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Central US 1 Corridor

Approved Sector Plan and Sectional Map Amendment

June 2010

Abstract

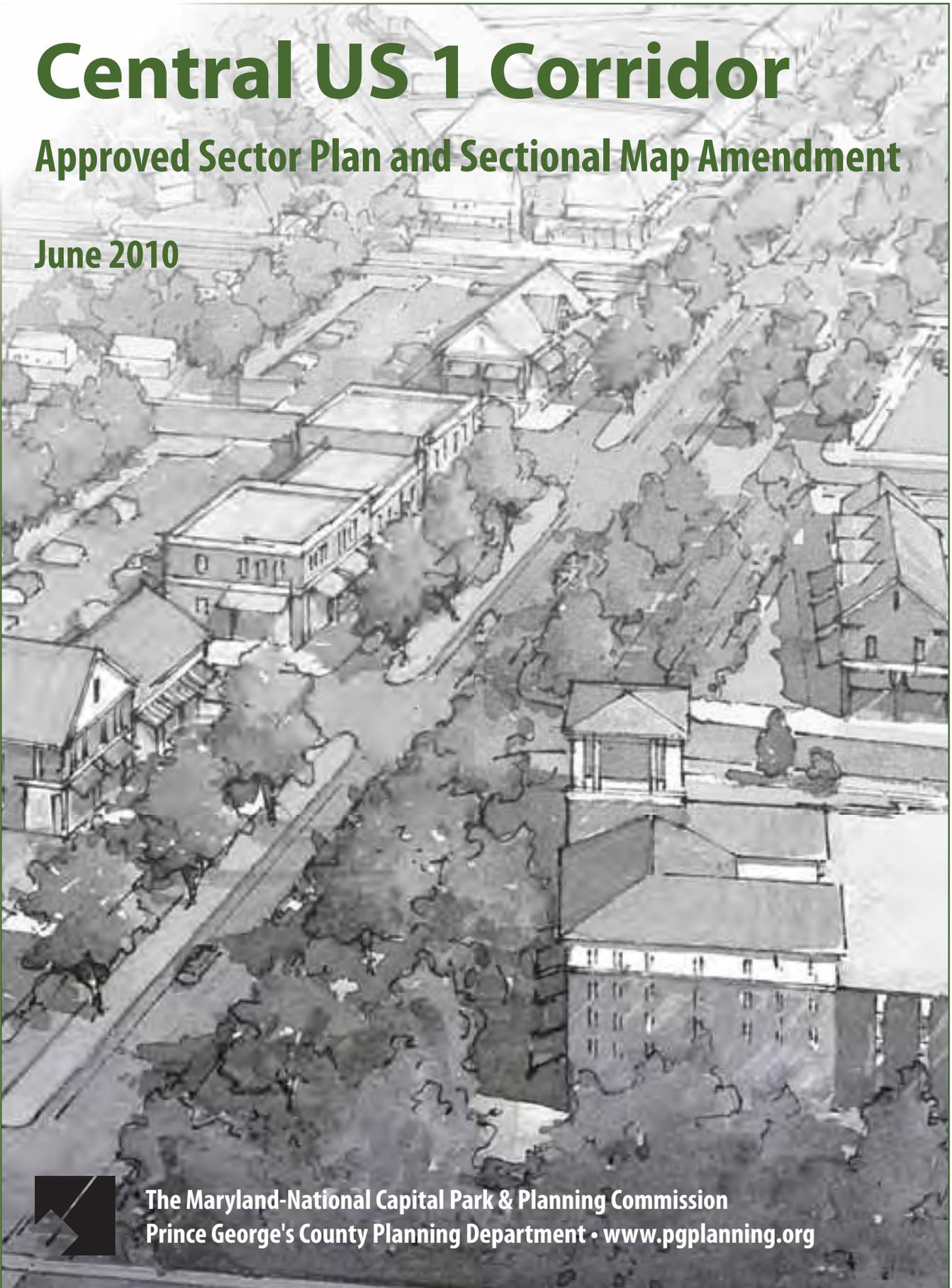
- Title:** Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment
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Abstract: This sector plan updates the 2002 *Approved College Park US 1 Corridor Sector Plan and Sectional Map Amendment* and amends portions of the 1989 *Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity* and 1990 *Adopted Sectional Map Amendment for Planning Areas 65, 66, and 67*, and 2001 *Approved Sector Plan and Sectional Map Amendment for the Greenbelt Metro Area*. Developed with the active participation of the community, property owners, developers, residents, and elected officials, this document recommends goals, policies, strategies, and actions pertaining to land use, the environmental and green infrastructure networks, multimodal transportation system, public facilities, parks and recreation, historic preservation, economic development, zoning, and implementation. The plan builds upon the recommendations of the 2002 *Prince George's County Approved General Plan* for corridors in the Developed and Developing Tiers, addresses sustainable development tied to existing and proposed mass transit options, and incorporates recommendations from functional area master plans, such as the *Approved Countywide Green Infrastructure Plan*, *Countywide Master Plan of Transportation*, and *Water Resources Functional Master Plan*. The sectional map amendment proposes zoning changes to implement the land use recommendations of the sector plan.

Central US 1 Corridor

Approved Sector Plan and Sectional Map Amendment

June 2010



The Maryland-National Capital Park & Planning Commission
Prince George's County Planning Department • www.pgplanning.org

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The Maryland-National Capital Park and Planning Commission is a bicounty agency, created by the General Assembly of Maryland in 1927. The Commission's geographic authority extends to the great majority of Montgomery and Prince George's Counties: the Maryland-Washington Regional District (M-NCPPC planning jurisdiction) comprises 1,001 square miles, while the Metropolitan District (parks) comprises 919 square miles, in the two counties.

The Commission has three major functions:

- The preparation, adoption, and, from time to time, amendment or extension of the General Plan for the physical development of the Maryland-Washington Regional District.
- The acquisition, development, operation, and maintenance of a public park system.
- In Prince George's County only, the operation of the entire county public recreation program.

The Commission operates in each county through a Planning Board appointed by and responsible to the county government. All local plans, recommendations on zoning amendments, administration of subdivision regulations, and general administration of parks are responsibilities of the Planning Boards.

The Prince George's County Department of Planning (M-NCPPC):

- Our mission is to help preserve, protect and manage the county's resources by providing the highest quality planning services and growth management guidance and by facilitating effective intergovernmental and citizen involvement through education and technical assistance.
- Our vision is to be a model planning department of responsive and respected staff who provide superior planning and technical services and work cooperatively with decision-makers, citizens and other agencies to continuously improve development quality and the environment and act as a catalyst for positive change.

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The County Council has three main responsibilities in the planning process:

(1) setting policy, (2) plan approval, and (3) plan implementation. Applicable policies are incorporated into area plans, functional plans, and the *Prince George's County Approved General Plan*. The County Council, after holding a hearing on the plan adopted by the Planning Board, may approve the plan as adopted, approve the plan with amendments based on the public record, or disapprove the plan and return it to the Planning Board for revision. Implementation is primarily through adoption of the annual Capital Improvement Program, the annual budget, the water and sewer plan, and adoption of zoning map amendments.

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A rendering of Downtown College Park with the center median of US 1 removed and the space reallocated to the pedestrian realm on the sides of the street.



This drawing is for illustrative purposes only.

Foreword

The Prince George's County Planning Board is pleased to make available the *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*. This community based plan and sectional map amendment (SMA) provide a clear vision for the future transformation of the US 1 Corridor from an auto-dominated roadway into a series of vibrant, transit-oriented, walkable nodes. The sector plan addresses development and market changes that have taken place and sets the stage for the continued evolution of an exemplary college town.

Policy guidance for this plan came from the 2002 *Prince George's County Approved General Plan*, land use and transportation studies conducted by the City of College Park and Prince George's County Planning Departments, and county functional area master plans, including the 2005 *Approved Countywide Green Infrastructure Plan*, 2008 *Approved Public Safety Facilities Master Plan*, and 2009 *Countywide Master Plan of Transportation*. The Central US 1 Corridor is designated as a growth area by the 2002 General Plan and represents an untapped opportunity to create a pedestrian- and transit-friendly, mixed-use community in northern Prince George's County.

Community participation and input began in the summer of 2008, culminating in a six-day planning and design charrette held from December 5 through December 10, 2008. Additional community input was solicited through a series of civic association and small stakeholder group meetings, pre- and post-charrette workshops, and information gathering sessions. The County Council and Planning Board held two joint public hearings to solicit comments from property owners, residents, the City of College Park, agencies, and the general public. These comments were summarized by staff and reviewed by the Planning Board and County Council prior to approval of the sector plan and SMA by the council on June 1, 2010.

The sector plan establishes the vision for the area and contains recommendations for land use and urban design, environmental infrastructure, the transportation network (including pedestrian and bicycle facilities, transit, and roadways), public facilities, parks and recreation, economic development and revitalization, housing, neighborhoods and communities, historic preservation, and implementation. The SMA includes zoning changes to facilitate implementation of the plan vision and land use concepts.

The Central US 1 Corridor Sector Plan recognizes the difficulties associated with a rapidly urbanizing corridor adjacent to and closely linked with a sensitive environmental corridor. In response to the unique position of the sector plan area within the county and emerging development pressures, the plan focuses on:

- Transit-oriented, pedestrian-friendly, mixed-use walkable nodes complemented by lower-intensity corridor infill respectful of existing residential development and natural areas.
- Sustainable urbanism emphasizing the symbiotic relationship of the natural and built environments.
- A connected and safe multimodal network of transportation options for pedestrians, bicyclists, transit-users, and drivers.
- A clear path to implementation of plan recommendations and realization of the community vision.
- Assurance of high-quality architectural and public space design through the application of development district standards.

During the planning process, we asked the residents of this area to envision how the Central US 1 Corridor can participate in the county's growth and to propose the changes necessary to make that happen. We are continuing this effort countywide through an *Envision Prince George's* initiative to engage a broad cross section of stakeholders in developing a shared vision for the county's future direction and growth. We invite you to visit the *Envision Prince George's* web site at www.envisionprincegeorges.org to learn more about how to participate in this exciting initiative.

The Planning Board appreciates the contributions and active involvement of the community and stakeholders in this innovative planning effort. We look forward to continued collaboration to implement the plan's recommendations and achieve the vision for a revitalized Central US 1 Corridor.

Sincerely,



Samuel J. Parker, Jr., AICP
Chairman
Prince George's County Planning Board

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A water color rendering of Hollywood Commercial District, redeveloped to include street-oriented, multistory structures, appropriately scaled in relation to neighboring homes. Storefronts with awnings and wide sidewalks shaded by median street trees encourage pedestrian activity.

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Plan Highlights

The Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment (SMA) covers approximately 3.5 miles of US 1 through northern Prince George’s County, Maryland. The sector plan area is largely within the City of College Park and incorporates a large portion of the University of Maryland, College Park campus. This sector plan envisions a transformation of the US 1 Corridor from an auto-dominated thoroughway into a series of vibrant, transit-oriented, walkable nodes complemented by mid-rise development oriented to the streets, and a true urban boulevard along US 1. The plan also emphasizes improved pedestrian, bicycling, and transit mobility, particularly in the walkable nodes along US 1.

This sector plan also recognizes the unique situation within the county of a rapidly urbanizing corridor adjacent to a sensitive environmental corridor formed by the Paint Branch stream valley. Sustainable urbanism is a keystone of this sector plan, as is the celebration of the relationship between the natural and built environments. An enhanced sense of place is fostered by the recommendations of this plan and ensured by the provision of detailed design standards in a form-based code specified in the SMA. Finally, the presence of the flagship university of the State of Maryland provides an opportunity to foster the continued growth of an exemplary college town that improves the quality of life for all residents, attracts top-quality students, and inspires visitors.

Key recommendations of this sector plan include the following.

Development Pattern

- Amend the 2002 General Plan boundaries for the US 1 Corridor and designate five corridor nodes.
- Recommend land use and urban design strategies for five distinct areas:
 - Corridorwide
 - Walkable nodes
 - Corridor infill
 - Existing neighborhoods
 - Natural areas

- Focus on issues of sustainability and “green” design, with an emphasis toward enhancing the symbiotic relationship of the natural and built environments.
- Implement pedestrian- and transit-oriented mixed-use development at designated walkable nodes.
- Increase multimodal mobility throughout the sector plan area for pedestrians, bicycles, transit, and automobiles.
- Preserve the character of existing single-family residential neighborhoods.
- Foster a sense of community health and wellness.
- Respect the aviation policy areas established around the historic College Park airport.
- Improve access to the Paint Branch Stream Valley Park.
- Recommend urban design strategies for specific locations within the sector plan area.

Environmental Infrastructure

- Preserve, enhance, and restore the natural environment to the fullest extent possible, and ensure sustainability within the desired development pattern.
- Designate Paint Branch as a special conservation area.
- Strengthen the sense of place along the Paint Branch Greenway.
- Restore and enhance water quality in the Paint Branch stream system and other areas that have been degraded, conserve potable water, and reduce flooding.
- Implement environmentally sensitive design for building techniques, and reduce overall energy consumption.
- Preserve and enhance the existing urban tree canopy.
- Reduce light pollution, air pollution, and adverse noise impacts to support community health and wellness recommendations and minimize impact on environmentally sensitive areas.

Transportation Network

- Provide a continuous network of sidewalks, bikeways, and trails as alternate forms of transportation to encourage transit use with coordinated operations and transit-oriented development and to discourage automobile use.
- Support the Purple Line as a light-rail mode of transportation, and support the Campus Drive alignment.
- Manage capacity and minimize congestion on all major roadways by safely and efficiently providing access for all users to destinations within the Central US 1 Corridor.
- Place emphasis on walkability and bikeability throughout the corridor, with secondary emphasis on transit.
- Propose reconfigured roadway sections along US 1 to maximize pedestrian-friendliness and enhance safety for all users.
- Enhance street connectivity, and provide complete streets that cater to all users, not just the automobile.
- Implement a comprehensive wayfinding system for orientation, and help redirect regional traffic to more appropriate routes.
- Relocate utilities underground, whenever possible, and implement a trial program to begin this measure on a comprehensive basis.
- Recommend a comprehensive managed parking program.
- Explore alternate means of addressing comprehensive transportation networks and traditional measurements of adequate public facilities for transportation.

Public Facilities

- Construct a Pre-K–8 urban model school on property owned by the Board of Education at 51st Avenue and Huron Street.
- Renovate existing school facilities that serve the sector plan area.
- Consider colocation of schools with parks and recreation facilities.

- Reaffirm the recommendations of the Public Facilities Master Plan for replacement of the Hyattsville Fire/EMS station and Branchville Fire/EMS station, and maintain service from existing fire and police facilities serving the sector plan area.

Parks and Recreation

- Develop new parks and renovate existing recreational facilities within a ten-minute walking distance from all residents.
- Acquire property for a playground to serve programs in the College Park Youth and Family Services building as an interim use.
- Acquire property and construct a community center in the Hollywood Commercial District.
- Construct additional trail connections and facilities to connect neighborhoods with US 1, the Paint Branch Stream Valley Park Trail, and regional trail networks.
- Develop a diverse variety of park and recreational facilities based on community needs and interests.
- Construct North Gate Park at the north gate to the University of Maryland.
- Provide small-scale, urban parks, plazas, and other open spaces to complement the land use pattern recommended by the sector plan.
- Create partnerships to bring recreational services to more people.

Economic Development and Revitalization

- Create a critical mass of retail activity, especially within walkable nodes.
- Support retention of existing businesses and provide relocation assistance if necessary.
- Leverage existing, major employment drivers such as the University of Maryland as a draw for the community.
- Promote quality lodging and entertainment opportunities.
- Encourage a diversity of nonstudent housing types as an economic development incentive.

Housing, Neighborhoods and Sense of Community, and Historic Preservation

- Provide a variety of housing types with both rental and ownership opportunities.
- Facilitate efforts to offer programs geared toward home improvements.
- Promote homeownership as a way to strengthen existing neighborhoods.
- Address neighborhood public safety issues.
- Encourage private reinvestment by property owners.
- Protect existing residential communities from potentially adverse impacts of new, higher-density development along US 1.
- Highlight and interpret the historic significance of the City of College Park, its constituent communities, and the University of Maryland.
- Conduct archeological investigation of undisturbed areas prior to development.
- Restore and preserve the unique features of the Old Town College Park Historic District.

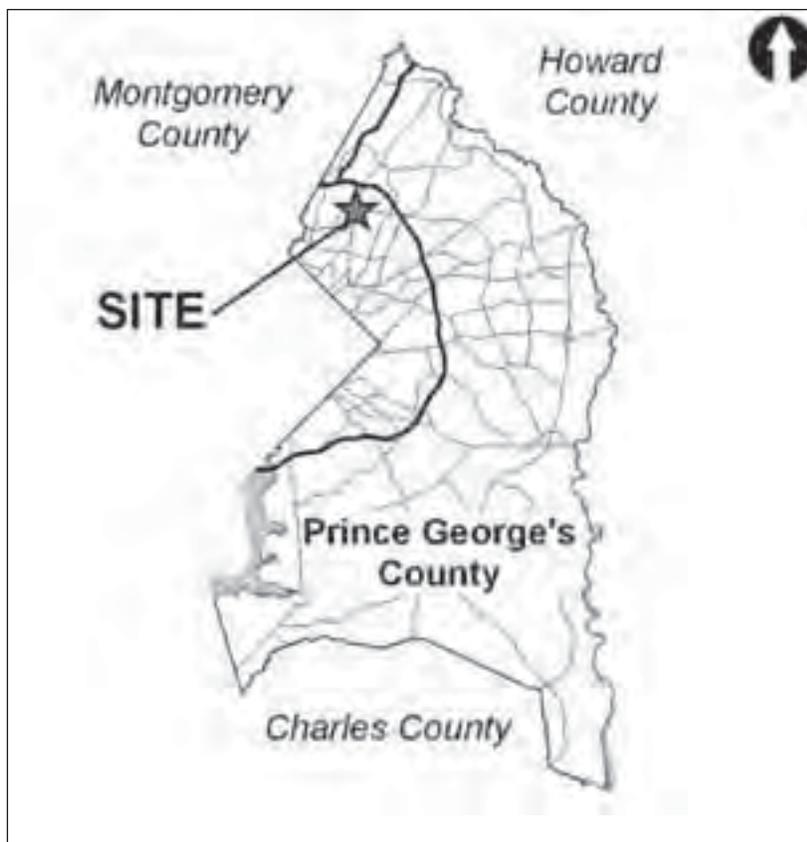
Implementation

- Recommend implementation actions, identify potential parties, and establish phasing time frames for plan implementation.
- Identify possible economic development programs available for use by property owners and other stakeholders in the Central US 1 Corridor.
- Establish a Development District Overlay Zone and associated development district standards to implement the land use and urban design recommendations of the sector plan.
- Create a form-based code approach to applying the development district standards to new development and major redevelopment efforts.
- Rezone property to bring the sector plan area's zoning into conformance with the land use recommendations.
- Amend the uses that are permitted by right on property located within the Development District Overlay Zone.

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Chapter 1: Introduction



**Map 1:
Plan Area
Location**

Plan Purpose

A sector plan and sectional map amendment (SMA) were completed for the *Approved College Park US 1 Corridor Sector Plan and Sectional Map Amendment* in April 2002. To implement the recommendations of the sector plan, a new mixed-use zone, the Mixed-Use Infill (M-U-I) Zone, was created and used along US 1. Since the approval of the 2002 College Park US 1 Sector Plan, conditions in the College Park US 1 Corridor rapidly evolved as Prince George's County became more urbanized and better integrated into the greater Washington, D.C., metropolitan area. The purpose of this sector plan is to reevaluate the US 1 Corridor in College Park in light of newly emerging market conditions and guiding development principles in Prince George's County, which were put in place when the 2002 *Prince George's County Approved General Plan* was adopted by the District Council in October 2002. Specifically, this Central US 1 Corridor Sector Plan:

- Sets policies that will guide future development in the sector plan area.

- Addresses the impact of recent and ongoing development pressure in the area on roadways, public facilities, the visual environment, and the green infrastructure network.
- Analyzes and responds to the potential effects of the proposed Purple Line, University of Maryland M Square Research Park, and the East Campus Redevelopment Initiative.
- Creates innovative strategies dealing with transportation networks, urban design, economic development, and consistency of plan implementation.
- Amends the zoning map, through the SMA, to implement the land use recommendations of this sector plan and the 2002 General Plan.

Planning Background

Subsequent to the approval of the 2002 College Park US 1 Sector Plan, US 1 was designated a corridor by the General Plan, which establishes recommendations and policy guidance for corridors and corridor node development that were not taken into full consideration

during the 2002 College Park US 1 Sector Plan process. In addition, portions of the Central US 1 Corridor Sector Plan were not addressed by the 2002 College Park US 1 Sector Plan. These areas, generally within one-quarter mile of the northern boundaries of the 2002 College Park US 1 Sector Plan, were last addressed comprehensively in the 1989 *Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity* and 1990 *Adopted Sectional Map Amendment for Planning Areas 65, 66, and 67*. Recent development interest in these properties and associated impacts of new development on roadways, public facilities, the visual environment, and the green infrastructure network make them appropriate for inclusion.

The 2002 College Park US 1 Sector Plan did not address several key initiatives that are expected to play a major role in the future growth and development of the area. These initiatives include the Purple Line, a proposed transit line that will link Bethesda to New Carrollton and will include several stops on the University of Maryland Campus and the US 1 Corridor area; the University of Maryland M Square Research Park located east of the College Park Metro Station; and the East Campus Redevelopment Initiative, which will result in the near-total redevelopment of the segment of campus located east of US 1.

Unanticipated development pressure in the area and an inadequate transportation system has led to conditions at odds with the recommendations and design standards of the current plan. As a result, application of the design standards and implementation of the plan vision were inconsistent. The City of College Park also expressed concern that the design standards do not accomplish the goals of the plan, and that it should be reevaluated.

The Central US 1 Corridor Sector Plan is the result of a joint planning effort with the City of College Park. Policies and strategies were reexamined in light of the 2002 General Plan, the Purple Line initiative, the University of Maryland's development plans, and other recent studies, changing markets, and community needs. This new plan makes comprehensive planning and zoning recommendations to implement development of a compact, vertical, mixed-use pedestrian- and transit-friendly corridor consistent with the recommendations of the General Plan. This sector plan also focuses on identified corridor nodes at appropriate locations.

In addition, the policy guidance of county functional area master plans, including the 2005 *Approved Countywide Green Infrastructure Plan*, 2008 *Approved Public Safety Facilities Master Plan*, and 2009 *Approved Countywide Master Plan of Transportation* was extensively reviewed and amended by this sector plan to address the unique circumstances and conditions in place along the US 1 Corridor in College Park. Planning studies and other guidance at the city, county, and state level also contribute to the format and recommendations of this sector plan.

This sector plan is organized into six key chapters. Chapter I—Introduction provides context and background information, discusses the public involvement process, and reviews existing conditions that impact the community. Chapter II—Plan Vision presents a consensus vision and holistic overview of the plan's major recommendations. Chapters III, IV, and V build upon the evaluation of existing conditions and provide recommendations for key elements of the plan, including development pattern, transportation, the green infrastructure network, public facilities, parks and recreation, economic development and revitalization, housing, neighborhoods and sense of community, and historic preservation. Finally, Chapter VI—Implementation identifies potential strategies, mechanisms, and partnerships necessary to achieve the vision, outlines a realistic phasing program, and recommends zoning changes needed to implement the approved land use and vision.

Area Description

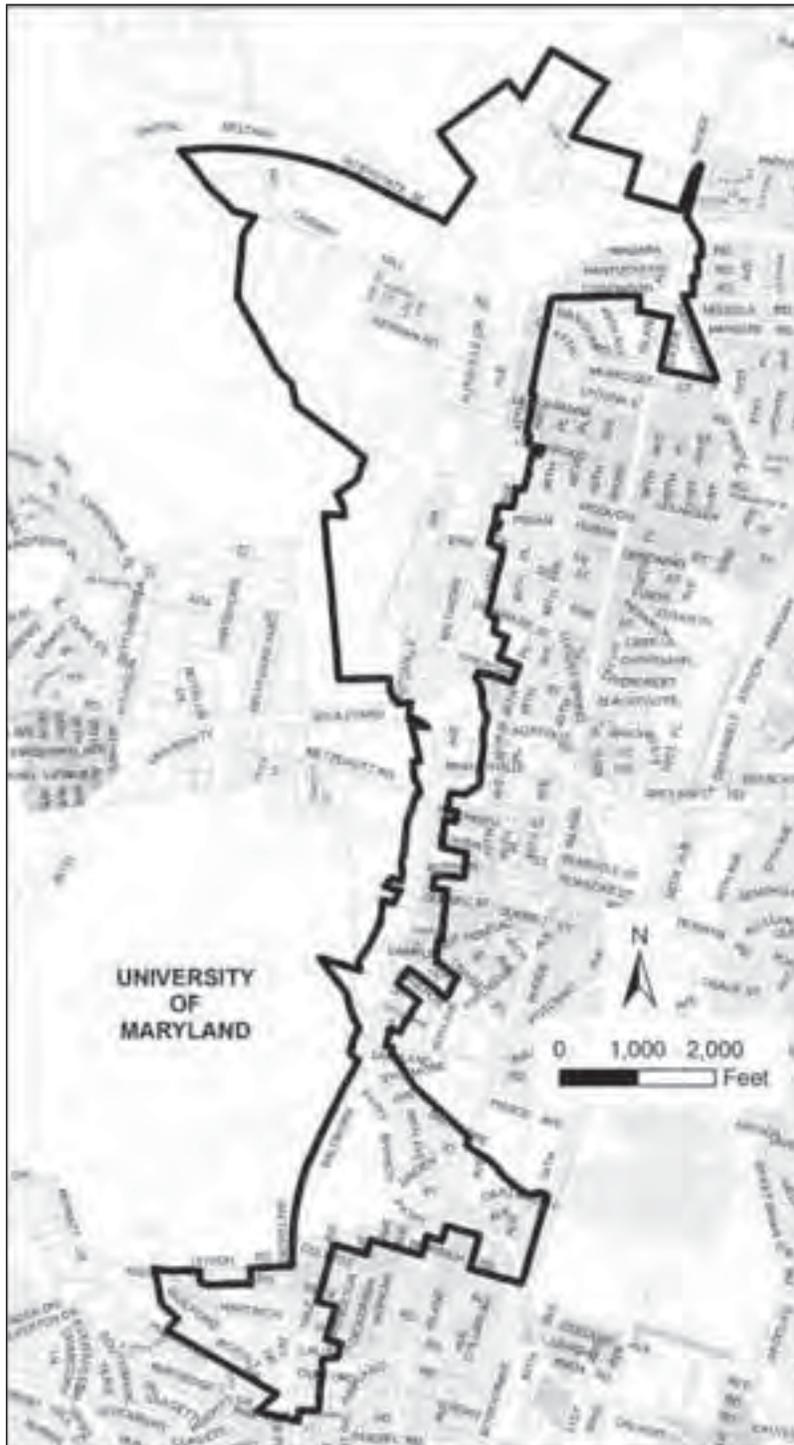
The Central US 1 Corridor sector plan area consists of approximately 842 acres and generally comprises properties bounded by the Beltsville Agricultural Research Center to the north; the southern limit of mixed-use properties south of Guilford Road; commercial, mixed-use, vacant, and related properties fronting or oriented to US 1 to the east and west, including established residential areas along Guilford Drive, Knox Road, and Cherry Hill Road; and commercial and residential properties located in the Hollywood community at the intersection of Rhode Island Avenue and Edgewood Road.

The sector plan amends portions of the 1989 *Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity*; 1990 *Adopted Sectional Map Amendment for*

Planning Areas 65, 66, and 67; 2001 Approved Sector Plan and Sectional Map Amendment for the Greenbelt Metro Area; 2002 Approved College Park US 1 Corridor Sector

Plan and Sectional Map Amendment (Portion of Planning Area 66); and the 2002 Prince George's County Approved General Plan.

Map 2: Sector Plan Boundaries



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 11 visions:

1. Development is concentrated in suitable areas.
2. Sensitive areas are protected.
3. In rural areas, growth is directed to existing population centers, and resource areas are protected.
4. Stewardship of the Chesapeake Bay and the land is a universal ethic.
5. Conservation of resources, including a reduction in resource consumption, is practiced.
6. To assure the achievement of 1 through 5 above, economic growth is encouraged, and regulatory mechanisms are streamlined.
7. Adequate public facilities and infrastructure under the control of the county or municipal corporation are available or planned in areas where growth is to occur.
8. Funding mechanisms are addressed to achieve these visions.
9. All comprehensive plans shall include a sensitive areas element designed to protect streams and buffers, 100-year floodplains, sensitive habitats, and steep slopes.
10. Comprehensive plans will also include recommendations that encourage streamlined, development review procedures within areas designated for growth, techniques to foster economic development, and measures that are designed to ensure sustainable development that protects the environment.
11. Development regulations must be consistent with plans and periodically reviewed.

The 11 visions are a set of guiding principles that describe how and where growth and development should occur. The act acknowledges that the comprehensive plans prepared by counties and municipalities are the best mechanism to establish priorities for growth and resource conservation. Once priorities are established, it is the state's responsibility to support them. The 2002 General Plan directly responds to the 11 visions. The Central US 1 Corridor Sector Plan builds upon the visions of the act and the 2002 General Plan to guide future development in a context-sensitive and responsible manner.

The 1997 Smart Growth and Neighborhood Conservation Act

This act builds on the foundation of the 11 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.

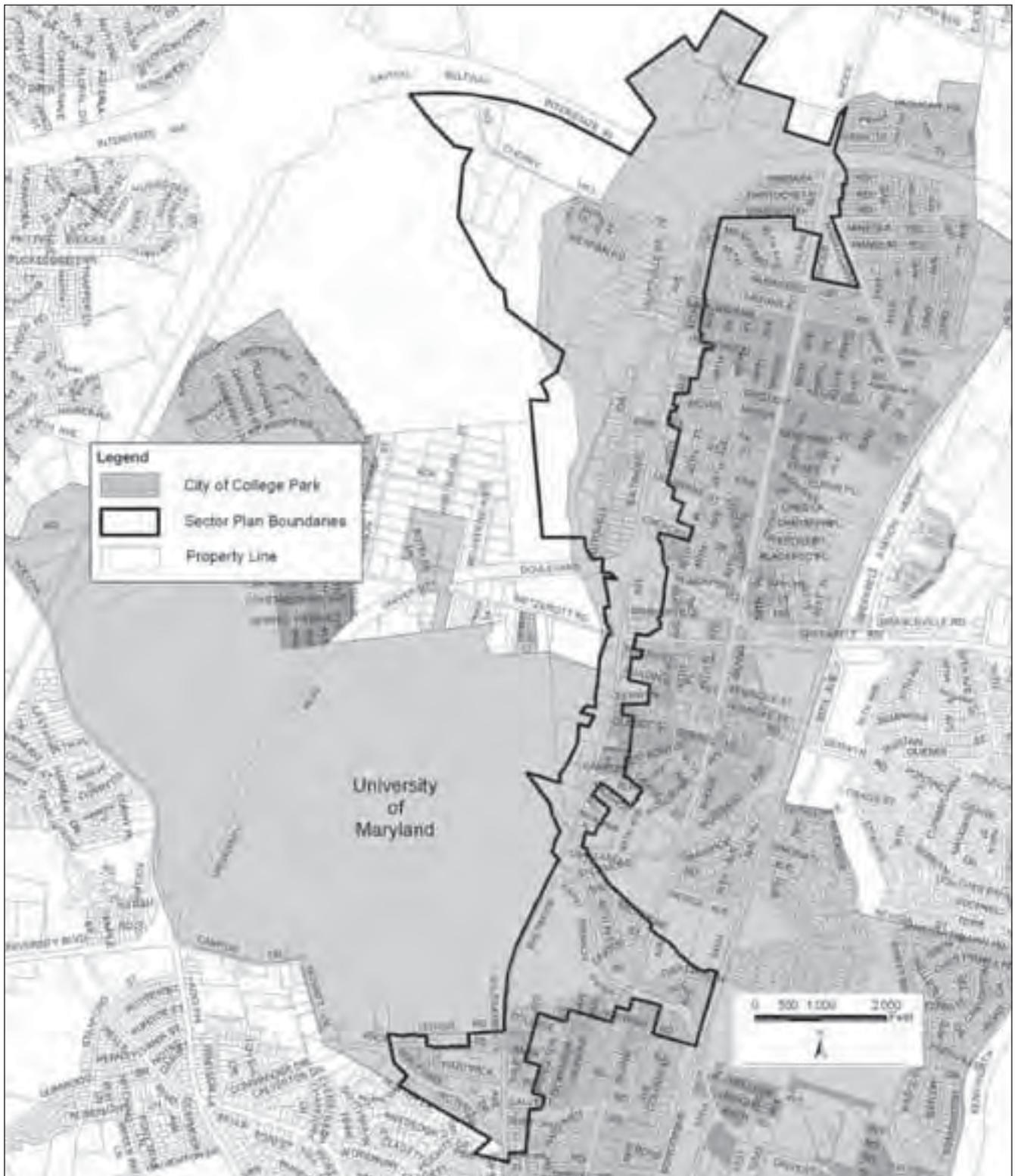
The Maryland Smart Growth Program has three goals:

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 area legislation that requires state funding for projects in Maryland municipalities, other existing communities, industrial and planned growth areas designated by counties receives priority funding over other projects. These smart growth areas are called priority funding areas (PFAs). The entirety of the sector plan location 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. The 2002 General Plan is consistent with the goals and objectives of the Prince George's County PFA program, in which funding priority is given to the Developed Tier. The sector plan recommends a phasing plan and identifies additional tools for implementation to take full advantage of the PFA designation. The sector plan also implements the 2002 General Plan concept of transit-oriented and transit-supportive

Map 3: The City of College Park in Relation to the Sector Plan Area



development in corridors and corridor nodes to maximize public investment in infrastructure.

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. It is implemented through more detailed levels of planning, such as this sector plan. 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 areas of significant economic development, residential development, and preservation.

The 2002 General Plan also specifically targets growth to a limited number of designated centers and corridors. Development and redevelopment within centers and corridors are intended to capitalize on existing infrastructure by locating homes, jobs, and shopping closer to transit services. These are areas where the benefits to the county for future development can far outweigh the costs.

The Central US 1 Corridor is a portion of the designated US 1 Corridor and falls mostly within the Developed Tier. A small portion of the sector plan area north of the Capital Beltway is within the Developing Tier. The vision for the Developed Tier is a network of sustainable, transit-supporting, mixed-use, pedestrian-oriented, medium- to high-density neighborhoods. In contrast, the Developing Tier is envisioned as an area of low- to moderate-density suburban residential communities, distinct commercial centers, and transit-serviceable employment areas. Growth policies in the Developing Tier encourage compact, residential neighborhood design and limit commercial uses to designated centers.

The vision for corridors is mixed residential and nonresidential uses at moderate to high densities and intensities, with a strong emphasis on transit-oriented development. This development should occur at local centers and other appropriate nodes within one-quarter mile of major intersections or transit stops along the corridor.

The Central US 1 Corridor Sector Plan amends the 2002 General Plan by refining the boundaries of the US 1 Corridor and establishing corridor nodes at locations where moderate- to high-density, mixed-use development is most appropriate.

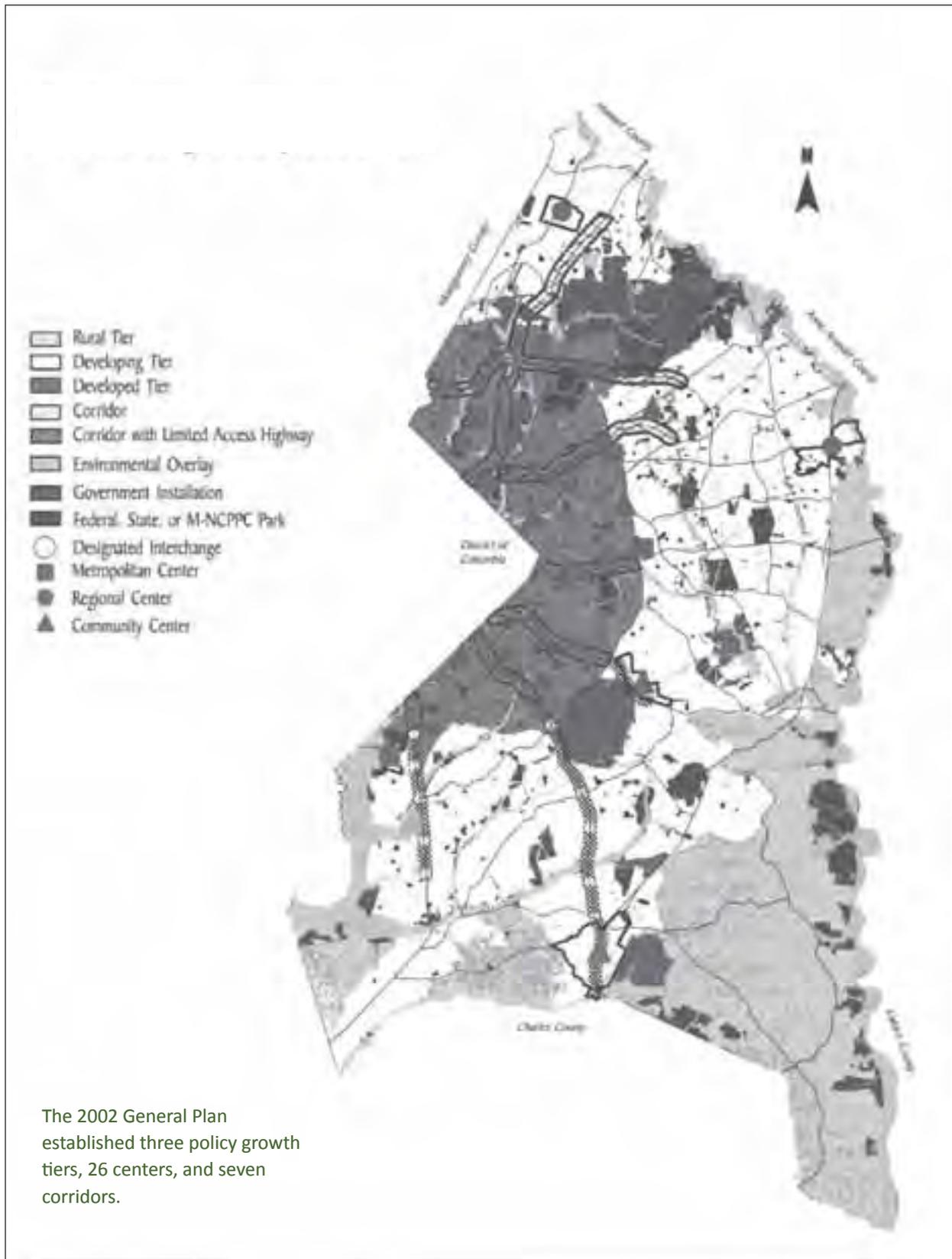
The 2002 Approved College Park US 1 Corridor Sector Plan and Sectional Map Amendment

This sector plan analyzed land use, environmental features, zoning, population, housing, economic conditions, transportation networks, and impacts on public facilities to address the future of downtown College Park's town center and the US 1 commercial corridor. Incorporating smart growth planning principles, the 2002 College Park US 1 Sector Plan established a flexible land use and zoning concept that was intended to respond to changing real estate market conditions. A development district overlay zone (DDOZ) containing design standards and a table of permitted and prohibited uses was incorporated as part of the SMA. Together, the DDOZ and the SMA were intended to implement the sector plan's land use and development character recommendations.

The 2002 College Park US 1 Sector Plan established 19 subareas among six distinct character areas along the corridor, encouraged the preservation and enhancement of the Paint Branch Stream Valley as a greenway corridor linking to other areas within the region, implemented a new M-U-I Zone to permit a mix of residential and commercial uses in areas recommended by the plan, and encouraged an increased mix of land uses and multifamily housing near the University of Maryland campus as a means of reducing commuter traffic and spurring retail and office development.

The Central US 1 Corridor Sector Plan reevaluates the recommendations of the 2002 College Park US 1 Sector Plan in the light of changing market conditions, county policy decisions that guide the location and character of future development, and a desire from stakeholders to increase certainty and consistency with the land use plan and urban design standards.

Map 4: The 2002 General Plan



The 2002 General Plan established three policy growth tiers, 26 centers, and seven corridors.

The 2001 Approved Sector Plan and Sectional Map Amendment for the Greenbelt Metro Area

Although focused primarily on the City of Greenbelt and Metro-oriented properties located east of the Green Line and CSX tracks, this sector plan included a portion of North College Park east of Rhode Island Avenue, south of I-95/I-495 (the Capital Beltway), and north of MD 193. The sector plan recommended the retention of the residential character and uses in the North College Park community, with compatible residential infill development and improved pedestrian and bicycle connections. The 2001 Greenbelt Metro Area Sector Plan also recognized the need to maintain a strong, healthy commercial center to serve the needs of nearby residents.

Several design policies were established, focusing on preservation of the residential character and revitalization of the neighborhood commercial center anchored by REI and MOM's Organic Market, and emphasized improved connectivity. Development and design guidelines ensured that future infill development would be compatible with the existing residential community. Finally, one zoning change (C-1 to C-S-C) was made to a commercial property east of Rhode Island Avenue along Niagara and Ontario Roads.

The Central US 1 Corridor Sector Plan includes commercial properties east of Rhode Island Avenue that were last planned for in the 2001 Greenbelt Metro Area Sector Plan.

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

This master plan sets forth land use, public facilities, environmental, and zoning recommendations for Planning Areas 65, 66, and 67. The Central US 1 Corridor is in Planning Area 66, and this plan amends the portion of the master plan containing the sector plan area. This 1989 master plan evaluates the problems and issues along the US 1 Corridor and emphasizes land assembly, protection of residential areas, limited

commercial expansion, development controls imposed through an overlay zone, reduction of access from side streets and individual properties, improved parking and sidewalks, increased landscaping, better signage, and removal of obsolete buildings. The recommended overlay zone was intended to establish development and design criteria for guiding future development at such time as the county adopts an overlay concept. This 1990 SMA brought the zoning throughout the area into conformance with the master plan.

The University of Maryland, College Park

The University of Maryland conducted a number of recent studies and planning efforts as part of its overall strategic plan to rise to the top tier of public institutions in the country. These efforts included a retail and housing survey, completed in November 2006 as part of the East Campus initiative and the 2001–2020 *Facilities Master Plan*, updated in 2007. The *Facilities Master Plan* guides growth on the University of Maryland campus for the next decade, and the university has been successful in implementing many of the master plan proposals. These efforts are compatible with the vision and recommendations of this sector plan, focusing on an increased need for mixed-use and commercial development to serve the university, incorporation of sustainable and “green” design practices, and the creation of enhanced pedestrian environments.

City of College Park Housing Plan 2003

This plan provides guidance for the future growth and development of housing and neighborhood revitalization in College Park. The city's housing plan identified several key elements that are addressed in this sector plan:

- Provide quality new residential development with a mix of housing types.
- Preserve and enhance existing residential neighborhoods.
- Support mixed-use and transit-oriented development.
- Address the unique housing needs of students and senior citizens.
- Provide adequate public investment to support residential development, and revitalize existing neighborhoods.

City of College Park Economic Development Plan 2005

This plan recognizes the increasingly urban nature of the community and makes recommendations as to how the city can embrace and manage the change. The plan recommends the city take the lead in ensuring that new development is appropriate, is of high quality, and serves the overall interests of the city and its existing residents. To achieve the vision for high-quality jobs, a mix of retail goods and services, first class office space, and mixed residential types, the plan focuses on three specific areas: (1) new development and revitalization, (2) new business attraction, and (3) business retention and expansion.

Old Town College Park Historic District Design Guidelines Handbook, April 2006

This document provides detailed design guidelines to ensure the preservation of Old Town College Park's historic character. Three small portions of the Old Town College Park Historic District are located within the Central US 1 sector plan area.

"Achieving the Vision: Options for the College Park US Route 1 Corridor," April 2006

This effort was the result of an Environmental Protection Agency (EPA) Smart Growth Implementation Assistance Program request by the City

of College Park. The overall purpose for this study was to better understand the disconnect between the vision for the US 1 Corridor and the development that is occurring—and how to better achieve the vision. The study identified four categories of activities that may lead to greater success: (1) physical development of land uses along the US 1 Corridor, (2) physical design of the streetspace and right-of-way, (3) transportation management in the corridor, and (4) development review process and collaboration.

The findings of this study were reconfirmed during the Central US 1 Corridor Sector Plan public participation process, and many of the sector plan recommendations build on those findings identified in the EPA's report, providing the county-level policy guidance necessary to implement the community vision.

"Transportation Study of US Route 1 College Park Corridor," July 2008

The consultant team of ICF International, Nelson/Nygaard Consulting Associates, and Reid Ewing completed a study of transportation issues affecting the US 1 Corridor in July 2008. This study looked at the existing county Adequate Public Facilities Ordinance for transportation, the concept of transportation demand management districts, transit and shuttle service, parking policies, bicycle facilities, pedestrian facilities, and access management. The analysis and findings contained in this document heavily influence the transportation recommendations of the Central US 1 Corridor sector plan area.

Plan Public Involvement Process

Direct community input shaped the ideas and recommendations found in the Central US 1 Corridor Sector Plan. The sector plan process began with a kick-off community workshop on September 17, 2008. Over the following two months, the planning team held a series of meetings with Prince George's County Council Members

Thomas E. Dernoga and Eric Olson, the Mayor and City Council of College Park, and the Planning Director and staff from the City of College Park. Meetings were also held with College Park civic associations, the University of Maryland Office of Administrative Affairs and student leadership, and county, state, and regional agencies. On November 18, 2008, the team held a transportation work session with transportation and utility agencies working in the corridor.

What is a charrette?

Charrette is a French word that translates as "little cart." At the leading architecture school of the 19th century, the École des Beaux-Arts in Paris, students would be assigned a tough design problem to work out under a tight deadline. They would continue sketching as fast as they could, even as little carts (charrettes) carried their drawing boards away to be judged and graded. Today, "charrette" has come to describe a rapid, intensive, and creative work session in which a design team focuses on a particular design problem and arrives at a collaborative solution. Charrettes are product-oriented. The public charrette is fast becoming a preferred way to face the planning challenges confronting American communities.

Following initial meetings with these key stakeholder groups, the planning team conducted an open planning process called a charrette. The charrette was a central aspect of the planning process, combining hands-on community brainstorming with "designing in public." During the week of December 5 through December 10, 2008, more than 200 interested residents and stakeholders participated in the planning process, including property owners, neighbors, merchants, developers, and community leaders. Responsible growth requires teamwork; the high level of civic involvement displayed during the Central US 1 Corridor Sector Plan planning process will ultimately guide growth and ensure quality development for future generations of residents. In preparation for the week-long charrette,

Save-the-date postcards were sent to all property owners within a mile of the study area, as well to key stakeholders.



required notices were supplemented by a save-the-date postcard that outlined the charrette schedule and events, and flyers were distributed to local businesses to inform the community of the upcoming process. In addition to charrette notices posted on the Central US 1 Corridor Sector Plan web page (www.pgplanning.org), the sector plan team worked with active, local planning blogs to post the charrette schedule and to solicit the involvement of the online blogging community. The team identified key stakeholders integral to the planning process and contacted them directly to ensure their involvement during the charrette week, whether during specific technical meetings or at public workshops.

Information Collection

Intensive analysis of the Central US 1 Corridor study area was undertaken during the five months leading up to the charrette. On August 5, 2008, the planning team toured the study area, focusing on opportunity sites and physical constraints. The group spent the day on a comprehensive bus tour, analyzing maps and discussing opportunities for growth and redevelopment.

Following the initial team site visit, the planning team returned to the area numerous times, analyzing the US 1 Corridor and documenting physical features with photographs, measurements, and sketches. The transportation consultants traveled to College Park for a work session with transportation officials and conducted an analysis of the existing traffic situation, measuring average vehicular speeds, intersection stacking, and traffic counts at key locations along the corridor. From the analysis, building typology studies and analysis diagrams were created to highlight specific aspects of the study area, such as land use, zoning, natural features, and street and block patterns. This analysis and research was compiled into a precharrette, existing-conditions report and a strengths, weaknesses, opportunities, and threats (SWOT) analysis report. Both the existing-conditions report and the SWOT analysis reports are available through The Maryland-National Capital Park and Planning Commission (M-NCPPC).

During the charrette week, the team conducted additional on-site analysis of the study area, measuring streets; analyzing pedestrian, bicyclist, and driver behavior and movement patterns; identifying redevelopment and infill opportunity sites; and



The planning team examined the corridor both on the ground and through a series of maps, analysis diagrams, and neighborhood studies.



The planning team studied natural features along the corridor, such as the Paint Branch, and measured the blocks, streets, and sidewalks in College Park.

examining physical constraints, such as the Metro and MARC rail lines, steep slopes, and the Paint Branch. These studies were used to better describe the US 1 Corridor and to inform the community of design decisions. During the week, the planners also visited successful walkable, mixed-use communities and corridors, including Georgetown, Connecticut Avenue, and U Street in Washington, D.C.; Kentlands and Bethesda in Maryland; and nearby sections of US 1 that exhibit walkable urbanism, such as the emerging Hyattsville Arts District. These first-hand, on-the-ground studies allowed the team to understand local traditions in placemaking.

Charrette | *Community Participation*

The planning team initiated the charrette with a kick-off meeting on December 5, 2008. The team presented a charrette agenda and initial thoughts; the public audience was also invited to share thoughts about the charrette process and sector plan.

On Saturday morning, December 6, 2008, a hands-on design session was held at Paint Branch Elementary School. The planning team met with over 60 residents, property owners, elected officials, and other stakeholders to design the community's vision for the Central US 1 Corridor.

The morning began with a brief overview of the corridor planning process and a review of traditional planning principles. The audience then broke into eight groups of 6 to 10 people. Each group was led by one or two members of the consultant team, M-NCPPC, or the City of College Park Planning Department. The groups worked on maps of the overall study area, as well as zoom-in maps of particular corridor sections. Through the exercise, the participants drew their ideas for improvements.



The group at Table 2 focused on transportation reform, proposing multimodal solutions for the corridor.



The table groups worked together, sharing their ideas for the future of the corridor.



At the conclusion of the hands-on design session, a representative from each group presented their work.



Table 5 proposed walkable transit nodes along US 1 be developed more intensely than other parts.



Designers from the planning team produced watercolor renderings depicting the evolution of Downtown College Park and the Hollywood Commercial District.



A preliminary plan for the Autoville area was one of the concepts presented at the open house.



The planning team discussed the plan with North College Park/Autoville Drive residents during a technical meeting in the design studio.

During the second part of the session, a representative from each group presented their work to the entire assembly. Each representative explained the group's five big ideas for the study area and outlined the physical improvements suggested for the Central US 1 Corridor and adjacent areas. Key ideas included creating walkable, mixed-use centers along US 1, establishing a transit circulator along US 1, providing better bicycle and pedestrian connections throughout College Park, encouraging local business, preserving existing neighborhoods, and improving coordination between the University of Maryland and the City of College Park in planning and development decisions.

Charrette | *Open Design Studio and Stakeholder Meetings*

Design Studio

From Sunday, December 7 through Wednesday, December 10, 2008, the planning team continued to work with the community at an open design studio at the M-NCPPC Parks and Recreation Auditorium in Riverdale. Residents and local leaders were encouraged to observe the planning and design process, provide input, and ensure that the team was on the right track. The studio was open day and night, offering community members the flexibility to stop by when they were available. Over 150 people visited the studio throughout the week to check on the team's progress.

Working nearby allowed the team ready access to the study area at any given time. The team observed day-to-day traffic patterns, visited local businesses, and experienced other details of everyday life in College Park. This on-site experience, combined with the steady feedback from the community throughout the week, allowed the team to quickly develop a cohesive plan for the corridor.

Open House

On Monday night, December 8, the planning team pinned up their work-in-progress on the walls of the design studio to obtain public feedback on the emerging plan. Over 80 persons attended the open house, including elected officials, M-NCPPC and City of College Park staff, and local stakeholders.

Technical Meetings

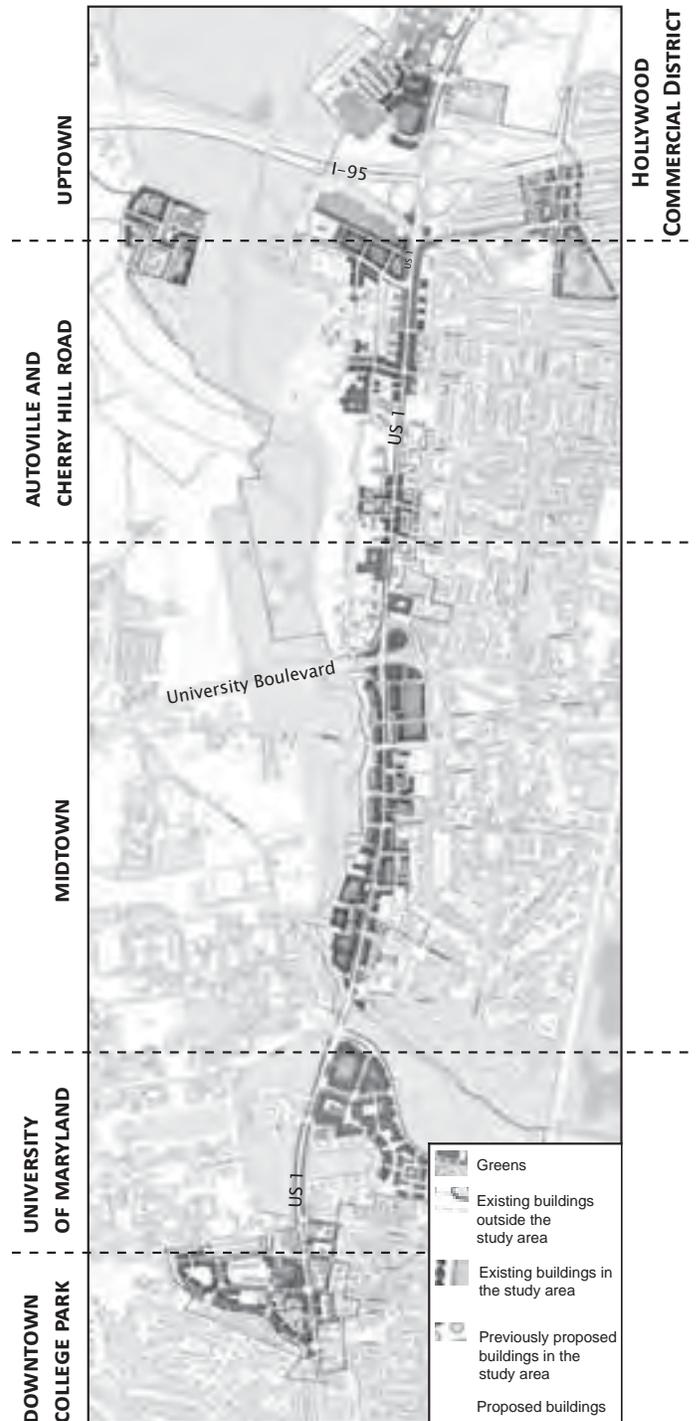
On Monday, December 8, and Tuesday, December 9, eight technical meetings were held with specific stakeholder groups for the Central US 1 Corridor. The meetings included transportation and utilities representatives, University of Maryland facilities staff, developers, landowners, business owners, civic associations, parks and open space staff, and North College Park/Autoville Drive residents. The focused conversations helped to shape the plan and ensure its feasibility based on existing and future conditions along the corridor.

Charrette | Work-in Progress Presentation

On Wednesday, December 10, 2008, the planning team presented the work-in-progress plan to the public at the University of Maryland School of Architecture Auditorium. The planning team recognized the charrette participants' hard work and dedication and thanked the elected officials, M-NCPPC, City of College Park staff, and agency representatives who assisted in the planning process. Following the presentation of the work in progress, the team discussed the planning process and opportunities that lay ahead for the community to stay involved in the process. At the conclusion of the presentation, surveys were distributed to the attendees to obtain feedback on the draft plan and the overall vision for the corridor. Large boards of the illustrative plan and the computer visualizations were displayed in the auditorium, and the public was given an opportunity to discuss the plan with members of the team.



After the presentation, the public gathered around the draft plan to discuss the future of the corridor.



During the work-in-progress presentation, the planning team presented a draft illustrative plan that incorporated the community's vision for the corridor.

Post-Charrette

On February 19, 2009, the planning team returned to College Park to present post-charrette revisions to plan concepts, the illustrative plan, and charrette illustrations. These revisions were based on feedback received during the work-in-progress presentation, surveys, e-mail, phone calls, and a number of post-charrette meetings—including meetings with College Park residents, the City Council, environmental experts, development review staff at M-NCPPC, IKEA representatives, and representatives from Seven Springs apartments.

The post-charrette workshop was held at the Lakeland/College Park Community Center. It began with an

open house format, with illustrations and updated plan areas presented on the walls for the public to examine. Flip charts were located next to each plan area, giving residents an opportunity to provide feedback on the revised illustrative plan and images. Members of the planning team were also available around the room to answer questions or take notes on stakeholder feedback.

Following the open house session of the post-charrette workshop, the planning team outlined the planning process to date, and explained plan updates that were made since the charrette work-in-progress presentation. Following the presentation, the planning team took questions and comments from the audience.



College Park community members provide feedback to consultant team designers.



Community members ask questions and share ideas at the post-charrette presentation.



College Park stakeholders provide questions, comments, and feedback on plan ideas and drawings.

Existing Conditions

Regional Context

The Central US 1 Corridor consists of a historic highway and its surrounding communities within and immediately adjacent to the City of College Park. Located in Prince George's County, northeast of Washington, D.C., the corridor is both a regional thoroughfare and an institutional and commercial destination.

US 1 generally runs north to south and connects several regionally important highways: Rhode Island Avenue in northeast Washington, D.C., East-West Highway (MD 410) to the south, and I-95/I-495 to the north. MD 193 bisects the study area within College Park and connects with Kenilworth Avenue (MD 201) to the east.

The study area is endowed with multiple mass transit options. The Washington Metropolitan Area Transit

Authority (WMATA) runs the Metro Green Line service to two local stations, College Park-University of Maryland Metro Station and Greenbelt Metro Station. Additionally, MARC train service connects the City of College Park to Washington D.C., central Maryland, and Baltimore.

Bus service to and within the study area is provided by three key operators. WMATA runs the Metrobus transit system along all major roadways, including US 1, Rhode Island Avenue, Cherry Hill Road, and Paint Branch Parkway. The Metrobus B-30 bus route also provides express service between the Greenbelt Metro Station and BWI-Thurgood Marshall Airport. Prince George's County operates TheBus public transit system, with Route 17 linking IKEA to Mount Rainier. Finally, the University of Maryland's Shuttle-UM provides multiple bus routes throughout the study area for students and residents of College Park.

College Park is adjacent to several regional park systems, notably the Anacostia River trail and park system and Greenbelt National Park. In recent years, both the City of College Park and Prince George's County have strived to integrate local parks, such as Lake Artemesia and the Paint Branch Stream Valley Park, into the greater regional systems.

The University of Maryland, prominently located within the study area, is the flagship academic institution for the State of Maryland. The university draws professionals, students, researchers, and academics to the City of College Park.



LEFT: Study area within regional context.

BELOW: Intersection of I-95/I-495 and US 1.



Local Context

The Central US 1 Corridor is located within and immediately adjacent to the City of College Park. The study area comprises roughly 842 acres, 3.4 linear miles of US 1, over 700 structures, and more than 1,050 parcels.



The study area either includes, bounds, or influences seven distinct neighborhoods: Hollywood, Branchville/Oak Spring/Daniels Park, Autoville/Cherry Hill, Berwyn, Lakeland, Old Town, and Calvert Hills.

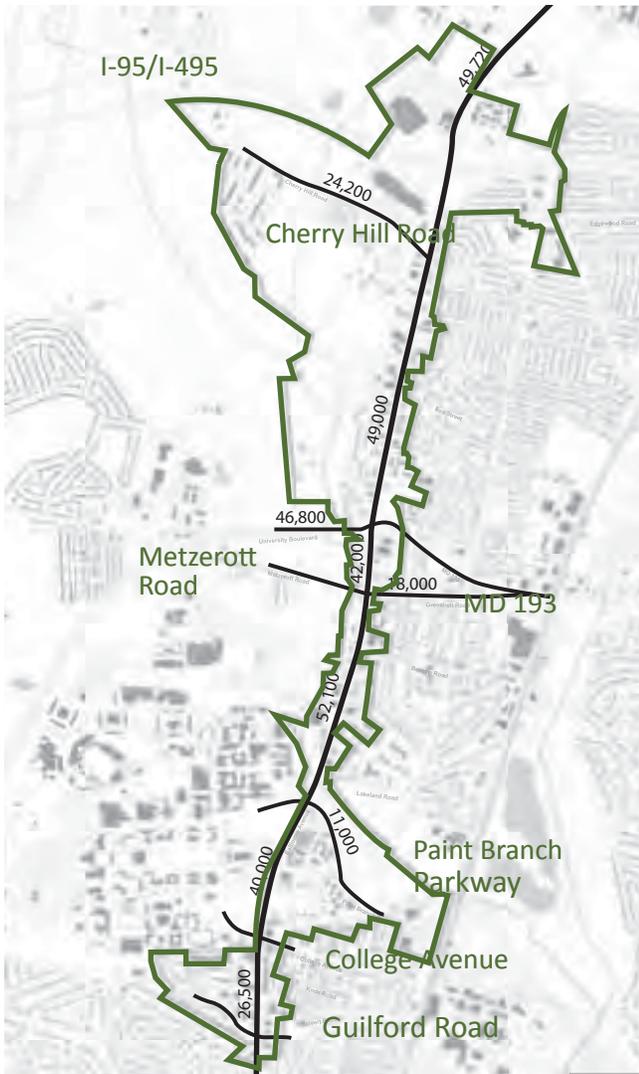
College Park is the home of the University of Maryland, a world-class university with a student population in excess of 30,000. Future and ongoing university initiatives, such as the M Square Research Park and the East Campus redevelopment, directly influence the function and ambiance of the city.

Two notable parks are located in College Park: Lake Artemesia and the Paint Branch Stream Valley Park. Both parks have extensive trail systems and connect to the greater region.

LEFT: Aerial image showing the study area within the local context.

BELOW: The chapel at the University of Maryland.





Area daily traffic volume.



Local block configuration.

Daily Traffic Volume

US 1 is a major continuous north–south corridor in Prince George’s County. The portion of US 1 in this sector plan area features multiple east–west connectors (I-95/I-495, MD 193, and Paint Branch Parkway), which connect US 1 to the greater region.

Few continuous north–south roads exist that run parallel to US 1, which limits connections and access to adjacent neighborhoods and creates bottlenecks along the corridor, exacerbating traffic issues. The limited street connectivity channels high volumes of traffic into bottleneck points on US 1.

Local Block Configuration

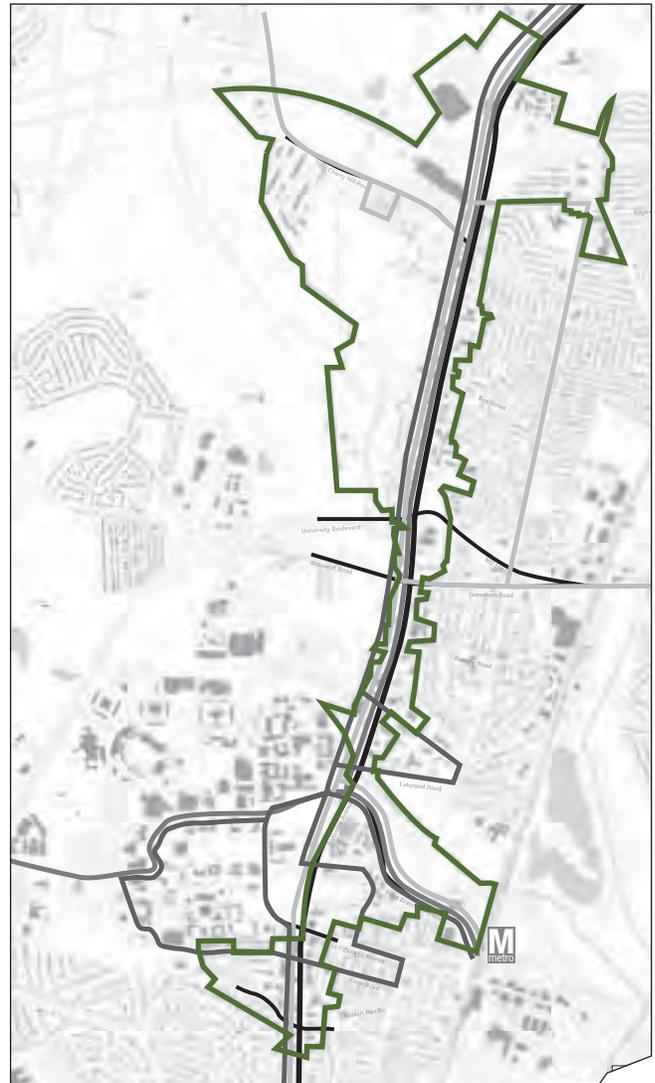
The blocks between US 1 and Rhode Island Avenue are rectilinear and average 250 feet by 500 feet. This small block size supports pedestrian activity by shortening the distance that one must walk between any two points.

The blocks in the southwestern portion of the study area are curvilinear, longer, and more automobile-oriented. However, at 800 to 1,000 feet on the block’s longest side, some pedestrianism can still be expected.

The block system on the western portion of the study area, north of University Boulevard, is sparse, primarily due to the proximity of the Paint Branch.



Local topography.



Bus transit service.

Local Topography

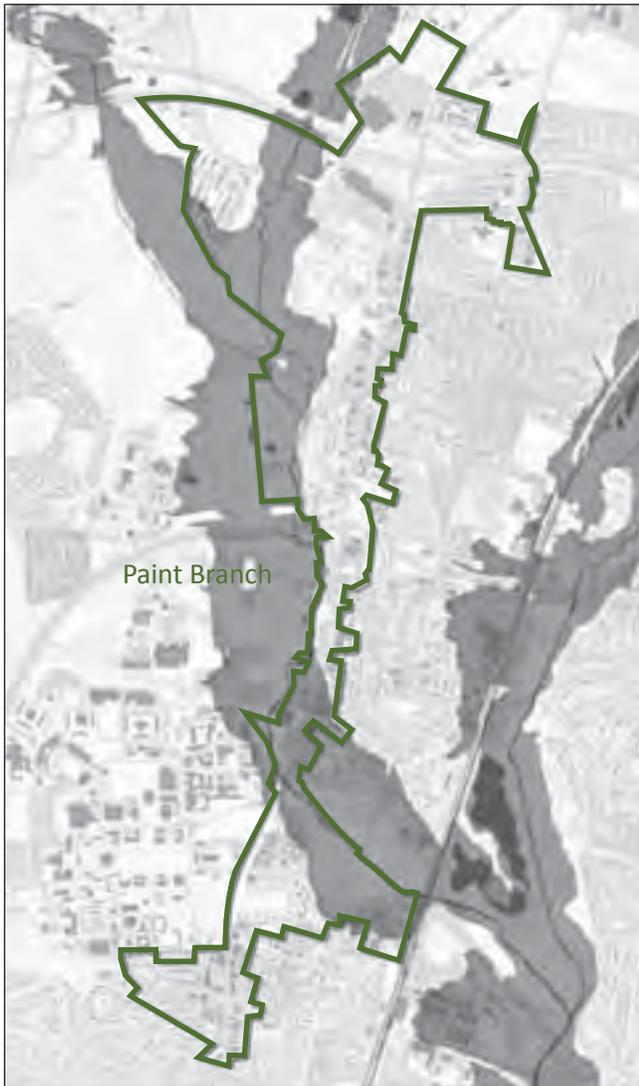
The Paint Branch creates a stream valley depression. US 1 follows the spine of the depression’s eastern bank. The residential streets form a network across the varied topography. The elevation changes are generally not significant enough to interfere with connectivity or to require steep, inclined streets.

On the west side of the study area, streets follow contour lines parallel to each other with few to no connections. Elevated structures and substantial grading

allow highways and freeways to travel across the entire area and over dramatic changes in topography.

Bus Transit Service

Multiple bus systems service the study area. Opportunity exists for greater coordination and identification between these operators. Opportunity also exists for stronger connections between regional transit systems (Metro, MARC, Purple Line, etc.).



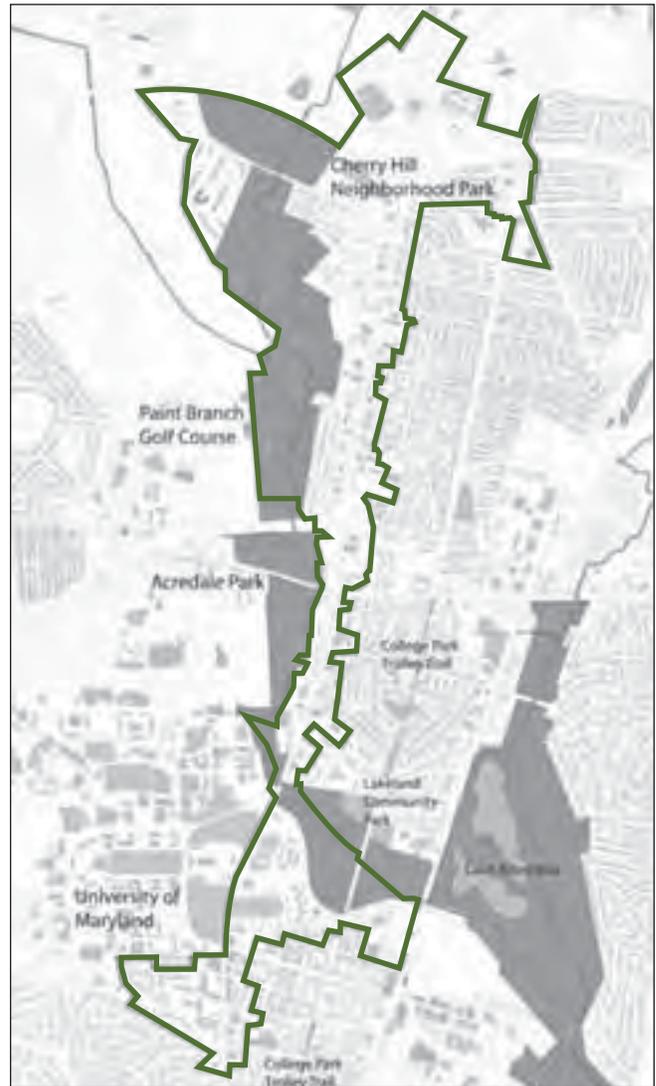
Area floodplain.

Area Floodplain

Flood zones—identified by the Federal Emergency Management Agency—follow the Paint Branch Stream. Land parcels within these areas will require special attention to water management and erosion control.

Open Space Network

US 1 runs adjacent to, and is bisected by, a linear system of parks and open space. These parks are units within a greater regional park system connected to



Open space network.

Washington, D.C., Montgomery County, and Prince George’s County.

Within College Park are open spaces of differing types, such as university quads, natural parks, community recreational spaces, and linear trails.

Potential opportunity for better integration and identification of these open spaces is viable. As it exists today, US 1 has very few direct connections to the park systems.



Local wetlands.



Generalized zoning.

Local Wetlands

The majority of tree cover is within the wetlands system that follows the Paint Branch. Developments adjacent to Paint Branch will require careful study of the adjacent wetlands and tree cover. Potential opportunities exist for environmentally sensitive site planning and construction.

Generalized Zoning

Most of the study area was rezoned to the M-U-I Zone in 2002. The purpose of the zone is to encourage residential, commercial, and mixed-use development in established communities.

Some areas of commercial zoning remain in place along US 1, and residential zoning and uses are adjacent to the corridor.

Strengths

Connectivity—The corridor is advantaged by being in a regionally significant location: it is the primary north–south thoroughfare in the region, strategically connecting I-95/I-495 with MD 193 and MD 410, all major east–west highways. Unlike adjacent roads, it is served by multiple mass transit networks, such as MARC, Metro, and Metrobus.

The University of Maryland—The university campus is prominently sited along US 1 and brings economic and population growth to the region. Stable residential neighborhoods are located adjacent to the university, fueling an attractive mixture of town and gown. These historic neighborhoods offer a peaceful residential backdrop to an ambitious and growing institution.

Public Amenities—The City of College Park enjoys a diversity of open space, ranging from university quads and regional bike trails to public park systems. Lake Artemesia and the Paint Branch Stream Valley are beautiful natural parks that connect the corridor with hiking/biking paths to Greenbelt and Washington, D.C. No shortage of neighborhood-serving parks and trails exists, and the University of Maryland offers an impressive collection of open spaces to the corridor.

Student Population—Generally, students have low incomes, but their disposable income is relatively higher than average. The high concentration of students in College Park vitalizes the local economy.

Weaknesses

Although the sector plan encompasses a large area, the amount of vacant land is relatively small. Several characteristics of the corridor limit the locations and scales of growth:

Traffic Congestion—During peak rush hours, traffic on US 1 essentially comes to a standstill. Engineers calculate that the existing infrastructure is at maximum capacity and will need significant upgrades in order to keep up with new development under current adequate-public-facilities requirements. However, it is not feasible to increase the traffic capacity on US 1 through traditional means, such as adding additional lanes.



LEFT: Potential transit node diagram.
RIGHT: Paint Branch Stream.



Fragmented Road Network—Though connected in the past, several streets are divided into smaller segments, preventing connections between neighborhoods. The MARC and Metro lines form an impervious eastern boundary and reduce the number of east–west connections.

Inadequate Transit Service—The Greenbelt and College Park Metro Stations, while within a comfortable distance for bicyclists, are too far away from commercial centers to be considered truly walkable, adding inconveniences to potential users. Bus schedules are unreliable and poorly communicated to new users. Traffic congestion prevents faster bus commutes.

Natural Features—The Paint Branch Stream flows roughly parallel to US 1, often coming very close to adjacent properties. Its severe topography and wide flood plain form a western boundary for most types of development.

University of Maryland Campus—The university owns large parcels of land on either side of US 1. Development within these parcels will primarily meet the needs of the university, though partnerships with the county and city are increasingly common, and the proposed East Campus development will serve the entire community.

Opportunities

The US 1 Corridor has potential for sustained growth and development. Unlike many adjacent towns, the City of College Park is located at the confluence of important regional routes, making it ideally suited for large-scale regional transit nodes. The State of Maryland has recognized this point by designating the area a major Purple Line destination. A significant opportunity exists for transit-oriented development and multimodal transportation hubs along the corridor.

Large land parcels are located directly facing US 1, which allows the possibility for land assembly. Land assembly may be required for the high-quality, mixed-use developments envisioned in the sector plan.

The Paint Branch Hiker-Biker Trail and Indian Creek/ Northeast Branch trail systems form a comprehensive open space network already embedded in the corridor’s structure. While other cities struggle to create usable

open spaces, College Park enjoys an existing amenity with the potential to be a vibrant, multiuse, “green” corridor parallel to US 1.

Constraints

Traffic continues to be a major constraint to the walkability and growth of US 1. With the current infrastructure filled to capacity, creative transit solutions will be needed to reduce traffic and increase safety.

Perceived land costs do not yet reflect changing market conditions. Higher land costs often drive development



Constraints diagram.

projects away from logical sites. The current M-U-I zoning is not specific enough about location and desired character and prevents common understanding between land owners and developers.

While undergrounding utility lines would improve the overall streetscape of US 1, high startup costs hinder its viability.

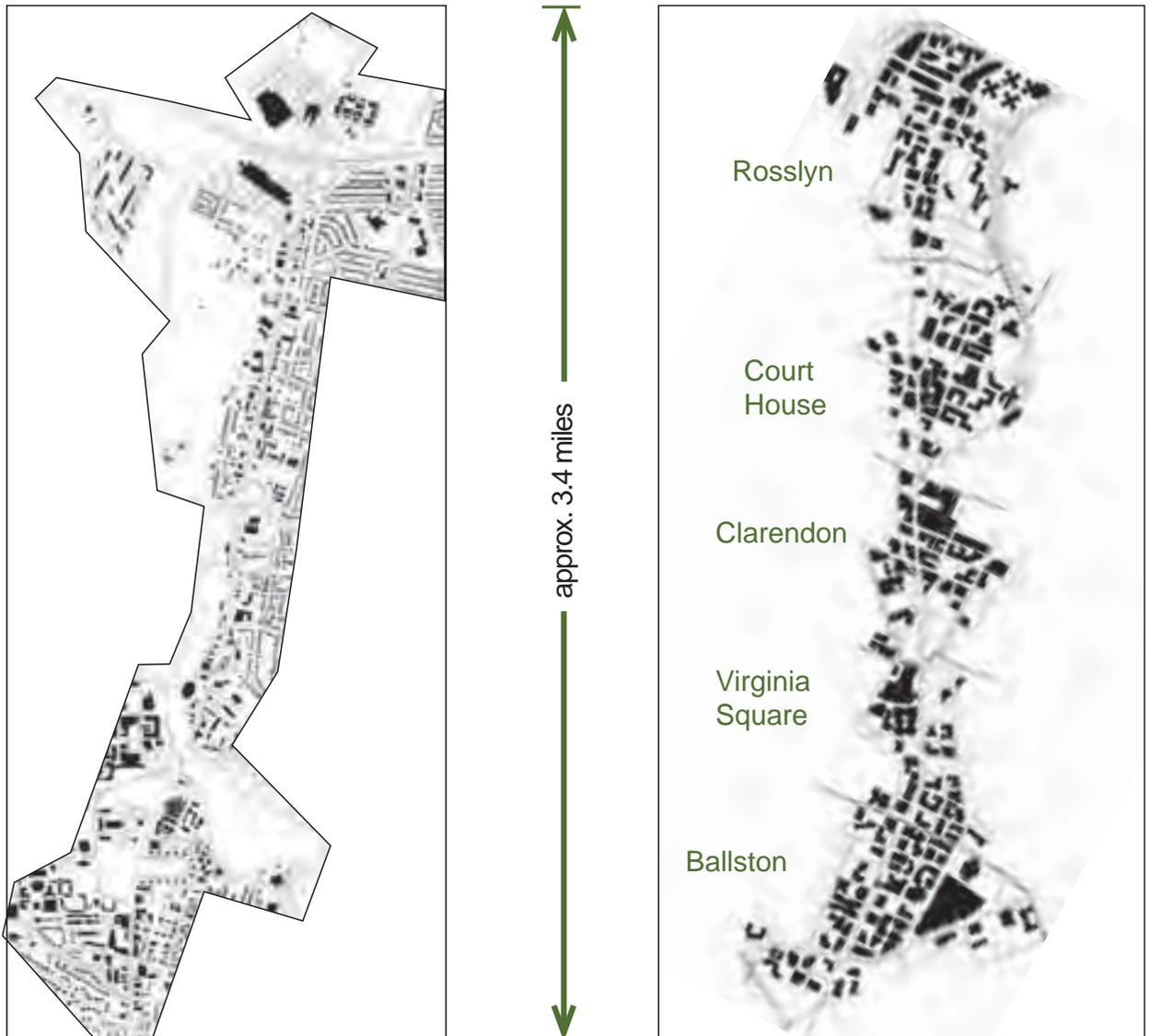
The proximity of neighborhoods adjacent to the corridor limits the intensity of development in some areas. Natural systems and topography along the western edge of the study area constrain numerous sites. Institutional uses, such as the University of Maryland, limit buildable land. Major roads, such as I-95/I-495

and MD 193, divide the street fabric between neighborhoods.

Scale Comparison

The Central US 1 Corridor is approximately 3.4 miles long, similar in length to the Rosslyn-Ballston Transit Corridor in nearby Arlington County, Virginia. Development in College Park is smaller-scaled, less dense, and spread along the length of the corridor. The Rosslyn-Ballston Corridor, in contrast, has clusters of development near transit nodes. These nodes support higher densities and provide different types of urban character along the corridor.

LEFT: College Park, MD, Central US 1 Corridor Study Area.
RIGHT: Arlington, VA, Rosslyn-Ballston Transit Corridor.



Neighborhood Analysis

Development Pattern

The neighborhoods that make up US 1 Corridor are socially and economically interrelated and interconnected. Hollywood, Autoville/Cherry Hill, Daniels Park/Oak Spring/Branchville, Berwyn, Lakeland, University of Maryland, Old Town, and Calvert Hills are bisected by US 1, which acts as a local and regional thoroughfare. The neighborhoods adjacent to US 1 have deep roots in history and long term local and regional commercial associations dating back to when they consisted largely of plantations and dirt roads.

The growth of US 1 as a regional connector, originally a connector of neighborhoods and catalyst for

commercial activity and social interaction, has become a large obstacle towards neighborhood cohesion in the region. Each neighborhood has been highly protective of their respective gateways. The lack of mobility on and across US 1 is a major hindrance to the sustainable development and growth of the region. The daily and seasonal traffic rhythm of US 1 dominates the daily activities of College Park residents, dictating driving and shopping habits and influencing social interaction.

Accessibility and Walkability

The high amount of regional traffic on US 1 has created a more inward-looking neighborhood framework. Some areas of the corridor are essentially separated into neighborhood “islands”. However, on either side of US 1, the separation by neighborhood of housing typologies can be subtle. The general adjacency of green

Drawing depicting College Park in 1945.



Drawing depicting College Park in 1970.



infrastructure, such as accessible parkland and tree-lined streets, combines with an eclectic, diverse housing stock and generally walkable streets to create highly livable neighborhoods. Historic houses dating from various key periods in history dot the local landscape, providing examples of scale, form, and materials and providing appropriate references to College Park's past.

Transition

Preserving and safeguarding this subtle neighborhood subcharacter within the College Park region is of high importance to its residents. The process for transformation of US 1 from obstacle to agent of neighborhood cohesion and interconnectivity, one that fosters walkability and a sense of place, must carefully respond to the different typologies exhibited by each neighborhood. The pedestrian-friendly, transit-oriented nodes proposed along US 1 must have transitional development areas that cushion neighborhood borders, protect neighborhood integrity, and provide a smooth transition from lower to higher intensities of use. The guidance generated by the sector plan for development in the transitional areas must be as carefully crafted as the framework for the walkable nodes.

Preservation

The development goals, policies, and design standards must foster a shift in intensity from neighborhood to commercial areas by reaching lightly into the neighborhood zones with low impact changes, such as new signage, additional sidewalks and/or changes in sidewalk width, bicycle and handicapped access elements, seating, and bus structures that unobtrusively

enhance connectivity. The region should remain true to its character by advocating buffers between new commercial activities and neighborhood edges. Both the economic development of US 1 and the changes generated in each neighborhood will be phased in over time. The creation of walkable, transit-oriented nodes along US 1 shall also generate a comparable series of coordinated responses at its perimeter. This managed growth will ensure the preservation of neighborhood character that College Park residents now actively enjoy.

Managing Growth

This sector plan recognizes that growth and redevelopment will occur along the Central US 1 Corridor and adjacent areas. The sector plan defines strategies to manage future growth in a manner that will minimize neighborhood impact. The key to successful plan implementation and impact mitigation is preparation and commitment. Understanding that development will occur and planning for that development well in advance of construction is of paramount importance in preserving and enhancing the strong sense of community shared by the citizens of College Park. The sector plan advocates continued cooperation and calls for the meshing of diverse interests (neighborhood and environmental preservation, focused and directed development to appropriate locations, expansion of the University of Maryland, multimodal transportation networks) to ensure a cohesive, coordinated, and phased redevelopment program that is respectful of the unique needs and desires of all stakeholders.

Demographic Profile (2008)—Information

The Central US 1 Corridor is a diverse community with proportionately larger white and Asian populations and a significantly smaller African American population than the county, a large employment base, and a sizable population between the ages of 18 and 25. This eclectic population inhabits a mix of stable single-family houses; group quarters, such as dormitories, student housing facilities, and rental units; and an increasing amount of quality, market-rate apartment housing.

Data for this analysis are based on U.S. Census Bureau information. Data are from the 2000 Census and the 2005 American Community Survey, unless otherwise indicated.

Population, Households, and Education

Although the sector plan study area consists of less than one percent of the county’s overall land area, it is relatively well populated with 8.2 persons per acre over the full extent of the pertinent Transportation Analysis Zones (TAZs) serving the sector plan area (some of

which extend beyond the sector plan boundaries), compared to less than 3 persons per acre in the county. The dense development in this area is reflective of the historic compact-development pattern that evolved as the streetcar suburbs along Rhode Island Avenue and subdivisions platted at the turn of the twentieth century adjacent to Baltimore Avenue began to grow.

In 2005, the population for the Central US 1 Corridor sector plan area was 30,317 in the TAZs, accounting for approximately 3.7 percent of the county’s population in 2.8 percent of its households. Vacancy rates are lower than the county average of 5.25 percent, with just 1.66 percent vacancy of single-family dwelling units and 2.56 percent vacancy of multifamily units. Because of the presence of the University of Maryland’s flagship campus, the Central US 1 Corridor contains nearly half of the county’s group-quarters population, and the university also explains why the sector plan area accounts for 3.7 percent of the county’s population but only 2.8 percent of its households.

	Central US 1 Corridor (Staff Estimates)	Prince George’s County (2005 ACS)	Sector Plan Area as Percentage of County	Sector Plan Area Buildout 2030 (Staff Estimates)
Population	30,317	828,834	3.7%	44,167
Population Density (Persons per acre)	8.2	2.7	N/A	11.9
Households	8,281	296,960	2.8%	13,873
Group-Quarters Population	8,762	20,041 (estimate)	43.7%	10,109
Vacancy Rates	1.66% (single-family) 2.56% (multifamily)	5.25%	N/A	N/A
Bachelor’s Degree (2000)	21%	27.1%	N/A	N/A

The Central US 1 Corridor is expected to experience significant dwelling-unit growth prior to 2030, but this growth will represent a shift away from the typical pattern of group quarters and other student housing types to more single-family and market-rate, multifamily development. Emerging research indicates the pedestrian- and transit-friendly development character recommended by the sector plan is likely to result in some growth of young households (primarily between the ages of 25 and 34), as recent graduates, young professionals, and newly-married couples tend to favor walkable, high-density communities. One side effect of this trend may be increased owner-occupancy in the stable residential communities east of US 1, as students and young professionals move closer to the proposed transit network and walkable nodes along US 1.

It is also important to note the impact of the University of Maryland on the sector plan area. As of May 2009, 26,475 undergraduate and 10,525 graduate students attend the university. In addition, the university employs 13,080 faculty and staff. Taking the group-quarters population into account, these totals mean that approximately 41,300 additional people may be

in the sector plan area on any given class day, though true numbers are usually lower because of how the university schedules classes. While the population of the area is highly educated, the percentage of residents who obtained bachelor’s degrees or higher by the year 2000 was 21 percent, lower than the 27 percent in the county. This is most likely because a large share of the population still attends the university and has yet to graduate. Since 2000, the county percentage of persons age 25 and older who have obtained a bachelor’s degree or higher has risen to 29, and given surging enrollment at the University of Maryland over the past decade, the percentage in the sector plan area has probably risen as well, though data to support this conclusion is unavailable at this time.

The sector plan area reflects a pattern of diversity that differs from that of the county. In 2000, Prince George’s County was 62.7 percent black, 27.0 percent white, and 3.9 percent Asian, with the remaining 6.4 percent being American Indian, Eskimo, or Aleut or other race. In contrast, the population of the Central US 1 Corridor is approximately 70.0 percent white, 16.4 percent black, and 10.1 percent Asian, with 3.5 percent coming from other races.

Table 2: Race (2000 Census data)

	Central US 1 Corridor		Prince George’s County	
	Number	Percent	Number	Percent
Black	6,116	16.4	502,550	62.7
White	26,151	70.0	216,726	27.0
Asian	3,786	10.1	31,479	3.9
Other (includes Hispanic and American Indian, Eskimo, or Aleut)	1,302	3.5	50,760	6.4

Employment

As of 2005, there were 32,314 jobs located within the sector plan area, with the University of Maryland the single largest employer. This number represents 10.7 percent of the county’s jobs, an impressive share considering the small size of the sector plan area. As of 2005, the jobs-to-population (J:P) ratio in the Central US 1 Corridor stands at 0.87, far in excess of the county’s J:P of 0.38 in 2000 and easily exceeding one of the key economic development objectives of the 2002 General Plan to increase the jobs-to-population ratio. The recommendations of this sector plan will result in an increase in population and in nonresidential uses, but this ratio will actually decrease over time in the sector plan area. However, it is expected that nearby development at the College Park-University of Maryland Metro Station and M Square Research Park will provide enough jobs in close proximity to the Central US 1 Corridor so that the overall J:P ratio in this area will remain quite high.

In part, due to the proximity of the Metro station and the WMATA Green Line, travel time to work in the sector plan area was found to be 25.0 minutes, which compares to the county average of 35.9 minutes. By increasing the mix of residential and nonresidential uses and focusing on transit-oriented development, this sector plan is geared to further reduce travel times to work so that residents have more time available for other pursuits.

Finally, as of the 2000 Census, the median household income in the sector plan area was nearly identical to the countywide average: \$55,259 in the sector plan

area compared to \$55,256 in the county. This is due primarily to the presence of the students who live in the sector plan area and who tend not to be employed full-time. A large share of high-median household income levels among traditional households balances the relatively low income levels of the student population. The market analysis conducted for this area reinforces this finding but also suggests that, to some degree, the median household income does not fully translate into buying power. This is because college students often have more discretionary money than families and singles with children.

Market Analysis

Existing Market Conditions

While the residential development market has the potential to be quite dynamic across a number of product types, the pace of such development is by no means assured, with a number of recently planned projects being subject to delays. The majority of the commercial land uses along the corridor are older and retail or service oriented. Though some retail components may be underserved, notably in the full service restaurant and supermarket categories, the possible addition of University of Maryland’s East Campus development may largely fill any gaps in nearer-term demand. A mixture of local-serving, smaller-scale, generally moderately-priced office space and a substantial supply of Class A office space serving larger federal and nonprofit office uses (generally located to the periphery of the corridor) exists; as well as a well-established, middle-market hotel base.

Table 3: Employment (2000 Census Data)

	Central US 1 Corridor	Prince George’s County	Sector Plan Area as Percentage of County
Employment/Jobs	32,314 (2005 data)	303,060	10.7
Travel Time to Work	25.0 minutes	35.9 minutes	N/A
Median Household Income	\$55,259	\$55,256	N/A

Market Drivers

Favorable demographics, new development, and a commitment by the state, county, and local governments define new longer-term use opportunities for the Central US 1 Corridor. The appeal for new development within the corridor study area is predicated on multiple sources:

- Activities related to the University of Maryland.
- Multiple transportation options.
- Relatively affordable housing choices.
- An expanding nearby employment base.
- Selected unmet retail demand.
- Public investments in redevelopment.
- Flexible mixed-use zoning.
- Infill parcels ready to redevelop.

Market Constraints

Notwithstanding the potential for the corridor study area, several specific constraints act to limit the scale and velocity of new development:

- Stalled national and regional economy.
- Near-term development financing challenges.
- Limited growth in the background market.
- An elongated corridor area.
- More land than market (at least for mixed-use development).
- Incompatible parcel-by-parcel land uses.
- Traffic, turning, pedestrian, and other access constraints.
- Cost of land and construction of higher-density development.
- Competing projects at nearby locations (i.e., Prince George's Plaza area).

Elements of Change Since the 2002 College Park US 1 Corridor Sector Plan

- Stronger overall market dynamics, sufficient to support some new construction.
- Surging interest in living near transit, often in a higher-density living environment.

- More jobs, especially at the M Square Research Park.
- Mixed-use zoning permits residential development along US 1.
- Reinforced market synergies resulting from development activity along the corridor.
- Rise in land values.
- Stakeholders' coordinated commitment to economic development.
- Strong prospects for the Purple Line.

Market Area Characteristics

The Central US 1 Corridor sector plan area is an approximately 3.4-mile stretch along Baltimore Avenue from Guilford Drive in the south up to the IKEA/Camden at College Park properties in the north. The study area also includes points west along Cherry Hill Road and east along Greenbelt Road. Some principal defining characteristics that describe the study area include:

- The study area comprises 842 acres, a relatively large area to be aggregated as a commercial or mixed-use area, especially when spread out. By way of comparison, the general commercial and peripheral areas of downtown Bethesda include less than one half of this land area, covering some 405 acres.
- Apart from serving automobile traffic, the corridor development zone is effectively noncontinuous, formed by a series of subareas that are each one half to one and one half miles in length, separated from each other by some fairly substantial open spaces and road networks.
- Though developed at a relatively low density, there are few undeveloped parcels, and as the US 1 Corridor is surrounded by largely built-out residential neighborhoods, there are limited overall prospects for major population gain. Employment can expand, as can the University of Maryland over time, but not at volumes enough to dramatically alter the basic characteristics of the existing levels of demand.
- The study area is part of a regional context of competing and aligned land uses. Though the location has many advantages, ranking perhaps

at the top of the most viable redevelopment corridors in all of Prince George’s County, its future is nonetheless still dependent on being able to build to a relatively price-sensitive marketplace.

Potential Future Competition

The 2002 General Plan defines significant commercial development nodes that are encouraged at locations relatively near to the US 1 sector plan area. Some of the larger projects in the development pipeline or which have been discussed by the property owners include:

East Campus (US 1 Corridor)

The largest of the planned projects in the primary trade area is the University of Maryland’s East Campus, with over 2,000 residential units and 400,000 square feet of planned retail space.

Cafritz Project (US 1 Corridor)

The property owner has held discussions with the community about an idea to construct 900+ housing units, a 120-room hotel, and 220,000 square feet of retail in Riverdale Park along Baltimore Avenue within the primary trade area. The property is currently in the R-55 (one-family detached residential) Zone, which does not permit residential density in excess of 6.7 dwelling units per acre or most non-residential uses.

Greenbelt Station (Greenbelt Metropolitan Center)

Located adjacent to the Greenbelt Metro Station within the primary trade area, this project is planned for 1,660 residential units, 1.58 million square feet of retail, 1.86 million square feet of office/commercial space, and a 550-room hotel.

Konterra (Konterra Possible Future Regional Center)

Located north along I-95 in Laurel and outside of the primary trade area, this project features 4,500 residential units and 5.9 million square feet of commercial space.



Nearby centers as designated by the *Prince George’s County Approved General Plan*.

Key Issues

Community stakeholder input, project team analysis, and staff recommendations have identified a number of areas of importance that the new sector plan should address. These varied issues cover a wide range of concerns and are addressed by the sector plan.

Environment Sensitivity and Sustainability

1. Take advantage of the Paint Branch environmental corridor by integrating open space, trail connections, and sustainable design practices.
2. Build upon the unique synergy of the parallel environmental and urban development corridors.

Economic Development—Corridor Diversity/ Land Use and the Market

3. Highlight the value of enhancing and branding the differentiating character of various walkable nodes and subneighborhoods.
4. Prioritize nodes of development and focus commercial and retail development to those nodes to maximize the return of investment in a market limited by nearby demand.
5. Contain development costs to ensure College Park is competitively priced to attract demand to the corridor. This could entail keeping potential densities below thresholds, requiring high-rise constructions, and minimizing requirements for mandated land uses. Allow for market-based parking provisions without going below grade, with case-by-case and longer term exceptions.
6. Use provision of additional student housing as a driver for change. Provide a platform for diversification of new housing products.
7. Balance market realities (e.g., existing auto uses) with plan vision and community interests (e.g., diversification of community-serving retail).

8. Provide special attention to preserving and strengthening the traditional downtown of College Park.

Transportation

9. Land use first, transportation second. While in the planning phase, the desired urban form should precede street design. Streets must support the land use vision. Plan land use first, but build transportation first in the implementation phase.
10. Support walkable development through more complete street design in new walkable areas. Provide short block dimensions.
11. Make transit a priority by coordinating existing services, branding new services, and better connecting new services to the existing regional transit network.
12. Facilitate bicycling as a transportation mode. Manage speeds on US 1 to support bicycling, accommodate facilities where appropriate, connect to regional trail systems, and provide bicycle parking with new redevelopment.

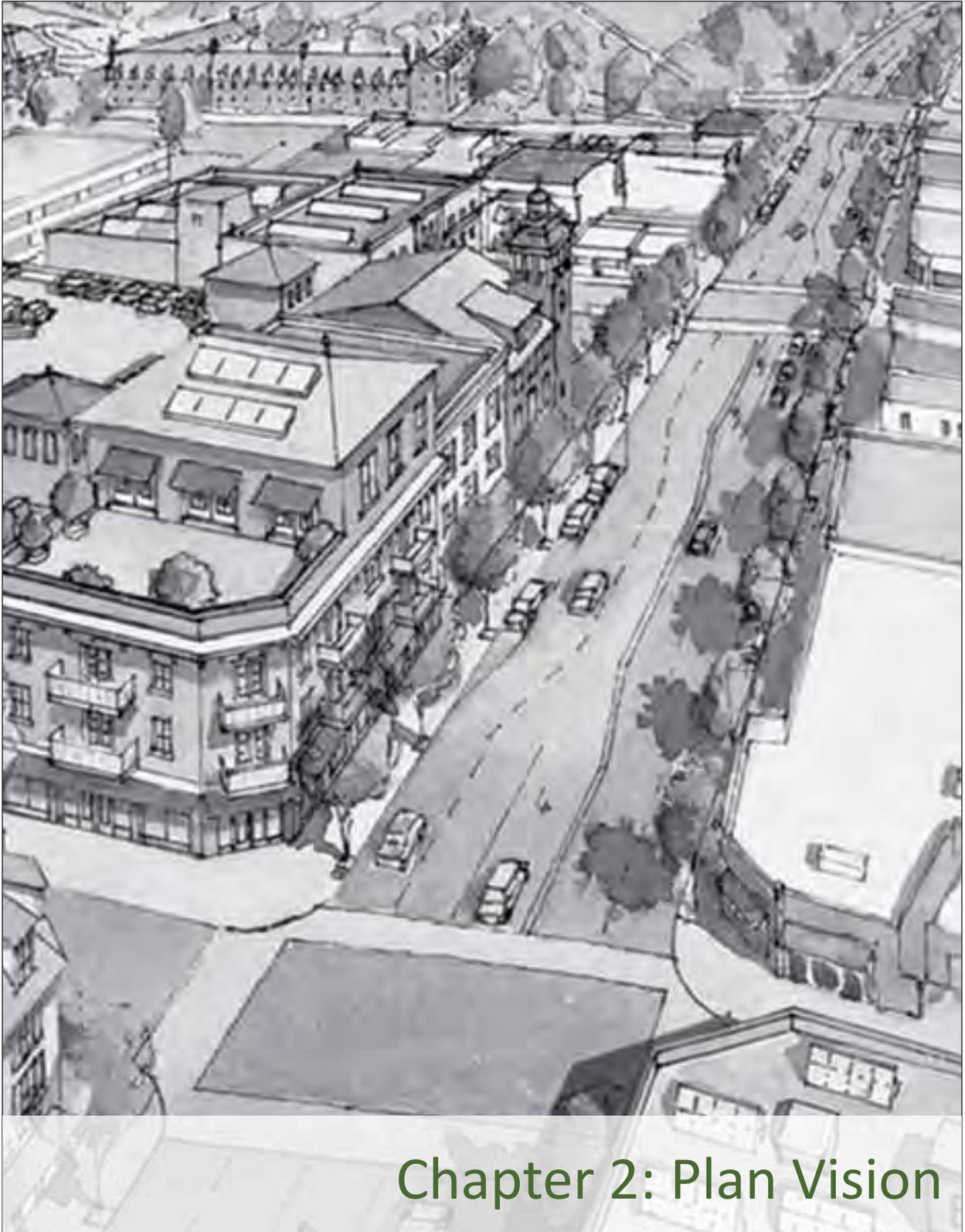
Land Use and Urban Design

13. Promote revitalization of the US 1 Corridor by targeting a series of mixed-use, pedestrian-friendly nodes.
14. Promote a stronger working relationship between the University of Maryland, the City of College Park, and M-NCPPC in achieving the goals of the Central US 1 Corridor Sector Plan.

Regulatory Reform

15. Provide more clarity and predictability in the planning and approval process.

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Chapter 2: Plan Vision

Vision Statements

The Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment envisions a transformation of the US 1 Corridor from an auto-dominated thoroughway into a series of vibrant, transit-oriented, walkable nodes complemented by mid-rise, street-oriented buildings and an urban boulevard. This chapter provides a holistic overview of the plan's guiding principles and elements envisioned in a new US 1 urban boulevard.

Vision 1: Improved Mobility Through Walking, Transit, and Biking

Walkable nodes are active, mixed-use destinations that are designed for pedestrians. Street design and building form work together to enhance the pedestrian experience and encourage more walking, transit use, and bicycling. Additionally, urban walking and biking trails connect the US 1 Corridor to the Paint Branch Trail and connections beyond.

Vision 2: Unique, Walkable Nodes along US 1

Each new walkable node is located around a transit stop, conveniently connecting pedestrians to the wider transit network. Bus services are simplified and branded to promote higher usage. New development within walkable nodes responds to the scale and character of surrounding neighborhoods.

Vision 3: Enhanced Sense of Place

A renewed focus on College Park's existing assets promotes a stronger sense of place. Local businesses,

improved bus service, agriculture, and parks are promoted and celebrated. Neighborhoods are connected to parks, trails, retail centers, Metro, and the University of Maryland through transit and urban trails.

Vision 4: Sustainable Urbanism and Celebrating Natural Resources

Sustainable urbanism focuses on the symbiotic relationship of the natural and built environment. The Central US 1 Corridor Sector Plan strives for the integration of walkable and transit-served urbanism with high-performance, energy-efficient buildings, environmentally sensitive infrastructure, and an accessible park system.

Vision 5: Reformed Development Regulations

Alternative solutions to the county's existing zoning code, such as form-based codes, can provide desirable, predictable development that is closely tied to the physical vision outlined by the community.

Vision 6: An Exemplary College Town

Together, the county, The Maryland-National Capital Park and Planning Commission (M-NCPPC), the City of College Park, and the University of Maryland have the resources to foster an exemplary college town that improves the quality of life for residents, attracts top-quality students, and inspires visitors.

Vision 1: Improved Mobility Through Walking, Transit, and Biking

Today, US 1 is the primary vehicular throughway for College Park. The Central US 1 Corridor Sector Plan expands US 1's role from an auto-oriented roadway into a multimodal transportation corridor, serving pedestrians, transit-users, and cyclists, as well as automobiles.

- Based on previous studies, stakeholder input, and transportation analyses, the plan envisions shared and dedicated bike lanes, widened sidewalks, and a pedestrian-oriented streetscape along the length of the corridor.
- In designated walkable nodes, the pedestrian environment is enhanced with transit stops, street-oriented buildings with ground floor retail, and on-street parking.
- Existing bus services are coordinated into a unified service, with short headways and clearly identifiable destinations, routes, and schedules.

- Clearly defined east–west, pedestrian-friendly streets connect US 1 to Rhode Island Avenue and the Paint Branch Trail and also connects College Park neighborhoods to local and regional trail systems.



RIGHT: Charrette table drawing depicting transportation ideas.

BELOW: Rendering of US 1 along Fraternity Row.



Vision 2: Unique, Walkable Nodes Along US 1

For the last twenty years, a large portion of new commercial development and job growth in the Washington, D.C., metropolitan area has occurred in urbanizing corridors, such as the Rosslyn-Ballston corridor in Arlington, VA, and downtown Silver Spring, MD. For the Central US 1 Corridor to achieve successful, sustainable growth, it must redevelop as a series of compact, walkable, and transit-oriented nodes.

- Walkable nodes along US 1 are places for commerce, public services, and transit. They fulfill a growing demand for additional housing stock in the region. The higher densities envisioned in these walkable nodes also help incentivize much-needed public amenities for the College Park community.
- Each walkable node is directly and uniquely influenced by adjacent neighborhoods. Building height, scale, and type will be tailored to the existing businesses and residents, while accommodating desirable growth and change.
- Walkable nodes are designed for the pedestrian experience, instead of the commuter through traffic that currently determines the design of US 1 and the properties fronting it. The walkable nodes are positioned around transit “superstops,” or places to switch between modes of transportation. New and existing residents, for example, could leave their parked cars and ride shuttle buses to the University of Maryland, downtown College Park, and other walkable nodes.

- Higher-density nodes also promote use of innovative transit systems, such as rapid bus circulators, bus locating/signaling technology, shared bike lanes, and urban furniture and amenities.

RIGHT: Conceptual sketch of potential walkable nodes.

BELOW: Rendering of a walkable node.



