint Branch Parkway and River Road in addition to new secondary streets and access points, are retrofitted and designed as green and complete streets to the fullest extent practicable.

planting strips, which help buffer pedestrians from the travel lanes and improve their sense of safety. West of Paint Branch Parkway, sidewalks are generally limited to the south side of the street. Paint Branch Parkway is currently configured with two travel lanes in each direction and features a dual left-turn lane onto River Road.

River Road is also classified as a collector roadway (C-204) with an 80-foot right-of-way. According to recent traffic counts, River Road carries less than 10,000 vehicles per day. River Road connects Paint Branch Parkway to MD 201 (Kenilworth Avenue) and provides access to much of the M Square Research Park. Sidewalks exist on both sides of the roadway for much of River Road, excepting the north side of the street east of University Research Court. As with Paint Branch Parkway, River Road features two travel lanes in each direction. These lanes are separated by a raised concrete median and left turn lanes at selected intersections. The relatively light average daily traffic volumes combined with wide travel lanes and lack of traffic signals encourage excess speeding.

Rivertech Court is classified as an industrial roadway (I-208) with a 70-foot right-of-way and two travel lanes. Other existing roadways within the transit district, including 50th Avenue, 51st Avenue, 52nd Avenue, Haiig Drive, and Corporal Frank Scott Drive, are considered local roadways and are generally

configured with two travel lanes and have relatively low average daily traffic volumes. None of these roadways has significant street lighting.

Improving these roadways so they are more accommodating and attractive to pedestrians and bicyclists will enhance the transit district. Even with multiple transit options, at some point in their trip everyone is a pedestrian and needs to have safe, convenient access to their places of work and their homes. Incorporating road narrowing, traffic calming measures, bicycle facilities, sidewalk connections, and landscape buffers with street trees improves safety and convenience, adds to sense of place, and contributes to increased property values and tax revenues.

## Parking and Transportation Demand Management

Vehicle travel, access, and parking remain essential despite high-quality transit, bicyclist, and pedestrian connections. At the same time, owning, operating, and maintaining a private vehicle is a substantial cost to individuals and households while parking construction, operation, and maintenance is a tremendous expense to developers, institutions, and employers. One of the major challenges to implementing a realistic plan for transit-oriented development is to strike the right balance between providing parking sufficient to support vehicular travel while not allowing it to dominate the transit district and unnecessarily constrain development.

### Existing Parking Requirements

Parking within the transit district is currently guided by the 1997 transit district development standards, which outlined a distinctly forward-looking approach to regulating parking for development, beginning with the introduction of maximum parking requirements. These maximums were expressed both through requirements for individual development projects and overall maximums on parking supply at the district level (See Tables 3 and 4 on next page). The intent of the parking maximums was to reduce vehicle trips and thereby reduce congestion and constraints on the existing and planned roadway network.



*Improvements to Rivertech Court will promote a more welcoming streetscape and gateway toward Riverdale Park.*

**TABLE 3: 1997 TDDP PARKING RATIO TABLES (MAXIMUMS)**

LOCATION		LAND USE		
		COMMERCIAL, OFFICE / RETAIL	R&D/ LIGHT INDUSTRIAL	RESIDENTIAL
Ring 1	Within 1/4 mile	1.75 spaces/1,000 GSF	1.75 spaces/1,000 GSF	1.00 spaces/D.U.
Ring 2	1/4 to 1/2 mile	2.00 spaces/1,000 GSF	2.00 spaces/1,000 GSF	1.11 spaces/D.U.
Ring 3	>1/2 mile	3.00 spaces/1,000 GSF	3.00 spaces/1,000 GSF	Not Permitted

NOTES: GSF=gross square feet, DU=dwelling unit  
Location refers to distance from College Park-U of MD Metro Station

**TABLE 4: 1997 TDDP DISTRICTWIDE PARKING CAPS**

Max. Surface Parking	11,800
Max. Total (Surface + Structured) Parking	16,000
Max. Total parking in North Area	9,045
Max. Total parking in South Area	6,955

### Effect of 1997 Parking Requirements

The parking requirements of the 1997 *Approved Transit District Development Plan for the College Park-Riverdale Transit District Overlay Zone* are progressive even in today’s context and can be considered truly groundbreaking in their era. The 1997 TDDP dramatically reduced the maximum allowed parking ratios per use for individual projects while concurrently establishing a maximum overall cap for the district. While these ratios may be appropriate for infill projects in mature urban transit locations, the transit district is still emerging and has not developed to the extent envisioned by the 1997 TDDP. As a result, the original targets are now viewed as somewhat unattainable in the short term.

Over the medium- to long-term as the Purple Line is constructed and the transit district transitions to more of a true transit-oriented area, the parking ratios originally established in 1997 are reasonable and appropriate as targets for new development. However, some flexibility is warranted in order to ensure the College Park-Riverdale Park transit district is able to attract transit-supportive development densities and a diversity of uses as it develops over time. Therefore, this updated TDDP recommends an approach to

parking that will be more flexible and accommodating and which is in accordance with best practices to reduce parking requirements close to major transit facilities.

### Existing Parking Conditions

As of March 2014 the College Park-Riverdale Park transit district had approximately 8,000 parking spaces. Of these, 2,290 spaces are WMATA resources located in the parking structure and surface lot adjacent to the Metro station. The balance of the transit district’s parking translates to roughly one parking space per employee with the majority of spaces (88 percent) located in surface lots. With the exception of the WMATA facilities, most spaces are reserved for the uses with which they are associated (e.g., adjacent office buildings) and are free. This effectively encourages automobile use, because there



*Large surface parking lots with low levels of utilization characterize the transit district today.*

are no incentives in place not to drive to work in many cases.

Despite the low cost of parking within the transit district, parking occupancy is relatively low. Optimal parking utilization is roughly 85 to 90 percent or enough to fully utilize the parking supply while maintaining a handful of open spaces to meet variable or spontaneous demand. Observed daytime parking utilization within the transit district, including the WMATA facilities, was roughly 60 to 75 percent with little to no utilization after workday hours. This situation indicates that a number of existing developments provided too much parking. On the positive side, lower daytime parking utilization also indicates good potential to share parking resources.

### Transportation Demand Management

Driving is currently reported as the dominant mode of access to the transit district with over 70 percent of those surveyed using it as a primary mode of travel. The transit mode share averaged roughly one-quarter while bicycle, pedestrian, and other modes made up another one-quarter.<sup>3</sup> This is likely a factor of the low

cost and high quantity of parking, an incomplete and uninviting pedestrian and bicyclist environment, and comparatively minimal incentives to use nondriving options.

The location of the transit district, accessibility to multiple modes of public transportation, and access to adjacent regional trail networks offer a solid foundation to foster a

transition to transit-oriented development patterns and help reduce dependence on the automobile. Incorporating design features such as complete streets and a more robust pedestrian and bicyclist network, in combination with the introduction and widespread use of transportation demand management techniques, will be key to capitalizing on the presence of transit and nonautomobile travel modes and are essential recommendations of the TDDP.

<sup>3</sup> Source: M-NCPPC Purple Line TOD Study. Participants could choose all modes they routinely use, which is why the percentages do not add up to 100 percent.

Although the 1997 TDDP recommended the establishment of a transportation demand management district (TDMD), such a district has not been authorized. Revisiting this recommendation and forming a transportation management authority (TMA) consisting of property owners, developers, employees, residents, and government representatives, who together will decide on funding, priorities, and implementation of trip reduction policies and programs, will improve the efficiency of travel for the transit district population and provide a convenient mechanism to oversee monitoring and reporting of the progress and challenges associated with the program.

A transportation demand management district is defined by Subtitle 20A of the County Code as “a legally defined geographic area in which vehicle trip reduction procedures, strategies, and programs are required.” A transportation management authority is defined as “an entity established by property owners which is tasked with reducing vehicle trips within a TDMD through the use of programs, strategies, and other means.”

At present and until the authorization and formation of a TDMD and its associated TMA, individual property owners and developers have either been required by the Planning Board or have voluntarily developed and implemented certain transportation demand management measures to improve the efficiency of travel for their employees. One such program is the M Square/University of Maryland Research Park Transportation Demand Management Program. It is expected that this program will continue to coordinate and operate transit operations pertaining to M Square until a transit districtwide TDMD is established. This program consists of the following measures:

1. An existing Shuttle-UM bus provides service for employees and visitors to the research park. The shuttle provides connectivity via peak hour service every 15 minutes between the College Park/U of MD Metro Station and existing M Square facilities.
2. The shuttle is supplemented by a separate service connecting the College Park/U of MD Metro

- Station with the University of Maryland, College Park Campus.
3. Shuttle-UM buses currently operate on biodiesel under a grant program to promote clean transportation.
  4. Shuttle schedules are coordinated with other County and Metro bus service in the area to enhance the efficiency of transit use to and from M Square in accordance with demand.
  5. The shuttle provides “front door” pickup and drop-off as part of its service to the Metro station. As the research park expands, all-weather shelters could provide comfortable and convenient waiting areas with route and schedule information for transit services throughout the area.
  6. Transit information and options for access to and within the research park are communicated through employers, via web pages, e-mail, and posting within buildings.
  7. Public transportation is encouraged through employee promotions, incorporating the financial benefits of the Metro check program and SmarTrip cards.

Failure to sufficiently control parking and failure to encourage nonautomobile travel modes will only contribute to increasing demand for driving, which in turn undermines the community’s desire to encourage more transit use. Continuing with the status quo will mean new and rapidly rising auto trips, associated roadway congestion, and decreased quality of life for new and existing residents near the transit district.

Enabling the sustainable and successful development of the transit district relies less on how much parking is provided and more on how parking and other transportation resources are managed.

Key approaches include:

- Supporting the establishment of a TDMD and forming an effective TMA, both through public sector leadership and private sector coordination and incentives, will move transit district populations from single occupant vehicles into carpools or van pools, high occupancy vehicles (HOV), public transit (buses, commuter, light rail, and metro), biking, and walking.

- Encouraging and incentivizing shared/public parking rather than reserved parking. Shared-parking management allows future developers to not only learn from past projects that provided too much parking but to directly access their excess capacity, saving land and financial resources within the district.
- Establishing parking maximums that should be reevaluated over time.
- Establishing minimum bicycle parking requirements and encouraging bicycle use through methods such as employer participation in the bicycle commuter check program and provision of bicyclist shower and changing areas.
- Encouraging variable work hours (flex time, alternate work weeks), telecommuting, and other alternative approaches.

## Aviation

The presence of College Park Airport, the world’s oldest continuously operating airport, just north of the transit district offers a fourth major form of transportation to the mix: aviation. Having a general aviation airport so close to a Metro station and two proposed Purple Line stations provides many potential benefits and is unique within the Washington, D.C., region. This relationship could be one of the strengths for the overall transit district that contributes to its unique character and marketability. Additionally, the airport and historic milestones associated with the facility offer a superb marketing and branding asset for the transit district.

The majority of the transit district area is within the Prince George’s County aviation policy areas, which establish height limitations and other regulations intended to encourage compatible land use around airports, mitigate nuisances and hazards associated with airport regulations, and simultaneously protect people and structures surrounding airports while preserving airport operations. Aviation Policy Area (APA)-6 covers most of the transit district.

Approximately 3.32 acres of the transit district at the College Park Aviation Museum and former 94th Aero Squadron site is located in APA-5, and a small part of the former ERCO property is located outside the APA zones (refer to Appendix E). The Prince George’s County Zoning Ordinance restricts certain

uses, including new residential structures, day care, and assisted living facilities, from APA-5. The Zoning Ordinance also requires applicants with development parcels located in APA-6 to demonstrate compliance with Federal Aviation Regulations Part 77 prior to building permit issuance for any building higher than 50 feet. Development within any APA Zone shall also include a General Aviation Airport Environment Disclosure Notice as a required addendum to the contract for the sale of any residential property.

Despite these regulations, the aviation policy areas may not be enough to ensure the continued operation of College Park Airport, and several intrusions into the airspace have been approved over the last decade. More attention must be paid to the airport to ensure its survival.

## Pedestrians and Bicyclists Recommendations

### Policy 1

Enhance safety for pedestrian and bicycle travel within the transit district, and facilitate a sense of safety for all users.

### Strategies

**Strategy 1.1:** Upgrade or install new pedestrian crossings at identified intersections throughout the transit district as shown on the Existing and Proposed Bicyclist and Pedestrian Facilities (see Map 10 on right).



*Pedestrian and bike crossing signals enhance safety.*

**Strategy 1.2:** Provide crosswalks on all legs of each intersection, and ensure high-visibility crosswalks are installed on both Paint Branch Parkway and River Road.

**Strategy 1.3:** Minimize pedestrian exposure by reducing crossing distances wherever possible. Implementing recommended short- to medium-term road narrowing along Paint Branch Parkway and River Road will result in intersections with shorter crossing distances for pedestrians, enhancing safety.

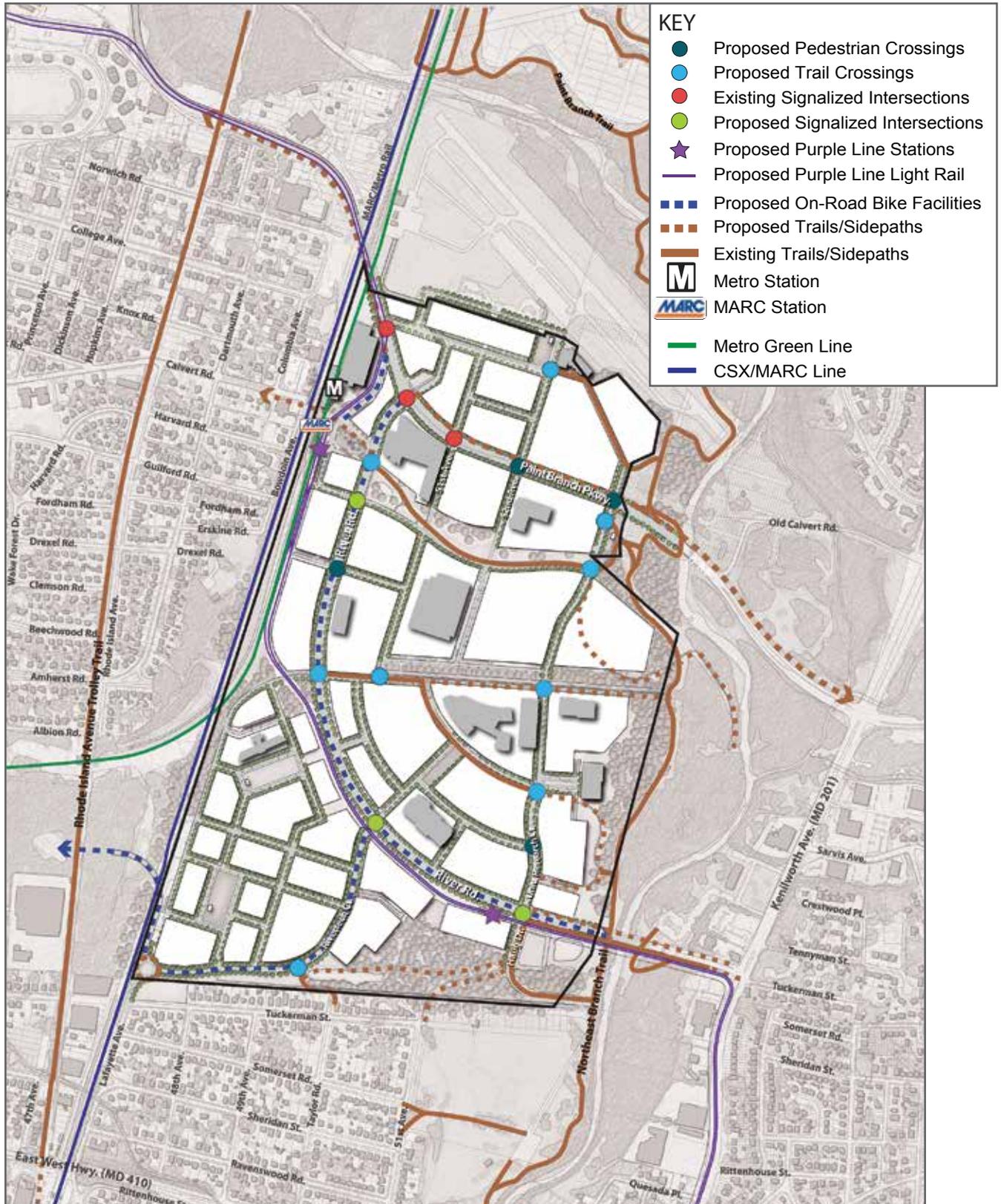
**Strategy 1.4:** Support protected pedestrian crossings at new traffic signals to be provided along River Road at Rivertech Court and University Research Court when the Purple Line is under construction.

**Strategy 1.5:** Install or enhance pedestrian lighting throughout the transit district, including at the College Park/U of MD Metro Station and the MARC station tunnel. Pedestrian-scale lighting along



*Pedestrian lighting, street trees, and on-street parking foster increased pedestrian safety.*

MAP 10: EXISTING AND PROPOSED PEDESTRIAN AND BICYCLIST FACILITIES



sidewalks, crosswalks, and trails enhances pedestrian visibility, security, and level of comfort, and as pedestrian-scale lighting fixtures are more appropriate than tall cobra-head lighting fixtures within a transit-oriented, mixed-use environment, they should be used.

**Policy 2**

Create an attractive and high-quality public environment within the transit district to encourage walking and bicycling.

**Strategies**

**Strategy 2.1:** Install vegetated buffers and street-tree planting areas along roads between the sidewalk and the back of the curb to provide separation from traffic flow, enhance the visual environment, provide shade and reduce negative environmental impacts, and improve pedestrian comfort. These planting areas offer a high return on investment and are appropriate public and private sector improvements to help foster additional development within the transit district.

**Strategy 2.2:** Provide generous sidewalks on both sides of existing and new streets to accommodate the intended use of these pedestrian areas. Sidewalks closest to transit stops, building entrances, and ground-floor retail uses should be wider than in other locations in order to provide sufficient space for people to congregate and wait for transit, wait in line for food trucks and similar activities, and sufficient space to accommodate outdoor cafés.

**Strategy 2.3:** Provide a unique and attractive pedestrian, bicyclist, and vehicular wayfinding and signage system for the transit district to help direct residents, tenants, and visitors to key destinations.

**Strategy 2.4:** Provide benches, trash receptacles, recycling bins, and other durable, high-quality street furniture at convenient locations such as near transit stops, urban open spaces, and along commercial areas.

**Strategy 2.5:** Consider installing a running/walking/workout circuit around the transit district with mileage markers and physical activity opportunities to encourage exercise.

**Policy 3**

Increase pedestrian and bicyclist convenience and connectivity.

**Strategies**

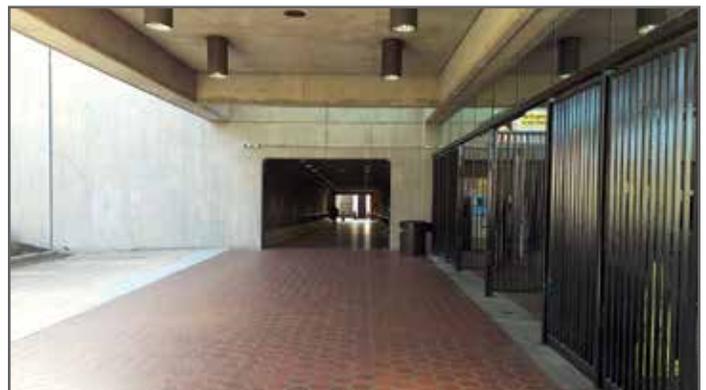
**Strategy 3.1:** Close gaps in the existing pedestrian and trail network serving the transit district by filling in missing sidewalks and providing new trail connections within the transit district to enhance access to the regional trail system (see Table 5 on page 71 and Map 10 on page 69).

**Strategy 3.2:** Design new streets and the accompanying pedestrian and bicyclist network to provide the most direct path of travel between building entrances and major destinations such as transit stops.

**Strategy 3.3:** Increase the quality and quantity of crossings of the CSX/MARC and Metro rail lines. Work with WMATA and MTA to address funding, maintenance, security, and liability concerns and make physical improvements to existing tunnel crossings at the College Park/U of MD Metro and MARC stations to ensure 24-hour access through



*Improving the MARC tunnel and providing 24-hour access to the Metro tunnel will enhance connectivity between the transit district and College Park.*



the WMATA tunnel and provide for more direct, convenient, and safe connections between the transit district and College Park to the west. Ensure the planned CSX bridge, as part of the development of the Cafritz Property, includes pedestrian and bicyclist connections.

**Strategy 3.4:** Incorporate curb ramps, appropriately designed sidewalks and paths (in compliance with the Public Rights of Way Access Design Guidelines), and

pedestrian crossings that will accommodate people in wheelchairs or those using other assistive devices such as strollers.

**Strategy 3.5:** Coordinate with the Washington Area Bicycle Association, WMATA, MTA, and the University of Maryland to provide and promote secure bicycling amenities such as bicycle racks and lockers at transit stations.

**TABLE 5: EXISTING AND PROPOSED BICYCLIST AND PEDESTRIAN FACILITIES**

BIKEWAY OR TRAIL NAME	FACILITY TYPE	LIMITS	COMMENTS
51st Avenue Connector	Hard surface trail	Tuckerman Street to Haiig Drive	Trail connection to the Town of Riverdale Park
Anacostia River Stream Valley Park Trail Connectors	Hard surface trail	Transit district boundaries to the Anacostia River Stream Valley Park trail network through the Litton Property, along the east to west tributary north of 5850 University Research Court, through the parking lots at 5825 University Research Court along River Road and at Quesada Street.	Trail connections to the existing stream valley trail network at shorter intervals within the transit district
Greenway Trail	Hard surface trail	River Road to University Research Court Extended	Continuous trail along the proposed east to west greenway
Haiig Drive	Hard surface trail	River Road to Anacostia River Stream Valley Park Trail	Continuous sidewalks along Haiig Drive transitioning to hard surface trail connection to regional trail facility
NOAA Trail	Hard surface trail	River Road to University Research Court	Wayfinding signage and other necessary improvements to emphasize the existing trail connection skirting the southern side of the NOAA facility
Paint Branch Parkway	Bikeways and continuous sidewalks	River Road to MD 201 (Kenilworth Avenue)	Continuous sidewalk on both sides and bicycle lanes or buffered bicycle lanes
Rhode Island Avenue Trolley Trail	Hard surface trail	Quimby Avenue to Armentrout Drive	Shared-use trail along the former trolley right-of-way. Fill in gaps south of the Cafritz Property
River Road/River Road Extended	Bikeways and continuous sidewalks	College Avenue to MD 201 (Kenilworth Avenue)	Continuous sidewalk on both sides and cycle tracks or buffered bicycle lanes
Rivertech Court	Bikeways and continuous sidewalks	River Road to Lafayette Street	Continuous sidewalk on both sides of Rivertech Court and bicycle lanes
Rivertech Court Connector	Hard surface trail	Rivertech Court to Haiig Drive	New east-to-west trail connection
Taylor Road Connector	Hard surface trail	Tuckerman Street to Rivertech Court	Continuous hard surface trail connection to the Town of Riverdale Park
University Research Court/ University Research Court Extended	Bikeways and continuous sidewalks	Paint Branch Parkway to River Road	Continuous sidewalk on both sides of the street and bicycle lanes or shared lane markings (sharrows)
Van Buren Street/CSX Crossing	Bikeways and continuous sidewalks	Van Buren Street (Cafritz Property) to Rivertech Court	Continuous sidewalk on both sides of the CSX bridge and on-road bicycle lanes to link the Cafritz Property to Rivertech Court.

### Policy 4

Promote bicycle use and enhanced bicyclist safety within the transit district.

### Strategies

**Strategy 4.1:** Install on-road bicycle lanes along Paint Branch Parkway, and connect these facilities to MD 201 (Kenilworth Avenue) and Good Luck Road where future regional trail facilities may connect to Riverdale Heights.



*Cycle tracks offer safe bicycle paths for users of all skill levels.*

**Strategy 4.2:** Install dedicated bicycle facilities (e.g., buffered bicycle lanes or one-way cycle tracks) on River Road over the short- to medium-term. The TDDP’s proposed road narrowing will provide space for these facilities from Paint Branch Parkway to the Northeast Branch.



*This image shows how a bikeway can be clearly marked across streets to further enhance visibility and safety.*

**Strategy 4.3:** Consider converting dedicated bicycle facilities to on-road bicycle lanes over the long-term as the vision of the TDDP is realized, demand for vehicle travel increases, and the interim road narrowing for River Road becomes less sustainable.

**Strategy 4.4:** Ensure bicyclist safety and connectivity are addressed during the design and construction of the Purple Line. Poorly designed rail crossings can be hazardous for bicyclists, resulting in pinched wheels that can lead to crashes. Crossings should be as close to 90 degrees as possible, and bicyclists should not be required to ride along rail tracks.

**Strategy 4.5:** Install bicycle lanes along Rivertech Court to connect to lanes proposed on the Cafritz CSX bridge connection and the potential shared-use roadway along Lafayette Avenue. A lane narrowing on Rivertech Court will provide space for bicycle lanes from River Road to Lafayette Avenue.

**Strategy 4.6:** Accommodate shared bicycle travel (e.g., sharrows) along existing and new internal streets within the transit district.

### Policy 5

Provide additional amenities to encourage bicycle use and enhance convenience.

### Strategies

**Strategy 5.1:** Expand College Park’s bike share system into and throughout the transit district. A bike-share facility is already planned for installation at the College Park/U of MD Metro Station in M Square and as part of the Cafritz Property development. Additional locations should be evaluated, including the Purple Line’s M Square station, the Wells/Linson complex, and College Park Airport and Aviation Museum. The Town of Riverdale Park should be encouraged to fully participate in the bike-share system as a partner.

**Strategy 5.2:** Provide adequate bicycle parking and storage lockers throughout the transit district. Additional bike parking should be provided at the M Square Purple Line station, and with all new buildings, ideally placed as close as possible to building entrances. Consider additional amenities, such as shower and changing facilities and secured bicycle rooms, in new development to encourage bicycling as a commuter mode of travel for employees.

## Transit Recommendations

### Policy 1

Enhance access to and the visibility of transit services.

### Strategies

**Strategy 1.1:** Maintain clear sight lines to existing and future transit stations. Ensure that proposed open spaces and buildings are arranged and oriented in such a way as to enhance visibility and identity of all rail transit stations.

**Strategy 1.2:** Ensure continuous pedestrian connections to bus and rail transit stops and stations. Rail transit stations in particular should be accessible from all practical directions.

**Strategy 1.3:** Improve access points, and encourage the provision and maintenance of around-the-clock pedestrian access along the existing Metro station stairway west of the rail lines through the pedestrian tunnel to the transit facilities east of the tracks by separating the tunnel from fare machines and entrance gates associated with the Metro operations.



*Bike share stations in convenient locations encourage use for travel and exercise.*

### Policy 2

Enhance intermodal connectivity to encourage increased transit use.

### Strategies

**Strategy 2.1:** Identify intermodal zones for existing and planned rail stations where transfers between travel modes—including walking, bicycling, transit, and autos—are most likely to happen and be concentrated (see diagram on page 75). Ensure quality design of these intermodal areas that will provide safety, comfort, efficiency, and readily accessible transportation information to all users.

**Strategy 2.2:** Design the proposed transit plaza in the Metro Core and each intermodal zone at rail stations to provide a safe, pleasant environment 24 hours a day and through all seasons and weather conditions.

FIGURE 1: TRANSIT STATION CONNECTIVITY—EXISTING

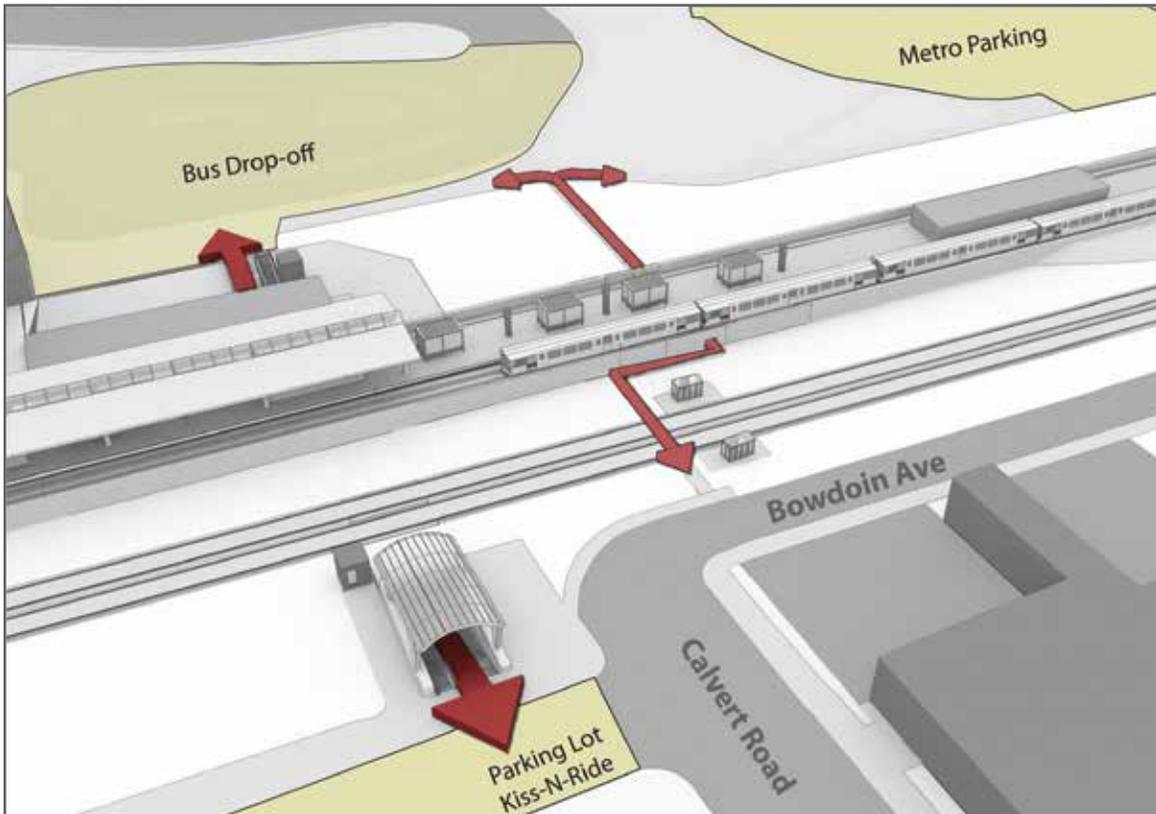
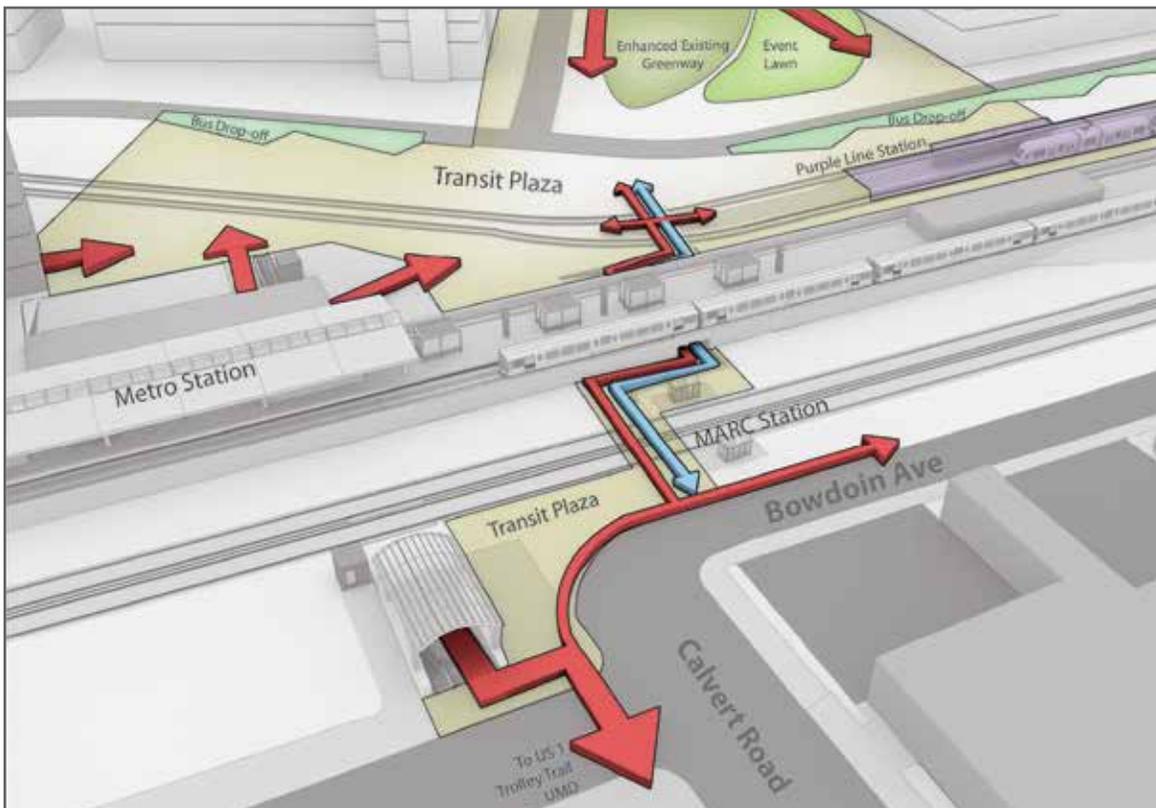


FIGURE 2: TRANSIT STATION CONNECTIVITY—PROPOSED



*These diagrams show how the current pedestrian and bicyclist connections through the Metro and MARC stations (top) can be enhanced and integrated with the proposed transit plaza and future Purple Line station (bottom).*

**Policy 3**

Increase transit efficiency.

**Strategies**

**Strategy 3.1:** Design intersections near rail stations accessed by buses to accommodate ingress and egress movements and time signals appropriately to maintain efficient transit operations.

**Strategy 3.2:** Design designated streets within the evolving street network to accommodate the possibility of future bus transit service.

**Strategy 3.3:** Provide adequate space in the vicinity of the College Park/U of MD Metro Station for bus layover and shuttle recovery. Buses not currently in active service should be located away from the active intermodal zone. Circulation routes should be designed to enable efficient return to bus bays when vehicles return to service.

**Strategy 3.4:** Work with bus service operators, the City of College Park, and the Town of Riverdale Park to:

- Enhance existing bus service to and from the transit district to include weekday and weekend service with minimum headways, or time between buses, of 30 minutes as recommended by the County Department of Public Works and Transportation’s Five-Year Transit Service and Operations Plan and the Master Plan of Transportation.
- Explore opportunities to add, modify, or eliminate bus service in concert with the opening of the Purple Line rail service while continuing to serve local transit markets and patrons.
- Require the provision of unified, well-lighted, attractive, all-weather bus shelters with benches, trash receptacles, recycling bins, route maps, and schedules at all bus stops throughout the transit district.
- Develop and operate a high-frequency circulator shuttle service with a subsidized fare structure during the peak commuting and lunch periods. Such a service should operate with headways of 10 minutes or less and link land uses in the transit district to rail stations, the Cafritz Property mixed-use development, and downtown College Park. A circulator bus route is required as part of the development of the Cafritz Property and may form the basis of this service.

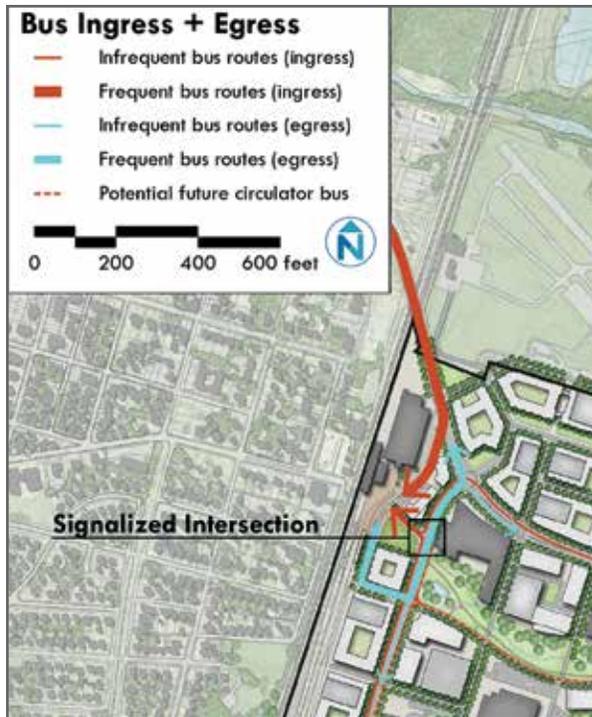


*Intermodal zones centered on existing and future rail stations provide safe, comfortable, and efficient transfer points between multiple modes of travel, such as from a Metro train to a bus or from the Purple Line to bicycling.*

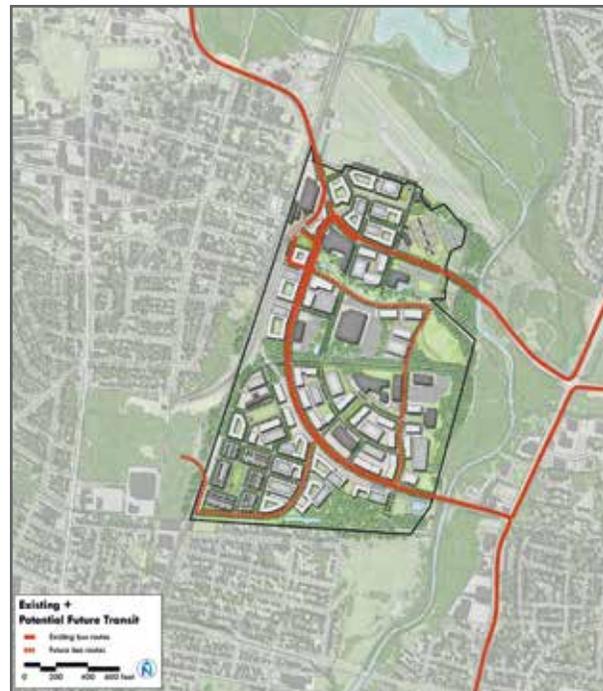
**Strategy 2.3:** Locate bus bays in close proximity to the College Park/U of MD Metro Station points of ingress and egress. Consider a design for the bus bays serving the station area, including the Purple Line station and proposed transit plaza that will minimize potential vehicle and pedestrian conflicts by providing a nested series of one-way loops accessible from Paint Branch Parkway and River Road.

**Strategy 2.4:** Minimize the necessity for pedestrian and bicyclist crossings of vehicular travel ways between rail stations, bus stops, parking facilities, and bicycle racks or storage areas, and maintain clear sight lines between bicycle racks and transit stations.

**Strategy 2.5:** Provide displays of real-time traveler information for all travel options to the maximum extent practicable and available (e.g., rail service, bus routes and times, bike or car share availability, taxi services, and similar), and provide clear wayfinding signage in intermodal zones to local destinations to include direction of travel, approximate distance, and estimated walking times.



*This diagram shows one way the future bus facility at the College Park/U of MD Metro Station could be redesigned to accommodate the Purple Line and proposed Metro Core transit plaza.*



*Major streets including Paint Branch Parkway and River Road are complemented by new secondary connections, shown as dotted lines, for enhanced future bus transit service.*

## Roadways and Complete Streets

### Policy 1

Implement the master-planned roadway network, using the complete street and green street principles and walkable street designs recommended by this TDDP and existing County policies whenever feasible.

### Strategies

**Strategy 1.1:** Reaffirm the recommendations of the Master Plan of Transportation to retain Paint Branch Parkway as a collector (C-202) through the transit district area. Reduce the width of all travel lanes to 11 feet, replace the continuous center left-turn lane with left-turn lanes at signalized intersections, and provide continuous five-foot-wide, on-road bicycle lanes east of River Road to MD 201 (Kenilworth Avenue).

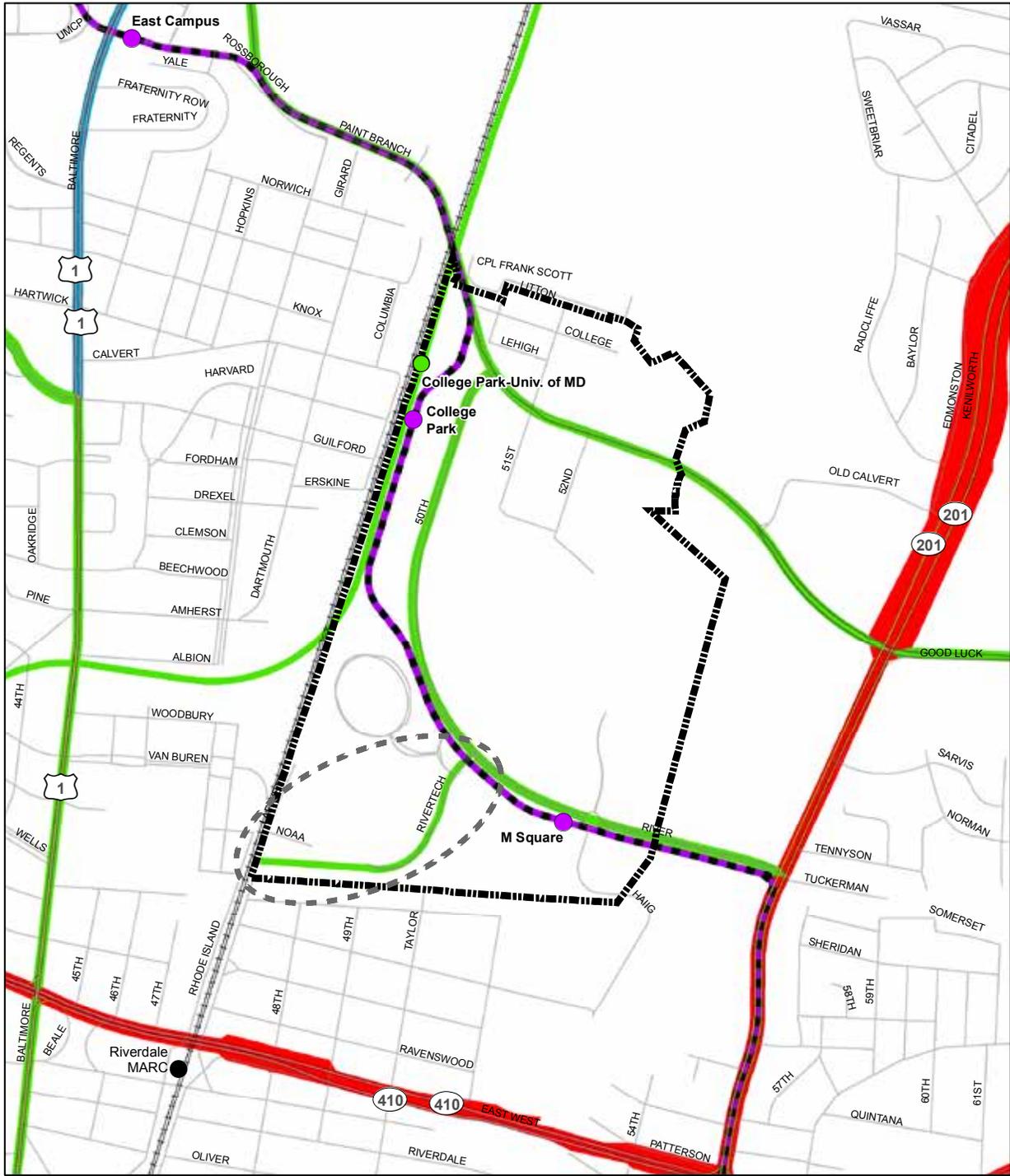
**Strategy 1.2:** Modify the recommendations of the Master Plan of Transportation for the following roadways (see Table 6):

- C-204, River Road (Designated and recommended to remain a collector through the transit district area)—Reduce to a two-lane section from Paint Branch Parkway to MD 201 (Kenilworth Avenue).
- C-217, Rivertech Court—Reclassify Rivertech Court from an industrial street (I-208) to a two-lane collector (C-217) with a right-of-way of 70 feet. Extend Rivertech Court west to Lafayette Street.

Roads are classified in this TDDP by the access they provide to the public whether as through traffic or with trips that begin or end within the transit district. The transit district roads are grouped in three main classes: county, municipal, and other roads. County roads that are explicitly referenced and addressed by this TDDP are limited to Paint Branch Parkway, River Road, and Rivertech Court.

Municipal roads of significance within the transit district include the proposed extension of River Road north of Paint Branch Parkway, 51st and 52nd Avenues, Corporal Frank Scott Drive, and Lafayette

MAP 11: EXISTING AND PROPOSED MASTER PLAN RIGHTS-OF-WAY



**Legend**

College Park / Riverdale Park TDDP / TDOZ Boundary

**Master Plan Right-of-Way**

- Arterial
- Collector
- Major Collector
- Approved Change to Master Plan of Transportation

**Rail Transit Lines and Stations**

- Camden Line and MARC Station
- Metro Green Line and Station
- MTA Purple Line and Station (Proposed)



Street. The extent of rights-of-way for these roads is limited to either the existing available rights-of-way or will be provided as part of future development plans.

Other roads not specifically referenced herein should be considered two-lane roadways, which may be augmented or refined as development allows and the TDDP vision is realized. Reconstruction, modification, or extension of these roadways should always allow for and facilitate a better-connected street grid in keeping with best practices for transit-oriented development. While there are no designated or required rights-of-way limits for these roads within this TDDP, all such roads shall be designed and constructed to include, at minimum, two travel lanes, shared bicycle accommodations, sidewalks on both sides, and provision for on-street parking.

**Policy 2**

Provide a network of streets that emphasize walking, bicycling, and transit over the automobile but which provide reasonable accommodation for through traffic along main roadways within the transit district.

**Strategies**

**Strategy 2.1:** Reduce vehicle lane widths for all roadways within the transit district—including Paint Branch Parkway, River Road, and Rivertech Court—to the minimum lane widths permitted by the DPW&T and/or the municipality with full jurisdiction over the roadway (or, for a shared roadway, to a mutually agreed-upon dimension signed off by all pertinent jurisdictions). This reduction in lane widths will shorten the curb to curb dimensions of streets, reduce the crossing distances at intersections for pedestrians and bicyclists, and reduce the overall amount of impervious surfaces within the area.

**Strategy 2.2:** Extend River Road north of Paint Branch Parkway to College Avenue.

**Strategy 2.3:** Reduce the number of travel lanes on River Road and Rivertech Court and provide left turn lanes at key intersections. This “road diet” approach is supported by the traffic analysis conducted for this TDDP over the short- to medium-term and will provide space for on-street parking in appropriate locations, on-road bicycle lanes, and enhanced pedestrian safety while allowing for a transition back to the existing lane configuration if and when additional roadway capacity is needed within the transit district.

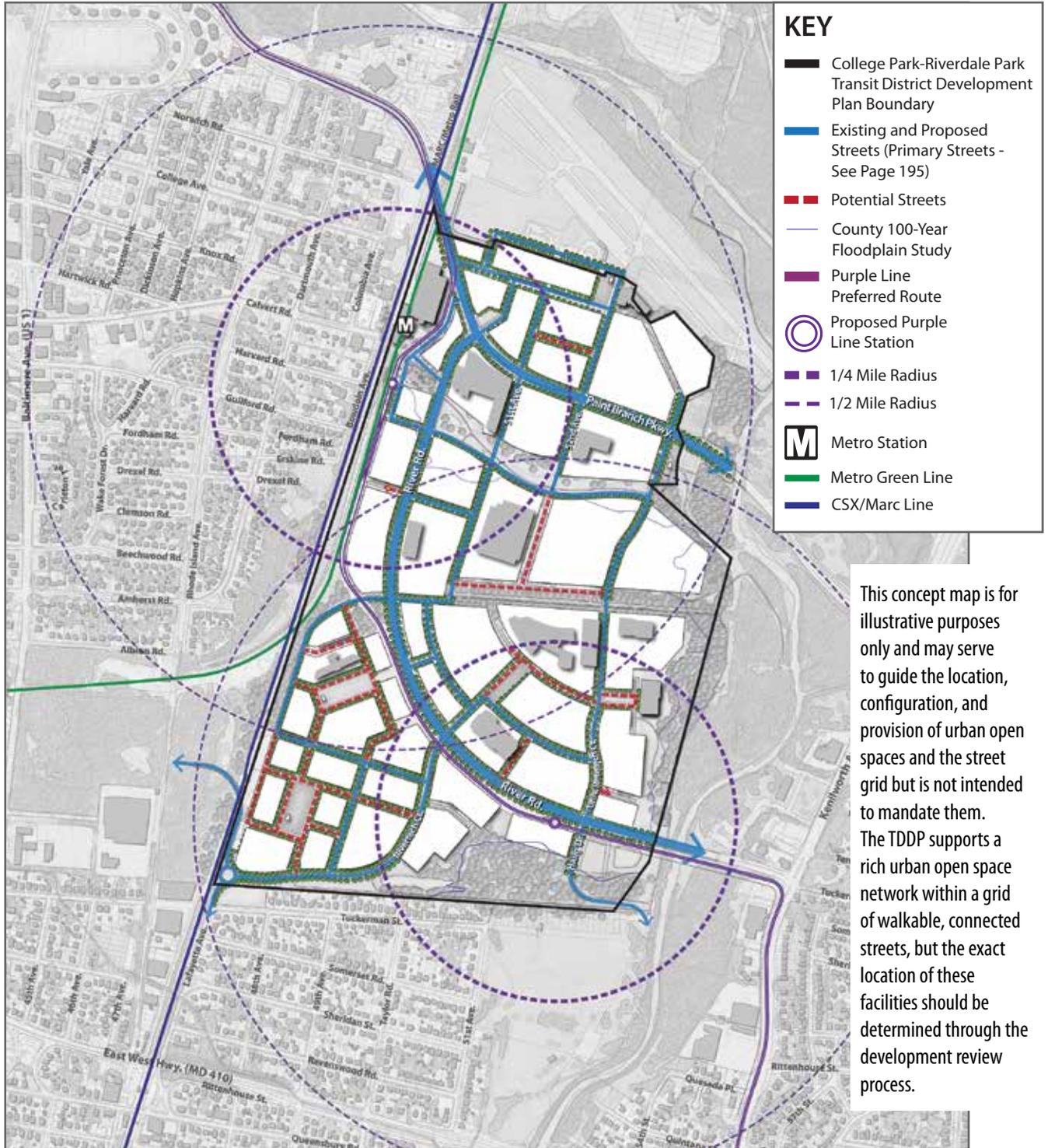


*This photo shows how lane markings can be used to accommodate a road narrowing while preserving the flexibility to transition back to a travel lane in the future.*

**Strategy 2.4:** Actively seek opportunities to provide at least one continuous north-south street connection through M Square to Paint Branch Parkway such as a connection through the Litton Property to the Wells/Linson complex or streets connecting through extensions of 51st or 52nd Avenues.

TABLE 6: EXISTING AND PROPOSED ROADWAY FACILITIES				
ID	NAME	LIMITS	TRAVEL LANES	MIN. R.O.W. (')
C-202	Paint Branch Parkway	MD 201 to US 1	4	80
C-204	River Road	MD 201 to Paint Branch Parkway	2 (short- to medium-term) 4 (long-term)	80
C-217	Rivertech Court	River Road to Lafayette Street	2	70

MAP 12: PROPOSED STREET NETWORK



*The TDDP's proposed primary streets are shown here in solid lines. These streets either exist today or are envisioned as the key streets for future connectivity and should be among the first new streets constructed within the transit district. Dashed lines show secondary streets or longer-term streets that will contribute to the street grid and overall connectivity but are expected to occur down the line as redevelopment and new investment rise.*

**Strategy 2.5:** Continue pursuing opportunities to provide additional east-to-west street connections from River Road to the new north-south street through M Square. Pursue opportunities to acquire or dedicate land or an easement for an east-to-west street connection along the greenway corridor south of the tributary. See Map 12 on page 79.

**Strategy 2.6:** Collaborate on the reconstruction of Paint Branch Parkway and River Road as green and complete streets in accordance with County policies. Incorporate low-impact stormwater management techniques, pervious paving materials, native plantings, shade trees, pedestrian-scale lighting fixtures, bicycle facilities, wide sidewalks, median plantings with pedestrian refuge islands at key crossings, pedestrian count-down signals, uniform and improved bus stops with all-weather shelters, pedestrian and bicyclist amenities, and effective way-finding techniques.



*Examples of green street stormwater management techniques.*

**Strategy 2.7:** Work with DPW&T to explore the feasibility of providing safe and appropriately signed mid-block crossings where deemed necessary and appropriate.

**Policy 3**

Balance mobility and access requirements and accommodation for commuter traffic through the transit district with the overall need and goals of accommodating the new development within the transit district necessary to realize the TDDP’s vision.

**Strategies**

**Strategy 3.1:** Establish Level of Service (LOS) E as the acceptable LOS for all intersections within the transit district during the peak commuting hours. Once a TDMD is authorized and a TMA established as outlined by Subtitle 20A of the County Code, the LOS and determination of adequacy may be revisited or revised.

**Strategy 3.2:** Prohibit development that would degrade the acceptable LOS standard of E for any of the intersections within the transit district deemed critical for the development in accordance with the procedures outlined in the Planning Board’s Guidelines for transportation adequacy analysis.

The selection of critical intersections for any development/redevelopment will be limited to any of the existing or planned intersections along Paint Branch Parkway and River Road, excluding the intersections with US 1 (Baltimore Avenue) and MD 201 (Kenilworth Avenue). These routes are among the main commuter routes, serving through traffic between various destinations within Prince George’s County and the greater Washington, D.C., region, and development within the transit district is considered to have little impact on these facilities.

**Strategy 3.3:** Consider the reduction of required roadway or intersection improvements/mitigation associated with new development in exchange for enhancements to facilities that will improve pedestrian, bicyclist, and/or transit access and safety and/or will encourage non-auto mode choices. Such improvements shall be identified in consultation with DPW&T and the affected municipality and should be fully implemented by the applicant/developer at or near any intersections where the projected LOS is found to be near or in excess of the acceptable LOS E.

**Strategy 3.4:** Include trip reduction measures for new development projects until a TDMD is authorized and a TMA established as outlined by Subtitle 20A of the County Code. These trip reduction measures should be in the form of a legally-binding transportation demand management agreement with M-NCPPC and/or Prince George’s County or affected municipality and should ensure the applicant is agreeing to fund, implement, and operate the required trip reduction measures for a period of no less than 10 years or until the TDMD is authorized by resolution of the County Council (whichever occurs first).

**Policy 4**

Holistically address traffic issues that may negatively impact existing communities and future transit district residents.

**Strategies**

**Strategy 4.1:** Conduct a study in the year prior to the opening of the Purple Line to evaluate traffic safety and speed issues that may have resulted from Purple Line construction impacts, new development, and projected impacts of the TDDP’s land use pattern as it has evolved to that point in time.

**Strategy 4.2:** Consider establishing a working group to comprehensively manage speeding and aggressive driving behavior along Paint Branch Parkway, River Road, and Rivertech Court. Consider techniques including, but not limited to, improved design concepts for narrowed lanes and turning radii, speed cameras, traffic calming devices, pedestrian/ bicyclist priority control signals at intersections, and intersection approach control measures.

**Strategy 4.3:** Work with the Cafritz Property development team, Prince George’s County, Town of Riverdale Park, and other stakeholders to ensure Lafayette Avenue is retained as a local residential street and through traffic is minimized to reduce potential impacts on historic Riverdale Park.

**Parking and Transportation Demand Management Recommendations**

**Policy 1**

Thoughtfully and proactively manage parking assets and supply to strike a balance between supply and demand and ensure parking is well-integrated into the built environment.

**Strategies**

**Strategy 1.1:** Eliminate minimum parking requirements within the transit district.

**Strategy 1.2:** Establish reasonable maximum parking ratios based on proximity to transit stations.

**Strategy 1.3:** Allow developments to exceed the maximum parking ratios only if certain criteria are met, including ensuring excess parking spaces are provided as shared/public parking and the development offers strong transportation demand management strategies.

**Strategy 1.4:** Encourage the “reset” of parking allowances on properties that are currently undeveloped. Due to limitations imposed by prior subdivision approvals and development caps, developers in the transit district have only been permitted to build on-site parking by acquiring parking allowances from undeveloped or underdeveloped sites. To help redress this situation:

- Allow owners of existing parking resources to convert all parking in excess of actual needs to public/shared parking.
- Allow new and infill development projects to apply to build and use any of the already allocated but unbuilt parking resources provided all such parking is constructed as public/shared parking and all such spaces are offered at the same cost to any tenants within the transit district, with first priority given to the property owner(s) whose

Unbundled parking refers to parking spaces that are made available at separate fees from housing units or office leases. Typical parking approaches bundle parking with leasing and rental rates and usually guarantee parking, which offers little incentive to use other modes of travel. An unbundled approach to parking provides opportunities to match parking provision with demand, allows users to see the true costs of parking, makes more informed travel decisions or reduces the number of automobiles owned, and allows evolving market needs to play a more overt role in parking supply and management.

unbuilt parking capacity has already been used by other projects.

**Strategy 1.5:** Require property owners and developers to unbundle the cost of parking from commercial, institutional, and/or multifamily residential lease or sale.

**Strategy 1.6:** Encourage shared parking, particularly within 400 feet of user destinations, including transit stops, mixed-use buildings, recreation amenities, and employment centers. For purposes of this TDDP, parking may be defined as “shared parking” if it provides a minimum of 12 hours of unrestricted public parking in any 24-hour period, at least 8 of which shall be contiguous between business or nighttime hours.

**Strategy 1.7:** Restrict maximum parking lot sizes to 300 parking spaces (with the exception of WMATA or County-constructed facilities, including facilities constructed under public-private partnerships with these entities) to better distribute traffic and incorporate parking areas into the built environment.

**Strategy 1.8:** Explore opportunities to construct a public parking structure, perhaps via a public-private partnership, in proximity to the College Park/U of MD Metro Station to serve as a centralized parking hub that can provide additional capacity to development within the transit district.

**Strategy 1.9:** Provide on-street parking along all internal streets within the transit district. Along more heavily-travelled corridors such as Paint Branch Parkway and River Road, consider restricting on-street parking during peak hours and/or replacing potential on-street parking areas (realized through the TDDP’s recommended road narrowing) by dedicated bicycle or transit facilities.

## Policy 2

Establish formalized structures to guide, organize, and manage transportation demand in the transit district.

## Strategies

**Strategy 2.1:** Support the establishment of a College Park-Riverdale Park TDMD as outlined in Subtitle 20A of the Prince George’s County Code.

**Strategy 2.2:** Establish a TMA for the TDMD to support, advance, and coordinate activities of transit district property owners and tenants to promote and improve non-auto travel options.

**Strategy 2.3:** Explore the creation of a parking management district, which may be operated as an extension of the TDMD/TMA administered by the Revenue Authority of Prince George’s County, administered by the City of College Park and Town of Riverdale Park, or authorized as a private entity.

**Strategy 2.4:** Set clear and measurable transportation mode split targets for the transit district with a minimum target of 50 percent non-auto mode share. Establish and implement processes for consistent measurement, tracking, and reporting.

**Strategy 2.5:** Coordinate with the University of Maryland, federal tenants, WMATA, and other property owners to explore expansion of the existing M Square/University of Maryland Research Park Transportation Demand Management Program until the TDMD is authorized and the TMA is established. Consider requiring each property/business owner with 50 or more employees to provide funds for participating in the program.

**Strategy 2.6:** Require all developers to address the following elements as part of any planned development:

- Street furniture and lighting should be available throughout the site and along roadways.
- Provide pedestrian and bicyclist connections to adjacent properties where appropriate, and ensure internal pedestrian linkages are conveniently located and directly connect parking areas, transit stops, and buildings.
- Convenient short-term parking is available for visitors.
- Screen service and loading areas from public view.

**Strategy 2.7:** Work with developers to encourage provision for car and bike share and carpool programs and to allocate funds to subsidize non-single occupant vehicle transportation use by building tenants by incorporating TDM measures such as:

- Providing on-site information about area transportation options via designated personnel and/or current electronic or print information publicly displayed and accessible on site.
- Providing one transit SmarTrip card to each residential unit sold or leased or one SmarTrip card for every 1,500 square feet of office space sold or leased.
- Offering parking cash-out benefits to employees who may choose transit or other modes of travel to and from work.
- Providing “new employee” or “new resident” commuter or travel packets with information about local transportation options and benefits.
- Encouraging properties to appoint an on-site transportation coordinator until the TMA is established.
- Participating in, or offering, a guaranteed ride home program for employees/residents.

**Policy 3**

Promote and enable competitive and attractive nonautomobile modes of travel.

**Strategies**

**Strategy 3.1:** Require the provision of reserved, preferentially located parking spaces for carpools and vanpools for any development/redevelopment in excess of 50,000 square feet of office use at a minimum ratio of one reserved high occupancy vehicle space per 100 regular parking spaces. Encourage free or reduced parking costs for authorized carpools and vanpools.

**Strategy 3.2:** Require any development/redevelopment in excess of 10,000 square feet to provide both open and accessible (e.g., at the public street level) bicycle parking and covered, secure bicycle parking. Provide accessible bicycle parking within 100 feet of a building’s main entrance. Provide covered and secured bicycle parking (such as within a garage, bike rooms, cages, or lockers) within 100 feet of a building entrance if in a private facility or within 400 feet if located within a shared parking facility.

**Strategy 3.3:** Require, on average, one bicycle parking space for every 10,000 square feet of building area for office, retail, hospitality, and other commercial and institutional uses. Require multifamily residential

developments to provide at least one bicycle parking space for every 20 units. Require industrial uses to provide bicycle parking at a ratio of at least one space for every 50,000 square feet of development. Increase these ratios as the Purple Line begins operation.

**Strategy 3.4:** Facilitate car sharing in the transit district by requiring any building or development with at least 150 residential units, 300,000 total square feet of office space, or a parking facility with at least 150 parking spaces to provide car sharing spaces pursuant to the transit district development standards. Car share spaces should be accessible to the public and shall be offered free of cost to any licensed car share provider.



*Bicycle parking should be close to building entrances.*



*Car share is provided at the College Park/U of MD Metro Station and is an effective transportation demand management approach that should be expanded.*

## Aviation Recommendations

### Policy 1

Ensure the continued operation of the historic College Park Airport.

### Strategies

**Strategy 1.1:** Incorporate new street connections, preserve views through potential development sites, and provide urban open spaces that ensure increased visual and physical connectivity to the airport from the College Park/U of MD Metro Station and Paint Branch Parkway.

**Strategy 1.2:** Ensure new development does not encroach into the operational airspace of College Park Airport.

**Strategy 1.3:** Incorporate the airport and discuss its location advantages within the greater Washington D.C., region in transit district marketing and branding materials to reach pilots, aviation enthusiasts, and other interested parties who may be unaware how closely linked the airport is to the WMATA Metrorail system and how convenient it is to downtown Washington, D.C. Provide opportunities to observe airport operations within new development projects north of Paint Branch Parkway.

**Strategy 1.4:** Consider a “Planes to Trains” approach to transit by emphasizing how the College Park-Riverdale Park transit district offers one of the few regional opportunities to access planes as a form of mass transit.

## Environmental Infrastructure

### Vision

The transit district accommodates a mixed-use, transit-oriented community with well-designed development that minimizes the impacts of human activity on remaining natural resources, which in turn fosters a healthy balance between the built and natural environments. The environmental integrity of the area's streams, water quality, stormwater management, and noise and air quality are maintained and enhanced. Improved buffers along the streams that bisect the transit district, increased urban tree canopy, innovative stormwater management technologies, reductions in energy consumption and greenhouse gas emissions, and reductions in impervious surfaces are major elements of a healthy environmental infrastructure in the transit district.

### Goals

- Create opportunities to improve the natural environment while recognizing the overall environmental benefits of concentrating higher intensity mixed-use, residential, and employment clusters near the College Park/U of MD Metro station and the Purple Line stations.
- Use innovative areawide planning and design techniques to create sustainable land development that achieves the desired development patterns

while preserving, enhancing, and restoring the natural environment to the fullest extent possible.

- Incorporate site-specific approaches to restore environmental quality during project development.

### Background

The College Park-Riverdale Park Transit District consists of a mix of properties that are developed mostly for commercial and institutional uses, properties that have been cleared but are not yet developed, small patches of mature forest, and some open areas. According to the County's most recent 100-year floodplain study for this portion of the Anacostia River basin, a significant portion of the transit district area is part of the 100-year floodplain complex associated with the river's Lower Northeast Branch (see Map 13 on page 86). Many of the developed properties are within the floodplain and were developed prior to the County's floodplain ordinance. The overall topography is mostly flat to gently undulating with small streams running from west to east through the transit district. Two of the region's tributaries originate in the transit district area, making them headwater streams within the Lower Northeast Branch Watershed and part of the Anacostia River stream system.

#### ELEMENTS OF THE GREEN INFRASTRUCTURE NETWORK:

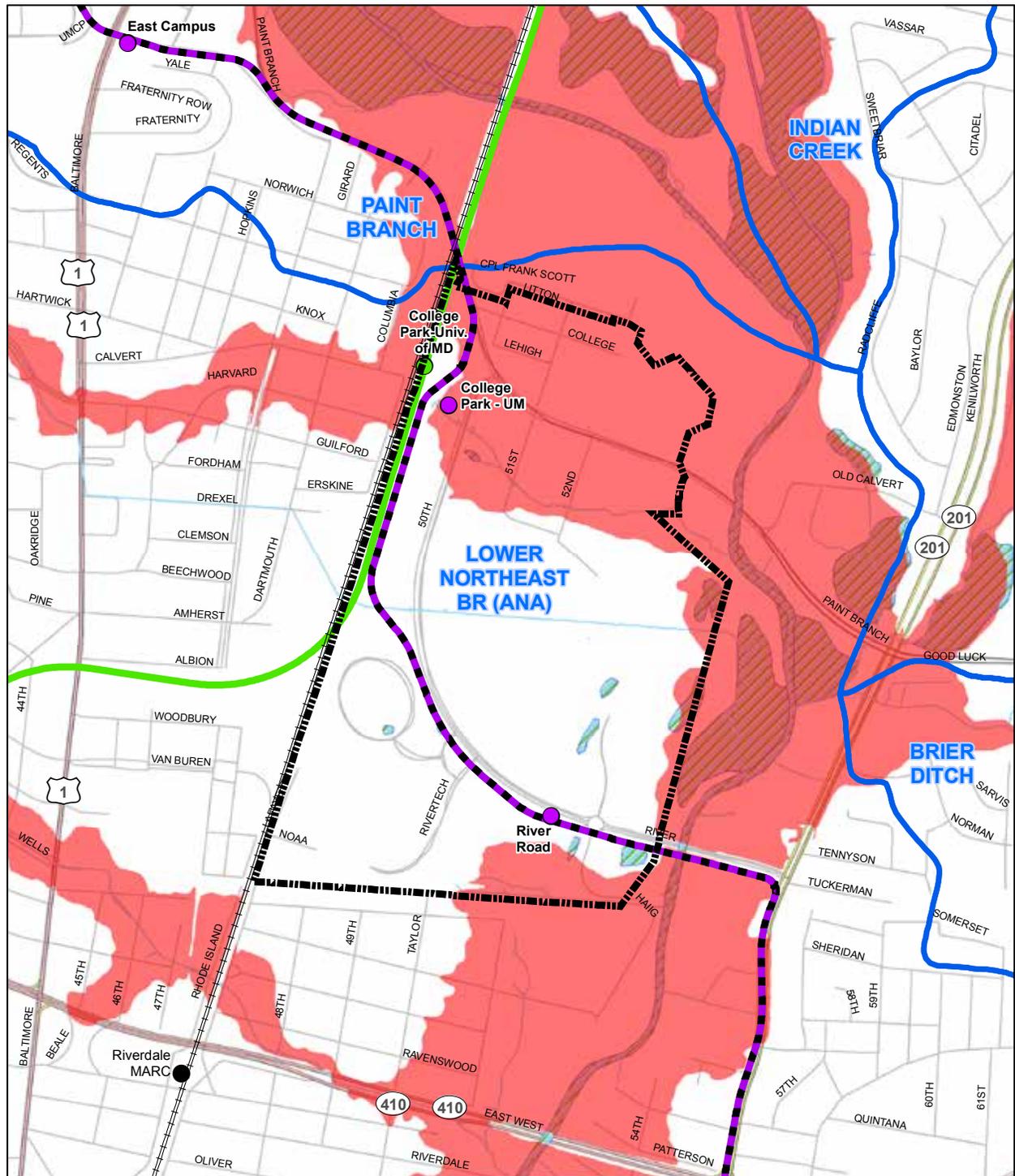
Regulated Areas are environmentally sensitive features such as the 100-year floodplain, severe slopes, streams, and wetlands with their regulated buffers that are protected during the land development process by laws, guidelines, or regulations at the County, state, or federal level. Preservation of these areas is the main focus, and development is not permitted except for necessary construction of road crossings and installation of public utilities.

Evaluation Areas are areas outside the regulated areas that may contain interior forest, upland forest, unique habitats, the environmental settings of cultural resources, and other sensitive features. These areas are evaluated during the development review process to determine if any resources are present that need protection or if there are areas where mitigation could be directed to expand existing or adjacent environmental resources.

Network Gaps are breaks in the natural areas of the network that could potentially connect regulated and evaluation areas and significantly expand the green infrastructure network if protected and restored.

Combined, these three features constitute the designated network of countywide significance as shown in the Green Infrastructure Plan. The network does not contain all the regulated and evaluation areas within the County, only those that meet the green infrastructure master plan's designated criteria for countywide significance.

MAP 13 HYDROLOGIC FEATURES WITHIN AND ADJACENT TO THE TRANSIT DISTRICT

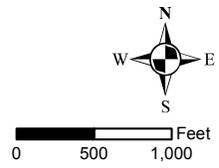


**Legend**  
 College Park / Riverdale Park  
 TDDP / TDOZ Boundary  
 Watersheds (MD DNR)

Known Streams  
 Known Wetlands (MD DNR)  
 County 100-Year Floodplain Study

**Road**  
 Freeway  
 Highway  
 Major Road  
 Other Road

**Rail Transit Lines and Stations**  
 Camden Line and MARC Station Metro  
 Green Line and Station  
 MTA Purple Line and Station (Proposed)



Although the physical environment of the transit district area has been affected by years of development, many environmental assets remain. These include forest interior dwelling species within the floodplain, nearly 8,400 linear feet of known streams, and nearly four acres of known wetlands that provide environmental benefits for the community and are contributors to the health of ecosystems downstream. Earlier planning and conservation efforts have protected some of these resources and established a series of parks for education, recreation, and stream valley protection. These parks are included as part of the designated network of the 2005 *Countywide Green Infrastructure Plan*.

The relationship of the transit district to the Green Infrastructure Plan is shown on Map 14 on page 88. The Green Infrastructure Plan recommends strategies



*One of several streams within the transit district.*

to preserve, enhance, and restore the County’s green infrastructure network of resources of countywide significance. The network consists of three types of areas: regulated areas, evaluation areas, and network gaps, each of which feature different types of resources and differing levels of protection from disturbance. As part of the preparation of this TDDP, adjustments have been made to the 2005 countywide network map to include environmental areas of local significance and exclude highly developed areas that are unlikely to be able to provide the desired ecological functions given the transit district’s location in a highly urbanized area (see Map 15 on page 89). It should be noted that few changes were made to the green infrastructure network outside of the TDDP boundaries.

While the amount of forest and tree canopy coverage within the transit district has not changed significantly since the 1930s, there has been a marked increase in impervious surfaces from which untreated stormwater flows directly into receiving streams. With imperviousness at nearly 41 percent of the overall transit district’s land area and new development anticipated, water quality is an issue that needs to be addressed immediately and as development occurs. The TDDP recommends projects within priority areas to address water quality as identified on Map 16 on page 90.

The overall environmental challenges for the transit district are:

- To comprehensively preserve, enhance, and restore the ecological and green stormwater infrastructure to support existing and proposed developments.
  - To develop using environmentally-sensitive approaches to ensure that the water is clean and cool if there are stormwater discharges to receiving streams.
  - To create safe spaces for people that serve multiple public and private functions.

### Watersheds

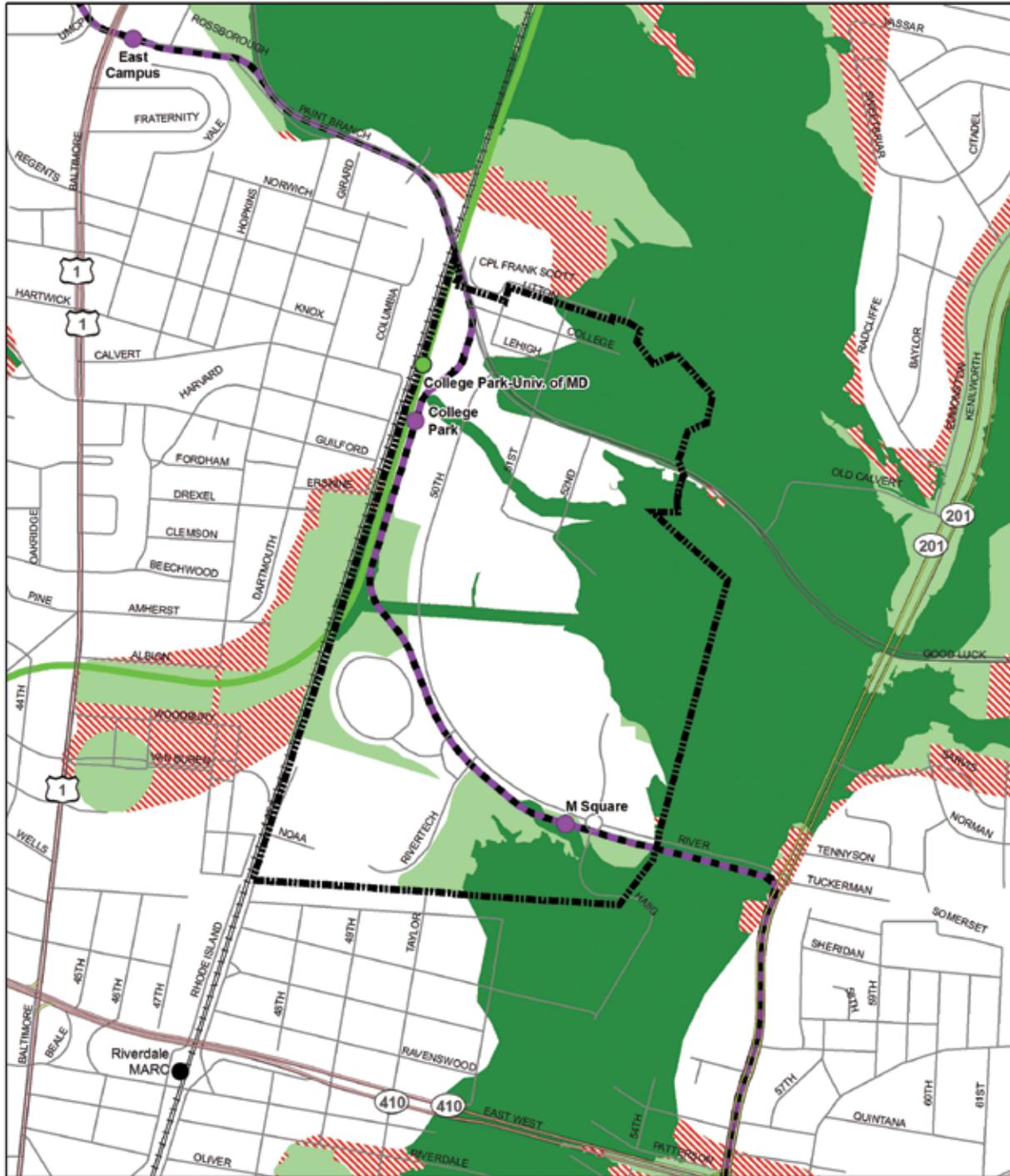
The transit district area lies almost entirely in the Lower Northeast Branch, a non-tidal branch of the Anacostia River watershed (see Map 13 on page 86). The Anacostia River watershed is one of the most densely populated of the Chesapeake Bay watersheds. The

Anacostia River suffers from high levels of sediment and nutrients, bacteria, and poor or very poor habitat conditions typical of any degraded urban ecosystem.

Some of the area’s streams have drainage areas of more than 50 acres, and many have an associated area of a 100-year floodplain. The known streams, wetlands, and 100-year floodplain within the transit district area provide important wildlife habitats as well as beneficial functions such as stormwater management, corridors for wildlife movement, and amelioration of poor air quality and high temperatures. (See Table 7: Subwatersheds Countywide and within the Transit District Area and Table 8: Hydrologic Features within the Transit District Area.)



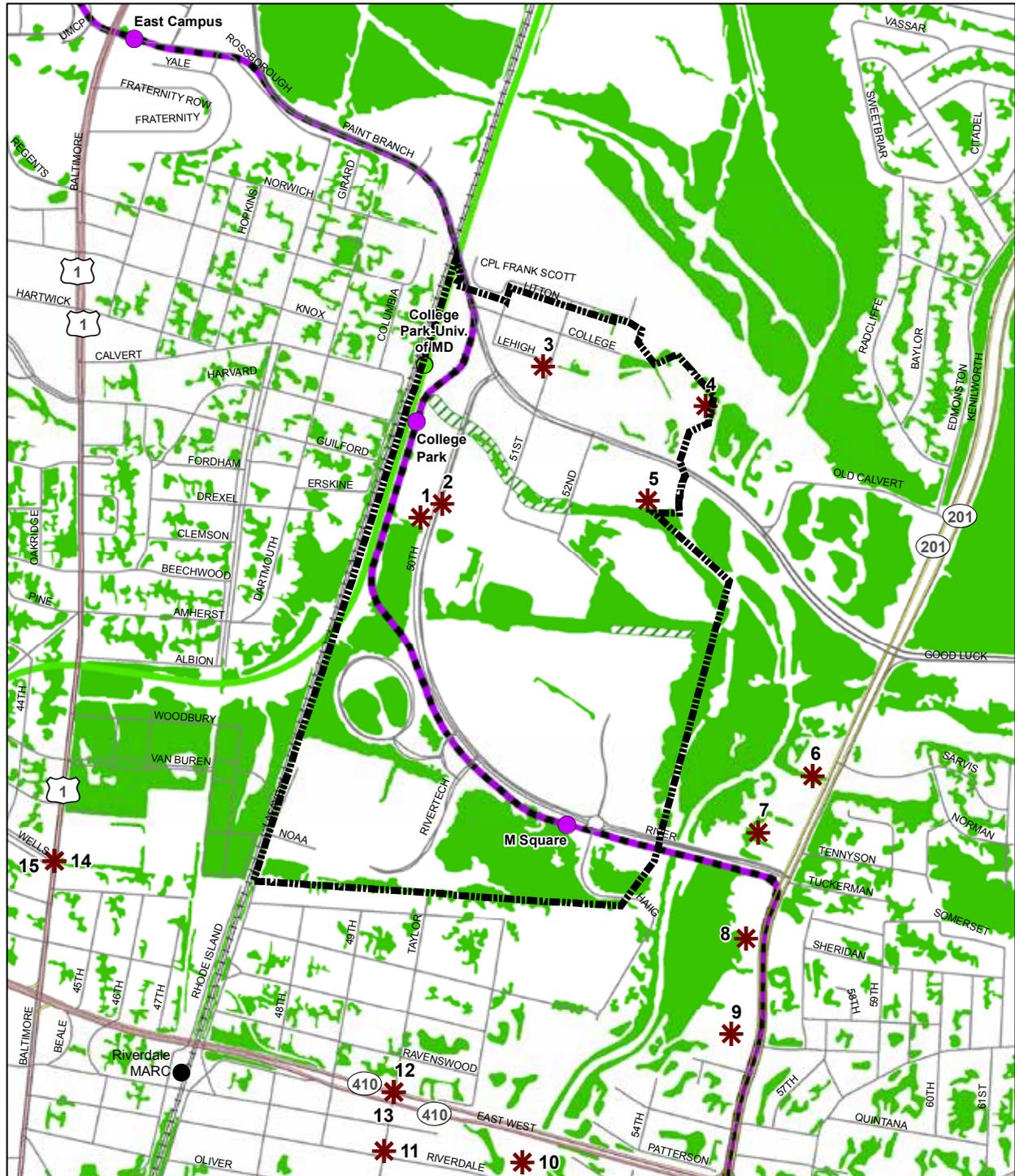
MAP 15: AMENDED GREEN INFRASTRUCTURE NETWORK



<b>Legend</b>		<b>Updated Green Infrastructure Plan</b>	<b>Road</b>	<b>Rail Transit Lines and Stations</b>
College Park / Riverdale Park	Regulated Area	Evaluation Area	Freeway	Camden Line and MARC Station
Network Gap	TDDP / TDOZ Boundary		Highway	Metro Green Line and Station
			Major Road	MTA Purple Line and Station (Proposed)
			Other Road	

0 500 1,000 Feet

**MAP 16: EXISTING AND PROPOSED URBAN TREE CANOPY AND PRIORITY STORMWATER RETROFIT PROJECT SITES (SEE TABLE 11)**



**Legend**  
 College Park / Riverdale Park TDDP / TDOZ Boundary

\* Anacostia River Watershed Restoration Plan (ARP) Candidate Stormwater Retrofit Sites  
 Tree Canopy (2009)  
 Tree Canopy (Proposed)

**Road**  
 Freeway  
 Highway  
 Major Road  
 Other Road

**Rail Transit Lines and Stations**  
 Camden Line and MARC Station  
 Metro Green Line and Station  
 MTA Purple Line and Station (Proposed)



0 500 1,000 Feet

**TABLE 7: SUBWATERSHEDS COUNTYWIDE AND WITHIN THE TRANSIT DISTRICT AREA**

WATERSHED NAME	TOTAL WATERSHED AREA WITHIN THE COUNTY (ACRES)	PERCENTAGE OF COUNTY LAND AREA	ACREAGE WITHIN PLAN BOUNDARY (ACRES)	PERCENTAGE OF PLAN AREA
Lower Northeast Branch	4,502.84	1.41	289.22	99.99
Paint Branch	6,922.66	2.17	0.01	Less than one percent

**Floodplains**

Floodplains are delineated in two ways. The Federal Emergency Management Agency or FEMA floodplain establishes 100-year floodplains for insurance purposes that are based on the existing land uses within a watershed. The second method, and the one that is used for development purposes, models future development within the 100-year floodplain based on the zoning of property. These are called “floodplain studies” and are more site-specific. They are either completed by the County or are completed by an engineer and submitted to the County for approval. Floodplain studies (as delineated by Map 13 on page 86) usually result in a larger area of floodplain delineation than the FEMA floodplain because their analysis is based on ultimate development or build-out.

While many areas of the County do not have 100-year floodplain studies, a comprehensive study was completed for the Anacostia watershed. This study is used for the preliminary analysis of development projects, and if verified by the County, this study can also be used for development purposes.

A considerable portion of the transit district is within the 100-year floodplain delineated by the floodplain study. Undisturbed floodplains are considered non-buildable portions of a parcel that must be protected to the fullest extent possible. However, large portions of the 100-year floodplain within the transit district area have been disturbed by prior development that either occurred before the adoption of environmental regulations to protect woodlands, streams, wetlands, and the 100-year floodplain, or the development was not subject to the County regulations regarding sensitive environmental features, because it was constructed by a federal or state entity.

**TABLE 8: HYDROLOGIC FEATURES WITHIN THE TRANSIT DISTRICT AREA**

WATERSHED NAME	LINEAR FEET OF KNOWN STREAMS*	ACRES OF KNOWN WETLANDS*	ACRES OF 100-YEAR FLOODPLAIN			
			FEMA	PERCENTAGE OF PLAN AREA	COUNTY FLOODPLAIN STUDY	PERCENTAGE OF PLAN AREA
All watersheds in the plan area	8,384.06	3.89	83.64	28.92	92.09	31.84

\*This information is from data provided by the Maryland Department of Natural Resources and has not been field checked. It should be considered conceptual and for planning purposes only. Information regarding regulated environmental features, such as streams and wetlands and their environmental buffers, must be verified through the Natural Resources Inventory review and approval process.

## Water Quality and Stormwater Management

Alteration of the natural landscape and the significant increase in impervious surfaces (those that do not allow water to infiltrate) to accommodate development and population growth in the College Park-Riverdale Park Transit District and environs negatively affected the quality of the natural environment. Many decades of urbanization have caused excessive runoff, reduced groundwater recharge, loss of tree cover and riparian areas, and poor water quality from pollutants in untreated stormwater entering the receiving streams. This has significantly degraded the ecological habitat of the Anacostia River and its tributaries.



*Inadequate riparian buffers contribute to poor stream stability and very poor habitat quality.*

Riparian forests can be described as natural or re-established areas adjacent to a flowing or non-flowing body of water such as a stream, river, lake, estuary, canal, etc. Riparian forests protect the aquatic environment, provide corridors for wildlife, reduce streambank erosion, and buffer waterways from non-point sources of pollution from adjacent lands. They may be prone to frequent flooding due to their proximity to waterways.

As one of the major tributaries to the Potomac River and through it, the Chesapeake Bay, the Anacostia River stream valley is a sensitive natural environment that is subject to federal and state regulations intended to arrest declining quality and restore and strengthen the ecosystem. Numerous feeder

channels and tributaries cross the transit district area, and the preservation and restoration of these features, along with continued and dedicated efforts to restore the Anacostia, are central tenets of the TDDP’s approach to environmental stewardship

Impervious surfaces cover about 41 percent of the transit district (see Table 9). Impervious surfaces include asphalt roads and parking lots, buildings, sidewalks, and other paved surfaces such as trails,

patios, and athletic courts. Many scientific studies show degradation of receiving streams can result when imperviousness in a watershed exceeds 10 percent.

Land development in many parts of the transit district area occurred without the benefit of site features to manage stormwater or mimic predevelopment conditions. As a result, the remaining streams, wetlands, and floodplains are receiving large volumes of untreated stormwater. Streams that receive untreated stormwater show the same signs that the transit district area’s streams are exhibiting: failing slopes, incised beds, highly eroded stream banks, and other structural problems.

The Benthic Index of Biological Integrity (B-IBI) is a method used to measure a stream’s water quality by assessing the health of small bugs or macroinvertebrates that are sensitive to water quality conditions. The highest and lowest ratings on the B-IBI scale are “very good” and “very poor,” respectively. Table 9 indicates the impervious surface percentages and the associated water quality assessments for the transit district area. Map 16 on page 90 identifies priority projects and locations that will help address overall water quality within and near the transit district area.

TABLE 9: IMPERVIOUS SURFACES AND WATER QUALITY WITHIN THE TRANSIT DISTRICT AREA				
WATERSHED	ACREAGE OF IMPERVIOUS SURFACES	IMPERVIOUS SURFACES (%)	WATER QUALITY RATING (B-IBI MEASURE)	WATERSHED RATING (HABITAT MEASURE)
All watersheds in the plan area	118.08	40.83	Poor	Very poor

High imperviousness combined with land development without adequate stormwater management features produce stream degradation and poor water quality. This must be addressed through installation of new features to manage stormwater quality and quantity as development or redevelopment occurs, such as the structural



*Large surface parking lots and concrete drains that channel stormwater directly into receiving streams contribute to the area's poor water quality.*

stabilization of streams, reestablishment of natural drainage and flow patterns, and retention of riparian buffers in the transit district area.

Large volumes of untreated stormwater, high imperviousness, and less natural stream channels combine to produce intense flows in the Lower Northeast Branch and its tributaries during significant rain events. There is progressively more stream destabilization, loss of habitat, and increased erosion caused by the volume and velocity of these flows.

As an early step to reduce floodplain impact issues within the Anacostia River Watershed, a partnership of several federal, state, and local environmental agencies as well as private stakeholders and non-governmental organizations released a draft in 2010 of the Anacostia River Watershed Restoration Plan (AWRP). The AWRP addresses actions or activities to be taken as part of a comprehensive effort to protect the Anacostia River and its tributaries from further deterioration and restore the ecosystem to the greatest extent possible. The AWRP has designated projects as targets for restoration within the subwatersheds by 2020. This TDDP gives high priority to identified projects within and adjacent to the transit district

boundaries and encourages the application of public funding to stormwater mitigation and environmental restoration.

The *Northeast Branch Subwatershed Action Plan*, developed as part of the AWRP, covers the transit district area and can serve as a good starting point for proposed projects such as removal of fish blockage points, stormwater management retrofits, stream restoration, riparian reforestation, and parkland acquisition. Stormwater quantity and quality could also be controlled by using environmental site design (ESD) technologies such as rain barrels, green roofs, bioretention, and rain gardens in development design. Map 16 on page 90 and Table 11 on page 98 identify projects recommended by the *Northeast Branch Subwatershed Action Plan*, which are supported by the TDDP as priority stormwater retrofit projects that will provide high return on low investment.

Due to its significant stream degradation, the Environmental Protection Agency placed the Anacostia River on a national (303d) list of impaired waters. Streams within the affected watershed may then be subject to total maximum daily load (TMDLs) limits for pollutants contributing to poor water quality. Watershed implementation plans (WIPs) are then created to improve water quality to meet or exceed these standards. A focus on stormwater management and riparian buffer reforestation will best address water quality issues within the Lower Northeast Branch. All development within the transit district is subject to the County's WIP for reducing the TMDLs within the Anacostia River Watershed.



*Riparian forest near the American Center for Physics west of River Road.*

It will be essential to continue the conversation of appropriate areawide and site-specific water quantity, quality, and stormwater management approaches in order to achieve the overall vision and goals for the development of the transit district. Innovative collaboration between the private sector, affected municipalities, and public agencies, including the Department of Permitting, Inspections and Enforcement, the Department of Public Works and Transportation, and the Department of the Environment will be key to addressing the challenges posed by stormwater and floodplain management to achieve the TDDP vision. As one of the first actions of this collaborative process, the County’s 100-year floodplain study for the portions of the Anacostia River Watershed within and adjacent to the transit district should be updated to establish a current baseline of existing conditions to inform development proposals.

### Forest and Tree Canopy Coverage

Aerial photographs from 1938 show mostly farm fields, patches of forest covering parts of the eastern and western boundaries, and a small network of streams, some of which remain today. Trends in the transit district’s tree canopy coverage between 1938 and 2009 show only a slight (three percent) decrease in coverage, which is unusual for an area with so many developed parcels. Table 10 provides a summary of trends in tree and forest canopy coverage.

These aerial photos show portions of the transit district have been continuously wooded since 1938, which means they would be considered mature forests and potentially contain “specimen trees” or trees that are more than 30 inches in diameter. The Woodland and Wildlife Habitat Conservation Ordinance offers special protections to specimen trees, and approval of a variance is required to remove one.

Habitat for forest interior dwelling species (FIDS) has been identified in the vicinity of the transit district, particularly within the Anacostia River Stream Valley and 100-year floodplain area associated with the Northeast Branch. FIDS habitat should be viewed similarly as human residential areas in terms of environmental considerations of noise and light pollution.

### Air Quality

The transit district area is part of the Washington metropolitan area, which does not currently meet the federal standards for ground-level ozone. Ground-level ozone is not emitted directly into the air. It is an invisible gas created when oxides of nitrogen (NOx) and volatile organic compounds (VOC) react chemically in sunlight. The main sources of these pollutants are motor vehicles, utilities, and other industries; small gasoline powered engines such as lawnmowers and chainsaws; and small businesses using solvents, paints, insecticides, and cleaning solutions. It has been estimated that motor vehicles account for 30 to 40 percent of the pollutants that form ground-level ozone in the Washington and Baltimore metropolitan areas.

Exposure to ground-level ozone creates health issues for vulnerable populations such as children and the elderly. While regulation of air quality is a regional rather than a local issue, there are environmental actions that can be taken at the transit district level to address air quality issues. Transportation recommendations in this TDDP that relate to easing traffic congestion, promoting multimodal options, and reducing motor vehicle use by car-pooling, walking, and bicycling will also address air quality issues. Furthermore, the County’s tree canopy coverage ordinance is intended to contribute to improved air quality by increasing tree canopy in developing and

WATERSHED	CANOPY COVERAGE 1938 (ACRES)	PERCENTAGE OF CANOPY COVERAGE (1938)	CANOPY COVERAGE 2009 (ACRES)	PERCENTAGE OF CANOPY COVERAGE (2009)	PERCENTAGE CHANGE IN CANOPY COVERAGE
All watersheds in the plan area	72.16	24.95	63.51	21.96	-2.99

redeveloping communities. Tree canopy coverage was important to the residents, employees, and other stakeholders involved in this TDDP; therefore, special attention is paid to ensure the current level of tree canopy coverage will increase over time through the provision of street trees, retention of specimen trees, and development of urban park spaces within the transit district.

## Noise

Noise is unwanted sound from constructed or natural sources, and excessive noise significantly affects the quality of life of any community. Noise levels are measured in decibels (dBA) averaged for day and night (Ldn) noise levels. The accepted maximum decibel level for outdoor activity areas (e.g., playgrounds, ball fields, backyards) is 65 dBA Ldn. State noise standards and guidelines dictate that development, such as residential homes, day care centers, or hotels, should not be located immediately adjacent to transportation noise sources or in areas where transportation noise levels in outdoor activity areas will exceed 65 dBA Ldn. Only roadways classified as arterial, freeway, and expressway generate enough traffic to result in unsafe noise levels (above 65 dBA Ldn) for outdoor activity areas, none of which are located within the transit district boundaries.

Railways, however, can also be a source of high noise levels. Two independent analyses of transportation noise impact conducted in 1997 and 2013 estimated Metro and passenger/freight railway noise impact upon proposed residential development in College Park and Riverdale Park. The 1997 study done for the *Approved Transit District Development Plan for the College Park-Riverdale Transit District Overlay Zone* showed the 65 dBA noise contours extending 715 feet from the centerline of the CSX railroad. In November 2013, a noise study reported on noise impact on the Cafritz Property adjacent to the transit district based on an on-site noise measurement survey conducted in 2007. These data showed unmitigated railway noise impact may extend as far as 300 feet from the railway centerline. Where noise impacts cannot be avoided, mitigation should be provided to reduce noise impacts to 45 dBA Ldn for indoor areas and 65 dBA Ldn for outdoor activity areas. Building materials used in modern construction can reduce interior noise levels by an average 20 dBA Ldn to the state standard of

45 dBA Ldn. Outdoor noise mitigation may require more innovative approaches but at minimum may include decorative sound walls.

## Light Pollution

Unwanted light and intrusions caused by glare are commonly referred to as light pollution. Light pollution from the transit district area's many developed portions may be a problem for nearby residential areas and environmentally sensitive areas. Consistent light levels throughout a community have been shown to reduce crime, because the human eye does not need to adjust when viewing different areas. Although bright areas may seem safer, high levels in one area next to an area of low light makes an area unsafe. In that regard, redevelopment of the transit district area should give special consideration to managing light levels so as to provide consistent lighting levels across properties in accordance with best practices of crime prevention through environmental design. Additionally, downward facing fixtures with appropriate shielding and a policy of full cut-off optics in accordance with the "Dark Sky" protocol should be used throughout the transit district.

## Community Environmental Concerns

During the public participation process, it became evident that residents of the College Park and Riverdale Park communities cared very deeply about the natural environment and made specific recommendations about the changes they wanted implemented to protect natural resources. The residents called for sustainable development that included improved pedestrian connections to recreational facilities; improved greenways along streams for increased walkability; safer bicycle and pedestrian connections; more consideration of the relationship between communities and the environment; and an expanded trail network with better signage for more direct connections from adjoining communities to Metro and the transit district. They wanted areas of activity aligned to facilitate access to parks and trails. Residents felt that while providing satellite parking for motor vehicles, emphasis should also be placed on encouraging walking, bicycling, and more mass transit use. They also wanted appropriate mitigation strategies to

protect proposed residential areas adjacent to the CSX line and the airport from unsafe noise levels.

### Proposed Urban Conservation Park

Residents placed high priority on preserving open space throughout the transit district. One suggestion called for creating a buffer zone near existing parks to preserve open space. Others emphasized the desire for additional tree canopy coverage and places for floodwaters to slow and reduce pressures downstream. The opportunity exists for the development of an urban conservation park within the transit district, at a designated location that will be so determined, in order to provide the much-needed water quantity, water quality, and stormwater management controls to support development and could serve as an area

amenity providing recreational opportunities for people working and living in the area; add value to the proposed neighborhoods and the overall transit district, and contribute to marketing and branding to draw new residents and businesses. Refer to the text box below for additional detail and the potential benefits of an urban conservation park.

### Areawide Recommendations

#### Policy 1

Restore and enhance water quality and ecological functions in the Lower Northeast Branch stream system as part of the development of the district and to support Anacostia River Watershed Restoration Plan efforts to improve water quality in the Anacostia River.

#### URBAN CONSERVATION PARK

Urban conservation parks provide economic, environmental, and social benefits for the communities in which they are located. The proposed urban conservation park within the transit district would provide the following benefits:

- The site could provide compensatory flood storage that would not be possible if it were developed. New development in a floodplain obstructs the flow of water causing flood heights to increase, because there is less room for the floodwaters, increasing the potential for and impact of flooding downstream. Flat areas can be made to store floodwaters that rise over the stream banks, reducing the impacts of flooding in watersheds such as the Lower Northeast Branch Watershed. The floodplain ordinance requires compensatory storage to offset flood storage area lost to development. An urban conservation park can potentially provide areawide mitigation for development in the Metro Core and College Park Aviation Village to facilitate additional density near the Metro station to fulfill the overall goals of the County and this TDDP to maximize the potential for transit-oriented development.
- The facility would provide quality and quantity control for stormwater for much of the northern half of the transit district.
- A created wetlands component will trap pollutants and sediment from stormwater flowing off the transit district properties, improving water quality, and helping stabilize the streams in the area in conformance with County and state regulations. This will also do much to support efforts of the state to improve water quality in the Anacostia River and meet TMDL requirements.
- The park could provide some of the lost ecological functions of the adjacent stream, including stream habitat and sediment control, which will complement already-identified Anacostia River Watershed Restoration Plan efforts to improve the overall quality of the Anacostia River and the Chesapeake Bay.
- A park of approximately four to five acres of open space in an urban setting provides additional opportunities for privacy, noise mitigation, and dust filtration; helps lower the transit district's ambient temperature, and reduces the heat island effects produced by heat retention of pavement, buildings and other structures, and lack of sufficient shade; and creates an aesthetically pleasing place for lunch, exercise, and recreation for employees of neighboring offices. The urban conservation park can be designed to incorporate a small space with seating and opportunities for passive enjoyment by residents and employees.
- An urban conservation park will add character to the TDDP, create a feeling of relaxation and well-being, and foster a sense of shared ownership.
- Research has shown that properties fronting onto parks, woodland, and green space are more valuable.<sup>1</sup>
- Creating an urban conservation park with emphasis on a man-made wetland approach will help approved and future development projects meet and exceed their stormwater management requirements.

<sup>1</sup> See, among others, *The Economic Value of Open Space: A Review and Synthesis* by Charles J. Fausold and Robert J. Lillieholm, Lincoln Institute of Land Policy, 1996

## Strategies

**Strategy 1.1:** Stabilize and restore ecological functions of receiving streams as part of the stormwater management designs for new development and redevelopment and seek public-private partnerships for funding to implement stream stabilization and restoration projects.

**Strategy 1.2:** Integrate stormwater management with rainwater planters, rain gardens, landscape strips, and other green/ESD stormwater practices that minimize stormwater runoff and increase the infiltration of rainwater into the ground. Decrease the amount of impervious surfaces such as existing large surface parking lots to help restore water quality in the district.

**Strategy 1.3:** Update the County’s 100-year floodplain study for the portions of the Anacostia River Watershed within and immediately adjacent to the transit district to provide a current baseline of existing and anticipated floodplain conditions.

**Strategy 1.4:** Conduct an areawide study to address needs for stormwater management quantity and quality controls and to address appropriate locations for new shared, environmentally sensitive stormwater management facilities (potentially including the proposed urban conservation park) to serve the greater area. Include an analysis of the existing stormwater management ponds in the transit district area to determine how much current capacity may be available to facilitate planned development.

**Strategy 1.5:** Discourage new stream crossings except where recommended by the TDDP to support connectivity and mobility. Any necessary stream crossings should be built to incorporate a bridge or bottomless arched culvert to maintain the natural flow and ecology of the stream and ensure that the design of the crossing width, angle, and elevation minimize buffer impacts.

**Strategy 1.6:** Establish reduced parking requirements and incentivize the use of parking structures, pervious paving techniques, and other practices to reduce impervious surfaces for development within and adjoining the 100-year floodplain.

**Strategy 1.7:** Prioritize the identified projects in the Anacostia River Watershed Restoration Plan within

the local watersheds as initial projects for stormwater mitigation and environmental restoration (see Map 16 on page 90 and Table 11 below).

## Policy 2

Improve air and water quality and stream habitat conditions in the Lower Northeast Branch stream system.

## Strategies

**Strategy 2.1:** Explore opportunities and incentives to encourage property owners to establish reforestation or wetland banks or to plant trees, especially in nonwooded stream buffers and other sensitive areas.

**Strategy 2.2:** Meet or exceed 26 percent forest and tree canopy coverage in the transit district by 2025.

**Strategy 2.3:** Preserve and enhance the remaining forest canopy by planting additional trees and managing invasive and undesirable plant species.

**Strategy 2.4:** Meet the requirements of the tree canopy coverage ordinance without the need for waivers or modifications. If off-site mitigation is required to meet the requirements of the woodland and wildlife habitat conservation ordinance, ensure that such mitigation occurs within the Lower Northeast Branch watershed.

**Strategy 2.5:** Preserve, protect, and enhance elements of the green infrastructure network within the transit district area.

## Policy 3

Support community health and wellness recommendations and regional efforts to improve air quality by helping to reduce contributing sources of pollutants that cause ground level ozone or create local air pollution.

## Strategies

**Strategy 3.1:** Design new development and redevelopment to reduce automobile dependency by providing a network of sidewalks and bikeways, enhanced bus service, and additional parking for transit users, carpools, electric vehicles, and vanpools. Provide safe and convenient bicycle and pedestrian access to Metro, existing and new neighborhoods, employment areas, and recreation areas within the transit district, and link this system to regional trail networks.

**TABLE 11: IMPERVIOUS SURFACES AND WATER QUALITY WITHIN THE TRANSIT DISTRICT AREA (SEE MAP 16)**

MAP ID	SITE LOCATION	PROJECT TYPE	PROJECT DESCRIPTION
1	Metro Park and Ride site southwest of the intersection of Paint Branch Parkway and River Road	Low-impact development (LID) bioretention	Construct bioretention systems within “green islands”
2	River Road between Rivertech Court and Paint Branch Parkway	LID green street	Construct bioretention systems within a grassy median along River Road
3	County-owned parking lot at the intersection of Paint Branch Parkway and Corporal Frank Scott Drive	LID bioretention environmentally-sensitive design (ESD)	Incorporate bioretention and other ESD features in the redevelopment of the County-owned surface parking facility. Include a bioretention system at the drop inlet drain
4	5240 Paint Branch Parkway	LID bioretention	Construct bioretention systems within and along the perimeter of the youth tennis facility
5	Wells-Linson Ice Rink and Outdoor Pool Complex	LID bioretention	Construct a bioretention system adjacent to the parking lot to collect and treat stormwater runoff from the parking lot downstream of the existing grassy island in the center of the lot
6	6700 Kenilworth Avenue	LID bioretention	Remove parking spaces to facilitate construction of a bioretention system at the southwestern corner of the property
7	Riverdale Medical Diagnostic Center 6504 Kenilworth Avenue	LID bioretention and stormwater wetland	Construct bioretention systems in the “green islands” and open green spaces on the property. Remove the existing concrete drainage channel and construct a stormwater wetland
8	6410 Kenilworth Avenue	LID bioretention	Construct bioretention systems between property boundaries
9	6250 Kenilworth Avenue	LID bioretention	Remove parking spaces to construct bioretention systems
10	Intersection of Riverdale Road and the northeast corner of the Northeast Branch bridge, Riverdale	Aquatic community	Modification of a fish blockage area to remove barriers to fish migration
11	5000 Riverdale Road, Hyattsville	Stormwater management	Stormwater retrofit; utilize bioretention, filters, and bioswales to add controlled acreage to the subwatershed.
12	Intersection of Queensbury Road and Taylor Road, Hyattsville	Aquatic community	Modification of a fish blockage area to remove barriers to fish migration
13	Intersection of Queensbury Road and Taylor Road, Hyattsville	Riparian corridors	Riparian reforestation and invasive species management
14	Intersection of Baltimore Avenue and Wells Parkway, Hyattsville	Riparian corridors	Stream restoration
15	6517 Baltimore Avenue, Riverdale	Stormwater management	Stormwater retrofit; utilize bioretention, filters, and bioswales to add controlled acreage to the subwatershed.

**Strategy 3.2:** Require new and infill development proposed for the transit district area to adopt LEED<sup>®4</sup> or similar sustainability standards, and incorporate innovative solutions such as green roofs, green buildings, reuse of gray water, reusable energy generation on-site, and technologies that lower electricity consumption and help address air quality issues both within individual projects and throughout the region.

**Strategy 3.3:** Consider developing and implementing incentive programs to encourage existing development to provide sustainable design features.

**Strategy 3.4:** Design all roadways as green and complete streets with reduced imperviousness (for example, using pervious pavers for medians and parking zones), new street trees, and provision for stormwater treatment and conveyance as part of the typical street sections.

**Policy 4**

Minimize the impacts of noise on FIDS in the vicinity and on residential uses within the transit district.

**Strategies**

**Strategy 4.1:** Design new development to minimize noise impacts and require compliance with appropriate noise guidelines including the use of Phase I Noise Studies to identify areas of excessive noise during the development review process.

**Strategy 4.2:** Use appropriate site design, and provide noise reduction measures in the Metro Core, Riverdale Park Urban Village, and other areas affected by excessive noise levels.

**Strategy 4.3:** Use appropriate measures to reduce or eliminate noise impacts to FIDS within the 100-year floodplain such as tree buffers and other techniques.

**Policy 5**

Reduce overall sky glow, glare from light fixtures, and spillover of light to adjacent properties including the FIDS habitat within the Anacostia River Stream Valley east of the Research Core.

<sup>4</sup> Leadership in Energy and Environmental Design (LEED) is a rating system developed by the U.S. Green Building Council for the design, construction, operation, and maintenance of green buildings, homes, and neighborhoods. It seeks to encourage building owners and developers to be environmentally responsible and to use resources efficiently.

**Strategies**

**Strategy 5.1:** Avoid the use of unshielded roof, side, and parking lot floodlights to the extent possible.

**Strategy 5.2:** Utilize muted lighting fixtures, and install full cut-off optics for all lighting on properties within the transit district area, especially within the Research Core adjacent to FIDS habitat within the Anacostia River Stream Valley.

**Urban Conservation Park and TDDP Floodplain Mitigation**

**Policy 1**

Minimize adverse impacts to the 100-year floodplain due to disturbance, further fragmentation, or lost floodplain storage capacity.

**Strategies**

**Strategy 1.1:** Require all new development and redevelopment to fully comply with the Prince George’s County floodplain management ordinance, especially regarding finished first floor elevations, compensatory storage requirements, site ingress/ egress, and the elevation of proposed access and circulation roadways.

**Strategy 1.2:** Ensure that any lost floodplain storage capacity resulting from new development or redevelopment in the Metro Core, College Park Aviation Village, and Research Core is compensated for elsewhere within the floodplain.

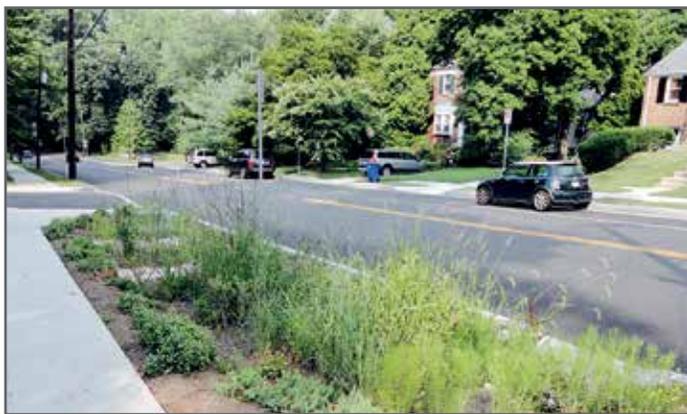


*A man-made wetlands as part of the proposed urban conservation park will provide many environmental benefits.*

**Strategy 1.3:** Continue work with the Department of Permitting, Inspections and Enforcement, the University of Maryland, and other stakeholders to identify additional locations where compensatory floodplain storage is most feasible and appropriate. Coordinate with the TDDP Task Force and property owners if property acquisition is necessary to accommodate compensatory storage and other regional stormwater management approaches.

**Policy 2**

Seek opportunities to mitigate stormwater and flood storage needs on an areawide basis.



*Green street bioretention treatment.*

**Strategies**

**Strategy 2.1:** Develop an urban conservation park on a site to be identified to help restore and enhance the transit district’s environmental conditions, and provide an opportunity for stormwater management and compensatory flood storage to facilitate higher-density redevelopment closer to the College Park/U of MD Metro Station in accordance with County and TDDP goals for transit-oriented development.

**Strategy 2.2:** Pursue opportunities to acquire land for the urban conservation park in a fee-simple transaction, land exchange, dedication, or other mechanism to ensure the facility remains in public ownership.

**Strategy 2.3:** Explore funding opportunities for building the urban conservation park, potentially including contributions from other development within the transit district that would benefit from

this regional solution to floodplain and stormwater management issues.

**Strategy 2.4:** Construct a wetland restoration and mitigation facility within the urban conservation park that will provide quality and quantity controls for upstream stormwater flows, provide a location for retention and filtration to mitigate down-stream impacts, allow for compensatory flood storage, and provide wildlife habitat.

**Strategy 2.5:** Plant native wetland species, provide appropriate trees and other plantings, and add floating vegetation and other modern approaches as appropriate to maximize the water filtration and purification potential of the urban conservation park.

**Strategy 2.6:** Leverage the urban conservation park as a unique asset, and create synergistic learning opportunities with existing and future University of Maryland academic and environmental programs by ensuring access to students, researchers, and professors.

**Metro Core and College Park Aviation Village**

**Policy 1**

Implement specific environmental improvements to preserve, protect, and enhance surface and groundwater features and restore lost ecological functions to the extent possible.

**Strategies**

**Strategy 1.1:** Construct bioretention systems as part of the proposed green street treatment of Paint Branch Parkway in the green islands within the Metro Park and Ride facility on the west side of River Road and within the median of River Road between Paint Branch Parkway and Rivertech Court to provide stormwater quantity and quality control.

**Strategy 1.2:** Reduce impervious surface area by removing parking spaces from the surface parking lot at the intersection of Paint Branch Parkway and Corporal Frank Scott Drive, and construct a bioretention facility at the drop drain inlet to provide quality control for some of the stormwater flowing through the site.

**Strategy 1.3:** Further stabilize the Lower Northeast Branch tributary that runs west to east just south of Paint Branch Parkway to accommodate present

and future stormwater runoff volumes. Reconstruct sections of the stream that are degraded.

## Metro Core and Research Core

### Policy 1

Preserve existing woodland resources, and replant woodland to improve air quality and enhance water quality along tributaries to the Anacostia River.

### Strategies

**Strategy 1.1:** Consolidate new stream crossings to the fullest extent possible to balance the TDDP goals of enhanced connectivity with tributary preservation and restoration.

**Strategy 1.2:** Ensure stream reconstruction, where necessary and appropriate, is linked to development projects for new roadway and trail connections crossing stream channels. Possible locations include the stream channels near the proposed roadway linking the Litton Property to Paint Branch Parkway through the Wells-Linson Ice Rink and Outdoor Pool Complex and the proposed roadway connecting the Litton Property to University Research Court.

**Strategy 1.3:** Preserve as much woodland as possible adjacent to the stream that starts north of the American Center for Physics and flows east past University Research Court to the 100-year floodplain and Anacostia River Stream Valley Park.

**Strategy 1.4:** Reforest the southern banks of the stream with native species if/when the property located at 5850 University Research Court becomes private ownership.

## Metro Core and Riverdale Park Urban Village

### Policy 1

Explore incentives to minimize the impact of noise generated by the CSX/MARC and Metro rail lines on future residential uses.

### Strategies

**Strategy 1.1:** Work with WMATA, CSX, MTA, City of College Park, Town of Riverdale Park, the American Center for Physics, and the University of Maryland to mitigate noise impacts on residential development adjacent to the Metro and CSX/MARC rail lines.

**Strategy 1.2:** Identify and leverage incentives, such as public/private partnerships and environmental mitigation funding sources, to ensure residential development located in the Metro Core and Riverdale Park Urban Village meet all applicable noise requirements for the protection of future residents.

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## Healthy Communities

### Health Impact Assessment

#### Vision

A sustainable, connected, multimodal mixed-use built environment promotes health and wellness, protects and incorporates the natural environment, includes a network of trails and exercise stations, incorporates a public health clinic, and provides access to healthy foods.

#### Goals

- Create land use policies that ensure development considers community health and wellness.
- Capitalize on and improve the public infrastructure system so that parks, restaurants, shops, schools, libraries, clinics, and other community resources are conveniently located and physically accessible.
- Create a transportation network that is safe, multimodal, and sustainable, which provides increased opportunities for walking and bicycling.
- Improve overall health by providing access to healthy foods, ensuring compatible uses, linking recreation amenities to communities, providing education on the benefits of good health, and increasing health and recreation programming.
- Improve access to preventative and supportive health services.

#### Background

The transit district area has evolved primarily as a suburban office campus environment lacking sufficient pedestrian and bicyclist connectivity to the Metro station and surrounding residential communities. The disconnected and isolated employment areas of the transit district contribute to reliance on single-occupant automobile use, and large parking areas and other impervious surfaces have contributed to degraded streams and natural environments within and adjacent to the area.

The built and natural environments, particularly in locations well-suited for transit-oriented development,

#### WHAT IS A HEALTH IMPACT ASSESSMENT?

A health impact assessment, or HIA, is a process that analyzes policies, programs, or projects for their potential effects on the health of a population and the distribution of those effects within the population. A HIA examines what the potential health impacts may be and who will be affected relative to the decisions made regarding the policies, programs, or projects.

HIAs use scientific evidence, health data, and stakeholder input to develop recommendations for decision makers to consider with the aim of preventing or mitigating negative health effects, maximizing positive health impacts, and preventing or reducing health inequities. A HIA was conducted for the College Park-Riverdale Park TDDP pursuant to Prince George's County Council Bill CB-41-2011, which requires the Prince George's County Health Department to conduct health impact assessment reviews for all conceptual site plans, detailed site plans, conceptual design plans, specific design plan applications, and for all master and sector plans. On November 12, 2013, the Prince George's County Health Department was selected as an HIA Mentorship Program winner by the National Association of County and City Health Officials to receive assistance, technical support, and training for the preparation of the HIA for the TDDP.

The recommendations of the TDDP, including this health and wellness element, incorporate the findings of the Prince George's County Health Department and the HIA conducted for this project with an overall objective of improving health determinants and environmental conditions to create healthy environments that will play a significant role in reducing rates of chronic diseases and result in an improved quality of life for the community.

should foster health and disease prevention. The health and wellness of future residents, workers, and visitors to the transit district should be a prime consideration for land use policies. Access to preventative health services, healthy foods, reliable and alternative modes of transportation, safe places to walk and exercise, and employment and housing options that empower individuals to make healthier lifestyle

choices are paramount in ensuring the continued health and wellness of the County's population.

### Policy 1

Ensure that permitted land uses benefit the overall health and wellness of the community.

### Strategies

**Strategy 1.1:** Encourage mixed-use development and a variety of public spaces to help promote physical activity and decrease obesity.

**Strategy 1.2:** Discourage fast food establishments and other eateries that do not provide adequate access to healthier menu choices. Encourage local restaurants and eateries to use locally-grown, fresh ingredients.

**Strategy 1.3:** Restrict uses that negatively impact community health such as those that may generate toxic fumes and fine particulate air pollution (particularly nitrogen oxides) and excessive noise.

### Policy 2

Incorporate a health and wellness focus in the desired network of urban and natural park spaces.

### Strategies

**Strategy 2.1:** Create a transit plaza in the Metro Core with gathering places near the transit stations as a central congregation place for the community.

**Strategy 2.2:** Develop at least one urban park in each neighborhood, supplemented by additional open spaces where appropriate, to ensure convenient access to outdoor spaces and opportunities to recreate by future residents and workers.

**Strategy 2.3:** Construct trails that will connect the urban park system and recreational facilities to the surrounding regional trail systems and adjacent historic neighborhoods; the College Park/U of MD Metro, MARC, and Purple Line stations; the M Square Purple Line station; new neighborhoods within the transit district; and park facilities such as the College Park Airport and Aviation Museum and the Wells/Linson Ice Rink and Outdoor Pool Complex.

**Strategy 2.4:** Create a mix of uses, maximize programming activities within public parks to encourage activity throughout operating hours, and

help reduce the potential for crime in unattended spaces.

**Strategy 2.5:** Cultivate a network of community gardens within the transit district.

### Policy 3

Coordinate with the City of College Park, the Town of Riverdale Park, the Prince George's County Department of Parks and Recreation, and the Prince George's County Health Department to provide an array of opportunities for physical and social activity for employees and residents of all age groups.

### Strategies

**Strategy 3.1:** Pursue joint use agreements to share office amenities and outdoor facilities with the public.

**Strategy 3.2:** Ensure the continued operation of the farmers' market at the Wells/Linson Ice Rink and Outdoor Pool Complex, and ensure convenient pedestrian and bicyclist connections to the Riverdale Park Farmers' Market to maximize access to fresh foods.

**Strategy 3.3:** Incorporate marketing and informational materials in farmers' markets, food and beverage service establishments, and employment centers that emphasize the benefits of fresh and healthy foods and discuss the importance of nationally established standards for daily nutrition and caloric intake.

**Strategy 3.4:** Offer healthy food options in vending machines, cafeteria menus, and at activity locations (e.g., transit plaza outdoor performances).



*Opportunities exist within the transit district for urban agriculture.*

**Strategy 3.5:** Consider incentives to encourage urban agriculture within the transit district.

**Policy 4**

Create health partnerships in the City of College Park, the Town of Riverdale Park, and the University of Maryland between the public and private sectors of the community.

**Strategies**

**Strategy 4.1:** Consider the designation of the municipalities of College Park and Riverdale Park as a wellness opportunity district in which incentives and policies would be provided to support and encourage health and wellness in the area.

**Strategy 4.2:** Encourage public, private, non-profit, community, youth, and business leaders to highlight the potential financial and health benefits that could be realized through cooperation and active participation in a partnership for health program.

**Strategy 4.3:** If a contaminated site has been identified, ensure a coordinated review that includes the County Health Department, the Department of Environmental Resources, and the Planning Department to evaluate potential impacts and recommend appropriate remediation measures.

**Policy 5**

Construct a satellite public health clinic within the transit district to increase access to preventative and supportive health services.

**Strategies**

**Strategy 5.1:** Identify an appropriate location inside the transit district area for a public health facility, perhaps as a civic anchor of one of the new neighborhoods.

In 2011 Prince George’s County started requiring health impact assessments (HIAs) as part of conceptual and detailed site plan submittal and review pursuant to CB-41-2011. This TDDP supports continued coordination between developers, municipalities, and the Prince George’s County Planning Department and Health Department to further streamline the HIA and development review processes. Additionally, incentives for developers to conduct HIAs and provide health and wellness amenities as part of the development process should be identified and applied to help ensure healthier people and environments.

**Strategy 5.2:** Colocate social service functions with the satellite public health clinic in collaboration with the County Department of Social Services.

**Parks and Recreation**

**Vision**

A rich, varied network of plazas, parks, green spaces, trails, and recreational opportunities contribute to a healthy environment and provide a multitude of activities that promote an active lifestyle for residents and employees.

**Goals**

- Provide parks and open space for active and passive recreation, programmed events, natural area conservation, and natural and cultural resource protection.
- Develop an urban conservation park within the transit district and a central primary greenway as the centerpieces of the transit district’s parks and recreation network.
- Establish a series of urban park and recreation facilities, including plazas, squares, greens, and linear street spaces, to serve as civic anchors for new neighborhoods and contribute to the unique sense of place of the transit district.



*A comprehensive trail system adjoins and serves the transit district. Additional connections to this system will improve connectivity, health, and well-being.*

## Background

The transit district is uncommonly fortunate because of the existing parks, recreational facilities, and trails that are located within and immediately adjacent to the area, all owned and operated by the Prince George's County Department of Parks and Recreation. The parks include a mix of developed facilities for active outdoor recreation, conservation areas, the historic College Park Airport and the College Park Aviation Museum, the Anacostia River Stream Valley Park, the Herbert Wells Ice Rink and Outdoor Pool Complex, the Northeast Branch hiker/biker trail that is part of the Anacostia Tributary Trail System, the College Park Tennis Club, the former 94th Aero Squadron Restaurant site, and the Paint Branch Parkway Community Park. Competition-sized ballfields are provided in Riverdale Recreation Park, which is just south of the transit district on Haig Drive.

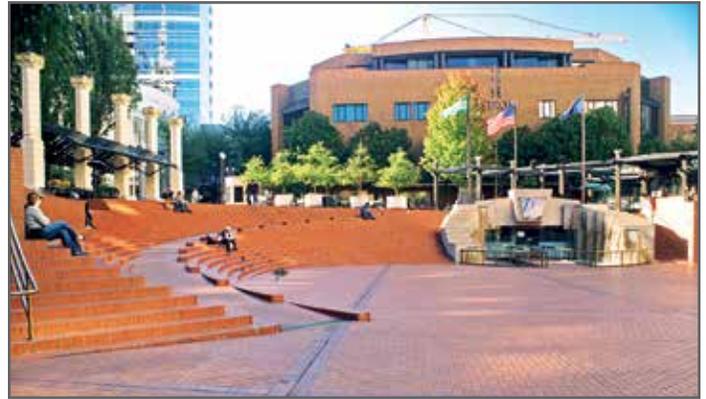
These parks and facilities serve residents both in the immediate area and greater Washington, D.C., region and will also serve future residents and employees in the transit district. The higher density mixed-use, transit-oriented urban development proposed for the transit district will provide an opportunity to incorporate smaller parks and recreational amenities into the urban fabric. These new parks can complement activities and programs offered in existing parks and provide a setting for new activities associated with urban parks: sitting areas for socializing and eating, outdoor markets, event space, space for informal play, and pet play areas. Moreover, urban parks can provide space for active recreation

such as playgrounds, court sports, or skating that can be designed within a small footprint.

## Policies and Strategies

### Policy 1

Protect and designate more park and green spaces within the transit district.



*Plazas provide central gathering places for residents, workers, and visitors.*



*Small urban parks provide respite from stress and contribute to environmentally sustainable communities.*



*An urban linear park.*

## Strategies

**Strategy 1.1:** Consider innovative arrangements for the acquisition of land for active parks and recreation use, including fee simple acquisition, dedication negotiated as part of redevelopment plans, tax-increment financing strategies, public/private partnerships, or other techniques that may encourage property owners to dedicate land for recreational uses.

**Strategy 1.2:** Pursue opportunities to acquire parkland or provide public access to open space amenities to serve the transit district’s future population and contribute to the County’s overall parkland provision goals. Specific facilities that should be developed (see Map 17 on next page) include:

- Metro Core—The transit plaza linking the Green Line and Purple Line stations to the east-west primary greenway.
- College Park Aviation Village—The east-west greenway along College Avenue, the primary park space at the terminus of 52nd Avenue, and the urban plaza at the intersection of Paint Branch Parkway and River Road.
- Research Core—The primary greenway through the transit district connecting the transit plaza in the Metro Core to the Anacostia River Stream Valley Park.
- Research Core—Greenways and urban plazas along University Research Court and the primary park space along a proposed extension of Rivertech Court into the subarea.
- Riverdale Park Urban Village—An active recreation facility east of Haig Drive, two open spaces within the mixed-use primarily commercial areas west of the M Square Purple Line Station and on the American Center for Physics property, and the primary open space within the residential area on the former Engineering Research Corporation property.

**Strategy 1.3:** Ensure a variety of amenities are provided to maximize use and better serve the recreational needs of the community, including court sports (futsal, basketball, and tennis), a skate park, playgrounds, fitness equipment, and seating areas including open lawn space.

## Policy 2

Develop an urban conservation park within the transit district to contribute to passive recreation opportunities, facilitate districtwide environmental restoration, and create learning synergies with environmental programs and majors offered by the University of Maryland.

### Strategies

**Strategy 2.1:** Pursue opportunities to acquire up to five acres within the transit district to construct the urban conservation park or seek dedication through the development review process.

**Strategy 2.2:** Implement the urban conservation park in accordance with the policies and strategies specified by the Urban Conservation Park and TDDP Floodplain Mitigation section (page 99) of the environmental infrastructure element of this TDDP.

## Policy 3

Incorporate urban park types within the transit district to provide recreational opportunities and features that existing parks do not provide. Urban park types may include but are not limited to pocket/miniparks, indoor recreation facilities, commons/greens, plazas, squares, neighborhood parks, and greenways/linear parks.

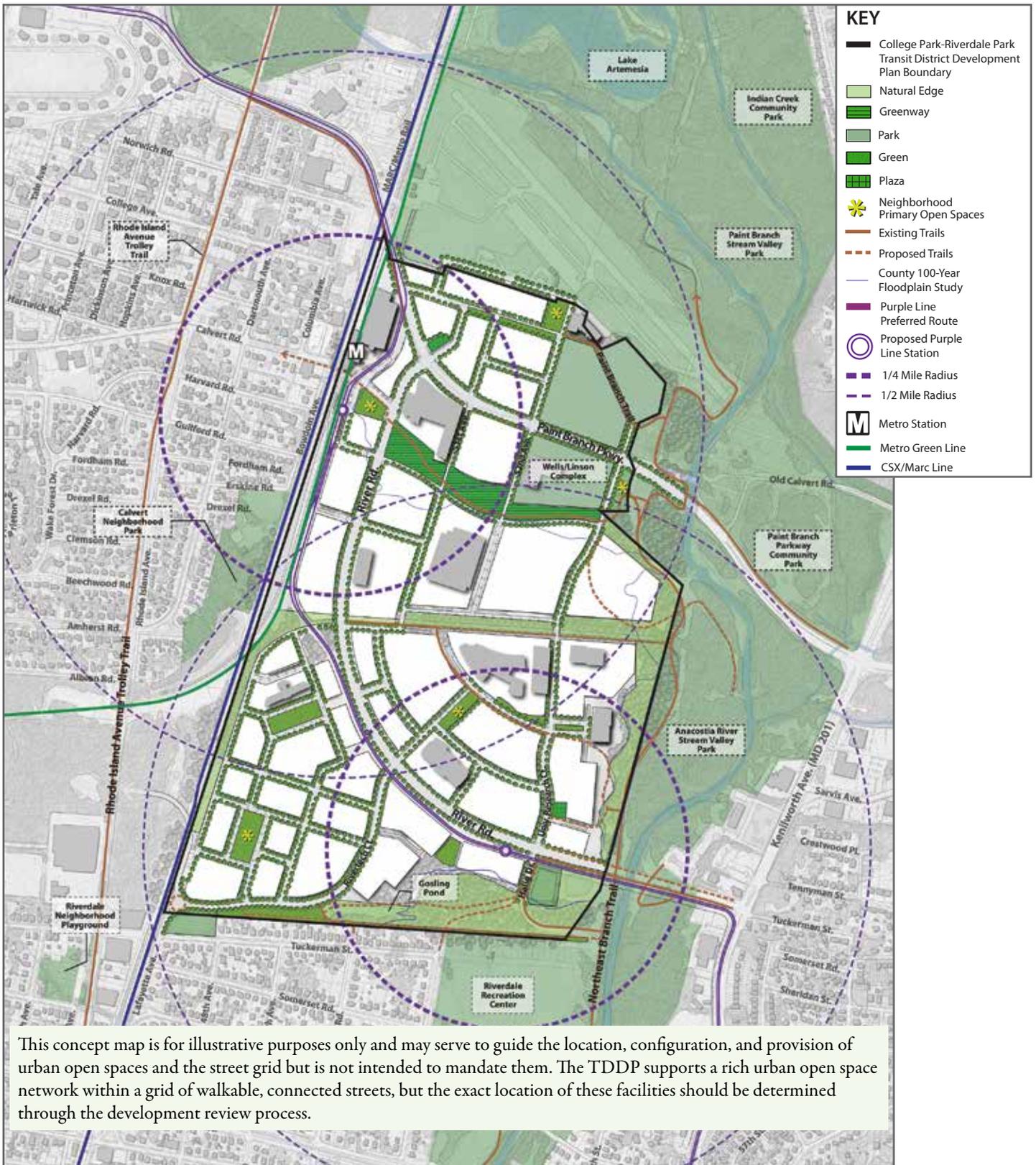
### Strategies

**Strategy 3.1:** Support the acquisition or dedication of land and identify funding to develop urban parks and new open space networks during the development review and approval process.

**Strategy 3.2:** Establish an oversight group that will be responsible for programming events and maintaining urban parks and open spaces with a longer-term goal of achieving funding self-sufficiency. Initial participants for this group may include The Maryland-National Capital Park and Planning Commission, the City of College Park, the Town of Riverdale Park, the University of Maryland, the WMATA, the American Center for Physics, and other major property owners.

**Strategy 3.3:** Explore ways to encourage existing office developers and management companies to provide pocket urban parks for sitting and eating and/or outdoor events within commercial and mixed-use

MAP 17: PROPOSED OPEN SPACE NETWORK



This concept map is for illustrative purposes only and may serve to guide the location, configuration, and provision of urban open spaces and the street grid but is not intended to mandate them. The TDDP supports a rich urban open space network within a grid of walkable, connected streets, but the exact location of these facilities should be determined through the development review process.

**Policy 4**

Promote the multimodal benefits of the College Park Airport and Aviation Museum and enhance visibility and connectivity to this historic facility.

**Strategies**

**Strategy 4.1:** Ensure the continued operation of the College Park Airport. Protect the airspace and operational envelopes around the airport by preventing additional intrusions and using height maximums to ensure new development in the transit district does not negatively impact operations.

**Strategy 4.2:** Improve access and visibility of the College Park Aviation Museum by constructing bicyclist and pedestrian facilities concurrent with the recommended construction of 52nd Avenue Extended to provide direct access from Paint Branch Parkway and enhance views and mobility between the airport complex and College Park/U of MD Metro Station along Paint Branch Parkway Extended.

**Strategy 4.3:** Ensure the proposed greenway along College Avenue offers views of the airport and aviation museum, and incorporate appropriate interpretation signage and aviation themes.

**Strategy 4.4:** Explore opportunities to provide observation areas for aviation fans who wish to view airport operations, including takeoffs and landings.

areas, especially where there are no immediate redevelopment plans such as within the initial M Square Research Park development along University Research Court.

**Strategy 3.4:** Ensure the transit district’s park and open space network is well connected to the pedestrian and bicyclist network to maximize convenience and accessibility. Emphasize east to west connectivity through the primary greenway, along River Road and Paint Branch Parkway, and via new trail connections to the Anacostia River Stream Valley Park, the Northeast Branch, the intersection of Paint Branch Parkway/ Good Luck Road and MD 201 (Kenilworth Avenue), and other proximate trail networks.

**Strategy 3.5:** Work with WMATA, CSX, the MARC, the City of College Park, the Town of Riverdale Park, and the Cafritz Property development team to ensure pedestrian and bicycle connections proposed on the Cafritz CSX Bridge are continued along Rivertech Court to the heart of the transit district and to expand and enhance access through existing pedestrian/bicyclist tunnels at the College Park/U of MD Metro and MARC stations to provide more convenient access to the regional Rhode Island Avenue Trolley Trail west of the transit district.



*One of the major recommendations of this TDDP is to ensure the continued operation of historic College-Park Airport.*

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## **Chapter 4: Additional Guiding Elements**

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## Economic Prosperity

### Vision

The College Park-Riverdale Park Transit District serves as an important transportation, employment, educational, and research center for the County and region. As part of Prince George’s County’s Innovation Corridor, the transit district offers convenient access to significant transit assets and builds on the success of M Square and the University of Maryland, College Park Campus, to solidify its place as one of the County’s major economic drivers. The transit district will become a truly mixed-use community that continues to offer a range of employment opportunities; delivers easily accessible, quality goods and services; provides a diversity of housing options; and incorporates opportunities for entertainment and recreation.

### Goals

- Maximize the local, countywide, and regional transit-oriented development potential of the transit district.
- Position, promote, and strengthen M Square as one of the premier research parks in the region.
- Allow and support the introduction of diverse residential options and local-serving retail to create a successful, vibrant, walkable mixed-use community.
- Build on the wealth of cultural, entertainment, and recreational facilities and activities in the area that round out the key ingredients necessary for an excellent quality of life.

### Background

The transit district contains significant transportation infrastructure featuring the College Park/U of MD Metro Station, a MARC commuter rail station, two future Purple Line stations, multiple bus lines, and the College Park Airport. The transit district is well-positioned to link to other major employment, educational, and research centers within the region, and the continued development of the TDDP area will have important impacts on residential and employment growth as well as commercial (office and

retail) developments and the provision of an attractive and enhanced amenity package.

If developed to its full potential, the total economic impact on the local municipalities, Prince George’s County, and the State of Maryland will be significant. However, this area, like many others emerging throughout the region and around the country, has challenges to overcome. First, the transit district is situated in the midst of one of the most active commercial real estate markets in the country—the Washington-Baltimore Metropolitan Statistical Area (MSA). This is both an asset and a liability as creating a unique identity and vision will be very important to distinguishing this effort against the host of comparable transit-oriented development (TOD) projects underway and being planned today.

Secondly, the Greater Washington MSA, as well as the entire country, is still struggling to emerge from a deep recession. The residential market has begun to rebound and is leading the way out of the recession; the recovery of the commercial market is behind residential and slow to move forward. Because of these issues, the transit district will have to reach beyond the typical market capture based upon growth trends and focus on market creation, creative funding/financing, public/private partnerships, and leveraging the strengths and assets of the greater TDDP area to meet its full buildout potential.

Market studies for traditional and ubiquitous commercial real estate property types (i.e., office, retail, industrial, hotel, and multifamily) use a “market capture” approach that applies identifiable metrics of supply and demand to determine a project’s potential for success and to discern risks based on current trend lines. In the case of residential demand in the College Park/Greenbelt/Beltsville submarket, this approach is appropriate. However, for the projection of office, retail, and hotel demand and the likely capture, the TDDP takes a “market-creation” approach, identifying market demand that is not there now but is projected to be there in the future. This approach is particularly applicable and appropriate for early-stage TOD projects and emerging research park developments such as M Square.

The transit district has taken the first steps to becoming a significant employment center within Prince George’s County with existing employment of 1,325 jobs according to the Center for Economic Studies (CES) on-the-map tool. Of these 1,325 jobs, 1,166 are professional services, professional scientific, public administration, and other office jobs also according to the CES. Approximately 159 jobs are office building support staff or in the light industry services that are clustered in the northern area of the transit district area. The 2010 census data showed that

77 percent of workers in the transit district currently live in Maryland, and 24 percent live in Prince George’s County.

Based upon the census job numbers and the Bureau of Labor Statistics’ average yearly earnings data, the total net taxable income was calculated for the two employee type groups. This analysis showed that after typical personal taxable deductions of \$12,400, the total estimated net taxable income for both employment groups was \$68,771,373.

**TABLE 12: ESTIMATED FULL-TIME EQUIVALENT (FTE) JOBS IN THE TRANSIT DISTRICT (2013)**

2013 EMPLOYEE CATEGORY	ESTIMATED NUMBER OF FTE JOBS	ESTIMATED ANNUAL EARNINGS PER FTE	ESTIMATED INDIVIDUAL TAXABLE INCOME	NET TAXABLE INCOME
Light Industry	159	\$39,258	\$26,858	\$4,270,409
Office	1,166	\$67,718	\$55,318	\$64,500,964
<b>Total</b>	<b>1,325</b>			<b>\$68,771,373</b>

Source: Vantage Point

In developing the TDDP, two alternate market analyses were conducted to estimate the future growth and buildout of the transit district area in 2040, the plan’s horizon year. Alternate 1 assumes a strong and successful market acceptance of existing development plans and potential incentives for the transit district area, emphasizing an aggressive market capture approach. In light of existing and emerging regional economic trends, Alternate 1’s baseline projections result in a balance between net new area employment and residents with a significant residential component likely to lead the way.

In contrast, Alternate 2 explores a very aggressive and concerted effort by the state, County, and local jurisdictions, the University of Maryland, and the development community to create a major employment center. This alternate is a market creation approach that assumes design amenities, streamlined regulations, public and private infrastructure, and financial and funding incentives—many of which may not yet exist—will be in place and heavily leveraged to create a major employment center. Under this scenario, the transit district would expect to experience office development (at least at the pace of comparable research and development parks) and continue to attract major large university, institutional, and federal users. Alternate 2 could be viewed as an “all hands on deck” approach and is the best case scenario for the future potential of the transit district.

It is important to understand that both Alternate 1 and Alternate 2 require one or more “champions” to ensure the potential is realized. Under the status quo approach to development within the transit district to date, even the more modest projections of Alternate 1 will not be achieved.

The transit district development plan’s recommendations and projections, particularly with regard to buildout, transportation facilities analysis, and school pupil yield, fall toward the more aggressive numbers generated by Alternate 2, working under the assumption that, pursuant to *Plan Prince George’s 2035*, the College Park-Riverdale Park Transit District continues to anchor the County’s Innovation Corridor.

LAND USE	ALTERNATE 1	ALTERNATE 2	TDDP BUILDOUT
Office and Institutional (sq. ft.)	2,225,000	2,900,000	4,277,218
Retail (sq. ft.)	68,100	86,300	97,800
Hotel (Rooms)	225	325	285
Residential (Dwelling Units)	3,720	5,312	5,550

Note: Neither Alternate 1 or Alternate 2 include existing development—they indicate new growth only. The projected buildout of the TDDP includes both existing development and anticipated new growth. All projections include properties outside of the transit district boundaries within identified Traffic Analysis Zones, which are geographic areas used for analysis purposes.

By multiplying the total taxable income by the state and County tax rates of 4.75 percent and 3.2 percent, respectively, and adjusting the value for the employee’s home jurisdictions, the total benefits to the state and County were calculated. By this methodology, the State of Maryland annually collects an estimated \$2.5 million dollars, and Prince George’s County collects over \$500,000 dollars in income tax revenues from the existing transit district workforce. The potential tax and financial benefits to the municipalities, County, and state are significantly higher if the TDDP vision and recommendations are fully implemented and a new transit-oriented, mixed-use community is realized.

### The Role of M Square Research Park

As the major economic force within the transit district, the University of Maryland’s M Square Research Park is the lynchpin to the future of the area. Since 2003 approximately 1,033,339 square feet of office space has been added to the College Park/Greenbelt/Beltsville submarket at an average of 100,000 square feet per year. M Square alone added approximately 591,000 square feet or 57 percent of the total. For the same period, all of Prince George’s County averaged just 213,000 square feet of new office space per year. Thus, since 2003, M Square has accounted for approximately 26 percent of new office space construction in the County. M Square can continue this ratio of growth and increased importance to the economic future of Prince George’s County but only if changes are enacted.

Development of M Square to date has taken the form of a suburban office park, while the emerging trend for university-affiliated research complexes is for mixed-use business parks with denser design, incorporating a mix of housing and local-serving retail in a walkable environment. For example, Research Triangle Park in North Carolina, University City Science Center in Philadelphia, and University Research Park in Madison, Wisconsin, (three of the most successful university-related research parks

in the country) had little or no measurable market demand during planning and even during early stage development. Based on a market capture analysis, these projects might not have moved forward. Rather, these projects and others like them created the market for their technology-oriented facilities and collaborative opportunities where future tenants would be able to engage with sponsoring academic institutions, federal agencies, and other park tenants. Additionally, more recent research park developments have accelerated growth and market creation by actively managing collaborative opportunities and providing outstanding lifestyle and business amenities. The convenience of mass transit offered by the Metro station, MARC Station, two Purple Line stations, a general aviation airport, and numerous bus routes, along with large undeveloped and redeveloped parcels and the opportunity to retrofit surface parking within the transit district, offer a significant competitive



*M Square is well positioned to become the preeminent research park in the region if a market-creation approach is used.*

advantage to the transit district and M Square in terms of drawing additional market segments such as residential development to complement existing and future research and office space.

Building on important anchors within M Square and the transit district will help maximize the area’s ability to implement a market creation economic development approach. These important anchors include:

TABLE 13: ESTIMATED EXISTING TRANSIT DISTRICT EMPLOYEE INCOME AND INCOME TAX REVENUE GENERATION (2013)			
2015–2025 EMPLOYEE CATEGORY	TOTAL TAXABLE INCOME	MARYLAND REALIZED TAXES	PRINCE GEORGE'S COUNTY REALIZED TAXES
Light Industry	\$4,270,409	\$156,190	\$32,797
Office	\$64,500,964	\$2,359,123	\$495,367
<b>Total</b>	<b>\$68,771,373</b>	<b>\$2,515,313</b>	<b>\$528,164</b>

Source: Vantage Point

- Food and Drug Administration (FDA)
- United States Department of Agriculture (USDA)
- National Oceanographic and Atmospheric Administration (NOAA)
- Intelligence Advanced Research Projects Activity (IARPA)
- American Center for Physics (ACP)
- University of Maryland Center for Advanced Study of Language (CASL)

Analysis of key trends and other comparable research parks from across the United States was essential in assessing the market feasibility for institutional and office uses. Limiting the inquiry of the analysis to Prince George’s County or even the broader Washington, D.C., region would not allow a reasonable understanding of what has driven the success of mixed-use business and technology/research parks over the past 50 years and what is driving their success today and moving forward.

### Office Space Forecast Approach: The University Research Park Model

The market creation strategy employed for the TDDP centers around not only building off existing research and anchor assets but creating a transit district that is an attractive alternative to other comparable transit-located developments and other development sites. The creation of a densely designed, vibrant, pedestrian-friendly environment with mixed-use retail, restaurant, and recreational amenities has become the new research park model. This is particularly important with the high level of transit access and service within the TDDP. Even one of the largest and most successful research parks in the world, Research Triangle Park, is now undertaking an effort to change

the development density, encourage a mix of uses, and add location-specific amenities to their park. This subsection seeks to define the changing face of research park development.

#### University Research Parks versus Commercial Real Estate.

Research parks are a specialized property type that is distinct from traditional commercial real estate (CRE) property types such as office, industrial, retail, and hotels. In almost every geographical area, there are typically numerous CRE properties that can serve as market comparables for other potential new development projects and from which supply and demand metrics can be derived. For example, in the D.C./Maryland area, there are many market comparables for CRE property type classifications, including “Class A office,” “lifestyle retail centers,” and “industrial-flex space” from which to identify key metrics and trends in vacancy, lease, and absorption rates. However, there are less than a handful of comparable modern research parks in the D.C./Maryland area that might serve as true market comparables to the M Square Research Park.

Moreover, research parks are not comparable to typical CRE properties for several reasons: 1) expensive up-front wet-lab and technology construction requirements; 2) tenants often require access to specialized equipment and business services and seek interaction opportunities with sponsoring organizations or other tenants; and 3) tenants are often not financeable, because they are funded in the short-term by investor capital and not operating cash flows.

**Evolving Research Park Model.** Since the advent of the research park as a real estate property type in the 1950s and early 1960s with the founding of Stanford Research Park in Palo Alto, California, and Research

Triangle Park in North Carolina, the research park model has evolved dramatically. Back then, many of the more well-known early projects were characterized by corporate office tower silos dotted across a landscape of several hundred acres. Today, a more nuanced research park development and operating model has emerged based on strong sponsorship and collaboration with a university, noted research institution, or federal agency. Today’s model is comprised of mixed uses and rich amenities that support knowledge work, innovation, and technology commercialization.

Table 14 from the Battelle Technology Partnership Practice report *2012 Survey of North American University Research Parks* shows that of those parks surveyed there is a defined trend of adding non-research/non-office uses into the research parks to diversify the parks and add important amenities to create a more vibrant, 24/7 activity-driven environment.

TABLE 14: CHANGING USES WITHIN RESEARCH PARKS		
OTHER FACILITIES	CURRENTLY IN PARK (%)	PLANNED WITHIN 5 YEARS (%)
Specialized laboratory facilities	74	45
University instructional facilities	45	27
Food/Restaurants	40	41
Conference center	26	22
Other education facilities	19	13
Hotel	13	25
Other retail shops	12	30
Student housing	8	11
Other residential	7	21

Source: “The 2012 Survey of North American University Research Parks,” Battelle Technology Partnership Practice

According to the research and finding in the Battelle report: “with the growing trend towards more mixed-use development, university research parks are becoming even more integrated as signature developments for creating the dynamic, life-style communities that attract high-skilled and entrepreneurial technology professionals to a region.”

The Emerging Trends Report for University Research Parks, published by Battelle in late 2012, highlights key points about how and why research parks are currently being developed. Battelle interviewed more than 100 research parks in North America, and their findings are relevant to defining trends that would drive development within the transit district and M Square area. The Emerging Trends Report identifies key elements that will be the basis for the new research park model that is continuing to emerge, including:

- Strategically planned, mixed-use campus expansions that include space for academic and corporate uses, including greener and more connected places.
- Increased focus on entrepreneurship, start-ups, and emerging companies, especially for students and faculty.
- Environments that foster collaboration, innovation, and leverage the talent and expertise of universities to drive technology-based economic development.
- University leadership and support are key factors in competition for resources and priorities.
- Tools for business expansion and retention with less focus on recruitment.
- Spread of open innovation across industry sectors that put more focus on strategic collaborations with universities, research institutions, and federal agencies.



*Adding uses to complement existing office development will be a critical factor for changing the character of the area and improving its ability to compete in the region.*

**COMPARABLE AND BEST PRACTICE UNIVERSITY RESEARCH PARKS**

There are dozens of successful university research parks throughout the country, and “comparable” is a relative term as there are many criteria by which one can compare universities and their research parks. Perhaps the most important comparable metric is total research funding. Universities with comparable funding levels typically have comparable technology transfer/commercialization potentials, are similarly research focused, and understand the role of the university in supporting and growing the university-related research park; all of which leads to university support/presence in the park and private company absorption. The majority of the university research parks in the table below have comparable research funding (2011 data shown) according to the National Science Foundation’s WebCASPASPAR web site. Also included are parks proximate to the transit district (UMBC), parks that went through a similar transition (U. of Arizona, Mississippi State, and Northwestern), and a highly successful best practice (U. of Wisconsin).

The research parks below all have a combination of university, federal, and private tenancy in their respective research parks, and all have a strong university presence and participation in the development of the parks themselves as well as with marketing efforts.

The average annual absorption for the 12 comparable parks and M Square is 47,200 square feet and ranges from a low of 12,200 square feet/year at the Mississippi State University Thad Cochran Research, Technology & Economic Development Park to a high of 105,300 square feet/year at the University of Arizona. Research suggests that the first research building in the transit district area was constructed circa 1994, and thus, the transit district/M Square Research Park area has achieved an average annual absorption of 68,400 square feet/year nearly all in large single-tenant buildings with federal agency tenancy.

**TABLE 15: COMPARABLE AND BEST PRACTICE RESEARCH PARKS**

UNIVERSITY	2011 NSF RESEARCH <sup>1</sup>	BUILT TOTAL SF	TOTAL ACRES	YEAR STARTED	GROSS AVG. ANNUAL ABSORPTION
U. of Maryland, Baltimore County (UMBC)	\$91,657	350,000	41	1989	14,600
Mississippi State University	\$226,070	231,000	272	1994	12,200
North Carolina State University	\$378,154	3,000,000	1,227	1984	103,400
U. of Maryland, Baltimore (UMB BioPark)	\$409,665	560,000	71	2004	62,200
U. of Utah	\$414,316	3,068,500	320	1968	68,200
U. of Iowa	\$443,893	255,000	500	1994	13,400
Virginia Polytechnic Institute and State U.	\$450,058	1,000,000	230	1988	40,000
U. of Maryland, College Park	\$495,382	1,300,000	150	1994	68,400
U. of Illinois, Urbana-Champaign	\$545,669	623,000	N/A <sup>2</sup>	2001	51,900
Purdue U., West Lafayette	\$578,231	1,000,000	150	1961	19,200
U. of Arizona	\$610,565	2,000,000	345	1994	105,300
Northwestern University	\$618,980	400,000	22	1984	13,800
U. of Wisconsin-Madison	\$1,111,642	1,800,000	351	1984	62,100
<b>Averages</b>		<b>1,199,038</b>			<b>48,823</b>

<sup>1</sup> Research expenditures are in thousands (\$000’s)

<sup>2</sup> The Urbana-Champaign research park is located on campus, and a separate acreage is unavailable

Source: NSF WebCASPASPAR, AURP.net, research park web sites, Vantage Point

- Research parks enhance regional competitiveness as they serve to retain and attract talent, while serving as signature sites and hubs.

The office demand for the TDDP area, especially private company demand, will come only from a concerted effort of all the key players in the region, including the University of Maryland, Corporate Office Properties Trust, Prince George’s County, The Maryland-National Capital Park and Planning Commission (M-NCPPC), City of College Park, and Town of Riverdale Park, to leverage research, employment, and other technology assets of the university, existing federal anchor tenants, institutional anchors, and enhanced transit within the transit district area. The marketing success of office space will come through the creation of new market areas building off current tenant/anchor research relationships, suppliers, potential colocators, and other horizontal and vertical marketing targets.

All of the key stakeholders will have a role to play, and some will need to play multiple roles. While a successful office component will include capture of the growth in commercial space throughout the Washington, D.C., metropolitan area, that capture will only occur once development momentum has been established and supportive amenities and uses (retail, restaurants, and recreation) are on-site. It is also anticipated that the transit district will attract company absorption from outside the Washington, D.C., metropolitan area and, perhaps internationally as well, as the area gains momentum and reputation as a high-quality, mixed-use, living and learning environment.

**Pipeline Office Development and Local Competition.**

The majority of the recent office development in the College Park/Greenbelt/Beltsville submarket has happened within M Square, including the placement of major leases such as the IARPA and the NOAA Center for Climate Prediction. Several 1970s–1990s era buildings within the transit district currently house tenants including the American Physics Association, a Federal Aviation Administration building, a USDA facility, the University of Maryland CASL, the government contractor Raytheon, and the Food and Drug Administration Office of Cosmetics and Colors.

To the north of M Square and Paint Branch Parkway lies a low-density mix of industrial/flex buildings that is primed for redevelopment. Nearby office development includes new space at Prince George’s Plaza, the Cafritz Property, and Greenbelt Station (see Table 16). One potential factor that may positively impact the transit district’s economic future is the potential consolidation of the Federal Bureau of Investigation’s headquarters at the Greenbelt Station North Core area. If the Greenbelt site is selected, there may be a prime opportunity for synergies with existing and future M Square and transit district tenants.

**TABLE 16: POTENTIAL OFFICE DEVELOPMENT PROJECTS (RECENT AND PIPELINE DEVELOPMENT)**

	PROJECT NAME	SQUARE FEET
Built	Riverside, M Square (1)	120,000
	Riverside, M Square (2)	120,000
	NOAA Center for Climate Prediction	289,500
	Boulevard at Prince George’s Plaza Metro Center (CDC Office)	195,350
	University Town Center	58,886
	<b>Total Built</b>	<b>783,736</b>
Pipeline	Litton Technology Center M Square (Subdivision)	450,000
	Cafritz Property	22,000
	M Square UMD Research Park	480,000
	Greenbelt Station	1,600,000
	<b>Total Pipeline</b>	<b>2,552,000</b>

According to plans filed with M-NCPPC, there is the potential for an additional 2,552,000 square feet of office space in the College Park/Greenbelt/Beltsville submarket. M Square has received preliminary subdivision approvals for approximately 920,000 square feet of office space to be spread over 7 buildings. Of this total, 480,000 square feet are subject to an approved detailed site plan. The construction of these buildings is dependent on tenants being identified. It is important to note that these pipeline projects represent planned/potential projects but not necessarily projects that are moving forward or actively being planned for development. These are simply projects that have obtained approval and which may proceed should market conditions, the property owner, and other interested parties so allow.

## Residential Development

Currently the residential market in the greater Washington, D.C., area as well as much of the country is leading the way out of the recession and so too will lead the success of the development of the transit district. The strongest market at the present time is rental residential, particularly multifamily housing in proximity to transit. The primary residential opportunity for the transit district is medium-high to high-density multifamily development (>8 to >20 dwelling units per acre) perhaps with integrated parking structures, liner retail or flex space, and vertical mixing of uses in proximity to the Green Line, MARC, and new Purple Line Stations. A portion of the former Engineering Research Corporation (ERCO) property is well-situated for single-family attached development with townhouses or two over twos.

Residential development should be provided as part of cohesively planned and designed neighborhoods surrounding central open areas and publicly accessible outdoor spaces. Successful new neighborhood development in the transit district will lead to restaurant and limited convenience retail as retail follows new residential housing. A mix of residential types, ownership opportunities, and price-points will be essential in fostering a sense of community and ensuring affordable housing is available.

The residential market calculated for the transit district area was determined based on the current and future projected growth in households in the greater College Park/Greenbelt/Beltsville/Riverdale Park area. The addition of the Purple Line, the development of the Cafritz Property with a high-end grocery store and retail, and the development of the WMATA site will contribute to the attractiveness of the transit district for residential housing, a necessary part of the market capture approach to transit-oriented development that will be necessary to achieve the vision and goals of the TDDP.

## Retail and Hotel Development

Because of the amount of retail development along the US 1 (Baltimore Avenue) Corridor and the proposed 100,000 square feet of retail space in the adjacent Cafritz project, the primary market for

new retail space in the transit district area will come primarily from the new residents and employees within the transit district itself. Stand-alone retail is simply not feasible in this area. It is for this reason that the supportable restaurant and retail space has been calculated based on the projected office, residential, and hotel demand projected within the transit district.

While it is likely that future retail establishments will also draw patrons from outside the transit district—especially residents of Old Town College Park, Calvert Hills, and Riverdale Park—it is equally likely that employees and residents within the transit district area may look to the outside for more of their convenience retail than projected, depending on the character of the tenant mix. In general, the overall inflow-outflow of retail sales is assumed to be a net zero sum gain with dollars entering the transit district equal to those being spent outside the market area.

Even with these caveats, it is important to recognize that any new retail development (including restaurants) within the transit district will be a challenge to achieve at first as the residential product comes on-line and the overall development of the transit district gains momentum. It is vital that the new retail/restaurant uses cluster together and in proximity to the Green and Purple Lines for greater exposure and market penetration. In order for the overall transit district to achieve its full potential, there will need to be a robust retail and restaurant component catering to nearby residential and office users. This is especially critical if the Millennial Generation is to be attracted.

Market projections indicate one or more hotels are supportable within the transit district with an emphasis on extended stay products catering to the professional, academic, and research audience. The growing employment base within the transit district, supplemented by superb transit options, will both require and support an extended stay product with a potential second hotel feasible in the long-term.

## Industrial

Finally, the industrial presence north of Paint Branch Parkway, which consists primarily of auto-oriented businesses, is likely to relocate over the short-term as the County's redevelopment emphasis of public and private land in the Kropp's Addition portion of the

transit district leads to construction of residential and mixed-use projects in the College Park Aviation Village. These longtime community-serving businesses are important to consider in terms of the potential for loss of jobs and decreased municipal tax revenues. Relocation assistance and identification of new sites will minimize negative impacts on these industrial businesses.

## Policies and Strategies

### Policy 1

Support new transit-oriented, mixed-use commercial and residential development within the transit district, and emphasize a market creation economic development approach to capitalize on the area's significant transportation and employment assets.

### Strategies

**Strategy 1.1:** Coordinate with the Prince George's County Economic Development Corporation; University of Maryland, College Park; State of Maryland Department of Business and Economic Development; M-NCPPC; City of College Park; Town of Riverdale Park; civic and business organizations; and regional, state, and federal governments to leverage existing technology firms, federal anchor tenants, institutional anchors, incubator businesses, and research facilities and foster synergies between these strengths and other emerging opportunities.

**Strategy 1.2:** Identify one or more champions that will oversee the implementation of the TDDP, and designate a project manager/liaison that will coordinate with key property owners, agencies, and other parties to pursue implementation of plan strategies and policies.

**Strategy 1.3:** Ensure flexibility in land use, design, and transportation recommendations to allow for a diversity of housing options and development approaches throughout the transit district.

**Strategy 1.4:** Recognize that the nexus of land costs, infrastructure costs, and building code changes may have negative impacts on returns on investment, and explore incentives to make development more attractive over the short- to medium-term.

**Strategy 1.5:** Provide appropriate retail opportunities within the transit district—located in proximity to the Green and Purple Lines—to support the community's long-term vision and meet current and future residents', employees', and commuters' retail needs.

**Strategy 1.6:** Capitalize on existing and emerging strengths in cyber-security, languages, climate study, and biotechnology to shape a regional economic



*The College Park Aviation Museum is one of many cultural and recreational assets that can help shape an identity for the transit district.*

identity for the College Park-Riverdale Park Transit District.

**Strategy 1.7:** Identify creative/financing opportunities and explore the possibility of public/private partnerships and/or a business improvement district as the cornerstone implementation tool to realize the neighborhoods and business areas envisioned by the plan.

**Strategy 1.8:** Assist industrial and automobile-oriented small businesses to transition to more profitable uses that are consistent with the transit district's vision for the area or to relocate to alternate sites within the City of College Park.

### Policy 2

Develop a sense of place within the transit district and in each individual new neighborhood to retain existing uses and attract new ones.

### Strategies

**Strategy 2.1:** Create a dynamic community and lifestyle that will attract highly-skilled and entrepreneurial technology professionals to the area.

**Strategy 2.2:** Focus on residential development, local-serving retail, and enhanced open-space networks to complete the mix of uses required for a complete transit-oriented, walkable environment.

**Strategy 2.3:** Incorporate additional amenities, such as the proposed urban conservation park, public plazas, green spaces, and benches, as redevelopment and infill development occurs.

**Strategy 2.4:** Enhance connectivity between existing offices, surrounding neighborhoods, and the wealth of recreational opportunities in the area so that the transit district is better incorporated into the fabric of the community.

**Strategy 2.5:** Promote arts and cultural programs available on the University of Maryland, College Park Campus, and in other nearby locations that will be easily accessible by the Purple Line and Green Line.

### Policy 3

Preserve, increase, and improve housing choices and opportunities.

### Strategies

**Strategy 3.1:** Preserve the character of adjacent historic residential neighborhoods by supporting the preservation and renovation of the existing housing stock.



*The presence of the Purple Line light rail will offer new economic development opportunities if the stakeholders are able to fully capitalize on its potential.*

**Strategy 3.2:** Consider leveraging new financial programs funded in part by development within the transit district to benefit surrounding communities.

**Strategy 3.3:** Encourage developers to offer a diversity of housing types and price points, particularly in the College Park Aviation Village, Riverdale Park Urban Village, and Metro Core.

**Strategy 3.4:** Capitalize on growing regional demand for new transit-accessible, affordable, and green housing options.

**Strategy 3.5:** Promote additional opportunities for active adult and senior housing and other housing types to meet identified housing needs.

#### Policy 4

Develop a marketing strategy and branding effort to realize the potential of M Square as one of the region's premiere research parks.

#### Strategies

**Strategy 4.1:** Strategically plan for M Square expansions that include space for academic and corporate uses; provide residential opportunities;

enhance pedestrian, bicyclist, and vehicle connections; and include greener places highlighted by active plazas, squares, and urban park spaces.

**Strategy 4.2:** Facilitate opportunities for entrepreneurship, start-ups, and emerging companies, especially for students, recent graduates, and faculty.

**Strategy 4.3:** Incorporate flex/incubator opportunities and foster learning synergies throughout M Square, the transit district, and surrounding areas.

**Strategy 4.4:** Create and promote environments that foster collaboration and innovation as well as leverage the talent and expertise of the University of Maryland to drive technology-based economic development.

**Strategy 4.5:** Develop tools and opportunities to allow for business expansion and retention.

**Strategy 4.6:** Strengthen the strategic collaborations between the university, research institutions, and federal agencies.

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## Housing and Neighborhoods

### Vision

New thriving and diverse residential neighborhoods are essential to the success and vibrancy of the transit district. A mix of housing types and price points ensures a diversity of households characterize the transit district's new neighborhoods and help support expanded retail options and amenities attractive to both residents and potential new employers and employees. The character of residential communities bordering the transit district is preserved while ensuring their residents have access to recreational facilities and open spaces, new employment opportunities, and enhanced transit facilities.

### Goals

- Introduce a mix of housing types and price points to attract a broad range of new residents, including young professionals, empty nesters, first-time homeowners, university and research affiliates, and senior citizens.
- Achieve high-quality sustainable design and innovative construction at the building and neighborhood scales to promote development compatible with the transit district's environmental context.
- Protect and respect surrounding historic residential neighborhoods.