Vision 3: Enhanced Sense of Place

Due to the linear nature of existing development along US 1, the city's "main street," College Park lacks the unified sense of place present in many other American college towns. US 1 has multiple, and sometimes conflicting, roles: a commuter thoroughway, a stable community of families and homeowners, a commercial center, and the home of a world-class university. The sector plan envisions creating a stronger sense of place for College Park by focusing on its unique resources:

- The Paint Branch Stream Valley Park is a beautiful natural park and trail system but it is under-utilized and underappreciated. This sector plan connects US 1 and the surrounding neighborhoods to the park with views, bridges, trail connections, signage, and marketing.
- Although US 1 is a major corridor for buses, the many routes are confusing and users have trouble getting to key destinations on time. Better branding and simplification of bus routes would help existing users and encourage new ones.
- Local agriculture can help improve College Park's economy and environment, in addition to contributing to its sense of place. The plan promotes agriculture at all scales, from home gardens to local farming.
- New construction in College Park should respect and reinforce community character. The plan specifies infill development appropriate to its particular urban condition. In walkable nodes around transit stops, main street buildings and more substantial mixed-use buildings will predominate. In other areas, infill construction should be consistent with the scale and character of neighboring buildings.

TOP: An existing bridge over the Paint Branch.
 CENTER: The DC Circulator, a branded bus service connecting key destinations in Washington, D.C.
 BOTTOM: Proposed neighborhood-serving businesses in the Hollywood Commercial District.

This drawing is for illustrative purposes only.

- During the charrette, College Park residents expressed a strong desire for neighborhood-serving retail and more local businesses. Located within short walking distances of existing neighborhoods, the pedestrian-friendly nodes are ideal places for neighborhood-oriented commerce.



Vision 4: Sustainable Urbanism and Celebrating Natural Resources

The sector plan raises awareness of the symbiotic relationship between the natural and built landscapes. It also reaches beyond previous, small-scale attempts at sustainable urbanism and proposes region-wide initiatives. College Park benefits from regionally-important natural resources, and should strive to promote those amenities.

- Prince George’s County, College Park, and the University of Maryland can significantly reduce carbon emissions and improve environmental quality by adopting “green” building standards, such as those established by the Leadership in Energy and Environmental Design Green Building Rating System.

- Implementing systemic and innovative approaches to managing urban stormwater on new redevelopment sites along the corridor will reduce dependence on costly regional systems. This can also minimize the levels of stormwater runoff flowing into Paint Branch, which has experienced increased flooding and erosion problems in recent years.
- Additional trail entrances off US 1 should be connected to pedestrian-oriented, tree-lined streets that link Paint Branch to College Park neighborhoods in order to make it possible for residents and students to use the Paint Branch Trail to commute by bike or foot through College Park. As redevelopment occurs, small parks and greens should be introduced in each neighborhood and walkable node in College Park as amenities for pedestrians and to serve as community gathering places for neighborhoods.



LEFT: This diagram illustrates some proposed new pedestrian and bicycle connections between Rhode Island Avenue, US 1, and the Paint Branch Trail. These pedestrian connections also link up to walkable nodes along US 1.

BELOW: Innovative stormwater management can be incorporated into streets, parks, and plazas in an elegant manner.



Vision 5: Reformed Development Regulations

Existing zoning codes are largely based on quantitative rather than qualitative measures, making it difficult to achieve the vision established by stakeholders.

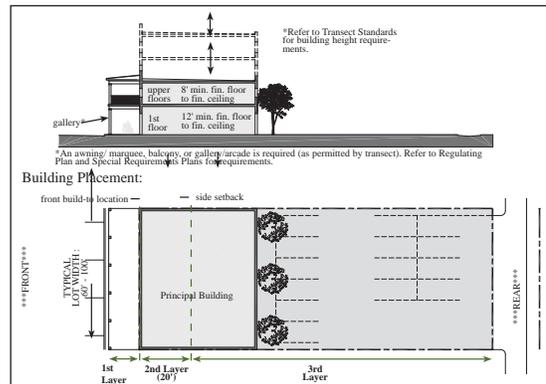
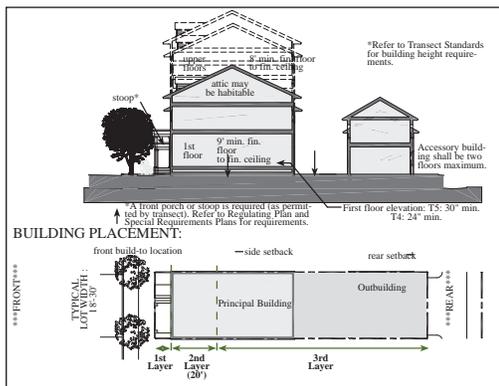
Alternative tools, such as form-based codes, can provide desirable, predictable development that is closely tied to the physical vision outlined by the community.

- Continue efforts to make the development process more predictable for developers and residents, as well as county, city, and university officials and staff.
- Develop techniques and tools that better implement the community’s vision for a walkable community with a strong sense of place.
- Evaluate the possible use of alternative zoning tools, such as form-based codes. Adoption of a form-based code would allow by-right development of property in congruence with standards set forth in the code. A form-based code would streamline the development approval process and improve certainty about future development aimed at implementing the community’s vision.



LEFT: Current land-use in College Park is based on conventional, use-based zoning.

BELOW: Form-based codes make clear, graphic prescriptions for building form and the design of the public realm, such as street lane width, and street tree location. Land use is considered secondary to urban form.



Vision 6: An Exemplary College Town

Prince George’s County, M-NCPPC, the City of College Park, and the University of Maryland have a shared interest in promoting their world-class college town. By nurturing dialogue and collaboration, the stakeholders can realize an environment that improves the quality of life for residents, students and faculty, and visitors.

- It is essential that communication between these entities be open and frequent and that the vision and the needs of all groups are understood. Likewise, improved coordination and communication with local stakeholders,

transportation officials, utility planners, and environmental officials is needed.

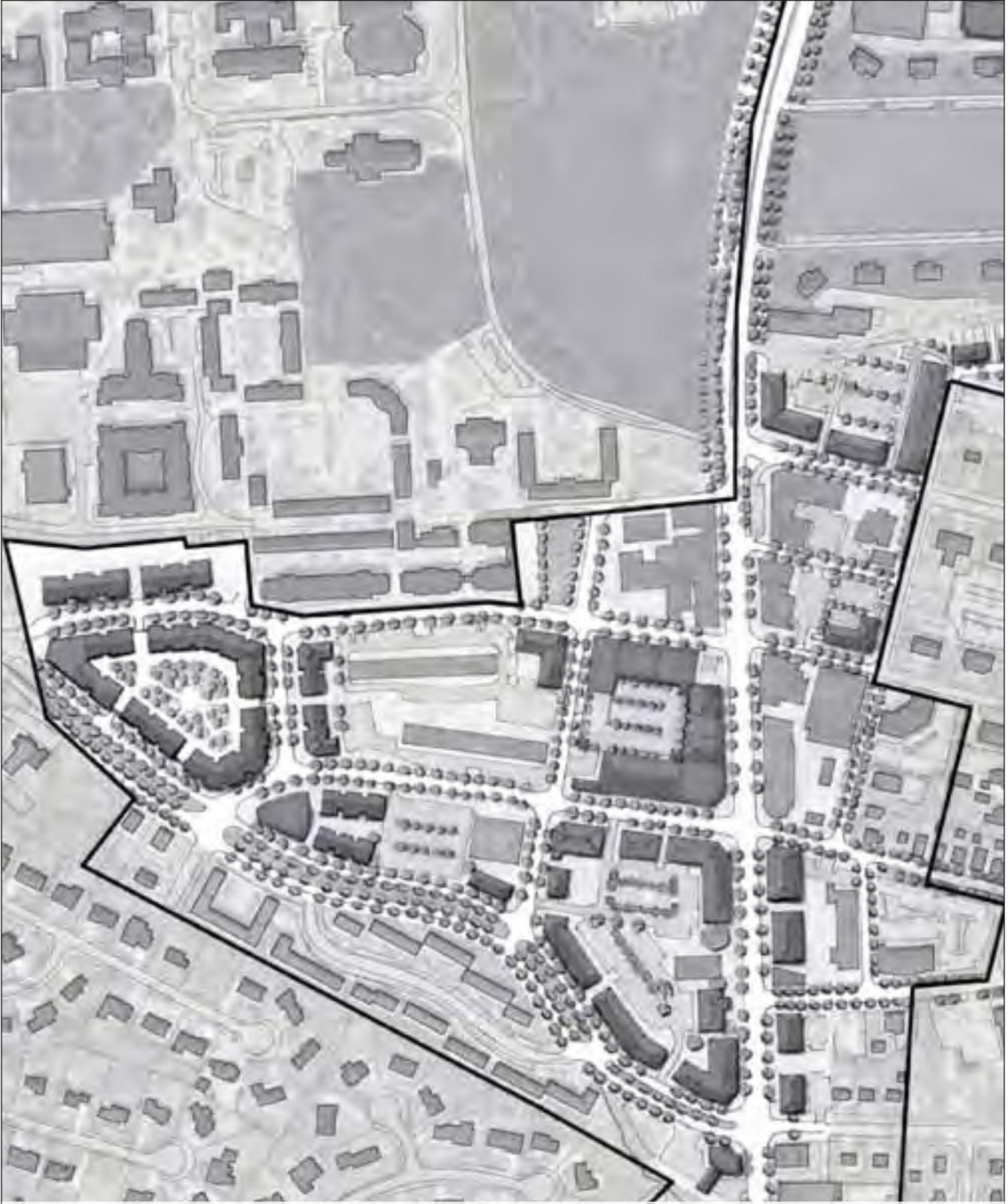
- Improved coordination between the county, M-NCPPC, the City of College Park, and the university should be achieved in the realm of large-scale development review and approval (such as projects like University View and East Campus) for future infill redevelopment along US 1.
- Clear, coordinated policies and regulations regarding the location of student housing should continue to be developed and implemented.
- Local entities should work together to develop a strategic parking plan that benefits both the university and the city by limiting on-campus parking and encouraging greater use of public transit.
- Greater coordination of services, such as bus routes, should be developed in order to achieve the high-frequency, integrated bus circulator desired by the community.



TOP: Improvements to the University of Maryland benefit the entire College Park community.

CENTER: The numerous transit agencies operating buses along US 1 should coordinate to create a single, streamlined circulator route up and down US 1.

BOTTOM: Transportation agencies, the University of Maryland, the city, and the county should work together to improve bus stops and coordinate them with the development of walkable nodes.



Chapter 3: Development Pattern

Amendments to the General Plan

The 2002 *Prince George's County Approved General Plan* establishes policy areas for tiers, centers, and corridors. The *Approved Central US 1 Corridor Sector Plan and Sectional Amendment* (SMA) includes land in both the Developed and Developing Tiers and encompasses approximately three miles of the US 1 Corridor. The 2002 General Plan provides for the amendment of policy areas through the comprehensive planning process. The Central US 1 Corridor Sector Plan amends the 2002 General Plan corridor boundaries as follows:

- Designates five corridor nodes along the US 1 Corridor:
 - Downtown College Park between the southern boundary of the University of Maryland, just north of College Avenue, and Guilford Road.
 - University of Maryland between Paint Branch Parkway and the southern boundary of the University of Maryland, excluding fraternity row.
 - Lower Midtown between Quebec Street and the Paint Branch Stream Valley Park.
 - Upper Midtown/Cherokee between Erie Street and University Boulevard.
 - Uptown between the Capital Beltway and the Beltsville Agricultural Research Center.

For the purposes of this sector plan, all five corridor nodes are considered to be walkable nodes and are identified as desirable and appropriate locations for transit-oriented, mixed-use development at medium- to high-densities. Corridor nodes located north of MD 193 shall not be considered for future application of Subtitle 27A of the County Code.

- Amends the US 1 Corridor to define its boundaries as it passes through the City of College Park. The boundaries of the US 1 Corridor are considered to be coterminous with the sector plan boundaries through the portion of the corridor addressed in the sector plan.



TOP: 2002 General Plan

BOTTOM: This plan amends the 2002 General Plan to designate five corridor nodes (in white) and clarify the corridor boundaries.

Vision

The Central US 1 Corridor is a vibrant hub of activity highlighted by walkable concentrations of pedestrian- and transit-oriented mixed-use development, integration of the natural and built environments, extensive use of sustainable design techniques, thriving residential communities, a complete and balanced transportation network, and a world-class educational institution.



Connecticut Avenue NW in the District of Columbia is characterized by compact, walkable, transit-served development located along a heavily-traveled urban corridor and integrated with an environmental corridor, the Rock Creek Parkway. These conditions are similar to the vision for the Central US 1 Corridor.

Image source: Pictometry

Background

This sector plan responds to an evolving set of market and development conditions that have begun to transform the US 1 Corridor from an auto-oriented commercial strip to the early stages of a high-density, primarily residential community. The sector plan area has been extensively studied since 2000 when work started on the *Approved College Park US 1 Corridor Sector Plan and Sectional Map Amendment*.

While that effort, approved in April 2002, established a clear vision for redevelopment of US 1 and made numerous recommendations to achieve the goals of the plan, subsequent studies have shown that development along the corridor has been inconsistent with the vision. Additional concerns were identified while preparing this plan's focus on traffic congestion, environmental quality and the health of the Paint Branch, lack of certainty in the development process, the relationship between existing single-family communities and new development, and questions relating to public infrastructure.

Since the approval of the 2002 College Park US 1 Sector Plan, several major countywide planning initiatives have been completed or are underway. These countywide plans include the 2002 *Prince George's County Approved General Plan*, 2005 *Approved Countywide Green Infrastructure Plan*, 2008 *Approved Public Safety Facilities Master Plan*, and 2009 *Approved Countywide Master Plan of Transportation*. Together, these functional plans guide the course for countywide development, following the comprehensive framework established by the 2002 General Plan. In addition, the University of Maryland recently completed its *Facilities Master Plan* update, which sets the framework for development of the university through the year 2020 and implements its strategic vision to become one of the top educational and research institutions in the country.

Key development initiatives, such as the proposed Purple Line, the University of Maryland's M Square Research Park and East Campus projects, and increasing demand for student housing in proximity to the university have contributed to the overall need to reevaluate the existing plans for this area. In response to these issues, new guiding principles for growth and development, and continuing development pressure along US 1, Prince George's County initiated the Central US 1 Corridor Sector Plan in October 2008.

Chapter Overview

This element of the sector plan establishes the land use pattern that guides future development and redevelopment of the US 1 Corridor in the City of College Park. It also establishes urban design recommendations that build on several key principles, such as sustainability, multimodal transportation, place-making, and crime prevention through environmental design (CPTED), to clearly set the desired character for development. The urban design recommendations established the basis for the design standards specified by the Development District Standards contained in the sectional map amendment portion of this document. The chapter also showcases an illustrative plan for one possible future for the US 1 Corridor, one that closely reflects the values and desires of the community and demonstrates how the overall visions of this plan can be implemented.

This chapter establishes policies and strategies that provide a framework for reinventing the US 1 Corridor, transforming the area from an auto-oriented commercial strip into a carefully planned and focused series of sustainable, multimodal, memorable places.

The land use and urban design recommendations apply corridorwide and to four interrelated areas identified by the sector plan:

- Walkable nodes
- Corridor infill
- Existing neighborhoods
- Natural areas

The policies and strategies are supplemented by detailed recommendations for six distinct areas within the sector plan. These recommendations provide an additional layer of texture and substance that contribute to the overall sense of community and uniqueness of place integral to College Park. These areas are:

- Downtown College Park
- University of Maryland
- Midtown

- Uptown
- Autoville and Cherry Hill Road
- Hollywood Commercial District



Illustrative plan reflecting one possible future for the Central US 1 Corridor.

This drawing is for illustrative purposes only.

Land Use and Urban Design Goals

- Concentrate pedestrian- and bicycle-friendly, transit-oriented, vertical mixed-use development along the Central US 1 Corridor in appropriate locations that capitalize on public investment in existing and proposed transportation systems.
- Provide for an increase in residential density to support new commercial and mixed-use development. Concentrate student housing in proximity to the University of Maryland, and introduce new housing types that cater to seniors, active adults, and recent graduates.
- Foster a symbiotic relationship between the natural and built environments by preserving the existing park system, expanding the green infrastructure network, and incorporating sustainable design methods in all new development.
- Incorporate new civic spaces and plazas connected by a network of streets, sidewalks, and trails.
- Create attractive, active streetscapes that provide safe pathways and enhanced connectivity for pedestrians and bicyclists.
- Reduce traffic conflicts by encouraging transit use, enhancing the existing street grid in College Park, reducing curb cuts on US 1, and encouraging alternate routes for through traffic.
- Encourage the highest-quality development by using innovative mixed-use zoning and urban design concepts, identifying market incentives and new partnerships, streamlining the development review process, and enforcing development district standards for all new construction.
- Support public sector reinvestment in reconstruction of the Central US 1 Corridor to complement new land use regulations and new development.
- Preserve the character of residential neighborhoods while ensuring they have access and are convenient to walkable nodes, corridor infill areas, and natural areas.
- Create an attractive and vibrant gateway to the City of College Park and the University of Maryland.



A key goal of the Central US 1 Corridor Sector Plan is to transform US 1 from an auto-oriented strip corridor into a series of compact, walkable nodes that will become memorable places, such as Alexandria, Virginia.

Land Use and Urban Design Principles

Sustainability

Sustainability is an imperative that shall infiltrate every aspect of planning, preservation, and development in the Central US 1 Corridor. College Park can be made a model for sustainability by reducing harmful emissions, managing stormwater runoff, conserving energy, promoting “green” development, and protecting existing natural resources.

While development may create additional vehicle trips, these can be mitigated by providing a mix of uses at appropriate locations throughout the corridor 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 Paint Branch, preventing pollutants from directly entering the stream and reducing the rapid erosion of stream banks.

Energy conservation measures, such as reducing automobile usage, weatherizing buildings, and incorporating new lighting solutions, should be put in

place in order to preserve precious fossil fuels for the future and reduce pollutants. The Paint Branch and the Paint Branch Stream Valley Park 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 sector plan 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.

Multimodal Transportation

Traffic congestion on US 1 is a significant concern. Unfortunately, there are no convenient solutions. In College Park, the most feasible option for improving mobility is to rethink past development patterns, and pursue a more sustainable concept of walkable nodes. Promoting walking, biking, and transit as the future of transportation will have a great impact on the use of the automobile in the US 1 Corridor. The irony of an automobile-dependent transportation system is that mobility suffers as gridlock and increasingly far-flung destinations hinder the efficient movement of people and goods. In highly developed areas such as metropolitan Washington, D.C., gridlock is an acute challenge that impacts the everyday lives of residents.



Increasing the levels of walking, biking, and transit ridership along US 1 and throughout College Park is a primary goal of this plan's urban design policy.

This reality has become particularly apparent along the Central US 1 Corridor, where there is no potential for increasing roadway capacity for single-occupancy automobiles.

College Park is well suited for a transition toward a more multimodal future. The Washington Metropolitan Area Transit Authority Metro Green Line serves much of the community, and the proposed Purple Line will serve Downtown College Park and the University of Maryland (UMD) campus. While many UMD students and College Park residents are already accustomed to walking and biking, this aspect of mobility could be improved. To encourage greater numbers of students and residents to walk, bike, or ride transit, the streets must be designed to be convenient, safe, comfortable, and interesting.

Placemaking

US 1 should be viewed as a connection between memorable places rather than a commercial strip corridor. This concept entails the development of higher-intensity, compact, and walkable nodes connected by lower-intensity development and boulevard street sections consistent with the reconfiguration of US 1 proposed by the Maryland State Highway Administration (SHA). More intense development should be concentrated in key areas, supporting a dynamic mix of uses and serving as a destination for pedestrians, bicyclists, and drivers who want to park their cars once and walk to their destinations. In between these compact, walkable nodes, lower-intensity development of a more residential character forms an appropriate transition from higher-intensity uses to the natural area and existing neighborhoods, while contributing to the residential population needed to support the walkable nodes.

Walkable nodes spaced about a half mile to one mile apart along the corridor serve as excellent transit and multimodal stops and encourage pedestrians to congregate at appropriate retail and employment areas. This new configuration will change US 1 in College Park from an auto-oriented commercial strip to a series of walkable places served by an efficient trolley, electric bus, a shuttle system, or places accessible by bicycle. In between these walkable nodes, transit could move more rapidly and efficiently because of the consolidation of stops at the nodes.

The Master Plan of Transportation recognizes the importance of accommodating all modes of transportation in new road construction or improvements to existing roads. The idea of “complete streets” involves adequately accommodating all modes of transportation along roadways, including bicycles, pedestrians, and those with disabilities. It places a priority on ensuring that all users are safely, comfortably, and adequately accommodated along area roads. This concept is evolving through congressional legislation that is gaining support and Maryland legislation that is in the process of being drafted for public review. The principles of complete streets should be incorporated into land use planning and urban design and also utilized during the review of development applications, road frontage improvements, and for more comprehensive multimodal capital improvements, for roadways or intersections. It is crucial that all modes of transportation are incorporated into all phases of planning, design, and implementation.

Crime Prevention Through Environmental Design (CPTED)

Crime prevention through environmental design 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 target hardening.

Along the Central US 1 Corridor, most crime or dangerous situations can be averted through natural surveillance, where people are regularly passing by or looking out their windows 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 (constituting nooks in which criminals can hide), and tall fences or hedges.

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 play a role, by sending a message that illegitimate behavior and activities will not be tolerated.

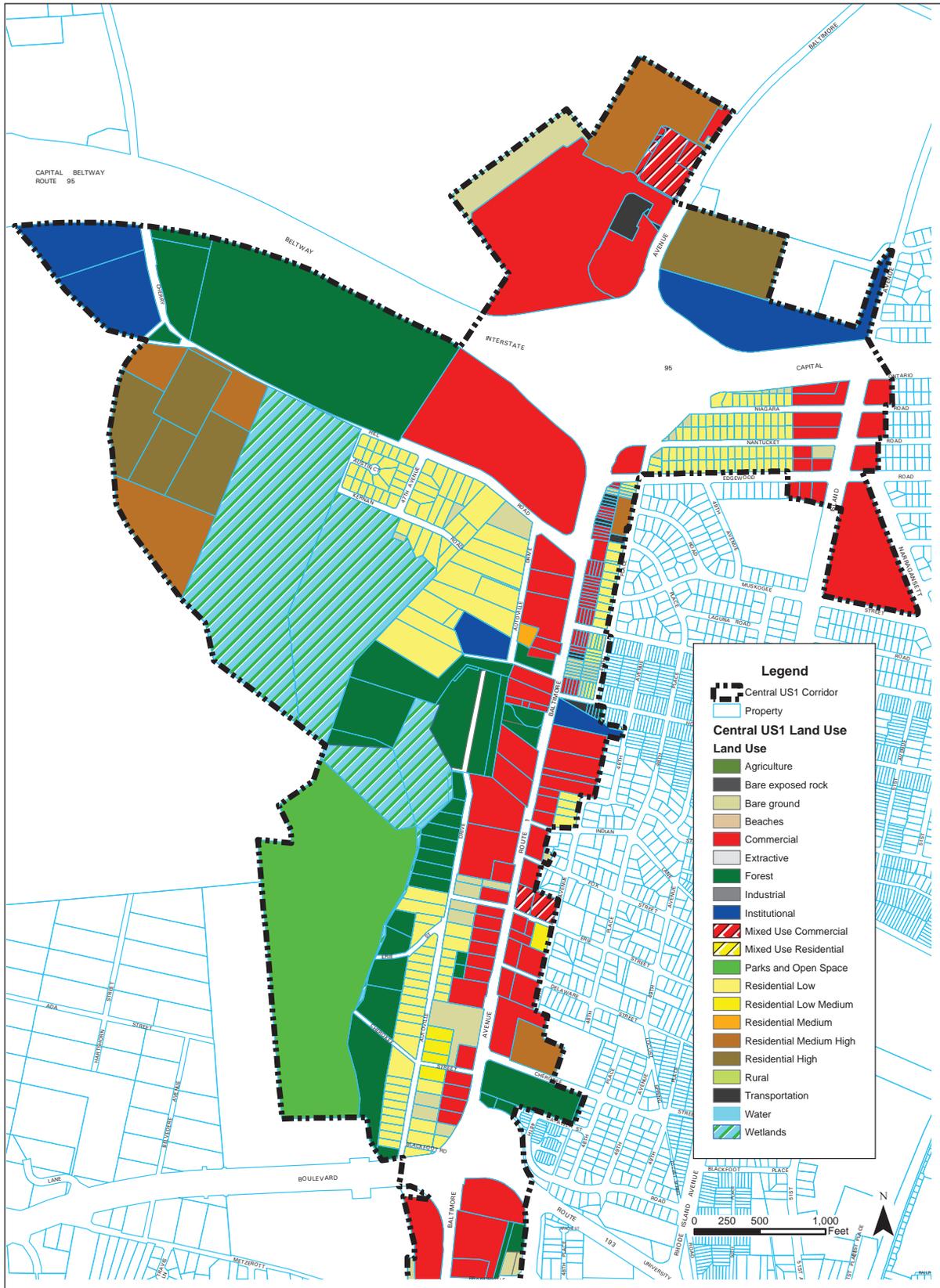
Natural access control focuses on placing entrances to buildings in plain public view from streets, plazas, open spaces, and other buildings. Traffic calming measures can contribute to natural access control by making streets less attractive for quick getaways. Controlled entrances to multifamily buildings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

Finally, target hardening can help reduce commercial and nonresidential crime. The use of attractive bollards, sturdy street furnishings, fountains, and other built amenities contribute to sense of place, while also providing obstacles to criminals intent on breaking into retail storefronts. Controlled access reduces the chances that private residences can be broken into.

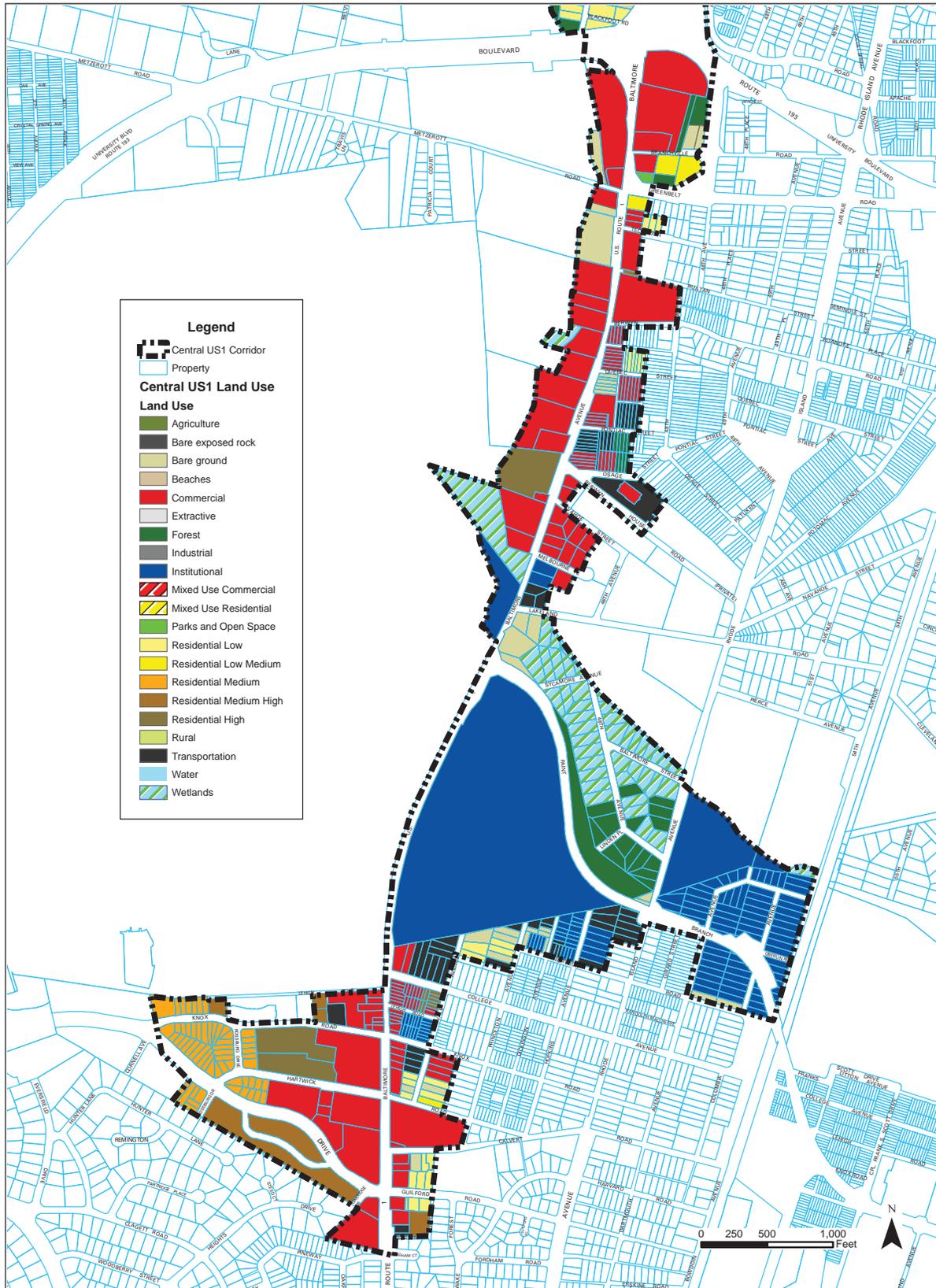


Land use policy and urban design measures are geared toward making memorable places in College Park.

Map 5: Existing Land Use North



Map 6: Existing Land Use South



Description of Land Use Categories

The existing land use categories included in this sector plan were developed for the county's *Approved Water Resources Functional Master Plan*, which in turn was mandated by the State of Maryland to address issues of water quality and quantity throughout the state. While useful for that purpose, land use categories, such as beaches or bare exposed rock, although not present in the Central US 1 Corridor, are not conducive to land use planning. Therefore, the proposed land use categories were created as consolidated, consistent categories that facilitate coordination and analysis for land use planning purposes.

Mixed-Use Commercial: Properties that contain a mix of uses that are predominantly nonresidential on the ground floor, including commerce, office, institutional, civic, and recreational uses. These properties may include a residential component but are primarily commercial in nature.

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 and parking areas.

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.

Mixed-Use Residential: Properties that contain a mix of uses that are predominantly residential on the ground floor.

Residential High: Detached and attached dwelling units and associated areas at densities higher than 20 dwelling units/acre (du/acre).

Residential Medium-High: Detached and attached dwelling units and associated areas with densities between 8 du/acre and 20 du/acre.

Residential Medium: Detached and attached dwelling units and associated areas with densities between 3 du/acre and 8 du/acre.

Residential Low Medium: Detached single-family dwelling units and associated areas with densities between 2 du/acre and 3 du/acre.

Residential Low: Detached single-family dwelling units and associated areas with densities between 0.5 du/acre and 2 du/acre.

Rural: Detached single-family dwelling units and associated areas with densities less than or equal to 0.5 du/acre.

Parks and Open Space: Properties where the use does not require structures, including parks, recreation areas (except areas associated with schools or other institutions), golf courses, and cemeteries.

Extractive: Consists of active surface mining operations, including sand and gravel pits, quarries, coal surface mines, and deep coal mines.

Agricultural: Includes cropland, pastures, orchards/vineyards/horticulture, feeding operations, agricultural buildings and facilities, and row and garden crops.

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.

Wetlands: Forested or nonforested wetlands, including tidal flats, tidal and nontidal marshes, and upland swamps and wet areas.

Beaches: Extensive shoreline areas of sand and gravel accumulation, with no vegetative cover or other land use.

Bare Exposed Rock: Areas of bedrock exposure, scarps, and other natural accumulations of rock without vegetative cover.

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.

Classification in the Mixed-Use Residential or Mixed-Use Commercial categories 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 use for the subject property. Consideration must be given to the overall character and mix of uses present along the Central US 1 Corridor.

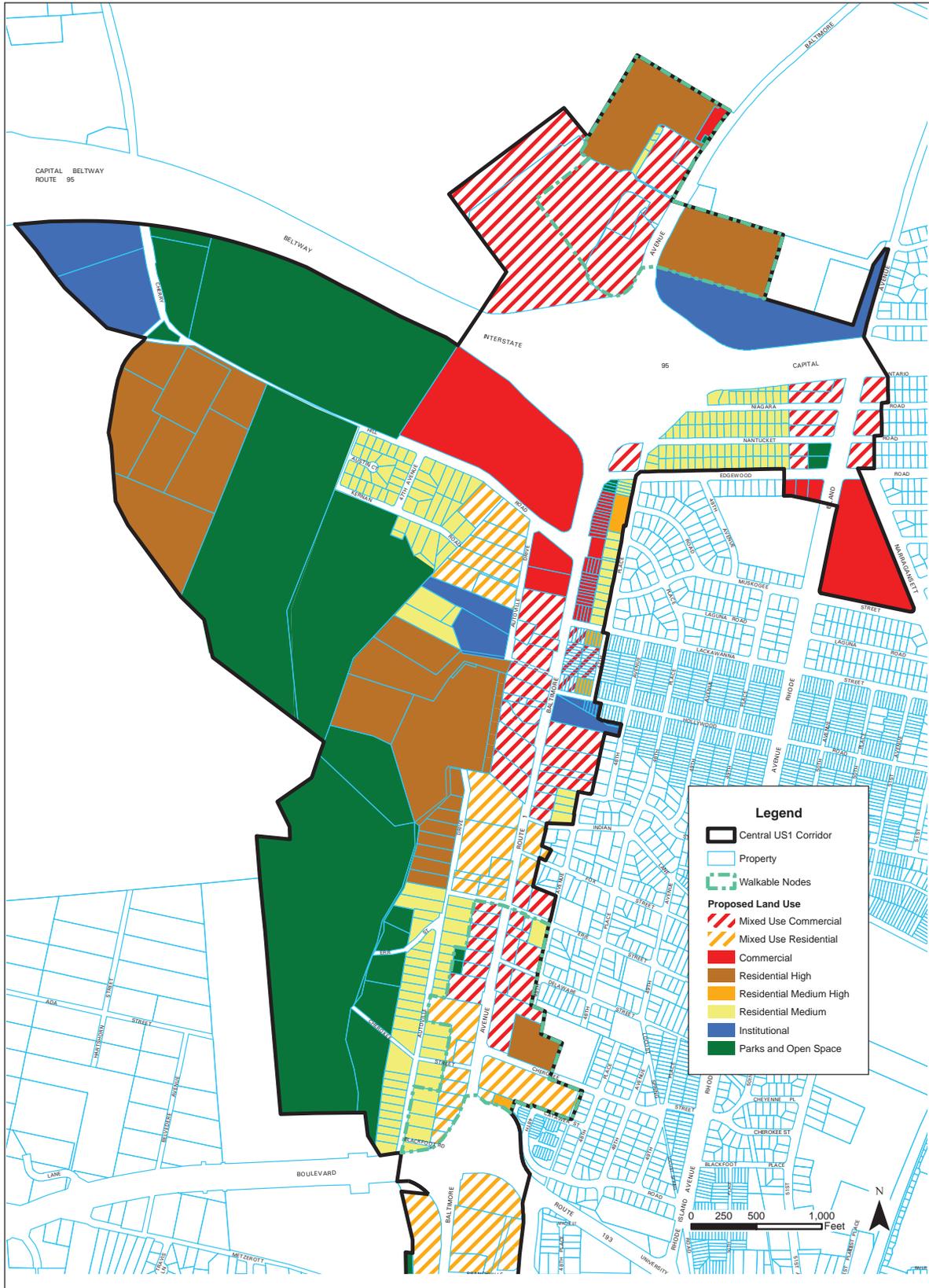
Table 4: Existing Land Use by Acreage

Land Use Category	Acreage
Bare Ground	25.4
Forest	99.6
Wetlands	99.5
Parks and Open Space	46.6
Residential Low	58.9
Residential Low Medium	4.2
Residential Medium	7.8
Residential Medium High	33.5
Residential High	36.5
Commercial	172.5
Institutional	102.1
Mixed-Use Commercial	4.0
Transportation	13.3
Subtotal	703.9
Right-of-Way	138.2
Total	842.1

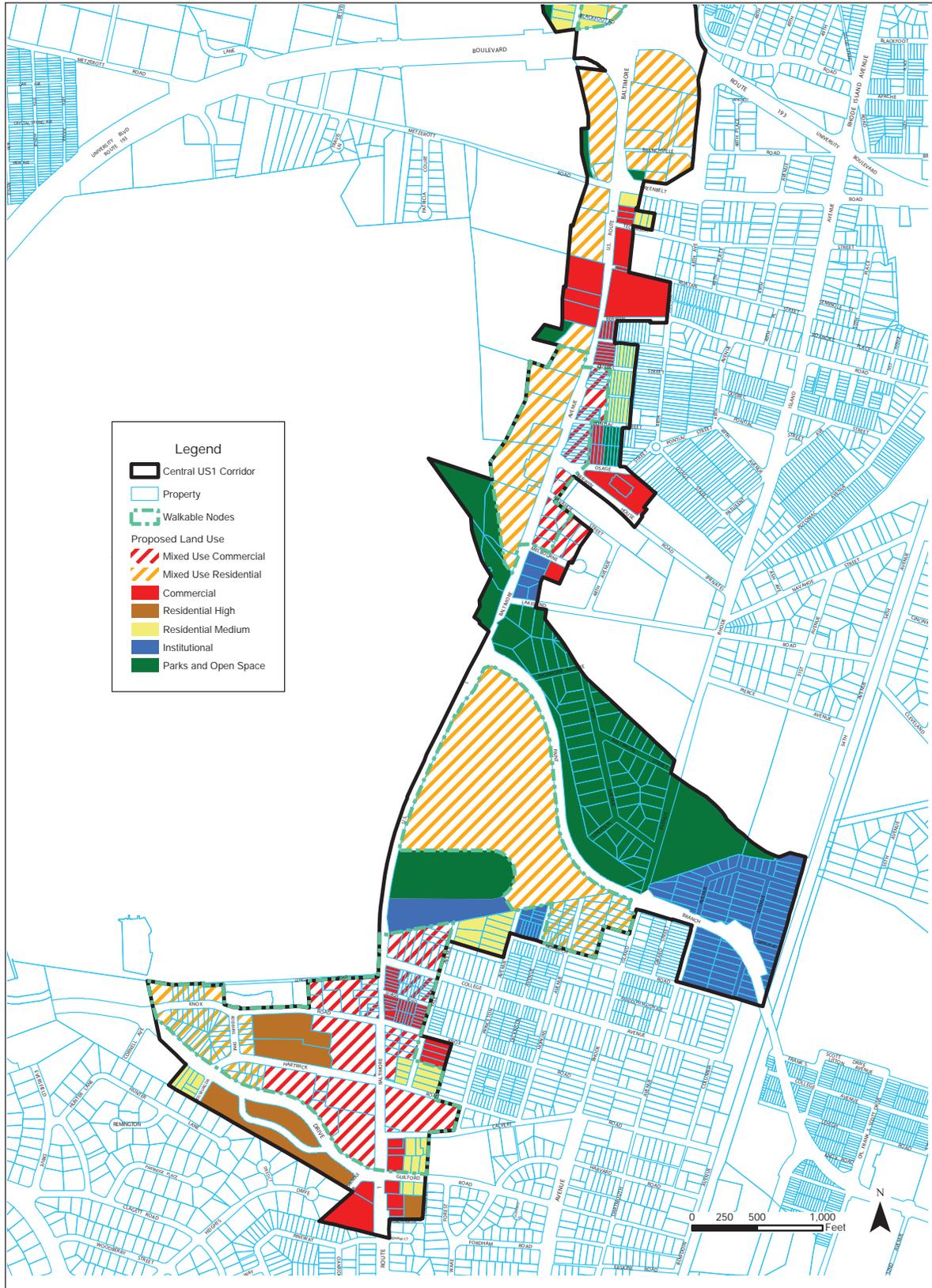
Table 5: Approved Land Use by Acreage

Land Use Category	Acreage
Parks and Open Space	222.0
Residential Medium	55.0
Residential Medium High	2.5
Residential High	100.9
Mixed-Use Residential	103.5
Mixed-Use Commercial	106.7
Commercial	57.7
Institutional	55.6
Subtotal	703.9
Right-of-Way	138.2
Total	842.1

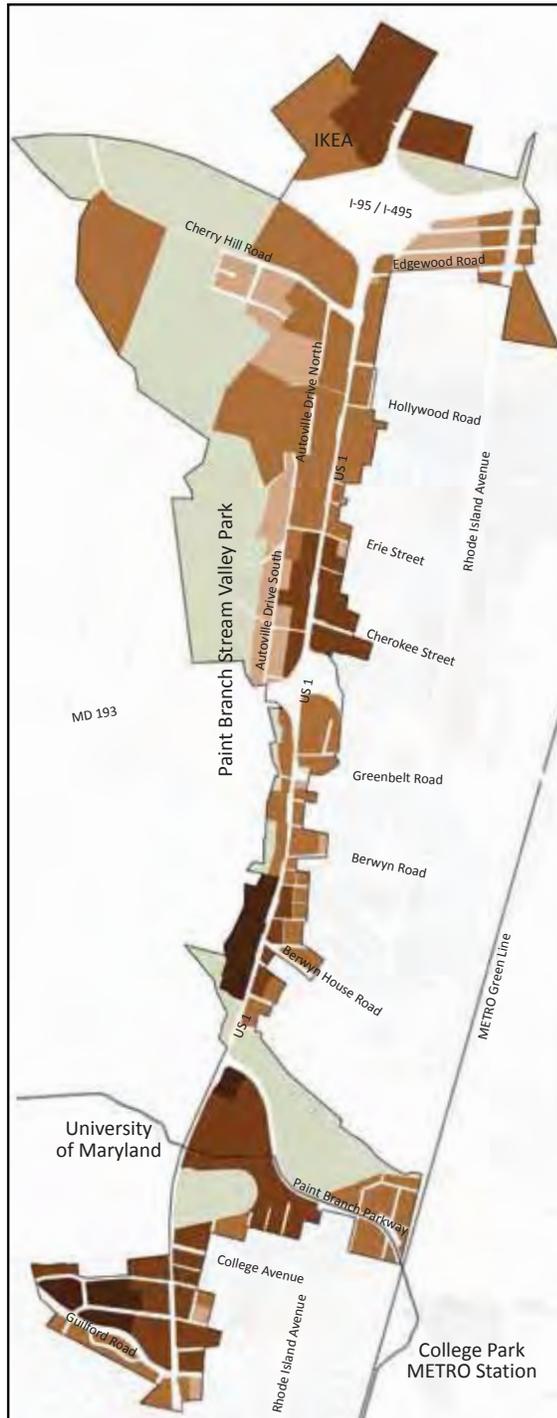
Map 7: Approved Land Use North



Map 8: Approved Land Use South



Land Use and Urban Design Policies



Corridorwide Policies

Policy 1

Increase mobility in College Park by adopting multimodal transportation principles and improving street network connectivity.

Strategies

1. Enhance street connectivity in College Park by creating new pedestrian-friendly street connections and cross streets at the time of redevelopment and reconnecting closed streets where possible. Improve east–west connections between existing residential neighborhoods, walkable nodes, the University of Maryland, the Paint Branch Stream Valley Park Trail, Rhode Island Avenue, and US 1. Where it is not possible to reopen closed streets in the short term, reserve the land for future street connections.
2. Construct wide, comfortable sidewalks along the entire length of US 1, with adequate buffering from passing vehicles. Buffering can be in the form of street trees planted near the edge of pavement or a generous landscaped buffer between the sidewalk and the roadway.
3. Enhance the bicycle network in College Park by improving bike facilities on the Paint Branch Stream Valley Park Trail and along Rhode Island Avenue; and by creating dedicated bike facilities along US 1. Create an eastbound counterflow bike lane/route on the existing one-way westbound segment of Metzert Road between the Paint Branch Trail and US 1. Support increased bicycle use by improving connections to the University of Maryland, providing bicycle parking, and offering bike racks on transit buses. Investigate the expansion of the ‘weBike’ bike-sharing program currently offered on the university campus.
4. Create a consolidated bus or streetcar circulator system along US 1 with 10-minute headway (time between buses) times, a clear route along the corridor, and recognizable branding.
5. Consolidate bus stop locations at the walkable nodes, Hollywood Commercial District, and other

appropriate areas to capitalize on high numbers of pedestrians and transit riders and to support a walkable, more environmentally-friendly lifestyle.

6. Provide amenities, such as bus shelters, benches, route maps, and schedules, to improve transit rider experience and level of comfort.
7. Encourage the SHA to work with the City of College Park, the University of Maryland, and the county Department of Public Works and Transportation (DPW&T) to fully evaluate existing travel patterns (including trips to and from the university) along US 1 and other nearby parallel facilities. SHA, the city, the university, and DPW&T should closely coordinate to implement effective measures to encourage alternate routes for directing university-oriented traffic away from US 1 and toward other routes, such as the Capital Beltway, MD 193, Kenilworth Avenue, New Hampshire Avenue, University Boulevard, Metzert Road, and Adelphi Road. Focus on Kenilworth Avenue and New Hampshire Avenue as potential alternates for through traffic between the Capital Beltway and Washington, D.C.
8. Plant shade trees along the entire length of US 1 to provide shade for pedestrians during the hot summer months. Trees planted along the edges of roadways and spaced approximately 30 to 40 feet on-center ensure a full canopy, reduce urban heat island effects, improve air quality, and act as psychological traffic calming measures, leading motorists to slow down as they feel more of a sense of enclosure.
9. Develop a consistent and interesting wayfinding system of directories, interpretive signage, directional signs, and other elements to help foster a sense of place and assist in informing visitors, students, and residents of the features of the Central US 1 Corridor, University of Maryland, and City of College Park. These wayfinding signs should be designed primarily for pedestrians and bicyclists. Wayfinding signs for bicyclists should be consistent with the standards of the Manual of Uniform Traffic Control Devices (MUTCD).

Policy 2

Focus new development and investment along US 1 on walkable, compact, and mixed-use nodes that will become new centers of activity.

Strategies

1. Implement a stronger set of development district standards and reevaluate use of the Mixed-Use Infill (M-U-I) Zone to ensure appropriate development occurs at the walkable nodes.
2. Establish a phasing and implementation program that places initial emphasis on walkable nodes.
3. Downzone properties outside the walkable nodes to reinforce the policies of the 2002 General Plan that direct corridor development to appropriate nodes.
4. Prioritize public investment by providing underground utilities, new sidewalks, street trees, landscaping, and plazas or public greens in the walkable nodes first. Extend this investment to other areas along the Central US 1 Corridor only after the walkable nodes have begun to revitalize and achieve the goals of the sector plan.
5. Ensure that any future expansion of the Development District Overlay Zone (DDOZ) boundaries and the M-U-I Zone is limited to locations that reinforce the concept of walkable nodes. Expansion of the DDOZ boundaries is not recommended outside of the walkable nodes unless the expansion is intended only to accommodate existing business uses that are impacted by future right-of-way expansion along US 1.
6. Support land consolidation and acquisition in appropriate locations where consolidation will better implement the vision and goals of this sector plan. Once the proposed urban diamond interchange at MD 193 and US 1 is built, consider vacating street rights-of-way at Greenbelt Road and 48th Avenue to make additional land available for redevelopment.

Policy 3

Embrace the symbiotic relationship of the natural and built environments.

Strategies

1. Reduce the carbon footprint of the Central US 1 Corridor by promoting walking, biking, and transit. Reduce vehicle miles traveled in College Park by shortening the distances residents must drive to meet their daily needs.
2. Reduce the amount of land consumed by development in College Park by promoting compact, walkable development.
3. Embrace green building practices by requiring all new development to incorporate sustainable design techniques. Encourage a minimum of Leadership in Energy and Environmental Design-Silver certification for new development in College Park. Explore programs to facilitate the weatherizing of existing homes and buildings.
4. Manage stormwater through the increased use of urban stormwater management techniques, including cisterns, green roofs, rain tanks, biofiltration measures, storage cells underneath streets and new development, and street tree planters. Implementing a citywide systemic approach to managing urban stormwater will reduce dependence on costly regional systems and will reduce harmful impacts on the Paint Branch.
5. Enforce development buffers along the Paint Branch, and enforce strict regulations on

New development along the Central US 1 Corridor will be focused in walkable nodes or areas of compact, mixed-use development that support pedestrian activity. This is an image of Clarendon, a walkable node on the Rosslyn-Ballston corridor in nearby Arlington, Virginia.

Image source: Pictometry

development along its edge outside of the walkable nodes.

Policy 4

Ensure that development in the Central US 1 Corridor does not adversely impact the character of existing residential neighborhoods.

Strategies

1. Implement a transition in building density and intensity from more intense uses within the walkable nodes and corridor infill areas to less intense uses within and adjacent to residential neighborhoods.



2. Provide buffering in the Autoville North area between existing homes and new development along Cherry Hill Road and Autoville Drive.
3. Ensure that any development along the southern portion of Autoville Drive is compatible with the existing single-family detached neighborhood and does not adversely impact the Paint Branch Stream Valley Park.
4. Restrict the intensity of redevelopment within the Hollywood Commercial District to ensure an appropriate transition between one- and two-story single-family detached dwellings and two- to three-story M-U-I buildings along Rhode Island Avenue. Preserve and enhance the existing green area along Muskogee Street and Narragansett Parkway adjacent to the REI Shopping Center.
5. Ensure that redevelopment of Downtown College Park does not adversely impact the properties located within the Old Town College Park Historic District.

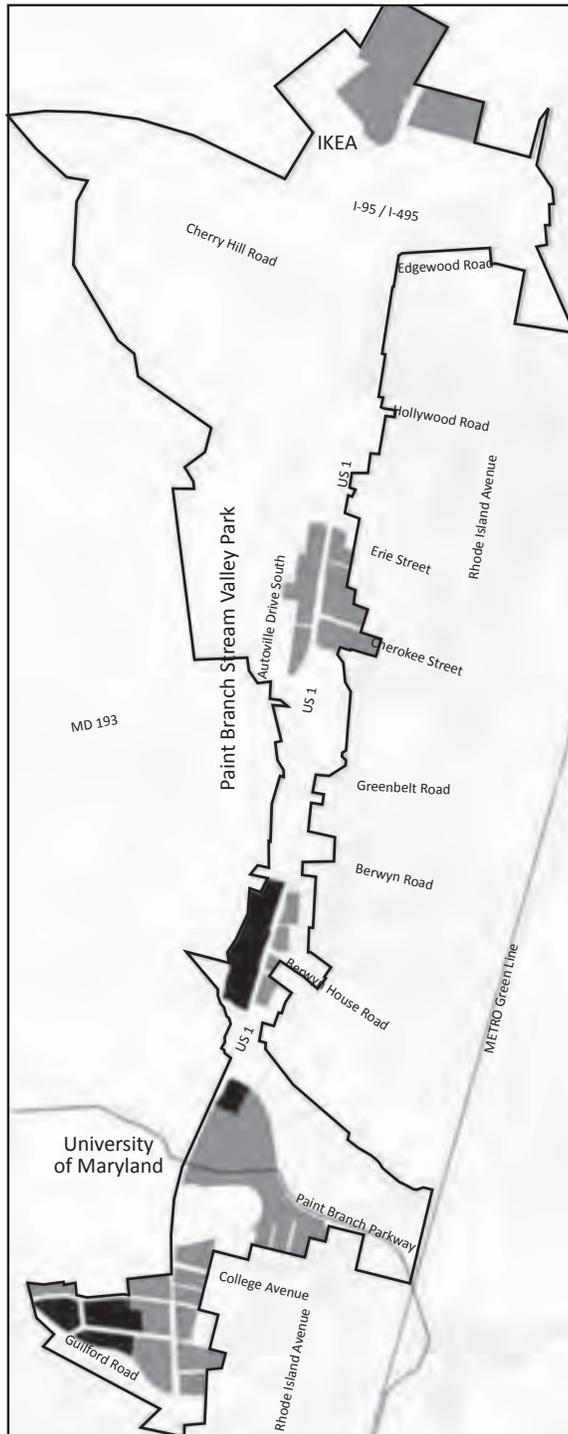
Policy 5

Foster a sense of community health and wellness.

Strategies

1. Restrict fast-food establishments with drive-through windows, and ensure that fast-food outlets provide healthy-choice offerings, such as fresh fruit, vegetables, and salads.
2. Provide grants or loans to support community-driven initiatives that benefit the health and wellness of residents.
3. Provide incentives for developers to conduct health-impact assessments, and provide health and wellness amenities during the development process.
4. Support and encourage additional connections to existing and proposed trail networks throughout the community. Consider the incorporation of exercise stations, drinking fountains, bicycle storage units, and other amenities to encourage increased exercise and trail use.
5. Provide incentives for developers to include shower and changing facilities for those who commute to work and class on bicycles.

Land Use and Urban Design Policies



Walkable Node Policies

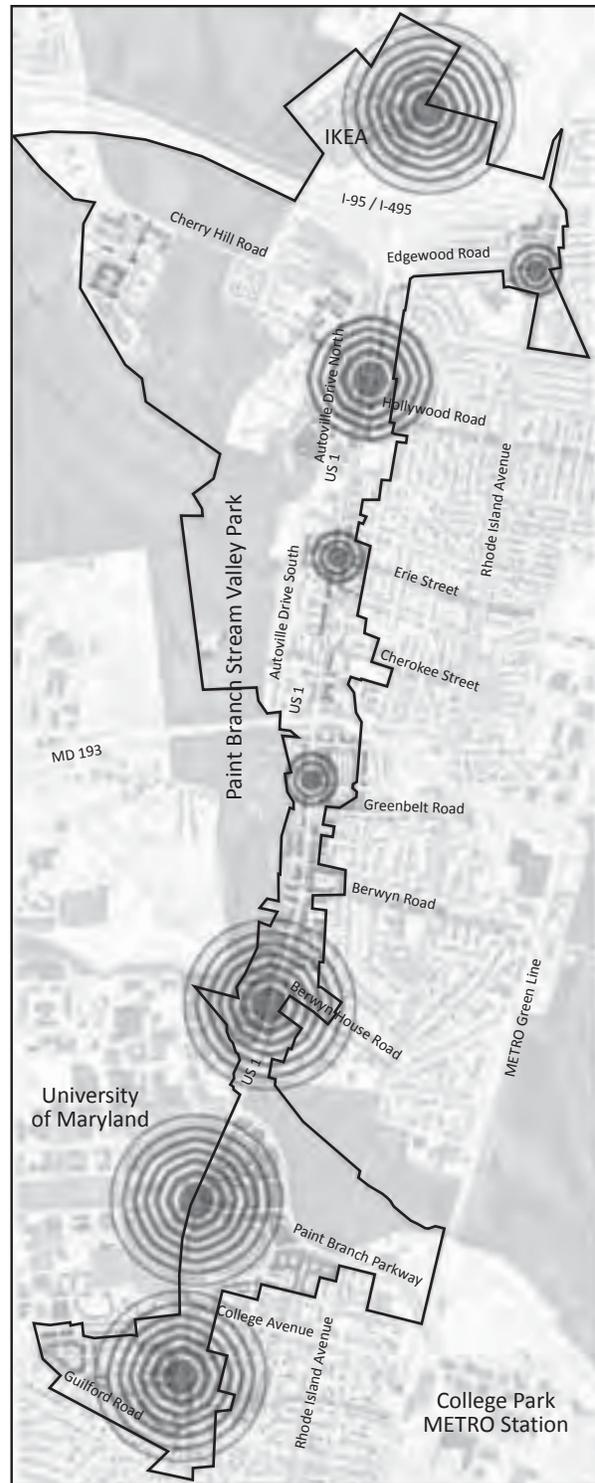
Policy 1

Develop a series of pedestrian-friendly, transit-oriented, mixed-use walkable nodes at appropriate locations along the Central US 1 Corridor.

Strategies

1. Reduce design speed on the segments of US 1 that pass through the walkable nodes in order to encourage drivers to slow down in these areas. Slower traffic is key to walkability, because it helps make pedestrians feel safe.
2. Establish a minimum residential density of 15 dwelling units per acre and 45 employees per acre in the walkable nodes to provide sufficient density to support the recommended level of bus service for the Central US 1 Corridor.
3. Prioritize walkable nodes to ensure their success and limit development in locations outside those recommended by the sector plan. The Lower Midtown node between Quebec Street and the Paint Branch Stream Valley Park is recommended as the first priority for redevelopment, followed by the University of Maryland node (East Campus redevelopment) and the Downtown College Park node between just north of College Avenue and Hartwick Road.
4. Provide generous sidewalks along US 1 and all side streets in the walkable nodes, with a width between 15 to 20 feet along US 1 and 6 to 10 feet on the side streets. These widths provide space for outdoor dining and street trees along US 1 and a comfortable walking area on the side streets, while providing an adequate distance between the building frontages and the streets.
5. Partner with the University of Maryland to strengthen relationships between the university, city, and county; ensure appropriate gateway development leading to the university's main entrance at US 1 and Paint Branch Parkway; and increase coordination of redevelopment initiatives to achieve shared goals for the Central US 1 Corridor.

6. Establish a working group consisting of public agency representatives, the City of College Park, the University of Maryland, and private developers to address issues with street rights-of-way along US 1. This plan recognizes that public ownership and maintenance of the street space may not always be feasible and encourages exploration of alternative techniques, including but not limited to public access easements and public/private maintenance agreements.
7. Explore the feasibility of establishing a comprehensive utilities undergrounding program along the entirety of the Central US 1 Corridor. This plan recognizes that programs of this nature will be costly and take time to come to fruition; therefore, the plan recommends a trial program be established and implemented during the next three to five years in the Lower Midtown node north of the University of Maryland—and tying into the existing underground network on the university campus to save on costs. Additional expansion of the undergrounding program could occur in a phased manner over the mid- to long-term. Relocate utilities to the rear of properties when undergrounding is not feasible.
8. Ensure a vertical mix of uses in the walkable nodes. The ground floor of buildings should be designed to look like storefronts, with windows and primary entrances facing the street. Retail and service uses should be provided on the ground floor of buildings within the walkable nodes.
9. Concentrate office and residential uses above the ground floor. The residents and employees inhabiting these spaces help support retail uses on the ground floor and create demand for increased transit service at the walkable nodes.
10. Locate service uses, such as loading facilities and trash collection, to alleys or secondary streets. Under no circumstances shall service uses be located on US 1.
11. Promote signalized intersections with pedestrian crosswalks at all street crossings in the walkable nodes, giving pedestrians a safe and convenient way to cross US 1.



This diagram depicts potential activity centers within the sector plan area, including four walkable nodes and the Hollywood Commercial District.

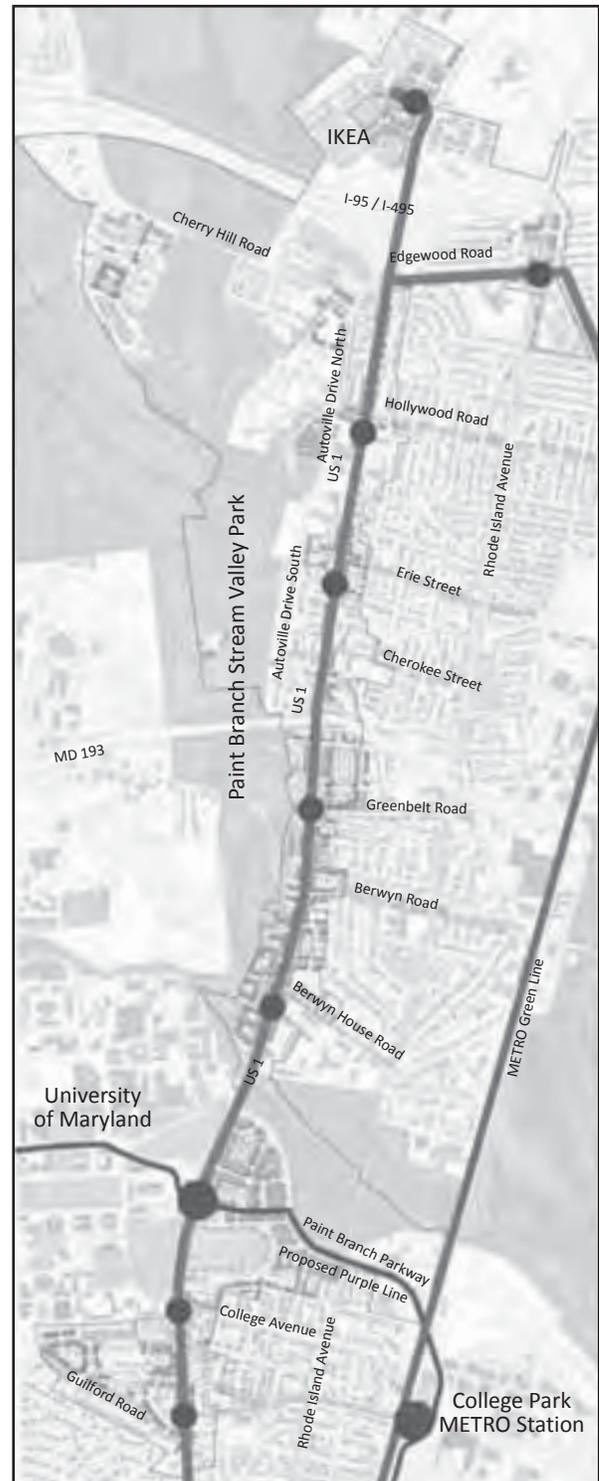
12. Promote the use of photo enforcement as a tool to improve pedestrian and bicyclist safety.
13. Consider the following engineering measures for pedestrian and bicyclist safety throughout the US 1 Corridor on appropriate roadways as they become standardized:
 - Accessible pedestrian signals.
 - Passive detection.
 - Crossing islands.
 - Raised crosswalks at non-signalized pedestrian crossings.
 - Convex mirrors.
 - Advanced stop bars for buffered bike lanes, cycle tracks, and sidepaths.
 - Separated facilities.
 - Bicyclist pavement markings.

Policy 2

Establish a strong sense of place along the Central US 1 Corridor by ensuring the highest quality of development.

Strategies

1. Establish strong architectural and urban design standards in the DDOZ to reinforce the desired character for US 1.
2. Establish building heights generally between two and six stories in height. Areas targeted for student housing, such as the Lower Midtown node between Pontiac Street and the Paint Branch Stream Valley Park, should have building heights between four and ten stories in height. Building heights should begin to step down as the walkable nodes transition into residential neighborhoods.
3. Ensure primary building entrances are provided along the street to facilitate convenient pedestrian connections and strengthen the connection between the building and the street space.
4. Promote plazas and pocket parks to provide gathering places for neighborhood events, enjoyment of the outdoors, and community well-being and exercise. Buildings along the edges of



This diagram depicts the proposed location of consolidated transit stops along US 1. Note that they tend to be located in walkable nodes.

these open spaces should be oriented toward the space to provide natural surveillance.

5. Locate most parking within the walkable nodes to mid-block parking lots and, as the market evolves, garages. Where parking garages front major streets, they should be lined with habitable space.
6. Use high-quality, durable, and attractive materials, such as brick and stone, for all new development.
7. Provide attractive landscaping in the walkable nodes to help establish a sense of place, with an emphasis on a more urban concept of street trees within planters set into the sidewalks and pedestrian spaces. Native species of plants should be chosen for landscaping.
8. Provide pedestrian-scaled signage and lighting. Do not design these elements for automobiles; rather, focus on the pedestrian experience.
9. Preserve the historic Art Deco-style commercial building on the east side of US 1 between College Avenue and Lehigh Road.

Policy 3

Create appropriate transitions between the higher-intensity walkable nodes and existing residential neighborhoods.

Strategies:

1. Develop townhouses or small apartment buildings between two and three stories in height as a transition between the walkable nodes and single-family detached dwellings. This type of development helps protect neighborhood integrity and provides a smooth transition from lower to higher intensities of use.

Appropriate transitions should be made between the higher-intensity walkable nodes and the existing residential neighborhoods that characterize College Park. This can be achieved through transition zones, seen alongside in Bethesda, Maryland, with smaller apartment buildings and row houses buffering the single-family neighborhood from the mixed-use center.

Image source: Pictometry



2. Ensure the same level of detail and attention is provided to the transition areas as to the walkable nodes to facilitate quality of development and preservation of the character of existing communities.

Policy 4

Ensure future development of the walkable nodes respects the Aviation Policy Areas (APA) established around the College Park Airport.

Strategies

1. Increase coordination between the development community, City of College Park, University of Maryland, and The Maryland-National Capital Park and Planning Commission (M-NCPPC) to better implement the goals and requirements of the APA.
2. Evaluate properties within the APA to address the suitability for high-intensity redevelopment in light of height and use restrictions established by the APA policies. Consider downzoning where appropriate.
3. Explore opportunities to incorporate art and architectural design that celebrates the College Park Airport in new development within walkable nodes subject to APA regulations, since these areas are in proximity to the airport.
4. Ensure development in the walkable nodes does not threaten the continued existence of the College Park Airport, the oldest continuously operated airport in the world.

Land Use and Urban Design Policies

Corridor Infill Policies

Policy 1

Provide a comfortable and safe route for pedestrians and bicyclists to travel along US 1.

Strategies

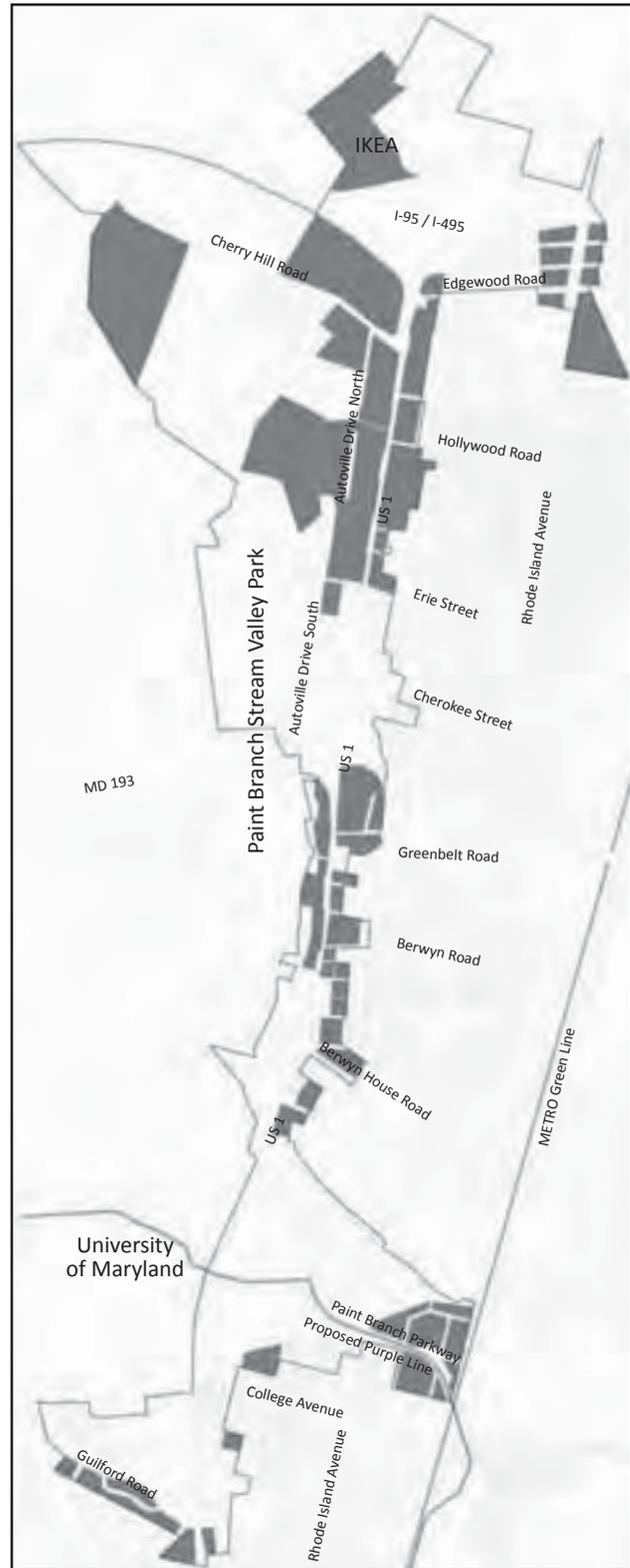
1. Establish wide sidewalks (between 8 and 16 feet wide) and, where appropriate, shared side paths that are buffered from US 1 and can accommodate pedestrians and slow bicyclists.
2. Support the SHA proposed redesign of US 1 to provide medians/safe refuges and recommend SHA construct cycle tracks as the preferred bicycle treatment.
3. Create a ten-foot landscaped planting strip with large shade trees between US 1 and the sidewalk. This will provide adequate buffering for pedestrians on the sidewalk, while also providing space for landscaping to buffer residents occupying lower floors of buildings from the noise and visual impact of US 1 traffic.

Policy 2

Develop a more residential character in the corridor infill areas with park-like landscaping, easy accessibility to nearby goods and services, and redevelopment of the existing strip-commercial character of US 1.

Strategies

1. Focus development primarily on residential land uses. Residential buildings or buildings with ground floor retail and residential uses above should be built with heights between two and four stories. An additional attic story may be appropriate to facilitate the desired character for these areas.
2. Preserve an automobile sales and services area between Indian Lane and Erie Street. Even in an area recommended for multimodal accessibility and the reduction of automobile dependence, these services are still essential to the modern lifestyle. Concentrating all future auto-oriented services in



2-4 Stories
Corridor Infill

this segment of US 1 will eliminate the need to provide them elsewhere along the corridor.

3. Establish a build-to line between 20 and 25 feet from the ultimate right-of-way of US 1. Coordinate with utilities agencies and other stakeholders to minimize potential conflicts with the public utilities easement.
4. Locate parking mid-block, and visually screen parking from the street. Depending on the density of the area, parking can be located in surface parking lots or structured parking decks. All mid-block parking should be lined with habitable space where it fronts major streets.

5. Establish a more traditional residential building frontage by providing stoops, porches, and balconies.

Policy 3

Provide strong connections to walkable nodes and existing residential neighborhoods.

Strategies

1. Initiate an access management plan to study potential new connections for mid-block alleys and interconnected parking lots. Work with property owners to make agreements to share mid-block or rear access to their properties, and close excess driveways on US 1. Consolidate access points for development along US 1 to cross streets wherever possible. Greater street connectivity will also provide better access to properties along US 1.



LEFT: Corridor infill areas have a predominantly residential character, with 20- to 25-foot setbacks from US 1 and building heights of 2–4 stories, plus attics. This aerial view of Connecticut Avenue NW in the District of Columbia depicts the character of corridor infill; note that building heights in College Park will be lower. Please also note the transition of building character from taller apartment buildings along Connecticut Avenue NW to the residential neighborhoods behind.

Image source: Pictometry

BELOW: Large shade trees, wide sidewalks, and small setbacks for gardens, stoops, or terraces are envisioned for the corridor infill areas.



2. Establish pedestrian- and bicycle-friendly street connections to existing residential neighborhoods and trails. Provide tree-lined streets with continuous sidewalks along these connections.

Policy 4

Establish appropriate residential densities within the corridor infill areas to ensure preservation of existing single-family neighborhoods.

Strategies

1. Limit residential density by reducing the maximum number of dwelling units per acre permitted in the M-U-I Zone.
2. Require acquisition of at least one and a half acres of property under single ownership to permit rezoning to the M-U-I Zone through the detailed site plan process detailed under Section 27-548.26 of the Zoning Ordinance.

Land Use and Urban Design Policies

Existing Neighborhood Policies

Policy 1

Preserve the residential character of College Park's existing neighborhoods.

Strategies

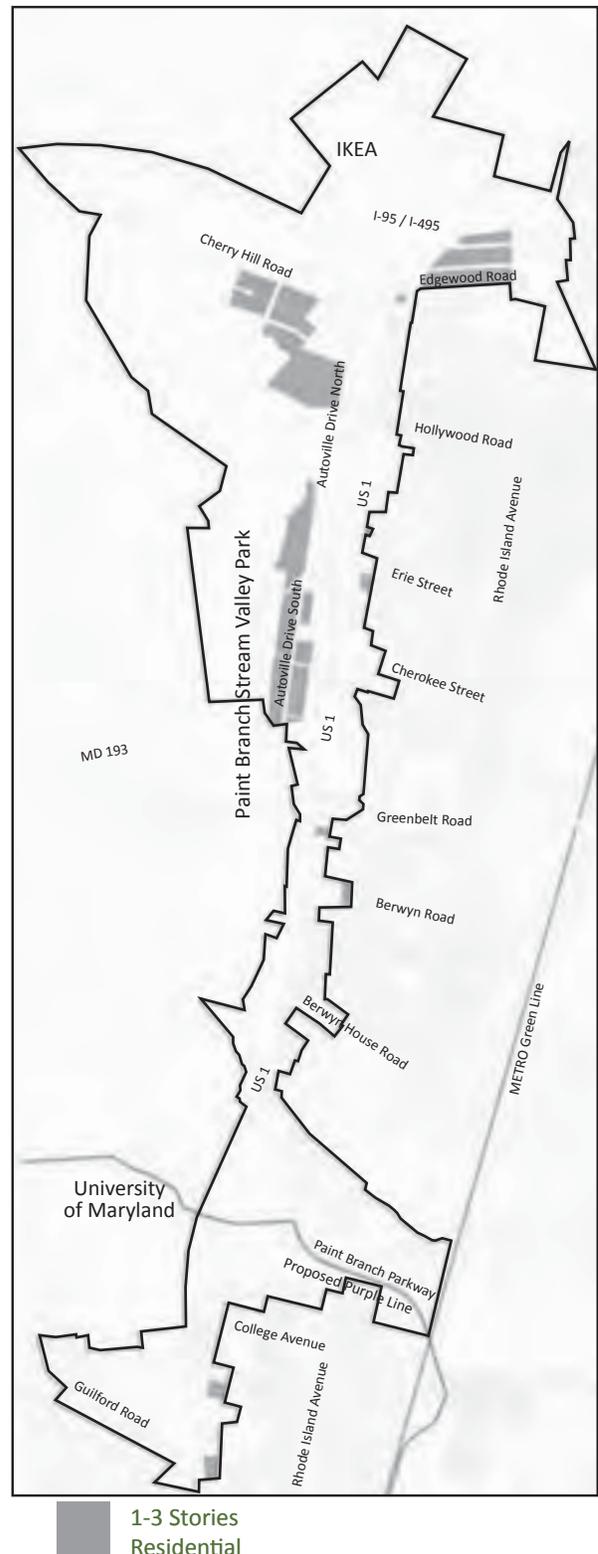
1. Consider the implications of new development in the sector plan area on existing residential neighborhoods. At the time of site plan review, ensure the proposed development is respectful of adjacent communities.
2. Foster a shift in intensity from existing neighborhoods to commercial and mixed-use areas. Establish development district standards to preserve the residential character and restrict increased density in existing neighborhoods.
3. Provide low-impact improvements, such as signage, additional sidewalks and/or changes in sidewalk width, bicycle- and handicapped-access elements, seating, and bus shelters, that unobtrusively enhance connectivity and sense of place.



Green, landscaped buffers between redeveloped commercial properties in Hollywood Commercial District and existing single-family neighborhoods.

This drawing is for illustrative purposes only.

4. Require generous green buffers between new commercial activities and existing neighborhoods.



Policy 2

Improve accessibility and walkability in College Park’s neighborhoods.

Strategies

1. Designate primary walkable east–west streets through existing neighborhoods. These streets should provide clear pedestrian connections between existing neighborhoods and designated walkable nodes and corridor infill areas. The streets should be designed with wide sidewalks and shade trees to create a more comfortable pedestrian environment.
2. Enhance the existing green infrastructure of Rhode Island Avenue and the Paint Branch Stream Valley Park Trail to provide a functional and attractive alternative to US 1 as a nonvehicular connection between neighborhoods.
3. Ensure connectivity for local residents, while discouraging through traffic by providing street-calming measures, such as speed tables, chicanes (curved connections), and street crossings, that bulge out at intersections to narrow the travel lanes.
4. Provide “sharrows,” or shared automobile and bicycle lanes, through communities along designated primary east–west streets.



TOP: Rhode Island Avenue provides one of the only north–south connections through College Park’s easternmost neighborhoods. Pedestrian-friendly and bikeable east–west connector streets through College Park’s neighborhoods are proposed to connect Rhode Island Avenue to the walkable nodes along US 1, as well as to Paint Branch Stream Valley Park Trail and the University of Maryland.

Image source: Pictometry

RIGHT: Berwyn House Road, Berwyn Road, Metzerott Road, and Greenbelt Road are highlighted in the diagram as tree-lined, pedestrian, and bicyclist-oriented streets. These east–west pedestrian connections will play a key role in connecting Rhode Island Avenue to US 1 and the Paint Branch Stream Valley Park Trail.

This drawing is for illustrative purposes only.



Land Use and Urban Design Policies

Natural Area Policies

Policy 1

Preserve, protect, and expand the Paint Branch Stream Valley Park into a continuous network of trails, bikeways, and open space.

Strategies

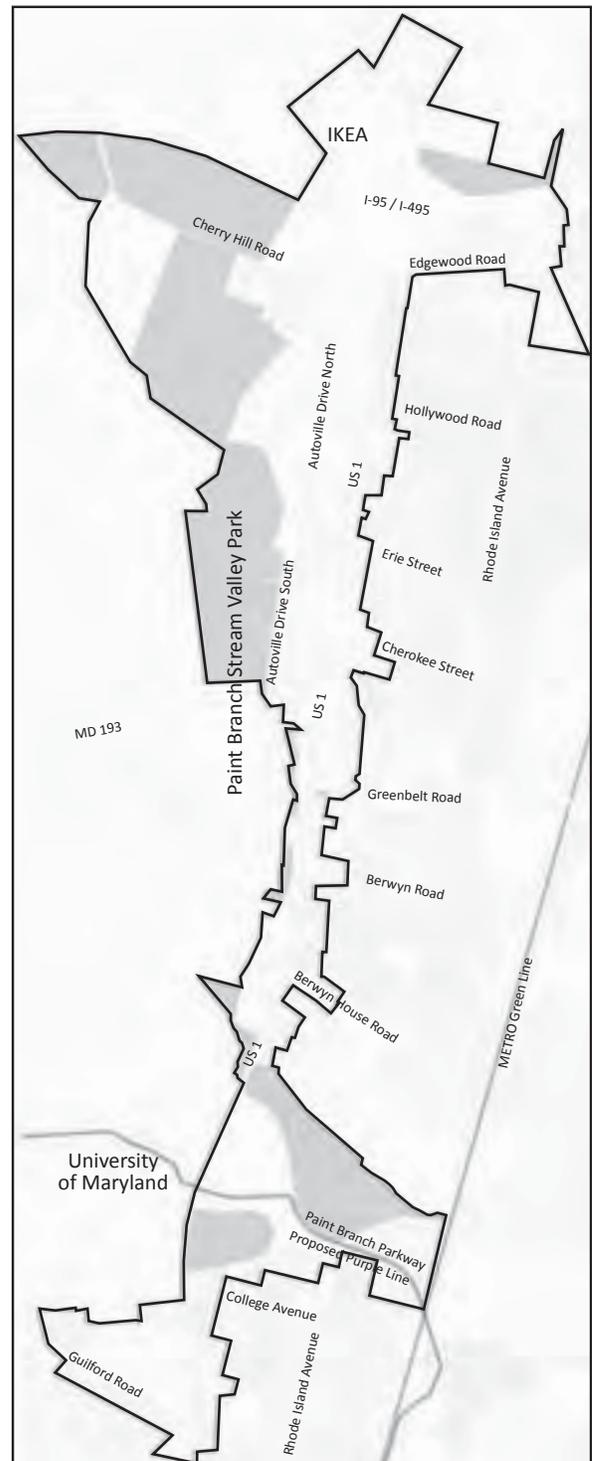
1. Target priority areas for redevelopment to alleviate development pressure on the natural areas.
2. Avoid and minimize environmental impacts associated with new development in the Central US 1 Corridor.
3. Encourage site design along US 1 that contributes open space connections into the park.
4. Encourage new park infrastructure, such as trails and bridges, to better link the natural environment to the community.

Policy 2

Stabilize and protect the Paint Branch waterway to reduce flooding and erosion.

Strategies

1. Pursue innovative hydraulic engineering techniques within the stream bed to better manage stormwater runoff and stabilize the stream.
2. Require innovative stormwater management systems, such as green roofs and on-site cisterns, for all new development.
3. Require that development near the Paint Branch Stream Valley Park meets stormwater retention requirements that parallel or exceed those throughout the Washington, D.C., region.
4. Minimize impervious surfaces by reducing parking lot sizes and encouraging use of pervious surface materials.
5. Explore opportunities to reconnect the Paint Branch to its floodplain to reduce stream bank



No High-Impact Development Natural Area

instability and erosion and minimize the impact of flooding on down-stream areas.

6. Implement the recommendations of the Paint Branch Watershed Study to reduce sedimentation and improve the water quality of the Paint Branch.

Policy 3

Improve access to the Paint Branch Stream Valley Park.

Strategies

1. Create additional east–west pedestrian connections and, where appropriate, bridges that connect UMD, walkable nodes, and existing neighborhoods to the Paint Branch Stream Valley Park Trail.
2. Redesign Hollywood Road, Erie Street, Cherokee Street, Greenbelt Road, Berwyn Road, and Berwyn House Road as pedestrian-friendly, urban trails to connect existing residential neighborhoods with park trails. Provide street trees and continuous sidewalks along these connections.
3. Identify key vistas and viewpoints from US 1 into the park, and ensure these areas are preserved and made available to the public.

Policy 4

Raise awareness of the Paint Branch Stream Valley Park system.

Strategies

1. Provide all walkable nodes with clearly-marked, easy-to-follow paths leading to the Paint Branch Stream Valley Park Trail.
2. Highlight bridge connections and trailheads leading toward the Paint Branch Stream Valley Park Trail with signs and maps.
3. Promote biking on the Paint Branch Stream Valley Park Trail to local destinations as an alternative to driving cars on US 1.

4. Install standard street name signs at trail/roadway intersections and install bike route signs with destination information on the trail departure legs of trail/roadway intersections consistent with the MUTCD (e.g. ‘Bike Route to University of Maryland/Bladensburg’).



RIGHT: This diagram depicts new walkable connections throughout College Park. Strong efforts should be made to make pedestrian-friendly, east–west connections between the Paint Branch Stream Valley Park Trail, US 1, and Rhode Island Avenue.

Illustrative Concept Plan North



This drawing is for illustrative purposes only.

Illustrative Concept Plan South



This drawing is for illustrative purposes only.

Urban Design Recommendations for Specific Areas

The illustrative concept for the Central US 1 Corridor identifies key areas for future growth (See Plan Areas diagram on page 80). Together these areas form a cohesive vision that will guide the complete growth and development of College Park for generations to come. This chapter includes specific design details and recommendations for each of the plan areas.

Downtown College Park

Downtown is located at the southern end of the planning area between Guilford Road and the southern boundary of the University of Maryland, just north of College Avenue. Historically, Downtown College Park was a center of commerce, housing, and civic activities. As automobile use increased, the population spread, and stores and offices moved out along US 1 to take advantage of road improvements and abundant land available for parking.

The vision for downtown includes the reestablishment of its role as the focus of community activity. The area's tradition of multistory, multiuse buildings with retail on the first floor and either offices or residences on the upper floors should be reinstated. The range of hotel, dining, and entertainment uses that serve the university should be increased, and parking garages should accommodate new development.

University of Maryland

The University of Maryland area refers to the segment of US 1 adjacent to the campus, between Paint Branch Parkway and the southern boundary of the University, excluding fraternity row. The community vision is to redesign this portion of US 1 as a new town center for College Park and to accommodate a safer pedestrian crossing for students traveling from the proposed East Campus development and fraternity housing on the east to the campus greens on the west.

Lower Midtown

Lower Midtown is the portion of US 1 south of MD 193 and north of the Paint Branch Stream Valley Park. The plan recommends the conversion of the area from an auto-dominated landscape to a pedestrian-friendly environment, with a walkable node located at Berwyn House Road.

The plan recommends mixed-use buildings lining the corridor with parking in the rear. Blocks and streets would be created east of US 1 to create alternate

networks for travel. Shallow lots on the west could be built up to a protected buffer around the Paint Branch. Infill development patches the community fabric.

Upper Midtown

Upper Midtown is the portion of US 1 south of Fox Street and north of MD 193. The plan recommends the phased conversion of the area to a pedestrian-friendly environment, with a walkable node at Cherokee Street. New development along US 1 is more intense, with appropriate transitions to the single-family residences behind. New east–west connections between Rhode Island Avenue, US 1, and the Paint Branch Stream Valley Park Trail are proposed.

Autoville and Cherry Hill Road

The Autoville community consists of a collection of homes west of US 1 and south of Cherry Hill Road. The plan envisions a more walkable community with parks and public access to open space.

College Park Marketplace and Seven Springs Village are currently single-use retail and residential pods which are envisioned as walkable neighborhoods with the addition of a mix of uses, a connected street network, and structured parking where appropriate.

Uptown

Uptown is located along US 1, directly north of the I-95/I-495 interchange and has recently been developed with a super-regional anchor store in IKEA. The plan proposes an integration of the large-footprint IKEA store building into a new network of multistory, mixed-use development with mid-block structured parking.

Hollywood Commercial District

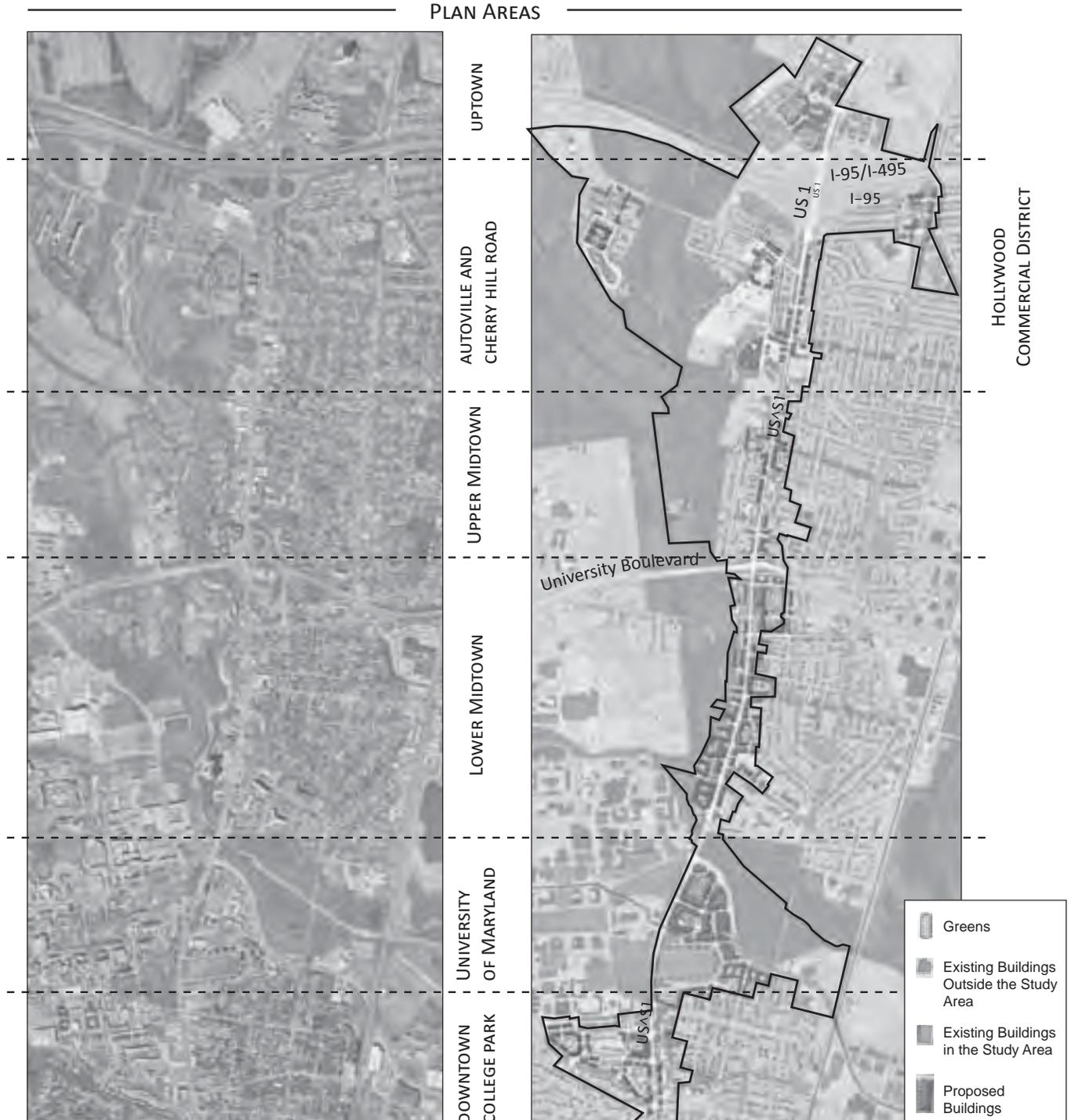
The Hollywood Commercial District is located just east of US 1 and south of I-95/I-495, located at the intersection of Rhode Island Avenue and Edgewood Road. This area is host to neighborhood-oriented and niche retail, such as MOM's Organic Market and REI, as opposed to the regional and university-oriented retail along US 1. The Hollywood Commercial District can be reached by foot or bike by residents of Hollywood and adjacent neighborhoods. The plan recommends redevelopment of the low-density retail parcels into a walkable center that maximizes its position on the multiway boulevard portion of Rhode Island Avenue.

Downtown College Park

Create a gateway

The intersection of Guilford Drive and US 1 functions as the southern gateway to Downtown College Park. However, there is no distinction in architectural design or street character to announce arrival. The plan recommends that the western side of the intersection

feature a corner building that addresses both Guilford Drive and US 1 by fully fronting both streets. Landmark architectural features at the intersection, such as a tower element and chamfered corner, are proposed. Ample sidewalks and large caliper street trees could accommodate an increase in pedestrian activity. Though the core of the downtown area is located at Knox Road and the heights of structures would naturally step down



from that area, a signature building with a landmark feature at Guilford Drive would signify the intersection's role as an entryway.

Provide central public plazas

The architecture of downtown reinforces its urban location, with 80–100 percent building frontage along US 1. However, modest open spaces for civic purposes or commercial activities can be reserved at the corners of important intersections or at strategic locations along the street. Plazas are spatially defined by building frontages.

Design the street as a unified whole

An essential distinction of vibrant, pedestrian-oriented districts is that

businesses front on a public space that is designed as an ensemble, including auto elements (such as travel lanes, parking, and curbs), public components (such as trees, sidewalks, and lighting), and private elements (shopfronts and buildings). These elements should be coordinated to create a unified outdoor space, just as rooms are designed to achieve a unified, comfortable



This drawing is for illustrative purposes only.

General Recommendations

- A** Urban squares and plazas serve visitors to the surrounding businesses.
- B** Trees improve the streetscape and provide shade for pedestrians.
- C** Mid-block garages remove parking from the pedestrian view.
- D** Parking is located at the middle of the block and buildings face the street.
- E** On-street parking calms traffic and provides a buffer for pedestrians.
- F** Shared parking-lot entrances reduce the interruptions to traffic movement.
- G** A parkway section with an environmentally sensitive planted median and swale.
- H** Additions to existing buildings along the corridor help to define the street and reestablish the historic urban fabric.
- I** Infill buildings respect the scale and character of the neighborhood.
- J** Strip centers converted to town blocks.
- K** A gateway marks the entrance to Downtown College Park.
- L** Preservation efforts should be continued in the neighborhoods surrounding downtown.
- M** A gas station is redesigned with a shop and fuel pumps behind the structure.
- N** New streets improve connectivity for pedestrians and motorists.
- O** Potential transit stop.

space. A proper urban landscape is safe, comfortable, and interesting to pedestrians.

Pedestrian safety could be increased by providing parallel parking along the sidewalk wherever possible, creating a physical buffer between pedestrians and moving vehicles. Outdoor dining and casual strolling become safer behind the on-street, vehicular buffer, eliminating the need for protective walls, such as the brick wall on the west side of US 1 in downtown. Parking near the fronts of buildings also encourages people to stop and patronize downtown shops.

Pedestrian comfort is enhanced with proposed wide sidewalks—for walking and sidewalk dining—as well as a canopy of street trees and awnings to provide shelter from the sun and rain. Street furniture, such as benches, could provide opportunities for pedestrians to sit and wait for public transportation, including a potential new trolley. Trash receptacles would keep the public realm clean. Install appropriate bicycle racks along the sidewalks, space permitting.

Pedestrian interest is held with human-scaled façades, storefronts, and signage. Street-oriented architecture would present doors, windows, balconies, and porches that face the street. In this way, the “eyes on the street” keep the public realm safer.

Encourage infill projects that enhance the retail core

Underutilized properties with single-story buildings in downtown should be replaced over time with multistory buildings. A variety of building types should be added to the downtown mix, including row houses, live-work

units, and mixed-use buildings with shopfronts on the ground floor. Workplaces should be located within walking distance of residences.

Revitalizing Downtown College Park will require enhancing the retail core to appeal to residents, university faculty, students, and visitors. Many of the businesses in downtown are popular and have a loyal client base, yet many buildings remain underutilized. As it is currently configured, US 1 is not a place where pedestrians or new businesses want to be. The lack of on-street parking, narrow sidewalks, and the absence of a “critical mass” of neighborhood-oriented retail options create a challenge to downtown vitality. Furthermore, the surface parking lots at the commercial centers south of Knox and Hartwick roads leave a void in the street wall, interrupting the pedestrian experience in downtown.

In order to achieve a more pleasant pedestrian and bicycle experience, increased economic vitality, and a wider range of dining and shopping options, officials should implement on-street parking where appropriate, wide sidewalks, and continuous street-front buildings in downtown. Proposed development at East Campus should be closely coordinated with plans to revitalize downtown. While new shopping and dining opportunities at East Campus may initially attract students and residents away from downtown, in the long-term, East Campus can create a synergy with revitalization plans for downtown, creating a larger and more appealing retail and entertainment destination within College Park. New housing and hotel uses in East Campus will also increase the number of residents and visitors in the area who can access downtown by foot.

Downtown College Park



EXISTING CONDITIONS:
The corner of US 1 and Hartwick Road looking north. The existing conditions along US 1 in downtown include surface parking lots with wide driveways. The parking lots are unappealing to pedestrians, and the driveways interrupt the sidewalk, making it uncomfortable to walk through downtown. While the existing median hosts a few street trees and a refuge for pedestrians, it also creates a wall between travel lanes heading north and south. This separation encourages motorists to drive faster.



STEP 1: Public Infrastructure Improvements
One option may involve the removal of the center median of US 1. The space is reallocated to the pedestrian realm on the sides of the street. Travel lanes are realigned and narrowed. The narrower space slows traffic and allows for dedicated bicycle facilities. Street trees are added, and where necessary, the width of sidewalks is increased.

These drawings are for illustrative purposes only.

Downtown College Park



STEP 2: Development at the intersection of US 1 and Hartwick Road. Private investment follows public investment, and redevelopment is first focused at the busiest intersections. Buildings with addresses on two streets have frontages that fill the length of both lot lines. Infill development is multistory, mixed-use, closer to the street than the current setback of the shopping center, and parking is hidden behind the structures.



STEP 3: End Result Parking for most of downtown is provided by a parking garage lined with storefronts and offices. The liner buildings physically define the street, and a network of blocks and streets are created. The architecture of infill buildings creates human-scale façades with expression lines between the first and second floors, vertically repeated elements like balconies and windows, and parapets hiding heating and cooling machinery and solar panels from public view. The urban plaza is defined by forecourts and chamfered corners.

These drawings are for illustrative purposes only.

University of Maryland

Facilitate infill projects along Paint Branch Parkway

The area between downtown and the Paint Branch Stream Valley Park, known as East Campus, is poised for a renaissance. The University of Maryland and the private sector, working in conjunction with the city, have proposed an urban block system with compact development consisting of multistory, mixed-use buildings positioned along sidewalks, structured parking, and public open space. The Purple Line, a proposed new transit line that will connect New Carrollton to Bethesda, will have a stop here. The introduction of a new transit line to this area will have the dramatic effect of reducing automobile dependence and encouraging new levels of walkability and bikeability in downtown and at the University of Maryland.

The unique opportunity for East Campus to become a community and university focal point and a multimodal center, raises the stakes for its urban design and architecture. It is essential that the development is designed as a high-quality, exemplary walkable center, with street-oriented urban architecture, shopfronts, urban landscaping, and on-street parking. Parking garages and parking lots should be located mid-block and should be fully concealed on all levels by a liner building with retail on the ground floor and housing or offices above. Service uses, such as loading and garage entrances, should be located on secondary streets, hidden from public view and out of the way of pedestrian traffic. If these service uses are located on primary streets, such as US 1, they will create long-term obstacles to the community's vision for walkability in College Park.

Require small block sizes and a complete street network

Small block sizes are the number-one factor for walkability. An ideal size for a walkable block is 220 feet by 400 feet; this allows for two 100-foot deep lots back-to-back with an alley between and only includes private property. Sidewalks are not included in the dimensions. Pedestrians will rarely walk if they do not feel that there is a relatively straight path between origin and destination—and the walk time is no longer than five minutes. A connected street network is essential for distributing traffic and promoting walking and cycling.

Streets form a city's circulation system and its main public space. Undoubtedly, projects that involve closing rights-of-way and creating superblocks will be proposed. However, rights-of-way should not be vacated. The loss of connectivity will stunt economic vitality.

Make the relationship between buildings, streets, and pedestrians part of the approval process

Continue to evaluate new projects during the development review process for their relationships to their urban contexts, and enforce more specific standards for quality development. As redevelopment occurs, new buildings and additions to existing buildings should be positioned and architecturally equipped to form agreeable streets and public spaces. Likewise, the rights-of-way themselves should have certain elements with proper dimensions. This designed ensemble of public and private components are comfortable for pedestrians and economically vital. Build-to lines, regulated front and back orientations, and street trees all lead to an improved design.

Enforce a build-to line

The best streets take on a defined spatial form, sometimes compared to a public “room;” the buildings form the walls. When the proportion of building height to street width is sufficient to create a sensation of spatial enclosure, a stronger sense of place will result. It is recommended that the front walls (or planes) of storefronts be aligned. A build-to line tells a designer exactly where the front plane of each building should be located to form a coordinated street wall. Where buildings are set back from the right-of-way, the setback should be closely regulated as an extension of the sidewalk or as a location for outdoor dining or retail display tables. An appropriate build-to line for this area is between zero and ten feet from the right-of-way.

Regulate fronts and backs

Almost every building has a front and back—a public side and a private side. Great streets have street-oriented architecture in which the front of the building addresses the street with doors, windows, storefronts, and balconies facing the sidewalk. This makes the street interesting and safe.

When buildings front the street with service, or “back of house” uses, blank walls, and unlined parking

garages, they compromise the safety and visual interest of the street and have long-term negative impacts on the economic performance of the area. At East Campus, the narrow site between Paint Branch Parkway and Fraternity Row will tempt the developer to span the entire distance with one structure and turn the building's back to the parkway or the row. This should not be allowed.

Apply on-campus civic art lessons to US 1

The University of Maryland campus is highly regarded by the surrounding community because of the quality of its design. With a design originating in the late nineteenth century, the campus exhibits a commitment to high-quality, human-scaled architecture and walkability. New development on campus has continued this tradition for the most part. The pedestrian-friendly elements of the campus are entirely applicable to the City of College Park. The city's

very name, "College Park," implies the city's role as host to the university within an aesthetically appealing environment; yet, the development of US 1 has not lived up to that role. Future development in College Park should learn from the campus. Urban design, streetscape,



This drawing is for illustrative purposes only.

	Greens
	Existing buildings outside the study area
	Existing buildings in the study area
	Proposed buildings

General Recommendations

<p>A Squares and urban plazas provide centers for the university neighborhood.</p> <p>B Street trees line major thoroughfares and identify the university's presence on US 1.</p> <p>C Parking garages with liner buildings remove parking from pedestrian view. Roof planting helps to reduce heat island.</p> <p>D Parking is located mid-block. Buildings face the street.</p> <p>E On-street parking is provided.</p>	<p>F Shared parking-lot entrances reduce the interruptions to traffic movement.</p> <p>G The service alley network includes pedestrian connections to improve connectivity through the superblock.</p> <p>H New connections to the campus are created with the addition of new streets.</p> <p>I Mixed-use buildings add 24-hour vitality.</p> <p>J Terminated vistas are marked by landmark architecture, such as a tower.</p>	<p>K A parkway provides a scenic drive along the river basin.</p> <p>L New street connections add pathways for pedestrians and motorists.</p> <p>M Potential transit super stop; Purple Line stop and US 1 circulator.</p> <p>N Rehabilitate historic buildings.</p>
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University of Maryland



EXISTING CONDITIONS: US 1 along the University of Maryland campus at Fraternity Row, looking north. Currently US 1 bisects the campus and abruptly divides Chapel Field and Fraternity Field with high-speed traffic and highway-style cobra head lights.



PROPOSED CONDITIONS: US 1 is transformed into a walkable parkway. Brick pavers, stamped asphalt, or other measures that indicate a shift to a more pedestrian-oriented environment should be used in appropriate locations. Street trees line the sides of the street. The sidewalk is widened, and pedestrian-scaled lighting is added.

and architecture should reflect the high-quality design already found on the university campus. Public art and civic amenities, such as bus stops, transit stations, benches, and open spaces, should also be designed as civic art. Furthermore, there are options for selecting functional bicycle racks that double as works of civic art.

Retrofit streets to support pedestrian and bicycle movement

Motorists driving through the heart of campus, on Campus Drive for example, are aware they have entered a university. Travel lanes are narrow, and pedestrian crossings are frequent. In contrast, the segment of US 1 that crosses the campus has the design of a speedway. The design of US 1 does not change as it passes through campus and is uniformly characterized by wide lanes, inconsequential medians, and highway-scaled lighting. Students jaywalk because pedestrian crossings are infrequent and inconvenient. This has resulted in a dangerous environment for cars and pedestrians alike.

Distinctive brick or material changes at strategic locations along US 1 alert drivers that they have entered a pedestrian-intensive campus. Street trees mark the divide between the pedestrian realm and the auto-oriented realm. Pedestrian-scaled lighting is added for nighttime crossing. With careful landscaping and streetscape improvements, the space from the Memorial Chapel and Chapel Field to the Fraternity Fields and the houses of Fraternity Row can have the feeling of one unified space.

Permit encroaching architectural elements

The ever-present porticos of the university's main buildings are awe-inspiring, timeless architectural elements that signify academic and democratic continuity. The porticos also serve several practical purposes. They provide easy-to-find, welcoming central entrances to the university's structures. They offer shade for sitting and conversation. They provide a middle ground between inside and outside spaces and a place to orient pedestrians before walking.

Similarly, commercial and civic architecture form the joint between the private realm inside the building and the public realm outside, playing a critical role in establishing an area's sense of place. On traditional main streets, certain elements reach out to embrace part of the public space, providing shade and protection from sudden storms and reducing glare on storefronts. These include porticos but also colonnades, arcades, marquees, awnings, and cantilevered balconies. Such practical elements provide a middle realm that feels both private and public, is welcoming, and gives a human-scaled touch to the geometry of commercial and civic buildings—the same way front porches do for houses. Along US 1, arcades and colonnades should be permitted to have enclosed space above the sidewalk, which helps frame the street and provides extra income that could encourage redevelopment of existing properties.

Create major and minor “quads” for city life

The quad of the campus is the centerpiece for student life—a formal public space framed by landscaping and fronted by high-quality architecture. US 1 is generally devoid of comparable spaces, large or small, for the visitors and residents of College Park. In the city, just as on campus, the space between buildings cannot be treated as residual space. It must be designed to encourage community life. The sector plan proposes several simple, modest green spaces and plazas to be used for everything from public gatherings and festivals to pick-up soccer games and casual meetings between friends. Like the fields of Fraternity Row, the design of these greens and plazas can be simple. Their purpose is to facilitate events by providing unobstructed spaces. Rows or double rows of trees at the edge would allow for picnicking and sitting in the shade and can create a sense of enclosure. New and renovated buildings frame the spaces, and architectural features, such as porticos, balconies, porches, and arcades, provide visual variety and continual surveillance.

Lower Midtown

- A** New green spaces provide an attractive, recognizable center at major intersections.
- B** Street trees encourage pedestrians and beautify the corridor.
- C** Parking garages with liner buildings create a "park once" environment, so that patrons can walk to many destinations rather than having to drive to each one.
- D** Parking is located in the rear of lots, and buildings face the street.
- E** On-street, parallel parking is added to specific urban centers.
- F** Shared parking-lot entrances reduce the interruptions to traffic movement and reduce driveways, improving walkability on US 1.
- G** New infill buildings front the street.
- H** Transit stop for university students and local residents.
- I** Infill buildings respect the scale and character of the neighborhood and create a transition from the commercial areas to the residential.
- J** Student housing and facilities are provided close to campus along the corridor.
- K** Priority pedestrian streets connect Rhode Island Avenue to Paint Branch Trail and US 1.
- L** Low-impact development is required in buffer areas with pervious parking, rain gardens, retention areas, and swales to mitigate the effect development has on the Paint Branch.
- M** A system of connected alleys and parking lots improves circulation.
- N** MD 193 rebuilt as diamond interchange; new development potential.
- O** Trails are linked to US 1.
- P** Create a two-way bikeway through the placement of sharrows and an eastbound bicycle contraflow lane on the one-way westbound portion of Metzert Road between the Paint Branch Trail and US 1.