### Background

While three historic, predominantly single-family neighborhoods abut the transit district—Calvert Hills, Old Town College Park, and Riverdale Park—the transit district itself does not include any housing. Introducing a range of new neighborhoods and housing options will help establish a distinct sense of place and address the changing needs of population groups, such as the Baby Boomer and Millennial generations, both of which are increasingly choosing to live in dense, transit-served, mixed-use multifamily

communities. Furthermore, College Park, Riverdale Park, and much of northern Prince George's County generally lack opportunities for residents to “age in place” or find housing in or near their existing neighborhoods that meet their evolving needs as they grow older.

Research shows that many suburban households spend a majority of their income in two areas: housing and transportation. The desirability of transit-accessible housing is, in great part, due to the reduced transportation costs incurred by living near and using mass transit instead of driving and maintaining multiple automobiles. Encouraging flexibility in the design and types of housing options available within the transit district will be an important factor in ensuring affordable housing is available. Transit-accessible, mixed-use neighborhoods should be planned with total housing and transportation costs in mind to broaden their appeal to future households.

#### COLLEGE PARK HOUSING PROGRAMS:

**New Neighbor Homeownership Grant Program**—The City of College Park offers down payment or closing cost assistance on a first-come, first-served basis to encourage the conversion of previously rented, single-family properties to owner-occupied housing. To address the proliferation of short sales and foreclosed properties in the city, the New Neighbor Program can also be used for purchasing single-family homes and condominiums that are being sold as short sales or that are in foreclosure for use as primary residences by the purchasers. Lastly, to encourage police officers, career and volunteer firefighters, emergency medical technicians, and city employees to make their homes in College Park, the New Neighbor Program can be used by these individuals to purchase residential property within the city.

**Work Live College Park**—Administered by the College Park Housing Authority and the College Park City-University Partnership, this program provides affordable home ownership opportunities for people working in College Park while minimizing the number of foreclosed homes in the area. Through this program, qualified applicants can purchase a recently renovated property at an affordable price.

Consideration must also be given to how new development in the transit district relates to and impacts surrounding communities. Creating new transit-oriented neighborhoods in the transit district will go far toward implementing the community vision for the area and strengthening the regional position of the transit district, but these neighborhoods must be complementary to existing single-family residential development in terms of architectural design and quality. Potential adverse impacts, such as noise, light reflection, trash and loading areas, and viewsheds must be minimized, and public access to new community amenities, park and recreation space, and businesses should be maintained.

## Policies and Strategies

### Policy 1

Provide a variety of housing types to help meet the growing regional and local demand for new transit-accessible housing options.



*A mix of housing types and price points offer choices to new residents.*

### Strategies

**Strategy 1.1:** Encourage a mix of housing, such as medium- to high-rise (four to eight story) multifamily apartments and condominiums, two over twos, and townhouses, attractive to a range of household types and incomes.

**Strategy 1.2:** Develop a phasing plan, and prioritize development to ensure new housing types are

appropriately located to serve demand and implement the TDDP vision.

**Strategy 1.3:** Explore opportunities to provide active adult and senior citizen housing opportunities throughout the transit district to enhance the ability of College Park and Riverdale Park residents to age in place.

### Policy 2

Ensure affordable rental and homeowner housing options are provided within the transit district.

### Strategies

**Strategy 2.1:** Incorporate mixed-income housing as development and redevelopment occurs.

**Strategy 2.2:** Work with the Prince George’s County Department of Housing and Community Development, the Planning Department, and the Redevelopment Authority to implement a density-bonus program to increase affordable housing options around the County’s Metro stations.

**Strategy 2.3:** Leverage existing state, County, and municipal incentive programs to mitigate the costs of new housing, and support transportation demand management programs that will help further reduce transportation costs for new residents.

### Policy 3

Promote sustainable, green neighborhood and housing options.

### Strategies

**Strategy 3.1:** Incentivize the design and construction of green buildings. All new construction should obtain a minimum rating of LEED® Silver or an equivalent rating from other recognized green building programs. New neighborhoods and mixed-use office areas should be developed in accordance with the LEED® Neighborhood Development program to emphasize sustainability and maximize environmental and social benefits.

**Strategy 3.2:** Collaborate with the University of Maryland and other major property owners; Prince George’s County Department of Permitting, Inspections and Enforcement; M-NCPPC; the U.S. Army Corps of Engineers; and other partners

to implement regional state of the art floodplain mitigation and environmental site design facilities to maximize housing and new neighborhood development build-out while ensuring the County’s goals for environmental restoration are fulfilled.

**Strategy 3.3:** Encourage the University of Maryland to partner with appropriate agencies, local businesses, and state and federal agencies to pursue active living and learning opportunities and other synergies with new regional floodplain mitigation and environmental site design facilities.



*Green roofs are an efficient and sustainable option to promote energy efficiency and environmental stewardship.*

**Policy 4**

Minimize and mitigate adverse impacts of new and infill development on surrounding residential communities.

**Strategies**

**Strategy 4.1:** Implement the TDDP’s recommendations for land use, urban design, and transportation to ensure appropriate transitions in density toward existing single-family communities, discourage pass-through commuter traffic in residential neighborhoods, and incorporate community preferences regarding key infrastructure improvements.

**Strategy 4.2:** Consider the potential impact of noise, lighting, parking, and loading and trash areas on existing communities during the development review process of individual projects.

**Policy 5**

Improve public safety and access to high-quality public facilities and recreational services.

**Strategies**

**Strategy 5.1:** Construct sidewalks, bicycle lanes, traffic calming devices, and streetlights, where appropriate, to provide safe access to schools, parks, and recreational facilities.

**Strategy 5.2:** Incorporate crime prevention through environmental design measures in all new development and redevelopment to discourage criminal activity.

**Strategy 5.3:** Coordinate and enforce County, city, and town codes relating to housing, parking, noise, and litter.

**Strategy 5.4:** Encourage and support volunteer efforts such as neighborhood watch and cleanup/fix-up days.

**Strategy 5.5:** Ensure new residential development incorporates high-quality passive and active open spaces and makes adequate provisions for building new public facilities necessary to support new transit district neighborhoods.

**Policy 6**

Create and promote a brand for the transit district neighborhoods that will highlight their unique nature and enhance their ability to compete within the regional market.

**Strategies**

**Strategy 6.1:** Leverage existing and future strengths, such as College Park Airport, technology- and research-based industries, rich open space and recreation amenities, and modern infrastructure, as the core of the transit district’s new brand.

**Strategy 6.2:** Provide amenities in new residential and mixed-use buildings, including innovative technologies, high-speed internet access, flex/incubator space and meeting areas, laboratory spaces, and communal learning opportunities, to attract new residents.

**Strategy 6.3:** Establish a local workgroup or dedicated marketing team to proactively and aggressively advertise the transit district’s neighborhoods

through social media and other techniques that, in combination with traditional real estate marketing

approaches, ensure maximum exposure to a broad range of potential residents.

**FIGURE 3: RIVERDALE PARK URBAN VILLAGE**



*The envisioned Riverdale Park Urban Village incorporates the TDDP's concepts to ensure appropriate transitions in height and intensity toward existing communities.*

## Community Heritage and Culture

### Historic Preservation

#### Vision

Achieve a distinct place through an appreciation of the architectural, archeological, and cultural character and setting of the College Park-Riverdale Park transit district.

#### Goals

- Promote local and National Register historic sites and districts throughout the County.
- Encourage the use of preservation planning tools to preserve cultural heritage, and enhance the quality of life in Prince George’s County.
- Use historic resources in promoting heritage tourism to stimulate the local economy.
- Incorporate archeological resource protection through site identification and preservation.

#### Background

The transit district area contains a number of significant prehistoric resources as well as historic resources that reflect the history of local agriculture, internationally significant advances in aviation, and the development of streetcar suburbs in the vicinity. The land within the transit district was once part of the nineteenth century Riversdale plantation and over time evolved from an agricultural emphasis to a focus on aviation. College Park Airport, the oldest continuously operating airport in the world, is adjacent to the northern boundary of the transit district area that abuts the College Park Aviation Museum. Recently, the ERCO building (where the pioneering aircraft, the Ecoupe, was manufactured) was demolished.

The Old Town College Park, Calvert Hills, and Riverdale Park National Register Historic Districts (Old Town College Park is also a County historic district) line the transit district area to the west and south. These suburbs are representative of the residential communities that formed around the

development of the streetcar and the rise of the automobile. Additionally, College Park Airport and the former site of the ERCO building are designated historic sites. The role these districts and sites played in shaping the growth of College Park and Riverdale Park should be recognized and celebrated as a central theme of the redevelopment of the transit district, and new construction within the transit district should reflect elements of the existing community character present in the three historic districts, including sense of place, walkability and connectivity, cohesive neighborhoods with residential choice and access to convenience retail businesses, and high-quality architectural detailing.

### Policies and Strategies

#### Policy 1

Pursue opportunities to highlight and interpret the historic significance of Old Town College Park, Calvert Hills, and Riverdale Park National Register Historic Districts; the College Park Airport, listed in



*The former ERCO Building.*

the National Register and as a Prince George’s County Historic Site; and the former site of the ERCO building.

#### Strategies

**Strategy 1.1:** Include publicly accessible interpretations of the history and significance of College Park Airport and the ERCO building along planned trails, in the

College Park/U of MD Metro Station, and near the future Purple Line stations.

**Strategy 1.2:** Incorporate an aviation theme in the development of the College Park Aviation Village area near the College Park Airport.

### Policy 2

Protect the character and viewshed of the surrounding historic districts.

### Strategies

**Strategy 2.1:** Limit the heights of buildings closest to Old Town College Park and Calvert Hills historic districts to no more than eight stories, and ensure appropriate height transitions are implemented in future development.

**Strategy 2.2:** Provide a height and intensity transition through the Riverdale Park Urban Village toward the Riverdale Park historic district by providing townhouses and mixed-use, multifamily residential buildings closer to Riverdale Park and mixed-use office development along River Road.

**Strategy 2.3:** Incorporate architectural approaches compatible with nearby buildings in the historic districts in new construction.

### Policy 3

Conduct archeological investigation of undisturbed areas prior to development.

### Strategies

**Strategy 3.1:** Preserve in place any identified areas of archeological significance to the greatest extent possible.

**Strategy 3.2:** Retain artifacts of interest discovered through local archeological investigations within the transit district area, provide interpretation such as signage, and ensure accessibility to the public as appropriate.

### Policy 4

Amend the 2010 *Approved Historic Sites and District Plan* to reflect current conditions within the transit district.

## Strategy

**Strategy 4.1:** Remove Historic Resource 68-022 (ERCO Building) from the County's Historic Sites and Districts registry.

## Arts and Culture

### Vision

A rich and diverse selection of cultural activities serves new transit-oriented neighborhoods and encourages workers to spend time socializing and recreating within the transit district. Public gathering places, offices, and streetscapes feature art installations from local artists that draw the eye and spur discussion, linking memories of art to the places where it is celebrated.

### Goals

- Provide opportunities for public artwork throughout the transit district area.
- Ensure convenient access to cultural arts venues near the transit district and across the greater Washington, D.C., region.
- Encourage arts and cultural activities as a cornerstone in fostering new neighborhoods and communities.

### Background

Consideration of the role played by arts and culture is important when creating neighborhoods and sense of place. Public art provides opportunities to increase social interaction, draws more eyes to the street to enhance passive safety and reduce crime potential, broadens learning and awareness, contributes to economic development, and establishes iconic elements that add to the distinctive character of places. Opportunities to experience cultural events and learning add recreation options and contribute to community gatherings and well-being.

The College Park-Riverdale Park Transit District is well served by arts and cultural events with the University of Maryland, College Park, once again highlighted as a significant feature of the area. The Clarice Smith Performing Arts Center and other cultural venues on the university campus host

hundreds of events each year, all easily accessible by the Purple Line. The Department of Parks and Recreation’s Arts and Cultural Heritage Division, based in Riverdale Park, operates art classes, workshops, and performing art camps that serve Prince Georgians year round. These cultural anchors appeal to a diverse community and encourage professional artists, recent graduates, and community-based art organizations to visit and relocate to the transit district.

The transit district area falls within the Anacostia Trails Heritage Area (ATHA), which is a certified heritage area overseen by the Maryland Heritage Areas Authority, located along the Anacostia River and US 1 in northern Prince George’s County. ATHA encompasses 83.7 square miles and 15 municipalities and focuses on economic development and tourism through the promotion of cultural, historical, and natural resources. Heritage tourism, as represented by ATHA, can help promote the arts and culture of an area, can contribute to its unique identity and place-making, and can act as an important economic development tool.

## Policies and Strategies

### Policy 1

Ensure public art is a prominent feature of the redeveloped transit district.

### Strategies

**Strategy 1.1:** Provide public art installations in plazas, squares, parks, along streets and trails, and in mixed-use, residential, and office buildings.



Public art can take many forms such as this functional interactive piano.

**Strategy 1.2:** Design and implement an artwork competition, oriented to local artists, recent graduates, current students, and neighboring residents, and feature winning works in key locations, including the transit plaza and along River Road Extended north of Paint Branch Parkway.

**Strategy 1.3:** Coordinate with the American Center for Physics and other current tenants of the transit district that host art showings to collectively market and advertise shows, expand art themes, and increase enthusiasm in the fine arts.

**Strategy 1.4:** Develop a performing arts program that can use the transit plaza and other key locations as outdoor venues.

### Policy 2

Promote sustainable and high-quality design that incorporates aviation and other appropriate themes, emphasizes arts and cultural elements, and contributes to the distinct sense of identity of the transit district.

### Strategies

**Strategy 2.1:** Build on aviation, cultural heritage, agricultural and prehistoric elements, and the importance of the streetcar and transit as potential themes for celebrating arts and culture within and near the transit district.

**Strategy 2.2:** Support and implement pertinent recommendations for heritage tourism—contained

### ATHA EMPHASIZES FOUR KEY THEMES:

- Linking the Nation—Transportation and Communication Firsts in the Anacostia Trails Heritage Area.
- Settlement, Development, and the Growth of Communities.
- The Bladensburg Races—The War of 1812 in the Anacostia Trails Heritage Area.
- The Natural Environment.

Within this framework, ATHA establishes a number of subthemes and identifies sites linked to the subthemes. The College Park-Riverdale Park Transit District is in many ways the product of these themes (excepting the Bladensburg Races), and continuing to build on these themes through the development of the transit district provides opportunities to further identify and market the unique characteristics that make the transit district stand out within the region.

in the 2001 Approved Anacostia Trails Heritage Area Management Plan: A Functional Master Plan for Heritage Tourism—with emphasis on the subthemes of “Aviation First,” “Streetcar Suburbs,” “Industry in the Anacostia Trails Heritage Area,” “Trail Systems of the Anacostia Trails Heritage Area,” and “Nature Centers of the Heritage Area.”

**Strategy 2.3:** Consider a themed trail or guided walking tour route through the transit district that emphasizes interpretation of local historic and cultural resources, highlights existing and new artwork installations, provides wayfinding and interpretive signage, and incorporates web, tablet, and smartphone apps and podcasts.

## Public Facilities

### Vision

A comprehensive network of high-quality and efficient schools, libraries, medical facilities, police, and fire/EMS services enhance the safety and general welfare within new neighborhoods while promoting a strong sense of place and community throughout the transit district.

### Goal

Provide and maintain public facilities in locations that efficiently serve the population of the transit district area.

### Background

Three elementary schools, two middle schools, and one high school currently serve the transit district area. Of these, two elementary schools, one middle school, and the high school are at or above capacity as of September 2013. All six schools have been rated in “fair” or “good” condition during a 2012 evaluation conducted by Parsons 3DI.

The transit district is served by several nearby public libraries, including the Hyattsville, Greenbelt, and Bladensburg branch libraries. According to current population estimates and projected growth, no new public libraries are needed to accommodate growth within the transit district.

There are two hospitals located within a five-mile radius of the transit district area that provide service to the area: Doctors Community Hospital in Lanham and Prince George’s Hospital Center in Cheverly. When complete, the new Prince George’s County Regional Medical Center in Largo will replace the Cheverly facility and provide coverage to the transit district area.

Police service to the transit district area is provided by Prince George’s County, The Maryland-National Capital Park Police, and the Town of Riverdale Park. Additional service to properties owned by the University of Maryland is provided by university police, while WMATA properties are patrolled by Metro transit police. The transit district area is located within County Police District I, based in the Hyattsville Justice Center located at 5000 Rhode Island Avenue. District I encompasses 16 municipalities and 36 square miles and is the most densely populated district in Prince George’s County.

Fire and emergency medical services (EMS) are provided by the Prince George’s County Fire/EMS Department. This department is one of the two largest combination Fire/EMS departments in the United States with both career and volunteer elements. First due service (the first responding stations in case of an emergency) to the transit district area is provided by the College Park Fire/EMS Station, Company 12; the Riverdale Heights Fire/EMS Station, Company 13; and the Riverdale Fire/EMS Station, Company 7 (see Table 17).

TABLE 17: FIRE/EMS STATIONS SERVICE THE TRANSIT DISTRICT AREA				
CO.	NAME	ADDRESS	APPARATUS	2008 PUBLIC SAFETY FACILITIES MASTER PLAN (PSFMP) RECOMMENDATION
12	College Park	8115 Baltimore Av.	2 Engines 1 Ambulance 1 Aerial Truck 1 Medic 1 Hazmat/Foam	N/A
7	Riverdale	4714 Queensbury Rd.	1 Engine 1 Ambulance 1 Aerial Truck	N/A
13	Riverdale Heights	6101 Roanoke Av.	2 Engines 1 Ambulance 1 Rescue Squad	N/A

The County’s approved Capital Improvement Program (CIP) for fiscal years 2014–2019 provides funding for the secondary school reform initiative for Parkdale High School with an initial emphasis on global study classes that will further the goal of ensuring all students are college and/or career ready. Additional CIP programs include the rehabilitation of William Wirt Middle School, the construction of replacements of the Hyattsville and Bladensburg Branch Libraries, and the construction of a new fire station at the intersection of MD 201 (Kenilworth Avenue) and MD 410 (East-West Highway) that will consolidate the existing Riverdale and Riverdale Heights stations.

## Public Schools

### Policy 1

Ensure the number and mix of schools to achieve a system that operates at 100 percent of capacity or less at every school.

### Strategies

**Strategy 1.1:** Consider adding classrooms to Riverdale Elementary, University Park Elementary, and Parkdale High Schools to alleviate overcapacity and proactively address the transit district’s potential pupil yield.

**Strategy 1.2:** Work with the Board of Education to consider redrawing attendance and school service boundaries to achieve 100 percent capacity or less in existing and future schools serving the transit district area.

**Strategy 1.3:** Explore the potential location for a multistory urban school to serve future students living in and near the transit district.

**Strategy 1.4:** Consider the colocation of parks and recreation facilities and other public facilities with new urban schools.

**Strategy 1.5:** Coordinate with the College Park Academy to determine if the transit district will be an appropriate location for its permanent facility.

### Policy 2

Provide safe connections to public schools and other public facilities within and adjacent to the transit district area.

## Strategies

**Strategy 2.1:** Provide and maintain continuous safe sidewalks with improved pedestrian crossings and lighting.

**Strategy 2.2:** Utilize funding sources, such as the Safe Routes to Schools program, and developer contributions to address infrastructure needs around school facilities.

## Libraries

### Policy 1

Provide state-of-the-art library facilities that are convenient and will efficiently serve the existing and future population.

**Strategy 1.1:** Support the replacement of the Hyattsville and Bladensburg Branch Libraries.

## Healthcare

### Policy 1

Collaborate with the Prince George’s County Health Department to pursue opportunities to enhance the health and well-being of current and future residents.

**Strategy 1.1:** Coordinate with the County departments that provide health and human services to explore opportunities to build a colocated satellite public health clinic and social services facility within the transit district area.

## Public Safety

The College Park-Riverdale Park Transit District Development Plan reaffirms the recommendations of the 2008 *Approved Public Safety Facilities Master Plan* (PSFMP) for the police, fire, and EMS facilities that serve the sector plan area.

### Policy 1

Incorporate crime prevention through environmental design (CPTED) principles in all new development and redevelopment.

CB-29-2011 mandates all detailed site plan and specific design plan applications be referred to the Prince George’s County Police Department for review and comment on CPTED issues prior to the Planning Board Hearing.

### Strategies

**Strategy 1.1:** Provide design guideline standards that ensure CPTED principles will be a major consideration during the development review process by establishing baseline requirements.

**Strategy 1.2:** Ensure that the County and municipal police departments will continue to play an active role in incorporating CPTED principles within the community.

**Strategy 1.3:** Coordinate with the Riverdale Park, University of Maryland, and County police departments to provide guidance and education to residents and businesses on CPTED retrofitting, enhancements, and the CPTED review process to ensure a streamlined and simplified path to conformance.



*College Park Volunteer Fire Station is one of three Fire/EMS Stations serving the transit district.*

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## Chapter 5: Implementation

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## Implementation

This element describes a strategic approach to realizing the long-term vision for the College Park-Riverdale Park Transit District Development Plan (TDDP). It outlines a six-step implementation plan that will help position the transit district to achieve its vision and compete regionally. A detailed action table identifies supporting TDDP implementation recommendations, potential parties, and time frames. The element concludes with a list of economic development programs that may facilitate implementation.

The implementation plan sets the stage to facilitate transit-oriented development (TOD) and takes maximum advantage of the rich transit services available to the transit district now and in the near future. It is intended to tie together the recommendations of the TDDP; implement the vision, goals, policies, strategies, and design standards as policy direction; and help ensure public sector policies, programs, and incentives are fully integrated to maximize TOD opportunities.

Implementation of the vision and recommendations of the TDDP will require forging ongoing partnerships between government at all levels (federal to local), civic and community interests, and business and resident stakeholders. In addition to the parties identified in this element, developers, citizens, policy makers, and other stakeholders are encouraged to explore alternative funding sources, programs, and nonprofit organizations that may be able to provide complementary resources to implement the plan. They include the Metropolitan Washington Council of Governments, the National Alliance of Public Transportation Advocates, the Coalition for Smarter Growth, Transportation 4 America, the National Complete Streets Coalition, placemaking organizations, land banks, and environmental nonprofits active in the greater Washington metropolitan area.

For purposes of timing, the term “ongoing” refers to implementation steps that are either underway when this TDDP was prepared or should be started soon after its approval and which are expected to last through much of the 25-year horizon of the TDDP. “Short-term” refers to 0-3 years from TDDP approval, “medium-term” denotes implementation steps that

largely occur between 3 and 10 years from the date of TDDP approval, and “long-term” indicates projects that are expected to take place between 10 and 25 years from the date of TDDP approval.

## Implementation Plan

Creating an implementation plan for the transit district is challenging, because there is no one entity, anchor, or developer leading revitalization of the area. Numerous key stakeholders have vested interest in the success of the transit district, making coordination an essential first step to realizing the TDDP vision. These stakeholders include:

- Prince George’s County
- City of College Park
- Town of Riverdale Park
- University of Maryland and private partners such as the Corporate Office Properties Trust (COPT)
- Washington Metropolitan Area Transit Authority (WMATA)
- Maryland Department of Transportation (MDOT), particularly the Maryland Transit Administration (MTA)
- The Maryland-National Capital Park and Planning Commission (M-NCPPC)
- State of Maryland
- Federal Entities
  - ▶ Food and Drug Administration (FDA)
  - ▶ National Oceanic and Atmospheric Administration (NOAA)
  - ▶ United States Department of Agriculture (USDA)
  - ▶ Intelligence Advanced Research Projects Activity (IARPA)
- American Center for Physics
- Individual business and property owners

The proposed six-step implementation plan establishes a broad road map to success and provides a high-level overview of the types of actions necessary to realize the TDDP vision. (More specific actions recommended throughout the TDDP are identified

in the action table that follows this implementation plan.) Each step identifies key entities, goals, priority and phasing, and approaches.

The implementation plan will be most effectively pursued by one or more plan champions or a coalition—which may include one or both of the impacted municipalities, Prince George’s County, the University of Maryland, or others—that will be able to dedicate time and resources for the sole purpose of achieving the transit district vision.

### Step One: Form a College Park-Riverdale Park TDDP Task Force

**Goal:** Establish a TDDP oversight task force to guide and coordinate marketing and development within the transit district.

**Lead Entity:** Prince George’s County

**Supporting Entities:** City of College Park, Town of Riverdale Park, M-NCPPC, University of Maryland/COPT, WMATA, business and property owners

**Priority:** High

**Phasing:** Short-Term

**Approach:** Prince George’s County should create a task force between 9 and 13 members from parties with direct investment in the success of the transit district. This task force will be charged with actively pursuing the implementation of the TDDP recommendations and may further act in an advisory capacity, providing input and guidance to the governing bodies to ensure plan conformance.

For this task force to be effective and to provide the necessary input and guidance for successful TDDP implementation, the key stakeholders and property owners need to sign off on the task force. A memorandum of understanding (MOU) should be drafted and signed off by all key stakeholders. This MOU will describe the purpose of the task force, outline its charter mission, and ensure commitment of staff and resources to the task force.

In many employment parks across the County, this type of task force would be a working group with members who play an active role in the guidance and development of the area. Members should be committed to the success of the area, be supportive

of the plan recommendations, and be able to provide the time and input needed. An executive committee of three to five members may be appropriate to meet more frequently to address key decisions, and the full task force may meet several times a year.

All subsequent implementation steps assume this task force has been established and assumes a role for each step.

One of the first challenges that should be addressed by the TDDP Task Force is the elimination or revision of the Riverside Covenants to ensure the TDDP vision can be implemented as described throughout this plan.

### Step Two: Create a Brand

**Goal:** Brand the transit district to distinguish it from its regional competition in the region’s already established office and technology market.

**Lead Entity:** Task Force and Prince George’s County

**Supporting Entities:** City of College Park, Town of Riverdale Park, M-NCPPC, University of Maryland/COPT, and WMATA

**Priority:** High

**Phasing:** Short-Term

**Approach:** The task force and other stakeholders should develop a brand for the transit district that reflects the plan vision and builds on the assets that distinguish the area. Elements such as the accessibility to multiple transit options, major employment anchors, the University of Maryland, College Park Campus, rich green and open space network, and College Park Airport may be leveraged as part of a unique brand for the transit district.

The creation of a brand may begin with identifying current open space and transportation assets within and adjacent to the transit district. Next, building on the University of Maryland M Square Research Park could provide an anchor to strengthen the brand. M Square also provides numerous opportunities to better leverage the brand by building on existing and future synergies and opportunities such as cyber security, life and bio sciences, and language studies. Finally, creating a unified look and feel within the transit district, such as through unified signage, paving

materials, or architectural styling, provides assurances of high-quality physical environments attractive to new development.

### Step Three: Public Sector Incentives, Policies, and Programs

**Goal:** Identify and promote an aggressive economic development “toolbox” of incentives, funding and financing programs, workforce training assistance, and other important business development and attraction tools, and ensure information on this toolbox is readily available to prospective businesses and developers.

**Lead Entity:** Prince George’s County

**Supporting Entities:** State of Maryland, Department of Business and Economic Development (DBED), City of College Park, and Town of Riverdale Park

**Priority:** High

**Phasing:** Ongoing

**Approach:** Identify currently available programs and incentives that should be included in the economic development toolbox. These may include both monetary incentives (e.g., tax abatements, grants, tax increment financing, etc.) and nonmonetary programs (e.g., work force training, mentorship programs, and business development assistance). Once active and funded programs and incentives have been identified, share the inventory with key municipal, County, and state government staff to ensure the accuracy and funding status of the program list. Market the programs and incentives identified for the toolbox in all outreach efforts as additional incentives and selling points for prospective developers and tenants.

### Step Four: Leverage Existing Anchors in Marketing Efforts

**Goal:** Leverage the reputation, reach, and influence of current and future transit district anchor tenants to market and promote the TDDP to potential businesses/tenants, investors, public and private stakeholders, and the regional and national development communities.

**Lead Entity:** Task Force

**Supporting Entities:** Prince George’s County, City of College Park, Town of Riverdale Park, University of Maryland/COPT, and DBED.

**Priority:** Medium

**Phasing:** Short-Term

**Approach:** This step will be one of the lead activities of the TDDP task force since effective branding and marketing requires a cohesive strategy. Each entity involved in this step should include consistent messaging and branding in marketing materials, promoting the development potential of the transit district. This cross-promotional strategy will fully leverage the resources and contacts of all key stakeholders and reach a significantly larger audience than any one entity can reach alone. The key to this step is consistency in messaging, including but not limited to:

- **Imaging.** Logos, images, fonts, and graphics should be coordinated to ensure consistency.
- **Marketing Message.** Everyone promoting the TDDP should be using the same plans, data, incentives, etc. It is important to the overall success of the transit district that the information presented about the area is consistent across all key stakeholders promoting the effort.
- **Web Site.** A TDDP marketing and informational web site should be created and kept up to date. This web site should present the area, planned and ongoing development, relevant demographics, and development opportunities. Synergies with the University of Maryland may exist with the development of the area web site perhaps through its computer science, arts and graphic design, business, and architecture programs.
- **Tradeshows.** The brand should be promoted at regional and national trade shows and through international economic delegations.

### Step Five: Fully Leverage the Presence of the University of Maryland for Business Development

**Goal:** Leverage unique research strengths, faculty and student resources, and specialized amenities and resources of the University of Maryland’s M Square Research Park and nearby flagship College Park Campus to distinguish the transit district from other competing business and technology employment areas in the greater Baltimore-Washington, D.C., market.

**Lead Entity:** University of Maryland

**Supporting Entities:** COPT, Prince George’s County, DBED, Task Force, City of College Park, and Town of Riverdale Park

**Priority:** Medium

**Phasing:** Ongoing

**Approach:** Learn from successful research and technology parks across the country, and use the university’s presence as a major anchor for the transit district, emphasizing three areas:

1. **University Research and In-Reach Marketing.** Focus marketing efforts on prospective tenants located within the region who may already be closely affiliated with researchers, projects, and programs at the university. Local prospects, such as university programs, divisions, or institutes closely related to current M Square strengths, centers of excellence, applied research facilities, or independent non-profit organizations, are fully aware of the academic and research strengths of the university and are familiar with the high-quality local workforce.  
  
These targeted prospects likely are already located in the region and do not have to be convinced of assets and strengths prior to making location decisions. Research and experience show that companies and organizations that are brought into the transit district from in-reach marketing are less likely to leave the region when they are successful due to the deep roots they have put in the community.
2. **University Added Value.** The resources available through the University of Maryland can add value to the bottom line of existing and future tenants and employers. These resources and prerequisites may include full participation in university-affiliated technical groups and meetings, roles for employees as adjunct faculty and researchers, specialized facility consulting, the work force resource offered by students, shared use of specialized scientific equipment and physical facilities, joint competitive and earmarked research funding submissions, and substantial business resource integration and fringe benefits

(e.g., access to faculty clubs, health and recreation facilities, athletic and cultural event attendance, purchasing discounts, and access to health insurance and other employee benefits).

It will be essential to identify and clearly communicate value-added amenities early in the marketing of the transit district. Coordination with the University of Maryland to determine which value-added benefits may be available to transit district tenants, and under what circumstances, should be an early step in the implementation process.

3. **University Anchor Commitments.** Adding a new anchor to the M Square Research Park and transit district could be a major catalyst. Locating an academic program or university research building in the transit district would clearly demonstrate to private developers and the regional market the commitment the university has to ensuring the success of the transit district and research park. Incorporating private-public construction and leasing partnerships and providing an academic anchor for M Square may spur additional investment.

Locating graduate or university-affiliated housing in the transit district area will also help demonstrate the university’s belief in the potential of the transit district and mass transit network. Opportunities also exist to incorporate incubator or acceleration space within the area to help facilitate technology transfer, commercialization, and start-up companies coming out of the university faculty, staff, students, and alumni. Since incubator operations are not highly profitable, consideration should be given to identifying subsidies and colocating incubator/acceleration space with market rate space.

### Step Six: Meeting Multitenant Space Needs

**Goal:** Maintain a good supply of multitenant space to ensure an initial and continuing supply of space suitable for small- and medium-sized companies. Multitenant spaces will be necessary to help the transit district capture the tenants needed to reach the full potential of the area.

**Lead Entity:** Task Force

Supporting Entities: University of Maryland/COPT, Prince George’s County, DBED, WMATA, American Center for Physics, City of College Park, and Town of Riverdale Park

**Priority:** Medium

**Phasing:** Short-Term

**Approach:** Identify and partner with public agencies, large property owners, public institutions, private companies, and developers with substantial financial strength that are best able to achieve construction and permanent financing to reduce inherent risks associated with small and medium technology companies. Consider adapting successful techniques employed in other research parks such as:

- **Guaranteed Tenancy.** Providing private developers with a guarantee of tenancy of existing public and quasi-public technology entities and perhaps a funded incubator component could help secure financing for a new building that would also provide leasable space for new tenants.
- **Technology Company Anchor.** Attracting additional sizable technology companies in one of the university’s self-identified strengths or County desires for the transit district (e.g., cyber security, life and biosciences, language studies) would provide an excellent anchor tenant. Committed

tenancy of such a company for more than half of a building could help developers achieve financing for the entire building, and the rest of the space could then be available for other tenants or expansion of the anchor.

- **University Standby Lease/Guarantee.** The University of Maryland could employ a strategy—similar to one used in the Baltimore BioPark project—to guarantee the lease of a new building by committing to use the building for its own expanding office space needs if a tenant is not identified. In many such cases, mortgage lenders allow the financing risk exposure to be reduced or eliminated when the building space is initially leased.
- **Local Bank Consortium.** Local banks may be willing to come together to share perceived risk on financing the initial multitenant buildings in the transit district as a part of their community service commitments and efforts to enhance their image. The TDDP task force could take the lead in securing agreements from local banks and securing a lending source.
- **Cross-Collateralization.** The university and COPT may be in an increasingly attractive position to allow for refinancing to include a new multitenant building with part of the financing security being the total cash flow from existing buildings.

## Action Table

Note: The proposed TDDP Task Force should be involved in nearly every action step identified below.

OBJECTIVE	PROPOSED ACTION STEPS	POTENTIAL PARTIES INVOLVED	TIME FRAME
<b>TRANSPORTATION (TR)</b>			
TR1	Upgrade or install new pedestrian crossings with high-visibility crosswalks on both Paint Branch Parkway and River Road at intersections throughout the transit district. Incorporate curb ramps, appropriately designed crosswalks and paths, and other elements that will accommodate people in wheelchairs and those using other assistive devices such as strollers.	Prince George’s County Department of Public Works and Transportation (DPW&T); City of College Park; Town of Riverdale Park; and Developers	Ongoing
TR2	Fill in missing sidewalks, provide new trail connections to close gaps in the existing pedestrian and trail network, and enhance access to the regional trail system.	Developers; Property Owners; M-NCPPC; City of College Park; and Town of Riverdale Park	Ongoing
TR3	Make physical improvements to existing tunnel crossings at the College Park/U of MD Metro and MARC Stations to ensure 24-hour access through the WMATA tunnel and provide for more direct, convenient, and safe connections between the transit district and College Park. Work with WMATA and MTA to address funding, maintenance, security, and liability concerns. Improve access points, and encourage the provision and maintenance of around-the-clock pedestrian access through the existing Metro tunnel by separating the tunnel from fare machines and entrance gates associated with Metro operations.	WMATA; MTA/Maryland Rail Commuter (MARC); City of College Park; Developers; DPW&T; Town of Riverdale Park; and Property Owners	Ongoing
TR4	Maintain visibility to existing and future transit stations by ensuring proposed open spaces and buildings are arranged and oriented to help enhance visibility and the identity of rail transit stations. Ensure continuous pedestrian connections to bus and rail transit stops and stations. Ensure quality design of identified intermodal areas where transfers between modes of travel are most likely.	WMATA; MTA; M-NCPPC; Developers; City of College Park; and Town of Riverdale Park	Ongoing
TR5	Install or enhance pedestrian lighting throughout the transit district.	DPW&T; M-NCPPC; WMATA; City of College Park; Town of Riverdale Park; and Developers	Ongoing
TR6	Install vegetated buffers and street tree planting areas along streets between the sidewalk and the back of the curb to provide separation from traffic flow, enhance the visual environment, provide shade to reduce negative environmental impacts, and improve pedestrian comfort.	Developers; DPW&T; M-NCPPC; City of College Park; and Town of Riverdale Park	Ongoing
TR7	Provide and promote secure bicycling amenities such as bicycle racks and lockers at transit stations. Consider additional amenities such as shower and changing facilities and secured bicycle rooms with new development. Maintain clear sight lines between bicycle racks and transit stations.	Developers; WMATA; MTA; Washington Area Bicycle Association; University of Maryland; City of College Park; Town of Riverdale Park; and M-NCPPC	Ongoing
TR8	Provide a unique and attractive pedestrian, bicyclist, and vehicular wayfinding and signage system for the transit district to help direct residents, tenants, and visitors to key destinations.	M-NCPPC; City of College Park; Town of Riverdale Park; Property Owners; and Developers	Ongoing
TR9	Provide benches, trash receptacles, recycling bins, and other durable, high-quality street furniture at convenient locations such as near transit stops, urban open spaces, and along commercial areas.	Developers; DPW&T; M-NCPPC; City of College Park; and Town of Riverdale Park	Ongoing

OBJECTIVE	PROPOSED ACTION STEPS	POTENTIAL PARTIES INVOLVED	TIME FRAME
TR10	Install bicycle lanes along Rivertech Court to connect to lanes proposed on the Cafritz CSX bridge connection and the potential shared-use roadway along Lafayette Avenue.	Developers; DPW&T; Town of Riverdale Park; and M-NCPPC	Ongoing
TR11	Accommodate shared bicycle travel (e.g., sharrows) along existing and new internal streets within the transit district.	Developers; M-NCPPC; City of College Park; and Town of Riverdale Park	Ongoing
TR12	Expand College Park’s bike share system into and throughout the transit district.	Developers; City of College Park; Town of Riverdale Park; M-NCPPC; and Property Owners	Ongoing
TR13	Prohibit development that would degrade the acceptable level-of-service standard of E for any of the intersections within the transit district deemed critical for the development in accordance with the procedures outlined in the Planning Board’s guidelines for transportation adequacy analysis.	M-NCPPC and Prince George’s County	Ongoing
TR14	Consider the reduction of required roadway or intersection improvements/ mitigation associated with new development in exchange for enhancements to facilities that will improve pedestrian, bicyclist, and/or transit access and safety, and/or which encourage non-auto mode choices.	M-NCPPC and Prince George’s County	Ongoing
TR15	Include trip reduction measures for new development projects until such time as a transportation demand management district is authorized and a transportation management authority is established as outlined by Subtitle 20A of the County Code.	M-NCPPC; Developers; and Prince George’s County	Ongoing
TR16	<p>Require all developers to address the following elements as part of any planned development:</p> <ul style="list-style-type: none"> <li>• Make street furniture and lighting available throughout the site and along roadways.</li> <li>• Provide pedestrian and bicyclist connections to adjacent properties where appropriate, and ensure internal pedestrian linkages are conveniently located and directly connect parking areas, transit stops, and buildings.</li> <li>• Provide convenient short-term parking for visitors.</li> <li>• Screen service and loading areas from public view.</li> </ul>	M-NCPPC; Developers; and Prince George’s County	Ongoing
TR17	Work with developers to encourage provision for car/bike share and carpool programs and to allocate funds to subsidize non-single occupant vehicle transportation use by building tenants through incorporating transportation demand management strategies.	Developers; M-NCPPC; Prince George’s County; City of College Park; and Town of Riverdale Park	Ongoing
TR18	Ensure Lafayette Avenue is retained as a local residential street and through traffic is minimized to reduce potential impacts on historic Riverdale Park.	Cafritz Property Developers; Prince George’s County; Town of Riverdale Park; Property Owners; and M-NCPPC	Ongoing
TR19	Eliminate minimum parking requirements, and establish reasonable maximum parking ratios based on proximity to transit stations.	M-NCPPC and Prince George’s County	Ongoing
TR20	Require the unbundling of parking costs from leases and sales; encourage the “reset” of parking allowances on properties that are currently undeveloped; encourage shared parking within 400 feet of user destinations, such as transit stops and employment centers; encourage on-street parking on internal streets; restrict maximum parking lot sizes to better distribute traffic; and incorporate parking areas into the built environment.	M-NCPPC; Developers; and Prince George’s County	Ongoing

OBJECTIVE	PROPOSED ACTION STEPS	POTENTIAL PARTIES INVOLVED	TIME FRAME
TR21	Require the provision of reserved, preferentially located parking spaces for carpools and vanpools, both open and accessible, and covered and secure bicycle parking and car sharing spaces.	M-NCPPC; Developers; and Prince George's County	Ongoing
TR22	Increase visual and physical connectivity to College Park Airport, ensure new development does not encroach into its operational airspace, incorporate the airport in marketing and branding materials, provide opportunities to observe airport operations within new development projects, and emphasize how the TDDP offers one of the few regional opportunities to access planes as a form of mass transit.	M-NCPPC; Developers; Property Owners; Prince George's County; City of College Park; and Town of Riverdale Park	Ongoing
TR23	Support the establishment of a College Park-Riverdale Park transportation demand management district and transportation management association. Set clear and measurable transportation mode split targets (with a minimum target of 50 percent non-auto mode share), and establish and implement processes for consistent measurement, tracking, and reporting.	Prince George's County; M-NCPPC; Developers; Property Owners; University of Maryland; City of College Park; and Town of Riverdale Park	Short-Term
TR24	Explore expansion of the existing M Square/University of Maryland Research Park Transportation Demand Management Program until the TDMD is authorized and the TMA is established.	Prince George's County; M-NCPPC; Developers; Property Owners; University of Maryland; City of College Park; and Town of Riverdale Park	Short-Term
TR25	Explore the creation of a parking management district.	Prince George's County; M-NCPPC; Developers; Property Owners; University of Maryland; City of College Park; and Town of Riverdale Park	Short-Term
TR26	Explore opportunities to construct a public parking structure, perhaps via a public-private partnership, in proximity to the College Park/U of MD Metro station to serve as a centralized parking hub that can provide additional capacity to development within the transit district.	Prince George's County; City of College Park; Town of Riverdale Park; Developers; Property Owners; and University of Maryland	Short-Term
TR27	Design the proposed transit plaza in the Metro Core and each intermodal zone at rail stations to provide a safe, pleasant environment.	WMATA; MTA; M-NCPPC; Developers; City of College Park; and Town of Riverdale Park	Short-Term
TR28	Support protected pedestrian crossings at new traffic signals to be installed along River Road when the Purple Line is under construction.	MTA	Short-Term
TR29	Ensure bicyclist safety and connectivity are addressed during the design and construction of the Purple Line.	MTA; DPW&T; M-NCPPC; City of College Park; and Town of Riverdale Park	Short-Term
TR30	Provide displays of real-time traveler information for all travel options, and provide clear wayfinding signage in intermodal zones to local destinations. Include direction of travel, approximate distance, estimated walking times, bus and rail routes and times, bike or car share availability, taxi services, and similar information.	WMATA; MTA; DPW&T; University of Maryland; Private Transit Providers; Taxi Services; M-NCPPC; Developers; City of College Park; and Town of Riverdale Park	Short-Term
TR31	Locate bus bays in close proximity to the College Park/U of MD Metro Station points of ingress and egress, and consider a design for the bus bays that will minimize potential vehicle and pedestrian conflicts by providing a nested series of one-way loops accessible from Paint Branch Parkway and River Road. Provide adequate space for bus layover and shuttle recovery.	WMATA; MTA; DPW&T; University of Maryland; M-NCPPC; Developers; City of College Park; and Town of Riverdale Park	Short-Term

OBJECTIVE	PROPOSED ACTION STEPS	POTENTIAL PARTIES INVOLVED	TIME FRAME
TR32	Design intersections near rail stations accessed by buses to accommodate ingress and egress movements and time signals appropriate to maintain efficient transit operations. Design designated streets within the evolving street network to accommodate the possibility of future bus transit service.	WMATA; MTA; DPW&T; University of Maryland; M-NCPPC; Developers; City of College Park; and Town of Riverdale Park	Short-Term
TR33	Enhance bus services by extending service times to include weekday and weekend service with 30 minute headways; consolidate bus services in concert with the opening of the Purple Line, requiring all-weather bus shelters with amenities at all bus stops; and develop and operate a high-frequency circulator shuttle service.	WMATA; MTA; DPW&T; University of Maryland; M-NCPPC; Developers; City of College Park; and Town of Riverdale Park	Short-Term
TR34	Reduce the width of all travel lanes along Paint Branch Parkway to 11 feet, replace the continuous center left-turn lane with left-turn lanes at signalized intersections, and provide continuous five-foot-wide on-road bicycle lanes east of River Road to MD 201 (Kenilworth Avenue).	DPW&T; M-NCPPC; Developers; and City of College Park	Short-Term
TR35	Reduce River Road to a two-lane section from Paint Branch Parkway to MD 201 (Kenilworth Avenue), and provide bicycle lanes, enhanced pedestrian safety measures such as street trees/landscape buffers and wider sidewalks, and (where appropriate) on-street parking. Ensure a two-lane street section with 11-foot travel lanes and on-road bicycle lanes along Rivertech Court.	DPW&T; M-NCPPC; Developers; City of College Park; and Town of Riverdale Park	Short-Term
TR36	Consider installing a running/walking/workout circuit around the transit district with mileage markers and physical activity opportunities to encourage exercise.	M-NCPPC; Prince George’s County Health Department; Developers; Property Owners; City of College Park; and Town of Riverdale Park	Short-Term
TR37	Explore the feasibility of providing safe and appropriately signed mid-block crossings where deemed necessary and appropriate.	DPW&T; M-NCPPC; Developers; Property Owners; City of College Park; and Town of Riverdale Park	Short-Term
TR38	Conduct a study in the year prior to the opening of the Purple Line to evaluate traffic safety and speed issues that may have resulted from Purple Line construction impacts, new development, and projected impacts of the TDDP’s land use pattern as it has evolved to that point in time.	M-NCPPC; Prince George’s County; MTA; WMATA; City of College Park; and Town of Riverdale Park	Short-Term
TR39	Consider establishing a working group to comprehensively manage speeding and aggressive driving behavior along Paint Branch Parkway, River Road, and Rivertech Court.	City of College Park; Town of Riverdale Park; Developers; Property Owners; M-NCPPC; and Prince George’s County	Short-Term
TR40	Reconstruct Paint Branch Parkway and River Road as green and complete streets in accordance with County policies.	DPW&T; M-NCPPC; Developers; City of College Park; and Town of Riverdale Park	Short- to Medium-Term
TR41	Actively seek opportunities to provide at least one continuous north-south street connection through M Square to Paint Branch Parkway such as a connection through the Litton Property to the Wells-Linson Ice Rink and Outdoor Pool Complex or streets connecting through extensions of 51st or 52nd Avenue.	University of Maryland/Corporate Office Properties Trust (COPT); M-NCPPC; City of College Park; and Town of Riverdale Park	Short- to Medium-Term

OBJECTIVE	PROPOSED ACTION STEPS	POTENTIAL PARTIES INVOLVED	TIME FRAME
TR42	Continue pursuing opportunities to provide additional east to west street connections from River Road to the new north-south street through M Square with emphasis on acquisition or dedication of land or an easement for an east to west street connection along the greenway corridor south of the tributary.	University of Maryland/COPT; U.S. Food and Drug Administration (FDA); M-NCPPC; City of College Park; and Town of Riverdale Park	Short- to Medium-Term
TR43	Install dedicated bicycle facilities such as buffered bicycle lanes or one-way cycle tracks on Paint Branch Parkway and River Road. Extend the Paint Branch Parkway facilities to Good Luck Road and Riverdale Heights	DPW&T; Developers; Property Owners; City of College Park; Town of Riverdale Park; and M-NCPPC	Short- to Medium-Term
TR44	Consider converting dedicated bicycle facilities to on-road bicycle lanes as the vision of the TDDP is realized, demand for vehicle travel increases, and the interim road narrowing for River Road becomes less sustainable.	DPW&T; Developers; Property Owners; City of College Park; Town of Riverdale Park; and M-NCPPC	Long-Term
<b>ECONOMIC DEVELOPMENT, MARKETING, AND BRANDING (MB)</b>			
MB1	Eliminate or revise the Riverside Covenants.	Town of Riverdale Park; Property Owners; and other pertinent parties.	Ongoing
MB2	Create a new brand for the transit district, emphasizing existing and future strengths such as College Park Airport, technology- and research-based industries, rich open space and recreation amenities, and modern infrastructure.	Developers; City of College Park; Town of Riverdale Park; and Prince George's County	Ongoing
MB3	Leverage existing technology firms, federal anchor tenants, institutional anchors, incubator businesses, and research facilities and foster synergies between these strengths and other emerging opportunities.	Prince George's County Economic Development Corporation (EDC); University of Maryland; State of Maryland DBED; M-NCPPC; City of College Park; Town of Riverdale Park; Civic and Business Organizations; Property Owners; and Property Tenants	Ongoing
MB4	Identify one or more champions that will oversee the implementation of the TDDP, and designate a project manager/liason that will coordinate with key property owners, agencies, and other parties to pursue implementation of plan strategies and policies.	Prince George's County; University of Maryland; WMATA; City of College Park; College Park City- University Partnership; Town of Riverdale Park; M-NCPPC; and Property Owners	Ongoing
MB5	Incorporate an aviation theme in development in the College Park Aviation Village north of Paint Branch Parkway.	Developers; City of College Park; and M-NCPPC	Ongoing
MB6	Shape a regional economic identity for the transit district. Consider building on existing and emerging strengths in cyber security, languages, climate study, and biotechnology as the core of this identity.	EDC; University of Maryland; Property Owners; Developers; City of College Park; and Town of Riverdale Park	Ongoing
MB7	Provide amenities in new residential and mixed-use buildings, including innovative technologies, high-speed internet access, flex/incubator space and meeting areas, laboratory spaces, and community learning opportunities to attract new residents.	Developers; M-NCPPC; EDC; Prince George's County Department of Housing and Community Development (DHCD); City of College Park; and Town of Riverdale Park	Ongoing
MB8	Strategically plan for M Square expansions that include space for academic and corporate uses; provide residential opportunities; enhance pedestrian, bicyclist, and vehicle connections; and include greener spaces.	University of Maryland; Prince George's County; M-NCPPC; City of College Park; Town of Riverdale Park; and State of Maryland	Ongoing
MB9	Develop tools and opportunities to allow for business expansion and retention.	EDC; DBED; Property Owners; Developers; City of College Park; and Town of Riverdale Park	Ongoing

OBJECTIVE	PROPOSED ACTION STEPS	POTENTIAL PARTIES INVOLVED	TIME FRAME
MB10	Strengthen the strategic collaborations between the university, research institutions, and federal agencies.	University of Maryland; NOAA; FDA; United States Department of Agriculture (USDA); Other Federal Agencies; State of Maryland; and Prince George’s County	Ongoing
MB11	Establish a local workgroup or dedicated marketing team to proactively and aggressively advertise the transit district’s neighborhoods.	Property Owners; Property Tenants; Developers; M-NCPPC; City of College Park; and Town of Riverdale Park	Short-Term
MB12	Identify creative financing opportunities, and explore the possibility of public/private partnerships and/or a business improvement district as the cornerstone implementation tool to realize the neighborhoods and business areas envisioned by the plan.	Developers; Property Owners; Prince George’s County; M-NCPPC; City of College Park; and Town of Riverdale Park	Short-Term
MB13	Assist industrial and automobile-oriented small businesses to transition to more profitable uses that are consistent with the transit district’s vision for the area or to relocate to alternate sites within the City of College Park.	EDC; DBED; Current Property Tenants; City of College Park	Short-Term
MB14	Facilitate opportunities for entrepreneurship, start-ups, and emerging companies, especially for students, recent graduates, and faculty.	University of Maryland; Prince George’s County; M-NCPPC; City of College Park; Town of Riverdale Park; Property Owners; Developers; and State of Maryland	Short- to Long-Term
MB15	Incorporate flex/incubator opportunities, and foster learning synergies throughout M Square, the transit district, and surrounding areas.	University of Maryland; Prince George’s County; M-NCPPC; City of College Park; Town of Riverdale Park; Property Owners; Developers; and State of Maryland	Short- to Long-Term
MB16	Foster collaboration and innovation, and leverage the talent and expertise of the University of Maryland to drive technology-based economic development.	University of Maryland; Prince George’s County; M-NCPPC; City of College Park; Town of Riverdale Park; Property Owners; Developers; and State of Maryland	Short- to Long-Term
MB17	Provide appropriate retail opportunities within the transit district to support the community’s long-term vision and meet the retail needs of current and future residents, employees, and commuters.	Developers; EDC; DBED; City of College Park; and Town of Riverdale Park	Short- to Long-Term
<b>ENVIRONMENTAL SUSTAINABILITY (ES)</b>			
ES1	Require new and infill development to adopt LEED® or similar sustainability standards, and incorporate innovative green building techniques.	Developers; M-NCPPC; City of College Park; and Town of Riverdale Park	Ongoing
ES2	Design and build all new roadways as green and complete streets.	Developers; DPW&T; City of College Park; Town of Riverdale Park; and M-NCPPC	Ongoing
ES3	Integrate stormwater management with green/ESD stormwater practices throughout the transit district area.	Developers; DPW&T; Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE); M-NCPPC; City of College Park; and Town of Riverdale Park	Ongoing
ES4	Construct bioretention systems along Paint Branch Parkway within the Metro Park and Ride facility and along River Road.	DPW&T; WMATA; and Developers	Ongoing
ES5	Update the County’s 100-year floodplain study for the portions of the Anacostia River Watershed within and immediately adjacent to the transit district to provide a current baseline of existing and anticipated floodplain conditions.	Prince George’s County and M-NCPPC	Ongoing

OBJECTIVE	PROPOSED ACTION STEPS	POTENTIAL PARTIES INVOLVED	TIME FRAME
ES6	Identify locations for floodplain compensatory storage capacity within the watershed.	DPIE and Developers	Ongoing
ES7	Ensure stream reconstruction projects accompany roadway and trail connections across stream channels.	Developers; M-NCPPC; Department of the Environmental (DoE); City of College Park; Town of Riverdale Park, Corps of Engineers, and the Maryland Department of the Environment (MDE)	Ongoing
ES8	Explore opportunities and incentives to establish reforestation or wetland banks or to plant trees, especially in nonwooded stream buffers and other sensitive areas.	Developers; DPIE; DoE; M-NCPPC; City of College Park; and Town of Riverdale Park	Ongoing
ES9	Preserve woodland along the central east to west stream channel that starts north of the American Center for Physics and flows east to the Anacostia River Stream Valley Park.	Developers; M-NCPPC; DoE; City of College Park; and Town of Riverdale Park	Ongoing
ES10	Restore woodland adjacent to the stream channel at 5850 University Research Court if/when the property comes into private ownership.	Developer; Town of Riverdale Park; DoE; and M-NCPPC	Ongoing
ES11	Identify funding sources and other incentives to mitigate noise impacts from rail lines on new residential development in the Metro Core and Riverdale Park Urban Village.	Developers; Town of Riverdale Park; City of College Park; CSX; WMATA; American Center for Physics; and University of Maryland	Ongoing
ES12	Continue work with the Department of Permitting, Inspection and Enforcement (DPIE), the University of Maryland, and other stakeholders to identify additional locations where compensatory floodplain storage is most feasible and appropriate. Coordinate with the TDDP Task Force and property owners if property acquisition is necessary to accommodate compensatory storage and other regional stormwater management approaches.	DPIE; the University of Maryland; M-NCPPC; DNR; City of College Park; Town of Riverdale Park; Property Owners; and Developers.	Short-Term
ES13	Seek acquisition of land and the development of an urban conservation park within the transit district. Construct a wetland restoration and mitigation facility as the centerpiece of this project. (See PR7 below)	M-NCPPC; Prince George's County; University of Maryland; City of College Park; and Town of Riverdale Park	Short-Term
ES14	Reduce impervious surfaces by removing parking spaces from the County-owned surface lot at Paint Branch Parkway and Corporal Frank Scott Drive, and construct a bioretention facility at the drop drain inlet.	Prince George's County and Developers	Short-Term
ES15	Identify/establish public-private partnerships for funding to implement stream stabilization and restoration projects.	Developers; Prince George's County; City of College Park; Town of Riverdale Park, Corps of Engineers, and MDE	Short-Term
ES16	Stabilize the Lower Northeast Branch tributary just south of Paint Branch Parkway, and reconstruct degraded sections of the stream.	Developers and Prince George's County, Corps of Engineers, and MDE	Short-Term
ES17	Pursue the implementation of priority stormwater retrofit project sites identified by the Anacostia River Watershed Restoration Plan and stream restoration project sites identified by the <i>Northeast Branch Subwatershed Action Plan</i> .	Developers and Prince George's County, Corps of Engineers, and MDE	Short-Term
ES18	Conduct an areawide study to address needs for stormwater management quantity and quality controls and to address appropriate locations for new, shared, environmentally sensitive stormwater facilities to serve the greater area.	Prince George's County; City of College Park; and Town of Riverdale Park	Short-Term

OBJECTIVE	PROPOSED ACTION STEPS	POTENTIAL PARTIES INVOLVED	TIME FRAME
<b>URBAN DESIGN (UD)</b>			
UD1	Include publicly accessible interpretation of the history and significance of College Park Airport and the ERCO Building along planned trails, in the College Park/U of MD Metro Station, and near the future Purple Line stations.	M-NCPPC; WMATA; MTA; City of College Park; Town of Riverdale Park; and Developers	Ongoing
UD2	Limit the heights of buildings closest to the Old Town College Park and Calvert Hills historic districts to no more than eight stories, and ensure appropriate height transitions are implemented in future development.	M-NCPPC and Developers	Ongoing
UD3	Provide a height and intensity transition through the Riverdale Park Urban Village area toward the Riverdale Park Historic District.	M-NCPPC and Developers	Ongoing
UD4	Provide public art installations in plazas, squares, parks, along streets and trails, and in mixed-use, residential, and office buildings.	Prince George’s County; M-NCPPC; Developers; Property Owners; City of College Park; and Town of Riverdale Park	Ongoing
UD5	Coordinate with current tenants of the transit district to collectively market and advertise art shows, expand art themes, and increase enthusiasm in the fine arts.	M-NCPPC; American Center for Physics; NOAA; University of Maryland; Current Property Tenants; City of College Park; and Town of Riverdale Park	Ongoing
UD6	Build on aviation, cultural heritage, agricultural and prehistoric elements, and the importance of the streetcar and transit as potential themes for celebrating arts and culture within and near the transit district.	M-NCPPC; City of College Park; Town of Riverdale Park; Developers; and Property Owners	Ongoing
UD7	Consider the potential impact of noise, lighting, parking, and loading and trash areas on existing communities during the development review process of individual projects.	Developers; M-NCPPC; City of College Park; and Town of Riverdale Park	Ongoing
UD8	Design and implement an artwork competition and feature winning works in key locations.	M-NCPPC; City of College Park; and Town of Riverdale Park	Short-Term
UD9	Develop a performing arts program that can use the transit plaza and other key locations as outdoor venues.	M-NCPPC; City of College Park; and Town of Riverdale Park	Short-Term
UD10	Support and implement pertinent recommendations for heritage tourism.	Anacostia Trails Heritage Area Management Authority; M-NCPPC; Developers; City of College Park; and Town of Riverdale Park	Short-Term
UD11	Consider a themed trail or guided walking tour route through the transit district that emphasizes interpretation of local historic and cultural resources, highlights existing and new artwork installations, provides wayfinding and interpretive signage, and incorporates web, tablet, and smartphone apps and podcasts.	M-NCPPC; City of College Park; Town of Riverdale Park; Property Owners; Developers; and Property Tenants	Short-Term
<b>HEALTH AND WELLNESS (HW)</b>			
HW1	Pursue joint use agreements to share office amenities and outdoor facilities with the public; encourage local eateries to use locally-grown, fresh ingredients; support the College Park and Riverdale Park farmers’ markets; and offer healthy food options in vending machines, on cafeteria menus, and at activity locations.	Property Owners; Tenants; Prince George’s County Health Department; M-NCPPC; City of College Park; and Town of Riverdale Park	Ongoing
HW2	Ensure a coordinated review that includes the County Health Department, DoE, and the Planning Department if a contaminated site has been identified to evaluate potential impacts, and recommend appropriate remediation measures.	Prince George’s County Health Department; DoE; M-NCPPC; Developers; Property Owners; City of College Park; and Town of Riverdale Park	Ongoing

OBJECTIVE	PROPOSED ACTION STEPS	POTENTIAL PARTIES INVOLVED	TIME FRAME
HW3	Refer conceptual and detailed site plans to the Prince George’s County Health Department, and provide incentives for developers to conduct health impact assessments and provide health and wellness amenities.	Prince George’s County; M-NCPPC; City of College Park; Town of Riverdale Park; and Developers	Ongoing
HW4	Create a partnership for health, and consider the designation of the municipalities of College Park and Riverdale Park as a wellness opportunity district.	Prince George’s County; City of College Park; Town of Riverdale Park; and local non-profit organizations	Short-Term
HW5	Construct a satellite public health clinic to increase access to preventative and supportive health services.	Prince George’s County Health Department; Prince George’s County Department of Social Services; Developers; City of College Park; and Town of Riverdale Park	Short- to Medium-Term
<b>PUBLIC FACILITIES AND HISTORIC PRESERVATION (PF)</b>			
PF1	Coordinate with the Prince George’s County Police Department to ensure crime prevention through environmental design principles are effectively incorporated in new development, and provide guidance and education to residents and businesses.	Prince George’s County Police Department; M-NCPPC; Town of Riverdale Park Police Department; and University of Maryland Police Department	Ongoing
PF2	Utilize funding sources, such as the Safe Routes to Schools Program, and developer contributions to address infrastructure needs around school facilities.	Prince George’s County Board of Education; DPW&T; City of College Park; Town of Riverdale Park; and Developers	Ongoing
PF3	Coordinate with the College Park Academy to determine if the transit district will be an appropriate location for its permanent facility.	College Park Academy; Prince George’s County Board of Education; City of College Park; and Town of Riverdale Park	Short-Term
PF4	Consider redrawing attendance and school service boundaries to achieve 100 percent capacity or less in existing and future schools serving the transit district area.	Prince George’s County Board of Education and Prince George’s County Government	Short-Term
PF5	Explore opportunities to build a colocated satellite public health clinic and social services facility within the transit district area.	Prince George’s County Department of Health and Human Services; Prince George’s County Health Department; City of College Park; Town of Riverdale Park; and Property Owners	Short- to Medium-Term
PF6	Explore the potential location for a multistory urban school to serve future students living in and near the transit district.	Prince George’s County Board of Education; City of College Park; Town of Riverdale Park; and Prince George’s County	Short- to Long-Term
PF7	Consider the colocation of parks and recreation facilities and other public facilities with new urban schools.	Prince George’s County Board of Education; City of College Park; Town of Riverdale Park; and Prince George’s County	Short- to Long-Term
PF8	Consider adding classrooms to Riverdale Elementary, University Park Elementary, and Parkdale High schools to alleviate over capacity and proactively address the transit district’s potential pupil yield.	Prince George’s County Board of Education	Short- to Long-Term

OBJECTIVE	PROPOSED ACTION STEPS	POTENTIAL PARTIES INVOLVED	TIME FRAME
<b>PARKS AND RECREATION (PR)</b>			
PR1	<p>Provide a variety of open spaces and urban park facilities throughout the transit district, emphasizing:</p> <ul style="list-style-type: none"> <li>• The transit plaza in the Metro Core.</li> <li>• The proposed urban conservation park.</li> <li>• The east-west greenway along College Avenue, primary park space at the terminus of 52nd Avenue, and the urban plaza at the intersection of Paint Branch Parkway and River Road in the College Park Aviation Village.</li> <li>• The primary greenway in the Metro Core and Research Core.</li> <li>• Greenways and plazas along University Research Court and the primary park space along a proposed extension of Rivertech Court in the Research Core.</li> <li>• An active recreation facility east of Haiig Drive, two open spaces west of the M Square Purple Line Station and on the American Center for Physics property, and the primary open space within the proposed residential area on the former ERCO property in the Riverdale Park Urban Village.</li> <li>• Potential network of community gardens.</li> </ul>	Developers; City of College Park; Town of Riverdale Park; and M-NCPPC	Ongoing
PR2	Support the acquisition or dedication of land, and identify funding to develop urban parks and new open space networks.	Developers; M-NCPPC; City of College Park; and Town of Riverdale Park	Ongoing
PR3	Establish an oversight group that will be responsible for programming events and maintaining urban parks and open spaces with a longer-term goal of achieving funding self-sufficiency.	M-NCPPC; City of College Park; Town of Riverdale Park; University of Maryland; WMATA; American Center for Physics; and Property Owners	Ongoing
PR4	Explore ways to encourage existing office developers and management companies to provide urban pocket parks.	M-NCPPC; City of College Park; Town of Riverdale Park; and Property Owners	Ongoing
PR5	Ensure pedestrian and bicycle connections proposed on the Cafritz CSX Bridge are continued along Rivertech Court.	DPW&T; M-NCPPC; Cafritz Property Development Team; and Town of Riverdale Park	Ongoing
PR6	Ensure the continued operation of College Park Airport, and protect the airspace and operational envelopes around it.	M-NCPPC and Developers	Ongoing
PR7	Seek acquisition of land and the development of an urban conservation park within the transit district. (See ES13 above.)	M-NCPPC; Prince George’s County; University of Maryland; City of College Park; and Town of Riverdale Park	Short-Term
PR8	Create synergistic learning opportunities with existing and future University of Maryland academic and environmental programs.	University of Maryland; M-NCPPC; Prince George’s County; City of College Park; and Town of Riverdale Park	Short-Term
PR9	Expand and enhance access through existing pedestrian/bicyclist tunnels at the College Park/U of MD Metro and MARC Stations.	WMATA; MTA; CSX; and City of College Park	Short-Term
PR10	Improve access and visibility of the College Park Aviation Museum by constructing bicyclist and pedestrian facilities that provide direct access from Paint Branch Parkway, and enhance views and mobility between the airport complex and College Park/U of MD Metro Station along River Road Extended.	Developers; M-NCPPC; DPW&T; and City of College Park	Short-Term
PR11	Ensure the proposed greenway along College Avenue offers views of the airport and aviation museum, and incorporate appropriate interpretation signage and aviation themes.	Developers; M-NCPPC; and City of College Park	Short-Term

OBJECTIVE	PROPOSED ACTION STEPS	POTENTIAL PARTIES INVOLVED	TIME FRAME
PR12	Explore opportunities to provide observation areas for aviation fans who wish to view airport operations.	Developers; M-NCPPC; and City of College Park	Short-Term
<b>HOUSING AND NEIGHBORHOOD CONSERVATION (HN)</b>			
HN1	Encourage a mix of housing attractive to a range of household types and incomes.	DHCD; City of College Park; Town of Riverdale Park; and State of Maryland	Ongoing
HN2	Develop a phasing plan, and prioritize development to ensure new housing types are appropriately located to meet demand and implement the TDDP vision.	DHCD; City of College Park; and Town of Riverdale Park	Ongoing
HN3	Leverage existing state, County, and municipal incentive programs to mitigate the costs of new housing, and support transportation demand management programs that will help further reduce transportation costs for new residents.	Developers; State of Maryland; Prince George's County; City of College Park; and Town of Riverdale Park	Ongoing
HN4	Implement regional state-of-the-art floodplain mitigation and environmental site design facilities to maximize housing and new neighborhood development build-out while ensuring the County's goals for environmental restoration are fulfilled.	Developers; Property Owners; University of Maryland; DPIE, M-NCPPC; and U.S. Army Corps of Engineers	Ongoing
HN5	Pursue active living and learning opportunities and other synergies with new regional floodplain mitigation and environmental site design facilities.	University of Maryland; Prince George's County; State of Maryland; NOAA; FDA; USDA; and Local Businesses	Ongoing
HN6	Coordinate and enforce County, city, and town codes relating to housing, parking, noise, and litter.	DPIE; City of College Park; and Town of Riverdale Park	Ongoing
HN7	Encourage and support volunteer efforts such as neighborhood watch and cleanup/fix-up days.	City of College Park and Town of Riverdale Park	Ongoing
HN8	Explore incentives to make development more attractive in light of potential negative impacts on returns of investment caused by land costs, infrastructure costs, and building code changes.	DHCD; City of College Park; and Town of Riverdale Park	Short- to Medium-Term
HM9	Explore opportunities to provide active adult and senior citizen housing opportunities throughout the transit district to enhance the ability of College Park and Riverdale Park residents to age in place.	DHCD; City of College Park; and Town of Riverdale Park	Short- to Medium-Term
HM10	Implement a density bonus program to increase affordable housing options around the County's Metro stations.	DHCD; M-NCPPC; and Redevelopment Authority	Short- to Medium-Term
<b>DEVELOPMENT REGULATIONS (DR)</b>			
DR1	Integrate the transit district standards with countywide development standards and procedures to ensure consistency of review and certainty in the process. Educate property owners and potential developers on the transit district standards to facilitate redevelopment.	M-NCPPC; and Prince George's County	Ongoing
DR2	Incorporate crime prevention through environmental design measures in all new development and redevelopment.	Developers; M-NCPPC; Prince George's County Police Department; City of Greenbelt; and Town of Berwyn Heights	Ongoing
DR3	Streamline development procedures and approval processes.	M-NCPPC; Prince George's County; City of Greenbelt; Town of Berwyn Heights	Short-Term

## Revitalization and Economic Development Tools

The following incentives and techniques can be employed to assist homeowners, remove constraints to development, and build on specific opportunities created by the TDDP. They range from fairly conceptual to more specific incentives and programs to direct subsidies and assistance by the public sector. During development and redevelopment projects, these programs and incentives should be considered individually and collectively for their applicability to the project.

### Prince George's County Programs

#### Prince George's County Economic Development Incentive Fund

The Economic Development Incentive Fund was established in 2012 with a one-time investment of 50 million dollars. Funds are to be appropriated over the next five fiscal years. The goals of the fund are to expand the County's commercial tax base, promote major development and redevelopment opportunities and TOD, bolster job retention and creation, support small and local businesses, and encourage growth of key industry sectors. Eligible uses for the funds include land and building acquisitions, building construction and improvement, equipment acquisition, and working capital.

#### Tax-Increment Financing Districts

Tax-increment financing (TIF) is a flexible economic development tool used by many jurisdictions. Under this technique, property tax revenues are frozen at the time a TIF district is established. This base level of revenue will continue to flow to the taxing entities over the life of the district. However, as development and redevelopment occur in the district, property tax revenues increase. This increase in property tax revenue from the base year (or the increment) is retained in a special allocation fund (TIF fund). The monies in the TIF fund are reinvested back into the TIF district. These funds can be used to purchase land and/or fund capital investment through TIF revenue bonds. Use of TIF programs can be an important source of financing joint development projects.

Overall, TIF revenues ensure that the success in a given district generates revenues to support additional investment in the district. Tax-increment financing does not increase property taxes. The revenues generated from the district could help support land assembly, land write-downs, and infrastructure development for target projects in the corridor area as well as the provision of amenities. However, it is important to recognize that the use of TIF restricts County access, thus making this additional tax revenue not available for County general fund purposes.

#### Revitalization Property Tax Credits

The transit district area is eligible for the County's revitalization property tax credit program. This program uses a diminishing County property tax credit over several years for assessable improvements made to commercial, industrial, and residential properties.

The tax credits are intended to help enhance the financial feasibility of a project by reducing operating costs. Qualifying commercial projects receive a graduated 20 percent tax credit over five years, beginning with a 100 percent credit the first year and dropping to 80 percent in the second year, 60 percent in the third year, 40 percent in the fourth year, and 20 percent in the fifth year. Residential property taxes are abated 100 percent in the first year, 66 percent in the second year, and 33 percent in the third year.

#### Prince George's County Redevelopment Authority Programs

- **Business Building Re-Use Program (BBRP):** The BBRP is designed to help encourage the reuse of vacant or underutilized business buildings. For example, if market studies indicate that a vacant or underutilized strip center is no longer viable as a retail facility, the BBRP will provide up to 25 percent but no more than \$1.0 million of the financing necessary to convert the property into another viable business use.
- **New Building Loan Program (NBLP):** The NBLP is designed to help encourage new retail, commercial, and industrial development projects

in inner-beltway communities where a market study indicates the area can support the new facility. This program will provide up to 50 percent but no more than \$2.0 million of the financing necessary for the construction cost of a project.

- **The Small Office-Home Office Loan Program:** This program is a service developed by Innovative Bank to promote the Small Business Administration's Community Express loan program.

### **Revolving Loan Funds**

Community revolving loan funds are a means to offer local businesses and developers low interest capital or to target specific properties for redevelopment. These funds offer localities and organizations the means to invest in their future and leverage outside investment. These programs extend the ability of funds to continue to circulate through the community long after the initial grant has been expended.

### **Land Readjustment Programs**

Also known as land consolidation or land pooling, this approach involves the private sector pooling land for the purpose of creating a larger unified development site. It allows property owners to retain the incremental value gained from the development of their land to more intensive use rather than having the benefit accrue to the developer after the land is sold.

Properties are consolidated through a private corporation, a landowner's association, a public corporation, or a public agency. Each owner is accorded a share relating to their assessed property value as a percentage of the total value of all properties combined. The land is then planned without regard to property lines and is resubdivided and returned to individual property owners with all development requirements having been satisfied. The project can then be built out separately by several developers or by a single developer. Some lots may be sold to offset the cost of infrastructure improvements. The result is that the original property owners realize greater value for their properties by creating a larger developable site.

### **Flexible Parking Regulations**

Parking regulations that minimize the provision of on-site parking and maximize the opportunities for

shared-use parking in mixed-use development areas are an incentive that can help attract new development. Accordingly, the TDDP's parking standards should support, not penalize, mixed-use development that may have a greater ratio of floor area to parking spaces. Recommended parking maximums have been developed along with parking credit reductions where shared use and structured parking is provided.

### **Public Parking**

Public parking is appropriate when a range of land uses, rather than a single user, benefit from the parking. Ideally, initial shared parking lots could become the site of future structured parking when the need arises. The Prince George's County Revenue Authority's mission is to create revenue streams for the County and encourage economic development. As initial costs may be high, partnerships with a municipality, the Redevelopment Authority, a business association, or other entity may be required. The Redevelopment Authority with the approval of a municipality and the direction of the County Council may create a parking district within any municipal commercial area. A parking district collects parking fees for all public parking spaces in the district from individual users, commercial center businesses, or an alternative entity such as a business association. Initial financing would come from non-city sources, but over the long run, projected parking revenue must be sufficient to pay off the construction, financing, and maintenance.

### **High-Technology Growth and Development Incentive Package (High Tech Real Property Program)**

The Prince George's County Economic Development Corporation (PGCEDC) provides a high-technology growth and development incentive package. This program provides a three-part incentive for high-technology companies expanding in or newly locating within the County. Personal property tax exemptions are also available for up to 100 percent for certain property used in research and development. Property tax credits are available for new construction, substantial renovation, or expansion of high-technology businesses for the same amounts and time periods as those discussed above. The third component of this package includes a fast track site development plan process.

## Marketing and Promotion

Developing logos, slogans, and a branding campaign to promote and market the transit district's assets will help recruit start-up businesses, expanding companies, and new federal- and state-affiliated tenants. The TDDP task force should take the lead on developing marketing and promotion materials.

## Information Clearing House

Commercial and business districts often lack a central source for and may have fewer promotional tools or locations for developers and local businesses to gain information on financing, activities, development processes, and legal requirements. Numerous County and state services that offer financing, tax incentives, training, and other specialized assistance, such as the Main Street Program, have been very successful in jump-starting successful town centers through information sharing and training. The TDDP task force could take a central role in gathering and distributing information.

## City of College Park Programs

### Revitalization Tax Credit Program

As part of the city's efforts to attract high-quality redevelopment, this program provides financial incentives for qualifying projects by creating revitalization districts and setting criteria for granting property tax credits against the municipal corporation property tax imposed on city real property. Projects are eligible to receive a five-year tax credit on city real property taxes based on the increased assessment attributed to the taxable improvements upon project completion as determined by the supervisor of assessments. The tax credit shall be in an amount equal to 75 percent of the increased assessment of city tax imposed in the first year, 60 percent in the second year, 45 percent in the third year, 30 percent in the fourth year, and 15 percent in the fifth year.

### Commercial Tenant Improvement Program

The city is offering up to \$25,000 in grant funds for leaseholder improvements for new and expanding retail businesses. The reimbursement grant will cover up to 50 percent of the total improvement costs for qualifying businesses. The program will target locally-owned and independent businesses that fill a void in

the city's retail environment such as an apparel store, coffee shop, full service restaurant, and health club.

## Retail Business Assistance Fund

The city is offering up to \$5,000 in grant funds for leaseholder improvements of existing retail businesses. The reimbursement grant will cover up to 50 percent of the total improvement costs for qualifying businesses. The program ranks applicants on various criteria with the highest scoring applicants receiving grants.

## Neighborhood Conservation Tools

While no dwelling units currently exist in the TDDP area, the transit district is adjacent to and closely linked to three historic residential neighborhoods. The following programs may be available to assist nearby residents in neighborhood conservation efforts.

The Prince George's County Department of Housing and Community Development administers the following programs:

- The **Single-Family Rehabilitation Loan Program** helps upgrade the quality of deteriorated dwellings to contemporary minimum property standards. Program priorities are the correction of code or potential code deficiencies, structural deficiencies, weatherization, and general improvements. Typical activities include roof replacement, heating and air conditioner upgrades, and lead based paint abatement. Handicapped accessibility improvements are also eligible. This is a loan-based program with repayment deferred for the first 10 years.
- The **Weatherization Assistance Program** primarily weatherizes homes of seniors, the disabled, and families with children under the age of five who are at 200 percent of the state poverty level or at 60 percent of the state median income, if no applicants meet the first requirement. Both owner- and renter-occupied housing units are eligible.
- The **Community Development Block Grant (CDBG) Program** provides annual grants on a formula basis to entitled cities, municipalities, and non-profit organizations. The program is intended to develop viable urban communities

by supporting decent housing, providing a suitable living environment, and expanding economic opportunities principally for low and moderate-income persons. Eligible activities include acquisition or disposition of real property, clearance and/or demolition, housing rehabilitation and preservation, removal of architectural barriers to the handicapped, public facilities improvements, economic development, and public services.

### Down Payment On Your Dream (Neighborhood Stabilization Program)

Prince George’s County has instituted a program that provides down payment and closing cost assistance when purchasing a vacant foreclosed property within the County. Eligibility is based on household income and is limited to specified zip codes. Potential buyers with a household income at or below 120 percent of the area median may qualify for the down payment on your dream program.

The City of College Park offers the following housing program that may be available near the transit district:

**NEW NEIGHBOR HOMEOWNERSHIP GRANT PROGRAM**—The City of College Park offers down payment or closing cost assistance, on a first-come, first-served basis, to encourage the conversion of previously rented single-family properties to owner-occupied housing. To address the proliferation of short sales and foreclosed properties in the city, the New Neighbor Program can also be used for purchasing single-family homes and condominiums that are being sold as short sales or that are in foreclosure for use as primary residences by the purchasers. Lastly, to encourage police officers, career and volunteer firefighters, emergency medical technicians and city employees to make their homes in College Park, the New Neighbor Program can be used by these individuals to purchase residential property within the city.

## State of Maryland Programs

### Sustainable Communities

The Smart, Green, and Growing—The Sustainable Communities Act of 2010 created consolidated areas for revitalization investment referred to as sustainable community (SC) areas. As of March 2014, there were six approved sustainable communities in Prince George’s County—City of Bowie, Central Avenue

Blue Line Metro Corridor, City of College Park, City of Hyattsville, City of Laurel, and City of Mount Rainier. Maryland programs that are contributing resources to designated SC areas in 2014 are:

- Sustainable Communities Tax Increment Financing (TIF) Designation and Financing Law allows municipalities and counties to finance the cost of infrastructure improvements in a designated SC using TIF. The 2013 TIF law, passed as House Bill 613 (Sustainable Communities—Designation and Financing), expands TIF to target revitalization in strategic areas and grants SC areas greater access to financial services through the Maryland Economic Development Corporation (MEDCO).
- Maryland Sustainable Communities Tax Credit Program is administered by the Maryland Historical Trust and provides Maryland income tax credits based on a percentage of the qualified capital costs expended in the rehabilitation of a structure. Non-historic, qualified rehabilitated structures in designated sustainable communities can be eligible for a 10 percent credit. The 20 percent credit for historic structures will continue to be available.
- Community Legacy Program (CL) is administered by the Maryland Department of Housing and Community Development and provides local governments and community development organizations with financial assistance to strengthen communities through such activities as business retention and attraction, encouraging homeownership and commercial revitalization. CL funds are restricted to SC areas.
- Neighborhood BusinessWorks Program (NBW) is administered by the Maryland Department of Housing and Community Development and provides loans through gap financing (i.e., subordinate financing) to new or expanding small businesses and nonprofit organizations. NBW funds are restricted to SC areas.
- Job Creation Tax Credit is administered by DBED. Maryland provides a tax credit to encourage businesses expanding in or relocating to Maryland. Enhanced incentives are provided in SC areas. The standard credit is 2.5 percent of annual wages up to \$1,000 per new job. For businesses

located in a SC area, the credit is five percent of annual wages up to \$1,500 per new job, and the threshold to qualify for the tax credit drops from 60 to 25 jobs created.

- Sidewalk Retrofit Program is administered by the MDOT. This program helps finance the construction and replacement of sidewalks along state highways (Maryland and U.S. routes, other than expressways). The program covers 50 percent of the cost for approved projects. For projects located in a SC area, the program covers 100 percent of the cost.

### Community Investment Tax Credits

The Division of Neighborhood Revitalization at the State of Maryland’s Department of Housing and Community Development issues Community Investment Tax Credits. As part of an annual, competitive application process, 501(c)(3) nonprofit organizations apply for tax credit allocations. Nonprofit organizations utilize the tax credits as incentives for individuals and businesses to donate money, goods, or real property to support operational and programmatic costs associated with specific, approved projects in a priority funding area. Projects typically involve activities such as housing and community development; enhancing neighborhoods and business districts; arts, culture, and historic preservation; economic development and tourism promotion; and technical assistance and capacity building.

### Maryland Capital Access Program

The Maryland Capital Access Program is a small business credit enhancement program that enables private lenders to establish a loan loss reserve fund from fees paid by lenders, borrowers, and the State of Maryland. An enrolled loan, or portion of a loan, may range from \$10,000 to \$1,000,000. Most Maryland small businesses, including nonprofit organizations, are eligible.

### Brownfield Ordinances

Counties and municipalities may adopt local Brownfield ordinances that limit the liability of property owners and can provide a list of priority Brownfield sites to the State of Maryland. This will make property owners of Brownfield sites eligible to

apply for the Brownfields Revitalization Incentive Program of the Maryland Department of Business and Economic Development. This program offers financing for clean-up costs. The limited liability will facilitate transfer of ownership and redevelopment of potentially contaminated industrial properties.

### Regional Institution Strategic Enterprise Zone (RISE)

In May 2014 Governor O’Malley signed Senate Bill 600 into law, establishing the Regional Institution Strategic Enterprise Zone (RISE) program. This program is intended to facilitate economic development and revitalization in areas immediately adjacent to institutions of higher education and certain non-profit organizations. The RISE program offers tax credits and permitting and licensing assistance to businesses locating to the RISE zone.

### Other State of Maryland Tax Credits and Financing Programs

Numerous tax credits and financing possibilities are available for technology, cyber security, and research industries. Many of these incentives may be applicable to build on existing and future research strengths within the transit district. The following list identifies a mix of state funding sources that may be available to existing and new businesses and developers.

- Tax Credits
  - ▶ Cybersecurity Investment Incentive Tax Credit
  - ▶ Bio-Heating Oil Tax Credit
  - ▶ Biotechnology Investment Incentive Tax Credit
  - ▶ Business That Create New Jobs Tax Credit
  - ▶ Cellulosic Ethanol Technology Research and Development Tax Credit
  - ▶ Clean Energy Production Tax Credit
  - ▶ Community Investment Tax Credit
  - ▶ Research and Development Tax Credit
  - ▶ Maryland Employer Security Clearance Costs Tax Credit
  - ▶ Sustainable Communities Tax Credit

- Financing Programs
  - ▶ TEDCO—Technology Commercialization Fund
  - ▶ Maryland Industrial Partnerships
  - ▶ Chesapeake Bay Seed Capital Fund
  - ▶ Biotechnology Research and Education Program
  - ▶ Maryland Industrial Development Financing Authority
  - ▶ Maryland Small Business Development Financing Authority
  - ▶ Maryland Capital Access Program
- Maryland Department of Business and Economic Development Financing Programs
  - ▶ Community Development Block Grant Program
  - ▶ Maryland Economic Adjustment Fund
- ▶ Maryland Small Business Development Financing Authority
- ▶ Maryland Economic Development Assistance Authority and Fund
- ▶ Maryland Industrial Development Financing Authority
- ▶ Maryland Venture Fund
- Direct Loans
  - ▶ Maryland Economic Development Assistance Authority and Fund
  - ▶ Community Development Block Grant Program—Economic Development
  - ▶ Maryland Economic Adjustment Fund
  - ▶ Maryland Small Business Development Financing Authority
  - ▶ U.S. Small Business Administration CDC/504 Loan Program (Maryland)

## Comprehensive Rezoning Policies

### Introduction

One of the primary implementation tools to realize the vision and land use recommendations of the College Park-Riverdale Park Transit District Development Plan is the comprehensive rezoning proposal, also known as a transit district overlay zoning map amendment (TDOZMA), which brings the zoning of property within the transit district into conformance with the land use plan. The District Council initiated the TDOZMA and TDDP update on June 18, 2013, through Council Resolution CR-57-2013.

Comprehensive rezoning through the TDOZMA is a necessary implementation step in the land use planning process. It ensures that future development within the transit district will be in conformance with County land use plans and development policies, reflecting the County's ability to accommodate future development. Existing zoning that hinders such development may be changed, and the need for piecemeal rezoning will be reduced through the TDOZMA process. The approval of the zoning pattern recommended by the TDDP and implemented by this TDOZMA brings zoning into greater conformity with County land use goals and policies as they apply to the College Park-Riverdale Park Transit District, thereby enhancing the health, safety, and general welfare of all Prince George's County residents and citizens.

The County's Capital Improvement Program and Ten-Year Water and Sewerage Plan, as well as existing land use and zoning and pending zoning applications, were examined and evaluated in preparation of both the preliminary land use plan and this proposed comprehensive rezoning. Consideration has also been given to the environmental and economic impact of the land use and zoning proposals. The approval of the TDOZMA results in the revision of the official 1"=200' scale zoning map(s) for this sector plan area.

The College Park-Riverdale Park Transit District area was adopted into the Maryland-Washington Regional District on November 29, 1949. Approval of this TDOZMA will result in the revision of the official zoning maps for Planning Areas 66 and 68.

Comprehensive rezoning of the entirety of the plan area last occurred in 1997 with the approval of the Transit District Development Plan for the College Park-Riverdale Transit District Overlay Zone.

The following are comprehensive rezoning policies established by the Planning Board and District Council to guide preparation of the TDOZMA.

### Public Land Policy

The established land policy states that all public land should be placed in the most restrictive or dominant adjacent zone, whichever bears the closest relationship to the intended character of the area. Therefore, the zoning of public land, just as private land, should be compatible with surrounding zones. This policy should eliminate any "islands" of inharmonious zoning while still providing for public use. It should further assure compatibility of any future development or uses if the property is returned to private ownership.

A distinction is made where large parcels of land have been set aside specifically for public open space. In those cases the R-O-S (Reserved Open Space) Zone or the O-S (Open Space) Zone is applied as the most appropriate zone, depending on the size of the property.

Federal and state government property, which is scattered throughout the County, is not subject to the requirements of the Zoning Ordinance. An exception occurs when joint development proposals are brought through the County development process by a private partner on land owned by the University of Maryland, the Washington Metropolitan Area Transit Authority (WMATA), or similar entities. The intent of the comprehensive rezoning process is to apply a zoning category to all land, including federal and state property, without regard to its unique zoning status. The R-O-S Zone is generally applied to federal and state properties unless specific uses of the property or the intended character of the property and/or area should warrant another zoning category.

### Zoning in Public Rights-of-Way

Policies governing the zoning of public street and railroad rights-of-way (both existing and proposed)

are contained in Section 27-111 of the Prince George’s County Zoning Ordinance. This proposed TDOZMA has been prepared in accordance with that section.

## Limitations on the Use of Zones

Zoning classifications in the TDOZMA are limited only by the range of zones within the ordinance at the time of final action by the District Council. Additional limitations on the use of zones within the TDOZMA are specified by Section 27-213.03 of the Zoning Ordinance, which states:

“When the District Council approves a Transit District Overlay Zone, it may, as part of the approval, change the underlying zones to any other zones (except Comprehensive Design Zones). Where the existing underlying zone is a Comprehensive Design or an M-X-T Zone, that Zone shall be retained; except that, with the concurrence of the property owner, it may be changed to any other zone (except a Comprehensive Design Zone). No land may be rezoned to a Comprehensive Design Zone through Transit District Overlay Zoning Map Amendment procedures.”

## Conditional Zoning

The inclusion of safeguards, requirements, and conditions beyond the normal provisions of the Zoning Ordinance can be attached to individual zoning map amendments via “conditional approval.” In the approval of a Zoning Map Amendment, the council may impose reasonable requirements and safeguards (in the form of conditions) to: 1) protect surrounding properties from potential adverse effects that might accrue from a specific zoning map amendment; and/or 2) to enhance coordinated, harmonious, and systematic development of the regional district. When approved by the District Council and accepted by the zoning applicant, “conditions” become part of the County zoning map requirements applicable to a specific property and are as binding as any provision of the County Zoning Ordinance [see Conditional Zoning Procedures, Section 27-157(b)].

In theory, zoning actions taken as part of the comprehensive rezoning (TDOZMA) process

should be compatible with land uses without the use of conditions. However, it is not the intent of a TDOZMA to repeal the additional requirements determined via conditional zoning cases that have been approved prior to the initiation of the TDOZMA. As such, it is appropriate when special conditions to development of specific properties have been publicly agreed upon and have become part of the existing zoning map applicable to the site that those same conditions shall be brought forward in the TDOZMA. This is accomplished by continuing the approved zoning with “conditions” and showing the zoning application number on the newly adopted zoning map. This would take place only when it is found that the existing zoning is compatible with the intended zoning pattern or when ordinance limitations preclude a rezoning. Similarly, findings contained in previously approved TDOZMAs shall be brought forward in the TDOZMA where the previous zoning category has been maintained.

## Comprehensive Design Zones

New comprehensive design zones (CDZs) may not be included in a TDOZMA. However, if an existing CDZ is located within a TDOZMA area, it shall be retained unless the property owner gives consent that the property be rezoned to another zoning category (see Section 27-213.03).

## Mixed-Use Zoning Recommendations

Implementation of the long-range land use recommendations of the College Park-Riverdale Park TDDP for mixed-use, pedestrian, and transit-oriented development in proximity to major fixed-guideway transit systems requires application of mixed-use zoning techniques. To effectively and efficiently implement the mixed-use, pedestrian- and transit-oriented development patterns recommended by Plan 2035 and recent small area plans, including the College Park-Riverdale Park TDDP, it is recommended that an appropriate set of mixed-use zoning categories or techniques be prepared (or existing zones modified) so that there is an effective set of regulations to fully achieve the vision for the transit district area.

The M-U-I (Mixed-Use Infill) Zone, in combination with the TDOZ (Transit District Overlay Zone),

serves as an adequate zoning approach to implement the recommendations of the TDDP for higher intensity, mixed-use development concentrated in the areas designated by the plan. The TDOZ will also provide for transitions in density, intensity, and design between new development and existing neighborhoods, and ensure consistency in the application of transit district development standards for new development and redevelopment.

Property in a TDOZ area may be reclassified from its underlying zone to the M-U-I (Mixed-Use Infill) Zone or other mixed-use zones as part of the TDOZMA or through the property owner application process (Section 27-548.09.01(b)) of the Zoning Ordinance. Pursuant to Section 27-548.09.01, the District Council may approve changes to the underlying zones or to the boundary of the TDOZ. This TDDP and TDOZMA support the property owner application process for rezoning to the M-U-I (Mixed-Use Infill) Zone if properties retained in the M-X-T (Mixed-Use Transportation Oriented) Zone are proposed to be redeveloped in the future to implement the TDDP’s vision and recommendations. Expansion of the TDOZ boundaries is not recommended or supported.

### Public Rezoning Requests

No rezoning requests were submitted by the public following initiation of the TDOZMA.

### Applicability of Previous Actions

Upon the approval of the TDOZMA and except in the Comprehensive Design and M-X-T (Mixed-Use Transportation Oriented) Zones and map amendments (not including conditions placed on the approval), all actions of the District Council, Zoning Hearing Examiner, Planning Board, or Board of Zoning Appeals, which were taken in accordance with the Zoning Ordinance and which affected property prior to its being classified in the TDOZ,

are null and void with respect to future development within the transit district except as addressed by Part 10A, Division 1, Subdivision 1 and Part 3, Division 2, Subdivision 5 of the Zoning Ordinance.

In the Comprehensive Design and M-X-T (Mixed-Use Transportation Oriented) Zones, any plans approved prior to the property being classified in the TDOZ remain in full force and effect unless the property owner indicates (in writing) that the plans may be changed and that the requirements of the TDOZ may be fully applied to the property. Actions with respect to a TDOZ “shall not invalidate any approved subdivision plat” (see Section 27-548.09).

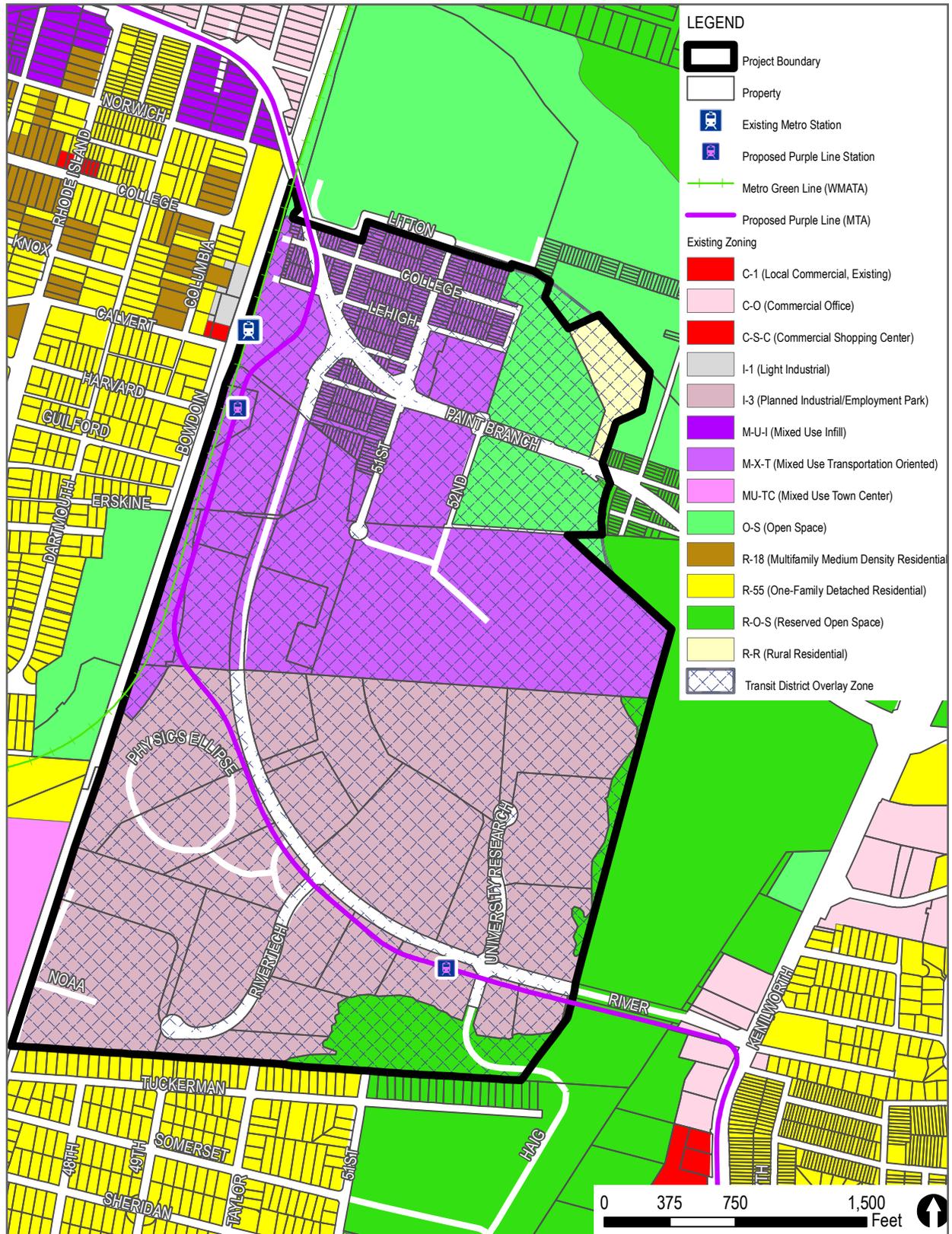
### Comprehensive Rezoning Changes

To implement the TDDP policies and land use recommendations contained in the preceding chapters, the majority of the TDDP area must be rezoned to bring the zoning into conformance with the TDDP. The comprehensive rezoning process (via the TDOZMA) provides the most appropriate mechanism for the public sector to achieve this goal. As such, the TDOZMA is approved as an amendment to the official zoning map(s) concurrently with approval of the TDDP.

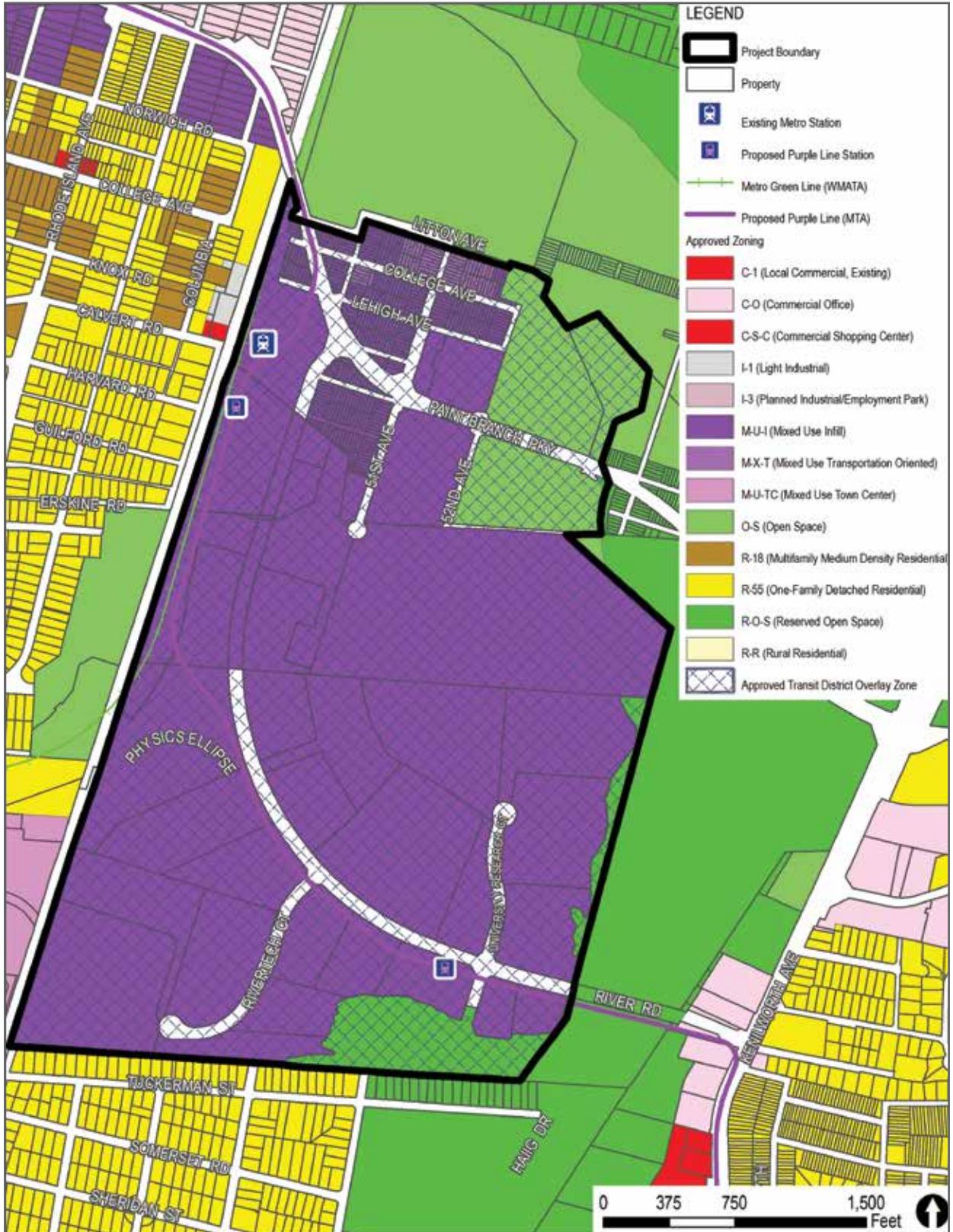
The approved TDOZ includes seven zoning changes based on the land use and development policies described in the previous chapters of this TDDP.

The locations of these zoning changes are shown on Map 20 on page 166 and described in Table 18 on page 167. These zoning changes result in a new zoning inventory for the area (Table 18). The approved zoning pattern for the College Park-Riverdale Park Transit District is shown on Map 19 on page 165. These maps are included for illustrative purposes only. Upon approval, the 1”=200’ scale zoning maps will represent the official zoning boundaries.

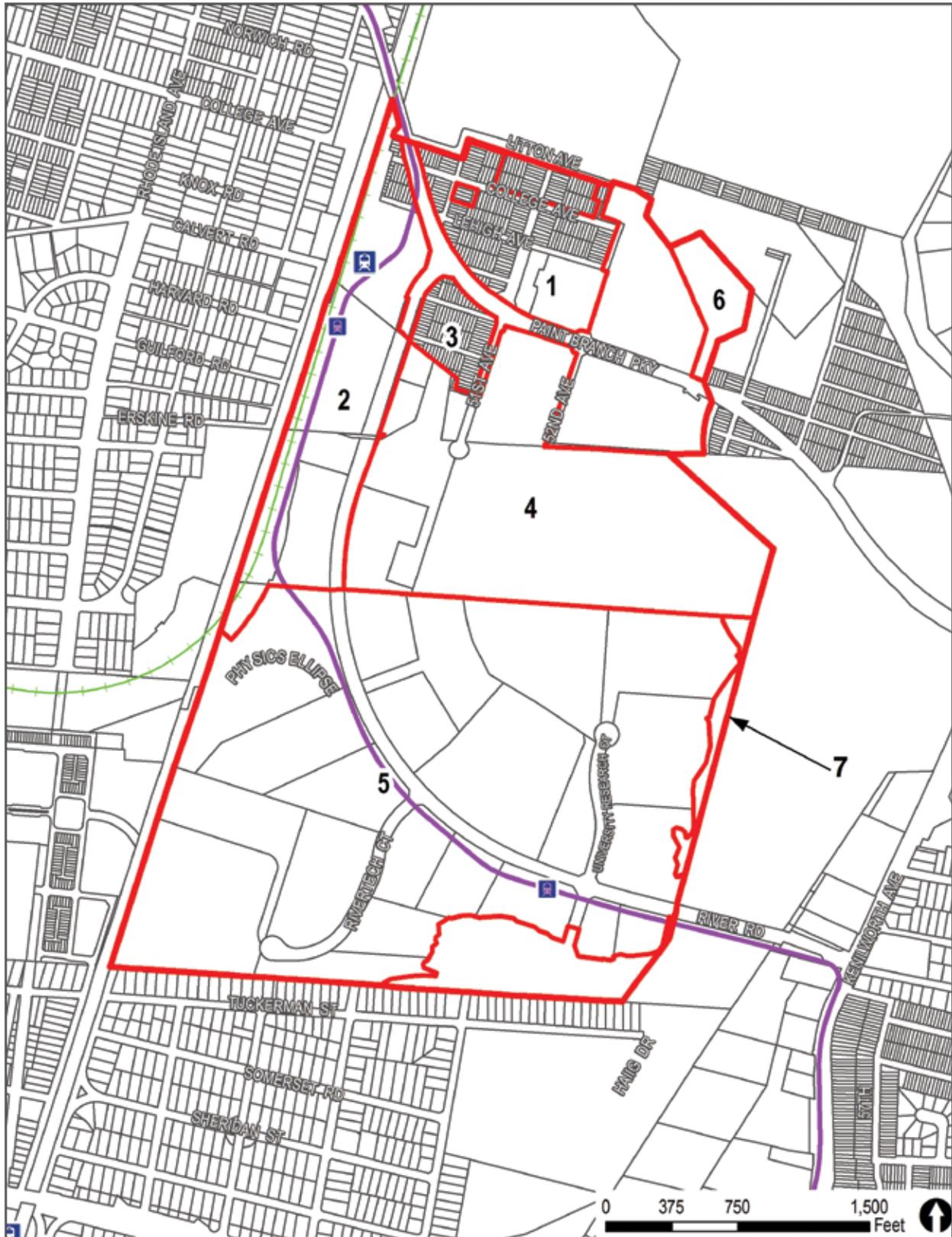
MAP 18: EXISTING ZONING



MAP 19: APPROVED TDOZMA ZONING



MAP 20: APPROVED ZONING CHANGES



<b>TABLE 18: EXISTING AND APPROVED ZONING INVENTORY (IN ACRES)</b>			
<b>ZONE</b>	<b>EXISTING ZONING</b>	<b>NET CHANGE</b>	<b>PROPOSED ZONING</b>
R-O-S (Reserved Open Space)	12.74	--	12.74
O-S (Open Space)	17.49	+3.80	21.29
R-R (Rural Residential)	4.03	-4.03	0.00
I-3 (Planned Industrial/Employment Park)	130.86	-130.86	0.00
M-X-T (Mixed Use-Transportation Oriented)	102.55	-100.30	2.25
M-U-I (Mixed-Use Infill)	0.00	+231.39	231.39
<b>Subtotal</b>	<b>267.67</b>	<b>--</b>	<b>267.67</b>
Right-of-Way	21.58	--	21.58
<b>Total</b>	<b>289.25</b>	<b>--</b>	<b>289.25</b>

Source: M-NCPPC, March 2015

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## Transit District Overlay Zoning Map Amendment Zoning Changes

CHANGE NUMBER	ZONING CHANGE	AREAS OF CHANGE (ACRES)	APPROVED SMA/ZMA/SE		200' SCALE INDEX MAP
			NUMBER	DATE	
1	M-X-T TO M-U-I	14.64	ZMA	10/14/97	208NE04 208NE05 209NE04 209NE05

Discussion: This rezoning will offer more flexibility in achieving the vision, goals, policies, and strategies of the transit district development plan for mixed-use, transit-oriented development including the potential for residential uses.

USE	ADDRESS	TAX MAP AND GRID	TAX ACCOUNT	LEGAL DESCRIPTION	LOT	BLOCK	PARCEL
M Square Technology Ventures Building	0000 50th Ave	033E4	2309425	College Park-Kropps Addn>Lots 41-44		8	
County surface parking lot	0000 50th Ave	033E4	2358521	College Park-Kropps Addn>	1	20	
County surface parking lot	0000 50th Ave	033E4	2358638	College Park-Kropps Addn>Pt Lts 40-43 Sv Ex 2027 Sf (2027 Sf & Lot 44 Dfr To Pg Co 97/98)		20	
County surface parking lot	0000 50th Ave	033E4	2358620	College Park-Kropps Addn>Pt Lot 38 & 39 (7720 Sf Lts 36&37 &Pt Lts 38&39 Dfr Pgc 97-9)		20	
All Blinds Inc. and Pugh's Garage	0000 50th Ave	033E4	2296283	College Park-Kropps Addn>Lots 1 & 2		14	
D&E Auto Service	0000 50th Ave	033E4	2752715	College Park-Kropps Addn>Pt Lots 14 To 23 E Q 9406 S F		13	
Undeveloped	0000 50th Ave	033E4	3070752	College Park-Kropps Addn>Ptlots10-13&PtLts 19-23(97str Fr 2296234 & 2365153 & 2365146)		13	
County surface parking lot	0000 51st Ave	033E4	2358802	College Park-Kropps Addn>Pt Lots 14.15.16.17 Ex 4738 Sf(4738 Sf Dfr To Pg Co For 97/98)		26	
County surface parking lot	0000 51st Ave	033E4	2358570	College Park-Kropps Addn>Pt Lots 18-20 Ex 1230 Sf(1230sf Dfr To Pg Co 97/98)		20	
County surface parking lot	0000 51st Ave	033E4	2358588	College Park-Kropps Addn>Pt Lots 22 & 23 Ex 615 Sf(615 Sf Dfr To Pg Co 97/98)		20	
County surface parking lot	0000 51st Ave	033E4	2358562	College Park-Kropps Addn>Pt Lots 14-17 Ex 1973 Sf(1973sf Dfr To Pg Co 97/98)		20	
Capital Building Maintenance Corporation	0000 51st Ave	033E4	2309375	College Park-Kropps Addn>Lots 23 & 24		8	

**COLLEGE PARK-RIVERDALE PARK TDDP |**

USE	ADDRESS	TAX MAP AND GRID	TAX ACCOUNT	LEGAL DESCRIPTION	LOT	BLOCK	PARCEL
Tennis Center at College Park	0000 51st Ave	033E4	2358851	College Park-Kroppps Addn>PAR 186 (#2358828, 36, 69, 93, 2358901, 27, 76, 31 COMB IN 00VAC99011		27	
Warehouse	0000 51st Ave	033E4	2314508	College Park-Kroppps Addn>Pt Lots 19 & 20 L9556 F624		14	
M Square Technology Ventures Building	0000 College Ave	033E4	2309409	College Park-Kroppps Addn>Lots 32-35		8	
Undeveloped	0000 College Ave	033E4	2365153	College Park-Kroppps Addn>Pt Lot 12 Ex 1050sf & Pt Lt 13 Ex 1720sf (2770sfstr 3070752 97/98)		13	
Auto storage lot	0000 CPL Frank S Scott Dr	033E4	2309292	College Park-Kroppps Addn>Lots 42-44		9	
County surface parking lot	0000 Knox Ave	033E4	2358612	College Park-Kroppps Addn>Pt Lots 33-35 Ex 1500 Sf(1500 Sf Dfr To Pg Co97/98)		20	
County surface parking lot	0000 Knox Ave	033E4	2358877	College Park-Kroppps Addn>Pt Lots 8.9. Ex 7508 Sf (7508 Sf Dfr To Pg Co For 97/98)		26	
County surface parking lot	0000 Knox Ave	033E4	2358596	College Park-Kroppps Addn>Lots 24-28		20	
County surface parking lot	0000 Knox Ave	033E4	2358604	College Park-Kroppps Addn>Lots 29.30.31 & Pt Lot 32 Ex 18 Sf (18 Sf Dfr To Pg Co 97/98)		20	
County surface parking lot	0000 Knox Ave	033E4	2359149	College Park-Kroppps Addn>Pt Lots 10.11.12.13 Ex 4433 Sf(4433 Sf Dfr To Pg Co For 97/98)		26	
Tennis Center at College Park	0000 Knox Ave	033E4	2362440	College Park-Kroppps Addn>(V99011 Accts Comb On This Acct 2000 #2362457)		185	
County surface parking lot	0000 Lehigh Rd	033E4	2358554	College Park-Kroppps Addn>Lots 10-13		20	
Vehicle storage	0000 Lehigh Rd	033E4	2363711	College Park-Kroppps Addn>Lots 24, 25, 26		15	
Light industrial/auto-related	0000 Lehigh Rd	033E4	2363364	College Park-Kroppps Addn>Lots 30.31.32		15	
County surface parking lot	0000 Lehigh Rd	033E4	2358539	College Park-Kroppps Addn>Lots 2-5		20	
Light industrial/auto-related	0000 Lehigh Rd	033E4	2363372	College Park-Kroppps Addn>Lots 33.34		15	

USE	ADDRESS	TAX MAP AND GRID	TAX ACCOUNT	LEGAL DESCRIPTION	LOT	BLOCK	PARCEL
Light industrial/auto-related	0000 Lehigh Rd	033E4	2381929	College Park-Kropps Addn>Lots 28 & 29		15	
County surface parking lot	0000 Leigh Rd	033E4	2358547	College Park-Kropps Addn>Lots 6-9		20	
Surface parking lot	0000 Litton Ave	033E4	2309276	College Park-Kropps Addn>Lots 34 & 35		9	
Auto storage lot	0000 Litton Ave	033E4	3098688	College Park-Kropps Addn>Lots 1.2.& 3 (Str 6,100 Sf Fr Acct #2309235 97/98)		9	
Undeveloped	4911 College Ave	033E4	2365146	College Park-Kropps Addn>Lt9&Pt Lt10ex125sf &Ptlt11ex410sf( 422sf Str 3070752 97/98)		13	
Undeveloped	4914 Lehigh Rd	033E4	2394096	College Park-Kropps Addn>Lots 24 & 25		13	
D&E Auto Service	4917 College Ave	033E4	2309318	College Park-Kropps Addn>Lots 14-16		13	
Auto repair and demolished WMATA structure	4928 College Ave	033E4	2365161	College Park-Kropps Addn>Lots 19-33		7	
All Blinds Inc.	5001 College Ave	033E4	2296259	College Park-Kropps Addn>Lots 41.42.43.44		14	
Auto Assist	5002 Lehigh Rd	033E4	2314540	College Park-Kropps Addn>Lots 34 & 35			
M Square Technology Ventures Building	5004 College Ave	033E4	2309417	College Park-Kropps Addn>Lots 36-40		8	
Small office building	5004 Lehigh Rd	033E4	2314482	College Park-Kropps Addn>Lots 30-33		14	
Metro Auto Center	5005 College Ave	033E4	2309326	College Park-Kropps Addn>Lots 3 & 4		14	
Surface parking lot	5005 College Ave	033E4	2314433	College Park-Kropps Addn>Lots 5-8		14	
Warehouse	5009 College Ave	033E4	2314490	College Park-Kropps Addn>Lots 9-11		14	
Surface parking lot	5010 Lehigh Rd	033E4	2314474	College Park-Kropps Addn>	29	14	
Surface parking	5011 Litton Ave	033E4	2308096	College Park-Kropps Addn>Lots 8 Thru 18		8	
Auto repair	5012 College Ave	033E4	2309383	College Park-Kropps Addn>Lots 25-29		8	
Warehouse	5012 Lehigh Rd	033E4	2314466	College Park-Kropps Addn>Lots 24-28		14	

**COLLEGE PARK-RIVERDALE PARK TDDP |**

USE	ADDRESS	TAX MAP AND GRID	TAX ACCOUNT	LEGAL DESCRIPTION	LOT	BLOCK	PARCEL
Warehouse	5016 Leigh Rd	033E4	2314516	College Park-Kropps Addn>Pt Lots 21-23		14	
Capital Building Maintenance Corporation	5018 College Ave	033E4	2309367	College Park-Kropps Addn>Lots 19-22		8	
C&D Auto Center	5100 College Ave		2309300	College Park-Kropps Addn>Lots 36-40		9	
Light industrial	5108 College Ave	033E4	2309268	College Park-Kropps Addn>Lots 31-33		9	
Warehouse	5109 College Ave	033E4	2314458	College Park-Kropps Addn>Pt Lots 14-18 Eq 8608 Sf L9556 F624		14	
Light industrial	5109 Litton Ave	033E4	2309235	College Park-Kropps Addn>Lots 4 & 5 (Lots 1-3= 6100 Sf Str To #3098688 97/98)		9	
Light industrial	5110 College Ave	033E4	2309250	College Park-Kropps Addn>Lots 28-30		9	
Light industrial	5111 Litton Ave	033E4	2309243	College Park-Kropps Addn>Lots 6-9		9	
Washington Metropolitan Pigeon Racing Concourse	5112 College Ave	033E4	2367118	College Park-Kropps Addn>Lots 26 & 27		9	
Castle Sprinkler and Alarm	5114 College Ave	033E4	2426310	College Park-Kropps Addn>Lots 24 & 25		9	
Ace Fire Extinguisher	5117 College Ave	033E4	2283968	College Park-Kropps Addn>Lots 13-18		15	
Undeveloped	7410 50th Ave	033E4	2296234	College Park-Kropps Addn>Pt Ea Lt 19,20,21, 22 & 23 Ex 6515f (6515 Sf Str To3070752 97/98)		13	
Insty Prints	7411 50th Ave	033E4	2314524	College Park-Kropps Addn>Lots 36-40		14	
Auto storage yard	7411 CPL Frank S Scott Dr	033E4	2358711	College Park-Kropps Addn>Pt Lots 1,2 & 35 Thru 44		15	
C&D Auto Center	7415 CPL Frank S Scott Dr	033E4	2309284	College Park-Kropps Addn>	41	9	
D&E Auto Service	7417 50th Ave	033E4	2309334	College Park-Kropps Addn>Lots 17 & 18		13	

CHANGE NUMBER	ZONING CHANGE	AREAS OF CHANGE (ACRES)	APPROVED SMA/ZMA/SE		200' SCALE INDEX MAP
			NUMBER	DATE	
2	M-X-T AND O-S TO M-U-I	28.38 M-X-T 0.23 O-S	ZMA	10/14/97	208NE04 209NE04

Discussion: This rezoning will offer more flexibility in achieving the vision, goals, policies, and strategies of the transit district development plan for mixed-use, transit-oriented development including the potential for residential uses.

USE	ADDRESS	TAX MAP AND GRID	TAX ACCOUNT	LEGAL DESCRIPTION	LOT	BLOCK	PARCEL
Undeveloped	0000 College Ave	033E4	2359180	College Park-Kropps Addn>Part of Lots 36.37 38.39.40		7	
Undeveloped	0000 College Ave	033E4	2359057	College Park-Kropps Addn>Pt Lts 36 Thru 40 Eq 7110 Sf & Lots 34.35		7	
WMATA parking structure	0000 College Ave	033E4	2394070	College Park Kropps Addn Lots 4-6		13	
WMATA parking structure	0000 College Ave	033E4	2365179	College Park Kropps Addn Lots 7 & 8		13	
WMATA parking structure	0000 Lehigh Rd	033E4	2359107	College Park-Kropps Addn>Part Lot 1 & Parts Lots 36-44		13	
River Road	0000 River Rd	042E1	2411163	1.6563 A Per Deed		194	
Undeveloped	4301 River Rd	042E1	2749869	Sma(1990) (Gis7/00) (Tte 7/1/06)		192	
WMATA parking structure	4820 Lehigh Rd	033E4	2359040	College Park-Kropps Addn>Lots 2.3.34 & 35 & Pt Lots 1 & 36-44		13	
WMATA parking structure	4906 Lehigh Rd	033E4	2394088	College Park Kropps Addn Lots 32 & 33 (Decl of Taking S/B 4/5/93)		13	
WMATA parking structure	4910 Lehigh Rd	033E4	2345502	College Park Kropps Addn Lots 28-31		13	
WMATA surface parking lot	4931 Calvert Rd	042E1	2748556	College Park-Kropps Addn>		193	
WMATA surface parking lot	4931 Calvert Rd	042E1	2411544			190	
WMATA surface parking lot	4931 Calvert Rd	033E4	2411130	Grayson Lab (Entire Imps Razed 7/1/01) (Corr Use 07)		159	
WMATA Metro services, parking, and walkways	4931 Calvert Rd	033E4	3073004	(Str Fr #2411130 For 97/98)		177	
WMATA Metrorail tracks	4931 Calvert Rd	042E1	2411544			190	

USE	ADDRESS	TAX MAP AND GRID	TAX ACCOUNT	LEGAL DESCRIPTION	LOT	BLOCK	PARCEL
WMATA Metrorail tracks	4931 Calvert Rd	042D1	3219441	(Set Up New From 2122364 Mcf 99)		202	
WMATA Metro Station and parking structure	UNKNOWN		9999999	Unknown			
WMATA Metro Station and parking structure	UNKNOWN		9999999				
CHANGE NUMBER	ZONING CHANGE	AREAS OF CHANGE (ACRES)	APPROVED SMA/ZMA/SE		200' SCALE INDEX MAP		
			NUMBER	DATE			
<b>3</b>	<b>M-X-T TO M-U-I</b>	<b>4.03</b>	<b>ZMA</b>	<b>10/14/97</b>	<b>208NE04 209NE04</b>		

Discussion: This rezoning will offer more flexibility in achieving the vision, goals, policies, and strategies of the transit district development plan for mixed-use, transit-oriented development including the potential for residential uses.

USE	ADDRESS	TAX MAP AND GRID	TAX ACCOUNT	LEGAL DESCRIPTION	LOT	BLOCK	PARCEL
U.S. Food and Drug Administration (FDA) Center for Food Safety and Applied Nutrition	0000 50th Ave	033E4	2359115	College Park-Kropps Addn>Pt Lots 43 & 44		38	
FDA Office	0000 50th Ave	033E4	2411445	College Park-Kropps Addn>Pt Lots 43 & 44		38	
FDA Office	0000 51st Ave	033E4	2358810	College Park-Kropps Addn>Fr Pt Lt24 At Rd (7658sf Dfr To Pg Co 97/98 Survey)		26	
FDA Office	0000 51st Ave	033E4	2359099	College Park-Kropps Addn>.1550 Acre Eq S Half Abnd Carbery Ave			
FDA Office	0000 Calvert Ave	033E4	2358935	College Park-Kropps Addn>Pt Lots 31 Thru 34 Ex 211 Sf (211 Sf Dfr To Pg Co For 97/98)		26	
FDA Office	0000 Calvert Ave	033E4	2358943	College Park-Kropps Addn>Lots 5.6.& 8-10 Ex 120 Sf At Front Of Each		32	
FDA Office	0000 Calvert Ave	033E4	2359156	College Park-Kropps Addn>Pt Lots 29.30 Ex 1074 Sf (1074 Sf Dfr To Pg Co For 97/98)		26	
FDA Office	0000 Calvert Ave	033E4	2358885	College Park-Kropps Addn>Pt Lots 25.26.27.28 Ex 4400 Sf(4400 Sf Dfr To Pg Co For 97/98)		26	

USE	ADDRESS	TAX MAP AND GRID	TAX ACCOUNT	LEGAL DESCRIPTION	LOT	BLOCK	PARCEL
FDA Office	5001 Paint Branch Pkwy	033E4	2359123	College Park-Kropps Addn>Lot 4 Ex 140 Sf At Fr Lot 7 Ex 144sf At Fr		32	
FDA Office	5001 Paint Branch Pkwy	033E4	2358778	College Park-Kropps Addn>Lot 1 Ex 505 Sf At Front & Lots 18-44		32	
FDA Office	5001 Paint Branch Pkwy	033E4	2358950	College Park-Kropps Addn>Pt Lts 1-8 & R Pt Lts 24-26 Eq 16475sf & Lts 9 Thru 23 & 1/2 Of Cumbrld A		38	
FDA Office	5001 Paint Branch Pkwy	033E4	2358984	College Park-Kropps Addn>Aband St Between Blk 32 & 38			
FDA Office	7350 50th Ave	033E4	2316016	College Park-Kropps Addn>Lots 2-5 & 37-42 Ex 17,882sf Dfr To Pg Co (97/98 Trs Combination)		26	
FDA Office	UNKNOWN		9999999	Unknown	35	26	
FDA Office	UNKNOWN		9999999	Unknown			
FDA Office	UNKNOWN		9999999	Unknown			
FDA Office	UNKNOWN		9999999	Unknown			
FDA Office	UNKNOWN		9999999	Unknown			
CHANGE NUMBER	ZONING CHANGE	AREAS OF CHANGE (ACRES)	APPROVED SMA/ZMA/SE		200' SCALE INDEX MAP		
			NUMBER	DATE			
4	M-X-T TO M-U-I	55.50	ZMA SE-3480	10/14/97 12/1/83	208NE04 208NE05		
Discussion: This rezoning will offer more flexibility in achieving the vision, goals, policies, and strategies of the transit district development plan for mixed-use, transit-oriented development including the potential for residential uses.							
USE	ADDRESS	TAX MAP AND GRID	TAX ACCOUNT	LEGAL DESCRIPTION	LOT	BLOCK	PARCEL
Center for Advanced Studies of Language, associated parking, and undeveloped	0000 52nd Ave	042E1	2358687	Litton Technology Center>Pt Parcel A (2966 Sf Dfr To Pg Co L11077 F267 2003)			

**COLLEGE PARK-RIVERDALE PARK TDDP |**

USE	ADDRESS	TAX MAP AND GRID	TAX ACCOUNT	LEGAL DESCRIPTION	LOT	BLOCK	PARCEL
Center for Advanced Studies of Language, associated parking, and undeveloped	5101 Paint Branch Pkwy	042E1	2165041	Litton Technology Center>Pt Parcel A Eq 1129816 Sq Ft			
Office building and accessory structures	5115 Paint Branch Pkwy	033E4	2999720	Litton Technology Center>Pt Par B Eq .9133a State Leased Exp 10/04/2002			
Office building and accessory structures	5201 Calvert Rd	033E4	2358646	Litton Technology Center>Pt Par B Eq 5.73990 Ac(.9133 Ac To #29997 20fr#2358646 For 95-96)			
Surface parking and stormwater management facilities	7201 River Rd	042E1	2359933	(Use Code Chg Per 97-98 Trs)		195	
Surface parking and stormwater management facilities	7201 River Rd	033E4	2411551			159	
FDA Office	4300 River Rd.	042E1	3515913	Riverside	11	C	
Surface parking and stormwater management facilities	4931 Calvert Rd.	033E4	3073004	(STR FR #2411130 for 97/98)			177
Surface parking and stormwater management facilities	4931 Calvert Rd.	033E4	2411130	Grayson Lab (Entire IMPS Razed 7/1/01) (CORR USE 07)			159
Surface parking and stormwater management facilities	UNKNOWN		9999999	UNKNOWN			

CHANGE NUMBER	ZONING CHANGE	AREAS OF CHANGE (ACRES)	APPROVED SMA/ZMA/SE		200' SCALE INDEX MAP
			NUMBER	DATE	
5	I-3 TO M-U-I	130.86	ZMA	10/14/97	208NE04 208NE05

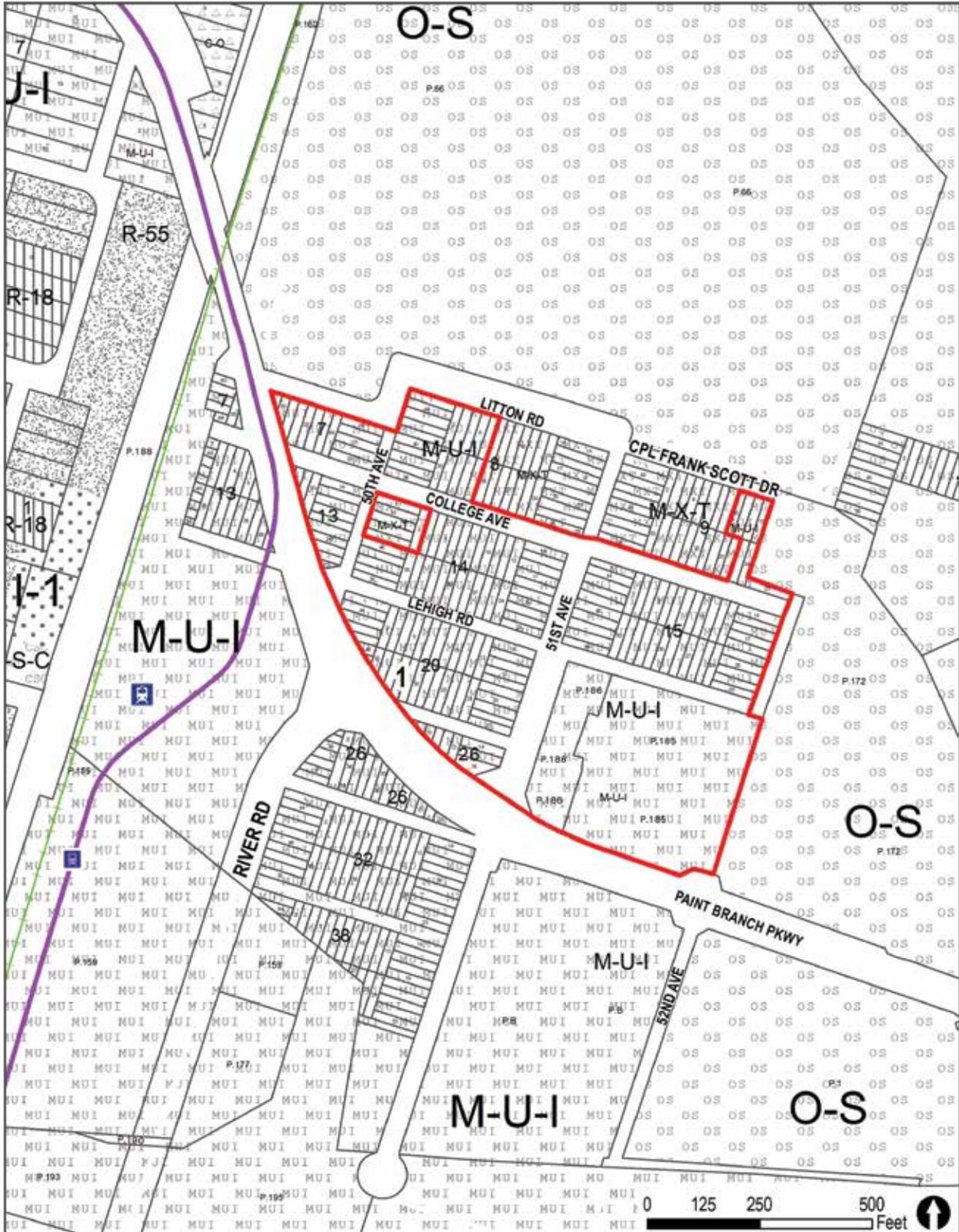
Discussion: These properties are being rezoned to the M-U-I (Mixed-Use Infill) Zone to eliminate a zoning category incompatible with modern and best practice approaches to transit-oriented development and to facilitate new mixed-use development, including the potential for residential uses, to support existing and future transit stations.

USE	ADDRESS	TAX MAP AND GRID	TAX ACCOUNT	LEGAL DESCRIPTION	LOT	BLOCK	PARCEL
American Center for Physics	0000 River Rd	042E2	2753648	Riverside>Pt Lt 1 Eq 185220 Sq Ft	1	A	
Undeveloped	0000 Tuckerman St	042E2	2747277			191	

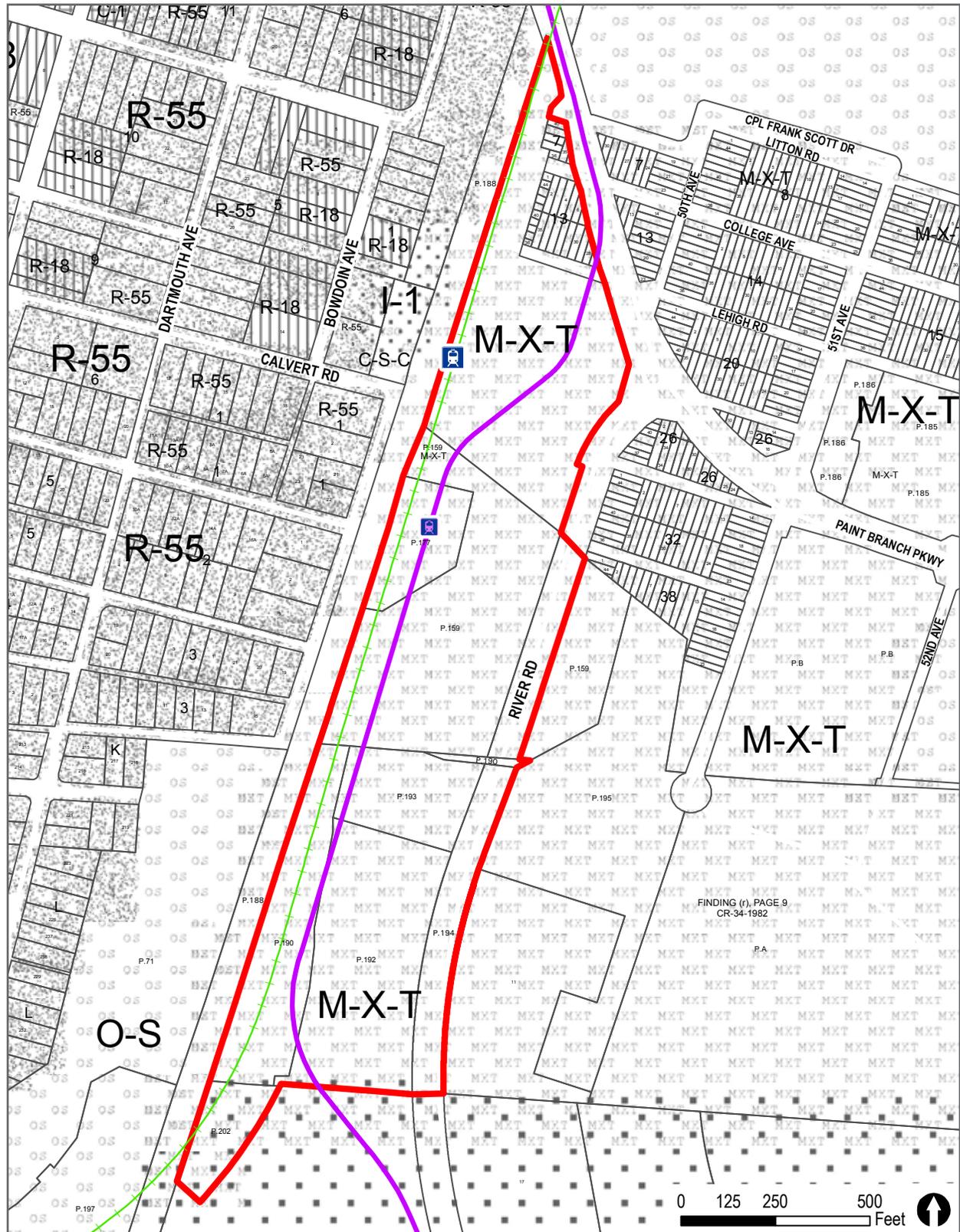
USE	ADDRESS	TAX MAP AND GRID	TAX ACCOUNT	LEGAL DESCRIPTION	LOT	BLOCK	PARCEL
American Center for Physics	1 Physics Elps	042E2	2122406	Riverside>Pt Lt 1 Eq 347584 Sq Ft	1	A	
American Center for Physics	3 Physics Elps	042E2	2122414	Riverside>	2	A	
Undeveloped	3601 Rivertech Ct	042E2	2122448	Riverside>	2	B	
Undeveloped	4400 River Rd	042E2	3733813	Riverside-Resub>	17	C	
Undeveloped	4500 River Rd	042E2	3733805	Riverside-Resub>	16	C	
Undeveloped	4600 River Rd	042E1	3733797	Riverside-Resub>	15	C	
Office building and associated parking	4700 River Rd	042E1	2822633	Riverside>Name Ch Cert Of Amendment 4/30/97	1	C	
Undeveloped	4751 River Rd	042E2	2122463	Riverside>	4	B	
Undeveloped	4800 River Rd	042E2	3170933	Riverside>	10	C	
Undeveloped park property	4901 River Rd	042E2	2945269	Riverside>Parcel B			
Undeveloped park property	4911 River Rd	042E2	2945277	Riverside>Parcel C			
American Center for Physics	5 Physics Elps	042E2	2122422	Riverside>	3	A	
Undeveloped	5600 Haiig Dr	042E2	2122471	Riverside Parcel A L 8353 F 348			
Raytheon office building	5700 Rivertech Ct	042E2	2940435	Riverside>	4	A	
Stormwater management facility	5701 Rivertech Ct	042E2	2122430	Riverside>	1	B	
Surface parking lot	5801 University Research Ct	042F2	3785656	Riverside-Resub>	18	C	
M Square office building	5825 University Research Ct	042F1	3733763	Riverside-Resub>Leased State Property (10/1/07 Fin Nb No Chg)	12	C	
NOAA Center for Weather and Climate Prediction	5830 University Research Ct	042E1	3733789	Riverside-Resub>Leased State Property	14	C	
Intelligence Advanced Research Projects Activity	5850 University Research Ct	042F1	3733771	Riverside-Resub>(State) Leased	13	C	
Undeveloped	5851 Rivertech Ct	042E2	2122455	Riverside>	3	B	
Former ERCO building; undeveloped	6501 Lafayette Ave	042D2	3507159	Erco Sub-Resub Of Lots 2,3 & 4>	5		

USE	ADDRESS	TAX MAP AND GRID	TAX ACCOUNT	LEGAL DESCRIPTION	LOT	BLOCK	PARCEL
GSA storage warehouse	7001 Lafayette Ave	042D2	3507134	Erco Sub-Resub Of Lots 2,3 & 4>	6		
<b>CHANGE NUMBER</b>	<b>ZONING CHANGE</b>	<b>AREAS OF CHANGE (ACRES)</b>	<b>APPROVED SMA/ZMA/SE</b>		<b>200' SCALE INDEX MAP</b>		
			<b>NUMBER</b>	<b>DATE</b>			
<b>6</b>	<b>R-R TO O-S</b>	<b>4.03</b>	<b>ZMA SE-3401</b>	<b>10/14/97 3/28/83</b>	<b>208NE05 209NE05</b>		
Discussion: This property is owned by The Maryland-National Capital Park and Planning Commission and is rezoned to the O-S (open space) Zone in keeping with the public land policies stated in the TDOZMA.							
USE	ADDRESS	TAX MAP AND GRID	TAX ACCOUNT	LEGAL DESCRIPTION	LOT	BLOCK	PARCEL
Former 94th Aero Squadron restaurant and associated parking	5240 Paint Branch Pkwy	033F4	2362937	College Park-Kropps Addn>Parcel A Coll Pk Airport-Lease Terminated 7/23/09		A	
<b>CHANGE NUMBER</b>	<b>ZONING CHANGE</b>	<b>AREAS OF CHANGE (ACRES)</b>	<b>APPROVED SMA/ZMA/SE</b>		<b>200' SCALE INDEX MAP</b>		
			<b>NUMBER</b>	<b>DATE</b>			
<b>7</b>	<b>SUPERIMPOSE TDOZ</b>	<b>289.25</b>	<b>ZMA SE-3401 SE-3480</b>	<b>10/14/97 3/28/83 12/1/83</b>	<b>207NE05 208NE04 208NE05 209NE04 209NE05</b>		
Discussion: The TDOZ (Transit District Overlay Zone) is implemented to achieve the vision, goals, policies, and strategies of the transit district development plan to promote high-quality, mixed-use, transit-oriented development at existing and future transit stations, facilitate environmental preservation and restoration, and encourage increased use of mass transit and reduction of single-occupant automobile use.							
USE	ADDRESS	TAX MAP AND GRID	TAX ACCOUNT	LEGAL DESCRIPTION	LOT	BLOCK	PARCEL
College Park/U of MD Metro Station, M Square research park, parks and recreation amenities, misc. commercial and industrial, and undeveloped land.	All properties within transit district boundaries	033D4, 033E4, 033F4, 042D1, 042E1, 042F1, 042D2, 042E2, 042F2	408 properties	All properties within the College Park-Riverdale Park Transit District Development Plan area bounded by the CSX and Metro Green Lines to the west, College Park Airport to the north, the Anacostia River Stream Valley Park to the east, and the northern property lines of residential lots along Tuckerman Street to the south.	Multiple		

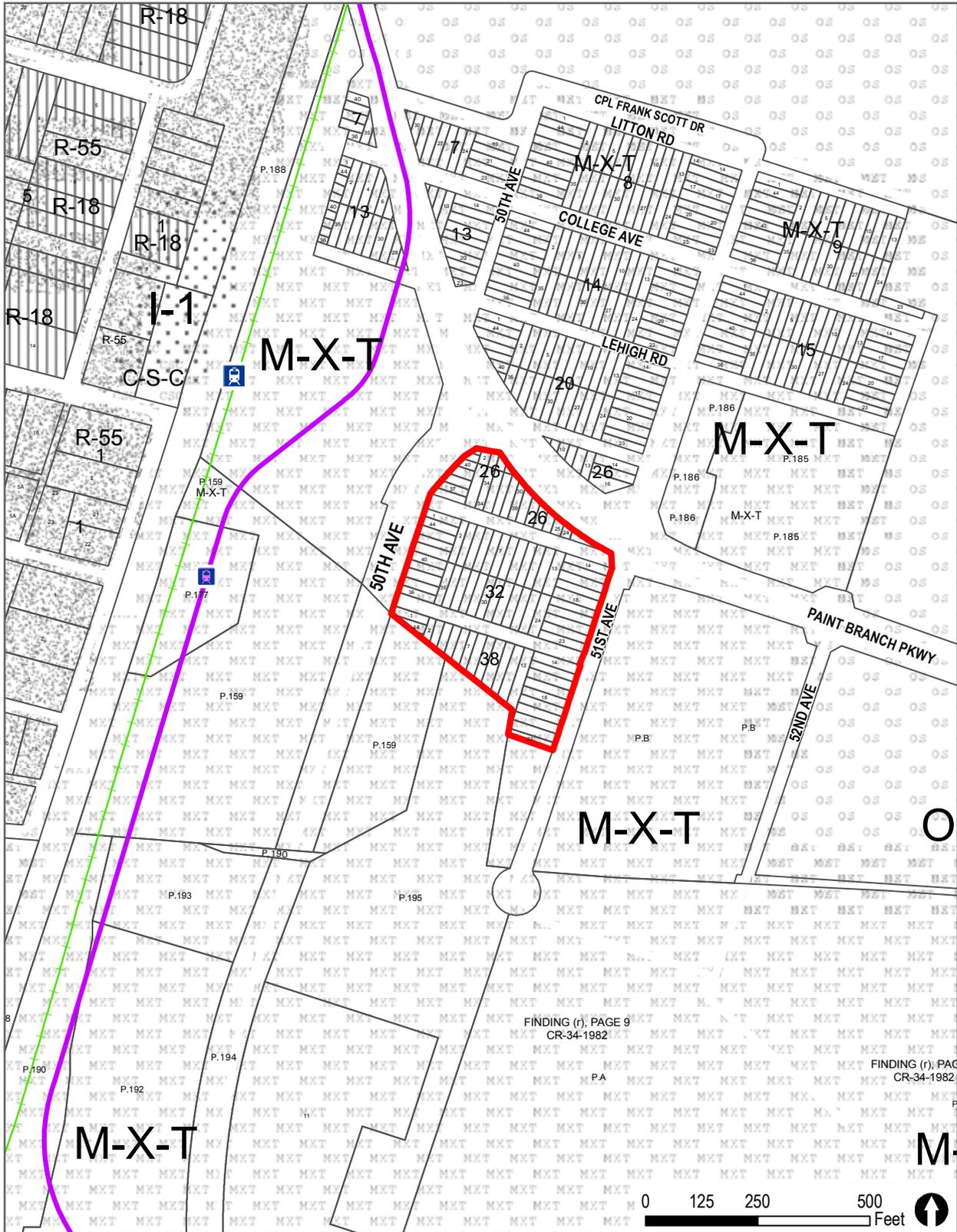
ZONING CHANGE NUMBER 1 (M-X-T to M-U-I)



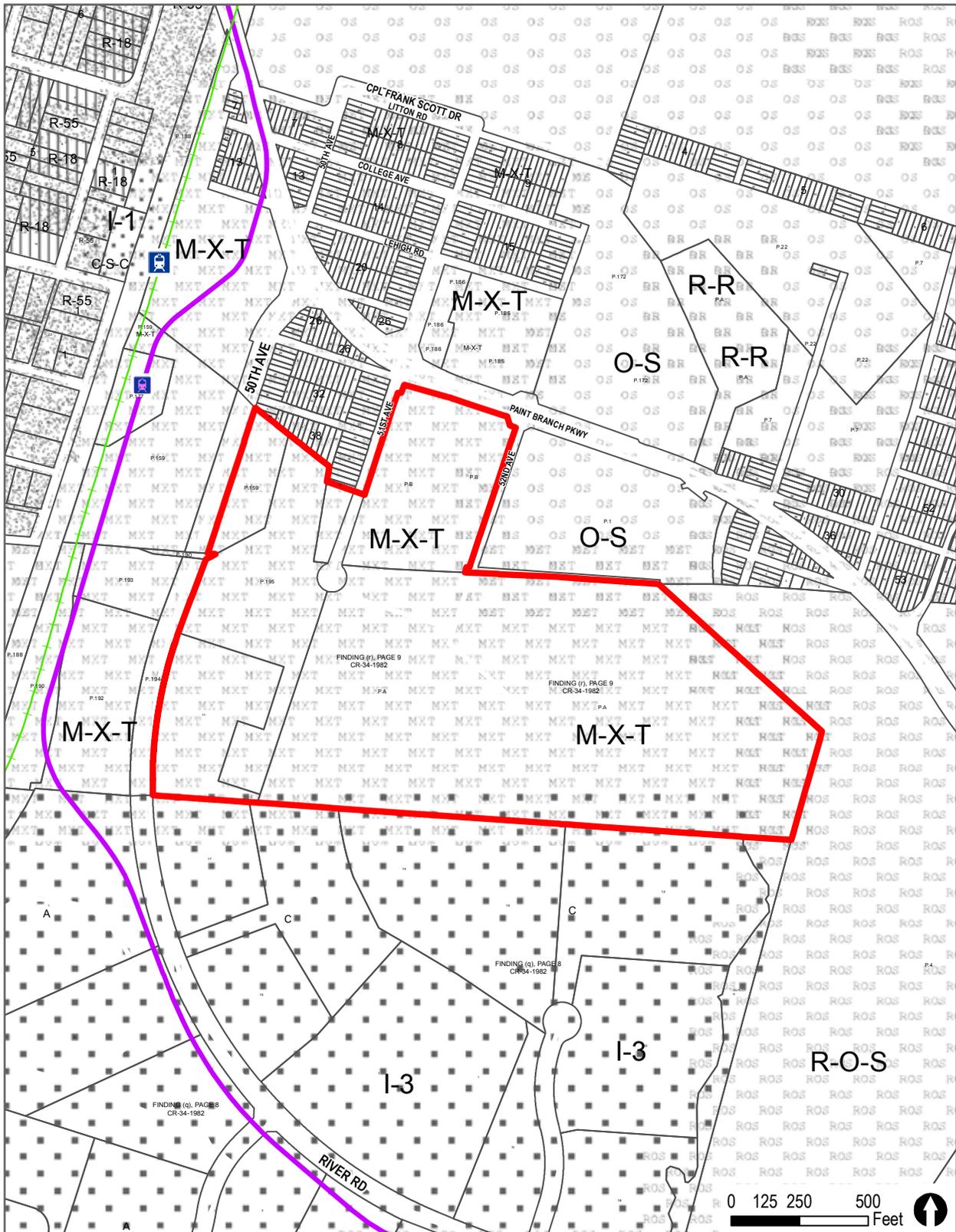
ZONING CHANGE NUMBER 2 (M-X-T, O-S TO M-U-I)



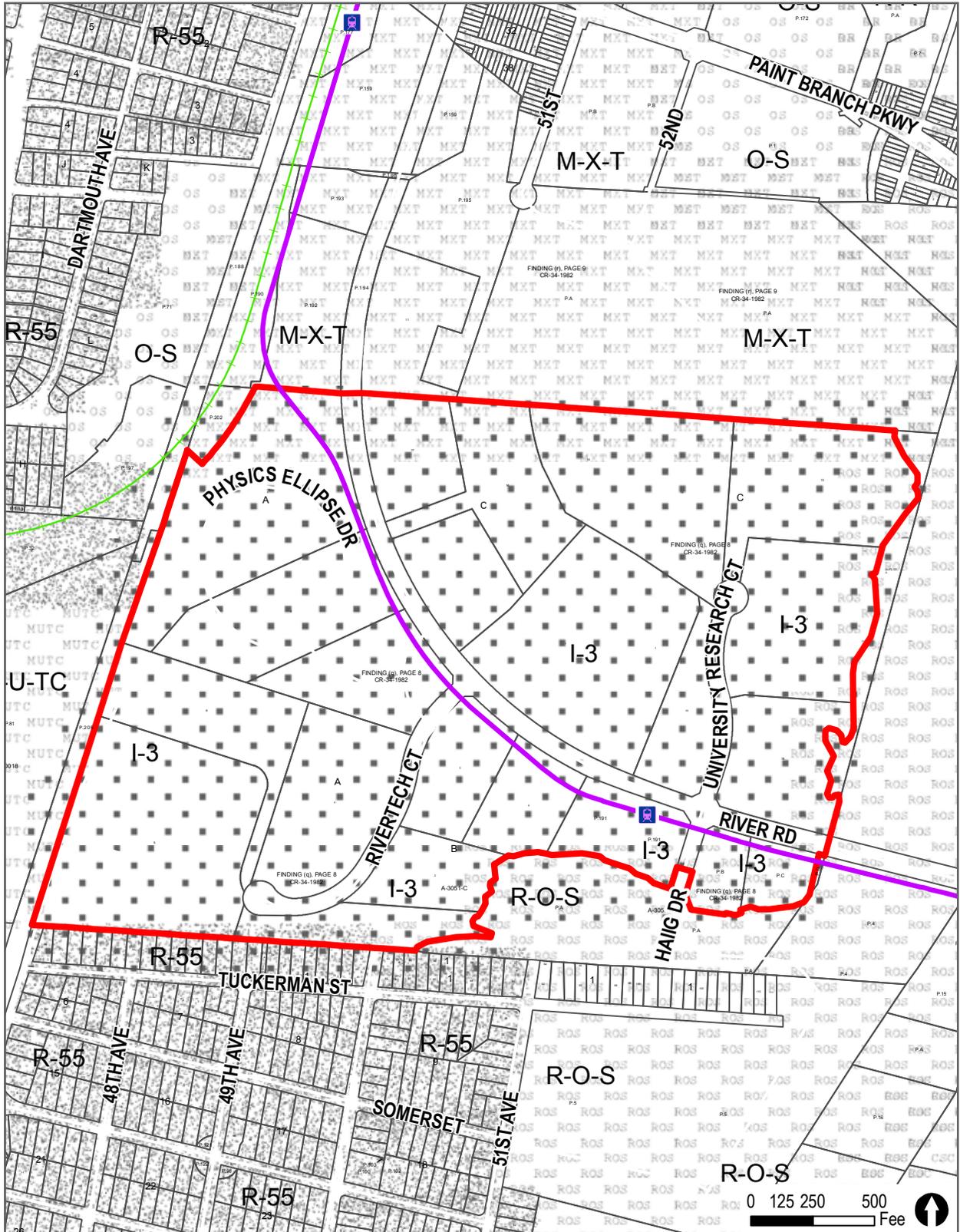
ZONING CHANGE NUMBER 3 (M-X-T to M-U-I)



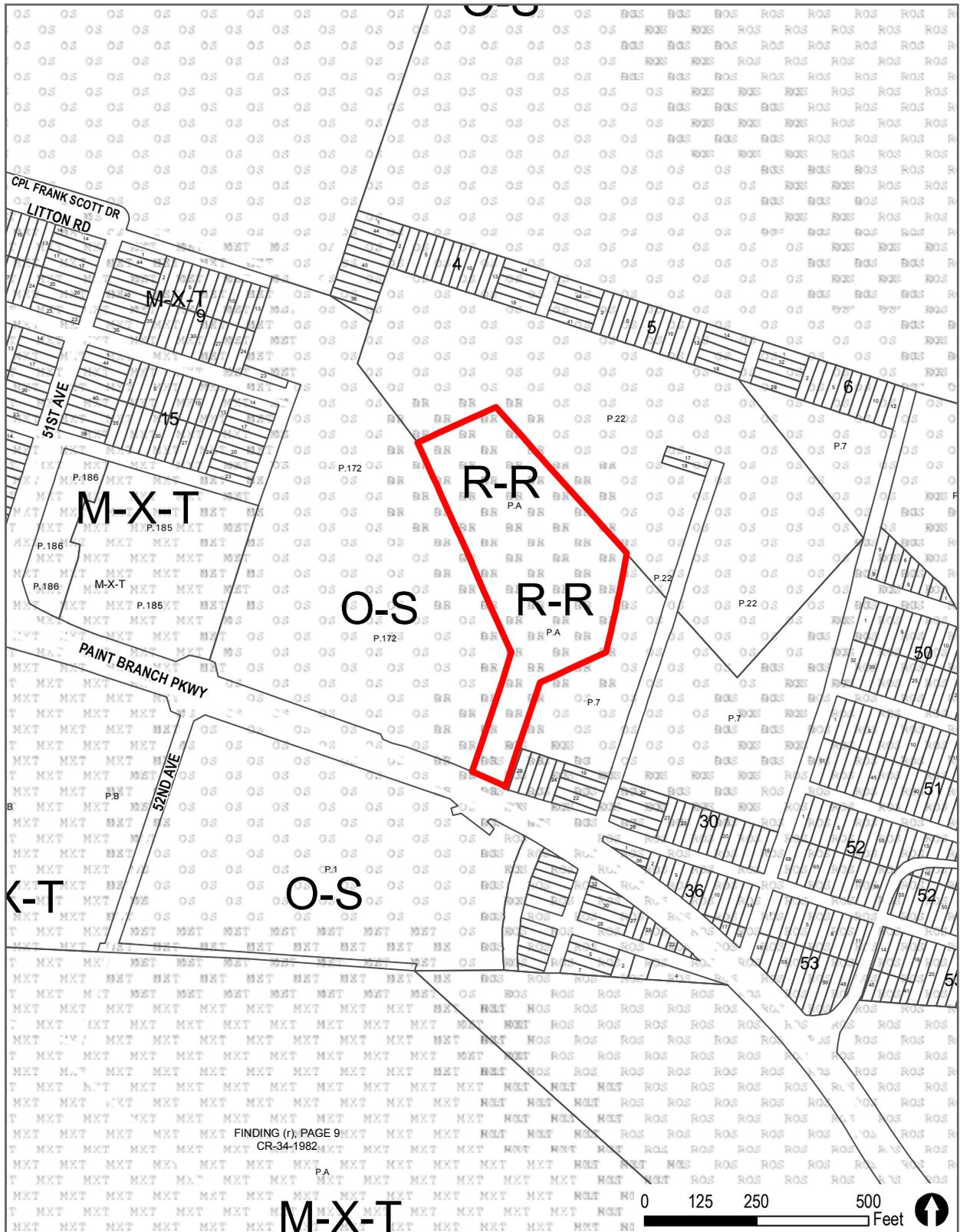
ZONING CHANGE NUMBER 4 (M-X-T to M-U-I)



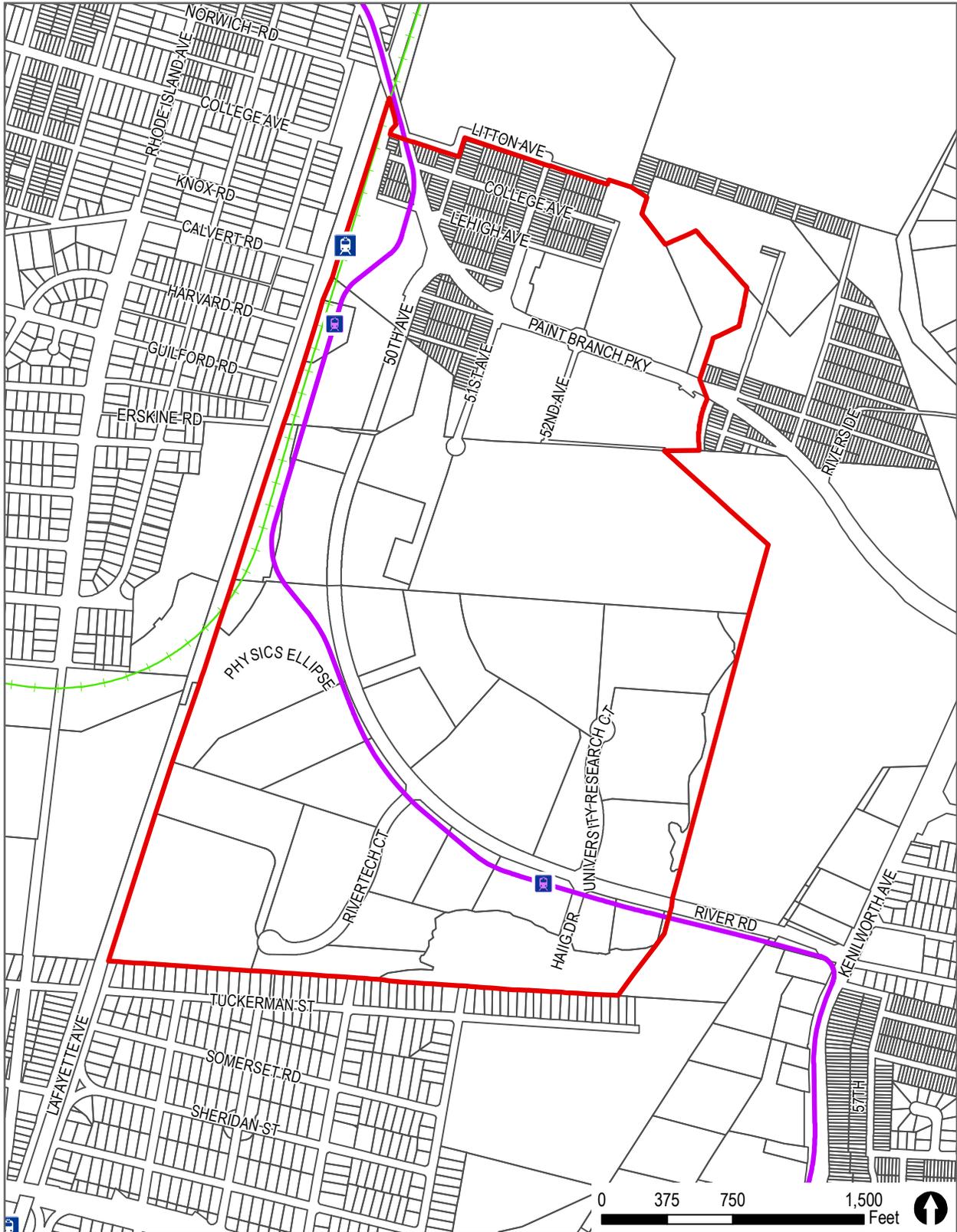
ZONING CHANGE NUMBER 5 (I-3 TO M-U-I)



ZONING CHANGE NUMBER 6 (R-R to O-S)



ZONING CHANGE NUMBER 7 (SUPERIMPOSE TDOZ)



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## Transit District Overlay Zone Applicability

The Transit District Overlay Zone (TDOZ) is superimposed over the College Park-Riverdale Park Transit District Development Plan (TDDP) to ensure that the development of land meets the goals and objectives of the TDDP. The transit district standards are specifically intended to address new development and redevelopment proposals in the transit district. The standards establish a consistent design framework to ensure quality in future development.

The transit district standards follow and implement the recommendations of the College Park-Riverdale Park TDDP. Property owners and citizens consulting the standards should also review the goals and objectives of the TDDP, the Zoning Ordinance, and the Landscape Manual to have a full understanding of the regulations for property within the district.

### Transit District Development Plan Summary

The TDDP offers a vision and sets goals for the future development of the College Park-Riverdale Park transit district to incorporate residential, recreation/park/open space, hotel, and complementary retail uses to build upon the University of Maryland's M Square Research Park, other existing office developments, and a wealth of nearby amenities to create a robust, mixed-use environment, anchored by what will be one of the richest multimodal transportation networks in the greater Washington, D.C. region.

The College Park-Riverdale Park TDDP is subdivided into four neighborhoods, each with a planned role within the overall vision for the future of the TDDP. These neighborhoods are:

1. Metro Core: centered on the College Park/U of MD Metro Station and the future Purple Line station, bounded by the Green Line Metrorail/MARC tracks to the west, the American Center for Physics to the south, 52nd Avenue to the east, and Paint Branch Parkway to the north.
2. College Park Aviation Village: bounded by Paint Branch Parkway to the south and College Park Airport to the north.
3. Research Core: bounded by River Road to the south and west, the Anacostia River Stream Valley Park to the east, 52nd Avenue to the west, and the Metro Core and Paint Branch Parkway to the north.
4. Riverdale Park Urban Village: bounded by River Road and the Metro Core to the north, the MARC tracks to the west, and the Town of Riverdale Park to the south.

### Applicability and Administration

Development in the College Park-Riverdale Park Transit District Overlay Zone is subject to the transit district standards as detailed below. All new development and redevelopment of existing structures within the TDOZ should comply with the general intent and goals of the transit district standards and the College Park-Riverdale Park TDDP. Development must show compliance with the transit district standards during the detailed site plan process.