	Greens
	Existing Buildings Outside the Study Area
	Existing Buildings in the Study Area
	Proposed Buildings



**Please note that portions of Greenbelt Road, 48th Street, and University Boulevard rights-of-way will need to be vacated to allow property to be developed as shown.*

This drawing is for illustrative purposes only.

Upper Midtown



This drawing is for illustrative purposes only.

General Recommendations

- A** Provide open space in the form of a maintained central green.

B Street trees contribute to the sense of place in midtown.

C Multistory, mixed-use buildings closely aligned at street edges.

D Perimeter buildings along both frontages of intersections hide parking.

E On-street parking provided.
- F** Shared parking-lot entrances reduce the interruptions to traffic movement.

G Mid-block parking.

H Infill buildings define the street edge and add the security of "eyes on the street."

I Infill buildings create a transition to the existing single-family residences and respect their scale and character.

J Mixed-use buildings replace single-use.
- K** The architecture surrounding the green defines the street and public space.

L A parallel network provides multiple options for pedestrians and motorists.

M A walkable center includes residences, restaurants, businesses, shopping and gathering places.

N Possible transit stop location.

Lower and Upper Midtown

Make US 1 a walkable “great street”

As it is currently configured, US 1 is a regional thoroughfare with the primary purpose of moving traffic north and south. Instead of functioning solely as a route from one place to another, US 1 should be transformed into a place of its own. The character of US 1 must be valued as highly as its capacity to move traffic. During the charrette, residents expressed their desire to see US 1 enhanced with street trees and reconfigured as a place that is safe and inviting to pedestrians. Walking, cycling, shopping, working, and living experiences must be increased and improved to transform US 1 from a conventional strip-commercial corridor to a great street. The illustrative concept plan shows new directions for the massing, frontage, and orientation of new structures. Parking is consolidated and located mid-block, behind buildings. A continuous system of sidewalks connects the entire length of US 1.

Control size and scale

Property owners and developers have proposed redevelopment for many of the sites along US 1 in midtown. The area’s proximity to Washington, D.C., I-95/I-495, and the University of Maryland ensures that even in slow economic times underutilized properties will be redeveloped to maximize the full potential of their site.

Commercial, office, and residential development should not be consumed in single, massive complexes. They should be developed at numerous mixed-use centers. Development must first be encouraged around major four-way intersections to create walkable nodes where each new reinvestment will encourage the next. Recommendations for the locations of walkable nodes are found earlier in this chapter. An intersection that achieves redevelopment on all four sides will have the feel of a complete place and become a magnet for new investment.

It is important that traffic signals with pedestrian crosswalks are located at all walkable nodes, as well as at appropriate four-way intersections. Traffic signals and pedestrian crosswalks will have a powerful effect on the walkability of College Park. Where traffic signals have already been approved, they should be reevaluated

to ensure that they form the most effective use of community resources.

It is essential that new development respect existing neighborhoods and make appropriate transitions from larger mixed-use buildings along US 1 to residentially-scaled development closer to homes. This can be achieved with form-based regulations that reinforce and respect the community’s vision for the corridor.

Plant and maintain proper urban street trees

Trees improve property values and establish a sense of place. Urban street trees in Midtown College Park should be planted in aligned rows, with regular spacing, using consistent species. Proper, formal tree placement shapes public space, produces shade continuous enough to make walking viable, and has a calming effect on traffic. Trees should be native species that are pollution tolerant and do not produce seeds or fruit, which stain and litter the sidewalk.

Create new greens and parks along US 1

Currently pedestrians use the Paint Branch Stream Valley Park Trail and the service roads and sidewalks along Rhode Island Avenue to avoid US 1. A pedestrian-oriented US 1 would provide a third route, offering greater opportunity to support neighborhood-oriented, walkable centers along its length.

A series of greens and parks should be introduced along US 1 to serve the envisioned walkable nodes. The green spaces should be spaced at five-minute walking intervals approximately four to five blocks apart. The green spaces should be fronted with commercial storefronts or urban format residences to ensure that they are well used. The spaces will be safer if buildings front them and people frequent them.

Grow a mix of uses and destinations

Currently, the majority of lots and parcels along the corridor contain single uses. To provide a center for the community and better address transportation issues, US 1 needs to support a healthy mix of uses. These uses would include housing, offices, commercial spaces, civic uses, and green spaces.

Focused centers in a main street environment create interesting places for residents and destinations for visitors. If land uses are mixed, fewer automobile trips

will be necessary for residents to meet their daily needs, and congestion will be reduced.

Place student housing on the corridor

Student rental housing within established neighborhoods can be a nuisance to long-time residents. The

excitement that students thrive on can be provided along the corridor, in the fabric of the city, and within walking distance to student complexes. Students within walking distance to campus or to a transit stop on US 1 are less likely to commute by car.

Upper Midtown

TOP, EXISTING CONDITIONS: The corner of US 1 and Erie Street looking north. The low scale of the buildings, wide expanse of roadway, frequent driveways, and lack of spatial definition between street and buildings make the area unattractive to pedestrians.

BOTTOM, STEP 1: Overhead power lines are removed and relocated either underground or behind buildings.



Upper Midtown



STEP 2: Driveways are minimized to allow the construction of an uninterrupted sidewalk. The center lane is removed. A coordinated streetscape is added to include wide sidewalks, street trees, pedestrian-scaled lighting, and parallel parking.



STEP 3: Private investment follows public investment. Sites on the west side of US 1 are redeveloped in time. The new buildings are street-oriented and adjacent to the sidewalk.

Upper Midtown



STEP 4: Multistory, street-oriented buildings frame both sides of the street. Pedestrian activity increases.



STEP 5: End Result. A classic American main street emerges, including mixed-use buildings with a context-sensitive architectural design. The massing and scale of buildings are suited to pedestrians. The new, increased density can support increased public transit. Public transit stops are clearly marked and display easy-to-read transit routes.

Autoville and Cherry Hill Road

Require appropriate development

The land west of US 1 and south of Cherry Hill Road is an attractive location for development given its proximity to 1-95/I-495. However, controversy over new development in the area has been tremendous. Residents are determined that, when the next wave of development takes place, the mistakes of the past, such as increased traffic congestion, projects that are contrary to the overall community vision, and inconsistency between design regulations and built conditions, are not repeated.

New development in the area must respect the scale and character of existing neighborhoods, provide amenities for the community, and minimize the negative effect of cut-through traffic. A form-based code and innovative traffic-calming techniques may be essential.

Auto-oriented strip development along Cherry Hill Road and a parallel network of roads west of US 1 that allows high-speed “cut-throughs” are not compatible with the existing residential neighborhood. It is essential that new development be built in a sensitive manner that respects the existing single-family detached development in the North Autoville community. Traffic calming features, such as narrow streets, on-street parking, roundabouts, and offset intersections, will help ensure that traffic through the area is predominately local.

New development south of Cherry Hill Road along Autoville Drive should follow certain principles that the community supports. Page 98 contains an illustrative drawing of one option that incorporates the following principles:

1. Generally, development should consist of a senior housing complex, residential townhouses, and small-scale professional office development to implement the community’s vision for the area and ensure that an appropriate transition is provided between US 1 and existing residences.
2. Big-box retail stores, fast food restaurants, convenience stores, and gas stations are inappropriate uses and should be prohibited in the Autoville Drive North area, including along Cherry Hill Road.
3. The properties fronting on Cherry Hill Road should consist of local retail and small-scale professional office development.
 - a. The principal focus of any building in this area shall be toward Cherry Hill Road.
 - b. Residential density on the properties fronting on Cherry Hill Road shall be limited to units above retail or office space up to six units to the acre.
 - c. If a bank is developed on Lot 19 and Lot 1 of Block B, it may have a drive-through component if approved through the detailed site plan process. If permitted by DPW&T, these properties may have an additional right-in only access from Cherry Hill Road.
4. Autoville Drive shall be realigned and shall incorporate traffic calming features, such as narrow streets, on-street parking, roundabouts, and offset intersections.
 - a. The principal access point for realigned Autoville Drive shall be at the signalized intersection across from the Market Place Shopping Center. If approved by DPW&T and SHA, the existing right-in/right-out access may be retained.
 - b. Due to concern about the potential impact that the main access from Cherry Hill Road may have on homeowners at the end of Kiernan Road (if there is an assemblage of properties along Cherry Hill Road) efforts should be taken to bend the road to the southeast, away from the back of the homes.
 - c. A connection should be provided to the present IHOP restaurant to alleviate existing turning movement problems near the intersection of US 1 and Cherry Hill Road. No other connections shall be provided to the back of the commercial properties fronting on US 1.

- d. Autoville Drive shall terminate near the southern end of the present Chinese Baptist Church property. No connection to US 1 at the Hollywood Road intersection shall be permitted.
 - e. Autoville Drive shall incorporate bike lanes, and a trail connection may continue further south to connect to the Mazza Property trail that connects to the Paint Branch Trail.
5. Development between the relocated Autoville Drive and the Chinese Baptist Church property shall be high-quality, single-family attached homes (preferably one-family metropolitan dwelling units) with a density limit of eight units to the acre. As discussed below, these units should be centered around a neighborhood green.
 6. Kiernan Road shall not be connected with the new development south of relocated Autoville Drive. Substantial buffering and extensive landscaping shall separate the North Autoville community from the new single-family attached homes. In addition, there should be a small community park at the end of Kiernan Road.
 7. The properties zoned R-55 shall remain in the R-55 Zone but shall be removed from the DDOZ to be consistent with the rest of the North Autoville community.
 8. The southern parcels (21 and 24) shall be used for a senior housing complex.
 - a. The complex shall be multifamily housing with structured parking, allowing substantial preservation of green space.
 - b. There shall be extensive buffering and landscaping to the existing homes to the north.
 - c. Maximum attention should be paid to the incorporation of innovative stormwater management techniques to facilitate the restoration of the Paint Branch.
 - d. These parcels should be accessed directly from US 1 at Hollywood Road.

Unify the neighborhood with a central green

A neighborhood green could provide a destination and gathering place within a five-minute walk from homes and businesses within the Autoville community. Increased walkability provides an alternative to an auto-dominated environment. The green could be a centerpiece of the townhouse community and serve as a transition from the four-story Mazza housing complex to the south. The green would serve as the centerpiece of the neighborhood and provide an important gathering spot and multiuse community space.

Manage access and parking

Balance pedestrian and vehicular access to buildings by creating a community-sensitive circulation pattern of trails, pedestrian and bike paths, appropriately-located vehicular connections, and a variety of parking options. Automobile connectivity between Autoville Road North and Autoville Drive South should be prohibited. There should be no connections between Autoville Drive and Kiernan Drive, including pedestrian or bicycle paths, to ensure existing natural buffers between the Kiernan Road community and Autoville Drive are preserved and have an opportunity to flourish.

Parking should be located behind buildings, with on-street parking next to the sidewalk. Varied uses along US 1 and Cherry Hill Road (retail, entertainment, civic, office, housing) shall share their parking supply efficiently. These practices will reduce the amount of land dedicated to parking. This should allow for the preservation of tree canopy.

Create an access management program

The existing conditions along US 1 and Cherry Hill Road are dominated by the automobile, in part because of the abundant driveways that disrupt the sidewalk and place pedestrians at risk of being struck by turning cars. Reduce the number of driveways by consolidating the number of driveway entrances for each business from the roadway. This will create a continuous sidewalk for pedestrians, and traffic will flow more efficiently.

Future Development along US 1 at Lackawanna Street

There was an effort to assemble properties fronting on US 1 and 47th Place at Lackawanna Street to support a rezoning to the M-U-I Zone. The properties along

US 1 in this area are likely to lose significant road frontage to the US 1 Cherry Hill Road intersection improvement at some point in the future. However, the rezoning request is premature. The residents in this area were active at the public work sessions and vocal against seeing 47th Place transition to multifamily housing. Any future consideration of rezoning needs to include a public outreach effort and incorporate the concerns of the surrounding residents. In addition, if there is encroachment along 47th Place, development should be focused toward US 1 and Lackawanna Street with substantial buffering and set-backs along 47th Place. Height concerns should be taken into account when considering set-backs and buffering. In addition, residential development on these properties should be limited to 24 units to the acre.

Make Seven Springs Village a neighborhood

Seven Springs Village lacks a sense of place due to the large, isolated buildings that are arranged within vast parking lots. In the southern portion of the property, the buildings are aging and should be considered for demolition. This will offer an opportunity to preserve, restore, and enhance the Paint Branch stream valley. Small-scale residential buildings integrated with the natural environment in an environmentally sensitive manner in the southern portion of the property will help minimize adverse stream impact and contribute to a restored natural habitat and watershed. Additionally, compact development can allow some of the southern portion to transition to dedicated open space, extending the open space network of farmland and wetlands that exist to the south. The allowance for additional density on the property shall be tied to the provision of green space and innovative storm water management techniques to assist with restoring the Paint Branch stream valley.

Adverse impacts to the floodplain and the stream valley should be minimized throughout the site. Maximum attention should be paid to the incorporation of innovative stormwater management techniques as the property redevelops to facilitate the restoration of the Paint Branch. Another way to achieve this key environmental goal would be to concentrate density and intensity in the center of the property near the existing multistory tower buildings.

New, taller buildings near the center of the Seven Springs Village property may exceed the height maximums set for the corridor infill area by the development district standards (upon request by the applicant at the time of detailed site plan submittal), because an opportunity exists on the site to provide development at a height and scale compatible with the existing buildings. This will help implement principles of smart growth development by providing appropriate infill development that mitigates the feeling of isolation fostered by the existing pattern of development, provide opportunities to increase sense of place through detailing and design, especially at the ground level, and allow for structured parking to replace the large amounts of surface parking on the site. In reviewing the detailed site plan, the Planning Board shall encourage the development of high-rise multifamily buildings.

Development near the center of the site should transition to small-scale, four-story buildings along the northern portions of the property. Along the southern edge of the property, existing aging buildings should be replaced by green space and stormwater management to enhance the Paint Branch. By taking a comprehensive and sensitive approach to redevelopment of the site, Seven Springs Village can become a compact environmental neighborhood that can serve as an example for the rest of the county.

While an extension to the Paint Branch Stream Valley Park trail system is envisioned along Cherry Hill Road and may fall across parkland to the north of the property, due to difficulties with crossing the Beltway on the Cherry Hill Road bridges, the preferred alignment for the trail shall be along the western side of Cherry Hill Road. Therefore, a dedicated trail easement should be provided along the northern boundary of the Seven Springs Village complex on the western side of Cherry Hill Road to facilitate the implementation of this important regional trail connection across the Capital Beltway to the Beltsville Recreation Center and trail networks located north of I-95/I-495.



by Lessard Group, Inc.

This drawing is for illustrative purposes only.

Uptown

Create transit-oriented development

Transit-oriented development (TOD) is walkable, mixed-use, and generally dense development that is designed with comfortable, convenient pedestrian connections to existing or anticipated public transit stops. A TOD can be as modest as a block of dense development around a transit stop, or it can encompass an entire neighborhood or cluster of neighborhoods that are built within a half-mile radius of a rail station. When developed correctly, TODs allow residents and visitors to meet all of their needs without using automobiles. This allows for greater density without the traffic impacts of conventional, auto-oriented development.

With strategic infill and structured parking, the current Holiday Inn site can be retrofitted into a TOD complementing the existing Camden/Roadside property north of the entrance to IKEA. Housing and offices above commercial uses can be constructed at densities that support public transportation in the form of bus transit. In the long-term, as the IKEA property redevelops, the building site and parking lot can be developed as a walkable, mixed-use community that builds upon the mixed-use development already begun in uptown. Developing Uptown as a TOD will link this otherwise isolated area of College Park to the rest of the city through a more reliable and frequent transit system. The beginning stages of this linkage have been provided by the recent implementation of TheBus Route 17 by the county DPW&T, which serves US 1 from IKEA south to Mount Rainier.

Build appropriately-scaled, multistory buildings

Successful streets depend on the sense of spatial enclosure that is created when certain proportional relationships are achieved between the width of the street space and the height of the buildings on either

side. To achieve a comfortable sense of enclosure and reinforce the pedestrian- and transit-oriented vision for uptown, new development and redevelopment should focus on buildings and uses that are compatible with the smaller-scale, mixed retail and office uses on the Camden/Roadside property.

Multistory buildings can also adapt better to a changing market than large, single-story, single-use buildings because of the wider range of potential tenants and the ability to include multiple tenants who provide a mix of goods and services.

Build for the long-term with a variety of types and sizes, emphasizing office uses

Set at a major intersection of I-95/I-495 and US 1, Uptown offers one of the most desirable locations in the county for high-intensity office uses, particularly when the area begins to realize additional bus transit connectivity to the rest of College Park and northern Prince George's County. While the initial focus should be on implementing vertical mixed-use development compatible with that existing north of the IKEA access drive, tall office buildings are appropriate for Uptown and should be permitted to develop as the market evolves. These buildings can be integrated in a new street grid system and would not be incompatible with the vision for TOD in Uptown.

Require developers to build for the long-term with buildings that can be adapted and reused. Places with a variety of uses and building types adapt well to economic changes and create the stronger sense of place necessary to fully realize the sector plan goals for walkable nodes. Buildings should be provided in a variety of types and sizes, configured for incremental growth. The mix should include civic buildings, mixed-use shopfront buildings, apartment buildings, attached row houses, and single-family detached houses. Big-box retail stores are not appropriate for the Uptown area.

Uptown



This drawing is for illustrative purposes only.

General Recommendations

- | | | |
|--|--|--|
| <ul style="list-style-type: none"> A Proposed transit stop location with waiting area and shelter. B Street trees create desirable addresses and enhance the pedestrian environment. C Park commemorating historic Brown's Tavern. D The large parking lots are retained, but their visual impact is reduced with placement behind buildings. E On-street parking. | <ul style="list-style-type: none"> F Environmentally sensitive areas are free from development and protected. G Parking behind structures. H Infill buildings define the street edge and repair the urban fabric. I Infill buildings frame the roundabout. J Perimeter buildings define block edges. K Architecture frames a gateway into the main street shopping area. | <ul style="list-style-type: none"> L A back door entrance is used for service trucks and deliveries. M Multistory buildings include residences, restaurants, businesses, shopping and gathering places. N Surface parking is converted to structured parking. O Liner buildings front the street and hide parking from view. |
|--|--|--|

Hollywood Commercial District



This drawing is for illustrative purposes only.

General Recommendations

- (A)** Buffers are enhanced to separate the businesses from the residents.

(B) New trees are added along Rhode Island Avenue.

(C) Potential civic buildings are given prominent locations.

(D) Parking is located in the rear of lots, and buildings face the street.

(E) On-street parking in the access lane.
- (F)** Shared and coordinated parking-lot entrances reduce interruptions to traffic movement.

(G) Additions and renovations to existing buildings create a new street wall.

(H) Infill buildings respect the scale and character of the neighborhood.

(I) Intersections are aligned to calm traffic moving from US 1 through neighborhoods.
- (J)** Strip centers converted to town blocks.

(K) Distinguished architecture is located at the northern gateway and terminates the view north along Rhode Island Avenue.

(L) Buffers between commercial uses and neighboring residential are provided.

(M) Mixed-use buildings create a center of commercial and business activity.

Hollywood Commercial District

Maximize the potential of the Rhode Island Avenue multiway boulevard

Rhode Island Avenue in the area of the Hollywood Commercial District is in need of investment. The central lanes and side access lanes are separated by wide, landscaped medians that can be designed to include jogging paths. Wide tree-lined sidewalks would help encourage pedestrians to visit shopfronts, dine at outdoor cafes, or walk to their neighbor's houses.

To reinvigorate the area, public investment is needed. New sidewalks and parallel parking should be added, and street trees should be planted in rows on the median along the sidewalks. The city and the county shall pursue streetscape improvements along the side access lanes, including brick pavers, widened sidewalks, bicycle racks, street furniture, pedestrian streetlights, trash cans, and street trees. These improvements should be tied to the Rhode Island Avenue improvements currently planned by Prince George's County. Private investment will follow public investment.

Properly reinvigorated, the Hollywood Commercial District can become a central gathering place for the community and provide a place to shop, dine, and recreate for residents of College Park.

Redevelop the Hollywood Commercial District to better serve the surrounding community

In order to better serve the residential community around it, the Hollywood Commercial District should be revitalized with neighborhood-serving and specialized retail centered around a community center and a public green space. The community center and public green space will generate civic involvement in the area. Neighborhood-serving retail, including restaurants, coffee shops, and book and music stores, will provide opportunities to foster community interaction and tie in well with the existing recreational store, organic market, and violin store. Public art and streetscape improvements should also tie into a natural organic theme.

Public investment is necessary to attract foot traffic and a community presence in this area. Therefore, the City of College Park and M-NCPPC should work together to develop a community center west of Rhode Island

Avenue and a community green in the center of the commercial district. The community green may include public art, a gazebo, street furniture, a tot lot, and other facilities to make it attractive to local families.

Public incentive programs, such as a business improvement district and other municipal incentives, should be used to spark reinvestment in the commercial district. Municipal, county, and state incentive programs should be used to attract small and local businesses that tie into Hollywood's themes of nature and music. Retail may be supplemented with limited office or high-scale residential development provided the office or residential development takes place on the second or third story of redeveloped buildings.

Provide a green for neighbors and visitors

A green at any one of the four corners of the intersection of Edgewood Drive and Rhode Island Avenue can become a highly visible and much-frequented centerpiece of Hollywood. A small structure in the park, such as a gazebo, can serve community functions. Parallel parking along the Rhode Island Avenue multiway boulevard should be offered instead of a large parking lot.

Share the parking and interconnect it

Businesses that have different peak times (a medical office and a movie theater for example) can utilize the same parking spaces and reduce the total number of spaces needed. Consolidated driveways will allow businesses to share parking spaces. Interconnecting the parking lots and assembling a network of alleys will allow motorists to circulate between nearby businesses without necessarily reentering the traffic on Rhode Island Avenue.

Shared parking will allow the land to be used more efficiently; more of the land can be used for income-producing buildings rather than parking.

Build interesting, safe streets

Rhode Island Avenue, Edgewood Road, Narragansett Parkway, and Muskogee Street should be redesigned as great, pedestrian-oriented streets as they pass through the Hollywood Commercial District. Great streets are fronted by pedestrian-oriented buildings, with doors and windows that face the public right-of-way. Parking lots should be located behind buildings, and on-street parallel

parking should be located adjacent to sidewalks. The street should be designed for pedestrians, bicyclists, and motorists alike.

On Narragansett Parkway and Muskogee Street, an option is to develop a heavily-landscaped linear park along the east and south side of the existing REI shopping center. This will help to screen the loading areas of the shops, while providing a community amenity to the neighborhood. Clear pedestrian paths and shade trees should be used along these streets to encourage pedestrian activity. Furthermore, the addition of amenities, such as a jogging/bicycle pathway, benches, and exercise facilities, will help

highlight this enhanced community feature and encourage additional use of both the green space and the adjoining shopping center.

These streets should be redesigned with narrow travel lanes and wide, gracious sidewalks to improve safety for both drivers and pedestrians. Narrow travel lanes slow traffic, making the street safer; 10-foot-wide travel lanes in commercial areas and 9-foot-wide travel lanes on less-used residential streets are appropriate. On-street parking lanes should be 7 feet wide. Sidewalks on commercial streets should be 12–15 feet wide. Sidewalks on residential streets can be 5–6 feet wide.

Hollywood Commercial District



EXISTING CONDITIONS: The Hollywood Commercial District, corner of Nantucket Road and Rhode Island Avenue, facing north. The existing conditions include prominent power lines, narrow sidewalks, garbage bins, and widely spaced buildings with little presence on the street. The frontage road is lined only by grassy medians.



STEP 1: Wide sidewalks, pedestrian-scaled lighting, and on-street parking are added along the frontage road. Overhead utilities are relocated, allowing street trees to be planted. The grassy median is planted with shade trees.



STEP 2: Private investment follows public investment. New businesses are built with aligned façades along a build-to line. Awnings, storefronts, pedestrian-scaled signage, and tables for outdoor dining are part of the new pedestrian experience.



STEP 3: Additional street-oriented buildings add to an attractive, walkable environment for strolling pedestrians. Once side medians are planted—and a transit lane is added to the center of Rhode Island Avenue—the roadway is transformed into a classic multiway boulevard.



EXISTING CONDITIONS: Hollywood Commercial District, corner of Niagara Road and Rhode Island Avenue, characterized by one-and two-story commercial uses—set back far from the street—and vast expanses of parking.

These drawings are for illustrative purposes only.



PROPOSED CONDITIONS: Redevelopment includes street-oriented, multistory structures, appropriately scaled in relation to neighboring homes. Storefronts with awnings and wide sidewalks shaded by median street trees encourage pedestrian activity.



Chapter 4: Infrastructure Elements

Environmental Infrastructure

Vision

The Central US 1 Corridor features a restored natural environment that is well-integrated with a sustainable built environment, improving the quality of life for all residents, visitors, workers, and wildlife.

Background

The Central US 1 Corridor has great potential to be appreciated for its green infrastructure features, while also being predominantly a north–south commuter corridor through College Park and the gateway to the University of Maryland campus. The corridor is characterized by commercial uses along a thoroughfare that is designed to carry large volumes of traffic. A considerable portion of the corridor consists of impervious surfaces, which create heat islands and cause stormwater runoff and pollution to flow into the Potomac River and ultimately into the Chesapeake Bay.

Two land regions are divided by a zone through which the Central US 1 Corridor extends. The upland Piedmont to the west is about 50 miles wide in Maryland and descends steeply to the Atlantic coastal plain to the east. The boundary between the Piedmont and the coastal plain forms a long fall-line featuring rapid changes in land forms, elevations, and waterways. The most significant feature of fall line settlement patterns along the eastern seaboard has historically been the establishment of cities.

US 1 was constructed to link many cities along the east coast. Although the Central US 1 Corridor is characterized by an urban and suburban development pattern typical of cities containing segments of US 1, the diverse open spaces of the City of College Park and the abundantly available natural resources of the Paint Branch stream valley provide opportunities to implement environmental site design (ESD). The Paint Branch creates a stream valley depression in the sector plan area, and US 1 follows the eastern bank of the depression. The stream valley contains the following streams that receive drainage from US 1: Northeast Branch, Northwest Branch, Little Paint Branch, and Paint Branch. Also found in the Central US 1 Corridor is substantial commercial and strip development, which

was built without stormwater management features, thereby contributing to the potential for flooding and stream erosion. Preservation and enhancement of the natural environment improves water resources management, creates wildlife habitat as well as recreational venues, and makes possible a multiuse “green” corridor parallel to US 1 that can contribute to the economic vitality of the area by attracting residents, businesses, and employers eager to live and invest in the area. These benefits help create a more desirable place in which to live, work, and seek higher education.

This section of the sector plan describes the green infrastructure, water resources management, and the potential for new and retrofitted green building construction that can support more sustainable land uses and lifestyles.

Green Infrastructure

Primary Corridor

Primary corridors are designated in master and sector plans to provide prioritization for protection, restoration, and enhancement of sensitive resources. Paint Branch is designated in this plan as a primary corridor to establish it as the primary resource in need of conservation. In its current condition, it is severely deteriorated, mainly because much of the watershed was developed prior to the requirements for stormwater management.

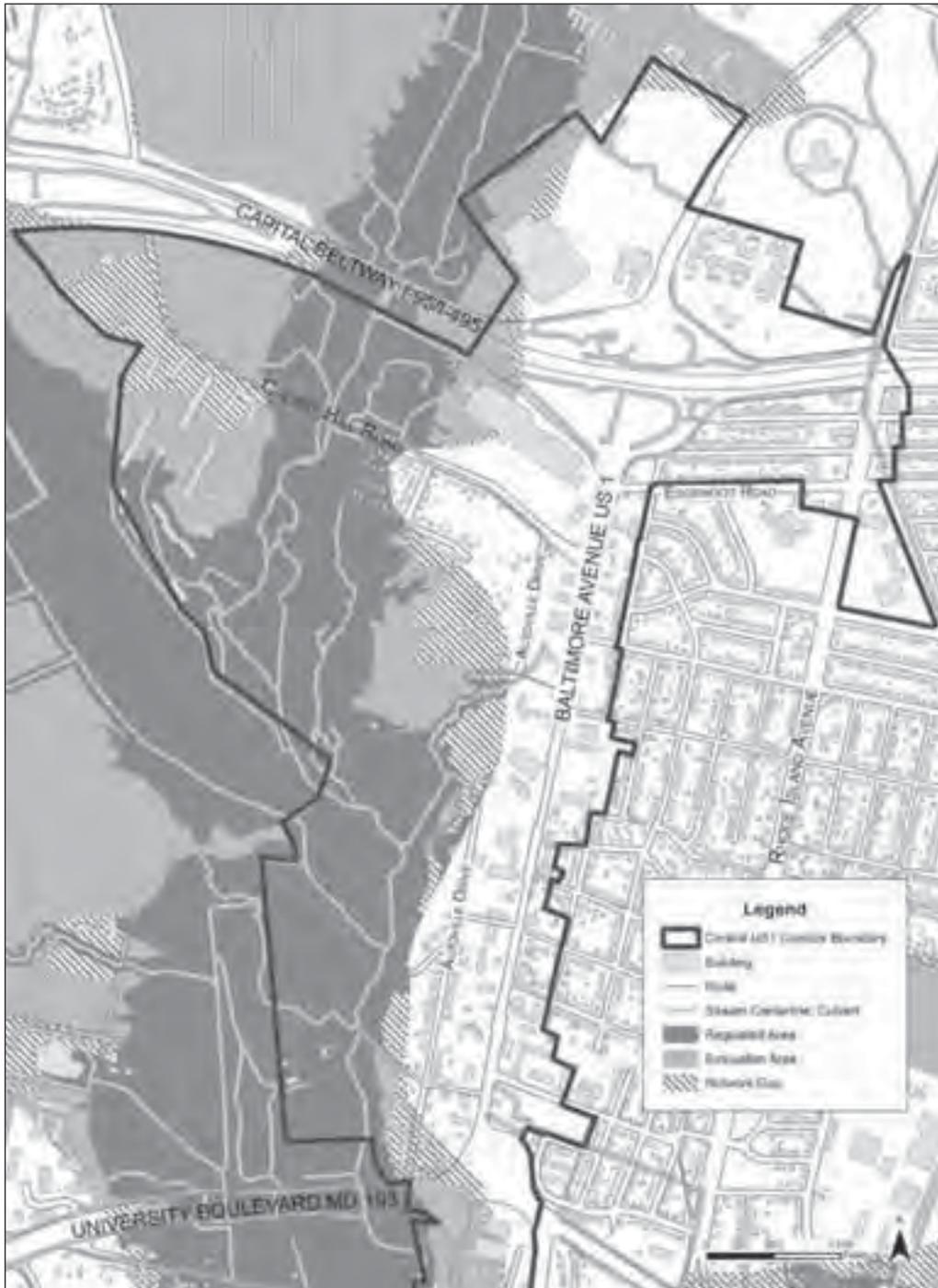
As development occurs in the watershed, special attention needs to be paid to the provision of stormwater management, either on a site-by-site basis or, whenever possible, by developers of sites cooperating to provide management that benefits more than one property.

A major stream restoration project is underway for the segment of Paint Branch from MD 193 south to where the stream crosses under US 1. The funding sources are the U.S. Army Corps of Engineers and matching funds from adjacent development projects. This restoration project is designed to stabilize the system for this segment. Additional restoration projects will be needed in the future on this and other segments to provide long-term stability.

Green Infrastructure Planning

The Countywide Green Infrastructure Plan was approved in 2005, three years after the 2002 College Park US 1 Corridor Sector Plan and Sectional Map Amendment was approved. Therefore, this updated sector plan reflects the Green Infrastructure

Plan’s groundbreaking vision for the environmental ecosystems in Prince George’s County. Furthermore, a significant portion of land within the boundary of the Central US 1 Corridor has been designated as a part of the plan’s green infrastructure network, which is divided into three categories (see Maps 9 and 10, Green Infrastructure North and South, on pages 109 and

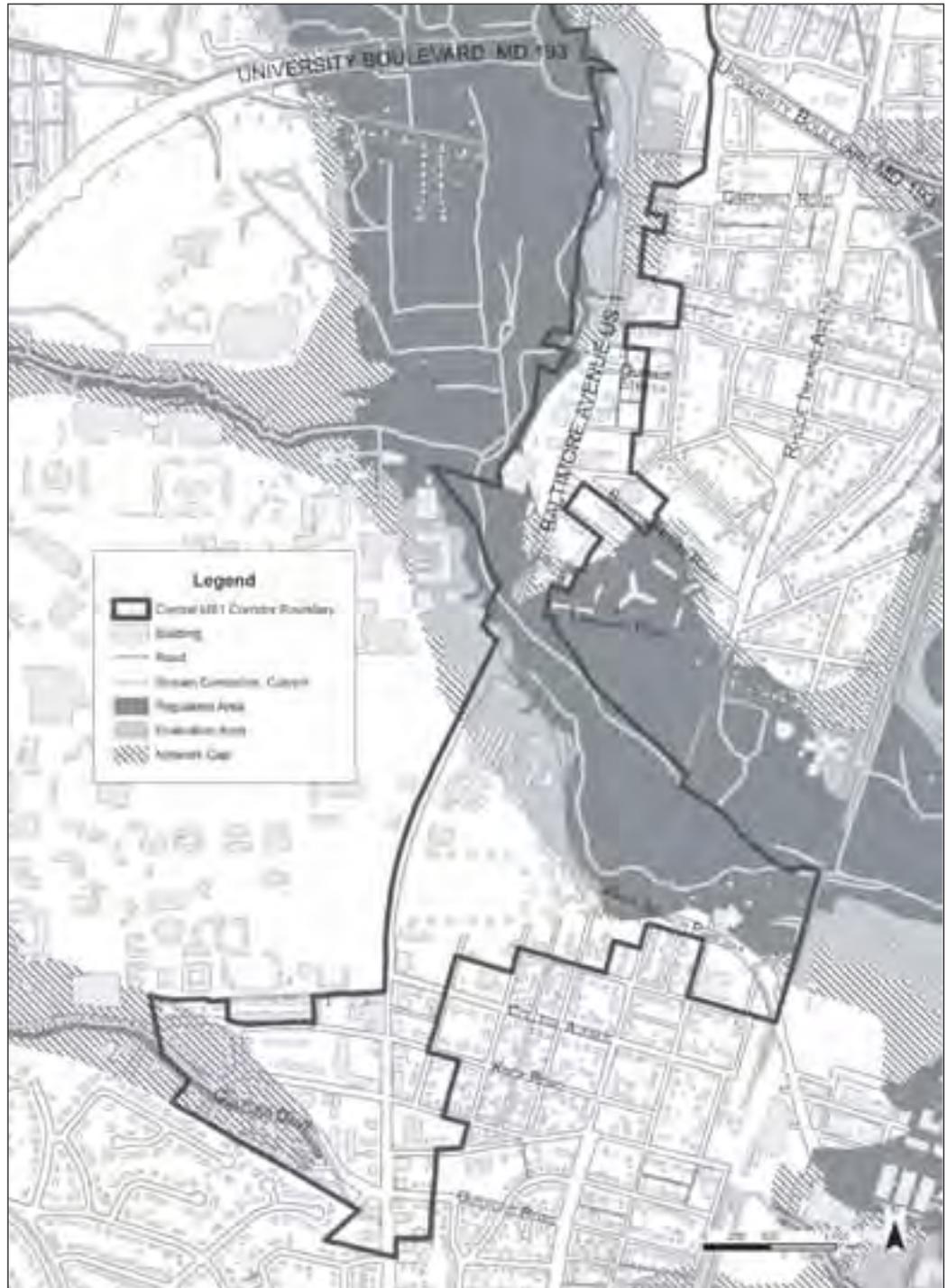


**Map 9:
Green
Infrastructure
North**

110, respectively). Regulated areas are protected when being considered in the development review process and contain environmentally sensitive features, such as streams, wetlands, buffers, the 100-year floodplain, and steep slopes. Evaluation areas include environmentally sensitive features, such as interior forests, colonial waterbird nesting sites, and unique habitats that are

not currently protected. Areas called network gaps are adjacent to and within the other two areas and are targeted for restoration in order to enhance the overall functioning and connectivity of the green infrastructure network. The integration of the wildlife habitat, vegetation, and waterways is essential in order to

**Map 10:
Green
Infrastructure
South**



ensure optimum levels of preservation, restoration, and functioning of the ecosystem.

The areas that have been included in the green infrastructure network in the Central US 1 Corridor have countywide significance, which is a designation that is reserved for the most important environmental features. In the Central US 1 Corridor, the designated network forms a Y-shaped zone that traverses US 1 and constitutes the western and part of the southern portions of the corridor, as well as an area just southeast of the corridor (see Maps 9 and 10 on pages 109 and 110, respectively).

This plan includes policies and strategies aimed at protecting, restoring, and enhancing the designated network of the sector plan area. The scarcity of green infrastructure in the Developed Tier makes areas within the designated network extremely important for preservation, restoration, and enhancement. It must be noted that the regulated areas shown within the green infrastructure network do not constitute the regulated environmental features on a site. These areas are conceptual in nature and the regulated features shall be accurately located on the ground prior to any development application submission.

Watersheds

The Central US 1 Corridor is located in the Anacostia River basin, in the northern portion of the Potomac River basin, which ultimately flows into the Chesapeake Bay. The subwatersheds in the sector plan area are the Paint Branch, Lower Northeast Branch, Upper Northeast Branch, Indian Creek, and Brier Ditch subwatersheds.

The Paint Branch stream system, a nontidal part of the waters of the State of Maryland, flows parallel to and west of US 1 within the sector plan area, passing from the Piedmont land region into the coastal plain. The Paint Branch begins in Montgomery County at an elevation of approximately 480 feet above sea level. Flowing southeast into Prince George's County, it falls in elevation to about 30 feet above sea level when it joins Indian Creek to form Northeast Branch in College Park, collecting many tributaries along the way, including Little Paint Branch. Seventy-two percent of the Paint Branch subwatershed is in Montgomery County, and 28 percent is in Prince George's County. Its predominant land uses in both counties are

moderate-to-low density residential at 42 percent and forest cover at 26 percent, with 18 percent of it being impervious.

Floodplains

Regulated areas of the county include the 100-year floodplain, which is the land adjacent to a stream that has a one percent or greater probability of flooding in any given year. Floodplains are an important part of the stream system because they provide storage capacity for high flows, help reduce the erosive power of the stream during a flood, reduce the discharge of sediment during high flow periods, and help floodwaters to move safely downstream. Included in the floodplain are (1) the floodway or the stream channel and adjacent areas that carry flood flows, and (2) the flood-fringe, which is covered by the flood but does not experience a strong current. Floodplains provide habitat for wildlife, enhance the biotic diversity of a stream, and provide a natural buffer that helps maintain water quality.

The County Code prioritizes preservation of the 100-year floodplain. If other priorities take precedence over floodplain preservation, development within the floodplain is required to provide compensatory storage for any fill that is proposed.

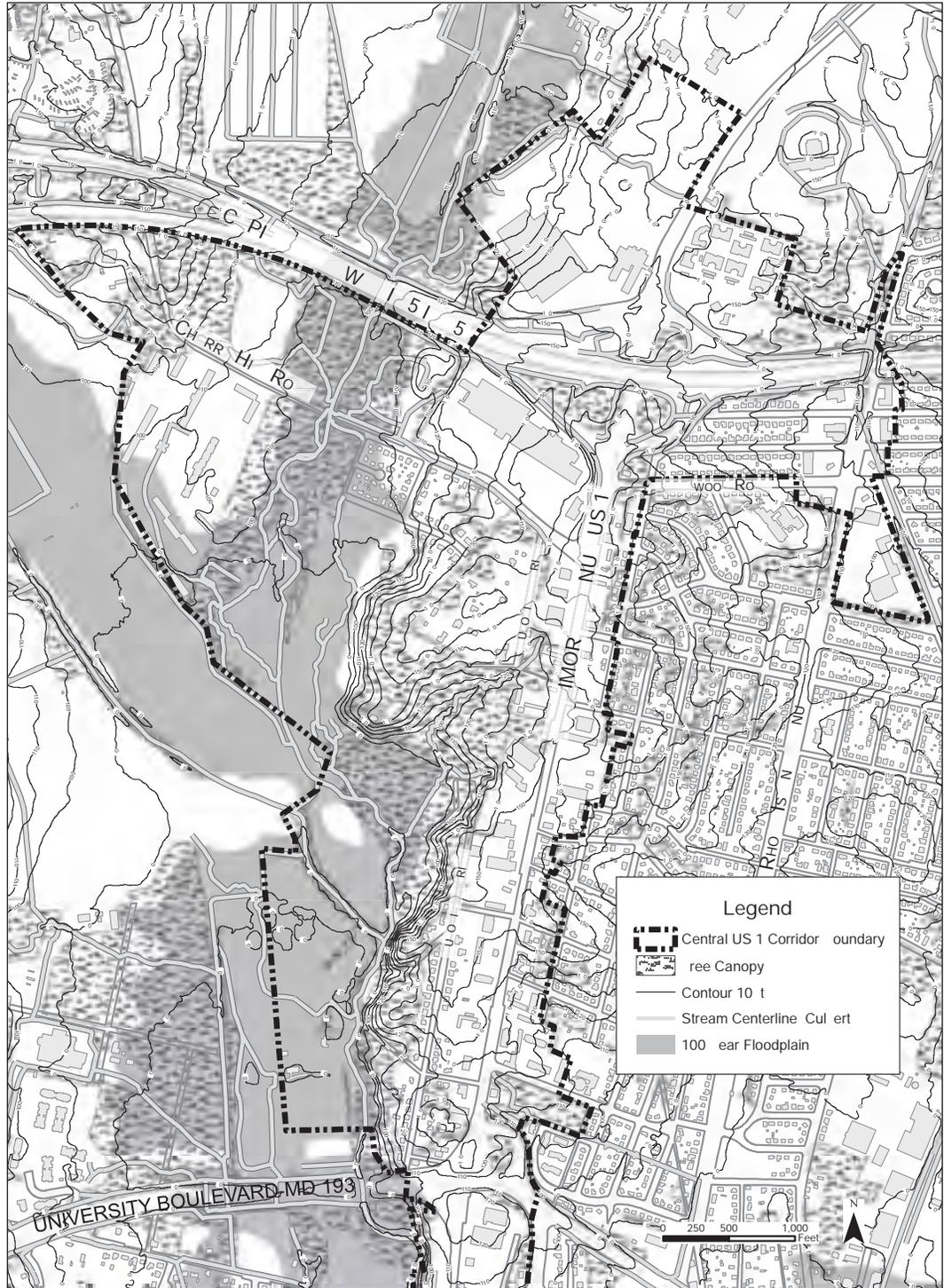
Preservation of open space, especially woodlands, within the 100-year floodplain, helps to maintain flows and floodplain elevations. Maps 11 and 12 indicate the location of the 100-year floodplain. It should be noted that the Federal Emergency Management Agency (FEMA) floodplain is based solely on existing conditions and does not reflect the ultimate development of the watershed and the potential effects on the flow and elevations. In areas such as the Central US 1 Corridor where there is concern over the ecological sustainability of new development, the county also uses ultimate conditions hydrology to determine flood discharges and to map areas for better flood control and stormwater management. This is a tool that projects future land use based on zoning and land use plans and the resulting floodplain elevations, which will be higher than the FEMA floodplain elevations.

In coordination with The Maryland-National Capital Park and Planning Commission (M-NCPPC), Prince George's County has typically adopted a policy of placing stream valleys (and thus floodplains) under public ownership in order to preclude private

development, manage flood events, and provide recreational opportunities. In addition, when existing structures within the floodplain cannot be protected in an environmentally sensitive and cost-effective manner, the county may offer to acquire them to reduce the possibility of property damage, as well as to remove

obstacles from the free flow of floodwater. The upstream drainage area of Paint Branch and backflow from Indian Creek dominate flooding effects; thus, coordination with neighboring jurisdictions is critical to finding solutions to flooding events.

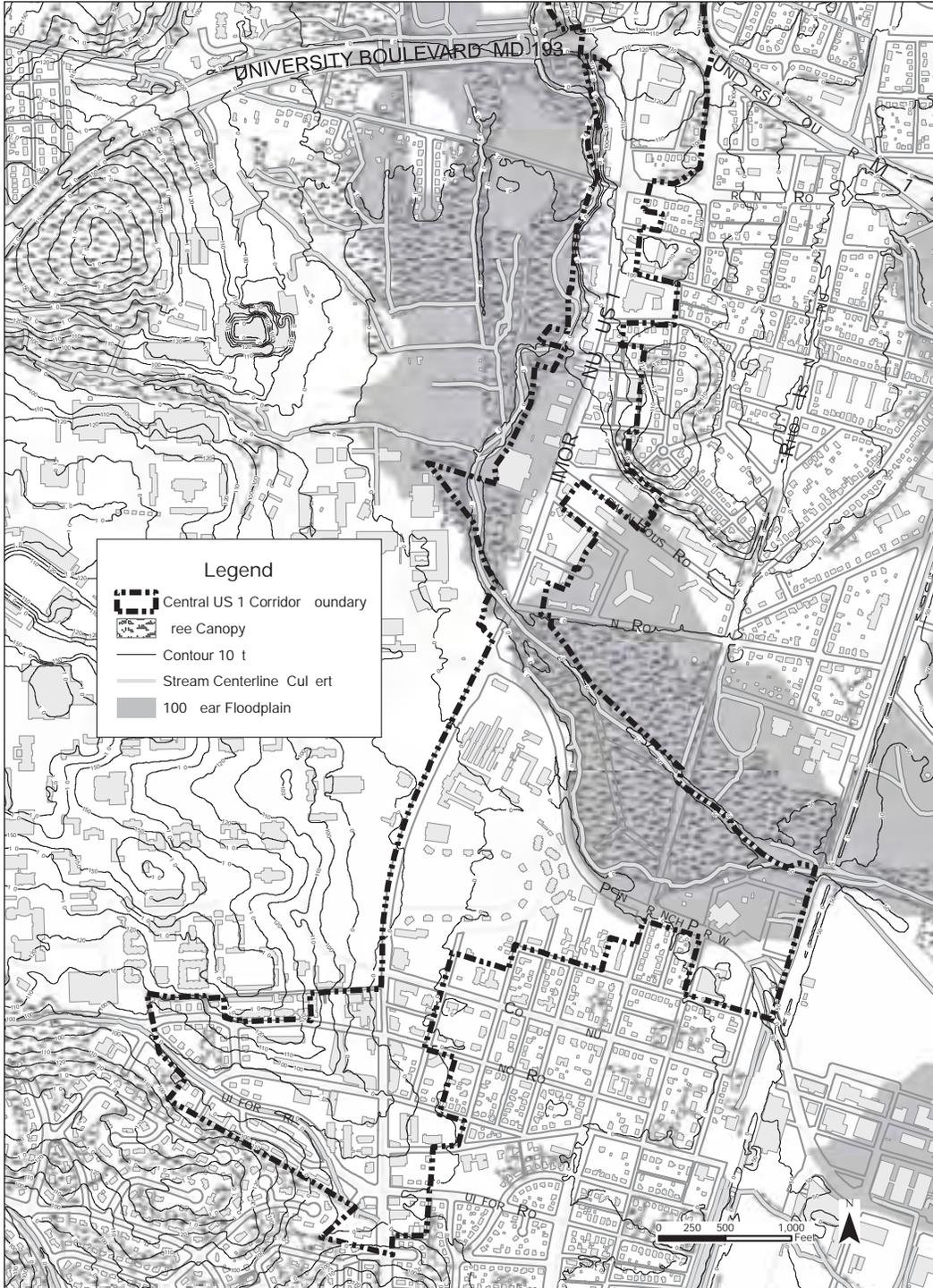
**Map 11:
Environmental
Features
North**



Wetlands

The most biologically diverse of all ecosystems can be found in wetlands, or areas where the soil is saturated either permanently or in certain seasons during the year. This saturation occurs because wetlands are the low-lying, receiving areas of the majority of stormwater

runoff. Thus, wetlands are extremely vulnerable to outside forces, such as sediment deposition and pollutant accumulation, that hamper their ability to absorb floodwaters, host a diverse array of flora and fauna, or protect water quality. Wetlands are protected in the County Code during the land development process. The presence of wetlands in the northwest



**Map 12:
Environmental
Features
South**

portion of the Central US 1 Corridor makes this an ideal location to focus conservation, as well as efforts to replicate them when possible. The wetlands are part of the Paint Branch stream system and include most of the trees in the sector plan area. Existing local, federal, and state regulations require buffers adjacent to nontidal wetlands and generally restrict wetland areas from development. These regulations are enforced locally through the county development review process.

Urban Tree Canopy

The several categories that constitute urban tree canopy include individual trees along a neighborhood street, small groups of trees in parks, and forests or woodlands on public or private property. Even as communities grow and change, it is important to maintain at least minimum thresholds of urban tree canopy in order to preserve environmental quality. If urban tree canopy, functioning as green infrastructure, can help to manage air and water quality, then it can minimize the necessity and cost of building infrastructure to that end. Local tree cover as part of the ecosystem provides environmental and economic value to urban areas. In addition to beautifying and providing balance to the built environment, it reduces the overall temperature of built spaces, provides oxygen, and removes pollutants from the air and water.

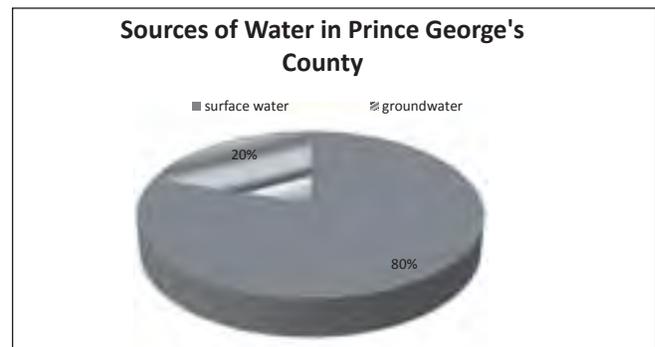
American Forests, the nation’s oldest nonprofit citizens’ conservation organization, recommends for an area such as the Central US 1 Corridor, 15 percent urban tree cover for central business districts, 25 percent for urban residential zones, and 40 percent for overall average tree cover. The 2002 General Plan established a policy of preserving existing woodlands and replanting, where possible. Over time, previously existing forest cover in the Developed Tier has disappeared as development has occurred, leaving only isolated forests. The Green Infrastructure Plan recommends adherence to the 2002 General Plan policy noted above, maintaining the 2000 level of 26 percent of woodland coverage in 2025 in the Developed Tier. Regarding this sector plan, most of the tree cover exists within the wetlands and floodplain areas of the Paint Branch stream system and in the vicinity of the Central US 1 Corridor (See Maps 11 and 12 on pages 112 and 113, respectively).

The environmental resources described here are conceptual and represent the best information available. They have not been validated in the field. However, before detailed plans are developed for any property, an approved natural resources inventory is required.

Paint Branch Greenway

In an effort to develop a sense of place, the sector plan identifies a greenway that is defined by the Paint Branch stream system, which runs parallel to and west of US 1. The Paint Branch Stream Valley Park, Lake Artemesia, and the Anacostia Tributary Trail System constitute a linear system of parks and open space connected to a greater regional park system with hiking and biking paths to Greenbelt and Washington, D.C., and provide prime opportunities for many of the residents, students, and visitors to the area to greatly value its naturally occurring amenities.

Ideally, the green corridor would extend the Paint Branch Trail greenway into adjacent neighborhoods and across US 1 through a system of viewsheds, potential trail connections, and walking connections. The Paint Branch Trail would extend to Cherry Hill Road. Cherry Hill Road, as proposed, will contain sidewalks and bike lanes that will extend north of the Capital Beltway, expanding the availability of the trail to more people and creating an alternative transportation route for bicycle enthusiasts and pedestrians. This concept provides an opportunity to better connect US 1 to the various existing open spaces consisting of university quads, natural and recreational parks, development north of the Beltway, and linear trails that characterize College Park. This plan designates a special conservation area of local significance for the area, including the Paint Branch Stream Valley and Lake Artemesia. This area should receive priority consideration when development activities are proposed in the vicinity and when land is being considered for public acquisition.



Source: Maryland Department of the Environment.

Extension of the Paint Branch Trail into neighborhoods will provide residents with an alternative mode of transportation that will be safe for walking and biking.



In all, 34 percent of the sector plan area's land use by acreage is parks, open space, and forest.

Water Resources

Water Supply and Demand

Water sustains all living things and is an essential part of the natural environmental cycles. It is a renewable resource, but fresh water supplies are not infinitely renewable and require removing pollutants and conserving in order to avoid depletion of surface water supplies and groundwater. While surface waters account for 80 percent of the usage in Prince George's County, groundwater is an important secondary source, providing the other 20 percent of water supply. In the Central US 1 Corridor, groundwater recharge is an important process for replenishment of aquifers or underground layers of water-bearing rock formations. This sector plan will establish a course of action to reverse the degradation of valuable water resources—existing streams within the sector plan area and groundwater recharge areas—as well as to protect them through conservation, ensuring their availability to meet future demand.

The Water Resources Functional Master Plan (WRFMP) developed for the county addresses the relationship of planned growth to water resources for both waste

disposal and safe drinking water. Development of the WRFMP is a requirement of all county and municipal governments in the state. The goals of the WRFMP are to ensure a safe and ample supply of drinking water, minimize nutrient loading impacts to water resources, provide water resources data to help establish growth area boundaries and aid with land use, and provide data collection and analysis to promote balance of sustainable growth and preservation of the Chesapeake Bay, into which all rivers and streams as well as groundwater recharge areas ultimately flow.

The WRFMP will benefit the Central US 1 Corridor by addressing stormwater issues and the quantity of development that the Anacostia watershed can accept before nutrient load thresholds (i.e., the amount of nitrogen and phosphorus discharged from wastewater treatment plants and stormwater runoff) are exceeded. The water resources plan also makes recommendations regarding stormwater management design and the use of ESD techniques.

Water supply in the Central US 1 Corridor originates from the Anacostia River, which is a tributary of the Potomac River, and which supports the stream system that runs north to south through the corridor. It has been identified in the Green Infrastructure Plan as a special conservation area, which are areas carefully considered during the development review process to ensure



Restoration efforts along the Paint Branch will continue to improve the quality of the stream valley.

their protection, restoration, and continued ecological connectivity. From the Anacostia, the Northwest and Northeast Branches are identified as secondary corridors in the system that infiltrates the northern part of the Developed Tier of the county. The Paint Branch, Little Paint Branch, and Indian Creek Streams flank the Central US 1 Corridor.

Areas of the country that are assumed to have an abundance of water are not immune to water shortages; thus, conservation of available water resources can help in times of shortfall. Global climate change begs the question of whether or not wise practices of efficient water use are in place. Increasingly, preventing wasteful use of potable water and avoiding use of potable water for nonpotable uses is critical. Potable water, used for drinking, cooking, and bathing, must meet a high level of purity and safety. Nonpotable water or gray water as rainwater or recycled from household use is less pure but, when handled properly, can be used for a variety of household and landscaping uses. Embracing sustainability and appreciating the natural resources in the Central US 1 Corridor is a worthy vision that is complemented by the overall need to reduce water consumption to ensure its availability in the built environment, as well as for fish and wildlife habitat.

Water Quality

Because of the stream connectivity between tributaries and their adjoining river, between surface water and groundwater, and between wetlands and water, aquatic assessments of watersheds are useful tools for monitoring and evaluating water quality. Since water moves downstream, any activity causing changes in water quality, quantity, or speed of movement in one area of the watershed can change conditions downstream. A cooperative and coordinated approach to water quality management is essential to ensure the highest quality living and working environment.

Paint Branch subwatershed has a water quality rating of very poor, when measured according to the Benthic Index for Biological Integrity (IBI) for benthic invertebrates and habitat quality in 1999-2003 biological assessments. This index is a method standardized by the Maryland Department of Natural Resources. Benthic macroinvertebrates, or small bugs, are sampled from the stream, and the composition of the species present provides information on the overall health of the system based on their sensitivity to pollution (see Table 6: 1999-2003 Assessments for Subwatersheds of the Anacostia in the Corridor on page 117). The following subwatersheds are rated poor or very poor.

Table 6: 1999-2003 Assessments for Subwatersheds of the Anacostia in the Corridor

Subwatersheds of the Anacostia	Benthic IBI	Habitat
Brier Ditch	poor	very poor
Indian Creek	poor	poor
Lower Northeast Branch	poor	very poor
Paint Branch	poor	very poor
Upper Northeast Branch	poor	very poor

Source: Department of Environmental Resources.

The lower portion of the Paint Branch subwatershed in Prince George's County (from the Capital Beltway I-95/I-495, downstream to where it meets Indian Creek) has been rated by state regulators as Use I waters, which is the minimum standard for all waters throughout the state and protects waterways for recreation, fishing, and aquatic life use.

Establishment of adequate riparian forest buffer along the banks of streams is critical to preserving groundwater recharge areas and maintaining seeps and springs, which stabilize water temperature so that fish can thrive. In addition, this forest cover is important for sustaining high quality streamflow. Development and the accompanying increased amounts of impervious surfaces are threats to the continued sustainability of plant and animal life, and of water quality in general, and affect stormwater management, stream channelization, loss of riparian buffer and tree canopy, and increased thermal loads in particular. Streamside mowing also hinders stream buffer quality. With these factors improved to the maximum degree, stream bank stability can be achieved, bringing with it more comfortable, shaded streambanks and improved habitat for fish and wildlife, as well as reduced particulate matter and sediment entering into the stream environment. Areas in proximity to streams and adjacent wetlands and floodplains and adjacent slopes are generally restricted from development by the subdivision regulations. (See Subtitle 24, Section 130 of the Prince George's County Code.)

Stormwater Management

Surface waters vary in flow according to seasonal changes and the amount of development versus open space. During storms, water flows more rapidly over impervious areas, rather than being intercepted by vegetated areas and flowing more gradually into streams. The former scenario, typical of the Central

US 1 Corridor, leads to flood-related stream discharges and ultimately to stream channel instability that results in erosion.

Untreated stormwater runoff from urban development is a major source of pollution to local streams, rivers, the Chesapeake Bay, and coastal bays along the state's shorelines. To achieve targeted reduction in nutrient and sediment loads to receiving waters and protect stream channel stability, stormwater management is a requirement for new and redevelopment projects.

Protecting the health, safety, and welfare of county residents from hazardous flooding conditions is a primary aim of stormwater management. Various stormwater management methods are used to ameliorate existing flooding problems and are designed to prevent flooding problems caused by new development. These measures are in place to prevent injury to people; flooding of homes, roads, bridges, and other property; and stream bank erosion. On-site controls for new development ensure that runoff from a site does not exacerbate flooding problems downstream and is safely absorbed or conveyed through the community. In addition, corrective flood and erosion control facilities can be constructed to manage existing and future flood conditions. Maryland's Stormwater Management Act of 2007 requires the use of ESD by using nonstructural best management practices and innovative site design techniques to the maximum extent possible.

Green Building Construction and Sustainability

Environmental Site Design

Sustainable site design and building techniques, in accordance with Leadership in Energy and

Environmental Design standards and similar programs, create a built environment that is in harmony with protecting natural resources, are cost-effective to build and maintain, and maximize human comfort and well-being. The environmental, economic, and social benefits of “green building” far outweigh the challenges inherent in building to a higher standard for the benefit of present and future generations.

The Central US 1 Corridor is ripe for new development, redevelopment, and infill. Thus, developers making changes to the built environment must avoid sites with protected resources and hazardous conditions. New growth requires the use of alternative stormwater management technology that enhances, restores, and protects the quality of the water resources that are so critical to all living things. Energy conservation measures that emphasize gray water reuse or renewable sources, such as solar, wind, and geothermal, can emit less noxious gases, thereby reducing contributions to greenhouse gases, a major cause of climate change. A building designed for sustainability can save energy costs, decrease the amount of heat discharged in urban areas by reducing heat islands, help reduce carbon emissions to both the air and water, and foster recycling of waste products that are the by-products of the building process.

Environmental site design conserves existing natural and topographic features while providing for a built environment that can withstand flooding and major storm events. It controls erosion and sedimentation during construction and throughout the building’s useful life. It reduces impacts to the green infrastructure and uses local recycled and rapidly renewable materials.

With the abundance of impervious surfaces in the Central US 1 Corridor contributing to negative environmental impacts, pavement and heat islands should be minimized by reducing the need for additional roads to provide mobility and accessibility, maximizing the use of transit, and safely accommodating bikers and pedestrians. This can be accomplished by locating buildings within ¼ to ½ miles of transit service in the corridor, and linking existing greenways, bikeways, and sidewalks. Enhancement of the urban tree canopy and rooftop gardens provides maximum shade and reduces heat generated by pavement, parking lots, rooftops, and other impervious surfaces.

Reducing development impact on nocturnal environments involves providing safe levels of lighting for adequate visibility, while avoiding night sky pollution. Designing for the best light and air conditions includes providing natural ventilation of buildings, taking sufficient advantage of daylight, and providing pleasant views of the surrounding natural environment.

Noise

Any form of unwanted sound can be classified as noise, which encompasses all background noises emanating from point and nonpoint sources and involves transfer to a receptor or receiver. The amount of noise transmitted can vary considerably due to elevations, the existence of barriers, and project design. In general, the noise environment of the sector plan area is within the parameters set by the State of Maryland of 65 decibels (dBA) during the day and 55 dBA at night (10 p.m. to 7 a.m.) for residential outdoor activity areas. It is 45 dBA Ldn (level-day/night) for indoor living areas in residential uses.

The major sources of transportation-generated noise in the sector plan area are the Capital Beltway (I-95/I-495), an interstate freeway; and US 1 (Baltimore Avenue). The Capital Beltway generally produces noise levels above 65 dBA Ldn, the maximum state standard for residential uses. The 65 dBA Ldn noise contour extends approximately 1,000 feet from the centerline of a freeway, as determined using a noise model. The noise model does not account for noise reductions that may be achieved by changes in topography or intervening structures and vegetation, so the actual levels of noise may vary from site to site. Two factors which minimize noise from the Beltway at this location would be the presence of noise barriers and the placing of the noise barriers on a different grade than US 1 (US 1 crosses over the Capital Beltway). Because US 1 is classified as a major collector, it is not regulated for noise.

Light Pollution

Light pollution is defined as light that causes a glow in the night sky from artificial sources, such as street lights, lights from commercial uses, and light from residential sources. Light pollution also includes light spill-over when one property is more brightly lit than an adjacent one. The widely accepted crime prevention through environmental design (CPTED) guidelines were written

to address how built environments can be designed to help reduce crime. One basic principle that CPTED establishes is light levels should be kept as constant as possible from one property to the next in order to reduce the amount of time the human eye needs to adjust to different light levels. This lighting scheme has the ability to reduce crime by providing an even level of light across various properties. Reducing light pollution also serves to reduce overall energy costs by directing the correct light levels in the right places and reducing the need for higher wattage fixtures. The main sources of light pollution in the sector plan area are the existing commercial uses, in particular the auto-related uses.

Air Pollution

The Clean Air Act of 1970 established national ambient air quality standards (NAAQS) for carbon monoxide, lead, nitrogen dioxide, ozone, particulate matter, and sulfur dioxide. In the State of Maryland, Prince George's County is ranked the highest in person-days in exceedance of NAAQS for air pollutants, resulting in health risks for people who live, work, and shop in the county. The negative effects of air pollution are becoming increasingly recognized, and efforts to mitigate its effect are being undertaken nationwide. Air quality issues result mostly from regional monitoring of nitrogen oxide gases and volatile organic compounds (VOCs) that are mostly by-products of burning gasoline and coal. These gases combine when heated up by hot summer days and increasingly warming urban areas to create ozone, which can be detrimental to the health of humans, animals, and plants alike.

Asthma, the respiratory ailment most related to air pollution, has been increasing over the last few decades. According to the Centers for Disease Control, Maryland has one of the highest percentages of teenage asthma in the U.S. (over 9.8 percent), and asthma is generally higher in urban and African-American communities.¹

At this level of planning, it is difficult to address the regional problem of air pollution. The Washington metropolitan area is considered a nonattainment area by the Environmental Protection Agency for air quality, mainly due to high levels of ozone. One of the sources of ozone is the mixing of vehicle exhaust in the atmosphere and the heating effect of the earth.

¹ Center for Disease Control statistics regarding asthma, 2006

If the overall number of vehicle trips can be reduced, the amount of ozone formed can be reduced, therefore reducing overall air pollution.

Several small steps could be taken to improve air quality in the sector plan area that include reducing the overall number of vehicle miles traveled, providing a network of linkages for alternative forms of transportation, and providing more opportunities for ride sharing. When combined with increases in tree canopy and the implementation of sustainable building techniques, localized air quality can be improved.

Goal

Preserve, enhance, and restore the natural environment and its diverse ecosystems, ensuring sustainability within the desired development pattern.

Policy 1

Strengthen the sense of place along the Paint Branch greenway in a way that creates balance and showcases the linear park and trail system that is unique to the Central US 1 Corridor and the College Park area.

Strategies

- Emphasize the greenway along Paint Branch by maintaining protection of the associated regulated environmental features during the review of land development proposals and by assessing evaluation areas to be considered as regulated areas or as areas worthy of acquisition or easement.
- Preserve and restore grasslands and other habitats, and improve connectivity and access to the Paint Branch stream valley and adjacent open spaces.
- Develop an awareness campaign to inform the public of the greenway's natural beauty.

Policy 2

Restore and enhance water quality in the Paint Branch stream system and other areas that have been degraded and preserve water quality in areas not degraded.

Strategies

- Conduct an areawide study to evaluate possible locations for shared stormwater management

facilities. Fund the public acquisition of the needed land and design for implementation.

- Protect the remaining stream systems from encroachments, and require full preservation of remaining elements and their buffers.
- Identify highly visible, ecologically significant restoration projects and improve stream bank stability.
- Target mitigation efforts to include expanded vegetative buffers along streams, wetlands, and at headwater areas.
- Preserve open space, utilize linear stormwater systems and sediment ponds, and create wetland systems as stormwater management strategies that function as public amenities.
- Include trash reduction and removal strategies for urban stormwater management and storm drainage programs.
- Increase education and awareness of the trash issue throughout the Paint Branch subwatershed and the Anacostia River basin.
- Implement demonstration projects in open space areas that provide educational information to homeowners and business owners about alternatives to conventional lawn care to reduce the runoff of nutrients to waterways, such as rain gardens that promote bioretention, and sustain wildlife habitats.

Policy 3

Conserve water and avoid using potable water for nonpotable uses.

Strategies

- Promote the conservation of potable water for personal uses.
- Educate and strengthen knowledge among residents throughout the Central US 1 Corridor of nonpotable water sources, such as from rain barrels, and other ways to conserve and reuse water.
- Raise the level of consciousness about using nonpotable water for purposes such as lawn irrigation, car washing, and other appropriate commercial and industrial uses, which occur in the Central US 1 Corridor.

- Implement conservation landscaping techniques that reduce water consumption and the need for fertilizers or chemical applications.
- Require the capture and reuse of stormwater for gray water or other uses to the fullest extent possible.

Policy 4

Reduce flooding and its detrimental effects on human and natural resources.

Strategies

- Manage flooding, specifically in the Paint Branch subwatershed, caused by woody debris and trash blockages of culverts, stream banks, and channels through performance monitoring and evaluation of maintenance activities.
- Control the first inch of rainfall on-site through methods that facilitate infiltration, evapotranspiration, or reuse of the stormwater, where appropriate.
- Implement environmentally sensitive design stormwater techniques, such as rain gardens, bioretention and infiltration areas, innovative stormwater outfalls, underground stormwater management, green streets, cisterns, rain barrels, grass swales, and stream stabilization, to the fullest extent possible.
- Encourage the use of shared environmentally sensitive stormwater management facilities, where appropriate.
- Require street tree plantings to be incorporated in stormwater management plans and as an element of both green streets and open space enhancement.
- Strengthen County Code regulations and enforcement of them to prevent development from occurring in the floodplain or other hazardous locations.
- Require new development and redevelopment to incorporate stormwater volume control measures in order to reduce the impact of stormwater on the Paint Branch Stream Valley.
- Remove impediments to full implementation of ESD techniques to the fullest extent practicable.

Policy 5

Implement environmentally sensitive design building techniques and reduce overall energy consumption.

Strategies

- Use green building techniques as designated by the U.S. Green Building Council and similar organizations. New building designs should incorporate the latest environmental technologies in project buildings and site designs. As redevelopment occurs, the existing buildings should be reused and redesigned to incorporate energy and building material efficiencies, where appropriate.
- Use at least three green building techniques on each new and redevelopment project, including but not limited to:
 - Creation of gray water reuse system.
 - The use of low VOC materials.
 - Recycled and/or sustainable building materials as designated by the U.S. Green Building Council.
 - Green roofs.
 - Renewable/alternative energy sources, such as wind, solar, and geothermal.
- Support the development of a countywide green building program that provides incentives for reducing the overall impacts of buildings on the environment and to provide cleaner, healthier buildings to support the health and wellness of county residents and workers.
- Reduce energy consumption through the use of more effective and energy efficient indoor and outdoor lighting and air movement systems.
- Establish maximum impervious surface percentages in urbanized areas during the evaluation of development proposals. Disconnection of large tracts of impervious surfaces should be achieved through the use of alternative pavers, soil amendments and conditioning, bioretention areas, rooftop gardens, and other landscaping techniques that increase infiltration.

- Design parking areas as either shared or as structured lots. The use of parking garages and/or underground parking shall be priorities.
- Reduce site disturbance at the time of development, including earthwork and clearing of vegetation, to the fullest extent possible.
- Reduce the development footprint to the maximum extent practical to conserve natural areas, and restore damaged areas to provide wildlife habitat and promote biodiversity.

Policy 6

Preserve and enhance the existing urban tree canopy.

Strategies

- Adhere to the minimum tree canopy requirements. If minimum requirements have not been set, provide at least ten percent tree canopy for each land development proposal.
- Develop community-based tree planting programs and, where possible, direct fee-in-lieu monies collected for conformance with the Woodland Conservation Ordinance to those programs.
- Provide a diversity of native-stock trees when planting street, landscape, and lawn trees in order to promote ecosystem health and resiliency against disease and destruction.
- Plant trees in strategic locations to cool buildings and mechanical equipment, reducing overall energy consumption.

Policy 7

Reduce light pollution and intrusion into residential communities and environmentally sensitive areas.

Strategies

- Use lighting technologies for athletic fields, shopping centers, gas stations, and vehicle sales establishments that reduce light intrusion on adjacent properties, so that safe and even light levels are maintained.
- Require the use of full cut-off optic light fixtures to eliminate light pollution.
- As new and redevelopment proposals are evaluated, light levels should be considered,

overall lighting should be minimized and properly directed, and a detailed lighting plan should be submitted.

Policy 8

Reduce air pollution to support community health and wellness by supporting development that is accessible by nonmotorized and alternative modes of travel, as well as by increasing the urban tree canopy.

Strategies

- Promote mixed-use and transit-oriented development that minimizes the need for motor vehicle trips in order to prevent conditions that may create local air pollution nuisances.
- Incorporate tree planting and vegetated areas into redevelopment plans, and encourage tree planting on existing properties.

Policy 9

Reduce adverse noise impacts to meet State of Maryland noise standards.

Strategies

- Evaluate development and redevelopment proposals for the impacts of noise. Each site will be evaluated during the development review process for conformance with noise standards using Phase I noise studies and noise models.
- Provide for adequate setbacks for projects located adjacent to existing and proposed noise generators and roadways of arterial classification or greater.
- Provide noise attenuation measures when noise issues are identified.

Transportation Network



Traffic and congestion along US 1 and other local streets are a primary concern for residents. A greatly expanded and coordinated multimodal network of transit, bicycles, pedestrians, and automobiles is proposed throughout the community.

Vision

A network for enhanced pedestrian, bicycle, and transit provides travel choices and convenient access to destinations within and near the US 1 Corridor for all residents, visitors, and students. An integrated transportation network also reduces dependency on single-occupancy automobiles, lowers traffic congestion, fosters a safer pedestrian environment, and minimizes potential impacts to the natural environment.

Background

The overall vision for the Central US 1 Corridor focuses on the creation of transit-oriented, mixed-use development at specific walkable nodes, which are also intended to serve as transportation hubs (or “super stops”), where various transportation modes and bus routes can be combined to better serve the community. This element of the sector plan provides guidance for the design of a comprehensive, multimodal transportation system that includes walkable streets to support the vision for land use development in the corridor. The transportation network element focuses on walking, bicycling, transit, and the physical design of streets to create great and memorable walkable places along the US 1 Corridor.

These various forms of transportation, when applied in a comprehensive manner as recommended by this sector plan, are known to reduce dependency on the automobile, which will help reduce congestion on US 1 and other major streets, foster a safer pedestrian and bicycle environment, and lead to increased transit usage. Studies in Florida have shown that compact, urban growth forms, such as those proposed for US 1, can reduce trip impacts by as much as 30 to 40 percent. This reduction is characterized either through higher rates of internal capture or a greater share of trips taken by other modes, namely walking, biking, and transit.

Internal capture describes trips that are short enough to be made within the local area and have no impact on the surrounding regional road network. In the case of College Park, this would be trips that originate within the neighborhood and go to and from the walkable nodes. These trips tend to use the internal or local street network and have limited impact on the major streets. Also, as the walkable nodes develop to include a mix of uses, trip capture will occur when residents who live in a walkable node go shopping or go to work within their own walkable node or others nearby, again rarely leaving the site. The short lengths of these trips and the introduction of the walkable environment increase the probability that they would be made by walking,

biking, or transit, reducing auto travel and parking demand.

Additional mode share describes the shift from automobile transport to walking, biking, or transit. Travel using these modes has declined greatly in the postwar period, as government policies favoring auto transportation and suburban development created land use and transportation patterns that discouraged walking, biking, and transit use. Contemporary planning models, such as New Urbanism and other forms of “Smart Growth,” restore a measure of balance to the other modes, thereby supporting travel using these modes once more. In the walkable nodes of the future along US 1, residents will again walk, bicycle, and take the bus to meet some or all of their daily needs. This is a paradigm shift from mid-twentieth century planning, which assumed that all transportation was and would essentially continue to be automobile transportation and that other modes were secondary.

Although these trends are well understood based on the performance of new traditional neighborhood design communities and thriving historical communities (such as Charleston, SC, Savannah, GA, Lawrence, KS, or Alexandria, VA), which still support all the modes of travel, the regional transportation analysis tools available to planners can only forecast impacts outside of the walkable nodes or 2002 General Plan centers. New analysis tools that consider multimodal levels of service, such as in Fort Collins, CO, are now coming on-line and will be available to carry out the more detailed review of local transportation system performance using measures that users can visualize more directly. They will also more explicitly consider the effects of driver and pedestrian behavior, as well as roadway design and signal timing.

This sector plan supports the multimodal level of service concept as proposed in the update to the 2009 *Approved Countywide Master Plan of Transportation* and the new analysis tools available to visualize the performance of the transportation system at the local level. Planning and transportation staff will continue to identify the transportation performance measures that are meaningful in the context of the Central US 1 Corridor, so that new development and transportation programs can be managed to meet the community’s goals and needs.

In addition to a recommended development pattern that promotes internal capture of trips, the transportation demand management recommendations of this sector plan and the Master Plan of Transportation will provide even more options to encourage and support transportation choices for the College Park area. These options will also provide for further reduction of auto trips associated with office and institutional uses, especially the University of Maryland.

As of the end of 2008, the Federal Surface Transportation Trust Fund was fully obligated, and incoming revenues were steadily declining as motor fuel tax revenues decreased. The United States, alone among developed nations, now finds itself in a crisis mode where current funding does not even replace existing deteriorating transportation facilities, much less provide the funding for new facilities. The main issue confronting transportation planning today in the United States is now the lack of effective financing strategies. The report of the National Surface Transportation Infrastructure Financing Commission, released in February 2009, proposes several options for the future and will play a major role in supporting local visions for transportation in College Park, as well as communities across the nation.

Finally, this sector plan envisions that the federal, state, and local governments will be partners with the private sector in supporting appropriate transportation strategies and that public as well as private initiatives will shape the future of transportation in College Park.

Goals

- Provide a continuous network of sidewalks, bikeways, and trails that enhance opportunities for residents to make trips by walking or bicycling.
- Enhance the existing trail networks in the Central US 1 Corridor to meet the needs of existing and future users.
- Maximize transit use by developing a comprehensive transit system that supports the development pattern and land uses recommended by the sector plan.
- Manage capacity and minimize congestion of US 1, MD 193, Rhode Island Avenue, and the other streets, roads, and highways in the sector

plan area by safely and efficiently providing access for all users to destinations within the Central US 1 Corridor.

Transportation Elements

Transportation recommendations for the Central US 1 Corridor can be placed in the following categories, each of which is described in further detail below:

- Walkable Land-Use Design
- Walkable Streets
- Transit
- Land Use and Transportation Linkage
- Street Connectivity
- Facilitating Cyclists
- Utility Placement
- Roads
 - Adequate Public Facilities Ordinance
 - Master Plan Roadways



Better coordination of existing transit service along the Central US 1 Corridor will benefit residents, students, and visitors.

- Managed Parking and Off-Site Parking
- Transportation Demand Management

Although listed separately, these issues are actually intertwined and highly interdependent. Transit connectivity, for instance, is directly related to street connectivity. Walkable street design is only possible where suitable land use context exists, and walkable land uses include high levels of street connectivity and efficient traffic circulation. Walkable contexts and streets also support mobility for cyclists.

For this plan, a hierarchy of transportation elements shall be considered for each transportation project. All modes of transportation shall be included in the right of way, easements, or on land dedicated for such facilities or purchased for these facilities. Outside of the roadbed, higher-priority items shall be provided at the expense of lower-priority items. In descending order of priority, these elements are:

1. Pedestrians
2. Transit and transit-related services
3. Trees
4. Bikeways and trails
5. Vehicles

The Walkability Index

The Walkability Index is a block-by-block analysis of the key design elements that encourage walking, biking, and transit and could be applied to developments to determine if they are designed consistent with the recommendations of this study.

When a project is submitted for approval, the Walkability Index could be applied to determine if the design of the project supports walkability, and if so, the expected vehicle trip reduction could be applied in the APF test for transportation impacts.

This will make the physical design of the project contribute directly to the ability to use walking, bicycling, and transit in the corridor.

Walkable, new urban/traditional development will score significantly higher Walkability Indices and thus foster a sustainable, long term, productive and profitable future for the US 1 Corridor. Any development that is found to be consistent with the plan may be able to be approved with the expected vehicle trip reductions applied in the APF analysis.

Walkable Land-Use Design

One of the basic principles of sustainable community planning is that towns and cities should be structured as a series of walkable neighborhoods. The walkability factor is important, because walking must replace auto travel as the primary mode of access in the US 1 Corridor for short trips if transit is ever going to be viable for making longer trips without auto use. For the purposes of the Central US 1 Corridor sector plan, “walkability” includes design to support bicycling and transit, as well as walking. The best walkable neighborhoods address two primary elements:

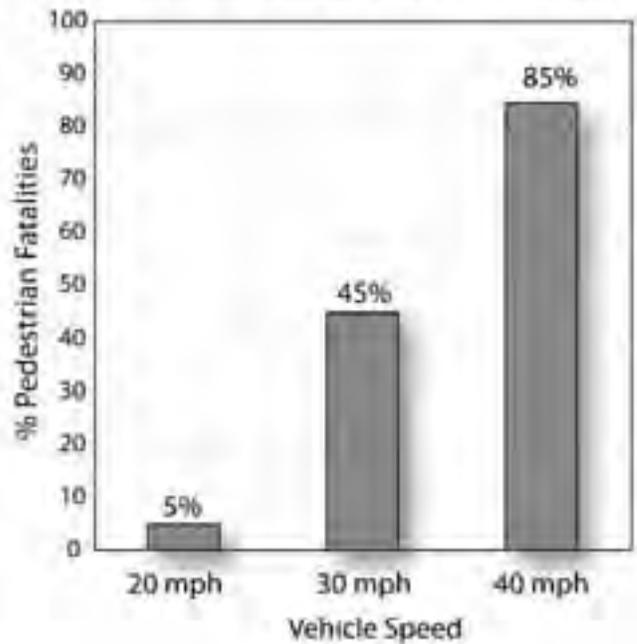
- A specific mix of land uses (residential, office, retail, civic, and others) arranged with streets serving as public spaces with a sense of enclosure to create “outdoor rooms”—human-scaled environments where people enjoy spending time.
- Pedestrian-oriented street and site design where lower design speeds and greater connectivity govern the planning of the use of street space.

Architecture, urban design, and street design must all be pedestrian-oriented before sustainable, walkable communities can exist; any single element is insufficient. The “suburban” land development context (often called sprawl) is supported by roadway systems and especially by plentiful and convenient parking, favoring motor vehicle mobility because highly separated uses require motor vehicles for nearly all travel. Fixing just the orientation of the transportation system will fail, as would fixing only the urban design pattern and mix of uses. Attempts to create more walkable street and site designs in the urban context must rely on both walkable street design and a character of urban places where walking can again flourish.

Prior to the 2002 College Park US 1 Corridor Sector Plan, US 1 within the sector plan area was planned as a 4–6 lane arterial roadway, operating at level-of-service (LOS) D. The 2002 sector plan recommended a LOS E standard, which later became the adopted countywide standard for the Developed Tier with the approval of the 2002 General Plan, and changed the proposed typical section to a major collector (specifically, a four-lane roadway with a median) in keeping with the community’s vision and State Highway Administration’s (SHA’s) Selected Alternate for the US 1 Corridor.

For well-established reasons concerning business, energy, health, and sustainability, walking, biking and transit must be reintroduced to cities and towns. Walkability is rare today because much of America’s suburban land development pattern matches street and highway networks strongly favoring motor vehicle mobility. Vehicle speed is a primary factor in creating walkable streets. As shown in the bar graph below, the odds of a pedestrian being killed in a collision with a vehicle go from 5 percent at a 20 miles-per-hour (mph) vehicle speed to 45 percent at a 30 mph vehicle speed. At 40 mph, the odds of a pedestrian fatality increase to 85 percent. To date, no similar analysis has been performed for bicyclist crashes, but 35 mph is considered the upper limit for safely sharing the road between cyclists and motorists. Therefore, the terms “walkability” and “walkable street,” with target operating speeds of 20–30 mph, also allow and encourage bicycle usage, as well as walking.

Odds of Pedestrian Fatality at Different Vehicle Speeds



To achieve urban places that encourage pedestrians, bicycles, and transit usage, the patterns of proposed development must be specified, first, during the community planning stage. Then, the supporting transportation plan can be crafted with walkability as the primary consideration and automobile mobility second. The street design and traffic controls must provide for safe movement for all users, regardless of the design criteria chosen. Provided that travel lanes are not

removed, modifications to increase walkability will have modest impacts on vehicle capacity. In addition, studies have shown that the type of compact development envisioned in this plan generally reduce vehicle miles of travel by an average of 30 percent, as detailed in the book, *Growing Cooler: The Evidence on Urban Development and Climate Change* by the Urban Land Institute.

To achieve more walking, biking, and transit usage, US 1 was envisioned during the development and design charrette to redevelop with higher intensities at specific locations, designated as walkable nodes in this sector plan. Much of the remaining US 1 Corridor is envisioned as corridor infill development, with lower intensities of development. Wider sidewalks, marked or dedicated bicycle facilities, and, where feasible, buried utility lines, are recommended along US 1 to enhance safety for all users.

Policy

Design land uses, including the mix of uses and the physical design of buildings and streets, to support pedestrian and bicyclist access as the primary modes of travel.

Strategies

- Manage traffic speeds through careful application of reduced lane widths where appropriate.
- Provide wider sidewalks throughout the Central US 1 Corridor, particularly within the walkable nodes. Provide amenities and features, such as safe crossings, pedestrian count-down lights, curb bump-outs at intersections to narrow crossing distances, and additional signage to facilitate pedestrian safety.
- Bring buildings closer to the street to help define the street space and foster walkability and pedestrian comfort.
- Plant street trees to enhance pedestrian comfort by providing shade.
- Provide marked bike lanes, cycle tracks, and multiuse paths where appropriate.
- Require new development adjacent to US 1 to provide easements for sidewalk space where necessary.



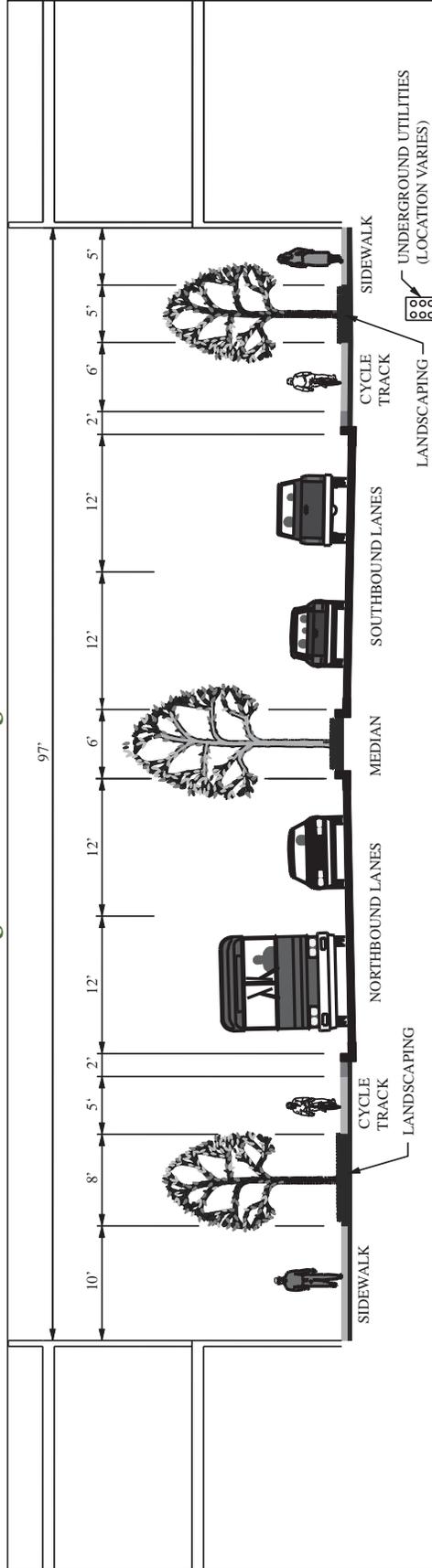
Walkable nodes, like this street in Seattle, WA, are characterized by wide sidewalks, wayfinding signs, trees and awnings for shade, and street parking and trees to provide a buffer between automobiles and pedestrians.

- Provide a comprehensive wayfinding system of street signage, directional signs, interpretive signage, and markers to direct residents, visitors, workers, and students to key locations and trail networks within and near the Central US 1 Corridor.
- Develop educational and incentive programs to encourage the community to walk, bicycle, and use transit.

Walkable Streets

Typical walkable-street sections along US 1 were developed in the preparation of this sector plan to implement the land use and development pattern recommendations for targeted locations for redevelopment. Designed to encourage walking, bicycling, and transit use, these walkable-street sections were analyzed in depth by M-NCPPC staff and consultants, the City of College Park, SHA, and county Department of Public Works and Transportation (DPW&T) to ensure the final recommended sections were compatible with the SHA Selected Alternate and provided for dedicated bicycle facilities (cycle tracks) as part of the ultimate vision for the US 1 Corridor. Walkable streets are a part of the “complete streets” policies recommended in the Master Plan of Transportation.

Preferred ultimate section for US 1 south of College Avenue (looking southbound).



The final dimensions or design of bus shelters and other transit-related facilities would be per the applicable standards of DPW&T and/or the appropriate operating agency with maintenance responsibility. These facilities shall accommodate appropriate site distance for safety as determined by the appropriate operating agency with maintenance responsibility, together with the agency maintaining the roadway under their jurisdiction.

As a federally funded facility, US 1 must go through a National Environmental Policy Act (NEPA) process before major changes are permitted. A Selected Alternate for US 1 for the portion from the Beltway south to College Avenue has recently been adopted by SHA, but funding for the reconstruction of this roadway has not been identified. During the precharrette transportation meeting, concerns were expressed that any new typical section must not contradict or interfere with the NEPA finding of no significant impact. The SHA Selected Alternate consists of a four-lane configuration of US 1 with a median and sidewalks. A 16-foot-wide outside lane is provided for cyclists to share the roadway with automobiles.

The relationship of walkability and street design was carefully examined while preparing the sector plan, and a series of recommendations are incorporated to modify the Selected Alternate along the US 1 Corridor to maximize the benefits of walkable streets. Many of the recommended street modifications take place within the existing curb lines, requiring little new reconstruction of US 1 or acquisition of additional right-of-way. The exceptions are a few locations such as downtown College Park, where existing medians are recommended for reductions to provide space for cycle tracks.

The other recommendations, such as wider sidewalks, street trees, and bringing buildings closer to the street, are either too small to trigger another NEPA review (such as the addition or replacement of a sidewalk or planting of street trees) or occur on private property using an easement (such as the location of a sidewalk outside of the proposed rights-of-way or building to the back of the sidewalk.)

The walkable street standards described below are intended to provide alternative design guidance, if needed

Downtown College Park (South of College Avenue)

The design of US 1 in downtown College Park currently includes a 15-foot median, two 12-foot travel lanes in each direction, and no on-street parking, with 63 feet between curb faces. In the proposed modified section (shown on page 128),

the center median has been reduced to six feet in width, and the travel lanes are maintained at 12 feet. This design requires only 54 feet from curb face to curb face, with additional space set aside for five- to six-foot-wide cycle tracks separated from the travel lanes by two-foot buffers. Landscape areas between five and eight feet wide are provided on both sides of US 1, along with sidewalks between 5 and 10 feet in width. The utilities are to be undergrounded to increase pedestrian and bicyclist safety and enhance the design aesthetics of Downtown College Park.

US 1 Between College Avenue and the Capital Beltway

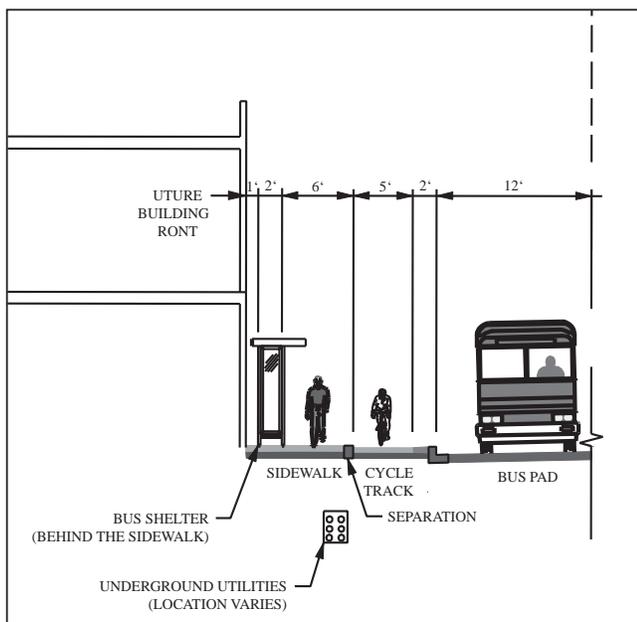
This segment of US 1 exhibits considerable variation in right-of-way widths, sidewalk provisions, and travel lane conditions. The typical section of US 1 through most of College Park consists of two 10-foot travel lanes in each direction separated by a 10-foot continuous center turn lane, for a total curb-to-curb width of 50 feet. This design encourages travel speeds in excess of 40 mph, which are unsuitable for walkability (see graph on page 126). Current land use along most of this section is also typical of the corridor, with single-story buildings set back from the street behind parking lots, increasingly complemented by multistory, mixed-use buildings set closer to the street.

The preferred cross-section for this segment of US 1 is intended to maximize pedestrian, bicycle, and transit use by enhancing safety and leveraging the built form of new development set closer to the street and complemented by street trees to provide a much-needed sense of place and comfort for non-auto users of US 1. The preferred cross-section proposes an amendment to the SHA Selected Alternate but recognizes that elements of the Selected Alternate, in particular on-road bicycle lanes, may need to be constructed as an interim measure before the preferred cross section is fully implemented.

As the illustration on page 131 shows, the preferred cross section consists of a planted median between 6 and 10 feet in width, which would expand slightly at signalized intersections to allow for turn lanes. Two inner lanes of 11 feet each adjoin two 12-foot-wide outer lanes. The curb-to-curb distance when turn

lanes are not provided ranges between 52 and 56 feet, allowing for lanes that are slightly wider than today but still appropriate for more urbanized, pedestrian-oriented communities. The travel lanes are flanked by landscape areas approximately four and a half feet wide. Cycle tracks, a form of dedicated bicycle facility appropriate for all skill levels, are provided on both sides of US 1 and are six and a half feet wide. Two-foot-wide buffers separate the cycle tracks from sidewalks that are a minimum of five feet wide (see illustration on page 131).

At designated areas (to be determined by appropriate operating agencies) within walkable nodes, bus pads may be provided to allow buses to pull off to pick up or drop off passengers without blocking the travel lanes. Where bus pads are provided, the landscape planting areas are eliminated to allow sufficient room for both sidewalks and cycle tracks to remain continuous along US 1. The typical bus shelter illustration below shows one way to accommodate multiple users at bus stops in safety and comfort.



Potential sidewalk and cycle track configuration where bus pads may be provided.

Uptown

Anchoring the north end of the study area, Uptown, which includes the IKEA shopping center, is located at the interchange with the Capital Beltway (I-95/I-495). Although some limited walkability exists within the

IKEA complex itself, connectivity to the surrounding land uses is extremely limited, with little prospect of improvement. The existing street section has two 11-foot travel lanes in each direction and a 15-foot median. The recommended section is shown on page 132, and includes the addition of bicycle lanes and street trees.

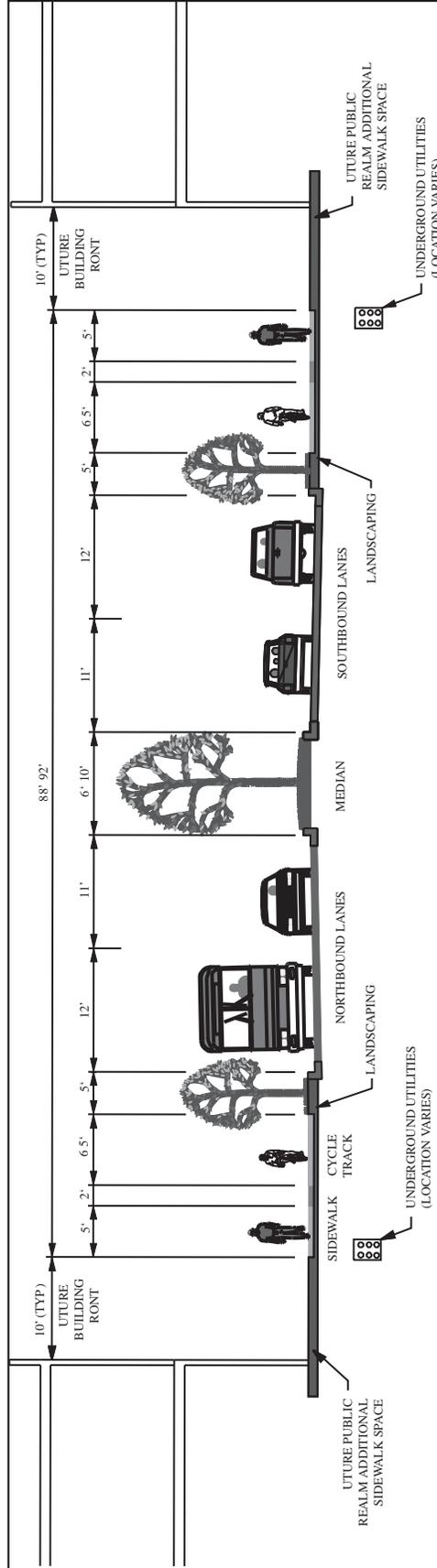
Policy

Use walkable street sections to create compatibility between street design and adjacent urban form, enhance pedestrian and bicyclist safety, and provide for cycle tracks as the long-term solution for bicyclist convenience.

Strategies

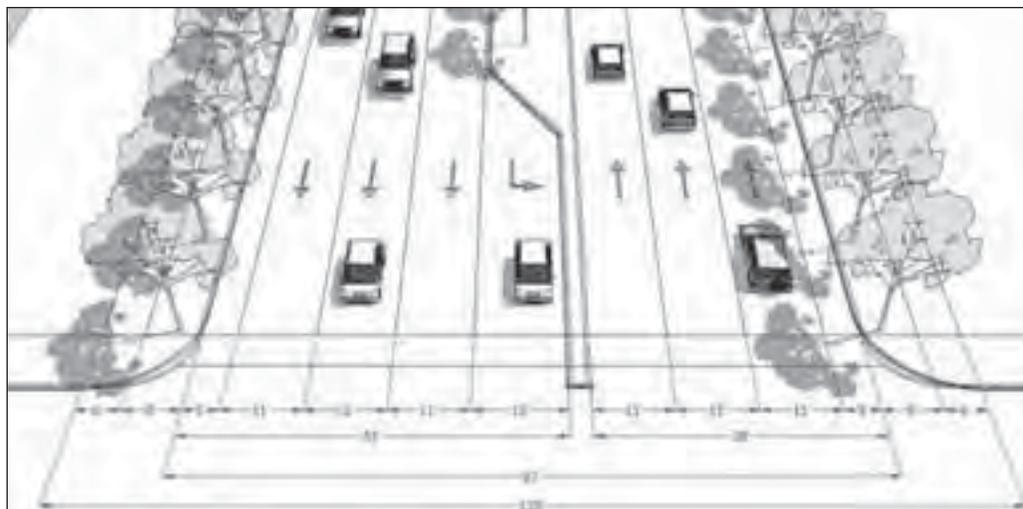
- Modify the SHA Selected Alternate design for US 1 where necessary to support walkability.
- Apply walkable street standards that may differ from previously proposed design standards for the portion of US 1 included in the sector plan boundaries. It is recognized that 11-foot lanes are generally considered the minimum lane width for streets that allow truck traffic. However, no changes are proposed that would require construction outside of the proposed right-of-way or limits of disturbance associated with SHA's Selected Alternate for US 1.
- Implement new street sections along the US 1 Corridor to support the intended new urban form, achieve the development pattern goals and policies, and provide a safer pedestrian environment.
- Ensure safe transitions are provided between the typical section along US 1 and areas where the new street section designs are implemented.
- Provide well-designed, safe street crossings at all intersections for pedestrians to cross US 1 and other major streets. Ensure these crossings are located for maximum convenience, include pedestrian safety amenities such as count-down crossing lights, and allow for sufficient crossing time.

Preferred ultimate section for US 1 between College Avenue and the Capital Beltway (looking southbound).



The final dimensions or design of bus shelters and other transit-related facilities would be per the applicable standards of DPW&T and/or the appropriate operating agency with maintenance responsibility. These facilities shall accommodate appropriate site distance for safety as determined by the appropriate operating agency with maintenance responsibility, together with the agency maintaining the roadway under their jurisdiction.

Proposed section at IKEA



- Fit typical walkable street sections between existing curb lines where possible.
- Obtain dedication from development fronting US 1 for wider sidewalks if the existing right-of-way is insufficient for the entire proposed section.
- Recognize that the existing right-of-way varies over the length of the corridor, and adjust sections as needed to take advantage of additional right-of-way through the provision of wider sidewalks and dedicated bicycle facilities.

Transit

The vision for the sector plan area includes more intensive transit-supportive and transit-oriented development at key locations. In addition, the Central US 1 Corridor must continue to serve its current functions as an important part of the county transportation network and a regional multimodal corridor linking the Capital Beltway (I-95/I-495) to the community, the University of Maryland, and Metro transit service. Because recent traffic counts indicate that the corridor is essentially at capacity in accommodating automobile travel, transit and other modes will have to play a greater, possibly defining, role in meeting transportation needs. A variety of transit service exists in or is planned for the Central US 1 Corridor. They include the University of Maryland Shuttle-UM services, DPW&T local bus transit (TheBus), Washington Metropolitan Area Transit Authority (WMATA) bus service, two Metro

rail stations adjacent to the sector plan area, and the proposed Purple Line.

Greater coordination between these existing and proposed transit services, particularly corridor shuttle bus service and the Purple Line, is necessary to implement the overall vision for the Central US 1 Corridor. The provision of appropriate bicycle parking facilities at transit hubs and bicycle racks on all transit buses and within Purple Line trains will increase the utility of both transit and bicycling. All existing and future transit modes will have to be planned and operated at a level and frequency of service that enables them to become a viable, around-the-clock alternative to the single-occupant automobile. Transit can then become a key component and quality-of-life enhancement for current and future residents that ensures a healthy balance between the natural and built environments, reduces automobile dependence, and enhances connectivity to the greater Washington metropolitan area.

Policy 1

Transit service should be used to provide an alternative to automobile transportation in the corridor.

Strategies

- Implement a fixed-route shuttle system serving the entire corridor, connecting walkable nodes, the University of Maryland, and the nearby rail transit stations with the following core operational characteristics:

Well-marked bus stops encourage transit use.



- Short headways to increase the shuttle system's appeal as a viable transportation option for potential users.
- Consolidated (and limited) stops focused on the walkable nodes and the Hollywood Commercial District.
- Connections to the Greenbelt and College Park/University of Maryland Metro Stations.
- Easily-recognizable and unique vehicles to establish a shuttle system "brand" that promotes and maximizes local use of the shuttle service.
- Design a shorter initial route, possibly using conventional transit bus vehicles, that would be replaced by more service-specific, unique vehicles when sufficient development is in place to generate the levels and frequencies of ridership that can justify either express bus or bus rapid transit.
- Incorporate the proposed Central US 1 Corridor shuttle service into the WMATA "Priority Corridor Program" as a means of implementing and regionalizing this service. This regional bus corridor prioritization program has already proposed priority corridor-class bus service in the US 1 Corridor in 2011. More detailed service route and operations

planning should be undertaken in time to meet this program deadline.

- Support the federal Transportation Investments Generating Economic Recovery grant of \$805,000 awarded to the US 1 Corridor to construct capital improvements, such as bus queue jump lanes and transit signal priority at designated intersections. Several of these improvements are expected to be provided within the Central US 1 Corridor Sector Plan area.
- Provide amenities, such as bus shelters, benches, route maps, and schedules, to encourage additional transit use.

Policy 2

Support and implement the Purple Line as a major east-to-west light rail connection through northern Prince George's County.

Strategies

- Support and adopt the Campus Drive alignment of the Purple Line through the University of Maryland as a core transportation recommendation of this sector plan.
- Ensure construction of the Purple Line as light rail over its entire alignment.
- Consolidate the Purple Line station at East Campus with the proposed shuttle and revised Metrobus, TheBus, and Shuttle-UM routes to create a transit hub servicing the corridor.

Policy 3

Provide future express bus service on US 1.

Strategies

- Ensure an integrated bus and rail transit system by enhancing connections between the existing Metrorail system, the Purple Line, and the US 1 Corridor.
- Consider further revisions to the proposed street sections along US 1 to support future express bus or bus rapid transit service.
- Ensure that there are transit-supportive sidewalk and frontage enhancements and bicycle accessibility in all proposed

development at the time of detailed site plan review.

Land-Use and Transportation Linkage

At the planning stage, land use is considered before transportation planning. However, in College Park, much of the transportation system is already developed and reflects the visions of previous stakeholders. Land use in this plan is described in terms of the desired outcome or vision for the future of the Central US 1 Corridor. Transportation is considered as part of that land use vision. The geometric design of the streets, from the design speed to the width of the sidewalk, is specified to support the land use vision. Where the land use vision is for walkability, the proposed design speeds are slower, and street trees and buildings closer to the street provide street enclosure and ease of use for all modes. Where the land use vision is for auto-oriented mobility and lower intensities of development, the design speeds are faster, and the street design tends to favor the movement of automobiles.

Sector plans generally plan future rights-of-way 20 years in advance of construction. However, transportation budgets and project planning are generally done five years out; the streets this sector plan envisions for the next five years need to be master planned before the project-level planning, and financing strategies should be in place in order to ensure adequacy of transportation facilities. Development may lead or lag this schedule, depending on market conditions. Where development leads, developer funding of transportation projects can be used to provide the needed streets, buses, or sidewalks. Where development lags, transportation improvements can be deferred, if necessary, to ensure the transportation facilities meet the current context. For instance, a street planned for on-street parking to support retail shops should not be modified until the retail shops are in the pipeline. In this way, the design of the street is balanced with the context of the land use.

Policies focused on maintaining road capacity and “reducing” congestion by roadway expansions tend to be detrimental to the type of walkable urban design presented in this plan. This is why the

Master Plan of Transportation is recommending alternative Adequate Public Facilities Ordinance (APFO) procedures (such as Priority Investment Districts) for 2002 General Plan corridors, such as US 1 in College Park. With walkable design, several modes of transportation are supported—walking, biking, and transit. Where road LOS is the primary concern, however, these modes are deemphasized, as space for sidewalks and walkable design is used up for additional traffic lanes.

As the land uses and development pattern recommended in this sector plan are built out, traffic congestion for automobiles can be expected to increase, unless the parking management and transportation demand management (TDM) measures recommended in this plan are implemented. Along with the walkable designs described in this plan, it will be possible to truly support transit, walking, and bicycling to reduce future congestion and still provide adequate circulation in the corridor. Transition to conventional express, possible future rapid bus transit, and regional rail transit modes of travel will be made much more appealing by the increased walkability, reduced parking supply, and the more pedestrian- and transit-oriented land uses, mixes, and densities that become more prevalent over time in the corridor.

Street Connectivity

The lack of connectivity between northbound and southbound streets forces almost all local traffic onto US 1. As shown on page 135, the original street system of College Park as it developed in the early twentieth century was well-connected to allow intra- and inter-neighborhood travel to and from the Capital Transit trolley system, which operated along Rhode Island Avenue, without undue reliance on the US 1 arterial (also known as “Baltimore Boulevard” at the time). Over the years, however, the internal street network has been truncated and short-circuited through street closures and conversions of two-way streets to one-way, forcing many local trips onto just a few north/south streets, namely US 1 and limited sections of Rhode Island Avenue.

Without the provision of additional street connections, residents in the sector plan area

can expect congestion and delay on US 1, even if all new development on the corridor is stopped. This congestion and delay will not materially affect the marketability of US 1 to develop in a more intensive fashion—the magnitude of the traffic volume and perceived regional significance of US 1 will continue to create development opportunities—but residents will continue to experience this regional-based motor vehicle congestion even when making routine daily trips. The positive effect of enabling greater pedestrian, bicycle, and transit usage for local trips will offset the vehicle congestion associated with local trips. To improve local circulation, additional connectivity is required and will be far more effective than any modifications to US 1 itself.

Transportation Analysis

A full transportation analysis was conducted to formulate the recommendations of the sector plan. This analysis has been incorporated into a transportation technical bulletin, which is available upon request from the transportation planning section of the Planning Department. In addition, transportation implementation studies are key follow-up steps to the sector plan process. Two such studies are underway and, upon conclusion, will begin to implement the transportation recommendations of the Central US 1 Corridor Sector Plan.

Policy 1

Improve bicycle, pedestrian, and vehicular accessibility throughout the internal street network and to US 1 and Rhode Island Avenue by filling in missing linkages and ensuring the internal network is bicycle- and pedestrian-friendly through appropriate design, including traffic calming techniques.



Enhancements to the existing street network, such as reconnecting grid streets, in College Park will help improve local connectivity.

Strategies

- Ensure that the local street network continues to respect the residential character of College Park. Streets should connect whenever possible to enhance the overall connectivity and walkability of the community, but should not be wide enough or fast enough to provide an incentive for regional traffic to “cut through” in attempting to avoid congestion on US 1, MD 193, and Rhode Island Avenue.
- Provide traffic-calming measures such as speed tables, chicanes (curved roadway design elements), roundabouts, and other techniques to discourage through traffic from using local residential streets.
- Reconnect streets east of US 1 that were once through streets but have since been closed or turned into one-way streets.
- Design future improvements to Guilford Drive and Mowatt Lane as complete streets catering to pedestrians, bicycles, and automobiles. If feasible, preserve the median of Guilford Drive as a low-impact stormwater management amenity that contributes to the sustainability goals of this sector plan.
- Extend and connect Autoville Drive using only pedestrian and bicycle pathways in the short term. This sector plan does not recommend connecting Autoville Drive North and South for vehicular travel.
- Continue to explore methods to enhance the safety and operation of the intersection of Rhode Island Avenue and Edgewood Road. Support recommended improvements to this crucial intersection.
- Create an east–west bikeway connection along Metzert Road by converting the existing one-way, westbound segment between the Paint Branch Stream Valley Park Trail and US 1 by adding “sharrows” or shared lane pavement markings and a contraflow bike lane in the eastbound direction, while retaining the one-way only traffic flow restriction for motor vehicles.
- Improve the safety of the Rhode Island Avenue Trolley Line Trail where it crosses Paint Branch Parkway for bicyclists and pedestrians.

Policy 2

Implement a comprehensive wayfinding system to complement the street network and orient residents, visitors, students, and through traffic to the area.

Strategies

- Utilize regional roadway signage on the Capital Beltway (I-95/I-495), I-95, and other highways to redirect regional and through traffic away from US 1 to alternate routes, such as Kenilworth Avenue and New Hampshire Avenue.
- Encourage the University of Maryland, SHA, DPW&T, City of College Park, and other stakeholders to develop distinctive wayfinding signage. Consider techniques, such as color, style, and iconography, to enhance roadway signage consistent with the Manual of Uniform Traffic Control Devices.
- Support efforts by the University of Maryland, SHA, and DPW&T to direct event traffic and university-related traffic to alternate routes. Consider the addition of electronic event signage and message boards.

The continued expansion of wayfinding signage throughout the area will better orient people and enhance sense of place.



Facilitating Cyclists

On a walkable street, traffic speeds are typically maintained at 30 mph or lower. Bicycling options for US 1 should be studied, and buffered bike lanes should be considered. Buffered bike lanes can replace on-road bike lanes in urban areas and facilitate more cyclists through an urban setting, because buffered bike lanes accommodate bicyclists with varied skills. Buffered bike

Cycle Track

A raised bike lane or a raised buffered bike lane adjacent to a roadway.

Sharrow—*A shared travel lane for bicycles and vehicles designated by painted markings (stencils) of a bicycle with two chevron markings above it that will be painted on roads in areas too narrow for a bike lane. Note: Sharrows are intended to keep cyclists away from parked cars while promoting awareness of their right to use the road. Refer to the Master Plan of Transportation for other bicycle and pedestrian-related definitions.*

lanes come in many varieties, such as behind the curb facilities separated from walkways by tree pits or other buffers, and they place bicyclists in close proximity to the public realm where close interaction with retail environments is important. Buffered bike

lanes will encourage more bicycling on the corridor than on-road bike lanes or shared roadways. Buffered bike lanes have been recommended along the Purple Line transit corridor in Langley Park. One approach to buffered bike lanes is the concept of cycle tracks, dedicated facilities appropriate for all skill levels of cyclists. Cycle tracks are part of the long-term vision for the segment of the US 1 Corridor south of the Capital Beltway (I-95/I-495). Lighting for buffered bike lanes and cycle tracks should be carefully considered where night usage is expected, such as routes serving the students of the University of Maryland or commuters.

Within the sections of US 1 included in this sector plan, marked bicycle lanes, to be built in accordance with SHA's Selected Alternate for redesign of US 1, may be provided in the interim before cycle tracks are fully implemented. In the current plans for the SHA Selected Alternate, 16-foot-wide outside lanes are proposed to include shared automobile and bicycle use. In lieu of the 16-foot outside lane and 11 foot inside lane configuration of the Selected Alternate, SHA may want to consider a five-foot-wide dedicated bike lane or buffered lane and two 11-foot-wide travel lanes. These dedicated bicycle facilities would connect the rest of the US 1 Corridor to the walkable nodes and the University of Maryland.

On roads, use of sharrows to indicate where cyclists are expected to ride within the lane should be considered. Unlike a dedicated bicycle lane, which requires additional pavement width and right-of-way, the sharrow can be used on the existing pavement width.

The sharrow may be used on streets where motor vehicle traffic volumes and speed warrant marked bike lanes, but there is insufficient room for these lanes. The creation of on-road bikeways featuring sharrows, combined with bike lanes and shared use paths, will provide a bikeway network for the sector plan area.



Cycle tracks are the preferred long-term bicycle facility along US 1.

Bicycle Parking

Bicycle parking is often overlooked but is critical to encouraging and accommodating cyclists. The simple "U" rack is highly effective and recommended due to its modest cost and ease of use. More ornate or unique forms of bicycle racks placed at strategic locations



Interesting bicycle signage and improved wayfinding can encourage more people to ride their bikes instead of driving their cars.

within walkable nodes may help enhance the overall sense of place for that node. Bicycle parking should be located on the sidewalk, where possible, and in highly visible locations (e.g., visible from inside a shop or store while the cyclist is shopping).

Policy 1

Recognize that cyclists have differing abilities and comfort levels related to bicycling in traffic as vehicles, and those cyclists’ skills and abilities may change over time as new cyclists become more experienced.

Strategies

- Provide paths and off-street facilities, where practicable and safe, to accommodate travel by unskilled cyclists.
- Provide on-street and off-street dedicated bicycle facilities, including cycle tracks, buffered bike lanes, and shared lane markings, where safe and practicable, to accommodate travel by skilled cyclists. Cycle tracks are the preferred option in walkable nodes and along the US 1 Corridor.



An example of a cycle track facility similar to that recommended along US 1.

Photo: Carl Sundstrom, PBIC Image Library.



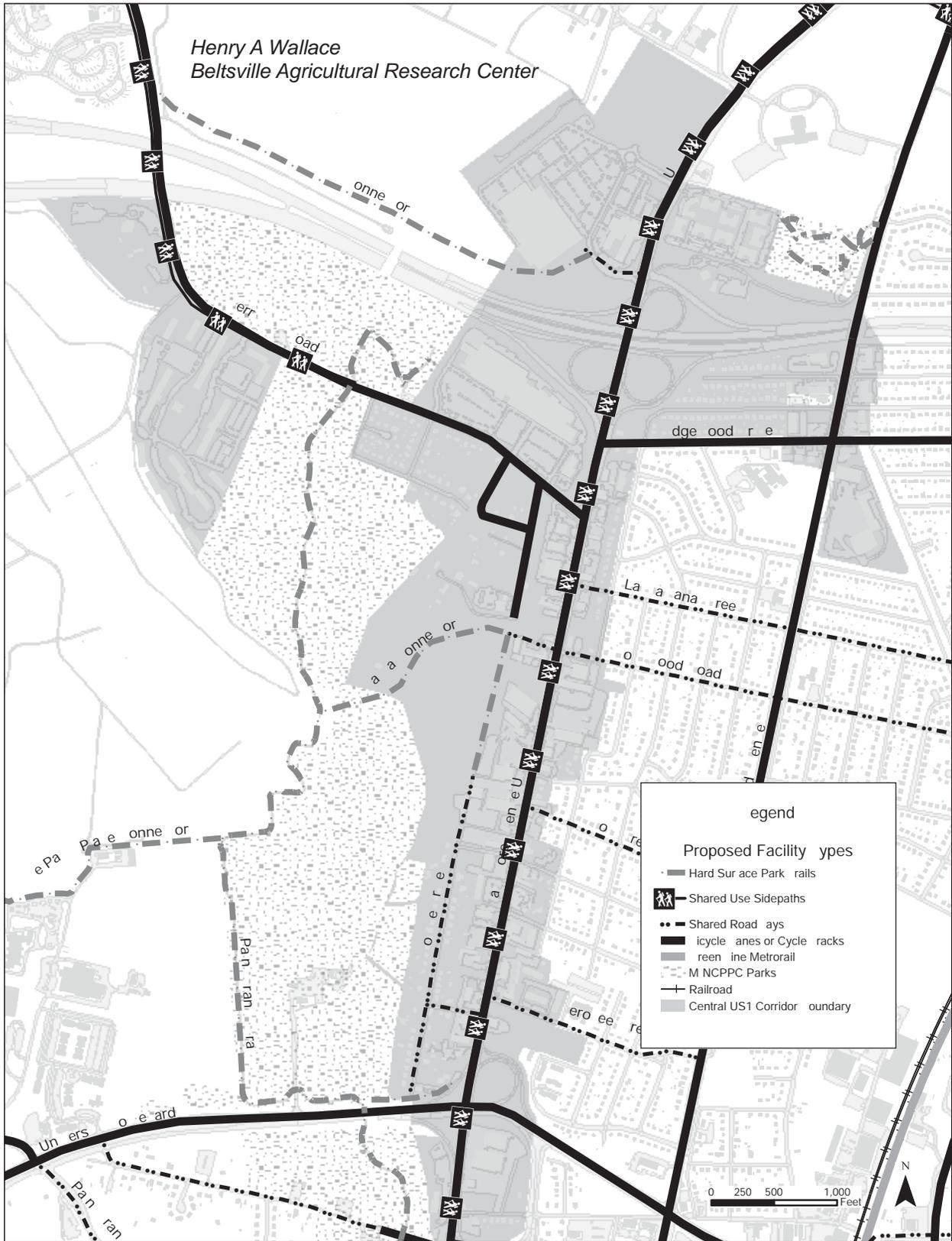
ABOVE AND BELOW: Currently there is insufficient bicycle parking throughout the corridor; this fence functions as overflow parking area.



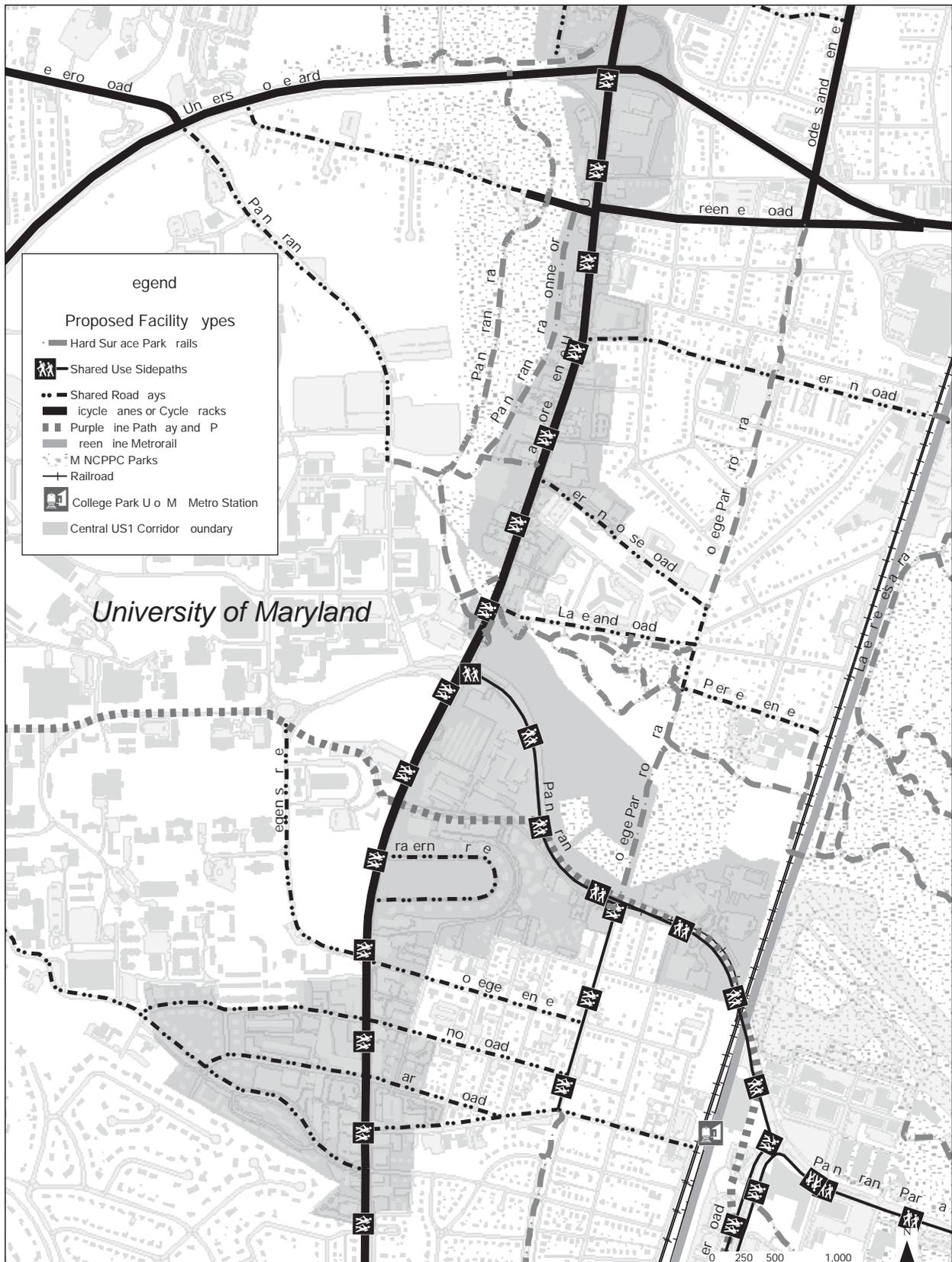
ABOVE PHOTO: Overflow bicycle parking at Greenbelt Metro. BOTTOM: The U-rack is cost effective and easy to use, providing bike parking even in tight urban spaces.



Map 13: Master Plan Trails and Bicycle Facilities North



Map 14: Master Plan Trails and Bicycle Facilities South



- Use walkable street design along US 1 and in residential neighborhoods to permit shared use of the street.
- Develop dedicated bicycle facilities (cycle tracks) along US 1 as the long-term preferred vision for the corridor. Support construction of marked bicycle lanes as an interim design solution. Coordinate with SHA, developers, the City of College Park, and other stakeholders to facilitate right-of-way acquisition or dedication of easements.
- Review existing signalized intersections along US 1 to ensure the needs of bicyclists and pedestrians (including pedestrians with disabilities) are being met, and make any needed adjustments accordingly in order to facilitate these modes of travel along the corridor.
- Provide additional off-road paths along sections of US 1 with more than 600 feet between intersections where the right-of-way exists or an easement can be negotiated with property owners.

Policy 2

Facilitate bicyclists along the entire corridor and through development so that bicycle routes are enhanced or established.

Strategies

- Provide bicycle parking, including bicycle racks and lockers, to encourage and facilitate bicycle travel.
- Encourage nonresidential and mixed-use developments to provide shower facilities and bicycle lockers as further incentives for increasing bicycle use.
- Study new bicycle facility types and programs, such as bike stations and shared use bicycle programs, and if appropriate, consider applying them in the sector plan area.

Roads with higher vehicle volumes (generally over 8,000 ADT) are inherently less bicycle-friendly, and these roads are recommended to contain raised bicycle facilities called cycle tracks.

Table 7: Existing and Proposed Bikeways and Trails

Bikeway or Trail Name	Facility Type	Limits	Comments
Autoville Drive North	On-road bike lanes	Cherry Hill Road to Chinese Baptist Church	On-road bike lanes.
Autoville Drive South	Shared roadway	Erie Street to Blackfoot Road	Shared roadway south of Erie Street. Sharrows and bikeway route signage.
Autoville Drive Connector Trail	Hard surface trail	Chinese Baptist Church to Erie Street	Trail facility linking the two auto-accessible portions of Autoville Drive.
Baltimore Avenue (US 1)	Continuous cycle tracks on US 1	From IKEA Way to Guilford Drive	On-road, marked bike lanes may be provided in the interim prior to full implementation of cycle tracks.
Berwyn House Road	Shared roadway	Baltimore Avenue (US 1) to Rhode Island Avenue	Sharrows and bikeway route signage.
Berwyn Road	Shared roadway	Baltimore Avenue (US 1) to bicycle/pedestrian overpass at CSX tracks	Sharrows and bikeway route signage.
Calvert Road	Shared roadway	Baltimore Avenue (US 1) to College Park-University of Maryland Metro Station	Sharrows and bikeway route signage.
Cherokee Street	Shared roadway	Autoville Drive to Rhode Island Avenue	Sharrows and bikeway route signage.

Table 7: Existing and Proposed Bikeways and Trails			
Bikeway or Trail Name	Facility Type	Limits	Comments
Cherry Hill Road	Sidepath/bike lanes	Capital Beltway to Baltimore Avenue (US 1)	Sidepath from Capital Beltway to Cherry Hill Community Park and bike lanes from Capital Beltway to US 1.
Cherry Hill Road/Autoville Drive Connector Spur	On-road bike lanes	Cherry Hill Road to Autoville Drive	Develop new road spur with on-road bike lanes to connect Autoville Drive with the College Park Marketplace Shopping Center traffic signal on Cherry Hill Road, improving safety at this location.
College Avenue	Shared roadway	Baltimore Avenue (US 1) to Rhode Island Avenue	Sharrows and bikeway route signage.
College Park Trolley Trail	Sidepath and multi-use trail	Paint Branch Trail to Greenbelt Road	Improvements to existing trail corridor north of Paint Branch Parkway.
Edgewood Road	On-road bike lanes	Baltimore Avenue (US 1) to 52nd Avenue	On-road bike lanes or shared roadway if bike lanes cannot be provided because of on-street parking. Sharrows may be an appropriate facility to calm traffic and provide space between bikeway and parked vehicles.
Fox Street	Shared roadway	Baltimore Avenue (US 1) to 51st Avenue	Sharrows and bikeway route signage.
Greenbelt Road	On-road bike lanes	East of Baltimore Avenue (US 1)	On-road bike lanes to MD 193.
Guilford Drive	Shared roadway	Campus Drive to Baltimore Avenue (US 1)	Sharrows and bikeway route signage.
Fraternity Drive	Shared roadway	Fraternity Drive loop	Bikeway improvements to calm traffic.
Hartwick Road	Shared roadway	Guilford Drive to Calvert Road	Sharrows and bikeway route signage.
Hollywood Road East	Shared roadway	Baltimore Avenue (US 1) to Narragansett Parkway	Sharrows and bikeway route signage.
Hollywood Road West	Shared roadway	Baltimore Avenue (US 1) to Mazza Property	Sharrows and bikeway route signage.
IKEA Connector Trail	Hard surface trail	Paint Branch Trail to IKEA Way	Park connector trail.
IKEA Way	Shared roadway	IKEA Connector Trail to Baltimore Avenue (US 1)	Sharrows and bikeway route signage.
Knox Road	Shared roadway	Guilford Drive to Rhode Island Avenue	Sharrows and bikeway route signage.
Lackawanna Street	Shared roadway	Baltimore Avenue (US 1) to 53rd Avenue	Sharrows and bikeway route signage.
Lakeland Road	Shared roadway	Baltimore Avenue (US 1) to Rhode Island Avenue	Sharrows and bikeway route signage.
Mazza Connector	Hard surface trail	Paint Branch Trail to Autoville Drive/Mazza Property	Park connector trail with improvements, such as wayfinding signage.
Metzerott Road	Hard surface trail and bike lane	University Boulevard (MD 193) to Baltimore Avenue (US 1)	Marked bike lane from Baltimore Avenue (US 1) to the west side of the bridge crossing the Paint Branch, with a hard surface trail from that point west to University Boulevard (MD 193).

Table 7: Existing and Proposed Bikeways and Trails

Bikeway or Trail Name	Facility Type	Limits	Comments
Metzerott Road/Paint Branch Drive	Shared roadway/on-road bike lanes	East and west of University Boulevard (MD 193)	Sharrows and bikeway route signage on the University of Maryland campus and on-road bike lanes west of campus.
Paint Branch Parkway	Sidepath	Baltimore Avenue (US 1) to Kenilworth Avenue (MD 201)	Improvements to existing trail (sidepath), such as wayfinding signage and other to-be-determined improvements. Recommend wider pedestrian refuge at College Park Trolley Trail crossing.
Paint Branch Trail	Hard surface trail	Paint Branch Stream Valley	Wayfinding signage, bridges, and other to-be-determined trail improvements within M-NCPPC park.
Paint Branch Trail Connector	Shared roadway/hard surface trail	Baltimore Avenue (US 1) to Paint Branch Trail	Trail and trail improvements, such as wayfinding signage.
Paint Branch Trail Connector	Hard surface trail	Metzerott Road to Paint Branch Trail	Trail parallel to Baltimore Avenue south of Metzerott Road to planned Paint Branch stream crossing.
Pierce Avenue	Shared roadway	Rhode Island Avenue to 54th Avenue	Sharrows and bikeway route signage.
Purple Line Pathway	Sidepath and shared space pathway	Pathway along Purple Line transit way alignment	Pathway developed with Purple Line transit way on the University of Maryland campus, following the Locally Preferred Alternative for the Purple Line alignment.
Regents Drive	Shared roadway	Campus Drive to Baltimore Avenue (US 1)	Sharrows and bikeway route signage.
Rhode Island Avenue	Hard surface trail, shared roadway, sidepath, and bike lanes	North/south corridor through and adjacent to the sector plan area	Improvements to existing trail and bike lanes with wayfinding signage, striping, and other improvements to be determined. Safety improvement: buffer Rhode Island Avenue on-road bike lanes where possible and provide a cycle track that transitions back to an on-road bike lane where the road bed narrows just north of Greenbelt Road.
South Farm Bridge	Hard surface trail	Paint Branch Stream crossing	Developer-funded bridge crossing near South Farm Drive (south of existing bridge crossing).
University Boulevard (MD 193)	On-road bike lanes	Adelphi Road to Greenbelt Road	Improvements to existing bikeway.

Utility Placement

Current requirements for set-backs and easements around public utility lines interfere with the need for street trees, buildings placed closer to the street, and rear-lot parking placement, all of which are essential for the creation of creating great urban places, walkability, and an enhanced sense of place. Additionally, the relocation of overhead utility lines underground or to the rear of lots eliminates unsightly poles and visual clutter, enhances property values, reduces obstacles within the pedestrian realm, and may be essential to the creation of dedicated bicycle facilities and shared use pathways.

Policy

Relocate utility lines along the US 1 Corridor.

Strategies

- Place utility lines underground in walkable nodes whenever possible, using a phased approach to manage costs. Begin with a trial program in the Lower Midtown walkable node, and tie into the existing underground utility system at the University of Maryland.
- Support public infrastructure investment into the undergrounding of utility lines. Over time, recover a portion of the cost of burying utility

lines from developers as sites redevelop, and the sector plan vision is realized.

- Relocate utility lines to the rear of properties when undergrounding utilities is not practical or feasible.

Roads

Adequate Public Facilities Ordinance

The current APFO requires that the traffic impact of new development be tested to identify needed roadway capacity improvements or trip reduction measures. However, in urbanized areas, such as College Park, the recommendations for geometric improvements to roadways coming from these procedures run counter to the concept of encouraging greater walkability. More intense development, whether in a walkable pattern or not, is difficult to achieve because the motor vehicle travel analysis cannot measure increased walkability.

Policy

Augment the APFO with measurements for walkability and other intermodal level of service measures in walkable nodes to balance increases in walkability with additional trip generation.

Strategies

- Use the walkability index during the development review process to measure impacts of new development on walkability.
- Measure vehicular LOS impacts on US 1 associated with new development, but permit LOS impacts to be offset by higher walkability index scores.
- Use trip reduction measures to offset traffic impacts to the fullest extent possible.

Master Plan Roadways

The Master Plan of Transportation establishes the countywide network of master planned roadways necessary to serve the residents and travelers of Prince George’s County. The Central US 1 Corridor Sector Plan includes

portions of nine master plan-
 Unsightly utility lines prevent US 1 from achieving walkability and a harmonious sense of place.

level roadways, ranging from the largest (the Capital Beltway is a “freeway”) to smallest (Autoville Drive was a “primary”) road categories.

Policy

Implement the master-planned roadway network, using the walkable street designs recommended by this sector plan whenever feasible.

Strategies

- Reaffirm the recommendations of the Master Plan of Transportation for the following roadways:
 - F-5—I-95/I-495: Designated and recommended to remain a freeway throughout Prince George’s County.
 - A-16—University Boulevard (MD 193): Designated and recommended to remain an arterial within the sector plan area.
 - A-9/MC-200—US 1: Designated as a major collector south of the Capital Beltway (I-95/I-495) and an arterial north of the Capital Beltway (I-95/I-495) within the sector plan area. Recommended to remain a major collector south of the Beltway and an arterial north of the Beltway.
 - C-118—Rhode Island Avenue: Designated and recommended to remain a two-lane



- collector from Greenbelt Road north into Beltsville.
- C-201—Cherry Hill Road: Designated as a collector in the sector plan area, and recommended to remain a collector. Safety improvements are recommended at the College Park Marketplace, Autoville Drive, intersection with US 1, and as part of any future development along Cherry Hill Road to minimize traffic conflicts and enhance pedestrian safety.
 - C-202—Paint Branch Parkway: Designated and recommended to remain as a collector east of US 1 in the sector plan area.
 - C-203—Campus Drive/Mowatt Lane/Guilford Drive: Designated and recommended to remain as a collector.
 - C-209—Rhode Island/Baltimore Avenue: Designated and recommended to remain as a collector.
 - C-227—Greenbelt Road (MD 430): Designated and recommended to remain as a collector between US 1 and MD 193.
 - Modify the recommendations of the Master Plan of Transportation as follows:
 - MC-200—US 1: Revise the proposed right-of-way within the sector plan boundaries to range between 88 and 112 feet.
 - P-200—Autoville Drive: Delete the primary designation of Autoville Drive (remove this roadway from the Master Plan of Transportation). Redesign Autoville Drive as a walkable residential street with appropriate traffic calming measures.

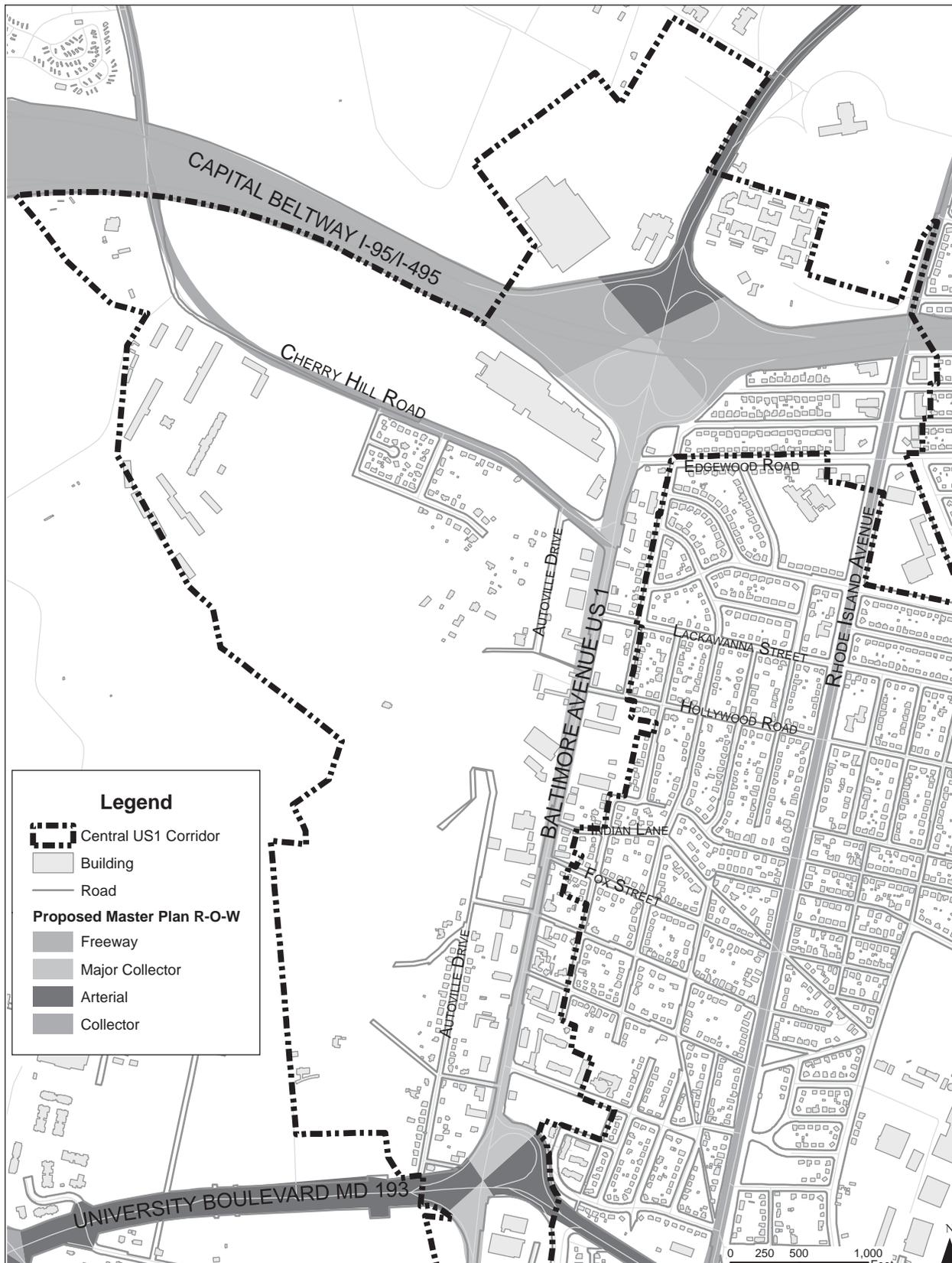
Table 8: Existing and Proposed Roadway Facilities

Road Name	Limits of Roadway	Functional Class	Master Plan Identifier	Proposed Right-of-Way (Feet)	Proposed Number of Lanes	Most Recent Master Plan Citation (Approval Year)
I-95/I-495 (Capital Beltway)	Montgomery County to Woodrow Wilson Bridge	Freeway	F-5	300	8 to 12	Landover Gateway, 2009
US 1	North of I-495	Arterial	A-9	100–120	6	Subregion 1, 1990
University Blvd./ MD 193	Within sector plan area	Arterial	A-16	120–200	4 to 6	Greenbelt Metro Area, 2001
US 1	South of I-495 to Guilford Drive	Major Collector	MC-200	88-112*	42	College Park, 2002
Rhode Island Avenue	MD 193 to US 1	Collector	C-118	80	4	Greenbelt Metro Area, 2001
Cherry Hill Road	West of US 1	Collector	C-201	80	4	College Park, 2002
Paint Branch Parkway	East of US 1	Collector	C-202	80–100	4	College Park, 2002
Campus Drive/ Mowatt Lane/ Guilford Drive	West of US 1	Collector	C-203	80–100	2-4	College Park, 2002
Rhode Island/ Baltimore Ave.	South of Guilford Drive	Collector	C-209	80-110	4	Hyattsville-PA 68, 1994
Greenbelt Road/MD 430	US 1 to MD 193	Collector	C-227	80	4	College Park, 2002

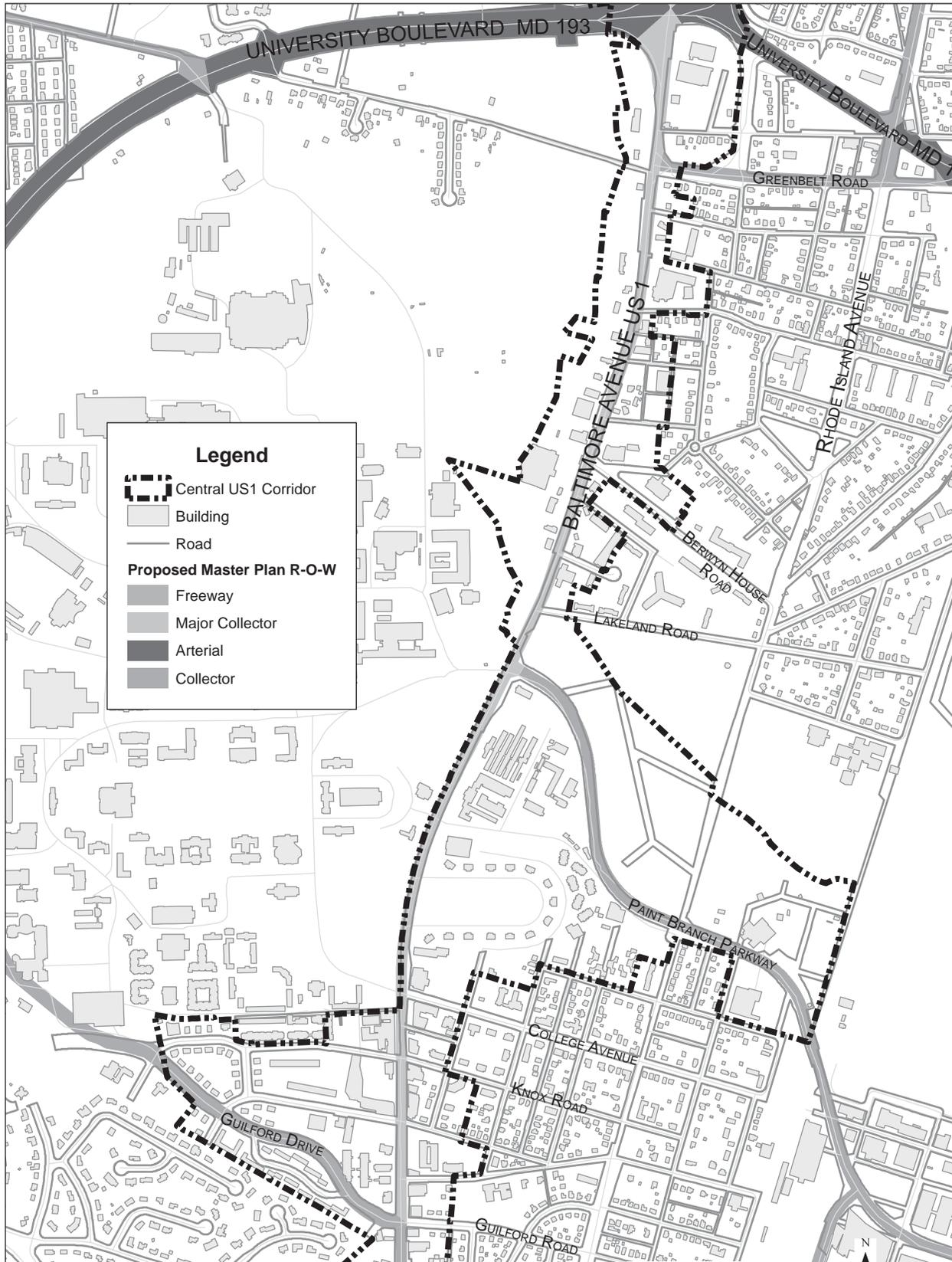
Any redevelopment or development shall ensure provision of the required cycle tracks, bicycle paths, or bike lanes, and wide sidewalks with landscaping buffers within the right-of-way or on a private easement.

**See the Development District Standards starting on page 223 for additional detail on rights-of-way. The widest rights-of-way (108-112 feet) should only occur where bus pads are provided.*

Map 15: Master Plan Rights-of-Way North



Map 16: Master Plan Rights-of-Way South



University Boulevard Interchange

The current configuration of the University Boulevard (MD 193) interchange uses loop ramps to eliminate left turns between US 1 and University Boulevard. A simple urban diamond interchange design would serve as well and require less space, allowing more land for development located just south of MD 193. Conceptual review of this option indicated that an urban diamond interchange could fit in the space available, but costing of such a modification was not undertaken and neither was an estimate of the increase in land value associated with this modification. As a long-term strategy, the reconfiguration of this interchange should be considered if land values rose sufficiently to justify the modification, and the area became primed for development. However, this modification is not recommended presently.

Cost Estimates for Walkable Streets

Cost estimation is highly dependent on market conditions, local materials, and labor costs, so any estimation of costs should be considered provisional until detailed analysis and comparisons are conducted prior to implementation. For comparative purposes, the cost estimates provided here are based on similar construction costs in other cities and states. The cost of implementing walkable streets is expected to be modest, due to the explicit efforts to remain within existing curb lines (eliminating the need for costly right-of-way acquisition). Modifications primarily consist of the addition of sidewalks (on private easements whenever possible), addition of bicycle facilities, and restriping of roadways.

At the time cost estimates were prepared, the walkable streets included a multiuse path and in some cases additional lanes for on-street parking.

Estimates per mile were:

- Five-foot sidewalks on both sides of a street: \$350,000.

- 12-foot bike path: \$600,000.
- Restriping: \$1/linear foot of 6-inch striping.
- Move curb and add parking lane: \$1.1 million/mile.

Modest variations in cost estimates can be expected with the addition of wider sidewalks, narrower bike paths, shared-use lanes, and buffered bikeways. The costs to implement the recommended removal of existing medians in the designated walkable nodes (necessary to accommodate the preferred street section design for these areas) was incorporated in the overall public facility cost estimates for US 1 (see Appendix 1). The estimated costs of the final recommended cross-section for US 1 is comparable to the figure that appears in Appendix 1 since the medians are preserved but reduced in width and funds that were dedicated to proposed on-street parking along US 1 would be reallocated to the provision of cycle tracks

Managed Parking and Off-Street Parking

Parking has become the single greatest use of space in the development of automobile-oriented corridors, such as US 1. The existing conventional pattern of each land use on its own parcel, surrounded by its own sea of parking spaces, requires enormous dedications of space to parking and hinders the effectiveness of public transit and walkability. Pedestrians and transit patrons must cross the expanses of parking to reach a location, which reduces the attractiveness of transit. Unfortunately, in this type of environment, driving from one location to

Parking in front of retail, such as this shopping strip, discourages walkability and the use of public transport and detracts from the urban aesthetic. If parking is necessary, it should be relegated to behind buildings and away from the street.



another is the most logical choice for most shoppers. A “park once” approach, which allows access to multiple locations from a single parking space, is not viable under these conditions. Consequently, every customer requires a parking space at every single land use in the corridor. Reinvestment and redevelopment, particularly in the walkable nodes, will require careful consideration to address the issues related to parking, such as land costs, the high cost of providing structured and underground parking, and parking demand for mixed-use and transit-oriented development.

Policy 1

Recognize parking as a major determinant of alternative travel mode usage and use parking supply to support the sector plan goals for increased use of walking, biking, and transit.

Strategies

- Encourage transit use through walkable design. Many transit riders do not need parking spaces, even at the origin of their trip. Consequently, the redesign of US 1 using walkable street principles will help reduce parking demand compared to the existing conditions.
- Establish a parking management district, and implement parking charges to keep parking at 80 percent of total capacity.

Policy 2

Ensure that the amount of off-street parking within the Central US 1 Corridor is appropriate for the desired development pattern.

Strategies

- Specify parking ratios in the development district standards that are generally lower than current parking requirements. Increase transit provision, and explore other measures that will encourage alternate modes of transportation.
- Consider parking reduction credits based on walkability, bikeability, and the availability and proximity of transit serving each new development.

Policy 3

Alter the way parking is used in the US 1 Corridor to shape the streetspace and encourage shared parking.

Strategies

- Organize parking along streets as parallel or angled parking stalls, so that automobiles actually provide structure and form to the street.
- Reduce parking demand by applying shared parking principles through the development district standards.

Transportation Demand Management

Transportation demand management describes a set of strategies that are intended to reduce traffic congestion by reducing auto trips, rather than increasing roadway capacity. For example, roadway congestion in a corridor may be caused by too many auto trips being made during peak times. A strategy of alternative work hours could be implemented by employers in the corridor, allowing the demand to be redistributed over additional hours when roadway capacity is available. Other TDM strategies include ridesharing, teleworking, parking pricing strategies, parking cash-out/transit allowances, car sharing, guaranteed ride home programs, and bicycle parking/changing facilities.

Policy

Use TDM techniques to reduce traffic congestion and minimize automobile usage to the extent possible.

Strategies

- Create a Transportation Demand Management District (TDMD) along the US 1 Corridor, as provided in Subtitle 20A of the County Code, and set trip reduction goals for the TDMD.
- Coordinate with the Transportation Management Association of the TDMD to work with the community and local employers, transportation agencies, and service providers to ensure that a program of TDM strategies is initiated and managed to meet the trip reduction goals. Report on progress to the Planning Board annually, as provided in Subtitle 20A.

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Public Facilities

Vision

The Central US 1 Corridor is well-served by schools, fire, police, and emergency medical services, and libraries, contributing to a strong sense of place and community.

Goal

Provide needed public facilities in locations that efficiently serve the population of the Central US 1 Corridor sector plan area.

Public Schools Background

Six elementary schools, five middle schools, and three high schools are operated by Prince George's County Public Schools (PGCPS) that serve the Central US 1 Corridor sector plan area (see Table 9: Public School Facilities Serving the Corridor).

Table 9: Public School Facilities Serving the Corridor

Elementary Schools				
Name	Address	City	Building Size (square feet)	Acreage
Beltsville Elementary School	4300 Wicomico Avenue	Beltsville	110,597	19.9
Berwyn Heights Elementary School	6200 Pontiac Street	Berwyn Heights	45,387	10.4
Hollywood Elementary School	9811 49th Avenue	College Park	40,500	8.7
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
Middle Schools				
Name	Address	City	Building Size (square feet)	Acreage
Buck Lodge Middle School	2611 Buck Lodge Road	Adelphi	122,497	24.5
Greenbelt Middle School	8950 Edmonston Road	Greenbelt	141,125	33.8
Hyattsville Middle School	6001 42nd Avenue	Hyattsville	119,597	9.8
Martin Luther King, Jr. Middle School	4545 Ammendale Road	Beltsville	127,516	20.0
William Wirt Middle School	6200 Tuckerman Street	Riverdale	106,318	18.5
High Schools				
Name	Address	City	Building Size (square feet)	Acreage
High Point High School	3601 Powder Mill Road	Beltsville	318,376	38.8
Northwestern High School	7000 Adelphi Road	Hyattsville	355,000	39.1
Parkdale High School	6001 Good Luck Road	Riverdale	254,965	34.9

Source: PGCPS 2008 Educational Facilities Master Plan.

Current and Projected Enrollment

Of the 14 comprehensive schools serving the Central US 1 Corridor sector plan area, only 6 schools have 2008/2009 enrollments under their state-rated capacities. Two elementary, two middle, and two high schools are between 81 and 96 percent capacity. In the 2008-2009 school year, elementary schools serving the sector plan area were operating at 104 percent capacity; middle schools were operating at 101 percent capacity; and high schools at 102 percent capacity (see Table 10: 2008-2009 School Enrollment and Capacity on page 153).

School overcrowding is problematic in the sector plan area. Four elementary schools exceed 110 percent capacity: Berwyn Heights, Hollywood, Riverdale, and University Park. Hollywood Elementary School is at 132 percent capacity. It is the most overcrowded of all the schools that serve the sector plan area. Three middle schools, Greenbelt, Hyattsville, and Martin Luther King, Jr., are between 108 and 121 percent capacity. The only overcrowded high school serving the sector plan area is Northwestern, operating at 121 percent capacity (see Table 10: 2008-2009 School Enrollment and Capacity on page 153). Under existing conditions, PGCPs forecasts an increase in enrollment of 197 students over the state-rated capacity for elementary schools, while showing a decrease of 324 middle school students and 775 high school students from the state-rated capacity

within the sector plan area by the year 2017 (see Table 11: 2017 Projected School Enrollment and Seats on page 154).

The Maryland Public School Construction Program evaluates systemic capacity when determining the suitability of proposed new schools for state funding, with a preference toward redrawing the boundaries of overcrowded or underutilized schools versus new construction. Implementing new boundaries on a countywide basis can be a complex, multiyear endeavor. In November 2007, Prince George's County Public Schools presented the Prince George's County Board of Education (BOE) with a list of school facilities within the county that could accommodate a Pre-K-8 curriculum, which would combine elementary and middle school curriculums. On January 23, 2009, PGCPs presented the BOE with a proposal to consolidate or reprogram several schools.

On March 26, 2009, the BOE approved the first phase of this plan, which was implemented at the beginning of the 2009-2010 school year to relieve overcrowding in county schools, as well as expand enrichment and specialty programs. This plan includes the redrawing of school boundaries. The sector plan area will be a part of the BOE's 3rd Regional Area Plan. The details of this plan have not been made public, but the plan is scheduled for implementation in 2011.

Table 10: 2008–2009 School Enrollment and Capacity			
Elementary Schools			
Name	2008–09 Enrollment	2008 State-Rated Capacity	Percent of Capacity
Beltsville Elementary School	705	845	83
Berwyn Heights Elementary School	488	435	112
Hollywood Elementary School	419	318	132
Paint Branch Elementary School	350	433	81
Riverdale Elementary School	629	500	126
University Park Elementary	548	491	112
Sector Plan Area Total	3,139	3,022	104
Middle Schools			
Name	2008–09 Enrollment	2008 State-Rated Capacity	Percent of Capacity
Buck Lodge Middle School	631	757	83
Greenbelt Middle School	815	757	108
Hyattsville Middle School	741	612	121
Martin Luther King, Jr. Middle School	854	794	108
William Wirt Middle School	751	816	92
Sector Plan Area Total	3,792	3,736	101
High Schools			
Name	2008–09 Enrollment	2008 State-Rated Capacity	Percent of Capacity
High Point High School	2,172	2,253	96
Northwestern High School	2,486	2,053	121
Parkdale High School	2,082	2,296	91
Sector Plan Area Total	6,740	6,602	102

Source: PGCPS.

Table 11: 2017 Projected School Enrollment and Seats

Elementary Schools					
Name	2017 Projected Enrollment	State-rated Capacity	Percent of Capacity	2017 Available Seats	2008–2017 Enrollment Change
Beltsville Elementary	730	845	86	115	25
Berwyn Heights Elementary	539	435	124	-104	51
Hollywood Elementary	459	318	144	-141	40
Paint Branch Elementary	305	433	70	128	-45
Riverdale Elementary	619	500	124	-119	-10
University Park Elementary	567	491	115	-76	19
Sector Plan Area Total	3,219	3,022	107	-197	80
Middle Schools					
Name	2017 Projected Enrollment	State-Rated Capacity	Percent of Capacity	2017 Available Seats	2008–2017 Enrollment Change
Buck Lodge Middle	538	757	71	219	93
Greenbelt Middle	814	757	108	-57	1
Hyattsville Middle	625	612	102	-13	116
Martin Luther King, Jr. Middle	837	794	105	-43	17
William Wirt Middle	598	816	73	218	153
Sector Plan Area Total	3,412	3,736	91	324	380
High Schools					
Name	2017 Projected Enrollment	State-Rated Capacity	Percent of Capacity	2017 Available Seats	2008–017 Enrollment Change
High Point High	1,892	2,253	84	361	280
Northwestern High	1,921	2,053	94	132	565
Parkdale High	2,014	2,296	88	282	68
Sector Plan Area Total	5,827	6,602	88	775	913

Source: PGCPS.

School Facility Conditions

In May 2008, a consultant team led by Parsons 3D/International completed a facilities condition assessment of public schools within the county. This assessment 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.

Table 12: School Facility Conditions: 2008 Parsons 3DI Study includes the FCI of the public schools that serve the Central US 1 Corridor sector plan area and identifies the year in which each school was constructed. Of the 14 schools that serve the study area, 5 of the schools evaluated were rated in good condition, and 8 schools were rated in fair condition. There were no schools in the study area rated poor. Northwestern High School was constructed in 2000 and not evaluated in this study.

Table 12: School Facility Conditions: 2008 Parsons 3DI Study			
Elementary Schools			
Name	2008 3DI FCI (%)	2008 3DI Rating	Year School Constructed
Beltsville Elementary School	61.48	Fair	1961
Berwyn Heights Elementary School	10.24	Good	1958
Hollywood Elementary School	49.17	Fair	1952
Paint Branch Elementary School	51.73	Fair	1972
Riverdale Elementary School	59.71	Fair	1978
University Park Elementary School	40.36	Fair	1978
Middle Schools			
Name	2008 3DI FCI (%)	2008 3DI Rating	Year School Constructed
Buck Lodge Middle School	36.89	Good	1958
Greenbelt Middle School	42.69	Fair	1937
Hyattsville Middle School	54.18	Fair	1938
Martin Luther King, Jr. Middle School	27.91	Good	1972
William Wirt Middle School	43.77	Fair	1964
High Schools			
Name	2008 3DI FCI (%)	2008 3DI Rating	Year School Constructed
High Point High School	31.54	Good	1954
Northwestern High School	NR		2000
Parkdale High School	36.96	Good	1968

Source: Parsons 3DI, 2008 and PGCPs 2007–2008 Educational Facilities Master Plan.

NR = Not Reviewed

The Central US 1 Corridor sector plan projects an increase of 117 new single-family dwelling units and 5,819 new multifamily dwelling units with structured parking at buildout. Based on pupil yield factors shown in Table 13: Pupil Yield Rates (2009), the dwelling unit growth is projected to yield an additional 369 elementary school students, 305 middle school students, and 330 high school students.

Pupil Yield

Table 13: Pupil Yield Rates (2009) shows the current pupil yield rates for each dwelling unit type. The pupil yield is the estimated number of elementary, middle, and high school students per dwelling unit. The current pupil yield rates are based on 2008 enrollment numbers. It is important to note that the current pupil yield rates are for single-family detached dwelling units, single-family attached, multifamily garden-style, as well as multifamily dwelling units with structured parking. The Planning Department observed a decrease in household size as a result of the 2000 census figures, which could affect the pupil yield. The current elementary pupil yield for each dwelling unit type is significantly lower than the previously used elementary rate developed in 2001. Prior to the update, the pupil

yield rates for all housing types were 0.24, 0.06, and 0.12 for elementary, middle, and high schools, respectively. See Appendix 4 for more information on the pupil yield methodology used in this sector plan.

Table 13: 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.

With the existing and projected deficit of school seats at buildout, there is a potential total deficit of 486 elementary, 361 middle, and 468 high school seats. Table 14: Projected School Enrollment and Needs shows the state-rated capacity for each school, 2008 enrollment, existing and projected excess seats and deficit seats, and enrollment at buildout for the sector plan area.

Table 14: Projected School Enrollment and Needs

Schools	State Rated Capacity	2008 Enrollment	Existing Excess Seats/Deficit	Projected Buildout Seats Needed	Enrollment at Buildout	Projected Buildout Excess/Deficit	Total Excess Seats/Deficit
Elementary	3,022	3,139	-117	252	3,391	-369	-486
Middle	3,736	3,792	-56	249	4,041	-305	-361
High	6,602	6,740	-138	192	6,932	-330	-468

Source: PGCPS and PGCPD, 2009.

Elementary schools are built to accommodate 740 students, middle schools have a capacity for 900 to 1,000 students, and high schools have a capacity for 1,500 to 2,200 students. In addition, elementary schools have a neighborhood orientation, while middle schools and high schools have a more regional orientation.

Suburban School Facilities in Urbanized Areas

Prince George's County BOE Order 7100 (2004) reaffirmed a long-standing policy that new elementary school sites will be a minimum of 10 acres, new middle school sites will be a minimum of 20 acres, and new high school sites will be a minimum of 35 acres. This policy reflects 1960s- and 1970s-era beliefs about school facilities, which were beliefs established when suburbs were developing in greenfields, land and construction were relatively affordable, and low-density housing was considered the ideal use of the built environment. The Central US 1 Corridor includes communities that are completely built out, and suburban schools completely surrounded by development serve the sector plan area.

Suburban-scale schools may break up the continuity and pedestrian connectivity of a community. Security concerns may prohibit public use of the playfields. In redeveloping areas, utilization of large patches of open space set aside for student recreational use may be an underdevelopment of land better used for other purposes. These fields could be used as public open space, parks, or for additional schools; to sell/lease to the private sector; or put to another use. Despite a deficiency in parkland, higher real estate costs and the general discrediting of so-called "sprawl schools" in the twenty-first century, PGCCPS continues to mandate significant tracts of land for schools with large, often unused "play" fields and extensive surface parking.¹

PGCCPS has been willing to adjust minimum site size when constraints dictate. Riverdale Elementary School was built in 1978 on 3.1 acres, University Park the same

year on 5.1 acres. Bradbury Heights Elementary School in District Heights was built in 1991 on just five acres. A new Hyattsville-area elementary school is proposed for an approximately four-acre site with a shared playfield. Robert R. Gray Elementary School north of Fairmount Heights was built in 2001 on 8.1 acres. For several years, the Robert R. Gray model, 74,520 square feet on two floors, became the standard model used by PGCCPS for planned elementary schools. At the high school level, Bladensburg High School was built in 2005 on 21.4 acres. The preferred location for the new Fairmont Heights High School is on 30 acres and may provide a potential urban model for high schools.

In centers and corridors, insufficient land exists to allow suburban school models; urban school models are necessary to meet demand for neighborhood schools in these areas. The County Council and Planning Board have recommended urban-scale schools in the 2008 *Approved Branch Avenue Corridor Sector Plan and Sectional Map Amendment*, and such schools are key elements in other sector plan efforts. Planning Department staff will continue to work with PGCCPS to develop an acceptable urban school model that delivers the same educational opportunities to children that reside in livable and sustainable communities as those who live in suburban communities.

Public School Policies

Policy 1

Establish a standard minimum site size for new construction, rehabilitation, and the adaptive reuse of structures for schools within urban settings.

Strategy

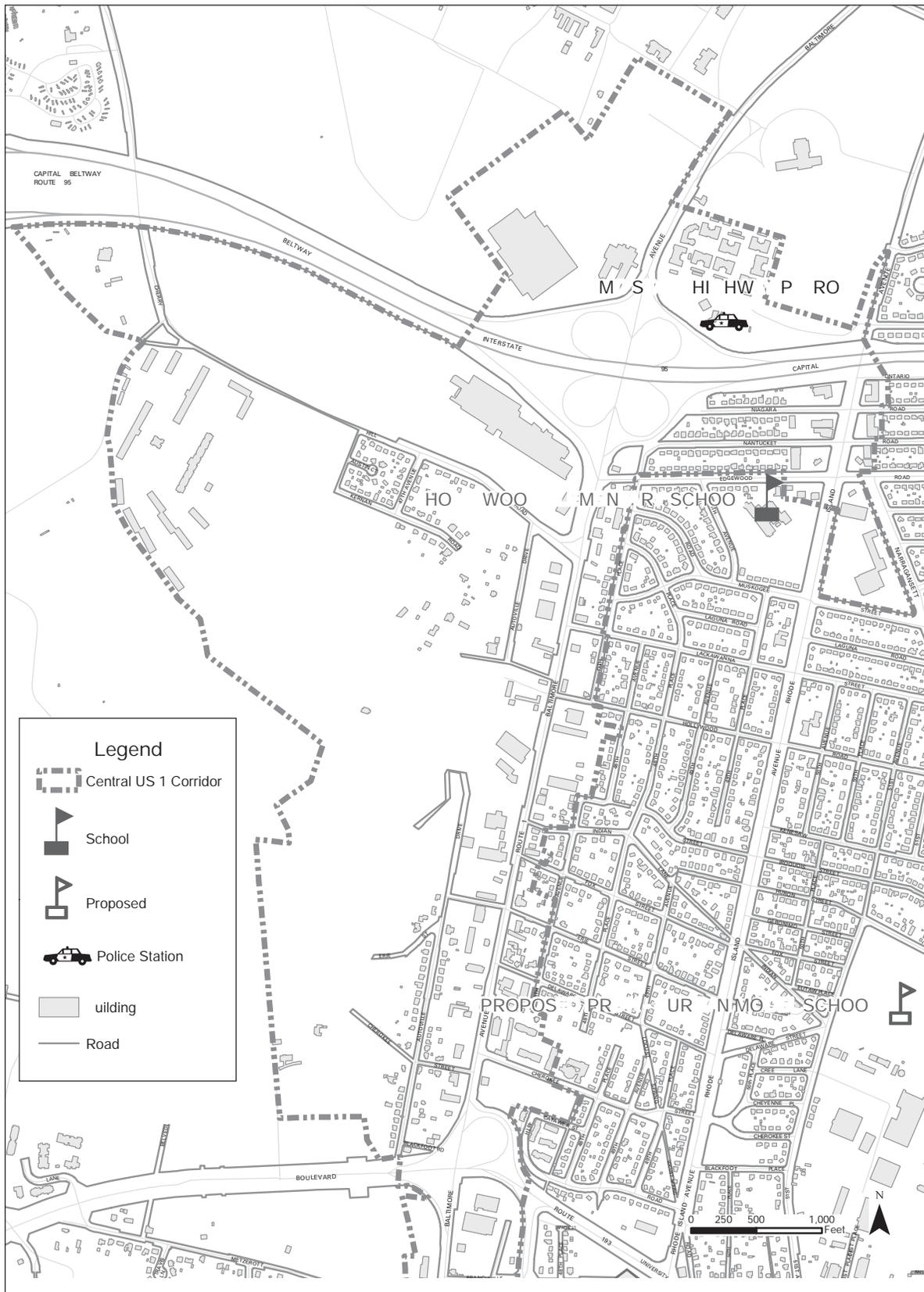
Construct urban schools on adequate sites in areas where schools are needed, yet available developable land is limited.

Policy 2

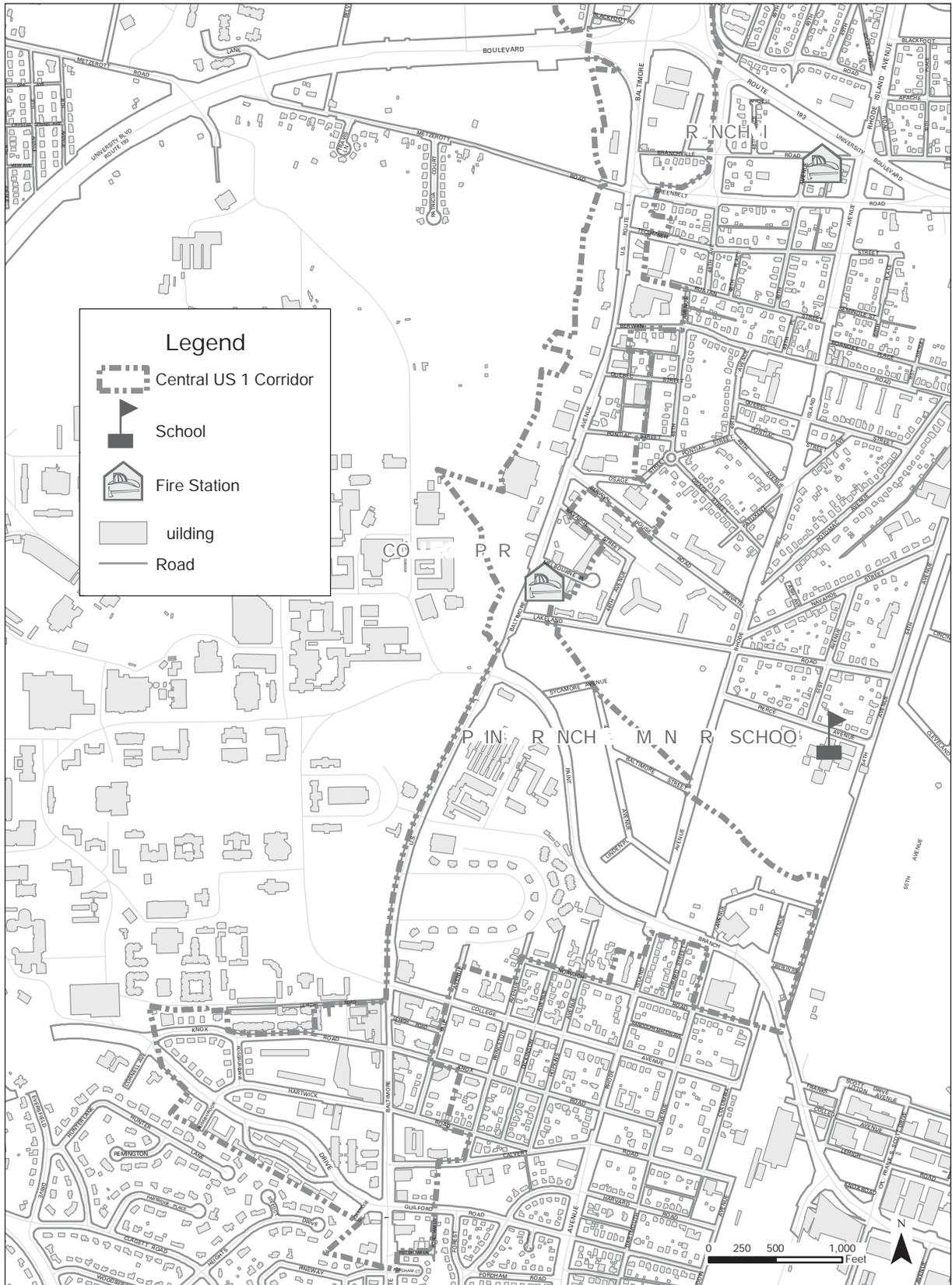
Preserve, retain, and support existing public school facilities, existing and former school sites, and properties owned by the Board of Education.

¹ For more information on sprawl schools, its impact on communities, and the benefits of urban schools, see Beaumont, Constance E. and Elizabeth G. Pianca. "Why Johnny Can't Walk to School: Historic Neighborhood Schools in the Age of Sprawl." 2nd Ed. National Trust for Historic Preservation. Washington, DC: 2002; and Beaumont, Constance E. "Historic Neighborhood Schools Deliver 21st Century Educations." National Clearinghouse for Educational Facilities. Washington, D.C., 2003.

Map 17: Public Facilities North



Map 18: Public Facilities South



Strategies

- Build 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. The Board of Education should engage the community in the process of building the school prior to construction.
- Renovate existing school facilities that serve the sector plan area with the greatest need based on the facilities condition assessment.
- Consider reuse of the Calvert Road School as a public choice school.

Policy 3

Construct the appropriate number of schools in order to achieve a school system that operates at 100 percent of capacity or less at every school.

Strategy

Colocate new schools with public facilities and parks, when feasible and appropriate.

Libraries Background

The Central US 1 Corridor sector plan area is currently served by the Hyattsville and Greenbelt Branch Libraries. There are no library branches of the Prince George’s County Memorial Library System located within the sector plan area.

The Hyattsville Branch Library opened in 1964 on a three-acre site. It is located at 6550 Adelphi Road in Hyattsville and has a public service square footage of 22,063. A 20,000-square-foot addition to the Hyattsville Branch Library is planned in the approved FY 2009–2014 Capital Improvement Plan. It is estimated that the project will be complete by June 2013. The Greenbelt Branch Library opened in 1970, and it is located at 11 Crescent Road in Greenbelt. The public service square footage is 21,267 square feet, and the site’s total land area is 7.77 acres.

Based on recommended library standards, a branch library can support a population of 40,000–80,000. According to current population estimates and the projected growth, a library branch is not needed within the sector plan area.

Public Safety Background

Police Facilities

The Central US 1 Corridor sector plan area lies within the Prince George’s County Police Department’s District I. Its headquarters is located at the Hyattsville Justice Center, 5000 Rhode Island Avenue in Hyattsville.

The sector plan area is also served by the Maryland State Police and University of Maryland campus police department. Barrack Q of the Maryland State Police, located at 10100 Rhode Island Avenue, serves areas north of US 50 in the northwest portion of Prince George’s County, while the University of Maryland campus police department provides additional police service for much of the sector plan area.

Fire and Emergency Medical Facilities

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. Six fire/EMS stations serve the sector plan area. These stations responded to 9,019 EMS calls for service and 3,032 fire calls in 2007.²



² Prince George’s County Fire/EMS Department. 2007 Annual Report. Largo, MD: 2008.

Table 15: Fire/EMS Stations Serving the Sector Plan Area					
CO.	Name	Address	City	Apparatus	2008 Facilities Master Plan Recommendation
1	Hyattsville	6200 Belcrest Road	Hyattsville	2 Engines 1 Ambulance 1 Aerial Truck 1 Rescue Squad	Replace existing station with a new adjacent station shared with the American Red Cross.
7	Riverdale	4714 Queensbury Road	Riverdale	1 Engine 1 Ambulance 1 Aerial Tower	----
11	Branchville	4905 Branchville Road	College Park	2 Engines 1 Ambulance	Renovate or replace.
12	College Park	8115 Baltimore Avenue	College Park	2 Engines 1 Medic 1 Ambulance 1 Aerial Truck 1 Hazmat/Foam Unit	----
13	Riverdale Heights	6101 Roanoke Avenue	Riverdale	2 Engines 1 Ambulance 1 Rescue Squad	----
14	Berwyn Heights	8611 60th Avenue	Berwyn Heights	1 Aerial Truck 1 Ambulance 2 Rescue Squads 1 Boat	----

Source: M-NCPPC

This plan reaffirms the recommendations of the *Approved Public Safety Facilities Master Plan* for the public safety facilities that serve the sector plan area.

Public Safety Policies

Police

Policy

Maintain police facilities that meet the needs of the Central US 1 Corridor community.

Strategy

Continue service from the District I station of the Prince George's County Police Department, supplemented by the Maryland State Police and University of Maryland campus police department.

Fire/EMS

Policy

Provide fire and rescue facilities that meet the needs of the Central US 1 Corridor community, based upon established county standards and their ability to accommodate modern vehicles and equipment.

Strategies

- Reaffirm the Facilities Master Plan recommendations for replacement of the Hyattsville Fire/EMS station as an intermediate priority to be funded between 2014 and 2020 and the Branchville Fire/EMS station as a long-term priority recommended for funding after 2021.
- Continue service from the Riverdale, College Park, Riverdale Heights, and Berwyn Heights Fire/EMS stations, Companies 7, 12, 13, and 14.

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Parks and Recreation

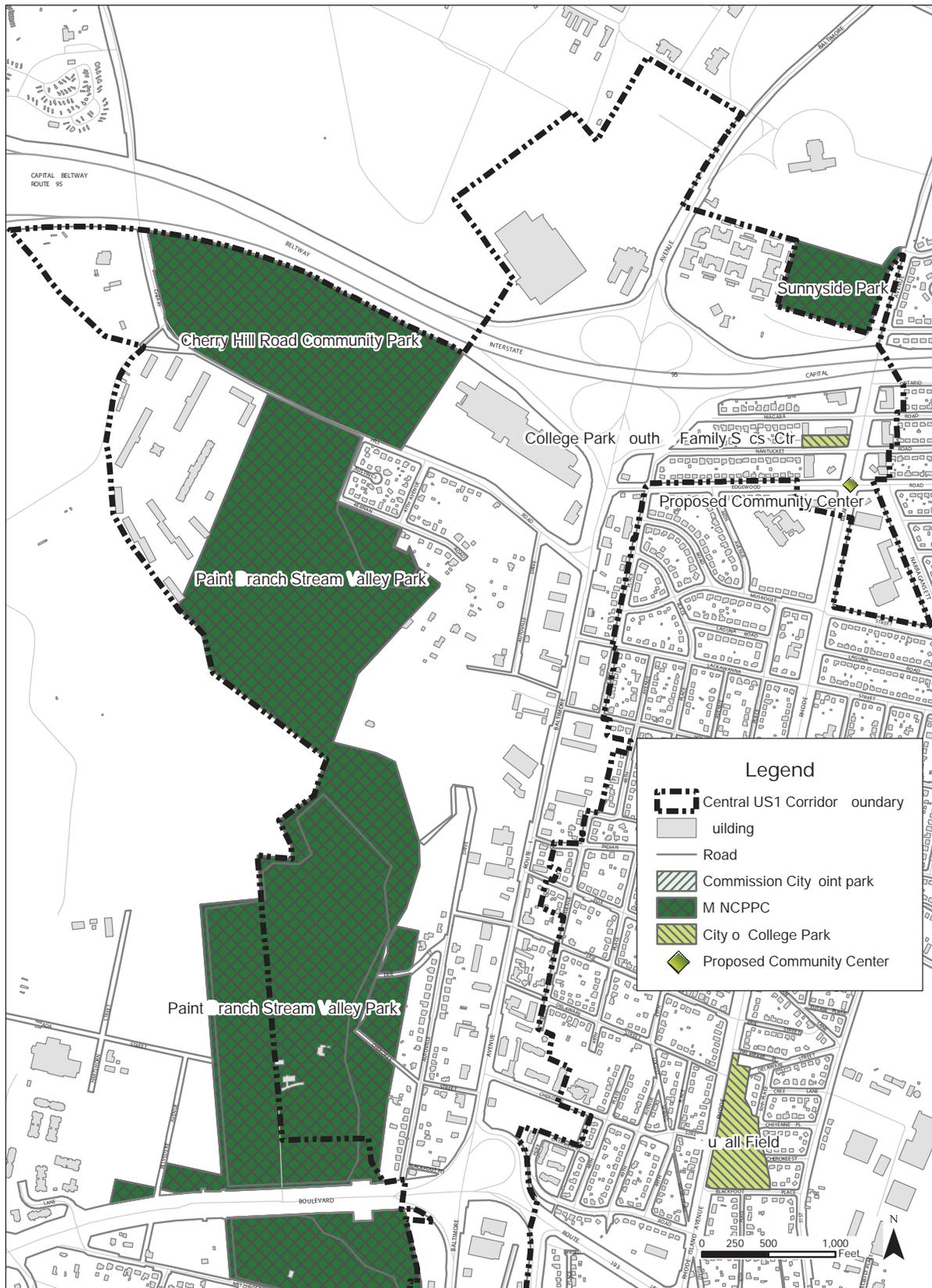
Vision

High quality, safe, and convenient parks and recreational facilities located in public parks or within the urban fabric of mixed-use developments provide all residents with recreation, relaxation, and opportunities to socialize and promote wellness for all, including young and old. Parks, whether in a neighborhood playground, community park, urban plaza, or undeveloped stream valley park, provide a green respite from the bustle of the surrounding urban environment, create opportunities for recreational activities, and significantly contribute to the desirability and livability of a community.

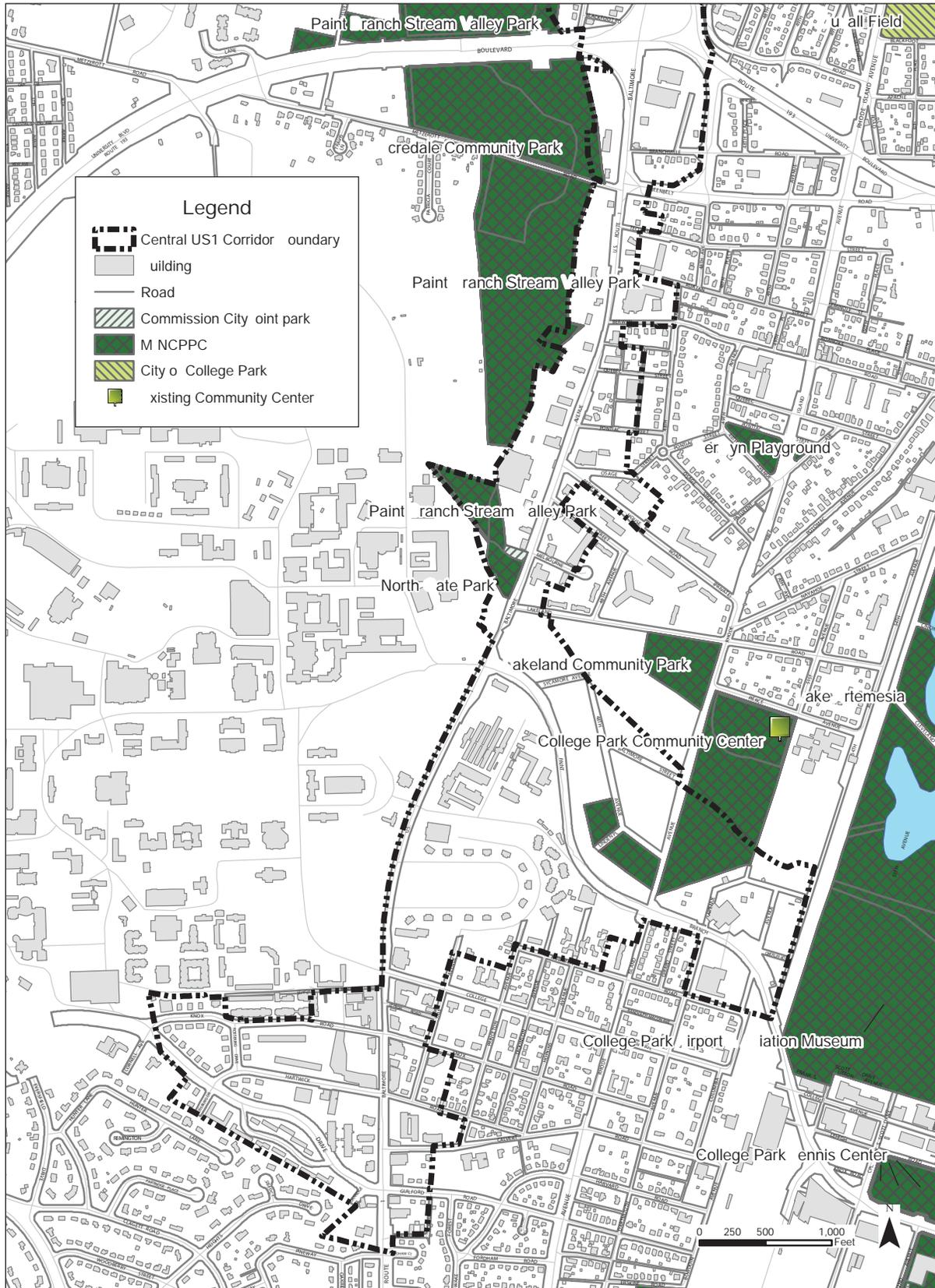
Background

Three public agencies provide park and recreation facilities and programs for residents in the sector plan area. The Department of Parks and Recreation of M-NCPPC is the primary provider in Prince George's County. M-NCPPC operates two basic park categories: (1) local parks serving neighborhood and community needs (up to 200 acres in size); and (2) regional parks (200 acres or greater in size), countywide parks, and special facilities.

Map 19: Parkland and Ownership North



Map 20: Parkland and Ownership South



Within or contiguous to the sector plan area, M-NCPPC owns 294 acres of parkland, including seven local parks comprising 135 acres. These parks contain recreation facilities, such as the College Park Community Center, playgrounds, ball fields, tennis courts, basketball courts, an off-leash dog park, and trails. The Paint Branch Golf Course, a nine-hole course comprising 86 acres, is also within the sector plan area. The remaining acreage consists of conservation areas and passive parkland within the Paint Branch Stream Valley Park.

Several other M-NCPPC parks and facilities exist in the vicinity of the sector plan area, including Berwyn Neighborhood Playground, Calvert Park Neighborhood Park, Lake Artemesia, College Park Airport and Aviation Museum, and the Herbert Wells Ice Rink and Ellen Linson Pool Complex.

The City of College Park owns and operates small playgrounds and ball fields in the vicinity, including Duvall Field, which contains regulation-sized ball fields. In addition, the city operates the Youth and Family Services Building, where M-NCPPC operates some recreation programs.

The University of Maryland provides outdoor and indoor recreation facilities on campus for its students, alumni, faculty, and staff. Within the sector plan area, the university utilizes campus green spaces at the Engineering Building, Memorial Chapel, and Fraternity Row for ball fields to serve the student population.

Issues

- There are no trail connections in the vicinity of Autoville Drive to connect residents to the Paint Branch Trail.

- The Youth and Family Services Building lacks a playground. Currently kids in the programs play in a vacant lot across the street from the building.
- Residents in Hollywood and North College Park feel the College Park Community Center is too far from their neighborhoods.
- Stream bank erosion along Paint Branch is threatening private property and parkland.
- A neighborhood park is needed to serve new student housing projects along US 1 between Berwyn Road and the north gate of the University of Maryland.
- In mixed-use developments, open spaces, such as plazas, are not necessarily seen to be important elements in creating successful urban places. Additionally, there is a lack of commitment as to who will manage and maintain these urban spaces.

Trail markers provide visual guides to the locations and destinations of trails.



Placing open spaces such as plazas in front of retail, instead of parking, would enhance the urban fabric of US 1 and provide opportunities for residents and visitors to socialize and relax.

Goals

- Provide opportunities for people to participate in active recreational activities, especially walking, free play opportunities for youth, and programmed activities for all.
- Protect and enhance the natural habitat, including parks, woodlands, streams, and wetland parkland, in stream valley parks.

Policies

Policy 1

Create or renovate local parks with active recreational facilities within a ten-minute walking distance from all dwellings to provide play opportunities for youth and healthy activities for adults.

Strategies

- Require developers to provide outdoor recreational space to accommodate a playground, a non-regulation playfield, and/or court sports (basketball, skating, futsal, or tennis), and picnic areas in large residential redevelopment projects that are not located within a ten-minute walk of existing neighborhood park facilities. Where possible, loop walks should be developed that use existing and new park trails, paths, and neighborhood sidewalks to enhance connectivity and provide recreational opportunities.

Trails linking US 1 to other trail networks enhance connectivity.



- Acquire property for a playground to serve recreational programs in the College Park Youth and Family Services Building as an interim use.
- Acquire property and construct a community center in the Hollywood Commercial District.

Policy 2

Link neighborhoods to the park trail systems.

Strategies

- Build paths and trails in parks to connect to neighborhood sidewalks, long distance trails, and recreational facilities within the park.
- Build trail connections from Autoville Drive to the Paint Branch Trail.
- Pursue additional opportunities to provide trail connections over the Paint Branch to better link the stream valley park to new and existing development along the Central US 1 Corridor, where environmentally and fiscally feasible.

Policy 3

Increase the recreation level of service at existing parks.

Strategy

Renovate existing park facilities, add to, or change park facilities to provide recreational opportunities that will attract more people to use the facilities.

Policy 4

Develop a variety of park and recreational facilities based on community needs and interests.

Strategy

- Work with the recreation councils to make recommendations for recreational programs and improvements to recreational facilities in the parks.

Policy 5

In mixed-use redevelopment projects, integrate public green spaces within the Central US 1 Corridor with an emphasis toward creating safe, attractive spaces for socializing, free play, and programmed events for the public.

Strategies

- Construct North Gate Park, an urban passive park, at the north gate to the University of Maryland.
- Focus on small-scale urban parks, plazas, and other open spaces in addition to larger regional facilities.

Policy 6

Create partnerships with governmental and non-governmental providers to bring recreational services to more people.

Strategies

- Encourage organizations, municipalities, and agencies to contribute toward providing, operating, and maintaining places where recreational facilities and activities occur.
- Create a partnership between the Board of Education and M-NCPPC to support efforts to improve the ball fields and other recreational facilities at elementary schools.

- Conduct a feasibility study to determine if the Youth and Family Services building in the Hollywood Commercial District may be expanded to accommodate a larger meeting space or other services.

Policy 7

Implement recommendations of the Paint Branch Watershed Study to protect parkland and private property from stream bank erosion and flooding.

Strategies

- Exact fees or require developers to implement recommendations in the Paint Branch Watershed Study towards the restoration of the Paint Branch.
- Direct environment mitigation requirements for public work projects toward implementing recommendations in the Paint Branch Watershed Study.



Chapter 5: Community Development and Character

Economic Development and Revitalization

Vision

The Central US 1 Corridor is a cornerstone of county economic activity, driven by the University of Maryland and nearby M Square Research Park and complemented by a sustainable, transit-oriented pattern of development that contributes significantly to the county and city tax bases.

Background

The Central US 1 Corridor sector plan area consists of 842 acres, of which approximately 25 percent is used for commercial purposes, 20 percent is residential, 15 percent is institutional, 34 percent is parkland and open space, and 6 percent is other space or vacant. Two corridor characteristics that contribute significantly to this mix of land uses are the high percentage of parks and open space and the presence of the University of Maryland as the institutional anchor fronting on US 1.

Current zoning, implemented as part of the 2002 *Approved College Park US 1 Corridor Sector Plan and Sectional Map Amendment*, designates up to 40 percent of the study area's acreage as mixed-use and commercial development, comprising the greatest opportunities for targeted land use growth. Notwithstanding some building height, density, and land use issues associated with new development approved since the passage of the 2002 sector plan, the intent of the underlying mixed-use zoning designation is still appropriate for facilitating desired commercial development in walkable nodes. Updated design guidelines and building height limits are recommended to better shape the character of future development.

Approximately 325 buildings totaling over 6.5 million square feet of commercial, retail, and office space, in addition to over 10 lodging facilities, span the corridor. The typical office and retail venues, more or less directly fronting on the corridor, are relatively small, averaging about 20,000 square feet. The presence of numerous smaller commercial developments along the Central US 1 Corridor is not uncommon for 1950s to 1980s vintage highway-oriented commercial development and reflects the earlier stages of land use—consisting of multiple owners of smaller parcels of land. This is particularly evident along US 1 north of MD 193.



Generalized zoning of the sector plan area, reflects a large amount of commercial zoning (■) and open spaces (■).

Market Characteristics

Implementation of development goals requires balancing the supply of the existing, planned, and proposed land use components with demand factors. A first step toward implementation of a viable community-development vision is to analyze land use feasibility.

Determination of the market feasibility for new development requires the analysis of recently completed projects. Examples include University View, Camden Village at College Park, University View II, Mazza Grandmarc Apartments, Starview Plaza, Jefferson Square Apartments at College Park, Jefferson at College Park West, The Varsity, East Campus, Hollywood Station, and Townplace Suites by Marriott. General observations pertaining to these projects include:

- As of early 2009, two of the above projects were recently completed, two were under construction, five were in the final stages of the site-plan approval process or were in for building permits, and two were no longer moving forward as planned.
- Of these 11 projects, all but two represented mixed-use projects, of which the predominant land use is the residential component.
- Only two projects included an office component with a planned allocation of 40,000 square feet or less.
- The largest projects comprise all the phases of the University View project and East Campus, both of which sought to establish a critical mass of over 750,000 total square feet of development.
- East Campus represented the largest mixed-use product, with between 1.0 and 2.0 million square feet planned, of which more than 70 percent is residential, between 15 and 20 percent is allocated to both retail and hotel uses, and less than 5 percent is office space. East Campus is planned to support both student and broader market demands.
- High-density student housing is concentrated close to the University of Maryland Campus in an emerging node on the west side of US 1, just north of the Paint Branch (including the University View, Starview Plaza, and Varsity projects).
- Three of the projects offer a variety of residential housing types, including apartments, townhomes, and condominiums.

Residential

Residential development is currently the most viable land use in the study area. In particular, there has been a recent surge in high-density student housing developments proximate to the university campus. New housing, not as specifically targeted at students, has been less successful in moving forward.

Retail

The primary trade area totals an estimated 2.1 million square feet of retail space in 120 facilities (not including retail offerings on the university campus approximating 35,000 square feet).

The two largest facilities in the primary trade area are Beltway Plaza on Greenbelt Road with 825,000 square feet and IKEA on Baltimore Avenue with 300,000 square feet. Collectively, these two retail destinations comprise 53 percent of the retail square footage in the primary trade area.

Other than six properties (College Park Shopping Center, Staples, Kitts Music, REI Center, Camden's offerings, and the College Park Marketplace anchored by Home Depot), the remainder of the retail inventory of 120 facilities ranges from 500 square feet to 20,000 square feet with an average of less than 5,000 square feet. Although there are variations from property to property, overall market vacancies are running just under five percent (less than 100,000 square feet), with some relatively recent minor upward trends.

A primary trade area is an economics term that applies to an area in which businesses will draw 70 percent or more of their customers and revenues and in which the existing or proposed residents will tend to support those businesses. For the Central US 1 Corridor Sector Plan, the primary trade area has a radius of two to three miles from the approximate center point of the sector plan area.

Community retail with residential above.



The primary trade area comprises three types of retail:

- Larger destination retail, such as the Beltway Plaza and IKEA, accounting for over 50 percent of the retail square footage.
- Community and neighborhood-serving retail space, representing approximately 35 percent of the primary trade area inventory, found at downtown College Park, College Park Shopping Center, College Park Marketplace, Camden at the Village at College Park, and REI at Hollywood Plaza.
- Convenience retail and other highway commercial uses spanning the entire corridor, comprising an estimated 15 percent of the retail square footage.

Other than developments in the northern end of the corridor (College Park Marketplace and the Village at Camden), most of the retail development suffers from some degree of underinvestment, is older, and includes space that is becoming increasingly obsolete.

Based on stakeholder interviews, it is clear that sit-down restaurants and a grocery store are high on the priority list of retail amenities desired by the community. According to Claritas' (a targeted marketing and

analysis firm) store sales opportunity gap analysis, based on consumer spending patterns, a representative sample of store types currently underrepresented in the trade area include: grocery stores; electronics and appliances; clothing and accessories stores; sporting goods; books, periodicals and music; and restaurants.

Given that retail space is typically the street level component of mixed-use residential developments, the feasibility for adding new retail uses is not only impacted by possible market demand but also by factors of cost (required rents), visibility, accessibility (convenient parking), and, of course, location. Except for the most obsolete facilities, there is a small amount of vacant retail space in the area, suggesting a current balance between supply and demand. Nonetheless, looking to the future, market saturation could possibly be exacerbated if policies to mandate new retail in all new residential projects were to continue. In addition, the corridor is facing the prospect of absorbing upwards of 400,000 square feet of additional retail space at the planned East Campus development. This type of retail is envisioned to be destination oriented, such as the types of stores identified in the store sales opportunity gap analysis mentioned above.

An abundance of car dealerships and gas stations exist within the corridor. Some sites offer new opportunities.

RIGHT: The former Koons Ford site is primed for redevelopment.



Office

The inventory of office buildings in the primary trade area totals approximately 200 facilities with 4.5 million square feet. Average vacancy rates typically range between 10 percent and 15 percent. Actual office space within the study area along Baltimore Avenue is estimated at slightly more than 500,000 square feet, of which approximately ten percent is vacant.

Nonuniversity employment is primarily associated with the university-sponsored M Square Research Park, where a number of larger government-oriented organizations and nonprofit associations are located or planned. M Square is likely to be the primary beneficiary of university-related ventures, with relatively little alternative nonlocal serving private tenancy to be found elsewhere.

Although the office market potential immediately along the US 1 Corridor is generally limited, the wider location has very strong office employment anchors. Larger office developments are primarily located closer to the Capital Beltway and in office parks near Metro stations on the Green Line. They are supported predominantly by large federal and other institutional users, including the University of Maryland. These office developments benefit from office costs that are generally one third less than similar locations in neighboring jurisdictions. Annual net absorption has been generally less than 50,000 per year. At this pace, a new average 150,000-square-foot office building could be added every three years. The majority of the space will probably be accommodated at M Square over the near term. Any additional office demand thereafter could be accommodated along US 1.

Smaller-scale, highway-oriented office development, similar to the planned Hollywood Station, are typically more community serving in nature and not dependent on either large users or on drawing from a regionwide resident base for employees. Corridorwide niche office development is likely to continue on a small scale, with the biggest office use impact coming from market demand for retail services associated with the continued growth in office parks at the peripheries of the corridor.

Hotel

There are ten low-to-medium priced point hotels and motels along Baltimore Avenue within the study area.

These facilities are predominantly older, established structures that were built from the 1960s to 1980s. They range from two to five stories in height and include a total of approximately 1,150 rooms. In addition, there is a 237-room hotel on the edge of the University of Maryland Campus, west of the study area (UMUC Inn and Conference Center by Marriott).

Two projects are currently planned, both with fewer than 100 rooms. One of these is an extended-stay facility. Combined with the existing abundance of lower-to-medium priced point hotels, new hotel developments are likely to address the need for updated product and expanded conference facilities (in addition to the Marriott facility on the edge of campus). Within the designated walkable nodes, Downtown College Park and University of Maryland (East Campus) would be likely recipients. Otherwise, areas close to the Capital Beltway are well suited for accommodating future hotels as the market evolves.



The Holiday Inn, near IKEA, is one of ten low-to-medium priced point hotels and motels within the planning area.

Land Market

Land markets are influenced by a host of variables that may or may not be in sync with development costs and achievable revenues. The possible disconnect between the availability and cost of land and the end use value can be attributed to multiple factors:

- Excessive supply of underdeveloped land.
- Variable assumptions about development rights.
- A large difference between current densities and potential densities.
- Positive income associated with continued interim use.
- A perception of infinite demand.
- Value comparisons to unrelated marketplaces.
- The possibility of subsidies being applied in some form.
- Overall market volatility.
- Personal attitudes of property owners.

To a degree, the US 1 study area is impacted by all of these variables, resulting in a propensity for land to be offered for sale at prices that may be too high to be supported by the underlying end user market.

The study corridor is dominated by existing land uses generating between a 0.2 and 0.4 floor area ratio (FAR) and prospective new land uses ten times that amount—as high as 2.0 to more than 4.0 FAR. As for concern that the land parcels themselves are ill suited to redevelopment due to shallow depths or small sizes, the fact is at least half of the commercial frontage along the corridor is already in larger parcels or has been otherwise consolidated, such that inadequate parcel size is not the primary issue holding back redevelopment. Over time, the remaining smaller pieces could either be consolidated in some form or, as development progresses, be adapted into smaller-scale projects in the manner of traditional urban development.

Role of Nonresidential Development

The predominant use of mixed-use development envisioned for the Central US 1 Corridor is residential. However, retail uses are viewed as an important street level use, particularly within the walkable nodes and at the Hollywood Commercial District. East Campus will

have more destination-oriented retail, while much of the remaining sections along the US 1 Corridor will be more ancillary in nature and neighborhood serving.

Recent market evidence suggests that office uses in the traditional sense are not going to play a major role in redevelopment efforts. Some office opportunities may surface associated with East Campus and closer to the Capital Beltway (I-95/I-495). Existing industrial and auto-related uses will remain viable, populating the corridor until market factors make it financially prudent to introduce other uses.

Employment

With the exception of the University of Maryland, the Central US 1 Corridor is not generally characterized as an employment area. As discussed in the office section, large employment users are concentrated more on the periphery. However, existing and growing employment concentrations provide excellent demand for retail amenities and represent a captive opportunity for new residential uses planned along the corridor.

Potential Future Competition

The analysis for this sector plan looked closely at a number of significant developments and the emerging market conditions nearby (but outside) the sector plan area. The Central US 1 Corridor faces market competition that directly impacts what can and cannot be built over time along the corridor. Several significant projects, including Greenbelt Station, Beltway Plaza, Prince George's Plaza, and Konterra, have been addressed to ensure sufficient market support exists to implement the recommendations of this sector plan.

Goals

- Retain and enhance retail activity, and encourage a diversity of retail offerings.
- Promote a mix of commercial, office, and retail uses along US 1 and at the Hollywood Commercial District.
- Increase the residential diversity of housing types throughout the Central US 1 Corridor.

Policy 1

Create a critical mass of retail focused on walkable nodes.

Strategies

- Concentrate retail at walkable nodes and in the Hollywood Commercial District, and provide distinctive branding of retail areas to promote distinct identities, facilitate marketing and redevelopment efforts, and encourage more neighborhood-serving and locally-based businesses to relocate to these areas.
- Diversify retail offerings by working with the community and property landlords to limit repetitive or overlapping retail uses that risk diluting and undercutting the overall market demand for retail.
- Allow vertical mixed-use development to evolve over time, rather than requiring them for each individual project.
- Coordinate business incentive programs and organizational structures, such as future business improvement districts, to better achieve the desired retail mix.
- Provide visible, convenient, and accessible transit stops and parking facilities close to shopping areas.

Policy 2

Support retention of existing businesses, and provide relocation assistance if necessary to implement the overall goals, policies, and strategies of the sector plan.

Strategies

- Recognize that existing retailers and other businesses are an important part of the overall urban fabric in the Central US 1 Corridor and that US 1 can accommodate a wide range of uses within the framework established by the sector plan.
- Support relocation of viable retail and commercial uses to more appropriate areas within the sector plan area as redevelopment continues to evolve.
- Consider the establishment of a tenant relief or relocation assistance program for existing businesses and business owners. Consider the incorporation of a redevelopment phasing program to minimize disruptions in service for businesses and customers.

Policy 3

Take advantage of existing major employment drivers, such as the University of Maryland, nearby federal facilities, and large private sector employers.

Strategies

- Emphasize the importance of US 1 as an area that supports surrounding businesses and major employers.
- Encourage the University of Maryland to orient new buildings to directly front on US 1.
- Consider density bonuses for the inclusion of office uses as part of mixed-use developments located within walkable nodes.
- Provide flexibility in the preservation of interim or longer-term commercial uses of existing spaces that may otherwise lie dormant or are not yet feasible for new development.
- Market the potential part-time employment base offered by university students as a distinguishing community resource and potential draw for new businesses.

Policy 4

Promote quality lodging and entertainment opportunities.

Strategies

- Facilitate the redevelopment of older highway hotel and motel properties.
- Provide a variety of lodging types to serve different market segments and price points.
- Target downtown College Park for the near-term addition of a full-service hotel and conference facility within walking distance of the future Purple Line station at East Campus.
- Establish a small entertainment district in the vicinity of the future East Campus redevelopment.

Policy 5

Encourage a diversity of nonstudent housing types.

Strategies

- Encourage a mix of housing types, such as townhouses, small lot single-family detached houses, and market rate multifamily housing. Consider providing incentives for including multiple kinds of units in a development project.
- Ensure the densest residential development and most diverse mix of housing types occurs at the walkable nodes.
- Target the corridor infill areas for more flexible accommodation of residential types, placing less emphasis on higher-density development.
- Provide cost competitive housing by ensuring a level playing field for all prospective developers. Residential development should not subsidize other uses, such as in-building retail and structured parking, unless located within walkable nodes or focused on student housing.



The University View complex is a focus of the Lower Midtown Walkable Node.

Housing

Vision

A diverse mix of housing types and price points provides high-quality, attractive housing choices for all residents of College Park.

Background

Residential Rental Market

The Central US 1 Corridor is situated within a larger primary trade area that essentially has a two- to three-mile radius from the center point of the study area, which is approximately located at the intersection of Metzert Road and Baltimore Avenue. The housing characteristics described herein pertain to the primary trade area, whose residents patronize the commercial development within the study area, and differ from the demographic profile provided in Chapter 1 for the sector plan area itself.

As indicated earlier, the residential land uses comprise 20 percent of the study area, representing slightly more than 140 acres. This represents a fraction of the 14,408 households within the overall primary trade area. The predominant type of housing supply in the larger trade area consists of single-family detached dwellings, accounting for approximately 58 percent of the housing stock. Smaller multifamily facilities with fewer than 20 units comprise 25 percent of the housing stock, with another 10 percent attributed to larger multifamily projects. A relatively limited, existing condominium market includes some owner-offered rental units, with equally limited new projects found at the Camden project and nearby University Town Center. The majority of the housing stock, approximately 80 percent, was constructed prior to 1980, and the median year for household construction is 1965.

Within the primary trade area are over 5,000 nonuniversity affiliated apartment units. The largest facilities include Springhill Lake/Empirian Village,

Seven Springs, University View, Wynfield Park, and Camden at College Park. An additional 1,000 single-family homes are believed to be part of the rental market. Rental vacancies close to campus are generally very low, and rents are relatively high compared with the rest of Prince George's County, regardless of unit quality.

Student Housing

There are approximately 11,600 beds for student housing in university-affiliated apartment communities, comprising 50 percent of the full time undergraduate student count (with 28 percent renting off campus and the residual living with relatives or in other arrangements). Approximately 80 percent of the graduate students rent or own off campus.

The university is described as having a surplus of traditional beds and a deficit of suites and apartments (Anderson Strickler 2005 *Student Market Housing and Feasibility Study* commissioned by the university). Demand for up to 3,300 more university-related beds was estimated as of fall 2004. The subsequent addition of University View with 1,100 beds drops the implied additional demand to 2,200, and the further addition of University Town Center (910 beds @ 75 percent UMD occupancy = 700 beds) reduces the remaining net potential demand to 1,500 beds. Additional student housing has been announced during the course of preparing this sector plan. However, with a near-term expectation of static growth in the student population, the demand for additional new residential development targeted for student occupancy will start to be fulfilled sooner rather than later.

Active Adult Housing

In 2005 The Maryland-National Capital Park and Planning Commission (M-NCPPC) commissioned the *Report of the Senior Living Market Study Prince George's County*. The results of that study showed a demand for housing in active adult (age qualified) communities that is projected to increase by 1,455 households per year beginning in 2009. The majority of active-adult communities (98 percent) are projected to be in the county's Developed and Developing Tiers as designated in the county's 2002 General Plan. The opportunity exists for an active adult community to be developed within the Central US 1 Corridor. Contributing factors include:

- Just under eight percent of the existing primary trade area population is 65 years and older.
- An established seniors assistance program already works with seniors within the primary trade area.
- The US 1 Corridor is accessible and close to required amenities.

Background Market Demand for Housing

Household demand largely determines where housing units will be located, the nature of the community and its amenities, and what consumers can afford. Four essential demand factors impact housing supply and product type: (1) the historical context of the existing housing supply and growth trends; (2) consumer preferences/demographic characteristics; (3) employment factors; and (4) cost. Each of these is covered below.

Historical Growth Trends

Both population and household growth were relatively static between 1990 and 2000 but then experienced a significant growth between 2000 and 2008 within the trade market area, with the population growth rate at about nine percent and household growth at six percent. These growth rates translate into population increases of approximately 1.2 percent per annum and household growth of less than one percent annually. With the recent surge in planned student housing projects, over the next five years growth rates are anticipated to average up to one percent per year, equating to no more than 500 additional households per year. Longer-term, this estimate may be tempered back to less than one percent per annum, particularly as the corridor competes with other regional projects planned nearby.

Resident Profile

Within the primary trade area, there are close to 49,000 residents, approximately 50 percent are singles who have never married. Another 30 percent represent married couples. Accordingly, an estimated 55 percent of these residents are between the age of 18 and 24. As such, 80 percent of the demand for housing is for nonfamily household environments and is well suited to multifamily and/or townhouse style living. A fifth of this population base lives in group quarters, and the average household size for non-group quarters is 2.65

persons. Finally, the majority, representing 55 percent, prefer to own versus rent, but this percentage is lower than the county's average of slightly more than 63 percent owner occupancy.

A profile of the primary trade area's commuting patterns illustrate that each household, on average, has 1.77 vehicles, and 60 percent drive to work. Another 11 percent carpool, while a total of 25 percent walk or use public transportation. Regardless of the transportation mode used to get to work (or school), 28 percent travel less than 15 minutes, 29 percent between 15 and 30 minutes, 22 percent between 30 and 45 minutes, and the remaining 21 percent travel over 45 minutes to their daily destinations.

Employment/Housing Demand Relationship

The primary trade area has an unusually high number of jobs relative to households, with almost a 3.3 to 1.0 ratio (48,240 jobs to 14,408 traditional households). This ratio decreases and becomes more in balance in the 2–2.5 to 1 ratio if employment at the University of Maryland is excluded. The concentration of large employers within the primary trade area and the unique presence of the University of Maryland contribute to a jobs-to-population ratio in excess of the goals recommended by the 2002 General Plan.

Housing Costs

The 2008 median home value for the primary trade area was reported at \$295,000, compared to \$300,000 in Prince George's County and \$390,000 for the D.C. Metropolitan Statistical Area. Since household growth has been relatively static and new development is predominantly rental development, the comparatively lower home value is reflective of aging, for-sale housing. This provides for market interest in existing homes and, to the extent land values and development costs permit, suggests that the wider nonstudent market has reason to be attracted to new housing development if it were available in the study area.

Goals

- Diversify the housing types available within the Central US 1 Corridor.
- Provide a balanced mix of housing price points to encourage diversification and ensure

affordable housing is available for students, recent graduates, and seniors.

- Encourage reinvestment in the existing housing stock.

Housing Policies

Policy 1

Provide a variety of housing types with both rental and ownership opportunities to a range of incomes.

Strategies

- Ensure that new housing is compatible with surrounding neighborhoods. Higher densities should be concentrated within the designated walkable nodes, while low-rise, less-dense development is encouraged as infill and transitions between walkable nodes and existing neighborhoods. Condominiums and townhouses are encouraged to increase diversification.
- Provide a mix of residential densities and building types along the Central US 1 Corridor to increase resident choice and enhance affordability, while ensuring high-quality development.
- Incorporate the highest densities of new residential development into mixed-use, walkable nodes to establish sustainable environments where residents can live, work, shop, and play.
- Develop a phasing plan, and prioritize development to ensure new housing types are appropriately located to implement the sector plan vision and land use recommendations.
- Target student housing at locations adjacent to the University of Maryland, where the city, county, and State of Maryland have established policies to concentrate student housing. Target market-rate housing elsewhere along the corridor.
- Provide an active adult or senior housing opportunity southwest of Autoville Drive, west of the Mazza property.
- Encourage a small-scale mix of residential units above-ground-story retail in the Hollywood Commercial District.

- Reevaluate the policies and phasing of this sector plan on a periodic basis as the development market matures to ensure the Central US 1 Corridor remains adaptable to evolving market conditions.