Section 27-107.01 of the Zoning Ordinance and this Transit District Overlay Zone define development as “any activity that materially affects the condition or use of dry land, land under water, or any structure.” Redevelopment, rehabilitation, and renovation of existing structures are all forms of development.

Transit district standards within this document replace comparable standards and regulations required by the Zoning Ordinance of Prince George's County. Wherever a conflict between the College Park-Riverdale Park TDDP and the Prince George's County Zoning Ordinance or Landscape Manual occurs, the TDDP shall prevail. For development standards not covered by the College Park-Riverdale Park TDDP, the Zoning Ordinance and the Landscape Manual shall serve as the requirement as stated in Section 27-548.04. All development shall comply with all relevant federal, state, County, and local regulations and ordinances.

## Exemptions from the Transit District Standards

The following are exempt from the transit district standards:

- **Legally existing development.** Until a detailed site plan is submitted, all buildings, structures, and uses, which were lawful or could be certified as legal nonconforming uses on the date of TDOZMA approval, are exempt from the transit district standards and are not nonconforming.
- **Legally existing parking and loading.** Until a detailed site plan is submitted, all legally existing parking and loading spaces in the transit district that were lawful, legally nonconforming, or were made not nonconforming on the date of TDOZMA approval need not be reduced, are exempt from the transit district standards and detailed site plan review, and are not nonconforming.
- **Single-family residential dwellings.** At the time of TDDP approval, no single-family residential dwellings exist in the transit district. New additions to any single-family residential dwellings that may be constructed subsequent to adoption of the TDDP in the transit district (following initial detailed site plan review and approval, if required) are exempt from the transit district standards and detailed site plan review if the residential use continues.
- **Nonresidential development.** An addition to a nonresidential structure that was lawful and not nonconforming on the date of TDOZ approval is exempt from the transit district standards and detailed site plan review if the addition (and the cumulative sum of all additions since approval of the TDOZ) does not increase the GFA of a building as follows:
  - ▶ For an existing building with less than 50,000 square feet of GFA—not more than 25 percent.
  - ▶ For an existing building with greater than or equal to 50,000 square feet of GFA—not more than 15 percent or 10,000 square feet of GFA (whichever is less).
- **Parking facilities.** Resurfacing, restriping, or adding landscaping to parking facilities are exempt from the transit district standards and detailed site plan review if the parking facilities were lawful, legally nonconforming, or were made not nonconforming on the date of TDOZ approval and remain in conformance with all previously applicable regulations. New required or provided parking areas that result in the addition of five or fewer parking spaces are exempt from the development district standards and site plan review but shall comply with any applicable parking and landscaping regulations of the Zoning Ordinance and the Landscape Manual.
- **Nonconforming Buildings, Structures, and Uses.**
  - ▶ Restoration or reconstruction of a nonconforming building or structure, or a certified nonconforming use, is exempt from the transit district standards and from detailed site plan review if it meets the requirements of Section 27-243(a)(1) of the Zoning Ordinance.
  - ▶ Except for improvements listed in the following bulleted section, a property owner may not expand a certified nonconforming use unless a detailed site plan is approved with findings that the expansion is compatible with adjacent uses and meets the goals of the TDDP. Section 27-242(a)(1)(B) shall not apply, and a special exception to expand a certified nonconforming use shall not be required.
- **General.** The following are exempt from the transit district standards and detailed site plan review if the existing or proposed use is permitted:
  - ▶ Permits for alteration or rehabilitation with no increase in the existing gross floor area.
  - ▶ Canopies attached to a building.
  - ▶ Fences of six feet in height or less for rear and side yards and made of wood, vinyl, metal, composite materials, or masonry (other than concrete block) are exempt.
  - ▶ Fences and walls in the front yard that are four feet in height or less and made of wood,

- vinyl, metal, composite materials, or masonry (other than concrete block) are exempt.
- ▶ Decks.
- ▶ Ordinary maintenance that does not require a permit.
- ▶ Changes in use or occupancy.
- ▶ Changes in ownership.
- **Signs.** Signs in a development requiring a detailed site plan will be reviewed in the detailed site plan process for compliance with the transit district standards. Signs for development not otherwise requiring a detailed site plan will be reviewed in the permit review process for compliance with the transit district standards.
  - ▶ Refacing of an existing sign with no increase in sign area or increase in the height of freestanding signs is exempt from the transit district standards.
  - ▶ Certain public signs are exempt from the transit district standards in accordance with Section 27-602 of the Zoning Ordinance.

**Valid Detailed Site Plans.** Properties that obtained approval of a detailed site plan prior to adoption of this TDDP under the regulations and procedures of the 1997 *Approved Transit District Development Plan for the College Park-Riverdale Park Transit District Overlay Zone* shall be permitted to develop in accordance with the approved detailed site plan unless the detailed site plan expired prior to the issuance of a building permit. In the event that a detailed site plan expired prior to the issuance of a building permit, any detailed site plan and all subsequent development shall be subject to the requirements of the 2015 College Park-Riverdale Park Transit District Development Plan and Transit District Overlay Zoning Map Amendment.

If an approved detailed site plan is still valid because it has not reached the end of its validity period and a building permit has not been issued, revisions to that detailed site plan shall be subject to the regulations and procedures of the 1997 *Approved Transit District Development Plan for the College Park-Riverdale Park Transit District Overlay Zone* only if the proposed revisions fall within the scope of Section 27-289(c), Limited Minor Amendments. All other detailed

site plan revisions prior to the issuance of a building permit shall be subject to the requirements of the 2015 College Park-Riverdale Park Transit District Development Plan and Transit District Overlay Zoning Map Amendment.

If a property subject to a detailed site plan approved prior to adoption of this TDDP is “vested” because a building permit has been issued, all revisions to that detailed site plan shall be subject to the regulations and procedures of the 1997 *Approved Transit District Development Plan for the College Park-Riverdale Park Transit District Overlay Zone*.

## Public Improvements

Within the College Park-Riverdale Park Transit District, the property owner is required to construct and maintain all the streetscape improvements of the proposed development. These improvements may include, but are not limited to, the installation of sidewalks, curbs, and gutters; street trees; street furnishings; and the undergrounding of utilities in accordance with any comprehensive undergrounding program that may be established to implement the recommendations of the transit district development plan. Required public improvements may also involve the construction of new roadways and trails to meet the connectivity goals of the plan. The extent of the improvements shall be commensurate with the scope of the project.

Throughout the College Park-Riverdale Park Transit District, streetscape elements, such as brick pavers, benches, trash receptacles, and pedestrian-scaled lighting, should be consistent within a project and should also be consistent from project to project.

## Site Plan Submittal Requirements

The detailed site plan submittal requirements for the College Park-Riverdale Park Transit District are the same as those required by Part 3, Division 9, of the Zoning Ordinance. In addition, all site plan applications should be designed in accordance with the land use recommendations of the TDDP.

Other pertinent information required for detailed site plan submittals as per Section 27-282(e)(21) shall include:

- A list of all applicable transit district standards and a list of standards that have not been fulfilled, with explanations as to why they have not been fulfilled, in the form of a signed and dated justification statement.
- Explanation and justification for the approval of any alternate standards that are proposed in place of transit district standards that have not been fulfilled.
- Architectural elevations in full color.
- Street and streetscape sections.
- Build-to lines.
- A parking schedule and plan.
- A circulation plan that highlights all pedestrian, bicycle, and vehicular circulation and access routes on the subject property and to adjacent development.
- Supporting documentation where requested in the transit district standards (e.g., lighting plans with photometric information and design details, signage details including color, size, percentage of required storefront/commercial frontage, type, and locations of all signs on or adjacent to buildings, and graphic representation of the proposed location of signage on the building, etc.).

## Uses

The College Park-Riverdale Park Transit District includes properties classified in the M-X-T, M-U-I, O-S, and R-O-S Zones. The uses allowed on these properties shall be the same as those allowed in the underlying zone in which the property is classified, except as modified by the use tables contained herein.

Certain uses have been modified by the transit district standards in accordance with Sections 27-548.05(b) and 27-548.05(c) of the Zoning Ordinance to limit uses that are incompatible with, or detrimental to, the goals of the transit district and purposes of the T-D-O Zone and to eliminate the need for special exceptions. Uses that would normally require a special exception in the underlying zone are permitted uses if the permitted use tables in the TDDP so provide. Transit district standards may also restrict or prohibit such uses. Where a special exception use is not provided for in the TDDP, amendment of the plan shall be required to permit the use. Section 27-548.05(b)(2)

also authorizes a transit district development plan to permit the addition of uses that are otherwise prohibited for a lot in the underlying zone.

## Transit District Standards

Modification of the transit district standards is permitted through the process described in Section 27-548.08(c)(3) of the Zoning Ordinance:

“The applicant may ask the Planning Board to apply development standards which differ from mandatory requirements in the Transit District Development Plan, unless the plan provides otherwise. The Board may amend any mandatory requirements except building height restrictions and parking standards, requirements which may be amended by the District Council under procedures in Part 10A, Division 1. The Board may amend parking provisions concerning the dimensions, layout, or design of parking spaces or parking lots.”

“In approving the Transit District Site Plan, the Planning Board shall find that the mandatory requirements, as amended, will benefit the proposed development and the Transit District and will not substantially impair implementation of the Transit District Development Plan, and the Board shall then find that the site plan meets all mandatory requirements which apply.”

Per Section 27-548.09.01 of the Zoning Ordinance, there are five types of amendments that are required to be heard by the District Council:

- “(A) Change of the boundary of the T-D-O Zone;
- (B) Change of an underlying zone;
- (C) Change to the list of allowed uses, as modified by the Transit District Development Plan;
- (D) Change to building height requirements;
- (E) Change to transportation demand requirements or other parking provisions in the Transit District Development Plan which do not concern the dimensions, layout, or design of parking spaces or parking lots.”

These amendment requests may be filed concurrently with a conceptual or detailed site plan.

Equivalent or better practices and products than those specified are always encouraged and may be submitted for approval.

As set forth in Section 27-108.01(a)(15) of the Zoning Ordinance, “The words ‘including’ and ‘such as’ do not limit a term to the specified examples, but are intended to extend its meaning to all other instances or circumstances of like kind or character.”

As set forth in Section 27-108.01(a)(19) of the Zoning

Ordinance, “The words ‘shall,’ ‘must,’ ‘may only,’ or ‘may not’ are always mandatory and not discretionary. The word ‘may’ is permissive.” The word “should”

is also construed as a permissive term and provides guidance on the intended development character.

Except as modified or referenced by the transit district standards, the provisions of the Landscape Manual regarding alternative compliance and buffering incompatible uses do not apply within the transit district. All other standards and regulations of the Landscape Manual apply as necessary.

Development proposals evaluated under these regulations should be measured against the general intent and desired character for the College Park-Riverdale Park transit district as established in the TDDP.

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## Transit District Standards

### Table of Contents

- Intent
- Using the Transit District Standards
- College Park-Riverdale Park Transit District Neighborhoods
- Building Form
- Parking
- Architectural Elements
- Sustainability and the Environment
- Streets and Open Spaces

### Intent

The transit district standards contain regulations and recommendations that impact the design and character of development within the College Park-Riverdale Park Transit District including landscape and urban open spaces. The purpose of these standards is to shape a high-quality built environment and to create a strong sense of place for the transit district consistent with the recommendations of the transit district development plan (TDDP).

These standards do not supersede any building code or fire code regulations that relate to life safety issues.

### Using the Transit District Standards

1. Review the intent section.
2. Review the transit district development plan text, illustrations, and diagrams depicting the character intended for the College Park-Riverdale Park Transit District.
3. Find your property on the neighborhood map (Map 20 on page 195).
4. Review the building form regulations for the neighborhood where your property is located.
5. Review the parking regulations for parking requirements and placement.
6. Review the architectural regulations for your building's design and materials.
7. Review the Sustainability and the Environment Section on page 219 for green building and infrastructure requirements for your property.
8. Review the street and open space regulations for applicable requirements for your property.

## College Park-Riverdale Park Transit District Neighborhoods

As established by the TDDP, four new neighborhoods define the transit district and contribute unique features to the cohesive and distinct character of the College Park-Riverdale Park Transit District. New development within these four neighborhoods is subject to the development regulations established by these transit district standards.

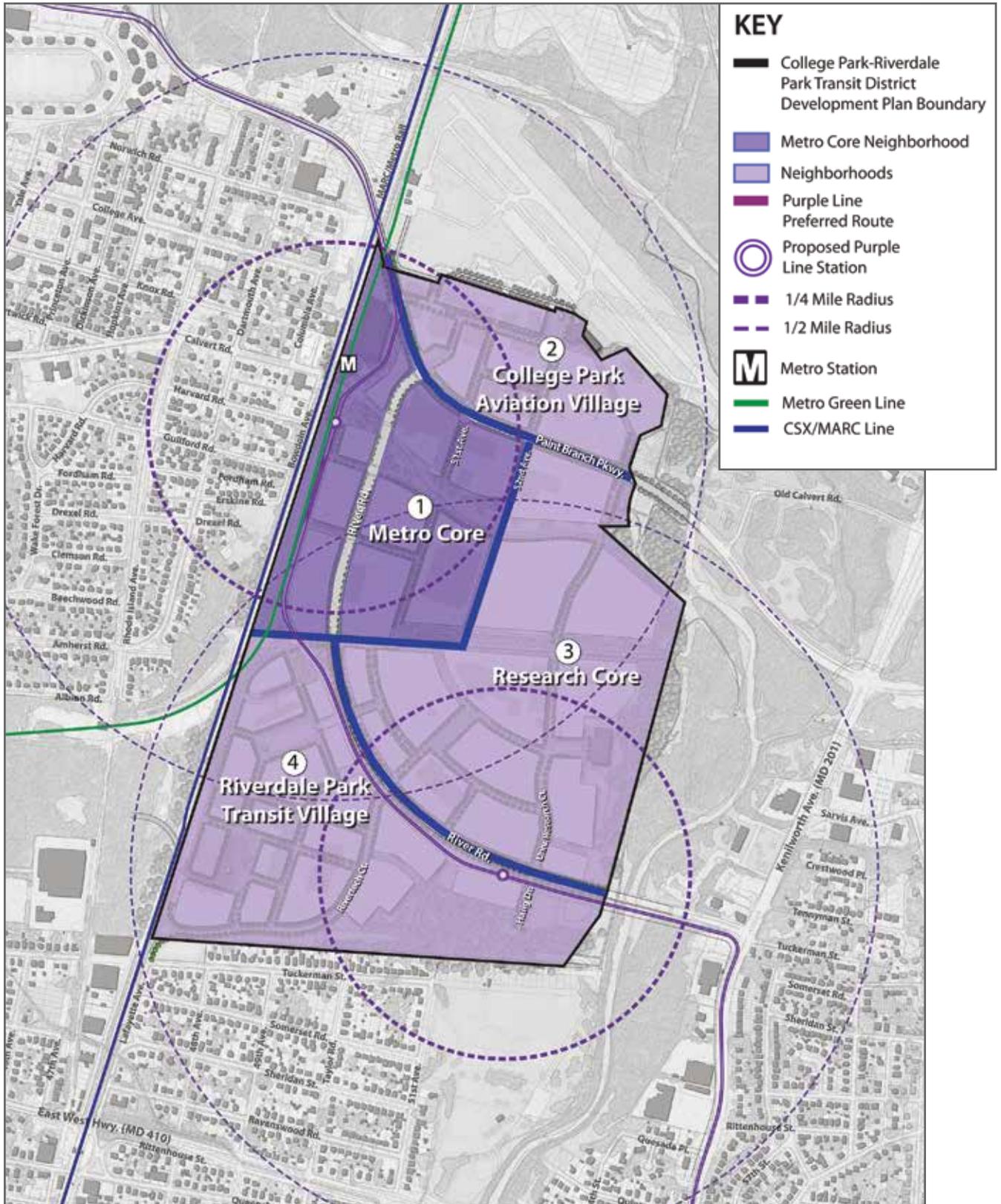
**Metro Core:** The Metro Core surrounds the TDDP's transit hub—its Metro and MARC stations and one of its two future Purple Line stations. Featuring a high-density mix of uses, an extended-stay hotel, and a new multipurpose transit plaza and green bordered by strategically located retail, the Metro Core welcomes residents, visitors, and students; brands the transit district as an active, fun, and distinctive place to live and work; incorporates a greenway linking the transit plaza to the Anacostia Stream Valley Park; and creates new dining and shopping options for local employees.

**College Park Aviation Village:** Located between the College Park Airport and Paint Branch Parkway, the College Park Aviation Village is a compact, predominantly residential community with integrated neighborhood-serving retail and civic uses. New open spaces create opportunities for passive and active recreation with enhanced connectivity, views, and signage that highlight the College Park Aviation Museum as a cultural anchor.

**Research Core:** Building around the University of Maryland's M Square Research Park, the Research Core serves as the transit district's dynamic and evolving hub of research, science, and technology companies. This neighborhood encompasses the transit district's primary greenway and accentuates the area's environmental resources while incorporating a range of existing and new office, research, and recreational uses—including the Wells-Linson Ice Rink and Outdoor Pool Complex. Larger, flexible parcels accommodate university research features and GSA tenant offices requiring heightened security measures. The predominant office uses in this neighborhood feature enhanced connectivity and walkability and encourage compact infill development and convenience retail oriented toward the proposed M Square Purple Line Station along River Road.

**Riverdale Park Urban Village:** The Riverdale Park Urban Village establishes the southwestern boundary of the transit district abutting the historic community of Riverdale Park and the planned 40-acre mixed-use Cafritz project on the west side of the CSX tracks. Its location gives it a transitional character with a predominantly mixed-use office area, extending along the south side of River Road at the M Square Purple Line Station, shifting to more of a mixed-use multifamily and single-family attached residential development closer to Riverdale Park.

MAP 21: COLLEGE PARK-RIVERDALE PARK TRANSIT DISTRICT NEIGHBORHOODS

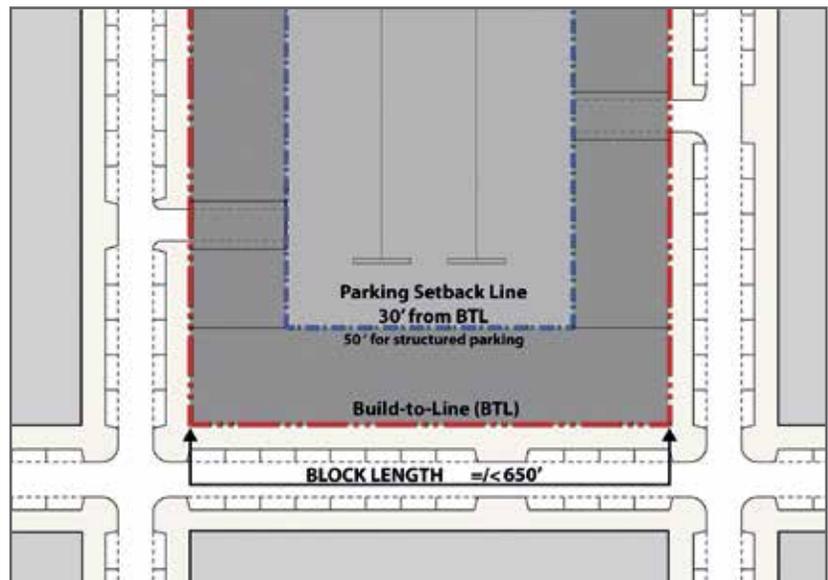


## Building Form | Orientation, Block Lengths, and the Build-To Lines

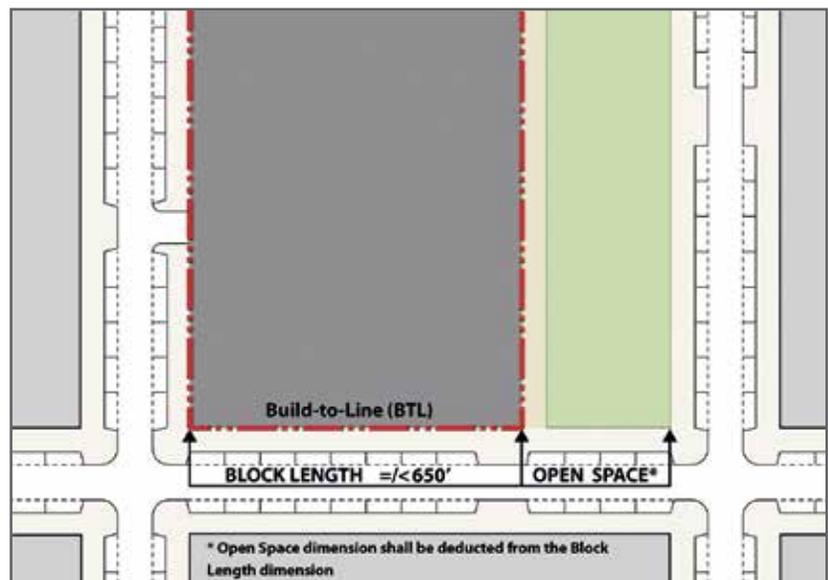
The placement and form of buildings establish the character of the built environment. To achieve a transit-oriented, walkable mixed-use environment, it is essential to create walkable blocks and ensure buildings help frame streets and other public spaces to improve the sense of enclosure that makes pedestrians feel comfortable as they walk between transit and their destinations. The relationship of block sizes, building frontage and build-to lines, height, and massing complements the street network and is of utmost importance in creating great places that maximize the potential of the transit district while also ensuring compatibility with and minimizing impacts on existing communities.

Buildings should front and be close to streets. Smaller blocks contribute to walkable, engaging environments for pedestrians and provide better access for bicyclists, drivers, and emergency vehicles through a connected street grid. Blocks should also be sized to allow for successful, functional development and building configurations that accommodate parking within the middle of blocks. Within the transit district, block length is measured to the build-to line from a street or the edge of a defined open space.

Both surface and structured parking areas shall be set back from the build-to line to minimize the visual impact of parking from the street and to provide space for liner buildings or landscape areas to further screen parking areas. This set back is indicated by the parking setback line, which shall be placed at least 30 feet behind the build-to line for surface parking and 50 feet behind the build-to line for structured parking. Under no circumstances may parking areas be located in front of the parking setback line or between the parking setback line and the build-to line within the transit district



*In general, the length of the block should be measured from the build-to lines along streets as shown above. Note also the parking setback line.*



*Open spaces such as an urban park or plaza may be provided within blocks and placed adjacent to buildings, but the length of the open space shall be subtracted from the block length to ensure distances between side streets remain walkable and convenient to pedestrians.*

# Building Form | Orientation, Block Lengths, and the Build-To Lines

## Building Orientation

- Buildings and lots have fronts, sides, and backs. The front of buildings shall face the public realm—streets and urban parks. The backs of buildings and lots, which constitute the private or service side, should face alleys or the middle of blocks and be screened from view. Sides of buildings and lots may face either the public realm or may be concealed mid-block.
- The major or primary streets identified by the TDDP (including Paint Branch Parkway, River Road, University Research Court, Rivertech Court, Greenway Corridor Road, Corporal Frank Scott Drive among others—see Map 12 on page 79.) shall be considered the primary frontage street. All new development shall face or align the “front” of their buildings to these streets. If a lot has frontage on any two or more of these streets, buildings should be designed to incorporate entrances on each street.

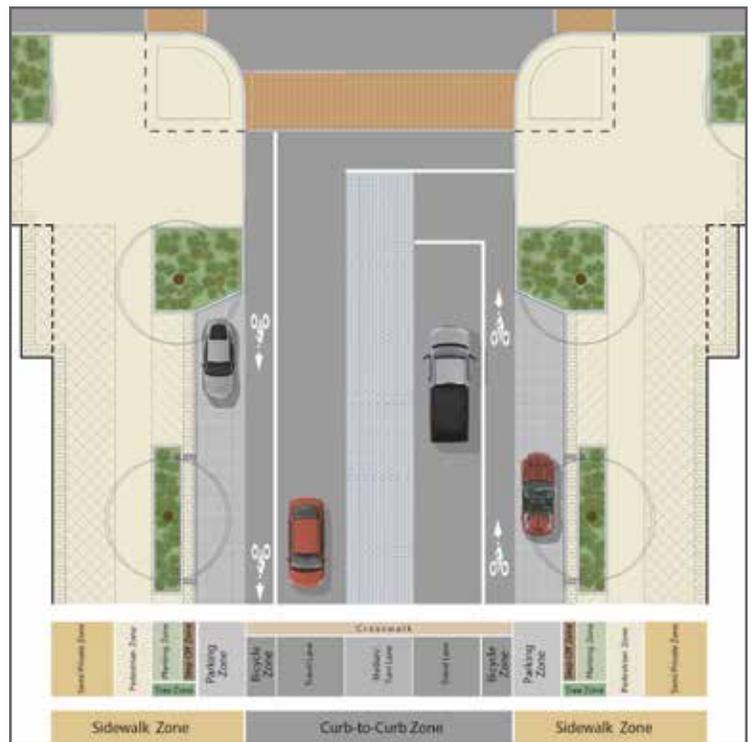
Aviation Village and Riverdale Park Urban Village, to promote connectivity.

- Public access easements and/or pedestrian passages through blocks should be a minimum of eight feet in width.
- When alleys and service drives are provided, they are included within blocks and do not divide one block from another.

## Build-to Lines

The build-to lines for buildings within the transit district establish the range for how close buildings must be placed to streets to foster an urban, pedestrian- and transit-oriented development pattern. For the purpose of these transit district standards, build-to lines shall be measured from the face of curb, and the build-to line is consistent across all neighborhoods.

While many transit districts and development districts in Prince George’s County base the build-to line on the edge of the right-of-way, the curb edge within the College Park-Riverdale Park Transit District is unlikely to shift along any existing street and should be clearly established when new internal streets are constructed. To facilitate a more urban, transit-oriented environment, this transit district establishes the face of the curb as the measuring point for the build-to line. Public utility easements and maintenance agreements may be necessary to facilitate construction and maintenance of street spaces and build-to lines that span public rights-of-way as well as private property.



## Block Lengths

- No block length shall exceed 650 feet unless a public access easement and/or pedestrian passage is incorporated along the block length to provide pedestrian and bicyclist through access to another street or public open space. Smaller block lengths are encouraged, particularly in the College Park

The area between the face of the curb and the building shall contain a tree zone (an area for street trees, landscape plantings, and step-off areas for parallel parking spaces), a pedestrian zone (a clear route for unobstructed pedestrian circulation), and a semi-

## Building Form | Orientation, Block Lengths, and the Build-To Lines

private zone (an area where additional landscape plantings, front yards for residential buildings, café tables and seating, storefront displays, and similar elements may be placed).

- The front build-to line shall be located a minimum of 15 feet and a maximum of 25 feet from the face of the curb.
- In predominantly residential areas, the build-to line should be placed closer to the face of curb (15 to 20 feet) while predominantly commercial areas and properties facing a primary open space should have build-to lines further from the face of curb (20 to 25 feet) to accommodate high pedestrian volumes, café seating, forecourts, and similar features.
- Expansions to existing buildings should be designed to emphasize the street either by redefining the street edge along the build-to line (e.g., placing the expansion along the street front of the existing building to the extent feasible) or providing landscaped open spaces, such as plazas, café or informal seating areas, and other appropriate amenities that will reinforce the street as the major element of the public realm.
- If café seating, plazas, or similar amenities are proposed, the applicant may shift the build-to line back to a distance not to exceed an additional 25 feet to accommodate the placement of these amenities. The extent of this additional build-to line shall directly correspond to the width of the proposed amenity spaces to be provided; in other words, the additional build-to line shall under no circumstance apply to the entire façade of the building if the café area, plaza, or other amenity only occupies a portion of the façade.
- Pavilions up to 8,000 square feet (whether open-air or enclosed) and civic buildings (including government buildings, libraries, museums, and healthcare facilities) are exempt from all build-to line standards. These facilities should be designed and located as special places and gathering points for residents and workers, ideally along primary open spaces and near the center of neighborhoods. No portion or element of these buildings shall impede pedestrian movement within the pedestrian zone of the street space.

## Building Form | Public Utilities Easements

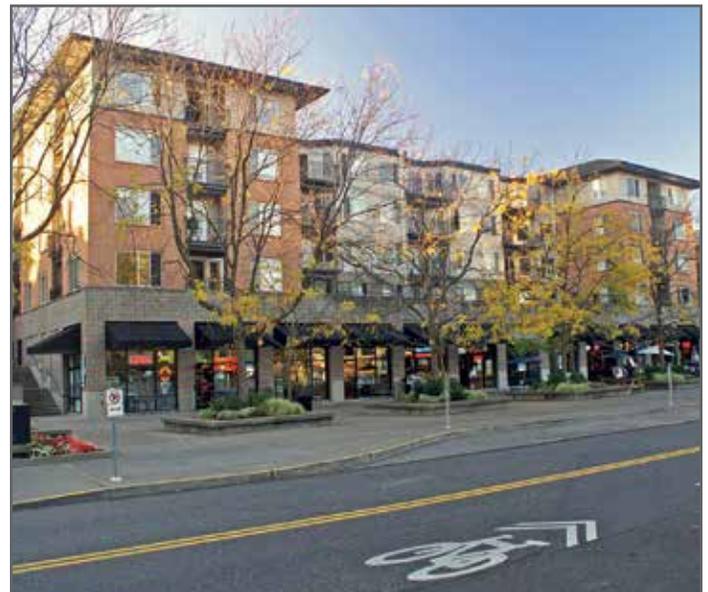
One of the challenges in implementing a transition from a traditionally suburban center to a more urban, mixed-use, transit-oriented community involves the relationship of streets and buildings to public utilities.

The suburban utilities model typically includes a minimum public utilities easement (PUE) of 10 feet in width along the street, free and clear of landscape plantings and development. This PUE can often make a more urban form difficult or even impossible to implement, because the desire to frame streets with buildings set close to sidewalks and roadways is at odds with the PUE requirement and existing utilities placement.

These transit district standards recognize the need to continue conversations with utility providers, developers, municipalities, and implementing agencies to compromise on a more urban form of development where utilities are often channelized or placed in underground vaults beneath streets or planting areas. A balance should be struck between utility service, cost efficiency, ease of maintenance, and urban form.

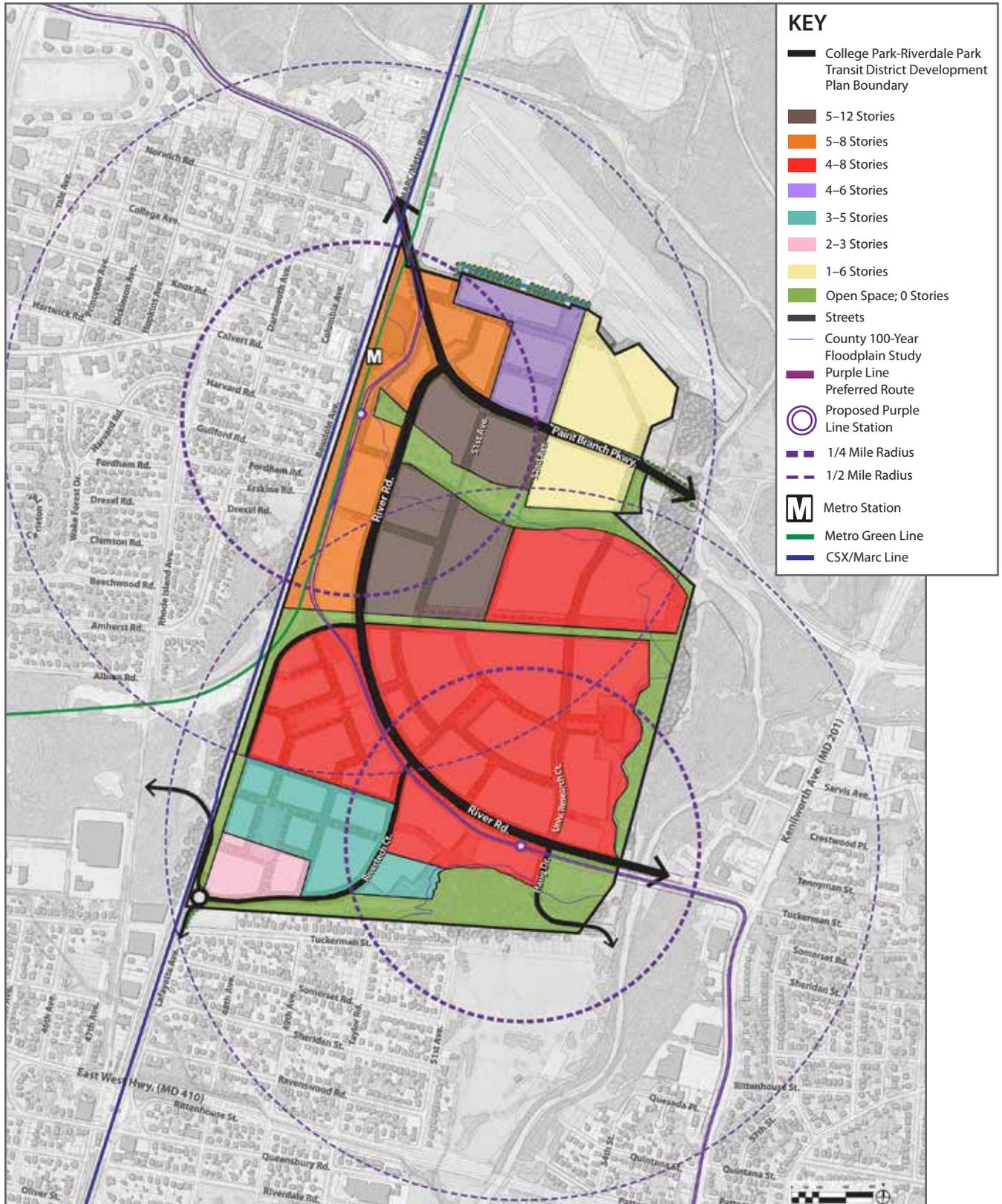
To implement a horizontal and vertical mixed-use, transit-oriented character, build-to lines are established by these transit district standards. In some cases, these build-to lines may not be sufficient to accommodate a traditional PUE between the buildings and the right-of-way. Where the build-to line does not accommodate a sufficient PUE, the applicant should attempt to negotiate an alternative location or width of the public utility easement. Where an alternative location or width cannot be negotiated, the build-to line may be increased by the minimum width necessary to accommodate the PUE.

Redevelopment of the Kropp's Addition area, north of the Paint Branch Parkway, and continued development of vacant parcels provide an opportunity to incorporate urban utility provisions at every stage of design and construction. Public utilities shall be located underground beneath the streets and sidewalks or in the rear of lots to the fullest extent feasible, and approaches such as utility vaults should be used to provide access for maintenance and repair.



*The most successful urban places are the result of collaboration to ensure underground utility placement and appropriate, urban build-to lines can coexist.*

MAP 22: BUILDING HEIGHTS



# Building Form | Metro Core

## Height

- Building heights shall range from five to eight stories (to a maximum of 120 feet in height) west of River Road.
- For other Metro Core properties east of River Road, building heights shall range from 5 to 12 stories (to a maximum of 180 feet in height).
- Pavilions up to 8,000 square feet or civic buildings shall be a minimum of two stories in height (or at least 30 feet).

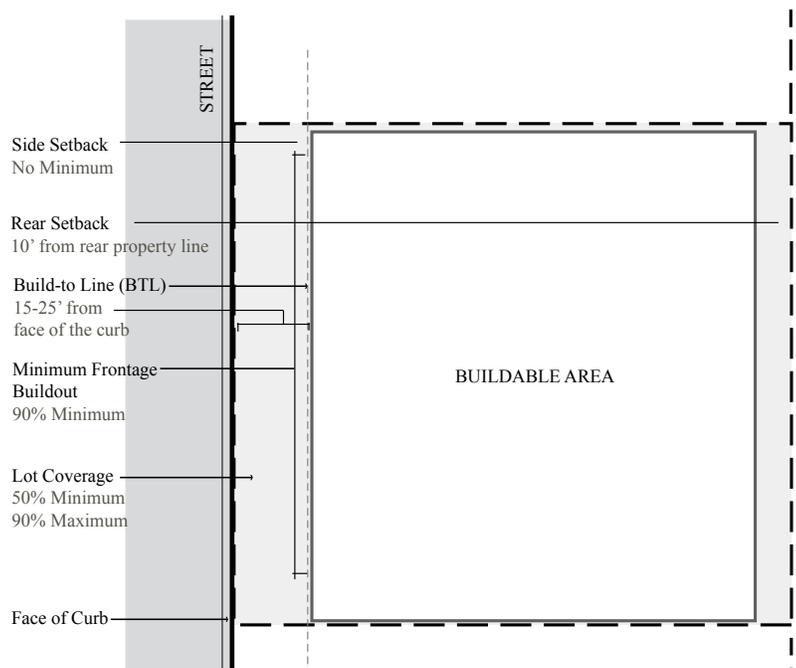
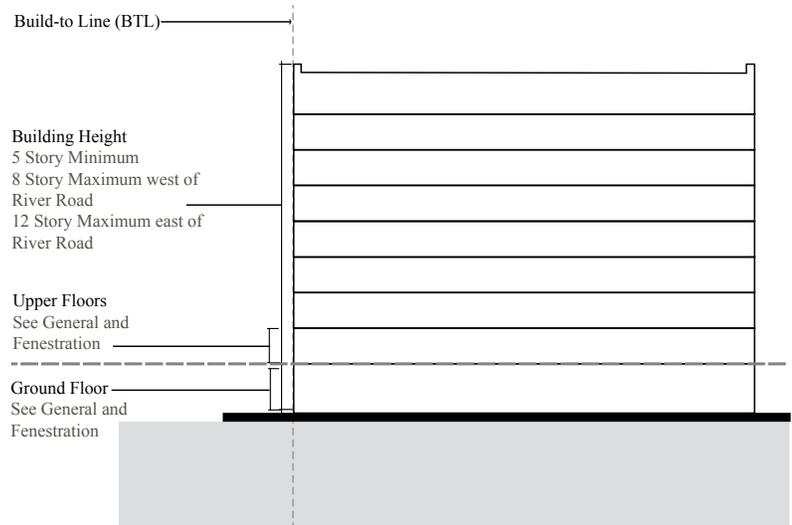
## Lot Occupation

- The frontage buildout shall be a minimum of 90 percent at the build-to line.
- Building recesses up to 24 feet behind the build-to line may be permitted for not more than 25 percent of the required frontage buildout to accommodate elements, such as café seating, and provide architectural interest.
- Lot coverage shall be a maximum of 90 percent.
- Buildings shall occupy a minimum of 50 percent of the net lot area.
- Corner towers, landmark features, or bays may project up to 10 feet forward of the build-to line, and other building elements may project up to 4 feet forward of the build-to line (both subject to the approval of pertinent agencies if public areas are affected) for no more than 25 percent of the required building frontage. Towers, bays, awnings, canopies, and similar projections may span over the pedestrian zone of the street space but shall not impede pedestrian movement.

## Yards

- The minimum side setbacks shall be zero feet. Whenever possible, buildings shall be built flush to adjacent buildings and share party walls to create a unified streetscape.
- Buildings shall be set back a minimum of 10 feet from the rear property line.

- Variations in the build-to line are permitted (within the ranges established by these standards) for adjacent buildings to provide visual interest. Elements, such as forecourts, stoops, shopfronts, and arcades, are encouraged to add flexibility and diversity within the built environment.



## Building Form | College Park Aviation Village

### Height

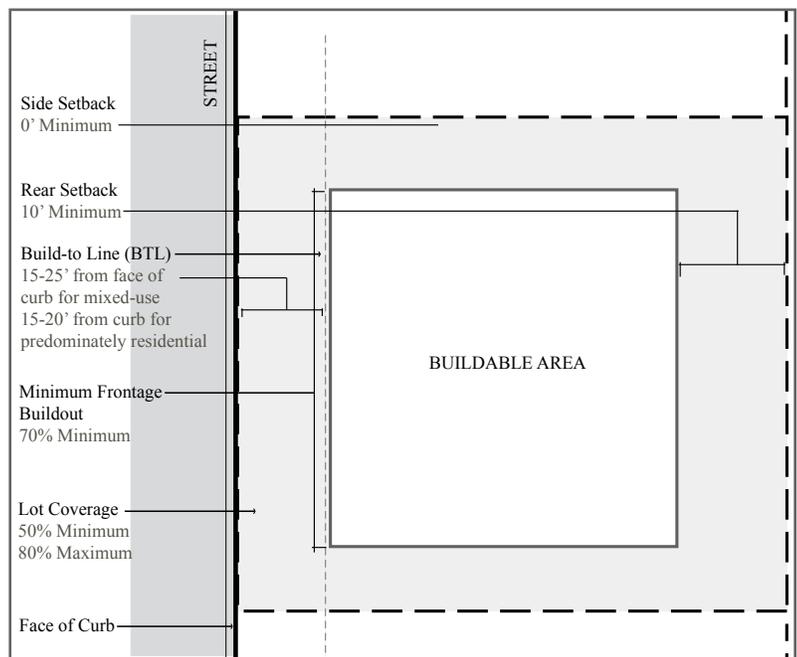
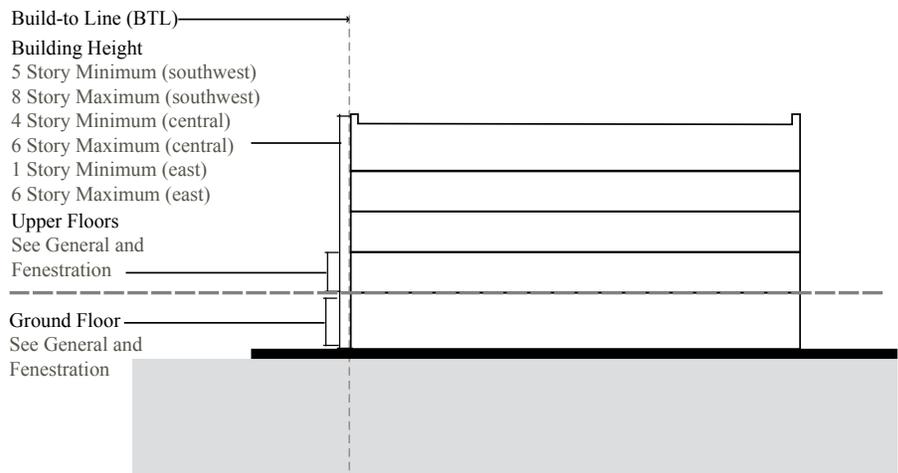
- Building heights adjacent to the intersection of Paint Branch Parkway and River Road Extended shall range from five to eight stories (to a maximum of 120 feet in height).
- Other properties in the College Park Aviation Village west of the youth tennis center and the aviation museum shall range from four to six stories (to a maximum of 85 feet in height).
- Any future development on the youth tennis center, aviation museum, or former 94th Aero Squadron properties shall range from one to six stories (to a maximum of 85 feet in height).
- Pavilions up to 8,000 square feet or civic buildings shall be a minimum of two stories in height (or at least 30 feet).

### Lot Occupation

- The frontage buildout shall be a minimum of 70 percent at the build-to line.
- Building recesses, up to 12 feet behind the build-to line, may be permitted for not more than 40 percent of the required frontage buildout to accommodate elements such as café seating and forecourts and provide architectural interest.
- Lot coverage shall be a maximum of 80 percent.
- Buildings shall occupy a minimum of 50 percent of the net lot area.
- Corner towers, landmark features, or bays may project up to 10 feet forward of the build-to line and other building elements may project up to 4 feet forward of the build-to line (both subject to the approval of pertinent agencies if public areas are affected) for no more than 25 percent of the required building frontage. Towers, bays, awnings, canopies, and similar projections may span over the pedestrian zone of the street space, but shall not impede pedestrian movement.

### Yards

- The minimum side setbacks shall be 0 feet. Whenever possible, buildings shall be built flush to adjacent buildings and share party walls to create a unified streetscape.
- Buildings shall be set back a minimum of 10 feet from the rear property line.
- Variations in the build-to line are permitted (within the ranges established by these standards) for adjacent buildings to provide visual interest. Elements such as forecourts, stoops, shopfronts, and arcades are encouraged to add flexibility and diversity within the built environment.



## Building Form | Research Core

### Height

- Building heights in the Research Core shall range from four to eight stories (to a maximum of 120 feet in height).
- Future buildings on the Wells-Linson property shall range from one to six stories (to a maximum of 85 feet in height).
- Pavilions up to 8,000 square feet or civic buildings shall be a minimum of two stories in height (or at least 30 feet).

### Lot Occupation

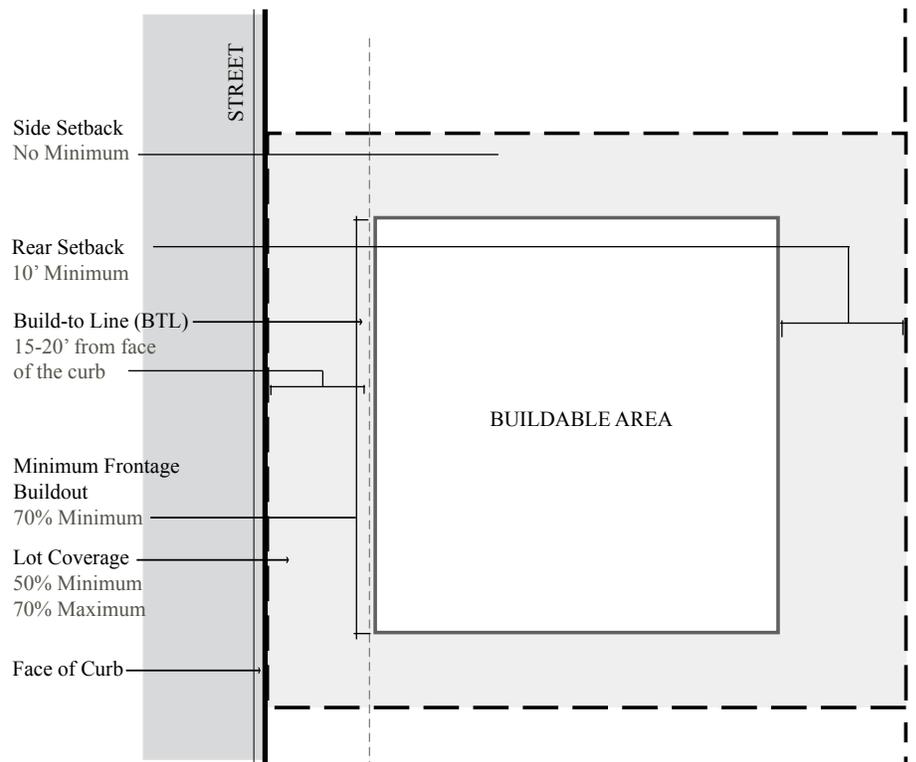
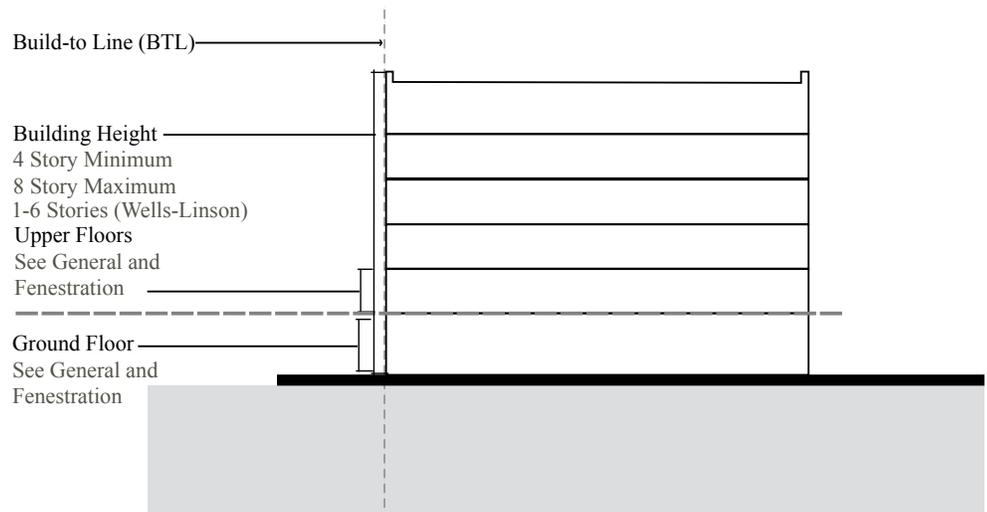
- The frontage buildout shall be a minimum of 70 percent at the build-to line.
- Building recesses up to 24 feet behind the build-to line may be permitted for not more than 25 percent of the required frontage buildout to accommodate elements, such as café seating, and provide architectural interest.
- Lot coverage shall be a maximum of 70 percent.
- Buildings shall occupy a minimum of 50 percent of the net lot area.
- Corner towers, landmark features, or bays may project up to 10 feet forward of the build-to line, and other building elements may project up to 4 feet forward of the build-to line (both subject to the approval of pertinent agencies if public areas are affected) for no more than 25 percent of the required building frontage. Towers, bays, awnings, canopies, and similar projections may span over the pedestrian zone of the street space but shall not impede pedestrian movement.

### Yards

- The minimum side setbacks shall be zero feet. Whenever possible, buildings shall

be built flush to adjacent buildings and share party walls to create a unified streetscape.

- Buildings shall be set back a minimum of 10 feet from the rear property line.
- Variations in the build-to line are permitted (within the ranges established by these standards) for adjacent buildings to provide visual interest. Elements, such as forecourts, stoops, shopfronts, and arcades, are encouraged to add flexibility and diversity within the built environment.

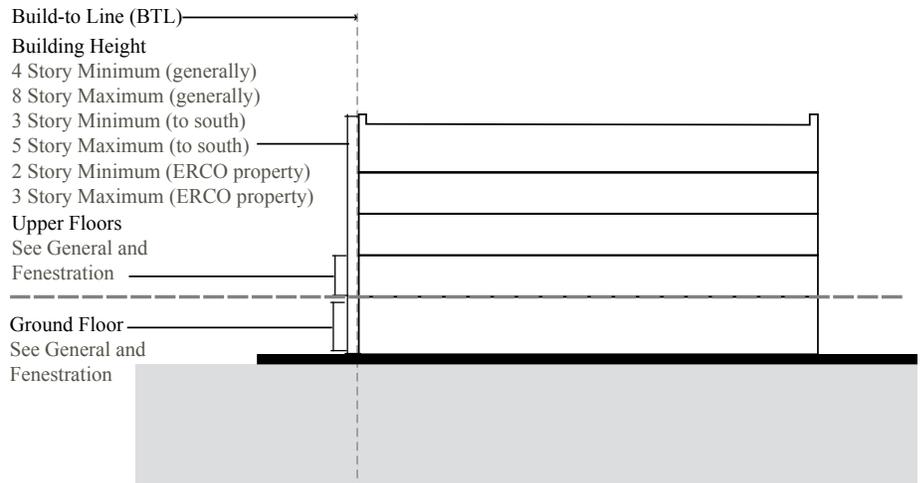


## Building Form | Riverdale Park Urban Village

### Height

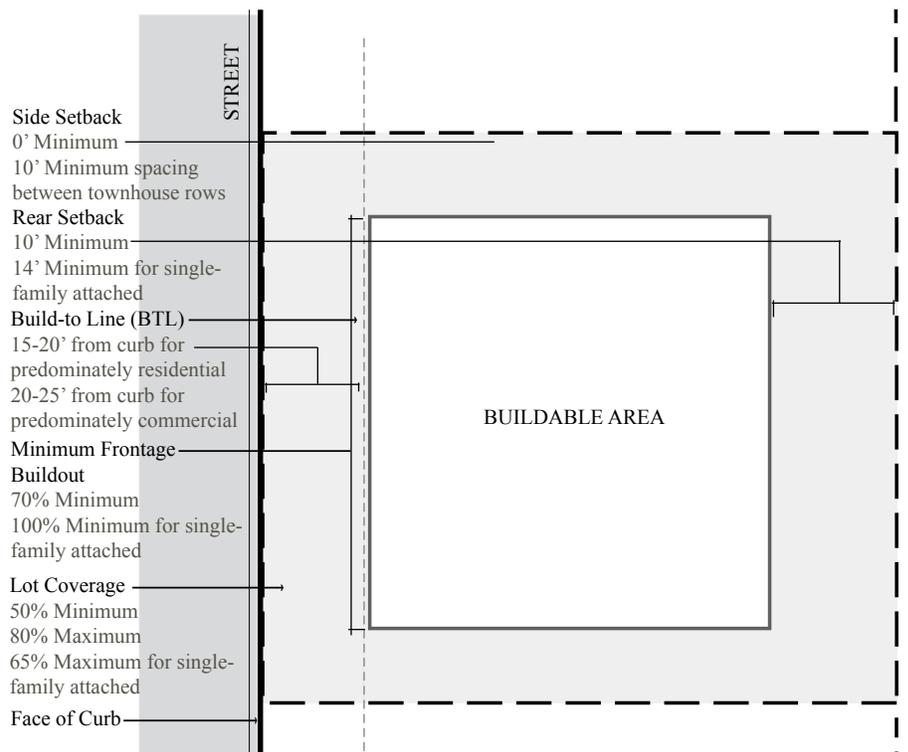
- Building heights west and south of River Road on the American Center for Physics property and University of Maryland holdings identified as Lots 3 and 4 and Parcel 191 shall range from four to eight stories (to a maximum of 120 feet in height).
- South of this area, building heights shall range from three to five stories (to a maximum of 70 feet in height).
- Building heights on the southwestern portion of the ERCO property shall range from two to three stories (to a maximum of 45 feet in height).
- Pavilions up to 8,000 square feet or civic buildings shall be a minimum of two stories in height (or at least 30 feet).
- A transition in building heights shall be provided as one moves closer to the south and west toward the existing historic communities of Riverdale Park and Calvert Hills. Transitions within the architectural form and massing of individual buildings are also appropriate measures to help minimize the impact of new development on existing communities.

- Lot coverage shall be a maximum of 80 percent for non-residential mixed-use and multifamily buildings.
- Lot coverage for single-family attached buildings shall be a maximum of 65 percent.



### Lot Occupation

- The frontage buildout shall be a minimum of 70 percent at the build-to line for non-residential mixed-use and multifamily buildings.
- Frontage buildout for single-family attached buildings shall be 100 percent at the build-to line.
- Building recesses up to 12 feet behind the build-to line may be permitted for not more than 40 percent of the required frontage buildout to accommodate elements, such as café seating and forecourts, and provide architectural interest.



## Building Form | Riverdale Park Urban Village

- Buildings shall occupy a minimum of 50 percent of the net lot area.
- Corner towers, landmark features, or bays may project up to 10 feet forward of the build-to line, and other building elements may project up to 4 feet forward of the build-to line (both subject to the approval of pertinent agencies if public areas are affected) for no more than 25 percent of the required building frontage. Towers, bays, awnings, canopies, and similar projections may span over the pedestrian zone of the street space but shall not impede pedestrian movement.
- Single-family attached buildings may contain detached garages or rear-loaded garages tucked into the ground level; these garages shall be set back a minimum of three feet from the rear property line along alleys. No rear yard shall be less than 14 feet from the building to a detached garage or alley. Driveways to rear-loaded, internal garages shall be screened from view with garden walls, fences, or continuous hedge rows.
- Front-loaded garages for single-family attached townhouses shall be prohibited, and parking is prohibited between the front façade and the sidewalk.
- Variations in the build-to line are permitted (within the ranges established by these standards) for adjacent buildings to provide visual interest. Elements, such as forecourts, stoops, shopfronts, and arcades, are encouraged to add flexibility and diversity within the built environment.

### Yards

- The minimum side setbacks shall be zero feet. Whenever possible, buildings shall be built flush to adjacent buildings and share party walls to create a unified streetscape. Separations between townhouse rows or “sticks” shall be a minimum of 10 feet to provide for usable pedestrian and bicyclist passage.
- Nonresidential mixed-use and multifamily buildings shall be set back a minimum of 10 feet from the rear property line.

## Building Form | Massing and Transitions

### Massing

Buildings should be designed to ensure new development is responsive to issues of scale, natural lighting, pedestrian comfort, and compatibility with neighboring communities.



*Changes in massing and form also make for more interesting buildings.*

- An expression line is required above the base section of individual buildings, and horizontal band lines shall be used on elevations where there are changes in primary materials.
- Buildings shall include a setback above eight stories in height.
- Arcades and other massing features provide shelter from the elements as well as visual interest and are encouraged for buildings fronting urban open spaces and other public areas.



*This building incorporates a setback approach to mitigate massing, daylighting, and compatibility concerns.*

### Transitions

As the College Park-Riverdale Park Transit District evolves from a suburban office and industrial area to a higher-density, mixed-use, transit-oriented community, it will be important to address community concerns regarding the potential impact of new development on established historic neighborhoods. Although there is separation between much of the transit district and the communities of Old Town College Park, Calvert Hills, and Riverdale Park, some portions of the transit district abut residential property or are across rail rights-of-way from single-family homes.

## Building Form | Massing and Transitions

Where properties within the transit district share a rear property line with the existing residential development along Tuckerman Street, landscape buffers shall be required for all new development within the transit district pursuant to the regulations of the Prince George's County Landscape Manual for buffering incompatible uses.

These transit district standards incorporate height transitions from the center of the Metro TOD Core to lower heights to the west and south to address community concerns of height and density next to existing single-family areas. However, it is also important to consider the character and architectural quality of development as it transitions through new blocks toward existing communities to ensure the rear side of new buildings and structures are a “good neighbor” to existing residential neighborhoods.

Development shall incorporate techniques such as masking mid-block parking garages with residential liner buildings and incorporating architectural detailing that is of equivalent quality as the front façade on any façade that may face existing residential neighborhoods to minimize negative visual impacts and reduce the impression of large, unrelieved building massing. Consideration shall also be given to reducing noise and light reflection into existing communities (which may be reflected off new development), securing refuse areas to reduce odor and control vermin, addressing the potential impact of shadow casting, and other techniques and approaches intended to ensure any negative impacts to the quality of life of existing residents is minimized to the maximum extent practicable.



*Townhouses and multifamily buildings designed to reflect single-family detached housing influences help provide a transition in intensity from high-rise multifamily and mixed-use development.*



*Imagery from Pictometry International, Inc.*

*Height and massing changes, reductions in density, high quality architectural detailing, and green spaces are appropriate features to provide transitions from new development to existing single-family neighborhoods.*

## Parking | Parking Requirements and Transportation Adequacy

The transit district standards for parking are intended to promote a “park once” environment that enables people to conveniently park and access a variety of uses in a pedestrian-friendly environment where streetscapes are vibrant and active and not dominated by parking lots or garages. The required off-street parking spaces within the transit district are designed to minimize large parking areas while allowing for reasonable parking ratios as the transit district begins to develop in accordance with the vision and recommendations of the TDDP. Parking minimums are eliminated to encourage the use of transit, and transportation demand management strategies are recommended.

### Parking Requirements

- There is no minimum number of required off-street parking spaces for any development within the transit district.
- The “Maximum Parking Ratios,” or the maximum number of off-street parking spaces permitted for non-residential, residential, and hotel land uses (regardless of neighborhood) are specified in Table 19 below. Additional parking may only be permitted if it is provided within parking structures.
- The “Maximum Parking Ratios,” or the maximum number of off-street parking spaces permitted for each land use type (regardless of neighborhood) that is otherwise not specified or covered by Table 19 shall be equal to 80 percent of the minimum number of required off-street parking spaces in

accordance with Section 27-568(a) of the Zoning Ordinance.

- The number of off-street parking spaces for mixed-use development is calculated by adding the total number of spaces required by each separate function.
- Development may only be permitted to exceed the Maximum Parking Ratios if the following criteria are met:
  - ▶ Additional parking spaces may only be provided in the form of structured parking.
  - ▶ The amount of additional structured parking spaces permitted beyond the Maximum Parking Ratios established above shall not exceed the minimum number of required off-street parking spaces in accordance with Section 27-568(a) of the Zoning Ordinance. Additional parking spaces above this threshold may only be approved by the District Council in accordance with Section 27-548.09.01(a)(1)(E) of the Zoning Ordinance, regardless of whether they are in the form of surface or structured parking.
  - ▶ All parking spaces built in excess of the allowed Maximum Parking Ratios shall be provided as shared/public parking and shall be offered at the same cost as to any other project occupants or tenants.
  - ▶ Applicants desiring to exceed the Maximum Parking Ratios shall provide a comprehensive transportation demand management strategy/program including sustained incentives for non-automobile travel.

**TABLE 19: MAXIMUM PARKING RATIOS FOR OFF-STREET PARKING SPACES**

LOCATION <sup>1</sup>	LAND USE <sup>2</sup>		
	NON-RESIDENTIAL	RESIDENTIAL	HOTEL
Within 1/4 mile of College Park/U of MD Metro Station	2.25/1,000 GSF	1.25/DU	0.33/room
Within 1/4 mile of the M Square (River Road) Purple Line Station	3.00/1,000 GSF	2.0/DU	0.5/room
Rest of Transit District Area	3.00/1,000 GSF	2.0/DU	0.85/room

NOTES: GSF=gross square feet, DU=dwelling unit

1. Location/distance is measured from the center point of a rail transit station to the closest lot line of the development lot or parcel.
2. In addition to the hotel maximums specified above, up to 10 additional parking spaces may be provided for each 1,000 GSF of floor space dedicated to non-lodging uses (such as, but not limited to, ballrooms, conference and meeting rooms, and restaurants and lounges/bars) located within the associated hotel.

## Parking | Parking Requirements and Transportation Adequacy

- ▶ All parking spaces that are provided must be unbundled from the leasing and/or rental rates of associated development.
- Prior to the opening of the Purple Line, one bicycle parking space shall be provided for every 10,000 square feet of building area for office, retail, hospitality, and other commercial and institutional uses. One bicycle parking space shall be required for every 20 units for multifamily residential development. One bicycle parking space shall be provided for every 50,000 square feet of building area for industrial uses. Subsequent to the opening of the Purple Line, those ratios shall increase to 1 space per 8,000 square feet, 1 space per 15 multifamily units, and 1 space per 35,000 square feet respectively to reflect the presence of the Purple Line and reduced reliance on single-occupant automobiles. These bicycle parking requirements are cumulative for mixed-use development, and both open and covered bicycle parking areas should be provided.

- On-street parking may be incorporated in any development project subject to the agreement of the agency with jurisdiction over the street. Parallel parking spaces, when provided, shall not count toward the parking maximums for the associated development.



*On-street parking offers convenience while enhancing safety for pedestrians. When combined with landscaping and wide sidewalks, it will also contribute to complete streets.*

### Other Requirements

- Carpool and vanpool parking spaces shall be required at a minimum ratio of one reserved high-occupancy vehicle space per every 100 regular parking spaces for any development including in excess of 50,000 square feet of office use. Free or reduced parking costs for authorized carpools and vanpools are encouraged.
- An appropriate number of reserved/dedicated car-share spaces should be provided for any development meeting or exceeding 150 residential units, 300,000 square feet of office space, or 50 parking spaces. The minimum number of car-share spaces shall be based on the lesser of:

**Residential Uses:** Number of dwelling units x .10 (based on the statistic that 1 shared car replaces approximately 10 to 15 private vehicles<sup>1</sup>; as of

<sup>1</sup> Martin, Elliot and Susan Shaheen, "The Impact of Carsharing on Household Vehicle Ownership." Access. Issue 28 pp. 22–27. September 2011.



*Bicycle racks should be provided close to building entrances to maximize convenience.*

- Parking may be located on- or off-site within one-quarter mile of the development site. When off-site parking is used to meet any parking needs, the applicant shall provide satisfactory documentation to show that parking is provided off-site.

## Parking | Parking Requirements and Transportation Adequacy

2013, seven percent of households in the region are potential or likely car share users <sup>2</sup>

### Non-residential Uses (Hotel exempted):

- ▶ 50 to 149 parking spaces constructed:  
Provide at least one car-share space
- ▶ 150 to 249 parking spaces constructed:  
Provide at least two car-share spaces
- ▶ 250 or more parking spaces constructed:  
Provide at least three car-share spaces plus one car-share space for each additional 100 spaces.



*Car-share spaces complement transit, taxi service, and other techniques to reduce the need for parking.*

Car-share spaces should be accessible for public use and shall be offered free of cost to any licensed car-share provider. In the event that more than one recognized car-share provider expresses desire to utilize available spaces for the provision of public car sharing, property owners

may implement a fee for rental of the space. In the event that no car-share provider expresses interest, properties may utilize spaces for general parking for a period of two years before actively pursuing car-share providers for the space once more. Property owners should demonstrate to the County a good faith effort to engage car-share providers before converting spaces to general purpose use.

### Transportation Adequacy

- Within the College Park-Riverdale Park Transit District, the transportation facilities adequacy standard shall be Level-of-Service E for individual critical intersections calculated in accordance with procedures outlined in the guidelines maintained by the Transportation Planning Section of the Planning Department.
- Until such time as a traffic signal at the intersection of River Road and Rivertech Court is installed or fully funded and permits have been issued by the County, each proposed development project with access on to River Road or Rivertech Court, and subject to Detailed Site Plan approval, shall submit a detailed analysis and a signal warrant study (using total projected traffic) at the time of their initial application for review by appropriate agencies to determine if a traffic signal, pedestrian crossing light, or other appropriate traffic safety measure is necessary to ensure pedestrians can safely and efficiently cross all legs of the intersection.
- The selection of critical intersections for any development or redevelopment project within the transit district shall be limited to any of the existing or planned intersections along Paint Branch Parkway and River Road excluding the intersections with US 1 (Baltimore Avenue) and MD 201 (Kenilworth Avenue).

<sup>2</sup> [http://www.washingtonpost.com/local/trafficandcommuting/car-sharing-picks-up-speed-in-dc/2013/08/11/b3fb6284-ea77-11e2-aa9f-e03a72e2d342\\_story.html](http://www.washingtonpost.com/local/trafficandcommuting/car-sharing-picks-up-speed-in-dc/2013/08/11/b3fb6284-ea77-11e2-aa9f-e03a72e2d342_story.html)

## Parking | Surface Parking Lots, Structured Parking Garages, and Loading and Service Areas



*Electric vehicle charging stations are an increasingly common way to help reduce emissions and improve air quality.*

- Reserved parking for hybrid, electric, and/or carpool and vanpool as well as car-share vehicles; charging stations; solar panel shading structures; and similar environmentally friendly parking design features are encouraged in all off-street parking areas throughout the transit district.
- The minimum size for standard (non-compact) non-parallel off-street parking spaces shall be 9 feet by 18 feet. The minimum size for standard (non-compact) parallel on-street parking spaces shall be 7 feet by 22 feet.
- The minimum size for compact, non-parallel off-street parking spaces shall be 8 feet by 16.5 feet. The minimum size for compact, parallel on-street parking spaces shall be 7 feet by 19 feet.

### Surface Parking Lots

- Any new surface parking lots that may be required to serve new development or redevelopment shall be set back a minimum of 30 feet from the build-to

lines along streets. Surface parking lots should be located mid-block to the extent practicable.

- New surface parking lots shall not be placed between the front of any building and the street.
- Surface parking lots shall be concealed from streets by a liner building whenever possible. When this is not possible, a wall, decorative fence, or landscape strip shall be provided to screen parking areas.
- Surface parking lot landscaping requirements are as specified in the Landscape Manual.
- Durable, pervious surfaces should be used for surface parking lots when feasible. Gravel and similar materials prone to dust shall be prohibited.
- Open bicycle parking (e.g., public space bicycle racks) should be provided within 100 feet of a building's main entrance. Covered and secured bicycle parking (e.g., garage, bike rooms, cages, or lockers) should be provided within 100 feet of a building entrance if in a private facility or within 400 feet if in a shared parking facility or structured parking garage.

### Structured Parking Garages

- Parking structures shall be set back a minimum of 50 feet from the build-to lines of all adjacent streets (except rear alleys) to reserve room for liner buildings between the parking structure and the lot frontage.



*Parking structures should be designed to allow for ground level uses in front of them.*

## Parking | Surface Parking Lots, Structured Parking Garages, and Loading and Service Areas

- Liner buildings shall be a minimum of two stories in height and may be attached or detached from parking structures.
- Parking structures shall be built of durable, high-quality materials such as brick, decorative cast concrete panels, and natural or quality synthetic stone.



*Parking structures should not be an afterthought and should be attractively designed.*

- The materials and design of all parking structures should reflect that of the associated building.
- Under no circumstances shall unrelieved or undecorated parking structure façades of pre-

cast or poured-in-place concrete face existing residential communities. Features, such as decorative panels, mesh screening with cultivated plant growth, or artwork, should be incorporated on the façades facing existing residential communities to provide an attractive visual “front” to the homes and residents of the community.

- Buildings in which structured parking is the sole use are discouraged within the transit district. Parking structures should have usable ground-floor space fronting streets or public open areas.

### Loading and Service Areas

- Loading and service areas shall not be visible from streets except alleys. These areas shall be located a minimum of 30 feet away from public sidewalks.
- Loading and service areas should be hidden from public view by street screens, fences, or street walls.
- Off-street loading areas that make it necessary for vehicles to back out directly onto a primary street are discouraged.
- Dumpsters, HVAC units, utility mechanical equipment, and outdoor storage shall be completely screened so as not to be visible from the sidewalks.

## Architectural Elements | General and Fenestration

Certain design elements are common to all styles of architecture and building types such as the composition of openings (fenestration) and overall façade articulation. General architectural considerations and requirements for new development and redevelopment are established below.

### General Requirements

- Buildings shall be designed to have a clearly defined base, middle, and top. Cornices and belt/water table courses should be used to delineate and add definition to these building elevation zones in keeping with the architectural styling of the building.
- Development should emphasize the division between street level and the upper stories through design features such as expression lines, aligned windows, awnings, patterned bands, and cornices.
- Elevations over 120 feet in length at the required build-to line shall be visually broken into smaller sections through techniques such as material and plane changes, variations in window groupings, and/or the addition of bays.
- Recesses and projections should be used to provide visual interest by creating shadow lines, visual relief, and emphasis of a building's verticality. These projections and recesses may also provide opportunities for shading and cooling and allow space for balconies.
- Blank walls are not permitted on any façade.
- For commercial and non-residential uses, the ground level shall have an interior clear height (floor to ceiling) of at least 14 feet contiguous to the build-to line frontage to a minimum depth of 20 feet. The maximum ground-level story height for commercial and non-residential uses is 22 feet.
- For residential uses, the ground level shall have an interior clear height (floor to ceiling) of at least nine feet. The maximum ground-level story height for residential uses is 22 feet.
- For all upper stories, the maximum story height should be 18 feet excepting commercial or hotel top floors with event or meeting spaces. In no case shall the building exceed the maximum heights (in feet) established for the transit district.



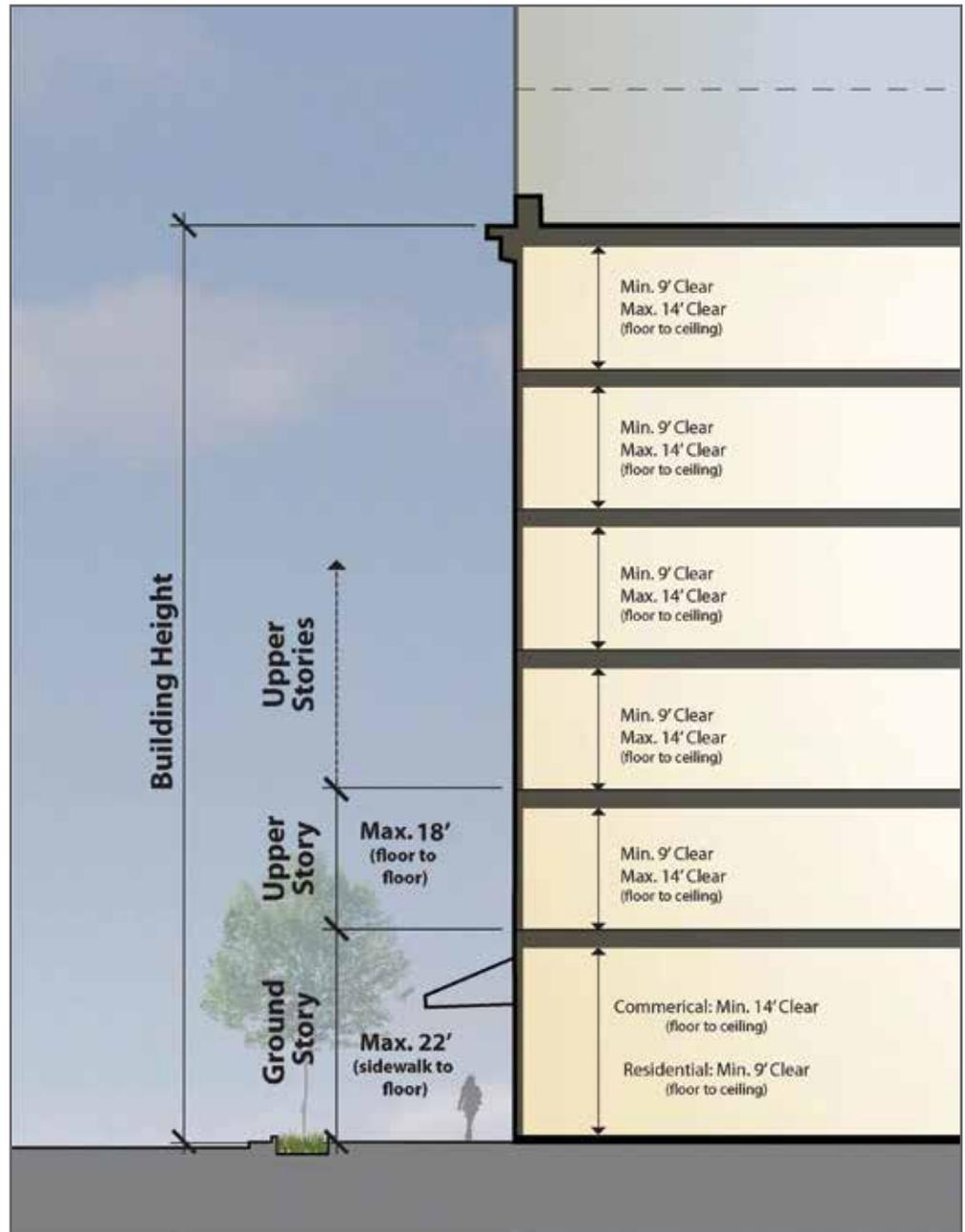
*This building reflects how expression and horizontal band lines indicate changes in materials and clearly distinguishes between base, middle, and top.*

## Architectural Elements | General and Fenestration

### Fenestration

The relationship between solid building walls and openings, such as windows and doors (fenestration), is a critical component of architectural design. Ensuring an appropriate mix of fenestration in the design of new buildings helps ensure natural surveillance, enhances sense of place, and increases property values.

- Building elevations shall include an appropriate balance of fenestration. The required percentage of fenestration within the transit district should vary according to the proposed use and shall be calculated for each façade/ elevation and floor-to-floor in accordance with Table 21.
- The placement and groupings of windows and doors should be used to provide hierarchy and order to building elevations.



**TABLE 20: PERCENTAGE OF FENESTRATION (WINDOWS AND DOORS) FOR EACH ELEVATION**

USE	PERCENTAGE OF FENESTRATION
Ground Floor Retail	60–95
Ground Floor Office/Other Commercial/Institutional	40–90
Ground Floor Residential	25–40
Upper Floor Retail/Office/Other Commercial/Institutional	40–90
Upper Floor Residential	25–60

## Architectural Elements | Storefronts

Several locations within the College Park-Riverdale Park Transit District have been identified as prominent locations where significant pedestrian activity is most likely to occur and people are most likely to gather and socialize. These locations shall incorporate ground floor storefronts to accommodate retail uses either at initial occupancy or a later time when retail becomes more market sustainable. Additionally, office, institutional, hotel, and residential lobbies may be placed within the storefront frontage. These storefront locations are the most likely and appropriate areas within the transit district where retail uses, such as restaurants, dry cleaners, barbers, and other services, will be most successful.

- Façades identified as part of the storefront frontages by Map 8 on page 45 shall be designed as storefronts/shopfronts. If the storefront frontage is not viable as retail at initial occupancy, the design shall be flexible enough to accommodate a future transition to retail uses while serving as an additional building amenity or lobby space; a temporary “pop-up” shop, market, gallery, co-op office, or meeting space; and/or a similar permitted use otherwise allowed on the subject property over the short term and should be considered.
- Storefronts shall be at least 30 feet deep at the ground level.
- Storefronts should incorporate metal, stone, cast stone, glass, pre-cast panels and concrete elements, durable exterior grade hardwoods, and/or other similar high-quality

commercial materials. Softwood, exterior insulation and finishing systems (EIFS), and pressure-treated lumber are not permitted at the storefront ground level.

- Doors and windows should have a high percentage of glass to increase visibility into the store’s interior and out to the street to provide natural surveillance of exterior street spaces. Clear glass and maximum visibility are encouraged between 50 percent and 70 percent of the wall area (between the finished floors).
- The primary entrance shall be clearly visible and should be sheltered from the elements by projections, recesses, canopies, or other architectural treatments.
- Low emissivity glass with high visual light transmittance may be permitted, but tinted glass shall not be permitted for storefronts.
- Storefront windows shall extend to at least eight feet above the adjacent sidewalks.
- Storefronts shall remain unshuttered at night and shall provide clear views of interior spaces lit from within. Metal bars and security gates (including rolling doors) are prohibited on all storefronts.
- Removable windows are encouraged to enhance interaction between the interior and the street space.
- Restaurants are encouraged to have additional doors to connect with outdoor seating areas and the street space.



*Distinctive storefronts complemented by street furniture and clear sidewalks contribute to sense of place.*



*Storefronts at the ground floor of mixed-use buildings near prominent locations will be the most successful retail opportunities in the transit district.*

## Architectural Elements | Building Materials and Elements

### Exterior Walls

- Elevations directly visible from the public realm (including streets and open spaces) shall be constructed of brick or brick veneer, natural or pre-cast stone, glass, and/or metal components including architectural metal panels. Masonry is encouraged as the primary building material for development in the Metro Core.
- Primarily residential buildings or vertically mixed-use buildings with residential uses above the ground floor may also include cementitious siding or panels in a smooth or stucco finish at the fourth floor and higher.
- Exterior walls should be consistent in material and detail between the front elevation and side elevations as they turn the corner from a street or open space.
- Vinyl and aluminum siding products shall not be permitted.
- Exterior insulation and finishing systems (EIFS) and sprayed on stucco finishes shall not be permitted as the primary material on any façade including those visible only from interior courtyards.

### Entries

- Primary building entries should be distinct and enhance the building façade. Residential lobby entries may be secondary entries but shall be clearly identifiable from the street and sidewalks.
- Roll-down doors are discouraged, but where they may be necessary on side or rear elevations, they should be painted and/or designed to blend in with the overall building façade design.

### Roofs

Roofs (except on single-family attached residential units) should preferably be flat and be built of a white or light membrane material, light-colored paving or aggregate, and/or may be vegetated as a green roof.

### Porches and Stoops

Porches and stoops are encouraged for residential development. Porches shall be a minimum depth of eight feet, while stoops shall be a minimum depth of four feet. For the purposes of these transit district standards, a stoop is an uncovered, elevated entry feature built in front of doors that typically includes one or more stairs.



*Masonry is a durable, attractive, and low maintenance material appropriate for urban and transit-oriented development.*



*Porches and stoops are excellent features connecting the private realm of the home to the public realm of the street.*

## Architectural Elements | Signage

### General Requirements

- New signs in the Metro Core and College Park Aviation Village shall be attached to the façade. Signs may be flat against the façade or mounted projecting or hanging from the façade. Signs may also be mounted on the roof of landmark features or civic buildings in certain cases to be determined at the time of a detailed site plan review. Freestanding signs within these neighborhoods shall not be permitted.
- A single ground-mounted, monument-style freestanding sign may be permitted for each larger development of two or more buildings in the Research Core and Riverdale Park Urban Village neighborhoods. These freestanding signs shall be constructed of durable, high-quality architectural materials, such as masonry or metal, and shall not exceed 120 square feet in area. All other necessary and desired signage in these neighborhoods should be attached to the façade.
- Signs shall not be mounted at the rooftop of buildings or project above the building roof line, except for landmark features or civic buildings as determined at the time of detailed site plan review.
- Signs shall be externally lit from the front with a full-spectrum light source designed to be simple and unobtrusive in appearance. Internal, halo, and back lighting are permitted as an exception only for individual letters or numbers such as for “channel letter” signage (panelized back lighting and box lighting fixtures are prohibited). Signage within a storefront may be neon lit.
- The total signage area allowed for each building shall be calculated on the basis of two square feet of signage area for each one linear foot of building frontage at the ground level. Where a building has

multiple frontages, the allowed sign area should be distributed proportionally along each building frontage. Buildings with less than 60 linear feet of building frontage may be allowed up to 120 square feet of sign area. All building-mounted signs (including flat wall, blade, hanging signs mounted beneath a canopy, awning, marquee, and storefront



*Pin letters mounted to the façade and lit from the exterior are an appropriate type of sign.*



*Ground mounted monument signs are only permitted for development of two or more buildings in the Research Core and Riverdale Park Urban Village neighborhoods.*

## Architectural Elements | Signage

window signage) count toward the total allowed sign area of the building.