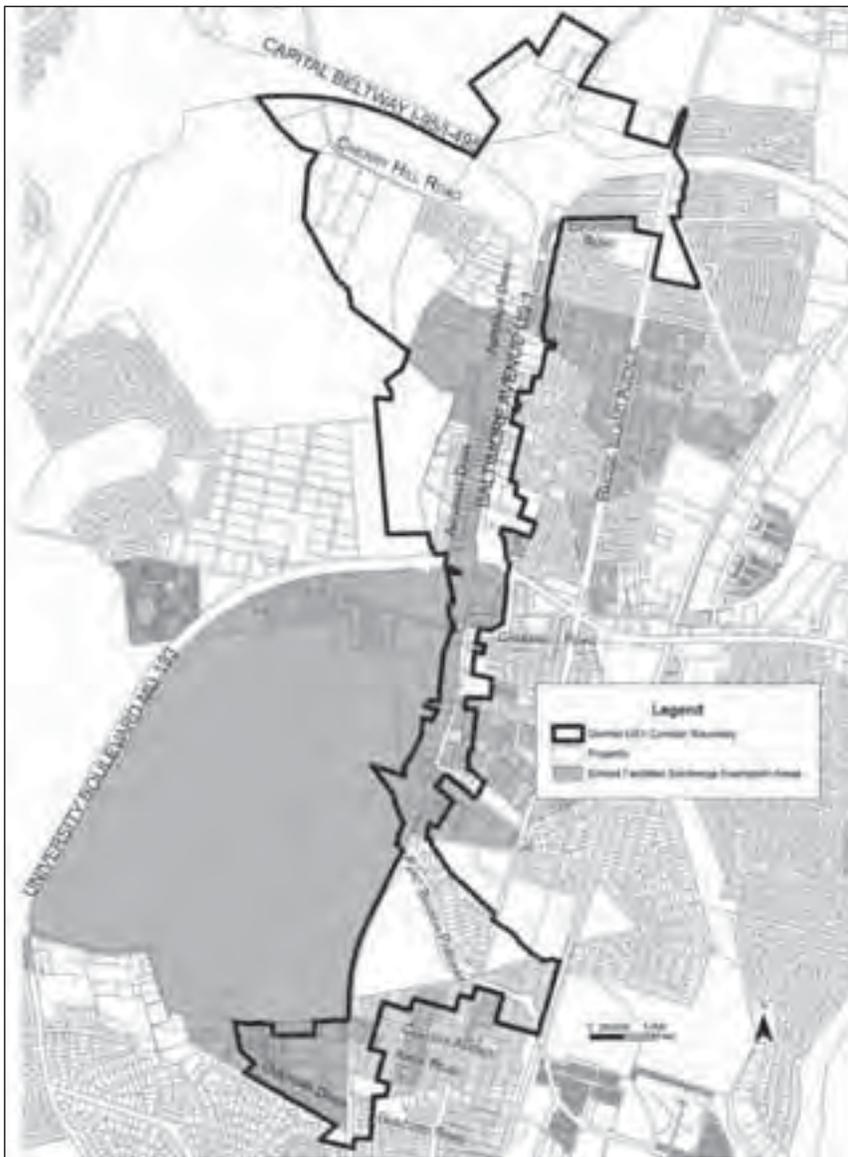
Policy 2

Facilitate public and private sector efforts to offer programs geared toward home improvement.

Strategies:

- Develop incentives to maximize reinvestment in existing communities.

- Explore the creation of a joint city/county/university partnership to oversee and manage incentive programs.
- Educate citizens on existing programs to assist residents with revitalization efforts.
- Support the City of College Park in securing Community Development Block Grants and other sources of funding to facilitate more comprehensive revitalization programs, such as adding sidewalks or addressing stormwater management issues.
- Pursue aggressive code enforcement at both the city and county levels to address and correct code violations.



This map depicts the area where student housing provided for the University of Maryland is exempt from county public school surcharge fees.

Neighborhoods and Sense of Community

Vision

Residents and local government closely cooperate to prevent crime, promote public safety, and enhance the sense of community; and adequate public capital investment is available to revitalize neighborhoods as needed.

Background

The City of College Park was incorporated as a municipality in 1945, but many residential neighborhoods were well established by this time. The growth of these neighborhoods was shaped by the Baltimore-Washington Turnpike (now known as US 1 or Baltimore Avenue), the Maryland Agricultural College (now the University of Maryland, College Park), and the Baltimore and Ohio Railroad line (now the CSX Railroad and Metro Green Line). The city has aging housing dominated by single-family detached units built in a variety of styles ranging from Victorian to Colonial. Each neighborhood has a unique combination of physical and social elements that define its character. A detailed description of the history and conditions of the seven neighborhoods situated along US 1 is included in this section.

In addition to these traditional neighborhoods, new neighborhoods are emerging as the US 1 Corridor redevelops. These new neighborhoods are characterized by mid- and high-rise apartments and an increasing mix of uses. They include the Uptown area, where the Camden and Wynfield Park projects now provide over 800 housing units and 40,000 square feet of neighborhood commercial space to complement the IKEA store.

In the Lower Midtown area, a new student housing village is developing with over 1,000 apartment units planned or built by the private sector to address the housing needs of the University of Maryland.

Issues

- Lack of housing types to serve a diverse population.

- Declining homeownership and the conversion of single-family homes to rental properties, with a large percentage of group rentals.
- Aging housing and infrastructure.
- Lack of vacant land for development.
- Lack of connectivity to commercial and recreational uses.

Goals

- Preserve and enhance the character of existing residential neighborhoods.
- Support quality new residential development with a mix of housing types.
- Support mixed-use and transit-oriented development in emerging neighborhoods.
- Provide adequate public capital investment to support new residential development and revitalize existing neighborhoods.

Policy 1

Strengthen existing neighborhoods by promoting homeownership.

Strategies

- Establish incentives to encourage persons who work in College Park to purchase homes and live in College Park. Work with the University of Maryland to provide incentives for faculty and staff to purchase homes in College Park.
- Provide affordable student housing on campus and in designated off-campus areas along US 1.

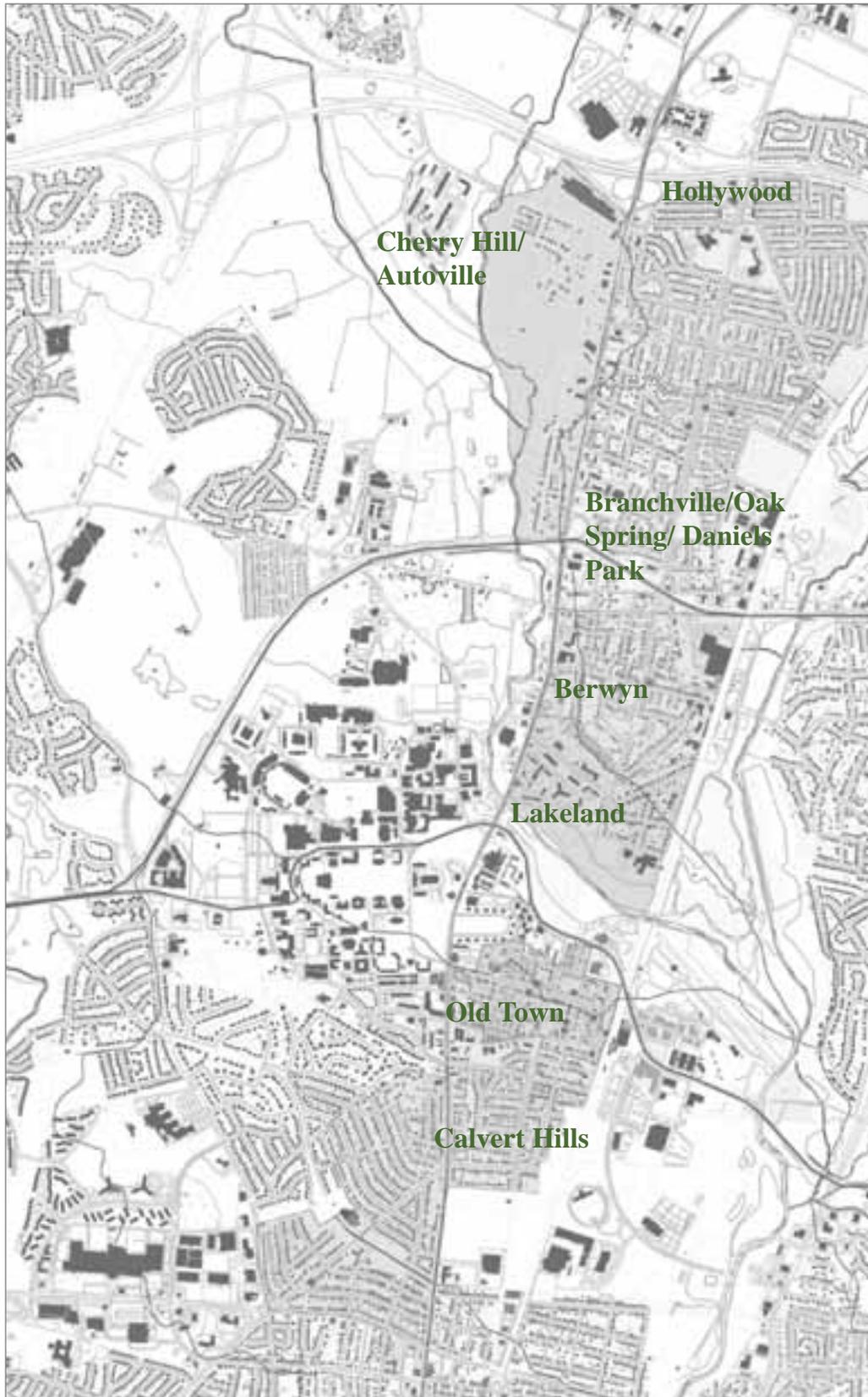
Policy 2

Address public safety issues in neighborhoods.

Strategies

- Incorporate crime prevention through environmental design measures in all new development and redevelopment to foster “eyes on the street.”
- Construct sidewalks, bicycle lanes, traffic calming devices, and streetlights where appropriate.

Map 21: Existing Neighborhoods and Communities



- Enforce county and city codes relating to housing, parking, noise, and litter.
- Encourage and support volunteer efforts, such as neighborhood watch and clean-up/fix-up days.

Policy 3

Encourage private reinvestment by property owners.

Strategies

- Develop pattern books for individual neighborhoods to provide direction and guidance for home renovation projects, and ensure compatibility with existing development.
- Provide information about available resources for housing rehabilitation, including the use of historic district tax credits.
- Work with civic associations to develop neighborhood improvement plans and projects.

Policy 4

Ensure that existing residential communities are protected from potentially adverse impacts of new, higher-density development along US 1.

Strategies

- Implement sector plan recommendations for land use, urban design, and transportation to ensure appropriate transitions in density and pass-through commuter traffic is discouraged in residential neighborhoods.
- Consider the potential impact of noise, lighting fixtures and orientation, trash storage areas, and odors on existing communities during the development review process.

The following pages provide the historical and architectural contexts of the main neighborhoods that are within or immediately adjacent to the Central US 1 Corridor Sector Plan area. This will help guide future development by providing a basis for compatibility in terms of style, materials, form, and detail.

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Hollywood

Hollywood is the largest neighborhood within College Park in both size and population. Established in 1907 with a 300-acre subdivision, the community currently includes 363 acres and is bounded to the west by US 1 and to the north by the Capital Beltway (I-95/I-495). The area is easily accessible by car and by public transportation, including the Greenbelt Metro and MARC stations. The area includes the community-based Hollywood Elementary School, Hollywood Community Park, and a commercial district located along Rhode Island Avenue north of Muskogee Street. The block character is mostly rectilinear with many one-way streets.

A number of streets at the east side of Rhode Island Avenue terminate and begin again with the same name on the west side of Rhode Island, complicating traffic flow. Many streets do not have sidewalks; however, Rhode Island Avenue's shoulders are designated bike lanes. Hollywood exhibits a variety of housing types, the earliest dating from the 1920s and 1930s. The older lots are usually 6,000 square feet. More recent lots are approximately 5,500 square feet. Many of the Hollywood houses were constructed before the zoning ordinance was approved, rendering many noncompliant

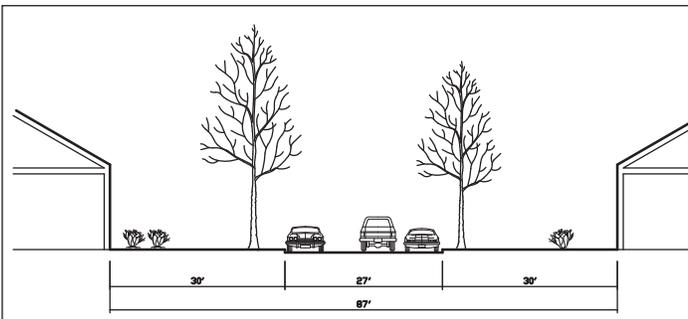
with current zoning standards. Approximately 36 percent of all zoning appeals in College Park from 1988 to 1995 were from Hollywood. The commercial district is a local amenity; however, merchants complain of the difficulty customers have locating their stores due to the presence of one-way and discontinuous streets within the neighborhood.



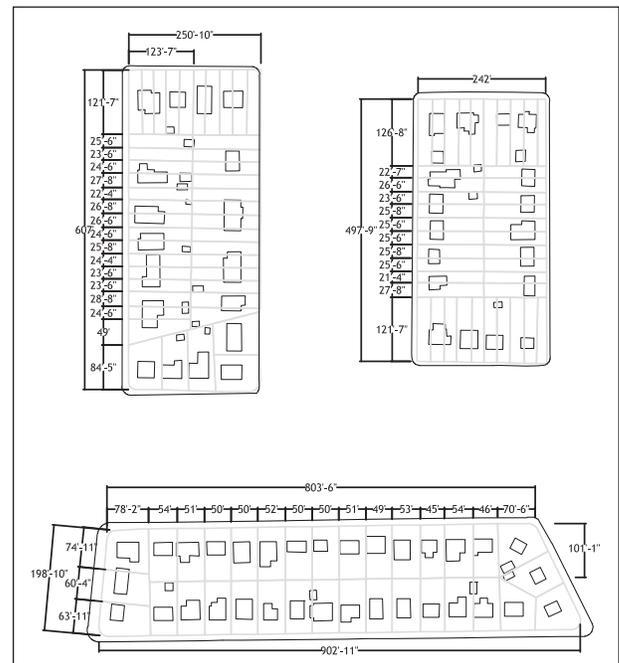
A typical Hollywood home.



Existing street section.



Typical block patterns.



Branchville/Oak Spring/Daniels Park

Daniels Park developed along the streetcar line (now Rhode Island Avenue), which was extended through College Park and Branchville to Laurel just after the turn of the century. The land along this new transportation artery was gradually bought up by land speculators and subdivided into residential suburbs.

The Oak Spring subdivision, created in 1942, joined Daniels Park to the north and Branchville to the south. Oak Spring is characterized by brick Cape Cods. Modest detached suburban housing, such as the bungalow, is representative of Daniels Park. Frame houses are the most common, but a number of houses are constructed of molded concrete blocks. There are three county-designated historic sites in Daniels Park: the Baker-Holliday House (66-027-24), the LaValle House (66-027-25), and the Bowers-Sargent House (66-027-28), all good examples of popular early-twentieth-century suburban housing types.

When most of Daniels Park/Branchville’s housing was constructed, the county did not have zoning regulations. Pedestrian circulation in this community is inconvenient because there are few sidewalks. However, many residents walk regularly, so sidewalk improvements are recommended for this area.

Central to Daniels Park/Branchville, and perhaps to the entire city, is Duvall Field. This recreational facility is city owned and operated. It consists of lighted baseball, soccer, and football fields; a concession area; and a play area with a variety of equipment for children. The neighborhood’s other park is Davis Field Tot Lot.

Commercial/Industrial Uses

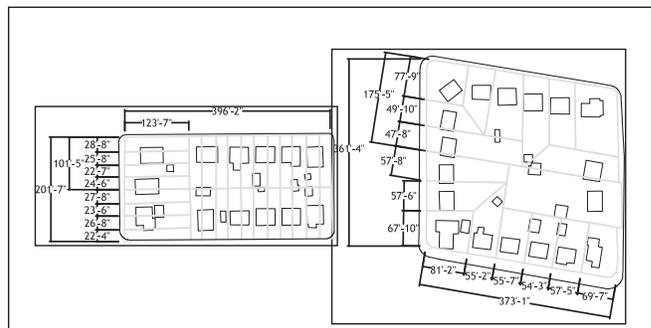
A commercial use of historic interest is Jenkins Garage on US 1, which has been serving the traveling public since pre-Colonial days.



Typical homes.



Typical block patterns.

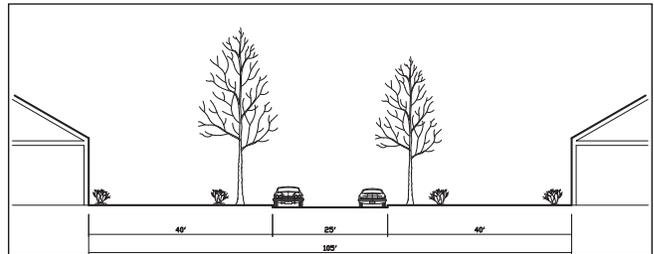


Autoville/Cherry Hill

The Autoville/Cherry Hill neighborhood of College Park is a 211-acre, mostly wooded narrow site bounded on the west by the Paint Branch Stream Valley Park and commercial uses on the east adjacent to US 1. Autoville/Cherry Hill is a neighborhood with approximately 50 single-family houses, ranging in size.

The site was under the ownership of one owner until 1908–09. In 1909 eight blocks of the site were subdivided into 100- by 200-foot lots. The area retains much of the rural character that existed in that era. The rural western edge contrasts with the mixed commercial and industrial activities that form the eastern boundary adjacent to US 1. The street character varies with areas of intermittent sidewalks and curb and gutter configurations. Few hiker/biker trails pass through the neighborhood. The Cherry Hill Neighborhood Park contains recreational amenities for the local community.

Examples of Autoville/Cherry Hill homes.



Berwyn

Berwyn, one of College Park’s oldest neighborhoods, developed along the Baltimore and Ohio Railroad. Originally named Central Heights, the 1890 subdivision consisted of 15 houses and a store on the west side of the railroad tracks. In 1896, the subdivision was renamed Berwyn after Berwyn Chapel, the new Presbyterian church.

Berwyn is characterized by a rectilinear street network and an eclectic mix of housing types on medium-sized lots. Typically, two or more small lots have been combined to create medium-sized building sites. Housing types include Victorians, bungalows, and cottages, as well as a block of 1970s townhouses.

Access within Berwyn is limited. The only sidewalks in the neighborhood are on Berwyn Road, Greenbelt Road, and Rhode Island Avenue/49th Avenue. Customers of Berwyn’s commercial district may park on the street and walk to the businesses. These sidewalks are discontinuous, and some do not have curb cuts, limiting wheelchair and stroller access. The overpass that extends from the end of Berwyn Road over the railroad and Metro tracks offers pedestrian and bicycle access between Berwyn and Berwyn Heights, as well as a view of Lake Artemesia.

Berwyn’s small commercial district at Berwyn Road and Rhode Island Avenue provides much of the neighborhood’s unique flavor. The area is zoned C-A (ancillary commercial), which permits retail and service commercial uses convenient to the neighborhood. Buildings are an eclectic mix of styles, materials, and sizes. Some of the retail and service shops are located in converted residential structures.

Typical block patterns.

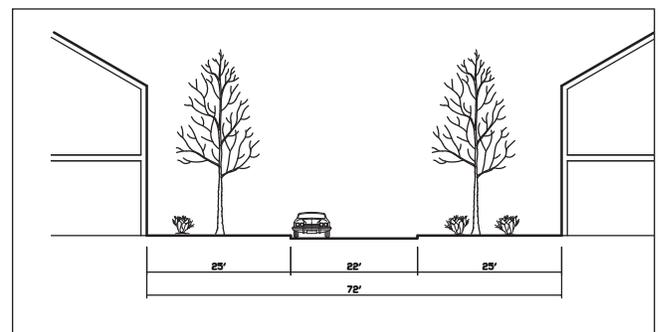


Several historic homes are found in Berwyn.



The Berwyn industrial area, where most of the area’s offices are also located, contains approximately 27 acres at the east end of Berwyn Road extending north to Greenbelt Road.

Existing street section.



Lakeland

Lakeland was one of the first African-American subdivisions in Prince George’s County. It was subdivided and developed in the early 1890s by Edwin Newman who envisioned it as an exclusive resort-type community around Lake Artemesia. Lakeland played a significant role in African-American education in Prince George’s County. Lakeland High School, completed in 1928, was one of the first high schools established for African-Americans in Prince George’s County. In 1983, the school was converted into a Korean Catholic Mission and today is owned by the Brazilian Seventh Day Adventist Church.

In the 1970s, the city designated Lakeland an urban renewal area. Much of Lakeland’s housing was substandard or located in the floodplain, and neighborhood streets needed improvements to ensure safety and access. Before urban renewal, Lakeland occupied both sides of the Baltimore and Ohio (B&O) Railroad tracks. A mix of commercial uses, single-family and multifamily residential units stretched from the neighborhood’s western boundary at US 1 to Rhode Island Avenue. Single-family homes were located in the area between Rhode Island Avenue and the railroad tracks, and a few (about 20) single-family homes were scattered on the east side of the track at Lake Artemesia.

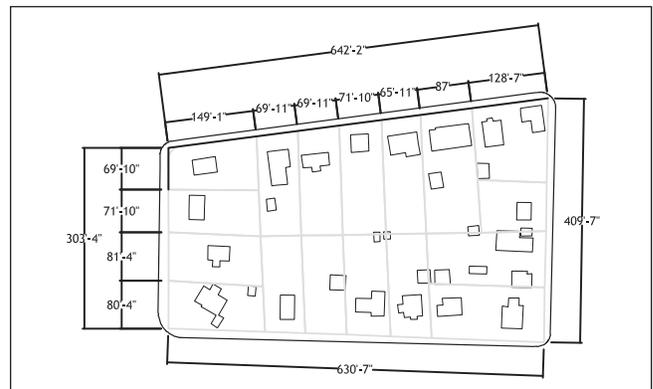
The city purchased most of the land in Lakeland, ostensibly to improve health and safety conditions for neighborhood residents. Substandard houses were razed, fill was added to bring the neighborhood out of the floodplain, and new housing was constructed. The area east of Rhode Island Avenue and west of the railroad tracks was least disturbed, retaining its single-family character. This area was called the conservation area.



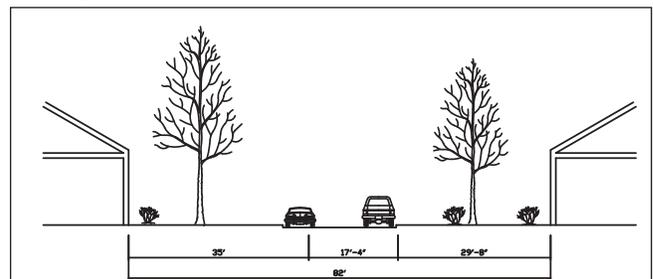
A Lakeland home.



Typical block pattern.

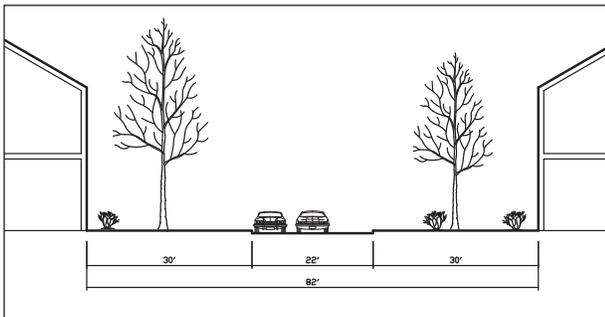


Existing street section.

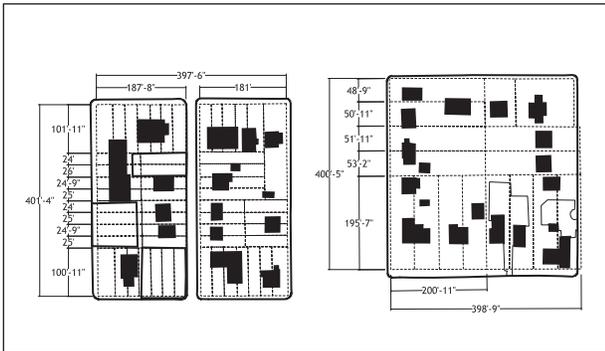




Existing street section.



Typical block pattern.



Examples of Old Town homes.



Old Town

Old Town’s road network and lot sizes are typical of the late-nineteenth- and early-twentieth-century subdivisions in the area that were marketed to middle-class homebuilders/buyers of the period. Narrow streets are laid out on a grid, and lots tend to be small, though lot sizes do vary. Most streets have sidewalks on at least one side, and the neighborhood, in the vicinity of Princeton Avenue, Norwich Road, Hopkins Avenue, and Knox Road, contains small lots (25 x 100 feet) that have been combined to create larger building sites (50 x 100-foot minimum) for single-family detached houses and even larger lots for multifamily units, including fraternity and sorority houses and commercial establishments. The lots in the eastern part of Old Town are larger (at least 50 x 100 feet), and several have been combined to create large building sites.

College Park’s MARC and Metro stations are located at the end of Calvert Road, on the border between Old Town and Calvert Hills. Riders can walk, bicycle, or ride Metrobus or Shuttle-UM to and from the stations. The city instituted permit parking throughout Old Town due to the neighborhood’s proximity to the MARC and Metro stations, as well as the university.

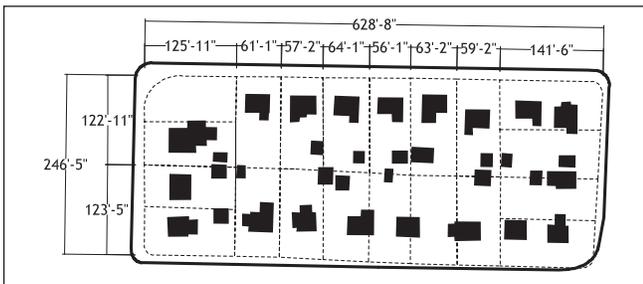
US 1, via College Avenue, Knox Road, or Calvert Road, is the primary vehicular access to and from Old Town, though cars may enter the neighborhood from Calvert Hills to the south. Old Town is accessible to pedestrians and bicyclists from Kropp’s Addition, the industrial subdivision to the east, via a tunnel under the railroad and Metro tracks. Paint Branch Parkway runs along the neighborhood’s northern boundary, but it does not intersect any neighborhood streets. The Old Town community was designated as a county historic district in June 2006. The Old Town College Park Historic District includes 215 properties and 295 resources.



A Calvert Hills home.



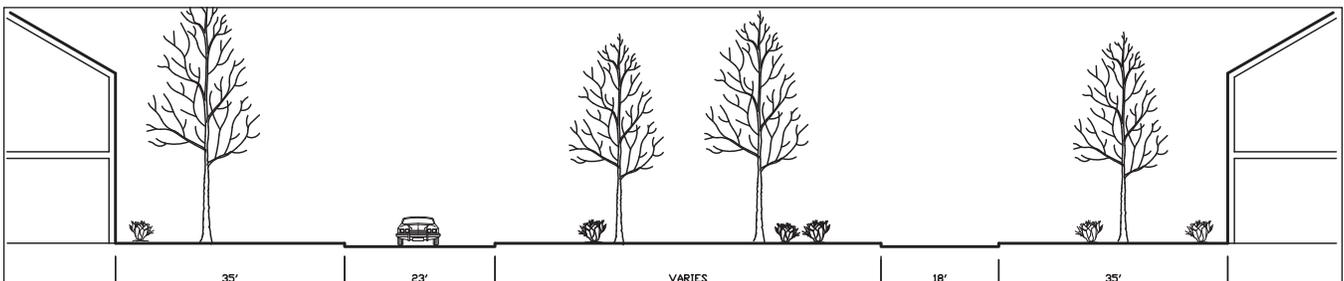
Typical block pattern.



Calvert Hills

Calvert Hills, located south of the study area, is a cohesive residential neighborhood located between the Town of Riverdale Park to the south and Old Town College Park to the north. The residential community is nestled between Baltimore Avenue (US 1) to the west and the WMATA metro rail/B&O Railroad right-of-way to the east. These major thoroughfares provide access to commercial and employment centers in the surrounding county and nearby Washington, D.C. Baltimore Avenue, in particular, ties the neighborhood to the commercial, aviation, and educational center of College Park. The first portion of the neighborhood, platted in 1907 and replatted in 1921, featured a grid-like plan of rectangular blocks and straight, intersecting streets. Calvert Hills was enlarged further by the platting of adjacent parcels of land with a pattern of more curvilinear streets from 1928 through the 1940s. Consequently, the Calvert Hills Historic District occupies approximately 108 acres. In all, there are 365 contributing primary resources and 182 secondary resources within the Calvert Hills Historic District. Only ten primary resources are considered to be non-contributing.

Existing street section.



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This 1940's postcard shows Brown's Tavern when it functioned as a motor court known as the Del Haven White House Motel.

Historic Preservation

Vision

The history of College Park is recognized and integrated in the redevelopment of the Central US 1 Corridor, highlighting identified historic resources and interpretive markers as cornerstones of public recreation spaces and private development projects.

Background

The Central US 1 Corridor has a long and storied history that reflects many important early themes in the development of western Prince George's County and the county as a whole. These themes include agriculture, transportation, education, and community development. Today, the area within the sector plan boundary is mostly located within the City of College Park, which has an incremental development history that reflects numerous efforts to establish communities over a 50-year period after the Civil War. Only after

substantial development had occurred were these independent and adjacent communities united within a single municipality.

All of the plan area was part of the Calvert family's Riversdale plantation and its extensive land holdings of the early nineteenth century. Riversdale was established at the end of the 18th century by émigré Flemish nobleman Henri Joseph Stier. In 1801, Stier purchased 800 acres north of Bladensburg in order to establish a plantation home for his family.¹ After Stier's return to Europe, the plantation was fully realized by Stier's daughter Rosalie, her husband George Calvert, and their heirs. At its height before the Civil War, the plantation included almost 2,000 acres that

¹ "History of the Route 1 Corridor, 1740-1990," *Historic Contexts in Prince George's County—Short Papers on Settlement Patterns, Transportation and Cultural History*, M-NCPPC: Susan G. Pearl, Marina King, Howard S. Berger, August 1991.

stretched from Bladensburg to the present-day Beltway (I-95/I-495).

Two important early nineteenth century transportation developments were critical to the success of the Riversdale plantation. The establishment of the Baltimore-Washington Turnpike in 1812 was intended to expedite the movement of people, goods, and agricultural products along the 36 miles that stretched between the two developing urban centers. This important early toll road was opened in 1815, and since it traversed the Riversdale plantation, the turnpike readily enabled the plantation's agricultural products to reach local markets.

Only a few years after the establishment of the turnpike, the advent of the railroad made the movement of people and goods even easier. The Washington Branch of the B&O Railroad runs a 13.6-mile course through western Prince George's County, roughly parallel to US 1 (Baltimore Avenue). Tracks for the Washington Branch were completed in 1835, and through-service began in August of that year. Given the prominence of the Calvert family and Riversdale, the plantation was an early stop for the transportation of people and goods. The new railroad line proved to be stiff competition for the nearby turnpike, and business on

the toll road suffered greatly after 1835. By 1866 the turnpike company was dissolved, and its disused road was renamed Washington and Baltimore Boulevard, and later Baltimore Avenue. Both Baltimore Avenue and the railroad played significant roles in the redevelopment and suburbanization of the Calvert family landholdings that began in earnest after the Civil War.

Throughout its history, US 1 has been an important corridor for transportation and commerce. Today, there are only a few notable early buildings in or near the plan area boundaries, and both sides of US 1 include a range of mid-to-late twentieth century auto-focused development. However, just outside the plan boundaries, within the City of College Park, a number of communities and neighborhoods retain many early buildings and their traditional residential character.

City of College Park

The original subdivision of College Park is located at the southern end of the corridor, east of US 1. The subdivision was platted in 1889 by John O. Johnson and Samuel Curriden. Johnson and Curriden had acquired a 125-acre parcel from Ella Calvert Campbell, an heir to a portion of the Calvert family's Riversdale estate. Johnson's subdivision was near the Maryland Agricultural College (later the University of Maryland) and the College Station stop on the B&O Railroad line. The College Park subdivision was not the first attempt to establish a community in this location; an earlier subdivision, known as College Lawn, was platted in 1872 but did not succeed. The Johnson and Curriden subdivision effort was successful and developed from its founding through the 1960s largely as a result of the nearby college. After the State of Maryland took over the administration of the college in 1914, it embarked on an ambitious expansion program. Both the college grounds and the nearby residential community began to reflect the influence of the Colonial Revival style. A large portion of the original College Park subdivision, containing 235 buildings that reflect popular residential architecture of the late nineteenth and early twentieth century, was designated by the county as the Old Town College Park Historic District in January 2008. Small portions of the Old Town College Park Historic District, to the west and northwest, are located within the Central US 1 Corridor plan boundaries.

Lake House in Berwyn at 8524 Potomac Avenue is designated as a historic site (66-018).



Map 22: Relationship of Old Town College Park Historic District to Sector Plan Area



A number of other areas near US 1 and within the present-day City of College Park were initially platted as late-nineteenth- and early-twentieth-century subdivisions. Some of these areas developed more quickly and more consistently than others. In most instances, these communities developed over several decades and include some late-nineteenth- and early-twentieth-century buildings, as well as many of more recent vintage. Specifically, the historically African-American community of Lakeland, north of the College Park subdivision, was developed as a late-nineteenth-century resort community but did not develop in a meaningful way until after the turn of the twentieth century. Similarly, the subdivisions of Daniels Park and Berwyn, located north of Lakeland and south of Greenbelt Road and east of US 1 respectively, were platted in the early twentieth century and took many years to establish themselves as communities. To the west of US 1, south of the Beltway, on a narrow strip of land east of Paint Branch, is the small, early-twentieth-century subdivision of Autoville. Although there was a longstanding subdivision plat from the early twentieth century, development in Autoville did not begin in earnest until after World War II.



Bowers-Sargent House in Daniels Park is a county-designated historic site (66-027-28) located at 9312 Rhode Island Avenue.

Edwin A. Newman, a Washington, D.C.-based real estate developer, platted the community of Lakeland in 1890.² Newman designed the community as an exclusive resort area conveniently located near Lake

² Prince George's County Land Records, Circuit Court, Plat Book BB 5:51.

Artemesia and the B&O Railroad.³ Newman called the community Lakeland, "on account of the beautiful lake which is to form a delightful feature of its landscape. This lake will cover an area of seven acres, will be fifteen feet deep, and is to be named Lake Artemesia in honor of Mrs. Newman."⁴ The lake was originally dug as a gravel extraction pit in the 1860s by the Baltimore and Ohio Railroad Company. Water for the lake was supplied by more than a hundred springs and a pipe that brought water from the Paint Branch Creek to Lake Artemesia. Newman created a park around the lake, stocked the lake with 10,000 black bass, and provided residents with "pleasure boats." By April 1891, more than 72 people purchased property in Lakeland and had made over \$135,000 in improvements.⁵ Newman quickly improved the area by installing gas lights, curbs, gutters, wooden sidewalks, and dirt streets.⁶ In 1899, *The Washington Post* reported there was "still considerable unimproved property at Lakeland, but also some comfortable houses."⁷

At the turn of the twentieth century, African-Americans began to move into the Lakeland community, although typically along the outer edges of the neighborhood near the Indian Creek and Paint Branch Creek. Many new residents were seeking employment at the nearby University of Maryland.⁸ In 1901, John Calvary Johnson became the first black resident to purchase land in the central part of the Lakeland community.⁹ In 1903, the Embry A.M.E. Church was established in Lakeland to serve the growing African-American community.¹⁰ The following year, a one-room schoolhouse for African-American children was constructed in Lakeland.¹¹ The school was quickly filled to capacity, and in 1913, Edwin Newman donated a lot for the

³ Susan Pearl, "Lakeland (Rosenwald) School (PG: 66-13)," Maryland Historical Trust State Historic Sites Inventory Form (1993), 8:1.

⁴ "Outside of the City Limits," *The Washington Post*, 19 April 1891.

⁵ "Outside of the City Limits," *The Washington Post*, 19 April 1891.

⁶ George Denny, Jr., *Proud Past, Promising Future: Cities and Towns in Prince George's County, Maryland* (Brentwood, MD: George D. Denny, Jr., 1997), 118.

⁷ "Town Lot in Lakeland," *The Washington Post*, 13 June 1899.

⁸ Pearl, "Lakeland (Rosenwald) School," 8:1.

⁹ Susan Gervasi, "Group Shares Lesson of Past," *The Journal*, 6 August 2002.

¹⁰ Embry A.M.E. Church, "Our Church," <http://embryame.org/about.html>; "Conference at Lakeland," *The Washington Post*, 16 August 1905.

¹¹ Pearl, "Lakeland (Rosenwald) School."

construction of a larger school. After years of delay, a new elementary school was constructed in 1926. The school was funded by the Prince George's County Board of Education and the Julius Rosenwald Fund. In 1926, Lakeland was chosen as the site of an African-American high school that would serve the residents of Lakeland, North Brentwood, Hyattsville, Beltsville, Muirkirk, and Laurel. Lakeland High

School opened in 1928 with an initial enrollment of 45 students.¹²

Lakeland remained a small community in the 1950s and 1960s and saw little new development. Due to repeated flooding in the community, an urban renewal project began in Lakeland in 1969. The plan included building earthen dikes along Indian Creek, Paint Branch Creek, and Lake Artemesia to prevent future flooding and demolishing of existing houses that were in the flood plain. The issue divided the small community. Many feared the redevelopment would result in the displacement of families who had lived in Lakeland for years. Over a 15-year period, the \$5.7-million-dollar project resulted in the demolition of 87 houses and resulted in the construction of 40 units of low-income housing, 86 townhouses, 7 single-family houses, and 2 mid-rise apartment buildings, one for senior citizens, and the other for students and faculty at the University of Maryland.¹³

Daniels Park was developed as an early-twentieth-century streetcar suburb located in northwestern Prince George's County within the City of College Park. The community is located south of Hollywood and the Capital Beltway (I-95/I-495). In 1905, Edward Daniels, a real estate salesman from nearby Berwyn, began purchasing property in the Branchville area of Prince George's County to establish his own rural retreat. That year Daniels purchased 35.25 acres of land, part of a tract called "Vernon."¹⁴ He subsequently platted the subdivision of Daniels Park, located on the east side of Baltimore Avenue (US 1).¹⁵ Daniels first advertised Daniels Park as one-, two-, three-, and four-acre lots on the "car line." In later advertisements, Daniels offered 50-by-200-foot lots in Daniels Park for only \$100 per lot.

In addition to his involvement with Daniels Park, in 1907, Daniels was already selling lots for his

¹² Lakeland Anniversary Committee Members, "History of Lakeland," in "Lakeland Anniversary Celebration," 1890-2001 (College Park, MD: Lakeland Anniversary Committee, 2001).

¹³ Sharon Conway, "Lakeland Plan Upsets Residents," *The Washington Post*, August 11, 1977; Gayle Young, "College Park Completing Projects," *The Washington Post*, 29 December 1984.

¹⁴ 1910 U.S. Federal Census, Maryland, Prince George's County, Election District 1, District 60, sheet 19; Prince George's County Land Records, Circuit Court, 31:103.

¹⁵ Prince George's County Land Records, Circuit Court, Plat Book 28:48.



ABOVE: Lakeland High School (a documented property located at 8108 54th Avenue, 66-014) is now a church.

BELOW: Baker-Holliday House is an historic site (66-027-24) in Daniels Park at 5005 Huron Street.



next project, “Hollywood on the Hill”—a 300-acre subdivision that adjoined Daniels Park and was located between Baltimore Avenue and the B&O Railroad. The subdivision was touted as a “most desirable place for suburban homes for persons who prefer the pleasures of country life to the crowding of a great city.”¹⁶ Daniels advertised that: “If you have a little money and patience to wait, invest in Hollywood, and you’ll be surprised how rapidly your dollars will grow.”¹⁷

The subdivision of Autoville was first platted in 1908, although development of this linear, eight-block subdivision parallel to US 1 did not begin in a meaningful way until after World War II.¹⁸ Just north of Autoville, and north of the Beltway (completed in 1964), another important nineteenth-century tavern served the early turnpike and its travelers. Brown’s Tavern, a two-story frame tavern constructed c. 1834 as a farmhouse/tavern, was located on the west side of US 1. A roadside tavern for much of the nineteenth century, the property was adapted c. 1940 for use as a motor court, known as the Del Haven White House Motel. The Colonial Revival style motor court was demolished in the late 1990s, and the much-deteriorated tavern was demolished in the fall of 2001. The sole remaining feature of the property, an early nineteenth-century turnpike mile marker, the only one remaining in the county, is now the centerpiece of a small commemorative park near the entrance to the Village at College Park (IKEA shopping center). The park reuses foundation stones from the demolished tavern, interprets the significance of the tavern and the turnpike marker that is inscribed “13 M to B,” which represents “13 Miles to Baltimore.” The Site of Brown’s Tavern is county-designated historic site #66-001.

In the 1930s, an attempt was made to incorporate the neighborhoods surrounding College Park; however, Lakeland and other subdivisions voted against the proposal. In 1945, several neighborhoods banded together in an effort to improve public services. Despite Lakeland’s overwhelming resistance to incorporation, Berwyn, Calvert Hills, Old Town College Park, Lakeland, Hollywood, Daniels Park, Autoville, Oak

Springs, and Sunnyside were incorporated as part of the City of College Park in 1945.¹⁹

University of Maryland, College Park

Much of the present-day University of Maryland campus was part of the extensive Calvert family land holdings in the area. Although largely outside the sector plan area boundaries, the university and its development are nevertheless an integral part of the development of the US 1 Corridor. In addition to its academic structures, the University of Maryland campus also includes a notable landmark long associated with the nearby Baltimore-Washington Turnpike (US 1). The Rossborough Inn (Historic Site 66-035-02), a Federal style brick tavern, was constructed c. 1803 by Richard Ross on land purchased from George Calvert of Riversdale. Ross continued to acquire property in the vicinity, which he assembled as “Rossborough.” In 1821, Ross sold this property and the tavern to George Calvert. The property was inherited by George Calvert’s son Charles Benedict Calvert, who later sold “Rossborough Farm” to the state as the site of the Maryland Agricultural College that he helped establish. In 1888 the tavern building was enlarged for use as the Agricultural Experiment Station; it then included a third story and a mansard roof. From 1938 to 1941 the building was further enlarged to include the present hyphens and wings (on the site of earlier foundations), to add a rear addition, and to revise the roof to its present form. Since the expansion the Rossborough Inn has served as a faculty club and a restaurant.



Brown’s Tavern

¹⁶ *The Washington Post*, 21 May 1907.

¹⁷ *The Washington Post*, 22 May 1907.

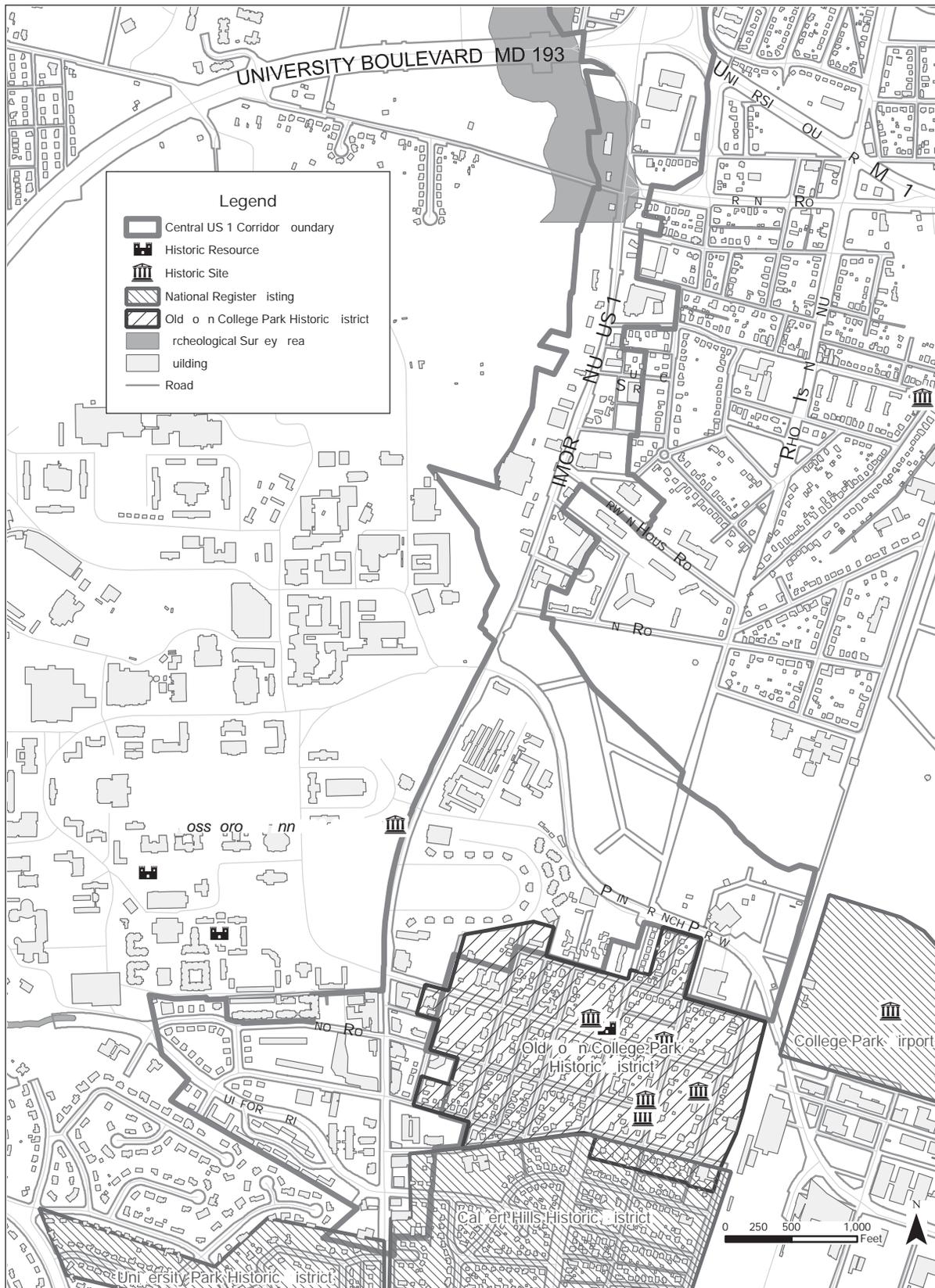
¹⁸ The first significant building in Autoville, a mansion known as Hillcrest was constructed in 1909. The house was later adapted for use as a motor hotel. The much-altered house was demolished in 2005.

¹⁹ Denny, *Proud Past, Promising Future*, 120-121; Mark Hass, “Proud Community Faces Future,” *Diamondback*, 19 April 1978.

Map 23: Historic Resources North



Map 24: Historic Resources South



Goals

- Provide opportunities for effective integration of community history and identified historic resources within and in proximity to the Central US 1 Corridor.
- Encourage the use of archeological investigation at the time of development or redevelopment to expand understanding of the history and significance of the corridor.
- Ensure the protection of the unique features of the Old Town College Park Historic District located within the Central US 1 Corridor.

Policy 1

Incorporate opportunities to highlight and interpret the historic significance of the City of College Park, its constituent communities, and the University of Maryland.

Strategy

Include publicly accessible interpretation of the history and significance of the area, such as commemorative signage, interpretive works of art, and wayfinding devices, in development projects within the corridor.



The Rossborough Inn.

Policy 2

Conduct archeological investigation of undisturbed areas prior to development.

Strategy

Preserve in place any identified areas of archeological significance to the greatest extent possible. Artifacts of interest discovered through local archeological investigations should remain within the corridor and should be interpreted and accessible to the public, as appropriate.

Policy 3

Restore and preserve the unique features of the Old Town College Park Historic District.

Strategy

Use the Old Town College Park Historic District Design Guidelines to address the preservation, rehabilitation, and adaptive use of properties within the Central US 1 Corridor boundaries that are also located within the Old Town College Park Historic District.

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Chapter 6: Implementation Recommendations

Implementation

A variety of participants will need to come together and foster new working relationships to implement the vision and recommendations for the Central US 1 Corridor. This chapter describes the many steps needed to fully realize the vision and includes an action table outlining key recommendations, potential parties that should be involved, and the time frame. A phasing program is recommended to build upon and supplement the implementation actions. The chapter also describes economic development and implementation programs that are potentially available to properties and stakeholders in the Central US 1 Corridor. And it includes the development district overlay zone design standards and tables of uses permitted within the sector plan area. Finally, this chapter implements the land use recommendations of the Central US 1 Corridor Sector Plan by including a comprehensive sectional (zoning) map amendment that brings zoning into conformance with the proposed land use pattern.

To fully achieve the shared vision of this sector plan, greater cooperation at all levels—planning, financing and bonding, construction, and operation—is necessary to implement the recommended programs, infrastructure improvements such as streets, sidewalks, and utilities, and public facilities. The public sector financing role for most jurisdictions in the United States is participative, particularly with regard to transportation financing. This means that there should be local policy guiding the allocation of financing in order to “steer” the funding available from all sources toward the local policy goals. The General Plan and this sector plan provide the basis for this policy.

Given the current economics of urban transportation, infrastructure, and public facilities improvements, increases in corridor congestion are certain and the options to improve livability and revitalize the area

are limited. If financing and implementation are not addressed collaboratively, no mitigation of adequacy of public facilities or other development extraction processes will be successful. It will be more important than ever that Prince George’s County participates in financing partnerships with federal, state, and municipal government, as well as other entities, in order to secure the needed funding to support the implementation of this sector plan and to evaluate and monitor progress. It is the intent of this sector plan and the Prince George’s County Government to foster full cooperation and to ensure that all potential parties with a stake in implementing these recommendations are responsible for the necessary planning and financial commitments to build and maintain these essential elements to revitalize the Central US 1 Corridor.

In addition to the potential parties that are identified in this chapter, developers, citizens, policy-makers, and other stakeholders are encouraged to explore alternative funding sources, programs, and nonprofit organizations that may be able to provide additional resources to implement the plan. Organizations and resources may include the Metropolitan Washington Council of Governments, National Alliance of Public Transportation Advocates, 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.

This sector plan supports the establishment of additional pedestrian and bicycle facilities adjacent to the right-of-way, where necessary, such as bikeways, transit amenities, landscaping, and sidewalks, to implement the plan vision and foster a true multimodal transportation network. Implementation mechanisms may include easements, rights-of-way dedication, or purchases.

Table 16: Recommended Implementation Actions

Objective	Proposed Action Steps	Potential Parties Involved	Time Frame
Transportation (TR)			
TR1	Provide continuous sidewalks along US 1. Priority should be given to designated walkable nodes.	Developers; City of College Park; State Highway Administration (SHA)	Ongoing
TR2	Install raised, textured pedestrian crossings to ensure better visibility and enhance pedestrian safety.	Developers; City of College Park; SHA	Ongoing
TR3	Improve visibility, clarity, and comfort of bus stops along the US 1 Corridor.	Developers; Washington Metropolitan Area Transit Authority (WMATA); Department of Public Works and Transportation (DPW&T); University of Maryland (UMD); City of College Park	Ongoing
TR4	Install bicycle racks at popular destinations and with all new development.	Developers; City of College Park	Ongoing
TR5	Initiate a branded bus circulator service connecting the neighborhoods and destinations of College Park.	City of College Park; WMATA; DPW&T; Shuttle-UM; Developers	Short-Term
TR6	Establish a corridorwide transportation demand management (TDM) district and a self-sustaining transportation management association to manage it.	Prince George's County Government; Revenue Authority; SHA; DPW&T; City of College Park; UMD; WMATA; Maryland Department of Transportation (MDOT); developers	Short-Term
TR7	Improve the level of safety and service at the intersection of the Rhode Island Avenue Trolley Line Trail and Paint Branch Parkway.	City of College Park; DPW&T	Short-Term
TR8	Convert the one-way, westbound-only segment of Metzert Road between US 1 and the Paint Branch Stream Valley Park Trail to a two-way bikeway by adding a sharrow marking and a contraflow bike lane in the eastbound direction.	City of College Park; DPW&T; SHA; The Maryland-National Capital Park and Planning Commission (M-NCPPC)	Short-Term
TR9	Extend and connect Autoville Drive using only pedestrian and bicycle pathways.	City of College Park; developers	Short-Term
TR10	Continue to explore methods to enhance the safety and operation of the intersection of Rhode Island Avenue and Edgewood Road.	DPW&T; City of College Park	Short-Term
TR11	Provide a multiuse path along US 1 at Fraternity Row.	UMD; SHA; City of College Park; developers	Short-Term
TR12	Build trail infrastructure connecting walkable nodes with the Paint Branch Stream Valley Park Trail system, and conduct a study to determine the feasibility of lighting the trail at night.	Developers; M-NCPPC; DPW&T; UMD; City of College Park	Short- to Medium-Term

Table 16: Recommended Implementation Actions			
Objective	Proposed Action Steps	Potential Parties Involved	Time Frame
TR13	Support and implement the Purple Line as light-rail through the entirety of the sector plan area along the Maryland Transit Authority (MTA)-proposed route; support and adopt the Campus Drive alignment of the Purple Line through the UMD campus.	MDOT; MTA; UMD; DPW&T; SHA; WMATA	Short- to Medium-Term
TR14	Consolidate the Purple Line station at East Campus with the proposed shuttle route, and revise Metrobus, TheBus, and Shuttle-UM service to create a transit hub.	MDOT; MTA; UMD; DPW&T; SHA; WMATA	Short- to Medium-Term
TR15	Implement cycle tracks, on-road bike lanes, or sidepaths on US 1.	SHA; City of College Park; developers	Short- to Medium-Term
TR16	Implement sharrows on roads designated as shared-use roadways adjacent to walkable nodes.	City of College Park; DPW&T	Short- to Medium-Term
TR17	Construct public parking structures in designated walkable nodes.	Developers; Revenue Authority; City of College Park	Medium-Term
TR18	Reconfigure US 1 within the existing right-of-way to facilitate the designated walkable nodes. The new street configuration will include: <ul style="list-style-type: none"> • Cycle tracks, on-road bike lanes, or side paths • Undergrounding of overhead utility lines. • Urban landscaping (street trees, plantings, furniture, lighting fixtures, etc.). • Additional street lighting and pedestrian crossings as needed. • Traffic calming and control devices. 	SHA; developers; utility agencies (including PEPCO, Washington Suburban Sanitary Commission, Verizon, Comcast, and Washington Gas)	Medium-Term
TR19	Relocate Autoville Drive North to the existing traffic signal at the College Park Marketplace.	City of College Park; developers	Medium- to Long-Term
TR20	Design future improvements of Guilford Drive and Mowatt Lane as complete streets catering to pedestrians, bicycles, and automobiles. If feasible, preserve the median of Guilford Drive as a low-impact stormwater management amenity.	DPW&T; City of College Park; developers; UMD	Medium- to Long-Term
TR21	Reconfigure US 1 north of College Avenue to follow the SHA-approved design. Work with SMA to revise the design to incorporate cycle tracks as the preferred bicycle facility along US 1.	SHA; developers	Medium- to Long-Term

Table 16: Recommended Implementation Actions

Objective	Proposed Action Steps	Potential Parties Involved	Time Frame
TR22	Reconfigure the intersection at US 1 and Cherry Hill Road per the SHA-approved alternative.	SHA	Medium- to Long-term
TR23	Construct an urban diamond interchange at the intersection of MD 193 and US 1.	SHA	Long-Term
TR24	Establish US 1 as an enhanced transit corridor with dedicated transit lanes and service to the Purple Line station at East Campus as the first priority.	WMATA; SHA	Long-Term
Marketing and Branding (MB)			
MB1	Promote the overall vision of the Central US 1 Corridor Sector Plan.	City of College Park; citizens; M-NCPPC; UMD	Ongoing
MB2	Promote the Paint Branch Stream Valley Park and trail system.	M-NCPPC; City of College Park; Anacostia Trails Heritage Area	Ongoing
MB3	Develop and implement wayfinding measures, such as directories, interpretive signage, directional signs, and other elements.	City of College Park; UMD; M-NCPPC; SHA; DPW&T; developers	Ongoing
MB4	Create an implementation policy group to ensure continued focus on plan implementation.	City of College Park; citizens; Prince George's County Government; M-NCPPC; UMD; agencies	Short-Term
MB5	Promote the proposed College Park bus circulator.	City of College Park; WMATA; DPW&T; Shuttle-UM; developers	Short-Term
MB6	Establish a merchants association to address issues and oversee revitalization of the Hollywood Commercial District.	Business owners; City of College Park	Short-Term
MB7	Promote potential redevelopment programs and incentives to help spur revitalization of the Central US 1 Corridor.	City of College Park; Prince George's County Economic Development Corporation (EDC); Redevelopment Authority; UMD	Short-Term
Environmental Sustainability (ES)			
ES1	Adopt sustainability standards, such as those developed by Leadership in Energy and Environmental Design or similar systems for new construction in College Park, especially for any development near the Paint Branch.	Prince George's County Government; M-NCPPC; UMD; City of College Park; Developers	Ongoing
ES2	Adopt low-impact water management practices in developing site plans, addressing urban stormwater runoff, new building construction, and infrastructure.	Developers; M-NCPPC; DPW&T; State of Maryland Department of Natural Resources; UMD; environmental agencies; and nonprofit organizations	Ongoing
ES3	Incorporate environmental site review into the development review process.	M-NCPPC	Short-Term

Table 16: Recommended Implementation Actions			
Objective	Proposed Action Steps	Potential Parties Involved	Time Frame
ES4	Create and enforce regulatory buffers along the Paint Branch.	Department of Environmental Resources (DER); M-NCPPC; U.S. Army Corps of Engineers; UMD; DPW&T; State of Maryland; Prince George's County	Short-Term
ES5	Support the Paint Branch restoration project by creating a fund for developers to contribute to the restoration efforts.	DER; Developers; M-NCPPC; UMD; DPW&T; State of Maryland; Prince George's County; U.S. Army Corps of Engineers	Short-Term
ES6	Promote existing environmental amenities, and raise awareness of the symbiotic relationship between town and environment.	City of College Park; M-NCPPC; UMD; environmental stakeholders	Short-Term
ES7	Develop an awareness campaign to inform the public of the Paint Branch greenway's natural beauty.	Prince George's County Government; City of College Park; Developers; M-NCPPC; UMD; Corps of Engineers	Short-Term
ES8	Promote planning principles at the time of site development that reinforce the findings of the countywide Water Resources Element Functional Master Plan.	M-NCPPC; City of College Park; environmental agencies and nonprofit organizations; State of Maryland	Short- to Medium-Term, transitioning to ongoing
ES9	Conduct an areawide study to evaluate possible locations for shared stormwater management facilities, and fund public acquisition of needed land and design for implementation.	Prince George's County Government; U.S. Army Corps of Engineers; UMD; State of Maryland; City of College Park	Short- to Medium-Term
ES10	Identify and implement demonstration projects in open space areas to educate people about alternatives to conventional lawn care, such as rain gardens.	Developers; City of College Park; M-NCPPC; DPW&T; DER; UMD; environmental agencies; and nonprofit organizations	Short- to Medium-Term
Planning and Urban Design (PD)			
PD1	Focus public investment (street improvements, undergrounding utilities, wider sidewalks, etc.) in designated walkable nodes.	Prince George's County; M-NCPPC; City of College Park; utility agencies; UMD; State of Maryland	Ongoing, with initial emphasis on the short-term
PD2	Coordinate with property owners in designated walkable nodes to implement plan recommendations.	City of College Park; Prince George's County EDC; Redevelopment Authority	Ongoing
PD3	Identify and introduce prospective developers to key property owners.	City of College Park; Prince George's County EDC; Redevelopment Authority; developer community	Ongoing
PD4	Identify opportunities and provide assistance to consolidate properties for redevelopment.	Developers; City of College Park; EDC; Redevelopment Authority	Ongoing
PD5	Create a parcel assembly program to facilitate assembly in designated walkable nodes.	EDC; Redevelopment Authority	Short-Term

Table 16: Recommended Implementation Actions

Objective	Proposed Action Steps	Potential Parties Involved	Time Frame
PD6	Provide sidewalks where they are missing, add street trees, and provide pedestrian amenities, such as pedestrian-scaled street lighting, benches, and trash receptacles to the streetscape along Rhode Island Avenue and Edgewood Road to enhance the walkability of streets within the Hollywood Commercial District.	Developers; City of College Park; and DPW&T	Short-Term
PD7	Create a pilot program in designated walkable nodes to: <ul style="list-style-type: none"> • Underground utilities • Provide streetscape improvements • Incentivize development 	City of College Park; developers; SHA; utility agencies; UMD; M-NCPPC; EDC; Redevelopment Authority	Medium-Term (Short-Term for the Lower Midtown node)
Parks and Recreation (PR)			
PR1	Acquire land for public plazas, pocket parks, viewsheds, and access easements along US 1.	Developers; M-NCPPC; City of College Park; Prince George's County Government	Ongoing
PR2	Acquire land and easements for future trail connections to the Paint Branch Stream Valley Park Trail system, and construct additional bridge connections over the Paint Branch.	Developers; M-NCPPC; City of College Park	Ongoing
PR3	Acquire land and construct urban greens, squares, plazas, and other open space amenities.	Developers; M-NCPPC; City of College Park	Ongoing
PR4	Construct the planned North Gate Park.	UMD; M-NCPPC; Developers; City of College Park	Short-Term
PR5	Build a community center in the Hollywood Commercial District.	M-NCPPC; City of College Park; developers	Short-Term
PR6	Acquire property and construct a playground at the College Park Youth and Family Services Building. Conduct a feasibility study to determine if this facility may be expanded to accommodate a larger meeting space or other services.	M-NCPPC; City of College Park	Short- to Medium-Term
PR7	Renovate and expand existing parks and recreation facilities to ensure a high level of parks service for all residents.	M-NCPPC; City of College Park; Developers	Medium- to Long-Term
Housing and Neighborhood Conservation (HN)			
HN1	Educate stakeholders about code standards and requirements, and provide increased code enforcement.	City of College Park; DER; M-NCPPC	Ongoing

Table 16: Recommended Implementation Actions			
Objective	Proposed Action Steps	Potential Parties Involved	Time Frame
HN2	Require new residential development on the west side of US 1 to provide public connections to the Paint Branch.	Developers; M-NCPPC; City of College Park	Ongoing
HN3	Support the City of College Park in securing Community Development Block Grants and other sources of funding to facilitate improvements.	City of College Park; Prince George's County; M-NCPPC	Ongoing
HN4	Develop incentives and identify funding programs to encourage reinvestment in existing neighborhoods.	City of College Park; Prince George's County	Ongoing
HN5	Develop an organized stakeholder coalition to serve as a local advocate for the plan vision and implementation.	City of College Park; Prince George's County Department of Housing and Community Development; Redevelopment Authority	Short-Term
Development Regulations (DR)			
DR1	Establish a priority investment district to manage the adverse impact of traffic congestion on US 1 caused by new development and redevelopment and to maximize transit potential.	Prince George's County; DPW&T; SHA; WMATA; M-NCPPC; Developers; City of College Park; UMD	Short-Term
DR2	Integrate the development district standards with countywide development standards and procedures to ensure consistency of review and certainty in the process.	M-NCPPC; Prince George's County	Short-Term
DR3	Streamline development procedures and approval processes.	M-NCPPC; Prince George's County; City of College Park	Short-Term
DR4	Consider implementation of a form-based code to improve predictability for developers, citizens, policy-makers, and review staff.	M-NCPPC; Prince George's County; City of College Park	Medium-Term

Phasing Recommendations

Short-Term (0-10 years)

Corridorwide

- Adopt the concept and use of transportation priority investment districts through the approval of the Countywide Master Plan of Transportation.
- Coordinate College Park's three existing bus services into one integrated and branded transit circulator.
- Establish a coordination group between the State Highway Administration (SHA), Department of Public Works and Transportation (DPW&T), City of College Park, The Maryland-National Capital Park and Planning Commission, and the University of Maryland (UMD) to develop and implement a comprehensive and consistent wayfinding system throughout and adjacent to the sector plan area.
- Establish a tax increment financing (TIF) strategy for the corridor to support the construction of public improvements. Evaluate additional implementation techniques simultaneously with the discussion of TIF districts to fully explore all implementation options available for the Central US 1 Corridor.
- Adopt Leadership in Energy and Environmental Design (LEED®) standards or equivalent practices, low-impact stormwater management practices, and environmental site design techniques for new development.
- Establish a corridorwide transportation demand management (TDM) district and a self-sustaining transportation management association to manage it. In addition to the overall goals of TDM districts to manage traffic, the corridorwide TDM district may include specific elements, such as a coordinated transit system for the Central US 1 Corridor, a trolley line from the south to the Uptown walkable node/Beltsville Agricultural Research Center, shuttle service to and from the College Park/UMD and Greenbelt Metro stations and nearby proposed Purple Line stations, bike-sharing programs, and shuttle service to and from designated parking structures to serve UMD commuter and special event traffic.
- Ensure that the development district standards are uniformly applied throughout the Central US 1 Corridor.
- Develop an awareness campaign to inform the public of the Paint Branch greenway's natural beauty.
- Conduct an areawide study to evaluate possible locations for shared stormwater management facilities. Provide funding for public acquisition of needed land and design for implementation.
- Begin identifying and implementing demonstration projects to help educate residents and property owners about alternatives to conventional lawn care.
- Support and implement the Purple Line as light rail through the entirety of the sector plan area along the MTA-proposed route. Support and adopt the Campus Drive alignment of the Purple Line through the UMD Campus.
- Consider use of buffered bike lanes in lieu of conventional bike lanes on US 1.
- Evaluate the progress of plan implementation on a biennial basis.
- Establish a coordination group to promote potential redevelopment programs and incentives to potential retailers and employers, business and property owners, and developers.
- Conduct a study to determine the feasibility of lighting the Paint Branch Stream Valley Park Trail at night.
- Establish a work group, consisting of public agency representatives, the City of College Park, UMD, and private developers to address issues with street rights-of-way along US 1, specifically within walkable nodes. Street section design, signalization, undergrounding of utilities, financing, and maintenance of facilities should also be discussed and addressed.

Downtown College Park

- Improve pedestrian and bike connections to the UMD Campus throughout Downtown College Park. Create clear pedestrian paths and bike paths with shade trees.
- Improve pedestrian crossings across US 1 at Lehigh Road and Calvert Road.

Lower Midtown

- Coordinate with SHA, DPW&T, PEPCO, Washington Suburban Sanitary Commission, Verizon, Comcast, Washington Gas, and other agencies to relocate utilities underground as part of a trial at the Lower Midtown walkable node between Quebec Street and the Paint Branch Stream Valley Park segment bisecting US 1.
- Upgrade US 1 to have bicycle facilities, street trees, and wider sidewalks.
- Designate the Lower Midtown walkable node as a priority investment district to manage the adverse impact of traffic congestion, achieve the goals of the 2002 General Plan and this sector plan for transit-oriented development, and to leverage the presence of mass transit.
- Improve pedestrian crossings at Navahoe Street, Berwyn House Road, and Pontiac Street.
- Improve pedestrian and bike connections to Rhode Island Avenue and the Paint Branch Stream Valley Park Trail. Plant trees where they are missing along Berwyn House Road to provide shade. Make the pedestrian/bike connection to the Paint Branch bridge crossings more visible and accessible, particularly for new development coming on line.
- Coordinate new development west of US 1 with Paint Branch restoration efforts; implement buffers along the Paint Branch and ensure the buffers are respected by new development.

University of Maryland (East Campus)

- Create a TIF district to fund public improvements at this key walkable node.
- Coordinate East Campus plans with the Purple Line alignment, and integrate a multimodal

transfer location/transit hub (“super stop”) into the East Campus site plan, linking the proposed shuttle route and revised Metrobus, TheBus, and Shuttle-UM service.

- Ensure that the redevelopment of East Campus maintains the highest quality of development.
- Improve pedestrian crossings across US 1 and Paint Branch Parkway.
- Coordinate the East Campus redevelopment project with ongoing and future restoration efforts along the Paint Branch.

University of Maryland (Fraternity Row)

Provide a multiuse path along US 1 at Fraternity Row.

Hollywood Commercial District

- Work with civic associations to organize the beautification of existing buildings, trash pickups, tree- and flower-planting events, and the care of older buildings with new paint and signage.
- Continue to explore methods to enhance the safety and operation of the intersection of Rhode Island Avenue and Edgewood Road.
- Create a new business incubator program to support small, locally-oriented businesses that serve the neighborhood.
- Improve pedestrian and bike connections along Rhode Island Avenue, to the Greenbelt Metro Station, and across US 1 by way of Edgewood Road and Lackawanna Street. Create clear pedestrian paths and bike paths with shade trees.
- Establish a merchants association to address issues and oversee revitalization of the Hollywood Commercial District.

Autoville and Cherry Hill Road

- Extend and connect Autoville Drive using only pedestrian and bicycle pathways.
- Improve the US 1 and Hollywood Road intersection with crosswalks and a traffic light.
- Improve pedestrian and bike connections to Rhode Island Avenue and the Paint Branch Stream Valley Park Trail. Build sidewalks on Hollywood Road, and plant trees where they

are missing. Connect to Peru Road and extend the path to connect with the Paint Branch Stream Valley Park Trail.

Mid-Term (10-20 years)

Corridorwide

- Continue upgrading US 1 to reflect the recommendations of this sector plan for the SHA-approved design plan.
- Review the development district standards and land use recommendations of the plan, and modify them as necessary to address evolving market conditions.

Downtown College Park

- Continue undergrounding utilities by expanding south of the existing underground locations at the UMD Campus through Downtown.
- Upgrade US 1 to remove the brick wall on the west side of US 1 between Knox Road and Lehigh Road, provide bicycle facilities, and build wider sidewalks, per the transportation recommendations of the sector plan.
- Improve pedestrian and bike connections from Downtown to the College Park Metro Station. Designate College Avenue and Calvert Road as priority pedestrian streets, and ensure adequate sidewalks and bike facilities with shade trees.
- Create a business association for merchants in Downtown College Park, organize events, and attract new merchants. Coordinate with the National Trust for Historic Preservation and consider implementation of a main street program in Downtown.
- Create a small business incubator program in Downtown to take advantage of UMD entrepreneurs.
- Design future improvements of Guilford Drive and Mowatt Lane as complete streets, catering to pedestrians, bicycles, and automobiles. If feasible, preserve the median of Guilford Drive as a low-impact stormwater management amenity.

Lower and Upper Midtown

- Continue undergrounding utilities by expanding the trial program in the Lower Midtown area beyond Quebec Street to MD 193.
- Designate the Upper Midtown walkable node as a priority investment district.
- Provide additional connections to the Paint Branch Stream Valley Park and trail system.

Uptown

- Upgrade US 1 to have street trees and wider sidewalks.
- Work with IKEA to sponsor a comfortable, convenient bus stop along IKEA Center Boulevard. Tailor new development around the transit stop.
- Designate the Uptown walkable node as a priority investment district.
- Improve pedestrian crossings across US 1 at IKEA Center Boulevard.
- Extend the Paint Branch Stream Valley Park Trail north of I-95/I-495 along Cherry Hill Road to connect development around IKEA and northern Prince George's County to Autoville and the College Park Marketplace.

Autoville and Cherry Hill Road

- Construct the intersection improvement measures approved by SHA at Cherry Hill Road and US 1.
- Improve pedestrian and bike connections to the north and south along Autoville Road. Create trail connections between new development and existing neighborhoods, as well as between Autoville North and South.
- Relocate Autoville Road North to meet the existing signal at the College Park Marketplace.
- Coordinate new development west of US 1 with restoration efforts along the Paint Branch. Implement development buffers along the stream, and ensure that negative impacts of new development are minimized to the fullest extent possible.

Long-Term (20-30 years)

Corridorwide

- Complete the comprehensive utilities undergrounding program along the rest of US 1 and in the Hollywood Commercial District.
- Complete the full reconfiguration and redesign of US 1.
- Complete the restoration and enhancement of the Paint Branch.

Lower and Upper Midtown

- Reconfigure the MD 193 and US 1 interchange as a more compact urban diamond interchange controlled by two traffic lights.

- Improve pedestrian crossings at the intersections of US 1 and Greenbelt Road, Metzert Road, Delaware Street, Erie Street, and Fox Street.
- Improve pedestrian and bike connections to Rhode Island Avenue and the Paint Branch Stream Valley Park Trail. Widen the sidewalk, create a shared bicycle and pedestrian side path, and plant trees where they are missing along Greenbelt Road to provide shade. Improve the pedestrian and bike connections to the Paint Branch Stream Valley Park and trail system in appropriate locations.

Economic Development Programs

A number of potential economic programs are available for development, redevelopment, and reinvestment along the Central US 1 Corridor. This section describes some of the programs that may be used to implement the recommendations of the sector plan.

Prince George’s County Programs

Prince George’s County Financial Services Corporation (PGCFSC) Programs

- **Small Business Growth Fund:** This program targets businesses with 25 or fewer employees. Funding from this source is often directed toward expansion of existing businesses, but start-up funding is considered on a case-by-case basis. Funding can be used for building renovations or leasehold improvements.
- **Small Business Administration 504:** This federal program is administered through the PGCFSC. The target of this program is healthy, expanding small businesses. The PGCFSC offers financing at below-market rate, which can be used to acquire land or buildings, to construct buildings, to make leasehold improvements, or to purchase machinery.
- **Angel Capital Electronic Network:** This program offers equity financing from \$250,000–\$3 million for smaller-scale entrepreneurs looking for equity financing.

Prince George’s County Community Capital Corporation Program

New Markets Tax Credits (NMTC): Although these tax credits are federally provided, the Prince George’s County Community Capital Corporation is the local intermediary that applies to the U.S. Treasury Department to receive NMTC. The federal tax credits could be used to facilitate a project by providing an additional equity or a financing source.

Prince George’s Redevelopment Authority Programs

- **Shopping Center Rehabilitation Program (SCRCP):** The SCRCP is designed to help owners of older shopping centers invest in the

rehabilitation of the building, grounds, and equipment that make up the center. The SCRCP will provide up to 25 percent of the required funding, but no more than \$2.5 million, matching the balance of the total financing required to renovate the center.

- **Business Building Re-Use Program (BBRP):** The BBRP is designed to help encourage the re-use 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.

Community Development Block Grants (CDBG)

This program sets aside funds to help stabilize neighborhoods, promote local reinvestment, and facilitate community and municipal improvement programs. Administered by Prince George’s County, the CDBG program may be used on projects related to three primary areas: housing; public facilities, such as streetscape improvements and community centers; and economic development projects.

County Revolving Loan Program

This program is directed toward for-profit organizations with 50 or fewer employees, whose primary sales are generated by engineering, life sciences, computer sciences, electronics, and other technology activities.

Companies that provide technical products or services through the commercialization of advanced technology are also targets of this program. In order to qualify for this program, companies must have an operating facility or headquarters located in a priority funding area (PFA) in Prince George's County. Loan amounts are between \$25,000 and \$100,000.

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, landowner's association, a public corporation, or a public agency. Each owner is accorded a share, relating the assessed property value as a percentage of the total value of all properties combined. The land is 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 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.

Prince George's County Small Business Growth Fund

This fund provides loans for equipment purchase, working capital, inventory, and leasehold improvements. Loans range from \$25,000 to \$250,000, and startup funding is considered on a case-by-case basis. Additional programs related to this fund may address other needs for growing businesses with a variety of loan ranges.

Fast Track Site Development Plan Process

Companies involved in a high-technology sector can qualify for the Prince George's County High-Technology Incentive Package for real and personal property tax exemptions, as well as a Fast-Track Site

Development Plan Process, which expedites approval of site development plans for qualified projects.

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, parking standards should support, not penalize, mixed-use development that may have a greater ratio of floor area to parking spaces. Reduced parking requirements have been developed for the Central US 1 Corridor, along with parking credit reductions where shared use and structured parking are provided.

Prince George's County Revenue Authority

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 mission of the Prince George's County Revenue Authority 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 Revenue 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

The Prince George's County Economic Development Corporation 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 properties used in research and development. Property tax credits are available for

new construction, substantial renovation, or expansion of high-technology businesses.

Foreclosure Prevention

Foreclosures destabilize neighborhoods by displacing residents, reducing property values, and creating abandoned housing that attracts criminal activity. A variety of programs and services exist to prevent foreclosures. These include the Maryland Department of Housing and Community Development's (DHCD) Bridge to HOPE Loan Program, Lifeline Refinance Mortgage Program, Homesaver Mortgage Refinance Program, and the Prince George's County Department of Social Services Homelessness Prevention Program.

City of College Park Initiatives

Target Investment Zone

The City of College Park is within the Anacostia Trails and Heritage Areas district. The purpose of this designation is to promote heritage-related tourism and support economic development. If a project is located in a specially designated area, known as a target investment zone, tourism-related business may be eligible for state income tax credits and a loan for up to 50 percent of the project cost.

New Neighbors Home Ownership Assistance Program

The City of College Park provides \$7,500 grants to households/individuals to purchase properties within the city's corporate limits. Applicants must agree to live in the property as their primary residence for a minimum of five years. The program's intent is two-fold:

- To encourage home ownership through the conversion of previously rented single-family homes to owner-occupied status.
- To assist certified police officers and city employees to become homeowners.

Pattern Book for College Park Neighborhoods

The City of College Park has initiated a project that is intended to provide guidance to property owners who are planning exterior home improvements. The pattern book would include a separate section for each city neighborhood, offering recommendations for replacement of doors, windows, and roofs, as well

as installation of porches, fences, and other accessory structures. As of May 2009, this project was in the conceptual development stage.

US 1 Improvements

Planning staff, city residents, and businesses have worked closely with SHA to develop a plan for the reconstruction of US 1 from College Avenue, north to the Capital Beltway. Initial project planning is complete, but funding is needed for design and construction. As redevelopment occurs along the corridor, the city plans to require developers to implement the proposed streetscape until the full project receives funding. In the downtown area, new pedestrian streetlights have been installed from Guilford Road to Knox Road with funding from Prince George's County and the State of Maryland through the Community Legacy Program.

City of College Park's Small Business Assistance Program

The city's Department of Planning and Community Development offers the assistance of its staff to business owners, commercial property owners, and those considering relocation to College Park.

Work and Live in College Park Program

This is a new program administered by the College Park City-University Partnership (CPCUP) and College Park Housing Authority and funded by the city, UMD, CPCUP, and a state grant. It provides up to \$35,000 in closing costs and down payment assistance to people who are buying and occupying a foreclosed home and who work in College Park.

State of Maryland Programs

Maryland Economic Development Assistance Authority and Fund

Local Economic Development Opportunity: This program is targeted toward expanding businesses which have already had a dramatic economic development impact on their communities. The local jurisdiction must sponsor the business and must participate in the form of a guarantee, a direct loan, or a grant in an amount equal to at least ten percent of the state's financial assistance. Loans may be made up to

\$5 million, while conditional loans and grants may be up to \$2 million.

Maryland's Biotechnology Investment Tax Credit

This program provides income tax credits for individuals, corporations, and qualified Maryland venture capital firms that invest in “qualified” Maryland biotechnology companies. This tax credit program was passed to offer incentives for investment in seed and early stage, privately held biotech companies. The value of the credit is equal to 50 percent of an eligible investment made in a “qualified” Maryland biotechnology company during the taxable year. The maximum amount of the credit cannot exceed (1) \$50,000 for individual investors; and (2) \$250,000 for corporations and qualified Maryland venture capital firms. The total amount of initial credit certificates issued in each fiscal year cannot exceed the amount appropriated to the reserve fund in the state budget. All applications will be reviewed and approved on a first come, first served basis. More detail on criteria for qualification can be found on the program web site: <http://www.choosemaryland.org/businessresources/Pages/BiotechnologyInvestmentTaxCredit.aspx>.

Maryland's Job Creation Tax Credit

This program provides income tax credits to businesses that create new jobs to encourage them to expand or relocate in Maryland. In most cases, the credit is 2.5 percent of annual wages for all newly created, full-time jobs, subject to a limit of \$1,000 per new job. In a state enterprise zone, a federal empowerment zone, or a DHCD-designated neighborhood, the credit is increased to five percent of annual wages for all newly created full-time jobs. Tax credits are subject to a limit of \$1,500 per new job. The total credit earned by a qualified business entity may not exceed \$1 million per credit year.

If the credit is more than the tax liability, the unused credit may be carried forward for five years following the credit year. The credit may be recaptured if the business experiences job losses.

A business that locates or expands in a PFA need only create a minimum of 25 new positions to qualify for the job creation tax credit. A PFA is defined for the purposes of the job creation tax credit as: state enterprise zones, federal empowerment zones, DHCD-designated neighborhoods, incorporated municipalities,

areas inside the I-95/I-495 and I-695 beltways, and a single growth area designated by each county for the purpose of this credit.

One Maryland Tax Credit

Businesses can qualify for up to \$5.5 million in income tax credits under the One Maryland Income Tax Credit Program. Businesses that invest in an economic development project in a “qualified distressed county” may qualify for project tax credits of up to \$5 million and start-up tax credits of up to \$500,000.

Project tax credits of up to \$5 million are based on qualifying costs and expenses incurred by the business entity in connection with the acquisition, construction, rehabilitation, installation, and provision of an eligible economic development project. Eligible costs may include, among others, land acquisition, performance and contract bonds, insurance, architectural and engineering services, environmental mitigation, and utility installation. Eligible project costs must be at least \$500,000; project costs in excess of \$5 million are not eligible for the project tax credit.

Start-Up Tax Credits

These credits are provided for the expense of moving a business from outside Maryland and for the costs of furnishing and equipping a new location for ordinary business functions. Examples of eligible start-up costs include the cost of fixed telecommunications equipment, office equipment, or office furnishings. The start-up credit earned may not exceed the lesser of \$500,000 of eligible start-up costs or \$10,000 times the number of new, qualified positions created.

Regional or Local Revolving Loan Fund

This program provides grants to local jurisdictions to help capitalize local revolving loan funds. Eligible applicants include a county or regional economic development agency, whether public or private. A jurisdiction may transfer all or a portion of its allocation to a regional revolving loan fund. Each jurisdiction may receive a grant of \$250,000 annually. The Maryland Department of Business and Economic Development (DBED) may not make grants totaling more than \$2 million per fiscal year. To qualify for a grant, the local government must provide a matching grant of funds to the local revolving loan fund.

Maryland Industrial Development Financing Authority (MIDFA)

This program encourages private sector financing in economic development projects located in PFAs. MIDFA facilitates capital access by issuing private activity revenue bonds and can provide credit insurance in the form of a deficiency guarantee to reduce lender's risk. While the transaction size is generally not limited, the credit enhancement is subject to the applicable program limits.

MIDFA-provided Private Activity Revenue Bonds come in two forms: a taxable bond or tax-exempt bond. The first type of bond provides access to long-term capital markets for primarily fixed asset financing. The second type of bond provides access to long-term capital markets for fixed asset financing at tax-exempt rates. Eligibility is limited by federal tax law to 501(c)(3) non-profit organizations, manufacturing facilities, and certain energy projects. Additional limitations apply to each specific transaction type.

MIDFA also provides credit insurance through a conventional program that insures up to 80 percent, not to exceed \$2.5 million of transactions made by a financial institution. Export transactions may be insured up to 90 percent. The second type of credit insurance is provided through a bond program that insures bonds up to 100 percent, not to exceed \$7.5 million of taxable or tax-exempt bonds. A third type of insurance is associated with linked deposit. In certain rural areas with qualifying high unemployment, MIDFA can provide a certificate of deposit to the lender as a funding source and pricing incentive to provide below-market rate loans to an eligible small business. The certificate of deposit is not a guarantee or collateral to the loan.

The Maryland Venture Fund

The Maryland Venture Fund, started in 1994, is a state-funded seed and early-stage equity fund and receives annual allocations from the Maryland state legislature. The fund makes direct investments in technology and life science companies and indirect investments in venture capital funds. Approximately 60 percent of the fund is invested in technology companies in the areas of software, communications, and IT security; and 40 percent of the fund is invested in life science companies in the areas of therapeutics, medical devices, and

diagnostics. The fund has invested as a limited partner in a total of nine venture funds since 1994.

The fund has two investment vehicles: the Challenge Investment Program and the Enterprise Investment Fund. The Challenge Investment Program has made over 127 investments since 1994, resulting in a total investment of over \$10.8 million. The Enterprise Investment Fund has made equity investments to 63 individual firms. The cost basis for these investments thus far is \$27 million. These are some of the other financial and economic development accomplishments: (1) the fund has returned in excess of \$55 million to the state; (2) companies in the portfolio have attracted over \$1 billion in private equity; (3) the average salary is \$70,000—compared to the state average of \$36,000; (4) more than 1,500 jobs have been created; and (5) the estimated annual rate of return is 25 percent.

Community Investment Tax Credits (CITC)

Formerly named the Neighborhood Partnership Program, this program supports nonprofit projects by awarding allocations of state tax credits to the sponsoring organizations to use as incentives for business contributions. Any business may reduce its Maryland tax liability by contributing cash, goods, or real property to CITC projects. Contributions of real property are limited to designated nonprofits that sponsor community activities beginning with state fiscal year 2007 awards. DHCD must authorize the real property donation before the contribution transaction. Contributions of services are not eligible for tax credits. The business earns credits equal to 50 percent of the contribution, in addition to deductions on both state and federal taxes as a result of the charitable contribution.

Offices and Commercial Space Conversion Initiative

The Office and Commercial Space Conversion Initiative was created in 1998 to assist in the revitalization of Maryland's downtown areas by converting older office and commercial space into new, market rate rental housing. The program is designed to supplement conventional financing and has no income limits. Processing requirements are limited to those that are necessary to ensure prudent lending practices and compliance with the program's statutory requirements.

A recommendation from local government is required as a condition for the submission of an application.

Maryland Capital Access Program (MCAP)

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. Communities that have small businesses receiving financing through loans enrolled in MCAP will benefit from new or expanded services provided by the small businesses. Most Maryland small businesses, including nonprofit organizations, are eligible. Businesses must be located in Maryland's PFAs approved by the Maryland Department of Planning for state funding in accordance with the Smart Growth Act of 1997. Lenders that may participate are federally insured financial institutions, institutions regulated by the Commissioner of Financial Regulation, and others who have a participation agreement with the Maryland DHCD. An enrolled loan, or portion of a loan, may range from \$10,000 to \$1,000,000.

Neighborhood Business Works Program

The Neighborhood Business Works Program (formerly named Neighborhood Business Development Program) provides flexible gap financing in the form of below-market interest rate loans to small businesses and nonprofit organizations locating or expanding in locally designated neighborhood revitalization areas. Financing ranges from \$25,000 to \$500,000 for up to 50 percent of a project's total cost. Eligibility requirements include the pre-lease rate of 51 percent before loan closing. The program also requires that the applicant have five percent minimum cash equity, based on total development cost, in the project. Personal guarantees and collateral are required. The program has no application fees and no prepayment penalties. The Maryland DHCD administers this program.

Brownfield Ordinances

This program provides property tax credits for development projects that qualify for remediation assistance from the Maryland DBED's Brownfields Revitalization Incentive Program (BRIP). The site must be located in a jurisdiction that has elected to participate in the BRIP, must be owned by an inculpable person, and participate in the Maryland

Department of the Environment's Voluntary Cleanup Program. For up to five years after cleanup of the site, a site certified by the department as a "qualified brownfields site" can receive a real property tax credit between 50 and 70 percent of the new increment of taxes on the increased value of the site. In a state enterprise zone, the tax credit may last for up to 10 years. This credit, combined with other real property tax credits, may not exceed 100 percent of the tax on the increased value of the site.

State of Maryland Small Business Development Center

This center provides a wide variety of services, including classes and one-on-one counseling. Many services are free. This includes a Neighborhood Business Development Program that provides gap financing for new or expanding businesses for a wide range of needs, including real estate acquisition and working capital. Loans may range from \$25,000 to \$500,000 and cover up to 50 percent of project cost.

State of Maryland Department of Business and Economic Development

The Maryland Department of Business and Economic Development provides many programs and services, including regional business assistance centers. Two specific programs that are relevant to the Central US 1 Corridor Sector Plan include:

- **Energy Efficiency:** The State of Maryland now exempts energy-efficient appliances from sales tax. The Maryland Energy Administration also provides a range of free assistance.
- **Business Tax Credits:** The State of Maryland offers several business tax credits for small business owners.

Capacity Building

Sources of capacity building include the catalyst program (available statewide to any entity submitting a funding application to Maryland's DHCD and to partners committed to strengthening Maryland's neighborhoods) and the Center for Nonprofit Advancement.

Community Legacy Program

Community Legacy, a program of DHCD, is designed to assist urban neighborhoods, suburban communities, and small towns that are experiencing decline and disinvestment but have the potential, with modest public and private investment, to be vibrant places to live and work.

Community Development Financial Institution (CDFI) Neighborhood Intervention

CDFI provides funding to assist in efforts to provide financial assistance to individuals or business entities that are owner-occupants, community development organizations, or local governments for the purpose of buying properties that are in need of rehabilitation and are located in stable neighborhoods. Neighborhood Intervention Demolition provides funding to local governments to demolish properties that are dangerous to use or occupy, are so deteriorated that rehabilitation is not feasible, and are located in stable neighborhoods. The Neighborhood Intervention-Redevelopment Ready Program provides funding for projects sponsored by a local government for the purpose of demolishing improvements on property to prepare it for revitalization, redevelopment or reuse as part of a redevelopment plan.

Other Programs

The Central US 1 Corridor Sector Plan recommends residential development as a predominant growth opportunity. The rezoning of property along the US 1 Corridor to the Mixed Use-Infill (M-U-I) Zone in the *2002 Approved College Park US 1 Corridor Sector Plan and Sectional Map Amendment* provided an opportunity for new residential development. Prior to the M-U-I zoning, commercial development was the primary corridor zoning designation.

While the zoning provides a flexible tool that can facilitate new market development, numerous incentives and techniques can be employed to remove constraints to development and build on specific opportunities created by the sector plan. They range from fairly conceptual 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 helping promote desired development.

Two specific incentives are already being successfully implemented within the Central US 1 Corridor Sector Plan area and should continue to be used:

- **Prince George's County Revitalization Property Tax Credits:** The majority of the sector plan area lies within census tracts that are 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.
- **Impact Fee Zones:** These are being used generally in proximity to UMD to encourage student housing by reducing the impact fee by \$7,500 per unit.

A third important revitalization tool is a TIF district. A 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 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, infrastructure development for target projects in the corridor area, and the provision of amenities. However, it is important to recognize that the use of TIF restricts county access, thus making this additional tax revenue unavailable for county general fund purposes. A TIF district is currently being analyzed to determine the best location to benefit from TIF implementation. East Campus and Downtown College Park are two areas under consideration.

Finally, given that the US 1 Corridor is heavily impacted by the university anchor, partnering with the university could well serve economic development and revitalization. To this end, CPCUP was created to help implement the recommendations of the 2002 sector plan. While having a limited track record to date, resources are in place to encourage economic development activity. For example, CPCUP recently supported the utilization of the Neighborhood Conservation Initiative through the Prince George's County Housing Authority.

Federal Programs

Historically Underutilized Business (HUB) Zones

The HUB Zones are part of a federal program and are located in census tracts that have been designated as “Statutory Mandated Designation of Qualified Census Tracts and Difficult Development Areas” by Section 42 of the Internal Revenue Code of 1996. A nonmetropolitan county area is also considered a HUB Zone if its median household income is less than 80 percent of the nonmetropolitan state median household income or has an unemployment rate that is more than 1.4 times the statewide average. A designated HUB Zone is located in Downtown College Park.

Federal Energy Star Program: The Environmental Protection Agency Energy Star Program provides a wealth of free information to help business owners cut utility bills. A good place to start is the Energy Star web site at <http://www.energystar.gov>.

Development District Overlay Zone (DDOZ) Applicability

Central US 1 Corridor Development District Overlay Zone

The DDOZ is superimposed over the Central US 1 Corridor sector plan area to ensure that the development of land meets goals and objectives of the sector plan. The development district standards are specifically intended to address new development and redevelopment proposals in the development district. The standards establish a consistent design framework to ensure quality in future development.

The development district standards follow and implement the recommendations of the Central US 1 Corridor Sector Plan. Property owners and citizens consulting the standards must also review the goals and objectives of the sector plan, the Zoning Ordinance, and the *Prince George's County Landscape Manual* to have a full understanding of the regulations for property within the district.

Sector Plan Summary

The sector plan offers a vision and sets goals for the future development of the Central US 1 Corridor in the City of College Park. Specific recommendations are made to address land use, urban design, relationship of the natural and built environments, sustainable development, transportation issues, public facilities, parks and recreation, and community development and character to develop a plan for future implementation, revitalization, and redevelopment.

The vision for Central US 1 is a vibrant hub of activity highlighted by walkable concentrations of pedestrian- and transit-oriented mixed-use development, integration of the natural and built environments, extensive use of sustainable design techniques, thriving residential communities, a complete and balanced transportation network, and a world-class educational institution.

The sector plan identifies a number of goals in Chapter 3 to be implemented through the development district standards as guiding principles to achieve this vision. Review and approval of development under the development district standards must take

the recommendations of the sector plan into full consideration.

Applicability and Administration

Development in the Central US 1 Corridor DDOZ is subject to the development district standards as detailed below. All new development and redevelopment of existing structures within the DDOZ shall comply with the development district standards and the general intent and goals of the Central US 1 Corridor Sector Plan. Development must show compliance with the development district standards during the detailed site plan process.

Under the Zoning Ordinance, and for the purposes of this DDOZ, development is any activity that materially affects the condition or use of land or a structure. Redevelopment, rehabilitation, and renovation of existing structures are all forms of development. A change from a lower-intensity impact use to a higher-intensity impact use, as indicated in the Landscape Manual, is also a form of development.

Whenever there appears to be a conflict between the Central US 1 Corridor DDOZ regulations and definitions and the Prince George's County Zoning Ordinance (as applied to a particular development), the DDOZ shall prevail. For development standards not covered by the Central US 1 Corridor DDOZ, the other applicable sections of the Zoning Ordinance and the *Landscape Manual* shall serve as the requirement. All development shall comply with all relevant federal, state, county, and local regulations and ordinances.

Exemptions from the development district standards

The following are exemptions from the development district standards:

1. **Legally Existing Development:** Until a site plan is submitted, all buildings, structures, and uses which were lawful or could be certified as a legal nonconforming use on the date of SMA approval are exempt from the development district standards and from site plan review and are not nonconforming.

2. **Legally Existing Parking and Loading:** Until a site plan is submitted, all legally existing parking and loading spaces in the development district that were lawful and not nonconforming on the date of SMA approval are exempt from the development district standards and site plan review, need not be reduced, and are not nonconforming.
3. **Single-Family Residential Dwellings:** Additions to single-family residential dwellings are exempt from the development district standards and site plan review, if the residential use continues.
4. **Multifamily Development:** An addition to a multifamily residential structure that was lawful and not nonconforming on the date of SMA approval is exempt from the development district standards and site plan review if the addition (and the accumulated sum of all additions since approval of the SMA) does not increase the gross floor area (GFA) by more than 15 percent or 750 square feet, whichever is less.
5. **Nonresidential Development:** An addition to a nonresidential structure that was lawful and not nonconforming on the date of SMA approval is exempt from the development district standards and site plan review, if the addition (and the accumulated sum of all additions since approval of the SMA) does not increase the GFA by more than 15 percent or 750 square feet, whichever is less.
6. **Parking Facilities:** Resurfacing, restriping, or adding landscaping to parking facilities not required by the standards are exempt from the development district standards and site plan review, if the facilities were lawful and not nonconforming on the date of SMA approval and remain in conformance with all previously applicable regulations. New required or provided parking areas that result in the addition of between one and five 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.
7. **Nonconforming Buildings, Structures, and Uses.**
 - a. Restoration or reconstruction of a nonconforming building or structure, or a certified nonconforming use, is exempt from the development district standards and from site plan review if it meets the requirements of Section 27-243(a)(1) of the Zoning Ordinance.
 - b. Except for improvements listed in 8. General, below, a property owner may not expand a certified nonconforming use or a use or structure that was lawful on the date of SMA approval but does not conform to the development district standards, unless a detailed site plan is approved with findings that the expansion is compatible with adjacent uses and meets the goals of the sector plan.
8. **General:** The following are exempt from the development district standards and site plan review if the existing or proposed use is permitted:
 - a. Permits for alteration or rehabilitation, with no increase of the existing GFA.
 - b. Canopies.
 - c. Fences of six feet in height or less for rear and side yards and made of wood or masonry (not concrete block) are exempt. Fences and walls in the front yard that are four feet in height or less and made of wood or

- masonry (not concrete block) are exempt.
- d. Decks.
 - e. Ordinary maintenance.
 - f. Changes in occupancy.
 - g. Changes in ownership.
9. Signs: Signs in a development requiring a detailed site plan will be reviewed in the site plan process. Signs for development not otherwise requiring a detailed site plan will be reviewed in the permit review process for compliance with the development district standards. Departures for signs that do not comply with the development district standards and that do not otherwise require a detailed site plan may be processed by the City of College Park if the property is within city limits.
- a. New signs are subject to the development district standards.
 - b. Refacing of an existing sign is exempt from the development district standards.
10. Valid Detailed Site Plans: Properties that obtained approval of a detailed site plan prior to April 1, 2010 under the regulations and procedures of the 2002 College Park US 1 Corridor Sector Plan DDOZ shall be permitted to develop in accordance with the approved detailed site plan unless the validity period expires. Any new detailed site plan submitted for the subject property shall be subject to the regulations of these development district standards.

Public Improvements

Within the Central US 1 Corridor Development District, the developer/property owner (including the developer and the applicant's heirs, successors, and/or assignees) 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 where feasible or in accordance with any

comprehensive undergrounding program that may be established to implement the recommendations of the sector plan. The extent of the improvements shall be commensurate with the scope of the project.

Streetscape elements, such as brick pavers, benches, trash receptacles, and pedestrian-scaled lighting, throughout the Central US 1 Corridor Sector Plan must be consistent within a project and should be consistent from project to project. Any private easements established for projects in the development district shall not supersede the need for public dedication where necessary or otherwise required by the appropriate public agency.

Site Plan Submittal Requirements

The detailed site plan submittal requirements for the Central US 1 Corridor Development District are the same as those required by Part 3, Division 9, of the Zoning Ordinance. In addition, all site plan applications shall be designed in accordance with the land use recommendations of the sector plan.

Other pertinent information required for detailed site plan submittals as per Section 27-282(e) shall include:

- Architectural elevations in full color.
- Street and streetscape sections.
- Build-to lines.
- A parking schedule and plan.
- A traffic study prepared in accordance with the procedures outlined in the guidelines maintained by the Transportation Planning Section.
- A circulation plan showing all proposed pedestrian and bicycle facilities, transit service, impacted roadways, and intersections.
- Supporting documentation where requested in the development district standards (e.g., lighting plans and design details, signage details, and graphic representation of the proposed location of signage on the building, etc.).
- The most current version of the pertinent LEED® scorecard as developed by the U.S. Green Building Council to illustrate how the proposed development addresses issues of sustainability.

Applicants shall provide a list of all applicable standards from this document that have been used in the design, as well as a list of standards that have not been fulfilled and explanations as to why they have not been fulfilled.

Uses

The Central US 1 Corridor Development District includes properties classified in the M-U-I, C-S-C, C-O, R-10, R-18, R-T, R-55, R-R, 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 these development district standards.

Certain uses have been modified by the development district standards in accordance with Sections 27-548.22(b) and 27-548.25(d) of the Zoning Ordinance to limit uses that are incompatible with, or detrimental to, the goals of the development district and purposes of the D-D-O Zone and to eliminate the need for special exceptions, which shall not apply to uses within a development district.

Uses that would normally require a special exception in the underlying zone shall be permitted uses if the development district standards so provide, subject to site plan review by the Planning Board. Development district standards may restrict or prohibit such uses. The Planning Board shall find in its approval of the site plan that the use complies with all applicable development district standards, meets the general special exception standards in Section 27-317(a)(1), (4), (5), and (6), and conforms to the recommendations in the sector plan. Development district standards may not allow uses prohibited in the underlying zone.

Development District Standards

Modification of the development district standards is permitted through the process described in Section 27-548.25(c) of the Zoning Ordinance. “If the applicant so requests, the Planning Board may apply development standards which differ from the approved Development District Standards most recently approved or amended by the District Council, unless the Sectional Map Amendment text specifically provides otherwise. The Planning Board shall find that the

alternative Development District Standards will benefit the development and the Development District and will not substantially impair implementation of the Master Plan, Master Plan Amendment, or Sector Plan.” Two types of amendments are required to be heard by the District Council: changes to the boundary of the DDOZ and changes to the underlying uses and to the list of permitted uses. These amendments may be in the form of a 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.”

Unless stated otherwise, these development district standards replace the standards and regulations required by the Zoning Ordinance of Prince George’s County.

The provisions of the Landscape Manual regarding alternative compliance, commercial and industrial landscaped strip requirements, parking lot requirements, and buffering incompatible uses do not apply within the development 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 Central US 1 Corridor Development District as established in the sector plan.

Development District Standards

Table of Contents

Using the Development District Standards	227
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Intent

These development district standards contain regulations that impact the design and character of the Central US 1 Corridor. The purpose of these standards is to shape high-quality public spaces with buildings and other physical features to create a strong sense of place for College Park and the University of Maryland, consistent with the land use and urban design recommendations of the sector plan.

These standards are intended as a supplement to the existing zoning regulations for the Central US 1 Corridor. The standards are not intended to supersede any existing building code or fire code regulations that relate to life or safety issues.

Certain terms have a specific meaning within these development district standards. Refer to the definitions at the end of this section for details on these terms.

Using the Development District Standards

1. Review the Intent Section.
2. Review the sector plan text, illustrations, and diagrams depicting the character intended for the Central US 1 Corridor, included in Chapter 3: Development Pattern.
3. Find your lot on the Development Character Map, and identify its character area.
4. Review the building form regulations for your lot's character area in the Building Form Section.
5. Review the architectural regulations for your building's design and materials.
6. Review the Sustainability and the Environment Section for green building and infrastructure requirements for your lot.
7. Review Streets and Open Spaces for applicable requirements for your lot.
8. To clarify any terms used in these standards, please refer to the Definitions Section.

Map 25: Development Character Overview

The Development Character Map assigns character areas to each lot within the Central US 1 Corridor development district. Each character area is tied to unique development standards, which include building form, architectural elements, sustainability and the environment, and streets and open space regulations.

The Development Character Map designates the following character areas for each lot within the study area boundary:



NA

Natural Area

Consists of lands approximating or reverting to a wilderness condition, including lands unsuitable for settlement due to topography, hydrology, or vegetation. Trails and bridges may be located here, but new development is not appropriate in this character area.



ER

Existing Residential

Consists of the least dense residential areas, often adjacent to higher density zones that include some mixed use. Setbacks are relatively deep. In general, new development in this character area shall conform to the neighborhood's existing development pattern and building form.



CI

Corridor Infill

Consists of mixed-use but primarily residential urban fabric. It may have a wide range of building types, such as single-family, sideyard, and row houses. Setbacks and landscaping are variable. New development in corridor infill areas is regulated in detail in these development district standards.



WN
WNU

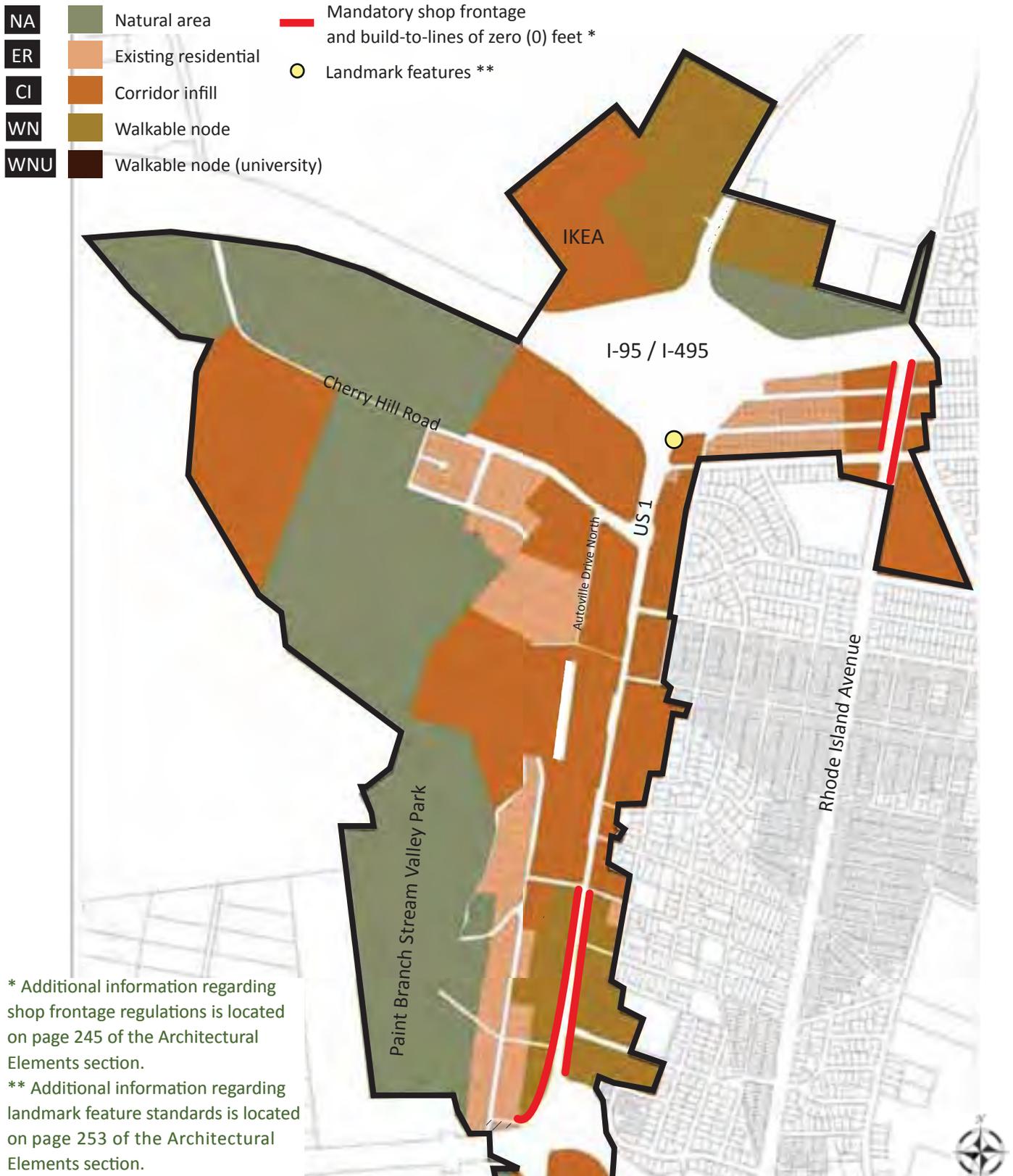
Walkable Node

Walkable Node (University)

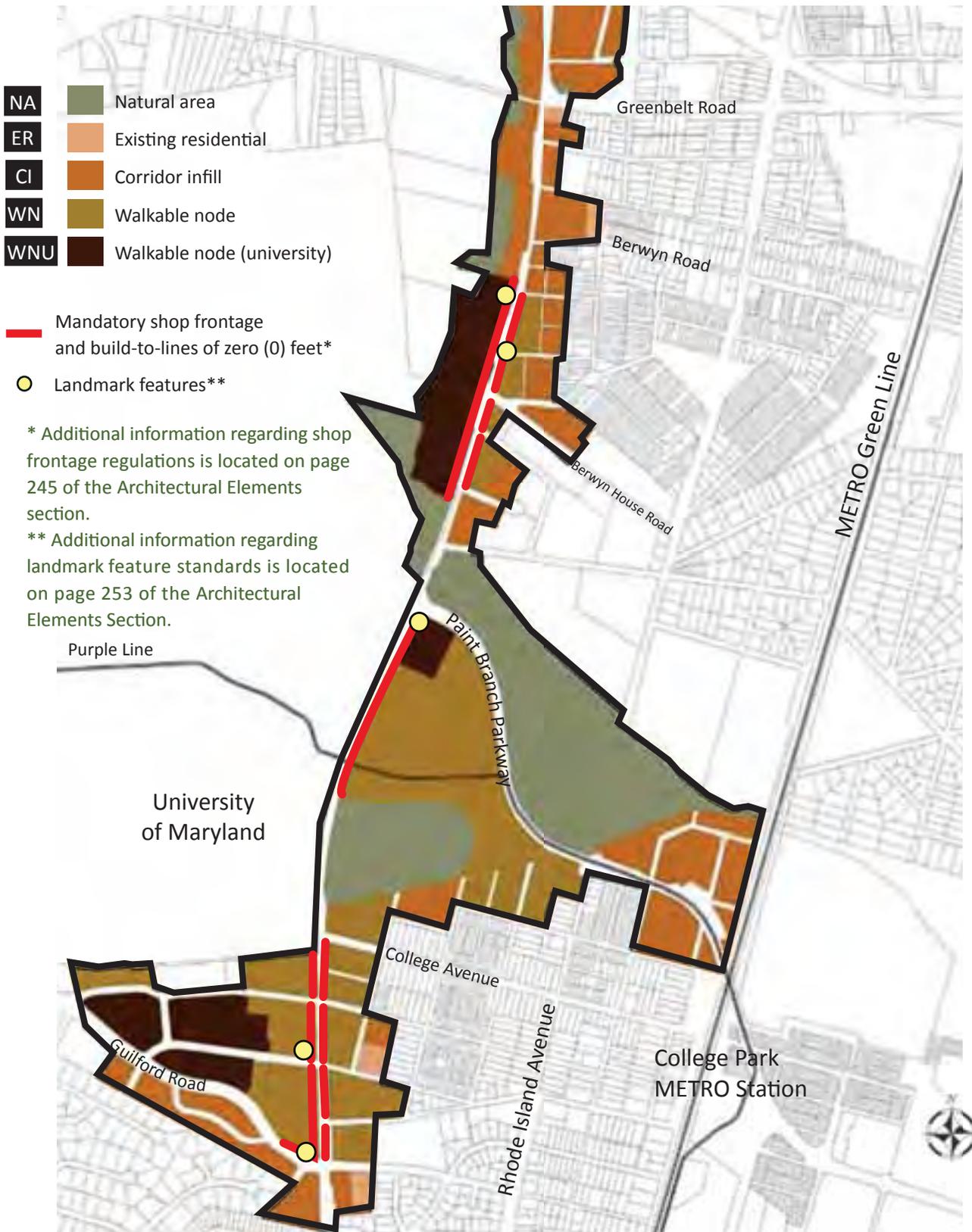
Consists of higher-density mixed-use buildings that accommodate retail, offices, row houses, and apartments, with emphasis on nonresidential land uses, particularly on the ground level. It has fairly small blocks with wide sidewalks and buildings set close to the frontages. New development in the walkable nodes is regulated in detail in these development district standards.



Map 26: Development Character | North of MD 193



Map 27: Development Character | South of MD 193



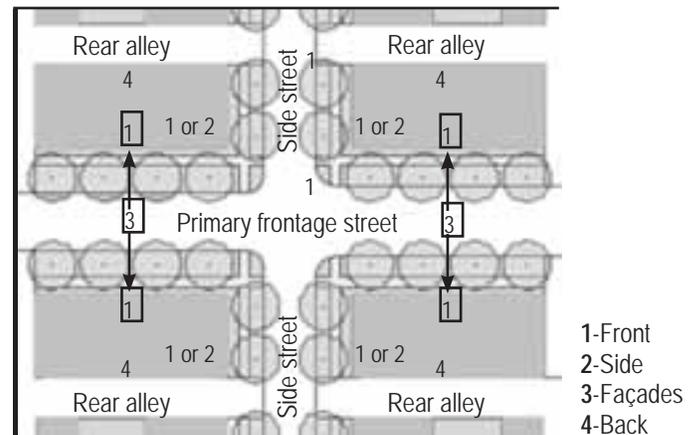
Building Form | Orientation

Appropriate building orientation is the first step in making great streets and places. The following general principles provide the basis for reviewing the orientation of all new development in the Central US 1 Corridor Development District within existing residential areas, corridor infill areas, and in the walkable nodes.

Primary and Secondary Streets

- US 1, Rhode Island Avenue, and Autoville Drive shall function as primary frontage streets at all times. In the event a lot has frontage on both US 1 and Autoville Drive, the primary frontage for that lot shall be US 1. Other streets may be designated primary frontage streets if requested by the applicant and approved by the Planning Board and District Council (as appropriate) as an amendment to the development district standards at the time of detailed site plan review.
- All east–west-oriented streets in the study area shall function as secondary frontage streets or side streets when a corner lot is located at the intersection of major north–south and east–west streets.
- When mid-block lots front east–west-oriented streets, the east–west-oriented street serves as the primary frontage street for that lot.

Relationship of Façades to Streets



This table outlines the range of relationships between the front, sides, and backs of buildings to lots.

Fronts facing Fronts	Ideal
Fronts facing Sides	Acceptable
Fronts facing Backs	Avoid
Sides facing Backs	Acceptable
Backs facing Backs	Ideal

Building Orientation

- Buildings and lots have fronts, sides, and backs. Fronts display a building’s façade and shall face the public realm. The backs of buildings and lots, which are the private or service side, shall face mid-block and be screened from view. Sides of buildings and lots may face either the public realm or may be concealed mid-block.
- Frontage streets and side streets shall be faced with the fronts or sides of buildings and lots.
- Rear alleys and mid-block parking areas shall be faced with the backs or sides of buildings and lots.

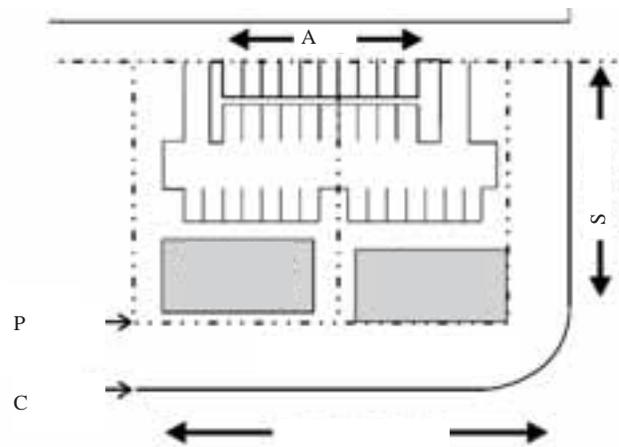


Image Credits: DPZ

Building Form | Character Area 3: Existing Residential

ER

Existing Residential

The existing residential character areas shall be preserved and enhanced in accordance with the following standards. All new development within these areas shall respect the character, scale, and form of the neighborhood and existing buildings within the neighborhood. The following general criteria shall be used to determine compatibility of new development with existing development as a prerequisite for project approval:

- Unless stated otherwise, all development in the existing residential character area shall be subject to the requirements of the underlying zone as specified in the Zoning Ordinance and *Prince George's County Landscape Manual*.
- Development shall be consistent in size, scale, and context with surrounding development.
- Development shall retain the historic relationship between buildings, landscape features, and open space.
- Building façades shall be compatible with those of neighboring structures.
- Building design, colors, and materials shall be compatible with the character of existing structures and the surrounding area.
- Development shall not erode or adversely affect a historic resource or district.
- The type, size, and location of landscape materials shall be compatible with the scale of building(s) and property and shall be consistent with the requirements of the Landscape Manual.
- Trash receptacles, storage and loading areas, and mechanical equipment shall be screened from view of public streets, in a manner that is architecturally compatible with the building.



Character defining features, such as the roof, dormers, and porches, should be maintained.



Maintaining scale and proportion of adjacent infill construction will establish a similar architectural character and enhance the overall neighborhood.

Building Form | Character Area 4: Corridor Infill

CI

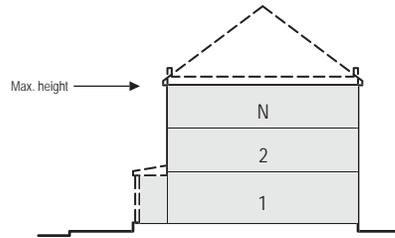
Corridor Infill

BUILDING CONFIGURATION	
Principal building height	4 stories max, 2 min.
LOT OCCUPATION	
Frontage buildout	60% min. at BTL
Lot coverage	70% max.
SETBACKS - BUILDING	
(g.1) Front BTL principal	20 ft. min. 25 ft. max.
(g.2) Front BTL secondary	10 ft. min. 20 ft. max.
(g.3) Side setback	10 ft. min.
(g.4) Rear setback	10 ft. min.
PRIVATE FRONTAGES (See page 236)	
Common lawn	not permitted
Porch & fence	permitted
Terrace or L.C.	permitted
Forecourt	permitted
Stoop	permitted
Shopfront & awning	permitted
Gallery	permitted
Arcade	not permitted

"N" stands for any stories above those shown, up to the maximum. Refer to metrics for exact minimums and maximums.
 "BTL" stands for "build-to line."
 Up to eight additional feet may be added to the Front BTL principal build-to line only for the provision of cycle tracks along Baltimore Avenue (US 1).

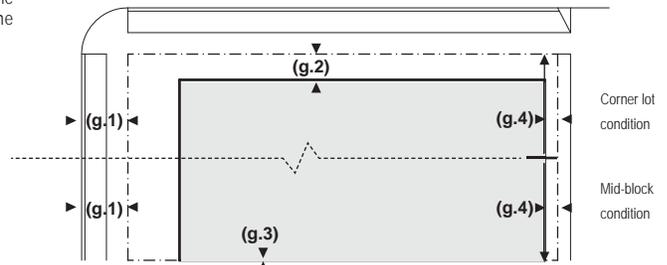
BUILDING CONFIGURATION

1. Building height shall be measured in number of stories, excluding attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first-floor commercial use, which must be a minimum of 11 ft. with a maximum of 25 ft.
3. Height shall be measured to the eave or roof deck.



SETBACKS

1. The façades and elevations of buildings shall be distanced from the lot lines as shown.
2. Façades shall be built along the principal frontage to the minimum specified by the frontage buildout.



PARKING PLACEMENT

1. Uncovered parking spaces may be provided within the third layer or setback at least 20 feet from the BTL.
2. Covered parking shall be provided within the third layer.
3. Trash containers shall be stored within the third layer.

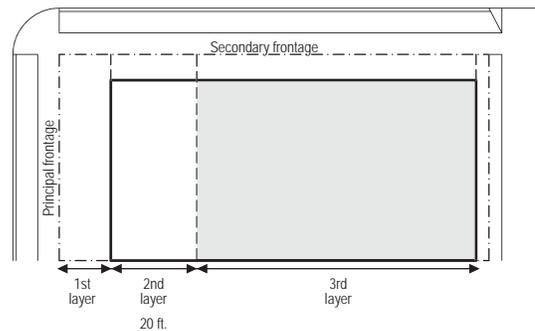


Image Credits: DPZ

Building Form | Character Area 5a: Walkable Nodes



Walkable Nodes

BUILDING CONFIGURATION	
Principal building height	6 stories max, 2 min.
LOT OCCUPATION	
Frontage buildout	80% min. at BTL
Lot coverage	80% max.
SETBACKS - BUILDING	
(g.1) Front BTL principal	0 ft. min. 10 ft. max.
(g.2) Front BTL secondary	0 ft. min. 12 ft. max.
(g.3) Side setback	0 ft. min. 24 ft. max.
(g.4) Rear setback	10 ft. min.
PRIVATE FRONTAGES (See page 236)	
Common lawn	not permitted
Porch & fence	not permitted
Terrace or L.C.	permitted
Forecourt	permitted
Stoop	permitted
Shopfront & awning	permitted
Gallery	permitted
Arcade	permitted

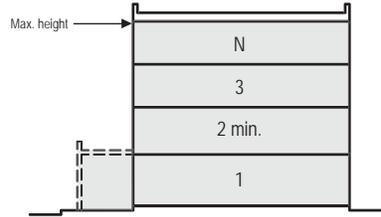
"N" stands for any stories above those shown, up to the maximum. Refer to metrics for exact minimums and maximums.

"BTL" stands for "build-to line."

Up to eight additional feet may be added to the Front BTL principal build-to line only for the provision of cycle tracks along Baltimore Avenue (US 1).

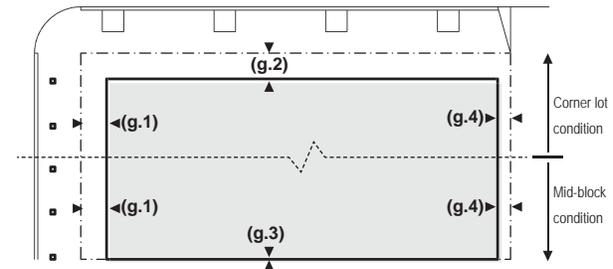
BUILDING CONFIGURATION

1. Building height shall be measured in number of stories, excluding attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor commercial use, which must be a minimum of 11 ft. with a maximum of 25 ft.
3. Height shall be measured to the eave or roof deck.
4. Expression lines shall be as shown in the Architectural Elements Section



SETBACKS

1. The façades and elevations of principal buildings shall be distanced from the lot lines as shown.
2. Façades shall be built along the principal frontage to the minimum specified by the frontage buildout.



PARKING PLACEMENT

1. Uncovered parking spaces may be provided within the third layer or setback at least 20 feet from the BTL.
2. Covered parking shall be provided within the third layer.
3. Trash containers shall be stored within the third layer.

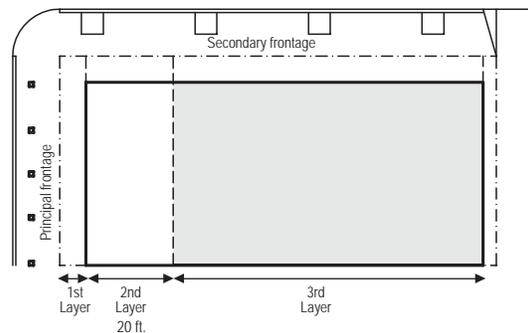


Image Credits: DPZ

Building Form | Character Area 5b: Walkable Nodes (University)

WNU

Walkable Nodes (University)

BUILDING CONFIGURATION	
Principal building height	10 stories max, 4 min.
LOT OCCUPATION	
Frontage buildout	80% min. at BTL
Lot coverage	80% max.
SETBACKS - BUILDING	
(g.1) Front BTL principal	0 ft. min. 10 ft. max.
(g.2) Front BTL secondary	0 ft. min. 12 ft. max.
(g.3) Side setback	0 ft. min. 24 ft. max.
(g.4) Rear setback	10 ft. min.
PRIVATE FRONTAGES (See page 236)	
Common lawn	not permitted
Porch & fence	not permitted
Terrace or L.C.	permitted
Forecourt	permitted
Stoop	permitted
Shopfront & awning	permitted
Gallery	permitted
Arcade	permitted

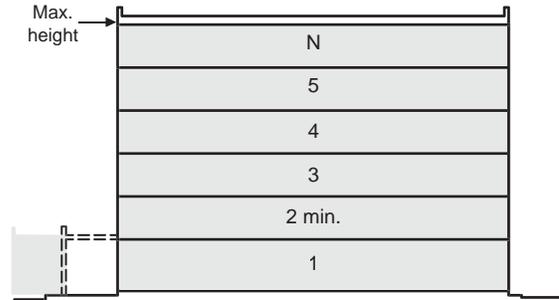
"N" stands for any stories above those shown, up to the maximum. Refer to metrics for exact minimums and maximums.

"BTL" stands for "build-to line."

Up to eight additional feet may be added to the Front BTL principal build-to line only for the provision of cycle tracks along Baltimore Avenue (US 1)

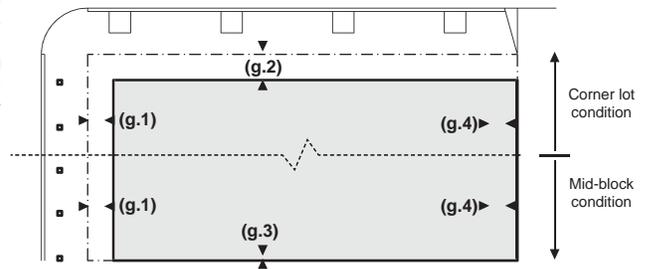
BUILDING CONFIGURATION

1. Building height shall be measured in number of stories, excluding attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor commercial use, which must be a minimum of 11 ft. with a maximum of 25 ft.
3. Height shall be measured to the eave or roof deck.
4. Stepbacks, recess lines, and extension lines shall be as shown in the Building Form/Massing Section.



SETBACKS

1. The façades and elevations of principal buildings shall be distanced from the lot lines as shown.
2. Façades shall be built along the principal frontage to the minimum specified by the frontage buildout.



PARKING PLACEMENT

1. Uncovered parking spaces may be provided within the third layer, or setback at least 20 feet from the BTL.
2. Covered parking shall be provided within the third layer.
3. Trash containers shall be stored within the third layer.

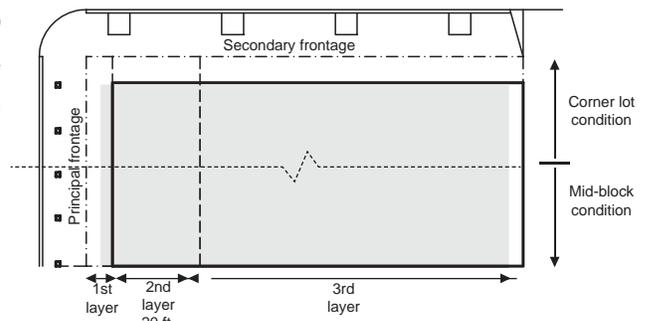


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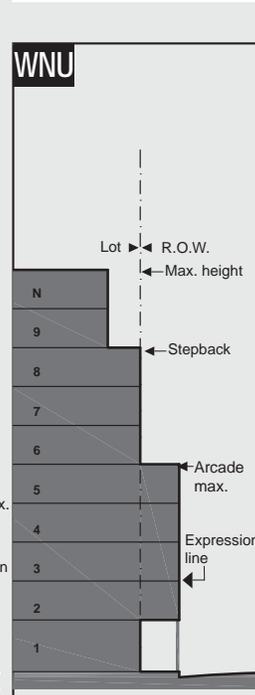
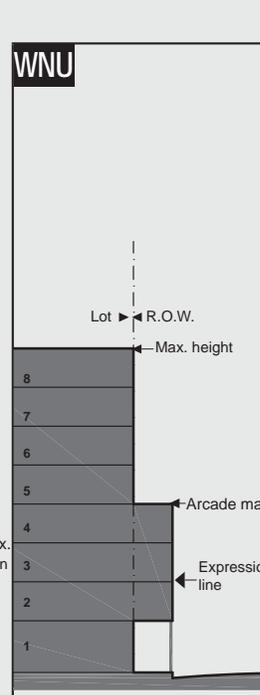
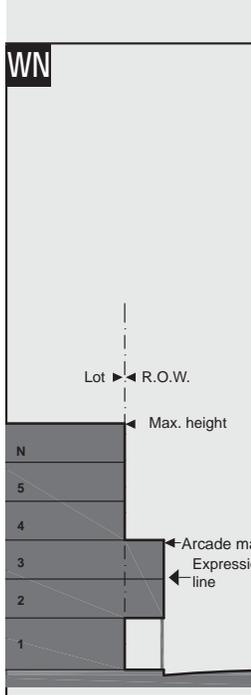
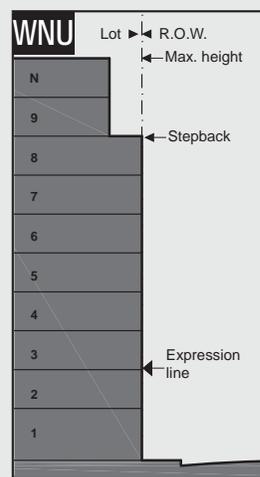
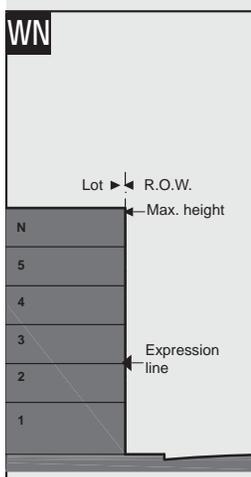
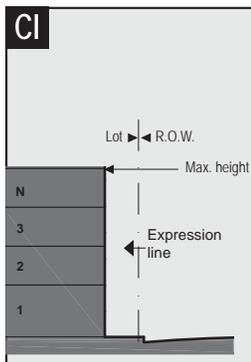
Building Form | Private Frontages

The following images illustrate the different possible arrangements of the private frontage along the primary frontage street, according to the appropriate character area. All of the following elements are permitted to encroach into the setback; galleries and arcades are permitted to encroach into the right-of-way (R.O.W.), with the permission from the applicable transportation agency. The combination of building form and private frontages adds flexibility, diversity, and interest to the built environment.

	SECTION	PLAN
	LOT PRIVATE FRONTAGE ▶ ◀ R.O.W. STREETScape	LOT PRIVATE FRONTAGE ▶ ◀ R.O.W. STREETScape
<p>Porch and Fence: A planted frontage wherein the façade is set back from the frontage line with an attached porch permitted to encroach. A fence at the frontage line maintains street spatial definition. Porches shall be no less than eight feet deep.</p>		<div style="float: right; text-align: right;"> ER CI </div>
<p>Terrace or Lightwell: A frontage wherein the façade is set back from the frontage line by an elevated terrace or a sunken lightwell. This type buffers residential use from urban sidewalks and removes the private yard from public encroachment. Terraces are suitable for conversion to outdoor cafes. Syn: dooryard.</p>		<div style="float: right; text-align: right;"> CI WN WNU </div>
<p>Forecourt: A frontage wherein a portion of the façade is close to the frontage line and the central portion is set back. The forecourt created is suitable for vehicular drop-offs. This type should be allocated in conjunction with other frontage types. Large trees within the forecourts may overhang the sidewalks.</p>		<div style="float: right; text-align: right;"> CI WN WNU </div>
<p>Stoop: A frontage wherein the façade is aligned close to the frontage line with the first story elevated from the sidewalk sufficiently to secure privacy for the windows. The entrance is usually an exterior stair and landing. This type is recommended for ground-floor residential use.</p>		<div style="float: right; text-align: right;"> CI WN WNU </div>
<p>Shopfront: A frontage wherein the façade is aligned close to the frontage line with the building entrance at sidewalk grade. This type is conventional for retail use. It has a substantial glazing on the sidewalk level and an awning that should overlap the sidewalk to within two feet of the curb. Syn: retail frontage.</p>		<div style="float: right; text-align: right;"> CI WN WNU </div>
<p>Gallery: A frontage wherein the façade is aligned close to the frontage line with an attached cantilevered shed or a lightweight colonnade overlapping the sidewalk. This type is conventional for retail use. The gallery shall be no less than 10 feet wide and should overlap the sidewalk to within two feet of the curb.</p>		<div style="float: right; text-align: right;"> CI WN WNU </div>
<p>Arcade: A colonnade supporting habitable space that overlaps the sidewalk, while the façade at sidewalk level remains at or behind the frontage line. This type is conventional for retail use. The arcade shall be no less than 12 feet wide and should overlap the sidewalk to within two feet of the curb.</p>		<div style="float: right; text-align: right;"> WN WNU </div>

Image Credits: DPZ

Building Form | Massing



Massing requirements are shown for new construction up to ten stories and are designed to ensure new development is responsive to issues of scale, natural lighting, and pedestrian comfort. An expression line is required in the corridor infill and walkable node character areas above the second story. Buildings shall include a stepback after eight stories. The maximum height of an arcade varies with building heights.

Please note that “N” stands for any stories above those shown, up to the maximum. Refer to specific character area charts on pages 233–235 for exact minimums and maximums.

Building heights in excess of those specified in the development district standards shall be considered detrimental to the vision of the sector plan and the goals of this development district.

The diagrams on the left illustrate the configuration of stepbacks and expression lines. These diagrams apply to all private frontages except arcades.

The diagrams on the left illustrate the configuration of stepbacks, expression lines, and arcades. These diagrams apply only to arcade frontages.

Image Credits: DPZ

Building Form | *Step-back Transitions and Landscape Buffers*

Generally, compatible buildings and uses should be located adjacent to each other. However, along historically commercial strips, tall buildings often share rear lot lines with residential buildings.

Where corridor infill and walkable node areas are across the street from or share a rear property line with an existing residential area, a stepback transition and/or a landscape buffer shall be required for all new development within the corridor infill and walkable node areas.

Stepback transitions are appropriate where corridor infill and walkable node areas are across the street from existing residential areas. This scenario is illustrated in the top two diagrams on this page, where a block that fronts US 1 is across the street from an existing residential block. The tallest buildings shall be located fronting US 1. The development shall step down through the block to a maximum height of two or three stories facing existing residential development. The top image illustrates the use of a mid-block parking garage that is masked by a residential liner building, while the middle image illustrates a surface parking lot that is similarly screened by townhouse liner buildings.

Landscape buffers in combination with stepback transitions are appropriate when corridor infill and walkable node areas share a property line with existing residential areas. This scenario is illustrated in the bottom image on this page. The buffer area shall be consistent with the standards of the Landscape Manual.



Stepback transition with a mid-block parking structure and residential liner buildings.



Stepback transition with a mid-block parking lot and townhouse liner buildings.



Landscape buffer between corridor infill development and an existing residential area.

Building Form | *Parking*

Number of Spaces

This section specifies the requirements for parking within the Central US 1 Corridor. Parking requirements, in conjunction with the building form standards, limit the total square footage of buildings within the development district.

- The number of parking spaces required in the Central US 1 Corridor sector plan area is specified in this section for residential, lodging, office, and retail (including eating or drinking establishments) uses. Any deviation from this standard shall require a modification of the development district standards.
- The number of parking spaces required for uses not listed here shall be reduced fifty percent from the number of required off-street parking spaces in accordance with Section 27-568(a) of the Zoning Ordinance. Any deviation from this standard shall require a modification of the development district standards.
- Within a public parking district established by a public entity, required parking may be waived if a fee-in-lieu is paid on a per-space basis to the public entity that manages the parking district, at a rate to be determined by the public entity and based on a preliminary engineering cost estimate for the parking facility, provided that public parking is available within one-quarter mile of the development.
- Within the corridor infill and walkable node areas, a minimum of one bicycle parking space shall be provided within the public or private frontage for every three vehicular spaces. Bicycle racks shall be placed in highly visible locations along the street or within parking garages as appropriate.
- Mixed-use development may use the shared parking factor (see diagram on this page) to determine appropriate reductions in parking for shared usage. The required parking is calculated by adding the total number of spaces required by each separate function and dividing the total by the appropriate factor. When three functions share parking, use the lowest factor.

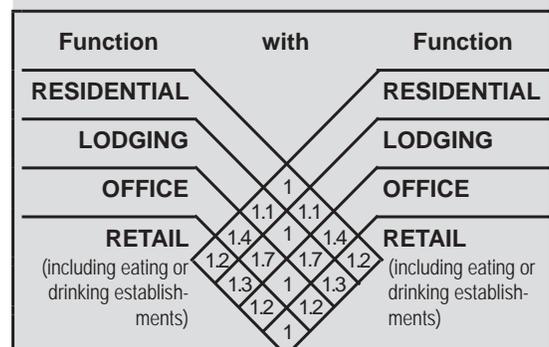
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Required Parking

	CI	WN WNU
RESIDENTIAL	The number of dwellings on each lot is limited by the requirement of 1.5 parking places for each dwelling.	The number of dwellings on each lot is limited by the requirement of 1 parking place for each dwelling.
LODGING	The number of bedrooms available on each lot for lodging is limited by the requirement of 1 assigned parking place for every 2 bedrooms.	The number of bedrooms available on each lot for lodging is limited by the requirement of 1 assigned parking place for every 2 bedrooms.
OFFICE	Office buildings are limited in square footage to what is required to provide 3 assigned parking places per 1000 square feet of net office space.	Office buildings are limited in square footage to what is required to provide 2 assigned parking places per 1000 square feet of net office space.
RETAIL (including eating or drinking establishments)	Retail buildings are limited in square footage to what is required to provide 4 assigned parking places per 1000 square feet of net retail space.	Retail buildings are limited in square footage to what is required to provide 3 assigned parking places per 1000 square feet of net retail space.

	CI	WN WNU
RESIDENTIAL	1.5 / dwelling	1 / dwelling
LODGING	1 / 2 bedrooms	1 / 2 bedrooms
OFFICE	3 / 1000 sq. ft.	2 / 1000 sq. ft.
RETAIL (including eating or drinking establishments)	4 / 1000 sq. ft.	3 / 1000 sq. ft.

SHARED PARKING FACTOR



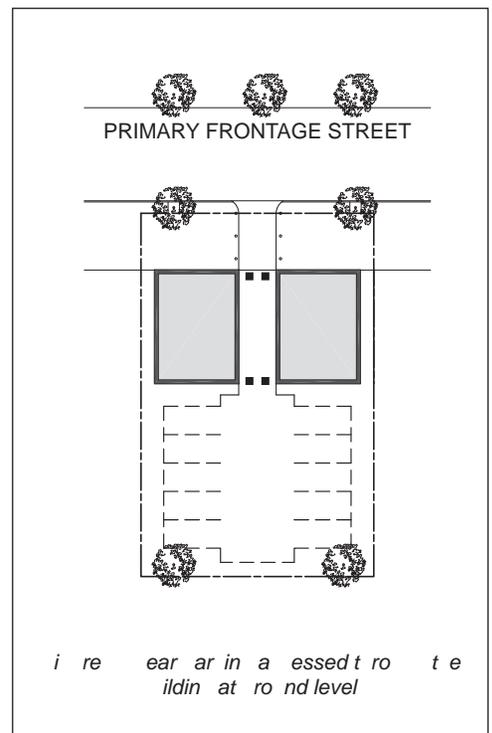
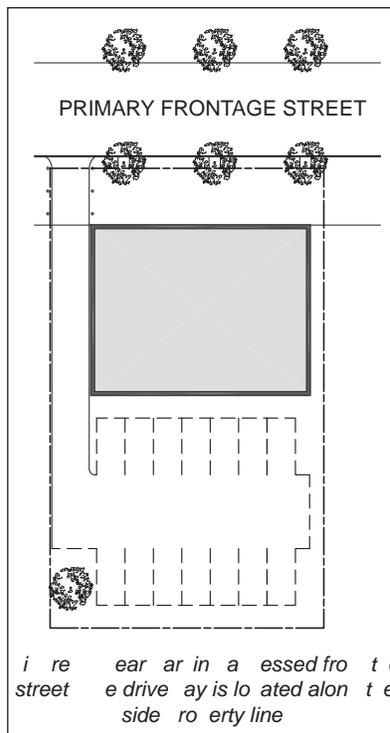
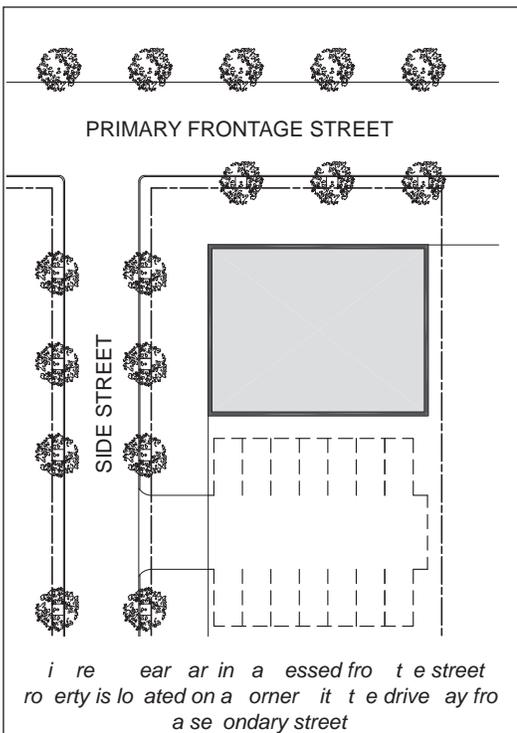
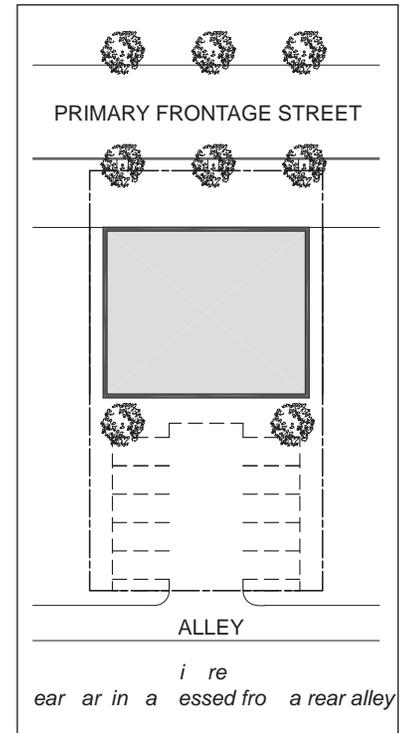
To use the shared parking factor, divide the total number of required parking spaces by the shared parking factor to find the reduced number of spaces allowed. For example, a 20,000-square-foot retail building sharing parking with a 200-room hotel in the corridor

infill area would require a maximum of 180 total spaces. Dividing this figure by the shared parking factor of 1.3 (intersection of lodging and retail uses) results in a maximum of 139 spaces, reflecting the benefits of shared parking facilities.

Building Form | Parking Access

Access to Off-Street Parking Lots and Structured Parking

- When present, alleys shall be the primary source of access to off-street parking. Parking along alleys may be head-in, diagonal, or parallel. See Figure 1.
- Alleys may be incorporated into parking lots as standard drive aisles. Access to all properties adjacent to the alley shall be maintained. Access between parking lots across property lines is also encouraged.
- When alleys are not present, secondary frontage or side streets may be used as the primary source of access to off-street parking. See Figure 2.
- When neither alleys, secondary frontage, or side streets are present, primary frontage streets may be used as the primary source of access to off-street parking, with a driveway that either passes to the side of the building or through the building. See Figures 3 and 4. This condition should be avoided to the fullest extent possible to reduce the number of driveways.
- Circular drives shall be prohibited for all uses except for civic buildings.
- The vehicular access drive of a parking lot or garage shall be no wider than 22 feet.



Building Form | *Parking Lots, Loading, and Service Areas*

Parking Lots

- Off-street surface parking shall be set back a minimum of 20 feet from all property lines along streets, except along alleys.
- Parking lots shall be masked from the primary frontage street and the secondary frontage or side street by a liner building whenever possible. Where this is not possible, a street screen, such as a wall, a fence, or a hedge, should be provided to mask parked cars.

Parking Lot Landscaping Requirements

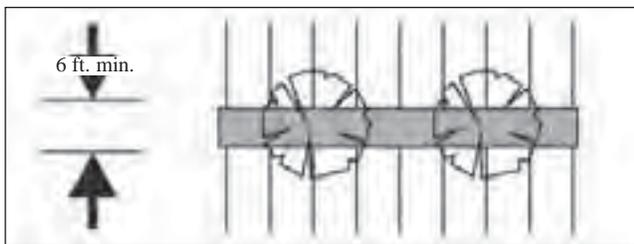
- Interior planting shall be required for any parking lot that is 6,000 square feet or larger. At least six percent of the lot shall be interior planting area.
- Landscape strips at least six feet in width shall be provided between parking isles of either head-in or diagonal parking. A minimum of one tree shall be provided every 60 feet along landscape strips.
- Landscape islands may be used in lieu of landscape strips. No more than six consecutive parking stalls are permitted without a landscape island at least six feet wide and extending the entire depth of the parking stall. A minimum of one tree shall be planted in each landscape island.
- Durable pervious surfaces are recommended for surface parking lots. However, gravel and other coverings prone to dust shall be prohibited.

Street Screens

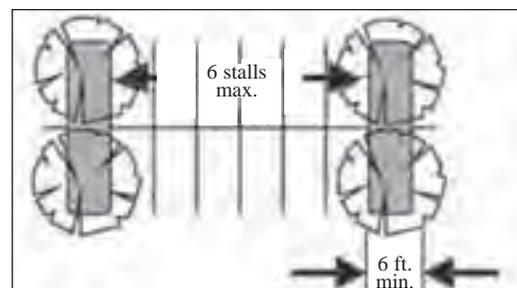
- Street screens shall be a minimum of three feet six inches tall. The maximum heights shall be six feet.
- All street screens over four feet high should be a minimum of 30 percent visually permeable or articulated.
- Street screens shall have openings no larger than necessary to allow automobile and pedestrian access.
- Additional street screen standards are located in the street screen section of Architectural Elements.

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.



andscape strips

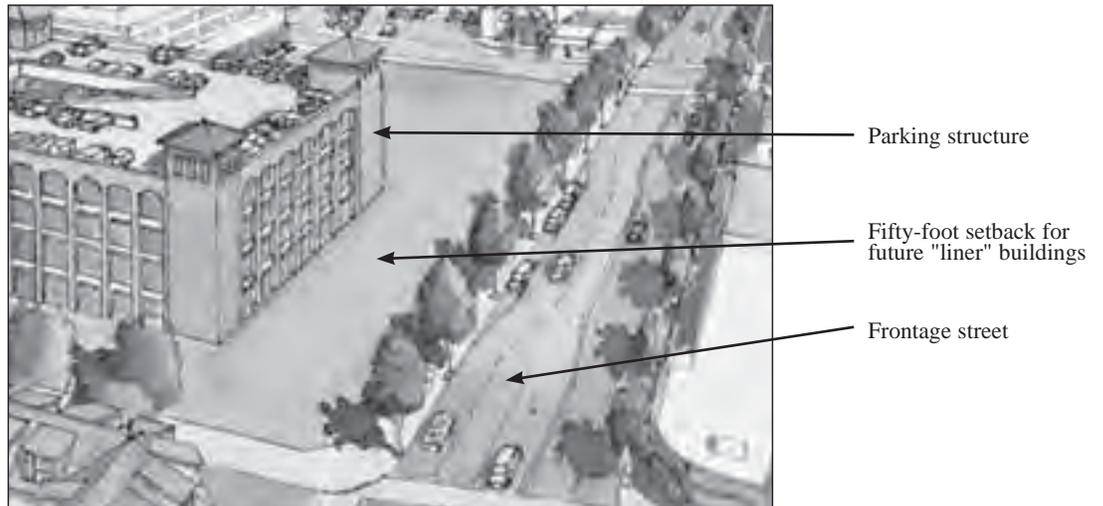
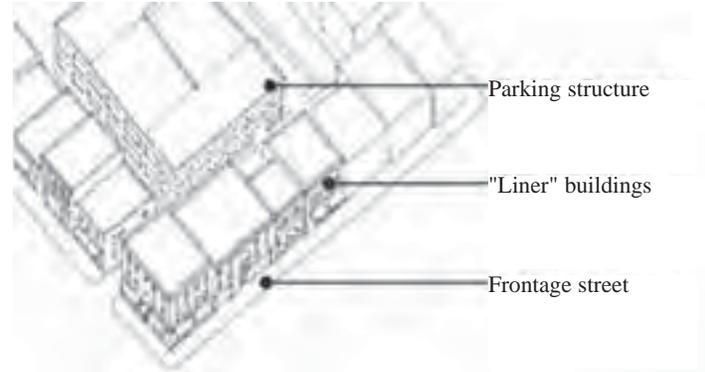


andscape islands

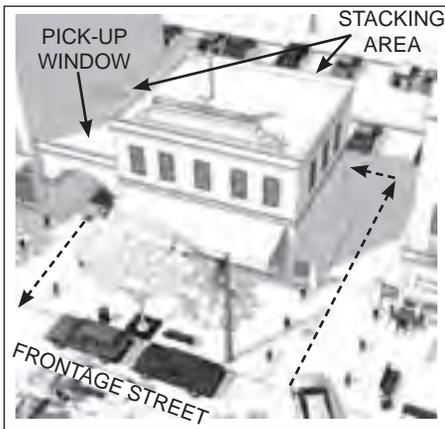
Building Form | *Structured Parking*

Structured Parking

- Parking structures shall be set back a minimum of 50 feet from the property lines of all adjacent thoroughfares (except rear alleys) to reserve room for liner buildings between the parking structure and the lot frontage.
- 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. The materials and design of the structure should reflect that of the associated building.

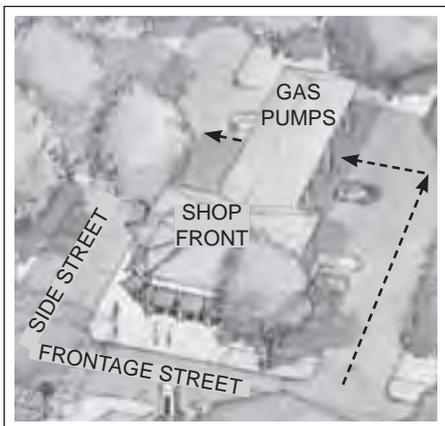


Building Form | *Drive-throughs, Gas Stations, and Bedroom Percentages*



Drive-Throughs

- Drive-throughs shall not be permitted in the walkable nodes, Hollywood Commercial District, existing residential areas, south of Delaware Street, or along Cherry Hill Road and Autoville Drive. However, due to the difficulties relating to the development of Parcels 1 and 19 on Block B of Cherry Hill Road, a bank with a drive-through may be permitted in this location.
- In the corridor infill areas, drive-throughs fronting US 1 or Rhode Island Avenue shall comply with the building form regulations stated in these development district standards.
- A ground-floor shopfront shall face the frontage street and be built to the build-to line, and the drive-through stacking area shall be located behind the building. Parking shall also be located at the back of the lot. The drive-through window shall be located on the side of the building close to the frontage street.
- Drive-throughs should provide service to bicyclists and to both bicyclists and pedestrians if access to the drive-through window is the only way to be served.



Gas Stations

- Gas stations shall not be permitted in the walkable nodes or existing residential areas.
- New gas stations shall only be permitted between Erie Street and Indian Lane and may only be placed on corner lots.
- Gas stations fronting US 1 shall comply with the building form regulations stated in these development district standards.
- A ground-floor shopfront shall face the frontage street and be built to the build-to line on both the frontage street and side street. Gas station pumps and drive-through areas shall be located behind the building, away from the street.
- Two examples of gas station configurations are shown to the left. The top image shows a gas station with vehicular circulation passing through the interior of the lot from a frontage street to a side street. The bottom image shows a gas station with vehicular circulation passing through the interior of the lot from a side street to an alley, with no driveways on the frontage street.

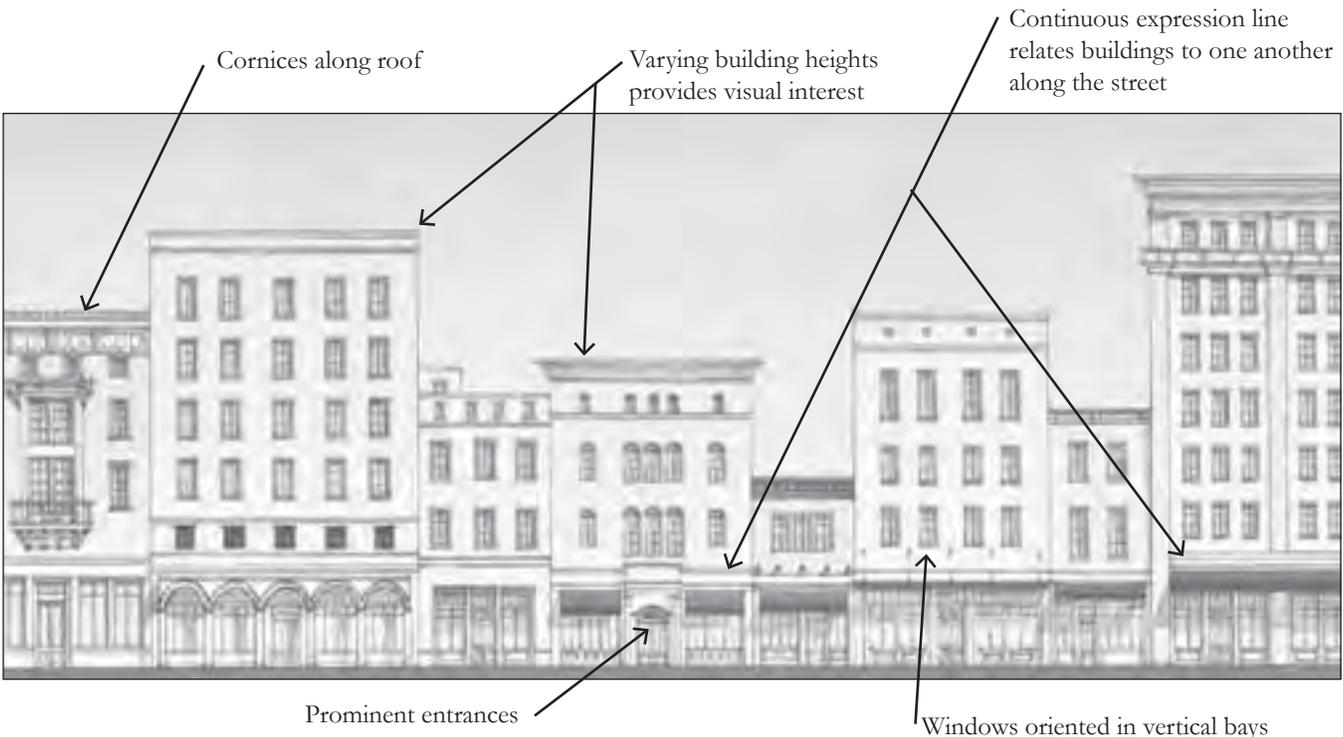
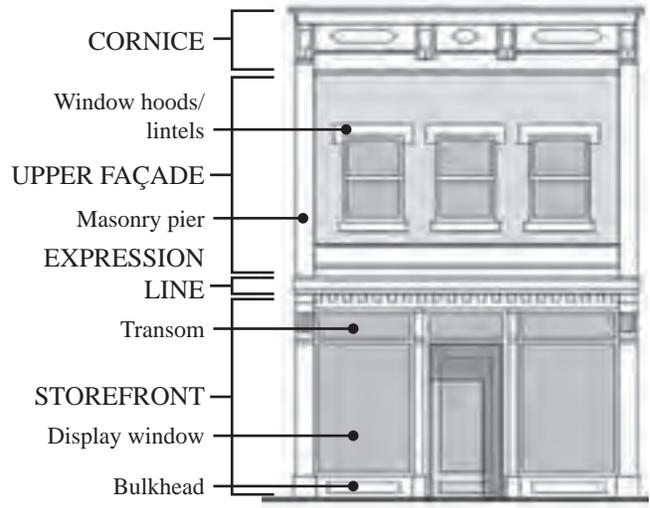


Bedroom Percentages

Bedroom percentages for multifamily dwellings as specified in Section 27-419 of the Zoning Ordinance shall not apply within the Central US 1 Corridor development district.

Architectural Elements | *Façades and Shopfronts*

Certain design elements are common to all styles of architecture and building types, such as opening compositions, shopfronts, and overall façade articulation—some of these are illustrated below. In general, each floor of any building facing a street, park, or square shall contain transparent windows covering between 20 to 70 percent of the wall area, as measured between finished floors.



Architectural Elements | *Façades and Shopfronts*



Façades and Shopfronts

- In order to provide clear views of merchandise in stores and to provide natural surveillance of exterior street spaces, the ground floor along the building frontage shall have untinted transparent storefront windows and doors covering between 50 percent and 70 percent of the wall area (between the finished floors).
- Low emissivity glass with high visual light transmittance may be permitted, but tinted glass shall not be permitted.
- The top of storefront window sills shall be between one and three feet above the sidewalk grade.
- Storefront windows shall extend to at least eight feet above the adjacent sidewalk.
- Storefronts shall remain unshuttered at night and shall provide clear views of interior spaces lit from within.
- Doors or entrances for public access shall be provided at intervals no greater than 50 feet.
- A minimum of 12 feet of habitable space shall be provided behind each shopfront along the building frontage.
- Each floor of any building facing a frontage street or open space shall contain transparent windows covering from 20 percent to 70 percent of the wall area, as measured between finished floors.
- Ground-floor residential units should have a raised finish floor at least 24 inches above the sidewalk grade to provide sufficient privacy for ground-floor residents.



Examples of Fenestration Percentages.

Architectural Elements | Awnings, Galleries, and Arcades



Awnings provide shade and contribute to sense of place.

Awnings

Minimum awning depth = 5' (measured perpendicular to the wall face).

Minimum underside clearance = 8' from the sidewalk.

The above requirements apply to first-floor awnings.

Awnings above the first floor have no minimum requirements.

- Awnings may occur forward of the minimum setback and may encroach within the right-of-way with the approval of the pertinent agency but shall not extend closer to the curb line than two feet.
- Awnings shall be made of durable fabric and may be either fixed or retractable. High-gloss or plasticized fabrics are prohibited. Backlit awnings are also prohibited.



A gallery or arcade provides a comfortable and inviting place to find shade or shelter from the elements.

Galleries and Arcades

Minimum gallery depth = 10' (measured from building face to outside column face).

Minimum arcade depth = 12' (measured from building face to outside column face).

Minimum underside clearance = 8' from the sidewalk.

- Galleries shall be only one story in height and may have flat or pitched roofs. Open balconies are permitted above the sidewalk level.
- Arcades shall be three to five stories in height with a one-story, open-air colonnade on the ground level.
- Galleries and arcades may occur forward of the minimum setback and may encroach within the right-of-way with the approval of the pertinent agency but shall not extend closer than two feet to the curb line.
- Galleries and arcades shall only be constructed where the minimum depth can be achieved.
- When used, galleries and arcades should extend over the entire length of a façade unless other constraints preclude them.

Architectural Elements | *Marquees and Balconies*



A marquee helps identify entrances and add a touch of character to a building.

Marquees

Minimum marquee depth = 6' (measured perpendicular to the wall face).

Minimum underside clearance = 8' from the sidewalk.

The above requirements apply to first floor marquees. Marquees above the first floor shall not be permitted.

- Marquees may occur forward of the minimum setback, and may encroach within the right-of-way with the approval of the pertinent agency but shall not extend closer to the curb line than two feet.
- Marquees typically are used above the primary entrances to buildings such as cinemas, hotels, and office buildings. They may be cantilevered (with the structure hidden internally) or supported from above by suspension cables or chains.



Balconies can help mitigate monotonous design and provide access to the outdoors for residents.

Balconies

Minimum balcony depth = 3' (measured perpendicular to the wall face).

Minimum underside clearance = 8' from the sidewalk.

- Balconies may occur forward of the minimum setback but may not encroach within the right-of-way.
- Balconies shall be permitted to have roofs but are required to be open, unair-conditioned parts of buildings.
- On corners, balconies shall be permitted to wrap around the side of the building facing the street.



Architectural Elements | Porches and Stoops



Porches can extend living space and provide a link to nature.

Porches

Minimum porch depth = 8' (measured from building face to outer column face).

Minimum underside clearance = 8' from the finished porch floor.

- Front porches may occur forward of the minimum setback but may not extend into the right-of-way.
- Side porches may extend past the side setback requirements but not into any easement.
- Porches shall match the architectural style and detailing of the primary building.



A stoop is a traditional gathering place within communities.

Stoops

Minimum stoop depth = 4' (measured from building face to edge of the uppermost riser).

Minimum stoop width = 4'

- Stoops may occur forward of the minimum setback but may not extend into the right-of-way.
- Stoop stairs may run to the front or to the side.
- Stoops shall match the architectural style and detailing of the primary building.

Architectural Elements | Street Screens

Street screens shall be used to screen parking lots and service areas of private lots from frontage streets. The following types of street screens may be used in the Central US 1 Corridor.



Garden walls help maintain the street wall.

Garden Walls

Minimum garden wall height = 3' 6" above adjacent sidewalk grade.

Maximum garden wall height = 6' above adjacent sidewalk grade

- Garden walls shall be constructed of brick, stone, or masonry faced with stucco (with texture and color to match building walls). Unclad cinder block shall not be permitted.
- A garden wall, fence, or hedge is required along all unbuilt rights-of-way and shall be located at the lot line or on the same plane (at the build-to line) as the building façade. Garden walls, fences, or hedges are encouraged along side yards.



Attractive fences reinforce privacy while contributing to the character of the neighborhood.

Fences

Minimum fence height = 3' 6" above adjacent sidewalk grade.

Maximum fence height = 6' above adjacent sidewalk grade.

- Fences shall be built of durable, attractive materials, such as brick, stone, wrought iron, and wood.
- Chain-link fencing, barbed wire, corrugated metal, corrugated fiberglass, sheet metal, and wire mesh shall not be permitted.



Hedges may provide a more natural approach to separate private and public lands.

Hedges

Minimum hedge height = 3' 6" above adjacent sidewalk grade.

Maximum hedge height = 6' above adjacent sidewalk grade.

- Hedges may serve the same purposes as walls and fences to provide privacy and delineate the edge of yards. Hedgerows may include posts of brick, stone, or masonry faced with stucco.

Architectural Elements | *Materials*

Building wall materials shall be combined on each façade horizontally only, with the heavier materials (stone, brick, concrete with stucco, etc.) below and supporting the lighter materials (wood, siding, etc). Any change in materials shall preferably occur at the floor or sill level.



Siding can be attractive but should reflect more traditional materials.

Siding

Permitted siding types include:

- Horizontal lap, of wood or composition board (such as Hardiplank®).
- Vertical wood board and batten.

All siding types shall incorporate vertical corner boards on outside building corners. Corner boards shall be a minimum of 3" in width.

Vinyl and aluminum siding shall not be permitted.



Stucco may also be appropriate in the Central US 1 Corridor.

Stucco

Surfaces finished in stucco should be smooth and hand trowelled in texture and painted. Sprayed-on stucco finishes and exterior insulation and finish systems (EIFS) are discouraged.



Masonry is a traditional material that complements existing development.

Masonry

Masonry walls, whether load bearing or veneer, may only be of brick or natural stone. Masonry is encouraged as the primary building material for all development in the walkable node and corridor infill areas.

Architectural Elements | Brick Detailing



Headers help define openings in building façades.

Header

The horizontal member spanning the top of an opening.

- All openings in masonry construction should be spanned by headers.
- Acceptable header types include stone or concrete lintels, brick segmental or semicircular arches, and brick jack arches.
- Headers should always be slightly wider than the openings they span.



Sills serve both decorative and functional uses.

Sill

The horizontal member at the base of a window opening.

- All window openings in masonry construction should have a sill.
- Sills are generally rectangular in form and are sloped slightly away from the window opening to shed water.
- Sills should be a minimum of two (2) inches in height and should project from the wall surface a minimum of one inch.
- Sills should be slightly wider than the window opening.



Caps can add a touch of character to masonry walls.

Cap

The protective top layer of a masonry structure exposed to weather from above.

- A cap should protect the tops of all masonry structures exposed to the weather, including garden walls, stair treads, planter edges, and freestanding piers.
- Caps should project past the edge of the brick structure by a minimum of half an inch.

Architectural Elements | *Landmark Features*

Landmark features should be provided in the landmark locations designated on the development character maps. Landmark features are designed in response to the prominence and visibility of their sites. A landmark

feature can be an architectural element such as a tower or a lantern, described below. If the landmark feature is located in a park or plaza, it may be a gateway feature, sculpture, or other work of public art.



Towers are classic elements that can add a touch of individuality to buildings.

Towers

Towers with a footprint smaller than 30 x 30 feet may extend up to one story above the designated height limit. Towers with a footprint smaller than 20 x 20 feet may extend up to two stories above the designated height limit.

Towers are permitted on all civic buildings or any building that is located on a corner lot.



Lanterns help infuse buildings with natural light.

Lanterns

The maximum lantern height is 12 feet (from the ridge of the roof upon which it sits, excluding pinnacles).

Lanterns generally provide light into interior spaces and are often positioned above an interior light or stair well. Lanterns may extend above the designated height limit.

Architectural Elements | Signage



Hanging signs are helpful to orient pedestrians on the sidewalk.



Signs along a sign band provide identification, while reducing visual clutter.



Vertical signs have a distinct look that contributes to visual interest.

Commercial Signs

- All signs 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 or civic buildings in certain cases. Free standing signs shall not be permitted.
- Signs shall be externally lit from the front with a full-spectrum source. Internal 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 shopfront may be neon lit.
- Building numbers are required (commercial buildings require building numbers in both the front and rear).
- The maximum gross area of signs on a given façade shall not exceed ten percent of the façade area of the commercial portion of the building. Architectural signs or signage painted on a building façade or mounted on the roof may exceed this limit in certain cases, to be determined at the time of site plan review.
- Signs mounted on the façade shall maintain a minimum clear height above sidewalks of eight feet.
- Signs shall not extend within two feet of the curb line.
- The maximum area of any single sign mounted perpendicular to a given façade shall not exceed nine square feet.
- A single external sign band may be applied to the façade of each building, provided that such signs shall not exceed three feet in height.

Architectural Elements | Signage

Desirable



Signs are coordinated in size and placement with the building and storefront.

Not Desirable



- Building signs concealing the cornice, awning, and windows.
- Over-varied sign shapes that create visual confusion.
- Awning signs that cover the masonry piers.
- Sale signs too large for storefronts or placed in display windows, obscuring views.

Permitted



Signs mounted and projecting from the façade.

Not Permitted



- Pole mounted signs designed to fit in deep suburban setbacks.



Pin letters mounted on the façade.



- Internally lit plastic signs designed for the "strip" rather than a pedestrian-oriented main street.



Signs painted directly on the façade above the front entrance.



- Monument signs reflect a more suburban environment.

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, should be reviewed and integrated into the design and construction process for all new development and renovation projects. LEED-Silver or better certification is desired for all new development.
- All development within the walkable nodes shall obtain a minimum of silver certification in one of the following applicable LEED® rating systems: new construction and major renovations, existing buildings, commercial interiors, core and shell, schools, retail, healthcare, and homes.
- 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 should be avoided.
- Phase out fossil-fuel climatization systems, such as oil heating. 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

- 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 shall 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. Set aside areas and construct 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 paving materials (grass paver systems 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 shall 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.

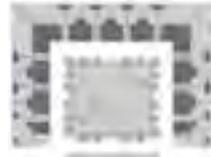
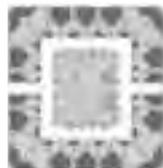
Stormwater Management and the Paint Branch

- 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 Paint Branch and the greater watershed.
- Underground or above-grade cisterns shall be integrated into the site plan for all new development within or abutting the Paint Branch buffer. These cisterns will both reduce the amount of stormwater flowing into the Paint Branch and will 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.

Food Production

- This table shows ways of incorporating types of local food production throughout the Central US 1 Corridor. Cities are increasingly allowing urban agriculture and the raising of animals for household use to encourage lower-cost food

Appropriate Forms of Open Space	ER	CI	WN	WNU
AGRICULTURAL PLOTS 	•			
VEGETABLE GARDEN 	•	•		
URBAN FARM 	•	•	•	
COMMUNITY GARDEN 	•	•	•	•
GREEN ROOF • Extensive • Semi-Intensive • Intensive 	•	•	•	•

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 let under municipal or private administration.
- 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.
- As tree preservation and planting regulations are introduced, fruit trees may be included and designated for local food production.

Streets and Open Spaces | *Street Sections*

The following street sections refer to specific segments of the Central US 1 Corridor. The street sections supplement the building form standards, creating an integrated sense of place along the US 1 Corridor. Additional information about each street configuration, including streetscape, street trees, and street lighting, is included in the following pages.

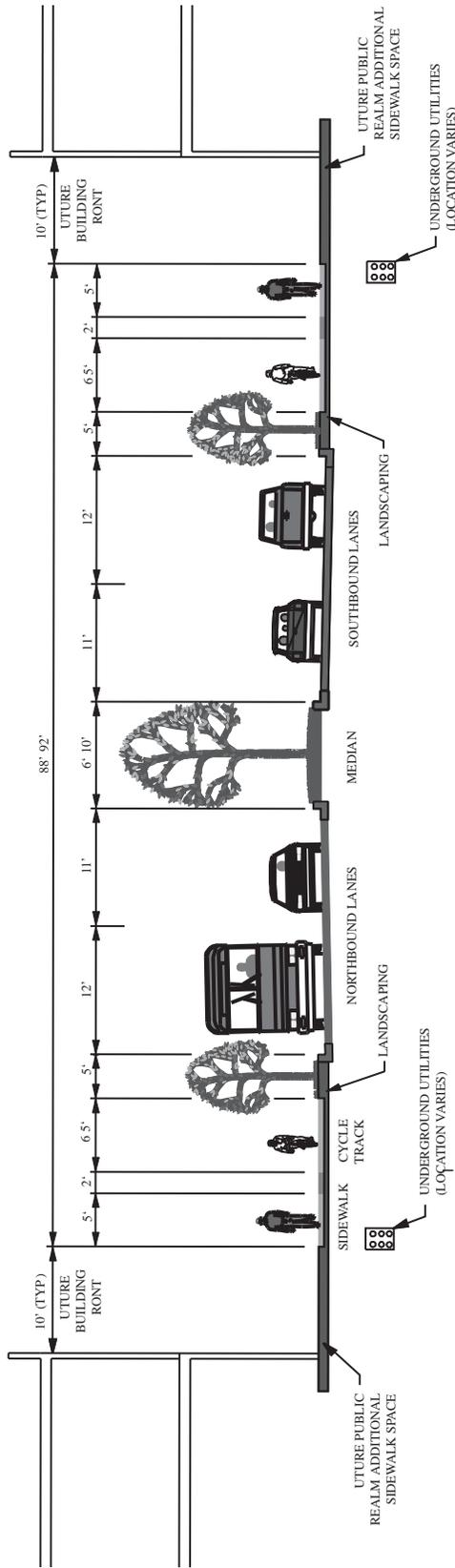
The modified street sections for US 1 included in these development district standards are for illustrative purposes only. They depict the ultimate preferred condition of US 1 recommended by the sector plan, but final approval is subject to the applicable transportation agency. Areas not addressed by the illustrative street sections shall be built to the specifications and standards set by the applicable transportation agency and are not recommended for modification by this sector plan.

Please note that the Central US 1 Corridor's right-of-way width varies throughout the sector plan area; it varies even within defined walkable nodes. In order to achieve a unified street character within the walkable nodes, easements shall be used where necessary to create a consistent build-to line, planter width, and sidewalk width.

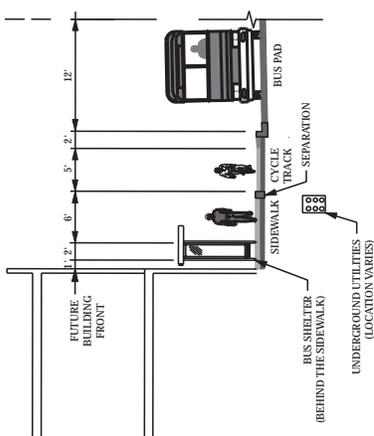
Finally, it must be noted that reduction in lane width, curb radii, and effective turning radii is proposed by the sector plan and these development district standards. The desired character of US 1 can be achieved with appropriate reductions in these dimensions and careful consideration of where larger curb radii may be necessary to accommodate bus and truck traffic movements. Specific requirements for truck and transit bus routes and truck loading may apply as determined at the time of detailed site plan review.

Streets and Open Spaces | Street Sections

Capital Beltway to College Avenue



This street section diagram is for illustrative purposes only.



TYPICAL BUS SHELTER PLACEMENT

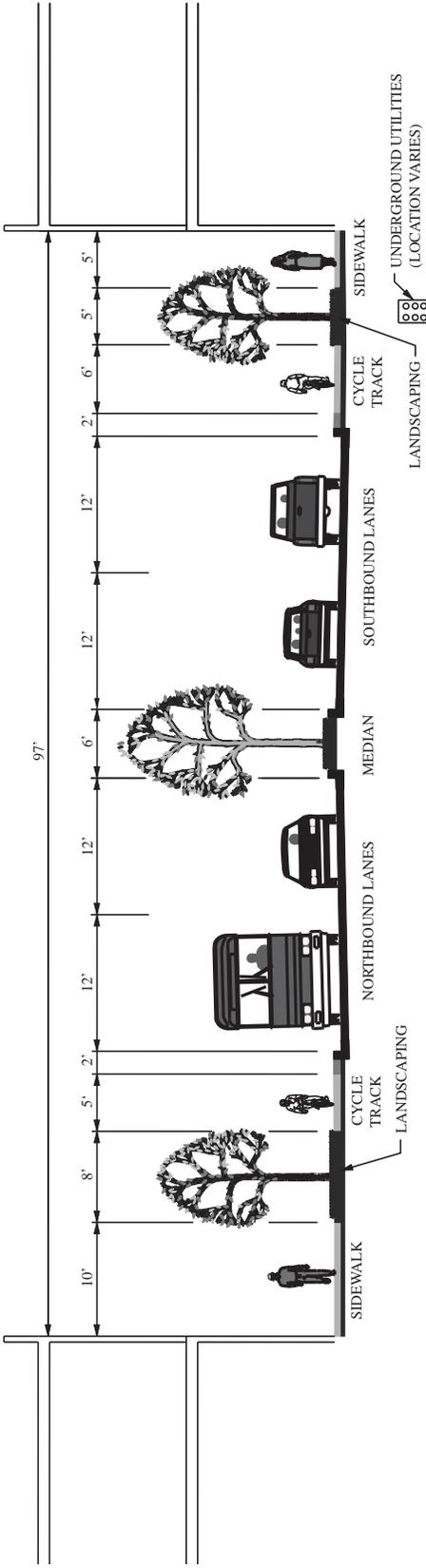
The final dimensions or design of bus shelters and other transit-related facilities would be per the applicable standards of DPW&T and/or the appropriate operating agency with maintenance responsibility. These facilities shall accommodate appropriate site distance for safety as determined by the appropriate operating agency with maintenance responsibility together with the agency maintaining the roadway under their jurisdiction.

Capital Beltway to College Avenue

Thoroughfare Type	Commercial street (CS)—walkable nodes
Right-of-Way Width	Drive (DR)—corridor infill Varies; typically 88-92 feet May extend to 108-112 feet where bus pads are provided
Pavement Width	Typically 52-56 feet May extend to 74-78 feet where bus pads are provided
Movement	Slow movement within walkable nodes
Design Speed	Slow-to-medium movement within corridor infill areas 30 MPH desired within walkable nodes
Pedestrian Crossing Time	16 seconds
Traffic Lanes	4 lanes: 2 outside lanes @ 12 feet, 2 inside lanes @ 11 feet Where bus pads are provided, pads are 12 feet wide
Median	Center median of 6-10 feet; median is wider at intersections to allow for turning lanes, and pedestrian refuges where appropriate
Effective Turning Radius	10 feet wherever possible; wider radii appropriate where transit or truck traffic is expected
Walkway type	Varies; 12-18 foot sidewalks where possible within walkable nodes; 5-8 foot sidewalks where possible within corridor infill areas
Bikeway Type	6.5-foot cycle tracks (long-term/ultimate section) 5-foot marked bicycle lanes (short-term)
Planter type	Varies; 4.5-6 foot continuous planter where possible
Curb type	Curb
Landscapes type	Trees at 30' o.c. avg.
Transportation provision	Transit route and bicycle facilities

Streets and Open Spaces | Street Sections

College Avenue to Guilford Road



This street section diagram is for illustrative purposes only.

The final dimensions or design of bus shelters and other transit-related facilities would be per the applicable standards of DPW&T and/or the appropriate operating agency with maintenance responsibility. These facilities shall accommodate appropriate site distance for safety as determined by the appropriate operating agency with maintenance responsibility together with the agency maintaining the roadway under their jurisdiction.

College Avenue to Guilford Road

Thoroughfare Type	Commercial street (CS)
Right-of-Way Width	Varies; typically 97 feet
Pavement Width	Typically 54 feet
Movement	Slow movement
Design Speed	30 MPH desired
Pedestrian Crossing Time	14.8 seconds
Traffic Lanes	4 lanes; 2 outside lanes and 2 inside lanes, all @ 12 feet
Median	Center median of 6 feet; median is wider at intersections to allow for turning lanes and pedestrian refuges where appropriate
Effective Turning Radius	10 feet wherever possible; wider radii appropriate where transit or truck traffic is expected
Walkway Type	Varies; 5-10 foot sidewalks where possible
Bikeway Type	6-foot cycle tracks (long-term/ultimate section)
Planter Type	5-foot marked bicycle lanes (short-term)
Curb Type	Varies; 5-8 foot continuous planter, or tree wells when necessary
Landscape Type	Curb
Transportation Provision	Trees at 30' o.c. avg. Transit route and bicycle facilities

Streets and Open Spaces | Streetscape

Streetscape refers to the area between the private property line and the edge of the vehicular lanes. General streetscape arrangement types are described

below, tied closely to their corresponding character area. More detailed information about each streetscape arrangement type is included on the following page.

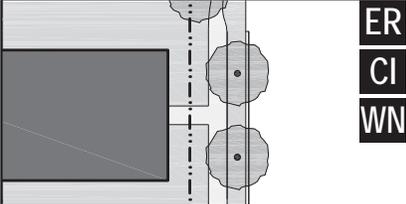
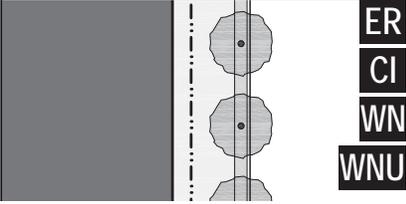
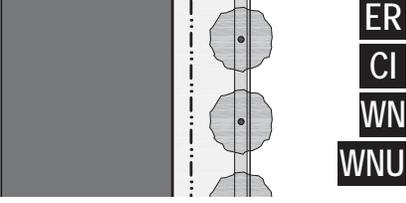
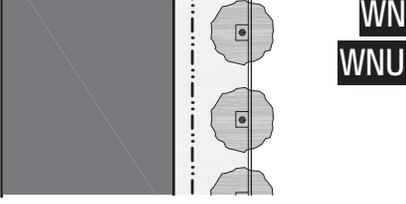
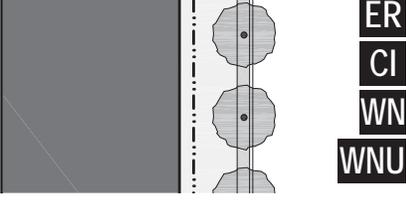
PLAN	
LOT	R.O.W. PRIVATE FRONTAGE STREETSCAPE
<p>(ST) For Street: This frontage has raised curbs drained by inlets and sidewalks separated from the vehicular lanes by individual or continuous planters, with parking on one or both sides. The landscaping consists of street trees of a single or alternating species aligned in a regularly spaced allée, with the exception that streets with a right-of-way (R.O.W.) width of 40 feet or less are exempt from tree requirements. This streetscape condition may be found in the existing residential areas.</p>	
<p>(DR) For Drive: This frontage has raised curbs drained by inlets and a wide sidewalk or paved path along one side, related to a greenway or waterfront. It is separated from the vehicular lanes by individual or continuous planters. The landscaping consists of street trees of a single or alternating species aligned in a regularly spaced allée.</p>	
<p>(AV) For Avenue: This frontage has raised curbs drained by inlets and wide sidewalks separated from the vehicular lanes by a narrow continuous planter with parking on both sides. The landscaping consists of a single tree species aligned in a regularly spaced allée.</p>	
<p>(CS) (AV) For Commercial Street or Avenue: This frontage has raised curbs drained by inlets and very wide sidewalks along both sides separated from the vehicular lanes by separate tree wells with grates and parking on both sides. The landscaping consists of a single tree species aligned with regular spacing where possible but clears the storefront entrances. This streetscape condition is urban in nature and is recommended for the walkable nodes.</p>	
<p>(BV) For Boulevard: This frontage has slip roads on both sides. It consists of raised curbs drained by inlets and sidewalks along both sides, separated from the vehicular lanes by planters. The landscaping consists of double rows of a single tree species aligned in a regularly spaced allée. This streetscape condition may be appropriate along Rhode Island Avenue in the Hollywood Commercial District.</p>	

Image Credits: DPZ

Streets and Open Spaces | Streetscape

Detailed streetscape arrangement types are included below. This table includes descriptions and dimensions for each element of the streetscape, from the full

assembly to the specific curb, walkway, and planter. Additional information about street trees and street lighting is included on pages 265–267.

Required Streetscape Elements by Character Area

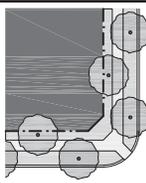
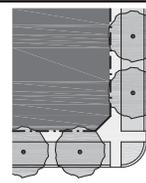
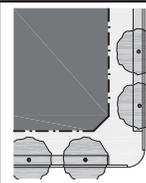
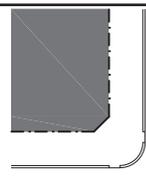
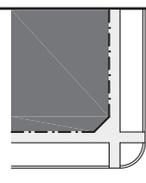
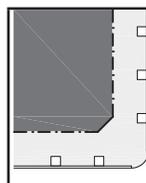
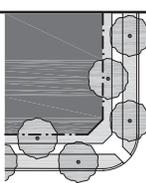
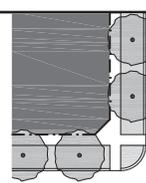
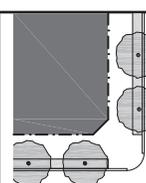
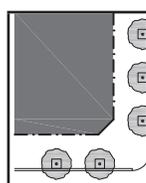
CHARACTER AREA Public Frontage Type	ER CI	CI WN	WN WNU	WN WNU
	ST-DR-AV	ST-DR-AV-BV	CS-DR-AV-BV	CS-DR-AV-BV
<p>Assembly: The principal variables are the type and dimension of curbs, walkways, planters, and landscape.</p> <p>Total Width</p>	 12-18 feet	 12-18 feet	 18-24 feet	 18-30 feet
<p>Curb: The detailing of the edge of the vehicular pavement, incorporating drainage.</p> <p>Type</p> <p>Radius</p>	 Raised curb 5-20 feet	 Raised curb 5-20 feet	 Raised curb 5-20 feet	 Raised curb 5-20 feet
<p>Walkway: The pavement dedicated exclusively to pedestrian activity. Sidewalk widths may vary where necessary to fulfill the vision of the sector plan</p> <p>Type</p> <p>Width</p>	 Sidewalk 4-8 feet	 Sidewalk 4-8 feet	 Sidewalk 12-20 feet	 Sidewalk 12-30 feet
<p>Planter: The layer which accommodates street trees and other landscape.</p> <p>Arrangement</p> <p>Species</p> <p>Planter type</p> <p>Planter width</p>	 Regular Alternating Continuous planter 8 feet-12 feet	 Regular Single Continuous planter 8 feet-12 feet	 Regular Single Continuous planter 4 feet-6 feet	 Opportunistic Single Tree well 4 feet-6 feet
<p>Landscape: Refer to Street Trees section.</p>				
<p>Lighting: Refer to Street Lighting section.</p>				

Image Credits: DPZ

Streets and Open Spaces | Streetscape, Amenities, and Adequate Public Facilities

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.

Sidewalks

- At the time of development, the developer/property owner (including the developer and the applicant's heirs, successors, and/or assignees) is required to install sidewalks.
- Special decorative paving materials, such as brick, precast pavers, Belgium block, or granite pavers, are recommended in the walkable nodes and at appropriate locations within the corridor infill areas.
- Sidewalk materials should be continued across driveways whenever possible, and accent paving should be used to define pedestrian crossings.

Streetscape Amenities

- Amenities, such as benches, bicycle racks, trash receptacles, water fountains, sculpture/artwork, game tables, moveable seating, public mailboxes, and bus shelters, shall be required for all development.
- Streetscape amenities shall be consistent in design within a development project and should be consistent within each distinct walkable node, corridor infill area, or existing residential neighborhood.
- All proposed streetscape amenities shall be indicated on detailed site plan submittals and shall include information of location, spacing, quantity, construction details, and method of illumination.

Adequacy of Transportation Facilities

Within the Central US 1 Corridor Development District, the transportation facilities adequacy standard shall be Level-of-Service E, based on the average peak period levels of service for all signalized intersections in three designated segments of the Central US 1



Corridor. These segments are (1) Capital Beltway south to MD 193; (2) MD 193 south to Paint Branch Parkway/Campus Drive; and (3) Paint Branch Parkway/Campus Drive south to Guilford Drive. Outside the Capital Beltway, the transportation facilities adequacy standard for any new development or redevelopment shall be peak period Levels-of-Service E, for individual intersections calculated in accordance with procedures outlined in the guidelines maintained by the Transportation Planning Section of the Planning Department.

Streets and Open Spaces | *Street Trees*

Street trees are required in all character areas at a minimum spacing of 30 feet on center. The appropriate location, arrangement, and planter type for street trees in each character area is described in further detail in the Streetscape Standards of the Streets and Open

Spaces Section, found on pages 262-264, as well as in the individual street sections, found on pages 259-261. Refer to the Landscape Manual for appropriate street tree species.

Appropriate Street Tree Forms by Character Area	ER	CI	WN	WNU
OVAL 	▪	▪		
BALL 	▪	▪	▪	▪
UMBRELLA 	▪			
VASE 	▪	▪		

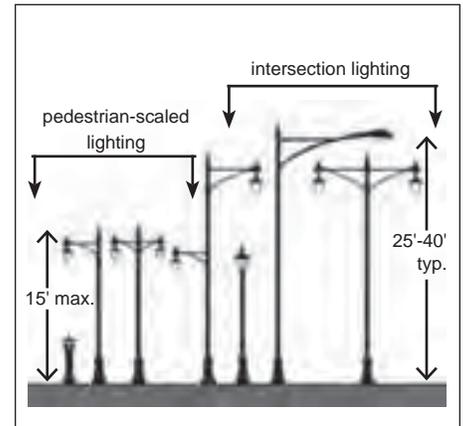
Image Credits: DPZ

Streets and Open Spaces | *Street Lighting*

General Standards

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.

- Pedestrian-scaled fixtures shall be used on all streets.
- Street lights shall be placed aligned with the street tree alignment line (generally between two and a half to four feet from the back of the curb). Placement of fixtures shall be coordinated with the organization of sidewalks, landscaping, street trees, building entries, driveways, and signage.
- The height of light fixtures shall be kept low (generally not taller than 15 feet) to promote a pedestrian scale to the public realm and to minimize light spill to adjoining properties. Light fixtures in the walkable node and corridor infill areas shall be closely spaced (generally not more than 30 feet on center) to provide appropriate levels of illumination.
- In the walkable nodes, business owners are encouraged to assist with lighting the sidewalk and accent their business location by leaving display-window and interior lighting on at night.
- Light poles may include armatures that allow for the hanging of banners or 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.
- Use Louis Poulsen Nyhavn lighting fixtures as selected by the City of College Park along any US 1 frontage.



Types of street lighting.



Banners can provide a unifying theme for retail areas.

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 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: Lighted sculptures, fountains, and towers in a neighborhood, especially those visible to pedestrians and vehicles, provide a form of wayfinding.



Shopfronts help to light the sidewalk.

Streets and Open Spaces | Streetscape Lighting

Lighting Types and Configurations

Lighting fixtures shall be appropriately chosen for the character area within which they are located; the diagram and standards below shall be used as a guide to selecting fixtures.

- Variety in character is good to establish identity and uniqueness. However, there shall be consistency along the Central US 1 Corridor, creating a

unifying scheme of illumination that is appropriate to the scale of the street and the level of nighttime activity. Lamp styles shall not be mixed along any one particular block of a street.

- Light fixtures shall be downcast or low cut-off fixtures to prevent 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.

Appropriate Fixture Configurations by Character Area	ER	CI	WN	WNU
PIPE 	■			
POST 	■	■		
COLUMN 	■	■	■	
DOUBLE COLUMN 			■	■

Image Credits: DPZ

Streets and Open Spaces | *Open Space*

Appropriate arrangements for open space are described in the table below according to specific character areas.

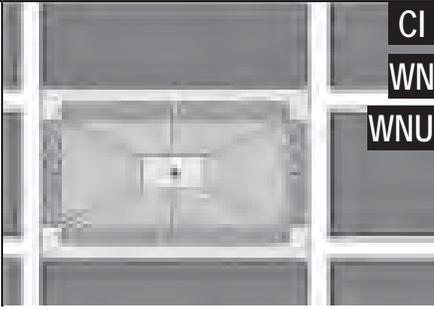
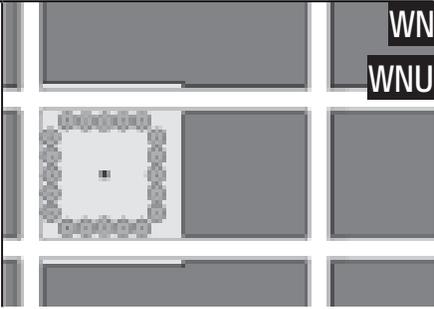
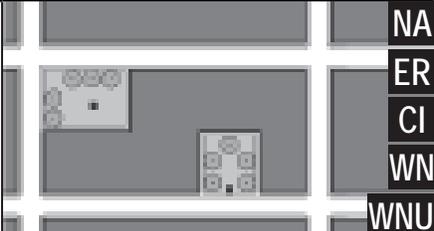
<p>Park: A natural preserve available for unstructured recreation. A park does not need to be fronted by buildings. Its landscape shall consist of paths and trails, meadows, waterbodies, woodland and open shelters, all naturalistically disposed. Parks may be lineal, following the trajectories of natural corridors.</p>	 <p>NA ER</p>
<p>Green: An open space available for unstructured recreation. A green may be spatially defined by landscaping rather than buildings fronting it along the edges. Its landscape shall consist of lawn and trees, naturalistically disposed.</p>	 <p>ER CI WN</p>
<p>Square: An open space available for unstructured recreation and public gatherings. A square is spatially defined by building frontages. Its landscape shall consist of paths, lawns and trees, formally disposed. Squares should be located at the intersection of important thoroughfares.</p>	 <p>CI WN WNU</p>
<p>Plaza: An open space available for public gatherings and outdoor markets. A plaza shall be spatially defined by building frontages. Its landscape shall consist primarily of pavement. Trees are optional. Plazas should be located at the intersection of important streets.</p>	 <p>WN WNU</p>
<p>Playground: An open space designed and equipped for the recreation of children. A playground should be fenced and may include an open shelter. Playgrounds shall be interspersed within residential areas and may be placed within a block. Playgrounds may be included within parks and greens.</p>	 <p>NA ER CI WN WNU</p>

Image Credits: DPZ

Definitions

The following terms have a specific meaning within these development district standards. Where there is an apparent conflict with a term defined in Section 27-107.01(a) of the Zoning Ordinance, the definition in these development district standards shall prevail.

1. Access road: An outer vehicular lane or lanes of a thoroughfare designed for slow speeds while inner lanes carry higher speed traffic and separated from them by a planted median. (Syn: access lane, service lane, frontage road.)
2. Allée: A regularly spaced and aligned row of trees usually planted along a thoroughfare or path.
3. Alley: See rear alley.
4. Arcade: A colonnade that has habitable space on the second story.
5. Attic: The interior part of a building contained within its roof structure above the ceiling of the top story.
6. Awning: An architectural projection roofed with flexible material supported entirely from an exterior wall of a building.
7. Balcony: An open habitable portion of an upper floor extending beyond a building's exterior wall that is not supported from below by vertical columns or piers but is instead supported by either a cantilever or brackets.
8. Bicycle lane: A portion of a roadway that has been designated by signs and/or pavement markings for preferential or exclusive use by bicyclists.
9. Bicycle route: A thoroughfare designated for the shared use of bicycles and automobiles.
10. Block: The aggregate of private lots, passages, rear alleys and rear lanes, circumscribed by thoroughfares.
11. Building form: The orientation, frontage, and configuration of a building and its site, as well as its parking.
12. Build-to line: A build-to line specifies the relationship of a building frontage/façade to the primary street. Rather than pushing buildings away from the street, as in a setback, the build-to line brings buildings closer to the street to help define the streetspace and enhance pedestrian comfort.
13. Block: The aggregate of private lots, passages, rear lanes, and alleys, circumscribed by thoroughfares.
14. Building footprint: Any structure built for the support, shelter, housing or enclosure of persons, animals, or property of any kind, including appurtenances to buildings, such as chimneys, stairs, and elevated stoops, porches, terraces, and decks; except that assistive technology for accessibility including ramps and platform lifts shall not be defined as part of the building for the purpose of measuring setbacks and the lot occupancy of a building.
15. Building frontage: The side of a building that faces the frontage street. The required building frontage per lot type is the percentage of lot width over which the principal building plane extends.
16. Building height: The vertical extent of a building measured in stories, not including a raised basement or a habitable attic. Building-height limits do not apply to masts, belfries, clock towers, chimney flues, water tanks, elevator bulkheads, and similar structures. Building height shall be measured from the average grade of the enfronting sidewalk.
17. Character area: an area marked by existing or envisioned development that has shared characteristics of building form and streets and open space.
18. Colonnade: A roofed structure, extending over the sidewalk, open to the street except for supporting columns or piers.
19. Commercial: The term collectively defining workplace, office, retail, and lodging functions.
20. Community: A regulatory category defining the physical form, density, and extent of a settlement.
21. Complete streets: A street designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities are able to safely move along and across a complete street.
22. Configuration: The form of a building, based on its massing, frontage, and height.
23. Corridor: A lineal geographic system incorporating transportation and/or greenway trajectories.
24. Curb: The edge of the vehicular pavement detailed as a raised curb or flush to a swale. The curb usually incorporates the drainage system.

25. Curb radius: The curved edge of street paving at an intersection, measured at the inside travel edge of the travel lane.
26. Density: The number of dwelling units within a standard measure of land area, usually given as units per acre.
27. Design speed: The velocity at which a street tends to be driven without the constraints of signage or enforcement. Velocity has four ranges of speed: very low: (below 20 MPH); low: (20-25 MPH); moderate: (25-35 MPH); high: (above 35 MPH). Lane width is determined by desired design speed.
28. Development character map: A map that shows the character areas and special requirements for areas subject to regulation by these development district standards. The development character map graphically shows, applies, and places the regulations and standards established in these development district standards.
29. Dooryard: A private frontage type with a shallow setback and front garden or patio, usually with a low wall at the frontage line. (Syn: lightwell, light court.)
30. Drive: A thoroughfare along the boundary between an urbanized and a natural condition, usually along a park or promontory. One side has the character of a thoroughfare with sidewalk and building, while the other has the qualities of a road or parkway with naturalistic planting and rural details.
31. Driveway: A vehicular lane within a lot, or shared between two lots, usually leading to a garage. A driveway in the first layer may be used for parking, thereby becoming subject to the constraints of a parking lot.
32. Effective parking: The amount of parking required for mixed-use development after adjustment by the shared parking factor.
33. Elevation: An exterior wall of a building not along a frontage line. See façade.
34. Encroachment: Any structural element, such as fences, garden walls, porches, stoops, towers, balconies, awnings, or colonnades that break the plane of a vertical or horizontal regulatory limit extending into a setback, into the streetscape area, or above a height limit.
35. Exception: Permits a practice that is not consistent with a provision or intent of the development district standards.
36. Existing local codes: The regulations provided in other codes, ordinances, regulations, and standards for the Central US 1 Corridor.
37. Expression line: A line prescribed at a certain level on a building for the major part of the width of a façade, expressed by a variation in material or by a limited projection, such as a molding or balcony.
38. Façade: The exterior wall of a building that is set along a frontage line. See elevation.
39. First floor elevation: The height of the finished floor on the first floor of a building. First floor elevation shall be measured from the average grade of the enfronting sidewalk.
40. Forecourt: A private frontage where a portion of the façade is close to the frontage line and the central portion is set back.
41. Front: To place an element along a frontage line, as in “porches front the street.”
42. Frontage: The areas between a façade and the vehicular lanes inclusive of its built and planted components. Frontage is divided into private frontage and streetscape.
43. Frontage line: a lot line abutting a right-of-way.
44. Frontage street: The public right-of-way that serves as primary access to a property.
45. Furnishing strip: the layer within the right-of-way that provides a space for the placement of landscaping, public street furniture, transit stops, public signage, or utilities in order to keep the sidewalk unencumbered for the free movement of pedestrians.
46. Garden wall: A freestanding wall along the property line dividing private areas from streets, rear lanes, or adjacent lots.
47. Green: a civic space type for unstructured recreation spatially defined by landscaping rather than building frontages.
48. Habitable space: Building space whose use involves human presence. Habitable space excludes parking garages, self-service storage facilities, warehouses, and display windows separated from retail activity.
49. Illustrative plan: a plan or map that depicts (i.e., illustrates but does not regulate) the streets, lots, buildings, and general landscaping of a proposed development designed as a traditional neighborhood.
50. Landmark feature: a building, architectural element, or work of art located on a prominent and visible site within the urban fabric; whose design responds to and takes full advantage of its site.
51. Layer: A range of depth of a lot within which certain elements are permitted.
52. Lightwell: A private frontage type that is a below-grade entrance or recess designed to allow light into basements. (Syn: light court.)

53. **Liner building:** A building specifically designed to mask a parking lot or a parking garage from a frontage. A liner building, if less than 30 feet deep and two stories, shall be exempt from parking requirements.
54. **Lintel:** A horizontal beam that supports the weight of the wall above a window or door.
55. **Lot:** A parcel of land having specific boundaries and recorded as such in a deed or subdivision plat.
56. **Lot coverage:** The portion of a lot, expressed as a percentage, which may be occupied by a building or structure and impervious driveway and parking area surfaces. Lot coverage excludes all pervious surfaces, such as landscape areas, interlocking pavers, porous pavement, and products designed to allow grass and other vegetation to grow within it, so long as such pervious surfaces and elements are not more than 12 feet above ground level. Patios, decks, pools and spas, sidewalks, pathways and similar at-grade surfaces are also excluded from lot coverage.
57. **Lot frontage:** The property line adjacent to the frontage street.
58. **Lot line:** The boundary that legally and geometrically demarcates a lot.
59. **Lot occupation:** The percentage of lot area that may be covered by building footprint.
60. **Lot width:** The length of the principal frontage line of a lot.
61. **Marquee:** A permanently roofed architectural projection whose sides are vertical. Marquees are intended for the display of signs and are supported entirely from an exterior wall of a building.
62. **Mandatory shop frontage:** Buildings within an area designated for a mandatory shop frontage shall design and build the ground floor as shopfronts.
63. **Open space:** Land intended to remain undeveloped. Open space may be designed as public gathering space or for recreation.
64. **Orientation:** The direction in which the fronts, sides, and backs of a building and its lot are placed in relation to their surroundings.
65. **Park:** A civic space type that is a natural preserve available for unstructured recreation.
66. **Parking structure:** A building containing two or more stories of parking above natural grade.
67. **Pedestrian shed:** An area defined by the average distance that may be traversed at an easy walking pace from its edge to its center. This distance is applied to determine the size of a neighborhood or extent of a community. A standard pedestrian shed is one quarter of a mile radius. With transit available or proposed, a long pedestrian shed has an average walking distance of a half-mile. Pedestrian sheds are oriented toward a central destination containing one or more important intersections, meeting places, civic spaces and/or civic buildings.
68. **Placement:** The way a building is placed or located on its lot.
69. **Planter:** The element of the public frontage which accommodates street trees. Planters may be continuous or individual.
70. **Playground:** An open space designed and equipped for children's recreation.
71. **Plaza:** A civic space type designed for civic purposes and commercial activities in the more urban areas, generally paved and spatially defined by building frontages.
72. **Porch:** A roofed area attached at the first floor level to the front of a building, open except for railings and support columns. Porches may be multistory.
73. **Primary entrance:** The entrance to a structure that is located along the frontage street.
74. **Primary frontage street:** A street that must be fronted by the principle frontage of a lot and building in all cases. Interior and corner lots shall be considered to have one primary frontage street.
75. **Principal entrance:** The main point of access for pedestrians into a building; shall be located on the primary frontage street.
76. **Principal façade:** The front plane of a building not including stoops, porches, or other attached architectural features.
77. **Principal frontage:** The lot and building frontage that faces the primary frontage street.
78. **Principal frontage line:** The frontage line along the principal frontage.
79. **Private frontage:** The privately held layer between the frontage line and the line of the exterior wall of the principal building extended to the side lot lines.
80. **Public frontage:** The area between the curb of the vehicular lanes and the frontage line.
81. **Public parking reserve:** A parking structure or surface lot within a quarter-mile of the site that it serves. Space may be leased or bought from this reserve to satisfy parking requirements.

82. Public realm: The physical and social domain of the public that is held in common either by their physical presence or by visual association. This includes, but is not limited to, plazas, squares, parks, thoroughfares, public frontages, private frontages, civic buildings, and civic spaces.
83. Rear alley (RA): A vehicular way located to the rear of lots providing a location for utility easements and access to service areas, parking, and outbuildings paved with a ribbon curb at the outer edge. (Syn: alley.)
84. Right-of-way: The strip of land dedicated to public use for pedestrian and vehicular movement, which may also accommodate public utilities. This strip of land is either publicly owned or subject to an easement for right-of-way purposes benefiting the general public.
85. Route: See bicycle route.
86. Row house: A single-family dwelling that shares a party wall with another of the same type and occupies the full frontage line. See rear yard building. (Syn: townhouse.)
87. Secondary entrance: Any entrance located along the secondary frontage of a building.
88. Secondary frontage: On corner lots and through lots, the frontage that is not the principal frontage. Side or rear setbacks or building façades shall not front a street.
89. Setback: The area of a lot measured from the lot line to a building façade or elevation. This area must be maintained clear of permanent structures with the exception of fences, garden walls, arcades, porches, stoops, and balconies (that align with the first-story level), which are permitted to encroach into the setback.
90. Shared parking: An accounting for parking spaces that are available to more than one function. The requirement is reduced by a factor, shown as a calculation. The shared parking ratio varies according to multiple functions in close proximity, which are unlikely to require the spaces at the same time.
91. Shared-use bicycle program: A program that provides rental bicycles to members and has a fee structure that encourages quick turnover of the bicycles by users so as to increase the chances of availability to others (e.g., no use charge for the first 30 minutes).
92. Shared-use path: A bikeway outside the traveled way and physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent alignment. Shared-use paths are also used by pedestrians (and skaters, users of manual or motorized wheelchairs, and joggers) and other authorized and non-motorized users.
93. Shopfront: A private frontage, typically for retail use with substantial glazing and an awning, where the façade is aligned close to the frontage line with the building entrance at the level of the sidewalk.
94. Shop frontage: Frontage lines designated on the development character map that require the provision of a shopfront, encouraging the ground level to be available for retail use.
95. Sidewalk: The paved section of the public or private frontage dedicated exclusively to pedestrian activity.
96. Sideyard building: A building that occupies one side of the lot with a setback to the other side. This type of building can be a single- or twin-building depending on whether it abuts the neighboring house.
97. Square: An inherently civic and formal open space offering a potential setting for civic buildings and monuments, as well as unstructured recreation. Squares are spatially defined by façades of buildings and formal tree planting.
98. Stoop: A small platform and/or entrance stairway at a house door, commonly covered by a secondary roof or awning.
99. Story: A habitable level within a building. Attics and raised basements are not considered stories for the purposes of determining building height.
100. Street (ST): A local urban thoroughfare for low vehicular speed and capacity.
101. Street screen: A freestanding wall built along the frontage line or parallel with the façade. Street screens may mask a parking lot from the thoroughfare, provide privacy to a side yard, and/or strengthen the spatial definition of the public realm. (Syn: street wall.)
102. Street tree alignment line: The line parallel to the vehicular lanes where street trees are planted.
103. Trail head: The point at which a trail begins. Trail heads often contain rest rooms, sign posts, and distribution centers for informational brochures about the trail and its features and parking areas for vehicles and trailers.
104. Turning radius: The curved edge of a street at an intersection measured at the inside edge of the track of a vehicle. The smaller the turning radius, the smaller the pedestrian crossing distance, and the more slowly the vehicle is forced to make the turn.
105. Vehicular lanes: The lanes providing traffic and parking capacity within a street. They usually consist of marked lanes in a variety of widths for parked and for moving vehicles.

SMA Applicability

Comprehensive Rezoning Policies

Introduction

The comprehensive rezoning process, also known in Prince George's County as the sectional map amendment (SMA) process, allows for the rezoning of a section of the overall county zoning map in order to bring zoning into conformance with approved county plans and policies. This chapter contains the SMA for the Central US 1 Corridor sector plan area. This SMA is intended to implement the land use recommendations of the approved sector plan for the foreseeable future.

The District Council initiated the SMA in 2008 through Council Resolution CR-96-2008, with the expressed intent to process the SMA concurrent with the sector plan. The procedure followed was in accordance with Council Bill CB-39-2005, which amended the framework for the process whereby the District (County) Council approves the sector plan and SMA simultaneously (originally established in CB-33-1992).

Comprehensive rezoning, through the SMA, is a necessary implementation step in the land use planning process. It attempts to ensure that future development will be in conformance with county land use plans and development policies, reflecting the county's ability to accommodate development in the foreseeable future. Existing zoning that hinders such development may be corrected, and piecemeal rezonings will be reduced through the SMA process. The approval of the zoning pattern recommended by the sector plan and implemented by this SMA brings zoning into greater conformity with county land use goals and policies as they apply to the Central US 1 Corridor area, 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 for 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 SMA results in the revision of the official 1"=200' zoning map(s) for this sector plan area. Future comprehensive examinations of the zoning within these areas will occur in accordance with the procedures established for SMAs.

The Central US 1 Corridor Sector Plan area was adopted into the Maryland-Washington Regional District on November 29, 1949. Comprehensive rezoning of the entirety of the plan area last occurred on May 1, 1990, with the approval of the SMA for Langley Park, College Park, Greenbelt and vicinity (Planning Areas 65, 66, and 67) by Council Resolution CR-39-1990. A small portion of the sector plan area within the Hollywood Commercial District was last rezoned on October 16, 2001, when the *Approved Sector Plan and Sectional Map Amendment for the Greenbelt Metro Area* was approved by Council Resolution CR-63-2001. Comprehensive rezoning of much of the US 1 Corridor took place on April 30, 2002, with the approval of Council Resolution CR-18-2002. This most recent comprehensive rezoning was concurrent with the 2002 *Approved College Park US 1 Corridor Sector Plan and Sectional Map Amendment*.

The following are comprehensive rezoning policies established by the Planning Board and District Council to guide preparation of the SMA.

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 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 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 SMA has been prepared in accordance with that section.

Limitations on the Use of Zones

Zoning classifications in the SMA are limited only by the range of zones within the ordinance at the time of final action by the District Council. However, there are certain restrictions on when these may be applied to properties (Section 27-223 of the Zoning Ordinance). Reclassification of an existing zone to a less intense zone is prohibited where:

(g)(1) “The property has been rezoned by Zoning Map Amendment within five (5) years prior to the initiation of the Sectional Map Amendment or during the period between initiation and transmittal to the District Council, and the property owner has not consented (in writing) to such rezoning; or”

(g)(2) “Based on existing physical development at the time of adoption of the Sectional Map Amendment, the rezoning would create a nonconforming use. This rezoning may be approved, however, if there is a significant public benefit to be served by the rezoning based on facts peculiar to the subject property and the immediate neighborhood. In recommending the rezoning, the Planning Board shall identify these properties and provide written justification supporting the rezoning at the time of transmittal. The failure of either the Planning Board or property owner to identify these properties, or a failure of the Planning Board to provide the written justification, shall not

invalidate any Council action in the approval of the sectional map amendment.”

Finally, in order to clarify the extent to which a given parcel of land is protected from less intensive rezoning by virtue of physical development, the Zoning Ordinance states in Section 27-223(h) that:

“The area of the ‘property,’ as the word is used in Subsection (g)(2), above, is the minimum required by the Zoning Ordinance which makes the use legally existing when the Sectional Map Amendment is approved.”

Conditional Zoning

The inclusion of safeguards, requirements, and conditions beyond the normal provisions of the Zoning Ordinance that can be attached to individual zoning map amendments via “conditional zoning” cannot be utilized in SMAs. In the piecemeal rezoning process, conditions are used to (1) protect surrounding properties from potential adverse effects that might accrue from a specific zoning map amendment; and/or (2) 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 (SMA) process should be compatible with other land uses without the use of conditions. However, it is not the intent of an SMA to repeal the additional requirements determined via conditional zoning cases that have been approved prior to the initiation of a SMA. As such, it is appropriate that, 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, those same conditions shall be brought forward in the SMA. 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 SMAs shall be brought forward in the SMA where the previous zoning category has been maintained.

Comprehensive Design Zones (CDZs)

CDZs may be included in a SMA. Normally, the flexible nature of these zones requires a basic plan of development to be submitted through the zoning application process (zoning map amendment) in order to evaluate the comprehensive design proposal. It is only through approval of a basic plan, which identifies land use types, quantities, and relationships, that a CDZ can be recognized. Under this process, an application must be filed, including a basic plan, and the Planning Board must have considered and made a recommendation on the zoning application in order for the CDZ to be included within the SMA. During the comprehensive rezoning, prior to the submission of such proposals, property must be classified in a conventional zone that provides an appropriate “base density” for development. In theory, the base density zone allows for an acceptable level of alternative development should the owner choose not to pursue full development potential indicated by the master plan.

Under limited circumstances, a CDZ may be approved in a SMA without the filing of a formal rezoning application by an applicant. The recommendations of the sector plan and the SMA zoning change, including any design guidelines or standards, may constitute the basic plan for development. In these cases, overall land use types, quantities, and relationships for the recommended development concept should be described in the SMA text and be subject to further adjustment during the second phase of review, the comprehensive design plan, as more detailed information becomes available. (See CB-76-2006, CB-77-2006, and Sections 27-223(b), 27-225(a)(5), 27-225(b)(1), 27-226(a)(2), 27-226(f)(4), 27-478(a)(1), 27-480(g), and 27-521(a)(1) of the Zoning Ordinance.)

Mixed-Use Zoning Recommendations

Implementation of the long-range land use recommendations of the Central US 1 Corridor Sector Plan for mixed-use, pedestrian, and transit-oriented development in designated walkable nodes requires application of mixed-use zoning techniques.