- Signage submitted for multitenant buildings shall be coordinated and shall present a unified approach to signage.
- Signs shall be made of a durable, high-quality material such as metal, wood, and glass. Signs shall be of professional quality and finish.
- Signs mounted on the façade or under canopies shall maintain a minimum clear height of eight feet above the sidewalk.
- The maximum area of any single blade sign or sign mounted beneath a canopy shall not exceed 50 square feet.
- Blade signs shall not project more than 48 inches from the wall of a building.
- Awnings shall be made of canvas, metal, or glass. Shiny or reflective materials are discouraged. Awning signs should not exceed 35 percent of the awning background surface area, and awnings shall be mounted so that not less than ten feet of clearance exists between the bottom of the awning and the sidewalk.
- Marquee signs may be appropriate to accentuate primary building entrances but shall be mounted so that not less than ten feet of clearance exists between the bottom of the marquee and the sidewalk.
- Permanent window signs (e.g., etched onto the window glass) may cover up to 20 percent of the glass area and should be designed so that visibility into and out of the window is not obscured.
- Electrical connections required for signage, including junction boxes, transformers, conduits, raceways, and tubing, shall be concealed from public view. Where a signage raceway may be necessary, it shall be fabricated to conceal all electrical wiring components and painted to match adjacent sign and/or building façade elements.



*Signs may be mounted under canopies and arcades but should allow plenty of room for people to walk.*



*Marquee signs may be appropriate to help highlight the main entrance of a building.*

## Sustainability and the Environment

### Leadership in Energy and Environmental Design (LEED®) Certification

- LEED® standards for building, as set forth by the U.S. Green Building Council or other similar rating system standards, should be reviewed and integrated into the design and construction process for all new development and renovation projects. LEED-Silver or better certification (or the equivalent) is desired for all new development.
- LEED-Gold or platinum certification under an applicable LEED® rating system is encouraged for all development when feasible.
- Developments composed of several buildings should pursue LEED® for neighborhood development certification.

### Passive Solar and Ventilation Design

- Provide shade for south-facing façades by designing properly-sized overhangs on south-facing glazing. Mature trees can also fulfill the need for shade on south-facing façades.
- Solar tubes and skylights can reduce the need for electric lighting or provide sunlight to rooms that have few or no windows. These are encouraged, because they provide natural daylighting to interior spaces.
- Maximize opportunities to align fenestration on opposite façades of buildings in order to facilitate cross ventilation. Minimize floor plate sizes so that rooms may have access to light and air.

### Materials

Wherever possible, green materials shall be used in both the structure and interior finishes of buildings. These include: recycled or salvaged materials, rapidly renewable materials (derived from plants with a fast growth cycle), Forest Stewardship Council® certified wood, and materials harvested or manufactured locally.

### On-Site Energy Generation and Efficiency

- In the case of pitched roofs, place photovoltaic panels on the slope that has the highest amount of solar gain.
- In the case of flat-roofs, place photovoltaic panels behind a parapet so that they are not visible from the street, and orient them as closely as possible to the ideal angle for solar gain. Sun-tracking panels are encouraged.
- Roof-mounted solar hot water and/or photovoltaic panels are encouraged to reduce grid-demand energy use.
- Proposed plantings and/or building additions that will shade preexisting solar panel installations on adjacent properties shall be avoided.
- The phasing out of fossil-fuel climatization systems, such as oil heating, is encouraged. Renewable energy sources, such as wind, solar, and geothermal generation, should be pursued.
- Air-conditioning systems and appliances should be of the highest efficiency ratings. Wherever possible, use Energy Star appliances.
- All lighting should use high-performance or LED lighting systems.

### Landscaping

- Green roofs are strongly encouraged for all new development within the transit district area. Green roofs provide significant benefits (such as helping to treat and



*In addition to environmental benefits, green roofs such as this one atop a parking structure can provide places to play and recreate.*

## Sustainability and the Environment

manage stormwater, contributing to cooler buildings and overall microclimate within the transit district, and increasing the amount of pervious surfaces) and are one of the more effective measures that achieve the environmental goals of the TDDP for new development.

- Minimize lawn or turf area. Turf should only be used in areas where it provides functional benefits.
- Use drought-tolerant and/or slow-growing hardy grasses, native and indigenous plants, shrubs, ground covers, and trees appropriate for local conditions.
- Permanent irrigation systems shall only utilize captured rainwater and/or building graywater (with approved filtration systems).
- Potable water use should not be permitted in permanent irrigation systems.
- Use mulches to minimize evaporation, reduce weed growth, and slow erosion.
- Encourage on-site food production by planting fruit-bearing trees adapted to the local climate.
- Encourage setting aside areas and constructing composting areas and planting beds for the cultivation of fruits, vegetables, and herbs.

### Water Efficiency and Recharge

- Surface parking areas, alleyways, and driveways should be constructed with durable, pervious



*Credit: USDA-NRCS, Iowa*

*Pervious paving systems promote ground water recharge and help treat and slow stormwater runoff.*

paving materials (grass paver systems, porous paving, or pervious asphalt) to promote groundwater recharge and reduce stormwater runoff quantity and flow rates. Gravel is discouraged because of issues related to dust generation.

- All at-grade walks (excluding public sidewalks) and pathways should be constructed with pervious materials.
- Capture slow runoff using exfiltration tanks, drainage swales, and other devices.
- Use low-flow water closets, faucets, showerheads, washing machines, and other efficient water-consuming appliances.

### Stormwater Management

- All new development within established floodplains shall comply with all adopted County, state, and federal environmental regulations to prevent unnecessary runoff and pressure on the Anacostia River and the local watersheds.



*Environmental site design at work along a major street.*

- All new streets should be designed as green streets and incorporate environmental site design techniques to the fullest extent practicable.
- Underground or above-grade cisterns should be integrated into the site plan for all new development within or abutting tributaries to the

## Sustainability and the Environment

Anacostia River. These cisterns will both reduce the amount of stormwater flowing into the river and help to store water on-site for uses such as landscape irrigation.

- Site grading, paving, and planting shall be done in a manner that minimizes off-site stormwater runoff.
- Suburban stormwater management measures, such as regional storage and drainage ponds, shall be prohibited.



*Even large surface parking lots can include environmental site design.*

### Food Production

Local food production techniques are appropriate throughout the transit district and would be particularly apropos within the College Park-Riverdale Park Transit District given the long-standing farmers' markets at both the Wells-Linson complex and Riverdale Park. Communities are increasingly allowing urban agriculture and the raising of animals for supplies and reduction in energy consumption for food transport.

- Community gardens provide a focus for recreation and sociability greater than that of private yards. They are also welcomed by apartment-dwellers who enjoy gardening. Community garden plots are not sold but rather left under municipal or private administration.



*Community gardens offer opportunities for exercise, socialization, and health, local food choices.*

- Green roofs also provide opportunities for food production even as they mitigate carbon emissions and reduce stormwater runoff. They may be incentivized by giving developers bonuses for installing them.
- Fruit trees may be included and designated for local food production.

## Streets and Open Spaces | Complete Streets

The design of streets and their relationship to the built environment is an essential element of urban design and placemaking. Streets not only provide circulation but should also be considered the primary and most frequently used public open space. They should be designed accordingly to serve this purpose with comfortable, shaded sidewalks and plaza areas. Connecting and extending existing streets appropriately is an important component of creating a functioning street grid as recommended by the TDDP.

As existing streets are reconfigured and new streets are built over time and in accordance with the phasing recommendations of the TDDP, it is critical they be designed and constructed as green and complete streets whenever possible in order to balance the needs of all users including pedestrians, bicyclists, transit riders, and motorists. The right-of-way may vary along new and existing streets within the College Park-Riverdale Park Transit District. In order to achieve a unified street character, easements shall be used where necessary to create a consistent build-to line, landscape area, and sidewalk width.

Complete streets, or shared-use streets, are designed to provide for transit, pedestrian, bicyclist, and motor vehicle use alike and green streets incorporate innovative stormwater management methods, such as rainwater planters, to capture and treat run-off from paved surfaces and improve overall water and environmental quality.

approach to facilitating safe, well-connected travel through the area. The following table establishes appropriate ranges for the components that make up the street environments.

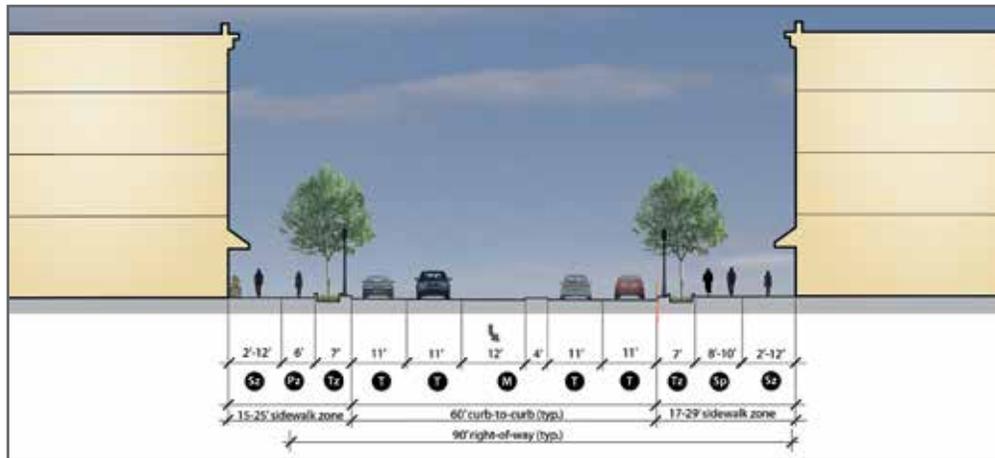
ELEMENT	APPROPRIATE WIDTH
Vehicle Travel Lanes	11 feet
Dedicated Bike Lanes	5 feet
Cycle Tracks or Sidepaths	5 feet for cycle tracks
8 feet for sidepaths	40–90
Parallel Parking*	7 to 8 feet
Tree Zone	7 to 10 feet
Pedestrian Zone	6 to 10 feet
Semiprivate Zone	2 to 12 feet

\* When parallel parking areas are included, they should be eight feet wide along primary streets and seven feet wide along two-lane, predominantly residential streets such as in the College Park Aviation Village and Riverdale Park Urban Village.

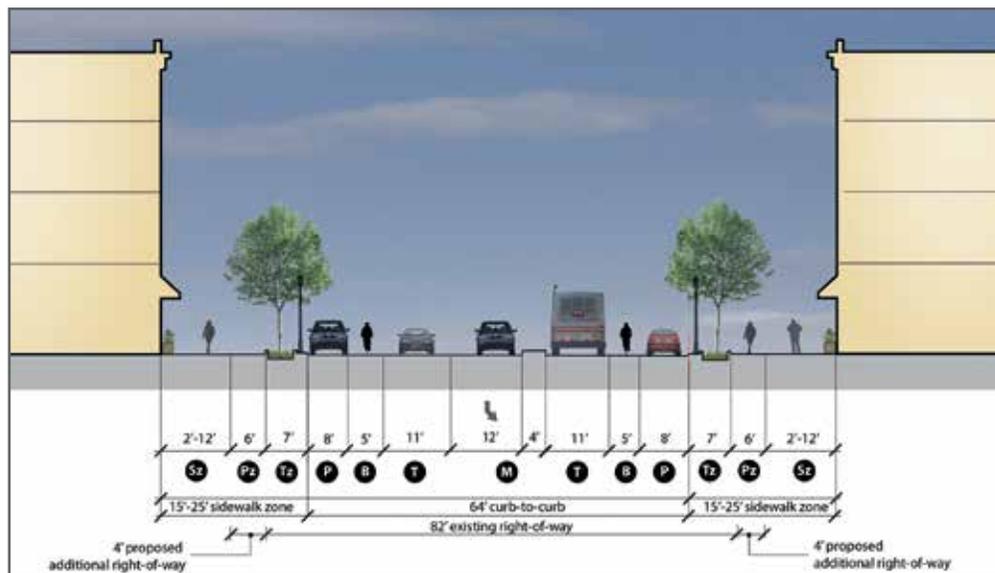
- Proposed street sections are shown below for Paint Branch Parkway, River Road, Rivertech Court, and a new typical two-way street within the transit district. These proposed sections have been designed in accordance with green and complete street principles and incorporate feedback from the Prince George’s County Department of Public Works and Transportation, Maryland Department of Transportation, City of College Park, Town of Riverdale Park, and other stakeholders. While not intended to be the final section for future development, these proposed street sections emphasize the need for mobility, environmental sensitivity, and urban street sections, and the elements depicted in the street sections should be incorporated into any future street design/reconfiguration.
- Parallel parking is required, whenever feasible, along all streets in front of identified storefront areas. Parallel parking is encouraged elsewhere within the transit district except where specific site conditions make parallel parking unfeasible.

The streetscape or street space within the transit district refers to the area between the private property lines and the edge of the vehicular lanes (or the face of the curb). The overall right-of-way within the transit district contains travel lanes, dedicated bicycle lanes or off-street facilities such as cycle tracks or sidepaths, on-street parking, tree zones, pedestrian zones, and semiprivate zones. Streets with on-street parking and bump-outs containing planted trees should be considered where appropriate to further contribute to the creation of green and complete streets.

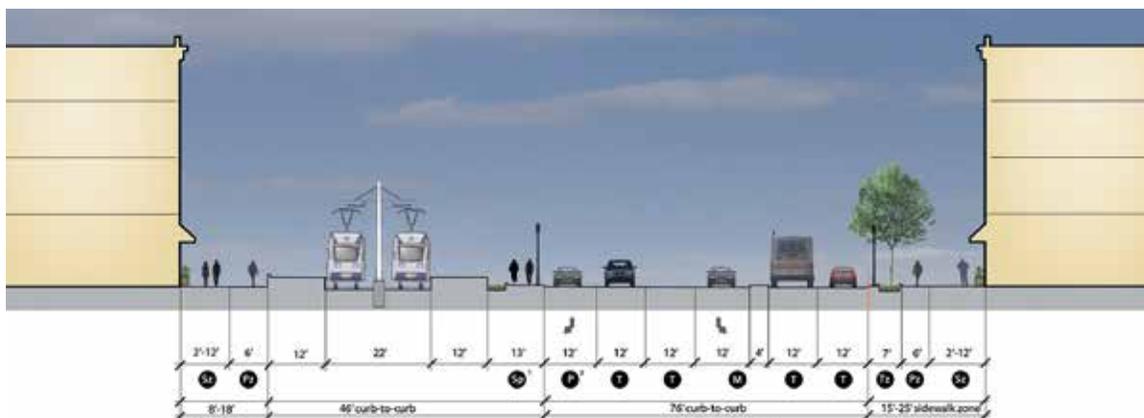
The composition of primary public and private streets through the transit district should be designed in a manner that emphasizes a complete multimodal



*This proposed street section for Paint Branch Parkway includes 11-foot travel lanes, buildings close to the street, and wide sidewalks. While not shown here, bicycle lanes of five feet in width would also be appropriate in the short- to medium-terms transitioning to dedicated bicycle facilities in the long-term.*



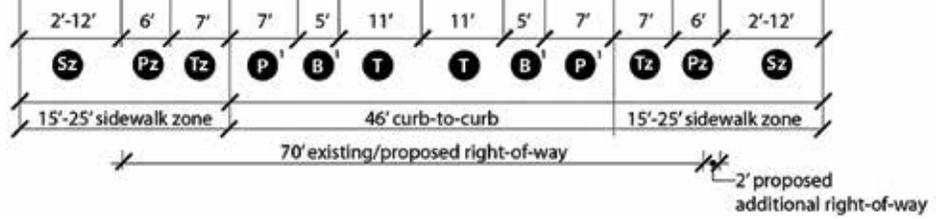
*The short- to medium-term street section for River Road includes a reduction from four to two lanes, using the extra space for bicycle lanes and on-street parking.*



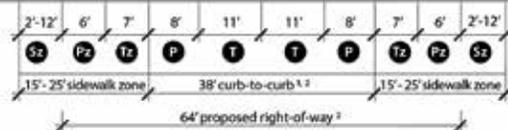
*River Road in the long-term with restored travel lanes and an urban approach to integration with the Purple Line.*



*Rivertech Court would be improved to standardize lane widths, incorporate bike lanes, and provide a cohesive streetscape.*



*The proposed typical section of new two-way streets within the transit district.*



## Streets and Open Spaces | Complete Streets

- Parallel parking paving materials should be differentiated through a change in material (to include consideration for porous and pervious materials and paving mixes to facilitate environmental and stormwater management goals) but may also be the same material as the travel lanes. Additionally, an edge band denoting the border between the travel lane and parallel parking spaces is encouraged and may be differentiated by color and/or material.
- The tree zone shall include a two-foot-wide paved step-off zone adjacent to parallel parking areas (e.g., the tree boxes/planter areas shall be at least two feet away from the curb). Tree zones may increase to 10 feet in width to accommodate rainwater planters and other green street treatments.
- Curb radii should be reduced to the maximum extent feasible.
- Curb bulb-outs to shorten the pedestrian crossing distances are preferred at all intersections except where there are extenuating design considerations (such as accommodating the turning radii of transit vehicles along dedicated bus ways).
- Crosswalks should be provided at all legs of all signalized intersections and should be of a different material, texture, or color from the travel lanes to help distinguish them. Pedestrian count-down lights and other safety measures are encouraged.



## Streets and Open Spaces | Streetscape, Amenities, and Tree Zone

Additional detail on streetscapes, including sidewalk treatments, pedestrian and bicyclist amenities, and decorative elements essential to creating a strong sense of place, are specified below.

### Streetscape

- The pedestrian zone is reserved for pedestrian circulation and shall remain clear of all street furniture, signs, and other obstructions.
- Sidewalks shall be constructed of concrete or brick pavers, stone, exposed aggregate concrete, or brushed concrete. Porous pavement and permeable paver systems are encouraged. The pedestrian zone should be uniform in materials and details throughout the Metro Core and is encouraged to be consistent throughout the entire transit district to promote a consistent character and identity for the area.
- Beyond the sidewalk/clear pedestrian zone, differentiated sidewalk paving materials, colors, textures, and other techniques may be appropriate to denote areas for café seating, bike parking, or building entry.

### Streetscape Amenities

- Street furnishings that are part of the streetscape, including transit shelters, bike racks, benches, bollards, tree grates, waste/recycling receptacles, and similar elements, shall be consistent in



*A variety of streetscape amenities encourage outdoor activity along the street.*

material, style, and color throughout the Metro Core and are encouraged to be consistent throughout the transit district. The exact style and details of these elements should be determined by the TDDP implementation task force once it has been established.

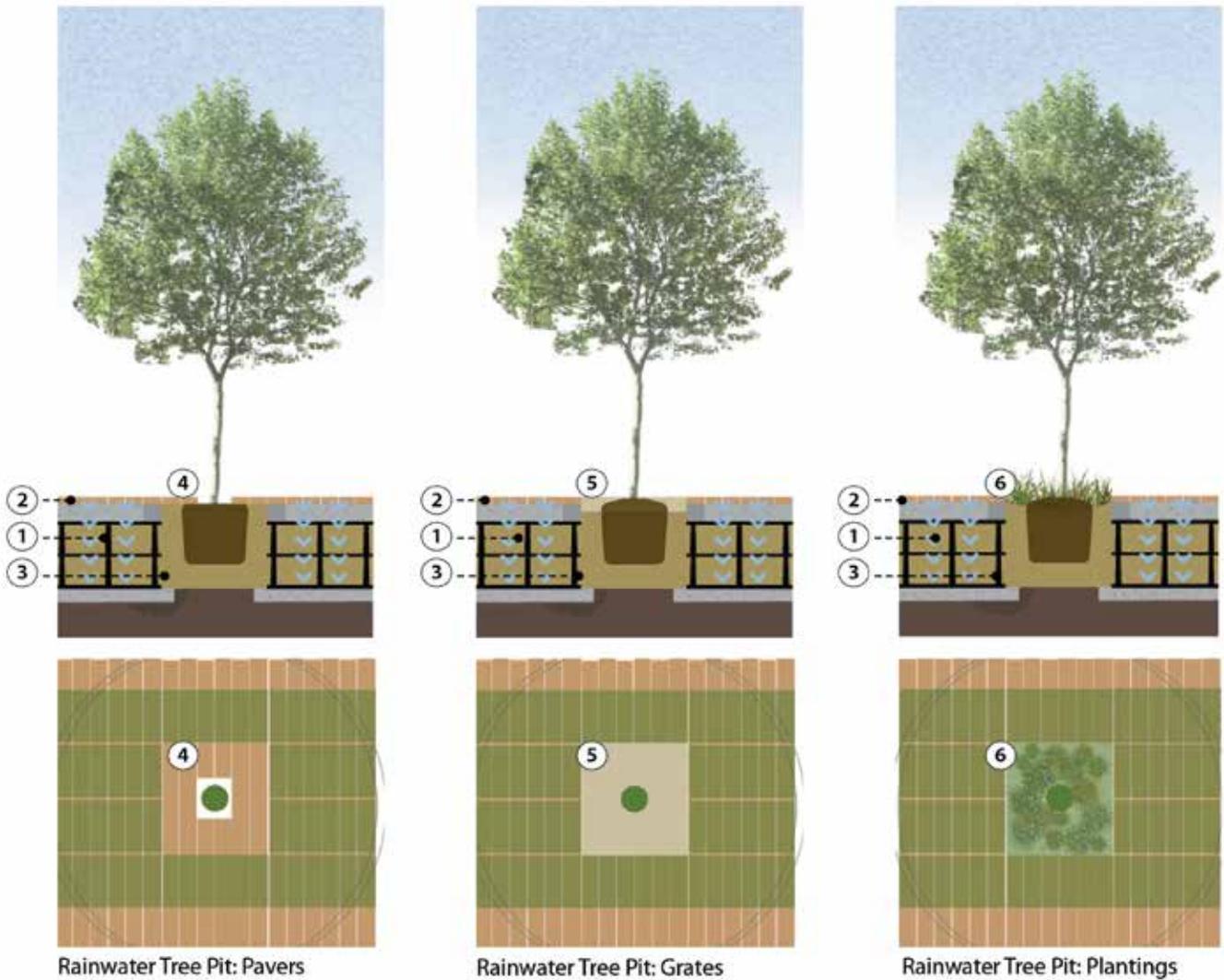
- All street furnishings that are part of the streetscape shall be constructed of metal such as aluminum, stainless steel, or cast iron; stone; or masonry.
- Benches, tables, chairs, planters, and similar elements belonging to commercial tenants or placed within urban open spaces and public areas should vary in appearance from the standard street furnishings; however, if these elements are placed within or abutting a street or open space, they should be metal or a combination of wood and metal, stone, or other durable material.
- Waste and recycling receptacles shall be colocated and conveniently placed along streets.

### Tree Zone

The tree zone is intended for street tree planting and may accommodate permanent features such as rainwater planters and environmental site design features, light poles, signage, benches, and bike racks. Non-permanent elements, such as restaurant menu boards, waste and recycling receptacles, potted plants, and movable seating, may also be appropriate within the tree zone.



*This bench is not only durable and attractive, it also offers clues to the local environment acting as a form of art.*



- ① Silva Cell or other MDE approved systems
- ② Permeable Sub-base
- ③ Uncompact Soil Media
- ④ Porous Pavement/Pavers
- ⑤ Grates
- ⑥ Plantings, Native (preferred)

*Examples of tree pits designed to treat rainwater.*

## Streets and Open Spaces | Streetscape, Amenities, and Tree Zone

Landscape strips and planting areas are required along all streets and shall be provided in accordance with the regulations of the Landscape Manual.

- Street trees are required throughout the transit district in spacing of approximately 30 to 40 feet on center. Refer to the Landscape Manual for additional requirements and permitted tree species. Invasive tree species shall not be permitted. Street tree planting pits are appropriate in mixed-use areas while planting strips are more appropriate in the predominantly residential areas of the College Park Aviation Village and Riverdale Park Urban Village.
- Street tree planting areas provide opportunities for stormwater management and treatment facilities and should be designed to contribute to the overall environmental restoration and treatment goals of the TDDP.



*Evenly spaced street trees complement the streetscape.*

## Streets and Open Spaces | Site Walls and Fencing

Walls and fences shall be used to screen surface parking lots and loading and service areas from the public realm including streets.

- Site walls (including screening, security, retaining, and accent walls) should use materials, patterns, and colors consistent with the associated building(s) and, if directly visible from the public realm (streets and open spaces), shall be made of brick, pre-cast stone, or concrete panels, natural stone, or vegetated screen walls.

- Railings, fences, and gates shall be metal prefinished in a powder-coated color coordinated with adjacent materials or painted a low-luster, dark, neutral color.
- Vinyl, composite, or pressure-treated wood fences up to six feet in height may only be permitted on single-family residential lots in side and rear yards only.
- Chain link fencing, barbed or razor wire, wire mesh, corrugated metal or fiberglass, sheet metal, and paneled materials shall not be permitted.



*An example of a masonry and metal fence to help screen surface parking lots.*

*More substantial screening for the same parking area shows a different approach to design.*



## Streets and Open Spaces | Street Lighting

### Streetscape Lighting

A combination of pedestrian-scaled street light fixtures and intersection street light fixtures may be required to ensure a well-lit street area and to establish a unifying element along the street network.

- Pedestrian-scaled fixtures on poles no higher than 14 feet in height shall be used on all streets.
- Street light locations (such as at intersections and/or along travel lanes) shall be coordinated with the underlying utility locations and street tree plantings and should be placed to ensure even distribution of lighting levels. These fixtures may be taller than pedestrian-scaled fixtures as determined by the appropriate operating agency.
- Illumination shall be provided for main entrances, passageways, parking lots, recycling areas, service entrances and areas, alleys, pathways, parks, and plazas.
- Pedestrian access to and from mid-block parking and other parking lots and structures shall be continuously lit and shall provide direct connections to the primary street and urban open spaces whenever possible.
- In commercial and mixed-use areas, business owners should illuminate storefront windows at night from the interior to assist with lighting the sidewalk and accenting their business.
- Light poles may include armatures that allow for the hanging of banners and other amenities (e.g., hanging flower baskets, artwork, etc.).

- Consideration of security and pedestrian comfort shall be prioritized by increasing illumination low to the ground in public parking lots, at building entries, in public plazas, and at transit stops.
- All street lighting fixtures shall use full cut-off optics to direct their light downward to minimize or eliminate glare and light pollution.
- Energy-efficient lamps shall be used for all public realm lighting in order to conserve energy and reduce long-term costs.

### Specific Uses of Lighting

To increase safety, help with orientation, and highlight the identity of an area, the street elements specified below are recommended to be lit.

- Transit stops: People feel more secure when transit stops are well-lit. Lighting also draws attention to and encourages the use of such amenities.
- Edges: Edges of a park or plaza shall be lit to define and identify the space.
- Architectural details: Lighting entrances, archways, cornices, columns, and other features can call attention to the uniqueness of a building or place. Lighting of building entrances also contributes to safety.
- Focal points and gateways: Lighted sculptures, fountains, and towers in a neighborhood, especially those visible to pedestrians and vehicles, provide a form of wayfinding.



*Examples of appropriate street and building lighting within the transit district.*

# Streets and Open Spaces | Open Space Design

An interconnected network of public and private open spaces, including urban spaces, such as plazas and squares, is an essential component of the College Park-Riverdale Park Transit District. Every effort should be made to integrate new development with active and passive open spaces such as parks, plazas, squares, and greens. These spaces and the overall open space network are critical in helping define a community’s sense of place.

## General Requirements

- Each neighborhood shall include at least one designated primary open space of at least 25,000 square feet and no less than 75 feet in either width or length (see image of proposed primary open spaces for each neighborhood on page 50 for locations). These spaces, which are in the form of plazas, squares, or greens, will serve as the main gathering places for the residents and workers of the neighborhoods and embody the character of each. It is essential that all parties work together to

realize the network of primary open spaces during the development of the transit district.

- Additional open spaces should be evenly distributed throughout the transit district.
- New open spaces and urban places should be designed with sustainable, environmental site design features, such as rainwater planters, bioswales, and porous/pervious paving materials, to facilitate landscaping, tree growth, and the absorption and treatment of rainwater runoff.
- Asphalt shall not be used within paved squares and plazas but may be used for open space types within and adjacent to the transit district that are more natural in character such as within pocket parks and parks containing ballfields.
- Privately owned and operated open spaces should be accessible to the public whenever feasible.
- Paved areas within open spaces should differ from and contrast with the typical street sidewalk paving.

### OPEN SPACE TYPES

Appropriate open space types for the College Park-Riverdale Park Transit District include:

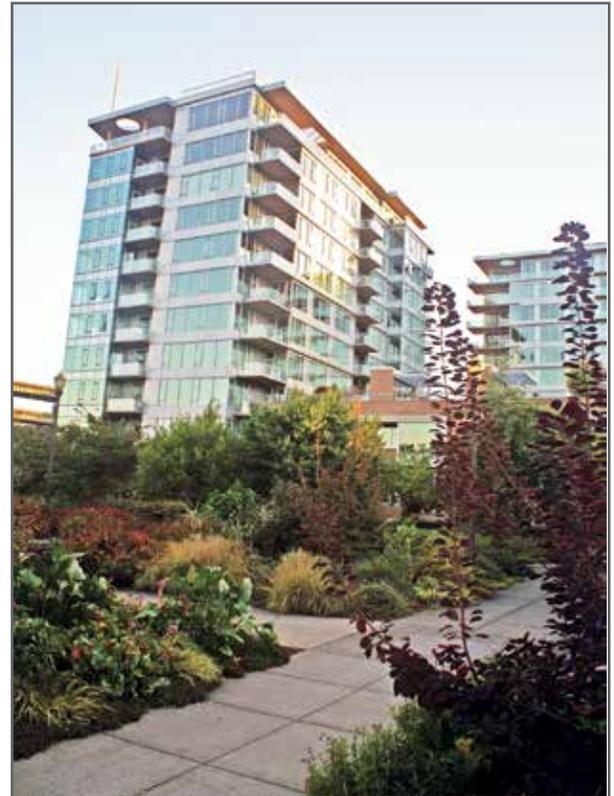
**Plazas:** Depending on size, plazas may support activities, including open air markets, concerts, festivals, and special events, but are often used for active recreational purposes. Plazas are often located at transit stops or other important nodes and serve as the focal point for community activities. Although a plaza may include landscaped areas, the emphasis is often on paved surfaces that can accommodate a large number of visitors.

**Squares:** Squares are key public gathering spaces that include flexible, programmable open spaces. Squares tend to serve a regional population and are used for events that appeal to a broad audience.

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

**Passages:** Linear open spaces that typically make pedestrian connections along tree-lined walks from one street to another or to other open spaces. Passages may be either formal or informal in their design reflecting the character of the surrounding architecture. Passages intended as part of the open space network shall be at least 25 feet wide with a minimum 6-foot-wide clear pedestrian zone.

Definitions of plazas, squares, and greens are incorporated from *Formula 2040: Functional Master Plan for Parks, Recreation and Open Space*.



*These images show a variety of parks and open spaces that are envisioned within the four new neighborhoods of the College Park-Riverdale Park Transit District.*

## Transit District Overlay Zone Tables of Uses Permitted

### Table of Uses for the M-U-I Zone

#### Uses permitted.

- (II) No use shall be allowed in the Mixed-Use Infill (M-U-I) Zone, except as provided for in the Tables of Uses. In the tables, the following applies:
- (1) The letter “P” indicates that the use is permitted in the zone indicated.
  - (2) The letters “SE” indicate that the use is permitted, subject to the approval of a special exception in accordance with the provisions of Part 4 of this Subtitle.
  - (3) The letters “PA” indicate that the use is permitted, subject to the following:
    - (A) There shall be no entrances to the use directly from outside of the building;
    - (B) No signs or other evidence indicating the existence of the use shall be visible from the outside building, other than a business identification sign lettered on a window. The sign shall not exceed six (6) square feet in area; and
    - (C) The use shall be secondary to the primary use of the building.
  - (4) The letters “PB” indicate that the use is permitted, subject to the following:
    - (A) The use shall be related to, dependent on, and secondary to a principal use on the premises;
    - (B) The use shall be located on the same record lot as the principal use;
    - (C) The use shall not be located within a building not occupied by the principal use; and
    - (D) The floor area of any building (and the land area occupied by any structure other than a building) devoted to the use shall not exceed an area equal to forty-five percent (45%) of the gross floor area of the building within which the principal use is located.
  - (5) The letter “X” indicates that the use is prohibited.
  - (6) The letters “SP” indicate that the use is permitted subject to approval of a Special Permit, in accordance with Section 27-239.02.
  - (7) All uses not listed are prohibited.
  - (8) Whenever the tables refer to an allowed use, that use is either permitted (P), permitted by Special Exception (SE), permitted by Special Permit (SP), or permitted as a (PA) or (PB) use, as listed in the zone in which it is allowed.  
(CB-58-1990; CB-12-2001; CB-14-2003)

USE	M-U-I IN ZO	APPROVED M-U-I in TDOZ
<b>(1) COMMERCIAL:</b>		
<b>(A) Eating or Drinking Establishments:</b>		
Eating or drinking establishment, with drive-through service (CB-49-2005; CB-19-2010)	P <sup>24</sup>	X
Eating or drinking establishment, excluding drive-through service (CB-49-2005; CB-19-2010)	P	P
Eating or drinking establishment of any type, including music and patron dancing past the hours of 12:00 a.m., excluding adult entertainment (CB-49-2005; CB-19-2010; CB-56-2011)	SE	P
<b>(B) Vehicle, Mobile Home, Camping Trailer, and Boat Sales and Service:</b>		
Bus maintenance accessory to:		
(i) A private school or educational institution	SE	X
(ii) A church or other place of worship	SE	X
Boat fuel sales at the waterfront	P	X
Boat sales, service, and repair, including outdoor storage of boats and boat trailers:		
(i) Accessory to a marina	P	X
(ii) All others	SE	X
Boat storage yard	X	X
Car wash:		
(i) On a parcel of at least 10 acres with any structures located at least 200 feet from any land in any Residential Zone or land proposed to be used for residential purposes on an approved Basic Plan for a Comprehensive Design Zone, approved Official Plan for an R-P-C Zone, or any approved Conceptual or Detailed Site Plan	P	X
(ii) Self-service, coin operated, automatic car wash as an accessory use to the permitted use of a commercial parking lot, with shuttle service to Metro and located within two miles of a Metro station (CB-76-1998)	P	X
(iii) All others (CB-76-1998; CB-114-2004)	SE	X
Gas station (in the C-M Zone, subject to Detailed Site Plan review in accordance with Section 27 358(a)(1), (2), (4), (5), (6), (7), (8), (9), and (10)) (CB-1-1989; CB-72-1999)	SE	X
Incidental automobile service in a parking garage <sup>3</sup>	SE	P
Private Automobile and Other Motor Vehicle Auctions	X	X
(i) Operating prior to January 1, 2011, as a use that conforms to the definition under Section 27-107.01, subject to the provisions of Section 27-464.06(c), (d), and (f)		
(ii) All others, subject to the requirements of Section 27-464.06 (CB-59-2010)	X	X

USE	M-U-I IN ZO	APPROVED M-U-I in TDOZ
Vehicle lubrication or tune-up facility, provided all sales and installation operations are conducted in a wholly enclosed building with no outdoor storage (CB-43-1987)	SE	P
Vehicle, mobile home, or camping trailer repair and service station (CB-50-1993)	SE <sup>19</sup>	X
Vehicle, mobile home, or camping trailer sales lot, which may include dealer servicing and outdoor storage of vehicles awaiting sale; but shall exclude the storage or sale of wrecked or inoperable vehicles, except as accessory to the dealership for vehicles which the dealership will repair <sup>37</sup> (CB-95-1987; CB-87-2000; CB-29-2002)	SE	X
Vehicle or camping trailer rental (in the C-M Zone, subject to Section 27 417(a),(b)(2), and (c))	SE	X
Vehicle or camping trailer storage yard (CB-80-1996)	X	X
Vehicle parts or tire store including installation facilities, provided all sales and installation operations are conducted in a wholly enclosed building with no outdoor storage:		
(i) On a parcel of at least 10 acres, with any structures located at least 200 feet from any land in any Residential Zone (or land proposed to be used for residential purposes on an approved Basic Plan for a Comprehensive Design Zone, approved Official Plan for an R-P-C Zone, or any approved Conceptual or Detailed Site Plan)	P	X
(ii) Accessory to a department store (CB-58-1990)	X	X
(iii) All others (CB-21-1992)	SE	X
Vehicle parts or tire store without installation facilities	P	P
Vehicle towing station, provided it is enclosed by a sight-tight wall or fence at least 6 feet high, or an evergreen screen (CB-30-1992)	X	X
Waterless Automobile Detailing, at a specific location having a fixed business address	P	P
<b>(C) Offices:</b>		
Bank, savings and loan association, or other savings or lending institution:		
(i) Automatic teller machine, only	P	P
(ii) All others	P	P
Check cashing business (CB-23-2009; CB-85-2012)	SE <sup>55</sup>	X
Contractor's office:		
Contractor's office (general) as a permanent use, including the businesses of siding, flooring, roofing, plumbing, air conditioning, heating, painting, carpentry, electrical work, landscaping, and the like, with buildings, and uses accessory to the business (as well as the office) use:		
(A) With no outdoor storage of materials or equipment	P	P

USE	M-U-I IN ZO	APPROVED M-U-I in TDOZ
(B) With outdoor storage of materials, located only in a side or rear yard; enclosed by a slightly, opaque wall or fence at least six-feet high; with no storing of material higher than the fence; but excluding the use or outdoor storage of earthmoving or other heavy equipment, or outdoor storage of machinery	X	X
(C) Including the fabrication (only within a wholly enclosed building) of plumbing, air conditioning, heating, carpentry, and lighting (and the like) parts for installation off the site (CB-110-1994; CB-46-1995)	X	X
Contractor's office (must include sanitary facilities), Construction yard or shed, or storage building (in Connection with a construction project) as a temporary use:		
(A) In accordance with Sections 27-260 and 27-261	P	P
(B) All others	SE	X
Office accessory to an allowed use	P	P
Office (except as otherwise provided):		
(i) Within an integrated shopping center, and not exceeding 10% of the gross floor area of the center	X	X
(ii) All others	P	P
Office of a certified massage therapist (CB-44-2000)	P	P
Office of a medical practitioner or medical clinic (which may include an accessory private spa)	P	P
Real estate subdivision sales office as a temporary use, in accordance with Sections 27-260 and 27-261	P	P
Where not otherwise specifically permitted, any use allowed in the C-R-C Zone (excluding those permitted by Special Exception) may be located within an office building, provided that the uses shall not be located above the ground floor; not more than 15% of the gross floor area of the building shall be devoted to the use; and not more than 3,000 square feet of gross floor area shall be allotted to any one shop (CB-58-1990)	X	X
Where not otherwise specifically permitted, any use allowed in the C-S-C Zone (excluding those permitted by Special Exception), may be located within an office building, provided that the uses shall not be located above the ground floor; not more than 15% of the gross floor area of the building shall be devoted to the uses; and not more than 3,000 square feet of gross floor area shall be allotted to any one shop	X	X

USE	M-U-I IN ZO	APPROVED M-U-I in TDOZ
Where not otherwise specifically permitted, any use allowed in the C-S-C Zone (excluding those permitted by Special Exception) may be located within an existing building no more than three (3) stories in height, including a maximum of 65,000 square feet of gross leasable area, provided such building and its associated parking are located on one or more contiguous parcels of property abutting two (2) streets shown on the master plan as arterial or higher classification, and located at an intersection where the three (3) other corners of said intersection are zoned C-S-C, and where the parcel or parcels of property upon which the building and its associated parking are located abut land zoned C-S-C at a minimum of two (2) locations (CB-69-1999)	X	X
Where not otherwise specifically permitted, any use allowed by Special Exception in the C-S-C Zone may be located within an existing building no more than three (3) stories in height, including a maximum of 65,000 square feet of gross leasable area, provided such building and its associated parking are located on one or more contiguous parcels of property abutting two (2) streets shown on the master plan as arterial or higher classification, and located at an intersection where the three (3) other corners of said intersection are zoned C-S-C, and where the parcel or parcels of property upon which the building and its associated parking are located abut land zoned C-S-C at a minimum of two (2) locations (CB-69-1999)	X	X
<b>(D) Services:</b>		
Ambulance service, private	X	X
Animal hospital, animal training, kennel	SE	P
Artist's studio	P	P
Barber or beauty shop (CB-148-1987)	P	P
Bicycle repair shop:		
(i) Non-motorized only	P	P
(ii) All others	SE	X
Blacksmith shop	X	X
Blueprinting, photostating, or other photocopying establishment	P	P
Carpet or rug shampooing establishment	X	X
Catering establishment (CB-56-2011)	P	P
Data processing	P	P
Dry cleaning or laundry pickup station (CB-127-1986)	P	P
Dry cleaning store or plant: <sup>43</sup>		
(i) Retail, gross floor area under 6,000 square feet	P	P

USE	M-U-I IN ZO	APPROVED M-U-I in TDOZ
(ii) Retail, unrestricted	X	X
(iii) Wholesale (may include retail service) (CB-55-2002)	X	X
Electric or gas appliance, radio, or television repair shop	P	P
Employment agency	P	P
Farm implement repair	X	X
Fortune telling	P	P
Funeral parlor, undertaking establishment (CB-2-1989)	SE	X
Household appliance or furniture repair shop	P	P
Key or locksmith shop (CB-128-1986)	P	P
Laboratory:		
(i) Accessory to an allowed use	P	P
(ii) Dental laboratory	P	P
(iii) All other laboratories (CB-4-1986)	P	P
Laundromat:		
(i) Accessory to an allowed use	X	P
(ii) All others	P	P
Laundry store or plant: <sup>43</sup>		
(i) Retail, gross floor area under 6,000 square feet	P	P
(ii) Retail, unrestricted	X	X
(iii) Wholesale (may include retail service) (CB-55-2002)	X	X
Lawn mower repair shop:		
(i) Non-motorized, only	P	P
(ii) All others, provided all repairs are performed within a wholly enclosed building	SE	X
Limousine service:		
(i) Storage of up to 10 limousines (not to include buses and vans), may include routine vehicle repair or servicing within a wholly enclosed building, with no outdoor storage	P <sup>24</sup>	X
(ii) All others (CB-120-1994)	X	X
Machine shop accessory to an allowed use	X	X

USE	M-U-I IN ZO	APPROVED M-U-I in TDOZ
Massage establishment	SE	X
Methadone Treatment Center (CB-103-1993)	SE	X
Model studio	X	X
Newspaper publishing establishment	SE	P
Pet grooming shop, provided all animals are confined to the interior of the building and adequate measures are taken to control noise and odor	P	P
Photographic processing plant	X	X
Photography studio or darkroom	P	P
Pizza delivery service, limited to off-premises delivery with no eat-in or drive-in service:		
(i) With carry-out service in a building with less than 2,500 square feet of gross floor area	P	P
(ii) Unrestricted in size with no carry-out service (CB-83-1986; CB-102-2001)	X	X
Printing shop:		
(i) Not exceeding 2,000 square feet of gross floor area	P	P
(ii) All others	SE	X
Sauna or steam bath	P	P
Septic tank service	X	X
Sewage dump station for camping trailers or boats	X	X
Shoe repair shop	P	P
Tailor or dressmaking shop (may include incidental dyeing and pressing allowed as a "PB" use)	P	P
Tattoo Parlor (CB-10-2012)	P	P
Taxidermy (CB-30-1986)	P	P
Travel bureau	P	P
Upholstery shop (CB-65-1989)	PA	P
Veterinarian's office:		
(i) Outpatient	P	P
(ii) Inpatient (CB-96-1988)	PB	P
Watch or jewelry repair shop	P	P
Welding shop:		
(i) Accessory to an allowed use	X	X

USE	M-U-I IN ZO	APPROVED M-U-I in TDOZ
(ii) All others	X	X
<b>(E) Trade (Generally Retail):</b>		
Adult book store (CB-65-1989; CB-53-1996)	X	X
Arts, crafts, and hobby supply store	P	P
Bait shop	P	P
Bakery products, wholesale (may include retail sales)	X	X
Bicycle (sales) shop:		
(i) Nonmotorized, only	P	P
(ii) All others	SE	P
Book (except adult bookstore) or camera store (CB-71-1993)	P	P
Bottled gas sales:		
(i) Accessory to an allowed use	P	P
(ii) All others	P	P
Building supply store:		
(i) Wholly enclosed, except for nursery stock	P	P
(ii) With outdoor storage on not more than 50% of the lot, provided it is enclosed by a slightly opaque wall or fence at least 8-feet high (CB-76-1992)	X	X
Bulk retailing:		
(i) Products allowed to be sold in a C-S-C Zone (CB-65-1989; CB-25-1999)	p <sup>32</sup>	X
(ii) Products allowed to be sold in a C-M Zone	X	X
Buying of items within guest rooms and vehicles, pursuant to Section 27 115(a)(2)	X	X
Carpet or floor covering store	P	P
Clothing, dry goods, millinery, or shoe store (CB-58-1985; CB-71-1993)	P	P
Confectioner (not exceeding 40,000 square feet of gross floor area):		
(i) Retail (CB-65-1989)	P	P
(ii) Wholesale (may include accessory retail sales)	X	X
Department or variety store, excluding pawnshops		

USE	M-U-I IN ZO	APPROVED M-U-I in TDOZ
(i) Not exceeding 125,000 square feet of gross floor area so long as the department or variety store does not contain any food or beverage component. (CB-64-2012)	P	P
(ii) Exceeding 125,000 square feet of gross floor area within the developed tier or a designated revitalization tax credit area (as long as the department or variety store does not contain any food or beverage component) (CB-19-2005; CB-13-2012)	P <sup>52</sup>	P
(iii) Not exceeding 85,000 square feet of gross floor area without regard to percentage of gross floor area for food and beverage component. (CB-13-2012; CB-64-2012)	P	P
(iv) Exceeding 85,000 square feet of gross floor area and less than 10% of that gross floor area for food and beverage component. (CB-64-2012)	P	P
(v) All others, <sup>40</sup> in accordance with Section 27-348.02 (CB-71-1993; CB-28-1997, CB-4-1999; CB-2-2002; CB-13-2012; CB-64-2012)	SE	P
Drug paraphernalia display or sales, pursuant to Section 27 115(a)(1)	X	X
Drug store:		
(i) Not exceeding 3,000 square feet of gross floor area	P	P
(ii) Within an office building or complex, and not exceeding 25% of the gross floor area, or 2,000 square feet, whichever is less (CB-65-1989)	P	P
(iii) All others	P	P
Farm implement sales	X	X
Feed sales	X	X
Firewood sales as a temporary use in accordance with Sections 27-260 and 27-261	P	P
Farmers' market or flea market as a temporary use, in accordance with Sections 27-260 and 27-261 (CB-63-1998)	P	P
Florist shop	P	P
Food or beverage goods preparation on the premises of a food or beverage store, provided the goods are only sold on the premises and at retail	PB	P
Food or beverage goods preparation for wholesale sales:		
(i) Not exceeding 1,500 square feet of gross floor area	P	P
(ii) Containing 1,501 to 3,000 square feet of gross floor area	SE	P
(iii) All others (CB-37-1992)	X	X
Food or beverage store:		
(i) Not exceeding 3,000 square feet of gross floor area	P	P

USE	M-U-I IN ZO	APPROVED M-U-I in TDOZ
(ii) Not exceeding 125,000 square feet of gross floor area	P	P
(iii) In combination with a department or variety store on the same or adjacent site, in accordance with Section 27-348.02	SE	P
(iv) In combination with a gas station, subject to Detailed Site Plan review in accordance with Part 3, Division 9	X	X
(v) All others (CB-112-1986; CB-65-1989; CB-2-2002; CB-99-2012)	P	P
Garden supplies store, floricultural or horticultural nursery, which may include the outdoor display of nursery stock, such as plants, shrubbery, and trees (CB-65-1989)	P	P
Gift, jewelry, music, souvenir, or other specialty store not specifically listed (CB-71-1993)	P	P
Hardware store (CB-65-1989)	P	P
Household appliance or furniture store:		
(i) Not exceeding 50,000 square feet of gross floor area	P	P
(ii) Exceeding 50,000 square feet of gross floor area (CB-32-1986; CB-77-1998)	X	X
Ice vending machine (not exceeding 8-ton capacity)	X	X
Lawn mower (sales) store	P	P
Monument and headstone sales establishment (CB-22-2004)	X	X
Newspaper, magazine, or tobacco shop	P	P
Nursery and garden center, which may include the outdoor display of nursery stock, such as plants, shrubbery, and trees	P	P
Outdoor display of merchandise for sale (except as otherwise specified) and excluding merchandise displayed on gasoline pump islands associated with gas stations, which is allowed:		
(i) Not more than six feet from main building (subject to Section 27-388)	P	P
(ii) More than six feet from main buildings (subject to Section 27-388)	SE	P
Paint or wall covering store	P	P
Pawnshop:		
(i) In accordance with Section 27-250.01	X	X
(ii) In accordance with Section 27-394.01 (CB-28-1997; CB-22-2010)	SE	X
Pet (sales) shop, provided all animals are confined to the interior of the building and adequate measures are taken to control noise and odor; may include the sale of pet feed and supplies (CB-2-1991)	P	P

USE	M-U-I IN ZO	APPROVED M-U-I in TDOZ
Retail shop or store (not listed) similar to one permitted (P) in the:		
(i) C-S-C Zone	P	P
(ii) C-M Zone	X	X
(iii) C-R-C Zone (CB-65-1989; CB-58-1990)	X	X
Sales from guest rooms and vehicles, in accordance with Section 27 115(a)(2)	X	X
Seafood market:		
(i) Containing less than 3,000 square feet of gross retail space	P	P
(ii) Containing less than 7,000 square feet of gross retail space	P	P
(iii) Unrestricted in size (CB-49-1987)	P	P
Seasonal decorations display and sales as a temporary use, in accordance with Sections 27-260 and 27-261	P	P
Septic tank sales (CB-65-1989)	X	X
Sporting goods shop, which may include marine equipment and supplies	P	P
Stationery or office supply store which may include the sale of furniture or business machines	P	P
Swimming pool or spa sales and service:		
(i) Excluding outdoor display	P	P
(ii) Including outdoor display, provided it is enclosed by a 6-foot high fence (subject to Section 27-388)	X	X
Toy store (CB-71-1993)	P	P
Video game or tape store	P	P
Wayside stand:		
(i) As a temporary use, subject to Sections 27-260 and 27-261	P	P
(ii) All others (CB-122-1986)	P	P
<b>(2) Institutional/Educational:</b>		
Adult day care center	SE	P
Assisted living facility, subject to the requirements of Section 27-464.04 (CB-72-1996)	X	X
Church or similar place of worship, convent, or monastery (CB-23-1988)	P	P
Day care center for children:		
(A) In accordance with Section 27-464.02 <sup>12</sup>	P	P

USE	M-U-I IN ZO	APPROVED M-U-I in TDOZ
(B) All others (CB-23-1988)	SE	P
Eleemosynary or philanthropic institution:		
(A) A building containing no more than 7,000 square feet of gross floor area on a lot or parcel with not more than 1.5 acres for use by an organization providing benevolent services; any change in occupant or use shall require Detailed Site Plan approval by the District Council	P	P
(B) All others (CB-8-1998)	X	P
Hospital (may include a private spa)	SE	P
Modular classroom as a temporary use, in accordance with Sections 27-260 and 27-261 (CB-106-1989)	X	X
Nursing or care home (may include a private spa)	SE	P
School, Private:		
(A) Driving school, automobile only	P	P
(B) For artistic instruction (including a studio)	P	P
(C) Of business or trade, where the business or trade is permitted (P) in the respective zone	P	P
(D) Of business or trade, where the business or trade is permitted by Special Exception (SE) in the respective zone	SE	X
(E) Tutoring establishment	P	P
(F) Private college or university	P <sup>28</sup>	P
(G) Private schools, subject to Section 27-463	P	P
(H) All others (CB-40-1988; CB-50-1988; CB-113-1994; CB-93-1996; CB-94-2000)	SE	P
<b>(3) Miscellaneous:</b>		
Accessory structures and uses (when not otherwise provided for)	P	P
Adaptive reuse of a surplus public school, when not otherwise allowed	SE	P
Adaptive use of a historic site, when not otherwise allowed (CB-58-1987)	SE	P
Animals, not customarily household pets (CB-117-1986; CB-55-1988)	SE	P
Buildings and uses, serving public health purposes, on land owned by Prince George's County, Maryland, upon which hospitals or health centers are located, except if otherwise allowed as a Permitted (P) use <sup>41</sup> (CB-55-1988)	P	P
Cemetery, crematory:		

USE	M-U-I IN ZO	APPROVED M-U-I in TDOZ
(A) Cemetery, in accordance with Section 27-445.06	X	X
(B) Cemetery, accessory to a church, convent, or monastery <sup>49</sup>	P	X
(C) All others (CB-86-1989; CB-11-1991)	X	X
Home occupations for residents <sup>20</sup> (CB-86-1989; CB-78-2003; CB-11-2004)	X	P
Home occupations for residents, low-impact (CB-11-2004)	X	P
Increase in height of accessory building, used for:		
(A) Servant, household help living quarters <sup>30</sup>	SE	P
(B) Agricultural purposes on a lot having a net area of less than five acres	X	X
(C) Agricultural purposes on a lot having a net area of at least five acres	X	X
(D) Office	SE	P
Signs, in accordance with Part 12, associated with uses allowed in the applicable residential zone (CB-85-1988)	P	P
Signs, outdoor advertising (billboards) (CB-85-1988)	X	X
Temporary structures and uses not otherwise allowed	SE	X
<b>(4) Public/Quasi Public:</b>		
Ambulance service, private	X	X
Community building, except as otherwise provided	P	P
Library, private	P	P
Post office	P	P
Public building and use, except as otherwise prohibited	P	P
Sanitary landfill or rubble fill <sup>17</sup> (CB-15-1990)	SE	X
Voluntary fire, ambulance, or rescue station <sup>1</sup> (CB-70-2008)	P	P
<b>(5) Recreational/Entertainment/Social/Cultural:</b>		
Adult Entertainment (CB-46-2010; CB-56-2011)	X <sup>58</sup>	X
Amusement arcade:		
(A) Not exceeding 2,500 square feet of gross floor area, with adult supervision on the premises during all hours of operation; provided the use is located either within a wholly enclosed shopping mall, or within the main group of stores of an integrated shopping center having a minimum gross floor area of 150,000 square feet	P	P

USE	M-U-I IN ZO	APPROVED M-U-I in TDOZ
(B) All others	SE	P
Amusement Center (CB-35-1994)	P	P
Amusement park:		
(A) Within a wholly enclosed shopping mall	SE	X
(B) All others	X	X
Archery or baseball batting range	SE	P
Arena or stadium (which may include a private spa)	X	X
Athletic field:		
(A) With no seating or nonpermanent bleacher-type seating for not more than 100 spectators	P	P
(B) With permanent bleacher-type seating for more than 100 spectators	SE	X
Auditorium	P <sup>56</sup>	P
Beach	P	X
Billiard or pool parlor	SE	P
Boat ramp	P	X
Bowling alley:		
(A) On a parcel of at least 10 acres, provided all structures are located at least 200 feet from any Residential Zone (or land proposed to be used for residential purposes on an approved Basic Plan for a Comprehensive Design Zone, approved Official Plan for an R-P-C Zone, or any approved Conceptual or Detailed Site Plan)	P	X
(B) All others	SE	P
Carnival, circus, fair or similar use, not exceeding seventeen days duration and located at least 250 feet from any dwelling, as a temporary use in accordance with Sections 27-260 and 27-261	P	P
Club or lodge (private) except as otherwise provided	P	P
Employees' recreational facilities (private, nonprofit) accessory to an allowed use	P	P
Fishing pier	P	P
Go-cart track	X	X
Golf course or country club:		
(A) Accessory to a commercial use	P	X
(B) All others	SE	X
Golf driving range	SE	X
Marina (CB-72-1987)	SE	X
Miniature golf course	P	P
Museum, aquarium, art gallery, cultural center, or similar facility	P	P

USE	M-U-I IN ZO	APPROVED M-U-I in TDOZ
Park or playground	P	P
Performance arts center, in accordance with Section 27-464.05 (CB-12-2001)	SP	SP
Race track	X	X
Recreational campground (in the C-M Zone subject to paragraphs (1) thru (7) of Section 27-400(a))	X	X
Recreational or entertainment establishment of a commercial nature, if not otherwise specified:		
(A) Abutting residential property or land residentially zoned	SE	X
(B) All others (CB-72-1998)	SE	P
Reducing/exercise salon or health club	P	P
Riding stable	X	X
Rifle, pistol, or skeet shooting range:		
(A) Indoor	SE	X
(B) Outdoor	X	X
Skating rink	SE	P
Spa (community)	P	P
Spa (private), accessory to an allowed dwelling unit	P	P
Spa (public):		
(A) Accessory to a hotel or motel	P	P
(B) Accessory to a reducing/exercise salon or health club	P	P
(C) Accessory to a commercial swimming pool	P	P
(D) Accessory to a recreational campground	X	X
(E) Accessory to a summer camp	X	X
(F) Unrestricted	SE	P
Summer camp	X	X
Swimming pool:		
(A) Accessory to a hotel or motel (CB-9-2004)	P	P
(B) Accessory to a recreational campground	X	X
(C) Community	P	P
(D) Indoor	P	P
(E) Private, accessory to an allowed one-family detached dwelling	P	P
(F) All others	X	X
Tennis, basketball, handball, or similar court:		

USE	M-U-I IN ZO	APPROVED M-U-I in TDOZ
(A) Indoor (within a permanent wholly enclosed building)	P	P
(B) Outdoor	P	P
(C) With a temporary removable cover (bubble)	P	P
Theatre:		
(A) Indoor	P	P
(B) Outdoor (including drive-in)	X	X
Zoo, not publicly owned	X	X
<b>(6) Residential/Lodging:</b>		
Apartment hotel	X	X
Apartment housing for elderly or handicapped families in a building other than a surplus public school building (with provisions for increased density and reduced lot size in Multifamily Zones) (CB-85-1988; CB-91-1991; CB-44-1992, CB-46-1999; CB-66-2005)	SE <sup>81</sup>	P
Apartment housing for elderly or handicapped families in a surplus public school building	SE	P
Artist's residential studios, in accordance with Section 27-445.09 (CB-12-2001)	SP	P
Boardinghouse	P	P
Congregate living facility for more than eight elderly or physically handicapped residents (CB-90-1985)	P	P
Congregate living facility for NOT more than eight elderly or physically handicapped residents (CB-90-1985)	SE	P
Convent or monastery (CB-23-1993)	P	P
Conservation subdivision pursuant to Section 24-152 of Subtitle 24 (CB-6-2006)	X	X
Conversion of one-family detached dwelling to a building containing up to three dwelling units (not considered as a two-family, three-family, or multifamily dwelling): <sup>57</sup>		
(A) Prior to November 29, 1949, if the owner of the building resides in the building, and a valid Use and Occupancy permit was in effect on July 1, 1986	X	X
(B) Prior to November 29, 1949, if the owner of the building does not reside in the building, or a valid Use and Occupancy permit was NOT in effect on July 1, 1986	X	X
(C) Prior to November 18, 1980, but on or after November 29, 1949	X	X
(D) On or after November 18, 1980 (CB-58-1986; CB-73-1996)	X	X
Country Inn	X	X
Dwelling, farm tenant	X	X
Dwelling, metropolitan, one-family attached (CB-33-2005)	X	P

USE	M-U-I IN ZO	APPROVED M-U-I in TDOZ
Dwelling, multifamily:		
(A) In general (CB-67-2003; CB-109-2004; CB-82-2008)	p <sup>76</sup>	P
(B) Subject to applicable bedroom percentages	P	P
(C) In excess of applicable bedroom percentages	SE	P
(D) Restricted to one-bedroom and efficiency apartments	X	P
(E) Higher than 110 feet (CB-85-1988)	X	P
(F) Up to six dwelling units in a building of no more than two stories, where the first story was previously used for commercial purposes (CB-91-2004)	X	P
Dwelling, one-family attached, for the elderly <sup>58</sup> (CB-71-1996)	p <sup>2</sup>	P
Dwelling, one-family detached, for the elderly (CB-90-2004)	X	X
Dwelling, one-family detached, cluster development, shown on a preliminary plat of subdivision approved prior to July 1, 2006 (CB-6-2006)	X	X
Dwelling, one-family detached (in general)	P	X
Dwelling, one-family semidetached <sup>1</sup> (CB-85-1988)	p <sup>2</sup>	X
Dwelling, quadruple-attached (CB-83-1997)	p <sup>2,5</sup>	P
Dwelling, three-family	p <sup>2</sup>	P
Dwelling, two-family detached (CB-85-1988)	p <sup>2</sup>	X
Dwelling, two-family (in general)	p <sup>2</sup>	P
Dwellings, one-family attached, cluster development, shown on a preliminary plat of subdivision approved prior to September 1, 1986	X	X
Dwellings, one-family triple-attached, cluster development, shown on a preliminary plat of subdivision approved prior to September 1, 1986	X	X
Dwellings, one-family triple-attached (in general)	X	X
Flag lot development:		
(A) In accordance with preliminary plats approved prior to February 1, 1990, pursuant to Subtitle 24 and recorded within the prescribed time period	X	X
(B) In accordance with Section 24-138.01 of Subtitle 24 CB-72-1989)	X	X
Fraternity or sorority house:		

USE	M-U-I IN ZO	APPROVED M-U-I in TDOZ
(A) If legally existing prior to May 20, 1983, and not extended beyond the boundary lines of the lot as it legally existed (prior to May 20, 1983)	P	X
(B) All others	SE	X
Group residential facility for more than eight mentally handicapped dependent persons, or for five or more other dependent persons	SE	P
Group residential facility for not more than eight mentally handicapped dependent persons	P	P
Guest house, as an accessory use	X	X
Hotel or motel:		
(A) Hotel or motel in general	P	P
(B) Including any use allowed in the C-S-C Zone (but not generally allowed in the C-M Zone, excluding those permitted by Special Exception), when located within a hotel, provided the uses shall not be located above the ground floor; not more than fifteen percent of the gross floor area of the building shall be devoted to the uses; and not more than 3,000 square feet shall be allotted to any one use (CB-105-1985; CB-58-1990)	X	X
Mobile home used as a dwelling for emergency purposes as a temporary use, in accordance with Sections 27-260 and 27-261	X	X
Mobile home used as a one-family detached dwelling	X	X
Mobile home, with use for which amusement taxes collected <sup>28</sup>	P	P
Opportunity Housing dwelling units <sup>59</sup> (CB-66-1991; CB-55-1996)	P	P
Planned retirement community <sup>59</sup> (CB-55-1996, CB-21-1999)	SE	P
Public Benefit Conservation Subdivision pursuant to Section 24-152 of Subtitle 24 (CB-32-2008)	X	X
Recreational community development, in accordance with Section 27-444 <sup>59</sup> (CB-16-1989; CB-55-1996)	X	X
Rental of guest rooms (by the residents):		
(A) To 1 or 2 persons (unrelated to all principal residents)	X	X
(B) To 3 persons (unrelated to all principal residents)	X	X
(C) To not more than 3 persons (unrelated to all principal residents) by a family of related individuals, 1 individual, or 2 unrelated individuals (CB-122-1986)	X	X
Residential Revitalization: Comprising any form of proposed multifamily, attached one-family or detached one-family dwellings, in a Residential Revitalization project, as shown on a Detailed Site Plan approved in accordance with Section 27-445.10 (CB-58-2001)	P	P
Rooming houses	P	P

USE	M-U-I IN ZO	APPROVED M-U-I in TDOZ
Tourist cabin camp	X	X
Tourist homes	SE	X
Townhouse, cluster development, shown on a preliminary plat of subdivision approved prior to September 1, 1986 (CB-54-1986)	X	X
Townhouse, shown on a Detailed Site Plan approved prior to December 30, 1996, and in compliance with Section 3 of CB 55 1996 (CB-84-1990; CB-55-1996)	p <sup>2,5</sup>	P
Townhouse, shown on a preliminary plat of subdivision approved pursuant to Part 4A. (CB-47-1996)	p <sup>2,5</sup>	P
Townhouse, Transit Village (CB-37-2006)	X	P
Townhouse, if located within a designated Revitalization Tax Credit District (CB-112-2004)	p <sup>78</sup>	P
Townhouse, all others (CB-55-1996)	SE	P
<b>(7) Resource Production/Recovery:</b>		
Agricultural use		
(A) Other than animal or poultry raising	P	P
(B) Animal or poultry raising (other than customary household pets)		
(i) On lots 20,000 square feet or more	P	X
(ii) On lots under 20,000 square feet	SE	P
(iii) On lots under 20,000 square feet adjoining occupied residentially zoned property <sup>38</sup> (CB-71-2001)	X	X
Sand and gravel wet processing	SE	X
Surface mining	SE	X
<b>(8) Transportation/Parking/Communications/Utilities:</b>		
Airport, airpark, airfield, airstrip, heliport, helistop	SE	P
Antennas and related equipment buildings and enclosures, other than satellite dish antennas, in accordance with Section 27-464.03 (CB-65-2000)	P	P
Broadcasting studio (without tower)	P	P
Bus station or terminal	SE	P
Monopoles and related equipment buildings and enclosures, in accordance with Section 27-464.03 (CB-65-2000)	P	P
Parking garage, commercial	P	P
Parking garage or lot or loading area, used in accordance with Part 11	P	P

USE	M-U-I IN ZO	APPROVED M-U-I in TDOZ
Parking lot, commercial:		
(A) With shuttle service to Metro and within two miles of a Metro station	P	P
(B) All others (CB-14-2003)	SE	P
Parking of mobile home, except as otherwise specified	X	X
Parking of a mobile home in a public right-of-way <sup>4</sup>	X	X
Parking of vehicles accessory to an allowed use	P	P
Public utility uses or structures:		
(A) Underground pipelines, electric power facilities or equipment, or telephone facilities or equipment; and railroad tracks or passenger stations, but not railroad yards	P	P
(B) Other public utility uses or structures (including major transmission and distribution lines and structures, but excluding towers and poles not otherwise permitted, railroad yards, roundhouses, car barns, and freight stations) (CB-25-1987; CB-61-1988; CB-8-1990; CB-123-1994; CB 102 1997; CB 65 2000)	P	P
Satellite dish antenna, in accordance with Section 27-451.01:		
(A) Up to 10 feet in diameter, to serve only one dwelling unit	P	P
(B) More than 10 feet in diameter to serve only one dwelling	SE	X
(C) All others (CB-19-1985)	P	P
Storage of any motor vehicle which is wrecked, dismantled or not currently licensed, except where specifically allowed <sup>6</sup> (CB-4-1987)	X	X
Taxicab dispatching station:		
(A) Without cab storage, repair, or servicing	P	P
(B) With cab storage	SE	X
(C) With cab repair or servicing within a wholly enclosed building (CB-50-1987)	X	X
Taxicab stand	P	P
Telegraph or messenger service	P	P
Towers or poles (electronic, public utility when not otherwise permitted, radio, or television, transmitting or receiving):		
(A) Nonprofit, noncommercial purposes, with no height restrictions	P	P
(B) Freestanding for commercial purposes, not exceeding 100 feet above ground level	P	P
(C) Attached to a roof for commercial purposes, not exceeding 40 feet above the height of the building	p <sup>23</sup>	P
(D) All others (CB-8-1990; CB-41-1994; CB-123-1994; CB-65-2000)	SE	P

The following footnotes apply to sections (1), (2), (4), (5), (7), and (8) above:

- 1 Provided the site is either:
  - (A) In the proximity of an area designated as a fire or rescue station on an approved Functional Master Plan of Fire and Rescue Stations;
  - (B) In a location which the Fire Chief has indicated (in writing) is appropriate; or
  - (C) Occupied by a station that was in use immediately prior to July 1, 1982.

The following activities are considered to be ancillary uses permitted within the hall/assembly area of a voluntary fire, ambulance, or rescue station: bingo (with an approved license from the Department of Environmental Resources), weddings, dinners, community events, organization functions, and private events (with no advance or at the door ticket sales).

All events must comply with County or State regulations, and events requiring a specific license must obtain such license to be considered a permitted ancillary use. All events must be organized by the voluntary fire, ambulance, or rescue corporation or company and/or a community group from within the immediate vicinity of the station. For weddings, receptions, and dinners, the event may be organized by an individual in conjunction with the voluntary fire, ambulance, or rescue corporation or company and/or a community group within the immediate vicinity of the station. A permitted ancillary use does not include the leasing of the station facility for use by a promoter. Private events may not have advance or at the door ticket sales. All events must end by 10:00 p.m., Sunday through Thursday (except that bingo events must end by 11:00 p.m.), and by midnight on Friday and Saturday, with all patrons off the site within thirty (30) minutes after closing.

(CB-70-2008)
- 3 Provided:
  - (A) The service shall be limited to supplying gasoline, oil, water, tire pressure, and washing;
  - (B) Only automobiles parking in the parking garage may be served;
  - (C) No signs visible from outside the structure shall indicate the presence of the service facilities; and
  - (D) The garage shall be wholly enclosed.
- 4 Except in an emergency. In this case, the parking shall be subject to the traffic and parking regulations applicable to the right-of-way.
- 6 This shall not apply to:
  - (A) Storage accessory (and related) to an allowed use; or
  - (B) One (1) such vehicle stored in a wholly enclosed garage.
- 12 In a publicly owned recreational facility, a school, a church, or a public building, a day care center shall only be permitted as an accessory use. A church must provide its tax-exempt identification number when applying for a Detailed Site Plan or a building or use and occupancy permit for an accessory day care center for children.

(CB-23-1988; CB-98-1988; CB-44-1989)

- 17 A sanitary landfill or rubble fill may include a rock crusher only if it is approved as part of the Special Exception.

(CB-15-1990)

- 19 For:
  - (A) The relocation of such uses, provided the last site on which the use was located was in the I-1 Zone, not more than three (3) miles from the subject property, is currently used by a public entity for a mass transit facility and was acquired prior to June 1, 1993; or
  - (B) A property of 15,000 to 20,000 square feet, formerly the site of a full-service gas station, abutting on at least one side property in the C-S-C Zone, limited to repair of vehicles with a maximum gross vehicle weight of 17,000 pounds.

(CB-50-1993; CB-68-1999; CB-90-2000)
- 23 Provided the building to which it is attached is at least fifty (50) feet in height. Otherwise, a Special Exception is required.

(CB-41-1994)

- 24 Subject to Detailed Site Plan approval in accordance with Part 3, Division 9, of this Subtitle. Any fast-food restaurant operating pursuant to an approved special exception as of the effective date of CB-49-2005 shall remain valid, be considered a legal use, and shall not be deemed a nonconforming use. Such fast-food restaurants and their underlying special exceptions may be modified pursuant to the existing provisions relating to revisions or amendments to special exceptions generally and fast-food restaurants specifically as they exist in the Zoning Ordinance. The requirement for Detailed Site Plan approval does not apply to eating or drinking establishments within, and sharing the same points of vehicular access as, an integrated shopping center having six individual businesses (including the fast-food restaurant) and a minimum 50,000 square foot gross floor area.

(CB-120-1994; CB-19-2010; CB-46-2010; CB-56-2011)

- 28** If not conducted in an existing office building, a Detailed Site Plan shall be approved in accordance with Part 3, Division 9, of this Subtitle.  
(CB-93-1996)
- 32** If located outside a Revitalization Tax Credit Area in a commercial center with less than thirty (30) acres, a bulk retailing store may not have gross floor area greater than 50,000 square feet. But if the store was in use and had necessary permits issued on or before September 1, 1998, then the restriction in this note does not apply and the store is not subject to nonconforming use requirements in Part 3, Division 6, unless the store discontinues bulk retailing operations for 180 or more consecutive calendar days. In this note, a commercial center is one or more contiguous, commercially zoned lots separated from other commercially zoned lots by public streets or rights-of-way.  
(CB-25-1999)
- 37** Except for new vehicle sales lots, the use shall be located on a tract of land containing a minimum of 25,000 square feet. All such uses on property less than 25,000 square feet in existence on September 1, 2000, may not be certified as nonconforming uses and must cease operations on or before August 31, 2003.  
(CB-87-2000)
- 38** All such uses in existence on September 1, 2001, may not be certified as nonconforming uses and must cease operations, with removal of all animal or poultry facilities, by February 1, 2002.  
(CB-71-2001)
- 40** Permits for a store approved before January 15, 2002, without a special exception may continue in effect and be revised or amended, and such a store shall not be considered a nonconforming use. No permits for new food or beverage operations in such a store may be approved without a Special Exception.  
(CB-2-2002)
- 43** All such uses with permits validly issued or applied for as of July 1, 2002, including those on properties rezoned from C-S-C to M-U-I, are deemed permitted uses, are not nonconforming, and may be altered, enlarged, or extended.  
(CB-55-2002)
- 52** This provision shall not apply to property which is located within the Developed Tier for which any portion of same:  
(A) Has an approved Preliminary Plan of subdivision for property which is split-zoned I-3 and R-R, and is located on and inside the Capital Beltway at an existing interchange with said Beltway, or  
(B) Is the subject of any future Preliminary Plan of subdivision or Detailed Site Plan for an integrated shopping center developed pursuant to CB-65-2003; or  
(C) Is the subject of a building permit issued for said use prior to September 1, 2005. All such uses on property meeting the above criteria shall be deemed permitted uses and shall not be considered nonconforming.  
(CB-19-2005)
- 55** Businesses with a valid state license for check cashing issued prior to September 1, 2009 may continue as a matter of right and shall not be deemed nonconforming. Any change in tenant or ownership of the check cashing business requires approval of a special exception for this use prior to issuance of the Use & Occupancy permit.  
(CB-23-2009)
- 56** Businesses with a valid use and occupancy permit issued prior to May 1, 2010, may continue as a matter of right and shall not be deemed nonconforming if the use does not include any form of adult entertainment.  
(CB-46-2010)
- 58** Any existing establishment in the C-S-C Zone or C-M Zone with a valid use and occupancy permit for an auditorium, private club or lodge that included activity that meets the definition of "adult entertainment" may continue upon approval of a Special Exception. Applications for adult entertainment must be filed and accepted by June 1, 2012. The hours of operation shall be limited to 5:00 p.m. to 3:00 a.m.  
(CB-56-2011)

The following footnotes apply to sections (3) and (6) above:

- 1** Provided both of an adjoining pair are erected at the same time.
- 2** Subject to all requirements applicable to the R-T Zone (except as specifically modified for the R-20 Zone).
- 5** The townhouses may be developed without conforming to the regulations applicable to townhouses governing roadways and drives, tract widths and sizes, density, and net lot area, provided:
  - (A) A Special Exception for multifamily dwelling bedroom percentages increase (Section 27-382) has been granted for the subject property with a condition that the property be developed with townhouses;
  - (B) A preliminary plat of subdivision has been approved for the property as of June 1, 1975, in accordance with the net lot area and lot frontage requirements applicable to multifamily dwellings in the R-18 Zone, with a maximum density of 22 dwelling units per acre; and
  - (C) A final plat was recorded prior to June 1, 1976.
- 20** Home occupations consisting of general clerical work or professional offices require a use and occupancy permit. (CB-31-1985)
- 28** Provided:
  - (A) The mobile home is located on a lot having a net area of at least five (5) acres;
  - (B) The use of the mobile home is in connection with another use on the property for which the County levies an amusement tax;
  - (C) The occupants of the mobile home are employed by, or reasonably connected with, the other use; and
  - (D) The mobile home shall not be located on the property for more than one hundred twenty (120) cumulative days per calendar year, except mobile homes used in connection with parimutuel racetracks where the use shall not exceed two hundred eighteen (218) cumulative days per calendar year.
- 30** Only in connection with one-family detached dwellings.
- 41** Provided the health center is located on a minimum of twenty-five (25) acres. (CB-55-1988)
- 49** Provided both uses were existing as of January 1, 1991. (CB-11-1991)
- 57** Conversion shall not occur until:
  - (A) The building is structurally modified to include the additional dwelling units; and
  - (B) The additional dwelling units are occupied. (CB-73-1996)
- 58** For the purposes of this Section, a dwelling for the elderly shall be housing which is operated in accordance with State and Federal Fair Housing laws. (CB-71-1996)
- 59** Townhouses shall comply with the design guidelines set forth in Section 27-274(a)(11) and the regulations for development set forth in Section 27-433(d). (CB-55-1996)
- 76** Provided:
  - (A) A condominium plat is recorded, in accordance with the provisions of the Maryland Condominium Act, setting out each dwelling unit as a separate unit, or a housing cooperative is established to own the dwelling units; and
  - (B) At least ninety percent (90%) of all required parking spaces are provided in a parking structure. (CB-109-2004)

**78** Provided:

- (A) Townhouse development is within a multifamily complex formerly used for multifamily dwellings, where residential (multifamily and/or townhouse) density was reduced as part of its redevelopment;
  - (B) Townhouse development shall be in accordance with the regulations for the R-T Zone; and
  - (C) Detailed site plan approval is required in accordance with Part 3, Division 9, of this Subtitle.
- (CB-112-2004)

**81**

- (A) Permitted in the R-18 Zone without a Special Exception, provided that the subject property:
  - (i) Includes at least five (5) acres;
  - (ii) Is located within the Developed Tier; and
  - (iii) Adjoins property also in the R-18 Zone.
- (B) Age restrictions in conformance with the Federal Fair Housing Act shall be set forth in covenants submitted with the application and shall be approved by the District Council and filed in the land records at the time the final subdivision plat is recorded. The applicant must obtain approval of a Detailed Site Plan, as provided in Part 3, Division 9, and demonstrate by evidence in the record that:
  - (i) The net lot area is at least fifty percent (50%) of the minimum net lot area normally required in the zone;
  - (ii) The density is not more than twice that normally allowed in the zone; and
  - (iii) The project is financed at least partially by tax credits approved by the State of Maryland.

(CB-66-2005)

## Table of Uses for the M-X-T Zone

### Uses permitted.

- (II) No use shall be allowed in the Mixed Use Zones, except as provided for in the Table of Uses. In the table, the following applies:
- (1) The letter “P” indicates that the use is permitted in the zone indicated.
  - (2) The letters “SE” indicate that the use is permitted, subject to the approval of a Special Exception in accordance with Part 4 of this Subtitle.
  - (3) The letters “PA” indicate that the use is permitted, subject to the following:
    - (A) There shall be no entrances to the use directly from outside the building;
    - (B) No signs or other evidence indicating the existence of the use shall be visible from the outside of the building, other than a business identification sign lettered on a window. The sign shall not exceed six (6) square feet in area; and
    - (C) The use is secondary to the primary use of the building;
  - (4) The letters “PB” indicate that the use is permitted, subject to the following:
    - (A) The use shall be related to, dependent on, and secondary to a principal use on the premises;
    - (B) The use shall be located on the same record lot as the principal use;
    - (C) The use shall not be located within a building not occupied by the principal use; and
    - (D) The floor area of any building (and the land area occupied by any structure other than a building) devoted to the use shall not exceed an area equal to forty-five percent (45%) of the gross floor area of the building within which the principal use is located.
  - (5) The letters “SP” indicate that the use is permitted subject to the approval of a Special Permit, in accordance with Section 27-239.02.
  - (6) The letter “X” or a blank (unless otherwise clear from the context) indicates that the use is prohibited.
  - (7) All uses not listed are prohibited.
  - (8) Whenever the table refers to an allowed use, that use is either permitted (P), permitted by Special Exception (SE), permitted by Special Permit (SP), or permitted as a (PA) or (PB) use, as accordingly listed in the zone in which it is allowed.

(CB-23-1988; CB-2-1994)

At least two (2) of the following three (3) categories shall be included on the Conceptual Site Plan and ultimately present in every development in the M-X-T Zone. In a Transit District Overlay Zone, a Conceptual Site Plan may include only one of the following categories, provided that, in conjunction with an existing use on abutting property in the M-X-T Zone, the requirement for two (2) out of three (3) categories is fulfilled. The Site Plan shall show the location of the existing use and the way that it will be integrated in terms of access and design with the proposed development. The amount of square footage devoted to each use shall be in sufficient quantity to serve the purposes of the zone:

- (1) Retail businesses;
- (2) Office, research, or industrial uses;
- (3) Dwellings, hotel, or motel.

USE	M-X-T IN ZO	APPROVED M-X-T IN TDOZ
<b>(1) COMMERCIAL:</b>		
All Types Offices and Research	P	P
Banks, savings and loan association, or other savings or lending institution	P	P
Bulk Retailing (CB-83-2006)	X <sup>9</sup>	X
Check Cashing Business (CB-23-2009)	SE <sup>11</sup>	X
Data processing facilities	P	P
Eating or Drinking Establishments	P	P
Offices (may include a private spa in a medical practitioner's office or medical clinic)	P	P
Research, development, and testing laboratory (may include testing facilities and equipment), medical or dental laboratory	P	P
Services and Trade (Generally Retail):		
Barber or beauty shop	P	P
Blue printing, photostating, or other photocopying establishment	P	P
Book (except adult book store), camera, gift, jewelry, music, souvenir, or other specialty store not specifically listed (CB-63-1992)	P	P
Buying of items within guest rooms or vehicles, pursuant to Section 27 115(a)(2)	X	X
Department store	P	P
Pet grooming establishment (CB-63-1992)	P	P
Dry cleaning or laundry establishment	P	P
Drug paraphernalia display or sales, pursuant to Section 27-115(a)	X	X
Drug store	P	P
Food or beverage store (CB-63-1992)	P	P
Gas station:		
(A) With or without a service center for minor repairs (placed underground or in a wholly enclosed structure)	P	X
(B) With or without a service center, and may include a car wash (CB-63-1992)	X	X
Hardware store (CB-63-1992)	P	P
Hobby shop	P	P

USE	M-X-T IN ZO	APPROVED M-X-T IN TDOZ
Pet (sales) shop, provided all animals are confined to the interior of the building and adequate measures are taken to control noise and odor (CB-63-1992)	P	P
Photographic supply store	P	P
Private Automobile and Other Motor Vehicle Auctions (CB-59-2010)	X <sup>12</sup>	X
Seafood market (CB-49-1987)	P	P
Seasonal decorations display and sales as a temporary use, in accordance with Sections 27-260 and 27-261	P	P
Studio for artistic practice	P	P
Repair shops for small items (such as bicycles, watches, clothing, and shoes) (CB-63-1992)	P	P
Valet shop	P	P
Variety or dry goods store	P	P
Veterinary clinic (CB-63-1992)	P	P
Waterfront Entertainment/Retail Complex (CB-44-1997)	P	X
Vehicle Parts Store including minor installation services with no outdoor storage in accordance with Section 27-548.01.05	P	P
<b>(2) INDUSTRIAL:</b>		
Manufacturing, fabrication, assembly or repair of the following, from materials or parts previously produced elsewhere:		
Artist's supplies and equipment	P	P
Business machines	P	P
Drafting supplies and equipment	P	P
Electrical and electronic equipment and component parts for radio, television, telephone, computer, and similar equipment	P	P
Flex Space (CB-28-2012)	P <sup>13</sup>	P
Jewelry and silverware	P	P
Musical instruments	P	P
Optical equipment and supplies	P	P
Photographic developing and processing establishment	P	P
Photographic equipment and supplies	P	P
Scientific and precision instruments, devices, and supplies	P	P

USE	M-X-T IN ZO	APPROVED M-X-T IN TDOZ
Small electrical household appliances (including televisions, but excluding refrigerators and the like)	P	P
Surgical, medical, and dental instruments, devices, and supplies	P	P
Toys, sporting and athletic equipment (excluding ammunition, firearms, and fireworks)	P	P
Watches, clocks, and similar timing devices	P	P
Wearing apparel	P	P
Where not otherwise specifically permitted, any use allowed in the I-1 Zone (excluding those permitted by Special Exception) (CB-6-2007)	P <sup>10</sup>	P
<b>(3) INSTITUTIONAL/EDUCATIONAL:</b>		
Adult day care facility (CB-63-1992)	P	P
Assisted Living Facility, subject to the requirements of Section 27-464.04 (CB-26-2002)	X	X
Church or similar place of worship, convent, or monastery (CB-23-1988)	P	P
Day care center for children (CB-23-1988)	P	P
Eleemosynary or philanthropic institution (CB-99-2013)	P	P
Family day care	P	P
Hospital (CB-99-2013)	P	P
Modular classroom as a temporary use, in accordance with Sections 27-260 and 27-261 (CB-106-1989)	P	P
Nursing or Care Home (CB-26-2002)	X	X
School, private or public, all types (which may include private spas)	P	P
Small group child care center (CB-131-1993)	P	P
<b>(4) MISCELLANEOUS:</b>		
Accessory structures and uses	P	P
Cemetery, accessory to a church, convent, or monastery <sup>5</sup> (CB-11-1991)	P	X
Home occupations (except in multifamily dwellings)	P	P
Metro Planned Community (CB-35-1998)	P	X
Mixed Use Planned Community; list of permitted uses is the same as in the M X-T Zone (CB-13-2002)	P	X

USE	M-X-T IN ZO	APPROVED M-X-T IN TDOZ
Mobile home, with use for which amusement taxes collected <sup>2</sup>	P	P
Other uses of appropriate size, which can be justified as similar to one of the uses listed in this Section	P	P
Real estate subdivision sales office as a temporary use, in accordance with Sections 27-260 and 27-261	P	P
Regional Urban Community (CB-29-2008)	P	X
Signs, in accordance with Part 12	P	P
Temporary contractor's office (must include sanitary facilities), construction yard, construction shed, or storage building, in connection with a construction project on the same property; provided no item stored or assembled there is offered for sale at the location, and in accordance with Sections 27-260 and 27-261	P	P
<b>(5) PUBLIC/QUASI PUBLIC:</b>		
Library	P	P
Post office	P	P
Public building and use, if not otherwise specified (CB-63-1992)	X	P
Sanitary Landfill or rubble fill (CB-63-1992)	X	X
Volunteer fire, ambulance, or rescue station <sup>1</sup>	P	P
<b>(6) RECREATIONAL/ENTERTAINMENT/SOCIAL/CULTURAL:</b>		
Community building	P	P
Convention center	P	P
Exhibition halls and facilities	P	P
Golf course or country club (CB-63-1992)	P	P
Indoor theater or recital hall	P	P
Marina:		
(A) In accordance with Sections 27-371.01(a) and 27-548.01.01	P	X
(B) All others (CB-72-1987; CB-34-1989)	SE	X
Museum, art gallery, aquarium, cultural center, or similar facility (noncommercial)	P	P
Outdoor exhibition, displays, entertainment, or performance	P	P
Park, playground, or other outdoor recreational area	P	P
Private club or service organization	P	P
Recreational or entertainment establishment (commercial or noncommercial):		

USE	M-X-T IN ZO	APPROVED M-X-T IN TDOZ
(A) In accordance with Section 27-548.01.04 (Recreational of Entertainment Establishment with Video Lottery Facility)	P	P
(B) All others	P	P
Reducing/exercise salon or health club	P	P
Skating facility (CB-89-1994)	P	P
Spa, community	P	P
Spa, private	P	P
Spa, public, accessory to hotel, motel, reducing/exercise salon, health club, or swimming pool	P	P
Swimming pool (indoor or outdoor) commercial or noncommercial (CB-63-1992)	P	P
Tennis, basketball, handball, or similar court (indoor or outdoor) commercial or noncommercial (CB-63-1992)	P	P
Tourist home (CB-63-1992)	P	P
<b>(7) RESIDENTIAL/LODGING:</b>		
Country inn (CB-63-1992)	P	P
Dwellings, all types (except mobile homes) (CB-56-1996)	P <sup>7</sup>	P
Flag lot development, subject to the provisions of Section 24-138.01 of Subtitle 24 (CB-25-2002)	X	X
Group residential facility for up to 8 mentally handicapped dependent persons	P	P
Hotel or motel	P	P
<b>(8) TRANSPORTATION/PARKING/COMMUNICATIONS/UTILITIES:</b>		
Heliport	P	P
Helistop (CB-63-1992)	P	P
Parking lot or garage, or loading area, in accordance with Part 11	P	P
Parking of mobile home in public rights-of-way <sup>3</sup>	X	X
Parking of mobile home not otherwise provided for	X	X
Passenger transportation station or depot (such as rapid transit station, bus stop, taxi or auto rental stand)	P	P
Public utility use or structure:		
(A) Railroad yard, round house, car barn, and freight station	X	X
(B) All others	P	P

USE	M-X-T IN ZO	APPROVED M-X-T IN TDOZ
Radio or television broadcasting studio	P	P
Satellite dish antenna, in accordance with Section 27-541.02:		
(A) Up to 10 feet in diameter, to serve only 1 dwelling unit	P	P
(B) Over 10 feet in diameter, to serve only 1 dwelling unit	SE	X
(C) All others (CB-19-1985)	P	P
Storage of any motor vehicle which is wrecked, dismantled, or not currently licensed, except where specifically authorized <sup>4</sup> (CB-4-1987)	X	X
Telegraph or messenger service	P	P
Tower, pole, or antenna (electronic, radio, or television, transmitting or receiving), except a public utility structure or a satellite dish antenna: <sup>8</sup>		
(A) Maximum of 150 feet	P	P
(B) Exceeding 150 feet (CB-123-1994; CB-103-1997)	SE	X

**1** Provided the site is either:

- (A) In the proximity of an area designated as a fire or rescue station on an approved Functional Master Plan of Fire and Rescue Stations;
- (B) In a location which the Fire Chief has indicated (in writing) is appropriate; or
- (C) Is occupied by a station that was in use immediately prior to July 1, 1982.

The following activities are considered to be ancillary uses permitted within the hall/assembly area of a voluntary fire, ambulance, or rescue station: bingo (with an approved license from the Department of Environmental Resources), weddings, dinners, community events, organization functions, and private events (with no advance or at the door ticket sales).

All events must comply with County or State regulations, and events requiring a specific license must obtain such license to be considered a permitted ancillary use. All events must be organized by the voluntary fire, ambulance, or rescue corporation or company and/or a community group from within the immediate vicinity of the station. For weddings, receptions, and dinners, the event may be organized by an individual in conjunction with the voluntary fire, ambulance, or rescue corporation or company and/or a community group within the immediate vicinity of the station. A permitted ancillary use does not include the leasing of the station facility for use by a promoter. Private events may not have advance or at the door ticket sales. All events must end by 10:00 p.m., Sunday through Thursday (except that bingo events must end by 11:00 p.m.), and by midnight on Friday and Saturday, with all patrons off the site within thirty (30) minutes after closing.  
(CB-70-2008)

**2** Provided:

- (A) The mobile home is located on a lot having a net area of at least five (5) acres;
- (B) The use of the mobile home is in connection with another use on the property for which the County levies or collects an amusement tax.
- (C) The occupants of the mobile home are employed by, or reasonably connected with, the other use; and
- (D) The mobile home shall not be located on the property for more than one hundred twenty (120) cumulative days per calendar year, except mobile homes used in connection with parimutuel racetracks when the use shall not exceed two hundred eighteen (218) cumulative days per calendar year.

**3** Except in an emergency. In this case the parking shall be subject to the traffic and parking regulations applicable to the right-of-way.

**4** This shall not apply to:

- (A) Storage accessory (and related) to an allowed use; or
- (B) One (1) such vehicle stored in a wholly enclosed garage.

- 5 Provided both uses were existing as of January 1, 1991.  
(CB-11-1991)
- 6 Accessory uses such as light manufacturing, assembly service, repair, or warehousing associated with this use are permitted.  
(CB-63-1992).
- 7 Except as provided in Section 27-544(b), for development pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, the number of townhouses shall not exceed 20% of the total number of dwelling units in the total development. This townhouse restriction shall not apply to townhouses on land any portion which lies within one-half (½) mile of an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority and initially opened after January 1, 2000.  
(CB-56-1996; CB-40-2002; CB-78-2006)
- 8 Any related telecommunications equipment building shall be screened by means of landscaping or berming to one hundred percent (100%) opacity.  
(CB-103-1997)
- 9 Bulk retailing may be permitted as part of a Detailed Site Plan for a planned mixed use development which, at a minimum, includes other commercial retail uses (at least one (1) of which shall be a freestanding use consisting of a minimum of seventy-five thousand (75,000) square feet) as well as commercial office uses.  
(CB-83-2006)
- 10 Provided:
  - (A) The property was rezoned from the I-1 Zone to the M-X-T Zone through a Sectional Map Amendment approved after January 1, 2007; and
  - (B) All or part of the property is located within an airport noise zone subject to noise measuring a minimum of seventy (70) dBA at the time the property was zoned M-X-T.  
(CB-6-2007)

**Editor’s Notes:**

Pursuant to Section 2 of CB-5-2010, this Ordinance shall be abrogated and no longer effective after July 9, 2012, at which time, the use(s) then located on the property or for which permits were issued pursuant to this Ordinance shall be deemed nonconforming.

Pursuant to CR-54-2012, the provisions of Section 2 of Chapter No. 4 of the 2010 Laws of Prince George’s County, Maryland, shall remain in full force and effect, subject to the requirements specified in Section 27-547(b) until July 1, 2013.

Pursuant to Section 2 of CB-61-2012, this Ordinance shall be abrogated and no longer effective after July 1, 2013, at which time the use(s) then located on the property or for which permits were issued pursuant to this Ordinance shall be deemed nonconforming in accordance with part 3, Division 6 of this Subtitle.

CR-67-2013 provides that the provisions of CB-61-2012 amending Section 2 of Chapter No. 4 of the 2010 Laws of Prince George’s County, Maryland, shall remain in full force and effect, subject to the requirements specified in Section 27-547(b) until July 1, 2014.

Pursuant to Section 2 of CB-61-2013, this Ordinance shall be abrogated and no longer effective after July 1, 2015, at which time the use(s) then located on the property or for which permits were issued pursuant to this Ordinance shall be deemed nonconforming in accordance with part 3, Division 6 of this Subtitle.

- 11 Businesses with a valid state license for check cashing issued prior to September 1, 2009 may continue as a matter of right and shall not be deemed nonconforming, regardless of a change in tenancy or ownership of the check cashing business.  
(CB-23-2009; CB-106-2012)
- 12 Any private automobile and other motor vehicle auction operating in the M-X-T Zone prior to January 1, 2011, shall have until January 1, 2013, to cease all auction operations on the property.  
(CB-59-2010)
- 13 Provided the property was rezoned from the E-I-A Zone to the M-X-T Zone through a Sectional Map Amendment approved between January 1, 2006 and July 1, 2012.  
(CB-28-2012)

## Table of Uses for the Residential Zones

### Uses permitted.

- (II) No use shall be allowed in the Residential Zones, except as provided for in the Table of Uses. In the table, the following applies:
- (1) The letter “P” indicates that the use is permitted in the zone indicated.
  - (2) The letters “SE” indicate that the use is permitted, subject to the approval of a Special Exception in accordance with Part 4 of this Subtitle.
  - (3) The letters “PA” indicate that the use is permitted, subject to the following:
    - (A) There shall be no entrances to the use directly from outside the building;
    - (B) No signs or other evidence indicating the existence of the use shall be visible from outside the building, other than a business identification sign lettered on a window. The sign shall not exceed six (6) square feet in area; and
    - (C) The use shall be secondary to the primary use of the building.
  - (4) The letters “PB” indicate that the use is permitted, subject to the following:
    - (A) The use shall be related to, dependent on, and secondary to a primary use on the premises;
    - (B) The use shall be located on the same record lot as the primary use;
    - (C) The use shall not be located within a building not occupied by the primary use; and
    - (D) The floor area of any building (and the land area occupied by any structure other than a building) devoted to the use shall not exceed an area equal to forty-five percent (45%) of the gross floor area of the building within which the primary use is located.
  - (5) The letter “X” indicates that the use is prohibited.
  - (6) The letters “SP” indicate that the use is permitted subject to approval of a Special Permit, in accordance with Section 27-239.02.
  - (7) All uses not listed are prohibited.
  - (8) Whenever the tables refer to an allowed use, that use is either permitted (P), permitted by Special Exception (SE), permitted by Special Permit (SP), or permitted as a (PA) or (PB) use, as listed in the zone in which it is allowed.

(CB-12-2001; CB-4-2003)

### Editor’s Note:

CR-81-2012 repealed the enactment of CB-18-2007 regarding “Rural Entertainment Park”, (Chapter 10, 2007 Laws of Prince George’s County, Maryland), effective October 16, 2012.

CB-107-2012 repealed the enactment of CB-18-2007 regarding “Rural Entertainment Park” (Chapter 10, 2007 Laws of Prince George’s County, Maryland), effective November 20, 2012.

USE	ZONE			
	R-O-S IN ZO	APPROVED R-O-S IN TDOZ	O-S IN ZO	APPROVED O-S IN TDOZ
<b>(1) COMMERCIAL:</b>				
Agritourism	P <sup>90</sup>	P	P <sup>90</sup>	P
Animal Hospital, veterinary office (CB-76-2003)	SE	X	SE	X
Antique shop	X	X	SE	X
Barber Shop (CB-81-2008)	X	X	X	X
Bed-and-Breakfast Inn in accordance with Section 27-445.13 (CB-39-2009)	P	P	P	P
Bus maintenance accessory to a private school, church, or other place of worship (CB-23-1988)	X	X	SE	X
Buying of items within guest rooms and pursuant to Section 27 115(a)(2)	X	X	X	X
Collection of recyclable materials as a temporary use, in accordance with Sections 27-260 and 27-261	P	P	P	P
Commercial recreational development (CB-35-2000)	X	X	X	X
Contractor's office (must include sanitary facilities), construction yard or shed, or storage building (in connection with a construction project) as a temporary use:				
(A) Subject to Sections 27-260 and 27-261	X	X	P	P
(B) All others	X	X	SE	X
Contractor's Office, which may include wholly-enclosed storage, as a permanent use (CB-75-2001)	X	X	X	X
Distillery for the production of fuel alcohol	SE	X	SE	X
Drug paraphernalia display or sales, pursuant to Section 27 115(a)(1)	X	X	X	X
Eating or Drinking Establishments:				
(i) Eating or drinking establishment, with drive-through service	X	X	X	X
(ii) Eating or drinking establishment, excluding drive-through service	X	X	X	X
(iii) Eating or drinking establishment of any type, including music and patron dancing past the hours of 12:00 A.M., excluding adult entertainment. (CB-14-2013)	X	X	X	X
Farm implement sales or repair; farm supplies sales	X	X	X	X
Farmers' market or flea market as a temporary use, in accordance with Sections 27-260 and 27-261 (CB-63-1998)	P	P	P	P
Farm Winery <sup>89</sup> (CB-36-2009)	P	X	P	X

USE	ZONE			
	R-O-S IN ZO	APPROVED R-O-S IN TDOZ	O-S IN ZO	APPROVED O-S IN TDOZ
Firewood sales as a temporary use, in accordance with Sections 27-260 and 27-261	P	P	P	P
Funeral parlor, undertaking establishment	X	X	SE	X
Gas station (CB-36-2004)	X	X	X	X
Kennel:				
(A) On a lot having a net area of 20,000 sq. ft. or less	X	X	SE	X
(B) On a lot having a net area between 20,000 sq. ft. and 80,000 sq. ft.	X	X	P	P
(C) On a lot having a net area exceeding 80,000 sq. ft. (CB-37-1991; CB-16-1993)	P	P	P	P
Landscaping contractor's business (CB-10-1996)	SE	X	SE	X
Limited professional uses in multifamily projects	X	X	X	X
Monument and headstone sales establishment (CB-60-1998)	X	X	X	X
Offices:				
(A) Accountants, architects, clergymen, engineers, lawyers, medical practitioners, and similar recognized and learned professions, as an accessory use in a dwelling	P <sup>7</sup>	P	P <sup>7</sup>	P
(B) Business office and model apartments in a multifamily dwelling or multifamily project and used only in connection with the sale, rental, operation, service, and maintenance of the dwelling or project (CB-36-1987)	X	X	X	X
(C) General business and professional offices	X	X	X	X
(D) Insurance sales office as an accessory use in a dwelling	X	X	X	X
(E) Medical practitioner's office in a one-family dwelling (except as provided in (A) above)	X	X	X	X
(F) Real estate sales office as an accessory use in a dwelling	X	X	X	X
(G) Real estate subdivision sales office as a temporary use:				
(i) Subject to Sections 27-260 and 27-261	X	X	P	X
(ii) All others	X	X	SE	X
(H) Multifamily dwelling management company (must manage the project within which it is located)	X	X	X	X
(I) Temporary trailer for office space accessory to an existing group residential facility, which services more than eight (8) persons, in accordance with Sections 27-260 and 27-261 (CB-35-1996)	X	X	P	X

USE	ZONE			
	R-O-S IN ZO	APPROVED R-O-S IN TDOZ	O-S IN ZO	APPROVED O-S IN TDOZ
Parking lot, required, serving adjacent Commercial or Industrial Zone	X	X	SE	X
Photography studio and darkroom, as an accessory use solely by the resident of a one-family detached dwelling and located within such dwelling (CB-140-1986)	X	X	X	X
Retail sales and consumer service establishment (CB-140-1986)	X	X	X	X
Seasonal decorations display and sales as a temporary use, in accordance with Sections 27-260 and 27-26143 (CB-23-1989)	P	P	P	P
Waterfront Entertainment/Retail Complex, in accordance with Section 27-445.08 (CB-44-1997)	P	X	P	X
Wayside stand as a temporary use:				
(A) Subject to Sections 27-260 and 27-261	P	P	P	P
(B) All others	SE	X	SE	X
Where not otherwise specifically permitted, any use allowed in the C-S-C Zone (excluding those permitted by Special Exception), if; as of February 1, 2003: (1) the use is located on a parcel which is surrounded by commercial and institutional uses; (2) said parcel does not abut any property that is improved with single-family detached residential dwellings; and (3) the site has frontage on a street shown on the applicable Master Plan as an arterial or higher classification. Any such use shall only be located upon property that is the subject of an approved Detailed Site Plan. (CB-4-2003)	X	X	X	X
Where not otherwise specifically permitted, any use allowed by Special Exception in the C-S-C Zone, if; as of February 1, 2003: (1) the use is located on a parcel which is surrounded by commercial and institutional uses; (2) said parcel does not abut any property that is improved with single-family detached residential dwellings; and (3) the site has frontage on a street shown on the applicable Master Plan as an arterial or higher classification. Any such use shall only be located upon property that is the subject of an approved Detailed Site Plan. (CB-4-2003)	X	X	X	X
Where not otherwise specifically permitted, any use allowed in the C-S-C Zone (excluding those permitted by Special Exception). (CB-65-2003; CB-70-2003)	X	X	X	X
Where not otherwise specifically permitted, any use allowed by Special Exception in the C-S-C Zone. (CB-65-2003; CB-70-2003)	X	X	X	X

USE	ZONE			
	R-O-S IN ZO	APPROVED R-O-S IN TDOZ	O-S IN ZO	APPROVED O-S IN TDOZ
Where not otherwise specifically permitted, any use allowed in the C-S-C Zone (excluding those permitted by Special Exception), may be located within a multi-family development, provided that the multi-family development is the subject of a high-rise condominium regime; the uses are located on the street level of the multi-family building, the property is located in a Transit District Overlay Zone, and the property abuts the District of Columbia. (CB-82-2008)	X	X	X	X
<b>(2) Institutional/Educational:</b>				
Adult day care center	X	X	SE	P
Assisted living facility (CB-110-2004)	X	X	X	X
Chancery, on a lot having a net area of at least 15 acres	X	X	X	X
Church or similar place of worship:				
(A) Located on a lot less than 1 acre in size	X	X	X	X
(B) Located in a building that was originally constructed as a dwelling, on a lot less than 1 acre in size	X	X	X	X
(C) Located on a lot between 1 and 2 acres in size <sup>52</sup>	X	X	X	X
(D) Located in a building that was originally constructed as a dwelling, on a lot between 1 and 2 acres in size <sup>52</sup>	X	X	X	X
(E) All others (CB-23-1988; CB-23-1993; CB-76-1993)	SE	P	P <sup>53</sup>	P
Day care center for children:				
(A) Accessory to a publicly-owned recreational facility, a school, a surplus school building, improved property (other than a school) that is under the control of the Board of Education, a church, a public building, or a community building, in accordance with Section 27 445.03 <sup>34</sup>	P	P	P	P
(B) Accessory to a multifamily dwelling or project when located within a community room for the sole use of the residents or employees, in accordance with Section 27-445.03	X	X	X	X
(C) Accessory to a multifamily development when located within an existing building in accordance with Section 27-445.03	X	X	P	P
(D) All others <sup>95</sup> (CB-23-1988; CB-44-1989; CB-24-1999, CB-2-2013)	SE	P	SE	P
Eleemosynary or philanthropic institution:				
(A) An adaptive reuse of a structure last occupied by a Federal postal facility on a lot or parcel not more than 25,000 square feet in area for use by an organization serving the homebound	SE	X	SE	X

USE	ZONE			
	R-0-S IN ZO	APPROVED R-0-S IN TDOZ	O-S IN ZO	APPROVED O-S IN TDOZ
(B) An adaptive reuse of a structure(s) last owned by the Federal Government on a parcel with not more than 8 acres for use by survivors of domestic violence and their families, including social services and rehabilitative services related thereto, such as educational and employment training, counseling, and day care.	X	X	P	X
(C) A building containing no more than 7,000 square feet of gross floor area on a lot or parcel with not more than 1.5 acres for use by an organization providing benevolent services; for a permitted use, any change in occupant or use shall require Detailed Site Plan approval by the District Council	SE	X	SE	X
(D) All others (CB-78-1997; CB-8-1998; CB-105-2012; CB-97-2013)	SE	P	SE <sup>100</sup>	P
Family day care	P	P	P	P
Health campus	X	X	X	X
Hospital	X	X	SE	P
Medical/residential campus	X	X	SE	P
Modular classroom as a temporary use, in accordance with Sections 27-260 and 27-261 (CB-106-1989)	P	P	P	P
Nursing or care home (may include a private spa) (CB-55-2011)	X	X	SE	X
School, private:				
(A) In accordance with Section 27-443	X	X	P	P
(B) All others	SE	X	SE	X
Small group child care center (CB-131-1993)	P	P	P	P
<b>(3) Miscellaneous</b>				
Accessory structures and uses (when not otherwise provided for)	P	P	P	P
Adaptive reuse of a surplus public school, when not otherwise allowed	SE	X	SE	X
Adaptive use of a Historic Site, when not otherwise allowed (CB-58-1987)	SE	P	SE	P
Animals, not customarily household pets (CB-117-1986; CB-55-1988)	X	X	X	X
Buildings and uses, serving public health purposes, on land owned by Prince George's County, Maryland, upon which hospitals or health centers are located, except if otherwise allowed as a Permitted (P) use <sup>41</sup> (CB-55-1988)	P	P	P	P
Cemetery, crematory:				
(A) Cemetery, in accordance with Section 27-445.06	SE	X	P	X

USE	ZONE			
	R-0-S IN ZO	APPROVED R-0-S IN TDOZ	O-S IN ZO	APPROVED O-S IN TDOZ
(B) Cemetery, accessory to a church, convent, or monastery <sup>49</sup>	SE	X	P	X
(C) All others (CB-86-1989; CB-11-1991)	SE	X	SE	X
Home occupations for residents <sup>20</sup> (CB-86-1989; CB-78-2003; CB-11-2004)	P	P	P	P
Home occupations for residents, low-impact (CB-11-2004)	P	P	P	P
Increase in height of accessory building, used for:				
(A) Servant, household help living quarters <sup>30</sup>	SE	P	SE	P
(B) Agricultural purposes on a lot having a net area of less than 5 acres	SE	P	SE	P
(C) Agricultural purposes on a lot having a net area of at least 5 acres	P	P	P	P
(D) Office	X	X	X	X
Signs, in accordance with Part 12, associated with uses allowed in the applicable Residential Zone (CB-85-1988)	P	P	P	P
Signs, outdoor advertising (Billboards) (CB-85-1988)	X	X	X	X
Temporary structures and uses not otherwise allowed	SE	X	SE	X
<b>(4) Public/Quasi Public:</b>				
Library	P	P	P	P
Public buildings and uses, except as otherwise provided	P	P	P	P
Sanitary landfill, rubble fill, or Class 3 fill <sup>47, 71</sup> (CB-15-1990; CB-8-2003; CB-87-2003)	SE	X	SE	X
Voluntary fire, ambulance, or rescue station <sup>26</sup> (CB-70-2008)	P	P	P	P
<b>(5) Recreational/Entertainment/Social/Cultural:</b>				
Archery range, privately owned and commercially operated on land leased from, and owned by, a public agency	P	P	P	P
Athletic field, outdoor, private nonprofit (CB-43-1994)	SE	P	P <sup>55</sup>	P
Boathouse (private) as an accessory use	P	P	P	P
Carnival, circus, fair, or similar use, not exceeding 17 days duration and only on a parking lot as a temporary use in accordance with Sections 27-260 and 27-261	P	P	P	P
Club, private	SE	P	SE <sup>101</sup>	P
Commercial recreational attraction	X	X	SE	P

USE	ZONE			
	R-0-S IN ZO	APPROVED R-0-S IN TDOZ	O-S IN ZO	APPROVED O-S IN TDOZ
Commercial recreational facilities (privately owned) on land leased from a public agency, except as otherwise allowed:				
(A) Leased on or after January 1, 1974	SE	P	SE	P
(B) Leased before January 1, 1974	SE	P	SE	P
Community building or similar nonprofit social use, not publicly owned or operated:				
(A) Only for residents and guests	SE	P	SE	P
(B) All others (CB-85-1988; CB-33-1989)	SE	P	SE	P
Conference center and uses accessory thereto (such as restaurants, tennis courts, auditoriums, swimming pools, racquetball courts, riding stables, golf courses, or other recreational, physical fitness, or educational activities) privately owned and commercially operated, on a tract having a gross area of at least 500 acres, owned by a public agency, on which a public golf course is operated on a regular basis	SE	P	P	P
Courts (indoor or outdoor) (tennis, handball, racquetball, or volleyball), not including courts accessory to a dwelling:				
(A) Privately owned and commercially operated on land leased from, and owned by, a public agency <sup>56</sup>	P	P	P	P
(B) All others (CB-47-1995)	X	X	X	X
Golf course:				
(A) At least 18 holes on a tract having a gross area of at least 200 acres; provided that any accessory recreational facilities shall be located at least 100 feet from the nearest property line and effectively screened from view of any adjoining land in a Residential Zone, or land proposed to be used for residential purposes on an approved Basic Plan for a Comprehensive Design Zone, approved Official Plan for an R-P-C Zone, or any approved Conceptual or Detailed Site Plan, not on publicly owned land	SE	X	SE	X
(B) Privately owned and commercially operated on land leased from, and owned by, a public agency <sup>56</sup>	P	X	P	X
(C) Golf Course Conference/Hotel complex	X	X	X	X
(D) All others (CB-47-1995; CB-45-2002)	SE	X	SE	X
Golf course, miniature (indoor or outdoor):				
(A) Privately owned and commercially operated on land leased from, and owned by, a public agency <sup>56</sup>	P	P	P	P
(B) All others (CB-47-1995)	X	X	SE	P
Golf driving range:				

USE	ZONE			
	R-0-S IN ZO	APPROVED R-0-S IN TDOZ	O-S IN ZO	APPROVED O-S IN TDOZ
(A) Privately owned and commercially operated on land leased from, and owned by, a public agency <sup>56</sup>	P	P	P	P
(B) All others (CB-47-1995)	SE	X	SE	X
Homes Association Recreational Use, in accordance with Section 27-445	SE	X	P	P
Marina (CB-76-2001)	X	P	X	P
Museum, art gallery, aquarium, cultural center, or similar facility (noncommercial)	SE	P	SE	P
Performance arts center, in accordance with Section 27-445.09 (CB-12-2001)	X	X	X	X
Racetrack, including parimutuel	X	X	X	X
Racetrack, parimutuel only	X	X	SE	X
Recreational campground	SE	X	SE	X
Recreational program, before- and after-school	P	P	P	P
Recreational use (nonprofit) not publicly owned or operated, when not otherwise allowed:				
(A) Only for residents and guests	SE	P	SE	P
(B) All others (CB-33-1989)	SE	P	SE	P
Saunas, solariums, and health clubs, noncommercial, for the sole use of residents and their guests	X	X	X	X
Shooting range (rifle, pistol, or skeet):				
(A) On a lot having a net area of at least 20 acres, and subject to annual renewal	SE	X	SE	X
(B) All others	X	X	X	X
Skating facility:				
(A) Privately owned and commercially operated on land leased from, and owned by, a public agency <sup>56</sup>	P	P	P	P
(B) All others (CB-89-1994; CB-47-1995)	SE	P	SE	P
Spa, private	SE	X	P	P
Spa, community	SE	P	SE	P
Stable, private (CB-29-1985)	p <sup>35</sup>	P	p <sup>35</sup>	P
Swimming pool (community) for sole use of residents and their guests, in accordance with Section 27-411	X	X	X	X
Swimming pool (community), in accordance with Section 27-411	SE	P	SE	P

USE	ZONE			
	R-O-S IN ZO	APPROVED R-O-S IN TDOZ	O-S IN ZO	APPROVED O-S IN TDOZ
Swimming pool (private):				
(A) Accessory to a one-family detached dwelling	P	P	P	P
(B) Accessory to other dwellings	X	X	X	X
Swimming pool, privately owned and commercially operated on land leased from, and owned by, a public agency <sup>56</sup> (CB-47-1995)	P	P	P	P
<b>(6) Residential/Lodging:</b>				
Apartment hotel	X	X	X	X
Apartment housing for elderly or handicapped families in a building other than a surplus public school building (with provisions for increased density and reduced lot size in Multifamily Zones) (CB-85-1988; CB-91-1991; CB-44-1992)	X	X	X	X
Apartment housing for elderly or handicapped families in a surplus public school building	SE	X	SE	X
Artist's residential studios, in accordance with Section 27-445.09 (CB-12-2001)	X	P	X	P
Boardinghouse	SE	P	P	P
Congregate living facility for more than 8 elderly or physically handicapped residents (CB-90-1985)	SE	P	SE	P
Congregate living facility for not more than 8 elderly or physically handicapped residents (CB-90-1985)	P	P	P	P
Conservation subdivision pursuant to Section 24-152 of Subtitle 24 (CB-6-2006)	X	X	P	X
Convent or monastery (CB-23-1993)	P	P	P	P
Conversion of one-family detached dwelling to a building containing up to 3 dwelling units (not considered as a two-family, three-family, or multifamily dwelling): <sup>57</sup>				
(A) Prior to November 29, 1949, if the owner of the building resides in the building, and a valid Use and Occupancy permit was in effect on July 1, 1986	X	X	X	X
(B) Prior to November 29, 1949, if the owner of the building does not reside in the building, or a valid Use and Occupancy permit was not in effect on July 1, 1986	X	X	X	X
(C) Prior to November 18, 1980, but on or after November 29, 1949	X	X	X	X
(D) On or after November 18, 1980 (CB-58-1986; CB-73-1996)	X	X	X	X
Country Inn	SE	P	SE	P
Dwelling, farm tenant	P	P	P	P
Dwelling, metropolitan, one-family attached (CB-33-2005)	X	X	X	X

USE	ZONE			
	R-O-S IN ZO	APPROVED R-O-S IN TDOZ	O-S IN ZO	APPROVED O-S IN TDOZ
Dwelling, multifamily:				
(A) In general (CB-37-2005)	X	X	X	X
(B) Subject to applicable bedroom percentages	X	X	X	X
(C) In excess of applicable bedroom percentages	X	X	X	X
(D) Restricted to one-bedroom and efficiency apartments	X	X	X	X
(E) Higher than 110 feet (CB-85-1988)	X	X	X	X
(F) Up to six dwelling units in a building of no more than two stories, where the first story was previously used for commercial purposes (CB-91-2004)	X	X	X	X
Dwelling, one-family attached, for the elderly <sup>58</sup> (CB-71-1996)	X	X	X	X
Dwelling, one-family detached, for the elderly (CB-90-2004)	X	X	X	X
Dwelling, one-family detached, cluster development, shown on a preliminary plat of subdivision approved prior to July 1, 2006 (CB-6-2006)	X	X	X	X
Dwelling, one-family detached (in general) (CB-6-2006)	P	P	P <sup>83</sup>	P
Dwelling, one-family semidetached <sup>1</sup> (CB-85-1988)	X	X	X	X
Dwelling, quadruple-attached (CB-83-1997)	X	X	X	X
Dwelling, three-family	X	X	X	X
Dwellings, one-family attached, cluster development, shown on a preliminary plat of subdivision approved prior to September 1, 1986 Dwellings, one-family triple-attached, cluster development, shown on a preliminary plat of subdivision approved prior to September 1, 1986	X	X	X	X
Dwellings, one-family triple-attached (in general)	X	X	X	X
Flag lot development:				
(A) In accordance with preliminary plats approved prior to February 1, 1990, pursuant to Subtitle 24 and recorded within the prescribed time period	X	X	X	X
(B) In accordance with Section 24-138.01 of Subtitle 24 (CB-72-1989)	X	X	X	X
Fraternity or sorority house:				
(A) If legally existing prior to May 20, 1983, and not extended beyond the boundary lines of the lot as it legally existed (prior to May 20, 1983)	X	X	X	X

USE	ZONE			
	R-O-S IN ZO	APPROVED R-O-S IN TDOZ	O-S IN ZO	APPROVED O-S IN TDOZ
(B) All others	X	X	X	X
Group residential facility for more than 8 mentally handicapped dependent persons, or for 5 or more other dependent persons (CB-29-2012)	P	P	P	P
Group residential facility for not more than 8 mentally handicapped dependent persons	P	P	P	P
Guest house, as an accessory use	P	P	P	P
Mobile home used as a dwelling for emergency purposes as a temporary use, in accordance with Sections 27-260 and 27-261	P	P	P	P
Mobile home used as a one-family detached dwelling (CB-79-1999)	SE	X	SE	X
Mobile home, with use for which amusement taxes collected <sup>28</sup>	X	X	P	P
Motel	X	X	X	X
Opportunity Housing dwelling units (CB-66-1991)	X	X	X	X
Planned retirement community (CB-53-2005; CB-4-2013)	X	X	X	X
Recreational Community Development, in accordance with Section 27-444 (CB-16-1989)	SE	X	P	P
Public Benefit Conservation Subdivision pursuant to Section 24-152 of Subtitle 24 (CB-32-2008)	X	X	X	X
Rental of guest rooms (by the residents):				
(A) To 1 or 2 persons (unrelated to all principal residents)	P	P	P	P
(B) To 3 persons (unrelated to all principal residents)	P	P	P	P
(C) To not more than 3 persons (unrelated to all principal residents) by a family of related individuals, 1 individual, or 2 unrelated individuals (CB-122-1986)	P	P	P	P
Residential Revitalization: Comprising any form of proposed multifamily, attached one-family or detached one-family dwellings, in a Residential Revitalization project, as shown on a Detailed Site Plan approved in accordance with Section 27-445.10 (CB-58-2001)	X	X	X	X
Rooming houses	SE	P	P	P
Tourist cabin camp	X	X	X	X
Tourist homes	SE	P	X	P
Townhouse, cluster development, shown on a preliminary plat of subdivision approved prior to September 1, 1986 (CB-54-1986)	X	X	X	X

USE	ZONE			
	R-0-S IN ZO	APPROVED R-0-S IN TDOZ	O-S IN ZO	APPROVED O-S IN TDOZ
Townhouse, all others (CB-84-1990; CB-47-1996; CB-37-2005)	X	X	X	X
Townhouse, shown on a preliminary plat of subdivision approved pursuant to part 4A. (CB-47-1996)	X	X	X	X
Townhouse, Transit Village (CB-37-2006)	X	X	X	X
Townhouse, if located within a designated Revitalization Tax Credit District (CB-112-2004)	X	X	X	X
Townhouses or Multi-Family Units (CB-97-2005)	X	X	X	X
<b>(7) Resource Production/Recovery:</b>				
Agricultural uses:				
(A) All general agriculture <sup>22</sup>	P	P	P	P
(B) Limited to floriculture, horticulture, gardening, and private, noncommercial greenhouses	X	X	X	X
(C) Keeping of homing or racing pigeons, provided the use was in existence:				
(i) Prior to June 30, 1987	P	P	P	P
(ii) On or after June 30, 1987 (CB-45-1987; CB-36-1991)	P	P	P	P
(D) Equine activities	P	P	P	P
(E) Equine facility:				
(i) Keeping of horses or ponies	P	P	P	P
(ii) Private stable	P <sup>35</sup>	P	P <sup>35</sup>	P
(iii) Riding stable:				
(aa) On a tract consisting of less than 20,000 sq. ft.	X	X	SE	X
(bb) On a tract consisting of between 20,000 sq. ft. and 9 contiguous acres.	SE	P	SE	P
(cc) All others	P	P	P	P
(iv) All others (CB-92-2010)	P	P	P	P
(F) Urban Farm (CB-76-2013)	X	P	X	P
Nursery and garden center:				
(A) In accordance with Section 27-445.05	X	X	P	P

USE	ZONE			
	R-O-S IN ZO	APPROVED R-O-S IN TDOZ	O-S IN ZO	APPROVED O-S IN TDOZ
(B) All others (CB-35-1989; CB-143-1989; CB-135-1993)	SE	X	SE	X
Sand or gravel wet-processing, in accordance with Section 27 445.02	SE	X	SE	X
Sawmill:				
(A) Only for timber grown on the premises	X	X	X	X
(B) In connection with an agricultural operation	SE <sup>24</sup>	X	SE <sup>24</sup>	X
Surface mining, in accordance with Section 27-445.02	SE	X	SE	X
<b>(8) Transportation/Parking/Communications/Utilities:</b>				
Airport, airpark, airfield, heliport, or helistop; private (CB-14-1992)	SE	P	SE	P
Airstrip, private:				
(A) In accordance with Section 27-445.07	P	P	P	P
(B) All others (CB-14-1992)	SE	X	SE	X
Antennas and related equipment buildings and enclosures, other than satellite dish antennas:				
(A) In accordance with Section 27-445.04	P	P	P	P
(B) All others (CB-65-2000)	SE	P	SE	P
Farm vehicles and farm machinery used on farm premises <sup>51</sup> (CB-105-1993)	P	P	P	P
Monopoles and related equipment buildings and enclosures:				
(A) In accordance with Section 27-445.04	P	P	P	P
(B) All others (CB-65-2000)	SE	X	SE	X
Parking lot or garage, or loading area, used in accordance with Part 11 to serve:				
(A) A permitted, PA, or PB use	P	P	P	P
(B) A Special Exception use (CB-85-1988)	SE	P	SE	P
Parking lot used in accordance with Part 11 to serve a use in an adjacent Commercial, Industrial, or M-X-T Zone (CB-85-1988; CB-88-1999)	X	X	SE	P
Parking of mobile home except as otherwise specified	X	X	X	X
Parking of mobile home in a public right-of-way <sup>31</sup>	X	X	X	X

USE	ZONE			
	R-0-S IN ZO	APPROVED R-0-S IN TDOZ	O-S IN ZO	APPROVED O-S IN TDOZ
Parking of vehicles owned or used by the occupants of the premises or their bona fide guests:				
(A) Boats and boat trailers <sup>91</sup> (CB-24-2010)	P	P	P	P
(B) Buses <sup>18</sup> , on the same lot with, and accessory to, the principal use, such as a school or church	SE	X	P	P
(C) Camping trailer (unoccupied): <sup>44</sup>				
(i) Not more than one	P	P	X	X
(ii) Unlimited number (CB-43-1989)	X	X	P	P
(D) Not more than 1 commercial vehicle:				
(i) Having a maximum manufacturer's gross vehicle weight specification of up to 17,000 pounds, and which may include unlimited advertising on the side of the vehicle:				
(aa) If parked within a wholly enclosed private parking garage	P	P	P	P
(bb) If parked in a side or rear yard <sup>11</sup>	P <sup>4</sup>	P	P <sup>4</sup>	P
(ii) If parked on the premises, having a maximum manufacturer's gross vehicle weight specification of up to 8,500 pounds, no advertising (other than a firm name or similar designation not exceeding 4 inches high), and excluding vehicles exceeding 300 cubic feet of load space, stake platform trucks, dump trucks, crane or tow trucks, and vehicles with dual rear axles	P	P	P	P
(iii) Owned and registered by an occupant of the premises, having a manufacturer's gross vehicle weight specification of greater than 17,000 pounds, parked only in the side or rear yard for not more than 72 continuous hours on a lot at least 5 acres in size, and set back 300 feet from all lot lines <sup>11</sup>	P	P	P	P
(iv) Owned and registered by an occupant of the premises, having a manufacturer's gross vehicle weight specification of greater than 17,000 pounds, parked only in the side or rear yard for not more than 72 continuous hours, on a lot at least 2 acres in size <sup>11</sup> (CB-53-1987; CB-35-1993)	SE	P	SE	P
(E) Commercial vehicles not exceeding a manufacturer's gross vehicle weight specification of 8,500 pounds; containing no advertising other than a firm name or similar designation not more than 4 inches high; and excluding vehicles exceeding 300 cubic feet of load space, stake platform trucks, dump trucks, crane or tow trucks, or vehicles with dual rear wheels	X	X	X	X
(F) Private passenger vehicles	P	P	P	P

USE	ZONE			
	R-O-S IN ZO	APPROVED R-O-S IN TDOZ	O-S IN ZO	APPROVED O-S IN TDOZ
Public utility uses or structures:				
(A) Underground pipelines, electric power facilities or equipment, or telephone facilities or equipment; and railroad tracks or passenger stations, but not railroad yards	P	P	P	P
(B) Other public utility uses or structures (including major transmission and distribution lines and structures, but excluding railroad yards, round houses, car barns, and freight stations) (CB-25-1987; CB-65-2000)	SE	P	SE	P
Satellite dish antenna, in accordance with Section 27-424.02:				
(A) Up to 10 feet in diameter, to serve only 1 dwelling unit	P	P	P	P
(B) More than 10 feet in diameter, to serve only 1 dwelling unit	SE	X	SE	X
(C) All others (CB-19-1985)	P	P	P	P
Storage of any motor vehicle which is wrecked, dismantled, or not currently licensed, except where specifically allowed <sup>12</sup> (CB-4-1987)	X	X	X	X
Towers or poles (electronic, radio, or television, transmitting or receiving):				
(A) Commercial purposes	SE	P	SE	P
(B) Nonprofit, noncommercial purposes (CB-18-1984; CB-39-1984; CB-94-1984; CB-133-1984; CB 33 1985; CB-123-1994; CB-65-2000)	P	P	P	P

- 1 Provided both of an adjoining pair are erected at the same time.
- 2 Subject to all requirements applicable to the R-T Zone (except as specifically modified for the R-20 Zone).
- 3 Limited to dwelling units arranged one above the other.
- 4 On lots having a net area exceeding twenty thousand (20,000) square feet.  
(CB-45-1987)
- 5 The townhouses may be developed without conforming to the regulations applicable to townhouses governing roadways and drives, tract widths and sizes, density, and net lot area, provided:
  - (A) A Special Exception for multifamily dwelling bedroom percentages increase (Section 27-382) has been granted for the subject property with a condition that the property be developed with townhouses;
  - (B) A preliminary plat of subdivision has been approved for the property as of June 1, 1975, in accordance with the net lot area and lot frontage requirements applicable to multifamily dwellings in the R-18 Zone, with a maximum density of 22 dwelling units per acre; and
  - (C) A final plat was recorded prior to June 1, 1976.
- 6 Provided a condominium plat is recorded, in accordance with the provisions of the Maryland Condominium Act, setting out each dwelling unit as a separate unit.
- 7 Provided the use is limited to a person residing in the dwelling.
- 8 Except as allowed without a Special Exception.
- 9 Provided the use is located in a community building (constructed as part of a multifamily project), owned by a homes association, that does not contain any dwelling units. Not more than one-third (1/3) of the gross floor area of the community building may be used for professional office space.
- 10 Provided the multifamily dwelling or project contains at least twenty-four (24) dwelling units.  
(CB-36-1987)
- 11 For lots having frontage on more than one (1) street (i.e., a corner lot), a commercial vehicle may only be parked in a yard that does not have street frontage.  
(CB-53-1987)
- 12 This shall not apply to:
  - (A) Such storage accessory to an allowed use; or
  - (B) One (1) such vehicle which is stored in a wholly enclosed garage.
- 13 For zero lot line development, in accordance with Optional Residential Design Approach provisions of Subtitle 24.
- 14 Only for the expansion of the existing business on abutting land in the C-M, I-1, I-2, or I-4 Zones.
- 15 Restricted to one-family detached and semidetached dwellings.
- 16 Restricted to one-family detached dwellings.
- 17 Only one (1) of each.
- 18 Provided:
  - (A) The parking area shall be in addition to any required parking lot on the premises. The parking area shall be connected to a public street by means of a driveway (constructed in compliance with the minimum standards of the Department of Public Works and Transportation) with a minimum width of eleven (11) feet for each lane;
  - (B) The parking area shall be screened from any adjoining land in any Residential Zone (on land proposed to be used for residential purposes on an approved Basic Plan for a Comprehensive Design Zone, approved Official Plan for an R-P-C Zone, or any approved Conceptual or Detailed Site Plan; and
  - (C) No repairs, service, maintenance, or gasoline dispensing or storage facility shall be permitted without a Special Exception.

- 19** Provided:
- (A) The use is limited to one (1) bona fide resident of the dwelling;
  - (B) Not more than two (2) nonresident, nonprofessional assistants may be employed;
  - (C) Professional consultation at a professional's dwelling with a visiting consultant, or the employment of an alternate professional in the event of the death, disability, illness, temporary absence, or vacation of the resident professional, is also allowed;
  - (D) The use shall not alter the residential character or appearance of the premises; and
  - (E) The use shall not occupy more than fifty percent (50%) of the gross floor area of the dwelling.
- 20** Home occupations consisting of general clerical work or professional offices require a use and occupancy permit.  
(CB-31-1985)
- 21** Not applicable to multifamily dwellings.
- 22** Slaughterhouses, fertilizer works, bone yards, plants for the reduction of animal matter, and any uses which are noxious or offensive because of odor, dust, smoke, gas, or noise, are prohibited; may include an equine facility in conjunction with the agricultural use.  
(CB-92-2010)
- 23** On lots having a net area of twenty thousand (20,000) square feet or less, keeping cattle, equines, poultry, or other animals or birds (other than customary household pets) shall only be permitted upon approval of a Special Exception.  
(CB-92-2010)
- 24** As a temporary use subject to annual renewal and located at least five hundred (500) feet from the boundary line of any other land in a Residential Zone, or land proposed to be used for residential purposes in a Comprehensive Design, Mixed Use, or Planned Community Zone.
- 25** Limited to four hundred (400) square feet.
- 26** Provided the site is either:
- (A) In the proximity of an area designated as a fire or rescue station on an approved Functional Master Plan of Fire and Rescue Stations;
  - (B) In a location which the Fire Chief has indicated (in writing) is appropriate; or
  - (C) Occupied by a station that was in use as a station on June 30, 1982.
- The following activities are considered to be ancillary uses permitted within the hall/assembly area of a voluntary fire, ambulance, or rescue station: bingo (with an approved license from the Department of Environmental Resources), weddings, dinners, community events, organization functions, and private events (with no advance or at the door ticket sales).
- All events must comply with County or State regulations, and events requiring a specific license must obtain such license to be considered a permitted ancillary use. All events must be organized by the voluntary fire, ambulance, or rescue corporation or company and/or a community group from within the immediate vicinity of the station. For weddings, receptions, and dinners, the event may be organized by an individual in conjunction with the voluntary fire, ambulance, or rescue corporation or company and/or a community group within the immediate vicinity of the station. A permitted ancillary use does not include the leasing of the station facility for use by a promoter. Private events may not have advance or at the door ticket sales. All events must end by 10:00 p.m., Sunday through Thursday (except that bingo events must end by 11:00 p.m.), and by midnight on Friday and Saturday, with all patrons off the site within thirty (30) minutes after closing.  
(CB-70-2008)
- 27** The field shall be located on a lot having a net area of at least ten (10) acres, which is owned and operated by an eleemosynary or philanthropic institution. Any accessory building shall not exceed one thousand (1,000) square feet of gross floor area, and shall only be used for maintenance and storage. Otherwise, a Special Exception is required.
- 28** Provided:
- (A) The mobile home is located on a lot having a net area of at least five (5) acres;
  - (B) The use of the mobile home is in connection with another use on the property for which the County levies an amusement tax;
  - (C) The occupants of the mobile home are employed by, or reasonably connected with, the other use; and
  - (D) The mobile home shall not be located on the property for more than one hundred twenty (120) cumulative days per calendar year, except mobile homes used in connection with parimutuel racetracks where the use shall not exceed two hundred eighteen (218) cumulative days per calendar year.
- 29** Limited to two (2) vehicles (total, all types) for a lot used for one-family semidetached dwelling, and four (4) vehicles (total, all types) for a two-family detached dwelling.

- 30 Only in connection with one-family detached dwellings.
- 31 Except in an emergency. In this case, the parking shall be subject to the traffic and parking regulations applicable to the right-of-way.
- 32 In a cluster development for which the preliminary plat of subdivision was approved prior to September 1, 1986, showing such one-family attached dwellings. Up to twenty percent (20%) in the R-80 Zone, and twenty-five percent (25%) in the R-55 Zone, of the total number of dwelling units in the cluster development may be one-family attached dwellings. The remainder shall be one-family detached dwellings.  
(CB-54-1986)
- 33 Only for expansion of an existing sanitary landfill or rubble fill on abutting land for which an approved Special Exception has not expired.
- 34 Minimum lot size of two (2) acres required. A church must provide its tax-exempt identification number when applying for a Detailed Site Plan or a building or use and occupancy permit for an accessory day care center for children.  
(CB-23-1988; CB-44-1989)
- 35 In conjunction with an agricultural use.
- 36 Not allowed in an Agricultural Preservation Development, unless it existed prior to the approval of the site plan.
- 37 Permitted only on lots having a gross lot area of one (1) acre or more, otherwise a special exception is required.  
(CB-29-1985)
- 38 Provided the use either:
  - (A) Is located at or below the ground floor level of a multifamily dwelling and does not exceed two thousand (2,000) square feet; or
  - (B) Is located in a community building (constructed as part of a multifamily project) owned by a homeowners' association and not containing dwelling units, and does not occupy more than one-half of the gross floor area of the community building.  
(CB-81-1985)
- 39 The use shall be related to, dependent on, secondary to, and located on the same record lot as, the multifamily dwelling or project.  
(CB-36-1987)
- 40 This does not provide for accessory antennas or overhead distribution lines.  
(CB-25-1987)
- 41 Provided the health center is located on a minimum of twenty-five (25) acres.  
(CB-55-1988)
- 42 Either:
  - (A) In conjunction with an existing golf course or equestrian center; or
  - (B) The golf course or equestrian center shall be constructed within five (5) years of approval of the Detailed Site Plan.  
(CB-16-1989)
- 43 Minimum lot size of thirty thousand (30,000) square feet required, except for bona fide nonprofit groups or organizations.  
(CB-23-1989)
- 44 Parking shall be provided as follows:
  - (A) The vehicle shall be located at least eight (8) feet from a street line; and
  - (B) If parked in a yard abutting a street, it shall be parked on a dust-free surfaced area.  
(CB-43-1989)
- 45 The sale of gazebos and sheds is permitted for a Special Exception approved in 1984 as incidental to its operation if such sale and display is in accordance with Section 27-385 and provided no more than two (2) gazebos and two (2) sheds are visible from any public street.  
(CB-143-1989)
- 46 If the property is located within the Chesapeake Bay Critical Area, was zoned R-80 prior to December 18, 1989, and is not the subject of a record plat.  
(CB-72-1989)
- 47 A sanitary landfill, rubble fill, or Class 3 fill may include a rock crusher only if it is approved as part of the Special Exception.  
(CB-15-1990; CB-8-2003; CB-87-2003)

- 48** Townhouses which were permitted when developed pursuant to former Part 4A of this Subtitle prior to January 21, 1997, are permitted. No more than twenty percent (20%) of the total number of dwelling units in the development may be townhouses.  
(CB-84-1990; CB-47-1996)
- 49** Provided both uses were existing as of January 1, 1991.  
(CB-11-1991)
- 50** On lots having a total area exceeding twelve thousand (12,000) square feet.  
(CB-36-1991)
- 51** Includes semitrailers for an agricultural use located on a minimum of ten (10) acres.  
(CB-105-1993)
- 52** A church or similar place of worship that is located on a lot between one (1) and two (2) acres in size shall require a Detailed Site Plan in accordance with Part 3, Division 9, of this Subtitle. In addition to the requirements of Section 27-285(b), the following requirements shall be met:  
(A) The minimum setback for all buildings shall be twenty-five (25) feet from each lot line;  
(B) When possible, there should be no parking or loading spaces located in the front yard; and  
(C) The maximum allowable lot coverage for the zone in which the use is proposed shall not be increased.  
(CB-76-1993)
- 53** Provided the net lot area is at least five (5) acres.  
(CB-76-1993)
- 54** Any property rezoned to the R-E Zone by a Sectional Map Amendment prior to January 1, 1994, on which a previous special exception was approved for a nursery and garden center may continue to operate as a permitted special exception use, notwithstanding the provisions of Section 27-320 of this Subtitle.  
(CB-135-1993)
- 55** Provided the field is located on a lot having a net area of at least 40 acres, and any field constructed after August 1, 1996, is set back 100 feet from all property lines. Otherwise, a Special Exception is required.  
(CB-43-1994; CB-33-1996)
- 56** Subject to Detailed Site Plan approval in accordance with Part 3, Division 9 of this Subtitle, unless the use is located in a Regional Park owned by the M-NCPPC.  
(CB-47-1995)
- 57** Conversion shall not occur until:  
(A) The building is structurally modified to include the additional dwelling units; and  
(B) The additional dwelling units are occupied.  
(CB-73-1996)
- 58** For the purposes of this Section, a dwelling for the elderly shall be housing which is operated in accordance with State and Federal Fair Housing laws.  
(CB-71-1996)
- 59** Townhouses shall comply with the design guidelines set forth in Section 27-274(a)(11) and the regulations for development set forth in Section 27-433(d).  
(CB-55-1996)
- 60** Section 3 of CB-55-1996 reads as follows: "BE IT FURTHER ENACTED that the provisions of this Ordinance shall not apply to projects for which a Detailed Site Plan has been filed and accepted prior to November 1, 1996, provided the design guidelines and regulations not resulting in a requirement of resubdivision are applicable, and provided building permits for ten percent of the dwelling units included in the Detailed Site Plan are issued within one year of the effective date of this legislation (December 30, 1996), and extensions of time for the permits do not exceed six months, and that the dwelling units are constructed pursuant to the permits."
- 61** Provided the use is located on a lot or parcel with not more than one-half acre which is adjoining and contiguous to an existing cemetery.  
(CB-60-1998)

- 62 Permitted use without requirement for special exception provided the use is on a parcel of land in the R-H Zone, the gross tract area of which is a maximum of twenty (20) acres, which is adjoining R-R zoned land developed with an existing Medical Residential Campus. The entire tract of land in the R-H Zone shall require Detailed Site Plan approval in accordance with Part 3, Division 9, of this Subtitle. Regulations restricting the height of structures, lot size and coverage, frontage, setbacks, density, and other requirements of the zone shall be consistent with existing development in the adjacent Medical Residential Campus. The dimensions and percentages shown on the approved site plan shall constitute the regulations for development.  
(CB-21-1999)
- 63 Provided:  
(A) The use is located on a lot or parcel not less than 15 or more than 20 acres in size and has frontage on a public street having a proposed right-of-way width of at least 120 feet;  
(B) The lot or parcel abuts property in the C-0 Zone; and  
(C) The property is located in a Revitalization Tax Credit Area.  
(CB-46-1999)
- 64 Use of permitted mobile homes is restricted to employees at a riding stable on the Special Exception property. No more than two mobile homes may be located on such a property, and each must be on its own R-E lot as required by Section 27-118.01(c). A building permit shall be issued by the Department of Environmental Resources for each mobile home. Any mobile home unoccupied for more than 60 days must be removed from the property.  
(CB-79-1999)
- 65 Permitted use without requirement for Special Exception provided the land on which the lot exists is in the R-55 Zone, immediately adjoins land in the C-S-C Zone, is a part of the same parcel as the land in the C-S-C Zone, and is located within the municipal limits of the City of New Carrollton.  
(CB-88-1999)
- 66 The use is permitted on R-R zoned property leased from a public agency before January 1, 1974. Parking and loading facilities shall be provided in accordance with Part 11 (parking and loading requirements). Landscaping, buffering, and screening shall be provided in accordance with the Landscape Manual. Development regulations for building setbacks shall be provided in accordance with Part 6 (Commercial Zone regulations). The following uses are not permitted: car wash, animal hospital, training, kennel, grooming, blacksmith, carpet or rug shampooing, department store exceeding 80,000 square feet, electric or gas appliance repair, farm implement sales and repair, upholstery or furniture repair, locksmith, laboratories, lawn mower repair, machine shop, massage establishment, methadone treatment center, model studio, photo processing plant, studio or darkroom, pizza delivery, print shop, newspaper publishing, sauna or steam bath, septic tank sales, service, sewage dump (pump out) services, shoe repair, taxidermy, welding shop, bait shop, bottled gas, feed sales, wayside stand, and any use prohibited in the lease with the public agency, as modified or amended.  
(CB-35-2000; CB-60-2009)
- 67 Permitted use without requirement for Special Exception provided the use was existing as of July 1, 2001, is located on a lot or parcel that is not less than 10 acres in size, and abuts a multi-use trail designated on an Approved Master Plan.  
(CB-53-2001)
- 68 Provided the use will be located on land that is located within the median of a road classified as a freeway on the applicable Master Plan; the property is at least one-half (1/2) acre in size; and access to the property will not be directly from the main travel lanes of the freeway.  
(CB-75-2001)
- 69 Provided:  
(A) The use abuts an existing marina in the C-W Zone approved prior to 1972 pursuant to a special exception; and  
(B) Notwithstanding the provisions to the contrary, a revised site plan shall be approved by the Planning Board that incorporates the entire property showing existing and proposed improvements in both the R-R and C-W Zones.  
(CB-76-2001)

- 70** Permitted use without requirement for special exception, provided; if as of February 1, 2003:
- (A) The use is on a parcel of land which is surrounded by commercial and institutional uses;
  - (B) The parcel does not abut any property that is improved with single-family detached residential dwellings;
  - (C) The site has frontage on a street shown on the applicable Master Plan as an arterial or higher classification; and
  - (D) Any such use shall only be located upon property that is the subject of an approved Detailed Site Plan.
- (CB-4-2003)
- 71** A Class 3 fill in existence as of October 7, 2003 that is operating pursuant to any validly issued grading permit, and is not in violation, shall be permitted to continue in operation as a matter of right, but is limited to the fill area established by any previously issued grading permit, not to exceed two renewals of the permit. Those fill operations that are in violation on October 7, 2003 have until December 31, 2003 to comply, or their permit is void.
- (CB-8-2003; CB-87-2003)
- 72** Provided:
- (A) The property is located on and inside the Capital Beltway at an existing interchange with said Beltway;
  - (B) The site contains a minimum of eighty (80) acres that is split-zoned, I-3 and R-R, with not more than twenty percent (20%) zoned R-R;
  - (C) The property is proposed for employment uses in the most recently approved applicable Master Plan;
  - (D) A Detailed Site Plan shall be approved in accordance with Part 3, Division 9, of this Subtitle; and
  - (E) The site plan shall include at least two (2) stores containing one hundred thousand (100,000) square feet or more of gross floor area.
- (CB-65-2003)
- 73** Provided:
- (A) The use is located on land no less than thirty (30) acres and not more than seventy (70) acres in size;
  - (B) The land adjoins properties in the R-T Zone that is at least sixty (60) acres in size and is developed with at least three hundred and fifty (350) townhouses;
  - (C) The land and adjoining properties described in Subsection (B) were placed in the R-T Zone as a result of an approved Sectional Map Amendment;
  - (D) The land has frontage on and access to a road classified as an arterial on the applicable Master Plan and maintained by the State Highway Administration; and
  - (E) A Detailed Site Plan shall be approved in accordance with Part 3, Division 9, of this Subtitle.
- (CB-70-2003)
- 74** Permitted as an expansion of an existing nonconforming animal hospital, veterinary office with a valid use and occupancy permit issued on or before July 1, 1998. Said expansion, is limited to four thousand (4,000) square feet of gross floor area and is subject to Detailed Site Plan approval, in accordance with Part 3, Division 9, of this Subtitle, by the Planning Board or its designee.
- (CB-76-2003)
- 75** Provided:
- (A) The use is located on property in both the C-M and R-A Zones;
  - (B) The property has frontage on a road classified as a freeway on the applicable Master Plan;
  - (C) The property is between forty thousand (40,000) and forty-five thousand (45,000) square feet in size and abuts the site of an existing gas station that was certified as a nonconforming use; and
  - (D) A Detailed Site Plan shall be approved by the Planning Board that shows proposed improvements in both the C-M and R-A Zones and demonstrated compliance with Section 27-358(a)(1),(2),(4),(5),(6),(7),(8),(9) and (10). In addition, the Detailed Site Plan shall demonstrate that there are no single family homes on the property or on any abutting property.
- (CB-36-2004)
- 76** Provided:
- (A) A condominium plat is recorded, in accordance with the provisions of the Maryland Condominium Act, setting out each dwelling unit as a separate unit, or a housing cooperative is established to own the dwelling units; and
  - (B) At least ninety percent (90%) of all required parking spaces are provided in a parking structure.
- (CB-109-2004)

- 77** Up to seventy-five (75) dwelling units are permitted only if adjoining and operated by the same organization as an adult day care use, approved by Special Exception. All assisted living facilities standards and requirements in Part 6, Division 5, must be met, including Detailed Site Plan approval under Part 3, Division 9.  
(CB-110-2004)
- 78** Provided:  
 (A) Townhouse development is within a multifamily complex formerly used for multifamily dwellings, where residential (multifamily and/or townhouse) density was reduced as part of its redevelopment;  
 (B) Townhouse development shall be in accordance with the regulations for the R-T Zone; and  
 (C) Detailed Site Plan approval is required in accordance with Part 3, Division 9, of this Subtitle.  
 (CB-112-2004)
- 79** Permitted only to replace an existing surface mining or Class III fill operation located directly adjacent to an interstate (with "I" classification, not "US" or "MD") highway, which operation has an active permit at the time of preliminary plan approval for the townhouse, two-family dwelling or multifamily development. The Planning Board shall approve a Detailed Site Plan under Part 3, Division 9, of the Zoning Ordinance. Multifamily dwellings are permitted as provided in Section 27-436 for the R-18 Zone, and townhouses are permitted as provided in Section 27-433 for the R-T Zone. Regulations concerning lot size, coverage, frontage, setbacks, density, bedroom percentages, and other requirements applicable to multifamily, two-family dwellings and townhouse dwellings shall not apply; these dimensional (bulk) requirements shall be those approved by the Planning Board (or District Council after review) in the Detailed Site Plan. In its site plan review, the District Council may require the applicant to demonstrate in the site plan record that highway facilities are adequate to serve the townhouse project. This provision shall not apply to legal nonconforming sand and gravel or Class III fill operations.  
(CB-37-2005; CB-9-2012)
- 80** Reserved.
- 81** (A) Permitted in the R-18 Zone without a Special Exception, provided that the subject property:  
 (i) Includes at least five (5) acres;  
 (ii) Is located within the Developed Tier; and  
 (iii) Adjoins property also in the R-18 Zone.  
 (B) Age restrictions in conformance with the Federal Fair Housing Act shall be set forth in covenants submitted with the application and shall be approved by the District Council and filed in the land records at the time the final subdivision plat is recorded. The applicant must obtain approval of a Detailed Site Plan, as provided in Part 3, Division 9, and demonstrate by evidence in the record that:  
 (i) The net lot area is at least fifty percent (50%) of the minimum net lot area normally required in the zone;  
 (ii) The density is not more than twice that normally allowed in the zone; and  
 (iii) The project is financed at least partially by tax credits approved by the State of Maryland.  
 (CB-66-2005)

- 82** Permitted in the R-55 Zone provided that the subject property meets the following criteria:
- (A) Has area of at least two (2) acres;
  - (B) Has frontage on a freeway or highway; and
  - (C) Is within a Growth Corridor or Growth Center as defined in the General Plan.
- In accordance with the standards listed below, the applicant must obtain approval of a Detailed Site Plan as provided in Part 3, Division 9. In site plan review, the Planning Board shall find that the proposed use and subject property meet all Division 9 requirements (except as provided below) and will:
- (A) Include at least thirty (30) but not more than fifty (50) residential units;
  - (B) Include a traffic study that is prepared in accordance with the Planning Board Guidelines for Analysis of Traffic Impact of Development Proposals showing on-site circulation patterns, access points on and off site, impacts on major highways and intersections, and impacts mitigated in accordance with the Guidelines;
  - (C) Incorporate reasonable regulations for height of structures, architectural design, lot size and coverage, frontage, setbacks, density (as restricted below), dwelling unit types, percentages of uses, and other dimensional requirements, in place of conventional requirements;
  - (D) Have residential densities not exceeding eighteen (18) units per gross tract acre;
  - (E) Have interior private roads only where appropriate for and in furtherance of community purposes, and approved by Department of Public Works & Transportation; and
  - (F) Be adjacent to or connected to C-S-C zoned land being redeveloped as a mixed-use development defined as at least two (2) uses including residential, retail, or office with each use comprising no less than ten percent (10%) of the uses of the site.
    - (i) Recreation facilities should be provided to serve the community; and
    - (ii) The recreation facilities shall be constructed prior to or concurrently with the residential units or as stated in a construction schedule approved by the District Council.
  - (G) The site plan shall also demonstrate the development and uses:
    - (i) Are in harmony with the purposes of this Subtitle;
    - (ii) Conform with all applicable requirements of this Subtitle;
    - (iii) Will not substantially impair the integrity of the applicable Master Plan, any applicable Functional Master Plan, or the General Plan;
    - (iv) Will not adversely affect the health, safety, or welfare of residents or workers in the neighborhood;
    - (v) Will not be detrimental to the use or development of adjacent properties or the neighborhood generally; and
    - (vi) Conform to an approved Tree Conservation Plan.
- (CB-97-2005)
- 83** In the Rural Tier as defined by the 2002 General Plan or as amended through a subsequent planning process where a preliminary plat of subdivision is required pursuant to Subtitle 24 after June 30, 2006 the subdivision of land shall be subject to Section 24-152(g)(2) through (6), and (h) of the Conservation Subdivision regulations. The minimum lot width at the building line and street line, and main building setback along a scenic and historic road are contained in Section 27-445.12(a) Tables 1 and 3.
- (CB-1-2006)
- 84** Provided the property has a net lot area of at least six (6) acres and is located in a mixed use activity center designated as a “Transit Village” in the applicable Area Master Plan.
- (CB-37-2006)
- 85** In a Public Benefit Conservation Subdivision, townhouses, one-family semidetached, and one-family metropolitan dwellings are allowed subject to the approval of a Detailed Site Plan and subject to the design guidelines of Section 27-274 (a) (11) and the regulations for development set forth in Section 27-433 (c) through (k). Townhouses, one-family semidetached, and one-family metropolitan dwellings may not comprise more than twenty-five percent (25%) of the total number of units included in a Public Benefit Conservation Subdivision.
- (CB-32-2008)
- 86** Provided:
- (A) The subject property is a minimum of eighteen thousand (18,000) square feet in size.
  - (B) The subject property is located on a corner lot with frontage on at least one public street with a right of way greater than eighty (80) feet in width.
  - (C) The use requires no new “building” construction on the subject property.
  - (D) The use meets the Additional Requirements for Specific Special Exception as set forth in Sec. 27-348.03.
- (CB-81-2008)

- 87** Each project developed pursuant to this provision shall be subject to a mandatory Detailed Site Plan reviewed by the District Council.  
(CB-82-2008)
- 88** Permitted only where the multifamily development is the subject of a condominium regime, the property is located in a Transit Development Overlay Zone, the property abuts the District of Columbia, and the development includes a mix of residential and commercial uses. A Detailed Site Plan shall be approved by the Planning Board in accordance with Part 3, Division 9 of the Zoning Ordinance. Regulations concerning lot size, coverage, frontage, setbacks, density, bedroom percentages, and other requirements applicable to multifamily dwellings shall apply; these dimensional (bulk) requirements shall be those approved by the Planning Board (or the District Council) in the Detailed Site Plan.  
(CB-82-2008)
- 89** Permitted in accordance with Section 27-445.01 on land assessed for agricultural use. A restaurant may be permitted as an accessory use to a farm winery subject to approval of a special exception. The inclusion of a food or beverage store is not permitted as an accessory use to a Farm Winery.  
(CB-36-2009)
- 90** The use is permitted by right, but requires approval of a Detailed Site Plan to ensure the development of an appropriate rural/environmental setting whenever the land area covered by buildings and other structures exceeds 40,000 square feet.  
(CB-39-2009)
- 91** Parking shall be provided as follows:  
 (A) The boat and boat trailer shall be located at least eight (8) feet from a street line;  
 (B) The boat and boat trailer shall be parked on a dust-free surface area such as concrete, asphalt, or gravel;  
 (C) The boat and boat trailer shall be properly licensed and operable;  
 (D) The boat and boat trailer shall not be in excess of twenty (20) feet unless located on a lot at least two (2) acres in size; and  
 (E) The boat and boat trailer shall be covered to prevent the accumulation of water.  
 (CB-24-2010)
- 92** Provided the use is for the purpose of promoting agritourism as defined in Sec. 27-107 (a).  
(CB-92-2010)
- 93** Permitted use without requirement for Special Exception only to replace a legal, nonconforming nursing or care home on an abutting R-80 Zone lot, which has been in continuous operation since 1970. A Detailed Site Plan shall be approved in accordance with Part 3, Division 9, of this Subtitle.  
(CB-55-2011)
- 94** Permitted use without requirement for Special Exception or Detailed Site Plan provided the property on which the use is located is owned by a non-profit organization as of October 1, 2012, and further provided that said property shall be exempt from the requirements of the Prince George's County Landscape Manual, Section 27-442 (c) Regulations for Lot Coverage and Green Area, and Part 11 for off-street parking and loading except for parking facilities for the physically handicapped.  
(CB-105-2012; CB-97-2013)
- 95** If the day center is owned and operated by a church and was previously a Head Start public school and day care center operated by Prince George's County Board of Education, it may be permitted by right, in accordance with Section 27-445.03. Said day care center must be adjacent to the church. The church must provide its tax-exempt identification number when applying for a Detailed Site Plan or a building or use and occupancy permit, as well as documentation demonstrating the contractual relationship between the church and the Prince George's County Board of Education.  
(CB-2-2013)
- 96** Permitted use provided the subject property is subject to a previously approved special exception for a parking lot on residential land serving an adjacent property in a commercial zone and the adjacent property is developed with an eating or drinking establishment with drive-through service.  
(CB-14-2013)

- 97** Permitted use only where a municipality indicates approval to operate such use on the property, and the extent of the use on the property does not exceed a maximum of five (5) acres in size. The Urban Farm shall not allow noxious odors or dust to drift off the premises. The applicant shall be required to obtain a Health Department permit if fruits and vegetables are cut up or prepared foods are being sold to the public. The Urban Farm will not be subject to the sections of Subtitle 27 as listed below or the Landscape Manual:
- (A) Exempt from the Landscape Manual regulations;
  - (B) Exempt from Part 11, the parking and loading requirements;
  - (C) Accessory structures are permitted; and
  - (D) Signage shall be limited to way finding and directional signs.
- (CB-76-2013)
- 98** Provided the use is limited to the preparation of food and/or beverages only and is within a public building owned and operated by a municipality that operates a food service facility therein pursuant to a food service facility permit issued prior to January 1, 2014.
- (CB-4-2014)
- 99** Provided, and notwithstanding any other provision of this Section, that:
- (A) The property has frontage on and access to a road classified as arterial on the applicable Master Plan;
  - (B) The use is located on a site that is split-zoned, C-S-C and R-R, consisting of no more than six (6) acres in size, with existing commercial improvements on the site; and
  - (C) The site and the land described in Subsection (B) was split-zoned, C-S-C and R-R, as a result of a Sectional Map Amendment approved after January 1, 2013.
- (CB-12-2014)
- 100** A special exception shall not be required for an eleemosynary or philanthropic institution, or the rental of the facilities on the property by the eleemosynary or philanthropic institution, including but not limited to banquet hall, auditorium, or other indoor or outdoor recreational facilities not already permitted on property that is:
- (A) an aggregate of at least 85 acres in area;
  - (B) is split-zoned Open Space (O-S) and Residential Estate (R-E);
  - (C) partially outside the Growth Boundary of the County; and
  - (D) the eleemosynary or philanthropic institution is the title owner of the property in the land records of the County.
- (CB-70-2014)
- 101** For a public safety fraternal organization private club located on a lot having a gross tract area of at least five (5) acres, a special exception shall not be required and shall be deemed a permitted use.
- (CB-75-2014)

# Appendices

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## Appendix A: Historic Preservation Background

The College Park-Riverdale Park Transit District includes historic resources that reflect many important themes in the development of western Prince George's County and the County as a whole. These themes include agriculture, aviation, community development, and transportation. These sites include prehistoric camp sites, tobacco plantations, turnpikes and railroads, airports, and planned communities.

### Prehistoric Period

Due to its geographical location at the interface between the Coastal Plain and Piedmont physiographical regions, the area surrounding the confluence of the Northeast Branch of the Anacostia River and Paint Branch has a very high potential for containing archeological resources from Maryland's prehistoric past. During the Archaic period of prehistory (7,500-2,000 B.C.), Native American groups of up to 100 members, called bands, moved across the landscape of North America with the seasons to their various camps. As the seasons changed, the Native Americans took advantage of the hunting, fishing, and plants that became available at particular campsites.

One such site, the Litton Site (designated as County site number 18PR693) is located on the Litton property near the Northeast Branch. This site was identified through the County's subdivision review process and through state requirements for archeological investigations on state property prior to development. Archeological investigations have identified a Late Archaic to Early Woodland period (3000–500 B.C.) site where raw materials for tools were acquired from the stream beds and reduced to a size that could be easily carried. Projectile points, pottery, and several cooking pits were identified, indicating a long range of occupation at the site. The University of Maryland has executed a memorandum of agreement with the Maryland Historical Trust to perform Phase III data recovery excavations on the site at the time of development. The university will be required to develop public interpretive measures as part of its mitigation package for the destruction of the archeological site.

Two similar prehistoric sites (County site numbers 18PR263 and 18PR264) were identified in the transit district area to the south of the Litton Site and near the Northeast Branch. These sites were also interpreted as prehistoric lithic scatters and short-term resource procurement sites but have since been destroyed by modern development. Similar sites are located all along the Anacostia River basin and indicate that this area was used over a long period of time by Native American inhabitants to procure the raw material for their everyday tools. These sites served as temporary camps to collect the materials, which would be taken back to more permanent campsites to be further processed.

Other locations along Northeast Branch and Paint Branch within the transit district area would have been used and frequented by Native Americans during their hunting and gathering activities, and excavation at these sites might be undertaken in the future, if appropriate.

### Transition Period

Following the Archaic period, the woodland cultures were present in the area (2,000 B.C.-1,600 A.D.). The Native Americans of this era turned from a hunting and gathering culture to one based on farming and more permanent settlements. From this point on, the general area around College Park and Riverdale Park was cultivated as farmland for generations before other development began.

### Historic Period

Beginning at the time of the American Revolution, a public road (the main route south from Baltimore) was in use just west of the project area. The route was improved early in the nineteenth century to serve as the Washington and Baltimore Turnpike (now called US 1) and was the principal connection between Baltimore and the Federal City until the construction of the Washington line of the Baltimore and Ohio Railroad (now CSX). The existing stream valley provided a relatively easy right-of-way for the construction of the railroad in the 1830s.

George Calvert conveyed a right-of-way to the Baltimore and Ohio Railroad Company through the Riversdale property on March 4, 1834 (Liber AB8:392). The first trains ran on the Washington line in summer 1835, and in the years following, traffic on the nearby turnpike began to decrease, being replaced by the convenience of the new railroad. The old road lost its turnpike status after March 1866 by decision of the U.S. Supreme Court. It regained importance early in the twentieth century with the advent of the automobile. Traffic increased in the 1920s and 1930s as the number of privately owned automobiles increased, and the old turnpike right-of-way was upgraded into the heavily traveled US 1. Today the transit district area is in part defined by these two historic arteries of transportation: the old turnpike lying to the west and outside of the area and the Washington Branch of the Baltimore & Ohio railroad running north and south, defining the western boundary of the project area.