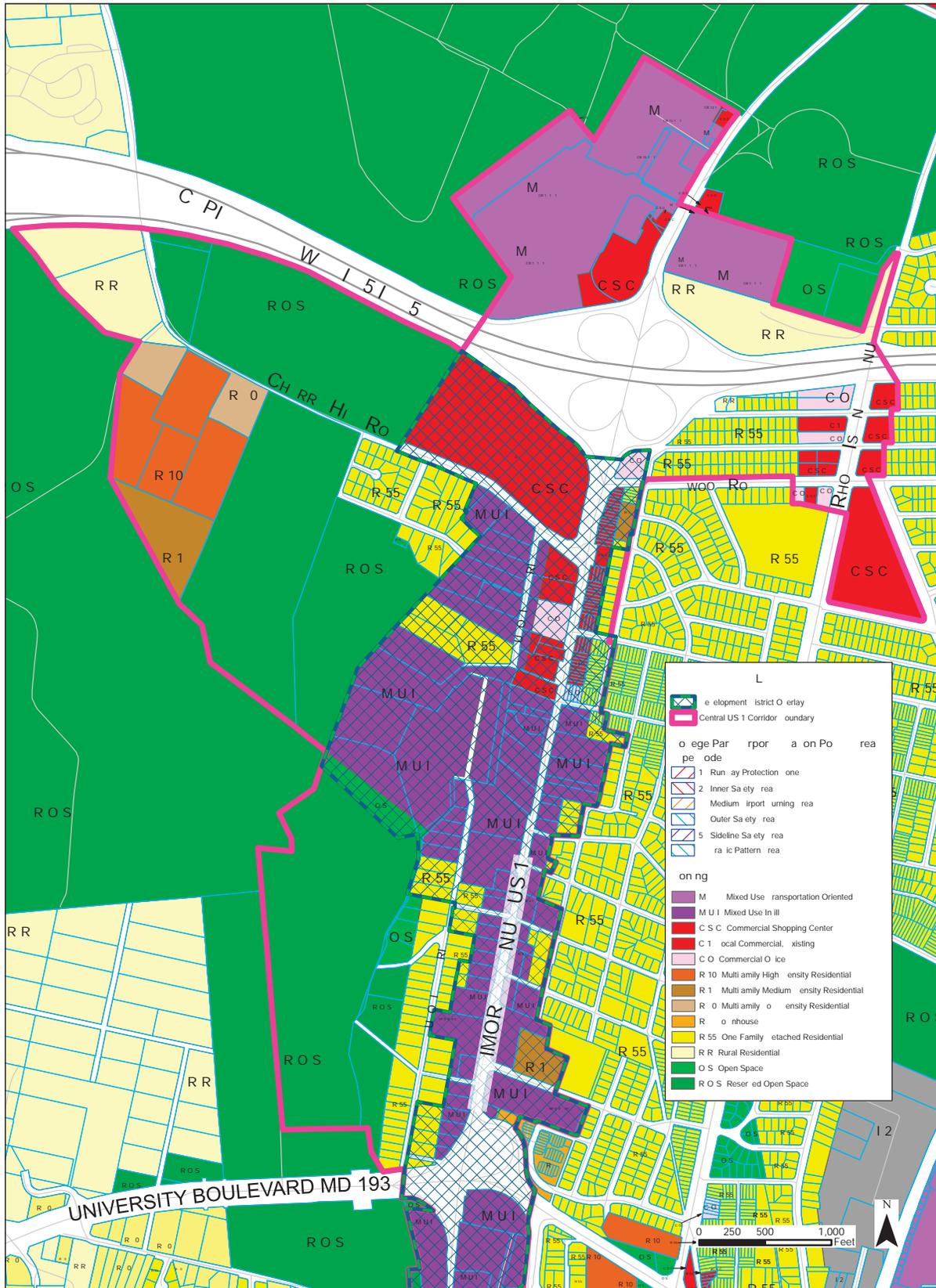
To effectively and efficiently implement the mixed-use, pedestrian- and transit-oriented development patterns recommended by the 2002 General Plan and recent small area plans, including the Central US 1 Corridor Sector Plan, it is recommended that an appropriate set of mixed-use zoning categories or techniques be prepared (or existing zones modified), so that there is an effective set of regulations to fully achieve the vision for the Central US 1 Corridor sector plan area.

A combination of the Mixed-Use Infill (M-U-I) Zone and a Development District Overlay Zone (DDOZ) serves as an adequate zoning technique to implement the recommendations of the sector plan for higher intensity, mixed-use development concentrated in the walkable nodes and corridor infill areas designated by the plan. The DDOZ will also address smaller-scale mixed-use development in other areas; provide for transitions in density, intensity, and design between walkable nodes and existing neighborhoods; and ensure consistency in the application of development district standards for new development and redevelopment.

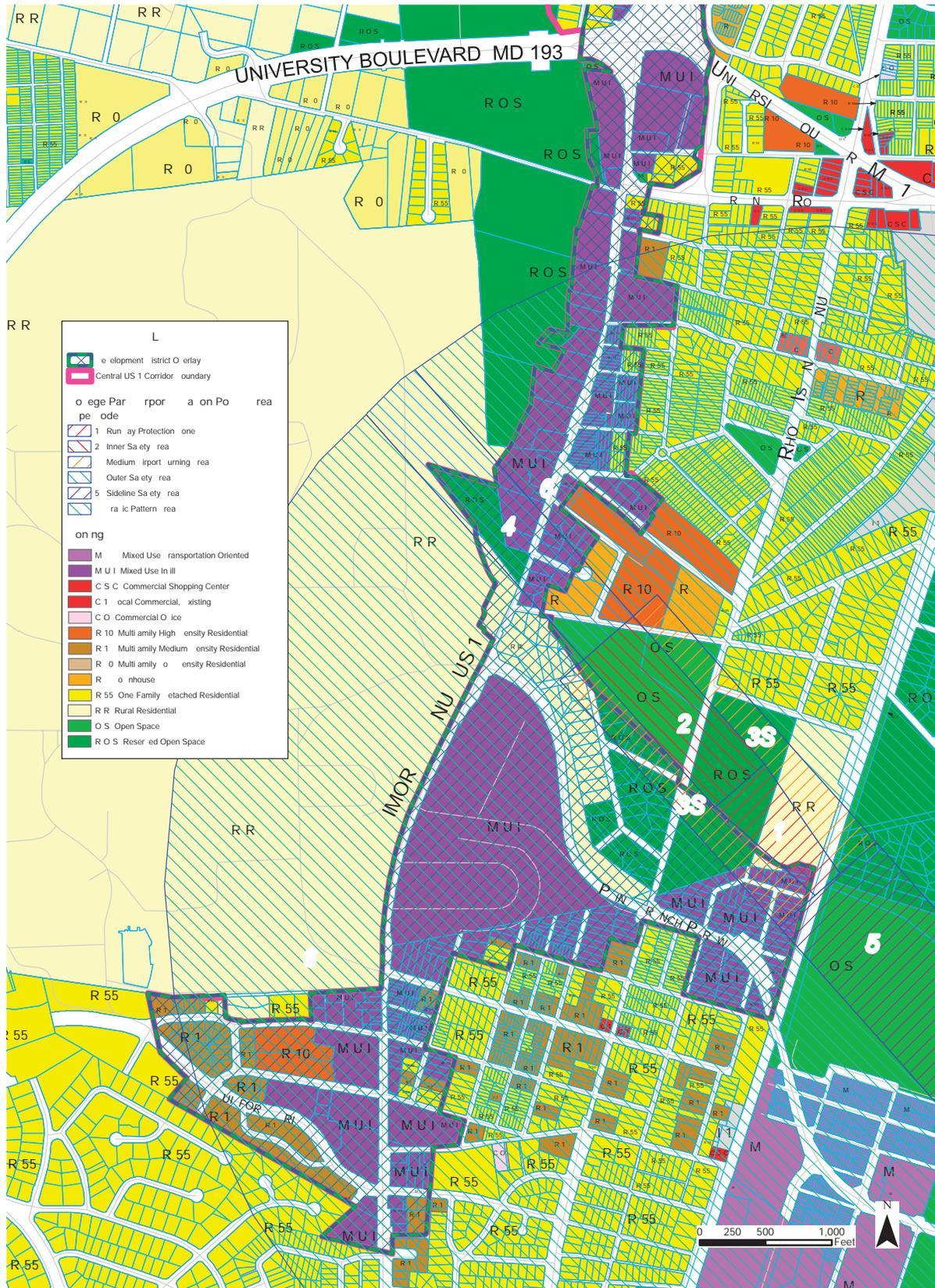
Property in a DDOZ area may be reclassified from its underlying zone to the M-U-I Zone as part of the SMA or through the property owner application process (Section 27-548.26(b)) of the Zoning Ordinance. This sector plan only supports the property owner application process for rezoning to the M-U-I Zone or expanding the DDOZ boundaries in locations that reinforce the concept of walkable nodes. Expansion of the DDOZ boundaries is not recommended outside of the walkable nodes unless the expansion is intended only to accommodate existing business uses that are impacted by future right-of-way expansion along US 1.

Development should also be phased so that certain levels trigger requirements meant to ensure conformance to the sector plan. For example, once a given number of dwelling units have been approved, there could be a focus on retail or commercial space, and residential building permits could be placed on hold until specific levels of office or retail space have been achieved.

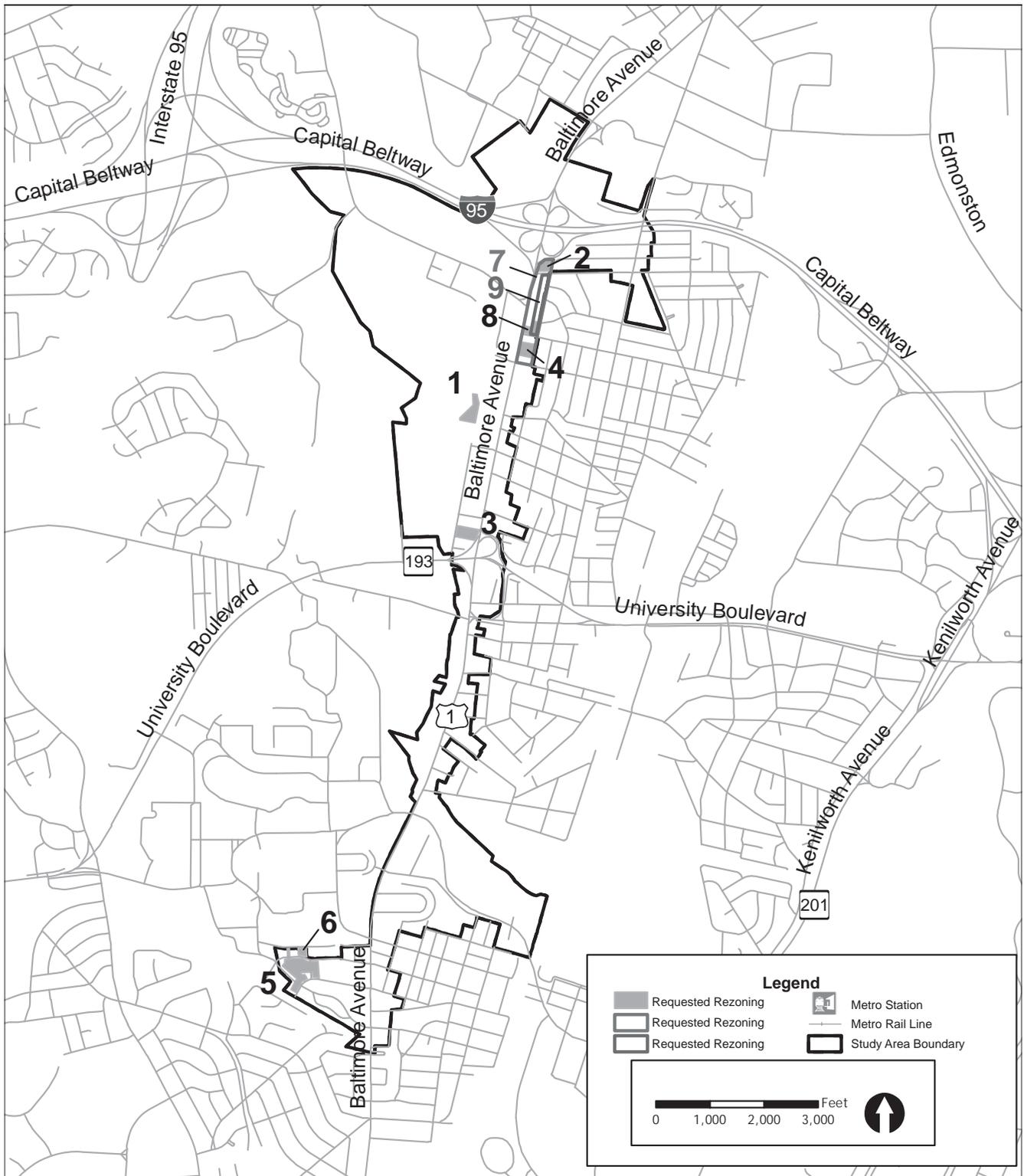
Map 28: Existing Zoning North



Map 29: Existing Zoning South



Map 30: Public Rezoning Requests



Public Rezoning Requests

Five rezoning requests were submitted by the public following initiation of the SMA. Four additional requests were received during the joint public hearing process. These requests are shown on Map 30: Public Rezoning Requests on page 278 and described in Table 17: Public Rezoning Requests on page 279. The requests for rezoning were reviewed in the context of the proposed sector plan land use policies.

Comprehensive Rezoning Changes

To implement the sector plan policies and land use recommendations contained in the preceding chapters, many parcels of land must be rezoned to bring the zoning into conformance with the sector plan. The comprehensive rezoning process (via the SMA) provides the most appropriate mechanism for the public sector to achieve this. As such, the SMA is approved as an amendment to the official zoning map(s) concurrently with approval of the sector plan.

The approved SMA includes 17 zoning changes based on the land use and development policies described in the previous chapters of this sector plan. The zoning changes include a DDOZ that is superimposed over the Central US 1 Corridor sector plan area to ensure that the development of land meets the goals described in the sector plan.

The location of approved changes is shown on Map 33: Approved SMA Zoning Changes on page 283. These approved zoning changes result in a new zoning inventory for the area (Table 18: Existing and Proposed Zoning Inventory (in Acres) on page 280). The approved zoning pattern for the Central US 1 Corridor sector plan area is shown on Map 31: Approved Zoning North on page 281 and Map 32: Approved Zoning South on page 282. These maps are included for illustrative purposes only. Upon approval, the 1"=200' scale zoning maps will represent the official zoning boundaries.

Table 17: Public Rezoning Requests

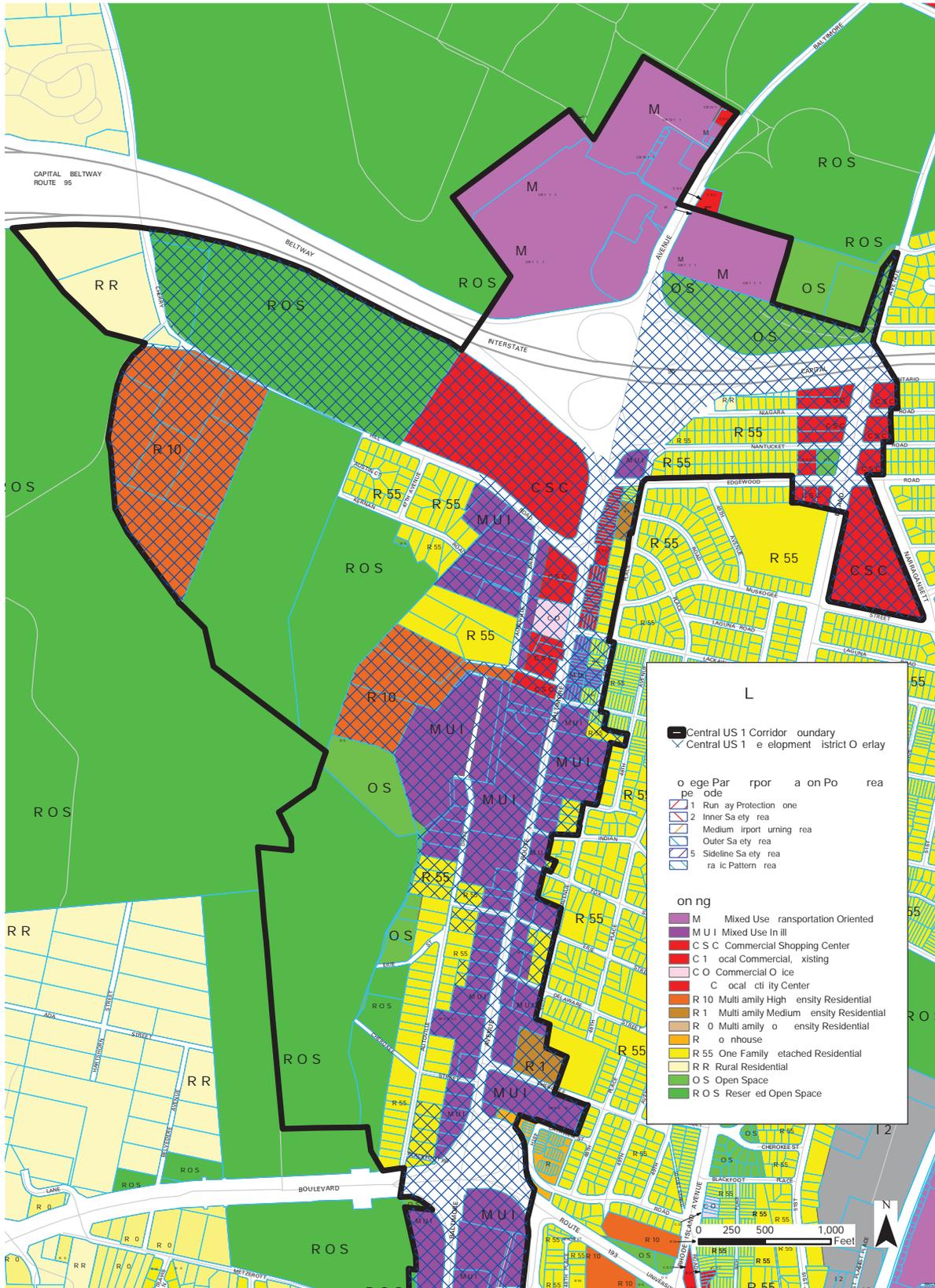
Property	Acreage	Requestor	Previous Zone	Requested Zone	Approved Zone	SMA Zoning Change Number
1. Kaz Brothers Property	2.56	Kaz Brothers, L.C.	M-U-I	M-U-I	M-U-I	N/A
2. ZH Investments Property	1.19	Michele LaRocca for ZH Investments, LLC	C-0	M-U-I	M-U-I	4; see page 287
3. Daria Land Group Property	1.46	Michele LaRocca for Daria Land Group, LLC	M-U-I and R-55	M-U-I	M-U-I and R-55	N/A
4. College Lodging Property	0.86	Nick Patel for College Lodging Inc.	C-S-C and R-55	M-U-I	M-U-I	5; see page 288
5. Knox Village Properties	7.25	Norman Rivera, Rifkin, Livingston, Levitan & Silver	R-18	M-U-I	M-U-I	13; see page 295
6. Delta Sigma Phi Property	0.49	Elizabeth M. Hewlett, Shipley, Horne, & Hewlett	R-R and R-55	M-U-I	M-U-I	13; page 295
7. 9600 and 9700 Blocks of Baltimore Avenue	10.12	Tammy Hnarakis	R-55, R-18, C-0, and C-S-C	M-U-I	R-55, R-18, C-S-C, and M-U-I	4 and 5; see pages 287 and 288
8. Hnarakis/Stokes, Martin, and Brewer Properties	1.41	Thomas Stokes and Gregory Hnarakis	C-S-C and R-55	M-U-I	C-S-C and R-55	N/A
9. 9700 and 9800 Blocks of 47th Place	3.14	Byrne Kelly	R-55 and R-18	M-U-I	R-55 and R-18	N/A

Table 18: Existing and Proposed Zoning Inventory (in Acres)

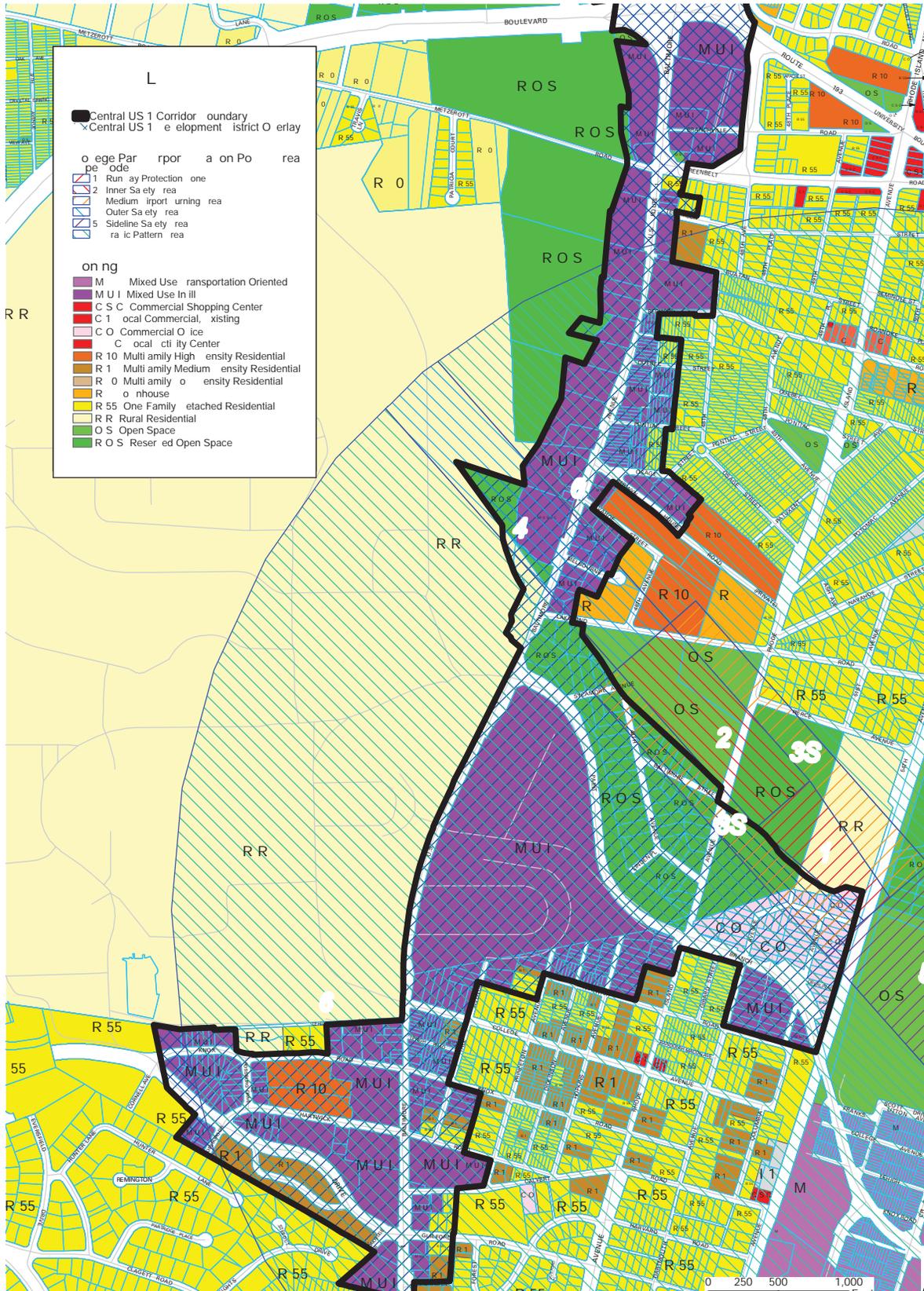
Zone	Existing Zoning	Net Change	Approved Zoning
R-0-S (Reserved Open Space)	185.66	+14.31	199.97
O-S (Open Space)	6.15	+19.62	25.77
R-R (Rural Residential)	44.27	-26.60	17.67
R-55 (One-Family Detached Residential)	58.75	-1.07	57.68
R-T (Townhouse)	0.33	--	0.33
R-30 (Multifamily Low Density Residential)	5.46	-5.46	0.00
R-18 (Multifamily Medium Density Residential)	28.36	-15.34	13.02
R-10 (Multifamily High Density Residential)	24.33	+25.90	50.23
C-0 (Commercial Office)	5.93	+6.06	11.99
C-1 (Local Commercial, Existing)	0.98	-0.98	0.00
C-S-C (Commercial Shopping Center)	51.37	-3.45	47.92
M-U-I (Mixed-Use Infill)	237.61	-18.59	219.02
M-X-T (Mixed Use-Transportation Oriented)	54.71	+5.60	60.31
Subtotal	703.91		703.91
Right-of-Way	138.23		138.23
TOTAL	842.14		842.14

Source: M-NCPPC

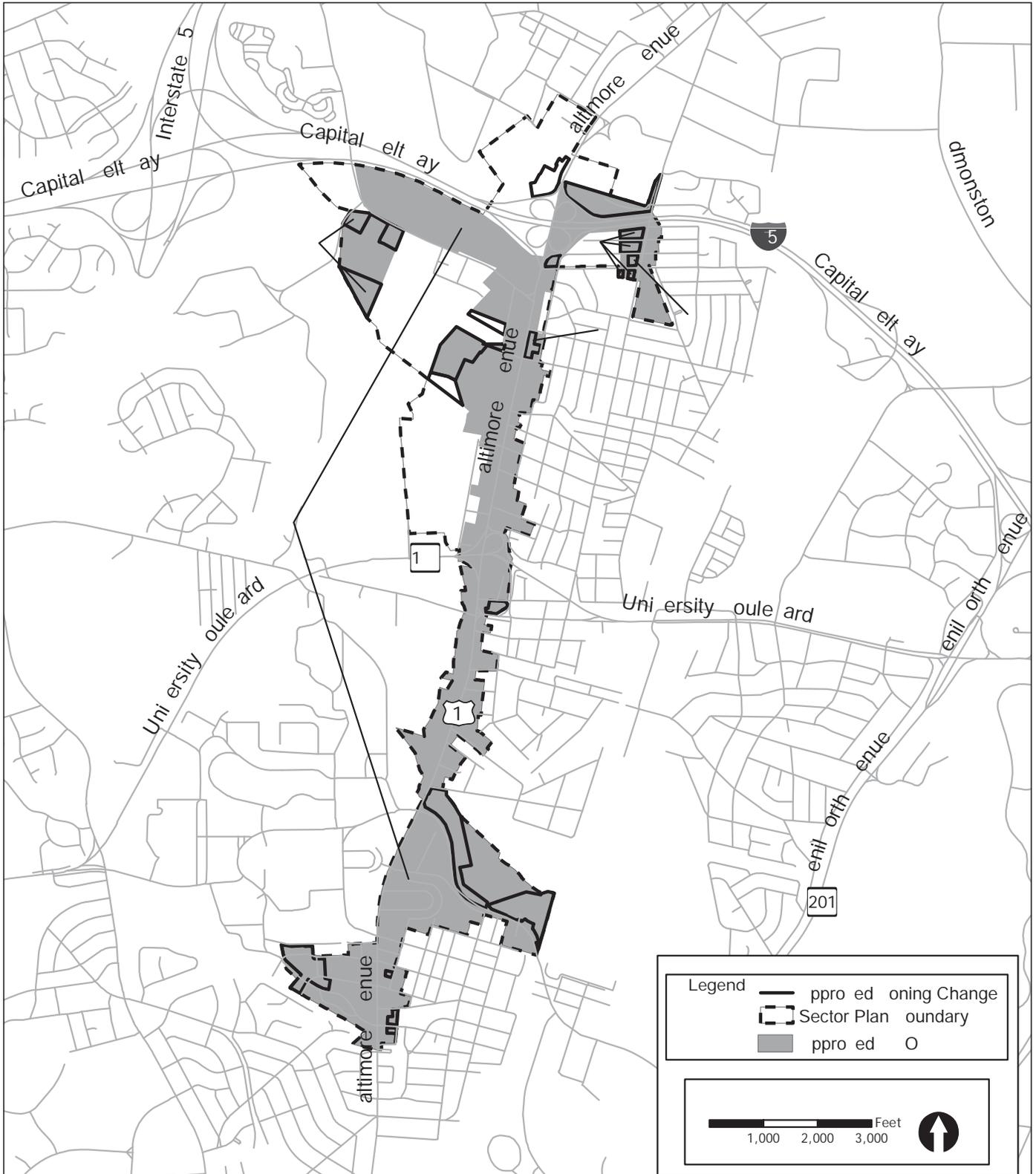
Map 31: Approved Zoning North



Map 32: Approved Zoning South



Map 33: Approved SMA Zoning Changes

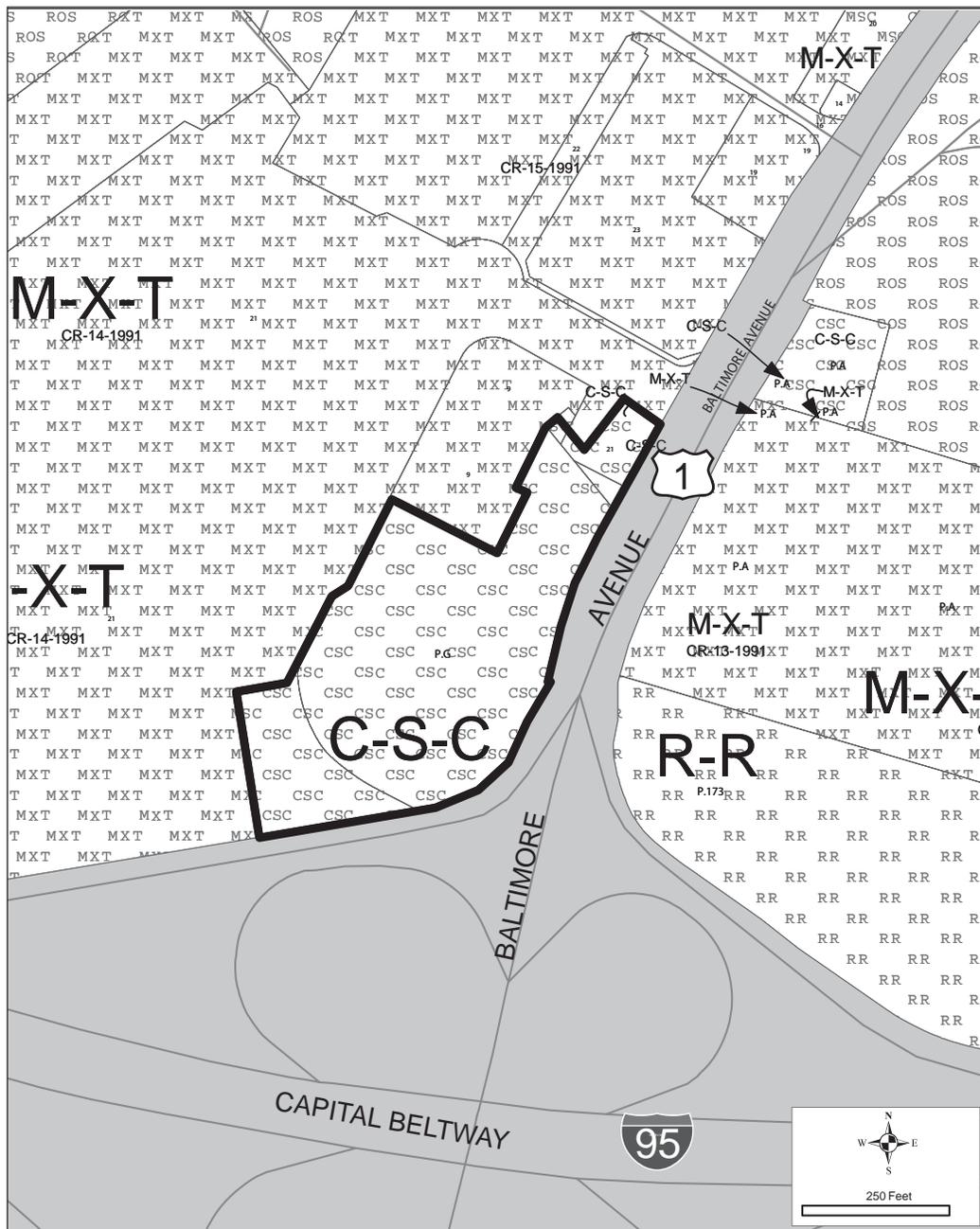


APPROVED CENTRAL US 1 CORRIDOR SECTOR PLAN AND SMA

Change Number	Zoning Change	Area of Change	Approved SMA/ZAPS/SE		200' Scale Index Map
			Number	Date	
1	C-S-C to M-X-T	5.6 acres	SMA	5/1/90	212NE04 213NE04

Use and Location: Holiday Inn Hotel at 10000, 10050, and part of 10200 Baltimore Avenue (Tax Map Grid 018E4, Beltway Host Hotel—RSB Parcels E&F, Plat 01194070, Parcel G; Tax Map Grid 018E4, IKEA Centre—Resub of Lots 2 and 6, Plat 01193094, Lot 9; part of Tax Grid 018E4, IKEA Centre—Resub, Plat 01203039, Lot 21).

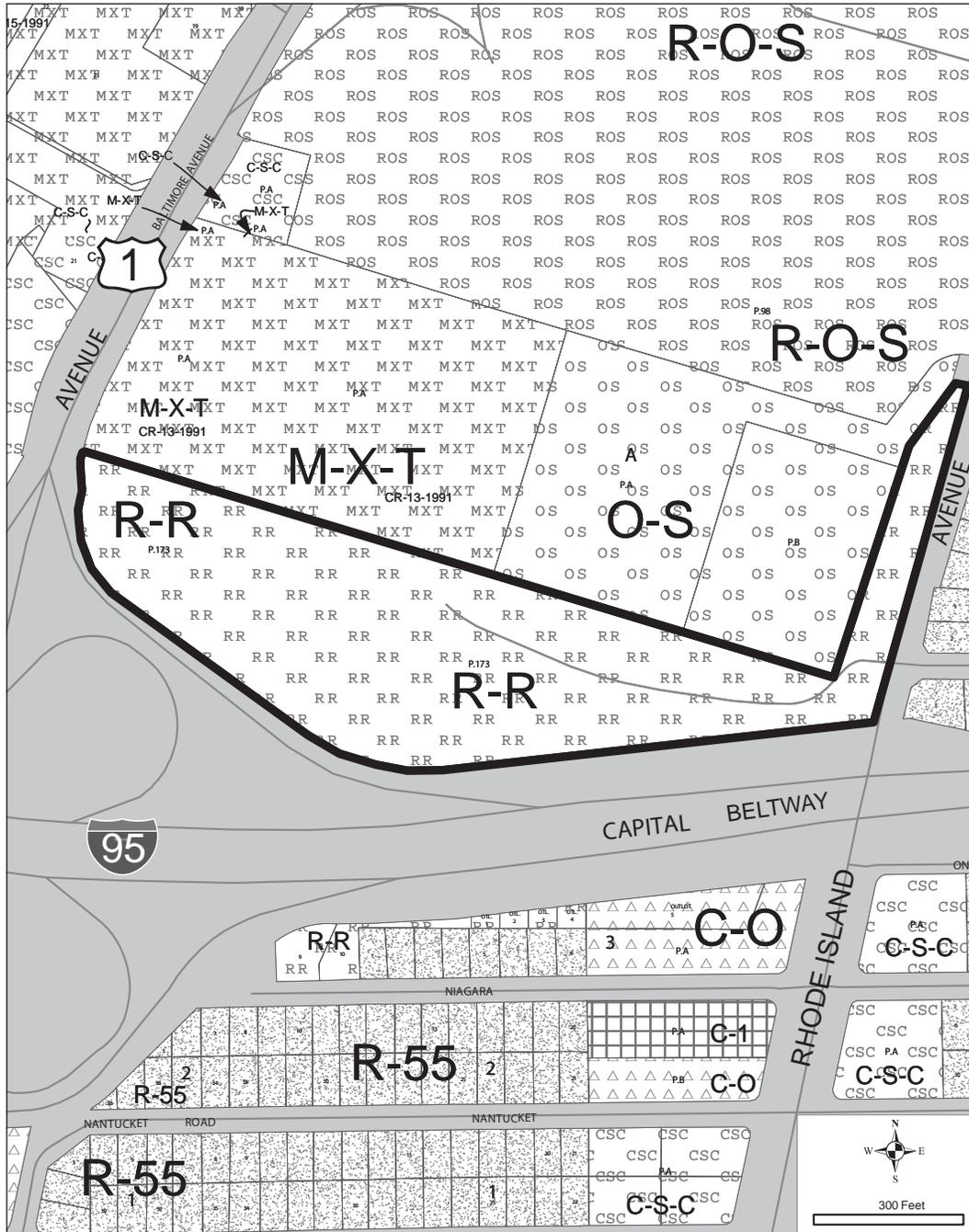
Discussion: The rezoning will allow for a mix of uses and a walkable, transit-oriented pattern of development in keeping with the recommendations of the sector plan for walkable nodes.



Change Number	Zoning Change	Area of Change	Approved SMA/ZAPS/SE		200' Scale Index Map
			Number	Date	
2	R-R to O-S	12.3 acres	SMA SE-3834	5/1/90	212NE05

Use and Location: Maryland State Police Barrack Q: College Park, at property address 0000 Rhode Island Avenue (Tax Map Grid 025E1, Parcel 173)

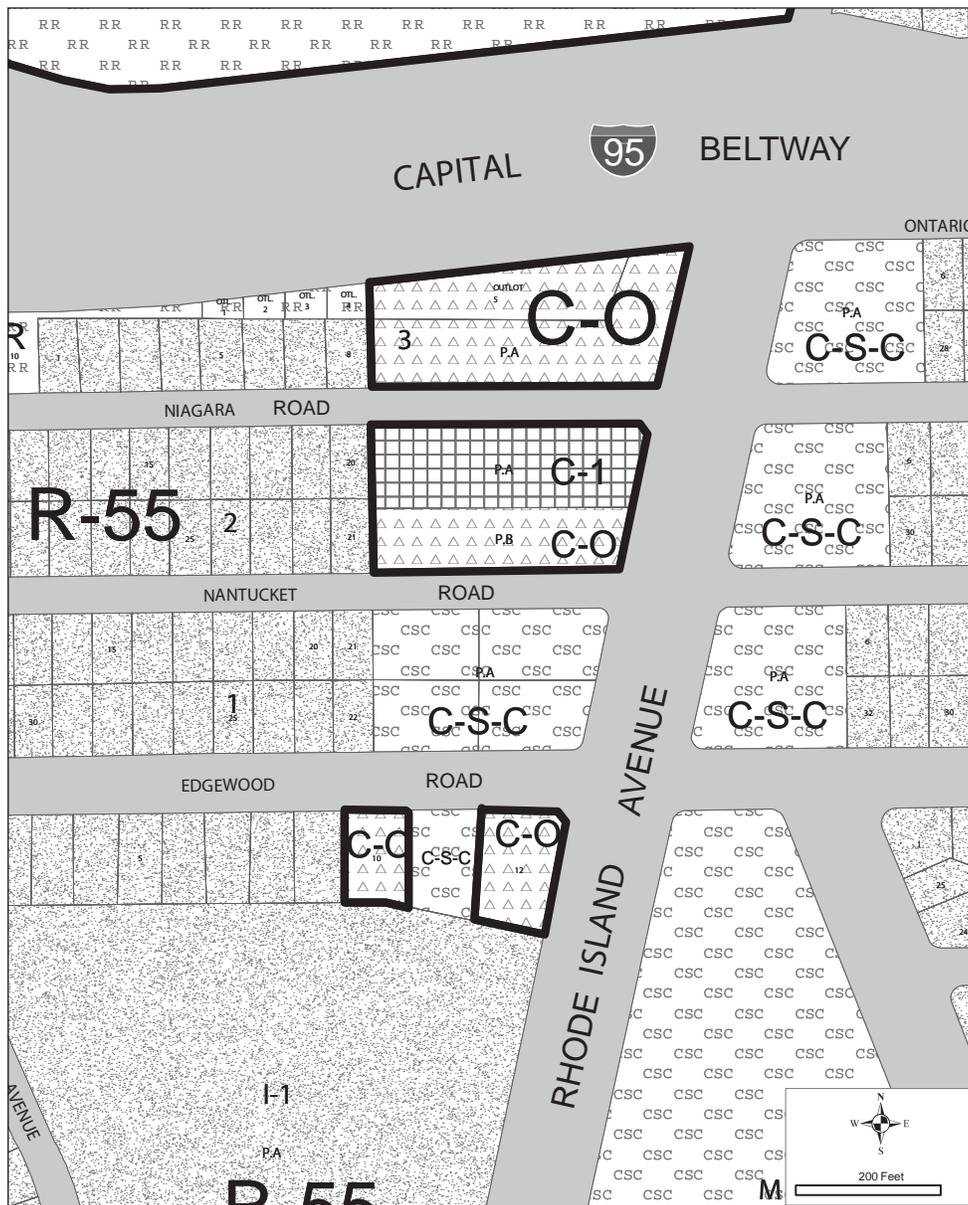
Discussion: The property is owned by the State of Maryland and is rezoned to the O-S (Open Space) Zone in keeping with the public land policies stated in the sectional map amendment.



Change Number	Zoning Change	Area of Change	Approved SMA/ZAPS/SE		200' Scale Index Map
			Number	Date	
3	C-1 to C-S-C C-O to C-S-C	4.0 acres	SMA	5/1/90	212NE05

Use and Location: Offices and retail uses—including natural healthcare remedies, a thrift store, pawn shop, clothing, and public accountancy, the Washington D.C. Center for Self Realization Fellowship, and the City of College Park Youth and Family Services facility, located at 4907, 4909, 4911, 4913, 4915, 4917, 4919, and 4920 Niagara Road; 4912 Nantucket Road; 4917 and 4925 Edgewood Road; and 9920 and 9922 Rhode Island Avenue. (Tax Map Grid 025F1, Hollywood—Addn., Plat A01-1836, Block 2, Parcel A, and Block 3, Outlot 5 and Parcel A; Plat A01-3539, Block 2, Parcel B; Tax Map Grid 025F1, Hollywood, Plat A21-4889, Block EYE1, Lot 10; Tax Map Grid 025F1, Hollywood—Resub, Plat 2111005, Block I-1, Lot 12.)

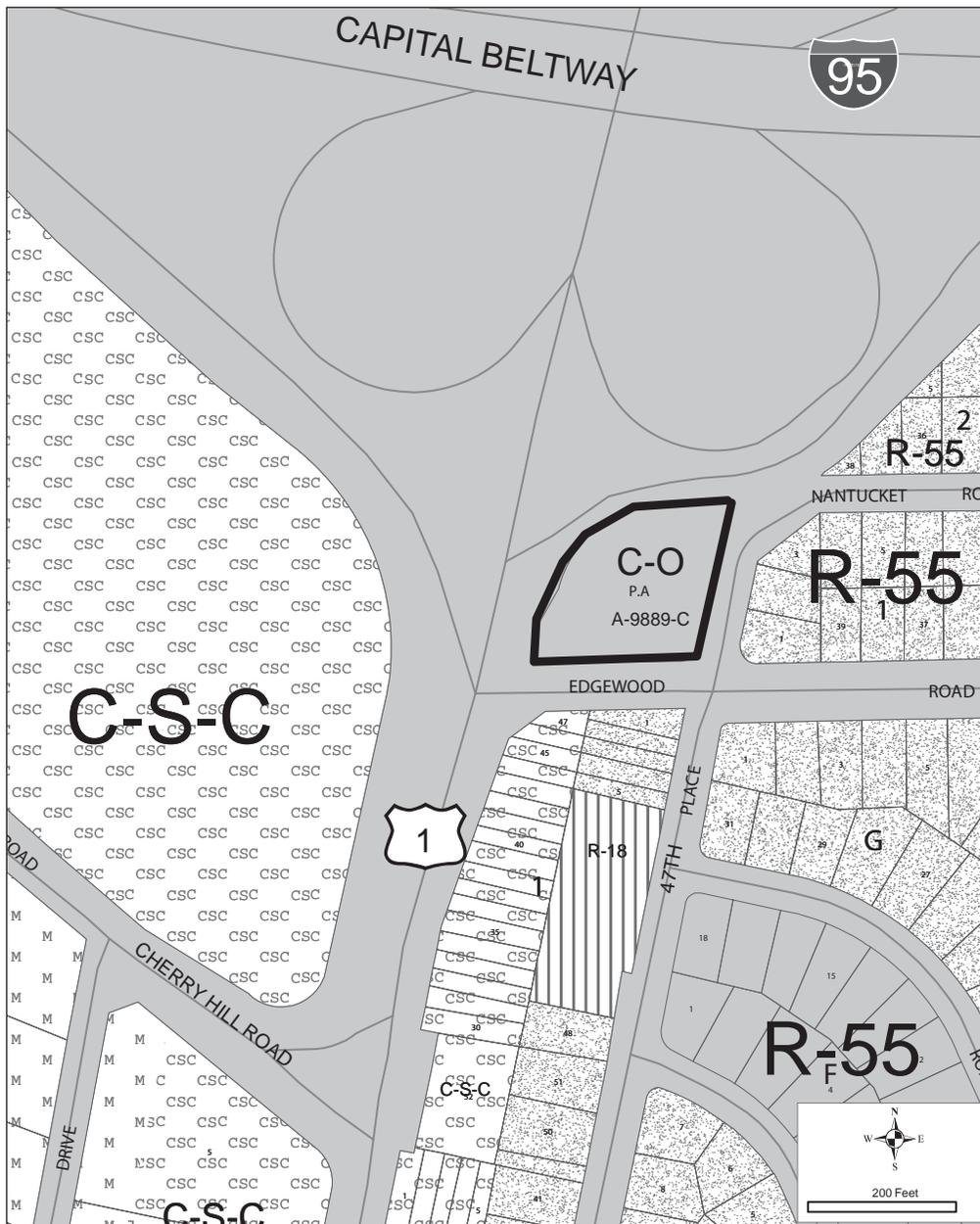
Discussion: The rezoning will allow for a small-scale vertical and horizontal mix of commercial and limited residential uses that will meet the plan vision and policies for revitalization of the Hollywood Commercial District.



Change Number	Zoning Change	Area of Change	Approved SMA/ZAPS/SE		200' Scale Index Map
			Number	Date	
4	C-O to M-U-I	1.0 acre	SMA	4/30/02	212NE04

Use and Location: Vacant dwelling unit and wooded land at 4700 Edgewood Road (Tax Map Grid 025E1, Hollywood Station, Plat 01228073, Parcel A).

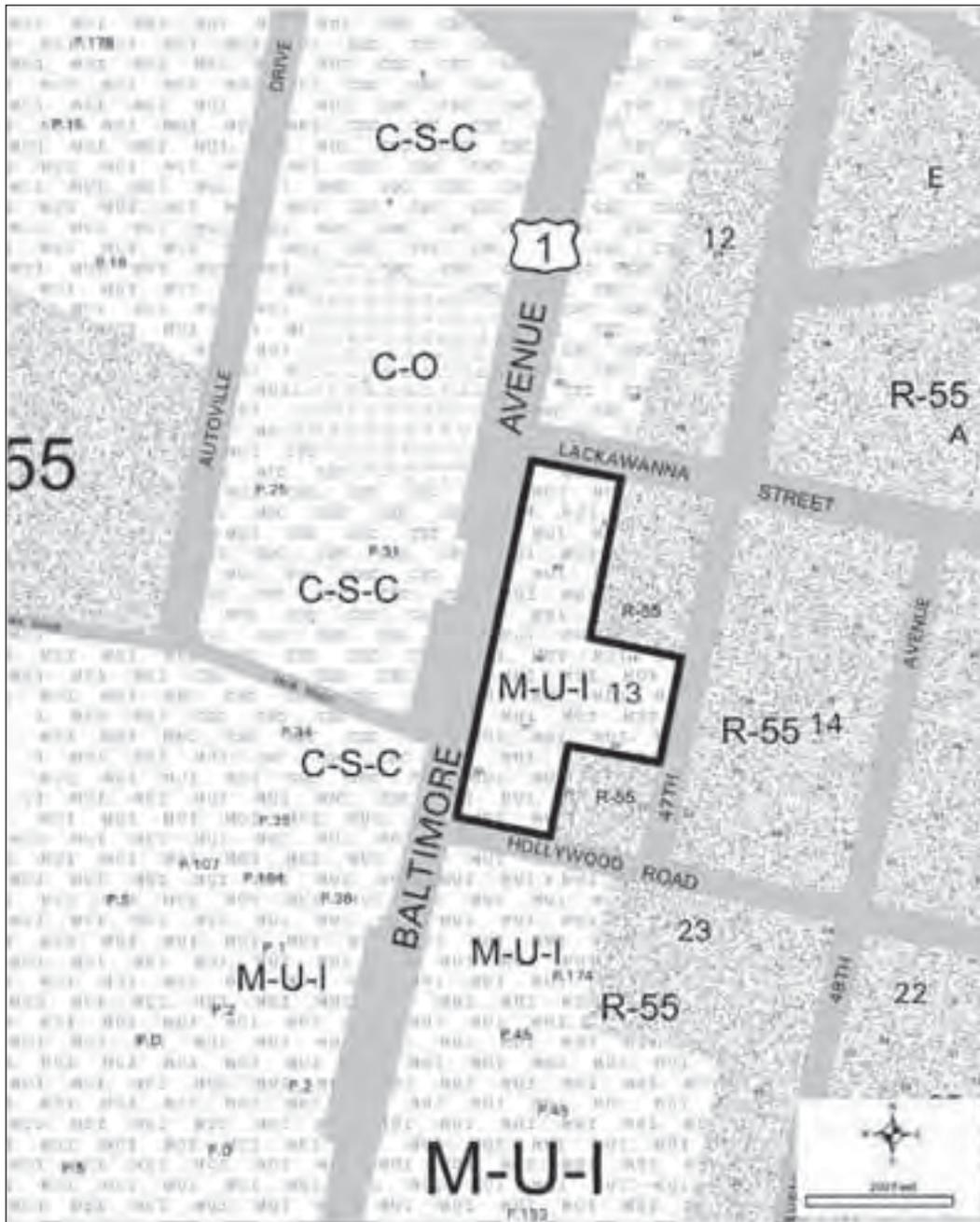
Discussion: Rezoning to the M-U-I (Mixed-Use Infill) Zone will permit a range of uses suitable for a highly visible gateway property leading to the City of College Park, will implement the sector plan recommendation for highlighting gateway areas, and is consistent with the sector plan vision and recommendations for corridor infill areas. This site is a key entranceway to College Park; therefore, high quality development is critical. It is challenged by being undersized, at a difficult intersection, and surrounding residents are opposed to significant density on the property. No drive-through use shall be permitted. The property should develop predominantly as retail or office. Residential uses above the ground floor may be permitted, but density is limited to 12 units to the acre.



Change Number	Zoning Change	Area of Change	Approved SMA/ZAPS/SE		200' Scale Index Map
			Number	Date	
5	R-55 to M-U-I C-O to M-U-I C-S-C to M-U-I	0.43 Ac. 0.37 Ac. 1.08 Ac.	SMA	4/30/02	212NE04

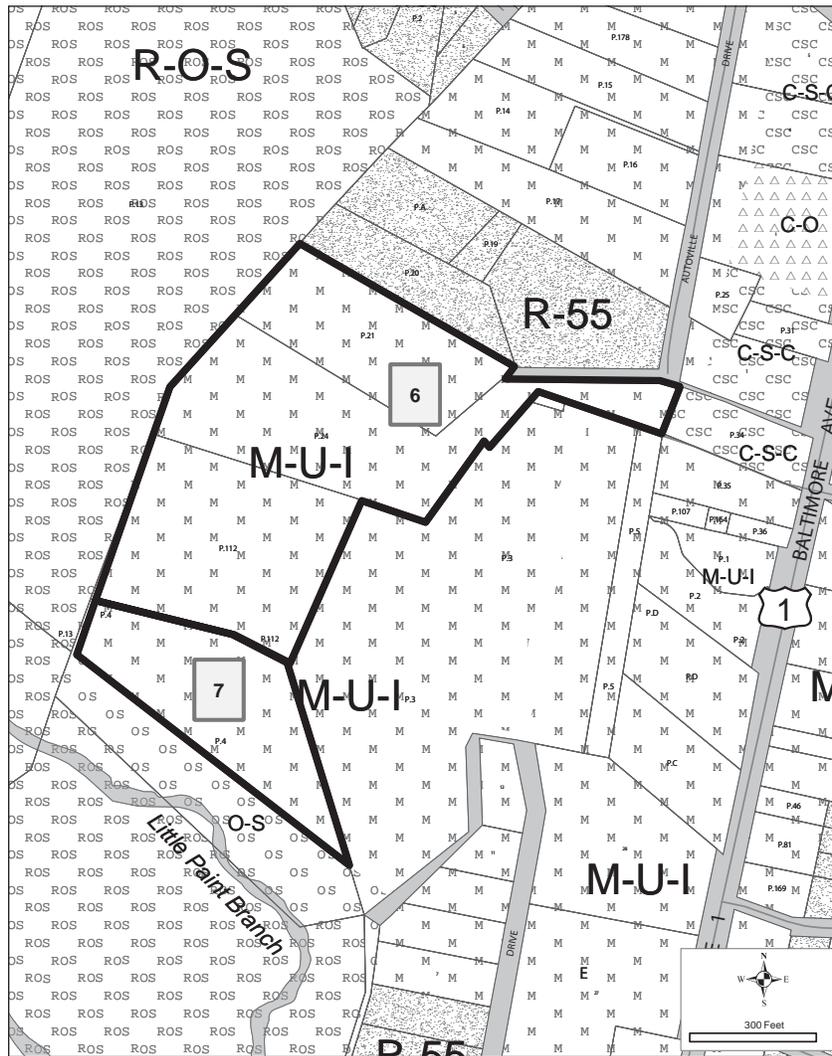
Use and Location: Vacant office space and a vacant single-family dwelling located at 9631 Baltimore Avenue (Tax Map Grid 025E2, Hollywood on the Hill, Plat E21-0772, Block 13, Lots 1-5, 15-20, and 26-40)

Discussion: This rezoning will allow for a mix of uses with a residential focus to implement the sector plan recommendations for corridor infill sites.



Change Number	Zoning Change	Area of Change	Approved SMA/ZAPS/SE		200' Scale Index Map
			Number	Date	
6	M-U-I to R-10	13.3 acres	SMA	4/30/02	212NE04
<p>Use and Location: One single-family detached dwelling, a ruined dwelling, and wooded land at 9606 Autoville Drive; and 4300 and 4302 Peru Road (Tax Map Grid 025D2, Parcels 21, 24, and 121).</p>					
<p>Discussion: The rezoning will permit a mix of residential uses, including a future planned retirement development or active adult housing in a park-like setting. The rezoning is more compatible with nearby residential development than the previous zone.</p>					

Change Number	Zoning Change	Area of Change	Approved SMA/ZAPS/SE		200' Scale Index Map
			Number	Date	
7	M-U-I to O-S	6.6 acres	SMA	4/30/02	211NE04
<p>Use and Location: Wooded land at property address 0000 Baltimore Ave (Tax Map Grid 025D2, Autoville-in PT A Resub, Plat 21225099, Parcel 4).</p>					
<p>Discussion: The subject property was conveyed to M-NCPPC by the developers of the adjoining Mazza Property as parkland dedication. Rezoning to the O-S (Open Space) Zone is consistent with the public land policies stated in this sectional map amendment.</p>					

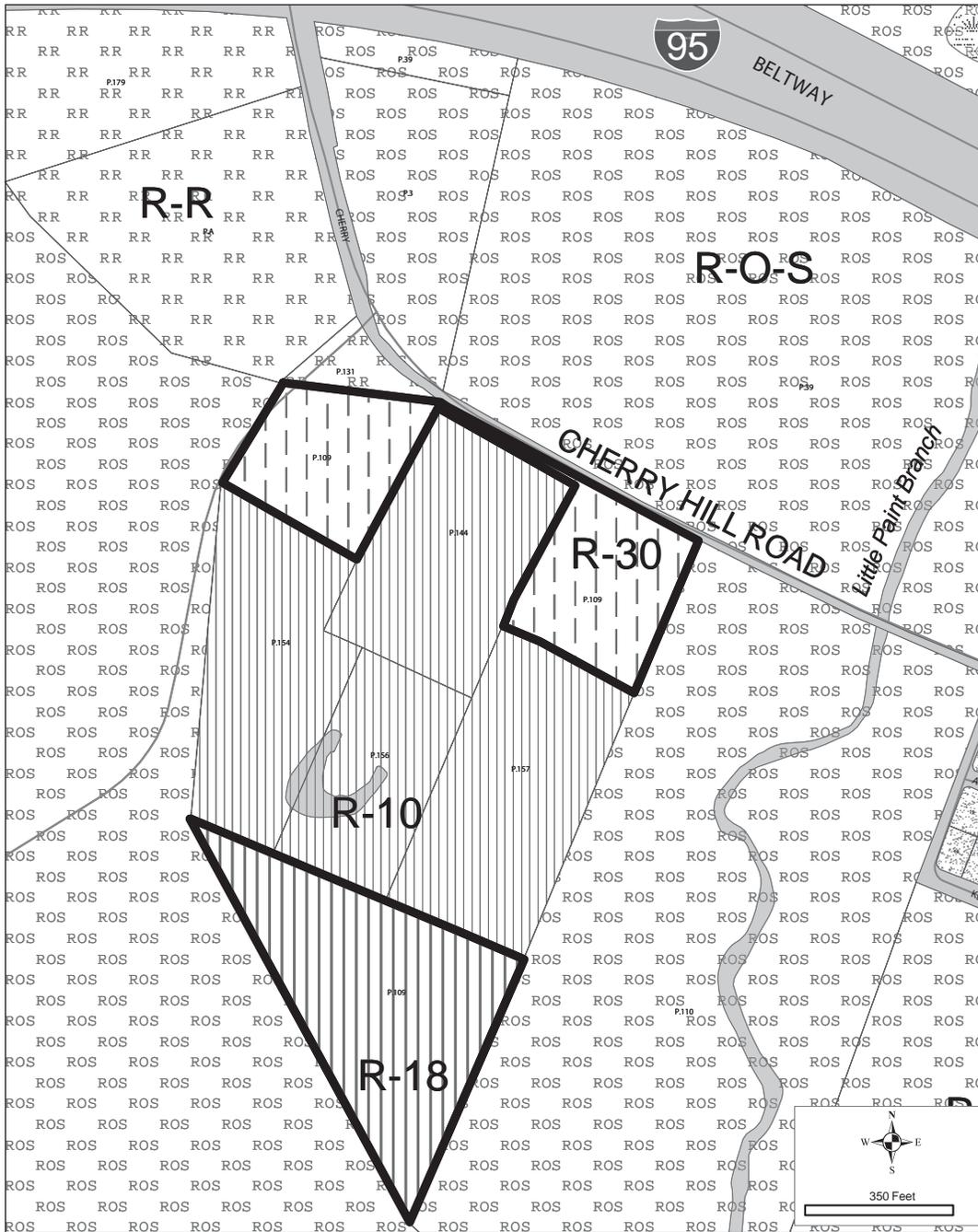


APPROVED CENTRAL US 1 CORRIDOR SECTOR PLAN AND SMA

Change Number	Zoning Change	Area of Change	Approved SMA/ZAPS/SE		200' Scale Index Map
			Number	Date	
8	R-30 to R-10 R-18 to R-10	12.6 acres	SMA	5/1/90	212NE04

Use and Location: Multifamily residential dwelling units in the Seven Springs Village apartment complex just south of Cherry Hill Road (Tax Map Grid 025C1, Parcel 109).

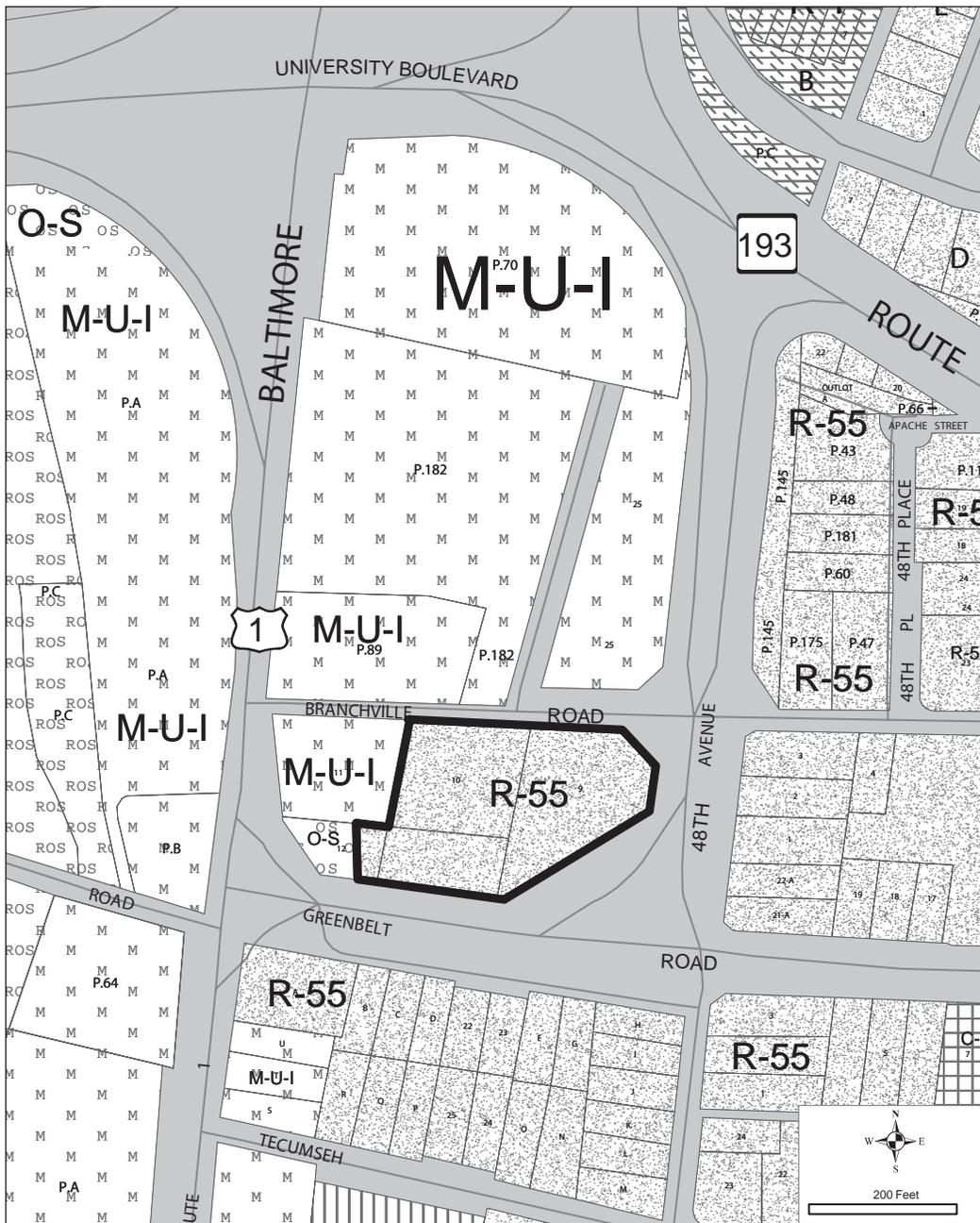
Discussion: This rezoning will permit a range of residential uses and facilitate future redevelopment of the site and is consistent with the recommendations of the sector plan for a high-quality mix of residential development.



Change Number	Zoning Change	Area of Change	Approved SMA/ZAPS/SE		200' Scale Index Map
			Number	Date	
9	R-55 to M-U-I	1.6 acres	SMA	4/30/02	210NE04

Use and Location: Undeveloped land along Greenbelt Road, and six single-family detached dwellings located at odd-numbered addresses from 4703–4713 Branchville Road (Tax Map Grid 025D4, Bewley Estates, Plat A21-0660, Lots 9 and 10; Plat A21-0637, lots 9 and 10; Tax Map Grid 033D1, Bewley Estates, Plat A21-0660, resub of Lot 9; Tax Map Grid 033D1, Bewley Estates, Plat A21-0637, p/o Lot 12; Research uncoded parcel along Greenbelt Road).

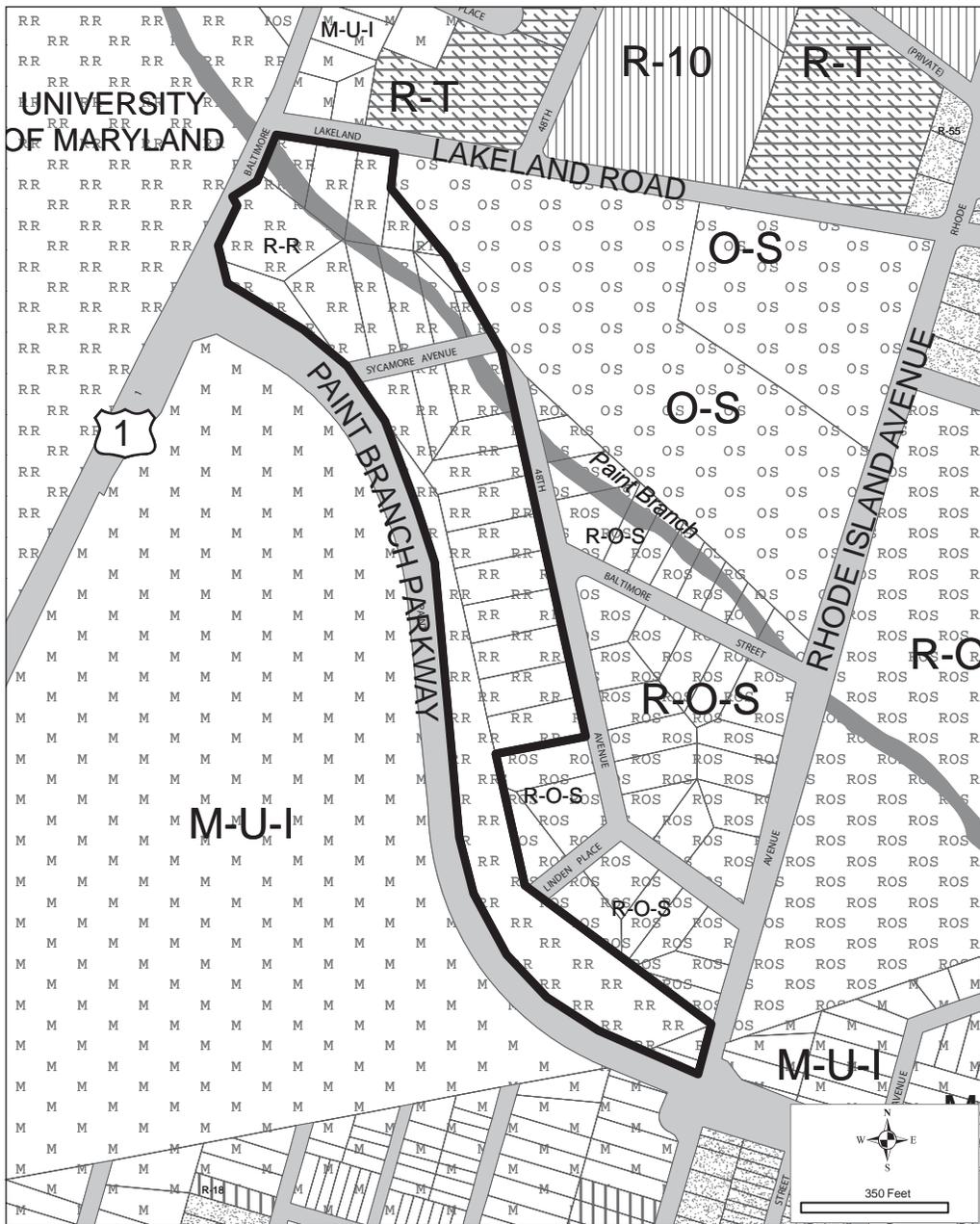
Discussion: This rezoning will facilitate the redevelopment of the block by permitting a mix of uses and densities in accordance with the recommendations of the sector plan for corridor infill sites.



Change Number	Zoning Change	Area of Change	Approved SMA/ZAPS/SE		200' Scale Index Map
			Number	Date	
10	R-R to R-O-S	14.3 acres	SMA	4/30/02	209NE04

Use and Location: Wooded land and a portion of the Paint Branch stream, at property addresses 0000 Champlain; 0000 Hopkins Avenue; 0000 Lakeland Road; 0000 Sycamore Avenue; and 3841 Campus Drive (Tax Map Grid 033D3, Lakeland, Plat A21-1008, Block 21, Lots 4–15; Tax Map Grid 033D3, College Park—Johnson & Curridens Sub, Plat A21-1237, Block 17, lots 10 and 11; Tax Map Grid 033B2, p/o Parcel 140; Tax Map Grid 033D2, Lakeland, Plat E21-1008, Block 20, Lots 1–7, 9-14).

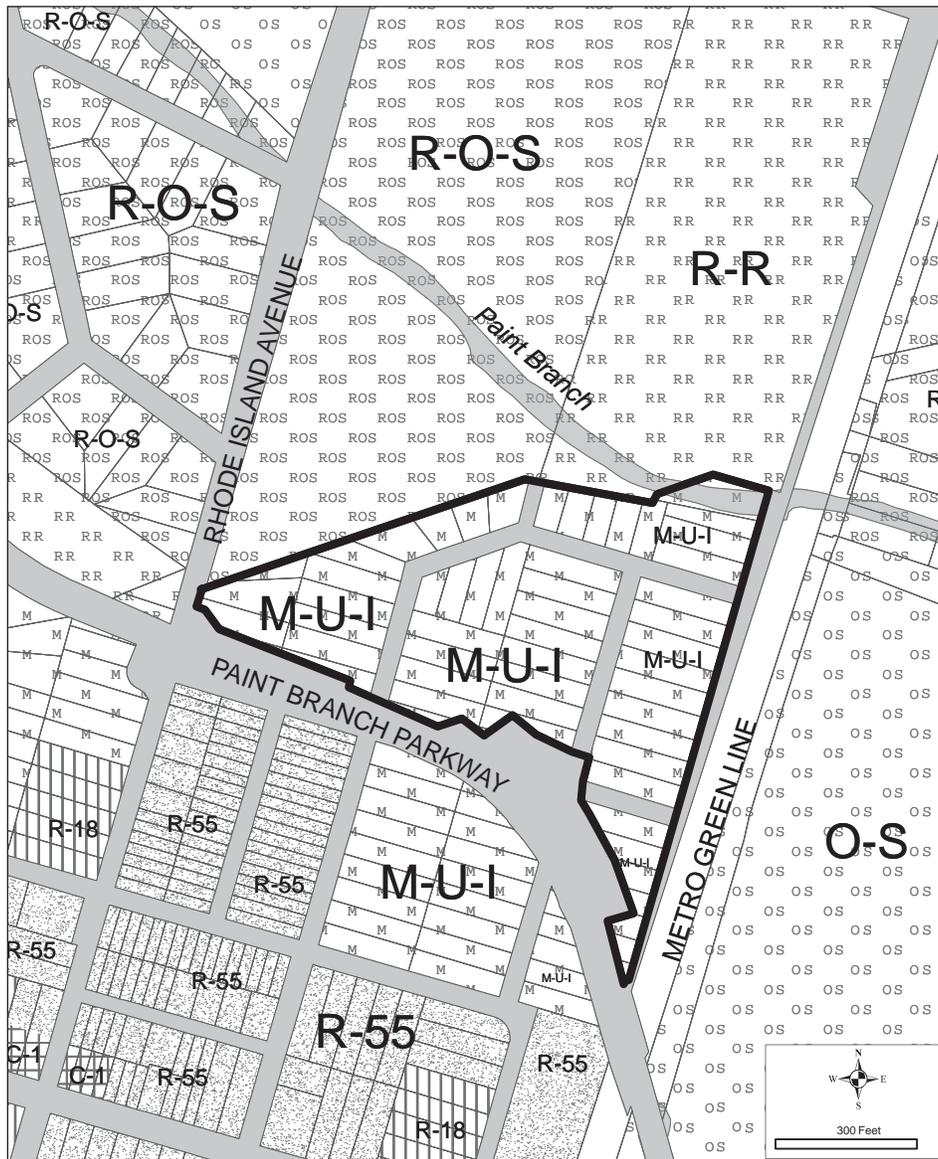
Discussion: The subject properties are owned by the University of Maryland and are downzoned to the R-O-S (Reserved Open Space) Zone in accordance with the public land policies stated in this sectional map amendment. These properties also lie within the 100-year floodplain and are unsuitable for development.



Change Number	Zoning Change	Area of Change	Approved SMA/ZAPS/SE		200' Scale Index Map
			Number	Date	
11	M-U-I to C-O	10.4 acres	SMA	4/30/02	209NE04

Use and Location: The Maryland Fire and Rescue Institute, located at 4500 and 4700 Paint Branch Parkway; 0000 Columbia Avenue; 0000 Bowdoin Street; 0000 Dartmouth Avenue; and 0000 Rhode Island Avenue (Tax Map Grid 033E3, College Park—Johnson & Curridens Sub, Plat A21-1237, Block 2, Lots 8 and 9; Plat A21-1237, Block 3, Lot 6; Plat E21-1237, Block 2, Lots 1-7; Plat E21-1237, Block 3, Lots 1-5 and 7-9; Plat E21-1237, Block 4, Lots 1-9; Plat E 21-1237, Block 8, Lots 1-18; Tax Map Grid 033D3, College Park—Johnson & Curridens Sub, Plat E 21-1237, Block 13, Lots 1-16).

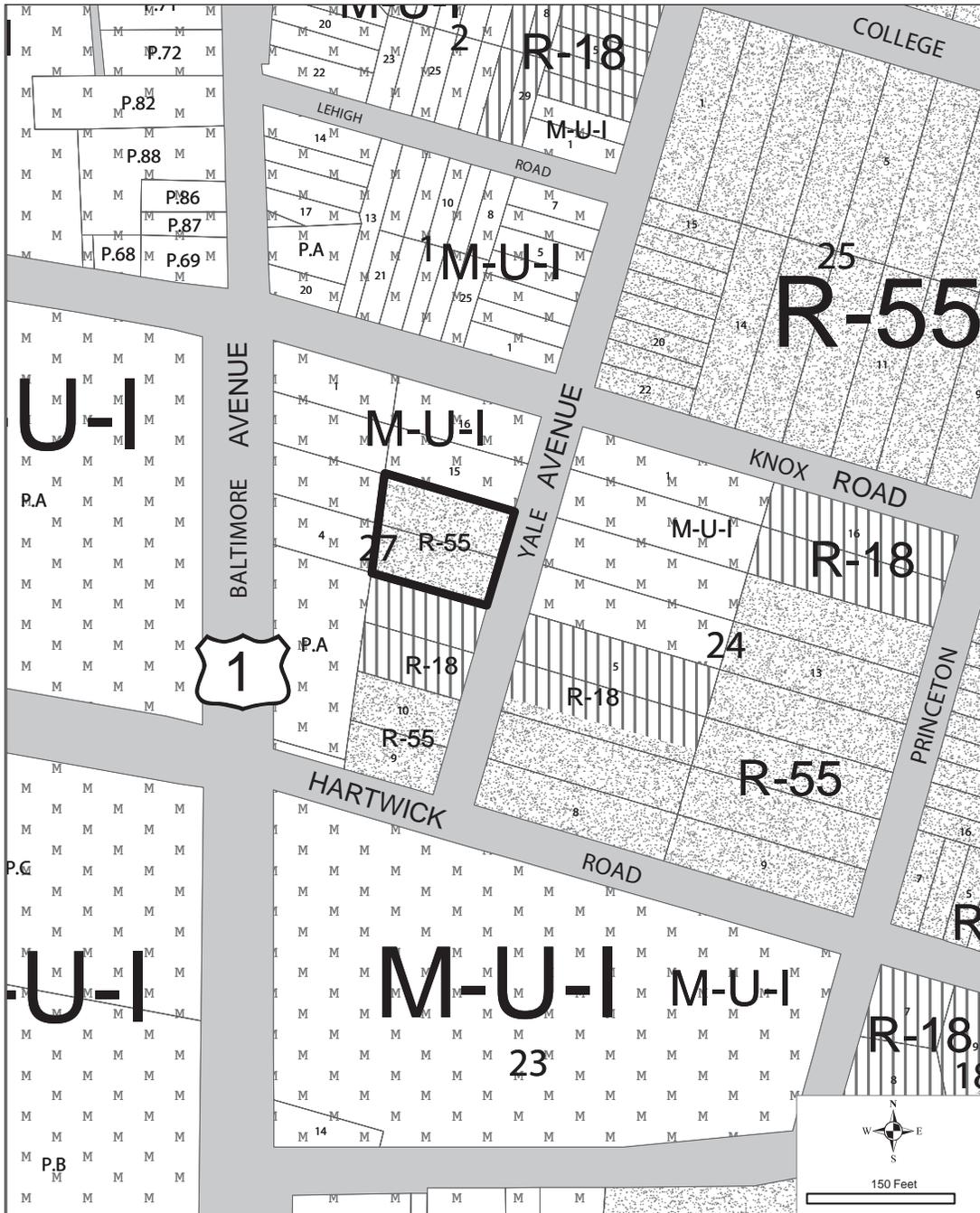
Discussion: The subject properties are owned by the State of Maryland for university-related use and are downzoned to the C-O (Commercial Office) Zone in accordance with the public land policies stated in this sectional map amendment. The C-O Zone will permit office development in the southeastern portion of the site to facilitate future development adjacent to the College Park Metro Station and is a more suitable zone for implementation of General Plan policies for centers than a lower-intensity residential or open space zone. The subject properties are largely within the 100-year floodplain and are within three different aviation policy areas, which makes development of the site difficult and contrary to county policies in the portion of the site subject to these constraints.



Change Number	Zoning Change	Area of Change	Approved SMA/ZAPS/SE		200' Scale Index Map
			Number	Date	
12	R-55 to M-U-I	0.30 acres	SMA	4/30/02	209NE04

Use and Location: A commercial parking garage with ground-level retail (under construction as of May, 2009) at 7308 Yale Avenue (Tax Map Grid O33C4, College Park—Johnson & Curridens Sub, Plat A21-1237, Block 27, Lots 13–14).

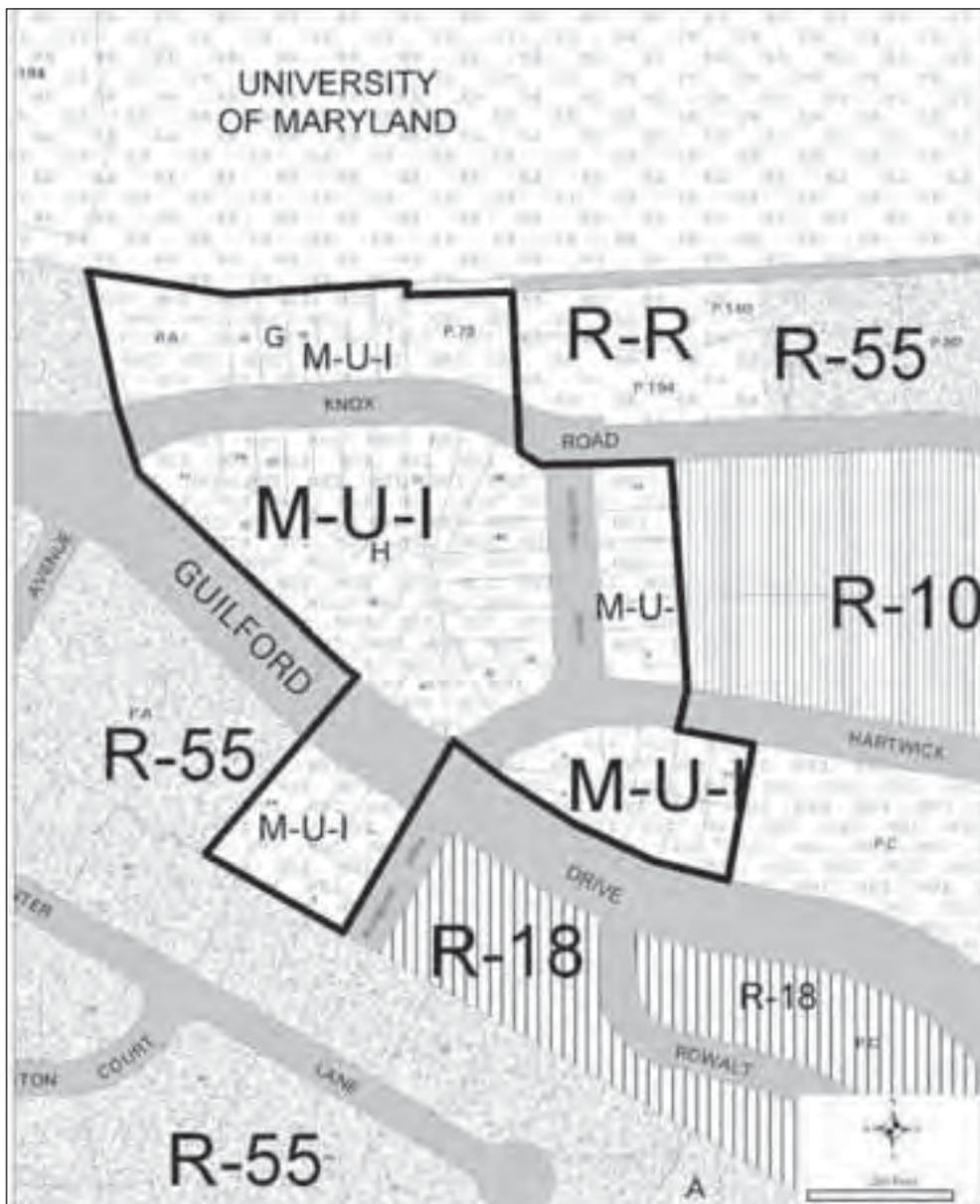
Discussion: The subject properties are owned by the City of College Park. Rezoning of the subject properties brings them into conformance for the parking garage and restaurant uses that have been built on the site. Rezoning to the M-U-I (Mixed-Use Infill) Zone will permit a range of commercial uses in conjunction with the parking facility.



Change Number	Zoning Change	Area of Change	Approved SMA/ZAPS/SE		200' Scale Index Map
			Number	Date	
13	R-18 to M-U-I	7.8 acres	SMA	4/30/02	209NE04

Use and Location: Multifamily buildings used as student rental housing and located at 4205, 4206, 4209–4221, 4300, 4301, 4303, and 4305 Knox Road; 7110, 7112, and 7200–7211 Rossburg Drive; 4206, 4208, 4227, 4229, 4231, 4233, 4300, 4302, 4304, 4306, and 4308 Guilford Drive; and 4300–4303, 4305, 4307, and 4309 Hartwick Road (Tax Map Grid 033C4, p/o Parcel 79; Tax Map Grid 033C4, Lord Calvert Manor, Plat A21-2040, Block E, Lots 1–10; Plat A21-2136, Block F, Lots 9–14; Plat A21-2136, Block G, Lots 7–8; Plat A21-2136, Block H, Lots 31–53; Plat A21-2136, Block EYE, Lots 9–12; Plat A21-4293, Block G, Lots 9–10; Tax Map Grid 033B4, Lord Calvert Manor, Plat A21 2136, Block G, Lots 11–12; Plat A21-2136, Block H, Lots 29–30 and 54–57; Plat A21-4293, Block G, Parcel A; Plat A21-1160, Block EYE, Lots 13 and 14).

Discussion: This rezoning will allow for a mix of uses and a walkable, transit-oriented pattern of development in keeping with the recommendations of the sector plan for walkable nodes. In addition, the subject properties are in close proximity to the University of Maryland and represent a prime opportunity for additional student housing within walking distance of the university.



Change Number	Zoning Change	Area of Change	Approved SMA/ZAPS/SE		200' Scale Index Map
			Number	Date	
14	Superimpose DDOZ on R-0-S, O-S, R-R, R-55, R-T, R-18, R-10, C-O, C-S-C, and M-U-I Zones	453.79 Ac.	SMA	5/1/90	208NE04
			SMA	10/16/01	209NE04
			SMA	4/30/02	210NE04
					211NE04
					212NE04
					212NE05

Use and Location: All properties within the Central US 1 Corridor sector plan/sectional map amendment area, excluding the residential neighborhoods of Autoville North (including properties zoned R-55), Autoville South, Hollywood (along 47th Place from Lackawanna Street to 48th Place), and Edgewood; the IKEA, Holiday Inn, Wynfield Park, and Camden/Roadside properties north of the Capital Beltway; and the portion of the Paint Branch Stream Valley Park located north of MD 193, south of Cherry Hill Road, and west of US 1.

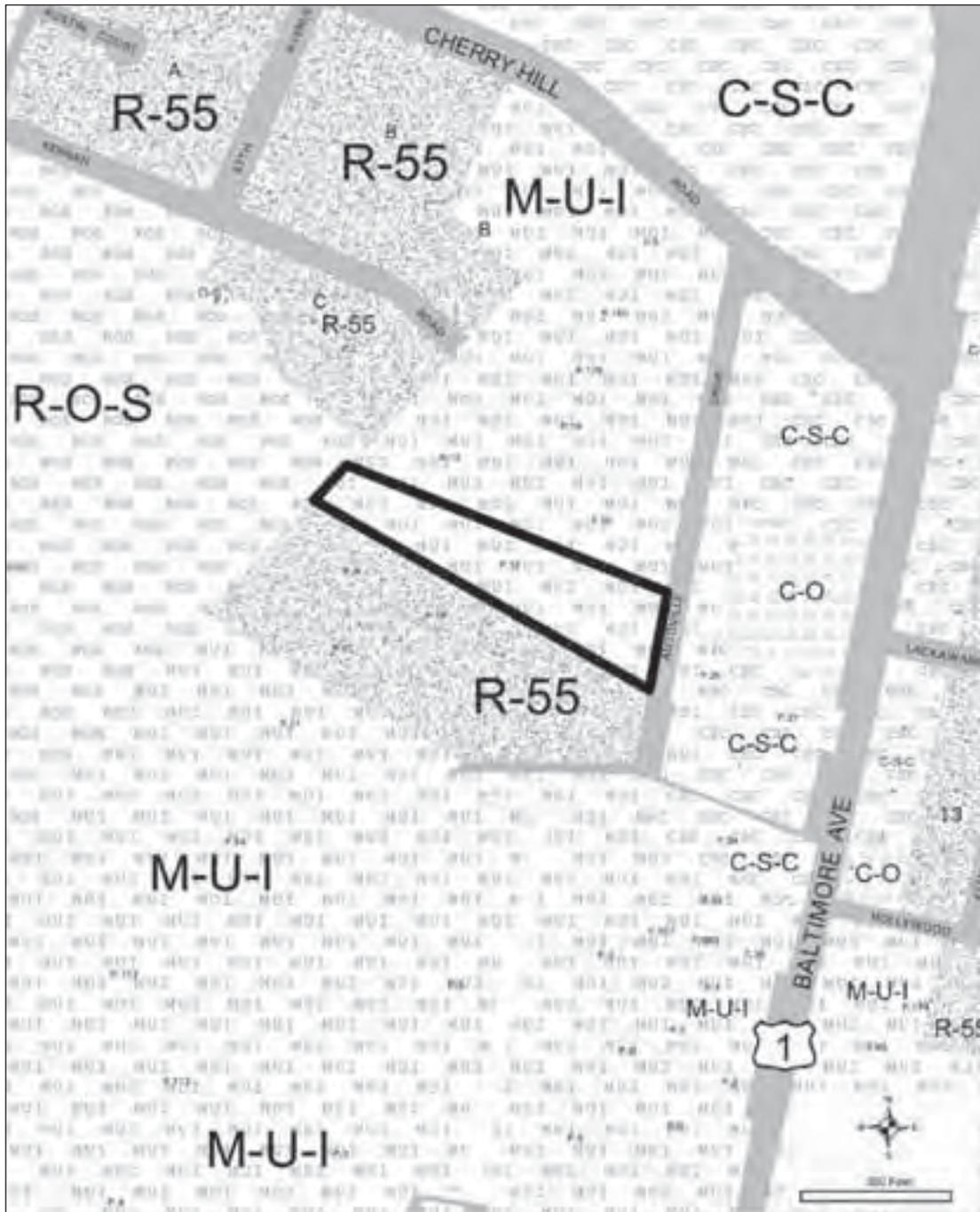
Discussion: The DDOZ (Development District Overlay Zone) is implemented to achieve the vision, goals, policies, and strategies of the sector plan to promote high-quality development, a mix of uses, pedestrian- and transit-oriented development at appropriate locations, preservation of existing single-family neighborhoods, and preservation and restoration of the natural environment.



Change Number	Zoning Change	Area of Change	Approved SMA/ZAPS/SE		200' Scale Index Map
			Number	Date	
15	M-U-I to R-55	2.3 acres	SMA	4/30/02	212NE04

Use and Location: Church located at 9620 Autoville Drive (Tax Map Grid 025D2, Parcel 17)

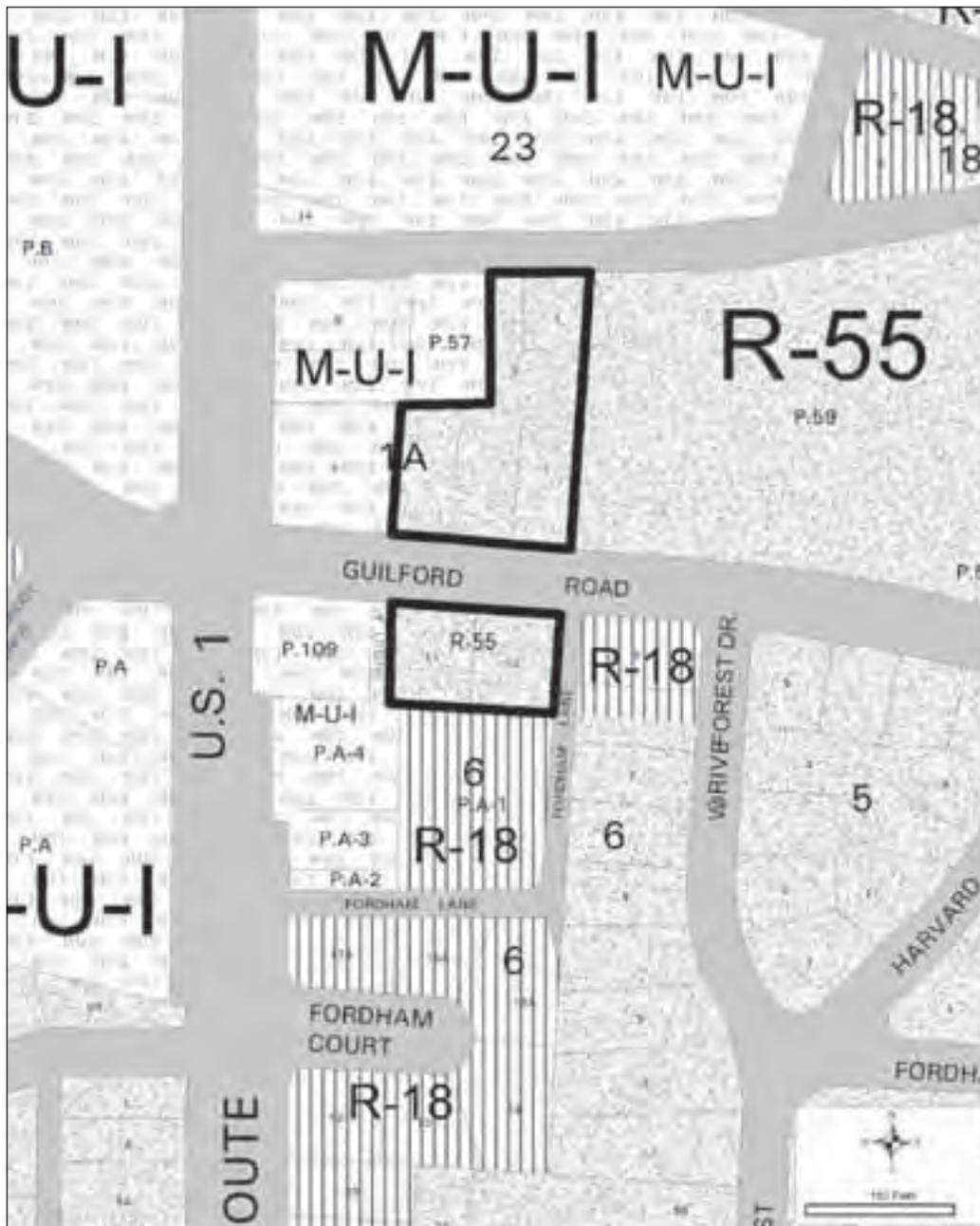
Discussion: The approved rezoning will ensure consistent treatment by permitting a church use in keeping with the current ownership of the property and will implement the sector plan's recommendation for institutional land uses in the existing residential development character area.



Change Number	Zoning Change	Area of Change	Approved SMA/ZAPS/SE		200' Scale Index Map
			Number	Date	
16	M-U-I to R-55	0.87 Ac.	SMA	5/1/90	208NE04
	R-18 to R-55	0.39 Ac.	SMA	4/30/02	209NE04

Use and Location: Single-family detached homes at 4502, 4503, 4504, 4505, 4506 Guilford Road and 4507, 4509 Calvert Road (Tax Map 033C4, COLLEGE PARK HOMES, Plat A21-0632, Block 1A, Lot 1, 2, 3; COLLEGE PARK- CHANGS ADDN TO, Plat 21191051, Lot 1, 2; COLLEGE PARK HOMES, Plat A21-0638, Block 6, Lot 10, 11)

Discussion: The R-55 Zone is recommended to implement the sector plan recommendations for a medium-density mix of residential uses within the existing residential development character area.



Change Number	Zoning Change	Area of Change	Approved SMA/ZAPS/SE		200' Scale Index Map
			Number	Date	
17	C-S-C to O-S	0.72 Ac.	SMA	5/1/90	212NE05
<p>Use and Location: Misc. commercial and undeveloped land at 9900 Rhode Island Avenue and 4926 Edgewood Road (Tax Map/Grid 025F1, HOLLYWOOD-ADDN, Plat A01-1836, Block 1, Parcel A3; Plat A01-4086, p/o Parcel A)</p>					
<p>Discussion: This approved zoning change permits and promotes recreation as a public benefit within the existing corridor. This is in keeping with stated sector plan goals and the area's infill character.</p>					

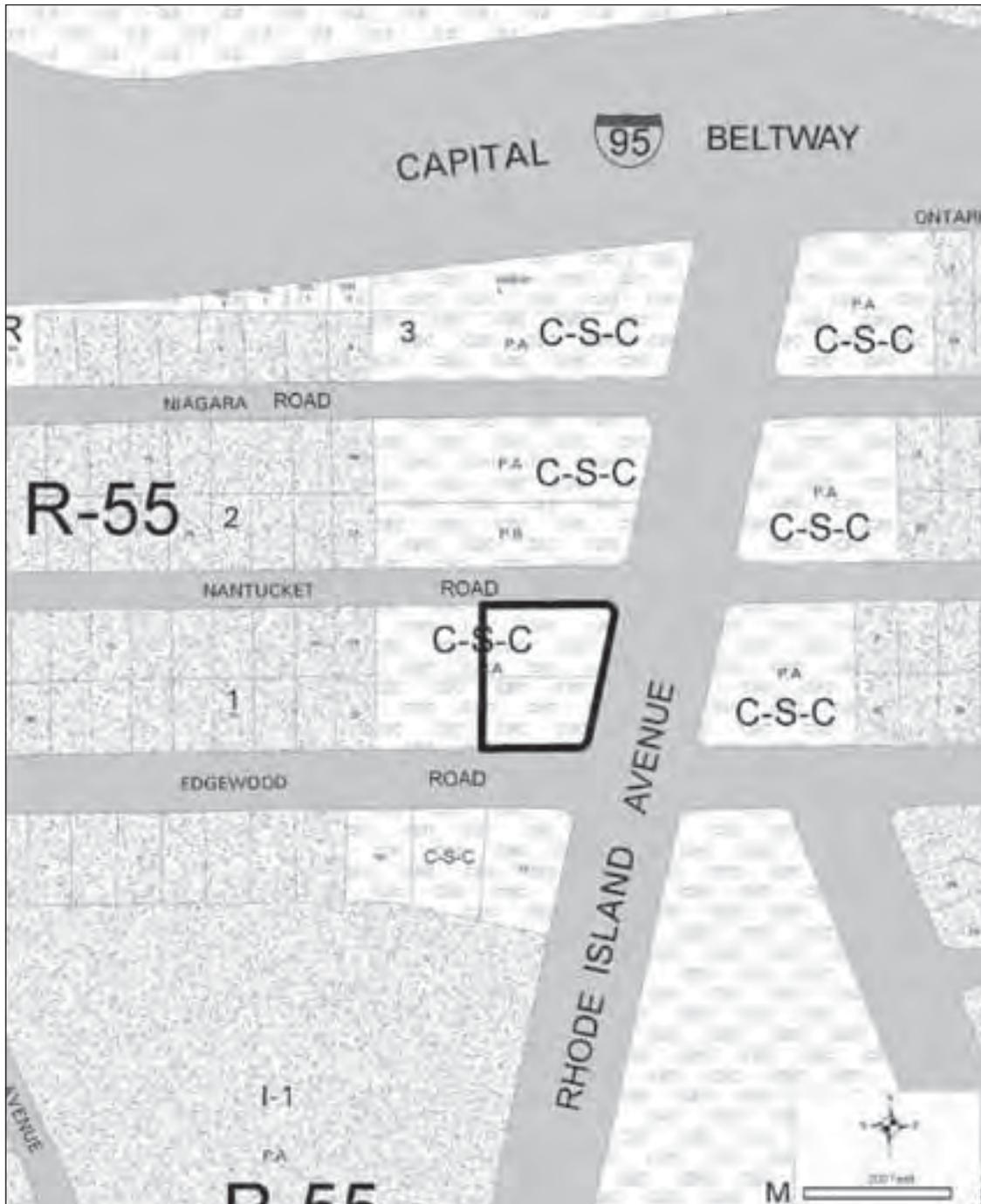


Table of Uses Permitted—Mixed-Use Infill (M-U-I) Zone

No use shall be allowed in the Mixed-Use Infill Zone, except as provided for in the Table of Uses. In the table, the following applies:

- The letter “P” indicates that the use is permitted in the zone indicated.
- The letter “X” indicates that the use is prohibited.
- All uses not listed are prohibited.
- Whenever the tables refer to an allowed use, that use is permitted (P) as listed in the zone in which it is allowed.