Also adjacent to the subject property are the Riverdale Park (68-004), Old Town College Park (66-042), and Calvert Hills (66-037) National Register Historic Districts to the south and west. Old Town College Park is also a Prince George's County Historic District. To the north is the College Park Airport (66-004), a Prince George's County Historic Site that is also listed in the National Register of Historic Places. With the growth of suburbs surrounding Washington, D.C., in the late nineteenth century, streetcar lines were established to shuttle residents to and from their jobs in the nation's capital. Charles Baltimore and Eleanor Calvert conveyed a right-of-way through their property to the Columbia and Maryland Railway in 1895. The Columbia and Maryland Railway Company established a streetcar line that ran parallel to the B&O tracks and reached Hyattsville and Riverdale in 1899. The trolley line reached Berwyn by 1900. The railway company changed names over the years and was eventually acquired by the City and Suburban Railway of Washington. This trolley line contributed to the growth of the Riverdale Park and Calvert Hills neighborhoods. The last trolley ran on the Maryland Line in 1958.

The Riverdale Park National Register Historic District (listed December 2002) is significant as a late-nineteenth- and early-twentieth-century railroad and streetcar suburb that surrounds the Calvert family's

Riversdale plantation house completed in 1807. The suburb of Riverdale Park began in earnest around 1890 and includes a range of houses that reflect late-nineteenth- and early twentieth-century residential, architectural preferences. The Calvert Hills National Register Historic District (listed in December 2002), formerly a part of the Calvert Family's Riversdale Plantation, is significant as a late-nineteenth- and early-twentieth-century streetcar and automobile suburb. The earliest houses in Calvert Hills are from the 1890s (although the majority date is from the 1920s and 1930s) and reflect the architectural taste of the pre-World War II period. These National Register historic districts are not regulated by Subtitle 29, the Prince George's County Historic Preservation Ordinance.

Old Town College Park is a local district (designated by District Council action on January 28, 2008) and National Register Historic District (listed in December 2012) adjacent to the northwest section of the transit district area. This historic district is representative of the many residential subdivisions within the suburbs of Washington, D.C., which expanded with the advent of the streetcar and automobile at the end of the nineteenth century and in the early- to mid-twentieth century. The original portion of College Park was platted in 1889 on land that was formerly part of the Riversdale plantation. The 125-acre community was laid out specifically to attract middle- and upper-middle-income residents, persons associated with the nearby Maryland Agricultural College (now the University of Maryland), and, later, with the College Park Airport. College Park was one of the first successful commuter suburbs located along the railroad and turnpike in Prince George's County. The greatest period of residential development began in the 1920s and subsided with the end of World War II. Fraternities, sororities, and modestly sized apartment complexes were constructed in Old Town College Park in the mid-twentieth century to meet the needs of the growing university.

### Charles Benedict Calvert's Riversdale Plantation

All of the land within the study area was once part of Charles Benedict Calvert's Riversdale plantation encompassing nearly 1,930 acres. The Riversdale

Mansion (68-004-05), a National Historic Landmark, is located about 0.4 miles to the south of the plan area in Riverdale Park. Construction of Riversdale began in 1801 under the ownership of Henri Joseph Stier, a wealthy Flemish aristocrat. Stier lived in the house for a short time before returning to Belgium in 1803. Riversdale was finished over the next decade by Stier's daughter, Rosalie, and her husband, George Calvert. The original plantation comprised approximately 730 acres and included land from patents by the name of Tide Meadows, Taylorsburgh, Charles and Rebecca, Brother's Fifth Lot, Brother's Third Lot, and several lots in the Town of Bladensburg. Under the ownership of George and Rosalie Calvert, additional tracts of land were added to the north of the original plantation, including tracts from land patents called Norway, the Rossborough Farm, New Dumfries, Buck Lodge, Denmark, Copenhagen, and others.

After the deaths of Rosalie Calvert in 1821 and George Calvert in 1838, their son Charles Benedict Calvert inherited the Riversdale property. He married Charlotte Augusta Norris of Baltimore in January 1839 and began to pursue his interests in agriculture and politics. Charles Benedict Calvert represented Prince George's County in the Maryland House of Delegates in 1839, 1843, and 1844. He was elected to the United States House of Representatives, serving from 1861 to 1863.

Calvert was also a leading agricultural innovator and served as president of the Prince George's Agricultural Society and the United States Agricultural Society. Calvert was instrumental in establishing the Maryland Agricultural College in 1856, the first agricultural research college in the United States. He sold his 438-acre Rossborough Farm to the college in 1858. Calvert was also an advocate for the establishment of the United States Department of Agriculture.

After the death of Charles Benedict Calvert in 1864, his estate was divided among his wife and children. His son, Charles Baltimore Calvert, was allotted Lot 2, a tract comprising 203.5 acres that was approximately 600 yards wide and stretched from Baltimore Avenue on the west, across the Baltimore and Ohio railroad tracks to Paint Branch and Edmonston Road on the east. Calvert built a residence, known as MacAlpine, on the western side of the tract and developed a farm on his property around 1868. Calvert designed and

supervised the construction of the house and the various outbuildings that included a brick cow barn, a brick icehouse, a brick carriage barn, a meat house, a smokehouse, and a wooden corn shed/wagon shed. MacAlpine was built on the site of an earlier structure occupied by a foreman of the Riversdale estate that was destroyed by fire. All of these structures were located on the Cafritz property to the southwest of the transit district area. The southern portion of the transit district area was contained within Lot 2.

The heirs of Charles Baltimore Calvert sold the eastern 144.81 acres of Lot 2 to Henry Berliner in 1937. Berliner also acquired 87.50 acres of Lot 3 in the division of Charles Benedict Calvert's Estate in 1937. He built the Engineering Research Corporation (ERCO) factory on Lot 2 next to the railroad tracks in 1939 to produce his Ercoupe personal aircraft. Runways were built to the east of the factory to test the planes.

### College Park Airport (66-004)

College Park Airport is a Prince George's County Historic Site and is listed in the National Register of Historic Places (listed September 1971). It is adjacent to the northern boundary of the transit district area. College Park Airport was established in 1909 when Wilbur Wright came to give flight instructions to the military's first aviators. It is the oldest continuously operating airport in the world and is the site of many significant aviation events. There were four temporary wooden hangars on the site by 1911. The foundations of five of the original hangars at the airport have been uncovered, one of which serves as the foundation of the present maintenance hangar. The Signal Corps training school closed in 1913, but civilian flights continued. The compass rose, formerly used for navigational purposes, was installed at the airport before 1918.

The civilian airmail service was inaugurated at College Park Airport on August 12, 1918. The airport continued to operate as an airmail depot from 1918 to 1921.

Emile and Henry Berliner came to College Park Airport in 1920 to improve their ideas on vertical flight. The Berliners made early tests of the helicopter and made modifications that lead to the first controlled helicopter flight at the airport on February

24, 1924. Henry Berliner also developed the first all-metal smooth skin aircraft, the Ercoupe, which was also tested at the College Park Airport. Henry Berliner would later establish a factory for the production of the Ercoupe (the ERCO building) within the transit district area.

From 1927 to 1935, the airport was the site of the first experiments by the Bureau of Standards with blind landing equipment and navigational aids. The first blind landing in the history of aviation occurred at College Park Airport on September 5, 1931.

College Park Airport has known many of the greatest early aviators and has been the scene of many record-breaking flights. On its grounds, devices have been tested such as the first bomb sight and dropping mechanism and the first aerial machine gun. On this site Americans took their first aerial photographs, experimented with wireless radio communications, made the first nighttime landing with the aid of runway lights, and experimented with radio navigation aids. Of less dramatic impact, but of great importance to modern aviation, are the inventions and improved designs for such items as sparkplugs and mufflers that were given trials at College Park.

The College Park Airport fell into disrepair in the 1950s and 1960s, prompting concern for its preservation. On February 16, 1973, William Gullett, Prince George's County Executive, issued Order 261973 approving the expenditure of \$1.5 million by The Maryland-National Capital Park and Planning Commission (M-NCPPC) from its Advanced Land Acquisition Fund for the purchase of the College Park Airport from Jerome S. Murray. M-NCPPC continues to own and operate the College Park Airport along with an Aviation Museum that opened in 1998.

### **The Engineering Research Corporation Plant (68-022)**

The ERCO Plant is a Prince George's County Historic Site and is located within the transit district area. Aviation pioneer Henry A. Berliner founded the Engineering and Research Corporation in 1932, which started as a specialty manufacturer of aviation parts and machine tools. Frederick E. Weick joined the ERCO team as chief designer in 1936 and changed the focus of the company to the manufacture

of mass-produced, easy-to-fly, affordable personal aircraft. The company's best-known model was the Ercoupe, which was one of the most innovative aircraft at the time of its creation. In anticipation of a boom in general aviation, Berliner began to acquire land for the construction of a plant in Riverdale. In 1937 he compiled 230 acres on the east side of the Baltimore and Ohio Railroad near the College Park Airport that housed the plant and several runways. This land was part of Lots 2 and 3 in the division of the Charles Baltimore Calvert's Riversdale plantation. The ERCO Plant was constructed in 1939 and remains one of the largest buildings in Riverdale Park.

During World War II, the factory shifted operations to the manufacture of a wide range of products, including gun turrets, rocket launchers, and flight simulators. The factory operated around the clock during World War II and employed nearly 4,000 workers of which many were women. Many of the employees were housed in the Calvert Homes development to the west of the CSX tracks. Production of the Ercoupe resumed after the end of World War II, and production was brisk until another economic downturn. When the Korean War began, production once again shifted to military contracts and the production of flight simulators. The last of the Ercoupe aircraft built at Riverdale were completed in January 1952.

Rights to the production of the Ercoupe were transferred to Forney Manufacturing Company, and the ERCO building was sold to American Car Foundry (ACF) Industries in 1954. After the transfer of production rights of the Ercoupe, the factory once again primarily produced flight simulators. The factory continued to be a leading manufacturer of airplane simulators until the early 1980s. During the 1980s, the ERCO factory was used as a distribution center for aeronautical charts. ACF Industries sold approximately 157 acres that included the ERCO factory to Riverdale Investors Corp., Inc. in 1986. The land on which the ERCO factory is located passed between several development companies before being purchased by the University of Maryland in 2002.

Because of its significance to the history of Prince George's County, the ERCO building (68-022) was designated a Prince George's County Historic Site in June 2010. The University of Maryland has

determined that the ERCO building is not safe for entry due to risk of structural collapse, the presence of hazardous materials, and that retention and reuse of the building is not feasible. As a result, the university has executed a memorandum of agreement with the Maryland Historical Trust (dated November 1, 2012) to demolish the building. Demolition was completed just prior to the release of this TDDP for public review. To resolve the adverse effects to this significant resource, the University of Maryland has hired a qualified cultural-resource professional to complete the historical and architectural recordation of the ERCO building. In addition, the university has produced an interpretive brochure, *The ERCO Legacy*, as part of the mitigation measures for the demolition of the building. Additional interpretive opportunities may exist within the project area to convey the history of the ERCO property to the general public.

### **Kropp's Addition to College Park**

The northern portion of the transit district area was part of Kropp's Addition to College Park, a 102-acre parcel subdivided by Henry Kropp, Jr. in 1909. The 102-acre parcel was part of Lot 4 in the subdivision of the estate of Charles Benedict Calvert that was allotted to his son, Eugene Calvert. Shortly after subdividing the property, Henry Kropp, Jr. conveyed a majority of land to the National Realty Company. From 1909 to 1911, the National Realty Company

sold off many of the lots in Kropp's Addition. The National Realty Company sold the remaining unsold lots to Roy H. Pickford at the end of 1910. Roy H. Pickford was a real estate broker in Washington, D.C., and sold most of the lots in Kropp's Addition to College Park by 1917.

The 1940 Franklin Atlas and the 1938 aerial photographs show the area included in Kropp's Addition to College Park as sparsely developed. Block 1 contained two buildings associated with the College Park Airport. Several buildings were located next to the railroad line on the west side of Blocks 13 and 25. Buildings were also present along Calvert Avenue, the main east-west thoroughfare in the subdivision, on Blocks 31, 32, and 33. A shop belonging to the Air-Track Manufacturing Corporation was situated on the east side of Block 32 on Calvert Avenue. To the southwest of Kropp's Addition to College Park was a building occupied by the Athletic Board of the University of Maryland. The College Park railroad station, called College Station, was located on the northwest edge of this property.

Most of the lots on the north side of Paint Branch Parkway remained undeveloped until Real Estate Developer Elmer L. Sealing began building an industrial park next to the College Park Airport in the early 1960s. Other warehouse and office buildings were added in the 1970s and 1980s. This area remains an industrial park today.

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## Appendix B: Planned and Proposed Public Facilities

### Planned Public and Private Improvements

Section 27-548.07(c)(6) of the Zoning Ordinance requires the identification of “The location, size, and description of known proposals for public and private improvements within the proposed Transit District” as part of every transit district development plan.

The tables below identify the known proposals for public and private improvements within and impacting the transit district as well as the proposed public facilities to serve the vision and goals of the plan. “New” indicates new or modified public facility

recommendations of the College Park-Riverdale Park Transit District Development Plan. “Existing” indicates existing and proposed recommendations in current County or state funding programs and private sector improvements that have been required via recent development approvals. Additional private improvements may be required for individual projects during development review and approval; this table is not intended to serve as the final list of all improvements that may be necessary within the transit district.

**TABLE 22: EXISTING AND PROPOSED BIKEWAYS AND TRAILS**

NEW/EXISTING	RECOMMENDED IMPROVEMENTS	LOCATION AND DESCRIPTION	COUNTY CIP/ STATE CTP PROJECT NUMBER
Existing	Purple Line	Construct a 16-mile double track light rail Purple Line.	MTA-40
Existing	MARC Camden Line additional service	Provide additional service and upkeep on the MARC Camden Line.	MTA-2
Existing	TheBus	Provide maintenance and operations funding for the Prince George’s County Department of Public Works and Transportation’s TheBus system, which will help fund recommended service and physical improvements in the transit district.	MTA-34
Existing	Reconstruct US 1 (Baltimore Avenue)	Reconstruct US 1 from College Avenue to the I-495/I-95 (Capital Beltway) to include bicyclist and pedestrian facilities where appropriate.	SHA-PG-29
Existing	Resurface MD 201 (Kenilworth Avenue)	Resurface/rehabilitate MD 201 (Kenilworth Avenue) from Good Luck Road to the I-495/I-95 (Capital Beltway)	SHA-PG-30
Existing and New	Green street improvements	Incorporate green street improvements along Paint Branch Parkway and River Road. Design all future streets within the transit district as green and complete streets.	FD661091 (existing County green street program)
Existing	Bike share	Recommend Maryland Department of Transportation grants to University of Maryland and City of College Park to explore bike-share programs.	State CTP; no specific project ID
Existing	General aviation airport grants	Recommend a Maryland Department of Transportation grant to College Park Airport.	MAA-16
New	Transportation demand management	Establish a College Park-Riverdale Park Transportation Demand Management District and transportation management association. Work with public and private developers to explore expansion of the existing M Square/University of Maryland Research Park Transportation Demand Management Program until the County program is established. Public sector funding could be applied to measures such as shared parking facilities and agreements, bikeshare facilities, and electric vehicle charging stations.	Not in CIP/CTP

**TABLE 22: EXISTING AND PROPOSED BIKEWAYS AND TRAILS**

NEW/EXISTING	RECOMMENDED IMPROVEMENTS	LOCATION AND DESCRIPTION	COUNTY CIP/ STATE CTP PROJECT NUMBER
New	River Road and Rivertech Court Road Narrowing	Reduce the travel lanes from four to two lanes on River Road, maintain two lanes on Rivertech Court, and add bike lanes and sidewalks along both sides of the streets.	Not in CIP/CTP
New	Public parking facilities	Construct one or more parking structures (perhaps on FDA property east of River Road) to replace surface parking facilities serving existing development and to provide new capacity for future development.	Not in CIP/CTP
New	University Research Court Extended	Construct an extension of University Research Court north through the Wells-Linson Ice Rink and Outdoor Pool Complex to join with Paint Branch Parkway.	Not in CIP/CTP
New	River Road Extended	Construct an extension of River Road north into the College Park Aviation Village.	Not in CIP/CTP
New	Greenway Corridor Connector	Construct an east to west complete street south of the proposed greenway in the Metro Core and Research Core to enhance connectivity.	Not in CIP/CTP
New	Continuous sidewalks	Fill in missing sidewalk linkages, and ensure continuous sidewalks are provided throughout the transit district.	Not in CIP/CTP
New	Intersection improvements	Provide intersection improvements, such as pedestrian signals, crosswalks, curb ramps, and reduce crossing distances at multiple intersections within the transit district.	Not in CIP/CTP
New	Pedestrian lighting	Install or enhance pedestrian lighting throughout the transit district.	Not in CIP/CTP
New	Street planting areas	Install vegetated buffers and street tree planting areas along streets between the sidewalk and the back of the curb.	Not in CIP/CTP
New	Pedestrian, bicyclist, and transit amenities	Provide benches, trash receptacles, recycling bins, and other durable, high-quality street furniture. Provide bicycle parking and storage lockers, and consider shower and changing facilities and secured bicycle rooms. Install bus-stop shelters and real-time traveler information for all travel options. Consider installing a running/walking/workout circuit around the transit district.	Not in CIP/CTP
New	Shared-use roadway markings	Provide shared lane markings (sharrows) along all new streets within the transit district.	Not in CIP/CTP
New	Hard surface trails	Provide missing linkages to existing trail networks, and establish new trail systems in appropriate locations within the transit district.	Not in CIP/CTP
New	Dedicated bicycle facilities	Provide sidepaths, cycle tracks, buffered bike lanes, and other appropriate measures to enhance bicyclist safety.	Not in CIP/CTP
New	On-road bike lanes	Construct bicycle lanes and/or restripe roadways to provide for bicycle lanes.	Not in CIP/CTP
New	Metro and MARC tunnel access	Enhance connectivity and access through the existing Metro and MARC tunnels at the College Park/U of MD Metro Station by securing 24-hour access through the Metro tunnel and reconfiguring the approaches and interior of the MARC tunnel to improve visibility and comfort.	Not in CIP/CTP
New	Metro station upgrades	Work with WMATA and MTA to improve lighting, renovate finishes and furnishings, increase wayfinding signage, provide additional bicycle racks, storage lockers, and bike share stations, and improve landscape and hardscape around each entrance.	Not in CIP/CTP

**TABLE 22: EXISTING AND PROPOSED BIKEWAYS AND TRAILS**

NEW/EXISTING	RECOMMENDED IMPROVEMENTS	LOCATION AND DESCRIPTION	COUNTY CIP/ STATE CTP PROJECT NUMBER
New	Bus transfer facility	Create a new on-way circulation transit loop and bus transfer/layover facility to streamline vehicular movement to and from the combined Metro and Purple Line stations and River Road.	Not in CIP/CTP
New	MARC station upgrades	Update lighting fixtures, refinish wall surface, enhance visibility to the tunnel entrance (particularly on the west side of the station), and incorporate mosaic or mural artworks.	Not in CIP/CTP
Existing	Total Maximum Daily Load (TMDL)	Plan, design, and construct stormwater controls and alternative water quality improvement strategies in Maryland Phase I and Phase II counties in order to meet the U.S. Environmental Protection Agency’s (EPA) Chesapeake Bay TMDL requirements by the year 2025.	SHA-SW-5
Existing	Watershed Implementation Plan II	This project will handle all impervious area restoration, stream restoration, and stormwater quality improvements to reduce the pollutant load in order the meet the Local Watershed Implementation Plan II (WIP II) TMDL allocation. The project is intended to retrofit 30 percent of the untreated impervious areas in the County.	DV542105
Existing	Stormwater management restoration	Improve stormwater management systems and infrastructure throughout the County.	FV664281
Existing	COE County restoration	Ongoing funding as the County’s share of costs to be paid to the Corps of Engineers for improvements in the Anacostia, Western Branch, Patuxent, NW Branch, and other County watersheds.	DV541685
Existing	Developer participation program	Funds for the County’s contribution to developer participation projects that may be identified under the stormwater permit review process.	DV540465
Existing	Environmental restoration program	Funding to implement low impact development technology to retrofit urban hydrology to predevelopment condition and promote livable communities in the Anacostia and Patuxent watersheds.	DV541835
New	Stormwater management improvements	Incorporate environmental site design techniques and other best practices to comprehensively address stormwater management quality and quantity.	Not in CIP/CTP
New	<i>Anacostia River Watershed Restoration Plan</i>	Prioritize identified projects in the Anacostia River Watershed Restoration Plan that will improve local watersheds as initial projects for the transit district.	Not in CIP/CTP
New	Floodplain management	Ensure any lost floodplain storage capacity resulting from new development or redevelopment in the Metro Core, College Park Aviation Village, and Research Core is compensated for elsewhere within the floodplain.	Not in CIP/CTP
New	Bioretention systems	Construct bioretention systems as part of the proposed green street treatment of Paint Branch Parkway in the green islands within the Metro Park and Ride facility on the west side of River Road and within the median of River Road between Paint Branch Parkway and Rivertech Court to provide stormwater quantity and quality control.	Not in CIP/CTP
New	Stream restoration	Further stabilize the Lower Northeast Branch tributary that runs west to east just south of Paint Branch Parkway to accommodate present and future stormwater runoff. Reconstruct sections of the stream that are degraded.	Not in CIP/CTP

**TABLE 22: EXISTING AND PROPOSED BIKEWAYS AND TRAILS**

NEW/EXISTING	RECOMMENDED IMPROVEMENTS	LOCATION AND DESCRIPTION	COUNTY CIP/ STATE CTP PROJECT NUMBER
New	Reduce impervious surfaces	Remove parking spaces from the County-owned surface parking lot at the intersection of Paint Branch Parkway and Corporal Frank Scott Drive, and if redevelopment attempts are not pursued in the immediate term, construct a bioretention facility at the drop drain inlet to provide stormwater quality control.	Not in CIP/CTP
New	Wellness opportunity district	Consider the designation of College Park and Riverdale Park as a wellness opportunity district in which incentives and policies would be provided to support and encourage health and wellness in the area.	Not in CIP/CTP
New	Satellite public health clinic	Build a colocated satellite public health clinic and social services facility within the transit district as a civic anchor to one of the four neighborhoods to increase access to preventative and supportive health services.	Not in CIP/CTP
New	Economic development approaches	Identify creative financing opportunities, and explore the possibility of public/private partnerships and/or a business improvement district as the cornerstone implementation tool to realize the neighborhoods and business areas envisioned by the TDDP.	Not in CIP/CTP
Existing	College Park Airport	Build a new airport operations building, and expand the College Park Aviation Museum.	EC030497
Existing	Anacostia tributary trail signage	Planning and design of a new wayfinding signage system along the Anacostia Tributary Trail System.	EC051099
Existing	Calvert Park Neighborhood Park	Reconstruct the park.	EC030851
Existing	Indian Creek Stream Valley Park	Build a trail connector from Nevada Street to the main trail.	EC031283
Existing	Rhode Island Avenue Trolley Trail	Design and construct an additional two miles of the trail from College Park to Hyattsville.	EC021248
Existing	Riverdale Community Recreation Center	Renovate the sewer system, install a futsal court, and make improvements to the parking lot.	EC030949
Existing	Wells-Linson Complex	Renovate the entrance area, restrooms, and locker area.	EC031064
New	Urban Conservation Park	Acquire land and develop an urban conservation park of approximately four to five acres. Construct a wetland restoration and mitigation facility within the urban conservation park.	Not in CIP/CTP
New	Transit Plaza	Develop a transit plaza as the centerpiece urban open space for the Metro Core.	Not in CIP/CTP
New	Primary open spaces	Provide at least one primary open space in each of the remaining neighborhoods (College Park Aviation Village, Research Core, and Riverdale Park Urban Village) as identified in the TDDP.	Not in CIP/CTP
New	Urban parks and recreation	Provide at least additional urban plazas, greens, and parks; linkages to the natural open spaces of the Anacostia River Stream Valley Park along existing tributaries; a small futsal or active recreation park along Haiig Drive; and green street networks. Ensure the intersection of Paint Branch Parkway and River Road features an urban plaza.	Not in CIP/CTP

**TABLE 22: EXISTING AND PROPOSED BIKEWAYS AND TRAILS**

NEW/EXISTING	RECOMMENDED IMPROVEMENTS	LOCATION AND DESCRIPTION	COUNTY CIP/ STATE CTP PROJECT NUMBER
New	Relocate the College Park Junior Tennis Champions Center’s tennis bubbles	Work with the Department of Parks and Recreation to relocate the tennis bubbles further to the east to support TDDP goals for comprehensive redevelopment of the College Park Aviation Village.	Not in CIP/CTP
New	Wayfinding signage	Provide interpretive and wayfinding signage throughout the transit district.	Not in CIP/CTP
New	Historic interpretation	Include publicly accessible interpretation of the history and significance of College Park Airport and the ERCO building, and incorporate an aviation theme in the development of the College Park Aviation Village. Preserve in place any identified areas of archeological significant to the greatest extent possible, retain artifacts of interest discovered through local archeological investigations within the transit district area, provide interpretation such as signage, and ensure accessibility to the public, as appropriate.	Not in CIP/CTP
New	Arts and culture	Provide public art installations in plazas, squares, parks, along streets and trails, and in mixed-use, residential, and office buildings. Consider a themed trail or guided walking tour route that emphasizes interpretation of local historic and cultural resources, highlights existing and new artwork installations, provides wayfinding and interpretive signage, and incorporates web, tablet, and smartphone apps and podcasts.	Not in CIP/CTP
Existing	William Wirt Middle School SEI renovation	Renovate the facility to house students from Margaret Brent Special Center with a special education component, and improve existing building conditions.	AA770483
Existing	Parkdale High School secondary school reform initiative	Develop countywide programs for high schools to offer courses and programs that will facilitate college and career success.	AA770333
Existing	Consolidate Riverdale and Riverdale Heights fire/EMS stations	Build a consolidated four-bay fire/EMS station to replace two aging stations and improve energy and service efficiency.	LK511123
Existing	Bladensburg Library replacement	Build a new branch library of approximately 25,000 square feet to replace the existing facility.	HL719713
Existing	Hyattsville Library replacement	Build a new 35,000 to 40,000 square foot facility to replace the existing library, incorporate additional study rooms and community meeting space, and provide emergency power for a portion of a building so that it can be used as a cooling/warming shelter in the event of catastrophic weather.	HL718813
New	Urban school	Explore the potential location for a multistory urban school to serve future residents living in and near the transit district.	Not in CIP/CTP
New	Classroom space	Consider adding classrooms to Riverdale Elementary, University Park Elementary, and Parkdale High schools to alleviate over-capacity and proactively address the transit district’s potential pupil yield.	Not in CIP/CTP
New	Undergrounding utilities	Ensure utilities are placed underground to the maximum extent possible.	Not in CIP/CTP
Private Improvements—Litton Property			
Existing	Bioretention ponds	Provide intensively planted bioretention ponds.	N/A
Existing	Woodland conservation	Provide on- and off-site woodland conservation measures.	N/A

**TABLE 22: EXISTING AND PROPOSED BIKEWAYS AND TRAILS**

NEW/EXISTING	RECOMMENDED IMPROVEMENTS	LOCATION AND DESCRIPTION	COUNTY CIP/ STATE CTP PROJECT NUMBER
Existing	Floodplain measures	Submit an approved floodplain study for the site, and demonstrate sufficient floodplain mitigation measures.	N/A
Existing	Trail maintenance	Enter into an ingress/egress and maintenance agreement for the existing Department of Parks and Recreation trail crossing the subject property to permit continued community use of the trail.	N/A
Existing	Street connections	Evaluate the establishment of framework street connections to the west to River Road. Consider extending 52nd Avenue south through Lot 1 and extending the proposed northernmost road to the west to intersect with 51st Avenue.	N/A
Existing	Sidewalks and trails	Provide eight-foot-wide sidewalks along River Road.	N/A
Existing	Archeology	Provide a final report detailing the Phase III investigations of site 18PR693, and ensure all artifacts recovered from all investigations on the property are curated in a proper manner and deposited with the Maryland Archaeological Conservation Lab in St. Leonard, Maryland. Install interpretive signage on-site.	N/A
<b>Private Improvements—M Square</b>			
Existing	Transportation demand management	Develop and implement a transportation demand management plan with financial assurance to include hiring of a full-time, on-site commuter program manager.	N/A
Existing	Streetscape	Design the area between the sidewalk and building entrances that front River Road to include special paving, seating, a focal point (such as art), and landscaping.	N/A
Existing	Sidewalks and trails	Widen the sidewalk north of the subject property to eight feet wide. Provide eight-foot-wide sidewalks along River Road. Install a crosswalk across River Road.	N/A
Existing	Bike share	Provide a medium bike-share station of 8 bikes and 15 docks.	N/A
Existing	Parking	Provide payment for each parking space to the County Department of Public Works and Transportation to be applied toward the financing of shared parking structures within the transit district. Provide a cross parking and access easement to the property southeast of the site.	N/A
Existing	Stormwater management	Incorporate bioretention and other innovative water quantity and quality control methods to the maximum extent practicable.	N/A
Existing	Parks and plazas	Provide pedestrian plazas within the subject development.	N/A

## Appendix C: School Pupil Yield Methodology

### Background

Prince George’s County Public Schools’ (PGCPS) students that reside adjacent to the transit district area attend Paint Branch, Riverdale, and University Park Elementary Schools, Hyattsville and William Wirt Middle Schools, and Parkdale High School. These schools are shown in the following table. (See Table 23.)

<b>TABLE 23: PUBLIC SCHOOL FACILITIES SERVING THE TRANSIT DISTRICT AREA</b>				
<b>ELEMENTARY SCHOOLS</b>				
<b>NAME</b>	<b>ADDRESS</b>	<b>CITY</b>	<b>BUILDING SIZE</b>	<b>ACREAGE</b>
Paint Branch Elementary School	5101 Pierce Avenue	College Park	59,021	12.0
Riverdale Elementary School	5006 Riverdale Road	Riverdale	64,800	3.1
University Park Elementary School	4315 Underwood Street	Hyattsville	56,264	5.1
<b>MIDDLE SCHOOLS</b>				
Hyattsville Middle School	6001 42nd Ave.	Hyattsville	119,597	9.8
William Wirt Middle School	6222 Tuckerman St.	Riverdale	106,318	18.5
<b>HIGH SCHOOLS</b>				
Parkdale High School	6001 Good Luck Road	Riverdale	265,201	34.9

Source: Prince George’s County Public Schools Educational Facilities Master Plan, 2013

### Current Enrollment

There are six schools from the PGCPS system serving the transit district area and surrounding communities. Of these, three schools have 2013 enrollments beyond their state-rated capacities. Two elementary and one middle school are between 71 percent and 100 percent capacity. (See Table 24.)

<b>TABLE 24: SCHOOL ENROLLMENT AND CAPACITY (2013)</b>			
<b>SCHOOL NAME</b>	<b>9/30/2013 ENROLLMENT</b>	<b>STATE-RATED CAPACITY</b>	<b>PERCENT CAPACITY (%)</b>
Paint Branch Elementary School	302	426	71
Riverdale Elementary School	701	563	125
University Park Elementary School	599	562	107
<b>Elementary School Total</b>	<b>1,602</b>	<b>1,551</b>	<b>103</b>
Hyattsville Middle School	757	829	91
William Wirt Middle School	854	850	100
<b>Middle School Total</b>	<b>1,611</b>	<b>1,679</b>	<b>96</b>
Parkdale High School	2,083	1,896	110

Source: Prince George’s County Public Schools, 2013

## School Facility Conditions

In May 2008, Parsons 3D/International in association with three subcontractors completed a facilities condition assessment of public schools within the County. It explored the physical conditions of each school, both internal and external. Parsons identified which schools required improvements based upon age and the cost of renovation versus the replacement of the facility. The study measured schools based upon a facilities condition index (FCI) which is a measurement of “a facility’s condition represented by the ratio of the cost to correct a school facility’s deficiencies to the current replacement value of the facility.”

Schools with an FCI of 0–40 percent are considered to be in good condition. Schools with an FCI of 40–75 percent are considered to be in fair condition. Schools with a FCI greater than 75 percent are considered to be in poor condition. Schools constructed since 1993 were not evaluated.

### 2012 Assessment Update

In June 2012, PGCPs engaged Parsons to conduct a desktop update of the 2008 assessment report by incorporating all construction repair, renovation or new work into the current database, thereby updating each facility’s FCI score. This update includes the original 184 facilities along with two replacement schools (Greenbelt Middle School and Fairmont Heights High School). Instead of the priority groups used in 2008, the 186 facilities have been grouped in the updated database by current use or function:

- ▶ Academies (4)
- ▶ Elementary Schools (110)
- ▶ Middle Schools (24)
- ▶ High Schools (22)
- ▶ Special Centers and Schools (9)
- ▶ Other (17)

Table 25 includes the FCI of the public schools which serve the transit district area and surrounding communities and identifies the year in which each school was constructed. Of the six schools included in the 2012 analysis, two of the schools evaluated are rated in good condition and four schools were rated in fair condition. No schools were rated poor.

## Pupil Yield Methodology

### Development of Pupil Yield for Single-Family Dwelling Units

The Planning Department used a listing of all single-family dwelling units in Prince George’s County as of October 24, 2006. From this listing, the department determined the total number of addresses needed to represent a five percent sample of attached and detached single-family dwelling units in each Subregion of the County. The Maryland State Tax Assessors File was queried and ten percent of the properties classified as single-family detached or townhouses in Prince George’s County were returned. The department then sorted the addresses by Subregion and dwelling unit type. To achieve the five percent sample size, the department selected one dwelling unit for each street represented in the

TABLE 25: SCHOOL FACILITY CONDITIONS: 2012 PARSONS 3DI STUDY			
SCHOOL NAME	2012 3DI FCI (%)	2012 3DI RATING	YEAR SCHOOL CONSTRUCTED
Paint Branch Elementary School	54.62	Fair	1972
Riverdale Elementary School	63.68	Fair	1978
University Park Elementary School	46.57	Fair	1978
Hyattsville Middle School	54.30	Fair	1938
William Wirt Middle School	34.45	Good	1964
Parkdale High School	29.94	Good	1968

Source: Parsons 3DI, 2012

10 percent sample, then manually selected random dwelling units using a number of techniques. The techniques used included sorting the entire table by street number and selecting the first, third, fifth, etc. line and selecting random lines until a five percent sample was achieved. This sample was submitted to PGCPs in order to determine the pupil yield for each dwelling unit type.

**Development of Pupil Yield for Multifamily Dwelling Units**

The Planning Department used a listing of every multifamily housing unit in the County as of November 8, 2006. From this the total number of addresses needed to represent a five percent sample in each Subregion was determined. Because this file drew from a number of sources, including the County permits database, city permits databases, the Department of Housing and Urban Development, and the Maryland Department of Assessments and Taxation, and was crosschecked against Census and postal data, it is considered to be the best source of information about multifamily dwelling units in the County.

The multifamily sample was then provided to PGCPs and they submitted their results.

**Development of Pupil Yield for Multifamily Dwelling Units in Centers and Corridors**

The 2002 General Plan directs intensified growth around designated Centers and Corridors. Residential development around activity nodes in centers and corridors are to include significant numbers of mid- to high-rise buildings. In the past, the Planning Department has integrated such structures with a general pupil yield factor that encompasses all apartments. However, in recognition of the diversity of housing types in these communities, as well as to

attract development to these nodes, it is important to look at them separately from the garden apartments that are more prevalent in the County’s multifamily housing stock.

Montgomery, Arlington, and Fairfax Counties all have considerably more transit-oriented or transit-adjacent residential development than does Prince George’s County. High-rise multifamily housing stock in the County tends to be located away from transit services and outside designated centers and corridors. The department contacted each of these counties to determine their pupil yield factors for mid- and high-rise development surrounding transit stations. The range for each County’s pupil yield was approximately the same. After consulting with Montgomery County and comparing their multifamily housing stock and planning efforts around centers and corridors to that of Prince George’s County, the department decided to go with Montgomery County’s pupil yield factors until such point in the future where Prince George’s County has enough mid- to high-rise housing stock in centers and corridors to conduct a full survey.

**Projected Buildout and its Impact on Public Schools**

Table 26 shows the current pupil yield rates—the estimated number of elementary, middle, and high school students per dwelling unit—used to determine future school needs for the transit district area.

Current pupil yield rates—based on 2011 enrollment numbers—are now broken down by housing type. This marks a notable departure from past yield rates which aggregated the rates for all housing types. It is also important to note that the current elementary pupil yield rate has declined (in 2001, the pupil yield rates for all housing types were .24, .06, and .12 for elementary, middle, and high schools, respectively).

TABLE 26: PUPIL YIELD RATES (2009)			
DWELLING UNIT TYPE	ELEMENTARY	MIDDLE	HIGH
Single-family, detached	0.16	0.13	0.14
Single-family, attached	0.14	0.11	0.10
Multifamily, garden-style	0.14	0.06	0.09
Multifamily with structured parking	0.04	0.04	0.03

Source: PGCPs and Prince George’s County Planning Department (PGCPD), 2008

Following the analysis of potential market supported and market capture development that may be achieved by the transit district and incorporating community desires for the TDDP vision and future land use pattern, the project team developed a projection of the likely full build-out of the transit district in the plan’s horizon year of 2040, with the assumption that some existing development will supplement future development. The build-out scenario modeled for both pupil yield generation and transportation capacity consists of approximately:

- 4,277,218 total square feet of office and institutional development
- 97,800 square feet of retail development
- 285 hotel rooms
- 5,550 dwelling units

These development factors are incorporated in a larger analysis of local transportation analysis zones within a geographic area bounded by MD 193 (Greenbelt Road) to the north, US 1 (Baltimore Avenue) to the west, MD 201 (Kenilworth Avenue) to the east, and MD 410 (East West Highway) to the south, using factors for these zones generated for the Metropolitan Washington Council of Governments regional forecast Round 8.2, to determine the full impact future growth within this geographic area will have on schools and transportation networks.

Table 27 below shows the total projected buildout capacity for schools within this broader geographic

area. There is a projected deficit for all school levels serving the transit district area. Elementary schools are built to accommodate 740 students, middle schools have a capacity for 900 to 1,000 students, and high schools are built for a capacity for 1,500 to 2,200 students. Under these assumptions, there is a need for a new elementary school in the vicinity to serve future students.

It should be noted the 2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment recommends building a Pre-K–8 urban model school combining elementary and middle school curriculums on property owned by the Board of Education at 51st Avenue and Huron Street. This facility will serve the future elementary school needs for both the Central US 1 Corridor and the Greenbelt Metro Area and MD 193 Corridor sector plan areas. Current Board of Education school districting suggests this facility is too far from the transit district to serve it directly, but it may serve students within the larger school facility analysis area. Redistricting schools within this part of Prince George’s County may be another potential solution to minimize future school impacts and better distribute seats among facilities with capacity.

Barring a significant increase to the number of envisioned dwelling units, no other new schools are needed to serve the transit district area during the life of the transit district. However, any future discussion of a new north County high school by the Board of Education should address the potential for serving students residing in the transit district area.

<b>TABLE 27: 2040 PROJECTED BUILDOUT CAPACITY (TOTAL)</b>						
<b>SCHOOLS</b>	<b>STATE-RATED CAPACITY (SRC)</b>	<b>2013 ENROLLMENT</b>	<b>EXISTING EXCESS SEATS DEFICIT</b>	<b>PROJECTED BUILDOUT SEATS NEEDED</b>	<b>ENROLLMENT AT BUILDOUT</b>	<b>PROJECTED BUILDOUT EXCESS/ DEFICIT</b>
Elementary	1,551	1,731	-180	782	2,513	-962
Middle	1,629	1,745	-116	587	2,332	-703
High	1,896	2,046	-150	606	2,652	-756

Source: PGCPs, M-NCPPC

The following tables include more detail on the school pupil yield generation and are provided for informational purposes.

**TABLE 28: 2040 PROJECTED BUILDOUT CAPACITY FOR MULTIFAMILY UNITS WITH STRUCTURED PARKING**

SCHOOLS	STATE-RATED CAPACITY (SRC)	2013 ENROLLMENT	EXISTING EXCESS SEATS DEFICIT	PROJECTED BUILDOUT SEATS NEEDED	ENROLLMENT AT BUILDOUT	PROJECTED BUILDOUT EXCESS/DEFICIT
Elementary	1,551	1,731	-180	282	2,013	-462
Middle	1,629	1,745	-116	262	2,007	-378
High	1,896	2,046	-150	222	2,268	-372

**TABLE 29: 2040 PROJECTED BUILDOUT CAPACITY FOR MULTIFAMILY UNITS, GARDEN STYLE**

SCHOOLS	STATE-RATED CAPACITY (SRC)	2013 ENROLLMENT	EXISTING EXCESS SEATS DEFICIT	PROJECTED BUILDOUT SEATS NEEDED	ENROLLMENT AT BUILDOUT	PROJECTED BUILDOUT EXCESS/DEFICIT
Elementary	1,551	1,731	-180	217	1,948	-397
Middle	1,629	1,745	-116	101	1,846	-217
High	1,896	2,046	-150	139	2,185	-289

**TABLE 30: 2040 PROJECTED BUILDOUT CAPACITY FOR SINGLE FAMILY DETACHED UNITS**

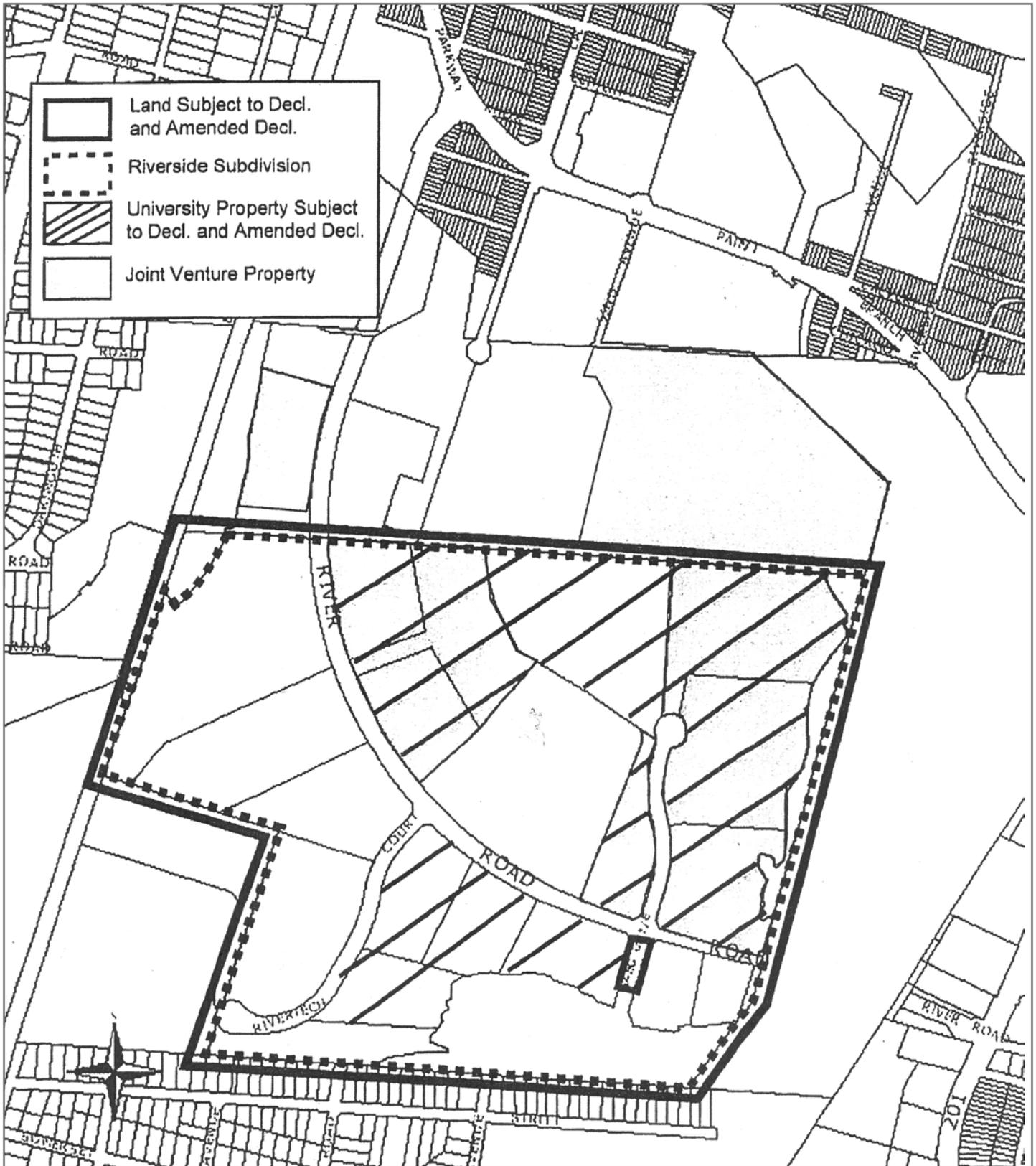
SCHOOLS	STATE-RATED CAPACITY (SRC)	2013 ENROLLMENT	EXISTING EXCESS SEATS DEFICIT	PROJECTED BUILDOUT SEATS NEEDED	ENROLLMENT AT BUILDOUT	PROJECTED BUILDOUT EXCESS/DEFICIT
Elementary	1,551	1,731	-180	253	1,984	-433
Middle	1,629	1,745	-116	200	1,945	-316
High	1,896	2,046	-150	222	2,268	-372

**TABLE 31: 2040 PROJECTED BUILDOUT CAPACITY FOR SINGLE FAMILY ATTACHED UNITS**

SCHOOLS	STATE-RATED CAPACITY (SRC)	2013 ENROLLMENT	EXISTING EXCESS SEATS DEFICIT	PROJECTED BUILDOUT SEATS NEEDED	ENROLLMENT AT BUILDOUT	PROJECTED BUILDOUT EXCESS/DEFICIT
Elementary	1,551	1,731	-180	30	1,761	-210
Middle	1,629	1,745	-116	24	1,769	-140
High	1,896	2,046	-150	23	2,069	-173

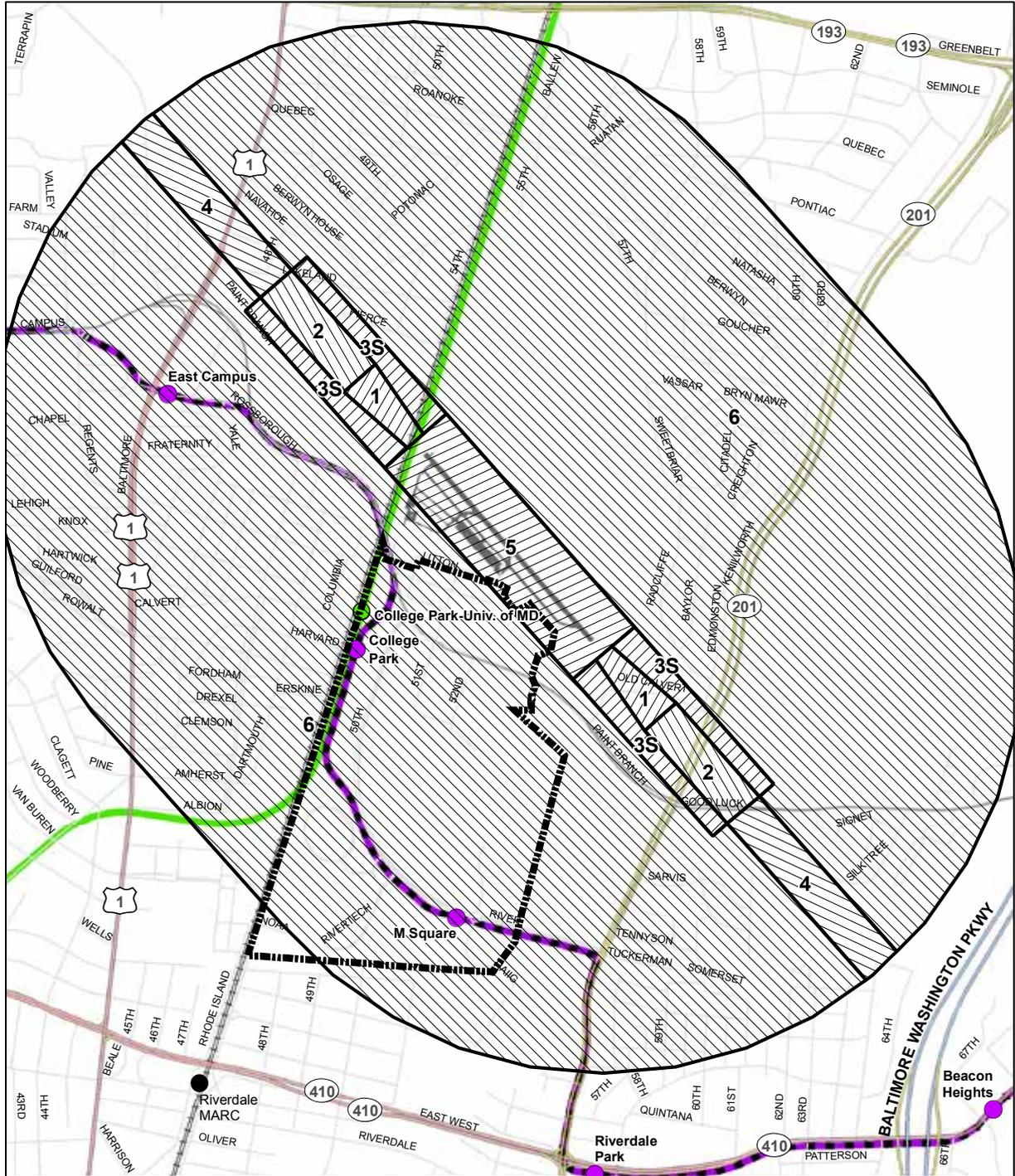
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## Appendix D: Properties Subject to the Riverside Covenants



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# Appendix E: Relationship of Aviation Policy Areas to TDDP



**Legend**

- College Park / Riverdale Park TDDP / TDOZ Boundary
- Runway Area

**Aviation Policy Areas**

- 1
- 2
- 3S
- 4
- 5
- 6

**Road**

- Freeway
- Highway
- Major Road
- Other Road

**Rail Transit Lines and Stations**

- Camden Line and MARC Station
- Metro Green Line and Station
- MTA Purple Line and Station (Proposed)



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# Appendix F: Guide to Zoning Categories

Prince George’s County, Maryland

Updated November 2010

## RESIDENTIAL ZONES<sup>1</sup>

**R-O-S:** Reserved Open Space - Provides for permanent maintenance of certain areas of land in an undeveloped state, with the consent of the property owners; encourages preservation of large areas of trees and open space; designed to protect scenic and environmentally sensitive areas and ensure retention of land for nonintensive active or passive recreational uses; provides for very low density residential development and a limited range of public, recreational, and agricultural uses.

Minimum lot size - 20 acres\*

Maximum dwelling units per net acre - 0.05

\* Except for public recreational uses, for which no minimum area is required.

**O-S:** Open Space - Provides for areas of low-intensity residential (5 acre) development; promotes the economic use and conservation of land for agriculture, natural resource use, large-lot residential estates, nonintensive recreational use.

Standard lot size - 5 acres

Maximum dwelling units per net acre - 0.20

**R-A:** Residential-Agricultural - Provides for large-lot (2 acre) residential uses while encouraging the retention of agriculture as a primary land use.

Standard lot size - 2 acres

Maximum dwelling units per net acre - 0.50

**R-E:** Residential-Estate - Permits large-lot estate subdivisions containing lots approximately one acre or larger.

Standard lot size - 40,000 sq. ft.

Maximum dwelling units per net acre - 1.08

Estimated average dwelling units per acre - 0.85

<sup>1</sup> Definitions:

Minimum or Standard lot size: The current minimum net contiguous land area required for a lot.

Average dwelling units per acre: The number of dwelling units which may be built on a tract--including the typical mix of streets, public facility sites and areas within the 100-year floodplain--expressed as a per-acre average.

Maximum dwelling units per net acre: The number of dwelling units which may be built on the total tract--excluding streets and public facility sites, and generally excluding land within the 100-year floodplain--expressed as a per-acre average.

**R-R:** Rural Residential - Permits approximately one-half-acre residential lots; subdivision lot sizes depend on date of recordation; allows a number of nonresidential special exception uses.

- Standard lot size - 20,000 sq. ft.
- 15,000 sq. ft. if recorded prior to February 1, 1970
- 10,000 sq. ft. if recorded prior to July 1, 1967
- Maximum dwelling units per net acre - 2.17
- Estimated average dwelling units per acre - 1.85

**R-80:** One-Family Detached Residential - Provides for variation in the size, shape, and width of subdivision lots to better utilize the natural terrain and to facilitate planning of single-family developments with lots and dwellings of various sizes and styles.

- Standard lot size - 9,500 sq. ft.
- Maximum dwelling units per net acre - 4.5
- Estimated average dwelling units per acre - 3.4

**R-55:** One-Family Detached Residential - Permits small-lot residential subdivisions; promotes high density, single-family detached dwellings.

- Standard lot sizes - 6,500 sq. ft.
- Maximum dwelling units per net acre - 6.70
- Estimated average dwelling units per acre - 4.2

**R-35:** One-Family Semidetached, and Two-Family Detached, Residential - Provides generally for single-family attached development; allows two-family detached; Detailed Site Plan approval required for lots served by private rights-of-way.

- Standard lot sizes - 3,500 sq. ft. for one-family, semi-detached
- 7,000 sq. ft. for two-family, detached
- Maximum dwelling units per net acre - 12.44
- Estimated average dwelling units per acre - 8.5

**R-20:** One-Family Triple-Attached Residential - Permits single-family detached, semidetached and triple-attached and townhouse development. Detailed Site Plan approval required for townhouses.

- Standard lot sizes - 3,200 sq. ft. for end lots
- 2,000 sq. ft. for interior townhouse lots
- Maximum triple-attached dwellings per net acre - 16.33

Maximum townhouses per net acre - 6.0 (same as R-T)

Estimated average triple-attached dwelling units per net acre - 11

**R-T:** Townhouse - Permits one-family detached and attached, two-family, and three-family dwellings; promotes the maximum amount of freedom in the design of attached dwellings and their grouping and layout; Detailed Site Plan approval required for attached dwellings.

Standard lot size per attached dwelling - 1,800 sq. ft.

Maximum dwelling units per net acre - Three-family dwellings - 9  
 - Two-family dwellings - 8  
 - Other attached dwellings - 6

Minimum area for development - 2 acres

**R-30:** Multifamily Low Density Residential - Provides for low density garden apartments; single-family detached; single-family attached, two-family and three-family dwellings in accordance with R-T Zone provisions; Detailed Site Plan approval required for multifamily and attached dwellings.

Standard lot size - Garden apartments - 14,000 sq. ft.  
 - Two-family dwellings - 1,500 sq. ft.  
 - Other attached dwellings - 1,800 sq. ft.

Maximum dwelling units per net acre - Garden apartments - 10  
 - Three-family dwellings - 9  
 - Two-family dwellings - 8  
 - Other attached dwellings - 6

**R-30C:** Multifamily Low Density Residential-Condominium - Same as R-30 above except ownership must be condominium, or development in accordance with the R-T Zone; Detailed Site Plan approval required for multifamily and attached dwellings.

Standard lot size - Garden apartments - 14,000 sq. ft.  
 - Two-family dwellings - 1,500 sq. ft.  
 - Other attached dwellings - 1,800 sq. ft.

Maximum dwelling units per net acre - Garden apartments - 12  
 - Three-family dwellings - 9  
 - Two-family dwellings - 8  
 - Other attached dwellings - 6

**R-18:** Multifamily Medium Density Residential - Provides for multiple family (apartment) development of moderate density; single-family detached; single-family attached, two-family and three-family dwellings in accordance with R-T Zone provisions; Detailed Site Plan approval required for multifamily and attached dwellings.

Standard lot size - Apartments - 16,000 sq. ft.  
 - Two-family dwellings - 1,500 sq. ft.  
 - Other attached dwellings - 1,800 sq. ft.

- Maximum dwelling units per net acre - Garden apartments and three-family dwellings - 12
- Mid-rise apartments (4 or more stories with elevator) - 20
- Three-family dwellings - 9
- Two-family dwellings - 8
- Other attached dwellings - 6

**R-18C:** Multifamily Medium Density Residential-Condominium - Same as above except ownership must be condominium, or development in accordance with the R-T Zone; Detailed Site Plan approval required for multifamily and attached dwellings.

- Standard lot size - Apartments - 1 acre
- Two-family dwellings - 1,500 sq. ft.
- Other attached dwellings - 1,800 sq. ft.
- Maximum dwelling units per net acre - Garden apartments - 14
- Mid rise apartments (4 or more stories with elevator) - 20
- Three-family dwellings - 9
- Two-family dwellings - 8
- Other attached dwellings - 6

**R-10A:** Multifamily, High Density Residential-Efficiency - Provides for a multifamily zone designed for the elderly, singles, and small family groups. Detailed Site Plan approval required for buildings 110 feet in height or less; special exception required for buildings over 110 feet in height.

- Minimum lot size - 2 acres

Maximum dwelling units per net acre - 48 plus one for each 1,000 sq. ft. of indoor common area for social, recreational, or educational purposes.

**R-10:** Multifamily High Density Residential - Provides for suitable sites for high density residential in proximity to commercial and cultural centers; also permits single-family detached dwellings. Detailed Site Plan approval required for buildings 110 feet in height or less; special exception required for buildings over 110 feet in height.

- Minimum lot size - 20,000 sq. ft.

- Maximum dwelling units per net acre - 48

**R-H:** Multifamily High-Rise Residential - Provides for suitable sites for high density, vertical residential development; also permits single-family detached dwellings; Detailed Site Plan approval required for multifamily dwellings.

- Minimum lot size - 5 acres

- Maximum dwelling units per net acre - 48.4

**MIXED USE/PLANNED COMMUNITY ZONES**

**M-X-C:** Mixed Use Community - Provides for a comprehensively planned community with a balanced mix of residential, commercial, light manufacturing, recreational and public uses; includes a multistep review process to assure compatibility of proposed land uses with existing and proposed surrounding land uses, public facilities and public services; mandates that each development include residential uses, community use areas, neighborhood centers and an integrated public street system with a variety of street standards.

- Minimum tract size - 750 gross acres
- Lot size and dwelling types - No Restrictions
- Maximum dwelling units per gross acre - 2
- Maximum floor area ratio for commercial uses - 0.4

**M-X-T:** Mixed Use - Transportation Oriented - Provides for a variety of residential, commercial, and employment uses; mandates at least two out of the following three use categories: (1) Retail businesses; (2) Office/ Research/Industrial; (3) Dwellings, hotel/motel; encourages a 24-hour functional environment; must be located near a major intersection or a major transit stop or station and will provide adequate transportation facilities for the anticipated traffic or at a location for which the applicable Master Plan recommends mixed uses similar to those permitted in the M-X-T Zone.

- Lot size and dwelling types - No Restrictions
- Maximum floor area ratio - 0.4 without optional method;  
- 8.0 with optional method (provision of amenities)

**M-U-TC:** Mixed-Use Town Center - Provides for a mix of commercial and limited residential uses which establish a safe, vibrant, 24-hour environment; designed to promote appropriate redevelopment of, and the preservation and adaptive reuse of selected buildings in, older commercial areas; establishes a flexible regulatory framework, based on community input, to encourage compatible development and redevelopment; mandates approval of a Development Plan at the time of zoning approval, that includes minimum and maximum Development Standards and Guidelines, in both written and graphic form, to guide and promote local revitalization efforts; provides for legally existing buildings to be expanded or altered, and existing uses for which valid permits have been issued to be considered permitted uses, and eliminating nonconforming building and use regulations for same.

**M-U-I:** Mixed-Use Infill - Promotes Smart Growth principles by encouraging the efficient use of land, public facilities and services in areas that are substantially developed. These regulations are intended to create community environments enhanced by a mix of residential, commercial, recreational, open space, employment and institutional uses in accordance with approved plans. The infill zone may only be approved for property located in a Transit District Overlay Zone or a Development District Overlay Zone.

**R-P-C:** Planned Community - Provides for a combination of uses permitted in all zones, to promote a large-scale community development with a full range of dwellings providing living space for a minimum of 500 families; encourages recreational, commercial, institutional, and employment facilities within the planned community; requires conformance with an Official Plan identifying zoning subcategories, that has been adopted by the Planning Board following approval of a Final Plan by the District Council at the time of rezoning, and for certain R-P-C Zones, approval of a Detailed Site Plan prior to development.

Lot size and dwelling types - Varied

Maximum dwelling units per gross acre - 8

**R-M-H:** Planned Mobile Home Community - Provides for suitable sites for planned mobile home communities, including residences and related recreational, commercial, and service facilities, subject to Detailed Site Plan approval.

Minimum lot size - 4,000 sq. ft.

Maximum mobile homes per acre - 7

**UC-1:** Metropolitan Urban Center District – mandates high intensity, transit-oriented, mixed-use development in General Plan-designated metropolitan centers. These centers are intended for a large-scale mix of uses comprised of multiple Urban Neighborhoods, and are to be the most intense and least auto-dependent areas in Prince George’s County. The Metropolitan Urban Center District is best described as a “downtown” district in ultimate built character. Because of the access to regional fixed-guideway transit systems and the scale of these centers, they are to be primary targets for employment, major educational complexes, and high-intensity commercial uses in the county. The UC Zone may only be approved for property subject to Subtitle 27A of the county code.

**UC-2:** Regional Urban Center District – mandates moderately-scaled mixed-use, transit-oriented development generally consisting of two or more Urban Neighborhoods in a town center setting. Regionally marketed commercial and retail centers, office and employment areas, and recreational complexes primarily serving Prince George’s County are appropriate uses. High-density residential development should also be included. The UC Zone may only be approved for property subject to Subtitle 27A of the county code.

**UC-3:** Community Urban Center District – mandates a small- to moderate-intensity mix of uses typically developed as a neighborhood “main street” with an adjacent Urban Neighborhood. Intended for the least intensive of the General Plan centers, this district shall generally provide a mix of residential and business development to complement and serve existing adjacent neighborhoods. Development may include higher intensity residential and non-residential mixed uses at appropriate locations along key transportation routes. The UC Zone may only be approved for property subject to Subtitle 27A of the county code.

**UC-4:** Urban Corridor Node – promotes concentrated urban mixed-use, pedestrian-oriented development with a limited, walkable size at designated locations along General Plan corridors. This district shall generally provide a mix of uses that are smaller in scale to complement and serve existing adjacent neighborhoods. Development may include limited higher intensity residential and non-residential mixed uses at appropriate locations

along key transportation routes. Compatibility with existing neighborhoods is essential. The UC Zone may only be approved for property subject to Subtitle 27A of the county code.

**COMPREHENSIVE DESIGN ZONES**

(These zones require three-phase development plan review, the first of which is Basic Plan approval at the time of rezoning that establishes general land use types, land use relationships, and minimum land use quantities. In zones providing for density and intensity ranges, increases in base density and intensity within the limits prescribed are allowed in return for public benefit features provided by the developer.)

**R-L:** Residential Low Development - Provides for low-density residential development in areas recommended by a Master Plan for alternative low-density development techniques. The zone allows a mixture of residential types and lot sizes generally corresponding to single-family development; provides for limited commercial uses necessary to serve the dominant residential uses.

- Minimum tract size - Generally 100 adjoining gross acres
- Low .5 - Base density (dwelling units per gross acre) - .5  
 - Maximum density - .9  
 - Maximum mixed retirement development density - 8 du/gross acre
- Low 1.0 - Base Density (dwelling units per gross acre) - 1.0  
 - Maximum density - 1.5  
 - Maximum mixed retirement development density - 8 du/gross acre

**R-S:** Residential Suburban Development - A mixture of residential types within the suburban density range generally corresponding to low-density single-family development; provides for limited commercial uses necessary to serve the dominant residential uses.

- Minimum tract size - Generally 25 adjoining gross acres
- Suburban 1.6 - Base density (dwelling units per gross acre) - 1.6  
 - Maximum density - 2.6  
 - Maximum mixed retirement development density - 8 du/gross acre
- Suburban 2.7 - Base density (dwelling units per gross acre) - 2.7  
 - Maximum density - 3.5  
 - Maximum mixed retirement development density - 8 du/gross acre

**R-M:** Residential Medium Development - A mixture of residential types with a medium-density range; provides for limited commercial uses necessary to serve the dominant residential uses.

- Minimum tract size - Generally 10 adjoining gross acres
- Medium 3.6
  - Base density (dwelling units per gross acre) - 3.6
  - Maximum density - 5.7
  - Maximum mixed retirement development density - 8 du/gross acre
- Medium 5.8
  - Base density (dwelling units per gross acre) - 5.8
  - Maximum density - 7.9
  - Maximum mixed retirement development density - 8 du/gross acre

**R-U:** Residential Urban Development - A mixture of residential types generally associated with an urban environment; provides for limited commercial uses necessary to serve the dominant residential uses.

- Minimum tract size - Generally 5 adjoining gross acres
- Urban 8.0
  - Base density (dwelling units per gross acre) - 8.0
  - Maximum density - 11.9
  - Maximum mixed retirement development density - 8 du/gross acre
- Urban 12.0
  - Base density (dwelling units per gross acre) - 12.0
  - Maximum density - 16.9
  - Maximum mixed retirement development density - 8 du/gross acre

**L-A-C:** Local Activity Center - A mixture of commercial retail and service uses along with complementary residential densities within a hierarchy of centers servicing three distinct service areas: neighborhood, village, and community.

	<u>Neighborhood</u>	<u>Village</u>	<u>Community</u>
Minimum tract size	4 adjoining gross ac.	10 adjoining gross ac.	20 adjoining gross ac.
Base resid. density	8 du/gross resid. ac.	10 du/gross resid. ac.	10 du/gross resid. ac.
Max. resid. density	12.1 du/gross resid. ac.	15 du/gross resid. ac.	20 du/gross resid. ac.
Base comm. intensity	0.16 FAR	0.2 FAR	0.2 FAR
Max. comm. intensity	0.31 FAR	0.64 FAR	0.68 FAR
Max. mixed retirement development density	8 du/gross ac.	8 du/gross ac.	8 du/gross ac.

**M-A-C:** Major Activity Center - A mixture of uses which serve a regional residential market or provide concentrated employment, arranged to allow easy pedestrian access between uses; two types of functional centers are described: Major Metro and New Town or Corridor City.

Minimum tract size - Generally 40 adjoining gross acres

	<u>Metro Center</u>	<u>New Town or City Corridor Center</u>
Base residential density	48 du/gross resid. ac.	10 du/gross resid. ac.
Max. residential density	125 du/gross resid. ac.	47.9 du/gross resid. ac.
Base commercial intensity	1.0 FAR/gross commercial ac.	0.2 FAR/gross commercial ac.
Max. commercial intensity	2.7 FAR/gross commercial ac.	0.88 FAR/gross commercial ac.
Min. residential floor area	20% of total at time of full development	20% of total at time of full development
Max. mixed retirement development density	8 du/gross ac.	8 du/gross ac.

**E-I-A:** Employment and Institutional Area - A concentration of nonretail employment and institutional uses and services such as medical, manufacturing, office, religious, educational, recreational, and governmental.

Minimum tract size - Generally 5 adjoining gross acres

Minimum open space improved by landscaping - 20% of net lot area

**V-L:** Village-Low - Provides for a variety of residential, commercial, recreational, and employment uses within a traditional village setting surrounded by open space; mandates the following land use area categories: (1) Village Proper; (2) Village Fringe; (3) Residential Areas; (4) Village Buffer; and (5) Recreational Areas. Land use areas are arranged to allow a sense of community with linkage via a pedestrian network to a core which contains commercial, civic, community, and residential uses; also mandates a mixture of residential types and lot sizes, including affordable housing units; includes detailed design standards and building materials requirements. This Zone may be utilized in areas recommended for permanent low density by a Master Plan.

Minimum tract size - 150 contiguous gross acres

Maximum density - 1.3 dwelling units per gross acre

**V-M:** Village-Medium - Provides for a variety of residential, commercial, recreational, and employment uses within a traditional village setting surrounded by open space; mandates the following land use area categories: (1) Village Proper; (2) Village Fringe; (3) Residential Areas; (4) Village Buffer; and (5) Recreational Areas. Land use areas are arranged to allow a sense of community with linkage via a pedestrian network to a core which contains commercial, civic, community, and residential uses; also mandates a mixture of residential types and lot sizes, including affordable housing units; includes detailed design standards and building materials requirements. This Zone may be utilized in areas recommended for permanent low density by a Master Plan.

Minimum tract size - 300 contiguous gross acres

Maximum density - 2.0 dwelling units per gross acre

## COMMERCIAL ZONES

- C-O:** Commercial Office - Uses of a predominantly nonretail commercial nature, such as business, professional and medical offices, or related administrative services.
- C-A:** Ancillary Commercial - Certain small retail commercial uses, physician and dental offices, and similar professional offices that are strictly related to and supply necessities in frequent demand and daily needs of an area with a minimum of consumer travel; maximum size of zone: 3 net acres.
- C-1:** Local Commercial, Existing - All of the uses permitted in the C-S-C Zone.
- C-2:** General Commercial, Existing - All of the uses permitted in the C-S-C Zone, with additions and modifications.
- C-C:** Community Commercial, Existing - All of the uses permitted in the C-S-C Zone.
- C-G:** General Commercial, Existing - All of the uses permitted in the C-S-C Zone.
- C-S-C:** Commercial Shopping Center - Retail and service commercial activities generally located within shopping center facilities; size will vary according to trade area.
- C-H:** Highway Commercial, Existing - All of the uses permitted in the C-M Zone.
- C-M:** Commercial Miscellaneous - Varied commercial uses, including office and highway-oriented uses, which may be disruptive to the compactness and homogeneity of retail shopping centers.
- C-W:** Commercial Waterfront - Marine activities related to tourism, vacationing, boating and sports, water-oriented recreation, together with limited employment areas which cater to marine activities along a waterfront.
- C-R-C:** Commercial Regional Center - Provides locations for major regional shopping malls and related uses that are consistent with the concept of an upscale mall. Minimum area for development - one hundred (100) gross continuous acres; maximum FAR - .75; maximum building height - 75 ft.; maximum building coverage, excluding parking - 50%; Detailed Site Plan approval required.

## INDUSTRIAL ZONES

- I-1:** Light Industrial - Light intensity manufacturing, warehousing, and distribution uses; 10% green area required.
- I-2:** Heavy Industrial - Highly intensive industrial and manufacturing uses; 10% green area required.
- I-3:** Planned Industrial/Employment Park - Uses that will minimize detrimental effects on residential and other adjacent areas; a mixture of industrial, research, and office uses with compatible institutional, recreational, and service uses in a manner that will retain the dominant industrial/employment character of the zone; standard minimum tract size of 25 adjoining gross acres; standard minimum lot size of two acres; Conceptual and Detailed Site Plan approval required; 25% green area required; outdoor uses restricted; warehousing and wholesaling uses limited.

- I-4:** Limited Intensity Industrial - Limited intensity (0.3 FAR) commercial, manufacturing, warehousing, and distribution uses; development standards extended to assure limited intensity industrial and commercial development, and compatibility with surrounding zoning and uses; 25% green area required.
- U-L-I:** Urban Light Industrial - Designed to attract and retain a variety of small-scale light industrial uses in older, mostly developed industrial areas located close to established residential communities; establishes a flexible regulatory process with appropriate standards to promote reinvestment in, and redevelopment of, older urban industrial areas as employment centers, in a manner compatible with adjacent residential areas.

**OVERLAY ZONES<sup>2</sup>**

- T-D-O:** Transit District Overlay - Intended to ensure that development in a designated district meets the goals established in a Transit District Development Plan. Transit Districts may be designated in the vicinity of Metro stations to maximize transit ridership, serve the economic and social goals of the area, and take advantage of the unique development opportunities which mass transit provides.
- D-D-O:** Development District Overlay - Intended to ensure that development in a designated district meets the goals established in a Master Plan, Master Plan Amendment or Sector Plan. Development Districts may be designated for town centers, Metro areas, commercial corridors, employment centers, revitalization areas, historic areas and other special areas as identified in approved plans.

**CHESAPEAKE BAY CRITICAL AREA OVERLAY ZONES<sup>3</sup>**

- I-D-O:** Intense Development Overlay - To conserve and enhance fish, wildlife, and plant habitats and improve the quality of runoff that enters the Chesapeake Bay, while accommodating existing residential, commercial, or industrial land uses. To promote new residential, commercial and industrial land uses with development intensity limits. Maximum residential density is the same as the underlying zone.
- L-D-O:** Limited Development Overlay - To maintain and/or improve the quality of runoff entering the tributaries of the Chesapeake Bay and to maintain existing areas of natural habitat, while accommodating additional low-or moderate-intensity development. Maximum residential density is the same as the underlying zone, up to 4.0 du/net acre maximum.
- R-C-O:** Resource Conservation Overlay - To provide adequate breeding, feeding and wintering habitats for wildlife, to protect the land and water resources base necessary to support resource-oriented land uses, and to conserve existing woodland and forests for water quality benefits along the tributaries of the Chesapeake Bay. Maximum residential density - .05 du/ gross acre.

**REVITALIZATION OVERLAY DISTRICTS<sup>4</sup>**

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<sup>2</sup>These overlay zones are superimposed over other zones, and they may modify provisions of the underlying zones concerning uses allowed and standards for development. In addition, new development is generally subject to approval of a Detailed Site Plan by the Planning Board.

<sup>3</sup>These overlay zones are superimposed over other zones, and they may modify provisions of the underlying zones concerning uses allowed and standards for development. In addition, new development is generally subject to approval of a Conservation Plan and Conservation Agreement by the Planning Board.

**R-O-D:** Revitalization Overlay District - Intended to ensure the orderly development or redevelopment of land within a designated district. Revitalization Districts provide a mechanism for the county to delegate full authority to local municipalities to approve departures from parking, landscaping and sign standards. In addition, limited authority is also delegated for the approval of variances from building setbacks, lot coverage, yards and other dimensional requirements of existing zoning.

**ARCHITECTURAL OVERLAY DISTRICTS<sup>5</sup>**

**A-C-O:** Architectural Conservation Overlay - Intended to ensure that development and redevelopment efforts preserve and protect the architectural or design character of neighborhoods in accordance with an approved Architectural Conservation Plan. Conservation Districts may be designated in areas where the majority of properties have been developed and they exhibit distinct, unifying elements, characteristics, design or other physical features.

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<sup>4</sup>These overlay districts are superimposed over other zones. However, they do not modify provisions of the underlying zones concerning uses allowed and standards for development.

<sup>5</sup>These overlay zones are superimposed over other zones, and they may modify provisions of the underlying zones concerning design regulations. However, they do not modify provisions of the underlying zones concerning allowed uses. In addition, a Detailed Site Plan for Architectural Conservation shall be approved by the Planning Board prior to the issuance of a building or grading permit.

## Appendix G: Full Commission Resolution

M-NCPPC No. 15-03

### RESOLUTION

WHEREAS, The Maryland-National Capital Park and Planning Commission, by virtue of the Land Use Article of the Annotated Code of Maryland, is authorized and empowered to make and adopt, amend, extend and add to a General Plan for the Physical Development of the Maryland-Washington Regional District; and

WHEREAS, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission, held a duly advertised public hearing on May 29, 2014 to consider the Preliminary College Park-Riverdale Park Transit District Development Plan and its associated Proposed Transit District Overlay Zoning Map Amendment (TDOZMA), being also a replacement to the 1997 *Transit District Development Plan for the College Park-Riverdale Transit District Overlay Zone* and portions of the 1989 *Langley Park-College Park-Greenbelt Master Plan* and 1990 *Sectional Map Amendment for Planning Areas 65, 66, and 67*; and the 1994 *Planning Area 68 Master Plan and Sectional Map Amendment*; and being also an amendment to the 1983 *Functional Master Plan for Public School Sites*; the 2005 *Countywide Green Infrastructure Functional Master Plan*; the 2008 *Public Safety Facilities Master Plan*; the 2009 *Countywide Master Plan of Transportation*; the 2010 *Historic Sites and Districts Plan*; and the 2010 *Water Resources Functional Master Plan*; and

WHEREAS, the Prince George's County Planning Board on July 17, 2014, after due deliberation and consideration of the public hearing testimony, adopted the transit district development plan and endorsed the TDOZMA with revisions, as described in Prince George's County Planning Board Resolution PGCPB No. 14-61, and transmitted the plan to the District Council on July 28, 2014; and

WHEREAS, the Prince George's County Council, sitting as the District Council for the portion of the Maryland-Washington Regional District lying within Prince George's County, held a duly advertised public hearing on September 16, 2014 to consider the *Adopted College Park-Riverdale Park Transit District Development Plan* and the endorsed TDOZMA; and

WHEREAS, the Prince George's County Council, sitting as the District Council, adopted Council Resolution CR-98-2014 on October 14, 2014, proposing eleven potential amendments to the adopted plan and endorsed TDOZMA and further directing that a second public hearing be held before the District Council to take public testimony on the proposed amendments; and

WHEREAS, the Prince George's County Council, sitting as the District Council, held a duly advertised public hearing on January 13, 2015 to consider the eleven proposed amendments to the adopted plan and endorsed TDOZMA; and

WHEREAS, upon consideration of the testimony received through the hearing process, the District Council on March 17, 2015, determined that the adopted plan should be approved as the transit district development plan and associated TDOZMA for the College Park-Riverdale Park Transit District (portion of Planning Areas 66 and 68) for Prince George's County, Maryland, subject to the modifications and revisions set forth in Resolution CR-7-2015.

M-NCPPC No. 15-03

NOW, THEREFORE, BE IT RESOLVED, that The Maryland-National Capital Park and Planning Commission does hereby adopt said transit district development plan and its associated TDOZMA for the College Park-Riverdale Park Transit District (portion of Planning Areas 66 and 68) as an amendment to the General Plan for physical development of the Maryland-Washington Regional District within Prince George's County as approved by the Prince George's County District Council in the attached Resolution CR-7-2015;

BE IT FURTHER RESOLVED, that the Recitals are hereby incorporated into this Resolution by reference; and

BE IT FURTHER RESOLVED, that copies of said amendment shall be certified by The Maryland-National Capital Park and Planning Commission and filed with the Clerk of the Circuit Court of Prince George's and Montgomery Counties as required by law.

CERTIFICATION  
\*\*\*\*\*

This is to certify that the foregoing is a true and correct copy of Resolution No. 15-03, adopted by the Maryland-National Capital Park and Planning Commission on motion of Commissioner Geraldo, seconded by Commissioner Wells-Harley, with Commissioners Hewlett, Anderson, Fani-Gonzalez, Presley, and Washington voting in favor of the motion, and Commissioners Bailey, Dreyfuss, and Shoaff being absent from the vote on May 20, 2015, from the Parks and Recreation Auditorium in Riverdale, Maryland.



\_\_\_\_\_  
Patricia Colihan Barney, Executive Director

## Appendix H: Certification

### CERTIFICATE OF ADOPTION AND APPROVAL

The College Park-Riverdale Park Transit District Development Plan (portions of Planning Areas 66 and 68), replaces to the 1997 *Transit District Development Plan for the College Park-Riverdale Transit District Overlay Zone* and portions of the 1989 *Langley Park-College Park-Greenbelt Master Plan* and 1990 *Sectional Map Amendment for Planning Areas 65, 66, and 67*; and the 1994 *Planning Area 68 Master Plan and Sectional Map Amendment*; and amends the 1983 *Functional Master Plan for Public School Sites*; the 2005 *Countywide Green Infrastructure Functional Master Plan*; the 2008 *Public Safety Facilities Master Plan*; the 2009 *Countywide Master Plan of Transportation*; the 2010 *Historic Sites and Districts Plan*; and the 2010 *Water Resources Functional Master Plan*. The Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted this transit district development plan and its associated Transit District Overlay Zoning Map Amendment by Resolution No. 14-61 on July 17, 2014, after a duly advertised public hearing held on May 29, 2014.

The Prince George's County Council, sitting as the District Council, approved this transit district development plan and its associated Transit District Overlay Zoning Map Amendment by Resolution No. CR-7-2015, after a duly advertised public hearing held on September 16, 2014 and a second duly advertised public hearing on eleven proposed amendments held on January 13, 2015, on March 17, 2015.

### THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

  
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Chairman

  
Casey Anderson  
Vice Chairman

  
Joseph Zimmerman  
Secretary-Treasurer



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The citizens, property owners, University of Maryland, Washington Metropolitan Area Transit Authority, American Center for Physics, community associations, business owners, and elected officials of the City of College Park, Town of Riverdale Park, and surrounding communities, without whom this plan would not be possible.



Rushern Baker, III  
County Executive