Table of Uses for M-U-I Zone	
USE	ZONE
	M-U-I in DDOZ
(1) Commercial:	
(A) Eating or Drinking Establishments:	
Eating or drinking establishment, with drive-through service (CB-49-2005; CB-19-2010)	X
Eating or drinking establishment, excluding drive-through service (CB-49-2005; CB-19-2010)	P
Eating or drinking establishment of any type, including music and patron dancing past the hours of 12:00 a.m., excluding adult-oriented uses (CB-49-2005)	P
Eating or drinking establishment of any type providing adult-oriented performances (CB-49-2005; CB-19-2010)	X
(B) Vehicle, Mobile Home, Camping Trailer, and Boat Sales and Service:	
Bus maintenance accessory to:	
(i) A private school or educational institution	X
(ii) A church or other place of worship	X
Boat fuel sales at the waterfront	X
Boat sales, service, and repair, including outdoor storage of boats and boat trailers:	
(i) Accessory to a marina	X
(ii) All others	X
Boat storage yard	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	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)	X

Table of Uses for M-U-I Zone	
USE	ZONE
	M-U-I in DDOZ
(iii) All others (CB-76-1998; CB-114-2004)	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)	X
Incidental automobile service in a parking garage	X
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)	X
Vehicle, mobile home, or camping trailer repair and service station (CB-50-1993)	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 (CB-95-1987; CB-87-2000; CB-29-2002)	X
Vehicle or camping trailer rental (in the C-M Zone, subject to Section 27-417(a),(b)(2), and (c))	X
Vehicle or camping trailer storage yard (CB-80-1996)	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)	X
(ii) Accessory to a department store (CB-58-1990)	X
(iii) All others (CB-21-1992)	X
Vehicle parts or tire store without installation facilities	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
(C) Offices:	
Bank, savings and loan association, or other savings or lending institution:	
(i) Automatic teller machine, only	P
(ii) All others	P
Check Cashing Business	X
Contractor's office:	

Table of Uses for M-U-I Zone	
USE	ZONE
	M-U-I in DDOZ
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
(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
(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
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
(B) All others	X
Office accessory to an allowed use	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
(ii) All others	P
Office of a certified massage therapist (CB-44-2000)	P
Office of a medical practitioner or medical clinic (which may include an accessory private spa)	P
Real estate subdivision sales office as a temporary use, in accordance with Sections 27-260 and 27-261	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
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
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 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 streets shown on the master plan as arterial or higher classification, and located at an intersection where the three other corners of said intersection are zoned C-5-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 locations (CB-69-1999)	X

Table of Uses for M-U-I Zone	
USE	ZONE
	M-U-I in DDOZ
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 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 streets shown on the master plan as arterial or higher classification, and located at an intersection where the three 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 locations (CB-69-1999)	X
(D) Services:	
Ambulance service, private	X
Animal hospital, animal training, kennel	P
Artist's studio	P
Barber or beauty shop (CB-148-1987)	P
Bicycle repair shop:	
(i) Non-motorized only	P
(ii) All others	P
Blacksmith shop	X
Blueprinting, photostating, or other photocopying establishment	P
Carpet or rug shampooing establishment	X
Catering establishment:	
(i) Accessory to an allowed use	P
(ii) As a primary use but including banquet facilities and a restaurant	P
(iii) For food preparation and administrative office only (no banquet facilities)	P
(iv) All others (CB-94-1996, CB-34-1999)	X
Data processing	P
Dry cleaning or laundry pickup station (CB-127-1986)	P
Dry cleaning store or plant:	
(i) Retail, gross floor area under 3,000 square feet	P
(ii) Retail, unrestricted	X
(iii) Wholesale (may include retail service) (CB-55-2002)	X
Electric or gas appliance, radio, or television repair shop	P
Employment agency	P
Farm implement repair	X
Fortune telling	X

Table of Uses for M-U-I Zone	
USE	ZONE
	M-U-I in DDOZ
Funeral parlor, undertaking establishment (CB-2-1989)	P
Household appliance or furniture repair shop	P
Key or locksmith shop (CB-128-1986)	P
Laboratory:	
(i) Accessory to an allowed use	P
(ii) Dental laboratory	P
(iii) All other laboratories (CB-4-1986)	P
Laundromat:	
(i) Accessory to an allowed use	X
(ii) All others	P
Laundry store or plant:	
(i) Retail, gross floor area under 3,000 square feet	P
(ii) Retail, unrestricted	X
(iii) Wholesale (may include retail service) (CB-55-2002)	X
Lawn mower repair shop:	
(i) Non-motorized, only	P
(ii) All others, provided all repairs are performed within a wholly enclosed building	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	X
(ii) All others (CB-120-1994)	X
Machine shop accessory to an allowed use	X
Massage establishment	X
Methadone Treatment Center (CB-103-1993)	X
Model studio	X
Newspaper publishing establishment	X
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
Photographic processing plant	X
Photography studio or darkroom	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

Table of Uses for M-U-I Zone	
USE	ZONE
	M-U-I in DDOZ
(ii) Unrestricted in size with no carry-out service (CB-83-1986; CB-102-2001)	X
Printing shop:	
(i) Not exceeding 2,000 square feet of gross floor area	P
(ii) All others	X
Sauna or steam bath	P
Septic tank service	X
Sewage dump station for camping trailers or boats	X
Shoe repair shop	P
Tailor or dressmaking shop (may include incidental dyeing and pressing allowed as a "PB" use)	P
Taxidermy (CB-30-1986)	X
Travel bureau	P
Upholstery shop (CB-65-1989)	P
Veterinarian's office:	
(i) Outpatient	P
(ii) Inpatient (CB-96-1988)	P
Watch or jewelry repair shop	P
Welding shop:	
(i) Accessory to an allowed use	X
(ii) All others	X
(E) Trade (Generally Retail):	
Adult book store (CB-65-1989; CB-53-1996)	X
Arts, crafts, and hobby supply store	P
Bait shop	X
Bakery products, wholesale (may include retail sales)	X
Bicycle (sales) shop:	
(i) Nonmotorized, only	P
(ii) All others	P
Book (except adult bookstore) or camera store (CB-71-1993)	P
Bottled gas sales:	
(i) Accessory to an allowed use	P
(ii) All others	X

Table of Uses for M-U-I Zone	
USE	ZONE
	M-U-I in DDOZ
Building supply store:	
(i) Wholly enclosed, except for nursery stock	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
Bulk retailing:	
(i) Products allowed to be sold in a C-S-C Zone (CB-65-1989; CB-25-1999)	X
(ii) Products allowed to be sold in a C-M Zone	X
Buying of items within guest rooms and vehicles, pursuant to Section 27-115(a)(2)	X
Carpet or floor covering store	P
Clothing, dry goods, millinery, or shoe store (CB-58-1985; CB-71-1993)	P
Confectioner (not exceeding 40,000 square feet of gross floor area):	
(i) Retail (CB-65-1989)	P
(ii) Wholesale (may include accessory retail sales)	X
Department or variety store, excluding pawnshops:	
(i) Not exceeding 125,000 square feet of gross floor area	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)	X
(iii) All others, in accordance with Section 27-348.02 (CB-71-1993; CB-28-1997; CB-4-1999; CB-2-2002)	X
Drug paraphernalia display or sales, pursuant to Section 27-115(a)(1)	X
Drug store:	
(i) Not exceeding 3,000 square feet of gross floor area	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
(iii) All others	P
Farm implement sales	X
Feed sales	X
Firewood sales as a temporary use in accordance with Sections 27-260 and 27-261	X
Farmer's market or flea market as a temporary use, in accordance with Sections 27-260 and 27-261 (CB-63-1998)	P
Florist shop	P

Table of Uses for M-U-I Zone	
USE	ZONE
	M-U-I in DDOZ
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	P
Food or beverage goods preparation for wholesale sales:	
(i) Not exceeding 1,500 square feet of gross floor area	P
(ii) Containing 1,501 to 3,000 square feet of gross floor area	P
(iii) All others (CB-37-1992)	X
Food or beverage store:	
(i) Not exceeding 3,000 square feet of gross floor area	P
(ii) Not exceeding 125,000 square feet of gross floor area	P
(iii) In combination with a department or variety store on the same or adjacent site, in accordance with Section 27-348.02	X
(iv) All others (CB-112-1986; CB-65-1989; CB-2-2002)	X
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)	X
Gift, jewelry, music, souvenir, or other specialty store not specifically listed (CB-71-1993)	P
Hardware store (CB-65-1989)	P
Household appliance or furniture store:	
(i) Not exceeding 50,000 square feet of gross floor area	P
(ii) Exceeding 50,000 square feet of gross floor area (CB-32-1986; CB-77-1998)	X
Ice vending machine (not exceeding 8 ton capacity)	X
Lawn mower (sales) store	X
Monument and headstone sales establishment (CB-22-2004)	X
Newspaper, magazine, or tobacco shop	P
Nursery and garden center, which may include the outdoor display of nursery stock, such as plants, shrubbery, and trees	X
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
(ii) More than six feet from main buildings(subject to Section 27-388)	X
Paint or wall covering store	P
Pawnshop:	
(i) In accordance with Section 27-250.01	X

Table of Uses for M-U-I Zone	
USE	ZONE
	M-U-I in DDOZ
(ii) In accordance with Section 27-394.01 (CB-28-1997)	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
Retail shop or store (not listed) similar to one permitted (P) in the:	
(i) C-S-C Zone	P
(ii) C-M Zone	X
(iii) C-R-C Zone (CB-65-1989; CB-58-1990)	X
Sales from guest rooms and vehicles, in accordance with Section 27-115(a)(2)	X
Seafood market:	
(i) Containing less than 3,000 square feet of gross retail space	P
(ii) Containing less than 7,000 square feet of gross retail space	P
(iii) Unrestricted in size (CB-49-1987)	X
Seasonal decorations display and sales as a temporary use, in accordance with Sections 27-260 and 27-261	P
Septic tank sales (CB-65-1989)	X
Sporting goods shop, which may include marine equipment and supplies	P
Stationery or office supply store which may include the sale of furniture or business machines	P
Swimming pool or spa sales and service:	
(i) Excluding outdoor display	P
(ii) Including outdoor display, provided it is enclosed by a 6-foot high fence (subject to Section 27-388)	X
Toy store (CB-71-1993)	P
Video game or tape store	P
Wayside stand:	
(i) As a temporary use, subject to Sections 27-260 and 27-261	P
(ii) All others (CB-122-1986)	X
(2) Institutional/Educational:	
Adult day care center	P
Assisted living facility, subject to the requirements of Section 27-464.04 (CB-72-1996)	X
Church or similar place of worship, convent, or monastery (CB-23-1988)	P
Day care center for children:	
(A) In accordance with Section 27-464.02	P

Table of Uses for M-U-I Zone	
USE	ZONE
	M-U-I in DDOZ
(B) All others (CB-23-1988)	X
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
(B) All others (CB-8-1998)	X
Hospital (may include a private spa)	P
Modular classroom as a temporary use, in accordance with Sections 27-260 and 27-261 (CB-106-1989)	X
Nursing or care home (may include a private spa)	P
School, Private:	
(A) Driving school, automobile only	P
(B) For artistic instruction (including a studio)	P
(C) Of business or trade, where the business or trade is permitted (P) in the respective zone	P
(D) Of business or trade, where the business or trade is permitted by special exception (SE) in the respective zone	P
(E) Tutoring establishment	P
(F) Private college or university	P
(G) Private schools, subject to Section 27-463	P
(H) All others (CB-40-1988; CB-50-1988; CB-113-1994; CB-93-1996; CB-94-2000)	P
(3) Miscellaneous:	
Accessory structures and uses (when not otherwise provided for)	P
Adaptive reuse of a surplus public school, when not otherwise allowed	P
Adaptive use of a historic site, when not otherwise allowed (CB-58-1987)	P
Animals, not customarily household pets (CB-117-1986; CB-55-1988)	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 (CB-55-1988)	P
Cemetery, crematory:	
(A) Cemetery, in accordance with Section 27-445.06	X
(B) Cemetery, accessory to a church, convent, or monastery	X
(C) All others (CB-86-1989; CB-11-1991)	X

Table of Uses for M-U-I Zone	
USE	ZONE
	M-U-I in DDOZ
Home occupations for residents (CB-86-1989; CB-78-2003; CB-11-2004)	X
Home occupations for residents, low-impact (CB-11-2004)	X
Increase in height of accessory building, used for:	
(A) Servant, household help living quarters	P
(B) Agricultural purposes on a lot having a net area of less than five acres	X
(C) Agricultural purposes on a lot having a net area of at least five acres	X
(D) Office	P
Signs, in accordance with Part 12, associated with uses allowed in the applicable residential zone (CB-85-1988)	P
Signs, outdoor advertising (billboards) (CB-85-1988)	X
Temporary structures and uses not otherwise allowed	X
(4) Public/Quasi Public:	
Ambulance service, private	X
Community building, except as otherwise provided	P
Library, private	P
Post office	P
Public building and use, except as otherwise prohibited	P
Sanitary landfill or rubble fill (CB-15-1990)	X
Voluntary fire, ambulance, or rescue station	P
(5) Recreational/Entertainment/Social/Cultural:	
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
(B) All others	X
Amusement Center (CB-35-1994)	P
Amusement park:	
(A) Within a wholly enclosed shopping mall	X
(B) All others	X
Archery or baseball batting range	P
Arena or stadium (which may include a private spa)	X
Athletic field:	
(A) With no seating or nonpermanent bleacher-type seating for not more than 100 spectators	P

Table of Uses for M-U-I Zone	
USE	ZONE
	M-U-I in DDOZ
(B) With permanent bleacher-type seating for more than 100 spectators	X
Auditorium	P
Beach	X
Billiard or pool parlor	P
Boat ramp	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)	X
(B) All others	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
Club or lodge (private) except as otherwise provided	P
Employees' recreational facilities (private, nonprofit) accessory to an allowed use	P
Fishing pier	X
Go-cart track	X
Golf course or country club:	
(A) Accessory to a commercial use	X
(B) All others	X
Golf driving range	X
Marina (CB-72-1987)	X
Miniature golf course	P
Museum, aquarium, art gallery, cultural center, or similar facility	P
Park or playground	P
Performance arts center, in accordance with Section 27-464.05 (CB-12-2001)	P
Race track	X
Recreational campground (in the C-M Zone subject to paragraphs (1) thru (7) of Section 27-400(a))	X
Recreational or entertainment establishment of a commercial nature, if not otherwise specified:	
(A) Abutting residential property or land residentially zoned	X
(B) All others (CB-72-1998)	X
Reducing/exercise salon or health club	P
Riding stable	X
Rifle, pistol, or skeet shooting range:	
(A) Indoor	X
(B) Outdoor	X

Table of Uses for M-U-I Zone	
USE	ZONE
	M-U-I in DDOZ
Skating rink	P
Spa (community)	P
Spa (private), accessory to an allowed dwelling unit	P
Spa (public):	
(A) Accessory to a hotel or motel	P
(B) Accessory to a reducing/exercise salon or health club	P
(C) Accessory to a commercial swimming pool	P
(D) Accessory to a recreational campground	X
(E) Accessory to a summer camp	X
(F) Unrestricted	X
Summer camp	X
Swimming pool:	
(A) Accessory to a hotel or motel (CB-9-2004)	P
(B) Accessory to a recreational campground	X
(C) Community	P
(D) Indoor	P
(E) Private, accessory to an allowed one-family detached dwelling	P
(F) All others	X
Tennis, basketball, handball, or similar court:	
(A) Indoor (within a permanent wholly enclosed building)	P
(B) Outdoor	P
(C) With a temporary removable cover (bubble)	X
Theatre:	
(A) Indoor	P
(B) Outdoor (including drive-in)	X
Zoo, not publicly owned	X
(6) Residential/Lodging:	
Apartment hotel	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)	P
Apartment housing for elderly or handicapped families in a surplus public school building	P
Artists' residential studios, in accordance with Section 27-445.09 (CB-12-2001)	P
Boardinghouse	P
Congregate living facility for more than eight elderly or physically handicapped residents (CB-90-1985)	P

Table of Uses for M-U-I Zone	
USE	ZONE
	M-U-I in DDOZ
Congregate living facility for NOT more than eight elderly or physically handicapped residents (CB-90-1985)	P
Convent or monastery (CB-23-1993)	P
Conservation subdivision pursuant to Section 24-152 of Subtitle 24 (CB-6-2006)	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):	
(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
(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
(C) Prior to November 18, 1980, but on or after November 29, 1949	X
(D) On or after November 18, 1980 (CB-58-1986; CB-73-1996)	X
Country Inn	X
Dwelling, farm tenant	X
Dwelling, metropolitan, one-family attached (CB-33-2005)	X
Dwelling, multifamily:	
(A) In general (CB-67-2003; CB-109-2004)	P
(B) Subject to applicable bedroom percentages	P
(C) In excess of applicable bedroom percentages	P
(D) Restricted to one-bedroom and efficiency apartments	X
(E) Higher than 110 feet (CB-85-1988)	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
Dwelling, one-family attached, for the elderly (CB-71-1996)	P
Dwelling, one-family detached, for the elderly (CB-90-2004)	X
Dwelling, one-family detached, cluster development, shown on a preliminary plat of subdivision approved prior to July 1, 2006 (CB-6-2006)	X
Dwelling, one-family detached (in general)	P
Dwelling, one-family semidetached (CB-85-1988)	P

Table of Uses for M-U-I Zone	
USE	ZONE
	M-U-I in DDOZ
Dwelling, quadruple-attached (CB-83-1997)	P
Dwelling, three-family	P
Dwelling, two-family detached (CB-85-1988)	P
Dwelling, two-family (in general)	P
Dwellings, one-family attached, cluster development, shown on a preliminary plat of subdivision approved prior to September 1, 1986	X
Dwellings, one-family triple-attached, cluster development, shown on a preliminary plat of subdivision approved prior to September 1, 1986	X
Dwellings, one-family triple-attached (in general)	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
(B) In accordance with Section 24-138.01 of Subtitle 24 (CB-72-1989)	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)	P
(B) All others	P
Group residential facility for more than eight mentally handicapped dependent persons, or for five or more other dependent persons	P
Group residential facility for not more than eight mentally handicapped dependent persons	P
Guest house, as an accessory use	X
Hotel or motel:	
(A) Hotel or motel in general	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
Mobile home used as a dwelling for emergency purposes as a temporary use, in accordance with Sections 27-260 and 27-261	X
Mobile home used as a one-family detached dwelling	X
Mobile home, with use for which amusement taxes collected	P
Opportunity Housing dwelling units (CB-66-1991; CB-55-1996)	P
Planned retirement community (CB-55-1996, CB-21-1999)	P

Table of Uses for M-U-I Zone	
USE	ZONE
	M-U-I in DDOZ
Recreational community development, in accordance with Section 27-444 (CB-16-1989; CB-55-1996)	X
Rental of guest rooms (by the residents):	
(A) To 1 or 2 persons (unrelated to all principal residents)	X
(B) To 3 persons (unrelated to all principal residents)	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
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 27-445.09 (CB-58-2001)	P
Rooming houses	P
Tourist cabin camp	X
Tourist homes	P
Townhouse, cluster development, shown on a preliminary plat of subdivision approved prior to September 1, 1986 (CB-54-1986)	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
Townhouse, shown on a preliminary plat of subdivision approved pursuant to Part 4A. (CB-47-1996)	P
Townhouse, transit village (CB-37-2006)	X
Townhouse, if located within a designated revitalization tax credit district (CB-112-2004)	P
Townhouse, all others (CB-55-1996)	P
(7) Resource Production/Recovery:	
Agricultural use:	
(A) Other than animal or poultry raising	X
(B) Animal or poultry raising (other than customary household pets)	
(i) on lots 20,000 square feet or more	X
(ii) on lots under 20,000 square feet	X
(iii) on lots under 20,000 square feet adjoining occupied residentially-zoned property (CB-71-2001)	X
Sand and gravel wet-processing	X
Surface mining	X

Table of Uses for M-U-I Zone	
USE	ZONE
	M-U-I in DDOZ
(8) Transportation/Parking/Communications/Utilities:	
Airport, airpark, airfield, airstrip, heliport, helistop	X
Antennas and related equipment buildings and enclosures, other than satellite dish antennas, in accordance with Section 27-464.03 (CB-65-2000)	P
Broadcasting studio (without tower)	P
Bus station or terminal	P
Monopoles and related equipment buildings and enclosures, in accordance with Section 27-464.03 (CB-65-2000)	P
Parking garage, commercial	P
Parking garage or lot or loading area, used in accordance with Part 11	P
Parking lot, commercial:	
(A) With shuttle service to Metro and within two miles of a Metro station	P
(B) All others (CB-14-2003)	P
Parking of mobile home, except as otherwise specified	X
Parking of a mobile home in a public right-of-way	X
Parking of vehicles accessory to an allowed use	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
(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
Satellite dish antenna, in accordance with Section 27-451.01:	
(A) Up to 10 feet in diameter, to serve only one dwelling unit	P
(B) More than 10 feet in diameter to serve only one dwelling	X
(C) All others (CB-19-1985)	P
Storage of any motor vehicle which is wrecked, dismantled or not currently licensed, except where specifically allowed (CB-4-1987)	X
Taxicab dispatching station:	
(A) Without cab storage, repair, or servicing	P
(B) With cab storage	X
(C) With cab repair or servicing within a wholly enclosed building (CB-50-1987)	X
Taxicab stand	P
Telegraph or messenger service	P

Table of Uses for M-U-I Zone	
USE	ZONE
	M-U-I in DDOZ
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
(B) Freestanding for commercial purposes, not exceeding 100 feet above ground level	P
(C) Attached to a roof for commercial purposes, not exceeding 40 feet above the height of the building	P
(D) All others (CB-8-1990; CB-41-1994; CB-123-1994; CB-65-2000)	X

Table of Uses Permitted—Commercial Zones

No use shall be allowed in the Commercial 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 letter "X" indicates that the use is prohibited.
3. All uses not listed are prohibited.
4. Whenever the tables refer to an allowed use, that use is permitted (P) as listed in the zone in which it is allowed.
5. Footnote 56 stipulates that certain commercial uses are permitted in specific geographic locations within the Central US 1 Corridor Sector Plan.

Table of Uses for Commercial Zones		
USE	ZONE	
	C-0 in DDOZ	C-S-C in DDOZ
(1) Commercial:		
(A) Eating or Drinking Establishments:		
Eating or drinking establishment, with drive-through service (CB-49-2005; CB-19-2010)	X	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-oriented uses (CB-49-2005; CB-19-2010)	X	X
Eating or drinking establishment of any type providing adult-oriented performances (CB-49-2005; CB-19-2010)	X	X
(B) Vehicle, Mobile Home, Camping Trailer, and Boat Sales and Service:		
Bus maintenance accessory to:		
(i) A private school or educational institution	X	X
(ii) A church or other place of worship	X	X
Boat fuel sales at the waterfront	X	X
Boat sales, service, and repair, including outdoor storage of boats and boat trailers:		
(i) Accessory to a marina	X	X
(ii) All others	X	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	X	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)	X	X
(iii) All others (CB-76-1998; CB-114-2004)	X	p56
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)	X	X
Incidental automobile service in a parking garage ³	X	X
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)	X	X
Vehicle, mobile home, or camping trailer repair and service station (CB-50-1993)	X	X

Table of Uses for Commercial Zones		
USE	ZONE	
	C-0 in DDOZ	C-S-C in DDOZ
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 ³⁷ (CB-95-1987; CB-87-2000; CB-29-2002)	X	X
Vehicle or camping trailer rental (in the C-M Zone, subject to Section 27-417(a),(b)(2), and (c))	X	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)	X	X
(ii) Accessory to a department store (CB-58-1990)	X	X
(iii) All others (CB-21-1992)	X	X
Vehicle parts or tire store without installation facilities	X	P
Vehicle towing station, provided it is enclosed by a sight-tight wall or fence at least six feet high, or an evergreen screen (CB-30-1992)	X	X
(C) Offices:		
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	X	X
Contractor's office (see paragraph (3), miscellaneous)		
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

Table of Uses for Commercial Zones		
USE	ZONE	
	C-0 in DDOZ	C-S-C in DDOZ
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
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 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 streets shown on the master plan as arterial or higher classification, and located at an intersection where the three 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 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 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 streets shown on the master plan as arterial or higher classification, and located at an intersection where the three 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 locations (CB-69-1999)	X	X
(D) Services:		
Ambulance service, private	X	X
Animal hospital, animal training, kennel	X	P
Artist's studio	P	P
Barber or beauty shop (CB-148-1987)	P	P
Bicycle repair shop:		
(i) Nonmotorized only	X	P
(ii) All others	X	P
Blacksmith shop	X	X
Blueprinting, photostating, or other photocopying establishment	X	P
Carpet or rug shampooing establishment	X	X

Table of Uses for Commercial Zones		
USE	ZONE	
	C-0 in DDOZ	C-S-C in DDOZ
Catering establishment:		
(i) Accessory to an allowed use	P	P
(ii) As a primary use but including banquet facilities and a restaurant	X	P
(iii) For food preparation and administrative office only (no banquet facilities)	X	P
(iv) All others (CB-94-1996, CB-34-1999)	X	P
Data processing	P	P
Dry cleaning or laundry pickup station (CB-127-1986)	X	P
Dry cleaning store or plant: ⁴³		
(i) Retail, gross floor area under 3,000 square feet	X	P
(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	X	P
Employment agency	P	P
Farm implement repair	X	X
Fortune telling	X	X
Funeral parlor, undertaking establishment (CB-2-1989)	X	X
Household appliance or furniture repair shop	X	P
Key or locksmith shop (CB-128-1986)	X	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	X
(ii) All others	X	P
Laundry store or plant: ⁴³		
(i) Retail, gross floor area under 3,000 square feet	X	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	X	P

Table of Uses for Commercial Zones		
USE	ZONE	
	C-0 in DDOZ	C-S-C in DDOZ
(ii) All others, provided all repairs are performed within a wholly enclosed building	X	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	X	X
(ii) All others (CB-120-1994)	X	X
Machine shop accessory to an allowed use	X	X
Massage establishment	X	X
Methadone Treatment Center (CB-103-1993)	X	X
Model studio	X	X
Newspaper publishing establishment	X	X
Pet grooming shop, provided all animals are confined to the interior of the building and adequate measures are taken to control noise and odor	X	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 sq. ft. of gross floor area	X	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	X	P
(ii) All others	X	X
Sauna or steam bath	X	X
Septic tank service	X	X
Sewage dump station for camping trailers or boats	X	X
Shoe repair shop	X	P
Tailor or dressmaking shop (may include incidental dyeing and pressing allowed as a "PB" use)	X	P
Taxidermy (CB-30-1986)	X	X
Travel bureau	P	P
Upholstery shop (CB-65-1989)	X	P
Veterinarian's office:		
(i) Outpatient	X	P
(ii) Inpatient (CB-96-1988)	X	P
Watch or jewelry repair shop	X	P

Table of Uses for Commercial Zones		
USE	ZONE	
	C-0 in DDOZ	C-S-C in DDOZ
Welding shop:		
(i) Accessory to an allowed use	X	X
(ii) All others	X	X
(E) Trade (Generally Retail):		
Adult book store (CB-65-1989; CB-53-1996)	X	X
Arts, crafts, and hobby supply store	X	P
Bait shop	X	X
Bakery products, wholesale (may include retail sales)	X	X
Bicycle (sales) shop:		
(i) Nonmotorized, only	X	P
(ii) All others	X	P
Book (except adult bookstore) or camera store (CB-71-1993)	X	P
Bottled gas sales:		
(i) Accessory to an allowed use	X	P
(ii) All others	X	X
Building supply store:		
(i) Wholly enclosed, except for nursery stock	X	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)	X	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	X	P
Clothing, dry goods, millinery, or shoe store (CB-58-1985; CB-71-1993)	X	P
Confectioner (not exceeding 40,000 square feet of gross floor area):		
(i) Retail (CB-65-1989)	X	P
(ii) Wholesale (may include accessory retail sales)	X	X
Department or variety store, excluding pawnshops:		
(i) Not exceeding 125,000 square feet of gross floor area	X	P

Table of Uses for Commercial Zones		
USE	ZONE	
	C-0 in DDOZ	C-S-C in DDOZ
(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) ^{24, 52} (CB-19-2005)	X	X
(iii) All others, ⁴⁰ in accordance with Section 27-348.02 (CB-71-1993; CB-28-1997, CB-4-1999; CB-2-2002)	X	X
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	X	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	X	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	X	X
Farmer's market or flea market as a temporary use, in accordance with Sections 27-260 and 27-261 (CB-63-1998)	X	P
Florist shop	X	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	X	P
Food or beverage goods preparation for wholesale sales:		
(i) Not exceeding 1,500 square feet of gross floor area	X	P
(ii) Containing 1,501 to 3,000 square feet of gross floor area	X	P
(iii) All others (CB-37-1992)	X	X
Food or beverage store:		
(i) Not exceeding 3,000 square feet of gross floor area	X	P
(ii) Not exceeding 125,000 square feet of gross floor area	X	P
(iii) In combination with a department or variety store on the same or adjacent site, in accordance with Section 27-348.02	X	P
(iv) All others (CB-112-1986; CB-65-1989; CB-2-2002)	X	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)	X	X
Gift, jewelry, music, souvenir, or other specialty store not specifically listed (CB-71-1993)	X	P

Table of Uses for Commercial Zones		
USE	ZONE	
	C-0 in DDOZ	C-S-C in DDOZ
Hardware store (CB-65-1989)	X	P
Household appliance or furniture store:		
(i) Not exceeding 50,000 square feet of gross floor area	X	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	X	X
Monument and headstone sales establishment (CB-22-2004)	X	X
Newspaper, magazine, or tobacco shop	X	P
Nursery and garden center, which may include the outdoor display of nursery stock, such as plants, shrubbery, and trees	X	X
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)	X	P
(ii) More than six feet from main buildings(subject to Section 27-388)	X	X
Paint or wall covering store	X	P
Pawnshop:		
(i) In accordance with Section 27-250.01	X	X
(ii) In accordance with Section 27-394.01 (CB-28-1997)	X	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)	X	P
Retail shop or store (not listed) similar to one permitted (P) in the:		
(i) C-S-C Zone	X	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	X	P
(ii) Containing less than 7,000 square feet of gross retail space	X	P
(iii) Unrestricted in size (CB-49-1987)	X	X
Seasonal decorations display and sales as a temporary use, in accordance with Sections 27-260 and 27-261	P	P

Table of Uses for Commercial Zones		
USE	ZONE	
	C-0 in DDOZ	C-S-C in DDOZ
Septic tank sales (CB-65-1989)	X	X
Sporting goods shop, which may include marine equipment and supplies	X	P
Stationery or office supply store which may include the sale of furniture or business machines	X	P
Swimming pool or spa sales and service:		
(i) Excluding outdoor display	X	X
(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)	X	P
Video game or tape store	X	P
Wayside stand:		
(i) As a temporary use, subject to Sections 27-260 and 27-261	X	X
(ii) All others (CB-122-1986)	X	X
(2) Institutional/Educational:		
Adult day care center	X	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)	X	P
Day care center for children:		
(A) In accordance with Section 27-464.02 ¹²	P	P
(B) All others (CB-23-1988)	X	X
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	X	P
(B) All others (CB-8-1998)	X	X
Hospital (may include a private spa)	P	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)	X	X
School, Private:		
(A) Driving school, automobile only	P	P
(B) For artistic instruction (including a studio)	P	P

Table of Uses for Commercial Zones		
USE	ZONE	
	C-0 in DDOZ	C-S-C in DDOZ
(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	P	P
(E) Tutoring establishment	P	P
(F) Private college or university	P	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)	P	P
(3) Miscellaneous:		
Accessory structures and uses, except as otherwise provided	P	P
Adaptive reuse of a surplus public school, when not otherwise allowed	P	P
Adaptive use of a historic site, when not otherwise allowed (CB-58-1987)	P	P
Auction house	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 ¹³ (CB-55-1988)	P	P
Carpentry, cabinet making, or other woodworking shop:		
(A) Accessory to an allowed use	X	X
(B) All others	X	X
Cemetery or crematory:		
(A) Cemetery, accessory to a church, convent, or monastery ¹⁸	X	X
(B) All others (CB-11-1991)	X	X
Collection of recyclable materials as a temporary use, in accordance with Sections 27-260 and 27-261	P	P
Commercial recreational development (CB-35-2000; CB-60-2009)	X	X
Consolidated storage (CB-147-1986; CB-65-1989; CB-45-1999; CB-29-2000)	X	X
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
(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

Table of Uses for Commercial Zones		
USE	ZONE	
	C-0 in DDOZ	C-S-C in DDOZ
(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	X	X
Hardware fabrication and manufacturing of products from material produced elsewhere ²⁶ (CB-39-1996)	X	X
Mobile home, with use for which amusement taxes are collected ²	P	P
Recycling collection center as a temporary use, in accordance with Sections 27-260 and 27-261	P	P
Recycling collection center, paper only (limited to collection, storage, and shipping):		
(A) On a lot contiguous to a railroad siding and not abutting 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), subject to Section 27-391(a)(2) and (3)	X	X
(B) All others	X	X
Rental business:		
(A) Rental of motor vehicles or camping trailers (in the C-M Zone subject to the requirements of Section 27-417)	X	X
(B) Rental of boats	X	X
(C) Rental of any other merchandise allowed to be sold in the respective zone	X	P
Sanitary landfill, rubble fill, or Class 3 fill ⁴⁵ (CB-8-2003; CB-87-2003)	X	X
Sign, in accordance with Part 12:		
(A) Outdoor advertising (billboard)	X	X
(B) All others (CB-65-1989; CB-24-1991)	P	P
Sign shop	X	P
Stationery or office supply corporate headquarters including office, showroom, and distribution (no retail sales) also including office furniture as an accessory use, within an office building complex of at least 20 acres (CB-116-1986)	X	X
Storage, wholly enclosed, accessory to an allowed use	P	P
Temporary shelter for commercial display, sale, or service use permitted (P) in the respective zones, as a temporary use, in accordance with Sections 27-260 and 27-261	X	P
Trash removal services (CB-17-2002)	X	X

Table of Uses for Commercial Zones		
USE	ZONE	
	C-0 in DDOZ	C-S-C in DDOZ
Wholesaling, distribution, and related storage:		
(A) Incidental to any use allowed and in an office building, but limited to a floor area ratio of 0.1	X	X
(B) Of materials (products) not used or produced on the premises (CB-61-1995; CB-5-2004)	X	X
Wholesaling of products incidental to the retail sales of the products on the premises	X	X
(4) Public/Quasi Public:		
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 ¹⁷ (CB-15-1990)	X	X
Voluntary fire, ambulance, or station ¹ (CB-70-2008)	X	P
(5) Recreational/Entertainment/Social/Cultural:		
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	X	P
(B) All others	X	X
Amusement center (CB-35-1994)	X	P
Amusement park:		
(A) Within a wholly enclosed shopping mall	X	X
(B) All others	X	X
Archery or baseball batting range	X	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	X	X
Auditorium	X	P
Beach	X	X
Billiard or pool parlor	X	P
Boat ramp	X	X
Bowling alley:		

Table of Uses for Commercial Zones		
USE	ZONE	
	C-0 in DDOZ	C-S-C in DDOZ
(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)	X	X
(B) All others	X	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	X	P
Go-cart track	X	X
Golf course or country club:		
(A) Accessory to a commercial use	X	X
(B) All others	X	X
Golf driving range	X	X
Marina (CB-72-1987)	X	X
Miniature golf course	X	P
Museum, aquarium, art gallery, cultural center, or similar facility	P	P
Park or playground	P	P
Performance arts center, in accordance with Section 27-464.05 (CB-12-2001)	P	P
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	X	X
(B) All others (CB-72-1998)	X	X
Reducing/exercise salon or health club	X	P
Riding stable	X	X
Rifle, pistol, or skeet shooting range:		
(A) Indoor	X	X
(B) Outdoor	X	X
Skating rink	X	P
Spa (community)	P	P
Spa (private), accessory to an allowed dwelling unit	P	P
Spa (public):		
(A) Accessory to a hotel or motel	X	P

Table of Uses for Commercial Zones		
USE	ZONE	
	C-0 in DDOZ	C-S-C in DDOZ
(B) Accessory to a reducing/exercise salon or health club	X	P
(C) Accessory to a commercial swimming pool	X	X
(D) Accessory to a recreational campground	X	X
(E) Accessory to a summer camp	X	X
(F) Unrestricted	X	X
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	X	P
(E) Private, accessory to an allowed one-family detached dwelling	P	P
(F) All others	X	X
Tennis, basketball, handball, or similar court:		
(A) Indoor (within a permanent wholly enclosed building)	P	P
(B) Outdoor	P	P
(C) With a temporary removable cover (bubble)	X	X
Theatre:		
(A) Indoor	P	P
(B) Outdoor (including drive-in)	X	X
Zoo, not publicly owned	X	X
(6) Residential/Lodging:		
Apartment housing for the elderly or physically handicapped	X	X
Artists' residential studios, in accordance with Section 27-464.05 (CB-12-2001)	P	P
Country inn	X	P
Dwelling, multifamily (CB-75-2003; CB-28-2004)	X	X
Dwelling, provided that it was legally erected prior to the date upon which the property was classified in a commercial zone, or was legally erected in a commercial zone under prior regulations	P	P
Dwelling unit within a building containing commercial uses:		
(A) Not exceeding three units per building, to be located above the ground floor, except where otherwise allowed	P	P
(B) Not exceeding three units per building, with one unit at ground level for a resident manager, caretaker, or nightwatchman (and family)	X	X

Table of Uses for Commercial Zones		
USE	ZONE	
	C-0 in DDOZ	C-S-C in DDOZ
(C) In a building containing four or more stories, provided the units are located above the third story (CB-97-2005)	P	P
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 15 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
Multifamily retirement community (CB-85-2003)	X	X
Planned retirement community (CB-22-2002)	X	X
Tourist cabin camp	X	X
Tourist home	X	P
Transitional shelter for the homeless:		
(A) Operated in conjunction with an adjacent eleemosynary institution; and containing eight or fewer residential units	P	X
(B) All others (CB-62-1991)	X	X
(7) Resource Production/Recovery:		
Agricultural use		
(A) Other than animal or poultry raising	X	X
(B) Animal or poultry raising (other than customary household pets)		
(i) on lots 20,000 square feet or more	X	X
(ii) on lots under 20,000 square feet	X	X
(iii) on lots under 20,000 square feet adjoining occupied residentially-zoned property ³⁸ (CB-71-2001)	X	X
Sand and gravel wet-processing	X	X
Surface mining	X	X
(8) Transportation/Parking/Communications/Utilities:		
Airport, airpark, airfield, airstrip, heliport, helistop	X	X
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	X	P

Table of Uses for Commercial Zones		
USE	ZONE	
	C-0 in DDOZ	C-S-C in DDOZ
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
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)	P	P
Parking of mobile home, except as otherwise specified	X	X
Parking of a mobile home in a public right-of-way ⁴	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 1 dwelling unit	P	P
(B) More than 10 feet in diameter to serve only 1 dwelling	X	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 ⁶ (CB-4-1987)	X	X
Taxicab dispatching station:		
(A) Without cab storage, repair, or servicing	P	P
(B) With cab storage	X	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

Table of Uses for Commercial Zones		
USE	ZONE	
	C-0 in DDOZ	C-S-C in DDOZ
(C) Attached to a roof for commercial purposes, not exceeding 40 feet above the height of the building	P	P
(D) All others (CB-8-1990; CB-41-1994; CB-123-1994; CB-65-2000)	X	X

Footnotes to Table of Uses for Commercial Zones

- 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.
 - (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 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 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.
 - (D) The mobile home shall not be located on the property for more than 120 cumulative days per calendar year, except mobile homes used in connection with pari-mutuel racetracks when the use shall not exceed 218 cumulative days per calendar year.

- 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.
 - (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.

⁵ Reserved.

- ⁶ This shall not apply to:
- (A) Storage accessory (and related) to an allowed use.
 - (B) One such vehicle stored in a wholly enclosed garage.

⁷ Approval as an accessory use with approval of the special exception for the hotel or motel.
(CB-28-1985)

⁸ Approval as an accessory use with approval of the special exception for the recreational campground.
(CB-28-1985)

Footnotes to Table of Uses for Commercial Zones

- ⁹ Provided:
- (A) The minimum seating capacity is 150.
 - (B) More than 50 percent of its revenue is derived from the sale of food.
 - (C) The operation is limited to the sale of food and beverages for consumption on the premises.
 - (D) Customer service is at table side. No counter service and no cafeteria-style service is provided.
 - (E) The restaurant is not open to the public before 11:00 a.m.
- (CB-104-1985)
- ¹⁰ The requirement for at least six businesses and a 50,000-square-foot minimum gross floor area does not apply to a fast-food restaurant which is legally existing or which is subsequently constructed pursuant to a building permit filed prior to May 6, 1986.
- (CB-29-1986)
- ¹¹ This does not provide for accessory antennas or overhead distribution lines.
- (CB-25-1987)
- 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)
- ¹³ Provided the health center is located on a minimum of 25 acres.
- (CB-55-1988)
- ¹⁴ Provided it is an adaptive reuse of existing space, such space having been previously utilized for bulk retailing, and only where the property on which the use is located abuts land in the I-3 Zone.
- (CB-61-1988; CB-81-1993; CB-123-1994; CB-61-1995)
- ¹⁵ May include an accessory crematory.
- (CB-2-1989)
- ¹⁶ Delivery service is permitted provided an additional parking space, over and above the required number of parking spaces, is provided for each vehicle used for delivery. No more than six vehicles shall be permitted for the delivery service.
- (CB-126-1989)
- 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)
- ¹⁸ Provided both uses were existing as of January 1, 1991.
- (CB-11-1991)
- 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 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.
 - (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)
- ²⁰ Provided the use is on a parcel or contiguous parcels of land in the C-M Zone, the gross tract area of which is a minimum of 50 acres, which is contiguous to an existing street right-of-way at least 120 feet wide, and of which no more than 35 percent is occupied by the uses subject to this requirement. The entire tract of land in the C-M Zone shall require detailed site plan approval in accordance with Part 3, Division 9 of this subtitle. Each use subject to these requirements shall consist of at least 25,000 square feet of gross floor area, and uses consisting of less than 50,000 square feet of gross floor area are permitted only if there is one existing retail use consisting of more than 100,000 square feet of gross floor area for every two retail uses consisting of less than 50,000 square feet of gross floor area. Clothing, dry goods, millinery, and shoe stores shall be permitted by special exception in all other cases. For the purposes of this footnote, the word "contiguous" shall include parcels that are separated only by a right-of-way. However, a department or variety store consisting of no more than 15,000 square feet of gross floor area shall be permitted upon a parcel or contiguous parcels of land in the C-M Zone, the gross tract area of which is no more than three acres, and which is contiguous to an existing street right-of-way at least 120 feet wide, subject to detailed site plan approval in accordance with Part 3, Division 9, of this subtitle.
- (CB-71-1993; CB-70-1998)

Footnotes to Table of Uses for Commercial Zones

- ²¹ If the use has a valid use and occupancy permit as of September 30, 1993, and a sight-tight fence or wall at least six feet in height is erected along the perimeter of all abutting residential property as of December 31, 1993, the use shall be permitted by right. Change in ownership of the use shall not affect the conforming use status.
(CB-89-1993)
- ²² Subject to detailed site plan approval, in accordance with Part 3, Division 9, of this subtitle, if the use is abutting land in a residential zone, or land proposed to be used for residential purposes on an approved basic plan, approved official plan, or any approved conceptual or detailed site plan.
(CB-90-1993)
- ²³ Provided the building to which it is attached is at least 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.
(CB-120-1994; CB-19-2010)
- ²⁵ Provided the property abuts property in a commercial zone, a residential zone in common ownership with the subject property, or a transportation facility right-of-way.
(CB-46-1995)
- ²⁶ Provided the property on which the use is located is under single ownership which includes the I-1 and C-M zones, where the uses on the C-M zoned portion are an expansion of the currently existing uses on the I-1 zoned portion of the property.
(CB-39-1996)
- ²⁷ Provided the property on which the use is located is abutting an existing vehicle storage yard with a valid use and occupancy permit.
(CB-80-1996)
- 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)
- ²⁹ Reserved.
- ³⁰ Except when located on a tract of land which is less than 1.5 acres in size and surrounded on all sides by land in any residential zone in order to ensure safety on contiguous parcels and to minimize negative aesthetic impact on neighboring areas. A maximum of one monopole and antennas for four carriers are permitted. For any use for which the original permit was applied for prior to November 25, 1997, and legally issued, telecommunications-related equipment may be moved inside an existing structure without obtaining a special exception for the alteration of a nonconforming use.
(CB-102-1997; CB-38-1998; CB-29-2003)
- ³¹ Provided:
(A) The store shall be no less than 10,000 square feet nor more than 15,000 square feet.
(B) The use involves the demolition and redevelopment of a commercial use that has been vacant for a minimum of five years.
(C) The site contains a minimum of three acres and is adjacent to, or across from, an enclosed mall of at least 500,000 square feet.
(CB-4-1999)
- ³² If located outside a revitalization tax credit area in a commercial center with less than 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)
- ³³ Provided the use does not exceed 5,000 square feet.
(CB-34-1999)

Footnotes to Table of Uses for Commercial Zones

- ³⁴ Limited to the adaptive re-use of vacant or partially vacant property in former or existing shopping centers which are limited in their ability to modify or expand. The C-S-C parcels in the shopping center shall:
- (A) Lie adjacent to federal government property.
 - (B) Include not less than 10 or more than 15 acres.
 - (C) Be confined by road networks which limit access changes to the parcels.
 - (D) Lie contiguous to and below the grade of a multilane limited-access highway.
- All such consolidated storage units shall meet the requirements of Sections 27-375(a)(5), (6) and (7), and 27-281 through 27-290.
(CB-45-1999)
- ³⁵ Reserved.
- ³⁶ Special exception applications filed prior to January 1, 2000, may continue through the review and hearing procedures in Part 4. Uses which are approved may continue in effect, may be revised or amended under procedures in Part 4, and shall not be considered nonconforming. The maximum height of structures not approved by January 1, 2000, shall be thirty-six feet.
(CB-29-2000)
- 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)
- ³⁹ (A) The subject C-M Zone property shall have at least 75 feet of frontage on a street shown on the master plan as a collector or higher classification, be at least 25,000 square feet in area, and be the subject of a use and occupancy permit for commercial vehicle storage issued prior to January 1, 1990.
- (B) In addition, the use may be placed on a C-M Zone property contiguous to property meeting the requirements in paragraph (A), but only if both properties are in the same ownership and the paragraph (A) property has a valid use and occupancy permit for trash removal services.
(CB-17-2002)
- 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)
- ⁴¹ Provided:
- (A) The property in the C-O Zone is within a special taxing district and adjoins or lies across a public right-of-way from land in the R-H Zone with an existing planned retirement community.
 - (B) The Planning Board approves a detailed site plan, in accordance with Part 3, Division 9, and makes the following findings:
 - (1) The site plan meets all special exception requirements in Section 27-395; and
 - (2) The proposed project will serve, in a high quality, well-designed retirement community, the needs of a retirement-aged population while not adversely affecting the character of the surrounding neighborhood.
- (CB-22-2002)
- ⁴² Provided the use is an expansion of an existing vehicle sales lot onto surplus land owned by a state agency, but is not in use as a street or right-of-way. The subsequent conveyance of the state land shall not result in the use becoming nonconforming.
(CB-29-2002)
- 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)

Footnotes to Table of Uses for Commercial Zones

- ⁴⁴ Permitted use without requirement for a special exception provided:
- (A) The property is located within 1,000 feet of an existing mass transit rail station operated by the Washington Metropolitan Area Transit Authority (WMATA) and within the boundaries of a TDOZ approved prior to 1990.
 - (B) Permits may not be issued for the commercial parking lot until the Planning Board approves a detailed site plan in accordance with Part 3, Division 9, of this subtitle.
 - (C) The Planning Board shall find that the site plan meets the requirements of any applicable TDOZ development plan.
 - (D) All commercial parking lot operations on the property shall cease by September 1, 2008.
- (CB-14-2003)
- ⁴⁵ 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 permits are void.
- (CB-8-2003; CB-87-2003)
- ⁴⁶ Multifamily condominium or rental units are permitted provided:
- (A) The use is located on one or more lots less than 12 acres in size.
 - (B) The property is located within a center or a corridor designated by the General Plan.
 - (C) The adjoining properties are developed with institutional, commercial office, and residential uses.
 - (D) Development of the site is subject to the regulations of the R-18 Zone for this use.
 - (E) A detailed site plan shall be approved in accordance with Part 3, Division 9, of this subtitle. The site plan shall include architectural review in order to ensure compatibility with the existing neighborhood.
- (CB-75-2003; CB-69-2004)
- ⁴⁷ Provided:
- (A) The community is located on a minimum of five acres and a maximum of 11 acres.
 - (B) The property is located within a center or a corridor designated by the General Plan.
 - (C) The property upon which the community is located shall be located adjacent to property, also zoned C-0, which includes medical offices, an assisted living facility, adult day care center, and/or other facility designed for senior citizens, but in no event shall the use be deemed nonconforming if the adjacent C-0 property is no longer occupied by one of the aforementioned uses.
 - (D) Each multifamily building shall consist of at least three stories, and shall be served by an elevator.
 - (E) The community shall include a clubhouse consisting of at least 5,000 square feet.
 - (F) At least one resident of each household shall be at least 55 years old and no permanent resident of the retirement community shall be under 18 years old.
 - (G) A Detailed Site Plan shall be approved in accordance with Part 3, Division 9 of this Subtitle;
 - (H) Covenants setting forth the minimum age of the residents shall be submitted with the detailed site plan application. The covenants shall run to the benefit of The Maryland-National Capital Park and Planning Commission.
 - (I) Development of the community is subject to the regulations of the R-18C Zone for multifamily dwellings.
- (CB-85-2003)
- ⁴⁸ Provided:
- (A) The use is an adaptive reuse of a furniture warehouse store, which has or had a valid use and occupancy permit prior to January 1, 2004, and is in an existing shopping center that is located on a parcel(s) containing not less than five or more than 11 acres.
 - (B) The use is located in a building of at least 65,000 square feet and was constructed after 1980 with a minimum of 16-foot ceilings.
 - (C) A detailed site plan must be approved in accordance with Part 3, Division 9, of this subtitle. The site plan should address, but not be limited to, ingress and egress, truck traffic and parking on the site, and screening for any on-site truck storage.
- (CB-5-2004)
- ⁴⁹ Provided the use is located on a lot or parcel with not more than one-half acre and is located within one-half mile of an existing cemetery.
- (CB-22-2004)

Footnotes to Table of Uses for Commercial Zones

- ⁵⁰ Multifamily condominium units are permitted provided:
- (A) The multifamily dwellings shall be located on a parcel(s) containing at least six acres.
 - (B) The property is contiguous to an existing mass transit rail station operated by Washington Metropolitan Area Transit Authority (WMATA).
 - (C) The bedroom percentages for multifamily dwellings as set forth in Section 27-419 shall not be applicable.
 - (D) A detailed site plan shall be approved in accordance with Part 3, Division 9, of this subtitle.
 - (E) Regulations concerning the height of structure, lot size and coverage, frontage, setbacks, density, and other requirements of the C-S-C Zone shall not apply. All such requirements shall be established and shown on the detailed site plan;
 - (F) Density regulations shall be in accordance with the R-10 Zone for multifamily dwellings.
 - (G) The detailed site plan shall include architectural review in order to ensure high quality design and construction materials.
 - (H) Covenants setting forth that appropriate condominium fees are necessary to provide adequate maintenance of required landscaping to ensure the aesthetics of the property shall be submitted with the detailed site plan application. The covenants shall run to the benefit of the local citizens' association.
- (CB-28-2004)
- ⁵¹ Subject to the following conditions:
- (A) The hours of operation shall be limited to 7:00 p.m. to 11:00 p.m.
 - (B) The establishment shall be located at least 1,000 feet from any school, or any other building or use providing adult-oriented performances and at least 300 feet from any residential zone or from land used for residential purposes in any zone.
 - (C) Any establishment providing adult-oriented performances lawfully established, operating, and having a validly issued use and occupancy permit prior to the effective date of these conditions, must conform to the permitted use and location requirements on or before November 30, 2007.
- (CB-49-2005)
- 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.
 - (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.
 - (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)
- ⁵³ Condominium residential dwellings may be permitted in the C-S-C Zone within the Developed Tier on property that is the location of an existing hotel, if located along the Capital Beltway and within one mile of a WMATA station, subject to an approved detailed site plan as provided in Part 3, Division 9. The use is permitted only if:
- (A) The units are part of a mixed-use development of commercial and retail/commercial.
 - (B) The minimum percentage of any single use is ten percent for either residential, commercial, or retail of the gross square footage of floor area.
 - (C) The density, bulk, height, and other regulations are as required for townhouses in the R-T Zone and for multifamily units in the R-18 Zone.
- (CB-97-2005)
- ⁵⁴ Provided:
- (A) The use does not exceed 3,000 square feet of gross floor area.
 - (B) Outdoor storage and outdoor fabrication of signs are prohibited.
 - (C) The occupant of the premises shall be allowed to park no more than two commercial vehicles, each of which does not exceed a manufacturer's gross vehicle weight of 8,500 pounds.
 - (D) The use employs digital, graphic design, or other technological equipment to produce the signage.
- (CB-14-2008)
- 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 Future new uses are only permitted between Indian Lane and Erie Street, and are subject to pertinent development district standards.

Table of Uses Permitted—Residential Zones

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 letter “X” indicates that the use is prohibited.
3. All uses not listed are prohibited.
4. Whenever the tables refer to an allowed use, that use is permitted (P) as listed in the zone in which it is allowed.

Table of Uses for Residential Zones				
USE	ZONE			
	R-O-S in DDOZ	O-S in DDOZ	R-R in DDOZ	R-55 in DDOZ
(1) Commercial:				
Animal Hospital, veterinary office (CB-76-2003)	X	X	X	P
Antique shop	X	X	X	X
Agritourism	P ⁹⁰	P ⁹⁰	X	X
Barber Shop (CB-81-2008)	X	X	X	X
Bed-and-Breakfast Inn in accordance with Section 27-445.13	P	P	P	X
Bus maintenance accessory to a private school, church, or other place of worship (CB-23-1988)	X	X	X	X
Buying of items within guest rooms and pursuant to Section 27115(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	P	P	P
(B) All others	X	X	X	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	X	X	X	X
Drug paraphernalia display or sales, pursuant to Section 27115(a)(1)	X	X	X	X
Farm implement sales or repair; farm supplies sales	X	X	X	X
Farmer's 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 ⁸⁹	P	P	P	X
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	X	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	X	X
(B) On a lot having a net area between 20,000 sq. ft. and 80,000 sq. ft.	X	X	X	X

Table of Uses for Residential Zones				
USE	ZONE			
	R-O-S in DDOZ	O-S in DDOZ	R-R in DDOZ	R-55 in DDOZ
(C) On a lot having a net area exceeding 80,000 sq. ft. (CB-37-1991; CB-16-1993)	X	X	X	X
Landscaping contractor's business (CB-10-1996)	X	X	P	X
Limited professional uses in multifamily projects	X	X	X	X
Monument and headstone sales establishment (CB-60-1998)	X	X	P	X
Offices:				
(A) Accountants, architects, clergymen, engineers, lawyers, medical practitioners, and similar recognized and learned professions, as an accessory use in a dwelling	X	P	P	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	P	P
(E) Medical practitioner's office in a one-family dwelling (except as provided in (A) above)	X	X	P	P
(F) Real estate sales office as an accessory use in a dwelling	X	X	X	P
(G) Real estate subdivision sales office as a temporary use:				
(i) Subject to Sections 27-260 and 27-261	X	P	P	P
(ii) All others	X	X	X	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	X	X
Parking lot, required, serving adjacent Commercial or Industrial Zone	X	X	X	P
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
Riding stable:				
(A) On a tract consisting of less than 20,000 sq. ft.	X	P	X	X

Table of Uses for Residential Zones				
USE	ZONE			
	R-O-S in DDOZ	O-S in DDOZ	R-R in DDOZ	R-55 in DDOZ
(B) On a tract consisting of between 20,000 sq. ft. and 9 contiguous acres	P	P	X	X
(C) All others (CB-117-1991; CB-5-1992; CB-53-2001)	P	P	X	X
Seasonal decorations display and sales as a temporary use, in accordance with Sections 27-260 and 27-261 ⁴³ (CB-23-1989)	P	P	P	P
Waterfront Entertainment/Retail Complex, in accordance with Section 27-445.08 (CB-44-1997)	P	P	P	X
Wayside stand as a temporary use:				
(A) Subject to Sections 27-260 and 27-261	P	P	P	P
(B) All others	X	X	X	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

Table of Uses for Residential Zones				
USE	ZONE			
	R-0-S in DDOZ	O-S in DDOZ	R-R in DDOZ	R-55 in DDOZ
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
(2) Institutional/Educational:				
Adult day care center	X	X	P	X
Assisted living facility (CB-110-2004)	X	X	P	X
Chancery, on a lot having a net area of at least 15 acres	X	X	X	P
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 ⁵²	X	X	P	P
(D) Located in a building that was originally constructed as a dwelling, on a lot between 1 and 2 acres in size ⁵²	X	X	P	P
(E) All others (CB-23-1988; CB-23-1993; CB-76-1993)	X	P	P	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 ³⁴	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	P	P	P
(D) All others (CB-23-1988; CB-44-1989; CB-24-1999)	X	X	X	X
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	X	X	X	X

Table of Uses for Residential Zones				
USE	ZONE			
	R-O-S in DDOZ	O-S in DDOZ	R-R in DDOZ	R-55 in DDOZ
(B) 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	P	P	P	P
(C) All others (CB-78-1997; CB-8-1998)	X	P	P	P
Family day care	P	P	P	P
Health campus	X	X	X	X
Hospital	X	X	X	X
Medical/residential campus	X	X	X	X
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)	X	X	P	X
School, private:				
(A) In accordance with Section 27-443	X	P	P	P
(B) All others	X	X	X	X
Small group child care center (CB-131-1993)	P	P	P	P
(3) Miscellaneous:				
Accessory structures and uses (when not otherwise provided for)	P	P	P	P
Adaptive reuse of a surplus public school, when not otherwise allowed	P	P	P	P
Adaptive use of a Historic Site, when not otherwise allowed (CB-58-1987)	P	P	P	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 ⁴¹ (CB-55-1988)	P	P	P	P
Cemetery, crematory:				
(A) Cemetery, in accordance with Section 27-445.06	X	X	X	X
(B) Cemetery, accessory to a church, convent, or monastery ⁴⁹	X	X	X	X
(C) All others (CB-86-1989; CB-11-1991)	X	X	X	X
Home occupations for residents ²⁰ (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

Table of Uses for Residential Zones				
USE	ZONE			
	R-0-S in DDOZ	O-S in DDOZ	R-R in DDOZ	R-55 in DDOZ
Increase in height of accessory building, used for:				
(A) Servant, household help living quarters ³⁰	X	X	P	P
(B) Agricultural purposes on a lot having a net area of less than 5 acres	P	P	P	X
(C) Agricultural purposes on a lot having a net area of at least 5 acres	P	P	P	X
(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	P	P	P	P
(4) Public/Quasi Public:				
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 ^{47, 71} (CB-15-1990; CB-8-2003; CB-87-2003)	X	X	X	X
Voluntary fire, ambulance, or rescue station ²⁶ (CB-70-2008)	P	P	P	P
(5) Recreational/Entertainment/Social/Cultural:				
Archery range, privately owned and commercially operated on land leased from, and owned by, a public agency	P	P	P	X
Athletic field, outdoor, private nonprofit (CB-43-1994)	X	P	X	X
Boathouse (private) as an accessory use	X	X	X	X
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	X	X	X	X
Commercial recreational attraction	X	X	X	X
Commercial recreational facilities (privately owned) on land leased from a public agency, except as otherwise allowed:				
(A) Leased on or after January 1, 1974	X	P	P	X
(B) Leased before January 1, 1974	X	P	P	X
Community building or similar nonprofit social use, not publicly owned or operated:				
(A) Only for residents and guests	X	X	X	X
(B) All others (CB-85-1988; CB-33-1989)	X	X	X	X

Table of Uses for Residential Zones				
USE	ZONE			
	R-0-S in DDOZ	O-S in DDOZ	R-R in DDOZ	R-55 in DDOZ
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	X	P	X	X
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 ⁵⁶	P	P	P	X
(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	X	X	X	X
(B) Privately owned and commercially operated on land leased from, and owned by, a public agency ⁵⁶	X	X	X	X
(C) Golf Course Conference/Hotel complex	X	X	X	X
(D) All others (CB-47-1995; CB-45-2002)	X	X	X	X
Golf course, miniature (indoor or outdoor):				
(A) Privately owned and commercially operated on land leased from, and owned by, a public agency ⁵⁶	P	P	P	X
(B) All others (CB-47-1995)	X	P	X	X
Golf driving range:				
(A) Privately owned and commercially operated on land leased from, and owned by, a public agency ⁵⁶	P	P	P	X
(B) All others (CB-47-1995)	P	X	X	X
Homes Association Recreational Use, in accordance with Section 27-445	X	P	P	P
Marina (CB-76-2001)	X	X	X	X
Museum, art gallery, aquarium, cultural center, or similar facility (noncommercial)	P	P	P	P

Table of Uses for Residential Zones				
USE	ZONE			
	R-0-S in DDOZ	O-S in DDOZ	R-R in DDOZ	R-55 in DDOZ
Performance arts center, in accordance with Section 27-445.09 (CB-12-2001)	X	X	X	P
Racetrack, including pari-mutuel	X	X	X	X
Racetrack, pari-mutuel only	X	X	X	X
Recreational campground	X	X	X	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	X	X	X	X
(B) All others (CB-33-1989)	X	X	X	X
Rural Entertainment Park, as provided in Section 27-404.01 (CB-18-2007)	X	X	X	X
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	X	X	X	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 ⁵⁶	P	P	P	X
(B) All others (CB-89-1994; CB-47-1995)	P	P	P	X
Spa, private	X	P	P	P
Spa, community	P	P	X	X
Stable, private (CB-29-1985)	P	P	P	X
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	P	P	P	X
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 ⁵⁶ (CB-47-1995)	P	P	P	X
(6) Residential/Lodging:				
Apartment hotel	X	X	X	X

Table of Uses for Residential Zones				
USE	ZONE			
	R-O-S in DDOZ	O-S in DDOZ	R-R in DDOZ	R-55 in DDOZ
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	X	X	X	X
Artists' residential studios, in accordance with Section 27-445.09 (CB-12-2001)	X	X	X	X
Boardinghouse	X	P	P	X
Congregate living facility for more than 8 elderly or physically handicapped residents (CB-90-1985)	X	P	P	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	P	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): ⁵⁷				
(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	P	P
(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	P	P	P	P
Dwelling, farm tenant	P	P	P	X
Dwelling, metropolitan, one-family attached (CB-33-2005)	X	X	X	X
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

Table of Uses for Residential Zones				
USE	ZONE			
	R-O-S in DDOZ	O-S in DDOZ	R-R in DDOZ	R-55 in DDOZ
(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	P
Dwelling, one-family attached, for the elderly ⁵⁸ (CB-71-1996)	X	X	P	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	P	P
Dwelling, one-family detached (in general) (CB-6-2006)	P	P	P	P
Dwelling, one-family semidetached ¹ (CB-85-1988)	X	X	P	P
Dwelling, quadruple-attached (CB-83-1997)	X	X	X	X
Dwelling, three-family	X	X	X	X
Dwelling, two-family detached (CB-85-1988)	X	X	X	X
Dwelling, two-family (in general)	X	X	X	X
Dwellings, one-family attached, cluster development, shown on a preliminary plat of subdivision approved prior to September 1, 1986	X	X	X	P
Dwellings, one-family triple-attached, cluster development, shown on a preliminary plat of subdivision approved prior to September 1, 1986	X	X	X	P
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	P	P
(B) In accordance with Section 24-138.01 of Subtitle 24 (CB-72-1989)	X	X	P	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
(B) All others	X	X	X	X

Table of Uses for Residential Zones				
USE	ZONE			
	R-O-S in DDOZ	O-S in DDOZ	R-R in DDOZ	R-55 in DDOZ
Group residential facility for more than 8 mentally handicapped dependent persons, or for 5 or more other dependent persons	X	X	P	X
Group residential facility for not more than 8 mentally handicapped dependent persons	P	P	P	P
Guest house, as an accessory use	P	P	X	X
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	X
Mobile home used as a one-family detached dwelling (CB-79-1999)	X	X	X	X
Mobile home, with use for which amusement taxes collected ²⁸	X	P	P	P
Motel	X	X	X	X
Opportunity Housing dwelling units (CB-66-1991)	X	X	P	P
Planned retirement community (CB-53-2005)	X	X	P	X
Recreational Community Development, in accordance with Section 27-444 (CB-16-1989)	X	X	X	X
Public Benefit Conservation Subdivision pursuant to Section 24-152 of Subtitle 24 (CB-32-2008)	X	X	P	X
Rental of guest rooms (by the residents):				
(A) To 1 or 2 persons (unrelated to all principal residents)	P	P	P	X
(B) To 3 persons (unrelated to all principal residents)	P	P	P	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)	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 27-445.09 (CB-58-2001)	X	X	P	P
Rooming houses	X	P	P	X
Tourist cabin camp	X	X	X	X
Tourist homes	P	X	P	X
Townhouse, cluster development, shown on a preliminary plat of subdivision approved prior to September 1, 1986 (CB-54-1986)	X	X	X	P
Townhouse, all others (CB-84-1990; CB-47-1996; CB-37-2005)	X	X	P	X

Table of Uses for Residential Zones				
USE	ZONE			
	R-O-S in DDOZ	O-S in DDOZ	R-R in DDOZ	R-55 in DDOZ
Townhouse, shown on a preliminary plat of subdivision approved pursuant to part 4A. (CB-47-1996)	X	X	X	P
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
(7) Resource Production/Recovery:				
Agricultural uses:				
(A) All general agriculture ²²	P	P	P	X
(B) Keeping of horses or ponies	P	P	P	X
(C) Limited to floriculture, horticulture, gardening, and private, noncommercial greenhouses	X	X	X	P
(D) 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	X
Nursery and garden center:				
(A) In accordance with Section 27-445.05	X	P	P	X
(B) All others (CB-35-1989; CB-143-1989; CB-135-1993)	X	X	X	X
Sand or gravel wet-processing, in accordance with Section 27-445.02	X	X	X	X
Sawmill:				
(A) Only for timber grown on the premises	X	X	X	X
(B) In connection with an agricultural operation	X	X	X	X
Surface mining, in accordance with Section 27-445.02	X	X	X	X
(8) Transportation/Parking/Communications/Utilities:				
Airport, airpark, airfield, heliport, or helistop; private (CB-14-1992)	X	X	X	X
Airstrip, private:				
(A) In accordance with Section 27-445.07	X	X	X	X
(B) All others (CB-14-1992)	X	X	X	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

Table of Uses for Residential Zones				
USE	ZONE			
	R-O-S in DDOZ	O-S in DDOZ	R-R in DDOZ	R-55 in DDOZ
(B) All others (CB-65-2000)	X	X	X	X
Farm vehicles and farm machinery used on farm premises ⁵¹ (CB-105-1993)	P	P	P	X
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)	X	X	X	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)	X	X	X	X
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	X	P
Parking of mobile home except as otherwise specified	X	X	X	X
Parking of mobile home in a public right-of-way ³¹	X	X	X	X
Parking of vehicles owned or used by the occupants of the premises or their bona fide guests:				
(A) Boats and boat trailers ⁹¹	P	P	P	P
(B) Buses, 18 on the same lot with, and accessory to, the principal use, such as a school or church	X	P	P	P
(C) Camping trailer (unoccupied): ⁴⁴				
(i) Not more than one	P	X	P	P
(ii) Unlimited number (CB-43-1989)	X	P	X	X
(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 ¹¹	X	X	X	X
(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

Table of Uses for Residential Zones				
USE	ZONE			
	R-O-S in DDOZ	O-S in DDOZ	R-R in DDOZ	R-55 in DDOZ
(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 ¹¹	P	P	X	X
(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 ¹¹ (CB-53-1987; CB-35-1993)	X	X	X	X
(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
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)	X	X	X	X
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	X	P	P	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 ¹² (CB-4-1987)	X	X	X	X
Towers or poles (electronic, radio, or television, transmitting or receiving):				
(A) Commercial purposes	X	X	X	X
(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

Table of Uses for Residential Zones			
USE	ZONE		
	R-T in DDOZ	R-18 in DDOZ	R-10 in DDOZ
(1) Commercial:			
Animal Hospital, veterinary office	X	X	X
Antique shop	X	X	X
Agritourism	X	X	X
Barber Shop (CB-81-2008)	X	X	X
Bed-and-Breakfast Inn in accordance with Section 27-445.13	X	X	X
Bus maintenance accessory to a private school, church, or other place of worship (CB-23-1988)	X	X	X
Buying of items within guest rooms and pursuant to Section 27-115(a)(2)	X	X	X
Collection of recyclable materials as a temporary use, in accordance with Sections 27-260 and 27-261	P	P	P
Commercial recreational development (CB-35-2000)	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	P	P	P
(B) All others	X	X	X
Contractor's Office, which may include wholly-enclosed storage, as a permanent use (CB-75-2001)	X	X	X
Distillery for the production of fuel alcohol	X	X	X
Drug paraphernalia display or sales, pursuant to Section 27-115(a)(1)	X	X	X
Farm implement sales or repair; farm supplies sales	X	X	X
Farmer's market or flea market as a temporary use, in accordance with Sections 27-260 and 27-261 (CB-63-1998)	P	P	P
Farm Winery ⁸⁹	X	X	X
Firewood sales as a temporary use, in accordance with Sections 27-260 and 27-261	P	P	P
Funeral parlor, undertaking establishment	X	X	X
Gas station (CB-36-2004)	X	X	X
Kennel:			
(A) On a lot having a net area of 20,000 sq. ft. or less	X	X	X
(B) On a lot having a net area between 20,000 sq. ft. and 80,000 sq. ft.	X	X	X
(C) On a lot having a net area exceeding 80,000 sq. ft. (CB-37-1991; CB-16-1993)	X	X	X
Landscaping contractor's business (CB-10-1996)	X	X	X
Limited professional uses in multifamily projects	X	P	X

Table of Uses for Residential Zones			
USE	ZONE		
	R-T in DDOZ	R-18 in DDOZ	R-10 in DDOZ
Monument and headstone sales establishment (CB-60-1998)	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	X	X
(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	P	P
(C) General business and professional offices (CB-4-2003)	X	X	P
(D) Insurance sales office as an accessory use in a dwelling	X	X	X
(E) Medical practitioner's office in a one-family dwelling (except as provided in (A) above)	X	X	X
(F) Real estate sales office as an accessory use in a dwelling	X	X	X
(G) Real estate subdivision sales office as a temporary use:			
(i) Subject to Sections 27-260 and 27-261	P	P	P
(ii) All others	X	X	X
(H) Multifamily dwelling management company (must manage the project within which it is located)	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	X
Parking lot, required, serving adjacent Commercial or Industrial Zone	X	X	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
Retail sales and consumer service establishment (CB-140-1986)	X	X	X
Riding stable:			
(A) On a tract consisting of less than 20,000 sq. ft.	X	X	X
(B) On a tract consisting of between 20,000 sq. ft. and 9 contiguous acres	X	X	X
(C) All others (CB-117-1991; CB-5-1992)	X	X	X
Seasonal decorations display and sales as a temporary use, in accordance with Sections 27-260 and 27-261 ⁴³ (CB-23-1989)	P	P	P
Waterfront Entertainment/Retail Complex, in accordance with Section 27-445.08 (CB-44-1997)	X	X	X
Wayside stand as a temporary use:			
(A) Subject to Sections 27-260 and 27-261	P	P	P

Table of Uses for Residential Zones			
USE	ZONE		
	R-T in DDOZ	R-18 in DDOZ	R-10 in DDOZ
(B) All others	X	X	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
Where not otherwise specifically permitted, any use allowed by Special Exception in the C-S-C; 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
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
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
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
(2) Institutional/Educational:			
Adult day care center	X	X	X
Assisted living facility (CB-110-2004)	X	X	X
Chancery, on a lot having a net area of at least 15 acres	X	X	X
Church or similar place of worship:			
(A) Located on a lot less than 1 acre in size	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
(C) Located on a lot between 1 and 2 acres in size ⁵²	P	P	P
(D) Located in a building that was originally constructed as a dwelling, on a lot between 1 and 2 acres in size ⁵²	P	P	P
(E) All others (CB-23-1988; CB-23-1993; CB-76-1993)	P	P	P
Day care center for children:			

Table of Uses for Residential Zones			
USE	ZONE		
	R-T in DDOZ	R-18 in DDOZ	R-10 in DDOZ
(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 ³⁴	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	P	P
(C) Accessory to a multifamily development when located within an existing building in accordance with Section 27-445.03	X	P	P
(D) All others (CB-23-1988; CB-44-1989; CB-24-1999)	X	P	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	X	X	X
(B) 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	P	P	P
(C) All others (CB-78-1997; CB-8-1998)	P	P	P
Family day care	P	P	P
Health campus	X	P	P
Hospital	X	X	X
Medical/residential campus	X	X	X
Modular classroom as a temporary use, in accordance with Sections 27-260 and 27-261 (CB-106-1989)	P	P	P
Nursing or care home (may include a private spa)	X	P	P
School, private:			
(A) In accordance with Section 27-443	P	P	P
(B) All others	X	X	X
Small group child care center (CB-131-1993)	P	P	P
(3) Miscellaneous:			
Accessory structures and uses (when not otherwise provided for)	P	P	P
Adaptive reuse of a surplus public school, when not otherwise allowed	P	P	P
Adaptive use of a Historic Site, when not otherwise allowed (CB-58-1987)	P	P	P
Animals, not customarily household pets (CB-117-1986; CB-55-1988)	X	X	X

Table of Uses for Residential Zones			
USE	ZONE		
	R-T in DDOZ	R-18 in DDOZ	R-10 in DDOZ
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 ⁴¹ (CB-55-1988)	P	P	P
Cemetery, crematory:			
(A) Cemetery, in accordance with Section 27-445.06	X	X	X
(B) Cemetery, accessory to a church, convent, or monastery ⁴⁹	X	X	X
(C) All others (CB-86-1989; CB-11-1991)	X	X	X
Home occupations for residents ²⁰ (CB-86-1989; CB-78-2003; CB-11-2004)	P	X	X
Home occupations for residents, low-impact (CB-11-2004)	P	X	X
Increase in height of accessory building, used for:			
(A) Servant, household help living quarters ³⁰	P	P	P
(B) Agricultural purposes on a lot having a net area of less than 5 acres	X	X	X
(C) Agricultural purposes on a lot having a net area of at least 5 acres	X	X	X
(D) Office	X	P	X
Signs, in accordance with Part 12, associated with uses allowed in the applicable Residential Zone (CB-85-1988)	P	P	P
Signs, outdoor advertising (Billboards) (CB-85-1988)	X	X	X
Temporary structures and uses not otherwise allowed	X	X	X
(4) Public/Quasi Public:			
Library	P	P	P
Public buildings and uses, except as otherwise provided	P	P	P
Sanitary landfill, rubble fill, or Class 3 fill ^{47, 71} (CB-15-1990; CB-8-2003)	X	X	X
Voluntary fire, ambulance, or rescue station ²⁶ (CB-70-2008)	P	P	P
(5) Recreational/Entertainment/Social/Cultural:			
Archery range, privately owned and commercially operated on land leased from, and owned by, a public agency	X	X	X
Athletic field, outdoor, private nonprofit (CB-43-1994)	X	X	X
Boathouse (private) as an accessory use	X	X	X
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
Club, private	X	X	X
Commercial recreational attraction	X	X	X

Table of Uses for Residential Zones			
USE	ZONE		
	R-T in DDOZ	R-18 in DDOZ	R-10 in DDOZ
Commercial recreational facilities (privately owned) on land leased from a public agency, except as otherwise allowed:			
(A) Leased on or after January 1, 1974	X	X	X
(B) Leased before January 1, 1974	X	X	X
Community building or similar nonprofit social use, not publicly owned or operated:			
(A) Only for residents and guests	P	P	P
(B) All others (CB-85-1988; CB-33-1989)	P	P	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	X	X	X
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 ⁵⁶	X	X	X
(B) All others (CB-47-1995)	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	X	X	X
(B) Privately owned and commercially operated on land leased from, and owned by, a public agency ⁵⁶	X	X	X
(C) Gold Course Conference/Hotel Complex	X	X	X
(D) All others (CB-47-1995; CB-45-2002)	X	X	X
Golf course, miniature (indoor or outdoor):			
(A) Privately owned and commercially operated on land leased from, and owned by, a public agency ⁵⁶	X	X	X
(B) All others (CB-47-1995)	X	X	X
Golf driving range:			
(A) Privately owned and commercially operated on land leased from, and owned by, a public agency ⁵⁶	X	X	X
(B) All others (CB-47-1995)	X	X	X

Table of Uses for Residential Zones			
USE	ZONE		
	R-T in DDOZ	R-18 in DDOZ	R-10 in DDOZ
Homes Association Recreational Use, in accordance with Section 27-445	P	X	X
Marina (CB-76-2001)	X	X	X
Museum, art gallery, aquarium, cultural center, or similar facility (noncommercial)	P	P	P
Performance arts center, in accordance with Section 27-445.09 (CB-12-2001)	P	P	P
Racetrack, including pari-mutuel	X	X	X
Racetrack, pari-mutuel only	X	X	X
Recreational campground	X	X	X
Recreational program, before- and after-school	P	P	P
Recreational use (nonprofit) not publicly owned or operated, when not otherwise allowed:			
(A) Only for residents and guests	P	P	P
(B) All others (CB-33-1989)	P	P	P
Rural Entertainment Park, as provided in Section 27-404.01 (CB-18-2007)	X	X	X
Saunas, solariums, and health clubs, noncommercial, for the sole use of residents and their guests	X	X	P
Shooting range (rifle, pistol, or skeet):			
(A) On a lot having a net area of at least 20 acres, and subject to annual renewal	X	X	X
(B) All others	X	X	X
Skating facility:			
(A) Privately owned and commercially operated on land leased from, and owned by, a public agency ⁵⁶	X	X	X
(B) All others (CB-89-1994; CB-47-1995)	X	X	X
Spa, private	P	P	P
Spa, community	P	P	P
Stable, private (CB-29-1985)	X	X	X
Swimming pool (community) for sole use of residents and their guests, in accordance with Section 27-411	X	P	P
Swimming pool (community), in accordance with Section 27-411	P	X	X
Swimming pool (private):			
(A) Accessory to a one-family detached dwelling	P	P	P
(B) Accessory to other dwellings	X	X	X
Swimming pool, privately owned and commercially operated on land leased from, and owned by, a public agency ⁵⁶ (CB-47-1995)	X	X	X

Table of Uses for Residential Zones			
USE	ZONE		
	R-T in DDOZ	R-18 in DDOZ	R-10 in DDOZ
(6) Residential/Lodging:			
Apartment hotel	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, CB-46-1999; CB-66-2005)	P	P	P
Apartment housing for elderly or handicapped families in a surplus public school building	P	P	P
Artists' residential studios, in accordance with Section 27-445.09 (CB-12-2001)	P	P	P
Boardinghouse	X	P	P
Congregate living facility for more than 8 elderly or physically handicapped residents (CB-90-1985)	X	P	X
Congregate living facility for NOT more than 8 elderly or physically handicapped residents (CB-90-1985)	X	P	X
Convent or monastery (CB-23-1993)	P	P	P
Conservation subdivision pursuant to Section 24-152 of Subtitle 24 (CB-6-2006)	X	X	X
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): ⁵⁷			
(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
(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
(C) Prior to November 18, 1980, but on or after November 29, 1949	X	X	X
(D) On or after November 18, 1980 (CB-58-1986; CB-73-1996)	X	X	X
Country Inn	X	X	X
Dwelling, farm tenant	X	X	X
Dwelling, metropolitan, one-family attached (CB-33-2005)	P	X	X
Dwelling, multifamily:			
(A) In general (CB-67-2003; CB-109-2004; CB-82-2008)	P	P	X
(B) Subject to applicable bedroom percentages	X	P	P
(C) In excess of applicable bedroom percentages	X	P	P
(D) Restricted to one-bedroom and efficiency apartments	X	X	X
(E) Higher than 110 feet (CB-85-1988)	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

Table of Uses for Residential Zones			
USE	ZONE		
	R-T in DDOZ	R-18 in DDOZ	R-10 in DDOZ
Dwelling, one-family attached, for the elderly ⁵⁸ (CB-71-1996)	P	P	X
Dwelling, one-family detached, for the elderly (CB-90-2004)	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
Dwelling, one-family detached (in general)	P	P	P
Dwelling, one-family semidetached ¹ (CB-85-1988)	P	P	X
Dwelling, quadruple-attached (CB-83-1997)	P	P	X
Dwelling, three-family	P	P	X
Dwelling, two-family detached (CB-85-1988)	P	P	X
Dwelling, two-family (in general)	P	P	X
Dwellings, one-family attached, cluster development, shown on a preliminary plat of subdivision approved prior to September 1, 1986	X	X	X
Dwellings, one-family triple-attached, cluster development, shown on a preliminary plat of subdivision approved prior to September 1, 1986	X	X	X
Dwellings, one-family triple-attached (in general)	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
(B) In accordance with Section 24-138.01 of Subtitle 24 (CB-72-1989)	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	P	P
(B) All others	X	P	P
Group residential facility for more than 8 mentally handicapped dependent persons, or for 5 or more other dependent persons	X	P	X
Group residential facility for not more than 8 mentally handicapped dependent persons	P	P	P
Guest house, as an accessory use	X	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	X
Mobile home used as a one-family detached dwelling	X	X	X
Mobile home, with use for which amusement taxes collected ²⁸	P	P	P
Motel	X	X	X
Opportunity Housing dwelling units ⁵⁹ (CB-66-1991; CB-55-1996)	P	P	P

Table of Uses for Residential Zones			
USE	ZONE		
	R-T in DDOZ	R-18 in DDOZ	R-10 in DDOZ
Planned retirement community ⁵⁹ (CB-55-1996, CB-21-1999)	X	P	P
Public Benefit Conservation Subdivision pursuant to Section 24-152 of Subtitle 24 (CB-32-2008)	X	X	X
Recreational Community Development, in accordance with Section 27-444 ⁵⁹ (CB-16-1989; CB-55-1996)	X	X	X
Rental of guest rooms (by the residents):			
(A) To 1 or 2 persons (unrelated to all principal residents)	X	X	X
(B) To 3 persons (unrelated to all principal residents)	X	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	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 27-445.09 (CB-58-2001)	P	P	P
Rooming houses	X	P	P
Tourist cabin camp	X	X	X
Tourist homes	X	P	P
Townhouse, cluster development, shown on a preliminary plat of subdivision approved prior to September 1, 1986 (CB-54-1986)	X	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	P	X
Townhouse, shown on a preliminary plat of subdivision approved pursuant to Part 4A. (CB-47-1996)	P	P	X
Townhouse, Transit Village (CB-37-2006)	P	X	X
Townhouse, if located within a designated Revitalization Tax Credit District (CB-112-2004)	X	P	X
Townhouse, all others (CB-55-1996)	P	P	X
(7) Resource Production/Recovery:			
Agricultural uses:			
(A) All general agriculture ²²	X	X	X
(B) Keeping of horses or ponies	X	X	X
(C) Limited to floriculture, horticulture, gardening, and private, noncommercial greenhouses	P	P	P

Table of Uses for Residential Zones			
USE	ZONE		
	R-T in DDOZ	R-18 in DDOZ	R-10 in DDOZ
(D) Keeping of homing or racing pigeons, provided the use was in existence:			
(i) Prior to June 30, 1987	X	X	X
(ii) On or after June 30, 1987 (CB-45-1987; CB-36-1991)	X	X	X
Nursery and garden center:			
(A) In accordance with Section 27-445.05	X	X	X
(B) All others (CB-35-1989; CB-143-1989; CB-135-1993)	X	X	X
Sand or gravel wet-processing, in accordance with Section 27445.02	X	X	X
Sawmill:			
(A) Only for timber grown on the premises	X	X	X
(B) In connection with an agricultural operation	X	X	X
Surface mining, in accordance with Section 27-445.02	X	X	X
(8) Transportation/Parking/Communications/Utilities:			
Airport, airpark, airfield, heliport, or helistop; private (CB-14-1992)	X	X	X
Airstrip, private:			
(A) In accordance with Section 27-445.07	X	X	X
(B) All others (CB-14-1992)	X	X	X
Antennas and related equipment buildings and enclosures, other than satellite dish antennas:			
(A) In accordance with Section 27-445.04	P	P	P
(B) All others (CB-65-2000)	X	X	X
Farm vehicles and farm machinery used on farm premises ⁵¹ (CB-105-1993)	X	X	X
Monopoles and related equipment buildings and enclosures:			
(A) In accordance with Section 27-445.04	P	P	P
(B) All others (CB-65-2000)	X	X	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
(B) A Special Exception use (CB-85-1988)	X	X	X
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-4-2003)	X	P	P
Parking of mobile home except as otherwise specified	X	X	X
Parking of mobile home in a public right-of-way ³¹	X	X	X

Table of Uses for Residential Zones			
USE	ZONE		
	R-T in DDOZ	R-18 in DDOZ	R-10 in DDOZ
Parking of vehicles owned or used by the occupants of the premises or their bona fide guests:			
(A) Boats and boat trailers ⁹¹	P	P	P
(B) Buses, 18 on the same lot with, and accessory to, the principal use, such as a school or church	P	P	P
(C) Camping trailer (unoccupied): ⁴⁴			
(i) Not more than one	P	X	X
(ii) Unlimited number (CB-43-1989)	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	X	X
(bb) If parked in a side or rear yard ¹¹	X	X	X
(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	X	X
(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 ¹¹	X	X	X
(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 ¹¹ (CB-53-1987; CB-35-1993)	X	X	X
(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	P	P
(F) Private passenger vehicles	P	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	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)	X	X	X

Table of Uses for Residential Zones			
USE	ZONE		
	R-T in DDOZ	R-18 in DDOZ	R-10 in DDOZ
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
(B) More than 10 feet in diameter, to serve only 1 dwelling unit	X	X	X
(C) All others (CB-19-1985)	P	P	P
Storage of any motor vehicle which is wrecked, dismantled, or not currently licensed, except where specifically allowed ¹² (CB-4-1987)	X	X	X
Towers or poles (electronic, radio, or television, transmitting or receiving):			
(A) Commercial purposes	X	X	X
(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

Footnotes to Table of Uses for Residential Zones

- 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.

Footnotes to Table of Uses for Residential Zones

- 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 a stable in conjunction with the agricultural use.
- ²³ On lots having a net area of twenty thousand (20,000) square feet or less, keeping cattle, horses, poultry, or other animals or birds (other than customary household pets) shall only be permitted upon approval of a Special Exception.
- 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 pari-mutuel 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.

Footnotes to Table of Uses for Residential Zones

- 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)

Footnotes to Table of Uses for Residential Zones

- 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)

Footnotes to Table of Uses for Residential Zones

- 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-O 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)
- 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)

Footnotes to Table of Uses for Residential Zones

- 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)

Footnotes to Table of Uses for Residential Zones

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 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 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)

⁸⁰ Permitted in the R-E Zone, without a Special Exception, provided that the subject property meets the following criteria:

- (A) Has area of at least two hundred fifty (250) acres; and
- (B) Has at least two hundred fifty (250) feet of frontage on a State highway of arterial classification or higher.

For a Planned Retirement Community permitted 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 seven hundred fifty (750) but not more than nine hundred forty-two (942) residential units, and a clubhouse of at least twelve thousand (12,000) square feet gross floor area;
- (B) Have a traffic study approved by DPW&T showing on-site circulation patterns, access points on and off site, and impacts on major highways and intersections, impacts mitigated in accordance with the Guidelines for the Analysis of the Traffic Impact on Development Proposals and the General Plan;
- (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 eight (8) units per gross tract acre;
- (E) Have interior private roads only where appropriate for and in furtherance of community purposes, and approved by DPW&T; and
- (F) Include a community center or meeting area, and recreation facilities which the District Council finds are appropriate, as follows:
 - (i) Recreation facilities should serve the planned retirement community fully and completely;
 - (ii) The Council may permit larger recreation facilities, to serve the community and surrounding residential areas, only if the recreation facilities are harmoniously integrated with both the retirement community and the surrounding neighborhood; and
 - (iii) The recreation facilities shall be constructed prior to or concurrently with the residential units within the retirement community, or as stated in a construction schedule approved by the District Council.

Footnotes to Table of Uses for Residential Zones

Before the Planning Board, the applicant shall include proof of the following, in addition to the Detailed Site Plan requirements stated above:

- (A) 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 for the property is recorded.
- (B) Covenants guaranteeing perpetual maintenance of the recreation facilities and the right of retirement community residents to use the facilities shall be submitted with the application. The covenants shall be approved by the District Council and filed in the Land Records when the final subdivision plat for the property is recorded.
- (C) For the planned retirement community generally, the proposed community and its site plan:
 - (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-53-2005)

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 DPW&T; and

Footnotes to Table of Uses for Residential Zones

- (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)

Footnotes to Table of Uses for Residential Zones

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 of 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)

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Appendix 1: Public Facilities Cost Estimates

Section 27-645(b)(1) of the Zoning Ordinance requires that before adopting or amending any preliminary plan, the Planning Board shall submit its proposals for public facilities in the plan to the District Council and County Executive to review, provide written comments, and identify any inconsistencies between the public facilities proposed in the plan and any existing or proposed state or county facilities, including roads, highways, and other public facilities.

The tables below identify the proposed public facilities to serve the vision and goals of the plan. “New” indicates new or modified public facilities

recommendations of the *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*. “Existing” indicates existing and proposed recommendations in current county or state funding programs or carried over from the 1989 *Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity* and 1990 *Adopted Sectional Map Amendment for Planning Areas 65, 66, and 67*; 2001 *Approved Sector Plan and Sectional Map Amendment for the Greenbelt Metro Area*; and 2002 *Approved College Park US 1 Corridor Sector Plan and Sectional Map Amendment*.

Public Facilities Cost Estimates				
New/ Existing	Recommended Public Facilities	Location and Description	County CIP/ State CTP	Estimated Cost
Existing	I-95/I-495 Capital Beltway	Study to widen I-95/I-495 and determine the feasibility of managed lanes within Maryland, from the American Legion Bridge to the Woodrow Wilson Bridge (42.2 miles).	State FY 2009-2014 CTP	\$15,000,000 (study only) \$2,818,000,000 (current construction estimate)
Existing	US 1 Baltimore Avenue	Study to reconstruct US 1 from College Avenue to Sunnyside Avenue (3.25 miles). Sidewalks and wide curb lanes will be included where appropriate.	State FY 2009-2014 CTP	Study completed; \$122,000,000 (current construction estimate)
Existing	Rehabilitate Rhode Island Avenue	Rehabilitate Rhode Island Avenue in three phases, from MD 193 to US 1. Construct a traffic signal at Edgewood Road, traffic calming measures, intersection improvements, bicycle trail/shoulder lanes, and the resurfacing of the roadway. Phase 2 is not funded pending finalization of scope.	CIP FD664031	\$11,578,000 for Phase One; Additional phases TBD
New	US 1 Improvements at Walkable Nodes	Reconfigure US 1 within the existing right-of-way to facilitate designated walkable nodes. Reconfiguration may include road restriping/reconfiguration, modification of some existing medians, dedicated bicycle facilities, undergrounding of overhead utility lines, urban landscaping, traffic calming and control measures, wide sidewalks, and additional street lighting and pedestrian crossings as needed.	Not in CIP/CTP	Included in US 1 reconstruction
New	Public Parking Structures	Construct public parking structures in designated walkable nodes.	Not in CIP/CTP	\$15,000/space

Public Facilities Cost Estimates				
New/ Existing	Recommended Public Facilities	Location and Description	County CIP/ State CTP	Estimated Cost
New	Cherry Hill Road Intersection	Reconstruct the intersection of Cherry Hill Road and US 1.	Not in CIP/CTP	Included in US 1 reconstruction
New	Wayfinding and Signage	Provide new wayfinding and signage along major roadways, including I-95, I-95/I-495 (Capital Beltway), US 1, MD 193, Kenilworth Avenue, and New Hampshire Avenue, to help orient visitors to the area and redirect regional traffic from US 1 to appropriate alternate routes.	Not in CIP/CTP	\$4,000–\$10,000 per ground-mounted directional sign
New	Autoville Drive	Over the medium- to long-term, connect Autoville Drive as a walkable street design with incorporated traffic calming measures. ¹	Not in CIP/CTP	\$2,840,900
New	C-118, Rhode Island Avenue	Expand Rhode Island Avenue as a four-lane collector configuration between MD 193 and Powder Mill Road. ²	Not in CIP/CTP	\$24,266,000
New	Rhode Island Avenue Reconnected	Consider reopening portions of Rhode Island Avenue south of Greenbelt Road for multimodal transportation, including automobiles. ³	Not in CIP/CTP	\$12,840,900 (includes bridge over Paint Branch)
New	Campus Drive/Mowatt Lane/Guilford Drive	Design and construct C-203 (Campus Drive/Mowatt Lane/Guilford Drive) using complete street methods so that the road is safe and functional for pedestrians, bicyclists, and drivers. Preserve the median of Guilford Drive as a low-impact stormwater management amenity.	Not in CIP/CTP	\$8,798,000
New	Traffic Calming Measures	Provide traffic calming measures, such as speed tables, chicanes, and street crossings that bulge out at intersections to narrow travel lanes on local residential and business side streets to enhance street connectivity while discouraging through traffic.	Not in CIP/CTP	\$7/centerline- foot
Transportation Facilities—Transit				
Existing	Purple Line	A 16-mile transitway between the New Carrollton and Bethesda Metrorail Stations, passing through the sector plan area along Paint Branch Parkway, East Campus, and the University of Maryland; the CTP item includes alternatives analysis, draft environmental impact statement, and preliminary engineering/final environmental impact statement. Support the Purple Line as rail transit on the Campus Drive alignment.	State FY 2009-2014 CTP	\$1,600,000,000 (Entire initial 16.4 mile segment)
New	College Park Transit Circulator	Implement a fixed-route shuttle system serving the entire corridor, connecting walkable nodes, the University of Maryland, and the College Park/University of Maryland and Greenbelt Metro Stations.	Not in CIP/CTP	\$1,155,000— \$1,850,000 (Bus purchase costs only)

Public Facilities Cost Estimates				
New/ Existing	Recommended Public Facilities	Location and Description	County CIP/ State CTP	Estimated Cost
New	East Campus Transit Hub	Consolidate the Purple Line station at East Campus with the proposed circulator and revised Metrobus, TheBus, and Shuttle-UM service to create a transit hub servicing the US 1 Corridor.	Not in CIP/CTP	\$200,000–\$305,000 (Transit hub facility construction estimate only)
New	Enhanced Bus Stops	Consolidate bus stops to the walkable nodes, and provide transit amenities, such as shelters, benches, bicycle facilities, and electronic schedules to encourage increased transit use.	Not in CIP/CTP	\$100,000
Transportation Facilities—Trails				
Existing	College Park Trolley Trail	Construction of final segment of the College Park Trail from Calvert Road to Paint Branch Parkway.	State FY 2009–2014 CTP	\$200,000
Existing	North Gate Park	Construction of two pedestrian bridges over the Paint Branch and an 8-foot-wide paved trail.	State FY 2009–2014 CTP	\$830,000
New	Enhanced Trail Connectivity to the Paint Branch	Provide additional trail and bikeway infrastructure and enhancements connecting US 1 and existing residential neighborhoods to the Paint Branch Stream Valley Park Trail.	Not in CIP/CTP	\$200,000
New	Autoville Drive Trail	Extend and connect Autoville Drive as a pedestrian and bicycle pathway.	Not in CIP/CTP	\$425,000
New	Kiernan Drive Trail	Provide a pedestrian and bicycle connection between Autoville Drive and Kiernan Road. ¹	Not in CIP/CTP	\$60,000
New	Fraternity Row Multiuse Path	Provide a multiuse path along US 1 at Fraternity Row.	Not in CIP/CTP	\$300,000
New	Dedicated Bicycle Facilities	Provide on- and off-street dedicated bicycle facilities, including buffered lanes and shared lane markings, where safe and practicable to accommodate travel by skilled cyclists. Provide paths and off-street facilities where practicable and safe to accommodate travel by unskilled cyclists.	Not in CIP/CTP	\$1,500,000
New	Bicycle and Pedestrian Signalization	Consider providing bicycle and pedestrian signalization at intersections along US 1 to facilitate these modes of travel.	Not in CIP/CTP	\$1,350,000
New	Walkable East–West Streets	Provide sidewalk improvements, street trees, and wayfinding signage along designated east–west streets to enhance the pedestrian connectivity between existing neighborhoods and US 1 in conjunction with trail and bikeway enhancements.	Not in CIP/CTP	\$500,000
Schools				
New	College Park Elementary School	Construct an urban model Pre–K–8 school on Board of Education-owned property at 51st Avenue and Huron Street.	Not in CIP/CTP	TBD

Public Facilities Cost Estimates				
New/ Existing	Recommended Public Facilities	Location and Description	County CIP/ State CTP	Estimated Cost
New	Renovations	Renovate existing school facilities that serve the sector plan area.	Not in CIP/CTP	TBD
Public Utilities				
New	Underground Utilities Placement	Place utility lines underground whenever possible, using a phased approach to manage costs. Begin with a trial program in the Lower Midtown walkable node and tie into the existing underground utility system at the University of Maryland	Not in CIP/CTP	\$73,000,000 PEPCO only (entire corridor) \$9,150,000 (estimate for trial program)
Public Safety				
Existing	Hyattsville Fire/EMS Station	Replace the existing station with a new adjacent station shared with the American Red Cross.	CIP LK510010	\$3,163,000 in FY 2009-2014; \$2,137,000 beyond 6 years
New	Branchville	Renovate or replace the Branchville Fire/EMS Station after 2021.	Not in CIP/CTP	TBD
Parks and Recreation				
Existing	Paint Branch Golf Course First Tee Learning Center	Develop a First Tee golf learning center at the Paint Branch Golf Course, including the construction of a classroom.	CIP EC031141	\$500,000 in FY 2009–2014
Existing	Paint Branch Hiker/Biker Trail	Provide a spur trail to connect College Park Woods to the Paint Branch Trail in the vicinity of Paint Branch Golf Course.	CIP EC031261	Unfunded in FY 2009– 2014; \$250,000 was transferred to this project from FY 2008 PAYGO funds
New	North Gate Park	Construct an urban passive park at the north gate to the University of Maryland.	Not in CIP/CTP	\$1,500,000
New	Urban Plazas	Acquire land and develop small urban plazas, parks, and other open spaces, especially within the walkable nodes, to enhance the sense of place and provide opportunities for the enjoyment of the outdoors within an urban setting.	Not in CIP/CTP	Up to \$1,000,000 per plaza/urban park; and/or developer funded
New	Youth and Family Services Playground	Acquire property for a playground to serve recreation programs in the College Park Youth and Family Services Building as an interim use.	Not in CIP/CTP	TBD
New	Trail Connections	Build trail connections from Autoville Drive to the Paint Branch Trail, and pursue additional opportunities to provide trail connections over the Paint Branch to better link the stream valley park to US 1.	Not in CIP/CTP	TBD
New	Renovations	Renovate existing park facilities, add to or change park facilities to provide recreational opportunities that will increase usage.	Not in CIP/CTP	TBD
New	Community Center	Build a new community center in North College Park ⁴	Not CIP/CTP	\$5,400,000

Footnotes to Public Facilities Cost Estimates Table

- ¹ This recommendation was submitted to the District Council and County Executive per Section 27-645(b)(1) in June 2009 but was deleted from the Central US 1 Corridor Sector Plan by the District Council upon approval on June 1, 2010.
- ² After the public facilities cost estimate was prepared, the *Approved Countywide Master Plan of Transportation* downgraded Rhode Island Avenue to a 2-lane collector.
- ³ This improvement is no longer recommended by the Central US 1 Corridor Sector Plan.
- ⁴ This recommendation was a new addition made by the District Council upon approval of the sector plan on June 1, 2010 and was not renewed with the other recommended public facilities by the District Council or County Executive. It is included in this table for comparison purposes.

Appendix 2: Buildout Methodology

In October 2003, the governor issued Executive Order 01.01.2003.33, Maryland Priority Places Strategy. Among other things, the order established a Development Capacity Task Force charged with the responsibility of preparing a development capacity study and reporting its findings by July 2004. The study was to find a reliable method to measure development capacity. The governor's order required that the study consider such factors as:

- Existing land uses.
- Environmental constraints.
- Preserved land or land that cannot be developed.
- Effects of growth policies and laws, such as zoning, subdivision regulations, and priority funding areas.
- Population and employment projections.
- Redevelopment and infill potential.

Prince George's County master and sector plans have typically included some form of buildout analysis that predicted future dwelling units and population for the study areas. These analyses are consistent with the policy guidance provided by the State of Maryland and address all of the elements outlined above.

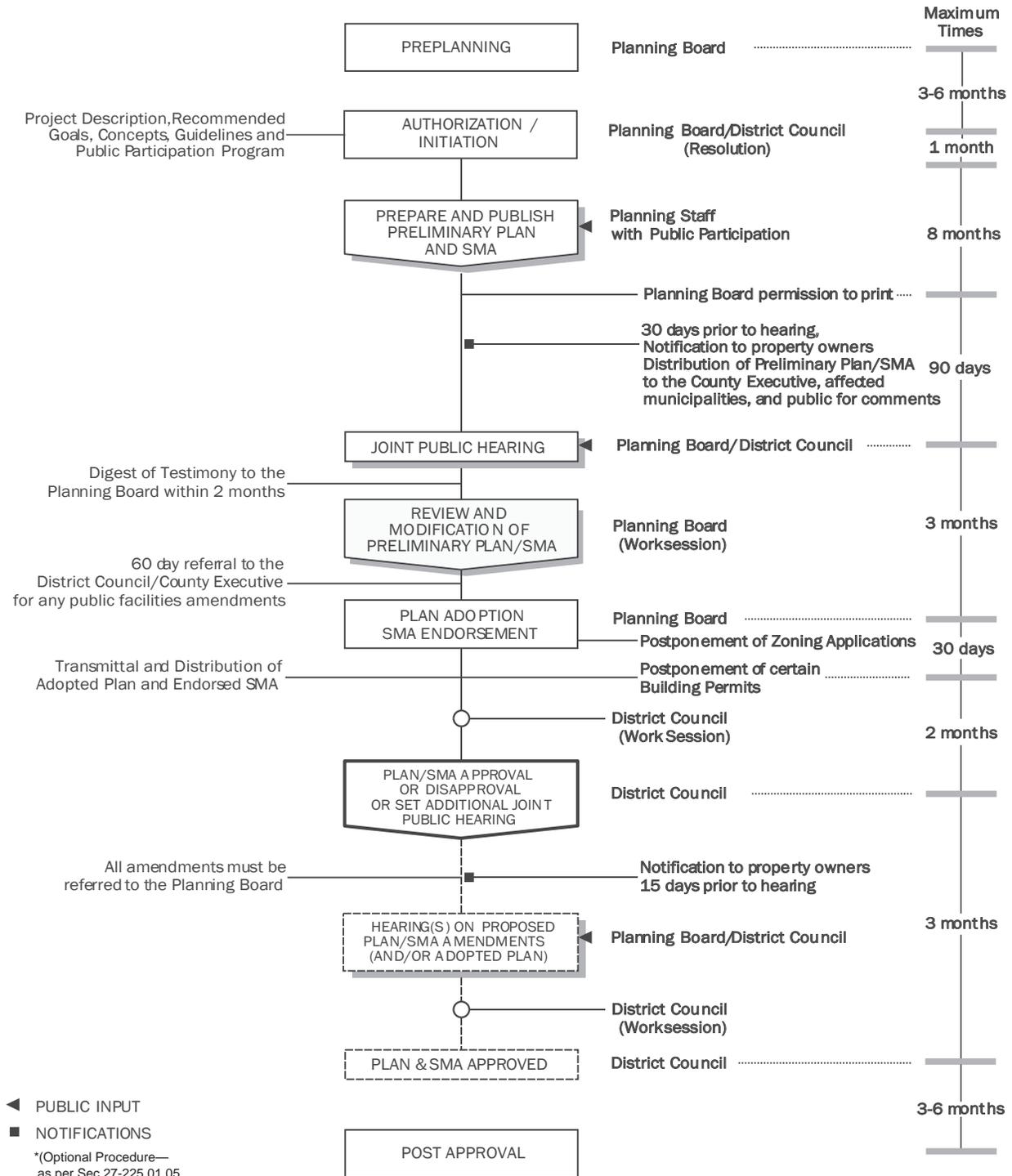
The buildout analysis methodology employed by this sector plan was customized to take the recommendations of the plan, particularly with regard to the relationship of the natural and built environments, under consideration to the fullest extent possible. The methodology is as follows:

1. An illustrative concept plan was prepared that clearly indicates parcels where development and redevelopment is anticipated. This concept plan excludes all environmentally regulated areas and preserved lands from the overall calculation of redevelopment and infill potential.
2. Existing development and land uses were incorporated as part of an analysis based on the most recent information available (preliminary Round 7.2 existing condition numbers for the Metropolitan Washington Council of Governments' forecast).
3. Recently approved and proposed projects were tabulated and included as buildout for the subject parcels.
4. Other parcels available for development and redevelopment were analyzed based on the illustrative concept plan and proposed design standards for new development. In most cases, the full buildout potential for each parcel was calculated based on the maximum permitted lot coverage and building height for each property under the proposed design standards.
5. Ground-floor retail was assumed on all buildings within walkable nodes, with multifamily development above. Areas outside the walkable nodes were assumed to fall into a breakdown of uses distilled from the market studies done for this sector plan. The overall market in the area includes less than two million square feet of nonresidential development at full buildout, with approximately 90 percent retail, 8 percent office, and 2 percent industrial development. The remainder of the market in the area is residential in nature, with approximately 13 million square feet at full buildout.
6. Best practices of on-the-ground buildout (real world built conditions, rather than projections) in mixed-use developments across the country was applied to the full buildout numbers obtained from the analysis outlined above. Nationwide, the average buildout for vertical mixed-use development, such as that proposed in the Central US 1 Corridor Sector Plan, only reaches between 40 and 75 percent of the maximum buildout potential. This is due to market-driven conditions, developer choice, design considerations, and numerous other factors.

For the Central US 1 Corridor sector plan area, a factor of 75 percent of maximum buildout was applied across the board to reach the final development capacity numbers for the sector plan area. This factor falls on the high end of the national average to allow the fullest consideration of the potential impact of the sector plan recommendations on the built and natural environments, public facilities, such as schools, and the transportation network.

Appendix 3: Procedural Sequence Chart

PROCEDURAL SEQUENCE CHART For the Concurrent Preparation of Comprehensive Master Plans, Sector Plans, and Sectional Map Amendments*



Appendix 4: 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 ten 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 Prince George's County Public Schools (PGCPS) in order to determine the pupil yield for each dwelling unit type.

Development of Pupil Yield for Multifamily Dwelling Units

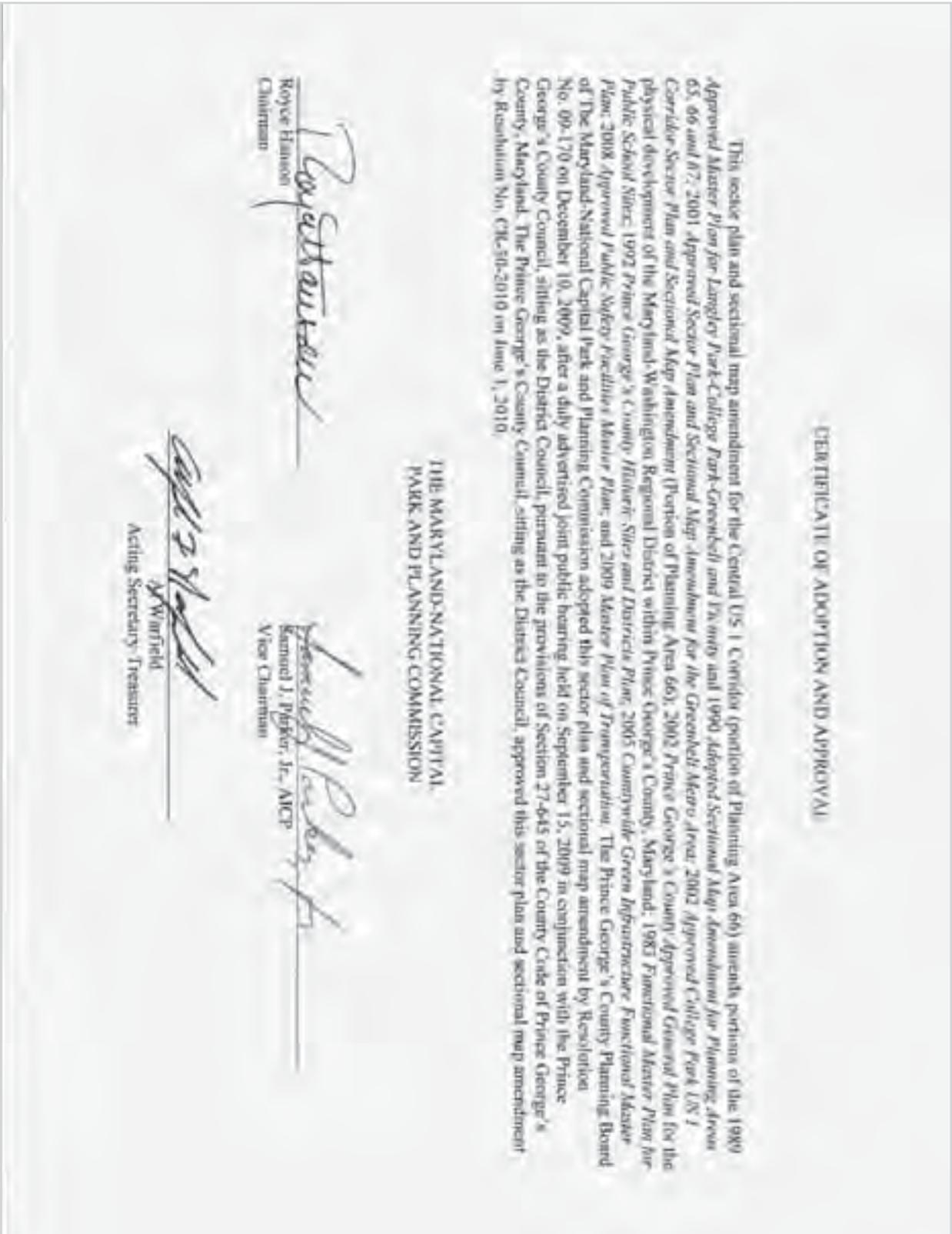
The Planning Department used a listing of every multifamily housing unit in the county as of November 8, 2006. From this, the total number of addresses needed to represent a five percent sample in each subregion was determined. Because this file drew from a number of sources, including the county permits 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 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 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 Prince George's County has enough mid- to high-rise housing in centers and corridors to conduct a full survey.

Appendix 5: Certificate of Resolution



Notes:

Notes:

Acknowledgments

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*Former Planning Department employee

Notes:

