$16.00

Note: The Administrative Correction, AC 2017-006 (Signed 2017-09-25), modifies the contents of the 2000 *Addison Road Metro Area Approved Sector Plan and Sectional Map Amendment*; and must be used in conjunction with the approved plan/SMA document.

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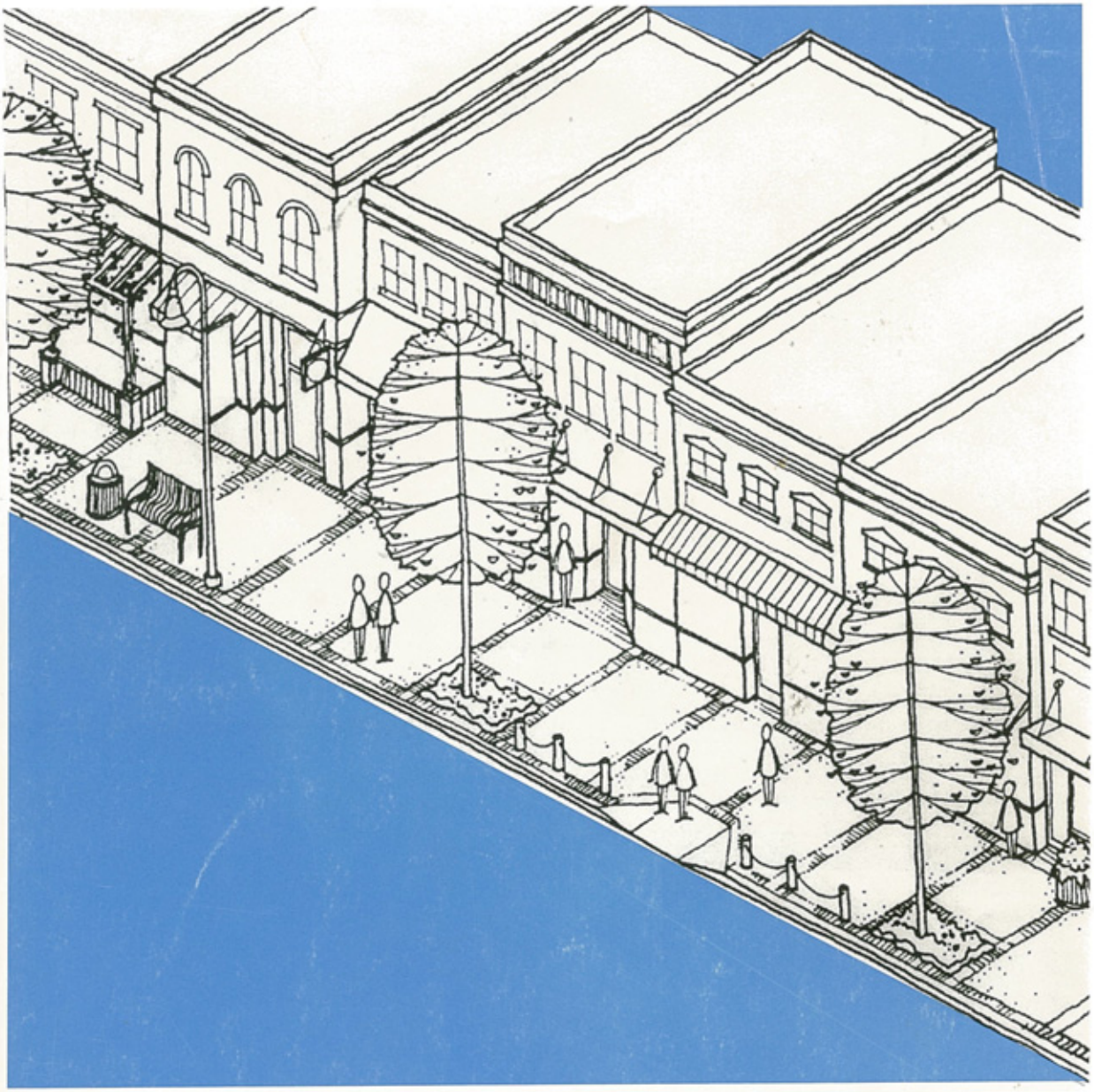
Addison Road Station



Approved Sector Plan & Sectional Map Amendment for the ADDISON ROAD METRO TOWN CENTER AND VICINITY

October 2000

The Maryland-National Capital Park & Planning Commission

www.mncppc.org

ABSTRACT

TITLE:	Approved Sector Plan and Sectional Map Amendment for the Addison Road Metro Town Center and Vicinity
AUTHOR:	The Maryland-National Capital Park and Planning Commission
SUBJECT:	Approved Sector Plan and Sectional Map Amendment for portions of Planning Areas 72 and 75 (A & B) in Prince George's County
DATE:	October 2000
SOURCE OF COPIES:	The Maryland-National Capital Park and Planning Commission 14741 Governor Oden Bowie Drive Upper Marlboro, Maryland 20772
SERIES NUMBER:	42500152306
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ABSTRACT: This document contains text and maps of the Approved Sector Plan and Sectional Map Amendment for the Addison Road Metro Town Center and Vicinity. The plan amends portions of the 1985 *Suitland-District Heights and Vicinity Master Plan* and the 1993 *Landover and Vicinity Master Plan*. The plan is also an amendment to the *General Plan for the Maryland-Washington Regional District within Prince George's County, Maryland*, approved by the County Council in 1982. Developed by the community with the assistance of the Commission, this document discusses existing plans for the area, and analyzes population, employment, land use, and zoning characteristics. The sector plan proposes a town center for the area surrounding the Metro station, and sets forth concepts and recommendations for land use, access and circulation, and urban design. The document includes the approved sectional (zoning) map amendment which implements the land use recommendations of the plan for the town center. The approved Development District Standards are also included. Proposals for improvement of the surrounding community address property standards, public facilities, environmental protection, image, amenities, redevelopment initiatives, and Old Town Seat Pleasant.

Note: The Administrative Correction, AC 2017-006 (Signed 2017-09-25), modifies the contents of the 2000 *Addison Road Metro Area Approved Sector Plan and Sectional Map Amendment*; and must be used in conjunction with the approved plan/SMA document.

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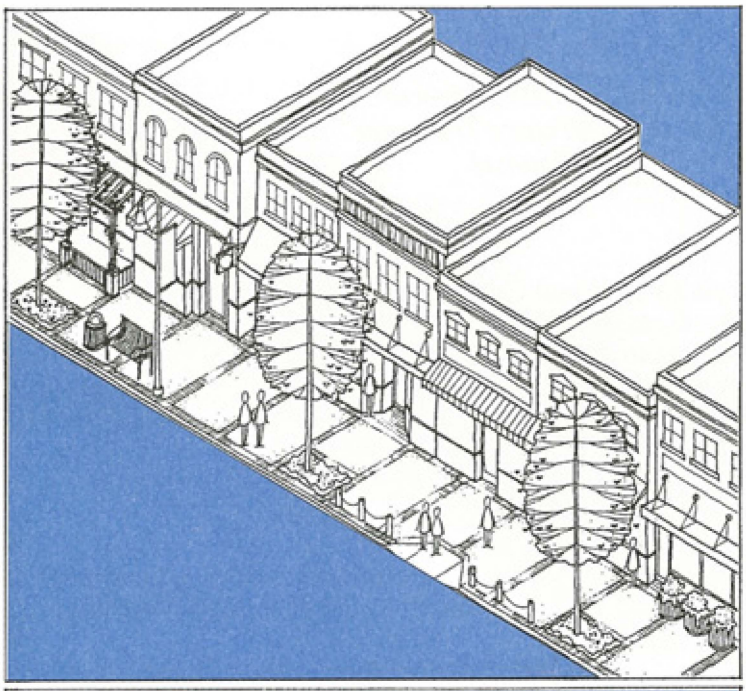

Approved Sector Plan & Sectional Map Amendment
for the

ADDISON ROAD METRO TOWN CENTER AND VICINITY

October 2000

The Maryland-National Capital Park & Planning Commission

Prince George's County Planning Department
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

www.mncppc.org

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The Maryland-National Capital Park and Planning Commission is a bi-county 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; and
- 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 comprised 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 general plan. The 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 Ten-Year Water and Sewerage Plan, and adoption of zoning map amendments.

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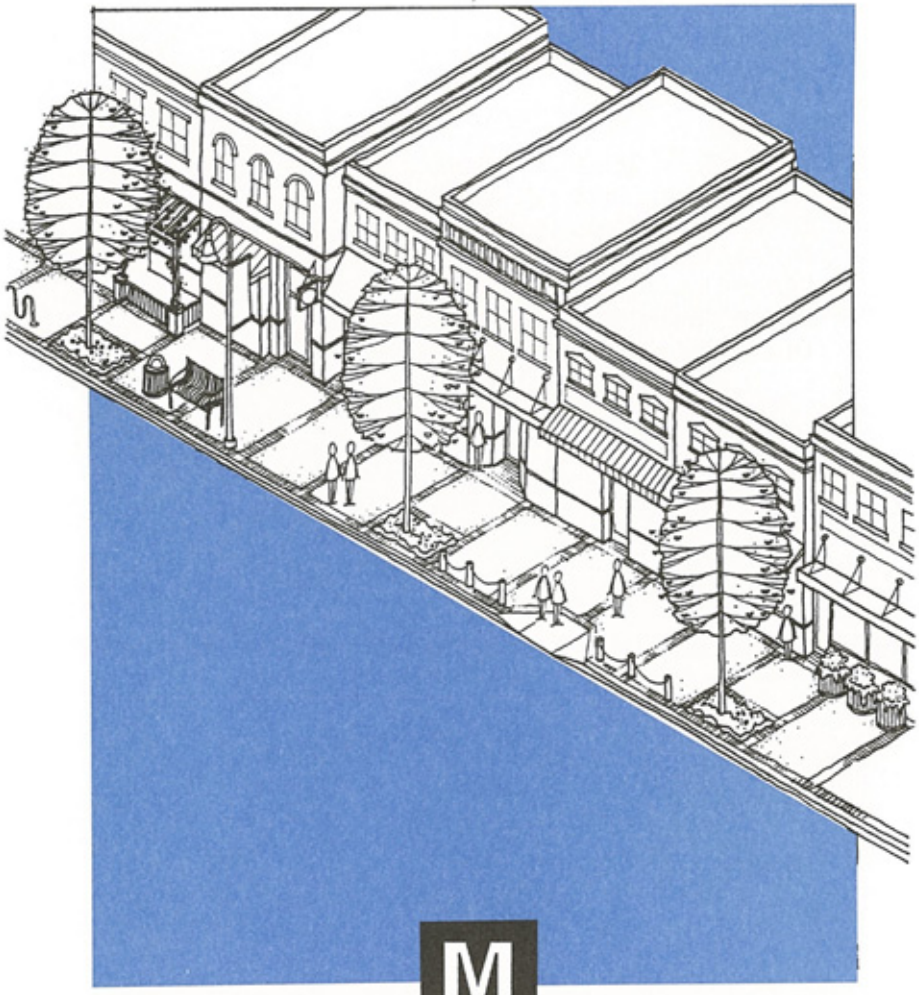

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INTRODUCTION

FOREWORD

The Prince George's County Planning Board is pleased to make available the approved sector plan for the Addison Road Metro (ARM) Town Center and vicinity. The plan contains recommendations concerning the future of the town center and the overall ARM area.

The plan was developed by the community with the assistance of the Prince George's County Planning Department. Issues were identified at community workshops and confirmed at a public forum. A local planning group, composed of representatives from municipal, business and civic groups, met monthly to formulate solutions to the issues. Community meetings were held every four months to review the ideas generated by the planning group. Focus groups met to concentrate on special issues and geographic areas. The Commission is most appreciative of the contribution of the planning group members and the community.

Two public hearings were held during the process of developing the plan and SMA. These public hearings were advertised through mailings to everyone who owns property in the area. All comments and recommendations presented at the public hearings became matters of public record and were summarized and reviewed by the Planning Board and/or District Council in their deliberations prior to their separate actions on the sector plan and SMA.

Sincerely,

Elizabeth M. Hewlett

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

PLANNING GROUP

CO-CHAIRS

Freddie Dawkins — Millwood/Waterford Civic Association
Abraham Lincoln — Peppermill Village Civic Association

MUNICIPAL

Bettie J. Jeter — City of Seat Pleasant
Charles E. Kelson — Town of Capitol Heights

BUSINESS/PROPERTY OWNER

Frank T. Anderson — Anderson-Knight Material Handling Co.
Andree Green — Exxon
Sheila T. Saxton — NationsBank
Ken Duncan — W. F. Chesley Real Estate
Randolph Scott — Builder/Developer
Barry C. Fletcher — Avant Garde Hair Gallery
Vaseleos Colevas — The Colevas Group

CIVIC

Douglas C. Edwards — Wilburn Central Civic Association
Belle Vee B. Gentry — Maryland Park Civic Association
Randy Grooms — Willow Hill Civic Association
Ella Lewis — Seat Pleasant Community Development Corp.
Rev. Manuel Baerga — New Life Assembly of God/Teen Challenge
Dennis C. Smith — Tri-Area Civic Association
Angela Spaniol — Addison Woods Homeowners' Association
Lorrine West Williams — Pleasant Homes Residents' Association
Doretha B. Willis — Zelma Avenue Civic Association
Thelma Taylor — Fairfield Knolls Civic Association
Geneva P. Chadwick — Central Park Civic Association
Frederick Wills — Carmody Hills Civic Association

The Planning Group's proposals were strengthened and modified thanks to the input of many individuals who participated in community and focus group meetings.

PLAN HIGHLIGHTS

THIS PLAN...

- Designates the area surrounding the Addison Road Metro Station as a town center to serve as the focal point of the surrounding community.
- Recommends specific land uses for the town center to take advantage of the locational attraction of Metro.
- Recommends an urban-boulevard treatment along MD 214 and Addison Road incorporating new trees, plantings, sidewalks, crosswalks, coordinated sign system, street furniture and lighting.
- Recommends the development of a new main street, linking the Metro and the Addison Plaza Shopping Center.
- Promotes a mixed-use neighborhood with retail, office, residential, public and recreational spaces within convenient walking distance to Metro.
- Establishes locations for new residential development to provide support for the use of Metro and the town center.
- Recommends a multimodal circulation system to improve access to the town center and Metro for cars, buses and pedestrians.
- Establishes a consistent design framework and ensures quality development standards.
- Begins an ongoing revitalization initiative for the implementation of the town center.
- Recommends that the Cabin Branch Stream Valley be developed as a greenway corridor linking residential areas with recreational open space and the town center.
- Identifies needed public facilities improvements to ensure a desirable quality of life for the entire Addison Road Metro community.
- Provides conceptual plans for the improvement of the "Old Town" Seat Pleasant commercial area along Martin Luther King, Jr. Highway.
- Explores ways to preserve and generate interest in the "Old Town" Seat Pleasant historic area.
- Includes changes in the zoning pattern in order to achieve consistency with the land use plan and an overlay zone to ensure conformance with the Development District Standards.

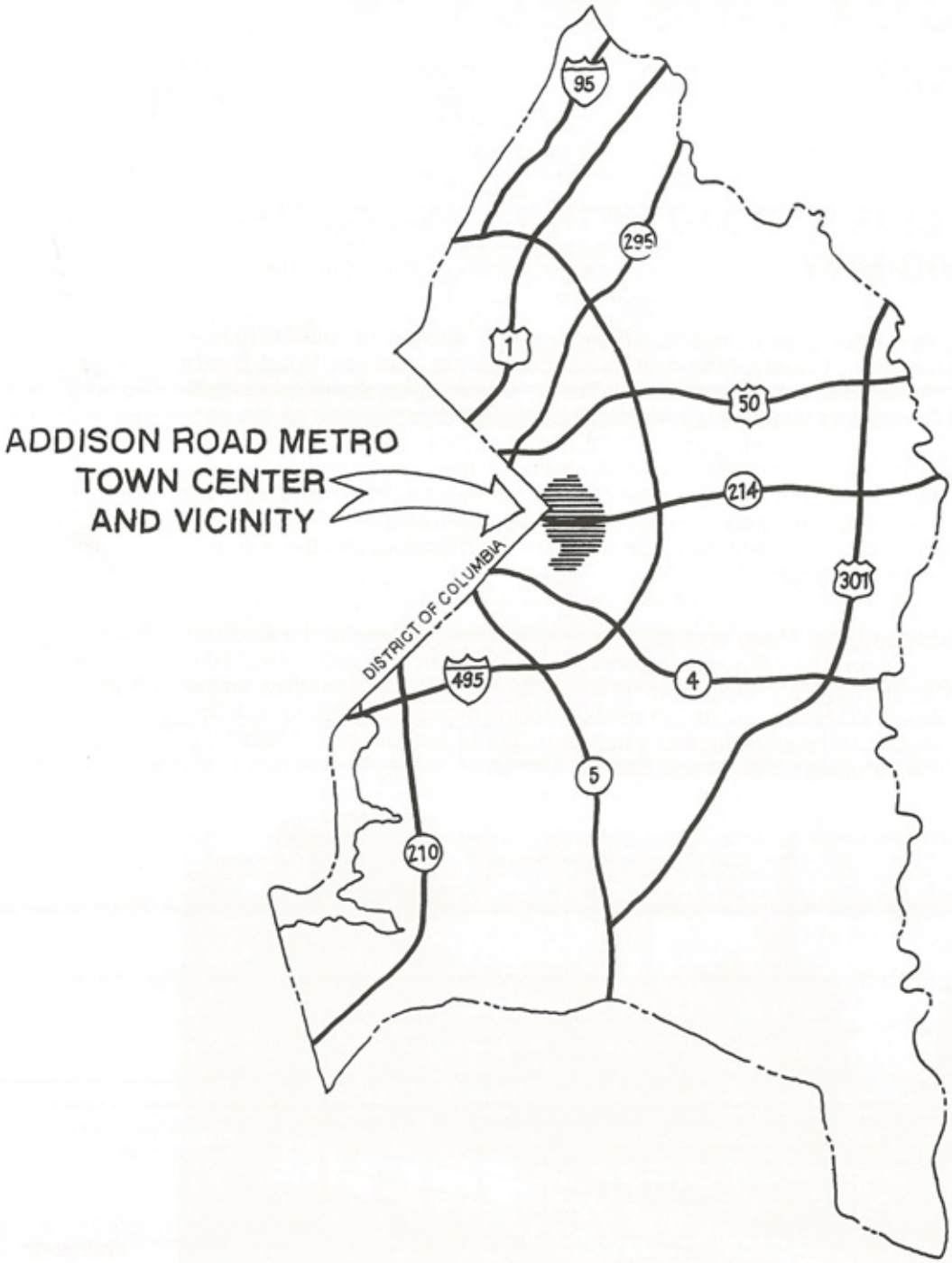
ABOUT THIS SECTOR PLAN

THE ADDISON ROAD METRO TOWN CENTER AND VICINITY

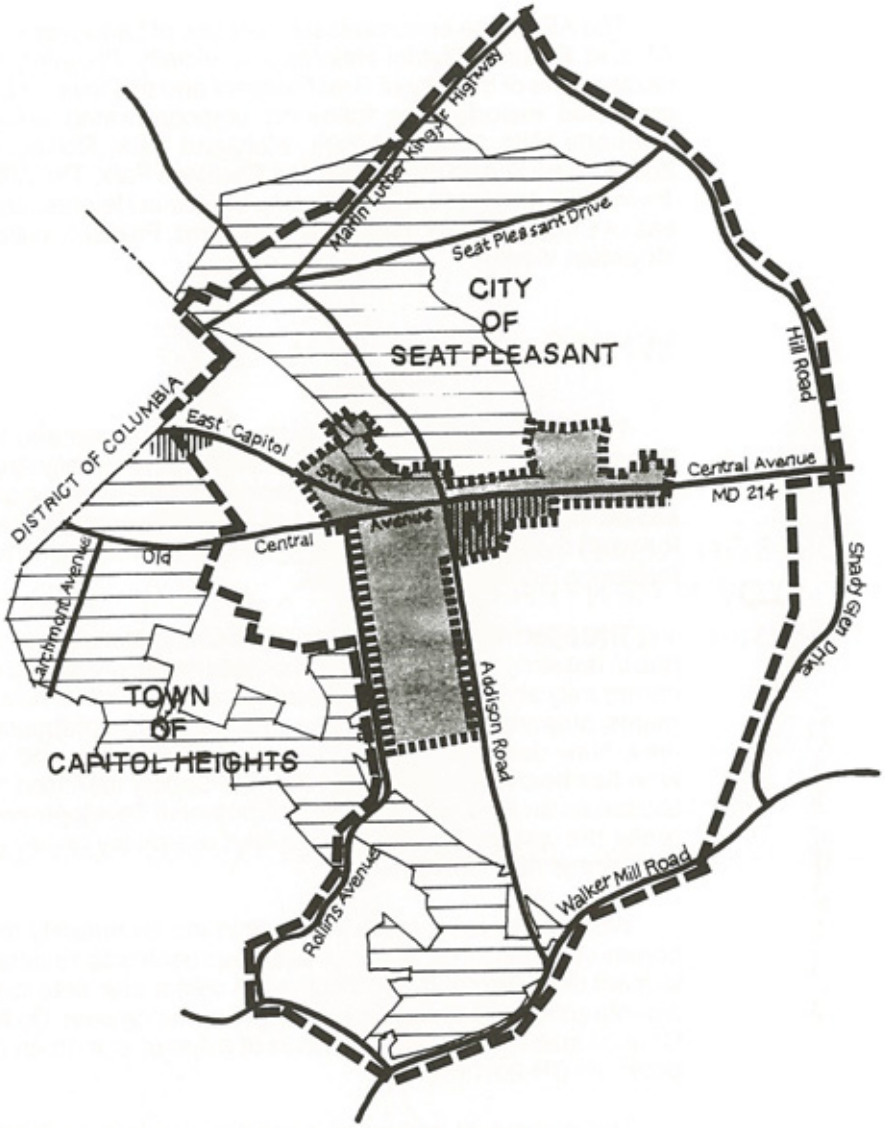
This sector plan covers a 3.6-square mile section of central Prince George's County, Maryland, described as the Addison Road Metro (ARM) Town Center and vicinity (Map 1). The Addison Road Metro Town Center and Vicinity encompasses the Metro core, as well as the surrounding community, known as the Addison Road Metro area (see Map 2). The Addison Road Metro Station is located in the southeast quadrant of the intersection of MD 214 (Central Avenue/East Capitol Street) and Addison Road. The town center consists of a number of properties to the north, east, south and west of the station in close proximity to the Addison Road Metro Station, with the potential for Metro-related development.

The Addison Road Metro area is defined as the service area of the Addison Road Metro Station. The ARM area is generally bounded on the north by MD 704, on the east by Hill Road and the powerline which parallels Shady Glen Drive, on the south by Walker Mill Road, and on the west by Rollins Avenue, the Palmer subdivision area, the Capitol Heights boundary between Central Avenue and the Washington, D.C., line, Southern Avenue and Eastern Avenue.

The Addison Road Metro Station provides a focus for the town center.



MAP 1 PRINCE GEORGE'S COUNTY LOCATION MAP



LEGEND

Addison Road Metro Area Boundary

Core Area / Town Center Boundary

Metro Station

Municipalities

0 1000 2000 4000 feet

MAP 2 BOUNDARIES

The ARM area encompasses portions of Landover and Vicinity, Planning Area 72, and Suitland-District Heights and Vicinity, Planning Area 75 (A & B), and includes parts of the City of Seat Pleasant and the Town of Capitol Heights. The ARM area also includes the following unincorporated areas: Peppermill Village, Carmody Hills, Highland Park, Maryland Park, Rolling Ridge, Wilburn Estates, Zelma Avenue, and the Walker Mill Business Park. The ARM area is adjacent to the Town of Fairmount Heights, the City of District Heights, and the unincorporated areas of Cedar Heights, Millwood, Waterford, Fairfield, Willow Hills, Royal Oaks and Mountain View.

WHY A SECTOR PLAN?

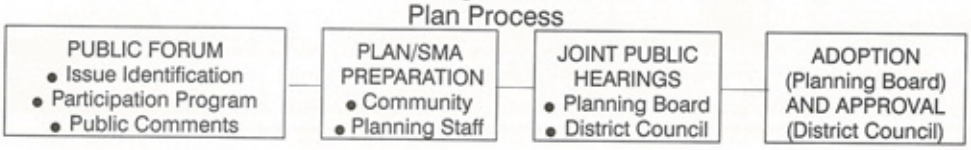
The ARM area is covered by the 1993 *Landover and Vicinity Approved Master Plan* and the 1985 *Suitland-District Heights and Vicinity Approved Master Plan*. The two plans set forth basic recommendations on land use and public facilities for areas on the north and south sides of Central Avenue, respectively. Both plans were followed by sectional map amendments which brought the area's zoning into conformance with the master plans.

The opening of the Addison Road Metro Station and widening of Central Avenue in the early 1980s created expectations of a revitalized residential and business community and an improved appearance for MD 214. A number of planning documents prepared in recent years propose recommendations related to the ARM area. New development has been limited however, and the enhancement of the area has been haphazard. In 1994, the County identified the Addison Road Metro Station as an area to be studied for potential development opportunities. Concurrently, the community requested a land use policy review and streetscape study in the Central Avenue corridor.

Workshops were conducted within the community to identify objectives and community concerns. A sector plan approach was selected as the best technique to meet the community's objectives. A sector plan sets forth recommendations for a geographic area that is smaller than a planning area. On May 21, 1996, the District Council authorized the preparation of a sector plan to amend the two area master plans via CR-26-1996.

The process of amending a master plan is described in the Prince George's County Zoning Ordinance. The amendment is developed through a series of steps from preliminary plan formulation, through a public hearing process, adoption of the plan by the Planning Board, and approval of the plan by the County Council (see Figure 1). A zoning implementation technique, known as a sectional map amendment (SMA), is processed concurrently with the sector plan. The complete procedural sequence chart is included in Appendix D.

Figure 1
Plan Process



ISSUES

At the sector plan initiation, 15 issues were endorsed as the focus of this planning project. These issues were articulated in a July 1996 *Addison Road Metro Area Public Forum Information Brochure* and discussed at a public forum on July 25, 1996. This document identified three strategies needed to improve the development potential around the Addison Road Metro Station and to enhance the overall livability of the surrounding community. These strategies include providing opportunities for developing the Metro Town Center, improving the community surrounding the town center, and creating catalysts for revitalization of the ARM area.

The ARM sector plan therefore consists of the following three elements:

- **Town Center Plan** – A development plan including implementation strategies for the core area surrounding the Addison Road Metro Station. This area extends along the MD 214 corridor and into several nearby areas which contain limited development.

- **Community Improvement Plan** – An improvement plan for the community extending beyond the Metro core both north and south of MD 214. This element is based on the idea that the success of the core depends on the physical improvement of the overall community. The community improvement plan is integrally related with the plan for the town center, each mutually reinforcing the other.

- **Revitalization Catalysts** – A strategy to show immediate and visible signs of improvement and enhancement of the surrounding community. This effort augments the specific techniques recommended for the town center. Successful implementation of the town center plan is substantially improved by progressive revitalization of the surrounding community.

A joint Prince George's County Planning Board and Prince George's District Council public hearing on the Preliminary Sector Plan and Proposed Sectional Map Amendment was held on September 13, 1999. A second joint public hearing was held on September 6, 2000, on amendments as described by the District Council via CR-18-2000 to the Adopted Sector Plan and Endorsed Sectional Map Amendment. The recommendations in this approved sector plan and sectional map amendment reflect the actions of the Planning Board in adopting the plan and endorsing the sectional map amendment on January 13, 2000, via Resolution No. PGCPB 99-246 and the District Council in approving the plan and sectional map amendment on October 22, 2000, via CR-61-2000 (see Appendix A).

THE COMMUNITY'S ROLE

The sector plan was prepared by the community with the assistance of the Prince George's County Planning Department. The public participation program consisted of three parts: the community, a planning group and focus groups (see Figure 2). The role and responsibility of each part was as follows:

- **The Community** – The community was invited to attend three meetings during the project to reach consensus on ideas and solutions to the issues. The community includes those who live, work or otherwise have an interest in the area. The community meetings were held to review the ideas generated by the planning group. The community's objective was to try to reach consensus before the project moved forward to the next milestone. A periodic newsletter informed the community of the progress of the project.

Community meetings allowed for discussion of ideas and solutions.

- **The Planning Group** – A planning group, consisting of 15-20 committed representatives from all geographic areas and interest groups, met on a more frequent basis. The group formulated solutions to issues identified at the visioning workshops and at the public forum. The planning group met monthly. Every fourth month the group sponsored a community meeting to present ideas and solutions.

  Each municipality (Seat Pleasant and Capitol Heights) and civic association in the ARM area were invited to select a representative to the planning group (10-15 members). Invitations were also offered to the major property owners and businesses in the town center (5-10 members). Meetings were open to the public. Residents in adjacent areas were welcome to attend. The staff facilitated the meetings and provided administrative and technical assistance.

- **Focus Groups** – Focus groups were formed as needed to concentrate on single issues which concerned a specific part of the community or needed more time to resolve. The recommendations of each focus group were relayed back to the planning group and, in turn, to the community.

Figure 2
Public Participation Program

APPLICABILITY

This sector plan map and text amends portions of the 1993 *Landover and Vicinity Master Plan* and the 1985 *Suitland-District Heights and Vicinity Master Plan*. The sectional map amendment contained herein supersedes the 1986 Suitland-District Heights Sectional Map Amendment and the 1993 Landover Sectional Map Amendment. This plan also amends the 1982 *General Plan* and several functional master plans such as the *Master Plan of Transportation*, the *Master Plan for Public School Sites*, the *Historic Sites and Districts Plan*, and the *Countywide Trails Plan*.

The proposals of this sector plan are in accordance with the 1982 *General Plan* and *Master Plan of Transportation* (as amended by subsequent master plans) with the exception of the following which constitutes an amendment thereto:

- A Metro center symbol for the Addison Road Metro Town Center replaces the Addison Plaza Village Activity Center symbol and the Seat Pleasant-Addison Road Tax Increment Financing (TIF) District Employment Area.

Note that use of the word "shall" in this text indicates that the action proposed reflects an ordinance (i.e., clearly mandated by either State or County law) or reflects County policy regarding land development or other planning considerations. The use of the word "should," while not necessarily legally binding, reflects a positive feeling of the Planning Board that these proposals will be followed in all instances where there are no extraordinary circumstances which would mitigate against it.

PLANNING BACKGROUND

Several earlier plans have affected the Addison Road Metro Town Center area. The most important of these were the 1964 *General Plan*, *...on Wedges and Corridors*; the 1970 *Suitland-District Heights and Vicinity Master Plan*; the 1973 *Model Neighborhood Area Master Plan*; the 1982 *General Plan*; the 1985 *Suitland-District Heights and Vicinity Master Plan*; and the 1993 *Landover and Vicinity Master Plan*. The Maryland Planning Act of 1992, and the 1997 Smart Growth Act have implications for all plans throughout the State.

THE 1982 GENERAL PLAN

The *General Plan for the Maryland-Washington Regional District within Prince George's County, Maryland* was approved in 1982 as an amendment to the 1964 *General Plan*. The 1982 *General Plan* is a policy plan containing policies and guidelines concerning land use, economic development, transportation, housing, the environment, and public facilities. Overall, the plan establishes a framework upon which subsequent area plans are based. The 1982 *General Plan* delineates four policy area categories which generally correspond to developed, developing, possible future development, and permanent rural areas. The Addison Road Metro area is designated as Category I (developed), and reflected the Addison Road line and a proposed extension to Largo. The plan noted the numerous development opportunities near the then-built Addison Road Metro Station and the need to maximize pedestrian access in the Metro area.

THE 1985 SUITLAND-DISTRICT HEIGHTS MASTER PLAN

The 1985 *Suitland-District Heights and Vicinity Master Plan* sets forth recommendations on land use and zoning for the area, and replaces the 1970 Plan for the area. The plan reflects the two Metrorail stations at Capitol Heights and Addison Road which were opened as part of the Blue Line in 1981, as well as the new transit alignment along East Capitol Street. The plan refers to the multistory parking garage which was later constructed at the Addison Road Metro Station, and encourages the improvement of the feeder bus service to Metro. Trails are proposed for the Cabin Branch Stream and the PEPCO right-of-way. A new employment area called TIF West is proposed for the west side of Addison Road that would allow for mixed uses in order to maximize the potential created by Metro.

THE 1993 LANDOVER AND VICINITY MASTER PLAN

The 1993 *Landover and Vicinity Master Plan* updates the 1973 *Model Neighborhood Area Master Plan*. The plan encourages increased use of public transportation to facilitate traffic movement and to recoup public investment in Metrorail. A village activity center symbol is shown on the Addison Plaza Shopping Center, with office use on the land west of the center. The former Baber Village site is recommended for office or low-urban residential use. Mixed use is proposed for the block opposite Metro subject to a unified development plan. A special study is called for to address future development around the Addison Road Metro area. The plan recommends acquisition of land that will complete the Cabin Branch Stream Valley Park.

THE 1997 SMART GROWTH AREAS ACT

The 1997 *Smart Growth Areas Act* builds on the foundation created by the set of eight visions for Maryland's future adopted as State policy in the 1992 *Maryland Economic Growth, Resource Protection, and Planning Act*. The first vision is to concentrate development in suitable areas; the sixth vision is to encourage economic growth and streamline regulatory mechanisms. The 1992 *Growth Act* requires local governments to revise and periodically update their comprehensive plans to reflect the visions. The 1997 Smart Growth Areas Act capitalizes on the influence of state expenditures on economic growth and development by directing state spending to "priority funding areas." The ARM area is included in the initially established priority funding areas.

THE ARM AREA TODAY

ARM AREA PROFILE

A statistical profile of the ARM area provides a factual understanding of the people and the place. (See Table 1 and Figure 3.)

- The ARM area contains 3.6 square miles, or 2,336 acres. The portion of land north of Central Avenue constitutes 43 percent of the total ARM area.
- There were approximately 15,160 persons living in the ARM area in 1990. Population is forecast to grow by 27.2 percent by 2020 to 19,279 persons.
- As of 1990, there were 5,171 dwelling units in the ARM area. There are about 3 persons per dwelling unit.
- The ARM area provided 1,543 jobs in 1990. The number of jobs will increase by 78 percent by 2020 to 2,748, an increase of 1,205 jobs.
- In 1990, persons over 65 constituted 6 percent of the ARM area population, slightly lower than the County figure of 7 percent.

Table 1
Population, Dwelling Units, Employment in the ARM Area

	Population	Dwelling Units	Employment
1990	15,160	5,171	1,543
2000	16,134	5,632	1,919
2010	18,471	6,626	2,324
2020	19,279	6,998	2,748

Source: M-NCPPC, Information Management Division, 1998.

METRO AND THE TOWN CENTER

The town center is the main focus of this project. The town center encompasses those properties which is in close proximity to the Metro station with the potential for Metro-related development. The town center is only partially developed, with several significant vacant parcels available for future use.

METRO RIDERSHIP

Over 30,000 riders pass through the turnstiles at the Addison Road Metro Station on a typical work week, as summarized in Table 2. Seventy percent of this total

is concentrated during the morning and evening rush hours. It is estimated that rush-hour weekday ridership at Addison Road will increase by 50 percent over the next 10 years.

Table 2
Addison Road Metro Station Ridership

	Weekday		Saturday	Sunday
	Peak	Off-Peak		
1998	4,949	1,713	3,812	1,878
2008	7,423	2,570	4,670	2,207

Source: WMATA, December 1998. MDOT, March 1996.
[1]Boardings Only

METRO COSTS

Public investment in the Addison Road Metro Station and in the Metrorail system overall has been substantial, as indicated by the following cost data. The largely vacant town center offers the opportunity to take advantage of this immense public expenditure. (See Table 3.)

Table 3
Metro Construction/Public Investment Cost at Regional, County, Line and Station Levels

Adopted Regional System	$7,477,000,000
Adopted Regional System in Prince George's County	$688,600,000
Blue Line	$326,200,000
Blue Line in Prince George's County	$74,400,000
Addison Road Station	$43,700,000

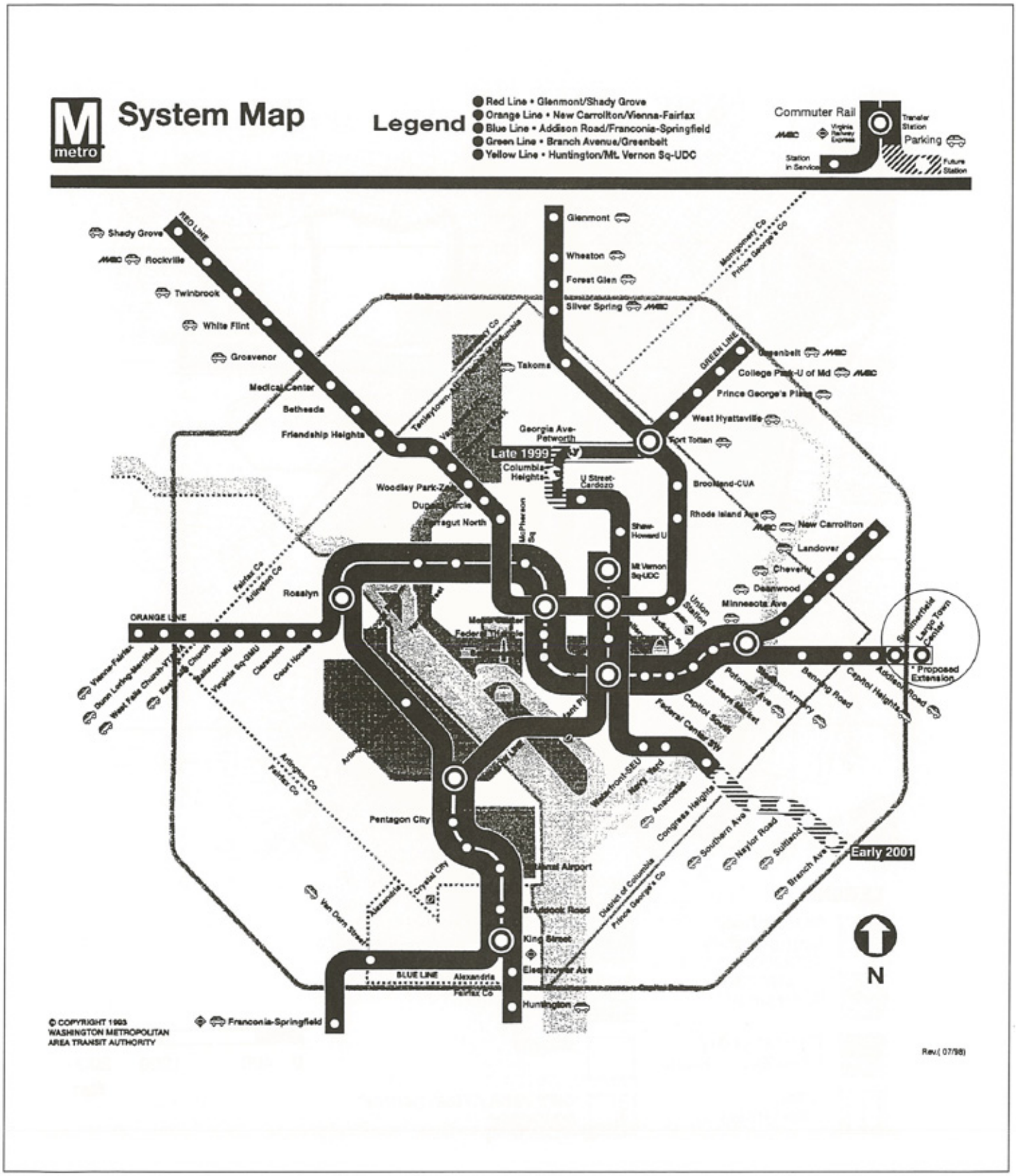
Source: WMATA, April 1996.

METRO BLUE LINE EXTENSION

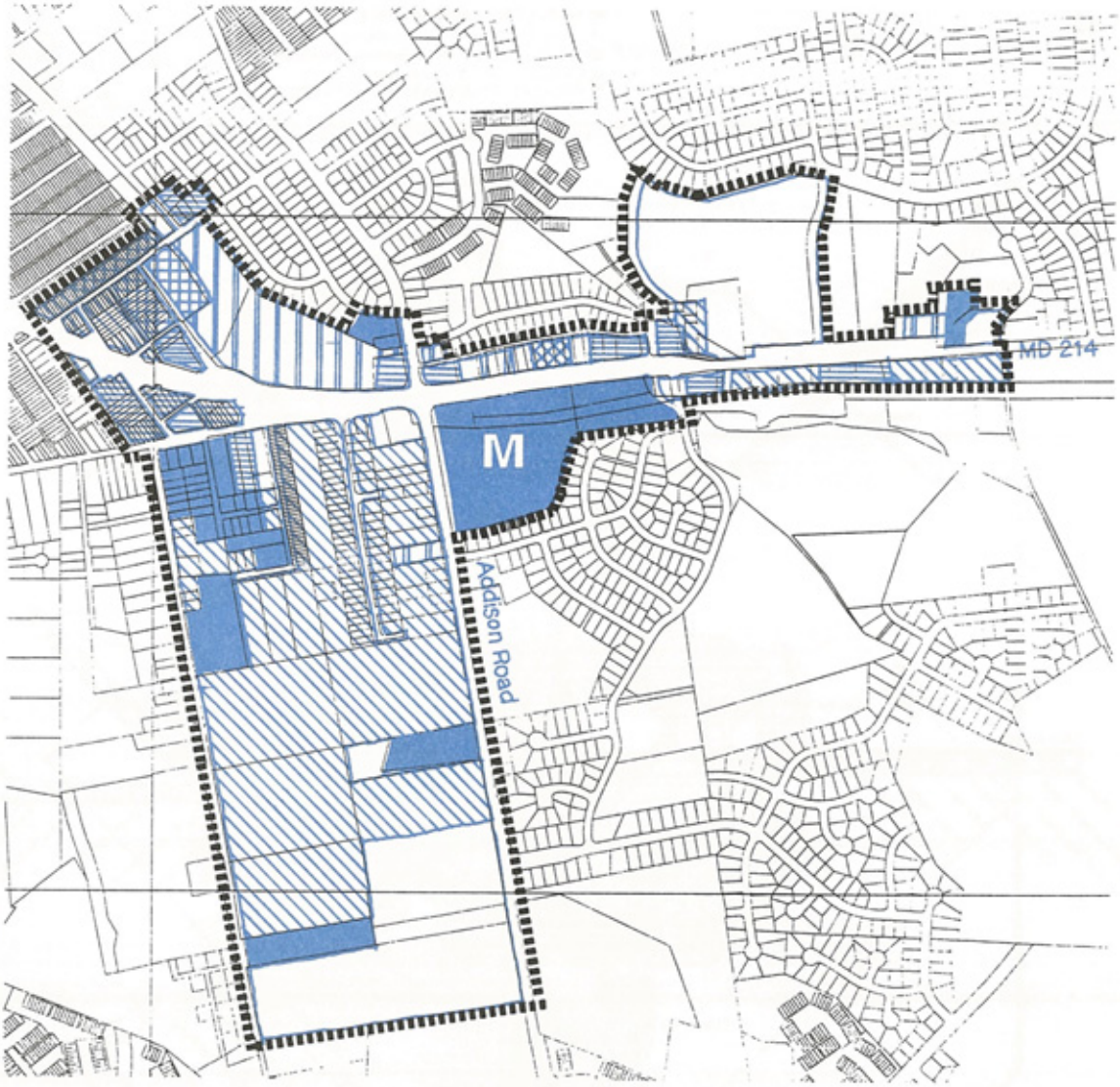
The Washington Metropolitan Transit Authority (WMATA) is extending the Metro Blue Line from Addison Road to Largo with stations at Summerfield and the Largo Town Center (Map 3).The two stations are expected to open in 2004. The Blue Line extension will increase transit ridership and assist economic development in the corridor.

LAND USE

Approximately 38 percent of the town center is developed, as indicated in Table 4, Map 4 and Figure 4. The predominant land use is public/quasi-public (38.5 acres), consisting of the Metro station site, Seat Pleasant Town Hall, a volunteer health clinic, Teen Challenge and several churches. Retail uses occupy a further



MAP 3 STATUS OF THE PLANNED METRORAIL SYSTEM



LEGEND

- Residential/ Single-family detached
- Residential/ Multifamily
- Institutional/ Public/Quasi-Public
- Retail/ Commercial
- Service/ Commercial
- Industrial
- Vacant
- Core Area/ Town Center Boundary

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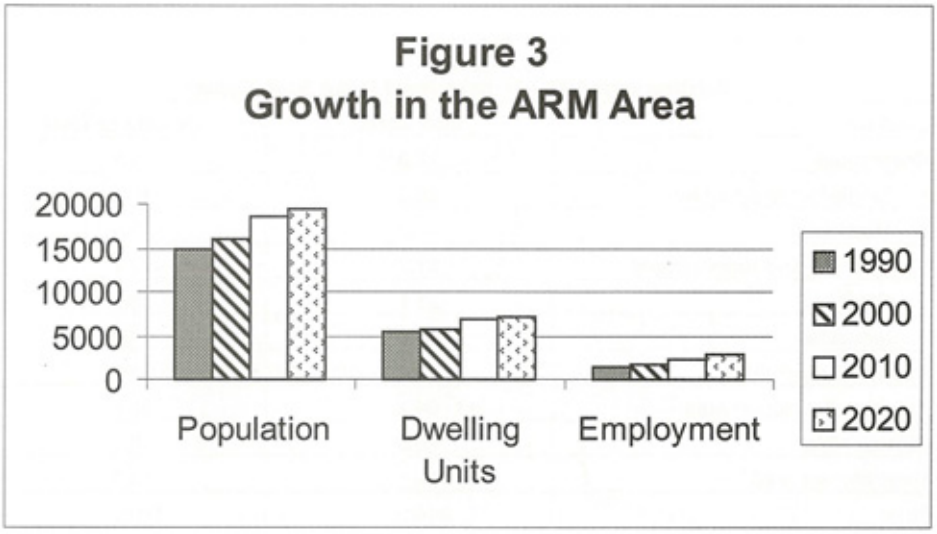
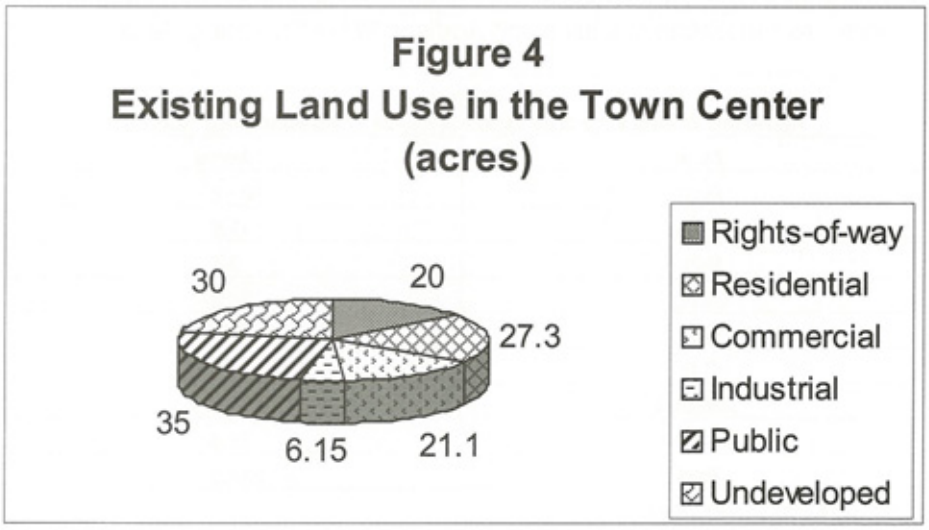
MAP 4 TOWN CENTER EXISTING LAND USE



Source: M-NCPPC Information Management Division, 1998.



21.1 acres. Over half of the core area is undeveloped, with the majority of the vacant land situated south of Central Avenue.

Table 4
Existing Land Use - Addison Road Metro Town Center

Land Use	Total Acres	Percent of Total
Residential	**27.3**	**11.2**
• Single-family detached	26.3	10.8
• Multifamily	1.0	0.4
Commercial and Employment	**31.1**	**12.7**
• Retail	21.1	8.7
• Industrial	10.0	4.0
Public/Quasi-Public	**35.8**	**14.7**
Subtotal: Developed Area	94.2	38.6
Rights-of-Way	20.0	8.1
Undeveloped Area	130.1	53.3
Total	**244.3**	**100.0**

Source: M-NCPPC, Field Survey, April 1998.

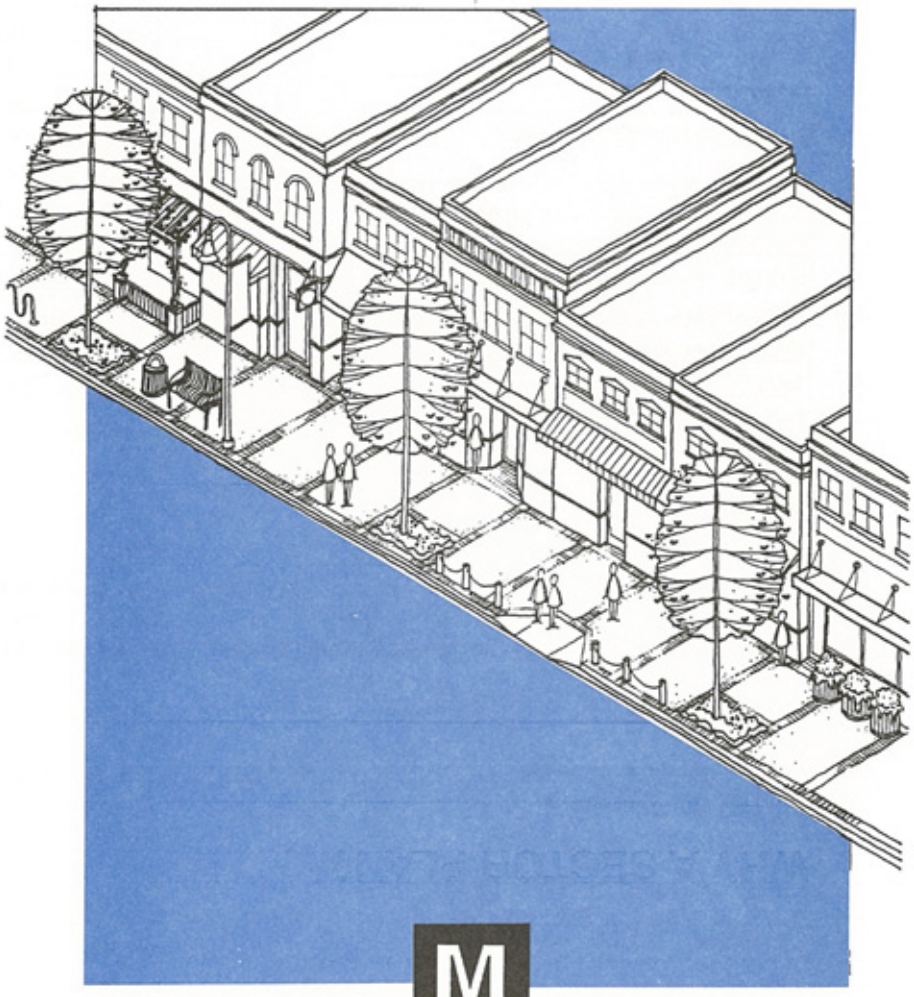
ZONING

Approximately 64 percent of the town center is zoned in residential categories, as indicated in Table 5. This includes the west side of Addison Road South and the former Baber Village site. Commercial zoning constitutes 24 percent of the area. This includes the station site itself and Addison Plaza Shopping Center.

Table 5
Approved Zoning Inventory 2000 - Addison Road Metro Town Center

Zone	Acres
R-55	101.2
R-T	47.5
R-20	8.1
C-S-C	34.8
C-M	4.3
C-O	20.0
Subtotal	**215.9**
Right-of-Way	28.4
Total	**244.3**

Source: M-NCPPC, October 2000.



M

THE TOWN CENTER

LAND USE

BACKGROUND AND ISSUES

The Addison Road Metro core functions today as a suburban shopping area, satisfying local retail shopping and service-commercial needs. The core contains scattered residential and strip commercial development and vacant land along MD 214 and Addison Road. The transformation of the Metro core from a rural to a suburban community permitted an uncoordinated development pattern to emerge over time. The land use pattern in the Metro core is similar to the disjointed commercial development found in many communities throughout the County.

Uncoordinated development and vacant land are located across MD 214 from the Metro station.

The core does not have a defined, cohesive center or mix of uses. The area is highly auto-oriented. Multiple trips are necessary to accomplish several tasks. Services and facilities are dispersed and generally not easily available to the pedestrian. Few pedestrian connections are provided between the core and the surrounding residential neighborhoods.

The MD 214/Addison Road intersection contributes to an auto-oriented environment.

The Metro core does not provide a focus or sense of place for the surrounding community. Identification tends to be toward the highway strip and scattered individual commercial uses, rather than toward the provision of adequate service to neighborhoods in the immediate vicinity. The uses in the core do not maximize the

development potential created by the Metro station. Only occasionally do Metro users patronize local retail establishments.

In spite of previous efforts, no clear vision for the Metro core was previously established. The core straddles the common boundary between the existing master plans for Suitland-District Heights and vicinity (1985) and Landover and vicinity (1993), which provide land use recommendations for large areas north and south of Central Avenue, respectively. Because the station lies on the edge of two planning areas, neither plan specifically focused on the station and its surrounding area. Individually, each plan examined properties on a single side of MD 214.

Opportunities exist to maximize development potential across from the Metro Station.

A comprehensive land use plan can improve fragmented recommendations contained in the two master plans. The core contains many valuable elements which can serve as building blocks for the future. These assets include the Metro station, Addison Plaza, Seat Pleasant City Hall, an improved MD 214 median and available vacant land. A land use plan can provide a unifying vision for the core which can also strengthen the surrounding community. A strong vision will inspire public commitment and private sector investment.

CONCEPT

TOWN CENTER

The plan proposes a **town center** concept as a unifying vision for the Addison Road Metro core. A town center serves as a community focal point for retail shopping, service commercial uses, professional offices, public uses and recreation. The form of development is typically a broad mix of uses arranged in a compact development. Space for social and community activities is established by provision of a centrally located town green and public meeting facilities. The area immediately surrounding the town center is suitable for medium density housing, with the residents providing a ready market to support commercial activities.

There is typically a clear relationship between a transit station and the town center. A town center includes a pedestrian-oriented street environment. Automobiles are accommodated in carefully selected locations that are not obtrusive and even enhance the urban environment. Convenient pedestrian access is provided between uses which allows visitors to accomplish multiple tasks with one trip. A town

center will generally serve local residents and transit users, but the sphere of influence of a town center is substantially greater than a suburban shopping area.

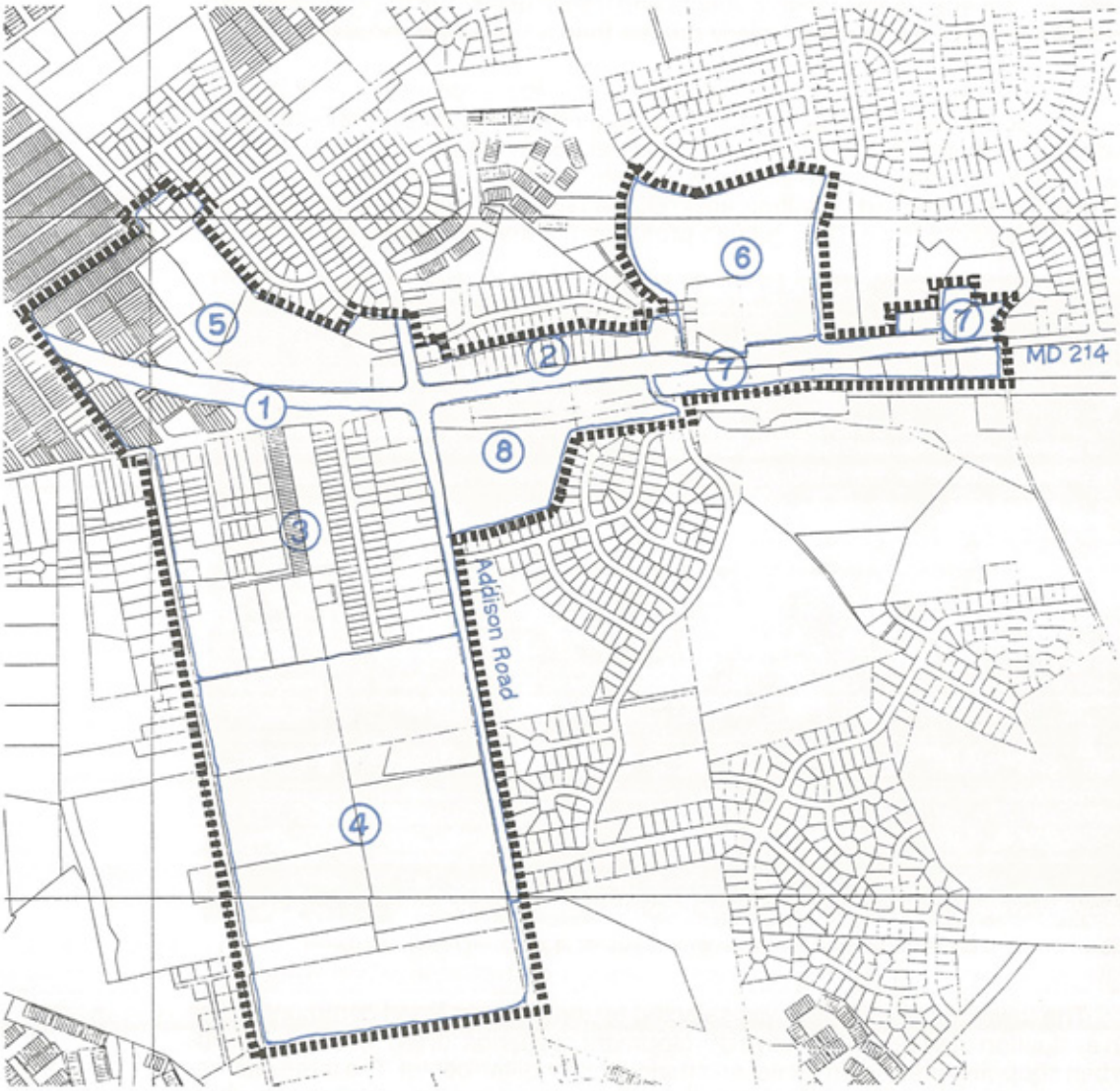
A town center creates a sense of place and a focus for residents of the surrounding community to shop, recreate and gather in a pleasant atmosphere. Social and community activities are provided for and related to the commercial activities. A town center adjoining a Metro station should attract significant market and investor interest. Transit-oriented development (TOD) is becoming a more significant segment of the Washington, D.C., growth profile as the metropolitan area matures.

A Town Center provides a pleasant atmosphere for residents to shop, recreate, and gather.

The town center proposal was selected by the Addison Road community after an evaluation of several alternative development scenarios for the Metro core: suburban shopping area, town center and major metropolitan center. The three alternatives range from lower suburban to higher urban intensities. The existing suburban shopping area option was rejected due to its uncoordinated development pattern and its inability to generate market interest. A major metropolitan center's high intensity development is not marketable in the short term at this location and would increase traffic and noise. The town center option will result in the most positive overall outcome for the Addison Road Metro area.

SUBAREAS

The natural and manmade features in the Metro core dictate a pattern for the development of the town center. The area is bisected by MD 214 and Addison Road. The Cabin Branch stream flows in a northerly direction through the area passing under both major roads. Based on these natural and manmade features,



LEGEND

- Core Area/Town center Boundary
- (1) MD 214/ Addison Road
- (2) Metro North
- (3) Metro West (Town commons)
- (4) Addison South (Town commons)
- (5) Addison Plaza West
- (6) Baber Village
- (7) Central East
- (8) Metro Station

0 400 1200 2000 feet

MAP 5 TOWN CENTER SUBAREAS

the plan divides the core into eight subareas as shown on Map 5: MD 214/Addison Road, Metro North, Metro West, Addison South, Addison Plaza West, Baber Village, Central East and the Metro station.

LAND USE TYPES

The intent of the plan is to provide for an appropriate mix of uses for the Addison Road town center based on the relevant experience of comparable town centers. The plan proposes the following land use types:

Key Elements

- **Retail Commercial** – General merchandise store, supermarket, drug store, restaurants, clothing store, appliance store, card store, florist, housewares, video store, and personal service establishments such as cleaners, beauty/barber shops, photo studios, shoe repair, travel agents and banks.

- **Office** – Community-serving space for doctors, lawyers, accountants, tax preparers and other professional offices. May include general office space for a government agency.

- **Public/Quasi-Public** – Day care facility, town hall, community meeting space, public plazas, police satellite station, recreational uses and educational facilities.

Supporting Elements

- **Residential** – Medium-density residential such as single-family detached homes and/or townhouses.

- **Service Commercial** – Auto repair, car wash, garden center.

MARKET POTENTIAL

Market studies prepared by M-NCPPC and independent consultants provide the following general assumptions about the potential for various uses in the town center:

- **Retail** – The Redskins Stadium Impact Study (prepared for M-NCPPC by Hunter Interests, Inc., February 1997) shows that the retail market in the Landover area, which includes the ARM area, is under-served. Comparison of existing stores to existing supportable square footage indicates the gap appears to be the widest in the miscellaneous category. This category includes shops such as cards, gifts, music, jewelry, florists, sporting goods, books, photographic equipment, bicycles, etc. The gap appears to be

narrowest for drugstore and hardware space. The supply of restaurants, apparel, general merchandise and food stores only satisfies about 50 percent of the existing demand.

Construction of new retail activity should be encouraged in the Addison Road Metro area. This Metro station is directly on a commercial strip, in close proximity to an existing shopping center, and near vacant property suitable for additional development. The success of Addison Plaza and the daily weekday ridership of 10,500 (which is projected to increase to 15,000 in 10 years) will provide the foundation for building a strong community-serving commercial core.

- **Office** – The Redskins Stadium Impact Study recommends the construction of new local-serving office space in the Addison Road Metro core. This location is sufficiently distant from office concentrations near the Beltway and US 50 to avoid competition, close to numerous residential areas, near a thriving shopping center (Addison Plaza) and accessible by both car and subway. **The location seems ideal for future local office development.** It is possible that a Federal government agency may choose to locate a regional office within the town center due to the requirement that such relocations be in proximity to Metro.

- **Public** – The location of public uses in the town center symbolizes the importance that the community places on the town center as the focus of the area. Public uses enrich the varied experience found in the town center and attract potential retail patrons. **Public and quasi-public uses that would be appropriate in the town center** include Seat Pleasant City Hall (possibly enlarged and/or relocated), community meeting space, a day care facility (keyed to Metro users), a post office and a public plaza.

- **Residential** – The ARM area contains attractive, well-maintained neighborhoods, predominantly composed of single-family homes, mixed with townhouses and apartments. Residential building activity in the ARM area has been busy in recent years, especially in townhouse construction. Moderate to high residential densities are typically appropriate near town centers in order to support commercial uses and minimize auto trips; however, some quality single-family detached residential development is desirable to balance the small-lot homes and apartments available in the ARM area. Therefore, **quality residential development is desirable, with the majority of new residential construction in single-family dwellings.**

- **Service Commercial** – Most service commercial establishments take advantage of a high volume of traffic. The trade pattern of the ARM area indicates that a large portion of the demand for service commercial uses is being satisfied outside the area. While some support exists for service commercial uses, **the open nature and high traffic generation associated with service commercial uses are not appropriate in the town center.** Any future service commercial uses should be carefully located.

LAND USE RELATIONSHIPS

The most favorable factors for the primary focus of the town center are located on three subareas near the intersection of MD 214 and Addison Road: Metro North, Addison Plaza Shopping Center and Metro West. These subareas are within a 10-minute walking distance of Metro, have good vehicular access and visibility, and are in proximity to the existing pedestrian and retail activity at Metro and Addison Plaza. These inner-ring parcels provide locations for retail, office and public uses (see Map 6). The Metro station, Seat Pleasant Town Hall and Lyndon Hill Elementary School are important public uses in this area.

A secondary focus for the town center includes an outer ring of properties located beyond walking distance of Metro, with good site flexibility: Baber Village, Addison Plaza West and Addison South. These outer-ring parcels provide locations for residential and limited service commercial uses supportive to the primary focus of the town center.

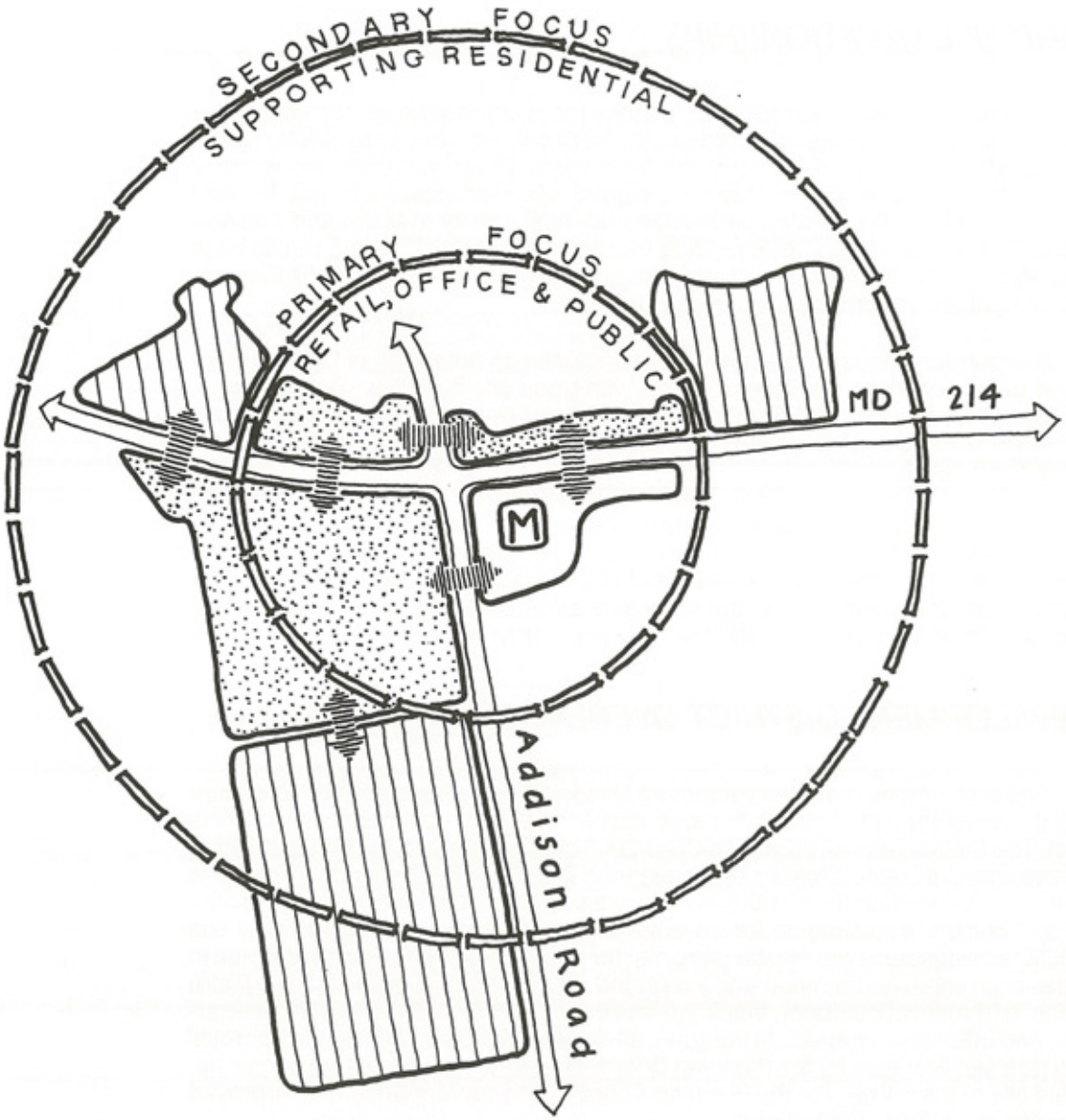
Linkages between the subareas are necessary to allow the town center to function cohesively. While patrons may use an auto or bus to reach the town center, pedestrian movement through the area should be pleasant, safe and convenient. The design of the town center, including sidewalks, street crossing, amenities and signage, should all be created to facilitate easy pedestrian movement.

DEVELOPMENT DISTRICT OVERLAY ZONE (DDOZ)

The plan utilizes a new Development District Overlay Zone (DDOZ) to ensure that the development of land in the town center meets the goals established in the plan. The District Council approved CB-8-2000 on September 6, 2000, establishing a Development District Overlay Zone category. The DDOZ is a generic overlay zone which is superimposed over other zones by a sectional map amendment and may modify certain requirements for development within the underlying zones. The DDOZ is designated by a master plan, master plan amendment, or a sector plan in order to promote coordinated and integrated development in town centers, Metro areas, commercial corridors, employment centers, revitalization areas, historic areas, and other special areas. In the zone, all development is subject to the approval of a Detailed Site Plan by the Planning Board. The review of conceptual and/or detailed site plans will require the Planning Board to find conformance with approved Development District Standards.

RECOMMENDATIONS

The town center should incorporate principles of neo-traditional town planning, which seek to build more livable communities by returning to town design principles practiced earlier in the twentieth century. Development in the town center is recommended to consist of compact and walkable areas, with clearly defined centers and edges, public spaces and buildings, and convenient access to transit. The plan recommends a staged development of the town center. Map 7 shows the generalized land use proposal. Specific recommendations for each subarea are described below and delineated in more detail on Map 8 and the plan map. The plan



LEGEND

Primary Focus - Good Vehicular Access and Visibility
Near Metro and Existing Pedestrian/Retail Activity

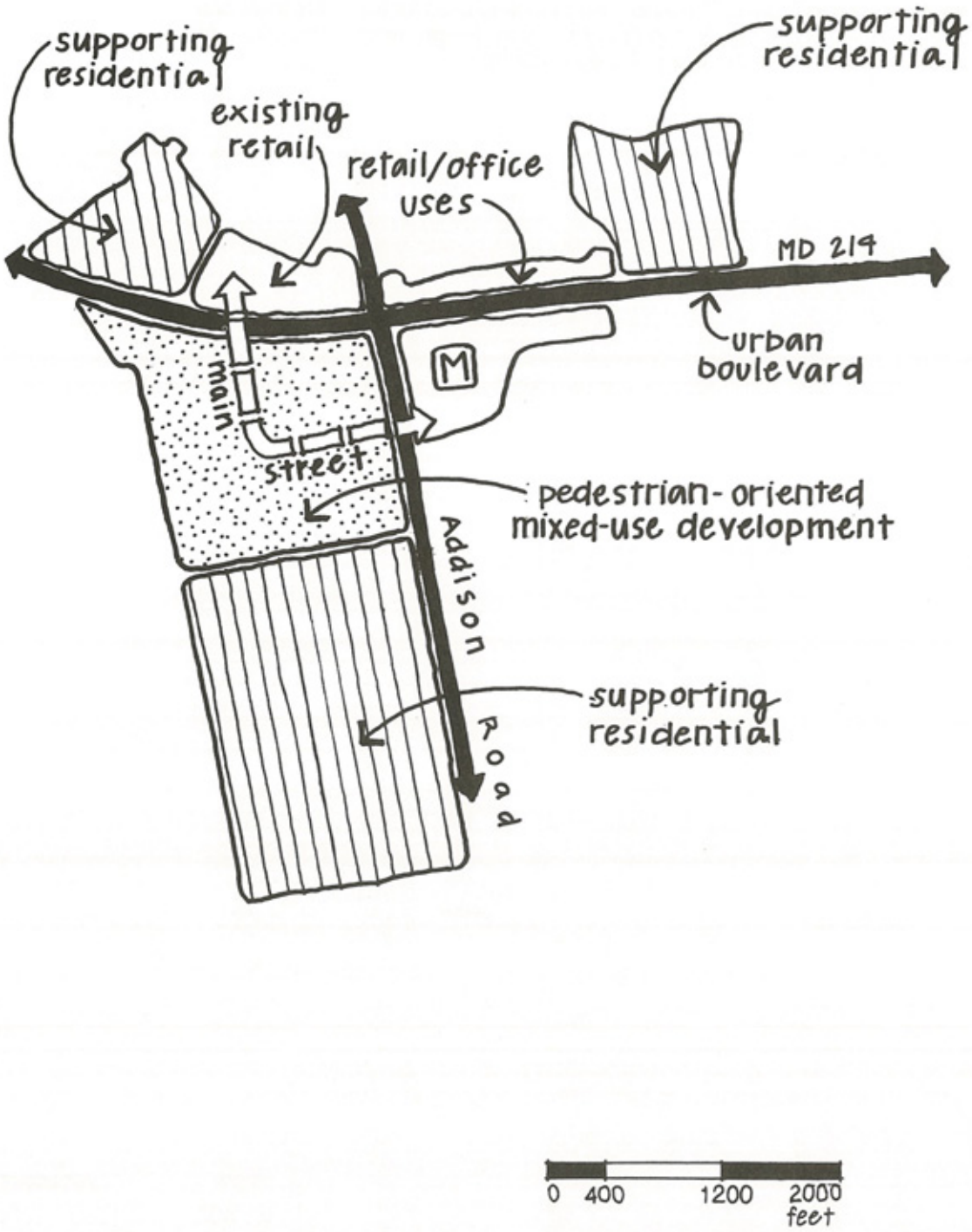
Secondary Focus - Beyond Walking Distance of Metro
Large Parcels with Good Site Flexibility

Linkages

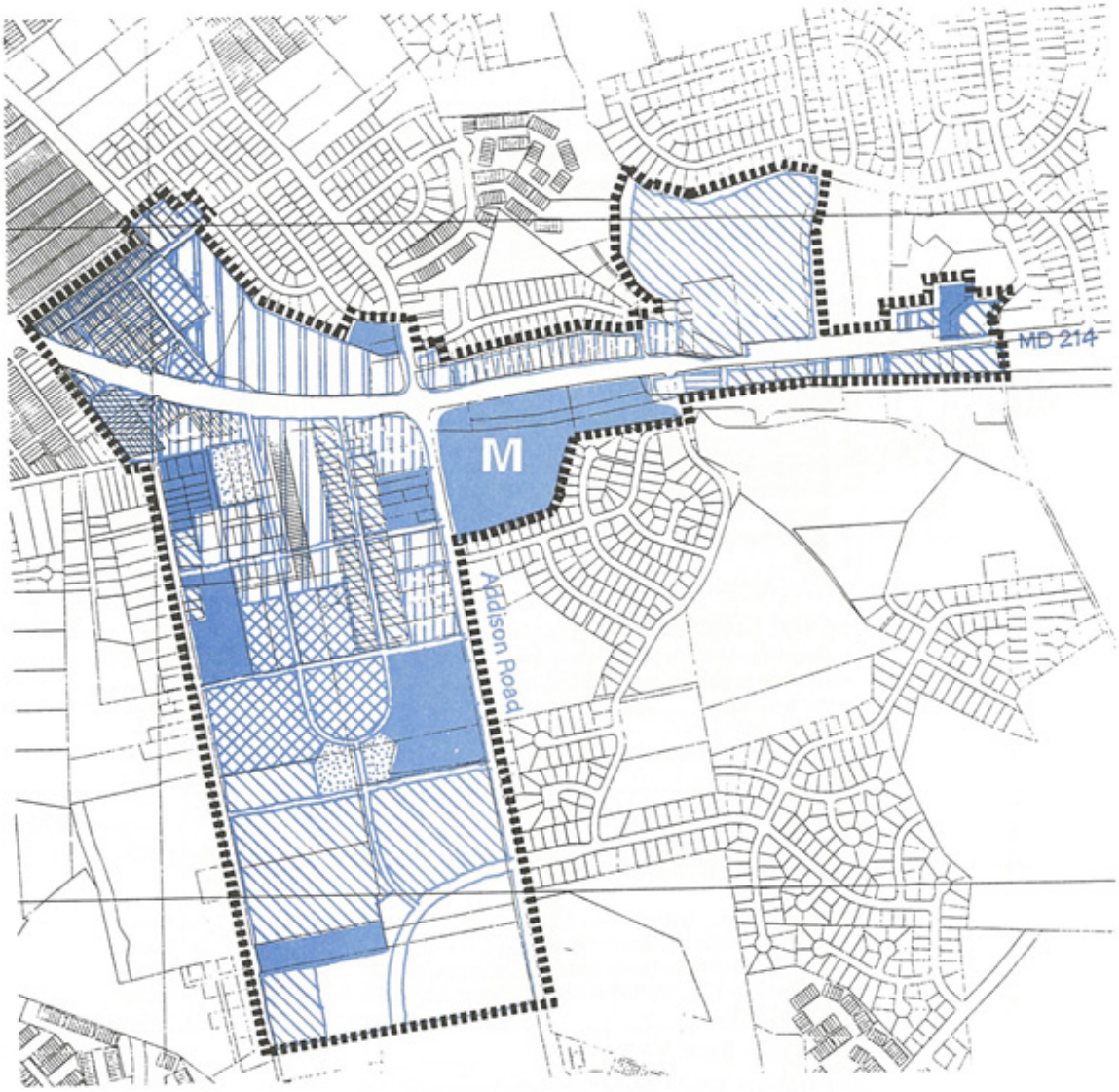
0 400 1200 2000
feet

MAP 6 TOWN CENTER LAND USE RELATIONSHIPS

map reflects the ultimate land use recommendations of the plan. Land use alternatives for specific subareas are illustrated in the text. The land use quantities for each subarea are shown in Table 6. The recommended land uses for the entire town center are listed in Table 7. General and specific urban design recommendations for each subarea are found in the Urban Design chapter.



MAP 7 TOWN CENTER GENERALIZED LAND USE



LEGEND

- Residential/ Single-family detached
- Residential/ Single-family detached/ attached
- Institutional Public/Quasi-Public
- Retail/ Commercial
- Service/ Commercial
- Mixed-Use Retail/Office
- Park
- Open space
- Core Area/ Town Center Boundary

0 400 1200 2000 feet

MAP 8 TOWN CENTER DETAILED LAND USE

Table 6 Land Use Quantities for Town Center Subareas	
Subarea 1 - MD 214/Addison Road	**20.0 acres**
Subarea 2 - Metro North	**7.4 acres**
• Mixed Use, Retail/Office (approx. 71,100 sf)	5.4 acres
• Retail, Commercial (convenience store)	.4 acre
• Service, Commercial (gas station & car care center)	1.4 acres
• Right-of-Way	.2 acre
Subarea 3 - Metro West	**60.2 acres**
• Mixed Use, Retail/Office (approx. 149,600 sf)	8.3 acres
• Retail,Commercial (approx. 149,600 sf)	11.0 acres
• Service, Commercial	2.5 acres
• Residential/Single-family attached (approx. 44 DU)	4.6 acres
• Residential/Single-family detached (Zelma and Rollins Avenue) (approx. 48 DU)	8.9 acres
• Institutional	9.1 acres
• Park	1.7 acres
• Right-of-Way	14.1 acres
Subarea 4 - Addison South	**78.2 acres**
• Residential/Single-family detached (approx. 113 DU)	25.1 acres
• Residential/Single-family attached (approx. 62 DU)	9.4 acres
• Institutional	10.0 acres
• Park	2.0 acres
• Open space (steep slopes and floodplain)	15.2 acres
• Right-of-Way	16.5 acres
Subarea 5 - Addison Plaza West	**29.5 acres**
• Retail, Commercial (Addison Plaza shopping center)	8.0 acres
(Mini-Plaza)	4.3 acres
• Service, Commercial (gas station)	.9 acre
• Residential/Single-family detached (approx. 12 DU)	2.3 acres
• Residential/Single-family attached (approx. 80 DU)	7.2 acres
• Institutional (Fire station & Seat Pleasant City Hall)	1.3 acres
• Right-of-Way	5.5 acres
Subarea 6 - Baber Village	**23.1 acres**
• Residential/Single-family detached (approx. 52 DU)	12.3 acres
• Open Space (steep slopes and floodplain)	8.7 acres
• Right-of-Way	2.1 acres
Subarea 7 - Central East	**9.7 acres**
• Retail, Commercial	.3 acre
• Service, Commercial	1.8 acres
• Residential/Single-family detached	6.5 acres
• Institutional	1.1 acres
Subarea 8 - Metro Station	**16.2 acres**
Total	**244.3 acres**

Note: All acreage is approximate.

Table 7 Recommended Land Use Addison Road Metro Town Center[1]		
Land Use	**Total Acres**	**Percent of Total**
Residential	**76.3**	**31.1**
• Single-family detached	55.1	22.5
• Single-family attached	21.2	8.6
Commercial and Employment	**44.3**	**18.2**
• Mixed Use, Retail/Office	13.7	5.7
• Retail, Commercial	24.0	9.8
• Service, Commercial	6.6	2.7
Public/Quasi-Public	**65.3**	**26.8**
• Institutional	37.7	15.4
• Park	3.7	1.6
• Open Space	23.9	9.8
SUBTOTAL: DEVELOPED AREA	185.9	76.1
Internal Subarea Rights-of-Way	**38.4**	**15.8**
MD 214/Addison Road Rights-of-Way	**20.0**	**8.1**
Total	**244.3**	**100.0**

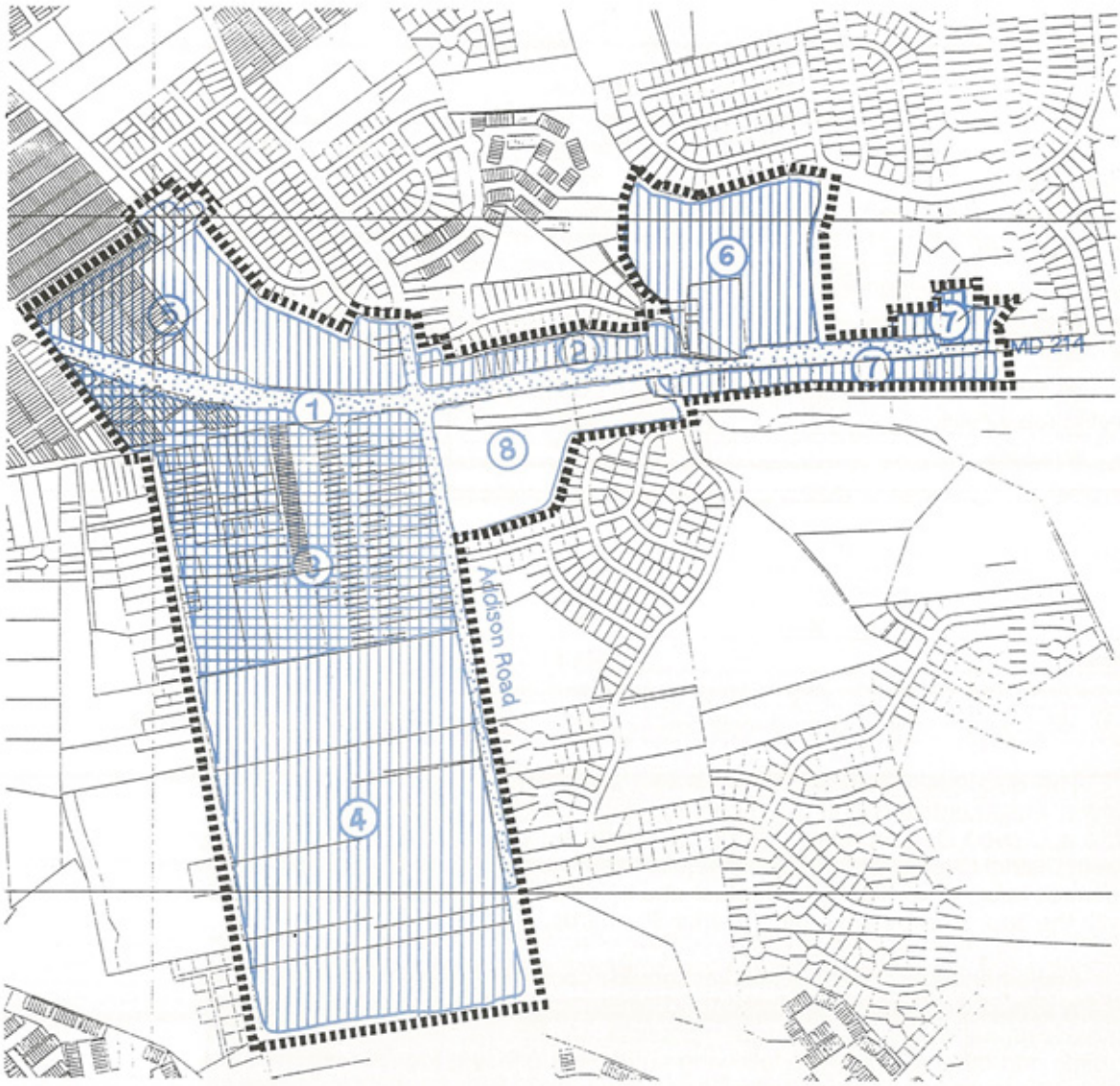
1 The figures in this table reflect the ultimate land use recommendations of the plan.

The document includes the approved sectional (zoning) map amendment which implements the land use recommendations of the plan for the town center. The approved Development District Standards are also included. The Development District Overlay Zone (DDOZ) requires the Planning Board to find redevelopment/development plans (conceptual and/or detailed site plan) in conformance with the approved Development District Standards.

Implementation of the town center should occur in a sequence that reflects the ability of public and private participants to initiate action. This may vary according to organizational readiness, financial resources, ownership patterns, existing programs and other factors. The following suggested phasing focuses efforts in the early stages on key activities that will open the door for later, far-reaching initiatives (see Map 9). The phasing sequence is not intended to be mandatory and if individual elements of the overall plan can be implemented at an earlier stage, that is to be encouraged. By the same token, elements in the proposed sequence may be delayed to a later stage if necessary, provided this does not preclude completion of the town center.

PHASE I

The first phase of the town center places emphasis on the creation of a MD 214 and Addison Road urban boulevard. The proposed urban boulevard is largely within the public right-of-way and can be implemented quickly by the public sector without any land assembly or private sector involvement. This extensive program of



LEGEND

Phase I
1 MD 214/ Addison Road

Phase II
2 Metro North
4 Addison South
5 Addison Plaza West
6 Baber Village
7 Central East

Phase III
3 Metro West

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MAP 9 TOWN CENTER PHASING

improvements will be the catalyst for land development and related changes within the various subareas of the town center.

Urban Boulevard

An **urban boulevard** is recommended for MD 214 and Addison Road. MD 214 is a major barrier to pedestrian and vehicular movement. Auto and truck traffic creates noise, fumes and heat which are hostile to pedestrians as well as drivers. The plan proposes an extensive improvement of the street environment along MD 214 and Addison Road as a visual solution to the negative impact of traffic on the town center.

Provision of a double row of shade trees along MD 214 will create an attractive urban boulevard. Crosswalks, ornamental lighting and directional signage will make the town commons pleasant and safe. Urban green space within the town center can provide relief from busy Central Avenue for motorists and pedestrians. An easily recognized street treatment will alert motorists that they are entering the town center, separate pedestrians from traffic, and tie together the eight subareas. Details of the urban boulevard proposal are found in the Urban Design chapter.

An urban boulevard landscape treatment for MD 214 and Addison Road will create an attractive street environment.

PHASE II

The second phase of the town center seeks development of initial retail and office uses on the highly visible and accessible Metro North subarea which is located immediately across MD 214 from the entrance to the Metro station. Residential

uses, for which the market is good, will occur on a portion of Addison Plaza West, Baber and Addison South. New residential development will increase Metro ridership and strengthen support for retail uses throughout the town center. Additional residential development is anticipated at Addison Station, Glenwood Hills and in the relatively undeveloped area west of Rollins Avenue. Key elements in each of these Phase II activities will include land assembly, site development and creation of an effective circulation system. Activity in Central East may also occur during Phase II.

Metro North

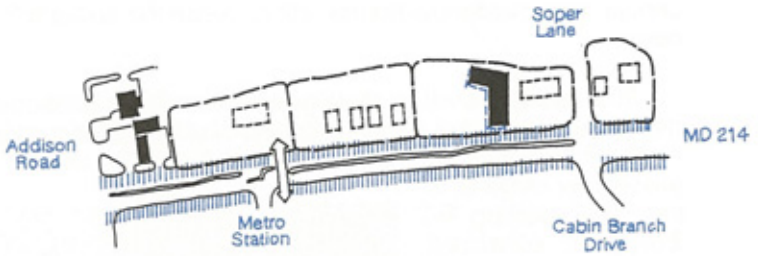
A mix of **retail and office uses** is recommended for Metro North. The Exxon gas station, Best One Food Market (convenience store) and Car Care Center in this subarea are all proposed to remain as uses which contribute to the purposes of the town center. The lots occupied by the older small retail strip, the red brick apartments and the auto repair uses on either side of Soper Lane are proposed for land assembly and redevelopment. This redevelopment area includes C & A Liquor, Reflections Hair Studios, Fig's Barber Shop, the former Silver Car Care and Palmer Car Service. Development of Metro North will likely require direct government involvement in the land assembly process.

Metro North is recommended for retail and office uses.

Metro North shall develop under the regulations of the C-S-C (Commercial Shopping Center) Zone as modified by the Development District Overlay Zone. An illustrative concept plan provided in the Urban Design chapter shows how a new mix of uses could include two or three professional office buildings, one or two retail buildings and a restaurant. A phasing strategy for Metro North is suggested on Map 10. A three-step scenario is shown with installation of the urban boulevard followed by initial development of the upper portions of the block, and later development of the lower portion.

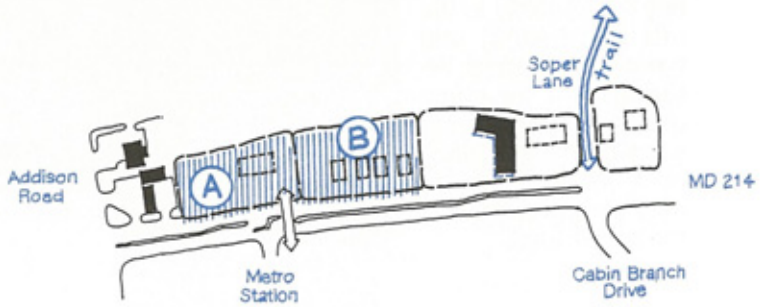
Baber Village

Medium suburban single-family detached dwellings are recommended for this +23.2-acre vacant site. Quality single-family homes will provide a housing opportunity and balance the smaller single-family detached lots, townhouses and apartments in the area. Development of the property will reserve steep slopes and floodplain along the Cabin Branch Stream Valley. The majority of the site is owned by the County and offers the opportunity to stimulate development of the town



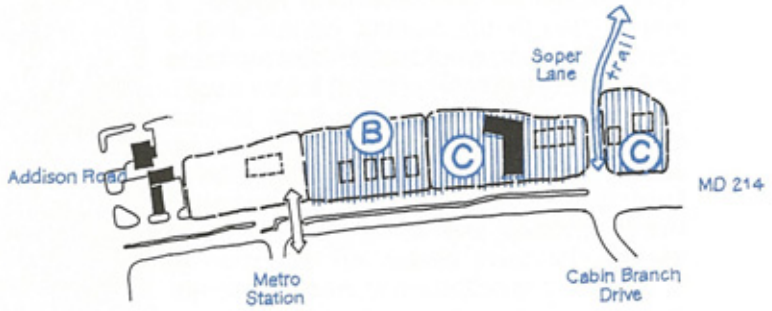
STEP ONE - URBAN BOULEVARD

- Pedestrian Safety Improvements on MD 214 (MTA/SHA) - Complete
- Installation of Urban Boulevard landscape treatment on MD 214 (double row of shade trees, wider sidewalks, improved crosswalks, ornamental lighting, coordinated signage system, etc.)



STEP TWO - UPPER BLOCKS

- Land assembly and redevelopment of Sections A and/or B
- Provide through driveway aisle for internal circulation
- Install buffer at rear of Sections A and/or B
- Acquire land for Cabin Branch trail



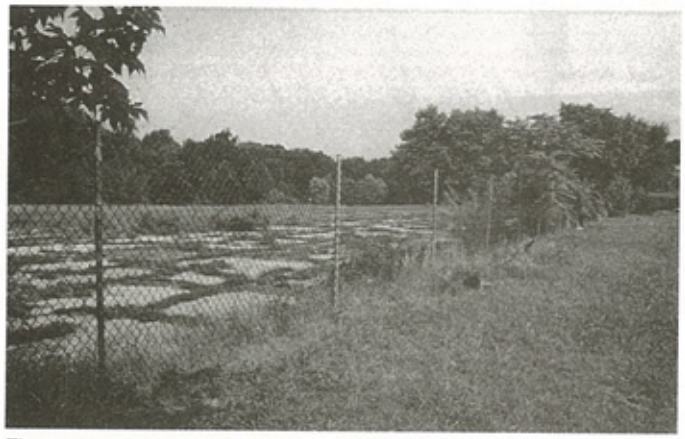
STEP THREE - LOWER BLOCKS

- Redevelop remaining sections (B and/or C)
- Install traffic light at Soper Lane/Cabin Branch Drive
- Install Cabin Branch trail

MAP 10 METRO NORTH PHASING STRATEGY

center. New residential homes will increase the support for retail uses in the town center.

The subarea shall be developed under the regulations of the R-55 (one-family detached residential) Zone as modified by the Development District Overlay Zone. An illustrative concept plan provided in the Urban Design chapter shows how the property could yield 52 lots. The existing R-T Zone is retained, which allows for development of single-family detached dwellings under the regulations of the R-55 Zone and provides an opportunity for flexibility in the mix of dwelling unit types if so desired. Alternatively, an office use, possibly involving a government agency or a medical facility, may be appropriate on the Baber tract.



The vacant Baber Village site is recommended for new single-family homes.

Addison South (Town Commons)

High quality, single-family dwellings at both medium suburban and low-urban densities are recommended for this ±78.2-acre subarea. Addison South is primarily undeveloped except for scattered farm houses, a mental health counseling center and a church. The land would seem to be available for immediate development of a new neighborhood, as it is divided into large 10-acre ownerships, is relatively flat and has good access onto Addison Road South and Rollins Avenue. New residential homes will increase Metro ridership and the support for retail uses in the town center. An extension of Brooks Drive is proposed to cross the southeast part of the subarea. An area of steep slopes and floodplain along Cabin Branch is proposed to remain as open space.

Single-family detached homes are recommended for Addison South.

The new residential neighborhood shall be developed under the regulations of the R-T (townhouse) Zone and the R-55 (one-family detached residential) Zone as modified by the Development District Overlay Zone. An illustrative concept plan provided in the Urban Design chapter shows

how the new neighborhood could be developed. Low-urban and medium-suburban densities are considered necessary in this location in order to reach a threshold level of activity in the town center and are compatible with existing medium-suburban density development to the east in Wilburn Estates. A grid network of streets with a centrally located mini-park is recommended for Addison South. Single-family attached residential uses are appropriate for the parcel located in the northeast portion of Addison South if the proposed church complex is not built.

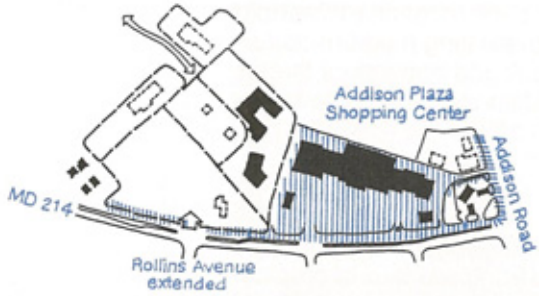
A Federal agency would be considered appropriate as an alternative land use for a portion of Addison South. Federal guidelines encourage that agencies relocate near Metro stations. A new Federal facility would bring an influx of employees that would support businesses in the town center. The siting of new additional public and quasi-public uses in the town center will occur over time and should be carefully considered on an individual basis.

Addison Plaza West

High quality, single-family dwellings at a low-urban density are recommended for a ±9.7-acre portion of this subarea. Development of this new residential neighborhood will replace several incompatible uses which are holdovers from industrial zoning that was associated with the old Chesapeake Railroad, including Anderson-Knight Trucking Company, the Chaney Concrete Plant, Metro Discount Auto Repair and several dilapidated vehicle repair/storage yards on Yost Place. These industrial uses are no longer appropriate in such close proximity to the Metro station and present a significant obstacle to development of the town center. New residential homes will increase the support for retail uses in the town center. A mini-park will be included in the development. A green entryway is proposed for either side of MD 214 to demarcate the edge of the town center. A phasing strategy is shown on Map 11 which suggests a three-step development scenario starting with the installation of the urban boulevard, continuing with development of the new neighborhood, and followed by conversion of Morgans Auto Repair to single-family detached homes.

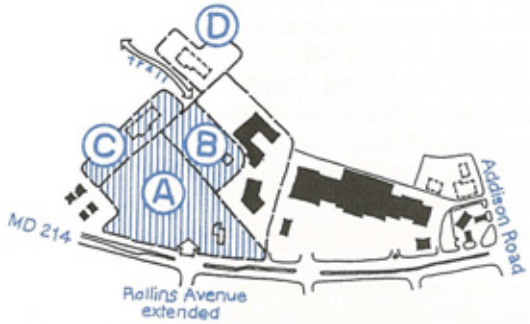
Industrial uses adjacent to Addison Plaza are not appropriate in the Town Center.

The new residential neighborhood shall be developed under the regulations of the R-20 (one-family triple attached residential) Zone as modified by the Development District Overlay Zone. An illustrative concept plan provided in the Urban Design chapter shows how the new neighborhood could produce 80 lots. Low-urban densities are considered necessary to reach a threshold level of activity in the town center.



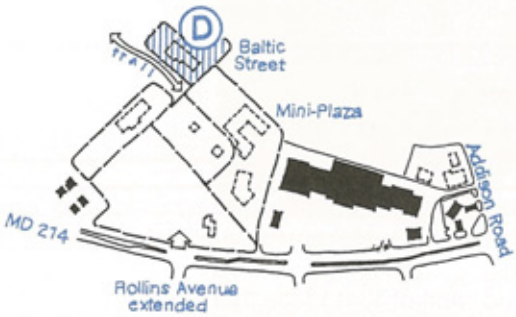
STEP ONE - URBAN BOULEVARD/ADDISON PLAZA

- MD 214 Median Landscaping (SHA) -Complete
- Installation of urban boulevard landscape treatment on MD 214 (double row of shade trees, wider sidewalks, improved crosswalks, ornamental lighting, coordinated signage system, etc.)
- Renovation of Addison Plaza Shopping Center



STEP TWO - REDEVELOPMENT/INTERIOR BLOCKS

- Redevelopment of Sections A, B & C
- Install buffer areas
- Creation of new vehicular access opposite Rollins Avenue Extended
- Land assembly of Section D
- Acquire land for Railroad Trail



STEP THREE - REDEVELOPMENT/EXTERIOR BLOCKS

- Redevelopment of Section D
- Install traffic light at Rollins Avenue Extended
- Extension of Baltic Street with traffic-calming device
- Install Railroad Trail
- Possible redevelopment of Mini-Plaza as extension of Addison Plaza Shopping Center

MAP 11 ADDISON PLAZA WEST PHASING STRATEGY

Eight new single-family detached homes are recommended to replace Morgans Auto Body (Section D as shown on Map 11) on 68th Place in the Pleasant Dale neighborhood of Seat Pleasant. The homes shall be developed under the regulations of the R-55 (one-family detached residential) Zone as modified by the Development District Overlay Zone. A trail is recommended along the former railroad right-of way to connect areas to the north with the town center.

Addison Plaza Shopping Center, the Addison Road Shell gas station, the Seat Pleasant City Hall and four existing single-family detached homes on Baltic Street are proposed to remain. Addison Plaza is recommended for renovation in order to maintain its standing as a strong anchor for the town center. The mini-plaza buildings are also proposed to remain but could be redeveloped as an extension of Addison Plaza that would give better visibility, access and a unified appearance.

Addison Plaza Shopping Center is an important component of the Town Center.

The city hall and fire station are existing public uses in the town center. These public uses engender civic pride and increase the viability of the town center as a community focal point. Both of these uses will need to expand and enlarge their facilities in the future. If either use is relocated, the property should remain in public use.

Public uses increase the viability of the town center as a community focal point.

The assembly of all or part of Sections A, B and C as designated on Map 11 is a prerequisite to redevelopment. Section A includes the land west of Yost Place that has relatively low-intensity development with low-improvement value. Sections B and C contain the more intensely developed concrete and trucking operations, respectively.

It is highly desirable that the entirety of Sections A, B and C be assembled in order to provide an area of sufficient size for the new neighborhood and to remove the

incompatible uses. In the event that Sections B and/or C are not included in the assembly due to land assembly or relocation/removal problems, adequate buffers and setbacks from the industrial uses shall be provided in order to screen the new neighborhood from noise and views of objectionable uses. The *Landscape Manual* and noise regulations should ensure adequate buffers and setbacks.

Central East

The arrangement of **existing commercial and residential uses** on the south side of Central Avenue is recommended to remain. The Car Salon satellite parking lot on the old Chubby's Tavern site can continue to provide for excess Metro parking. Ballard's auto repair and the building containing the World's Largest Bar-B-Que and Nu Look Cleaners meet the needs of the community. These spots of commercial zoning are retained as concessions to existing uses zoned years ago; however, the plan does not endorse further commercialization of Central East.

Existing commercial uses in Central East are proposed to remain.

Several single-family detached residential lots on the south side of MD 214 were left elevated above the road behind retaining walls when it was widened in the early 1980s. These properties have been retained in the R-55 Zone. The Teen Challenge facility on the north side of Central Avenue has been rezoned to R-55. These properties have been retained in or have been rezoned to residential zoning in order to prevent any additional commercial development in this area. A green entryway is proposed for the wooded lot at the east end of the subarea next to Daimler Drive and on the opposite side of MD 214 where the proposed extension of Metro will require removal of two homes.

PHASE III

The final phase will concentrate on development of a planned town commons on Metro West as the centerpiece of the town center. Development will include a mix of retail, office, residential and public uses. This phase will include land assembly, construction of an internal road network, retention of certain existing uses and development of individual parcels/blocks by appropriate private and public action.

Metro West (Town Commons)

Creation of a **town commons** is recommended for Metro West to anchor the new pedestrian style of development in the town center. The town commons will feature a pedestrian-oriented commercial main street, including retail, office and public uses within a new neighborhood to be located in Metro West and Addison South. A pedestrian-oriented town center style of development was selected in order to increase the area's market potential and to create a sense of place for the community.

Metro West will feature a pedestrian-oriented main street.

Development of Metro West is inevitable due to the presence of the Metro station on a major arterial road, the successful Addison Plaza Shopping Center, and the availability of vacant and underutilized land. The MD 214 and Addison Road frontages will become increasingly likely locations for auto-oriented commercial development due to their visibility and access. If development forces are left unguided, growth may not result in a desirable outcome. The new vision of a town commons needs to replace the existing suburban model.

An L-shaped commercial main street is recommended to connect the traffic light on MD 214 at the entrance to Addison Plaza with the traffic light on Addison Road at the entrance to the Metro station, linking the two major uses. The main street will provide good vehicular access from MD 214 and Addison Road as well as a walking environment removed from the noisy traffic on these busy arterials. The main street will contain a traffic circle with a focal element such as a fountain at its central intersection. Main Street will include a town green, one- to four-story buildings, wide sidewalks, shade trees and street furniture.

Metro West contains scattered residential development interspersed by undeveloped land. The existing concentration of homes on Zelma Avenue will remain. New single-family attached homes are recommended near the L-shaped commercial main street. An interconnecting grid-type system of streets will serve the new neighborhood and extend into Addison South. The main street will reflect and continue the themes established on the urban boulevard.

Pedestrian-focused street activity is envisioned for the main street.

High quality homes are recommended near the main street in Metro West.

Easy movement between the new and old retail areas will improve the economic health of the town center. A wider range of shopping choices will be available to patrons, whichever part of the town center they choose to visit first. The two new four-way intersections will draw the attention of passing motorists to the presence of the town commons and increase the number of travelers who will visit and shop. Redesign of the present connections of Old Central Avenue and Rollins Avenue to MD 214 will give the area better exposure by bringing the northern edge of the town commons closer to MD 214. Retail and office uses will be

Placement of offices above retail stores will create an interesting mix of activity throughout the Town Center.

appropriate along this MD 214 frontage, as well as the portion of Metro West fronting on Addison Road.

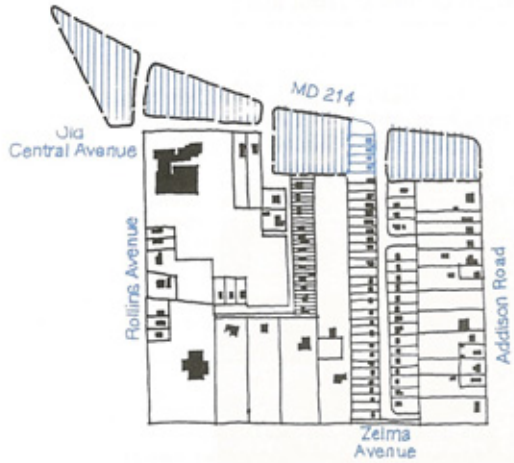
Public and quasi-public buildings are key ingredients in making the town commons a civic focal point for the community. A day care facility is recommended to be located along Addison Road opposite the Metro entrance. Lyndon Hill Elementary School and various churches already exist (or are proposed by church organizations) in the town commons. The school should be incorporated into the town commons as an important public use. Relocation of Lyndon Hill Elementary School to a nearby site may be preferable due to the difficulties of renovating the old building under today's standards for schools. If the school is relocated to a new site in the future, all (or at least the original part) of the existing building should be converted to a public meeting hall and community center for local residents.

A town square will provide a place for informal gatherings and organized community events.

An illustrative concept plan provided in the Urban Design chapter shows how the town commons could accommodate 13 new commercial buildings, 2 churches, a community building, the main street, 10 shared-use parking lots and residential development. The commercial frontages and commercial main street shall be developed under the regulations of the C-S-C (commercial shopping center) Zone, while the single-family attached homes shall develop under the regulations of the R-T (townhouse) Zone as modified by the Development District Overlay Zone. A phasing strategy is shown on Map 12, which suggests a three-step scenario starting with initial development of the highly visible MD 214 frontage, continuing onto the Addison Road South frontage, and culminating in construction of the commercial main street, town square and adjoining townhouses.

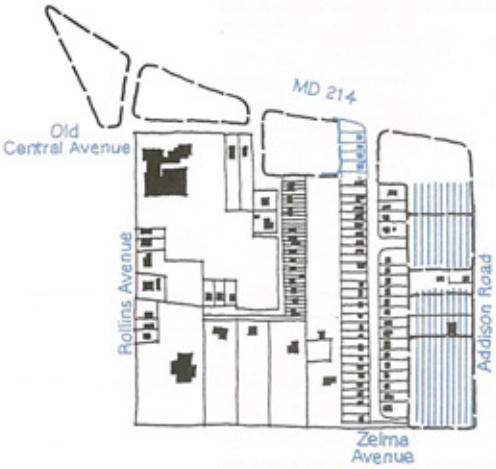
The plan provides two neo-traditional residential alternatives to the primary recommendation for commercial development along the L-shaped main street (see Maps 13 and 14). These alternatives provide options for development of Metro West in the event that earlier commercial phases of the town center are unsuccessful or if Lyndon Hill Elementary School is not relocated. The alternatives feature Lyndon Hill Elementary School either being converted to a community center or continuing as a school. These residential alternatives recommend infill residential single-family detached/attached homes along the L-shaped main street, incorporating the existing homes on Yolanda Avenue.

Both alternatives seek to create a residential walking environment along the L-shaped main street, thus maintaining important connections between Addison Plaza, the Metro station and Addison South. The alternatives provide that the existing alignment of Yolanda Avenue shall be preserved except at its intersection with



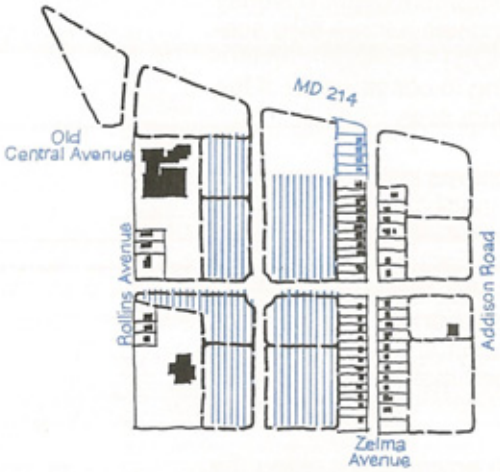
STEP ONE - MD 214 STREET FRONTAGE

- Extend Rollins Avenue north to a T-intersection at MD 214
- Restrict access to Old Central Avenue from Rollins Avenue eastward, and close the existing merge of Old Central Avenue with MD 214
- Southern end of Zelma Avenue remains closed
- Build mixed office/retail development in blocks fronting on MD 214



STEP TWO - ADDISON ROAD FRONTAGE

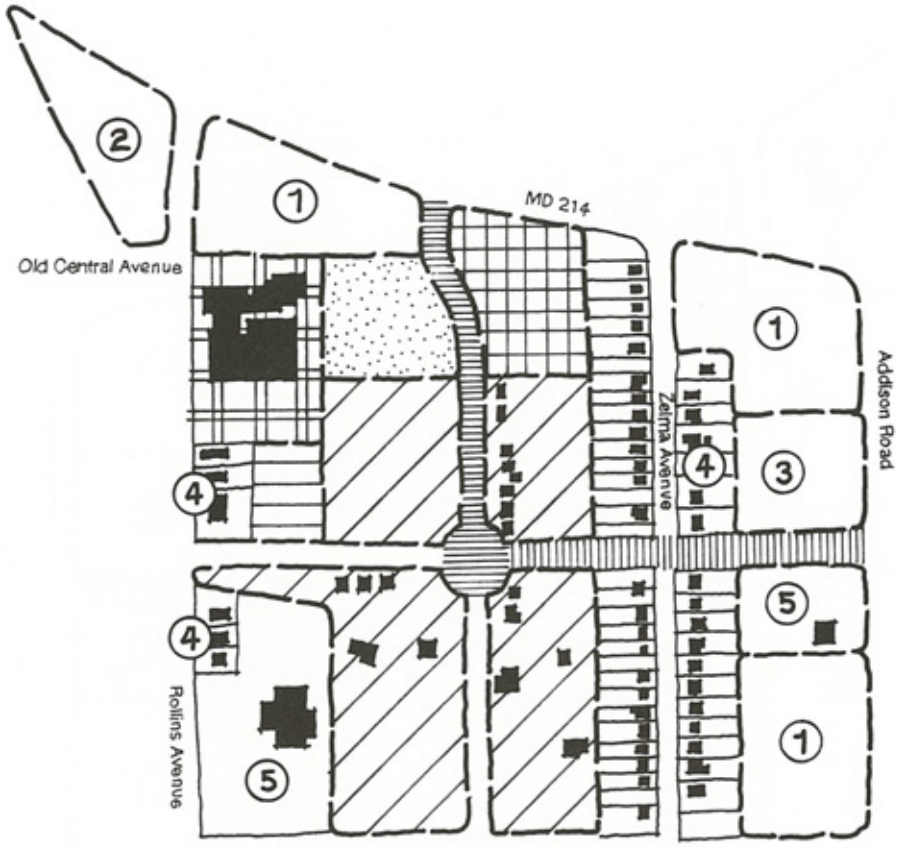
- Build mixed office/retail development along length of Addison Road frontage
- Retain existing McGuires Clinic property
- Construct proposed day care center
- Retain property opposite entrance to Metro station for Main Street R-O-W
- Southern end of Zelma Avenue remains closed



STEP THREE - MAIN STREET

- Construct L-shaped main street linking Addison Plaza shopping center with Metro station . Will require acquisition of several residential properties
- Build retail uses along both legs of Main Street, working inward from MD 214 and Addison Road
- Develop Town Square, with Board of Education cooperation, convert Lyndon Hill Elementary School to a community hall for local residents
- Extend L-shaped street west to Rollins Avenue and south in conjunction with construction of adjoining low-urban density (single-family) residential development
- Southern end of Zelma Avenue connects into road network
- Install buffer between existing residential uses on Zelma Avenue and new land uses

MAP 12 METRO WEST PHASING STRATEGY

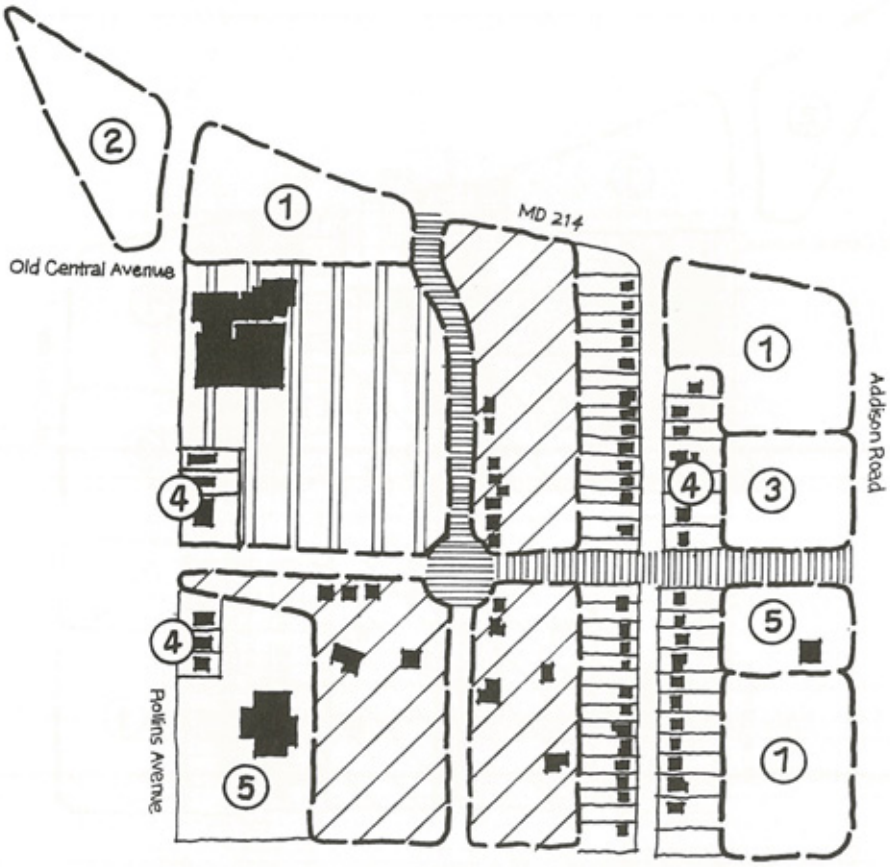


LEGEND

- L-shaped Main street (on existing Yolanda Avenue)
- Existing school converted to a community meeting hall
- Infill Residential Single-family detached/attached
- Town square/urban Park
- Retail/commercial
- Church site
- (1) Mixed-Use Retail/Office
- (2) Service commercial
- (3) Day care Facility
- (4) Existing single-family detached dwellings to remain
- (5) Existing uses to remain

not to scale

MAP 13 TOWN COMMONS (METRO WEST) RESIDENTIAL/COMMUNITY CENTER ALTERNATIVE



LEGEND

- L-shaped Main Street (on existing Yolanda Avenue)
- Existing Elementary School
- Infill Residential single-family detached/attached
- (1) Mixed-use Retail/Office
- (2) Service Commercial
- (3) Day Care Facility
- (4) Existing single-family detached dwellings to remain
- (5) Existing uses to remain

not to scale

MAP 14 TOWN COMMONS (METRO WEST) RESIDENTIAL/SCHOOL ALTERNATIVE

MD 214 where a slight bend will be necessary to provide alignment with the existing entrance to Addison Plaza. These residential alternatives will not meet the town center objectives as well as the primary plan recommendation for a commercial main street, but residential development will help to support the retail uses in the town center. The staging sequence of the plan allows for decisions regarding development of the L-shaped main street and the future use of the school building to be made gradually.

The original art deco portion of Lyndon Hill Elementary School should be preserved.

The original art deco style portion of the Lyndon Hill Elementary School is one of the very few remaining structures of the school building period of the 1930s in Prince George's County. Although four additions drastically altered the appearance of the school, the original T-shaped structure is easily identifiable and retains most of its exterior decorative features. Historic site designation should be considered for the school, and the M-NCPPC historic preservation staff should work with Board of Education staff to discuss how to balance the potentially conflicting factors of recognition and preservation with the critical need for physical improvements and maintenance.

Certain portions of Metro West are not recommended for commercial zoning until several interim steps are accomplished. First, the grassy triangle of land between MD 214 and MD 332 just west of their merge near Addison Road is not recommended to be zoned commercially until the closing of MD 332 so that the land both north and south of MD 332 and east of the recommended L-shaped main street can be consolidated for development as one entire block. Premature placement of this land in a commercial zone will encourage development along MD 332 in conflict with the recommendations of the plan. The plan should view zoning applications for the C-S-C Zone favorably at this location subject to closing of MD 332. Second, the land recommended for the commercial portion of the L-shaped main street is not recommended to be zoned commercially until decisions are made regarding the success of the town center and the closing of the school. The plan should view zoning applications for the C-S-C Zone favorably at this location subject to supportive market analyses. In the event that one of the residential alternatives is selected, the plan should view zoning applications for the R-T Zone favorably at this location.

Metro Station

New uses and/or air-rights development are envisioned to be possible at this location in the long term after development of other parcels in the town center. The relatively higher cost to develop over the station and surface parking lot will dictate that this subarea develop after establishment of the major elements of the town center.

ACCESS AND CIRCULATION

BACKGROUND AND ISSUES

Movement within the town center includes substantial pedestrian, vehicular and bus access to the station during Metro operating hours. Over 12,000 patrons enter or leave the station on an average weekday. These trips are in addition to local and through movements which do not access the Metro system. Average daily volumes exceed 23,000 on Central Avenue and 15,000 on Addison Road South. About 20 bus routes serve the station on weekdays, including Metrobus and the County's THE BUS service. There are 350 pedestrian crossings of Central Avenue in front of the station during a typical weekday.

Traffic in the town center now experiences a range of problems including complex vehicular turning movements, limited parking, inadequate pedestrian access and difficulty for walkers crossing Central Avenue. Dangerous turning movements are common for traffic entering and leaving East Capitol Street and Central Avenue within the area of the town center. The situation is compounded by the high volume of automobiles and buses turning into and out of the station's drop-off, boarding and parking areas, particularly during the weekday morning and afternoon peak periods. Uncontrolled pedestrian movement across the highways adjoining the station increases the element of danger.

Over 12,000 patrons enter or leave the Metro station on an average weekday.

The main examples of inefficient turning movements are traffic exiting Addison Road South and Cabin Branch Road to go west on East Capitol Street and Central Avenue, respectively. Vehicles entering Central Avenue from Soper Lane, Cindy Lane and Pepper Mill Drive on the north side to go east are also faced with similar difficult turning movements. East Capitol Street follows an alignment that was created across a previous rectilinear street grid pattern, resulting in many oblique angled intersections, some of which have been closed or modified. Old Central Avenue is the most severe of these situations, resulting in dangerous merging with high-speed, eastward-bound East Capitol Street traffic just west of Addison Road.

The parking garage at the station has 1,268 spaces which fill early in the morning. No parking supply increases are planned at the station due partly to site constraints and partly to the planned extension of the Metro Blue Line to Largo. A nearby private 100-space satellite parking lot provides shuttle service to and from the station and is full daily. Parking at Addison Plaza Shopping Center is adequate although the center's access and internal circulation need improvement.

There is a need to improve circulation within and access to the Town Center.

The auto-oriented environment is hostile to pedestrians. Walkers are limited to narrow sidewalks and crosswalks along MD 214 and Addison Road, with no off-road trail options that can provide safer routes. In response to community concerns, pedestrian safety improvements have been installed along MD 214 at the station. Bus access has improved dramatically for non-drivers with the addition of three County THE BUS routes to the station.

There is a need to improve and facilitate circulation within and access to the town center. Many residents, workers and other members of the community patronize the Metro system via the Addison Road station. The quality of these automobile, bus or pedestrian trips between the station and homes, businesses or work places could potentially be improved in many instances. Other present nonusers of the Metro system might become users if their automobile, bus or pedestrian access could be improved without incurring any substantial cost. Effective planning of the town center can increase ridership and make the approaches to the station more user friendly and efficient.

A multimodal access and circulation system includes feeder buses to Metro.

CONCEPT

The plan proposes a comprehensive multimodal access and circulation concept for the town center. This concept calls for a system of main roads, local streets, bus routes, sidewalks and trails, all integrated with the proposed town center land uses. The main roads and streets will continue to move vehicular traffic, but will be retrofitted to include an urban-boulevard treatment with a continuous system of sidewalks, crosswalks and handicapped-accessible ramps. In the town commons, a network of interconnecting streets will be user friendly to pedestrians and bicyclists and also accommodate motorists. The provision of parking is key, with shared and on-street parking where it can be safely accommodated, and the placement of parking lots to the sides and rear of buildings.

RECOMMENDATIONS

Specific recommendations are made below to improve access to and circulation within the town center. The recommendations include improvements to the existing road network, an urban boulevard treatment, interconnecting streets in the town commons, and a greater emphasis on pedestrian movement. It is estimated that the proposed road network will operate at or near capacity when the additional traffic generated from the recommended town center land uses is included. All development in the town center is subject to the approval of a detailed site plan by the Planning Board, as specified by the Development District Overlay Zone. The review of redevelopment/development plans will require the Planning Board to find conformance with the general intent of the circulation concepts, specific master planned roads and other recommendations contained within this section of the sector plan.

VEHICULAR ACCESS TO THE TOWN CENTER

The ARM area contains a network of arterials, collectors and local roads which provides for vehicular access to the town center. The automobile will continue to be the principal means of access to the town center for most people. The major road classifications used in this plan are (a) Arterial–A four- to six-lane divided highway for through and local traffic with partial control of access and at-grade intersections; (b) Collector– A road with little or no control of access providing movement between developed areas and the arterial system. Residential

Central Avenue/East Capitol Street (MD 214) is the major arterial bisecting the Town Center.

driveways are discouraged and road sections vary from four-lane undivided, with or without continuous center turn lanes, to four-lane divided sections; (c) Local–Residential, industrial, and commercial roads with no access control providing access to and through development areas. The proposed road network is depicted on Map 15 and described in Table 8.

Arterials

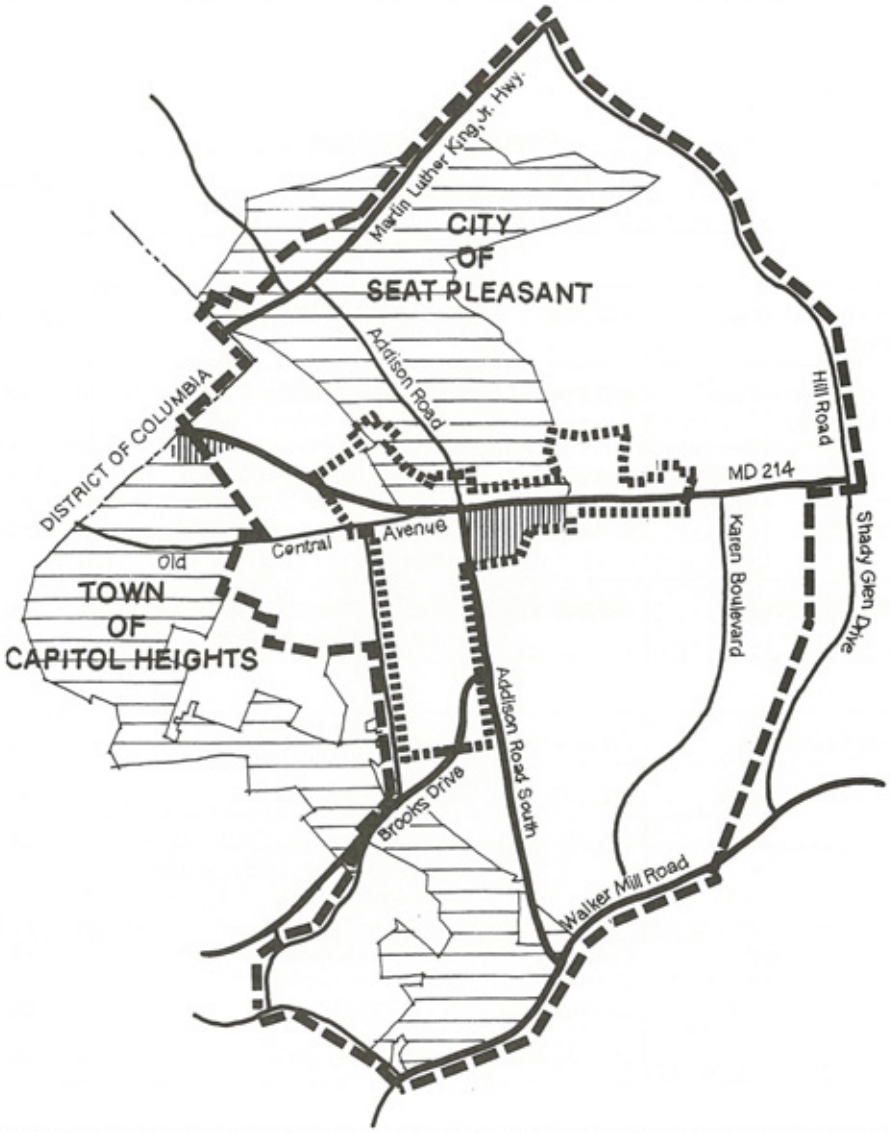
Central Avenue/East Capitol Street (MD 214) is the major arterial thoroughfare for east/west movement in the town center. Martin Luther King, Jr. Highway (MD 704) and Walker Mill Road provide east/west movement in the ARM area. Walker Mill Road is funded in the County's Capital Improvement Program (CIP) for conversion to a parkway-type arterial road along a master plan alignment between Silver Hill Road extended and Ritchie Marlboro Road. Addison Road South is funded in the County's CIP for estimated completion in 2007, for widening to a modified arterial from Central Avenue to Walker Mill Road, which will improve north/south access to the town center. Brooks Drive is proposed to extend to Addison Road South, bringing arterial access to the town center from Old Marlboro Pike to the southwest.

Collectors

Addison Road and Hill Road/Shady Glen Drive are the main north/south collector roads in the ARM area, carrying residential traffic to the arterials. Old Central Avenue is another collector road bringing traffic from the west to the town center. Traffic on Shady Glen Drive has been slowed by the recent introduction of speed humps, a traffic calming device. Hill Road is funded in the County CIP for upgrade to four lanes, with traffic calming measures and capacity improvements at its intersections with MD 704, Seat Pleasant Drive and MD 214, with an estimated completion in 2005. Karen Boulevard is proposed to extend north to MD 214. Rollins Avenue should be improved to collector status and include curb and gutters, sidewalks and turn lanes.

Local Roads

Local roads complete the vehicular access system. Individual neighborhoods usually have a principal local street. Seat Pleasant Drive connects Addison Road and Hill Road. Pepper Mill Drive provides internal circulation for Peppermill Village and Carmody Hills. Pepper Mill Drive's intersection with MD 214 is funded for capacity improvements. Maryland Park Drive and Crown Street allow cars from Maryland Park and Seat Pleasant to reach the major road network. Other principal local roads include Blacklog Street, Cindy Lane, Jadeleaf Avenue, Cabin Branch Road and Wilburn Drive.



LEGEND

Arterial
- MD 214
- Martin Luther King, Jr. Hwy.
- Addison Road South
- Brooks Drive
- Walker Mill Road

Collector
- Addison Road
- Hill Road
- Old Central Avenue
- Shady Glen Drive
- Karen Boulevard
- Rollins Avenue

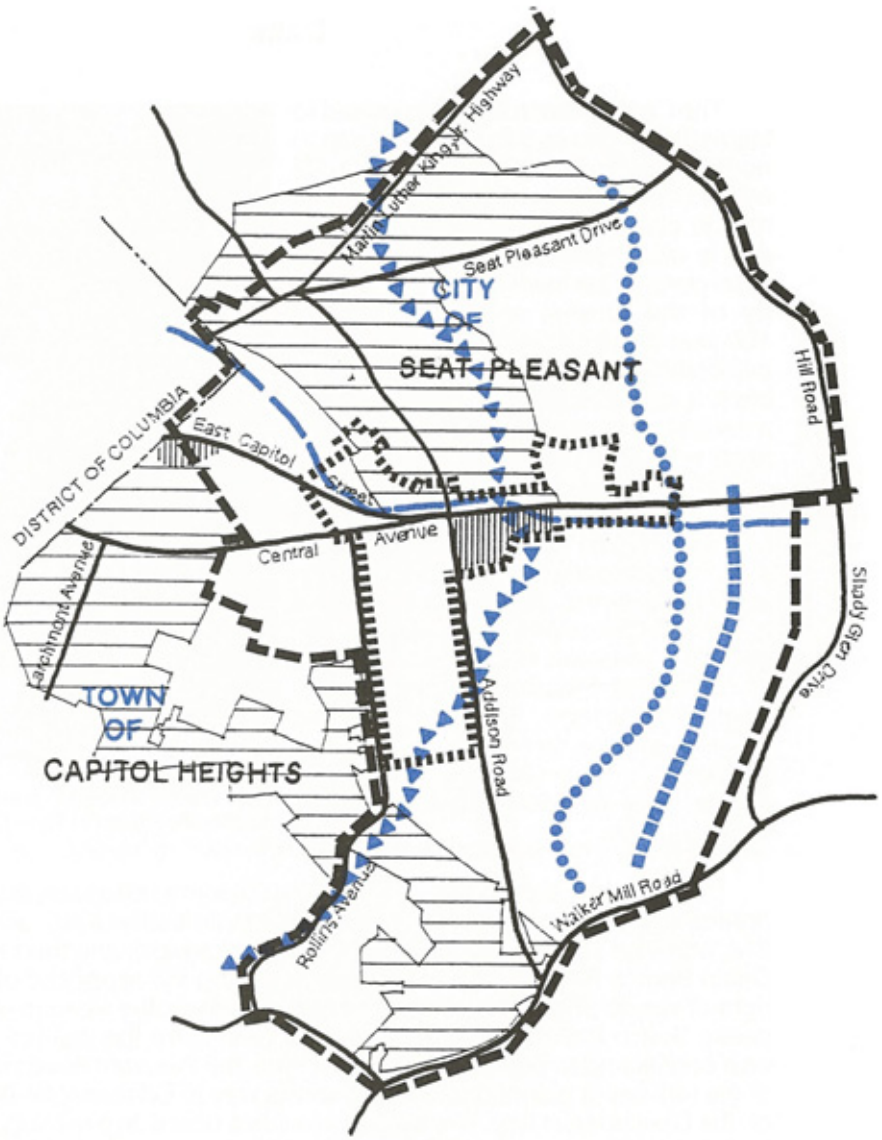
0 1000 2000 4000 feet

MAP15 THE COMMUNITY–PROPOSED ROAD NETWORK

Table 8 Proposed Road Network					
Number	Name	Route No.	Limits	R/W (feet)	Lanes (Min/Max)
Arterials					
A-22	Martin Luther King, Jr. Highway	MD 704	DC line to Hill Road	120-150	4-6
A-32	Central Avenue/East Capitol Street	MD 214	DC line to Hill Road	120	6
A-33	Addison Road South	County road	MD 214 to Walker Mill Road	120	4-6
A-34	Brooks Drive	County road	Addison Road South to Rollins Avenue	120	4-6
A-35	Walker Mill Road	County road	Powerline (west of Shady Glen Drive) to Rollins Avenue	120	4-6
Collectors					
C-155	Shady Glen Drive	County road	MD 214 to Walker Mill Road	80	2-4
C-158	Old Central Avenue	MD 332	Project limit to MD 214	80	2-4
C-171	Rollins Avenue	County road	MD 214 to Brooks Drive and Walker Mill Road to Brooks Road (via Brooke Road)	80	2-4
C-172	Karen Boulevard	County road	MD 214 to Walker Mill Road	80	2-4
C-407	Hill Road	County road	MD 704 to MD 214	80	4
C-408	Addison Road	County road	MD 704 to MD 214	80	2
Primary					
P-400	Main Street (Type I)	County road	MD 214 to Addison Road South	80	4

NONVEHICULAR ACCESS TO THE TOWN CENTER

A trail network including off-road paths, sidewalks and bike routes can provide alternative access to the town center. For maximum use, a trail system should link key locations in the community with the town center. A trail system that links these and other significant points will be a useful asset in promoting nonvehicular movement. Proposed trails are displayed on Map 16.



LEGEND

- Cabin Branch Trail
- Railroad Trail
- Eastern Trail
- Pepco Trail

0 1000 2000 4000 feet

MAP 16 THE COMMUNITY–PROPOSED TRAILS

Trails

The Cabin Branch trail is proposed to follow the stream as it flows from south to north through the ARM area for 2-1/2 miles. The trail will be closer than one-half mile to almost all parts of the ARM area and is within easy pedestrian access of most parts of the town center. The majority of the stream and its adjoining 100-year floodplain are already in public ownership. Development is generally set back a considerable distance from the main stream and walking the stream valley is a positive outdoor experience. Implementation of a generally accessible off-street pedestrian/bike trail along the length of Cabin Branch would provide enhanced opportunities for active recreation while at the same time creating a new and more aesthetically pleasing option for pedestrian movement. The trail will link Seat Pleasant, Carmody Hills, Peppermill Village, Rolling Ridge and Wilburn Estates to Metro. The trail will provide access to Central High School, Bourne Pool and Seat Pleasant Neighborhood Park.

The Cabin Branch trail will link many neighborhoods to the Town Center.

The Railroad Trail is proposed to follow the former Chesapeake Beach Railroad right-of-way in a southeast direction from Martin Luther King, Jr. Highway to MD 214, continue east along the MD 214 urban boulevard, and then extend east from Cabin Branch Road by again generally following the alignment of the old railroad right-of-way to Shady Glen Drive. The trail represents the western end of the Chesapeake Beach Railroad Trail. From Shady Glen Drive the trail will continue farther east connecting to Walker Mill Regional Park, the Patuxent River and other portions of the trail being planned to connect all the way to Chesapeake Beach, Maryland, on the Chesapeake Bay. The trail will provide a new active recreational opportunity for the local community and link residential areas such as Maryland Park, Seat Pleasant and Millwood to the town center.

The Eastern Trail is proposed to follow Pepper Mill Drive and Karen Boulevard to form a continuous north-south trail for walkers and bikers, connecting Seat Pleasant Drive with Walker Mill Road. This trail will link Peppermill Village and proposed Glenwood Hills to Peppermill Community Center, Baynes Elementary School and the town center.

The PEPCO Trail is proposed to follow the existing PEPCO right-of-way between Central Avenue and Walker Mill Road west of Shady Glen Drive. The trail will link Walker Mill Gardens, Milwood Towne and Millwood to the town center.

Sidewalks and Bikeways

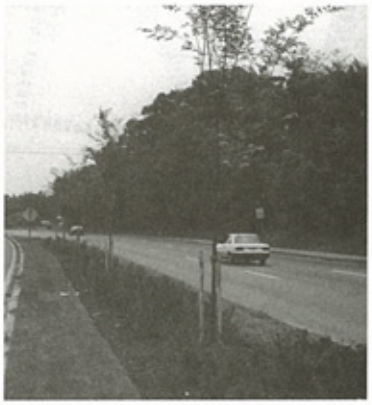
Sidewalks are recommended along all major roads due to their ability to facilitate continuous pedestrian movement to the town center and Metro. The major corridors that are recommended to have sidewalks on both sides are MD 704, MD 214, Addison Road, Hill Road/Shady Glen Drive and Walker Mill Road. The bicycle can become an alternative to the automobile for some persons if safe opportunities are created. The proposed rectilinear street system in the town commons is a form which is bicycle friendly and will boost the use of this individual, space-saving, inexpensive and relatively fast means of transportation. The other keys to increased use of the bike are completion of an improved and continuous trail and sidewalk system. Sidewalks and trails should be built wide enough to accommodate bicycle and pedestrian traffic at the same time. Bike racks should be provided at strategic points. Encouragement should be given to the construction of exclusive bike lanes such as those proposed for Hill Road.

CIRCULATION IN THE TOWN CENTER

A multimodal circulation system in the town center will allow for the movement of people and stimulate development and the use of Metro. Map 17 portrays the proposed vehicular circulation system for the town center. Map 18 shows the proposed pedestrian circulation system.

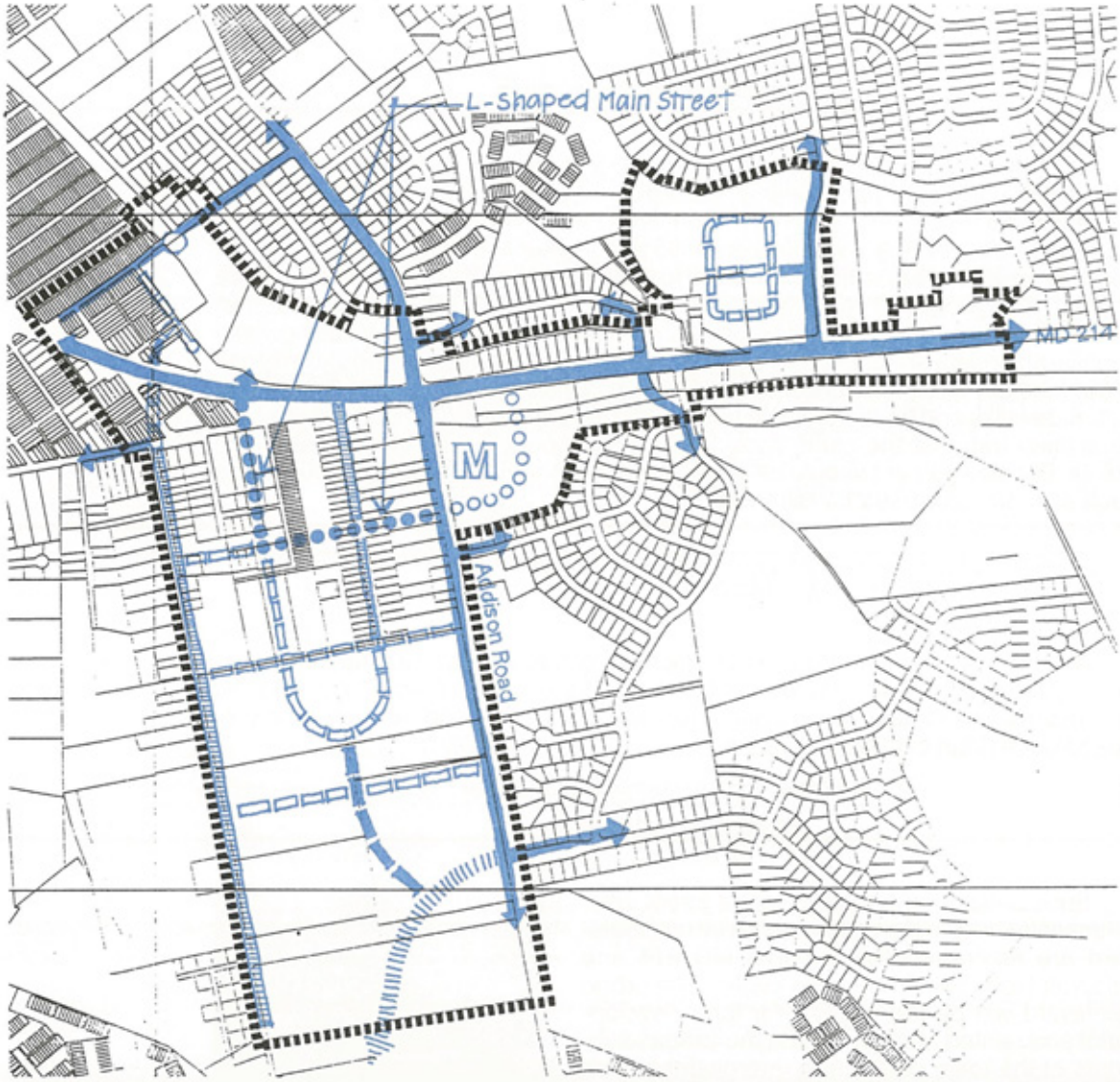
Urban Boulevard

Substantial improvements to the street environment leading to the creation of an urban boulevard are recommended for both MD 214 and Addison Road within the town center. The urban boulevard will be the catalyst for land development and related changes within the various subareas of the town center. The improvements will address utilities, street lighting, signage, street trees, buffers, pedestrian sidewalks and crosswalks, parking areas, automobile access, street furniture and maintenance. The proposed program of improvements is described in detail in the Urban Design chapter. The urban boulevard will improve the visual appearance along MD 214, enhance pedestrian circulation, encourage suitable transit-oriented development and increase transit ridership.



Plantings in the MD 214 median create interest, color and continuity along this busy roadway.

The plan seeks to capitalize on the recent completion by the State Highway Administration of the MD 214 median landscaping project requested by the community. The project includes beautification of the median with trees and landscaped flower beds for the entire length of MD 214 inside the Beltway, as well as a welcome sign on East Capitol Street at the entrance to the County. Willow oak trees, various specimens of shrubbery and blooming orange day lilies can now be spotted in the

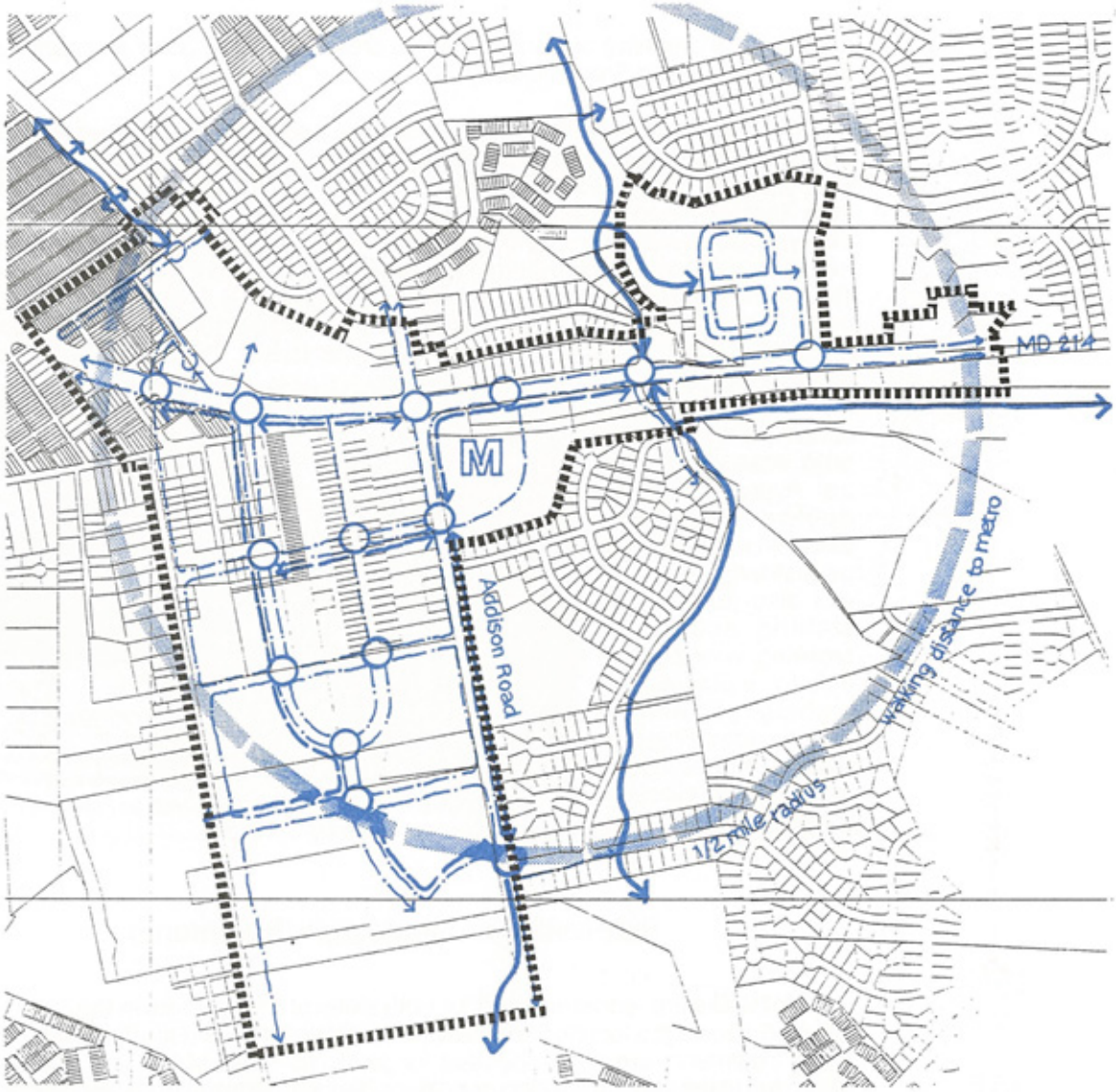


LEGEND

- Existing Road Network
- Existing Roads with sidewalk improvements
- Existing Metro Access Road
- Proposed Master Plan alignment for Brooks Drive extension
- Type I - Main Street (with median)
- Type II - Residential Street (no median)
- Type III - Residential Street (with median)
- Type IV - Rollins Avenue extension
- Core Area / Town Center Boundary

0 400 1200 2000 feet

MAP 17 TOWN CENTER–
PROPOSED VEHICULAR CIRCULATION SYSTEM



LEGEND

- Bicycle Network (on-street) Class II and Class III Urban
- Hiker/Biker Trails (off-street) Class IV
- Sidewalks
- Crosswalks (primary)
- Core Area/ Town Center Boundary

0 400 1200 2000 feet

MAP 18 TOWN CENTER–
PROPOSED PEDESTRIAN CIRCULATION SYSTEM

median. The greening of Central Avenue creates interest, color and continuity for this image-building State highway.

The Maryland Mass Transit Administration and the State Highway Administration have installed pedestrian safety improvements along MD 214 at the Metro station. The project involved the widening and raising of the existing median of MD 214 from Addison Road to Cabin Branch Drive, and enhancement of the widened median with concrete pavers, landscape treatment and a wrought iron fence. A raised median now channels pedestrians to a single crossing point at the station entrance. The widened median provides a safe refuge for pedestrians crossing the road. Formerly illegal left turns exiting the station are now blocked from turning left onto westbound Central Avenue by a dogbone-shaped island. The island also prohibits vehicles exiting the retail area opposite the station from turning left onto eastbound Central Avenue, thus reducing conflicts between motorists and pedestrians. The project also included installing pedestrian crossing warning signals for motorists, furnishing pedestrian lighting, providing new signage and pavement markers, and installing a Seat Pleasant community sign.

Recent pedestrian safety improvements on MD 214 improve access to the station.

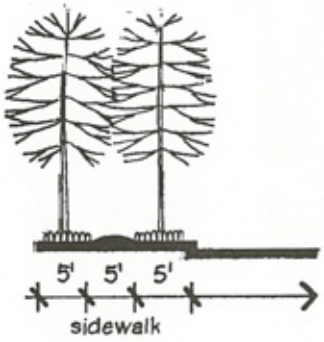
Sidewalk and Landscape Treatments

Sidewalks are recommended for both sides of most streets in the town center. Figure 5 shows the location of sidewalks and the attendant landscape areas. Differing treatments are recommended for particular sides of MD 214 and Addison Road due to the varying existing conditions. Existing sidewalks should be relocated away from the curb edge to provide an adequate pedestrian safety zone. Existing sidewalks which are already set back from the curb edge should remain, and sidewalks along MD 214 should be widened to five feet. Treatments are also shown for Rollins Avenue and Zelma Avenue.

Main Street and Interconnecting Streets

A new interconnected road network is proposed for the town center. The network includes three new types of pedestrian-oriented roads (see Figure 6) that are more appropriate for use in the town center where more auto-oriented suburban roads (such as those in the County's road code) are not suitable. A new L-shaped street is planned that will become the main spine of vehicular and pedestrian circulation within the town commons, connecting the entrances of the Metro station and the Addison Plaza Shopping Center. This street is planned as a Type I street — main

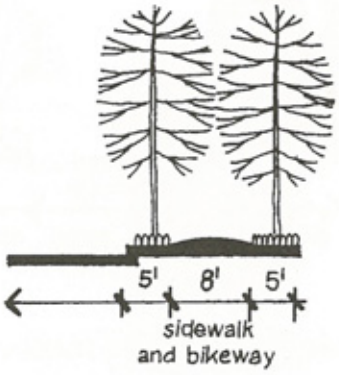
Type A - Sidewalk



Locations:

- MD 214 - from Yacht Place to Soper Lane on the north side of the street.
- Addison Road - from MD 214 south on the west side of the street.

Type B - Sidewalk



Locations:

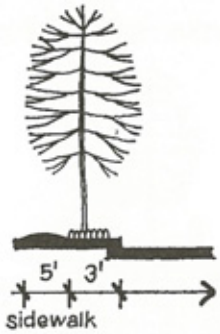
- MD 214 - from proposed Rollins Avenue extension to Cabin Branch Road on the south side of the street.
- Addison Road - from MD 214 to
- Wilburn Drive on the east side of the street.

Type C - Sidewalk

Location:

- Rollins Avenue - from MD 214
- to proposed Brooks Drive extension on the east side of the street.

Type D - Sidewalk



Location:

Zelma Avenue - along the west side of the street.

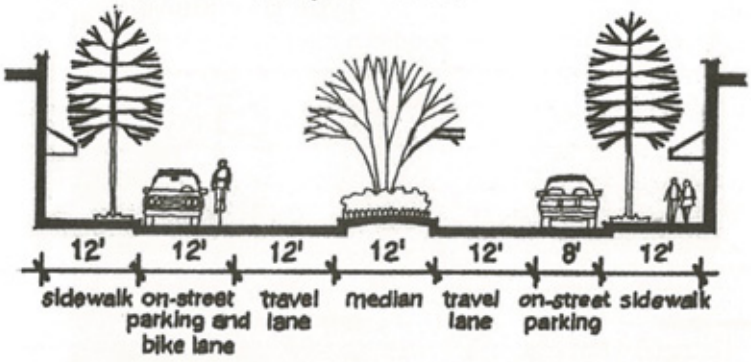
Notes:

- Existing sidewalks should be relocated away from the curb edge to provide an adequate pedestrian safety zone.
- Existing sidewalks should remain when set back from the curb edge and should be widened to 5 feet along MD 214, where needed.

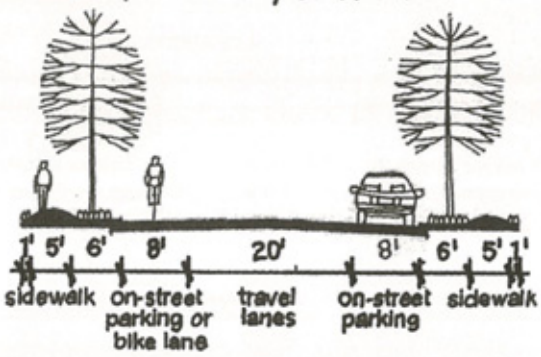
not to scale

FIGURE 5
TOWN CENTER–SIDEWALK LANDSCAPE TREATMENT SECTIONS

Type I - Main Street (with median) 80' R-O-W

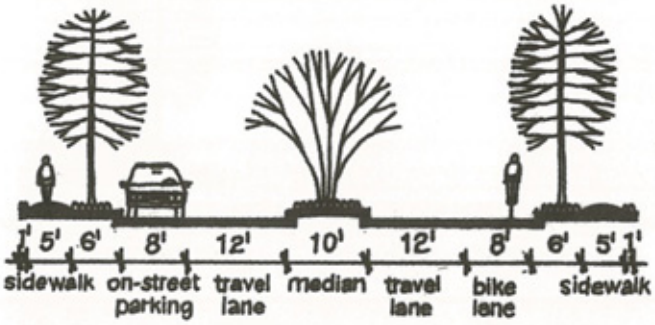


Type II - Residential Street (no median) 60' R-O-W



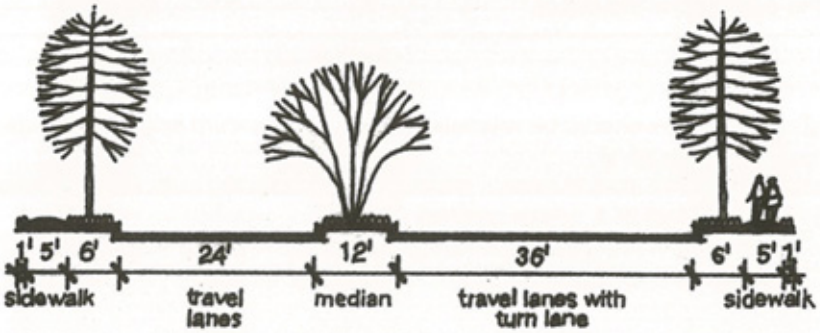
shade trees located in 6-foot-wide grass strip, typ.

Type III - Residential Street (with median) 74' R-O-W



shade trees located in 6-foot-wide grass strip, typ.

Type IV - Rollins Avenue extension (with median) 96' R-O-W



not to scale

FIGURE 6
TOWN CENTER STREET SECTIONS

street with median. Vehicular access will be provided from the nearby main roads with limited through traffic. A traffic circle will form the intersection of these two streets (see Figure 7). Main Street will establish the focus of the town center and include office, retail and residential uses, along a pedestrian-friendly and pleasing street environment. While implementation of the town commons will occur in Phase III, planning and possibly construction of the L-shaped street may proceed concurrently with the implementation of Phases I and II. The L-shaped main street shall be considered a master plan road for development and transportation review purposes, which means that development in the area must conform to the plan alignment for the main street.

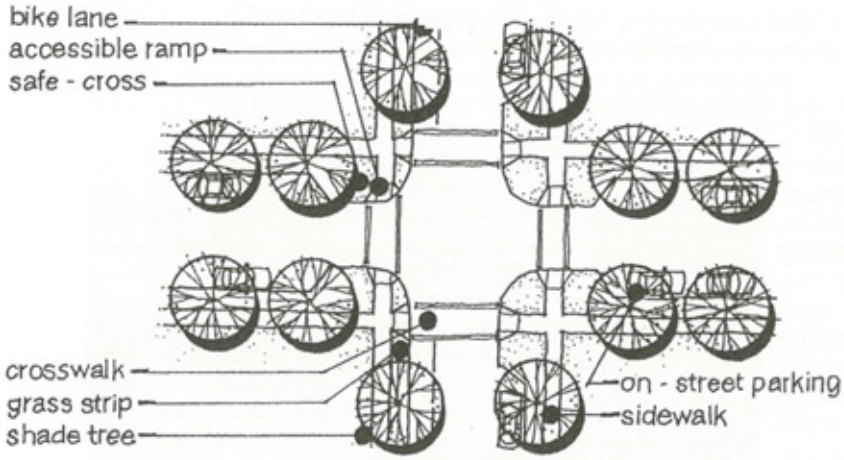
The main street in the town commons is proposed to include an enhanced median, special paving, shade trees and street furniture (Type I street).

A grid system of interconnected streets shall be constructed within the town commons, connecting to the main L-shaped street and to existing external roads which ring the edge of the town commons and to the proposed Brooks Drive extension to Addison Road. Through movement will be permitted in all directions and cul-de-sacs will be discouraged. All streets will include curb and gutter and most will provide for on-street parking. Pedestrian safety will be a basic consideration and crosswalks will be provided at all intersections. Zelma Avenue shall remain and tie in to the surrounding road grid. Yolanda Avenue shall necessarily be realigned slightly to the west in order to provide alignment at East Capitol Street with the entrance to Addison Plaza.

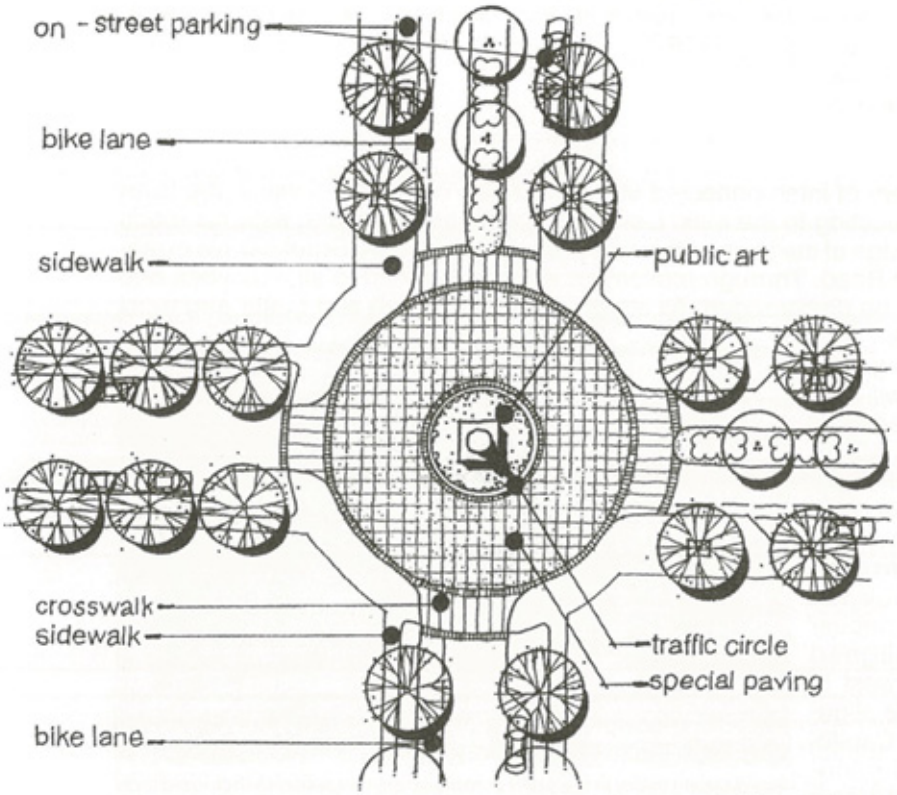
Residential streets in the town commons are proposed to include shade trees, sidewalks set back from the curb and on-street parking (Type II streets).

Nearly all new roads in the town commons other than the L-shaped main street will be Type II — residential streets without a median. In the event that a residential alternative is selected for development of Metro West, then the L-shaped main street shall also be a Type II street. In the south, a centrally located north-south road

Typical Intersection



Main Street Intersection



not to scale

FIGURE 7
TOWN CENTER INTERSECTIONS

The southern approach to the town commons is proposed to include a planted median with shade trees, on-street parking and sidewalks set back from the curb (Type III street).

linking with Brooks Drive extended will be Type III — residential street with median — to provide an imposing and focused entrance into the town commons area.

New Intersections

A number of new intersections and roads are recommended for the town center. New intersections shall include the key four-way intersection linking the L-shaped main street with the access road into the Metro station; two east-west roads entering the town commons further south as part of the proposed rectilinear street pattern; and completion of the Brooks Drive extension to form a four-way intersection with existing Wilburn Drive. These four intersections are important elements in the implementation of Phases II and III of the town center. The intersections of MD 214 with Cabin Branch Road/Soper Lane and Cindy Lane should be considered for signalization.

The intersection of Old Central Avenue and East Capitol Street (MD 332/MD 214) is planned to be relocated to intersect MD 214 at an intersection two blocks west of the existing intersection at a proposed intersection of MD 214/Rollins Avenue Extended. The only portion of MD 332 that would be eliminated is the segment from Rollins Avenue eastward to its present merge with MD 214 to facilitate assembly and development of continuous blocks of land up to the East Capitol Street frontage. The resulting new intersection would be at or nearly at a right angle, replacing the existing intersection with its severe skew angle and close proximity to the MD 214/Addison Road intersection. This road change will be an improvement over the existing situation and permit improved access to East Capitol Street from streets in the town commons. The north-south leg of the L-shaped main street will align with the entrance to Addison Plaza in a four-way intersection. If the residential town commons alternative (explained on Maps 13 and 14 in the Land Use chapter) is selected, the existing alignment of Yolanda Avenue (main street) shall be maintained except at its intersection with MD 214. A slight bend will be necessary to provide alignment with the entrance to Addison Plaza. Zelma Avenue will be extended north to an intersection with East Capitol Street.

In conjunction with the relocation of Old Central Avenue east of Rollins Avenue, Rollins Avenue itself shall be extended north as a Type IV street to form a new

four-way intersection with East Capitol Street. This innovation will provide improved and more immediate access to MD 214 for travelers coming east from Capitol Heights or from the south along Rollins Avenue. This intersection will be part of a sequence of existing and new four-way intersections on East Capitol Street/Central Avenue, resulting from implementation of the town center proposal. The new intersections will allow for improved pedestrian and vehicular crossings of MD 214, but will require signal synchronization to permit traffic flow through the town center.

New crosswalk treatments are proposed to improve pedestrian movement at intersections.

Provision for Parking

Conventional highway-oriented retail and office development in suburban areas is set well back from the street or highway to accommodate the movement and parking needs of patrons and employees. Most patrons have become used to finding immediate parking after entering the property, followed by a short walk to a store, business or office. While this provides convenient and visible parking, it disperses uses within the corridor, and moves the activity buildings far back from the street. When this happens to long lines of adjoining buildings on both sides of the highway the result is a wide no-man's land of parked cars and asphalt parking areas through which the street or highway winds. There is little sense of concentrated human interaction within a visually stimulating urban setting. Pedestrian activity is limited to walking between car and destination, and there are no gathering areas to provide a sense of human scale. In this setting the automobile dominates street life.

A parking arcade is proposed to connect parking areas to commercial street activity.

In the town center, new buildings should be moved up closer to the street and parking provided in areas to the side or at the rear of buildings. Suggested locations for parking in the town center are shown on the concept plans in the Urban Design chapter. Shared parking is recommended in order achieve the desired character for

the area, particularly in the town commons, and on Metro North. Signage should give clear instructions to all arriving motorists, and all shared lots should be built and paved in a uniform manner. Nearby on-street parking shall be counted as part of the pool of available parking spaces. The net result of shared parking will be a visual deemphasis of the automobile in the town center and an increase in human scale throughout the area. An increase in pedestrian movement is likely to occur relative to the typical pattern of suburban corridor development, given the more concentrated pattern of land use that will occur in the town center.

URBAN DESIGN

BACKGROUND AND ISSUES

In recent years new suburban shopping areas often seem to have been planned and built in isolation from the surrounding community and lack human scale. The area surrounding the Addison Road Metro Station presents a poor visual image, characterized by a cluttered and disjointed appearance. No location functions as a center or hub of concentrated activity. Pedestrian activity is dispersed due to the auto-oriented environment. The design and siting of uses, buildings and urban spaces does not support the creation of a successful town center.

Development along MD 214 is a collection of varied uses separated by a major roadway. The heavily traveled highway is a hostile environment for residents traveling on foot or by bicycle. Discontinuity is evident throughout the corridor in varied building types and styles. The maintenance and upkeep of commercial and residential properties is inconsistent. There is an obvious lack of amenities such as pedestrian-level lighting, bus shelters, street trees and furniture.

The location and width of sidewalks are uncomfortable for pedestrians traveling to and from the Metro station. Pedestrian roadway crossings are not always safe. Commercial signs are generally too numerous and distracting to passing motorists. The overall character of the area is not inviting, nor does it encourage patronage of local business establishments.

Significant steps have been taken to improve the appearance of this highly traveled road corridor. Landscape improvements to the MD 214 median from the Beltway to the District line have been completed. A welcome sign has been erected at the County entrance. The pedestrian crossing on Central Avenue at the Metro station has been upgraded to incorporate safety and landscape features.

An urban design concept is needed to help create a pedestrian-oriented focal point for the ARM area. Urban design can visually tie together the disparate elements in the town center and provide continuity between land uses. An urban design concept can also improve the visual quality of the major approaches to the town center, provide amenities and services for residents, as well as establish a pleasing gateway to and from the nation´s capital.

CONCEPT

The plan recommends a ***neo-traditional town planning*** concept to guide the physical form of the town center. The concept redefines and expands the existing urban fabric of the Metro core to provide residents and workers with the opportunity to walk to transit, work places, recreation, civic facilities and retail services. Also known as new urbanism, neo-traditional development provides a viable alternative

to the sprawl and isolation resulting from poorly planned suburban growth. Neo-traditional town planning has been in the forefront of urban land use planning and design in recent years, reviving the design principles and features often found in older traditional towns.

The main street will accommodate vehicles in ways that respect the pedestrian and cyclist.

The principles of new urbanism support the creation of a town center with compact, walkable neighborhoods, a clearly defined center and edges, integrated public spaces and buildings, and convenient access to transit. Open areas provide opportunities for casual and spontaneous interaction. Properly configured, the streets and open areas encourage walking and enable local residents to meet.

Pedestrian activity is encouraged without excluding automobiles. Vehicles are accommodated in ways that respect the pedestrian through provision of on-street parking and conveniently located parking lots. Streets are laid out as an interconnected network, forming coherent blocks where building entrances front the street rather than parking lots. Transit, both bus and rail, connects the town center with the surrounding community and larger metropolitan region.

A mix of activities, including residences, shops, schools, workplaces and parks, are combined in a close-knit center. Large uses serving a single market segment are minimized. Public places lie at the heart of the design, which sets aside the most valuable sites for parks, schools, churches, meeting halls and other civic uses. Streets and public spaces are defined as places of shared use. Various housing options are accommodated including locations above ground floor retail.

Architecture should reflect local building types and contribute to the spatial definition of streets. Blocks are made up of many individual buildings rather than a few, large, monolithic structures. Separate projects should be seamlessly linked to their surroundings. Design standards have been established through application of an overlay zone to guide the construction of streets, blocks and buildings. The design of streets and buildings should emphasize safety and security, while maintaining accessibility and openness. Infill development shall be compatible with existing uses.

RECOMMENDATIONS

The plan makes general urban design recommendations for the town center, as well as specific recommendations for the eight subareas. All development in the town center is subject to the approval of a Detailed Site Plan by the Planning Board, as specified by the Development District Overlay Zone and must conform to the approved Development District Standards. The Development District Standards are based on the recommendations and design concepts for each subarea.

GENERAL RECOMMENDATIONS

Using the principles of neo-traditional development, a balanced mix of uses is planned for the town center within approximately a half-mile radius of the Metro station. In addition to MD 214 and Addison Road, a new network of interconnected tree-lined streets will link major components of the plan. The provision of other modes of transportation besides the automobile will encourage residents to walk, bike or use mass transit to reach their destinations. The following general design recommendations provide a framework for the town center.

Positive Identity for the Town Center

The town center should exude a vibrant community spirit which is evident in the activities and people who live, work and recreate in the area. The identity of the area should be recognizable to visitors and to the residents of the community. The visual character of the physical environment should be enhanced through improvements to the existing infrastructure. The introduction of a compatible group of street furniture, including benches, trash receptacles, bicycle racks, light fixtures and bus shelters, will provide amenities which are currently lacking. Special paving should be used consistently throughout the town center for sidewalks, crosswalks, public plazas and areas of pedestrian activity.

A consistent informational system of welcome, directional and identification signs throughout the town center will provide cohesion to the area. Four gateway features shall be located at the entrances to the town center on MD 214. These features shall be compatible in design materials and appearance to signify arrival to the ARM town center. Kiosks should also be placed in highly visible locations to provide residents, commuters and visitors information about events and community activities. Convenient and safe access to the open space network is an integral component of the town center which will provide residents opportunities for active and passive recreation. Preservation and restoration of natural features, such as the Cabin Branch stream valley, will also contribute to improving the overall identity of the area.

Street furniture such as benches, bicycle racks, trash receptacles, light fixtures and bus shelters are recommended throughout the Town Center.

Kiosks will publicize activities and events for residents, commuters and visitors.

Directional and identification signs will provide cohesion to the Town Center.

Pedestrian-Friendly Street Environment

The street environment should not be hostile to users, but instead encourage pedestrians to walk or bike to destinations. Sidewalks should connect to all areas within the town center. Sidewalks should be wide enough to accommodate various users and link to an off-road trail network. The streets should be lined with trees to provide shade and visual separation from the major roadways which bisect the core area. Seating should also be provided in strategic locations. Crossings of busy arterials should be highly visible and safe for pedestrians and cyclists with the addition of crosswalks paved in contrasting materials.

Shade trees and wide sidewalks will create a pedestrian-friendly street environment.

Spatial Definition of the Street Environment

The suburban organization of buildings set back from the street, parking lots located between the buildings and road frontages should be revisited to promote pedestrian activity instead of the auto-dominated environment which currently exists surrounding the Metro station. Automobiles should be accommodated, but not dominate, the life of the street within the town center. Buildings should be placed directly facing the street, with parking provided in lots located to the sides or rear of properties. One building entrance should be provided from the street to facilitate convenient pedestrian connections. Buildings should incorporate pedestrian-scaled features such as awnings, arcades, display windows and balconies to respond to the human activity at street level.

Homes with porches and low fences placed close to the street will promote walkable neighborhoods.

Appearance and Image of MD 214 and Addison Road

The appearance of shopping centers and associated parking lots should be attractive to users. The facade treatments and sign system at the Addison Plaza Shopping Center should be enhanced to attract additional patrons to the area. The visual impact of parked cars and parking lots should be reduced and screened with low evergreen hedges. Low masonry walls which are compatible with the materials of adjacent buildings will also serve to screen parked cars from passing motorists along the MD 214 road corridor.

Commercial buildings with awnings and display windows sited close to the street edge will encourage pedestrian activity.

Poorly maintained properties are detrimental to the community as a whole and foster negative perceptions by residents, commuters and visitors. Physical evidence of neglect should be eliminated, through the timely removal of dilapidated structures, graffiti, litter and areas of illegal dumping. Proactive steps should be taken to encourage the continued maintenance and upkeep of commercial properties. An organizational structure for businesses in the town center should be pursued to ensure a coordinated effort in achieving the objectives outlined in this chapter.

Buildings should be located close to the street edge with parking sited to the side or rear of the property.

Overhead utility lines and poles are a dominant feature along the road edges of MD 214 and Addison Road. Consolidation of utility poles or placement of utility lines underground would greatly improve the appearance and reduce the visual clutter to users of the corridor.

Low masonry walls and evergreen shrubs are recommended to screen parked cars from the roadway.

SPECIFIC RECOMMENDATIONS

Specific recommendations are made below for the eight subareas of the town center. The recommendations shape the land use, circulation, natural features and urban design issues into a plan for future implementation, revitalization and redevelopment. An illustrative concept plan depicts the ultimate design intent for each of the subareas. The physical form illustrated on these concept plans is anticipated to serve as a vision for the future of the town center development. Land assembly and phasing strategies are also addressed within each subarea discussion.

SUBAREA 1 - MD 214/ADDISON ROAD URBAN BOULEVARD

(Map 19) (20.0 acres)

LOCATION:

- MD 214 from Maryland Park Drive east to Daimler Drive, and Addison Road from 68th Street south to Wilburn Drive.

CIRCULATION:

Improve pedestrian/bicyclist safety and comfort along MD 214/Addison Road by:

- Relocating existing sidewalks away from the street edge to create a buffer zone for pedestrians.
- Increasing the width of sidewalks, where appropriate.

Establish safe and clearly defined pedestrian/bicycle routes through intersections along MD 214/Addison Road by:

- Providing crosswalks at all intersections.
- Utilizing interlocking concrete pavers at primary intersections and areas of heavy pedestrian activity.
- Providing painted crosswalks in secondary and minor intersections.
- Providing signalized crossings, where feasible.

Reduce the number of curb cuts along the corridor by:

- Encouraging properties to share common entrances and exits.

DESIGN:

Improve pedestrian safety and visibility along MD 214 by:

- Installing distinctive light fixtures between the sidewalk and the street edge.
- Providing crosswalk signals, where appropriate.

Reduce the amount of visual clutter along roadway edges and on commercial building facades by:

- Eliminating the proliferation of temporary signs located in the right-of-way and attached to buildings along MD 214.
- Consolidating the amount of freestanding signs, where possible.
- Improving the appearance and quality of permanent freestanding and building signs.
- Establishing a consistent system of welcome, directional and identification signs in the town center.

Improve the sparse visual appearance along the road edges by:

- Installing a double row of deciduous shade trees continuously along both sides of MD 214/Addison Road, building on median landscaping.
- Establishing a year-round maintenance and replacement program for all plantings.

Reduce the visual impact of parking lots and storage areas along the corridor by:

- Avoiding the placement of parking lots between buildings and the street frontage of MD 214.
- Installing low evergreen shrubs or low masonry walls to screen cars from MD 214/Addison Road.
- Installing small evergreen/conifer trees, masonry walls or opaque fences to screen all outdoor loading and storage areas.
- Utilizing plant species which have appropriate characteristics for urban conditions.
- Installing plants at sizes which will achieve the desired effect within two to three years from installation.

Provide amenities for users throughout the corridor by:

- Installing coordinated benches, trash receptacles, bicycle racks and bus shelters at appropriate locations.
- Locating banners along the road edges to assist in establishing an unique identity in the town center.

Reduce the visual impact of overhead utility lines and poles along MD 214 by:

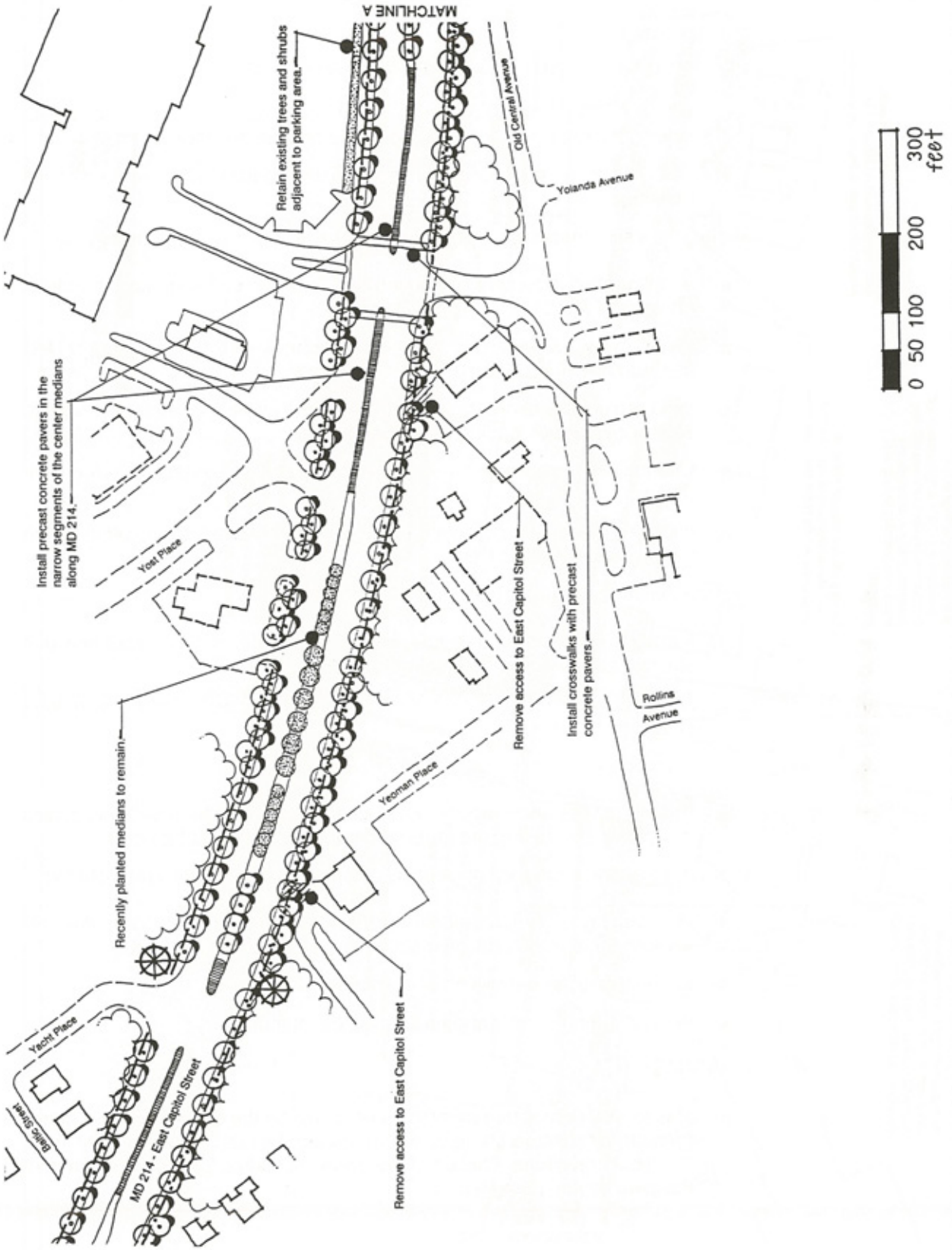
- Placing utilities underground or relocating utilities to the rear of properties facing MD 214, during the redevelopment of the adjacent parcels.

Improve the appearance and image of the commercial corridor along MD 214 by:

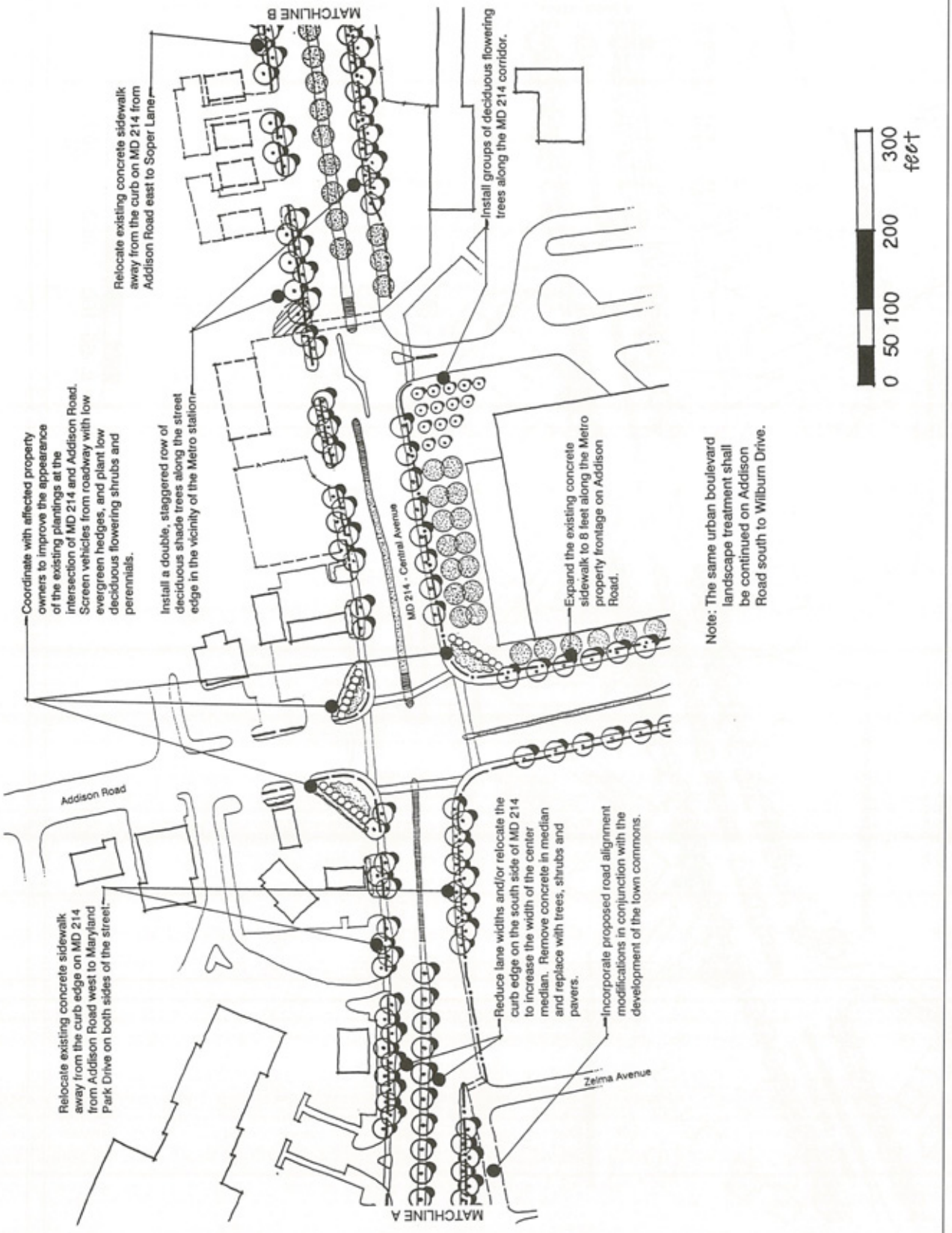
- Establishing an organizational structure for businesses to pool their resources together to provide maintenance on a regular schedule.
- Encouraging the demolition of dilapidated structures.
- Removing graffiti, litter and areas of illegal dumping.

PHASING:

- This extensive program of improvements will be the catalyst for land development and related changes within the eight subareas of the ARM Town Center. It constitutes Phase I of the overall schedule for implementation of the town center. (See Map 9)

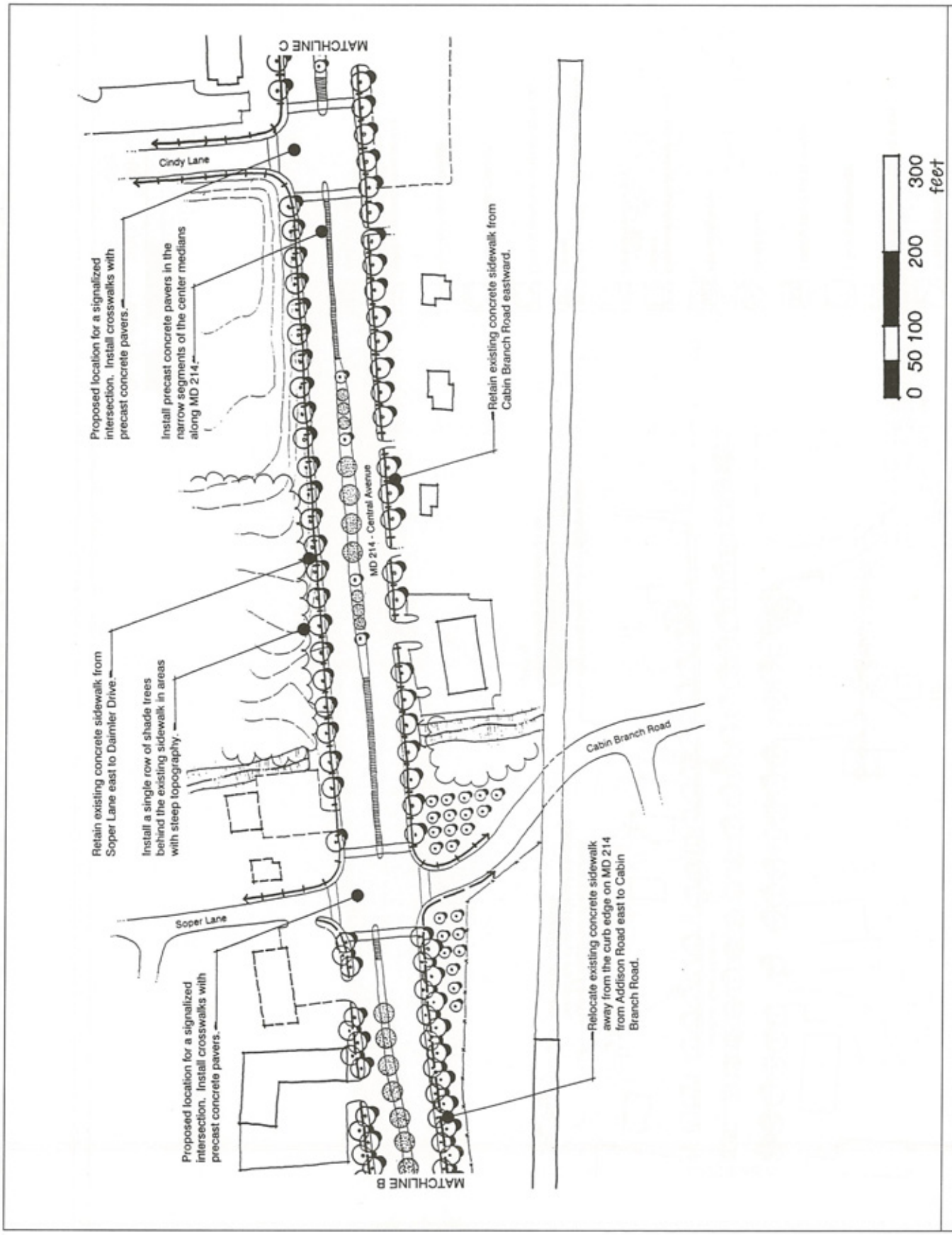


MAP 19A SUBAREA 1 — MD 214/ADDISON ROAD ILLUSTRATIVE CONCEPT PLAN

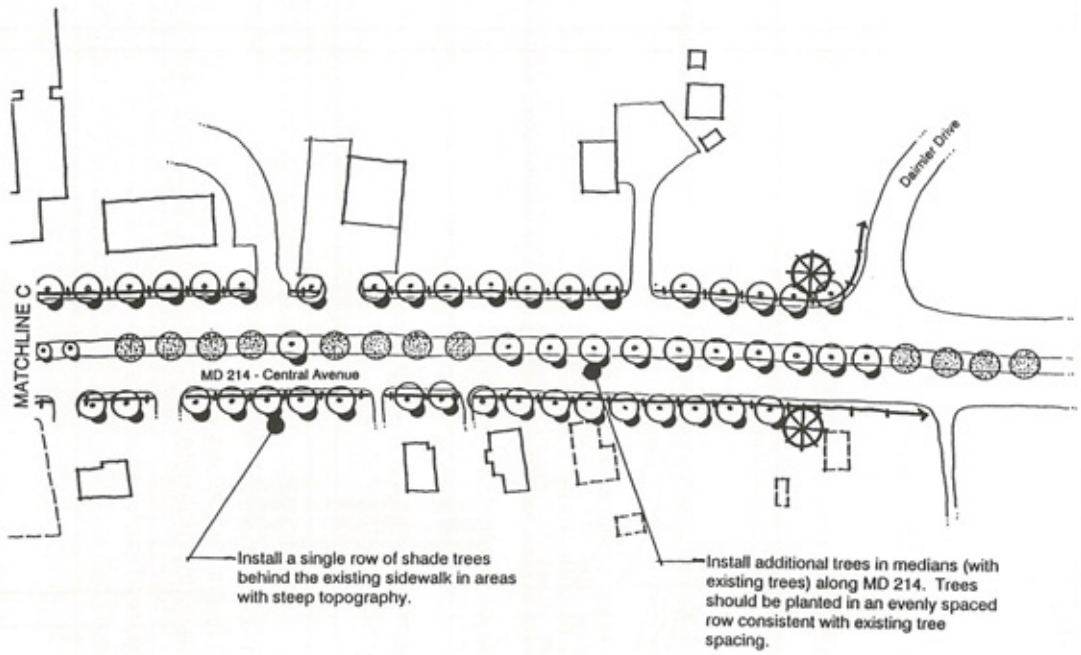


Note: The same urban boulevard landscape treatment shall be continued on Addison Road south to Wilburn Drive.

MAP 19B SUBAREA 1 — MD 214/ADDISON ROAD ILLUSTRATIVE CONCEPT PLAN



MAP 19C SUBAREA 1 — MD 214/ADDISON ROAD ILLUSTRATIVE CONCEPT PLAN



LEGEND

- Existing buildings
- Potential redevelopment areas
- Existing woodlands
- Existing plantings to remain
- Street trees
- Flowering trees
- Crosswalks with precast concrete pavers
- Painted crosswalks
- Center median with precast concrete pavers
- Existing concrete sidewalk to remain
- 8 foot concrete sidewalk
- 5 foot concrete sidewalk
- Remove access/pavement to MD 214
- Gateway feature

0 50 100 200 300 feet

MAP 19D SUBAREA 1 — MD 214/ADDISON ROAD ILLUSTRATIVE CONCEPT PLAN

SUBAREA 2 - METRO NORTH

(Map 20) (7.4 acres)

LOCATION:

- The area is north of MD 214 across from the Metro station property.

LAND USES:

- The gas station, convenience store and car care center are assumed to remain.
- A mix of retail/office uses are planned to accommodate automobile-oriented destinations and pedestrians walking to or from the Metro station.
- All vehicle sales and service uses shall be prohibited, except existing uses permitted by the underlying zones in the approved SMA.

CIRCULATION:

- Provide vehicular access across from the Metro station (with certain movements restricted) and at selected points westbound on MD 214. Limit curb cuts along the entire frontage.
- Utilize integrated shopping center requirements (as the maximum amount) for commercial parking spaces in Metro North. The number of required parking spaces may be reduced from the maximum allowed due to the shallow depth of the parcels within Metro North.
- Provide clear internal vehicular circulation to link all redeveloped parcels within Metro North together. The internal circulation route should be located adjacent to MD 214.
- Provide traffic signals at the intersection of MD 214 with Soper Lane/Cabin Branch Road.
- Provide convenient access within Metro North to the pedestrian crossing at MD 214 to the Metro Station.
- Provide a trail connection to the Cabin Branch stream valley park to access the Metro station and vicinity from the northern residential neighborhoods.

DESIGN:

- Provide a bufferyard between the proposed retail/office and existing residential uses. The unused alley located between the residential properties on Adak Street and Metro North may be utilized for the bufferyard, if feasible.
- Locate buildings as close to MD 214 as possible, with parking provided in small, well-landscaped lots.
- Utilize similar building materials and color palette to complement and visually tie to the existing Metro station structures.

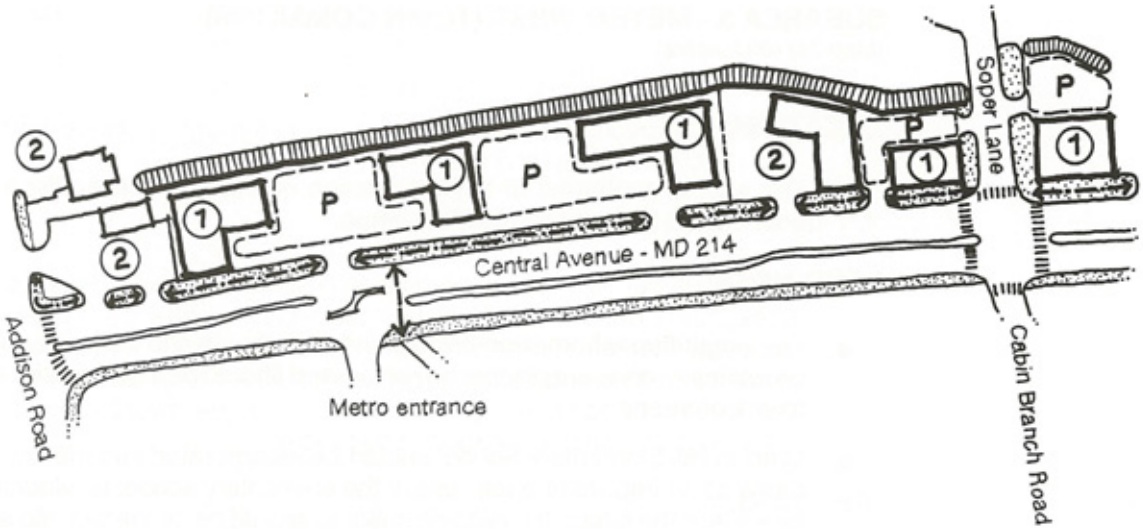
- Provide a retaining wall along rear property boundaries where steep slopes are present. Materials should be of high quality, such as split-face concrete block. Timber ties are not an acceptable retaining wall material.
- Coordinate freestanding and building signs throughout Metro North to be compatible in design and materials.

LAND ASSEMBLY:

- Several parcels will have to be consolidated to fully develop the retail/office uses planned for this area. The entire block can be developed under a unified concept. Alternatively, the block can be redeveloped in three stages: 1) the upper strip shopping center and adjacent vacant land, 2) the center of the block currently occupied by apartments, and 3) the lower block which presently contains automobile repair businesses.

PHASING:

- Development will occur as an early part of Phase II and may be initiated during the concluding stages of Phase I. (See Map 9)



LEGEND

- (1) Mixed-use Retail / Office
- (2) Existing uses to remain
- Streetscape zone
- Retaining wall
- Evergreen buffer
- (P) Parking areas

not to scale

MAP 20 SUBAREA 2
METRO NORTH ILLUSTRATIVE CONCEPT PLAN

SUBAREA 3 - METRO WEST (TOWN COMMONS)

(Map 21) (60.2 acres)

LOCATION:

- The area is southwest of the intersection of MD 214 and Addison Road, bounded to the west by Rollins Avenue.

LAND USES:

- The single-family homes on Zelma Avenue, a church and the homes fronting on Rollins Avenue are planned to remain and should be incorporated into the town commons.
- Lyndon Hill Elementary School should be incorporated into the town commons as an important public use. If the elementary school is relocated to a new site in the future, the existing building should be converted into a public meeting hall and community center for local residents.
- A day care center is recommended to be located across Addison Road from the Metro station. The clinic facing Addison Road is anticipated to remain.
- The mix of uses in Metro West is planned to include retail/commercial, office, single-family attached residential, institutional and a public town square. A vertical mix of uses is encouraged. Along the main street of the town commons, Addison Road and MD 214 office and/or residential uses are desired above ground floor retail uses. Outdoor dining areas associated with restaurants are strongly encouraged to animate the street environment along the L-shaped main street.
- All vehicle sales and service uses shall be prohibited, except existing uses permitted by the underlying zones in the approved SMA.

CIRCULATION:

- Connect the entrance of the Metro station and the Addison Plaza shopping center together with an L-shaped street as the main spine of the vehicular circulation system. A traffic circle is planned for the intersection of these two streets.
- Connect Zelma Avenue into the road network.
- Shift Yolanda Avenue slightly to the west to align with the entrance of the shopping center across MD 214.
- Remove Old Central Avenue from Rollins Avenue eastward. Rollins Avenue is planned to be extended north to East Capitol Street to facilitate traffic movement to MD 214 both east and westbound. New development will accommodate the proposed closing of Old Central Avenue and not become an obstacle to future planned roads.
- Utilize integrated shopping center requirements (as the maximum amount) for commercial parking spaces in Metro West. Locate small, convenient

parking lots throughout the town commons. The number of required parking spaces may be reduced from the maximum quantity allowed to achieve the pedestrian-oriented development planned for the town commons.

- Provide pedestrian connections by utilizing sidewalks adjacent to the roadways, with major links to Addison Plaza shopping center, the Metro station and points west.
- Link sidewalks and bike lanes to off-street trails, the Metro station, Addison Plaza Shopping Center and surrounding residential neighborhoods. (See Map 18)
- Provide crosswalks at all road intersections.

DESIGN:

- Provide bufferyards between existing residential homes within Metro West and the proposed retail/commercial development.
- Locate buildings close to and/or facing the street edge.
- Provide public art for the center of the traffic circle to create a focal point to the axial arrangement of the road network.
- Utilize compatible paving materials throughout the town commons (Metro West and Addison South).
- Provide a town square as a place for informal gatherings, as well as organized community events. A prominent feature, such as public sculpture or fountain, should be incorporated into the design of this public space.
- Provide regularly spaced street trees on all streets within the town commons (Metro West and Addison South). Street furniture should be provided on the L-shaped main street, MD 214 and Addison Road where appropriate. Site furniture and associated amenities should also be located in the town square.
- Coordinate the design and materials of freestanding and building signs throughout Metro West.
- Incorporate a gateway feature into the northwest corner of Metro West facing eastbound MD 214. This feature should be compatible with the other three locations designated for a gateway feature.

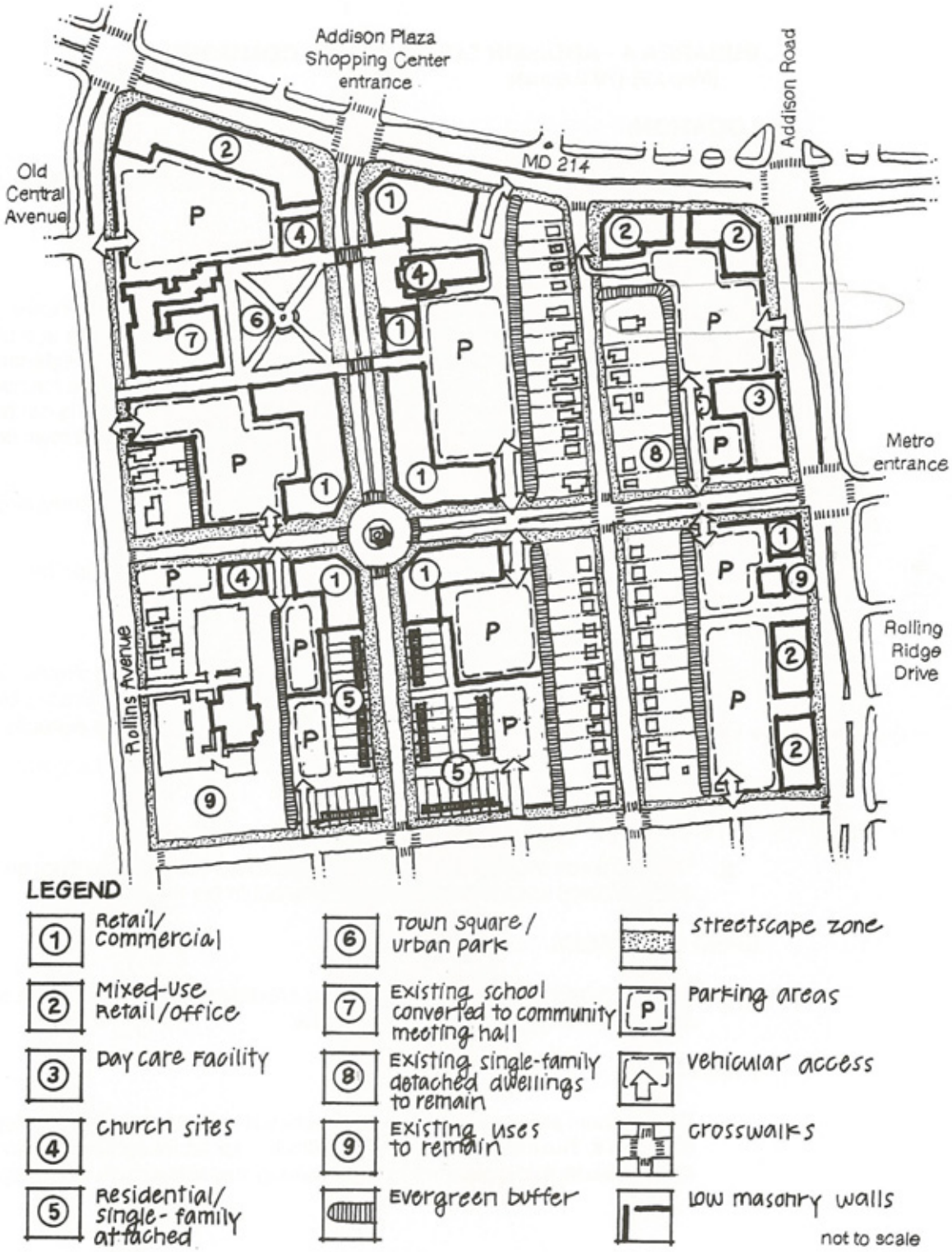
LAND ASSEMBLY:

- Many small parcels will have to be consolidated to fully develop the town commons. The acquisition of residential homes will be necessary.

PHASING:

Implementation of the town commons should occur in Phase III, following extensive change in the MD 214 corridor and throughout the remainder of the ARM Town Center during Phases I and II, respectively. A three-step phasing strategy calls for the sequential development of Metro West's MD 214 frontage first, followed by the Addison Road frontage next, and then the central town commons last.

Planning for the town commons should proceed concurrently with the implementation of Phases I and II. (See Map 9)



MAP 21 SUBAREA 3 (TOWN COMMONS)
METRO WEST ILLUSTRATIVE CONCEPT PLAN

SUBAREA 4 - ADDISON SOUTH (TOWN COMMONS)
(Map 22) (78.2 acres)

LOCATION:

- The area is located south of Zelma Avenue, between Addison Road and Rollins Avenue.

LAND USES:

- The majority of parcels are planned for high quality, single-family detached/attached residential uses. A centrally located small park and playground is recommended to serve the residential uses. Single-family attached residential uses are appropriate for the parcel located in the northeast portion of Addison South if the proposed church complex is not built. Residential development is anticipated to support the uses in the town commons and have convenient access to the Metro station.
- The southernmost portion of the area contains woodlands and steep slopes that are planned to remain undeveloped.
- An option for development of this subarea includes a Federal facility.

CIRCULATION:

- Provide vehicular linkages by a grid network of interconnecting streets. Linkages include connections to Rollins Avenue, Addison Road, Brooks Drive extension and Metro West to the north via Zelma and Yolanda Avenues.
- Link the Cabin Branch stream valley trail to Wilburn Drive at Addison Road.

DESIGN:

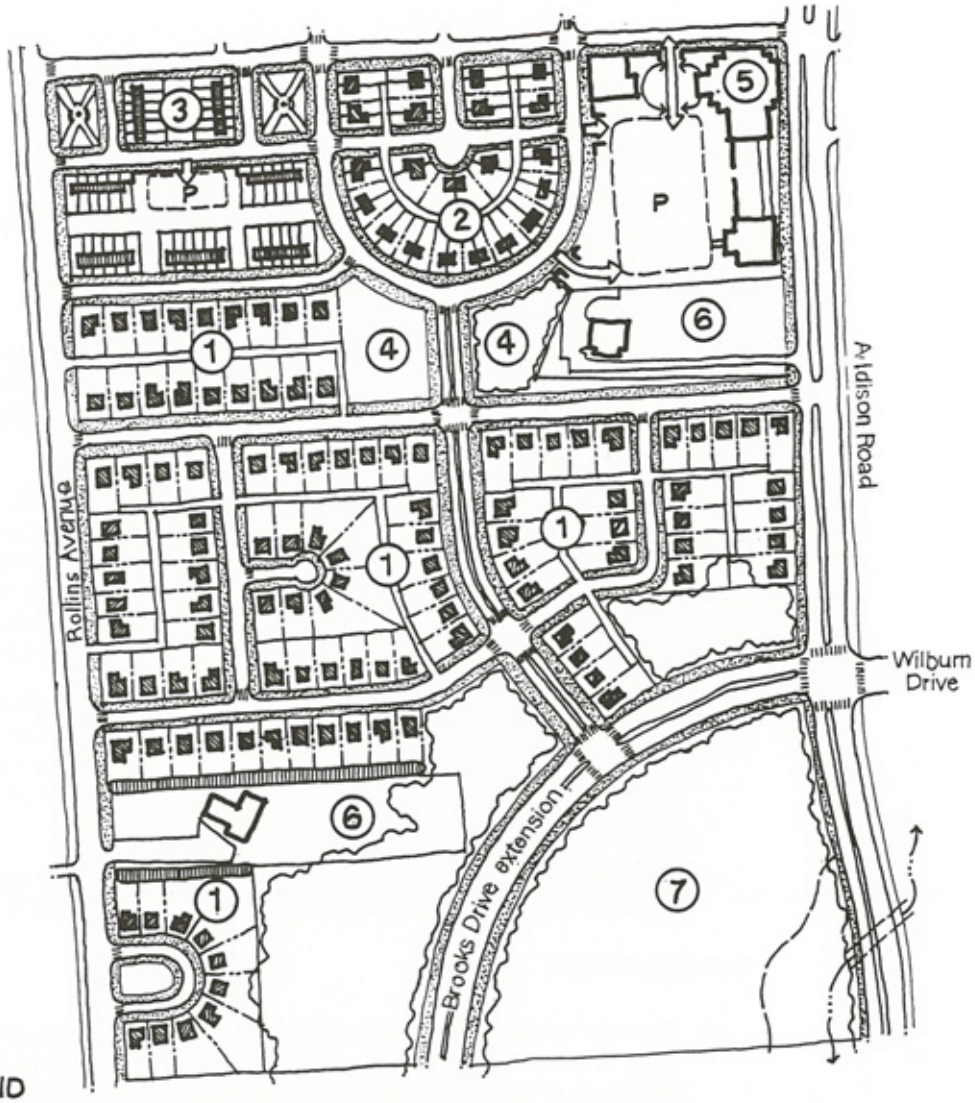
- The rear yards of single-family detached/attached homes should not be oriented (facing) toward the planned streets within the town commons.

LAND ASSEMBLY:

- Several large parcels will have to be consolidated to fully develop the area planned for single-family residential uses.

PHASING:

- The southern section of the town commons will occur during the later stages of Phase II. The internal road system will allow for future connections to the street network that is planned for the adjoining area to the north. (See Map 9)



LEGEND

1	Residential/ single-family detached	6	Existing uses to remain		vehicular access
2	Residential/ one-family semidetached	7	Open space (with steep slopes and floodplain)		crosswalks
3	Residential/ single-family attached		Evergreen buffer		Low masonry walls
4	Park-playground		Streetscape zone		woodlands
5	Church site	P	Parking areas		Cabin Branch stream

not to scale

MAP 22 SUBAREA 4 (TOWN COMMONS) ADDISON SOUTH ILLUSTRATIVE CONCEPT PLAN

SUBAREA 5 - ADDISON PLAZA WEST

(Map 23) (29.5 acres)

LOCATION:

- The area is northwest of the intersection at MD 214 and Addison Road.

LAND USES:

- Existing uses anticipated to remain include Addison Plaza Shopping Center, two fast-food restaurants and the corner gas station. The mini-plaza buildings are also proposed to remain but could be redeveloped as an extension of Addison Plaza Shopping Center.
- The area north of the gas station, bordered by Addison Road and 68th Street is planned for continuing public use. The city hall and fire station are existing public uses in the town center. These public uses engender civic pride and increase the viability of the town center as a community focal point. Both of these uses will need to expand and enlarge their facilities in the future. If either use is relocated, the property should remain in public use.
- The area west of the shopping center is planned for high quality, single-family detached/attached residential uses which would be in close proximity (walking distance) to the Metro station and the town commons. A small park is recommended to be included to serve the residents of the residential development.
- All vehicle sales and service uses shall be prohibited, except existing uses permitted by the underlying zones in the approved SMA.

CIRCULATION:

- Provide vehicular connections across MD 214 via two 4-way intersections. One of the intersections is planned to be located at the existing signalized entrance to the shopping center. The other intersection is planned to provide a new connection to the proposed residential area from the extension northward of Rollins Avenue. (Yost Place is planned to be closed at its existing intersection with East Capitol Street except as necessary to maintain access to the mini-plaza.) Signals are suggested to enhance access between the residential development, town commons and MD 214.
- Provide a limited access vehicular connection to connect the proposed residential area to Baltic Street east of the railroad right-of-way.
- Provide pedestrian access with a sidewalk along MD 214 to the town commons and the Metro station.
- Provide crosswalks across MD 214 at the main shopping center entrance and at Addison Road.
- Install a concrete sidewalk to provide pedestrian access from the shopping center to MD 214 and the town commons.

- Develop a trail along the old rail line to provide linkages from the northern residential neighborhoods and Goodwin Park to the town commons and Metro station.

DESIGN:

- Provide a bufferyard between existing commercial uses and proposed residential development.
- Incorporate a gateway feature into the southwest corner of Addison Plaza West. This feature should be consistent with the other three locations designated for a gateway feature.

Improve the appearance of Addison Plaza Shopping Center by:

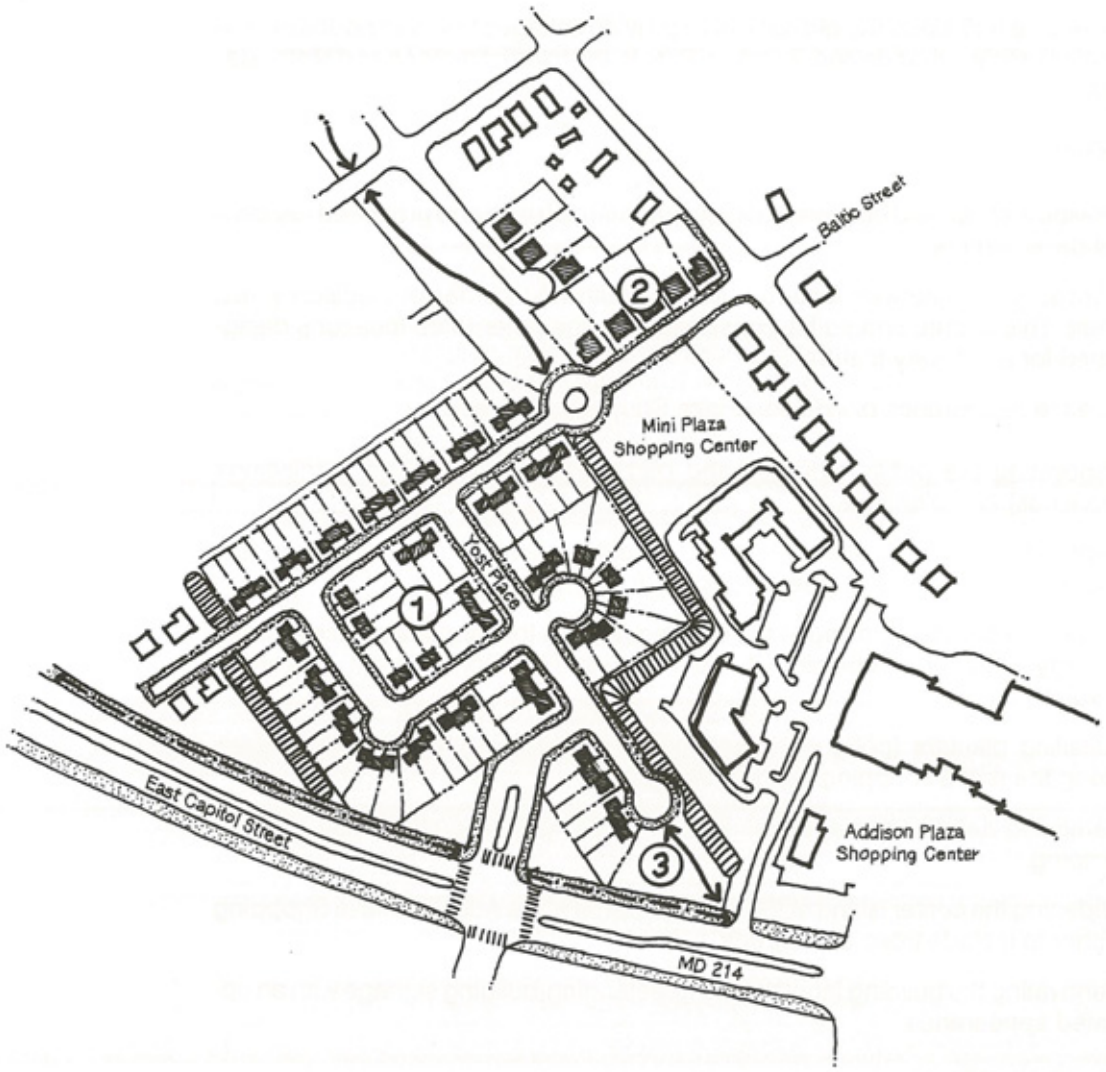
- Renovating the public sidewalk and plaza areas with new site furnishings (benches) and plantings.
- Replacing the timber planter walls in the plaza area with a more appropriate material such as brick veneer or poured-in-place concrete.
- Removing concrete paving in the existing parking lot medians adjacent to the grocery store and replacing it with lawn and drought-tolerant evergreen shrubs.
- Installing planters (pots) with seasonal color (annuals) in pedestrian areas along the entire shopping center frontage.
- Removing dead or damaged plants and installing additional parking lot landscaping.
- Widening the center island at the main entrance to the Addison Plaza Shopping Cener to include trees and shrubs.
- Renovating the building facades and freestanding/building signage with an updated appearance.

LAND ASSEMBLY:

- Several parcels will have to be consolidated to fully develop the area planned for residential uses, including the cement plant, the truck company and several auto repair businesses.

PHASING:

- Implementation shall be part of Phase II, in conjunction with the development of adjoining Metro North. Placement and design of access to MD 214 shall be coordinated with the construction of the L-shaped main street on axis with the town commons in Metro West, to be constructed later during Phase III. (See Map 9)



LEGEND

1 Residential single-family attached

2 Residential single-family detached

3 Mini-Park

Evergreen buffer

Streetscape zone

Trail (off-street) Class IV

not to scale

MAP 23 SUBAREA 5
ADDISON PLAZA WEST ILLUSTRATIVE CONCEPT PLAN

SUBAREA 6 - BABER VILLAGE

(Map 24) (23.1 acres)

LOCATION:

- The area is north of MD 214, bounded on the east by Cindy Lane and by Cabin Branch stream on the west.

LAND USES:

- The existing parcels are undeveloped.
- The parcels are planned for high quality, single-family detached residential uses. A small park is recommended to be included to serve the residents of this residential development.
- The western portion of the area contains woodlands, steep slopes and floodplain that shall remain undeveloped.
- Options for development of this subarea include a Federal facility, a medical center or housing for the elderly.

CIRCULATION:

- Provide vehicular connections from Cindy Lane. A steep grade change on the property prevents direct access to MD 214.
- Provide a pedestrian connection by the use of a sidewalk along Cindy Lane and trail connection to the Cabin Branch stream valley park on the western edge of the property.

DESIGN:

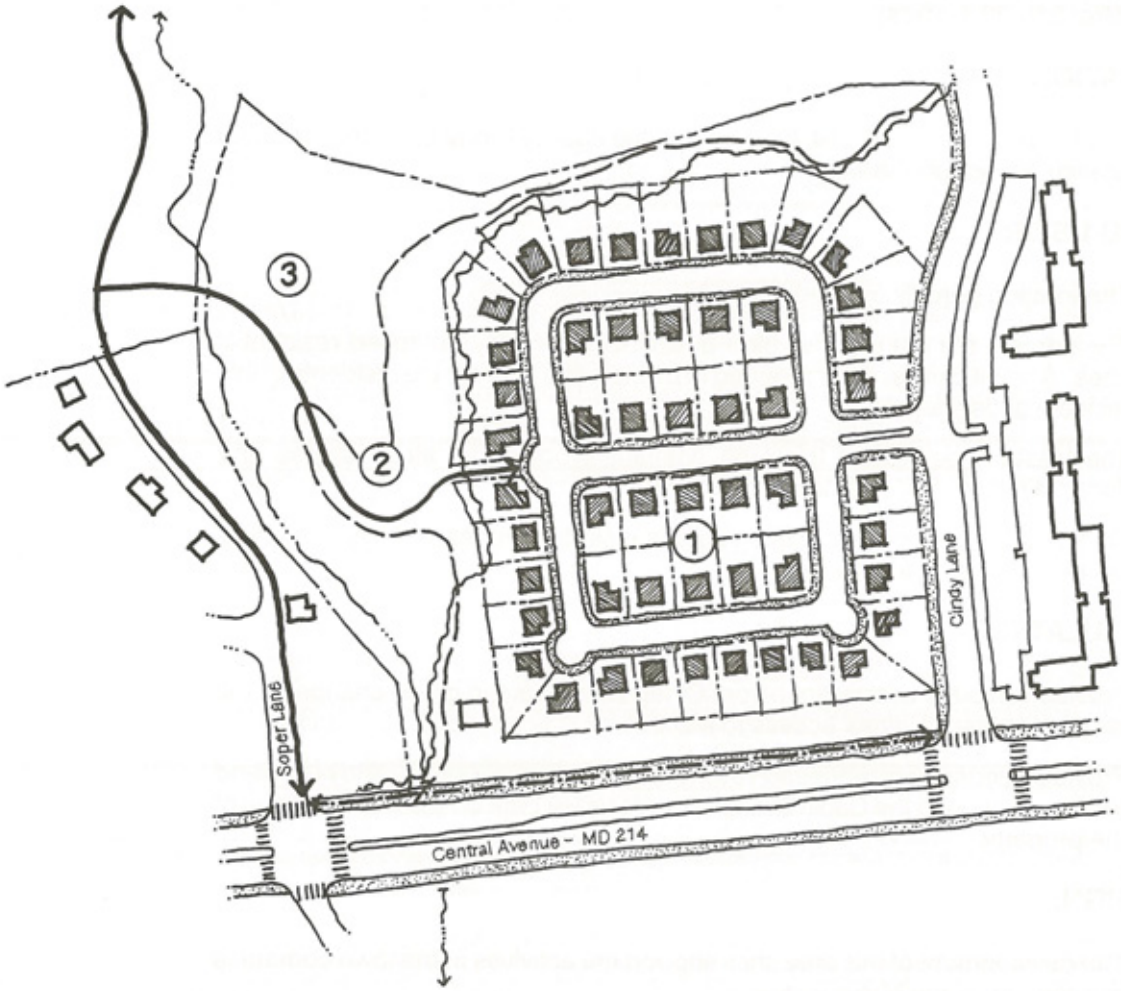
- The development of this area shall support the activities in the town commons and the use of the Metro station.

LAND ASSEMBLY:

- Several parcels will have to be consolidated to fully develop the uses planned for this area, in particular the larger County-owned parcel and the adjacent Lorenzi tract.

PHASING:

- Completion of this area will occur during Phase II, although development is not totally dependent on completion of Phase I. (See Map 9)



LEGEND

- (1) Residential / Single-family detached
- (2) Mini-Park
- (3) Open space
- Floodplain
- Streetscape zone
- Trail (off-street) Class IV
- Cabin Branch stream
- Woodlands

not to scale

MAP 24 SUBAREA 6
BABER VILLAGE ILLUSTRATIVE CONCEPT PLAN

SUBAREA 7 - CENTRAL EAST
(9.7 acres)

LOCATION:

- The area is on the north side of MD 214 west of Daimler Drive and on the south side of MD 214 east of the Cabin Branch Road.

LAND USES:

- There are no major changes planned for the existing land uses, and no illustrative map is included here.
- The satellite parking lot and attendant uses may be redeveloped for other commercial uses if the extension of the Metro Blue Line decreases the need for parking.
- All vehicle sales and service uses shall be prohibited, except existing uses permitted by the underlying zones in the approved SMA.

CIRCULATION:

- Vehicular access and visibility to some of the parcels is restricted due to steep grade changes in certain locations along MD 214.
- Provide pedestrian access via a sidewalk along MD 214.

DESIGN:

- Incorporate a gateway feature on both sides of MD 214 framing the eastern entrance to the town center.

LAND ASSEMBLY:

- The extension of the Metro line shall require the displacement of two dwellings on the south side of MD 214 opposite Daimler Drive.

PHASING:

- Procedurally may be considered part of Phase II, although most of the significant changes affecting this area will occur during Phase I. (See Map 9)

SUBAREA 8 - METRO STATION
(16.2 acres)

LOCATION:

- The station is located in the southeast corner of MD 214 and Addison Road.

LAND USES:

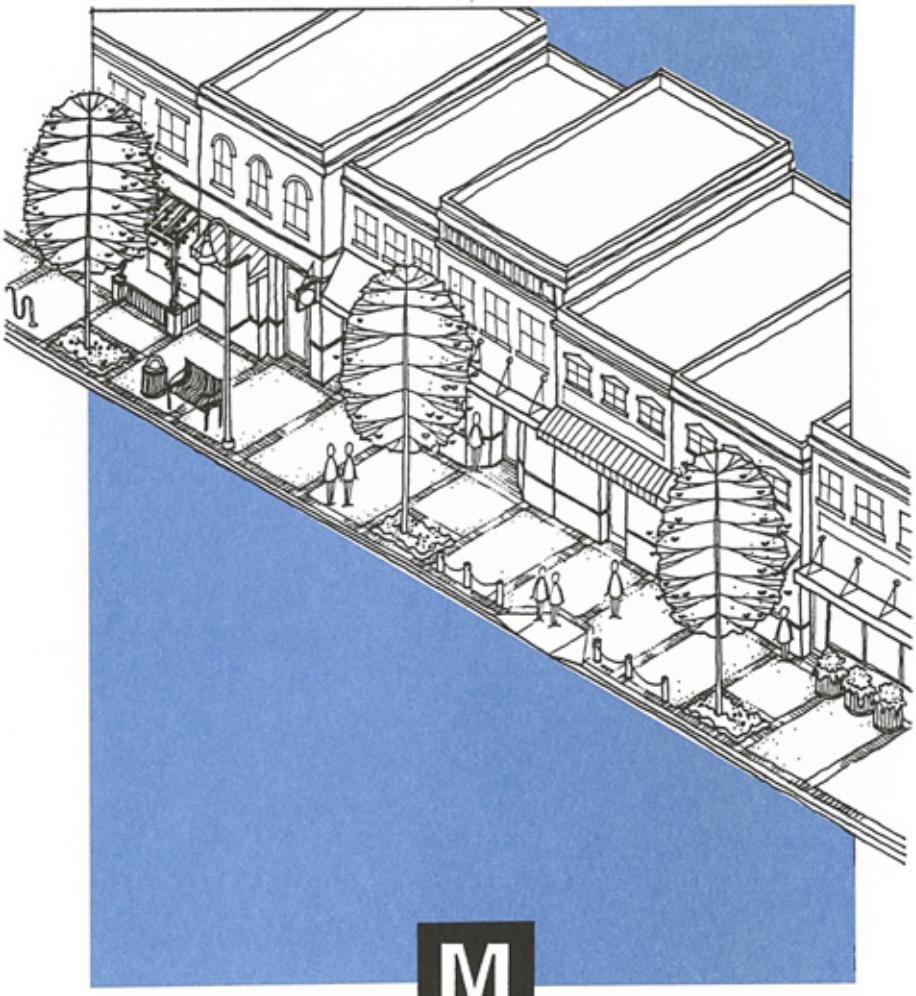
- The potential for air-rights development at the station is possible as a long-range stage beyond the proposals of this plan. Opportunities for future transit-oriented development at the station will be enhanced with the implementation of the town center. No illustrative map is included here.

CIRCULATION:

- Provide connections across Addison Road to Metro West via a four-way intersection with crosswalks and sidewalks.
- Provide pedestrian connections across MD 214 to Metro North.
- Widen sidewalks on Addison Road and MD 214 to accommodate bicyclists. (See Map 18)

DESIGN:

- Install additional street trees and plantings to enhance the overall appearance of the Metro station property.
- Establish a uniform sign program at the Metro station and throughout the town center.



M

THE COMMUNITY

COMMUNITY IMPROVEMENT

BACKGROUND AND ISSUES

An essential relationship exists between the town center and its primary trade area, also referred to as the Addison Road Metro (ARM) area. The success of the town center depends, in part, on improving the entire ARM area. In spite of progress made in the past to provide major public facilities and services, the ARM area needs several improvements in order to achieve its full potential and to compete with other communities. The quality of life is on the rise, but the ARM area lacks many of the amenities found in new communities. A series of community-wide issues have been identified in community workshops and existing master plans. Recommendations to improve the ARM area can increase the community's ability to capitalize on the locational attraction of Addison Road Metro Station and to stimulate development within the town center.

The stability of a community can be judged by the maintenance of property and the level of public facilities and services. Most living areas in the community consist of mature neighborhoods that offer pleasant living and a good quality of life. Nevertheless, as with most other living areas in this region, there is room for improvement. In many instances property standards are not always being fully maintained. The traditional public facilities and service systems are often compared unfavorably to those in more recently developed parts of the County. Property standards and public facilities deficits should be resolved in order to increase community stability.

Environmental features impose development limitations on the livability of the ARM area. These include periodic flooding and poor water quality along Cabin Branch, steep slopes that constrain development, and local soils that are sometimes unsuitable for the construction of building foundations. Noise intrusion, air pollution and negative visual impacts also call for corrective action. All of these environmental features need to be identified in order to avoid future hazards to life and property. Positive environmental features in the ARM area include features such as ridge lines, promontories, scenic vistas, water areas, wetlands, and the remaining forest/woodland cover. These assets need to be protected in order to preserve the environmental quality of the area.

Planning for mature residential neighborhoods is by nature quite different from that for new residential subdivisions. In new residential areas the developer maintains and promotes the subdivision for a period of time. Older areas generally do not have an organizational structure in place which maintains and monitors common areas, enforces property standards or ensures that appropriate services are provided. Homeowner associations and similar entities, which are generally present in newer residential subdivisions, were not typically established in the older communities of the ARM area. A plan is needed to provide and maintain the improvements which can establish an attractive community image — entrance plantings, a coordinated signage system, pedestrian-scaled light fixtures, street

furniture, bus shelters, adequate sidewalks, trail connections and other small-scale amenities.

Old Town Seat Pleasant consists of a commercial area on both sides of Martin Luther King, Jr. Highway (MD 704) at the northern edge of the ARM area, surrounded by several historic residential neighborhoods. The condition of Old Town should be improved to strengthen the economic health of the area. The historic area should be conserved to strengthen the community and increase its attractiveness. Moreover, the image of the overall ARM area can be gauged by the attention paid to improving Old Town Seat Pleasant. The City of Seat Pleasant has begun a process that will make Old Town an asset which will work in tandem with the town center. Due to the amount of effort devoted to Old Town in the sector plan formulation, separate chapters on the Old Town Seat Pleasant Commercial Area and the Old Town Seat Pleasant Historic Area follow this chapter. Both areas are important elements in the improvement of the ARM area.

CONCEPT

The plan concept is to select and prioritize solutions to identified issues for inclusion in a staged community improvement program. The emphasis should be on implementation. The operating agencies should be active participants in the community improvement program. The level of emphasis directed to the community improvement program will ultimately be determined by County resources and community interest.

RECOMMENDATIONS

The following community improvements are recommended for the ARM area. The individual proposals are included in a community improvement program which can be found in the Redevelopment Initiatives chapter.

PROPERTY STANDARDS

The stability of a community is often related to the health of its physical and social structure. The physical make-up of a community consists in large part of residential, industrial, and commercial buildings and properties. The enforcement of property standards therefore becomes an important element in maintaining stability. The Community Standards Section of the Department of Environmental Resources (DER) monitors all properties for violations of County codes; issues citations where they are not in compliance; and reports continuing problems to the County Office of Law for placement on the Court's monthly docket for property violation cases. Residential and commercial violations can include building neglect, structural deficiencies, major repairs without a permit, parked vehicles in residential areas, unkempt or overgrown yards and illegal dumping.

A survey conducted in March 1997 throughout the ARM area indicated that approximately 25 businesses and 5 percent of total dwelling units were in violation. Intensive enforcement action closed 93 percent of housing cases within one year, and most of the others were likely to be resolved following court action. A similar

pattern of compliance occurred in commercial areas. Continued enforcement over time should effectively address this aspect of the community's ongoing stability and enhance the viability of the town center. The City of Seat Pleasant also operates a code enforcement program which works in conjunction with the County's program to maintain property standards.

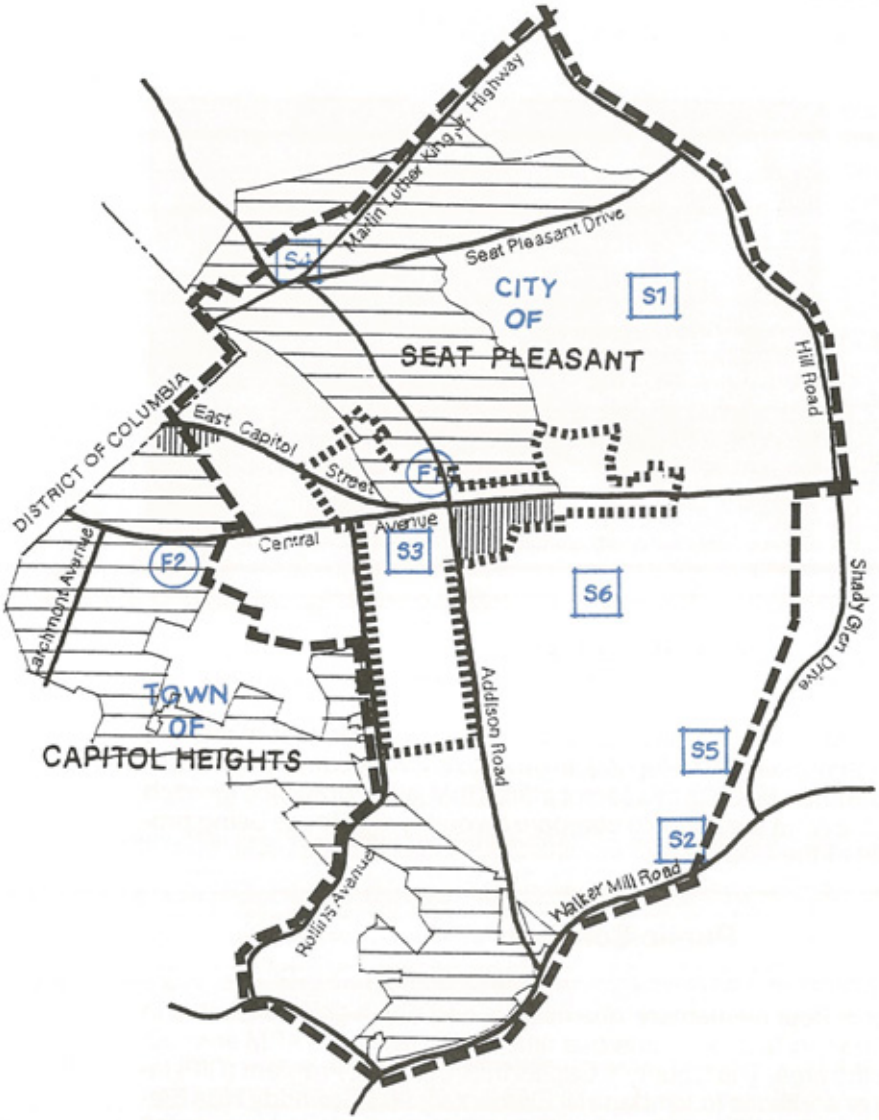
Enforcement of property standards is critical to maintaining community stability.

PUBLIC FACILITIES AND SERVICES

The ARM area incorporates a range of facilities and services that meets the needs of residents and workers (see Map 25). In order to improve community stability, an important recommendation of this sector plan is that levels of service for each facility or service in the ARM area should compare favorably with those being provided in newer areas of the County.

Public Schools

Six public schools (four elementary, one middle, and one high) are located in the ARM area as shown in Table 9. Numerous others also serve the ARM area but are located outside the area. The County's Capital Improvement Program (CIP) includes renovations or additions to Lyndon Hill Elementary and Carmody Hills Elementary. The Highland Park Elementary building will be converted from a staff development center back to active use as a school. New elementary schools are proposed or under construction in Seat Pleasant, Capitol Heights, and Willow Hill Oaks, with specific locations to be determined. These and other nearby schools are proposed in order to meet an anticipated increase in students throughout the area.



LEGEND

H — Health Facilities
- H1 Cheverly *
- H2 Penn Silver *

L — Libraries
- L1 Fairmount Heights *
- L2 Spaulding *

★ Police Facilities
- District III *

F — Fire + Rescue Facilities
- F1 Company 8 - Seat Pleasant
- F2 Company 5 - Capitol Heights
- F3 Company 46 - Kentland #2 *

S — Public Schools
- S1 Carmody Hills Elementary School
- S2 John Bayne Elementary School
- S3 Lyndon Hill Elementary School
- S4 Seat Pleasant Elementary School
- S5 Walker Mill Middle School
- S6 Central High School

* located outside of ARM area boundary

0 1000 2000 4000 feet

MAP 25 THE COMMUNITY–EXISTING PUBLIC FACILITIES

Table 9 Public Schools in the Addison Road Metro Area (1998)					
Map Key	**School Name**	**School Address**	**Site Acreage**	**Year Built**	**Building Size (Sq. Ft.)**
1	Carmody Hills Elementary	401 Jadeleaf Avenue, Seat Pleasant	9.2	1958	42,430
2	John Bayne Elementary	7010 Walker Mill Road, District Heights	9.7	1963	49,779
3	Lyndon Hill Elementary	6181 Central Avenue, Capitol Heights	7.1	1938	52,342
4	Seat Pleasant Elementary	6411 G Street, Seat Pleasant	4.4	1971	42,888
5	Walker Mill Middle	800 Karen Boulevard, Capitol Heights	37.8	1970	129,348
6	Central High	200 Cabin Branch Road, Seat Pleasant	60.5	1961	168,366

Source: M-NCPPC, Prince George's County Planning Department, Public Facilities Planning Section, 1998.

Fire and Rescue

The ARM area is served by three fire companies. Company 8 (Seat Pleasant) provides fire engine service. Company 5 (Capitol Heights) provides ambulance and ladder truck service. Company 46 (Kentland #2) provides paramedic service. The County's CIP recommends relocation of the existing Seat Pleasant station to a more central location (Hill Road) to improve vehicle response time to the eastern portion of the service area. The Capitol Heights station is programmed for renovation.

Police

The entire ARM area is within and served by Police District III, located on Barlowe Road in Landover. The station suffers from overcrowding; however, there are no plans to fund an expansion of this facility. The study area is covered by Beats G-1, G-2, H-1 and H-2. Each beat is served by a community-oriented police officer. The municipalities of Fairmount Heights, Capitol Heights and Seat Pleasant provide additional police protection.

Libraries

Library service is conveniently located at the Spaulding and Fairmount Heights branches, which are within the County's standard 3-mile radius and 15-minute drive of the area. The Glenarden and Largo-Kettering branches also are situated within a short drive.

Health Services

Public health services are provided at the Cheverly and Penn Silver centers, with the Cheverly building proposed for renovation in the CIP. The Prince George's General Hospital, located less than two miles to the northeast, serves area residents.

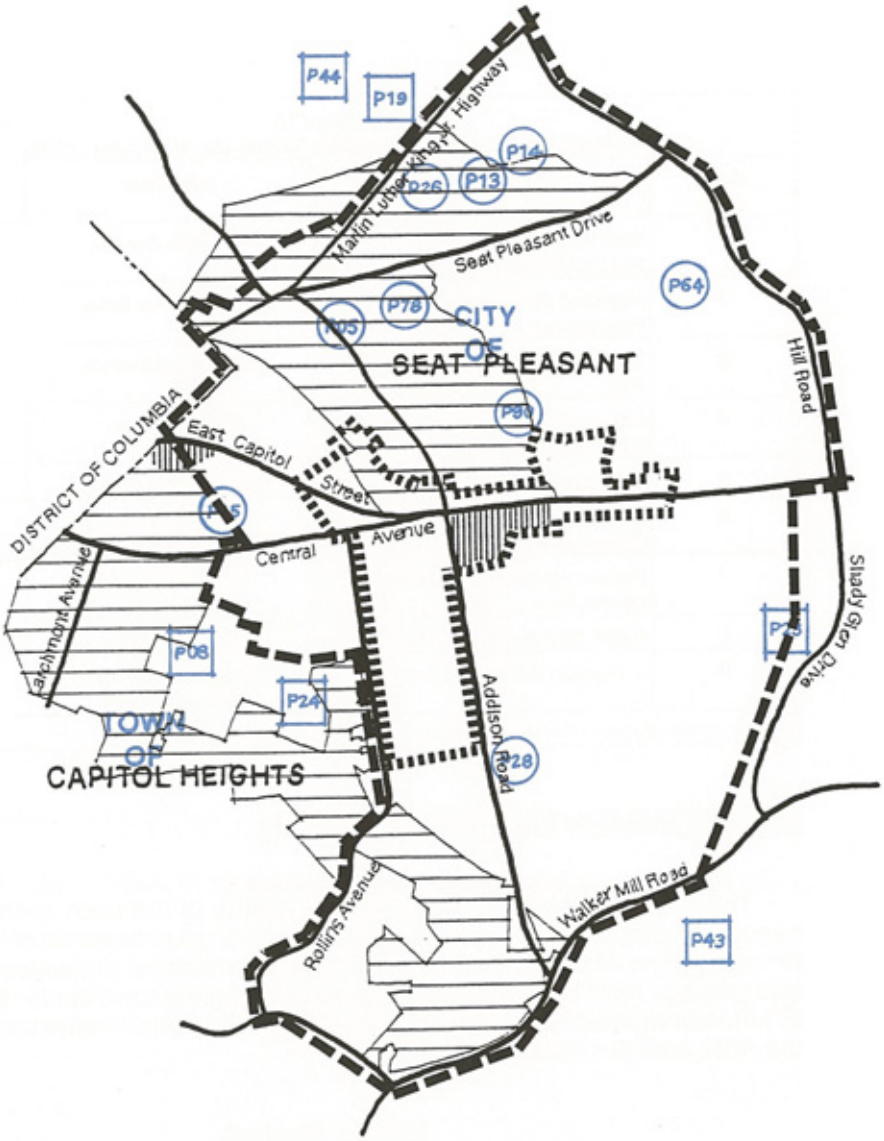
Parks and Recreation

Nine M-NCPPC park and recreation facilities are available to the public in the ARM area, as listed in Table 10 and shown on Map 26. Six parks located directly outside the ARM area are accessible to ARM residents. Five of the facilities in the ARM area are planned for improvement:

- Seat Pleasant Neighborhood Park — Improvements under construction
- Peppermill Village Community Center — Improve and enhance existing facilities
- Maryland Park Neighborhood Playground — Renovation
- J. Franklin Bourne Aquatic Facility — Additions and renovation
- Highland Gardens Neighborhood Playground — Renovations

A wide range of public facilities and services meets the needs of residents and workers.

Emphasis should be given to the protection of the Cabin Branch and Watts Branch stream valleys. These corridors are needed to protect the streams, creeks, and floodplains and provide for the extension of trail systems. Future actions should include acquisition of missing links along Cabin Branch.



LEGEND

Parks located inside the ARM area boundary

- P 05 Seat Pleasant Heights Neighborhood Mini-Park
- P 13 Highland Gardens Neighborhood Park
- P 14 Highland Park Neighborhood Park
- P 15 Maryland Park Neighborhood Playground
- P 26 Seat Pleasant Neighborhood Park
- P 28 Suitland-District Heights Community Park
- P 64 Peppermill Village Community Center Park
- P 78 Cabin Branch Stream Valley Park
- P 90 J. Franklin Bourne Aquatic Facility

Parks located outside the ARM area boundary

- P 08 Capitol Heights Neighborhood Park
- P 19 Booker T. Homes Neighborhood Park
- P 23 Millwood Recreation Center
- P 24 Rollins Avenue Neighborhood Park
- P 43 Fairfield Knolls Neighborhood Park
- P 44 Cedar Heights Community Center Park

0 1000 2000 4000

MAP 26 THE COMMUNITY–EXISTING PARK FACILITIES

Table 10 Park and Recreation Facilities Within the ARM Area (1996)			
Map Key	Name	Location	Acreage
1	Seat Pleasant Heights Neighborhood Mini-Park	501 70th Avenue	0.80
2	Highland Gardens Neighborhood Playground	1033 Booker Drive	4.51
3	Highland Park Neighborhood Park	Carrington Avenue	10.12
4	Maryland Park Neighborhood Playground	Tunic Avenue	4.07
5	Seat Pleasant Neighborhood Park	801 Birchleaf Avenue	14.18
6	Suitland-District Heights Community Park	Addison Road	15.91
7	Peppermill Village Community Center Park	610 Hill Road	11.36
8	Cabin Branch Stream Valley Park	Ashleaf Avenue	5.37
9	J. Franklin Bourne Aquatic Facility	Dateleaf Avenue and Backlog Street	9.15

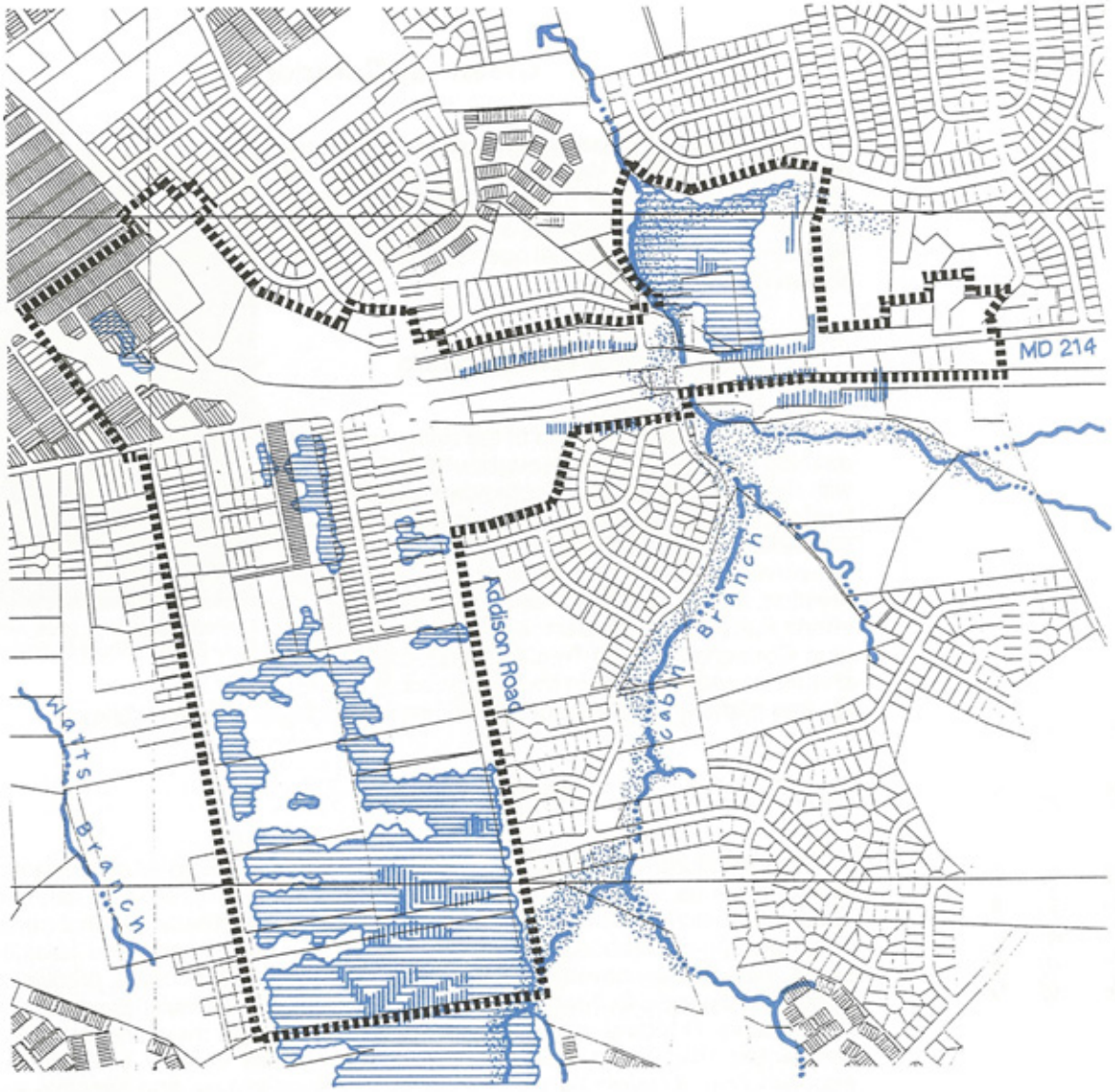
Source: Prince George's County Department of Parks and Recreation, 1996.

ENVIRONMENTAL PROTECTION

The quality of the ARM area and the viability of the town center can be enhanced by preserving natural and scenic assets. Most of these assets border Cabin Branch and its tributary streams. Development limitations presented by local soils and geology have been recognized in formulating the town center plan (see Map 27). Recommendations for protection of the environment in ways that can improve the ARM area are described below.

Cabin Branch

Cabin Branch stream should be established as a continuous stream valley park, with preservation of a "primary management area" to include a 50-foot buffer adjacent to the stream, the 100-year floodplain, streamside wetlands, and slopes in excess of 25 percent (and over 15 percent with highly erodible soils) adjacent to the stream. In particular, steep slope areas at the southern end of the town center should be avoided as development proceeds in the Addison South area. It is proposed that the necessary land be acquired along Cabin Branch and development of adjacent streamside trails be implemented.



LEGEND

- Streams
- 100 Year Floodplain
- Steep slopes (15% or greater)
- Woodlands
- Core Area/Town Center Boundary

0 400 1200 2000 feet

MAP 27 TOWN CENTER–NATURAL FEATURES

Greenway Corridors

Cabin Branch provides the major greenway corridor in the ARM area. Watts Branch, the former railroad right-of-way, and three tributaries to Cabin Branch are recommended as additional links of environmental and recreational open space. These are shown on the plan map.

Extensive stands of trees within the Town Center should be preserved.

Woodland Preservation

Attention should be paid to the review of all new development proposals throughout the ARM area with the goal of limiting the continued loss of woodlands. Extensive stands of trees on the Baber tract and Addison South should be saved. All woodland conservation should be carried out on-site as preservation, instead of off-site as mitigation. Mitigation efforts that are permitted under the County's Woodland Conservation and Tree Preservation Program should be required within the ARM area. In particular, tree plantings are encouraged in the Cabin Branch Stream Valley.

Stormwater Management

Two locations were previously identified as potential regional stormwater management ponds. The potential lake locations are upstream from the Cabin Branch stream's crossings of MD 214 and Addison Road South. These regional ponds are now considered unnecessary due to new wetland regulations and habitat concerns. Instead, new development will have to control runoff on-site, precluding the need for the ponds. Builders are responsible for the on-site facilities when development occurs. Flooding problems could occur if the on-site measures are not taken. Techniques that would have to be employed in this unlikely scenario include floodproofing of residential homes, creation of flood levees, and possible acquisition of homes.

Erosion and habitat problems along Cabin Branch may be corrected by stream channel retrofit, including installation of "drop structures" in the channelized sections of the branch to create deeper pools for fish and other wildlife. A water quality structure is planned at "tributary 3" which handles water from Peppermill Village. Prudent development practices and volunteer community efforts over time may reduce or eliminate some of the costs of these facilities.

Noise and Air Pollution

The main noise generator in the area is vehicular traffic on major roads. Continuing attention should be given to noise attenuation and mitigation in accordance with State noise standards, as specific development proposals are reviewed. Traffic is also the major generator of air pollution. Encouragement should be given to all

techniques which will help take commuters out of their cars and reduce air pollution. The transit and pedestrian-oriented land use proposed within the town center is consistent with the search for a regional solution to the Washington area's present lack of compliance with Federal Air Pollution Guidelines for ozone.

IMAGE AND AMENITIES

The positive attributes of the ARM area should be enhanced and promoted to attract new individuals and families to invest in home ownership while retaining existing residents. Additionally, residents should take a proactive role in improving the appearance of their neighborhoods. Mechanisms should be put in place to build and maintain an attractive, positive image for all communities in the ARM area.

Organizational Structure

Unified organizational cooperation should be pursued to provide the structure that is needed to facilitate change or action. Civic organizations should be established in neighborhoods where there is no forum to discuss pertinent issues. Businesses should establish an organizational structure to promote reinvestment, attract new businesses, retain existing businesses and maintain property standards. Organizations such as the City of Seat Pleasant and the Coalition of Central Prince George's County Community Organizations working together can increase their visibility and voice with public agencies.

Community Identity

Community identity can be strengthened through the installation of various features such as neighborhood entrance signs and landscape treatments, and sponsoring local fairs and community day events. A marketing brochure should be developed to attract new businesses and home buyers to the area.

The use of entrance signs can contribute to community identity.

Community-wide amenities should be installed to enhance the quality of life for residents. Street trees, site furnishings and special paving treatments should be located along major roads and in public areas. Park facilities and recreational programs should be evaluated to see if they meet the needs of local users. Trails should be provided to link residential areas to recreational opportunities. Streams should undergo restoration where erosion and other environmental degradation have occurred.

Upkeep and Appearance

The upkeep and appearance of residential and commercial properties should be actively pursued at the local level to assist the County in enforcement of property standards. Volunteer activities and actions that promote high property standards should be initiated by local groups and municipalities. Regular litter pick up should be performed on a regular cycle. Graffiti should be removed promptly. Illegal uses and zoning violations should be reported and corrective action should be undertaken. Educational programs should be sponsored by civic groups or government agencies to inform residents and business owners on building and yard maintenance practices and other relevant physical improvements.

Discussions should be initiated between local municipalities, state agencies and appropriate utility companies to improve the visual appearance of the major corridors in the ARM area. Relocating utility poles and lines to the rear of commercial properties or placing lines underground will contribute to improving the overall image of the community as a whole. Local organizations and municipalities should be constantly working together within the community to achieve desired improvements.

Maintenance Planning Strategy

Once an organizational structure is established for residential neighborhoods and business districts, a community improvement and maintenance planning strategy should be developed. This strategy would be implemented through an action plan. The action plan would identify and prioritize projects; establish individual or organizational responsibilities; establish timing and schedule; and initiate fundraising activities. Grants should be pursued, where funding opportunities are available, from government and nonprofit agencies.

OLD TOWN SEAT PLEASANT COMMERCIAL AREA

BACKGROUND AND ISSUES

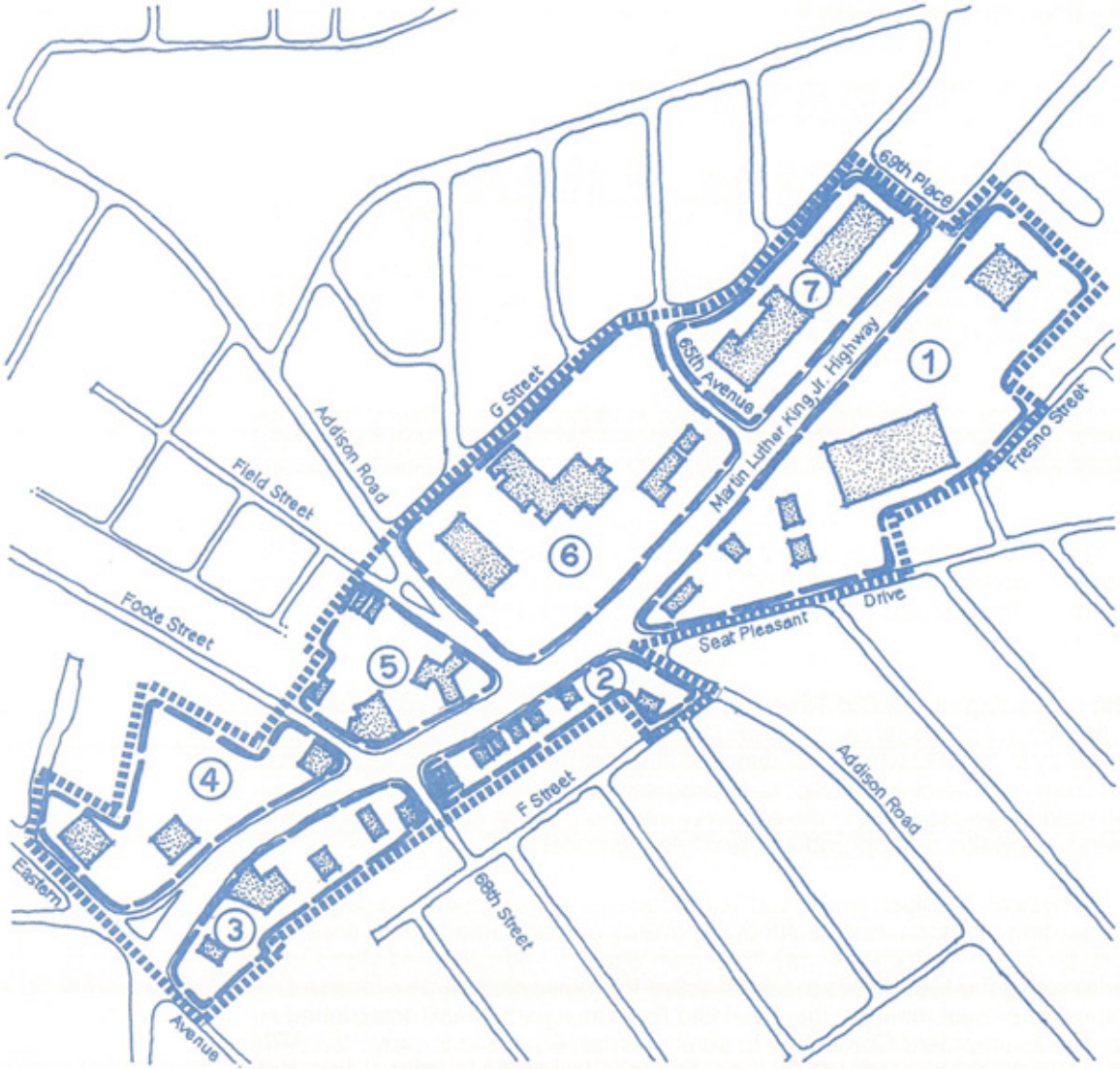
The City of Seat Pleasant's historic location at the gateway to Prince George's County can serve as a theme for the redevelopment of the city's traditional commercial district. The Old Town commercial area is a one-half mile linear suburban strip on both sides of Martin Luther King, Jr. Highway (MD 704), extending northeast from Eastern Avenue to 69th Place. The area contains a mixture of old and new, including retail, service, office, institutional, recreational and residential uses. Due to its uncoordinated pattern of development, the strip presents an image of visual chaos, clutter and deteriorating structures.

The upgrading of the Old Town commercial area has been a goal for many years. In 1983, a *Functional Land Use and Streetscape Concept Plan* was prepared for the city by M-NCPPC which examined the land use and urban design features of the Old Town commercial area. Sporadic progress has been made since 1983 in installing median landscaping at the entryway into the County, planting street trees, improving sidewalks and upgrading the city's memorial park.

The physical condition of the Old Town commercial area sends a clear message regarding the economic health of the overall Addison Road Metro area. The area can be an asset which will work in tandem with the Addison Road Metro Town Center to make the Metro core more attractive for transit-related development. In 1997, the City of Seat Pleasant identified Old Town as a priority and established an Economic Development Committee to seek change. A plan to improve the ARM area can increase the community's ability to capitalize on the locational attraction of the Addison Road Metro Station and can serve as a catalyst for revitalization efforts.

CONCEPT

A 1997 *Updated Functional Land Use and Streetscape Concept Plan* was prepared during the formulation of this sector plan which reevaluates and updates the concepts and recommendations of the 1983 Study. The 1997 study divides the area into seven blocks (Map 28). Each block was analyzed individually based on 11 elements: landscaping, sidewalk, ingress/egress, parking, signage, building facade, exterior structure condition, trees and vegetation, overhead utilities, visual elements and pedestrian gathering places. The analysis identified problems, opportunities and accomplishments. Prior and ongoing efforts to revitalize the Old Town



LEGEND

Seat Pleasant Commercial Area

Blocks (1 through 7)

Buildings

0 100 200 400 feet

MAP 28 COMMERCIAL AREA–OLD TOWN SEAT PLEASANT

commercial area were inventoried. A map and a list of recommended short and long-range improvements were created for each block. Overall, phased recommendations were formulated for the entire area.

RECOMMENDATIONS

The 1997 *Updated Functional Land Use and Streetscape Concept Plan* identifies issues, opportunities, accomplishments and recommendations for each block of the Old Town commercial area. The 1997 *Updated Functional Land Use and Streetscape Concept Plan* was designed to be a separate document from this sector plan and provides more details than are included below. The report is available from M-NCPPC or the City of Seat Pleasant.

ISSUES

Issues are identified for each block. Many issues relate to building facade and landscaping. There is a lack of landscape plantings in parking lots and at storefronts. Signs are uncoordinated. A vacant house on the corner of Martin Luther King, Jr. Highway and 68th Street in Block 2 is not fit for occupancy. Building facades are in poor condition. There is a lack of buffering between commercial buildings and existing single-family detached homes.

Several issues concern the appearance of MD 704. Extensive overhead utility wires are visible along Martin Luther King, Jr. Highway. Sections of sidewalks are missing and/or very narrow. Trash and debris was found at the rear of some buildings. Access and parking issues include the lack of crosswalks, too many access points on MD 704, congestion at MD 704 and Addison Road, lack of adequate off-street parking, and a confusing street network at MD 704 and Eastern Avenue.

OPPORTUNITIES

Building facade and landscaping opportunities include the historic commercial structure and attractive art deco architecture at Watkins Building Supply store. The potential for adaptive reuse of this entryway style building should be explored. Varied building setbacks in certain blocks offer visually appealing effects and the potential to combine access and parking. The Bank of America building and Amoco gas station are in good structural condition, but the fences and barricades behind the gas station present a negative image. The Seat Pleasant Community Center and Elementary School has an attractive contemporary architectural style. The Murry's Steak shopping center has a handsome building facade with a mansard roof and stone front.

The existence of buildings along MD 704 that are in good structural condition presents opportunities to improve the street environment. The visual quality of the highway-oriented commercial development is better than average. There is potential for a monument to be added to create a visual focus and landmark at the intersection of MD 704 and Addison Road. The parkland next to the wig store could be developed into an attractive vest pocket park or an addition to the elementary school.

The existence of sufficient building setbacks present opportunities to provide ample parking spaces. Vacant lots could be used for additional parking or other uses. The vacant lot next to Watkins Building Supply could be used for parking. There is potential for parking on the former billboard site.

The Old Town Commercial Area can complement the Metro Town Center.

ACCOMPLISHMENTS

The city can be proud of many improvements made to the Old Town commercial area in accordance with the 1983 study. Building facades and landscaping have been the subject of many of these accomplishments. New tenants were found for the previously vacated Safeway store and a new facade was applied to the new Murry's Steak shopping center. The previously vacant gas station on the southeast corner of MD 704 and Addison Road was redeveloped with Shirley's Corner Shopping Center. Several burned-out dwellings and the old Palmer Lounge were removed. A billboard was also removed. Night lighting of some outdoor areas was added. Trash containers were provided in several locations. The monument at MD 704 and Addison Road was enhanced with landscaping and trees.

Improvements were also made to the MD 704 street environment and to access and parking. Dirt sidewalks were paved along part of the MD 704 frontage. New bus stop shelters were added. Parking areas were resurfaced to eliminate potholes and marked for better car circulation. Ingress/egress points were reduced in some areas. Certain parking lots were paved and have been well maintained.

RECOMMENDATIONS

Recommendations for the Old Town commercial area can be divided into two categories, physical and organizational. The physical recommendations place emphasis on the improvement of parking areas, spaces between buildings and pedestrian movements across MD 704. Attractive fences with heavy landscaping buffering should be provided along the rear yard line of commercial properties abutting residential houses. Interim uses should be found for clusters of lots within blocks as ownerships of sufficient size are accumulated for more permanent commercial uses.

A redevelopment plan for retail and office space should be presented for Block 4, which includes the IGA grocery store, liquor store/sub shop, former billboard site, and PEPCO transmission station. Access points should be limited throughout the area. Landscape islands should be used to delineate parking areas and circulation lanes. Street environment improvements should be undertaken along MD 704.

The architecture of new buildings should be unified in style. Overhead utility lines should be removed.

Redevelopment should be considered for the block which includes the IGA (Food Rite) Grocery Store.

Organizational recommendations include inviting the District of Columbia to work with the city and County to improve the gateway into Maryland and to enhance conditions for businesses on both sides of Eastern Avenue. A unified revitalization and redevelopment effort to improve each block and the study area as a whole should be emphasized. A business association working toward the common goal of improving the corridor should be established.

NEXT STEPS

The recommendations presented in the 1997 *Updated Functional Land Use and Streetscape Concept Plan* should be discussed with the property owners and merchants to obtain their support and participation. Furthermore, the owners' actions should be coordinated with those of the city. To improve the physical and functional condition of the commercial area will require the cooperation of property owners, merchants, the management firms, the city, civic associations and business associations all working together toward common goals.

The City of Seat Pleasant is making every effort to redevelop and revitalize the Old Town commercial area, starting from the District line at Eastern Avenue. In 1997, the city's Economic Development Committee held meetings to organize business and property owners. The city requested and was designated as a State Revitalization Area. An action plan was formulated to focus revitalization effort which includes 10 priority projects:

1. Residential revitalization program
2. IGA shopping center complex
3. MLK gateway
4. Parts USA store
5. Boarded-up building
6. Exxon Tiger Mart
7. Seat Pleasant Park/School
8. Unified streetscape
9. Mainstreet Maryland Program
10. Watkins Building Supply store

Many of these projects have already been completed or are underway.

In 1998, a steering committee was appointed by the County Executive to pursue the action plan. It is composed of representatives from the State, County, M-NCPPC and the city. The immediate priority of the Steering Committee is to obtain roadway improvements along MD 704. These include creation of a boulevard with a main street image and a planted median, and making the road safe for pedestrians by building clearly defined and attractive crosswalks. A gateway beautification project is proposed with installation of decorative lighting, brick paver sidewalks and crosswalks, and related landscaping in the critical two block stretch between Eastern Avenue and Addison Road.

A roundabout (traffic circle) is proposed at the intersection of MD 704 and Addison Road. A monument to Dr. Martin Luther King, Jr., is being considered for location within the roundabout. The existing connection of Seat Pleasant Drive to Addison Road is proposed to be relocated to connect directly to MD 704 in order to eliminate traffic safety hazards. A second roundabout at Eastern Avenue and MD 704 is being considered to improve the gateway from Washington, D.C., into Maryland and solve intersection problems. A grand entrance to Maryland at Eastern Avenue would include an archway or other structure, welcoming visitors to the State.

Redevelopment plans for specific blocks are also under consideration. The committee has projected the time and cost of the projects and who is responsible. The committee meets on a regular basis. The city as well as the many government officials and agencies are actively looking forward to vital changes being completed in the Old Town commercial area. Improvement of the Old Town commercial area is seen as a key ingredient in raising the marketability of the Addison Road Metro Town Center.

OLD TOWN SEAT PLEASANT HISTORIC AREA

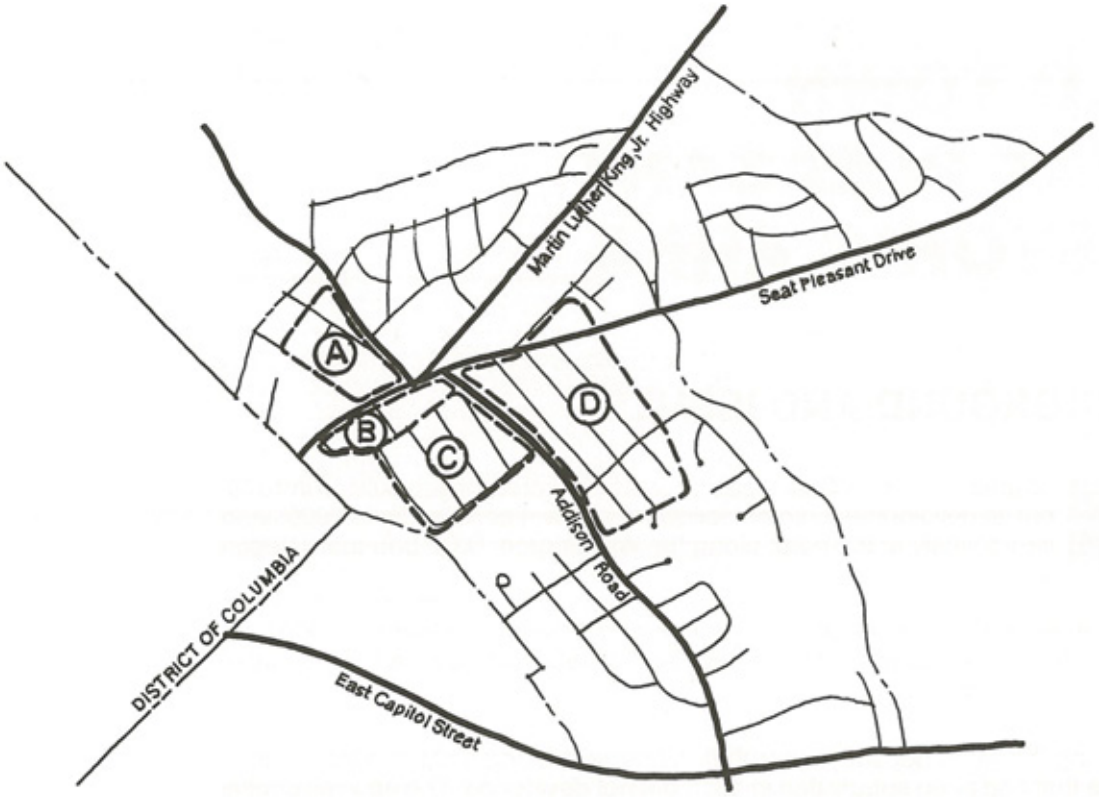
BACKGROUND AND ISSUES

The area that is now Seat Pleasant was first platted for subdivision in 1873, but its development did not follow for nearly a generation. In 1900, land immediately to the north along the Washington, D.C., boundary began to be developed into a new African-American community, now the Town of Fairmount Heights. Within the next decade, four more subdivisions were platted; two of them (Godfrey's First Addition to Fairmount Heights, 1900, and Godfrey's Second Addition to Fairmount Heights, 1908) are now part of the City of Seat Pleasant (Map 29).

During the same decade, new subdivisions were being platted to the south in the area that had been subdivided in 1873 but not developed. The new residential development in this area was spurred by traffic to the Chesapeake Bay and access to employment in Washington via trolley. At the same time, plans were being made for the construction of an electric railroad line running from the east corner of the District of Columbia in a northeasterly direction through Prince George's County toward Baltimore. A small subdivision of 23 lots, known as Gregory Heights, was platted in 1905 along the planned right-of-way of this electric railroad just outside of the District of Columbia. The Washington, Baltimore and Annapolis (WB&A) Electric Railroad began service in 1908.

During the year of 1906, Seat Pleasant Heights was platted for subdivision on the east side of the Addison Chapel Road (now Addison Road); a few months later Oakmont was platted on the west side of the road by Marion Duckett and Robinson White, the latter, one of the principal developers of Fairmount Heights. Popular house styles of the period (front-gables, cross-gables, foursquares, etc.) began to be built on groups of lots in all three subdivisions, as well as in the two additions to Fairmount Heights. Later in the 1920s and 1930s, examples of the popular bungalow style were built on unimproved lots, giving the Seat Pleasant community a mix of residential architecture typical of early twentieth-century developing communities.

Today Seat Pleasant is part of the larger surrounding developed areas and has lost some cohesiveness as a distinct community. In the older residential area, a considerable number of World War II period cottages were built on the previously undeveloped lots, and some of the older dwellings have more recently been replaced with modern split-foyer houses. The community has lost many landmarks, but some important ones remain, including the Watkins Building Supply store, the Joseph Palmer House and old St. Margaret's Roman Catholic (now Mount Victory) Church. Mount Victory Church is the only officially designated County Historic Site



LEGEND

- (A) Godfrey's 1st and 2nd Additions to Fairmount Heights (1900, 1908)
- (B) Gregory Heights (1905)
- (C) Oakmont (1906)
- (D) Seat Pleasant Heights (1906)

0 1000 2000 3000 feet

MAP 29 HISTORIC NEIGHBORHOODS– OLD TOWN SEAT PLEASANT

in the city. Even the older residential area, with its infill and replacement housing, remains essentially intact and retains many physical reminders of the original Seat Pleasant community.

The Prince George's County 1992 *Historic Sites and Districts Plan* identifies an historic survey area in Seat Pleasant. An historic survey area has some documentation of the buildings and history. An historic survey area may be considered for designation as an historic district or some other form of protection, depending upon evaluation of architectural and historical merit and the integrity of the setting. The Old Town Seat Pleasant Historic Area is a clear asset for the community to draw on in improving the image of the overall ARM area. The community needs to decide how to protect, conserve and enhance this valuable resource.

CONCEPT

The concept for the Old Town Historic Area is to identify techniques for preserving the area and continue survey work and evaluation of the city's historic resources. These efforts will provide alternative choices for the community to explore. Highlighting the historic area will increase the marketability of the Old Town commercial area, the overall ARM area and the town center.

RECOMMENDATIONS

METHODS OF RECORDING AND ENHANCING

Several methods could be pursued for the enhancement of the Old Town Seat Pleasant Historic Area. One of the first steps in any attempt to enhance an historic area is to conduct survey work to document the area. An overall survey will map and photograph each building. A detailed survey will not only map and photograph each building but will also describe all buildings that are historic (50 years old or more), indicate which are contributing, and which are noncontributing to the historic district.

The Old Town Historic Area is an asset that can enhance the overall community.

Historical markers can be erected which include background information based on survey work. An example of an historic marker is the cast aluminum State historic marker which includes a paragraph of text about the historic area. Another option is the type of sign posted

by the State Highway Administration, a flat brown sign with white lettering indicating directions to the historic place.

Historic survey publications and walking tour brochures can be produced from community surveys. Through local distribution, both types of publication can raise the community's awareness and appreciation of its heritage, and walking tours can be popular activities for community day festivities throughout the year. The M-NCPPC Planning Department has produced survey publications for several Prince George's County historic communities; for example, Brentwood, North Brentwood, Fairmount Heights and Old Town College Park. Walking tour brochures have been prepared for Fairmount Heights and Old Bowie/Huntington.

The strongest protection that can be sought for an historic community is to designate it as a conservation area or an historic district. A conservation area or historic district designation utilizes legislation to require the proper maintenance of historic buildings and possibly other elements in the area. Conservation areas seek to retain the unique characteristics of an historic area with guidelines while permitting infill development. Conservation areas generally contain less stringent requirements than historic districts. To date, no conservation areas have been established in the County.

Historic districts preserve an historic area by requiring permission to change or remodel any structure in the district. Historic districts provide more protection for an historic area and are generally less flexible than conservation areas. Prince George's County has legislation to designate County historic districts. The process of designating a County historic district would involve:

- A local informational meeting
- Preparation of nomination of an area within specific boundaries
- Presentation of nomination to the Historic Preservation Commission (HPC) for evaluation
- Presentation to District Council for approval
- Appointment of Local Advisory Committee (LAC) to review permits, etc.
- Development of design guidelines for protection of historic architecture
- Recommendation (by LAC to be approved by HPC) of tax credits on restoration work (10 percent of project cost) and compatible new construction (5 percent of project cost).

WALKING TOUR OF OLD TOWN SEAT PLEASANT

In 1997, a walking tour was conducted for the two historic neighborhoods of Oakmont and Gregory Heights (see Figure 8). A brochure was produced to generate interest in Seat Pleasant's earliest buildings, architectural styles and history. The tour includes the Gregory Heights commercial strip and Oakmont residential section. The unique Watkins Building Supply commercial building is included in the

tour. The tour brochure is designed so that it can be self-guiding and is available from M-NCPPC or the city. A history of the city of Seat Pleasant and a guide to selected architectural identification by roof types can be found at the back of the brochure. Another tour may be designed for Seat Pleasant Heights at a later date. Some features of the tour area are:

Gregory Heights– Many of these buildings , originally built as residences, date from approximately the 1920s. The anchor building, Watkins Building Supply, is a 1930 reconstruction of the original 1917 grocery store which was destroyed by fire.

Oakmont – This residential area includes many foursquares, front- gabled and cross-gabled frame dwellings dating from the first two decades of this century, particularly along Addison Road. The interior roads (i.e., 68th and 69th Streets and 68th Place) include many 1920s-1930s bungalows, some possibly from Sears mail-order designs, and also World War II era cottages.

A walking tour generates interest in Seat Pleasant's earliest buildings and history.

The tour brochure includes information on 13 buildings: the Joseph Palmer House (1890s), a Sears "Rosita" bungalow (1920), an American Foursquare (1912), the Bacigaluppi Cross-Gable (1906), the August Benson "Shotgun House" (1910), two hip-roof bungalows (1920), the Robert Kraft House (1910), the John Williamette House (1913), Watkins Building Supply (1930), the Litz and Hayes Houses (1914), the Latimer House (1912), a Cross-Gable built by Robinson White (1910), and the Joseph Palmer, Jr., House (1910).

NEXT STEPS

An Old Town Historic Preservation committee should be established to conduct walking tours and canvass owners in Old Town. Work should continue on documenting and mapping some of the significant architectural development in the older parts of town. Residents and City officials can consider whether they wish to proceed with any preservation options to protect and highlight the historic character of the area.

Consideration should be given to development of a more thorough walking tour brochure, or an historic survey publication. In addition, Old Town can be targeted for grants and loans to improve the historic structures. M-NCPPC staff can evaluate sites where owner interest is found for official historic status. The historic

character found in Old Town can be an advantage in attracting businesses to the Old Town commercial area and the Addison Road Metro Town Center.

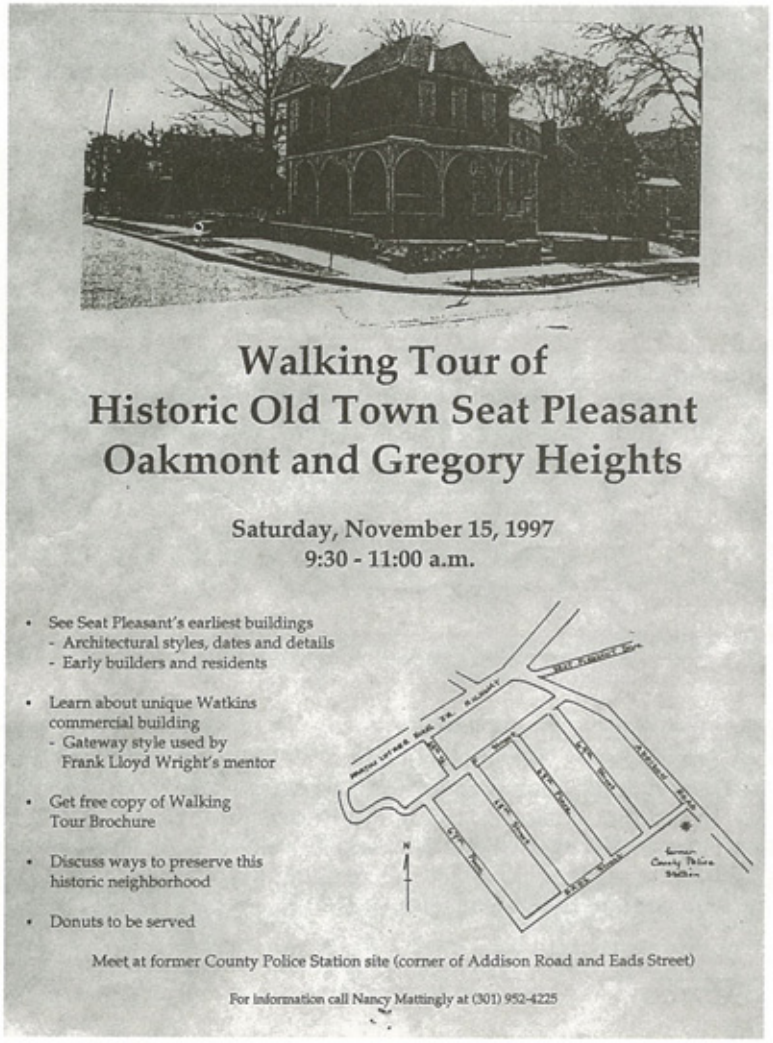
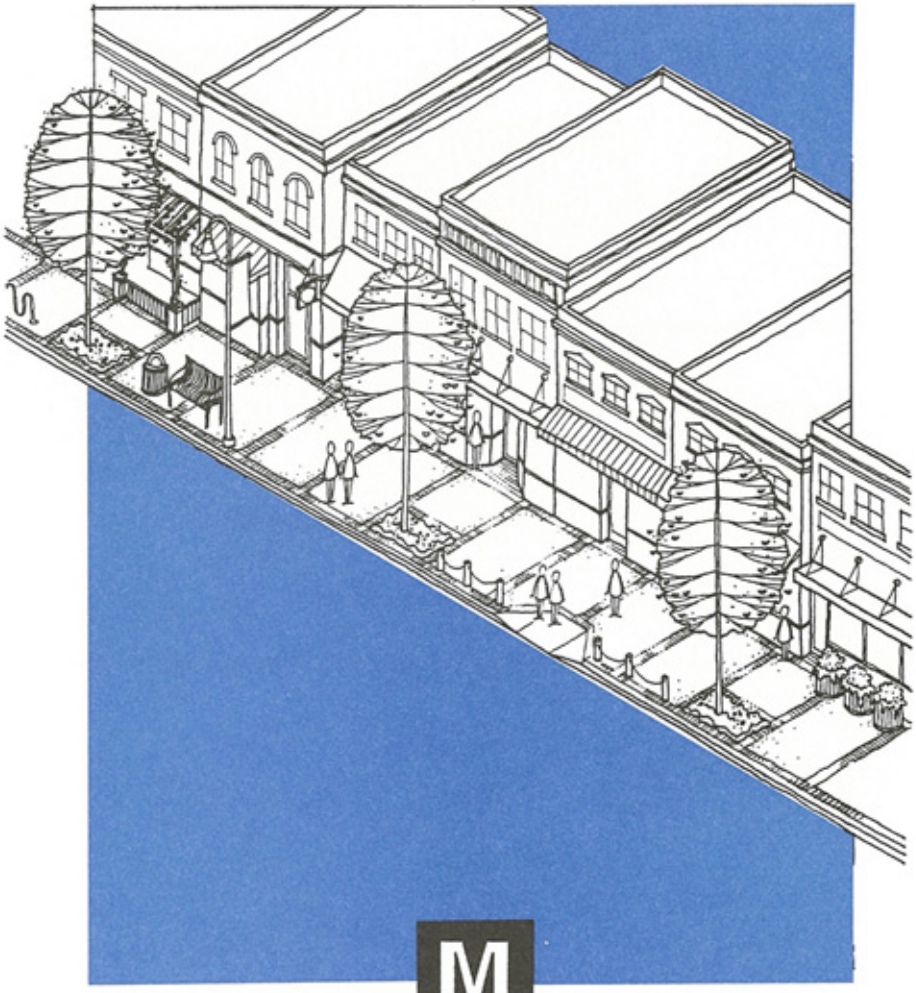


Figure 8. Walking Tour Flyer



M

REDEVELOPMENT INITIATIVES

REDEVELOPMENT STRATEGIES

The community identified the need to stimulate improvements and bring renewed attention and interest to the ARM area. Focusing on short-term implementation strategies has produced highly visible results during the formulation of the sector plan. These revitalization catalysts convey to the community and potential investors that there is a significant commitment from all the stakeholders for positive change. Short-term implementation also has established an identifiable link with the longer planning process.

Two comprehensive redevelopment initiatives are proposed to further the implementation of this sector plan. Each redevelopment initiative is described in the form of an action plan:

- **Town Center Action Plan** – will create the foundation for a town center and provide the opportunity to strengthen the surrounding communities.

- **Community Improvement Action Plan** – will provide for upgraded facilities and amenities in the ARM community and allow the town center to compete for new investment.

The two action plans each include an overall description and identify the appropriate implementing groups. Each initiative will expand upon the various successful efforts already underway.

There are several proactive organizations now in place whose activities are already contributing to the revitalization of the ARM area. They include:

- **Coalition of Central Prince George's County Community Organizations** – The Coalition has been instrumental in calling for the beautification of the Central Avenue corridor. The Coalition is monitoring the progress of this key project and continues to be concerned about the town center and surrounding neighborhoods.

- **City of Seat Pleasant** – The city is pursuing a strategy to revitalize Old Town Seat Pleasant along Martin Luther King, Jr. Highway. Initial efforts focus on redevelopment of the area from Eastern Avenue to Foote Street. Proposed activities include: roadway improvements from Eastern Avenue to 69th Place, rehabilitation of the historic Watkins Building Supply store, and redevelopment of a city-owned parcel of land.

It is anticipated that each redevelopment initiative will generate community enthusiasm and stimulate development around the Metro core. All project elements are consistent with the long-term goals of the sector plan. The implementation of the town center and community improvement action plans require ongoing coordination with the County's overall revitalization program.

TOWN CENTER ACTION PLAN

The transportation node provided by the Addison Road Metro (ARM) Station can be used to stimulate the town center's role as the commercial, social, cultural, educational and recreational focal point of the ARM area, and to create a fully functioning town center. The town center action plan has several goals:

- Develop a mixed-use town center around the Addison Road Metro Station.
- Balance transportation needs with the demands of a successful commercial center.
- Capitalize on unrealized development potential in proximity to the Metro station and promote the economic well-being of the County.

A combination of public and private projects connected by a comprehensive urban boulevard treatment along MD 214 and Addison Road will create the foundation for a town center and provide an opportunity to strengthen the surrounding neighborhoods. The poor visual appearance, discontinuity in building styles, varying levels of maintenance, unsafe pedestrian access, and lack of landscaping will be eliminated and doors to Metro-related development will be opened.

The Town Center Action Plan builds on the following previous or current initiatives:

- Community workshops were held in 1995 to identify concerns and issues around the Metro area.
- The ARM Sector Plan provides a clear vision for the town center with a revised pattern of zoning.
- The success of Addison Plaza, spearheaded by the City of Seat Pleasant, presents a model that other projects can follow.
- Chubby's Tavern, which was boarded up and an eyesore along the south side of Central Avenue, is now demolished and the property is being used as a private satellite parking lot serving Metro patrons.
- The existing Exxon Service Station has been converted to a Gas-n-Go Tiger Mart operation representing an important private reinvestment in the area.
- The County's THE BUS service was expanded in 1998 with three new routes to connect the Addison Road Metro Station to Landover Mall, the Cheverly Metro Station and the Penn Station Shopping Center.

- Central Avenue has been identified as a major gateway to the County and a main travel route to the new Redskins Stadium.

STAKEHOLDERS

Creation of the Addison Road Metro Town Center will involve the cooperative participation of governmental agencies, the local community and private developers. Direct government intervention will be required due to the area's challenging economic and physical environment. The responsibility for land assembly and coordination is expected to be embodied in the Redevelopment Authority.

The private sector will develop most of the town center in partnership with government and the community. Developers who are adept at infill development and familiar with neo-traditional development will fare best in the town center. The sector plan recommendations and design standards are intended to provide flexibility that can respond to changing market conditions.

PHASING

Development of the town center will occur in three phases based on the public and private sectors' ability to initiate action. Phase I will place emphasis on installation of the MD 214/Addison Road urban boulevard. The urban boulevard requires few prerequisites, demonstrates public commitment, and can engender developer interest. Phase II will begin the retail/office development of the highly visible and accessible Metro North parcel, as well as residential development of the Addison South, Addison Plaza West, and Baber tracts which will provide support for retail uses in the town center. Phase III will concentrate on development of the centrally located town commons with a mix of uses along a new main street.

MAJOR ACTION ELEMENTS — PHASE I (UNDERWAY)

1. **MD 214 Median Landscaping** – The impression presented to motorists on MD 214 affects the image of the ARM community. Willow oak trees, evergreens, ornamental grasses, orange day lilies and other flowers in season have replaced the harsh concrete and rough terrain that previously characterized the median. The landscaping was requested by the Coalition of Central Prince George's County Community Organizations. The State Highway Administration responded by installing 5,000 plants. The project includes a welcome sign on East Capitol Street at the entrance to the County. Trees and landscaped beds enhance the entire length of Central Avenue inside the Beltway. The greening of MD 214 creates interest, color and continuity for this important State highway.

2. **MD 214 Pedestrian Safety Improvements** – In response to concerns expressed by the City of Seat Pleasant, the State Highway Administration has

installed pedestrian safety improvements along MD 214 at the Addison Road Metro Station. The median of MD 214 has been widened (from Addison Road to Cabin Branch Drive) and enhanced with concrete pavers, a wrought iron fence and a Seat Pleasant community sign. The raised median will channel pedestrians to a single crossing point at the Metro station entrance. The project also includes landscaping, pedestrian crossing warning signals for motorists, pedestrian lighting, new signage and pavement markers.

3. **Urban Boulevard** – The unlandscaped, treeless public right-of-way along the edges of MD 214 and Addison Road is visually dominated by utility poles and overhead wires. The adjacent asphalt roads and parking lots are mostly devoid of landscape amenities, with the exception of the landscaping in the MD 214 median. Wider sidewalks on the north side of Central Avenue will complement those in front of the Metro station, and extensions of the sidewalks can serve pedestrian access to businesses in the town center and link adjacent neighborhoods to the town center. Street trees will provide shade and a welcome sense of separation from the arterial roadway and build on the success of the median landscaping.

4. **Property Standards** – The image presented by businesses along Central Avenue has a dramatic impact on the image of the entire community. The enforcement of property standards is a priority for revitalization of the Metro area. Several businesses are in disrepair, a state of neglect, or operating illegally. The County's Community Standards Division has cited over 25 businesses in the ARM area during the preparation of the plan. Violations include: wrecked vehicles, graffiti, trash and debris, illegal uses, operating without a permit, inadequate maintenance, damaged fences and structural problems. Owners who do not comply with the citations are being taken to court. Enforcement will continue in order to ensure that a positive image is presented in the town center.

MAJOR ACTION ELEMENTS - PHASE II

1. **Metro North** – Retail and office development is recommended for the block opposite the Addison Road Metro Station, known as Metro North. The site is occupied by an older strip center, four red brick apartment buildings, several vacant lots, and three auto repair businesses. An illustrative concept plan has been prepared with recommendations for assembly and development of the block. This element will remove long-standing eyesores from a strategic location and eliminate barriers to development of this key block.

2. **Metro Day Care Center** – The action plan will establish a day care center on a site near the Metro station for use by the nearby community and over 10,000 riders who pass through Metro each weekday. The facility will be established in conjunction with private day care providers.

3. **Cabin Branch Stream Valley Trail** – All of the Cabin Branch Stream Valley is in public ownership from Central Avenue to Seat Pleasant Drive, except for a short section immediately north of Central Avenue. The missing section of the stream valley will be acquired. South of Central Avenue, the stream has been partially preserved in public and private open space. A stream valley park development plan will be prepared tying in the larger parks along the stream. A pedestrian/bikeway will be constructed to provide alternative access to the town center and a source of recreation for residents.

4. **Addison Plaza** – Addison Plaza is the community's major shopping center, anchored by Safeway and CVS. The center incorporates elements of modern shopping center design, with variation in the front building and roof lines, landscaping islands in the parking lots, a clock tower, and flowers and planter boxes on the sidewalk. Improvements will be made to the facade, auto and pedestrian access, and landscaping. This element will incorporate the shopping center into the town center and keep this community asset competitive in today's market.

5. **Baber Village** – The former Baber Village Apartments property will be developed with high quality single-family homes which can balance the area's small lots and apartments and be compatible with nearby Peppermill Village neighborhood. The site, cleared over 10 years ago, may also be suitable for elderly housing or a private medical office. The Department of Housing and Community Development's ownership of the property presents the opportunity for the County to create a catalyst for development of the town center.

6. **Addison South** – This attractive 80+ acre tract will be developed with 200 high-quality single-family homes which will provide support for retail uses in the town center. The site may also be suitable for a federal agency headquarters or regional office. This alternative would provide jobs and support for the town center and merits an aggressive promotional effort on the part of County officials and elected representatives.

7. **Addison Plaza West** – This 30+ acre site will be assembled in three steps and developed with 80 high quality single-family homes which will provide the support for retail uses in the town center and be compatible with nearby the Maryland Park neighborhood. The action plan will remove inappropriate uses including a concrete plant, a trucking company, and several vehicle repair operations which occupy industrial land held over from use as railroad sidings. The site will incorporate a mini-park, improved access to MD 214, and the Railroad Trail.

8. **Seat Pleasant Fire Station/City Hall** – The City of Seat Pleasant City Hall and the Seat Pleasant Volunteer Fire Company #8 are existing public uses in the town center. These public uses engender civic pride and increase the vitality of the town center. Both uses will need to expand and enlarge their facilities in the future. The city is desirous of enlarging or relocating the city hall to allow more space for city operations. If either use is relocated, the

property should remain in public use, with the remaining use possibly taking over the entire site. The future of both uses will be coordinated in order to keep this highly visible key corner of the town center in public use. The location of these uses in the town center makes the uses more accessible to citizens.

9. **Railroad Trail** – The former Chesapeake Beach Railroad right-of-way will be acquired and developed as an important trail connection for pedestrians in the City of Seat Pleasant and Maryland Park to reach the town center. The facility will also link the town center to Old Town Seat Pleasant where retail redevelopment is planned along MD 704. A possible reconstruction of the historic railroad station is also planned for Old Town.

MAJOR ACTION ELEMENTS - PHASE III

1. **Town Commons** – A town commons with public, retail and office uses will be established on a pedestrian-oriented, L-shaped main street as the new focus of the town center. The town commons will have good vehicular access (from nearby MD 214 and Addison Road) and a strong linkage to key existing uses (Metro station and Addison Plaza) and nearby residential neighborhoods. The pedestrian mainstreet includes a town green or commons, a walking environment, one- to four-story buildings, street trees and street furniture. The project will begin with retail and office development along the highly visible MD 214 and Addison Road frontages, followed by a phased land acquisition and development of the central section.

2. **Lyndon Hill Elementary School/Community Building** – The Lyndon Hill Elementary School will be incorporated into the town commons as an important public building which will be reoriented to open onto a town green. The building's role will be enlarged to include use as a community meeting place. In the event that the school is relocated, the building will be converted to community use.

COMPLETION SCHEDULE

The town center action plan is already underway due to the efforts of the local community and several government agencies. Significant progress is anticipated for major elements with total completion of most elements dependent on the actions of many groups and individuals as shown on Table 11. If individual elements can be implemented at an earlier stage, that is to be encouraged. If necessary, elements in the given sequence may be delayed to a later stage, provided this does not hinder completion of the town center.

AVAILABLE RESOURCES

Public projects can add value to existing facilities and create a new environment for private investment. The following financial or in-kind resources are identified as potential programs that can assist in the successful completion of the action plan:

- DHCD-owned Baber Village property
- Private sector investment
- MDOT Smart Growth Transit Program
- MDOT Transit Enhancement Program
- Transportation Efficiency Act for the 21st Century (TEA-21)
- County Capital Improvement Program (CIP)
- County Community Development Block Grant Funds
- SHA Streetscape Funding
- County Revitalization Tax Credits
- Redevelopment Authority Land Assembly Powers
- M-NCPPC Planning Assistance To Municipalities and Communities Program
- DER Water Quality Improvement Programs
- M-NCPPC Parks Department Land Acquisition and Development Funding
- HUD Section 108 Guaranteed Loans
- State Neighborhood Business Development Program

ACTION PLAN FEASIBILITY

The County is placing a high priority on recovering the public's investment in Metro. County redevelopment efforts and the State's Smart Growth initiatives are focused on the Inner Beltway communities and direct funds to economic focal points such as Metro station areas. The local market is good for restaurants, residential and community-serving office space. The coincidence of the ARM Sector Plan being developed at a time when dramatic changes are desired provides the potential for consensus on the town center project among property owners, businesspersons and residents.

Table 11
Town Center Action Plan

Major Elements	Who will do it?					
	Coalition	City	County	State	M-NCPPC	Other
PHASE I (UNDERWAY)						
1. MD 214 Median Landscaping	✓			SHA		
2. MD 214 Pedestrian Safety Improvements		✓	✓	SHA, MTA		
3. Urban Boulevard	✓	✓	✓	SHA	✓	Consultant
4. Property Standards	✓	✓	DER			Owners
PHASE II						
1. Metro North	✓	✓	Redev. Auth.		✓	Owners, Developer, EDC
2. Metro Day Care Center	✓	✓	DHCD		✓	WMATA
3. Cabin Branch Stream Valley Trail	✓	✓	DER		Parks. Dept.	
4. Addison Plaza	✓	✓				Owner, Tenants
5. Baber Village	✓		DHCD		✓	HUD
6. Addison South	✓		✓		✓	Owners, Developer
7. Addison Plaza West	✓	✓	Redev. Auth.		✓	Owners
8. Seat Pleasant Fire Station/Town Hall	✓	✓	Fire Dept.			Vol. Fire Co.
9. Railroad Trail	✓	✓		✓	Parks Dept.	
PHASE III						
1. Town Commons	✓		DPWT	SHA, Redev, Auth.	✓	Owners, EDC
2. Lyndon Hill School	✓		BOE		Parks Dept.	

KEY:
DHCD - Department of Housing and Community Development
DER - Department of Environmental Resources
Redev Auth - Redevelopment Authority
DPWT - Department of Public Works and Transportation
WMATA - Washington Metropolitan Area Transit Authority
HUD - Department of Housing and Urban Development
COG -Council of Government
EDC - Economic Development Corporation
SHA - State Highway Administration
MTA - Mass Transit Administration
BOE - Board of Education
Exec - County Executive
Hist Pres - Historic Preservation staff, M-NCPPC
Parks Dept -M-NCPPC, Department of Parks and Recreation
NRD - Neighborhood Revitalization Division, M-NCPPC

COMMUNITY IMPROVEMENT ACTION PLAN

The success of the town center depends in part on improving the entire ARM area. The ARM area needs several improvements in order to achieve its full potential and to compete with other communities for investment. The Community Improvement Action Plan has several goals:

- Improve the quality of life in the ARM community for residents and visitors.
- Increase the community's ability to capitalize on the locational attraction of Addison Road Metro Station.
- Stimulate development within the Addison Road Metro Town Center.

Most living areas in the ARM community consist of mature neighborhoods that offer pleasant living and a good quality of life. Nevertheless, as with many older living areas, there is room for improvement. A series of community-wide issues were identified in community workshops and existing master plans. A community improvement program can provide for upgraded facilities and amenities that are usually found in new communities. In turn, the ARM area and the town center will be better equipped to compete for new investment.

The Community Improvement Action Plan has four major elements:

- Property standards and public facilities deficits should be resolved in order to increase community stability.
- Environmental features need to be identified in order to protect and enhance the environmental quality of the area.
- A plan is needed to provide and maintain the improvements which can establish an attractive community image.
- Old Town Seat Pleasant should be improved to strengthen the economic health of the area and to highlight its historic character.

PRIORITIES AND FUNDING

The Community Improvement Action Plan prioritizes solutions to identified issues. The emphasis is on implementation. The operating agencies should be active participants in the community improvement program. The community will need to

make its priorities known to decision makers in order to secure funding for the appropriate operating agencies. The level of emphasis directed to community improvement will ultimately be determined by County resources and community interest. The community improvements recommended in the sector plan will be implemented through funding by the County Improvement Program (CIP), various State transportation programs and other sources. Elimination of public facilities and service deficiencies in the overall ARM area will help to increase the economic potential of the town center.

MAJOR ACTION PLAN ELEMENTS

1. **Property Standards** – The stability of a community is often related to the health of its physical and social structure. The aggressive enforcement of property standards therefore becomes an important element in maintaining stability. Residential and commercial violations can include building neglect, structural deficiencies, major repairs without a permit, parked vehicles in residential areas, unkempt or overgrown yards and illegal dumping. The Community Standards Section of the Department of Environmental Resources (DER) is responsible for investigation and issuance of citations when violations are identified by the community.

2. **Public Facilities and Services** – The ARM area is served by a range of facilities and services, including schools, fire and rescue service, police, libraries, health services, and parks and recreation. These public facilities meet the needs of residents and workers. The level of service for each facility or service in the ARM area should compare favorably with those being provided in newer areas of the County.

3. **Environmental Protection** – The quality of the ARM area and the viability of the town center can be enhanced by preserving natural and scenic assets. These assets include Cabin Branch and its tributary streams, greenway corridors and woodlands. Environmental limitations presented by urban development should be addressed in local and regional plans. These include stormwater management, noise and air pollution.

4. **Image and Amenities** – The positive attributes of the ARM area should be enhanced and promoted to make the area more attractive to residents and business interests. The community should take a proactive role in improving the appearance of the neighborhoods. Government agencies will need to assist the community in building an attractive and positive image.

5. **Old Town Seat Pleasant** – The City of Seat Pleasant's historic location at the gateway to Prince George's County can serve as a catalyst for the redevelopment of the city's traditional commercial district. Old Town Seat Pleasant should be improved to better serve the needs of residents and to enhance the image of this established community. The city should capitalize on the historic fabric of the area to promote this gateway to Prince George's County. Pedestrian safety and the flow of vehicular traffic along Martin Luther King, Jr. Highway can be improved. The city is pursuing a

series of individual improvement projects which is proposed to be linked together with street, sidewalk, and landscape changes to create a definable commercial center on MD 704.

COMPLETION SCHEDULE

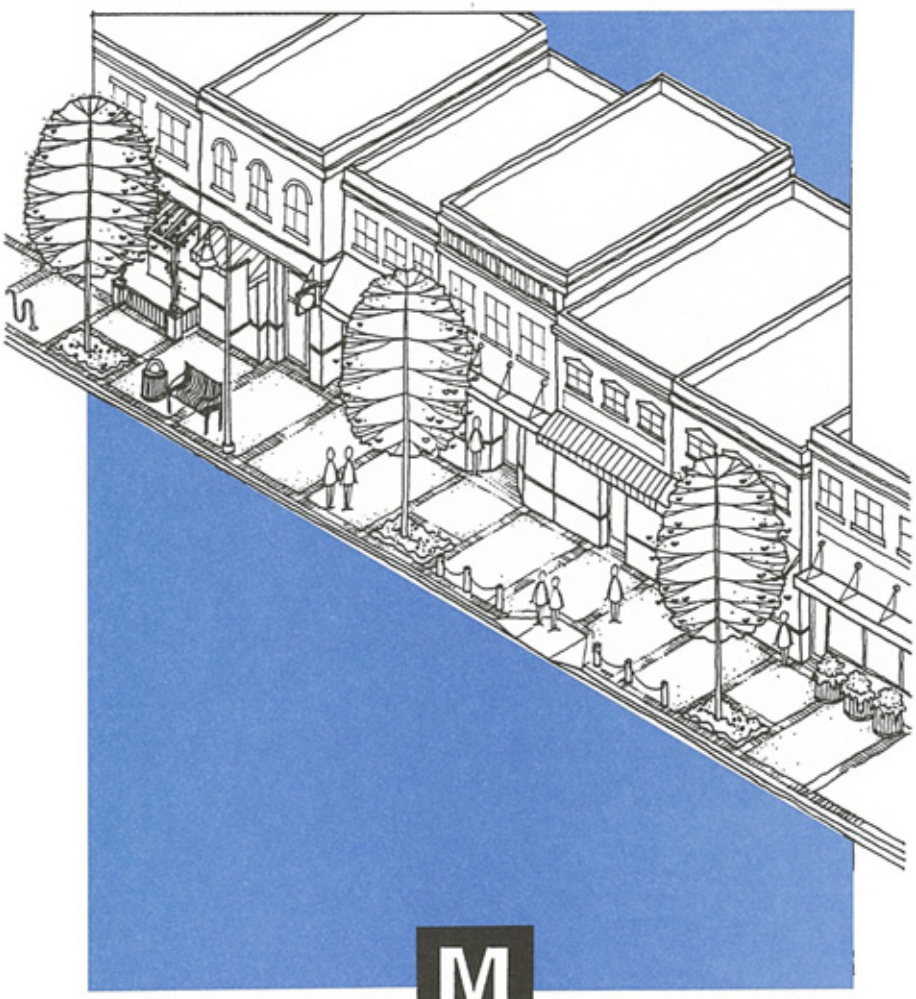
The Community Improvement Action Plan is ongoing due to the efforts of the City of Seat Pleasant, the Coalition of Central Prince George's County Community Organizations, elected officials and citizens. Significant progress is anticipated for the major elements. Table 12 provides details on who will be responsible for completion of the major elements. The community will in effect determine the schedule for bringing the action plan to fruition based on community needs, funding availability, and the collective dedication of residents to improve the ARM area.

Table 12
Community Improvement Action Plan

Key Projects	Who will do it?					
	Coalition	City	County	State	M-NCPPC	Other
1. ENSURE COMMUNITY STABILITY • Property Standards • Public Facilities & Services	✓	✓	DPWT DER BOE Fire Police Libraries	SHA	Parks	
2. PROTECT ENVIRONMENTAL ASSETS • Cabin Branch • Greenway Corridors • Woodland Preservation • Stormwater Management • Noise and Air Pollution	✓	✓	DER	✓	Parks	Federal Gov't COG
3. ENHANCE COMMUNITY IMAGE • Organizational Structure • Community Amenities • Upkeep and Appearance • Maintenance Planning • Marketing Strategy	✓	✓	DER DPWT		✓	Real Estate Agents Residents
4. OLD TOWN SEAT PLEASANT COMMERCIAL AREA • Residential Revitalization • Redevelopment of IGA • Shopping Center Complex • MLK Gateway • MD 704 Roadway • Improvements & Landscaping • Parts America Store • Seat Pleasant Park/School • Watkins Building Supply Store • Boarded Up Building • Exxon Tiger Mart • Businesspersons' Association		✓	SHA BOE DPWT EXEC		NRD	D.C. Gov't Business-persons Property Owners
5. OLD TOWN SEAT PLEASANT HISTORIC AREA • Historic Research & Documentation • Historic Markers • Walking Tours • Conservation Area		✓			Hist. Pres. staff	Property Owners

KEY:

DHCD - Department of Housing and Community Development
DER - Department of Environmental Resources
Redev Auth - Redevelopment Authority
DPWT - Department of Public Works and Transportation
WMATA - Washington Metropolitan Area Transit Authority
HUD - Department of Housing and Urban Development
COG -Council of Government
EDC - Economic Development Corporation
SHA - State Highway Administration
MTA - Mass Transit Administration
BOE - Board of Education
Exec - County Executive
Hist Pres - Historic Preservation staff, M-NCPPC
Parks Dept -M-NCPPC, Department of Parks and Recreation
NRD - Neighborhood Revitalization Division, M-NCPPC



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IMPLEMENTATION

SECTIONAL MAP AMENDMENT

INTRODUCTION

The comprehensive rezoning process, also known as the sectional map amendment process in Prince George's County, 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 approved sectional map amendment (SMA) for the Addison Road Metro Town Center. This sectional map amendment (SMA) is intended to implement the land use recommendations of the approved sector plan for the foreseeable future.

The SMA was initiated by the District Council on April 21, 1998, via CR-35-1998, with the expressed intent to process the SMA concurrent with the Sector Plan. The procedure followed was in accordance with CB-33-1992, which establishes the framework for the process whereby the District (County) Council approves the sector plan and SMA simultaneously. The procedural sequence for this concurrent process is illustrated in Appendix D.

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 which hinders such development has been corrected, and piecemeal rezonings will be eliminated through the DDOZ. 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 Addison Road Metro Town Center, thereby enhancing the health, safety and general welfare of all Prince George's County 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 the preparation of both the land use plan and this comprehensive rezoning. Consideration has also been given to the environmental and economic impact of the land use and zoning recommendations. The approval of the SMA will result in the revision of the official 1"= 200' Zoning Map(s) for this Planning Area. Future comprehensive examinations of the zoning within these areas will occur in accordance with the procedures established for sectional map amendments.

The Addison Road Metro Town Center was adopted into the Maryland-Washington Regional District on November 29, 1949. The last comprehensive rezoning of the portion of the town center north of MD 214/MD 332 took place on July 27, 1993, with the approval of the Sectional Map Amendment for Landover and Vicinity

by Council Resolution CR 57-1993. The last comprehensive rezoning of the portion of the town center south of MD 214/MD 332 took place on March 4, 1986, with the adoption of the Sectional Map Amendment for Suitland-District Heights and Vicinity by Council Resolution CR 25-1986.

COMPREHENSIVE REZONING IMPLEMENTATION POLICIES

A number of established comprehensive rezoning implementation policies are utilized as necessary guidelines for developing the zoning proposal.

PUBLIC LAND POLICY

The established public land policy states that all public land should be placed in the most restrictive and/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 the 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 are set aside specifically for public open space and some undeveloped school sites. In these cases the R-O-S Zone has been applied, being the most appropriate zone, pursuant to its description in the Zoning Ordinance.

Federal and State government property, which is scattered throughout the County, is not subject to the requirements of the Zoning Ordinance. The intent of the comprehensive rezoning process is to apply a zoning category to all land, including federal 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 this Section of the Ordinance.

LIMITATIONS ON THE USE OF ZONES

Zoning classifications proposed in a SMA are limited only by the range of zones within the Ordinance available 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."

GUIDELINES FOR COMMERCIAL ZONING

The comprehensive rezoning proposal will recommend the most appropriate of the "use-oriented" commercial zones listed in the Prince George's County Zoning Ordinance. The choice of zone will be determined by the commercial needs of the area, the master plan recommendations, and the type of use and status of the development on the property and surrounding area.

Existing C-1, C-C, C-G, C-H and C-2 Zones will be converted to the new "use-oriented" commercial zones in accordance with the commercial rezoning policies endorsed by the Planning Board and the County Council in previously adopted SMAs. Exceptions will be made where: (1) the old commercial zone has conditions attached to it that should be brought forward in the SMA; and/or (2) because of previous zoning decisions, development or the existing character of the area, commercial zoning in the new "use-oriented" zones is not considered appropriate. In these circumstances, the existing commercial zone (with the zoning application number) will be placed on the new Zoning Map as a specific reference for future development or subsequent rezoning actions on the site.

CONDITIONAL ZONING

The inclusion of safeguards, requirements, and conditions beyond the normal provisions of the Zoning Ordinance which 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 which might accrue from a specific zoning map amendment; and/or (2) to enhance coordinated, harmonious, and systematic development of the Regional District. When approved by the District Council, and accepted by the zoning applicant, "conditions" become part of the County Zoning Map requirements applicable to a specific property and are as binding as any provision of the County Zoning Ordinance [see Conditional Zoning Procedures, Section 27-157(b)].

In theory, zoning actions taken as part of the comprehensive rezoning (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 sectional map amendment. 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

Comprehensive Design Zones (CDZ) may be included in a sectional map amendment. However, 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. Therefore, 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 sector plan. [See Section 27-223(b); Section 27-225(b)(1); Section 27-226(a)(2); and Section 27-226(f)(4).]

COMPREHENSIVE REZONING CHANGES

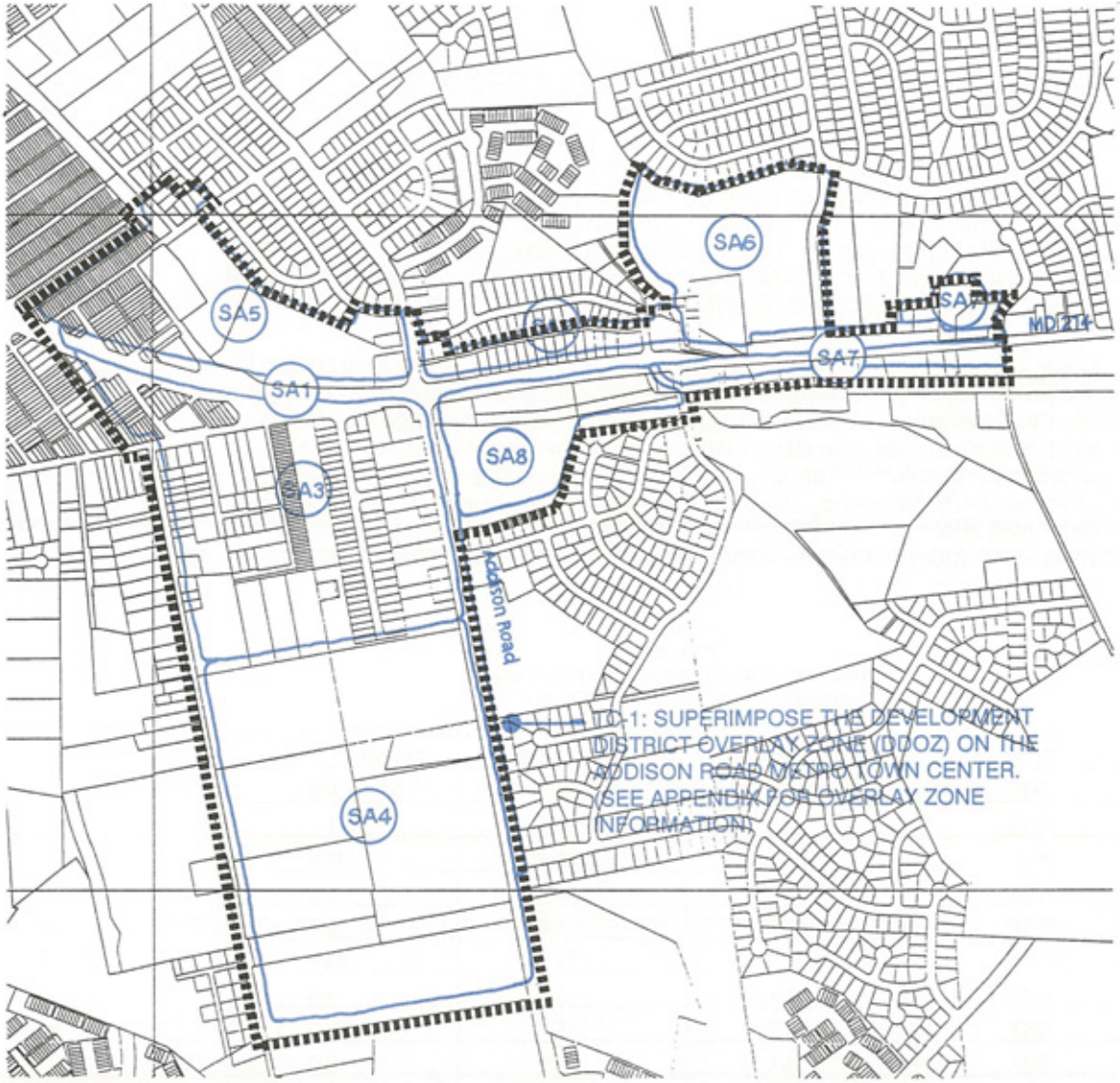
To implement the sector plan's policies and land use recommendations contained in the preceding chapters, many parcels of land must be rezoned to bring the zoning into conformance with the sector plan. The comprehensive rezoning process (via the SMA) provides the most appropriate mechanism for the public sector to achieve this. As such, the SMA is approved as an amendment to the official Zoning Map(s) concurrently with master plan approval.

The approved SMA includes 20 zoning changes and results in a new zoning inventory (Table 13). The comprehensive rezoning proposal is organized using the town center's subareas (Map 30). Specific approved zoning changes are shown on individual subarea maps and described on the accompanying Table 14. Table 14 contains a column entitled "Pending ZAP," which indicates pending zoning application petitions (ZAP). No zoning applications were pending during the SMA process. The page size zoning change maps and the approved SMA zoning shown on the plan map are included in this report for illustrative purposes only. The 1"=200' scale zoning maps represent the official zoning boundaries.

Table 13
Existing and Approved Zoning Inventory
Addison Road Metro Town Center
(acres)

Zone	Existing Zoning	Net Change	Approved Zoning
R-R	87.2	-87.2	0.0
R-55	41.5	+59.7	101.2
R-T	21.9	+25.6	47.5
R-20	0.0	+8.1	8.1
R-18	1.6	-1.6	0.0
C-S-C	22.9	+11.9	34.8
C-M	7.4	-3.1	4.3
C-O	25.7	-5.7	20.0
C-2	1.1	-1.1	0.0
I-1	4.6	-4.6	0.0
I-2	2.0	-2.0	0.0
Subtotal	215.9	0.0	215.9
Right-of-Way	28.4	0.0	28.4
Total	244.3	0.0	244.3

Source: M-NCPPC, October 2000.



LEGEND

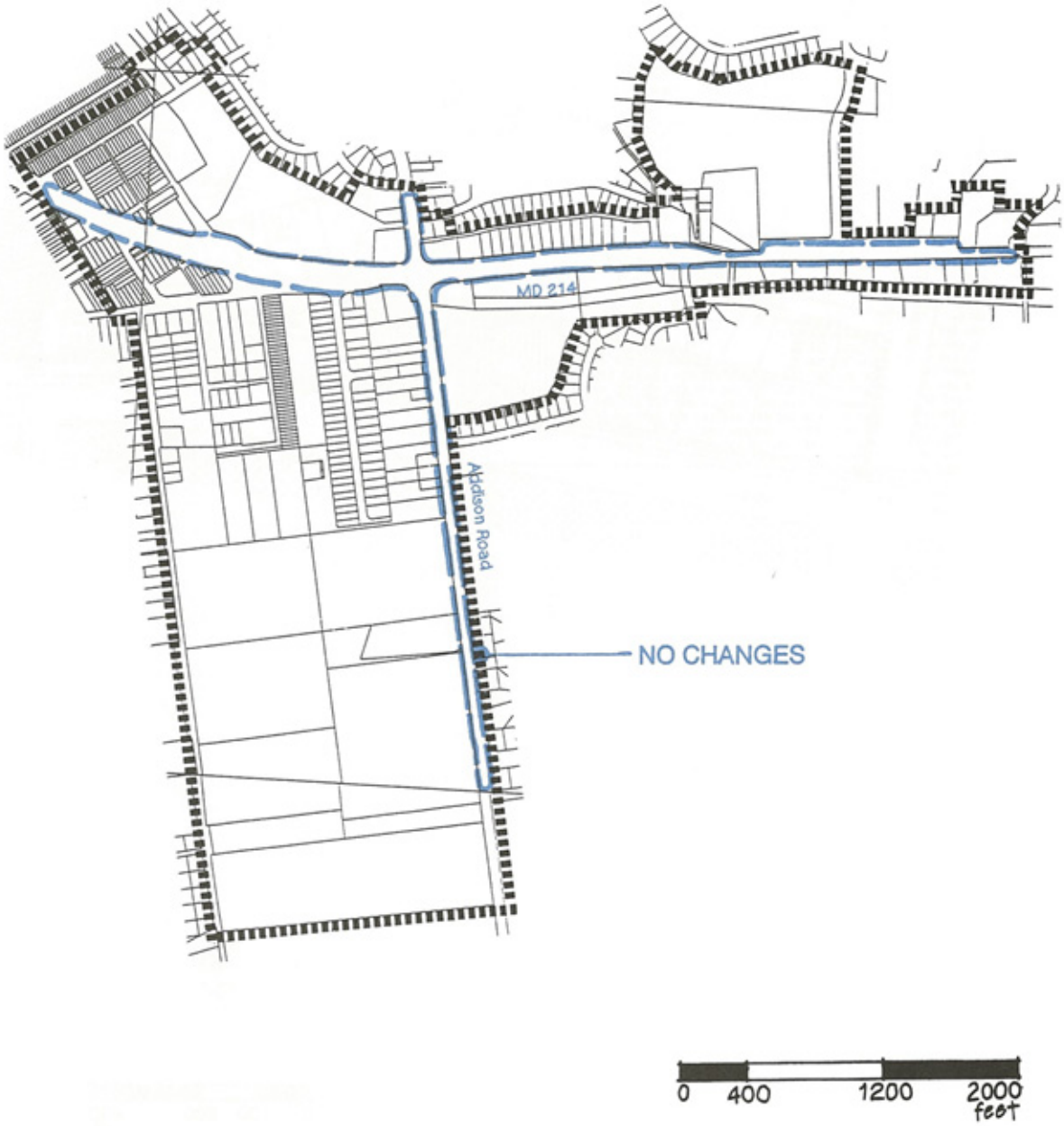
- TC1 — SMA and overlay zone boundary
- SA1 — MD 214/ Addison Road
- SA2 — Metro North
- SA3 — Metro West (Town Commons)
- SA4 — Addison South (Town Commons)
- SA5 — Addison Plaza West
- SA6 — Baber Village
- SA7 — Central East
- SA8 — Metro station

0 400 1200 2000 feet

MAP 30 TOWN CENTER SUBAREAS & OVERLAY ZONE BOUNDARY

Urban Boulevard

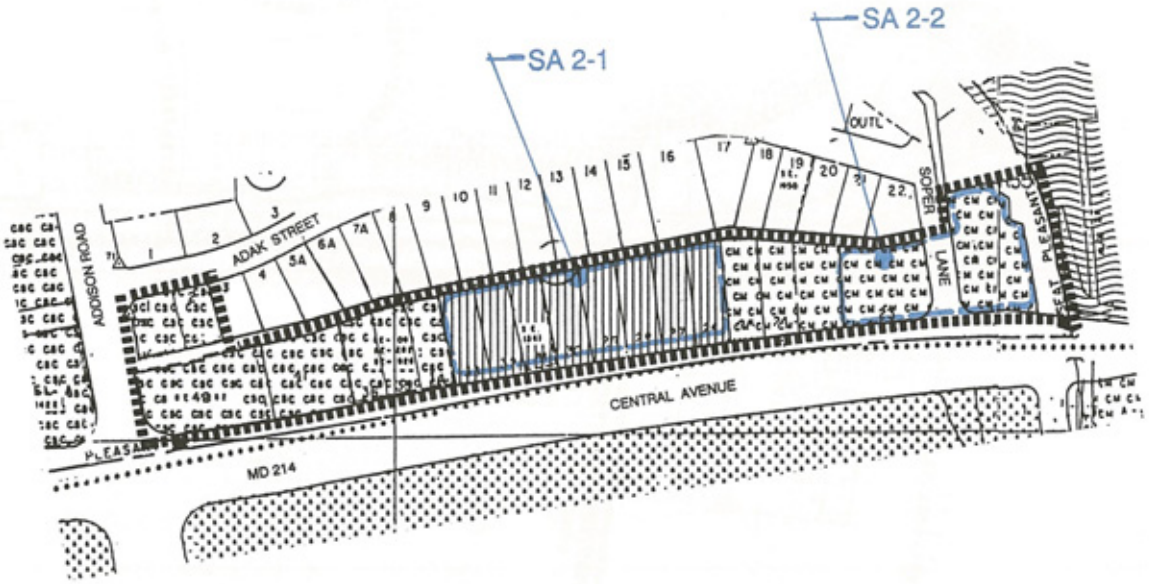
An attractive street environment to define the image of the Town Center...



SUBAREA 1 (SA 1)
PROPOSED ZONING CHANGES

Metro North

Retail and office redevelopment adjacent to the Metro station...



SA 2-1: R-18 to C-S-C
SA 2-2: C-M to C-S-C

0 100 200 400 feet

SUBAREA 2 (SA 2)
PROPOSED ZONING CHANGES

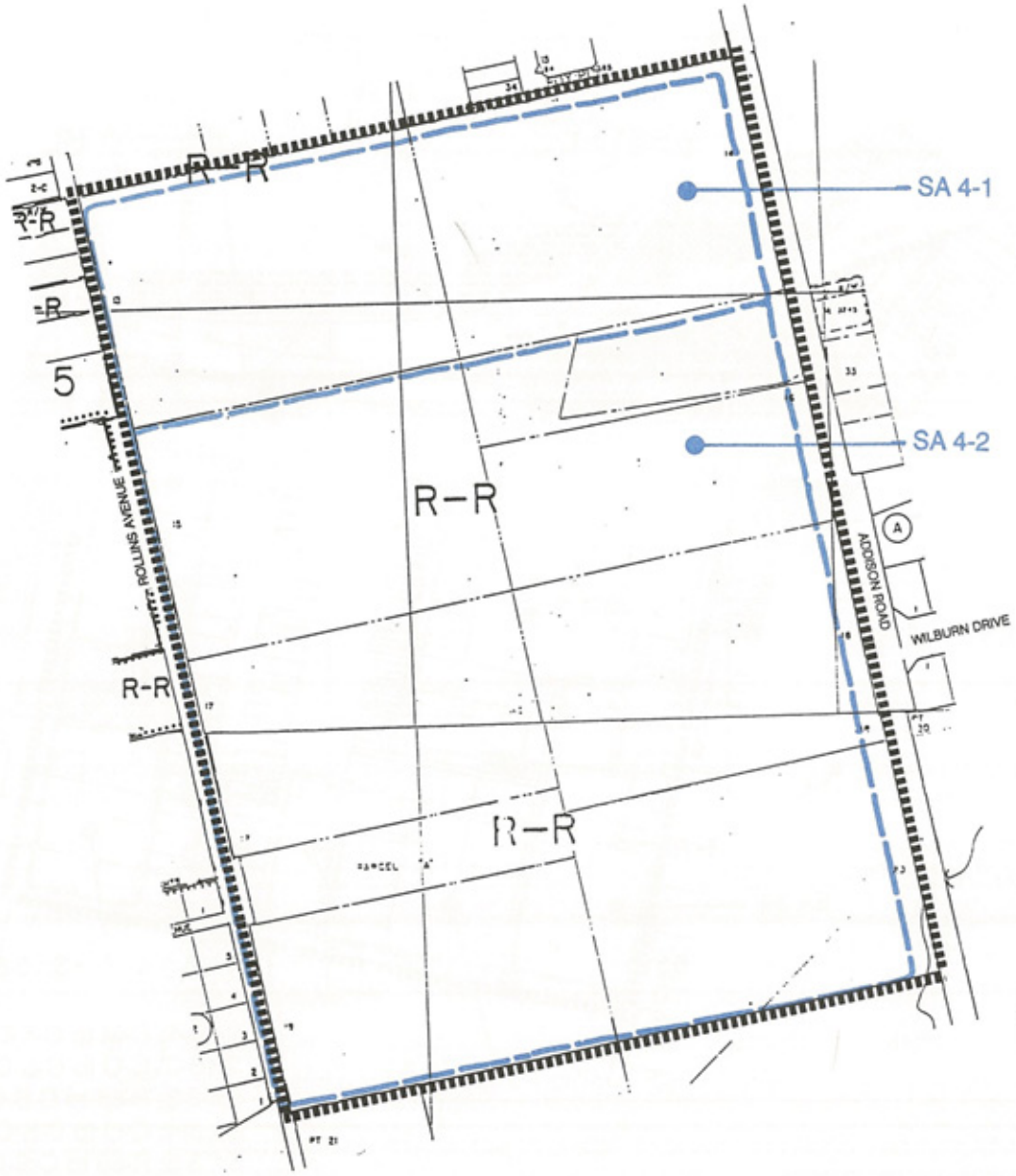
Metro West (Town Commons)

A new neighborhhood with a pedestrian-oriented main street to anchor the Town Center...

SUBAREA 3 (SA 3)
PROPOSED ZONING CHANGES

Addison South (Town Commons)

A new single-family neighborhood close to the Metro station and main street...



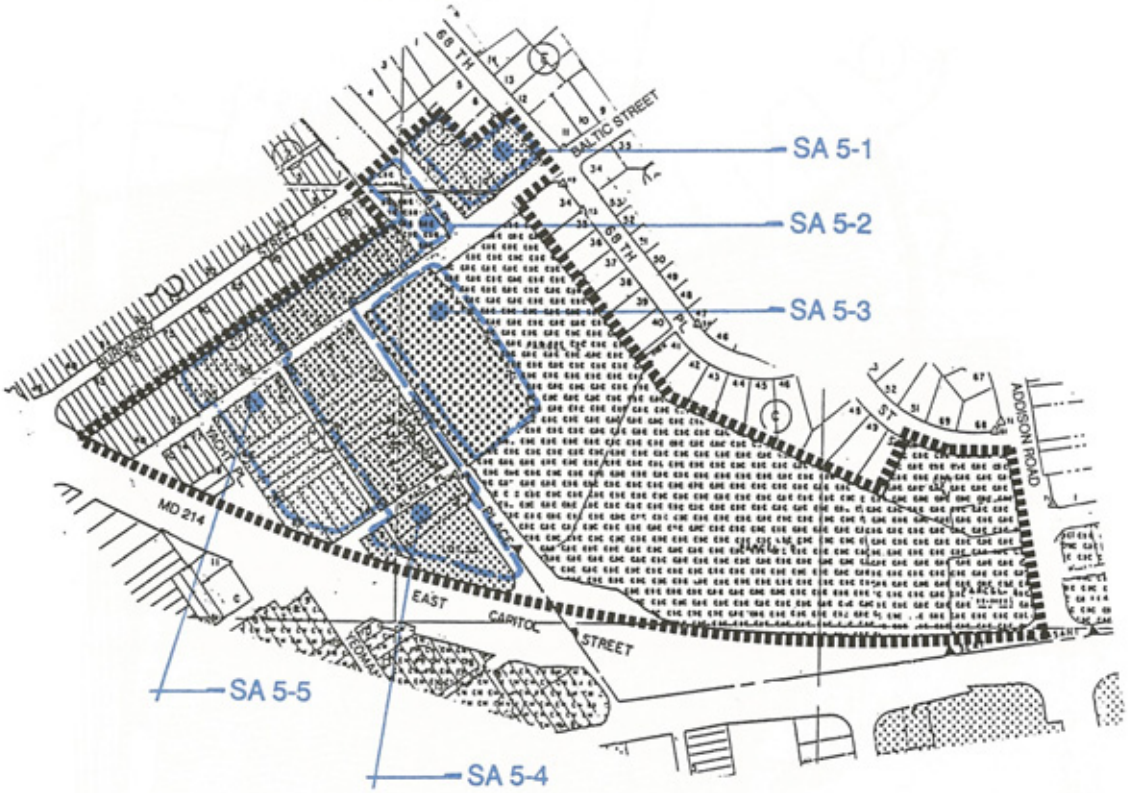
SA 4-1: R-R to R-T
SA 4-2: R-R to R-55

0 100 200 400 feet

SUBAREA 4 (SA 4)
PROPOSED ZONING CHANGES

Addison Plaza West

A new single-family neighborhood to support the Metro station and the Town Center...



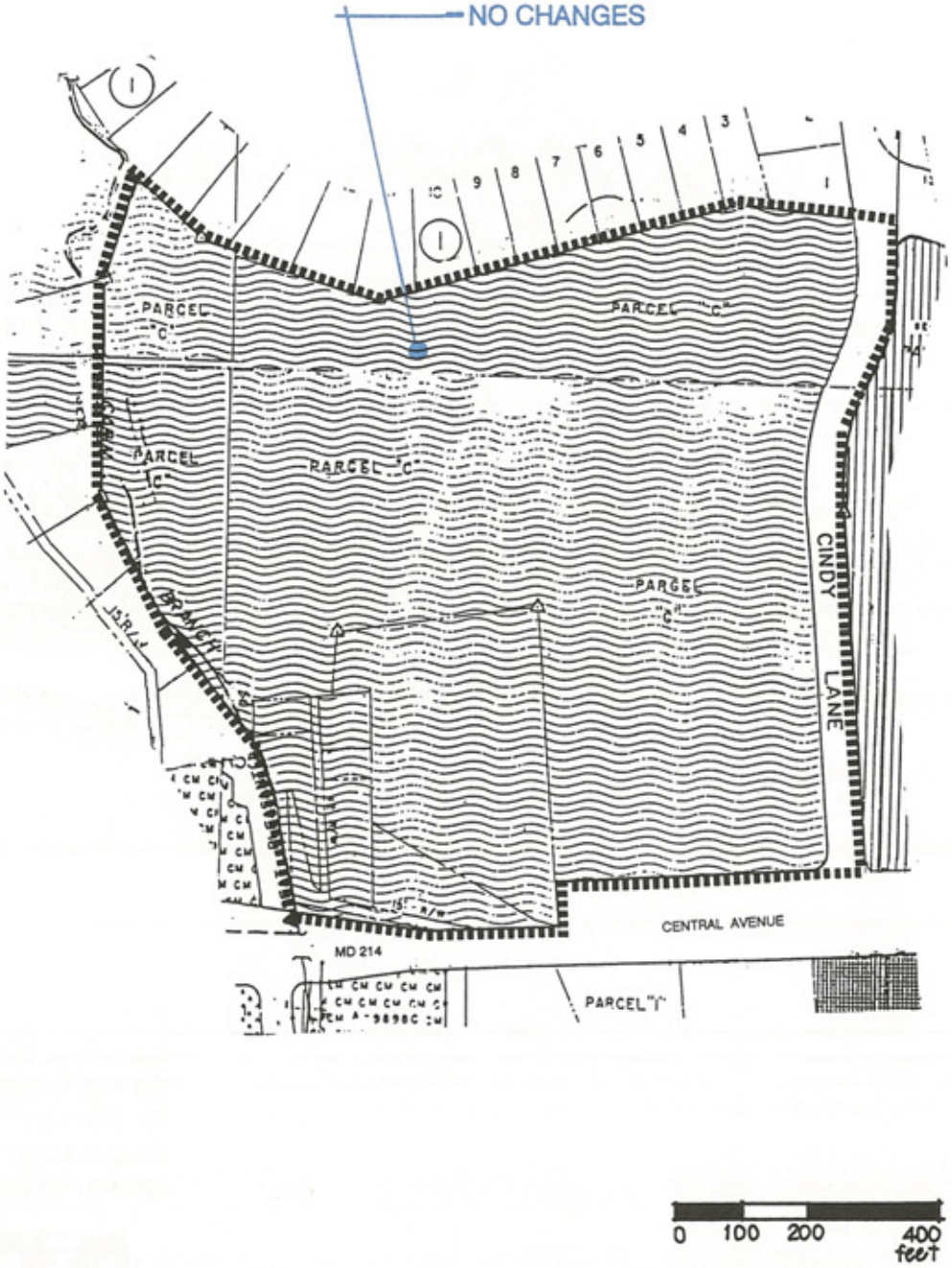
SA 5-1: I-1 to R-55
SA 5-2: C-S-C to R-55
SA 5-3: I-2 to R-20
SA 5-4: I-1 to R-20
SA 5-5: C-O to R-20

0 100 200 400 feet

SUBAREA 5 (SA 5)
PROPOSED ZONING CHANGES

Baber Village

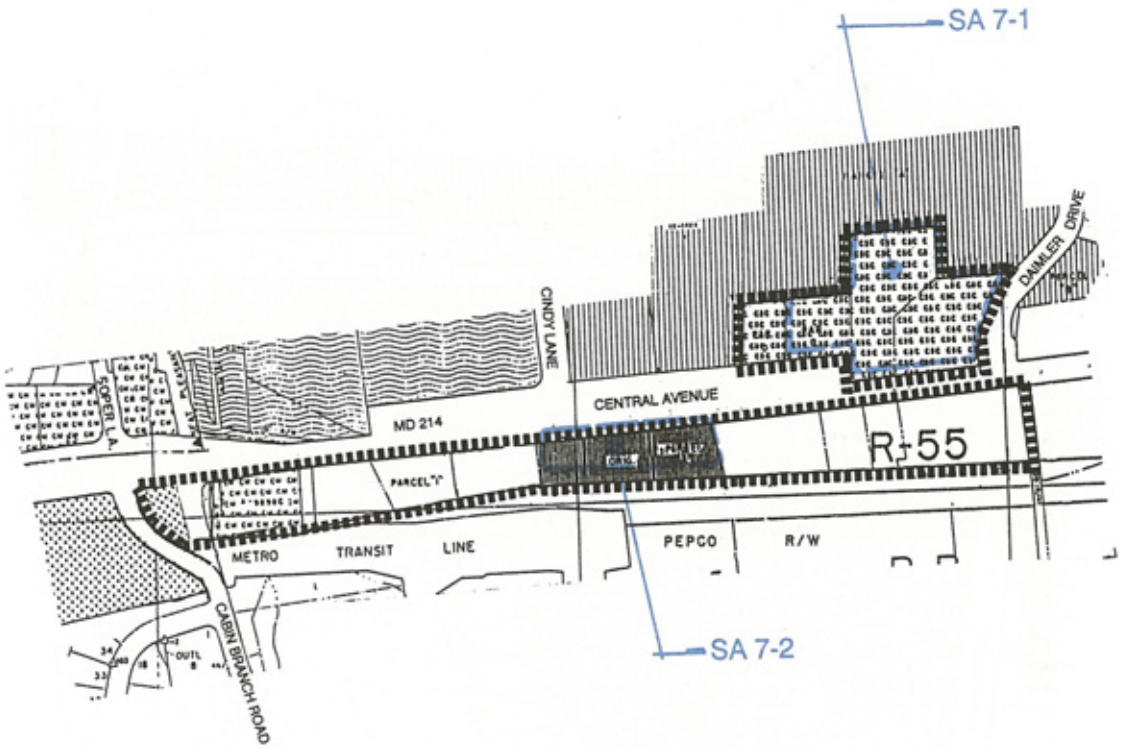
A new single-family neighborhood near the Metro station and the Town Center...



SUBAREA 6 (SA 6)
PROPOSED ZONING CHANGES

Central East

Gateway to the Town Center with compatible residential and commercial development...



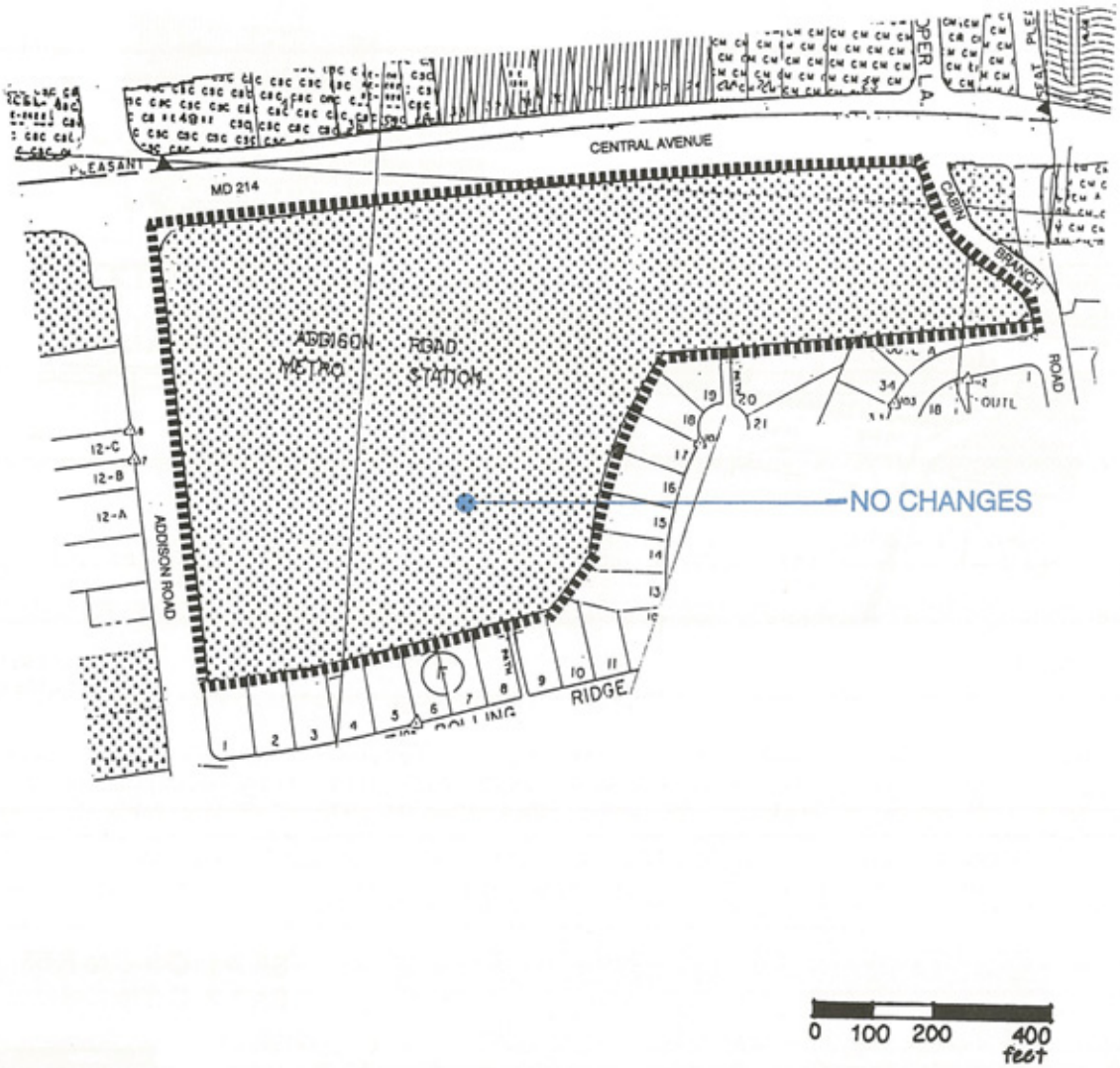
SA 7-1: C-S-C to R-55
SA 7-2: C-2 to C-S-C

0 100 200 400 feet

SUBAREA 7 (SA 7)
PROPOSED ZONING CHANGES

Metro Station

An identifiable focus for a successful Town Center...



SUBAREA 8 (SA 8)
PROPOSED ZONING CHANGES

Table 14
APPROVED ZONING CHANGES
ADDISON ROAD METRO TOWN CENTER

Change Number	Zone Change	Area of Change	Approved SMA/ZAP/SE Number	Date	Pending ZAP	200' Scale Index Maps
TC-1	Superimpose D-D-O	244.3± ac.	SMA SMA	3/4/86 7/27/93	– –	201NE5R, 6L, 6R 201SE5R, 6L, 6R 202SE6L

Use and Location:
All uses within the Addison Road Metro Town Center. For boundary description see the resolution of initiation of the SMA (CR 35-1998).

Discussion:
The Development District Overlay Zone (DDOZ) is recommended to ensure that development of land in the town center meets the goals established in the plan (see Appendix A).

SA2-1	R-18 to C-S-C	1.6± ac.	SMA SE1361 (law office)	7/27/93 6/17/66	–	201SE6L, 6R

Use and Location:
Apartments (includes law office), and vacant land, located on the north side of Central Avenue across from the Addison Road Metro Station. (Tax Map 73, Grid B-1 and B-2, Addison Heights Subdivision, SDAT 2107/Plat 21-75, Block C, Lots 26-33.)

Discussion:
The C-S-C Zone is recommended in accordance with the sector plan proposal for redevelopment of Metro North into a mix of new retail and office uses.

SA2-2	C-M to C-S-C	1.3± ac.	SMA	7/27/93	–	201SE6L

Use and Location:
Auto related uses (former Silver Auto Care, residence [previously used for auto repair] and Palmer Car Service), located on the north side of Central Avenue, east and west of its intersection with Soper Lane (Tax Map 66, Grid D-4, Parcels 151 (p/o), 153; Tax Map 73, Grid D-1, Addison Heights Subdivision, Record Plat 21-75/SDAT 2107, Block C, Lot 23.)

Discussion:
The C-S-C Zone is recommended in accordance with the sector plan proposal for redevelopment of Metro North into a mix of new retail and office uses.

SA3-1	C-M to C-S-C	1.8 ± ac.	SMA	7/27/93		201SE5R 201SE6L

Use and Location:
Warehouse, Franklin Marble Co., 2 dwelling units located south of East Capitol Street, east of Yeoman Place, north of Old Central Avenue. (Tax Map 73, Grid B-1, Maryland Park Subdivision, Record Plat 1-21/SDAT 7619, Block 4, Lots 9 - 12 (part), 13-17, 18-20 (part); Block 5, Lots 1-6, 7½, 8, 13-14, 15-18 (part); SDAT 12185/Record Plat 121-085, Block 5, Lot 19.) Note: This change is intended to include all of Maryland Park, Blocks 4 & 5, located south of East Capitol Street.

Discussion:
The C-S-C Zone is recommended in accordance with the sector plan recommendation for retail/office uses.

Approved SMA/ZAP/SE

Change Number	Zone Change	Area of Change	Number	Date	Pending ZAP	200' Scale Index Maps
SA3-2	C-O to C-S-C	1.9± ac.	SMA	3/4/86	–	201SE6L

Use and Location:
Vacant land (owned by Prince George's County), located in the southwest quadrant of MD 214 and Addison Road South, and east of Zelma Avenue. (Tax Map 73, Grid C-1, Parcels 86, 377; Kings Seat Pleasant Subdivision, SDAT 1506/Record Plat 16-61, Section B, Lots 1 - 4).

Discussion:
The C-S-C Zone is recommended in accordance with the sector plan recommendation for retail/office uses.

SA3-3	R-55 to C-S-C	3.5± ac.	SMA	3/4/86	–	201SE6L

Use and Location:
Single-family dwelling units, located west of Addison Road South, opposite Metro Station (Tax Map 73, Grid C-1, Parcels 87, 88, 90; Murdock Whiting Subdivision, SDAT 0020/Record Plat 4-89, Lots 12A - 12C.)

Discussion:
The C-S-C Zone is recommended in accordance with the sector plan recommendation for retail/office and public uses and in accordance with the SMA public land policy.

SA3-4	C-O to C-S-C	1.4± ac.	SMA	3/4/86	–	201SE6L

Use and Location:
Clinic and undeveloped land located west of Addison Road South, north of its intersection with Rolling Ridge Drive (Tax Map 73, Grid C-1, Parcels 91 and 92.)

Discussion:
The C-S-C Zone is recommended in accordance with the sector plan recommendation for retail uses.

SA3-5	R-55 to C-S-C	3.0 ± ac.	SMA	3/4/86	–	201SE6L

Use and Location:
Single-family dwelling units, located west of Addison Road South, south of its intersection with Rolling Ridge Drive (Tax Map 73, Grid C-1, Parcels 40, 93, 94, 96, 98 and 99.)

Discussion:
The C-S-C Zone is recommended in accordance with the sector plan recommendation for retail/office uses.

SA3-6	R-55 to R-T	1.9± ac.	SMA	3/4/86	–	201SE6L

Use and Location:
Scattered single-family dwelling units, located approximately 130 feet south of the intersection of Yolanda Avenue and Elder Street (Tax Map 73, Grid C-1, Parcels 19, 76 (part), 83 (p/o), and 84.)

Discussion:
The R-T Zone is recommended in accordance with the sector plan recommendation for low-urban residential uses.

SA3-7	R-R to R-T	3.9± ac.	SMA	3/4/86	–	201SE6L

Use and Location:
Single-family dwelling units, located approximately 130 feet south of Elder Street. (Tax Map 73, Grids B-1 and C-1, Part of Parcels 73 and 76; Kelly's Subdivision, SDAT 17591/Record Plat 175-91, Part of Lots 1 and 2.)

Discussion:
The R-T Zone is recommended in accordance with the sector plan recommendation for low-urban uses.

Approved SMA/ZAP/SE

Change Number	Zone Change	Area of Change	Number	Date	Pending ZAP	200' Scale Index Maps
SA3-8	R-R to R-55	4.6± ac.	SMA	3/4/86	–	201SE6L

Use and Location:
Church (Kingdom Hall of Jehovah Witnesses), and scattered single-family dwelling units, located on the east side of Rollins Avenue, west of Elder Street. (Tax Map 73, Grid B-1, Parcel 63; Addition to Lyndon Hill Subdivision, SDAT 7586/Record Plat 75-62, Lot 25.)

Discussion:
The R-55 Zone is recommended in accordance with the sector plan recommendation for medium-suburban residential and public/quasi-public uses, and in accordance with the SMA public land policy.

SA4-1	R-R to R-T	19.8± ac.	SMA	3/4/86	–	201SE6L

Use and Location:
Scattered single-family dwelling units, located between Rollins Avenue and Addison Road south approximately 1,350 feet south of MD 332. (Tax Map 73, Grids B-1, B-2, C-1, C-2, Parcels 150 and 151.)

Discussion:
The R-T Zone is recommended in accordance with the sector plan recommendation for low-urban residential uses in Addison South.

SA4-2	R-R to R-55	58.9± ac.	SMA	3/4/86	–	201SE6L 202SE6L

Use and Location:
Scattered single-family dwelling units, Church (New Born Church of God) and homeless shelter (Prince George's House), located between Rollins Avenue and Addison Road South approximately 1,900 feet south of MD 332. (Tax Map 73, Grids B-2, B-3, C-2, C-3, Maryland Park Christian Church Subdivision, SDAT 5260/Record Plat 51-87, Parcel A; Parcels 391, 152, 153, 154, 155, 156, 158.)

Discussion:
The R-55 Zone is recommended in accordance with the sector plan recommendation for medium-suburban residential uses in Addison South.

SA5-1	I-1 to R-55	0.9± ac.	SMA	7/27/93	–	201SE6L 201NE6L

Use and Location:
Auto service (Morgan's Auto Body), located in the northwest quadrant of the intersection of 69th Place and Baltic Street (Tax Map 66, Grid B-4, Seat Pleasant Subdivision, SDAT 1812/Record Plat 2-68, Block F, Lots 8-13).

Discussion:
The R-55 Zone is recommended in accordance with the sector plan's recommendation for medium-suburban residential development, which is compatible with the surrounding Seat Pleasant and Pleasantdale Subdivisions, both in the R-55 Zone. This zones create a nonconforming use. There is a significant public benefit that will result from bringing the zoning of this property into conformance with the recommendations of the sector plan due to the strategic location of this property in the town center.

SA5-2	C-S-C to R-55	0.5± ac.	SMA	7/27/93	–	201NE5R 201NE6L 201SE5R 201SE6L

Use and Location:
Vacant land (former railroad R-O-W), located west of 67th Place between Tolson Heights and Seat Pleasant subdivisions. (Tax Map 66, Grid B-4, P/O Parcel 232.)

Discussion:
The R-55 Zone is recommended in accordance with the sector plan recommendation for conversion of the R-O-W into a public trail, and in accordance with the SMA public land policy.

Approved SMA/ZAP/SE

Change Number	Zone Change	Area of Change	Number	Date	Pending ZAP	200' Scale Index Maps
SA5-3	I-2 to R-20	2.0± ac.	SMA	7/27/98	–	201SE5R, 6L

Use and Location:
Cement plant (Chaney Enterprises), located in the southeast quadrant of Baltic Street and Yost Place. (Tax Map 66, Grid B-4, Parcel 129.)

Discussion:
The R-20 Zone is recommended in accordance with the sector plan recommendation for high quality, low-urban residential uses in Addison Plaza West. This zone creates a nonconforming use. There is a significant public benefit that will result from bringing the zoning of this property into conformance with the recommendations of the sector plan due to the strategic location of this property in the town center.

SA5-4	I-1 to R-20	3.7± ac.	SMA	7/27/93	–	201SE5R, 6L

Use and Location:
Trucking company, various auto storage and repair uses, Metro Discount Auto located west of Yost Place, south and north of Baltic Place. (Tax Map 66, Grid B-4, Parcels 282, 283, 321, and 322, Tolson Heights Subdivision, Record Plat 1-7/SDAT 3822, Block 6, Lots 1-20; Maryland Park Subdivision, Record Plat 1-21/SDAT 7619, Block 1, Lots 10-24 and lots 30-33, Block 4, lots 1, 3, lots 6-8, Maryland Park Subdivision, Record Plat 22-38/SDAT 2161, Block 1, Lots 34-38, Maryland Park Subdivision, Record Plat 72-74/SDAT 7278, Block 4, Lot 35). Note: This change is intended to include all of Maryland Park, Block 4, north of East Capitol Street; the portion of Maryland Park, Block 1, between Yost Place and the alley; and Tolson Heights, Block 6, Lots 1-20.

Discussion:
The R-20 Zone is recommended in accordance with the sector plan's recommendation for high quality, low-urban residential uses in Addison Plaza West. This zone creates a nonconforming use. There is a significant public benefit that will result from bringing the zoning of this property into conformance with the recommendations of the sector plan due to the strategic location of this property in the town center.

SA5-5	C-O to R-20	2.4±ac.	SMA	7/27/93	–	201SE5R

Use and Location:
Calhoun Trucking, communications tower, residence, located north and south of Baltic Street and east of Yacht Place. (Tax Map 66, Grid B-4, Parcels 280, 281, Tolson Heights Subdivision, Record Plat 1-7/SDAT 3822, Block 6, Lots 21-32; Maryland Park Subdivision, Record Plat 1-21/SDAT 7619, Block 1, Lots 1-9, and 34-45.) Note: This change is intended to include all of Maryland Park, Block 1, between Yacht Place and the alley; and Tolson Heights, Block 6, Lots 21-32.

Discussion:
The R-20 Zone is recommended in accordance with the sector plan's recommendation for high quality, low-urban residential uses in Addison Plaza West. This zone creates a nonconforming use. There is a significant public benefit that will result from bringing the zoning of this property into conformance with the recommendations of the sector plan due to the strategic location of this property in the town center.

SA 7-1	C-S-C to R-55	2.6± ac.	SMA	7/27/93	–	201SE6R

Use and Location:
2 vacant lots, church (Teen Challenge), located along the north side of Central Avenue and west of Daimler Drive. (Tax Map 66, Grids D-4 and E-4, Parcels 162 and 163; Central Park Subdivision, SDAT 5905/Record Plat 59-32, Parcel C.)

Discussion:
The R-55 Zone is recommended in accordance with the sector plan's recommendation for public/quasi public uses and the SMA public land policy. This zone may create a nonconforming use. There is a significant public benefit that will result from bringing the zoning of this property into conformance with the recommendations of the sector plan due to the strategic location of this property in the town center.

SA 7-2	C-2 to C-S-C	1.2± ac.	SMA	3/4/86	–	201SE6R

Use and Location:
Car salon (park and ride, car wash) located along the south side of Central Avenue opposite Cindy Lane. (Tax Map 73, Grid D-1, Parcels, 112 and 384, Barbara J. Greer Subdivision SDAT 6064/Record Plat 60-77 Parcel A).

Discussion:
The C-S-C Zone is recommended in accordance with the SMA policy for conversion of the older C-1 and C-2 Zones to the newer use-oriented zones.

DEVELOPMENT DISTRICT STANDARDS

INTRODUCTION

The County Council of Prince George's County, which acts as the District Council in land use and zoning matters, has adopted the Development District Standards in this book for the Addison Road Metro (ARM) Town Center. The District Council acted with the advice and technical assistance of the Prince George's County Planning Board.

Property owners and citizens should consult the Addison Road Metro Town Center Development District Standards in this book, the *October 2000 Approved Sector Plan and Sectional Map Amendment (SMA) for the Addison Road Metro Town Center and Vicinity*, and the Prince George's County Zoning Ordinance and Subdivision Regulations, for zoning and land use regulations in the town center.

DEVELOPMENT DISTRICT OVERLAY ZONE (DDOZ)

In the sectional map amendment process, the Planning Board reviewed and the District Council approved the zoning of each property in the town center. A new overlay zoning classification, the Development District Overlay Zone (DDOZ), was placed on all town center properties.

All properties in the town center have a zoning classification, R-55, R-20, R-T, C-O, C-S-C, or C-M, whose regulations are in the Zoning Ordinance. All DDOZ properties also have specific DDOZ regulations, the ARM Town Center Development District Standards set out in this document. Where Development District Standards are inconsistent with underlying zoning regulations, the standards govern development of a property.

SECTOR PLAN AND STANDARDS

The Development District Standards implement the recommendations in the ARM Town Center Sector Plan. The sector plan offers a vision for the future of the town center, and it sets out goals and objectives for development.

The sector plan has specific recommendations for all eight subareas in the town center — Urban Boulevard (SA 1), Metro North (SA 2), Metro West (town commons) (SA 3), Addison South (town commons) (SA 4), Addison Plaza West (SA 5), Baber Village (SA 6), Central East (SA 7), and Metro Station (SA 8). The plan also

has illustrative concept plans to show the design intent for six of the eight subareas. The Development District Standards are based on the recommendations and design concepts for each subarea.

SECTOR PLAN SUMMARY

The sector plan should be consulted for more extensive discussions of goals and specific recommendations for each subarea.

The chief single purpose of the sector plan is to maximize the public benefits from the Addison Road Metro Station. Built on a widened and improved Central Avenue, the Addison Road station represents years of transportation planning and construction and millions of dollars of public investment. The station connects the ARM Town Center to the many employment, shopping, recreation, and business opportunities available to users of the Washington Metro System.

The sector plan sets out four primary goals:

First, revitalizing the town center with new, upscale residential and commercial development. The entire town center area is in need of revitalization, to attract new businesses and residents.

Second, promoting transit-oriented development near the Metro Station. Transit-oriented development serves Metro users, not the automobile.

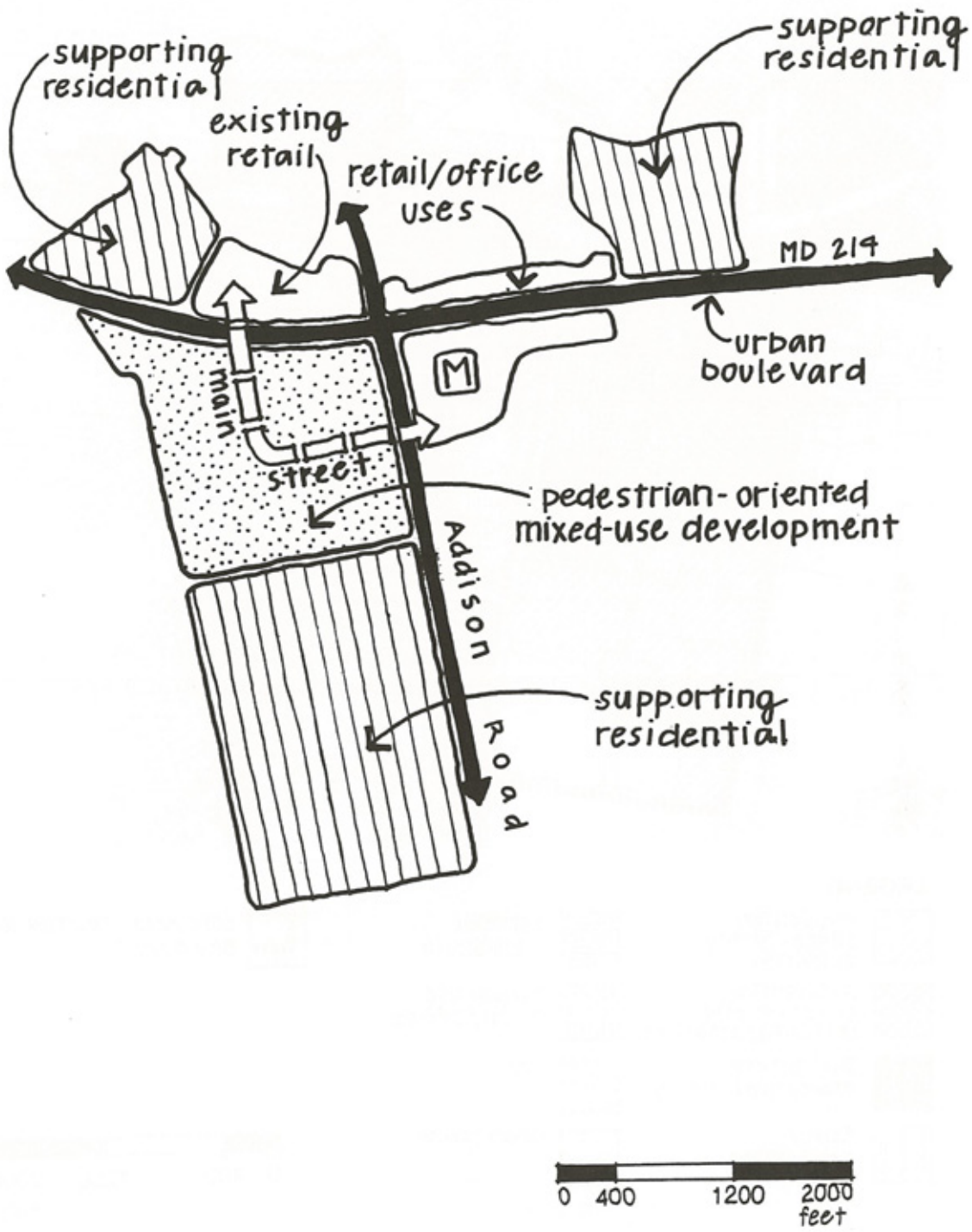
Third, promoting pedestrian-oriented development. Pedestrian-oriented development aids Metro users and will encourage pedestrians to use residential and commercial properties near the Metro station.

Fourth, promoting compact development in the form of a town center, with a town commons area at Addison Road and MD 214, next to the Metro station. Compact development, with higher development densities favoring Metro users and pedestrians, offers the benefits of the Metro station to the greatest number of residents and businesses.

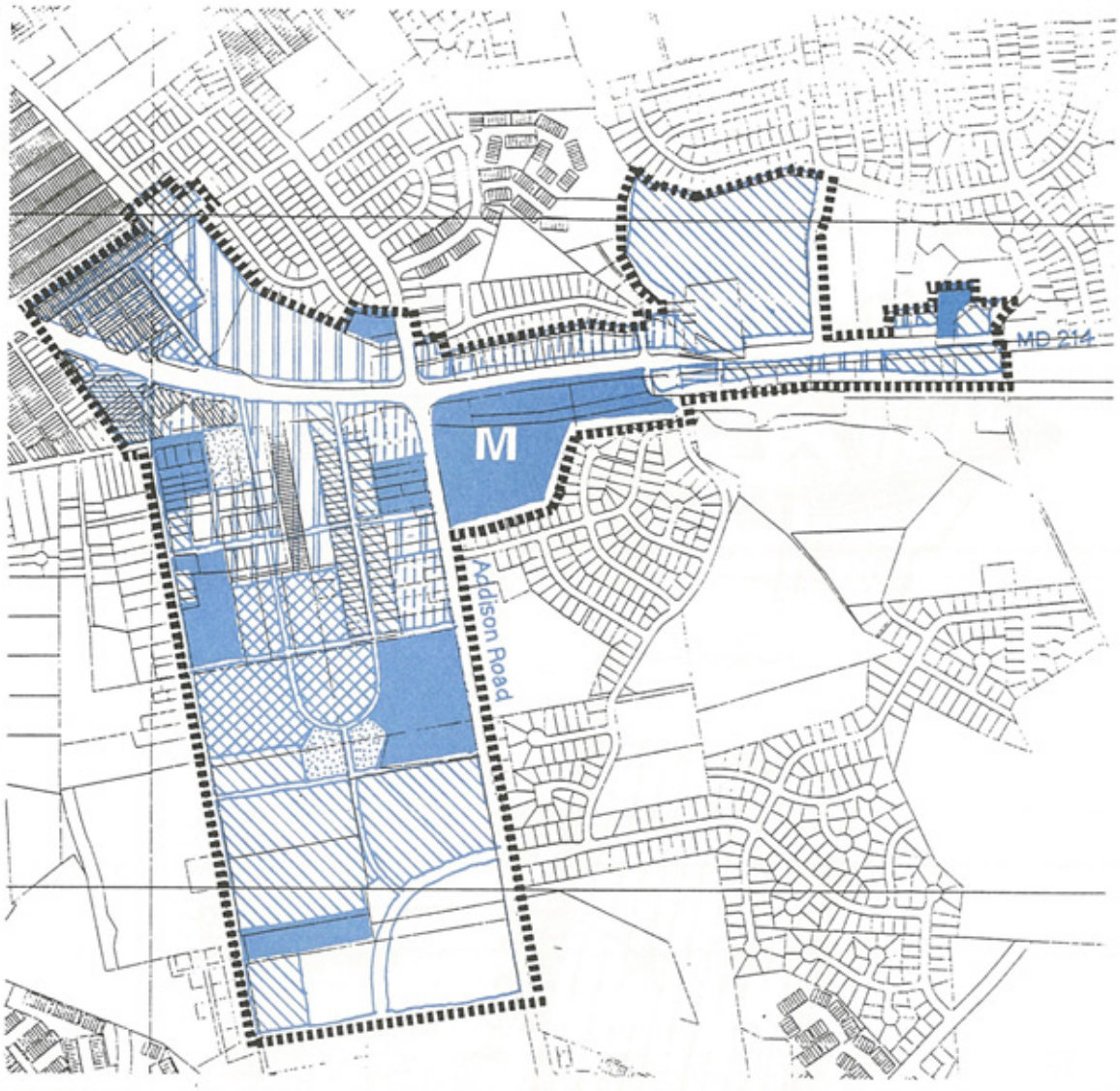
The concept of a town center is the unifying vision for the area covered by the ARM Town Center Sector Plan (see Maps DDS-1 and DDS-2). The town center concept calls for a broad mix of uses, including housing, shops, work places, schools, parks, and civic facilities. All are essential to well-planned development in an urbanized area. A town green and public amenities in a central location define space for social and community activities for town center residents and businesses.

The sector plan sets out spatial and physical relationships between the Metro station and the town center, particularly the town commons. The town center offers a street environment oriented to pedestrians, with sidewalks on all streets, buildings close to the street, and appropriate signs and safety devices. When realized, the sector plan concept will minimize automobile impacts while affording pedestrians and Metro users opportunities to visit many places in single trips.

The town commons consists of the Metro West and Addison South subareas, and sits at the core of the ARM Town Center. The sector plan proposes the town commons for the most compact mix of uses: moderate to high-density residential



DDS-1 TOWN CENTER–GENERALIZED LAND USE



LEGEND

- Residential/ Single-family detached
- Residential/ Single-family detached/attached
- Institutional Public/Quasi-Public
- Retail/ Commercial
- Service/ Commercial
- Mixed-Use Retail/Office
- Park
- Open space
- Core Area/ Town Center Boundary

0 400 1200 2000 feet

DDS-2 TOWN CENTER–DETAILED LAND USE

development, nearby commercial businesses serving residents and Metro users, and a continuous network of narrowed streets oriented to pedestrians. Town commons streets will branch off a central "spine" roadway, the L-shaped main street connecting Addison Road and MD 214.

PHASING IN THE TOWN COMMONS

The sector plan and sectional map amendment make significant zoning changes in the ARM Town Center. The SMA, approved in October 2000, reclassified properties along Addison Road and MD 214. The sector plan proposes future rezonings within the town commons interior, after appropriate streets are in place.

It is critical to design and develop the town commons area with a comprehensive and unified plan. This area will have the most significant redevelopment. If the town commons is redeveloped with an appropriate mix of residential uses and commercial businesses at densities suitable for pedestrians and Metro users, the entire town center may be revitalized. But if future rezonings take place in isolation, without reference to a unified vision and design concept, then compact development necessary for residents and businesses will not occur, and revitalization will be hampered.

The sector plan recommends the following steps before town commons properties are rezoned to higher-density commercial or residential classifications. The preferred town commons alternative is development of appropriate pedestrian-oriented commercial uses. The other viable alternative is single-family detached/attached development.

COMMERCIAL USES (PREFERRED ALTERNATIVE)

1. MD 332 (Old Central Avenue) east of Rollins Avenue must be closed.

2. The Lyndon Hill Elementary School buildings and grounds must be converted to appropriate adaptive uses, or new uses or structures must be located there.

3. A study must indicate adequate market support for new, upscale commercial uses along the L-shaped main street.

4. The L-shaped main street must have full public funding, be shown in the first year of the CIP, or have full private funding.

TOWNHOUSE USES (OTHER ALTERNATIVE)

5. A market study should indicate inadequate support in the foreseeable future for upscale commercial uses along the L-shaped main street.

6. The L-Shaped main street must have full public funding, be shown in the first year of the CIP, or have full private funding.

APPLICABILITY OF STANDARDS AND THE SITE PLAN REVIEW PROCESS

New development in the ARM Town Center Development District must comply with the approved Development District Standards. Compliance must be shown in the site plan review process.

Under the Zoning Ordinance, development is any activity which materially affects the condition or use of land. Redevelopment, rehabilitation, and renovation of existing structures are all forms of development. A change from a lower intensity to a higher intensity use, as indicated in Table II in Section 4.7 of the *Landscape Manual*, is also a form of development.

Development described in the exemptions below need not meet the Development District Standards and is not subject to site plan review.

1. **Legally existing development**. Until a development proposal is submitted, all buildings, structures, and uses which were lawful and not nonconforming on the date of SMA approval are exempt from the standards and site plan review, and are not nonconforming.

2. **Legally existing parking and loading**. Until a development proposal is submitted, all parking and loading spaces in Metro North and Metro West which were lawful and not nonconforming on the date of SMA approval are exempt from the standards and site plan review, need not be reduced, and are not nonconforming.

3. **Single-family residential development**. All additions to single-family residential development are exempt, if the residential use continues.

4. **Multifamily residential development**. An addition to a multifamily residential structure which was lawful and not nonconforming on the date of SMA approval is exempt from the standards and site plan review, if the addition does not increase the gross floor area (GFA) by more than 10 percent or 1,000 square feet, whichever is less.

5. **Nonresidential development**. An addition to a nonresidential structure which was lawful and not nonconforming on the date of SMA approval is exempt from the standards and site plan review, if the addition does not increase the GFA by more than 10 percent or 5,000 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 standards and site plan review, if the facilities were lawful and not nonconforming on

the date of SMA approval, will not add new spaces, and remain in conformance with all previously applicable regulations.

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 standards and site plan review, if it meets the requirements in Section 27-243(a)(1) of the Zoning Ordinance.

   b. Except for improvements listed in number nine (9), a property owner may not expand a certified nonconforming use, or a use or structure which was lawful on the date of SMA approval but does not conform to the 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. **Signs.**

   a. If a sign's size or height is not increased, sign refacing or replacement in kind is exempt.

   b. Signs in a development requiring detailed site plan will be reviewed as part of the site plan process. Other signs will be reviewed in the permit review process for compliance with the standards.

9. **General.** The following are exempt if the existing or proposed use is permitted and meets the Development District Standards for parking:

   a. Permits for alteration or rehabilitation, with no increase of the existing gross floor area

   b. Canopies

   c. Fences

   d. Decks

   e. Ordinary maintenance

   f. Changes in occupancy

SITE PLAN SUBMITTAL REQUIREMENTS

For properties in the ARM Town Center Development District, site plan submittal requirements are the same as those in Part 3, Division 9, of the Zoning Ordinance. In addition, all site plan applications must include architectural elevations which demonstrate compliance with building design standards.

USES

The uses allowed on property in the ARM Town Center Development District are the same as those allowed in a property's underlying zone (R-55, R-20, R-T, C-O, C-S-C, or C-M), except as modified in the use tables. The use tables (see Tables 15 and 16) modify the Zoning Ordinance use tables by restricting uses, normally by prohibiting a use the Zoning Ordinance permits.

DEVELOPMENT DISTRICT STANDARDS

The standards are organized into three main categories and related topics which are described with text. Each category has a defined objective followed by the required standards. Corresponding illustrations are provided to demonstrate the intent of the standards.

As set forth in Section 27-108.01 of the Zoning Ordinance, "The words 'shall,' 'must,' 'may only' or 'may not' are always mandatory and not discretionary. The word 'may' is permissive." "The 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." The word "should" is a directive but not necessarily mandatory.

SITE DESIGN

S1. Vehicular Circulation/Access
S2. Parking Areas
S3. Building Siting and Setbacks
S4. Buffers and Screening
S5. Freestanding Signs

PUBLIC AREAS

P1. Road Network
P2. Sidewalks, Trails and Crosswalks
P3. Street Furniture
P4. Trees and Plantings
P5. Lighting
P6. Utilities

BUILDING DESIGN

B1. Height, Scale and Massing
B2. Roofs
B3. Materials and Architectural Details
B4. Window and Door Openings
B5. Building Facades/Storefronts
B6. Lighting
B7. Signs
B8. Awnings
B9. Building Services
B10. Former Residential Buildings in Commercial Use

SITE DESIGN

S1. VEHICULAR CIRCULATION/ACCESS

OBJECTIVE:

To provide access to businesses/properties that is clearly defined and safe for motorists and pedestrians. The circulation pattern within parking lots shall be designed to facilitate clear vehicular movement and to ensure safe and convenient pedestrian access from parked cars to building entrance(s).

DESIGN STANDARDS:

A. Common, shared entrances (curb cuts) shall be utilized for access to non-residential property, wherever feasible, instead of individual entry points to each property. The amount of curb cuts used shall be minimized.

B. To minimize traffic conflicts, access to a property should be a sufficient distance away from major intersections.

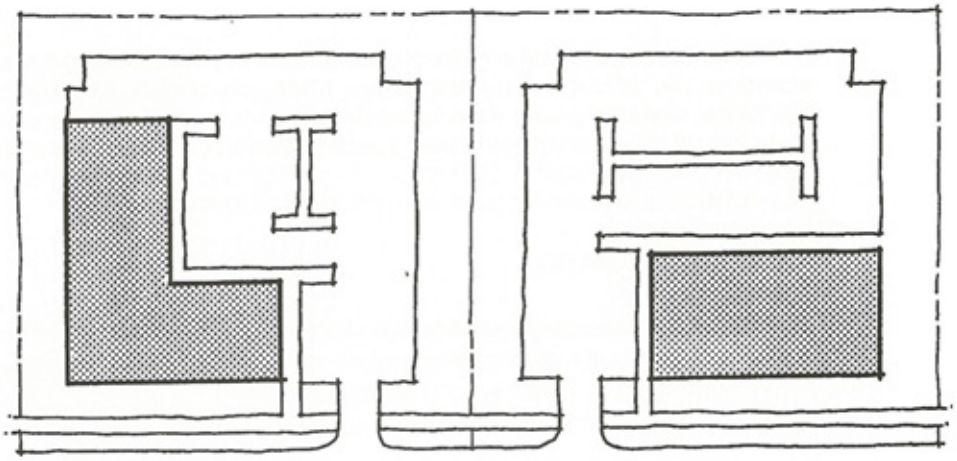
C. Vehicular entrance drives shall permit safe and clear pedestrian crossings. Sidewalk material(s) should continue across driveway aprons.

D. The width of entrance drives should be visually minimized, where appropriate, by the provision of a planted median of at least six feet in width separating incoming and outgoing traffic, especially if two or more lanes are provided in each direction.

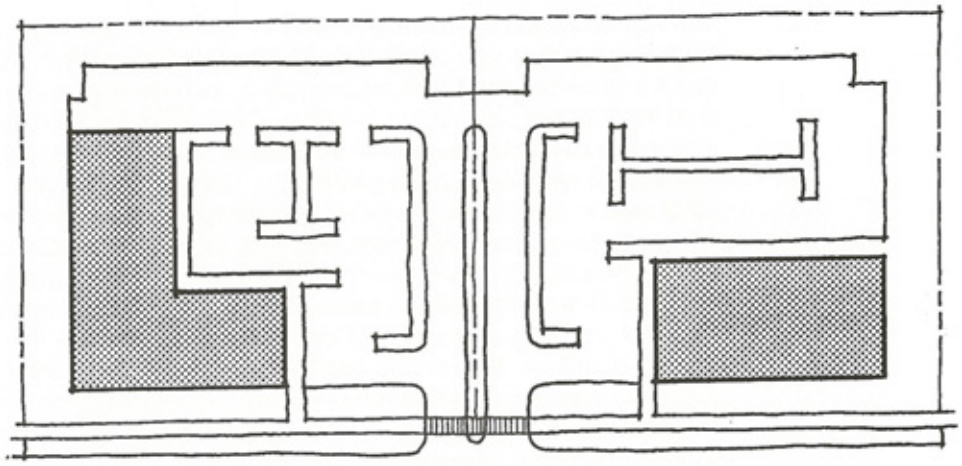
E. Clear internal vehicular circulation shall be provided to link all redeveloped parcels within **Metro North** together. The internal circulation route shall be located adjacent to MD 214.

SITE DESIGN

S1. VEHICULAR CIRCULATION/ACCESS



DON'T use multiple or separate entrances



DO use shared or common entrances.
DO provide a pedestrian connection across entry drives.
DO separate traffic flow with a planted median.

SITE DESIGN

S2. PARKING AREAS

OBJECTIVE:

To reduce the visual impact of parked cars in parking lots adjacent to all road corridors. To screen all parking areas from public view and rights-of-way with plantings, walls or fences. Alternative Compliance from the *Landscape Manual* may be required due to changes in use, space limitations, unusually shaped lots, as well as prevailing practices in the surrounding neighborhood for infill sites and for improvements and redevelopment in older communities.

DESIGN STANDARDS:

A. Surface parking lots should be located to the side or rear of buildings to reduce the visual impact of parked cars and large expanses of asphalt adjacent to roadways. The number of parking spaces located between buildings and the street frontage of roadways shall be minimized.

B. Shared parking lots shall be utilized, whenever possible, to reduce the amount of parking spaces needed. All shared lots shall be paved in the same material.

C. Concurrence of the Department of Public Works and Transportation (DPW&T) shall be sought for provision of on-street parking along the street network in the **town commons** (**Metro West** and **Addison South**).

D. Parking lots/spaces which are located adjacent to the right-of-way line or curb edge due to site constraints shall be screened from adjacent roadways and public areas with a continuous, low masonry wall in compliance with the Parking Lot Landscape Strip, Option 4 requirements in the *Landscape Manual*. A four-foot-wide landscape strip shall be provided between the right-of-way line and the parking lot. The wall should be between 36 to 42 inches in height and be faced on both sides with a masonry veneer. A masonry veneer may be constructed of brick, stone, precast concrete panels, split-face concrete masonry units or an equivalent material. Unfinished concrete block or poured-in place concrete are not acceptable materials. The low masonry wall shall be compatible in materials and design with nearby buildings. One shade tree per 35 linear feet of frontage, excluding driveway openings shall also be provided. Shrubs may be planted in front of the wall and between the shade trees to form a solid hedge within two growing seasons. Shrubs shall be installed at a minimum of 18 inches in height and 30 inches on center. Parking lots utilizing berms should be avoided.

E. Pedestrian zones (internal sidewalks) shall be well-illuminated and clearly delineated within parking lots. (See Public Areas/Sidewalks, Trails and Crosswalks.)

SITE DESIGN

S2. PARKING AREAS

F. Single, large surface parking lots are not permitted. Instead, parking shall be provided in smaller defined areas separated by planted medians.

G. Parking lots shall include islands with shade trees to reduce glare, provide shade and visual relief from large expanses of asphalt pavement and shall comply with the *Landscape Manual*.

H. All parking lots shall be in compliance with the Americans with Disabilities Act (ADA).

I. Parking lots shall comply with the Perimeter Landscape and Interior Planting Requirements of the *Landscape Manual*.

J. Parking lots shall be well-illuminated to ensure safety. (See Public Areas/Lighting.)

K. The placement of parking lots should avoid creating isolated and remote areas.

L. All parking spaces shall have striped markings.

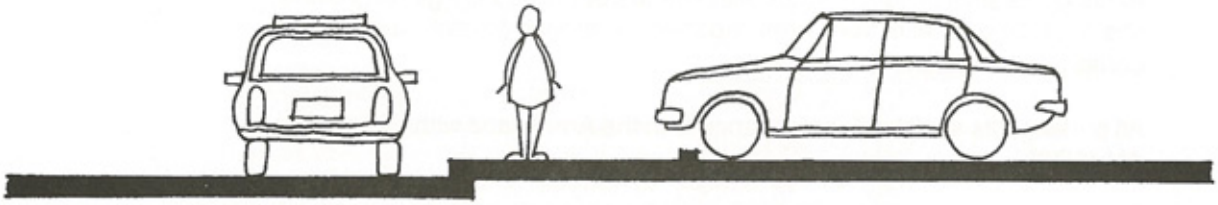
M. Concrete wheel stops shall be provided, where appropriate. Timber wheel stops are not permitted.

N. Parking garages shall utilize an architectural design vocabulary that incorporates similar quality building materials, color and massing with adjacent buildings.

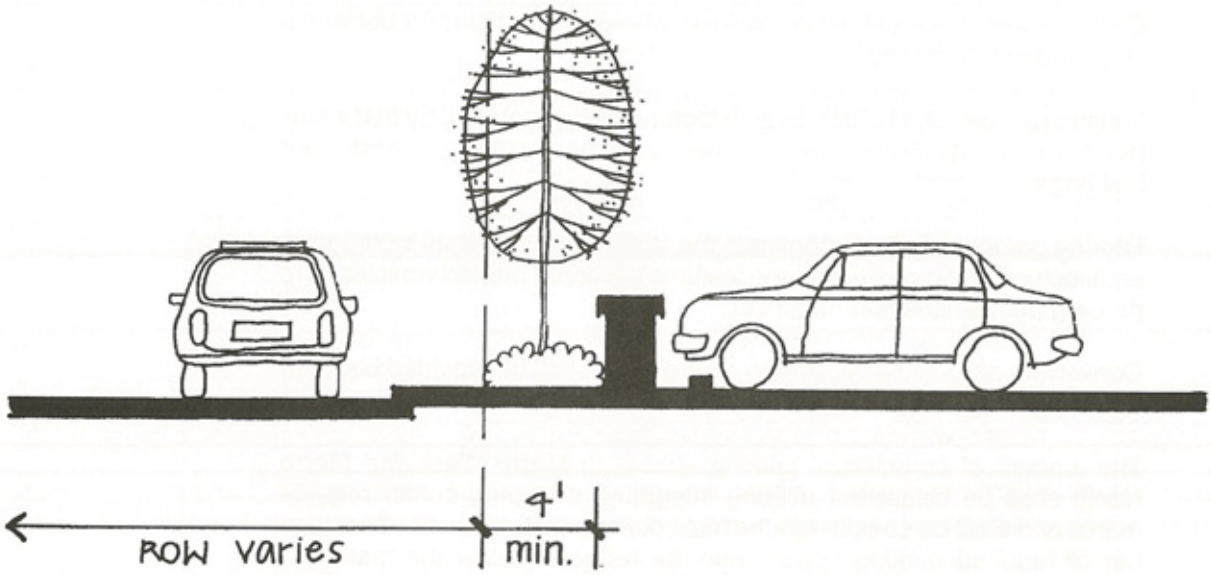
O. Parking garages shall not dominate the street edge and shall incorporate architectural design or landscape features to screen parked vehicles from passing pedestrians and motorists.

P. Convenient and visible pedestrian connections shall be provided between parking garages and adjacent buildings/destinations.

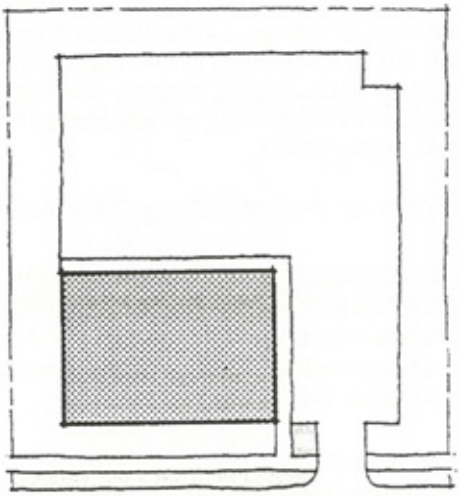
Q. The amount of commercial parking spaces in **Metro West** and **Metro North** shall be calculated utilizing integrated shopping center requirements and shall be considered the maximum quantity allowed. The number of required parking spaces may be reduced below the maximum quantity established by the Zoning Ordinance (but no less than one-half).



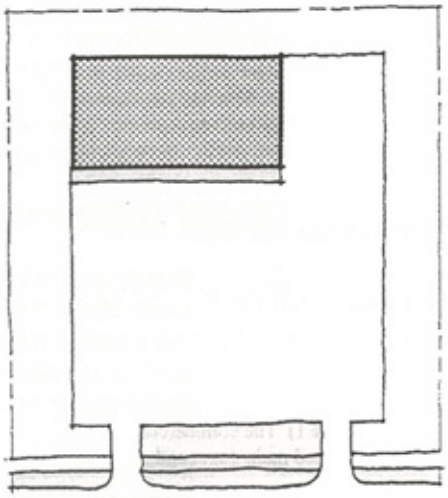
DON'T locate parking spaces adjacent to roadways and public areas without adequate buffers.



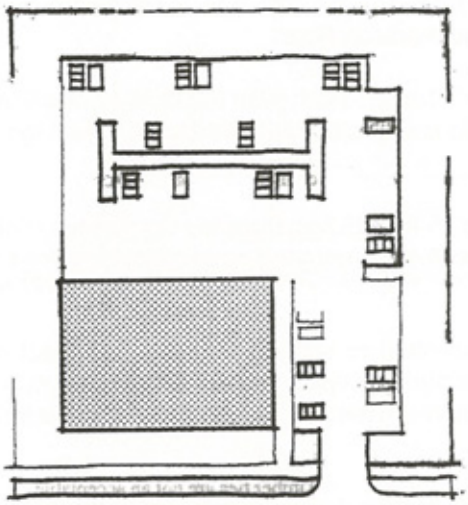
DO screen parked cars from roadways and public areas with a landscape strip containing a low masonry wall.



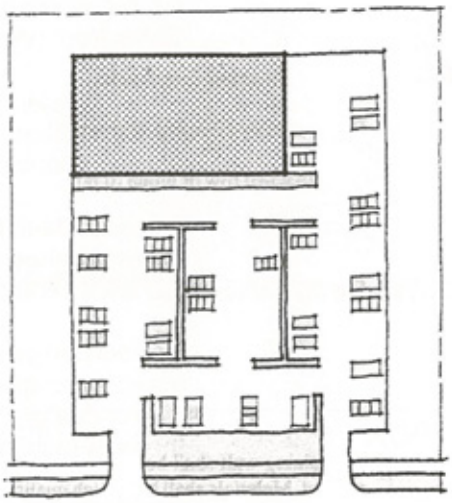
DO locate parking lots to the side or rear of a building



DON'T locate parking lots between a building and the street.



DO separate parking lots with planted medians and islands.



DON'T use one large parking lot.

SITE DESIGN

S3. BUILDING SITING AND SETBACKS

OBJECTIVE:

To provide a consistent setback close to the right-of-way line or street edge within an attached row or block of commercial buildings. Setbacks should maintain a continuous building edge to define the public zone of the street. This defined and close edge enlivens commercial areas by encouraging window shopping and streetside activity. Residential building setbacks from public streets should be minimized to encourage a more active street environment.

DESIGN STANDARDS:

A. Buildings shall be sited close to and face the street edge throughout the town center. The primary entrance to a building shall be clearly visible from the street. Prominent entrances are encouraged for architectural interest and as an element of scale and orientation. Primary building entrances from interior facing parking lots should be avoided.

B. Office, retail/commercial and institutional buildings located on the L-shaped main street and other internal streets within **Metro West** shall be built 12 feet from the curb edge in accordance with Type I Main Street (DDS-3). The commercial landscape strip requirements in the *Landscape Manual* shall be waived along the L-shaped main street and other commercial uses on internal streets within **Metro West**.

C. A front build-to line between 10 and 15 feet from the right-of-way line shall be established for office, retail/commercial and institutional buildings which front onto MD 214 and Addison Road.

D. A front build-to line between 10 and 15 feet from the right-of-way line shall be established for the single-family attached residential dwellings within the town center.

E. A front build-to line between 15 and 25 feet from the right-of-way line shall be established for the single-family detached residential dwellings within the town center.

F. Residential garages shall be sited to reduce their visual impact on the street. Alternatives should be pursued which locate the garage towards the side or rear of a lot, or at a minimum recess the garage at least six feet from the front building facade.

G. Residential dwellings shall front onto public streets, whenever possible.

H. In an attached row or group of buildings in a block, the number of vehicular connections from the front to the rear of the property should be minimized.

SITE DESIGN

S3. BUILDING SITING AND SETBACKS

I. Isolated, freestanding commercial buildings are not permitted along the L-shaped main street in Metro West except for buildings with frontage on MD 214 or Addison Road.

J. Drive-thru windows for any use are not permitted in the town center.

K. Buildings in **Metro North** should be sited as close to MD 214 as possible, with parking provided in small, well-landscaped lots.

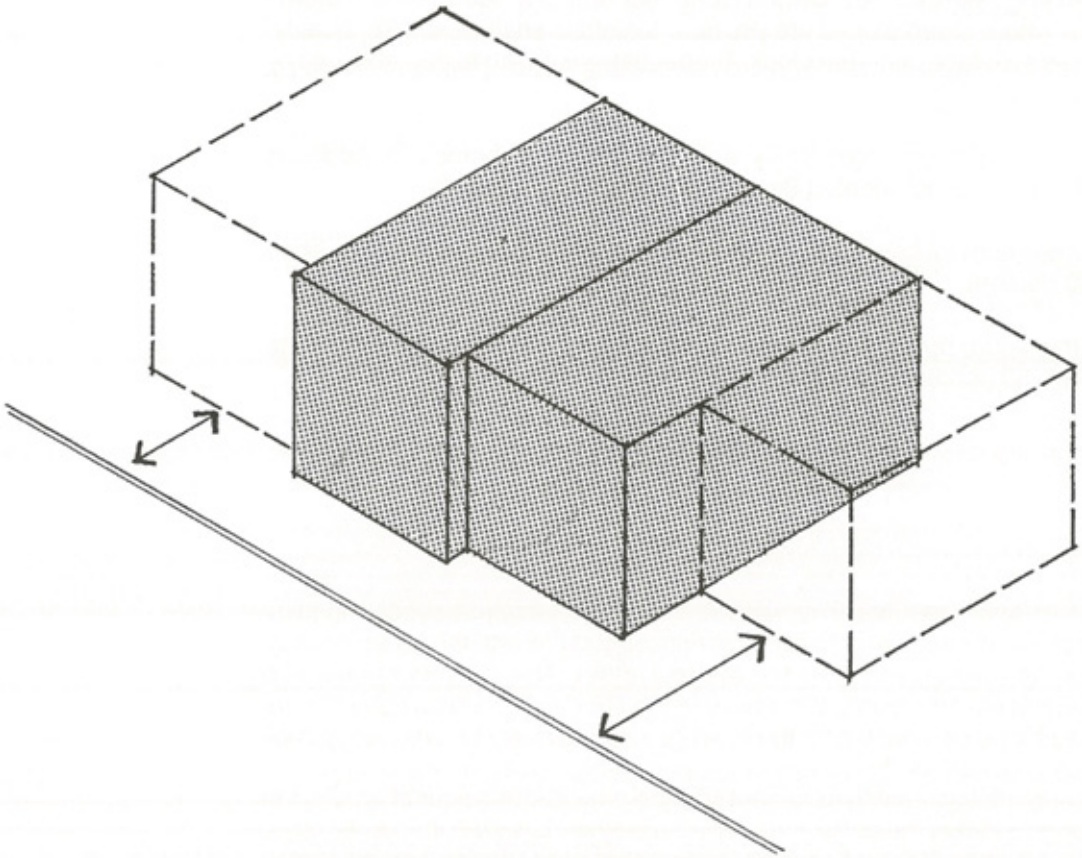
L. A retaining wall shall be provided along rear property boundaries in **Metro North** where steep slopes are present. Materials shall be of high quality, such as split-face concrete block. Timber ties are not an acceptable retaining wall material.

M. The rear yards of single-family detached/attached homes in **Addison South** shall not be oriented (facing) toward planned streets.

N. The maximum lot coverage for single-family detached dwelling units shall be 60 percent.

O. The maximum building coverage for single-family attached dwelling units shall be 50 percent of the overall net tract area.

DO maintain a consistent front building line to define the public zone of the street.



DON'T disrupt the established setback of the front building line.

SITE DESIGN

S4. BUFFERS AND SCREENING

OBJECTIVE:

To provide an attractive, positive image of the community by screening unsightly views and providing adequate buffers between incompatible uses. Materials selected for buffers shall be of high quality and enhance the character of the built environment. Alternative Compliance from the *Landscape Manual* may be required due to changes in use, space limitations, unusually shaped lots, as well as prevailing practices in the surrounding neighborhood for infill sites and for improvements and redevelopment in older communities.

DESIGN STANDARDS:

A. All mechanical equipment, dumpsters, storage, service, loading and delivery areas shall be screened from public view and rights-of-way with an appropriate buffer consisting of plantings, walls or fences in compliance with the Screening Requirements of the *Landscape Manual*.

B. Chain-link fencing (of any type), corrugated metal, corrugated fiberglass, sheet metal or wire mesh shall not be used as a screening material. The use of barbed wire is not permitted.

C. Appropriate elements for a buffer include continuous solid, opaque fences and masonry walls. Evergreen plant material may also be used in combination with metal picket-type fencing. Plant material shall be of an appropriate species, size and quantity to provide an effective, immediate buffer.

D. Walls and fences shall be made of appropriate materials which are compatible with adjacent buildings.

E. The bufferyard requirements within the town center shall be reduced to facilitate a compact form of development compatible with the urban character of the area surrounding the **Metro station**. The minimum bufferyard requirements for incompatible uses in the *Landscape Manual* shall be reduced by 50 percent within the town center. Alternative Compliance shall not be required for this reduction. A six-foot-high opaque masonry wall or other opaque screening treatment shall be provided in conjunction with the reduced width of the bufferyard between residential and commercial uses. The plant units required per 100 linear feet of property line or right-of-way shall also be reduced by 50 percent.

F. Residential uses within the town center shall comply with the Residential Planting Requirements of the *Landscape Manual*.

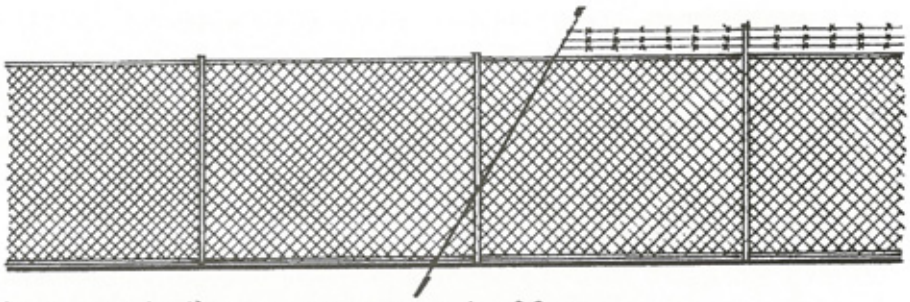
SITE DESIGN

S4. BUFFERS AND SCREENING

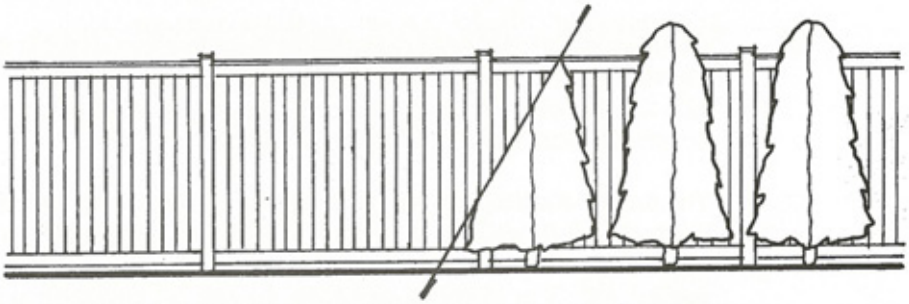
G. A bufferyard shall be provided in **Metro North** between the proposed retail/office and existing residential uses. The unused alley located between the residential properties on Adak Street and **Metro North** may be utilized for the bufferyard, if feasible. Alternative Compliance from the bufferyard requirements in the *Landscape Manual* may be needed due to shallow depth of the parcels within **Metro North**.

H. Bufferyards shall be provided between existing residential homes within **Metro West** and the proposed retail/commercial development.

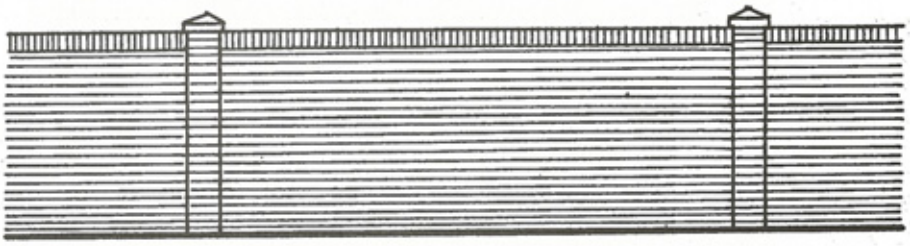
I. Bufferyards shall be provided between existing commercial uses and proposed residential development in **Addison Plaza West**.



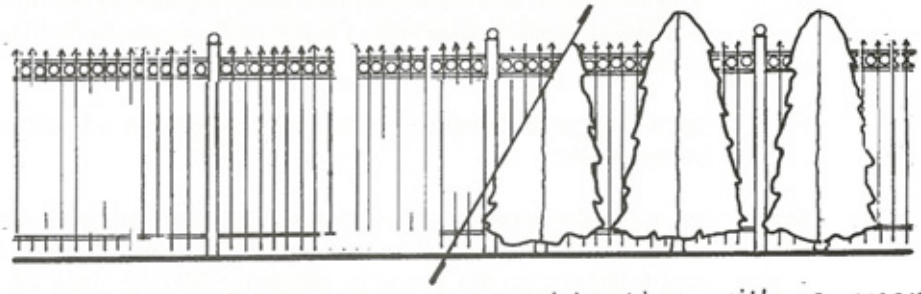
DON'T use chain-link fence as a buffer



DO use a solid, opaque wood fence as a buffer.



DO use a solid masonry wall as a buffer.



DO use a metal picket fence in combination with evergreen/ coniferous trees as a buffer.

SITE DESIGN

S5. FREESTANDING SIGNS

OBJECTIVE:

To create a positive, attractive appearance for businesses in the town center. All freestanding signs shall be compatible with their surroundings in terms of size, height, materials and design. Signs shall also be constructed of quality materials and complement the architectural character of adjacent buildings.

DESIGN STANDARDS:

A. The location of freestanding signs shall comply with Section 27-614(a) Freestanding Signs in Part 12 of the *Zoning Ordinance*.

B. The maximum height of freestanding signs shall be 8 feet in the town commons and 13 feet elsewhere in the town center as measured from the finished grade at the base of the sign to the top of the sign for all commercial zones, as modified from Section 27-614(b).

C. The area of the freestanding sign shall not exceed 1 square foot for each 2 linear feet of street frontage, to a maximum of 100 square feet for each sign for building(s) located in an integrated shopping center, other commercial center with 3 or more businesses served by common and immediate off-street parking and loading facilities, or an office building complex, as modified from Section 27-614(c). The street frontage shall be measured on the property occupied by the center or complex associated with the sign.

D. The area of the freestanding sign shall not exceed 1 square foot for each 4 linear feet of street frontage, to a maximum of 100 square feet per sign for building(s) not located in an integrated shopping center, other commercial center with 3 or more businesses served by common and immediate off-street parking and loading facilities, or an office building complex, Section 27-614(c). The street frontage shall be measured on the property occupied by the use associated with the sign.

E. The quantity of freestanding signs shall be equal to or less than the amount required by Section 27-614(d), Freestanding Signs, in Part 12 of the Zoning Ordinance.

F. Signs shall primarily serve to identify the name and type of business establishment only.

G. Signs should be compatible in design, color and materials with other urban design elements, as well as the overall architectural character of associated buildings on the parcel or property. Plantings may be incorporated around the base of signs to soften and integrate their appearance into the landscape.

H. Signs that are externally lit are recommended and should be directed to illuminate the sign face only.

I. Lighting for signs should be discretely placed so the light source and associated glare is not visible to motorists or pedestrians.

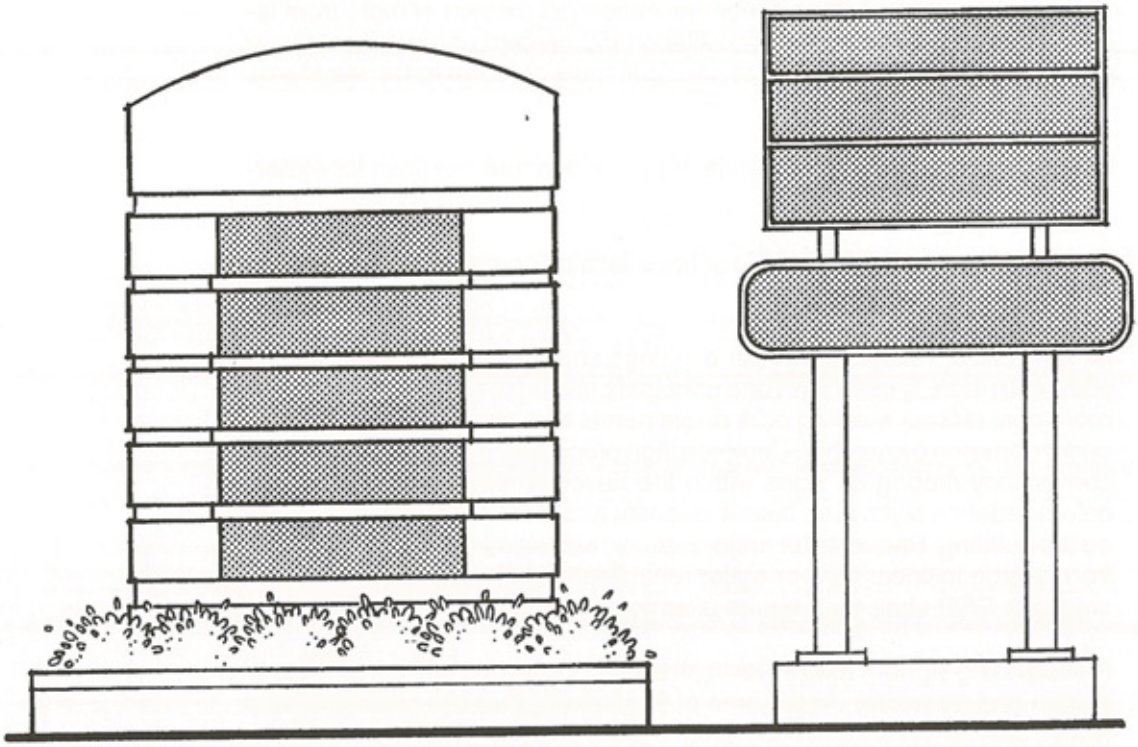
J. Ground or monument signs (signs mounted directly on a solid base) shall be used in the town center. Pole-mounted signs are not permitted in the town center. Existing pole-mounted signs may continue as permitted uses until such time as a major exterior renovation (50 percent or more front facade in linear feet) or major rehabilitation (50 percent or more increase in GFA) is requested. At such time, all signs must conform to the standards for ground-mounted monument signs.

K. Placement of signs shall not hinder vision or obscure site lines for motorists.

L. Signs that are portable, movable or have flashing components are not permitted.

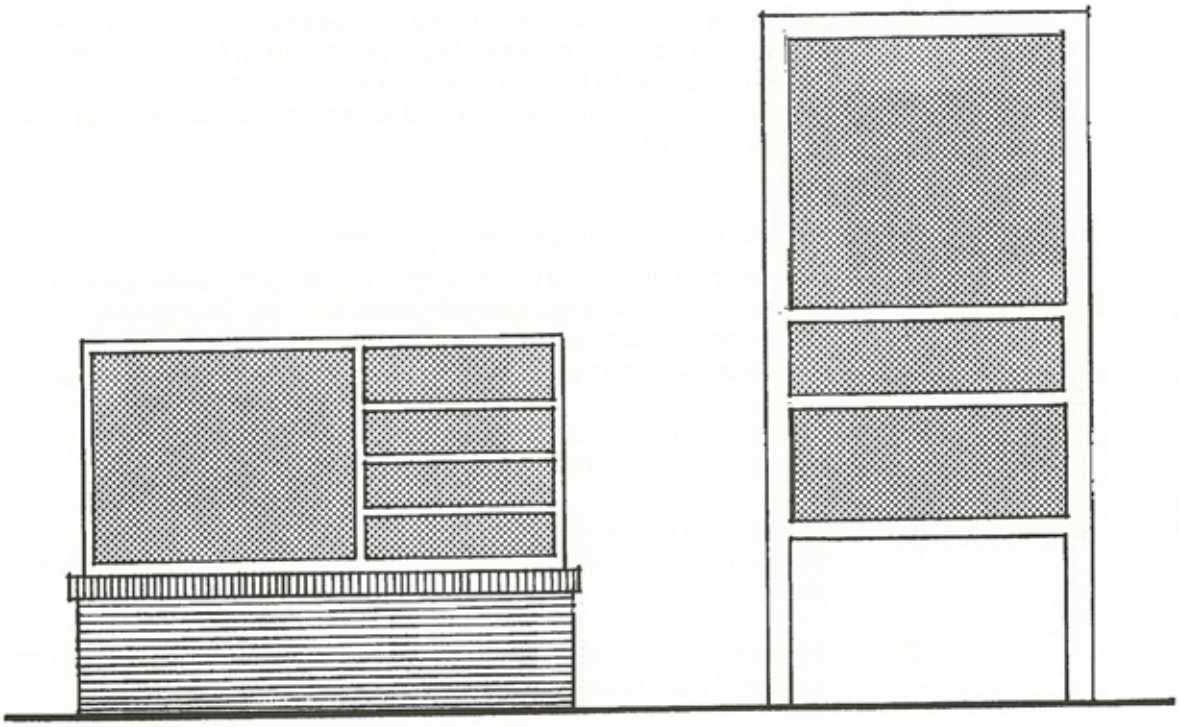
M. All new office, retail/commercial buildings shall provide a common sign plan when there is more than one principal building or multitenant (three or more businesses) building on a single parcel or a combination of parcels under common ownership. Common sign plans shall specify standards for consistency among all signs within the development including lighting, colors, lettering style, size, height, quantity and location within the site and on the building. Requests for major exterior renovation (50 percent or more front facade in linear feet) or major rehabilitation (50 per cent or more increase in GFA) shall also require a common sign plan.

N. Freestanding signs in **Metro North** shall be coordinated and compatible in design and materials. At the time of the first detailed site plan for **Metro North**, standards for freestanding signs (size, quantity, height, location, design) shall be approved by the Planning Board and shall govern provision of signs in all subsequent sections of **Metro North**.



DO use signs which utilize quality building materials and integrate architectural design elements from adjacent buildings.

DON'T use signs which utilize poor quality building materials and design elements.



DO use ground or monument signs.

DON'T use pole mounted signs.

PUBLIC AREAS

P1. ROAD NETWORK

OBJECTIVE:

To provide a multimodal circulation system in the town center which will stimulate development and the use of Metro within a network of interconnected streets which are user-friendly for pedestrians, bicyclists and also accommodate motorists.

DESIGN STANDARDS:

All Subareas

A. A network of interconnected streets shall be established. The network shall consist of a hierarchy of streets including three new types of pedestrian-oriented roads (see DDS-3). A proposed road network is shown on DDS-4 as a guide for future development and to demonstrate appropriate locations for the types of street sections.

Town Commons (Metro West and Addison South)

B. An L-shaped street shall connect the entrance of the **Metro station** and the Addison Plaza shopping center together in **Metro West** as the main spine of the vehicular circulation system. A traffic circle shall be located at the intersection of these two streets. The L-shaped main street shall be considered a master plan road for development and transportation review purposes, which means that development in the area must conform to the plan alignment for the main street.

C. Cul-de-sacs as the terminus to streets shall be avoided. Cul-de-sacs may be used when developable land is surrounded by environmentally sensitive features.

D. Planted medians (to separate travel direction) shall be located on the L-shaped main street.

E. All streets within the town center shall be constructed with curb and gutter.

F. Intersections should employ "safe-crosses." This treatment enhances pedestrian safety by expanding the sidewalk area in the unused portion of the on-street parking lane adjacent to the intersection (see DDS-5).

G. Zelma Avenue shall remain and connect into the road network.

PUBLIC AREAS

P1. ROAD NETWORK

H. Old Central Avenue shall be removed from Rollins Avenue eastward. Rollins Avenue shall be extended north to East Capitol Street to facilitate traffic movement to MD 214 both east and westbound. New development shall accommodate the proposed closing of Old Central Avenue and not become an obstacle to future planned roads.

Other Subareas

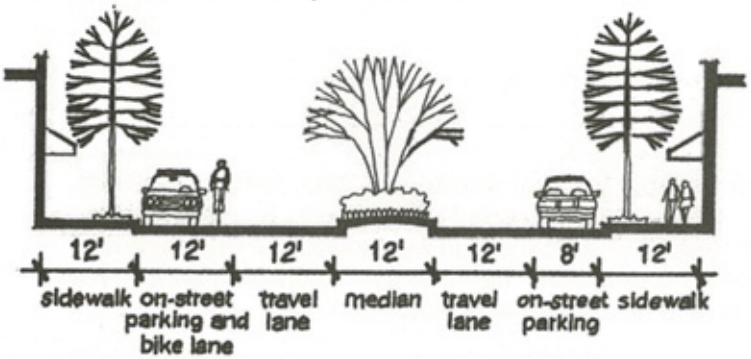
I. Vehicular linkages in **Addison South** shall be provided by a grid network of interconnecting streets. Linkages include connections to Rollins Avenue, Addison Road, Brooks Drive extension and Metro West to the north via Zelma and Yolanda Avenues.

J. Vehicular connections across MD 214 to **Addison Plaza West** shall be provided via two 4-way intersections. One of the intersections shall be located at the existing signalized entrance to the shopping center. The other intersection shall provide a new connection to the proposed residential area from the extension northward of Rollins Avenue. (Yost Place shall be closed at its existing intersection with East Capitol Street except as necessary to maintain access to the mini-plaza.) Signals are suggested to enhance access between the residential development, **town commons** and MD 214.

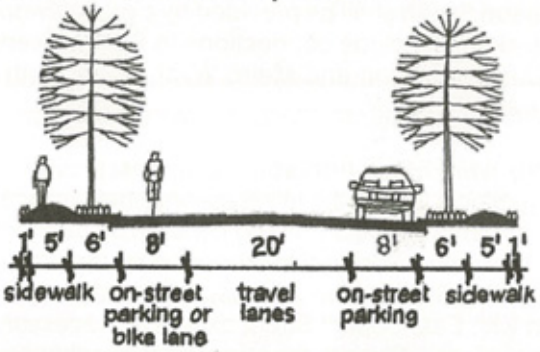
K. A vehicular connection shall be provided in **Addison Plaza West** to connect the proposed residential area to Baltic Street east of the railroad right-of-way. Traffic-calming techniques shall be installed to discourage cut-through traffic.

L. Vehicular connections to **Baber Village** shall be provided from Cindy Lane. A steep grade change on the property prevents direct access to MD 214.

Type I - Main Street (with median) 80' R-O-W

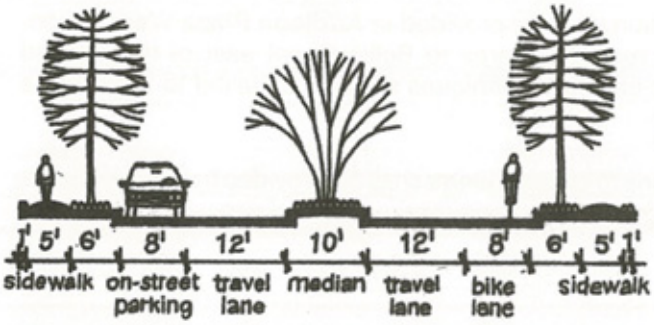


Type II - Residential Street (no median) 60' R-O-W



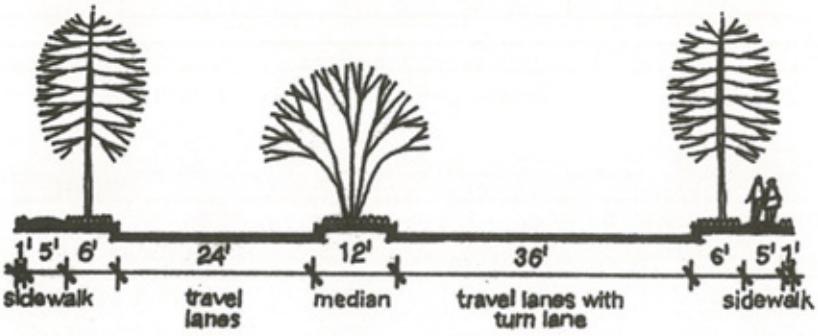
shade trees located in 6-foot-wide grass strip, typ.

Type III - Residential Street (with median) 74' R-O-W



shade trees located in 6-foot-wide grass strip, typ.

Type IV - Rollins Avenue extension (with median) 96' R-O-W



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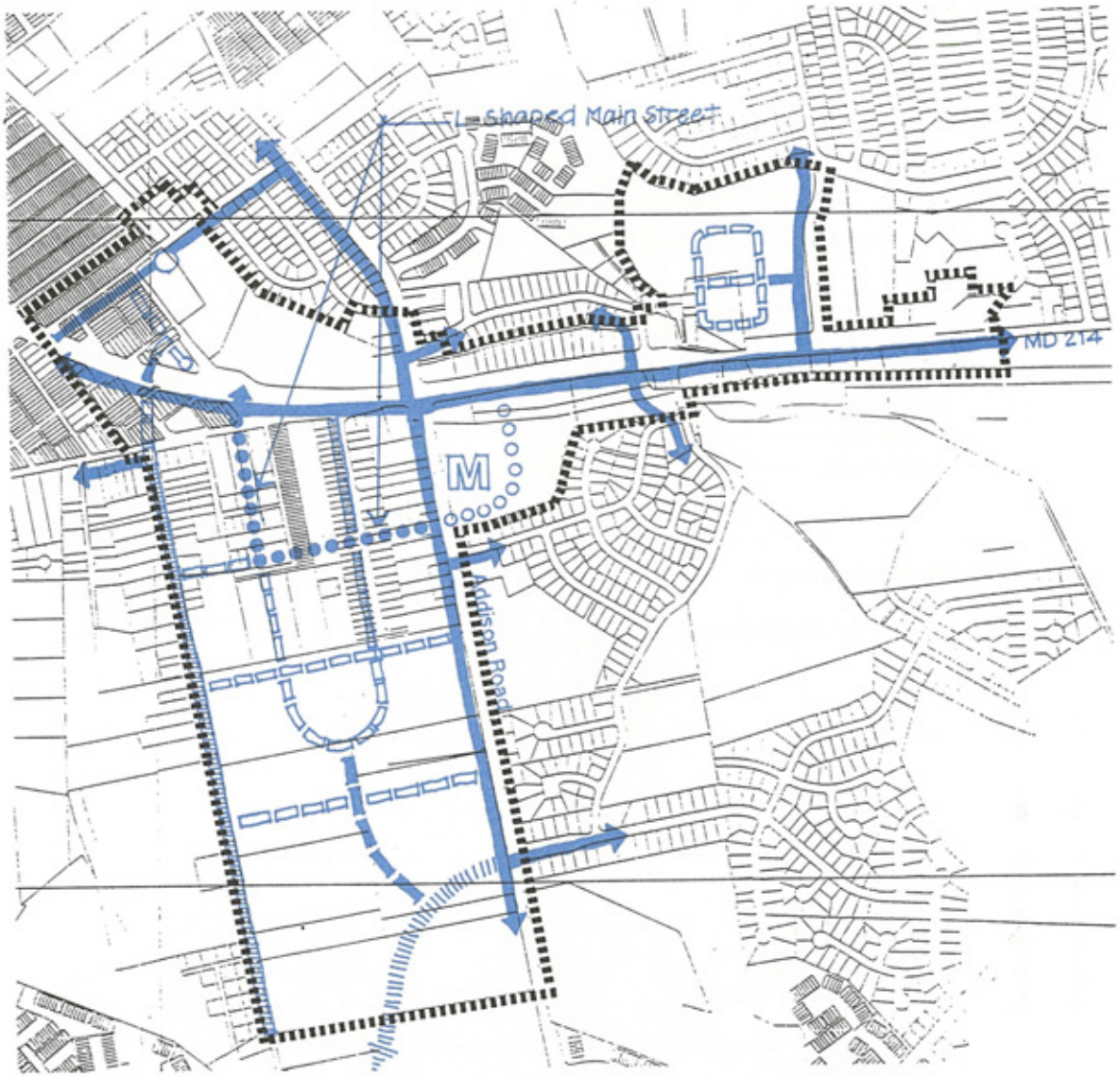
DDS-3 TOWN CENTER STREET SECTIONS



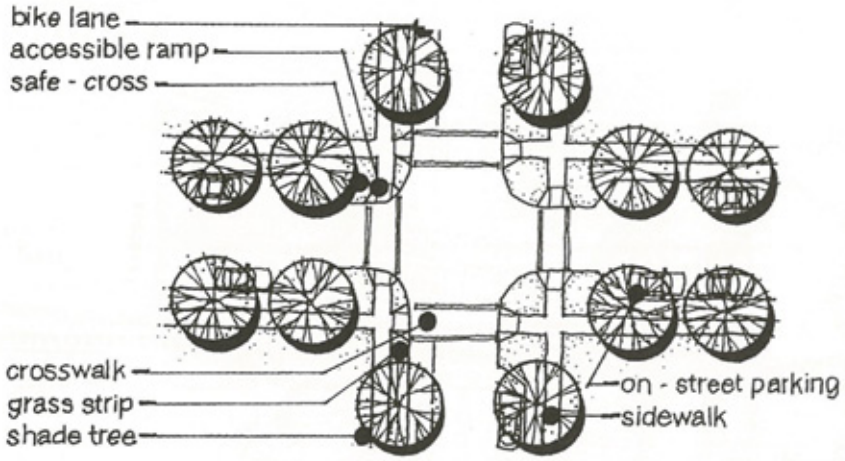
LEGEND

- Existing Road Network
- Existing Roads with sidewalk improvements
- Existing Metro Access Road
- Proposed Master Plan alignment for Brooks Drive extension
- Type I - Main Street (with median)
- Type II - Residential Street (no median)
- Type III - Residential Street (with median)
- Type IV - Rollins Avenue extension
- Core Area / Town Center Boundary

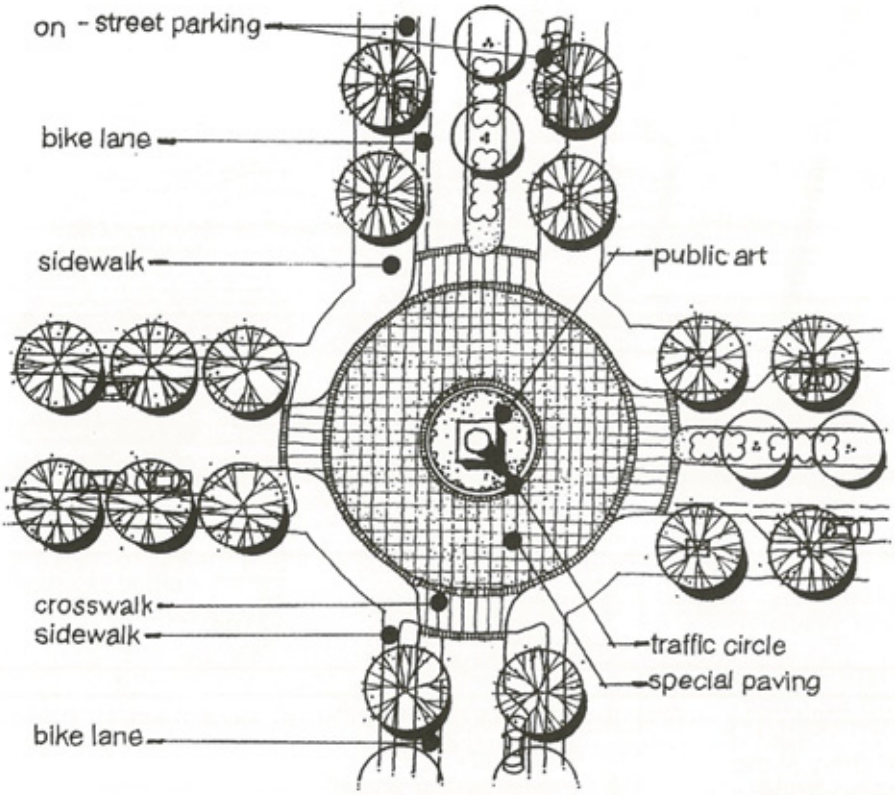
0 400 1200 2000 feet

DDS-4 TOWN CENTER PROPOSED VEHICULAR CIRCULATION SYSTEM

Typical Intersection



Main Street Intersection



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DDS-5 TOWN CENTER INTERSECTIONS

PUBLIC AREAS

P2. SIDEWALKS, TRAILS AND CROSSWALKS

OBJECTIVE:

To encourage alternative modes of transportation to the automobile by creating safe opportunities for walking and bicycling. To provide a continuous system of sidewalks and crosswalks with convenient trail connections. To establish a comfortable and inviting pedestrian-oriented environment within the entire town center.

DESIGN STANDARDS:

A. The pedestrian circulation system portrayed on DDS-6 shall be required in the town center.

B. All roads within the town center shall have a continuous system of sidewalks on both sides of the street. DDS-7 shows the required location of sidewalks and the attendant landscape areas. Differing treatments are required for particular sides of MD 214 and Addison Road due to the varying existing conditions, including right-of-way width. Existing sidewalks shall be relocated away from the curb edge to provide an adequate pedestrian safety zone. Existing sidewalks which are already set back from the curb edge shall remain, and sidewalks along MD 214 shall be widened to five feet. Treatments are also shown for Rollins Avenue and Zelma Avenue.

C. Sidewalks shall be set back from the curb on MD 214 and Addison Road to provide pedestrians a safe and comfortable walking environment. Sidewalks should be made of concrete paving or better, be a minimum of five feet in width, and should provide a five-foot-wide grass strip for the planting of shade trees, as indicated in DDS-7.

D. Sidewalks along the L-shaped main street within the retail/commercial areas of **Metro West** shall be constructed of interlocking concrete pavers or approved equal, be a minimum of 12 feet in width, and shall provide openings in the pavement for the planting of shade trees, in accordance with DDS-3, Type I. The paving material shall be consistent along the entire length of the L-shaped main street.

E. Sidewalks within the residential areas of the town center shall be constructed of concrete or brick paving, be a minimum of five feet in width, and should provide a six-foot-wide grass strip for the planting of shade trees.

F. Crosswalks shall be provided at all intersections. Crosswalks at primary intersections shall be constructed of interlocking concrete pavers. Crosswalks at secondary intersections shall have striped markings in the pavement. Crosswalk materials for primary intersections shall be consistent throughout the town center.

PUBLIC AREAS

P2. SIDEWALKS, TRAILS AND CROSSWALKS

G. Asphalt shall not be used as a paving material for sidewalks.

H. All sidewalks shall have accessible ramps and comply with Americans with Disabilities Act (ADA) regulations.

I. The selection of paving materials for pedestrianways for the L-shaped main street shall be compatible with the paving materials used within the right-of-way of MD 214, Addison Road and the primary intersections in the town center.

J. Pedestrian circulation within **Metro North** shall provide convenient and well-marked access to the pedestrian crossing at MD 214 to the **Metro station**.

K. Connections to the trail network shall be provided from the sidewalk system throughout the town center. A trail connection to the Cabin Branch stream valley park shall provide access to the Metro station and vicinity from the northern residential neighborhoods along the east side of Soper Lane

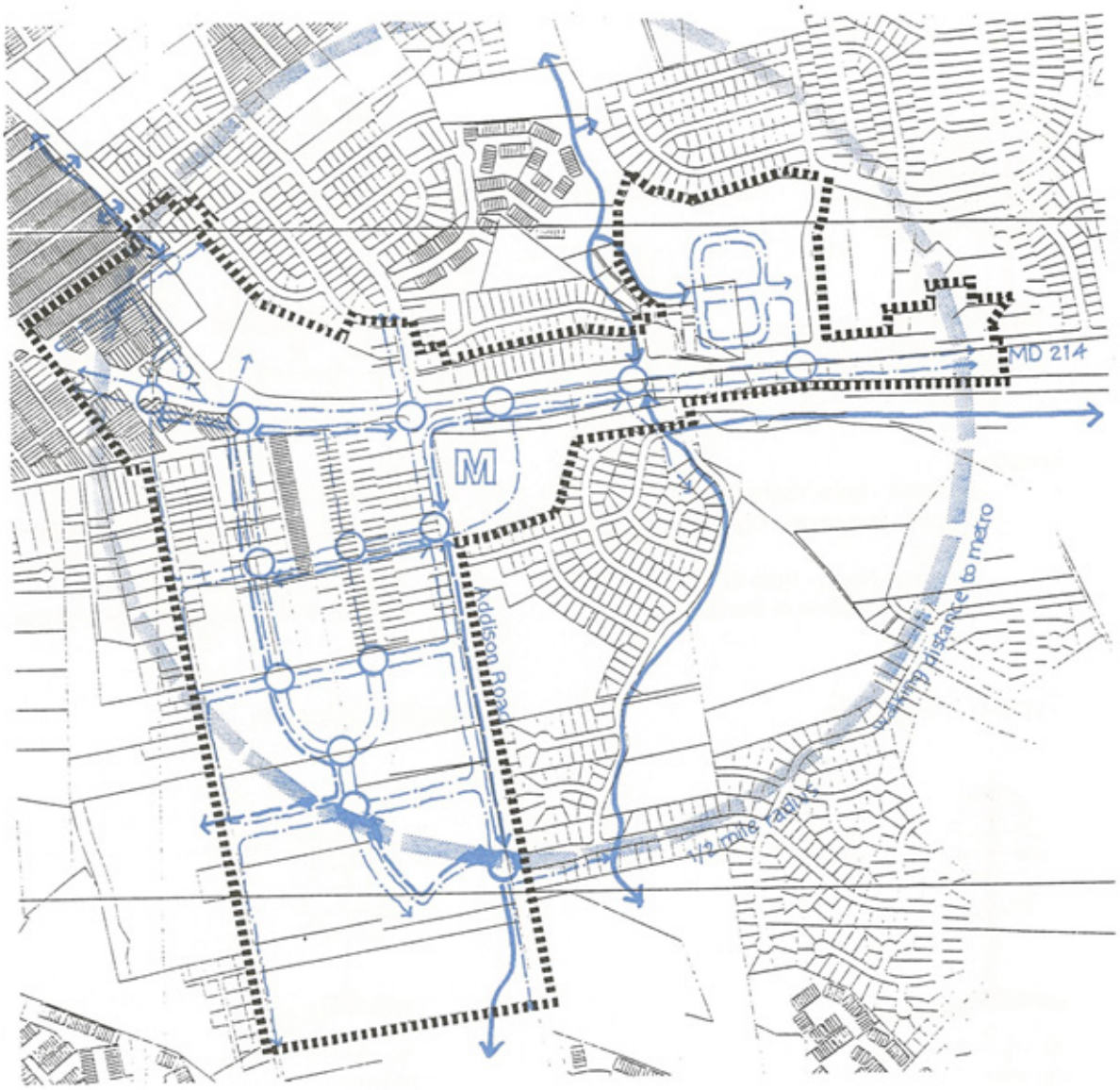
L. Internal sidewalks shall be well-defined, separated from vehicular travelways and shall connect to the external sidewalk system.

M. A concrete sidewalk shall be installed in **Addison Plaza West** to provide pedestrian access from the shopping center to MD 214 and the town commons.

N. Pedestrian circulation in **Baber Village** shall be provided by a sidewalk along Cindy Lane and trail connection to the Cabin Branch stream valley park on the western edge of the property.

O. Connections to the **Metro station** shall be provided across Addison Road to **Metro West** via a four-way intersection with crosswalks and sidewalks.

P. Sidewalks on Addison Road and MD 214 along the **Metro station** property shall be widened to accommodate bicyclists.



LEGEND

Bicycle Network (on-street) Class II and Class III urban

Hiker/Biker Trails (off-street) Class IV

Sidewalks

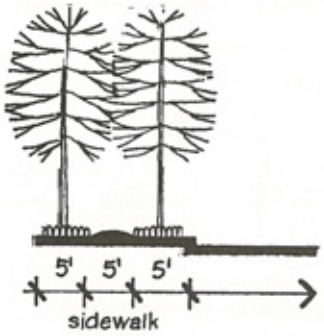
Crosswalks (primary)

Core Area/ Town Center Boundary

0 400 1200 2000 feet

DDS-6 TOWN CENTER PROPOSED PEDESTRIAN CIRCULATION SYSTEM

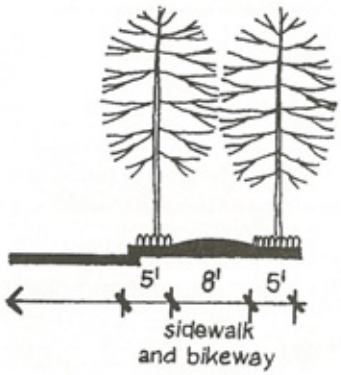
Type A - Sidewalk



Locations:

- MD 214 - from Yacht Place to Soper Lane on the north side of the street.
- Addison Road - from MD 214 south on the west side of the street.

Type B - Sidewalk



Locations:

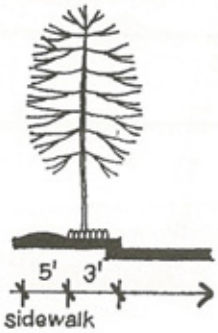
- MD 214 - from proposed Rollins Avenue extension to Cabin Branch Road on the south side of the street.
- Addison Road - from MD 214 to
- Wilburn Drive on the east side of the street.

Type C - Sidewalk

Location:

- Rollins Avenue - from MD 214
- to proposed Brooks Drive extension on the east side of the street.

Type D - Sidewalk



Location:

Zelma Avenue - along the west side of the street.

Notes:

- Existing sidewalks should be relocated away from the curb edge to provide an adequate pedestrian safety zone.
- Existing sidewalks should remain when set back from the curb edge and should be widened to 5 feet along MD 214, where needed.

not to scale

DDS-7 TOWN CENTER SIDEWALK LANDSCAPE TREATMENT SECTIONS

PUBLIC AREAS

P3. STREET FURNITURE

OBJECTIVE:

To create a positive identity and a pedestrian-friendly street environment, a compatible group of street furniture and public art should be located in appropriate locations in the **town commons** and throughout the town center. This furniture includes, but is not limited to, benches, trash receptacles, bicycle racks, light fixtures, banners, bus shelters, kiosks, planters and bollards.

DESIGN STANDARDS:

A. Street furniture shall be constructed of durable materials and require minimal maintenance.

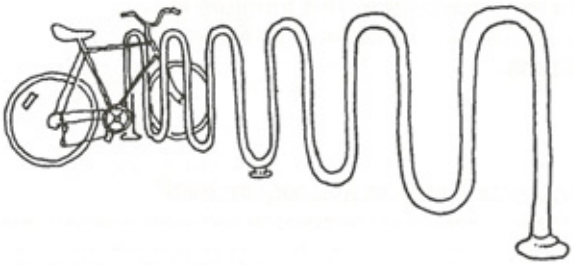
B. Street furniture shall be placed at strategic locations, such as bus stops, public plazas, high pedestrian traffic areas, along trails and within retail/commercial activity zones.

C. At the time of the first Detailed Site Plan submission, the Planning Board shall approve consistent styles and designs for the street furniture for all future development in the town center. This furniture includes, but is not limited to, benches, trash receptacles, bicycle racks, light fixtures, banners, bus shelters, kiosks, planters and bollards.

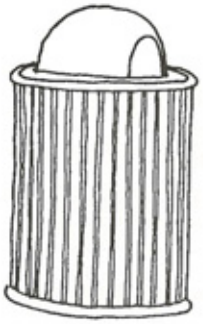
PUBLIC AREAS

P3. STREET FURNITURE

All street furniture shall be consistent throughout the public areas of the town center.

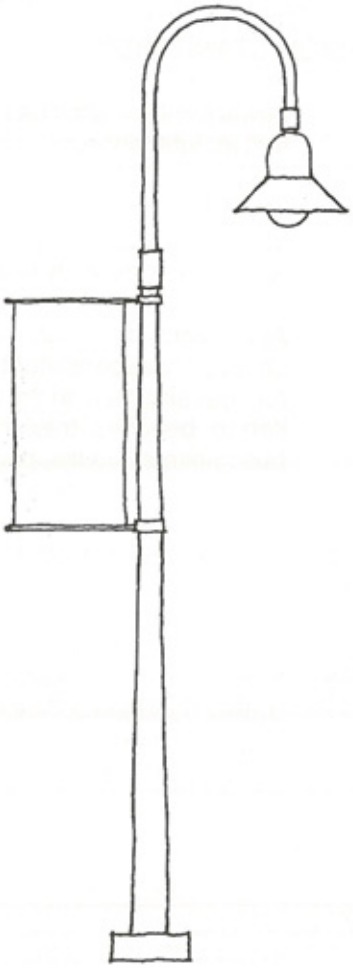


Metal Bicycle Rack

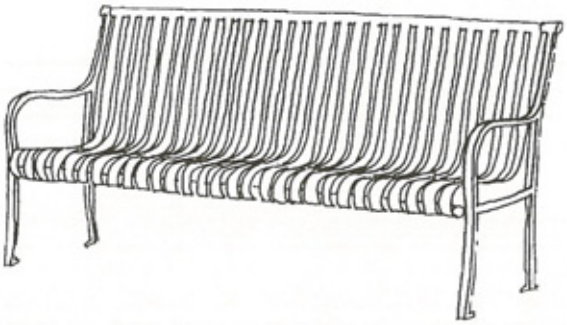


Metal Trash Receptacle

Metal Bollard
with optional chain



Light Fixture
with optional banner



Metal Bench

PUBLIC AREAS

P4. TREES AND PLANTINGS

OBJECTIVE:

To enhance the visual character of the exterior environment with the introduction of trees and plantings along major road corridors in the town center. Trees and plantings also serve other functions, such as defining edges and spaces, directing views, strengthening vistas and providing buffers between incompatible uses.

DESIGN STANDARDS:

A. Street trees shall be used along the sides of all roadways within the town center to define the street edge, provide a shaded overhead canopy and establish a rhythmic, unifying element to the street environment.

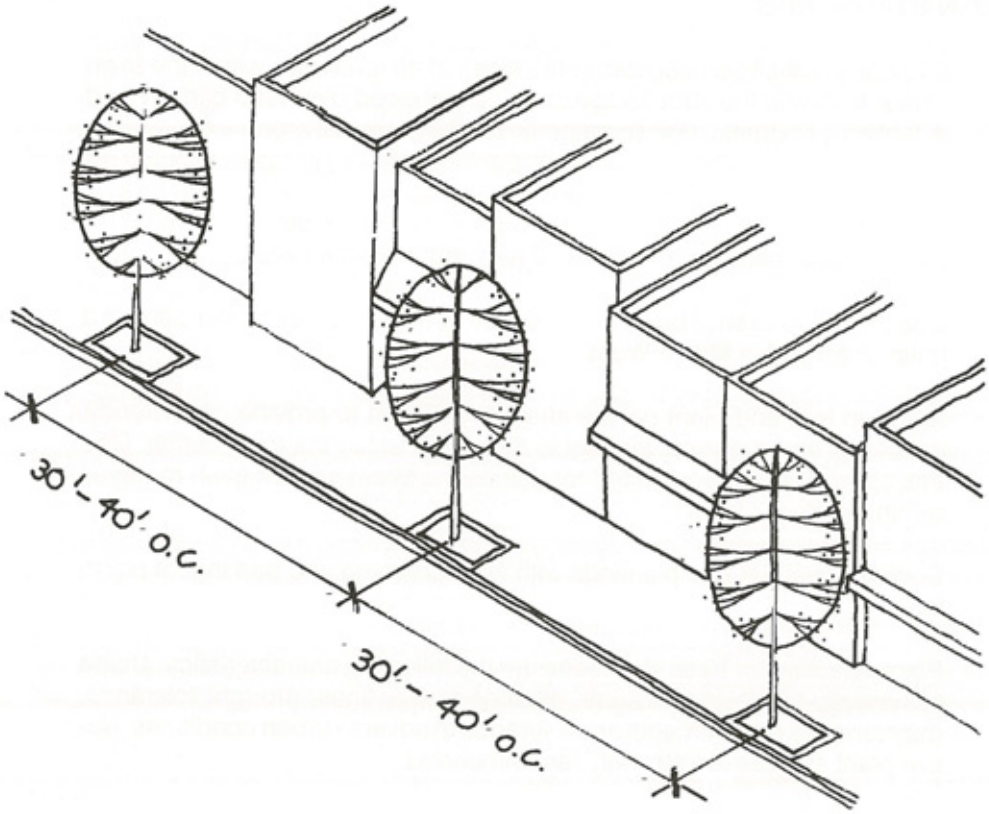
B. Medium to large deciduous shade trees shall be utilized for street trees, and shall be planted between 30 and 40 feet on center. Street trees shall be installed at a minimum height of 12 feet and 2 ½ inch caliper.

C. One tree species shall be selected for use as the street tree on the L-shaped main street within **Metro West**.

D. A limited tree and plant palette shall be selected to provide consistency, uniformity and a distinct identity to the roads within the town center. One tree species shall be selected for use as the street tree for each roadway within the town center.

E. Coordinate street tree plantings with any screening and parking lot planting.

F. Plant selection for trees shall consider the following characteristics: shape of canopy, depth of root zone, overhead utility lines, drought tolerance, maintenance requirements and tolerance of adverse urban conditions. Native plant species are strongly recommended.



DO plant large deciduous shade trees between 30 and 40 feet on center along the sides of all roadways within the town center, especially MD 214, Addison Road and the town commons.

PUBLIC AREAS

P5. LIGHTING

OBJECTIVE:

To assist in creating a distinct identity in the town center by introducing the use of ornamental street lighting. Exterior lighting should enhance the visual appearance, as well as contribute to user safety and improved nighttime visibility.

DESIGN STANDARDS:

A. Pole-mounted light fixtures shall effectively illuminate all streets and sidewalks within the town center.

B. At the time of the first site plan along the MD 214 and/or Addison Road corridors, a consistent type of ornamental pole and luminaire shall be selected in consultation with DPW&T.

C. At the time of the first site plan in **Metro West** or **Addison South**, a consistent type of ornamental pole and luminaire shall be selected in consultation with DPW&T.

D. Ornamental poles and luminaires should be used instead of standard cobra head highway fixtures along all major roadways.

E. Poles and luminaires should be in scale/proportion with their intended location and use.

F. Light fixtures should be relatively easy to maintain and be constructed of durable materials.

G. Light fixtures should be placed to provide maximum effective illumination and avoid conflicts with trees or other obstructions.

PUBLIC AREAS

P6. UTILITIES

OBJECTIVE:

To reduce the visual impact of existing overhead utility lines along major road corridors in the town center by consolidating utility pole usage or placing existing utility lines underground, where possible.

DESIGN STANDARDS:

A. All future development within the town center shall place all appropriate utilities underground. New residential development in **Addison Plaza West**, **Addison South**, **Metro West** and **Baber Village** shall also place all utilities underground.

B. Redevelopment of parcels within the town center should incorporate the relocation of utilities underground.

BUILDING DESIGN

B1. HEIGHT, SCALE AND MASSING

OBJECTIVE:

To ensure proposed buildings are an appropriate height, scale and massing for their intended function(s) and location within the town center.

DESIGN STANDARDS:

A. Retail/commercial buildings within an attached row or block shall be similar in height and shall not vary more than 15 percent from the average height in the row or block.

B. Individual buildings shall utilize human-scaled architectural elements. Oversized/exaggerated elements or large monolithic box-like structures shall be avoided.

C. Buildings should promote a sense of human scale by articulating a basic three-part organizational structure of ground level, middle stories and roof.

D. Proposed buildings shall utilize massing which is appropriate to the size and function(s) of the structure. Overly complex building massing should be avoided.

E. Architectural components should be designed as integral elements of the building and should not appear to be attached or applied onto the building facade.

F. Proposed buildings located at prominent intersections should articulate the corner location with appropriate building forms and vertical emphasis.

G. At least 60 percent of the single-family detached residential dwellings in a development project should incorporate street-facing porches to promote social interaction among neighbors and create a more active street environment.

H. Service areas shall be architecturally integrated into the overall design of buildings.

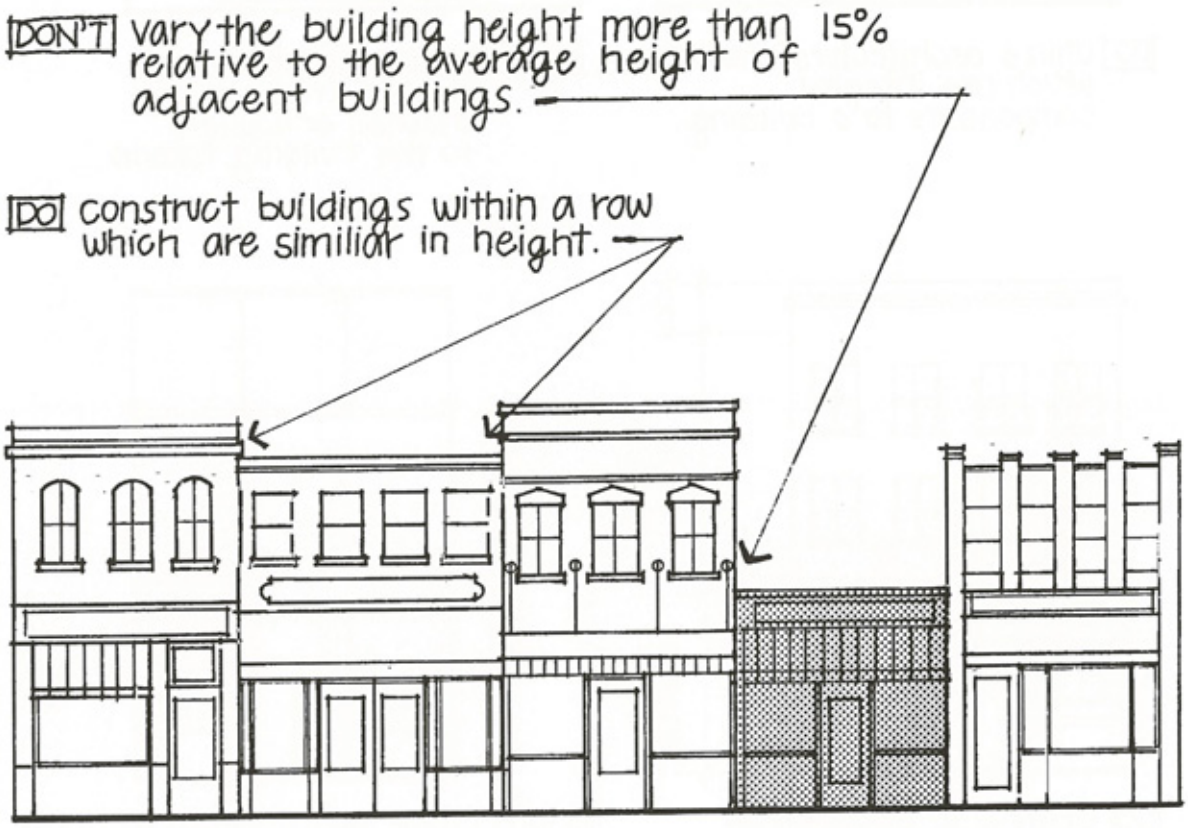
I. Proposed buildings shall be between one and four stories in total height within the town center.

J. Infill buildings shall maintain and reinforce the existing pattern of development. The height, scale, massing, character and roof form shall be compatible with adjacent buildings.

BUILDING DESIGN

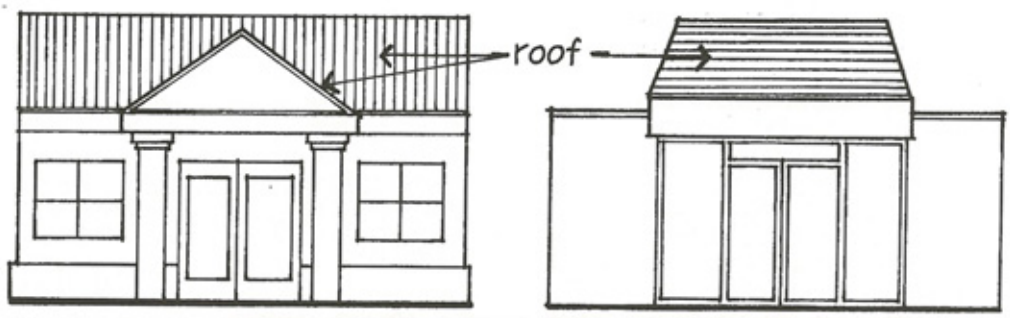
B1. HEIGHT, SCALE AND MASSING

K. The minimum size for single-family detached dwelling units shall be 2,200 square feet, not to include garages and unfinished basements. The minimum size for attached dwelling units shall be 1,600 square feet, not to include garages and unfinished basements.


DON'T vary the building height more than 15% relative to the average height of adjacent buildings.
DO construct buildings within a row which are similiar in height.

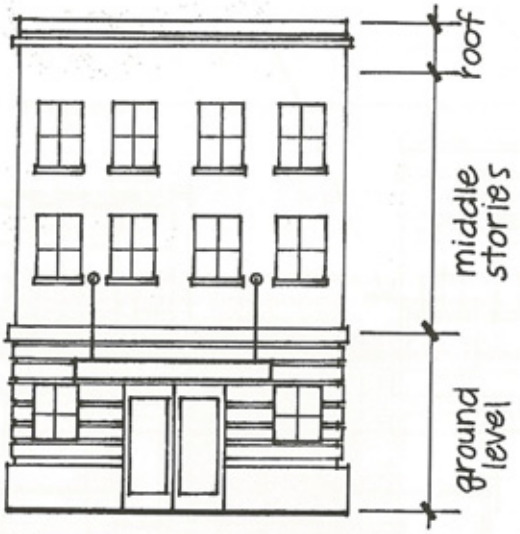
BUILDING DESIGN

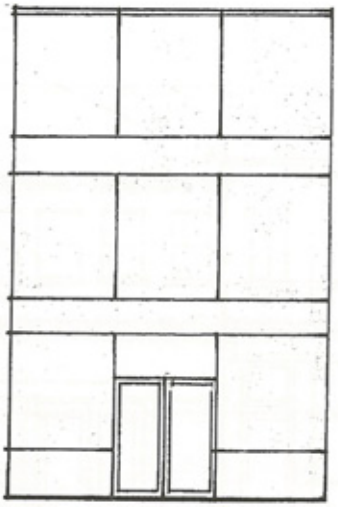
B1. HEIGHT, SCALE AND MASSING



DO utilize architectural features which are integral components to a building.

DON'T utilize architectural features which appear attached or applied to the building facade.





DO utilize a basic three part organizational structure which promotes a sense of human scale.

DON'T utilize architectural features which do not convey a sense of human scale, such as unarticulated entries, flat or blank walls, large expanses of glass or opaque building materials.

BUILDING DESIGN

B2. ROOFS

OBJECTIVE:

To utilize an appropriate roof form for the height, size, type and function(s) of a proposed building within the town center.

DESIGN STANDARDS:

A. Commercial buildings should employ flat roofs, located behind parapet walls. Simple gable or hipped roofs may also be integrated into the roof design of commercial buildings.

B. Residential buildings should employ simple gable or hipped roofs.

C. Single-family attached residential units shall vary the roof line of each unit in a row to reduce the massing and bulk of the overall building and for architectural interest.

D. Overly complex roof forms, as well as gambrel and mansard roofs shall be avoided.

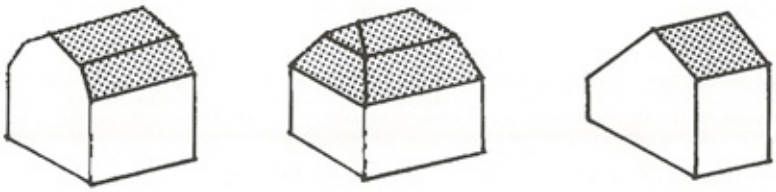
APPROPRIATE ROOF FORMS

commercial: Residential:

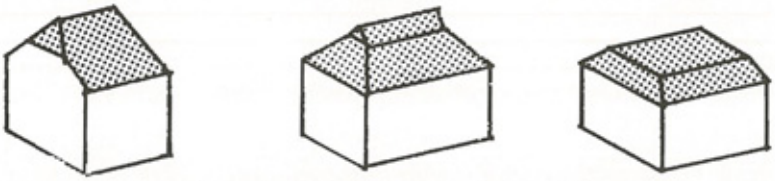
Flat with parapet walls | Side-gabled | Front-gabled | Hipped

INCOMPATIBLE ROOF FORMS

commercial and Residential:



Gambrel | Mansard | salt-box



Hip-on-gable | Gable-on-hip | Deck

BUILDING DESIGN

B3. MATERIALS AND ARCHITECTURAL DETAILS

OBJECTIVE:

To select building materials and architectural details which are appropriate to the building type, use, location and surrounding context.

DESIGN STANDARDS:

A. A high quality material which is durable and attractive shall be used on all proposed nonresidential buildings within the town center. Exterior building materials such as precast concrete, brick, tile and stone are recommended.

B. Single-family residential building types shall have masonry front facades (brick, stone or approved equal) on at least 60 percent of the dwellings within a development project. Use of some masonry(such as brick) is encouraged on all sides of detached dwellings with brick fronts.

C. The exterior appearance of building facades within a residential development shall avoid the use of repetitive architectural elements and building forms. Residential dwellings shall employ a variety of architectural building designs incorporating features such as roofline variations, dormers, window and door treatments, porches, balconies, color and materials.

D. All residential detached/attached building types where a chimney is provided shall incorporate exterior masonry on the exterior chimney. Masonry material shall be brick or stone.

E. Nonresidential buildings should articulate the first story and primary entrances with pedestrian-scaled architectural elements.

F. Building facades which are composed of reflective or tinted glass are not permitted. These materials do not convey a sense of human scale and are not compatible with a pedestrian-focused environment.

G. Imitation or synthetic exterior building materials which simulate the appearance of stone or brick should be avoided.

H. Buildings which are composed of "ribbons or bands" of glass and architectural precast panels should be avoided.

I. Exterior facade materials shall be extended down to 12 inches from the finished grade, avoiding exposed unfinished concrete or concrete masonry unit (CMU) basement walls.

BUILDING DESIGN

B3. MATERIALS AND ARCHITECTURAL DETAILS

J. Trademark buildings are not permitted unless their exterior design is modified to relate to both the specific site and local building traditions, particularly regarding the building's siting, form, scale, detailing, color and construction materials.

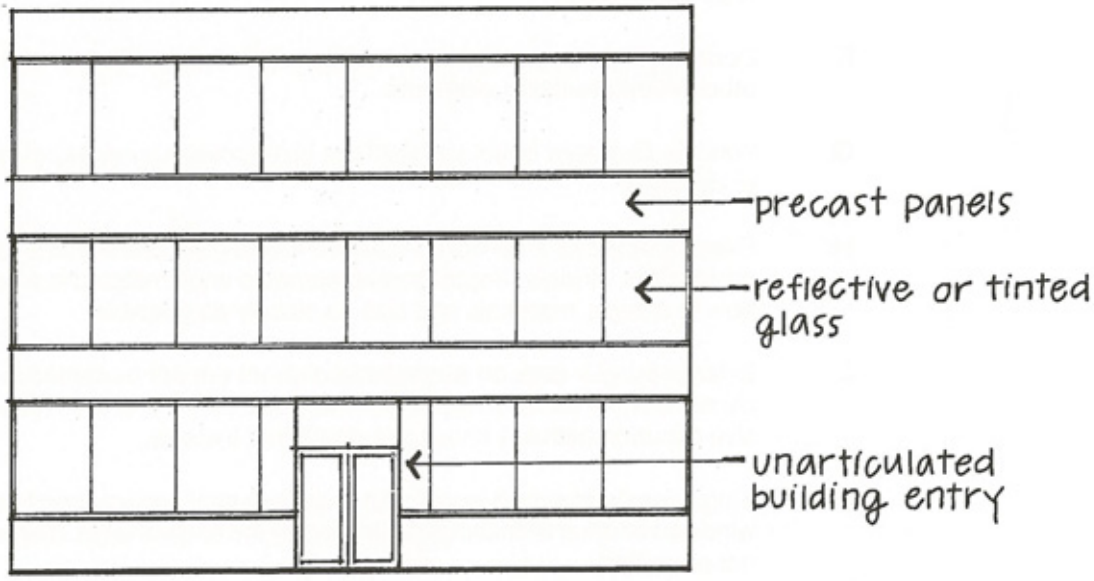
K. Building materials and colors in **Metro North** shall be used to complement and visually tie to the existing **Metro station** structures.

L. The selection of exterior colors should allow the building to blend in harmoniously with the overall fabric of adjacent buildings.

M. The color palette for buildings should be kept simple and restrained. Wall color should be neutral with trim colors providing an appropriate accent.

N. Brick or stone should be used in their natural or traditional colors and finish when selected as the predominant wall material of a building. Brick or stone generally should not be painted.

DO articulate the first story and primary entrances of a building with pedestrian-scaled architectural features.



DON'T use continuous "ribbons or bands" of reflective/tinted glass and architectural precast panels.

BUILDING DESIGN

B4. WINDOW AND DOOR OPENINGS

OBJECTIVE:

To establish scale, proportion and rhythm by selecting windows and doors that are an appropriate size and style for a building's intended use and location. Windows and doors are major elements which express the design character of a building's exterior.

DESIGN STANDARDS:

A. Individual "punched" or framed windows are recommended instead of horizontal "ribbon or band" type windows. Curtain walls and other continuous floor-to-ceiling windows shall be avoided.

B. Large display windows are recommended for retail uses at street level.

C. Patterns of window openings or articulation of bays should be used to maintain a sense of scale and add visual interest to building facades.

D. Large, blank building walls are not permitted when facing public areas such as streets, parking lots or zones of pedestrian activity.

E. Overly small or large windows which convey a distorted sense of scale shall be avoided.

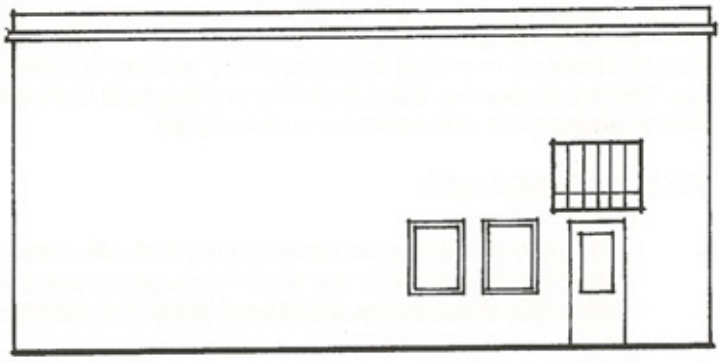
F. Doors shall be compatible with the materials and detailing of windows and other related building elements.

G. Window and door openings shall not be obscured by signs, other objects or displays.

H. Existing windows shall not be blocked in and replaced with a smaller or incompatible window. Replacement windows shall match the existing window in design, materials and size as closely as possible.

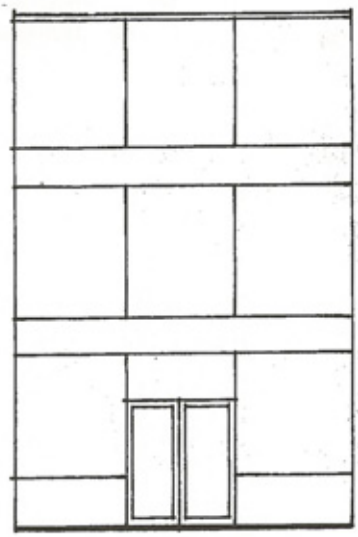
I. Exterior burglar bars on windows and doors are not permitted in the town center. Burglar bars convey a negative image, and other less visually obtrusive security methods should be employed instead.

J. Single-family attached residential dwellings shall incorporate two or more windows or other architectural features on the ends of units. Blank walls are not permitted.



DON'T locate large, blank walls which face public areas such as streets, parking lots or zones of pedestrian activity.

DO use individual "punched" or framed windows and large display windows at street level.



DON'T use large, continuous floor to ceiling windows.

BUILDING DESIGN

B5. BUILDING FACADES/STOREFRONTS

OBJECTIVE:

To establish an inviting and attractive retail environment in **Metro West**. The treatment of commercial storefronts should vary in architectural character but remain harmonious in overall appearance by utilizing compatible materials and details. The use of arcades, bays and other architectural features at street level should draw in pedestrians and reinforce street activity.

DESIGN STANDARDS:

A. The primary entrance to retail/commercial, office and institutional buildings shall be directly from the street throughout the town center, especially within the **town commons** (**Metro West** and **Addison South**).

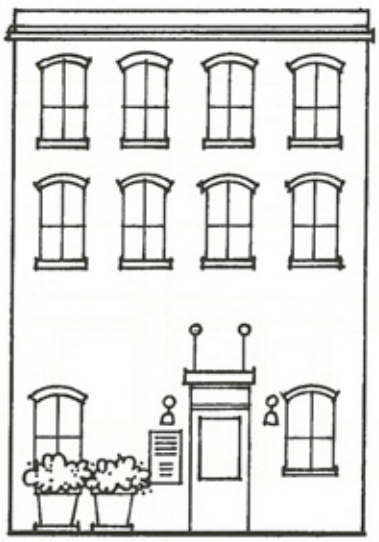
B. Storefronts shall be articulated with display windows, recessed entry door(s), lighting, signs and awnings/canopies.

C. Rear and side building entrances shall be provided if served by an adjacent parking area. These entrances shall be inviting, well-lit and clearly articulated.

D. Merchandise shall not be displayed in front of or leaning against the exterior facade(s) of a building.

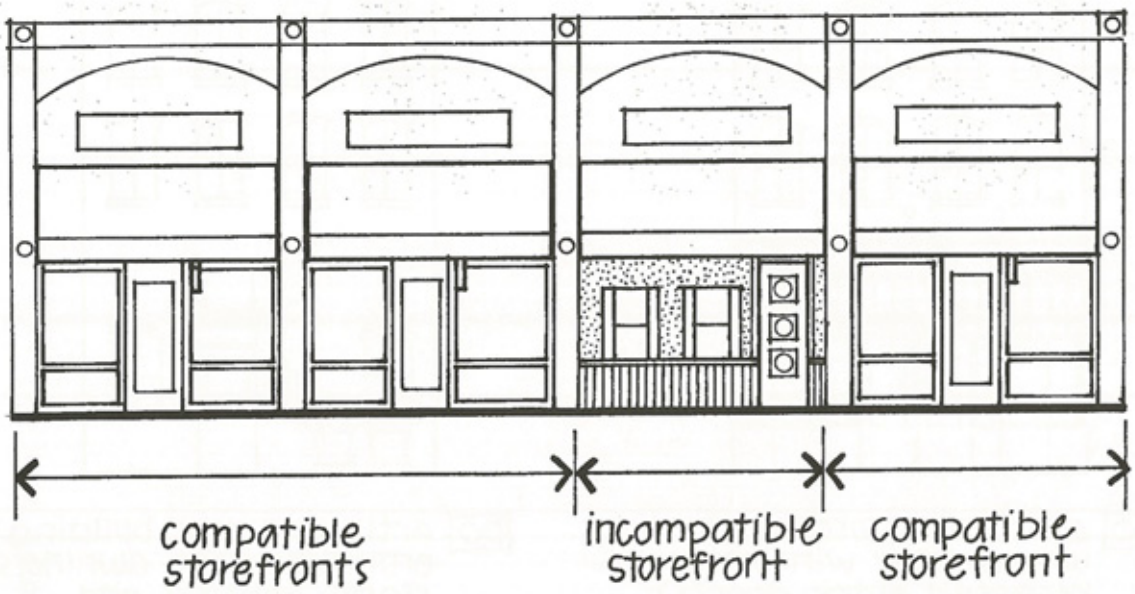
Appropriate storefront treatments

DO articulate storefronts with display windows, recessed entry door(s), awnings, signs and lighting.



DO articulate rear building entrances with awnings, signs, lighting and plantings.

incompatible storefront treatment



DON'T vary an individual storefront with incompatible materials and design features within a multitenant building.

BUILDING DESIGN

B6. LIGHTING

OBJECTIVE:

To incorporate lighting as a distinctive and character-defining element on building facades within the town center.

DESIGN STANDARDS:

A. Lighting shall be an integral component in the overall architectural design and character of all buildings within the town center.

B. Lighting shall provide adequate safety and visibility around the building entrances and perimeter.

C. High intensity light fixtures shall direct glare away from adjoining properties and public rights-of-way.

D. Building lighting shall be coordinated with site lighting, when appropriate.

BUILDING DESIGN

B7. SIGNS

OBJECTIVE:

To create a positive image with attractive and well-maintained signs in the town center. Signs should also enhance and contribute to the architectural character of the buildings within the **town commons**.

DESIGN STANDARDS:

A. Signs shall primarily serve to identify the name and type of business establishment only.

B. Building signs shall be constructed of permanent, quality materials. Temporary signs which are attached to the building facade are not permitted.

C. Building signs shall be simply designed, contain a minimum amount of information and have a maximum of three colors. Building signs that are excessively elaborate, oversized in proportions, or use poor quality materials are not permitted.

D. The sign location shall be incorporated into the overall architectural design of the building. The placement, materials, colors, type, style and size of signs shall be compatible with other architectural features of a building.

E. Signs that are externally lit are recommended and should be directed to illuminate the sign face only. Sign faces that are internally lit are not recommended. Individual letters or characters should be lit instead of the entire sign face.

F. Building signs should be compatible in design, materials and color with the architectural character of the buildings.

G. Wall signs should be placed in the zone of the facade which is directly above the storefront. The size of the sign should be in proportion to the height and width of the building face to which it is attached.

H. Hanging signs which project outward from a building wall shall not interfere with the vehicular or pedestrian traffic adjacent to the sign.

I. Window signs shall not obscure the interior view of a business/retail establishment.

J. Awning signs, which identify the name of a business, may be located on the front face of an awning.

BUILDING DESIGN

B7. SIGNS

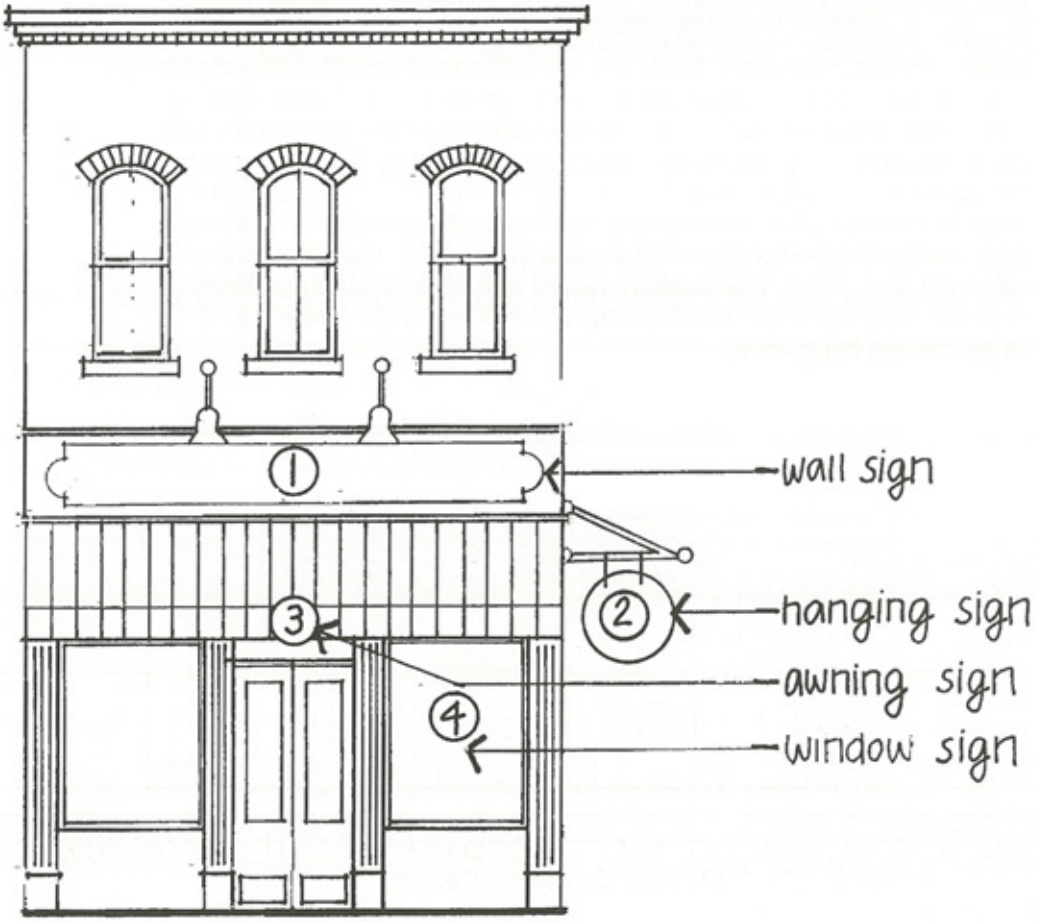
K. Signs for multitenant buildings shall be consistent and coordinated in terms of design, placement, size, materials and color.

L. Signs located above or projecting from the roof line or parapet wall are not permitted.

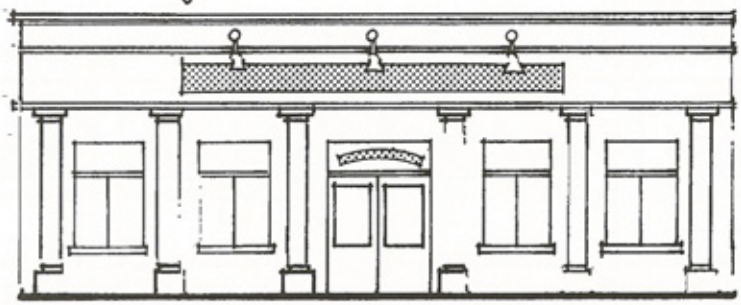
M. Flags and banners attached to a building facade shall be considered part of the building sign system.

N. All office, retail/commercial developments shall provide a common sign plan when there is more than one principal building or multitenant (three or more businesses) building on a single parcel or a combination of parcels under common ownership. Common sign plans shall specify standards for consistency among all signs within the development including lighting, colors, lettering style, size, height, quantity and location within the site and on the building. Requests for major exterior renovation (50 percent or more based on front facade/ linear feet) or major rehabilitation (50 percent or more increase in GFA) of an existing building or shopping center, as calculated cumulatively after the effective date of the SMA, shall also submit a common sign plan. The location, height and area of building-mounted signs shall be equal to or less than that allowed by Part 12, Section 27-613, of the Zoning Ordinance.

Appropriate building sign locations



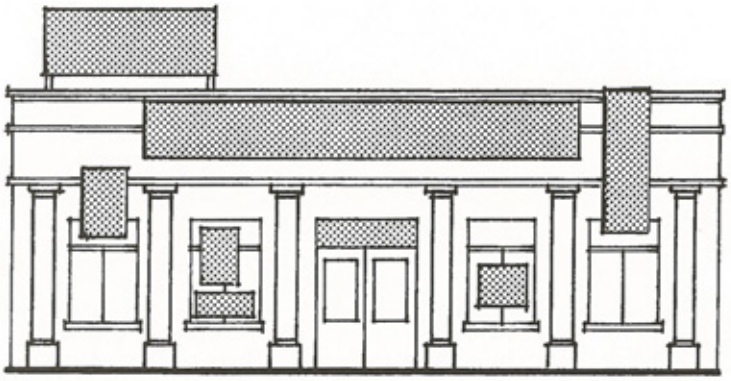
single tenant building



DO incorporate sign location(s) into the overall architectural design of a building.

DO construct a simply designed sign with permanent, quality materials.

DO coordinate the placement, materials, color, type, style and size of signs with other architectural features of a building.

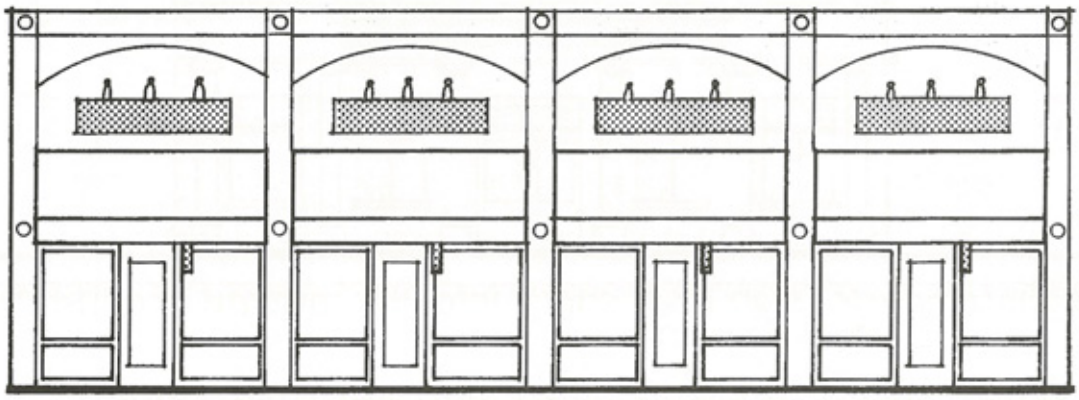


DON'T create visual clutter or obscure architectural features/ details on the building facade.

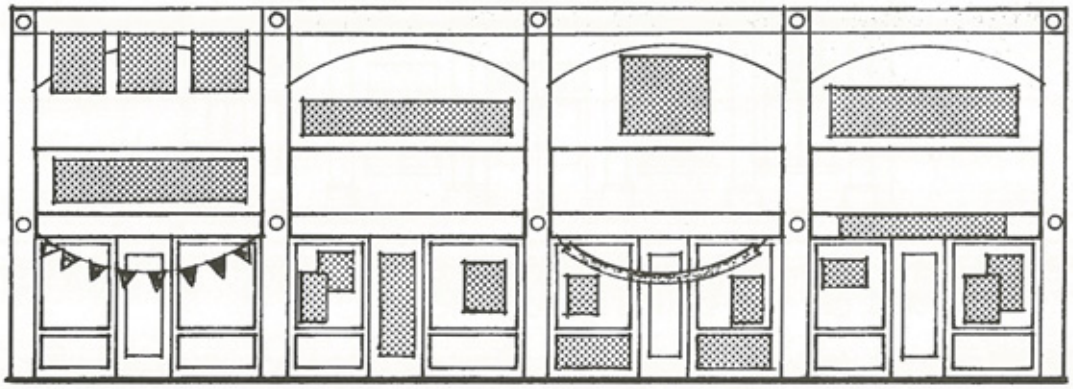
DON'T cover windows with signs which obscure the interior view into a building.

DON'T locate signs above or projecting from the roof line or parapet wall of a building.

Multitenant building



DO coordinate sign locations for multitenant buildings. signs should be consistent in their placement, design, size, materials and color.



DON'T create visual clutter with uncoordinated signs placed in various locations on the building facade.

BUILDING DESIGN

B8. AWNINGS

OBJECTIVE:

To use fabric awnings on storefronts which provide pedestrians with protection from the weather, shade window displays and to articulate the three-dimensional quality of the building facade along pedestrian-focused streets within the town center. In **Metro West**, awnings should be incorporated into the architectural design of retail/commercial building facades. Fabric awnings are recommended and metal awnings should be avoided.

DESIGN STANDARDS:

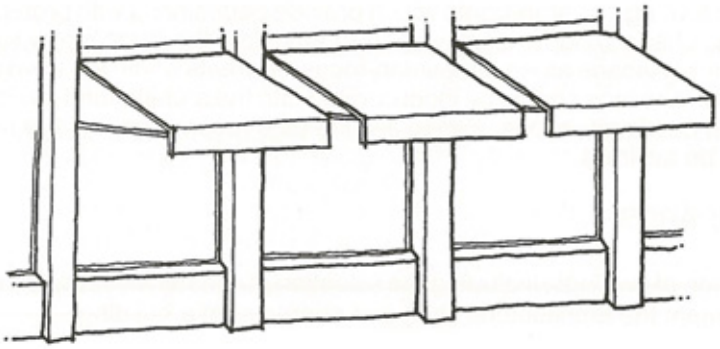
A. The design of awnings, including the selection of a material and color, shall complement the architectural style and character of a building.

B. Large buildings with several storefronts shall have compatible, though not necessarily identical awnings. Awnings should be the same general style, material and proportion, although awnings may employ different but harmonious colors and patterns.

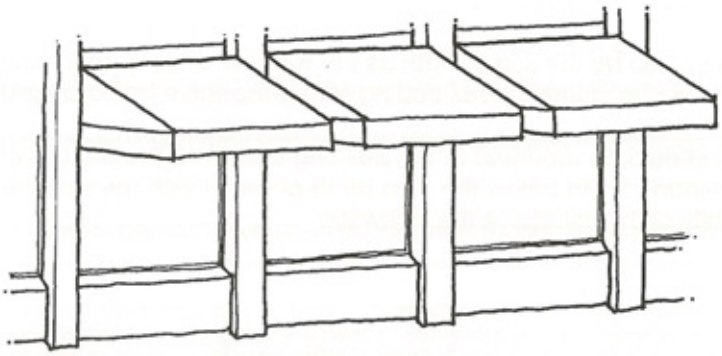
C. Awnings should be the same width as the window or door openings that they are covering, rather than extending across the entire face of a building.

D. Awnings should be mounted to the building facade above the top of the display windows and below the sign band or panel with the valance approximately eight feet above the sidewalk.

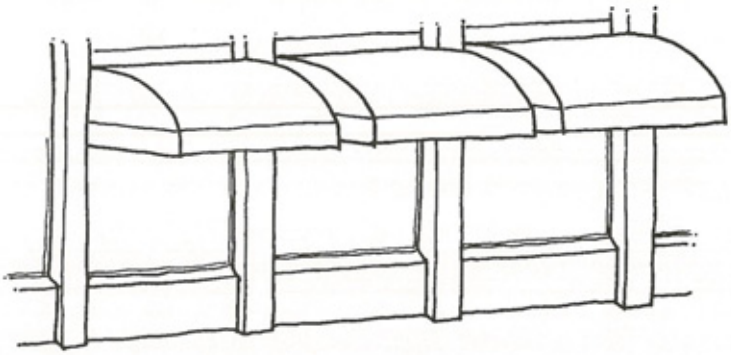
Appropriate types of building awnings



slanted-type awning (with open sides)



slanted-type awning (with closed sides)



quarter-circular type awning (with closed sides)

BUILDING DESIGN

B9. BUILDING SERVICES

OBJECTIVE:

To locate and screen all mechanical equipment and storage areas from public view.

DESIGN STANDARDS:

A. Any nonvegetative screening of exterior trash and storage areas, service yards, delivery areas, transformers, satellite dishes and mechanical equipment shall be compatible with the architectural character of the building and the overall site design. (See Site Design/Buffers and Screening.)

B. Rooftop mechanical equipment shall be located below sight lines of adjacent streets and architecturally integrated or screened with compatible building materials.

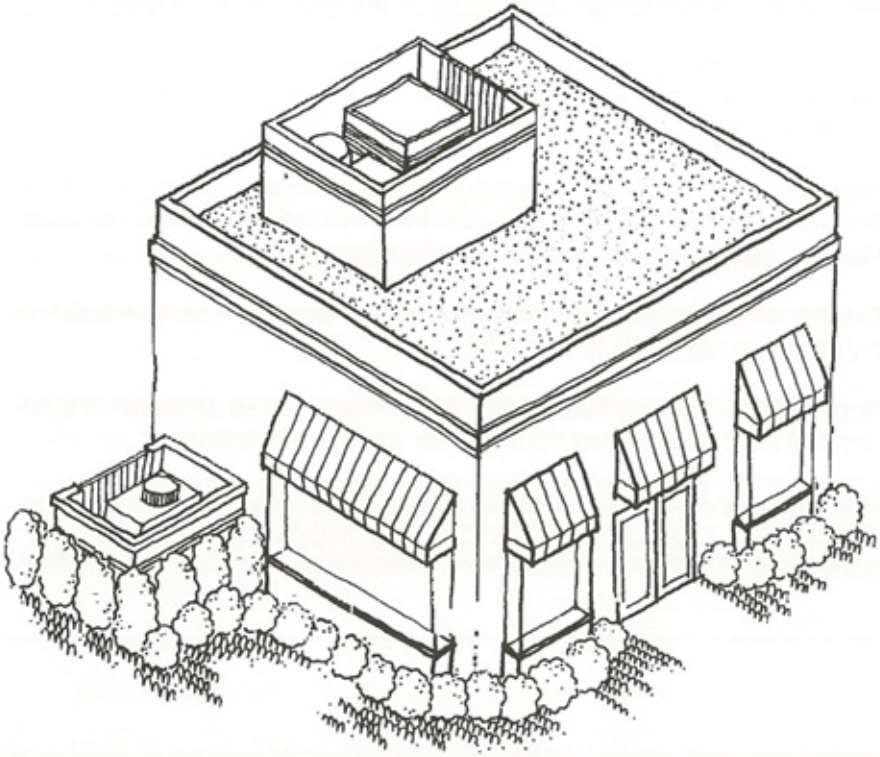
C. Ground-level mechanical equipment including storage, service and delivery areas shall be located in a visually inconspicuous area, such as in the rear of a building or site and out of public view.

D. Exterior window air-conditioning units are not permitted on new building construction within the town center.

E. Access to a building in **Metro West** for services such as deliveries or trash removal shall be provided from the rear of a site, if feasible.

F. Dumpsters shall be enclosed with a continuous solid, opaque masonry wall or other opaque screening treatment. Buildings shall consolidate their garbage storage needs in a single, central location away from public view.

DO screen rooftop mechanical equipment from public view with the use of compatible building materials.



DO screen ground level mechanical equipment in a manner that is compatible with the architectural character of the building and the overall site design.

BUILDING DESIGN

B10. FORMER RESIDENTIAL BUILDINGS IN COMMERCIAL USE

OBJECTIVE:

To improve the appearance and function of residential dwellings which have been converted to a commercial use.

DESIGN STANDARDS:

A. Residential dwellings converted to a commercial use shall preserve the residential appearance and building character.

B. All door and window openings should be preserved and maintained.

C. The integrity of original building materials should be preserved and maintained.

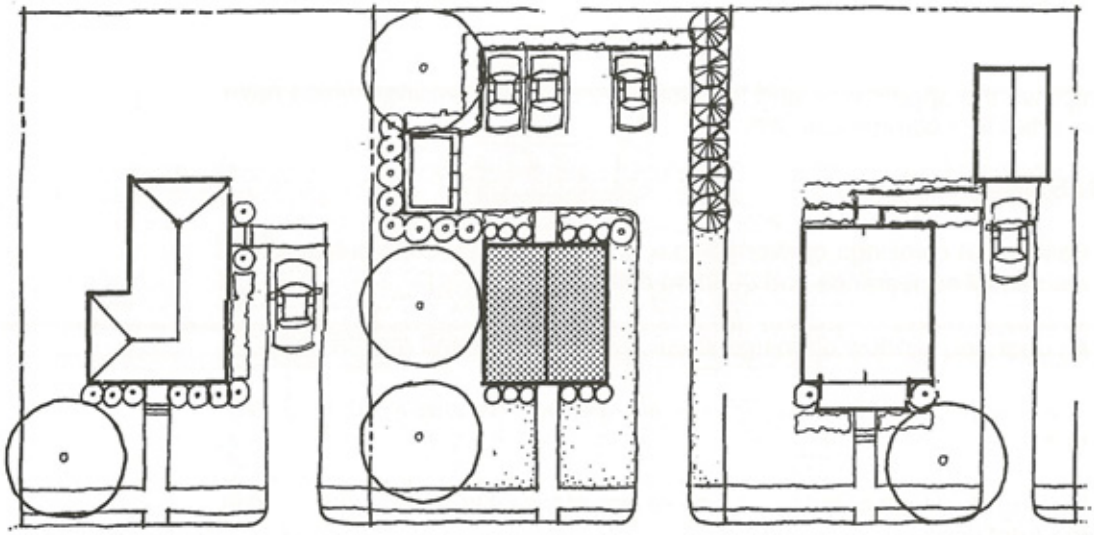
D. Parking shall be located to the side or rear of the lot and is not permitted in the front yard.

E. Front yards shall relate to the adjacent residential buildings and surrounding neighborhood context.

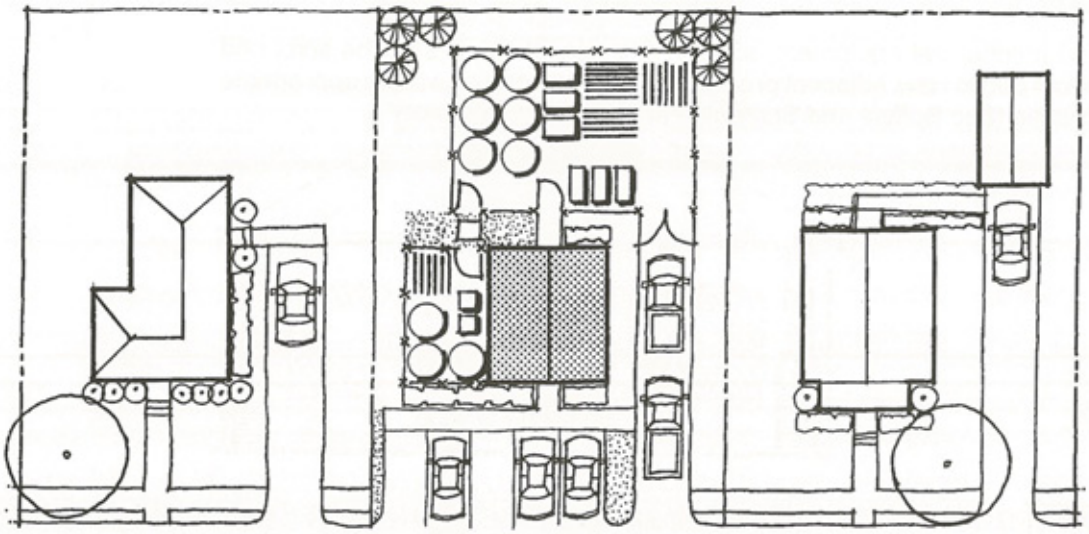
F. Front yards should remain as open space and be planted and well-maintained.

G. All mechanical equipment, storage and service areas shall be screened from public view, adjacent properties and rights-of-way with an appropriate buffer. (See Buffers and Screening and Building Services.)

B10. FORMER RESIDENTIAL BUILDINGS IN COMMERCIAL USE



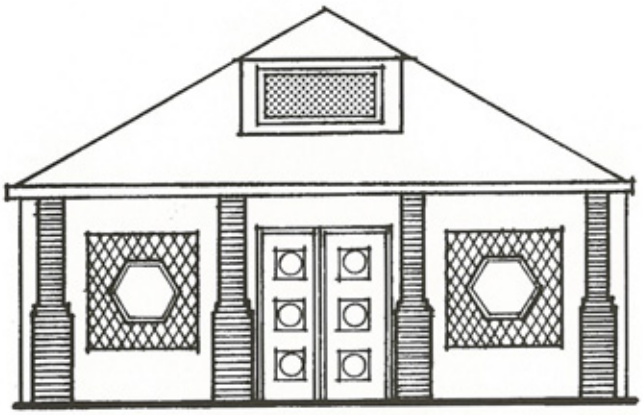
DO preserve the residential appearance of the front yard by locating screened parking and storage areas towards the rear of the property.



DON'T create an incompatible appearance within a residential setting by locating parking areas in the front yard and unscreened storage areas on the property.

B10. FORMER RESIDENTIAL BUILDINGS IN COMMERCIAL USE

DO preserve the integrity and character of residential buildings which have been converted to a commercial use.



DON'T alter the exterior appearance with treatment(s) that would compromise the integrity and character of the building's architectural features, such as door/window openings, building materials, roof form, columns and porches.

USES PERMITTED.

Uses permitted.

No use shall be allowed except as provided for in the following Tables of Uses. In the tables, the following applies:

(1) The letter "P" indicates that the use is permitted in the zone indicated.
(2) The letter "P*" indicates that the use is permitted, but subject to the general special exception standards in Section 27-317(a)(1), (4), (5) and (6) and conforms to the recommendations of the sector plan.
(3) The letters "PA" indicate that the use is permitted, subject to the following:

(A) There shall be no entrances to the use directly from outside of the building;
(B) No signs or other evidence indicating the existence of the use shall be visible from the outside building, other than a business identification sign lettered on a window. The sign shall not exceed six (6) square feet in area; and
(C) The use shall be secondary to the primary use of the building.

(4) The letters "PB" indicate that the use is permitted, subject to the following:

(A) The use shall be related to, dependent on, and secondary to a principal use on the premises;
(B) The use shall be located on the same record lot as the principal use;
(C) The use shall not be located within a building not occupied by the principal use; and
(D) The floor area of any building (and the land area occupied by any structure other than a building) devoted to the use shall not exceed an area equal to 45 percent of the gross floor area of the building within which the principal use is located.

(5) The letter "X" or a blank (unless otherwise clear from the context) indicates that the use is prohibited.
(6) All uses not listed are prohibited.
(7) Whenever the tables refer to an allowed use, that use is either permitted (P), permitted but subject to certain general special exception standards (P*), or permitted as a (PA) or (PB) use, as listed in the tables.

TABLE 15
RESIDENTIAL USES

USE	ZONES		
	R-55	R-20	R-T
(1) COMMERCIAL:			
Animal Hospital, veterinary office	X	X	X
Antique shop	X	X	X
Bus maintenance accessory to a private school, church, or other place of worship (CB-23-1988)	P*	P*	P*
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	X	X	X
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
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
Firewood sales as a temporary use, in accordance with Sections 27-260 and 27-261	X	X	X
Funeral parlor, undertaking establishment	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	X	X
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[19]	P[16,19]	P[16,19]
(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
(C) General business and professional offices	X	X	X
(D) Insurance sales office as an accessory use in a dwelling	P*	P*	X
(E) Medical practitioner's office in a one-family dwelling (except as provided in (A) above)	P*	P*[15]	X
(F) Real estate sales office as an accessory use in a dwelling	P*	P*	X
(G) Real estate subdivision sales office as a temporary use:			

USE	ZONES		
	R-55	R-20	R-T
(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)	P*	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	X	X	X
(B) All others	X	X	X
(2) INSTITUTIONAL/EDUCATIONAL:			
Adult day care center	P*	P*	X
Chancery, on a lot having a net area of at least 15 acres	P	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]	X	X	X
(E) All others (CB-23-1988; CB-23-1993; CB-76-1993)	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
(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
(C) Accessory to a multifamily development when located within an existing building in accordance with Section 27-445.03	P	P	X
(D) All others (CB-23-1988; CB-44-1989; CB-24-1999)	P*	P*	P*

USE	ZONES		
	R-55	R-20	R-T
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	X	X	X
(C) All others (CB-78-1997; CB-8-1998)	P*	P*	P*
Family day care	P	P	P
Health campus	P*	P*	P*
Hospital	P*	P*	P*
Medical/residential campus	P*	P*	P*
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)	P*	P*	P*
School, private:			
(A) In accordance with Section 27-443	P	P	P
(B) All others	P*	P*	P*
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)	P*	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
Cemetery, crematory:			
(A) Cemetery, in accordance with Section 27-445.06	X	X	X
(B) Cemetery, accessory to a church, convent, or monastery[49]	P	P	P
(C) All others (CB-86-1989; CB-11-1991)	X	X	X
Home occupations for residents, when not otherwise allowed[20] (CB-86-1989)	P	P	P[16]
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	X	X
Signs, in accordance with Part 12, associated with uses allowed in the applicable Residential Zone (CB-85-1988)	P	P	P

USE	ZONES		
	R-55	R-20	R-T
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 or rubble fill[47] (CB-15-1990)	X	X	X
Voluntary fire, ambulance, or rescue squad services[26]	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)	P*	P*	P*
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	P*	P*	P*
Commercial recreational attraction	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	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) All others (CB-47-1995)	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

USE	ZONES		
	R-55	R-20	R-T
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	X	X	X
(CB-47-1995)			
Homes Association Recreational Use, in accordance with Section 27-445	P	P	P
Museum, art gallery, aquarium, cultural center, or similar facility (noncommercial)	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	P*	P*	P*
(CB-33-1989)			
Saunas, solariums, and health clubs, noncommercial, for the sole use of residents and their guests	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
(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	X	X	X
(CB-89-1994; CB-47-1995)			
Spa, private	P	P	P
Spa, community	P*	P*	P
Stable, private	X	X	X
(CB-29-1985)			
Swimming pool (community) for sole use of residents and their guests, in accordance with Section 27-411	X	X	X
Swimming pool (community), in accordance with Section 27-411	P*	P*	P
Swimming pool (private):			
(A) Accessory to a one-family detached dwelling	P	P	P
(B) Accessory to other dwellings	X	P	P*
Swimming pool, privately owned and commercially operated on land leased from, and owned by, a public agency[56]	X	X	X
(CB-47-1995)			
(6) RESIDENTIAL/LODGING:			
Agricultural Preservation Development, Section 27-445.01	X	X	X
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)	P*	X	P*
(CB-85-1988; CB-91-1991; CB-44-1992)			
Apartment housing for elderly or handicapped families in a surplus public school building	P*	P*	P*
Boardinghouse	X	X	X
Congregate living facility for more than 8 elderly or physically handicapped residents	P*	P*	X
(CB-90-1985)			

USE	ZONES		
	R-55	R-20	R-T
Congregate living facility for not more than 8 elderly or physically handicapped residents (CB-90-1985)	P	P	X
Convent or monastery (CB-23-1993)	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	P	P	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	P*	P*	X
(C) Prior to November 18, 1980, but on or after November 29, 1949	P*	P*	X
(D) On or after November 18, 1980 (CB-58-1986; CB-73-1996)	X	X	X
Country Inn	P*	P*	X
Dwelling, farm tenant	X	X	X
Dwelling, multifamily:			
(A) In general	X	X	X
(B) Subject to applicable bedroom percentages	X	X	X
(C) In excess of applicable bedroom percentages	X	X	X
(D) Restricted to one-bedroom and efficiency apartments	X	X	X
(E) Higher than 110 feet (CB-85-1988)	X	X	X
Dwelling, one-family attached, for the elderly[58] (CB-71-1996)	X	P[2]	P
Dwelling, one-family detached, cluster development	P	X	X
Dwelling, one-family detached (in general)	P	P	P
Dwelling, one-family semidetached[1] (CB-85-1988)	P[13,32]	P	P
Dwelling, quadruple-attached (CB-83-1997)	X	P[2]	P[2]
Dwelling, three-family	X	X	P
Dwelling, two-family detached (CB-85-1988)	X	X	P[3]
Dwelling, two-family (in general)	X	X	P[3]
Dwellings, one-family attached, cluster development, shown on a preliminary plat of subdivision approved prior to September 1, 1986	P[32]	X	X
Dwellings, one-family triple-attached, cluster development, shown on a preliminary plat of subdivision approved prior to September 1, 1986	P[32]	X	X
Dwellings, one-family triple-attached (in general)	X	P	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	P	X	X
(B) In accordance with Section 24-138.01 of Subtitle 24 (CB-72-1989)	X	X	X
Fraternity or sorority house:			

USE	ZONES		
	R-55	R-20	R-T
(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
(B) All others	X	X	X
Group residential facility for more than 8 mentally handicapped dependent persons, or for 5 or more other dependent persons	P*	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 (CB-79-1999)	X	X	X
Mobile home, with use for which amusement taxes collected[28]	X	X	X
Motel	X	X	X
Opportunity Housing dwelling units (CB-66-1991)	X	X	X
Planned retirement community	P*	P*	P*
Recreational Community Development, in accordance with Section 27-444 (CB-16-1989)	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
Rooming houses	X	X	X
Tourist cabin camp	X	X	X
Tourist homes	X	X	X
Townhouse, cluster development, shown on a preliminary plat of subdivision approved prior to September 1, 1986 (CB-54-1986)	P[32]	X	X
Townhouse, in general (CB-84-1990; CB-47-1996)	X[48]	P[2]	P
Townhouse, shown on a preliminary plat of subdivision approved pursuant to part 4A. (CB-47-1996)	P	P[2]	P
(7) Resource Production/Recovery:			
Agricultural Preservation Development, in accordance with Section 27-445.01	X	X	P
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	X	X	X
(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

USE	ZONES		
	R-55	R-20	R-T
(B) All others (CB-35-1989; CB-143-1989; CB-135-1993)	X	X	X
Sand or gravel wet-processing, in accordance with Section 27-445.02	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
Farm vehicles and farm machinery used on farm premises[51] (CB-105-1993)	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-88-1999)	X	X	X
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
Parking of vehicles owned or used by the occupants of the premises or their bona fide guests:			
(A) Boats and boat trailers[44]	P[17]	X	X
(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	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
(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	X	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

USE	ZONES		
	R-55	R-20	R-T
(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	X	X
(F) Private passenger vehicles	P	P	P
Public utility use or structure:			
(A) Underground pipelines and electric power and telephone lines; structures commonly known as "telephone poles"; and railroad tracks (but not a yard) and passenger stations	P	P	P
(B) Antennas, monopoles, and related equipment buildings for mobile telephone transmission or other telecommunications, excluding satellite dish antenna:			
(i) In accordance with Section 27-445.04	P	P	P
(ii) All others (CB-1-1986; CB-14-1987; CB-61-1988; CB-123-1994)	X	X	X
(C) Unmanned, self-contained telecommunications electronic equipment enclosures not more than 350 square feet in area, not more than 12 feet in height, having parking and access easements for one (l) vehicle where necessary, with minimum on-site visits of personnel, provided the enclosure is entirely surrounded with screening material. These structures must be used exclusively for the purpose of providing advanced communications services[40] (CB-25-1987)	P	P	P
(D) 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)	P*	P*	P*
Satellite dish antenna, in accordance with Section 27-424.02:			
(A) Up to 10 feet in diameter, to serve only 1 dwelling unit	X	X	X
(B) More than 10 feet in diameter, to serve only 1 dwelling unit	X	X	X
(C) All others (CB-19-1985)	X	X	X
Storage of any motor vehicle which is wrecked, dismantled, or not currently licensed, except where specifically allowed[12] (CB-4-1987)	X	X	X
Tower, pole, or antenna (electronic, radio, or television, transmitting or receiving), except a public utility structure or satellite dish antenna:			
(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)	X	X	X

1 Provided both of an adjoining pair are erected at the same time.
2 Subject to all requirements applicable to the R-T Zone (except as specifically modified for the R-20 Zone).
3 Limited to dwelling units arranged one above the other.
4 Reserved
5 Reserved
6 Reserved
7 Reserved
8 Reserved

9 Reserved

10 Reserved

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 Reserved

15 Restricted to one-family detached and semidetached dwellings.

16 Restricted to one-family detached dwellings.

17 Only one (1) of each.

18 Reserved

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 50 percent 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 Reserved

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 Reserved

24 Reserved

25 Reserved

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.

27 Reserved

28 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 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 120 cumulative days per calendar year, except mobile homes used in connection with pari-mutuel racetracks where the use shall not exceed 218 cumulative days per calendar year.

29 Reserved

30 Only in connection with one-family detached dwellings.

31 Except in an emergency. In this case, the parking shall be subject to the traffic and parking regulations applicable to the right-of-way.

32 In a cluster development for which the preliminary plat of subdivision was approved prior to September 1, 1986, showing such one-family attached dwellings. Up to 20 percent in the R-80 Zone, and 25 percent 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 Reserved

34 Minimum lot size of two 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 Reserved

36 Reserved

37 Reserved

38 Reserved

39 Reserved

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 25 acres.
(CB-55-1988)

42 Reserved

43 Minimum lot size of 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 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 Reserved

46 Reserved

47 Reserved

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 20 percent of the total number of dwelling units in the development may be townhouses.
(CB-84-1990; CB-47-1996)

49 Provided both uses were existing as of January 1, 1991.
(CB-11-1991)

50 Reserved

51 Includes semitrailers for an agricultural use located on a minimum of 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 meet the following requirements:
(A) The minimum setback for all buildings shall be 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 Reserved

54 Reserved

55 Reserved

56 Reserved

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 Reserved

60 Reserved

61 Reserved

62 Reserved
63 Reserved
64 Reserved
65 Reserved
66 Reserved

TABLE 16
COMMERCIAL USES

USE	ZONE		
	C-O	C-S-C	C-M
(1) COMMERCIAL:			
(A) Eating or Drinking Establishments:			
Drive-in restaurant	X	X	X
Fast-food restaurant:			
(i) Within a wholly enclosed shopping mall, or department, variety, or drug store	X	P	X
(ii) Within an office building	PA	P	PA
(iii) Within a hotel	X	PA	PA
(iv) Accessory to, and as an integral part of, an allowed recreational facility	P	P	P
(v) Within, and sharing the same points of vehicular access as, an integrated shopping center having six individual businesses (including the fast-food restaurant) and a minimum 50,000 square foot gross floor area[10]	X	P	X
(vi) Provided that the fast-food restaurant is part of an integrated shopping center, is not attached to a gas station, is limited to a maximum 2,000 square foot gross floor area, no more than 20 seats, and no drive-in or delivery service	X	P	P
(vii) All others (no drive-in)	X	P*	P*
Other than a drive-in or fast-food restaurant (which may include incidental carry-out service, except where specifically prohibited):			
(i) Permitting no entertainment (of any sort) other than music, and no patron dancing	P	P	P
(ii) Within an office building	P	P	P
(iii) Accessory to an allowed use	X	P	P
(iv) Freestanding, within an office building complex of at least 20 acres	X	X	X
(v) Permitting live entertainment or patron dancing, with hours of operation that extend beyond 11:00 P.M., and with parking abutting land used for residential purposes, except hotel lounges	X	X	X
(vi) All others (CB-33-1985; CB-104-1985; CB-65-1989; CB-89-1993; CB-90-1993)	P*	P	P
(B) Vehicle, Mobile Home, Camping Trailer, and Boat Sales and Service:			
Bus maintenance accessory to:			
(i) A private school or educational institution	P*	P*	P
(ii) A church or other place of worship	P*	P*	P
Boat fuel sales at the waterfront	X	X	X
Boat sales, service, and repair, including outdoor storage of boats and boat trailers:			
(i) Accessory to a marina	X	X	X
(ii) All others	X	X	X
Boat storage yard	X	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	P
(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 (2) miles of a Metro station	X	P	X
(iii) All others (CB-76-1998)	X	X	X

USE	ZONE		
	C-O	C-S-C	C-M
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	X
Incidental automobile service in a parking garage[3]	X	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	X
Vehicle, mobile home, or camping trailer repair and service station (CB-50-1993)	X	X	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)	X	X	X
Vehicle or camping trailer rental (in the C-M Zone, subject to Section 27-417(a),(b)(2), and (c)	X	X	X
Vehicle or camping trailer storage yard (CB-80-1996)	X	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	X
(ii) Accessory to a department store (CB-58-1990)	X	X	X
(iii) All others (CB-21-1992)	X	X	X
Vehicle parts or tire store without installation facilities	X	P	P
Vehicle towing station, provided it is enclosed by a sight-tight wall or fence at least 6 feet high, or an evergreen screen (CB-30-1992)	X	X	X
(C) Offices:			
Bank, savings and loan association, or other savings or lending institution:			
(i) Automatic teller machine, only	P	P	P
(ii) Check cashing establishment[36]	X	X	X
(iii) All others	P	P	P
Contractor's office (see paragraph (3), Miscellaneous)			
Office accessory to an allowed use	P	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	X
(ii) All others	P	P	P
Office of a medical practitioner or medical clinic (which may include an accessory private spa)	P	P	P
Real estate subdivision sales office as a temporary use, in accordance with Sections 27-260 and 27-261	P	P	P
Where not otherwise specifically permitted, any use allowed in the C-R-C Zone (excluding those permitted by Special Exception) may be located within an office building, provided that the uses shall not be located above the ground floor; not more than 15% of the gross floor area of the building shall be devoted to the use; and not more than 3,000 square feet of gross floor area shall be allotted to any one shop (CB-58-1990)	X	X	X

USE	ZONE		
	C-O	C-S-C	C-M
Where not otherwise specifically permitted, any use allowed in the C-S-C Zone in these standards 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	PA	X	PA
Where not otherwise specifically permitted, any use allowed in the C-S-C Zone (excluding those permitted by Special Exception) may be located within an existing building no more than three (3) stories in height, including a maximum of 65,000 square feet of gross leasable area, provided such building and its associated parking are located on one or more contiguous parcels of property abutting two (2) streets shown on the master plan as arterial or higher classification, and located at an intersection where the three (3) other corners of said intersection are zoned C-S-C, and where the parcel or parcels of property upon which the building and its associated parking are located abut land zoned C-S-C at a minimum of two (2) locations (CB-69-1999)	X	X	X
Where not otherwise specifically permitted, any use allowed by Special Exception in the C-S-C Zone may be located within an existing building no more than three (3) stories in height, including a maximum of 65,000 square feet of gross leasable area, provided such building and its associated parking are located on one or more contiguous parcels of property abutting two (2) streets shown on the master plan as arterial or higher classification, and located at an intersection where the three (3) other corners of said intersection are zoned C-S-C, and where the parcel or parcels of property upon which the building and its associated parking are located abut land zoned C-S-C at a minimum of two (2) locations (CB-69-1999)	X	X	X
(D) Services:			
Ambulance service, private	X	X	X
Animal hospital, animal training, kennel	X	X	X
Artist's studio	P	P	X
Barber or beauty shop (CB-148-1987)	P	P	P
Bicycle repair shop:			
(i) Non motorized only	X	P	P
(ii) All others	X	P*	P
Blacksmith shop	X	X	X
Blueprinting, photostating, or other photocopying establishment	X	P	P
Carpet or rug shampooing establishment	X	X	X
Catering establishment:			
(i) Accessory to an allowed use	P	PA	P
(ii) As a primary use but including banquet facilities and a restaurant	P	P	P
(iii) For food preparation and administrative office only (no banquet facilities)	X	X	P
(iv) All others (CB-94-1996, CB-34-1999)	X	X	P
Data processing	P	P	P
Dry cleaning or laundry pickup station (CB-127-1986)	X	P	P*
Dry cleaning store or plant:			
(i) Retail	X	P	X
(ii) Wholesale (may include retail service)	X	X	X
Electric or gas appliance, radio, or television repair shop	X	P	P
Employment agency	P	P	X
Farm implement repair	X	X	X

USE	ZONE		
	C-O	C-S-C	C-M
Fortune telling	X	X	X
Funeral parlor, undertaking establishment (CB-2-1989)	X	X	P
Household appliance or furniture repair shop	X	P	P
Key or locksmith shop (CB-128-1986)	X	P	P*
Laboratory:			
(i) Accessory to an allowed use	PA	P	P
(ii) Dental laboratory	P	P	P
(iii) All other laboratories (CB-4-1986)	P*	P	P
Laundromat:			
(i) Accessory to an allowed use	X	X	X
(ii) All others	X	P	P
Laundry store or plant:			
(i) Retail	X	P	P
(ii) Wholesale (may include retail service)	X	X	X
Lawn mower repair shop:			
(i) Non motorized, only	X	P	P
(ii) All others, provided all repairs are performed within a wholly enclosed building	X	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	X
(ii) All others (CB-120-1994)	X	X	X
Machine shop accessory to an allowed use	X	X	X
Massage establishment	X	X	X
Methadone Treatment Center (CB-103-1993)	X	X	X
Model studio	X	X	X
Newspaper publishing establishment	X	P*	P
Pet grooming shop, provided all animals are confined to the interior of the building and adequate measures are taken to control noise and odor	X	P	P
Photographic processing plant	X	X	X
Photography studio or darkroom	P	P	P
Pizza delivery service, limited to off-premises delivery with no eat-in, drive-in, or carry-out service:			
(i) With less than 2,200 sq. ft. of gross floor area	X	P	X
(ii) Unrestricted in size (CB-83-1986)	X	X	X
Printing shop:			
(i) Not exceeding 2,000 square feet of gross floor area	X	P	P
(ii) All others	X	X	X
Sauna or steam bath	X	P	P
Septic tank service	X	X	X

USE	ZONE		
	C-O	C-S-C	C-M
Sewage dump station for camping trailers or boats	X	X	X
Shoe repair shop	X	P	P
Tailor or dressmaking shop (may include incidental dyeing and pressing allowed as a "PB" use)	X	P	P
Taxidermy (CB-30-1986)	X	P	P
Travel bureau	P	P	X
Upholstery shop (CB-65-1989)	X	PA	P
Veterinarian's office:			
(i) Outpatient	X	P	P
(ii) Inpatient (CB-96-1988)	X	PB	PB
Watch or jewelry repair shop	X	P	X
Welding shop:			
(i) Accessory to an allowed use	X	X	X
(ii) All others	X	X	X
(E) Trade (Generally Retail):			
Adult book store (CB-65-1989; CB-53-1996)	X	X	X
Arts, crafts, and hobby supply store	X	P	P
Bait shop	X	P	X
Bakery products, wholesale (may include retail sales)	X	X	X
Bicycle (sales) shop:			
(i) Nonmotorized, only	X	P	P
(ii) All others	X	P*	P
Book (except adult bookstore) or camera store (CB-71-1993)	X	P	P
Bottled gas sales:			
(i) Accessory to an allowed use	X	X	X
(ii) All others	X	X	X
Building supply store:			
(i) Wholly enclosed, except for nursery stock	X	X	X
(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	X
Bulk retailing:			
(i) Products allowed to be sold in a C-S-C Zone (CB-65-1989; CB-25-1999)	X	X	X
(ii) Products allowed to be sold in a C-M Zone	X	X	X
Buying of items within guest rooms and vehicles, pursuant to Section 27-115(a)(2)	X	X	X
Carpet or floor covering store	X	P	P
Clothing, dry goods, millinery, or shoe store (CB-58-1985; CB-71-1993)	X	P	P
Confectioner (not exceeding 40,000 square feet of gross floor area):			

USE	ZONE		
	C-O	C-S-C	C-M
(i) Retail (CB-65-1989)	X	P	X
(ii) Wholesale (may include accessory retail sales)	X	X	X
Department or variety store, excluding pawnshops (CB-71-1993; CB-28-1997, CB-4-1999)	X	X	X
Drug paraphernalia display or sales, pursuant to Section 27-115(a)(1)	X	X	X
Drug store:			
(i) Not exceeding 3,000 square feet of gross floor area	X	P	X
(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	P
(iii) All others	X	P	X
Farm implement sales	X	X	X
Feed sales	X	X	X
Firewood sales as a temporary use in accordance with Sections 27-260 and 27-261	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)	X	P	P
Florist shop	X	P	P
Food or beverage goods preparation on the premises of a food or beverage store, provided the goods are only sold on the premises and at retail	X	PB	PB
Food or beverage goods preparation for wholesale sales:			
(i) Not exceeding 1,500 square feet of gross floor area	X	X	X
(ii) Containing 1,501 to 3,000 square feet of gross floor area	X	X	X
(iii) All others (CB-37-1992)	X	X	X
Food or beverage store:			
(i) Not exceeding 3,000 square feet of gross floor area	X	P	P*
(ii) All others (CB-112-1986; CB-65-1989)	X	P	P*
Garden supplies store, floricultural or horticultural nursery, which may include the outdoor display of nursery stock, such as plants, shrubbery, and trees (CB-65-1989)	X	P	P
Gift, jewelry, music, souvenir, or other specialty store not specifically listed (CB-71-1993)	X	P	X
Hardware store (CB-65-1989)	X	P	P
Household appliance or furniture store:			
(i) Not exceeding 50,000 square feet of gross floor area	X	P	P
(ii) Exceeding 50,000 square feet of gross floor area (CB-32-1986; CB-77-1998)	X	X	X
Ice vending machine (not exceeding 8 ton capacity)	X	X	X
Lawn mower (sales) store	X	P	P
Newspaper, magazine, or tobacco shop	X	P	X
Nursery and garden center, which may include the outdoor display of nursery stock, such as plants, shrubbery, and trees	X	P	P

USE	ZONE		
	C-O	C-S-C	C-M
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 6 feet from main building (subject to Section 27-388)	X	X	X
(ii) More than 6 feet from main buildings(subject to Section 27-388)	X	X	X
Paint or wall covering store	X	P	P
Pawnshop:			
(i) In accordance with Section 27-250.01	X	X	X
(ii) In accordance with Section 27-394.01 (CB-28-1997)	X	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	X
Retail shop or store (not listed) similar to one permitted (P) in the:			
(i) C-S-C Zone	X	P	X
(ii) C-M Zone	X	X	P
(iii)C-R-C Zone (CB-65-1989; CB-58-1990)	X	X	X
Sales from guest rooms and vehicles, in accordance with Section 27-115(a)(2)	X	X	X
Seafood market:			
(i) Containing less than 3,000 square feet of gross retail space	X	P	P
(ii) Containing less than 7,000 square feet of gross retail space	X	P	P
(iii)Unrestricted in size (CB-49-1987)	X	X	X
Seasonal decorations display and sales as a temporary use, in accordance with Sections 27-260 and 27-261	P	P	P
Septic tank sales (CB-65-1989)	X	X	X
Sporting goods shop, which may include marine equipment and supplies	X	P	P
Stationery or office supply store which may include the sale of furniture or business machines	X	P	P
Swimming pool or spa sales and service:			
(i) Excluding outdoor display	X	P	X
(ii) Including outdoor display, provided it is enclosed by a 6-foot high fence (subject to Section 27-388)	X	X	X
Toy store (CB-71-1993)	X	P	P
Video game or tape store	X	P	P
Wayside stand:			
(i) As a temporary use, subject to Sections 27-260 and 27-261	X	X	X
(ii) All others (CB-122-1986)	X	X	X
(2) INSTITUTIONAL/EDUCATIONAL:			
Adult day care center	P*	P*	P
Assisted living facility, subject to the requirements of Section 27-464.04 (CB-72-1996)	X	X	P
Church or similar place of worship:			
(A) Located on a lot less than 1 acre in size	X	X	X

USE	ZONE		
	C-O	C-S-C	C-M
(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	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	X	X	X
(E) All others	P	P	P
(CB-23-1988; CB-23-1993; CB-76-1993)			
Day care center for children:			
(A) In accordance with Section 27-464.02	P	P	P
(B) All others	P*	P*	P*
(CB-23-1988)			
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	X
(B) All others	X	X	X
(CB-8-1998)			
Hospital (may include a private spa)	P*	P*	P
Modular classroom as a temporary use, in accordance with Sections 27-260 and 27-261	X	X	X
(CB-106-1989)			
Nursing or care home (may include a private spa)	P*	P*	P
School, Private:			
(A) Driving school, automobile only	P	P	P
(B) For artistic instruction (including a studio)	P	P	P
(C) Of business or trade, where the business or trade is permitted (P) in the respective zone	P	P	P
(D) Of business or trade, where the business or trade is permitted by Special Exception (SE) in the respective zone	P*	P*	P*
(E) Tutoring establishment	P	P	P
(F) Post-secondary educational institution	P	P	P
(G) Private schools, subject to Section 27-463	P	P	P
(H) All others	P*	P*	P*
(CB-40-1988; CB-50-1988; CB-113-1994; CB-93-1996)			
(3) MISCELLANEOUS:			
Accessory structures and uses, except as otherwise provided	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	P*	P*	P*
(CB-58-1987)			
Auction house	X	P*	P
Buildings and uses, serving public health purposes, on land owned by Prince George's County, Maryland, upon which hospitals or health centers are located, except if otherwise allowed as a Permitted (P) use[13]	P	P	P
(CB-55-1988)			
Carpentry, cabinet making, or other woodworking shop:			
(A) Accessory to an allowed use	X	X	X
(B) All others	X	X	X
Cemetery or crematory:			
(A) Cemetery, accessory to a church, convent, or monastery[18]	P	P	P

USE	ZONE		
	C-O	C-S-C	C-M
(B) All others (CB-11-1991)	X	X	X
Collection of recyclable materials as a temporary use, in accordance with Sections 27-260 and 27-261	X	X	X
Commercial recreational development (CB-35-2000)	P	X	X
Consolidated Storage (CB-147-1986; CB-65-1989; CB-45-1999)	X	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	X	X	X
(B) With outdoor storage of materials, located only in a side or rear yard; enclosed by a slightly, opaque wall or fence at least 6 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	X
(C) Including the fabrication (only within a wholly enclosed building) of plumbing, air conditioning, heating, carpentry and lighting (and the like) parts for installation off the site (CB-110-1994; CB-46-1995)	X	X	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	P
(B) All others	P*	P*	P*
Hardware fabrication and manufacturing of products from material produced elsewhere[26] (CB-39-1996)	X	X	X
Mobile home, with use for which amusement taxes collected[2]	X	X	X
Recycling collection center as a temporary use, in accordance with Sections 27-260 and 27-261	X	X	X
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	X
(B) All others	X	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	X
(B) Rental of boats	X	X	X
(C) Rental of any other merchandise allowed to be sold in the respective zone	X	X	X
Sanitary landfill, rubble fill	X	X	X
Sign, in accordance with Part 12:			
(A) Outdoor advertising (billboard)	X	X	X
(B) All others (CB-65-1989; CB-24-1991)	P	P	P
Sign shop	X	X	X
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	X
Storage, wholly enclosed, accessory to an allowed use	P	P	P

USE	ZONE		
	C-O	C-S-C	C-M
Temporary shelter for commercial display, sale, or service use permitted (P) in the respective zones, as a temporary use, in accordance with Sections27-260 and 27-261	X	X	X
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	X
(B) Of materials (products) not used or produced on the premises (CB-61-1995)	X	X	X
Wholesaling of products incidental to the retail sales of the products on the premises	X	X	X
(4) PUBLIC/QUASI PUBLIC:			
Ambulance service, private	X	X	X
Community building, except as otherwise provided	P*	P	P
Library, private	P	P	P
Post Office	P	P	P
Public building and use, except as otherwise prohibited	P	P	P
Sanitary landfill or rubblefill (CB-15-1990)	X	X	X
Voluntary fire, ambulance, or rescue[1] station	P	P	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	P*
(B) All others	X	P*	P*
Amusement Center (CB-35-1994)	X	P	P
Amusement park:			
(A) Within a wholly enclosed shopping mall	X	X	X
(B) All others	X	X	X
Archery or baseball batting range	X	X	X
Arena or stadium (which may include a private spa)	X	X	X
Athletic field:			
(A) With no seating or nonpermanent bleacher-type seating for not more than 100 spectators	X	X	X
(B) With permanent bleacher-type seating for more than 100 spectators	X	X	X
Auditorium	X	P	P
Beach	X	X	X
Billiard or pool parlor	X	X	X
Boat ramp	X	X	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	P	P
(B) All others	X	P*	P
Carnival, circus, fair or similar use, not exceeding seventeen (17) 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	P
Club or lodge (private) except as otherwise provided	P*	P	P

USE	ZONE		
	C-O	C-S-C	C-M
Employees' recreational facilities (private, nonprofit) accessory to an allowed use	P	P	P
Fishing pier	X	X	X
Go-cart track	X	X	X
Golf course or country club:			
(A) Accessory to a commercial use	X	X	X
(B) All others	X	X	X
Golf driving range	X	X	X
Marina (CB-72-1987)	X	X	X
Miniature golf course	X	X	X
Museum, aquarium, art gallery, cultural center, or similar facility	P	P	P
Park or playground	P	P	P
Race track	X	X	X
Recreational campground (in the C-M Zone subject to paragraphs (1) thru (7) of Section 27-400(a))	X	X	X
Recreational or entertainment establishment of a commercial nature, if not otherwise specified:			
(A) Abutting residential property or land residentially zoned	X	X	X
(B) All others (CB-72-1998)	X	X	X
Reducing/exercise salon or health club	X	P	P
Riding stable	X	X	X
Rifle, pistol, or skeet shooting range:			
(A) Indoor	X	X	X
(B) Outdoor	X	X	X
Skating rink	X	P*	P
Spa (community)	P	P	P
Spa (private), accessory to an allowed dwelling unit	P	P	P
Spa (public):			
(A) Accessory to a hotel or motel	X	P	P
(B) Accessory to a reducing/exercise salon or health club	X	P	P
(C) Accessory to a commercial swimming pool	X	P	P
(D) Accessory to a recreational campground	X	X	X
(E) Accessory to a summer camp	X	X	X
(F) Unrestricted	X	X	X
Summer camp	X	X	X
Swimming pool:			
(A) Accessory to a hotel or motel	X	P	P
(B) Accessory to a recreational campground	X	X	X
(C) Community	P	P	P
(D) Indoor	X	P	P
(E) Private, accessory to an allowed one-family detached dwelling	P	P	P
(F) All others	X	X	X
Tennis, basketball, handball, or similar court:			
(A) Indoor (within a permanent wholly enclosed building)	P	P	P
(B) Outdoor	P	P	P

USE	ZONE		
	C-O	C-S-C	C-M
(C) With a temporary removable cover (bubble)	P*	P	P
Theatre:			
(A) Indoor	P*	P	P
(B) Outdoor (including drive-in)	X	X	X
Zoo, not publicly owned	X	X	X
(6) RESIDENTIAL/LODGING:			
Apartment housing for the elderly or physically handicapped	X	P*	X
Country Inn	X	P	P
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	P
Dwelling unit within a building containing commercial uses:			
(A) Not exceeding 3 units per building, to be located above the ground floor, except where otherwise allowed	P	P	P
(B) Not exceeding 3 units per building, with 1 unit at ground level for a resident manager, caretaker, or night watchman (and family)	X	X	P
(C) In a building containing 4 or more stories, provided the units are located above the third story	P*	P*	P*
Hotel or motel:			
(A) Hotel or motel in general	P	P	P
(B) Including any use allowed in the C-S-C Zone (but not generally allowed in the C-M Zone, excluding those permitted by Special Exception), when located within a hotel, provided the uses shall not be located above the ground floor; not more than fifteen (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	PA
Tourist cabin camp	X	X	X
Tourist Home	X	X	X
Transitional Shelter for the Homeless:			
(A) Operated in conjunction with an adjacent eleemosynary institution; and containing 8 or fewer residential units	X	X	X
(B) All others (CB-62-1991)	X	X	X
(7) RESOURCE PRODUCTION/RECOVERY:			
Agricultural use	X	X	X
Sand and gravel wet-processing	X	X	X
Surface mining	X	X	X
(8) TRANSPORTATION/PARKING/COMMUNICATIONS/UTILITIES:			
Airport, airpark, airfield, airstrip, heliport, helistop	X	X	X
Broadcasting studio (without tower)	P	P	P
Bus station or terminal	X	X	X
Parking garage, commercial	P	P	P
Parking garage or lot or loading area, used in accordance with Part 11	P	P	P
Parking lot, commercial:			
(A) With shuttle service to Metro and within two (2) miles of a Metro station	P*	P	P
(B) All others	X	X	X
Parking of mobile home, except as otherwise specified	X	X	X
Parking of a mobile home in a public right-of-way[4]	X	X	X
Parking of vehicles accessory to an allowed use	P	P	P
Public utility use or structure:			

USE	ZONE		
	C-O	C-S-C	C-M
(A) Underground pipelines and electric power and telephone lines; structures commonly known as "telephone poles"; and railroad tracks (but not yards) and passenger stations	P	P	P
(B) Unmanned, self-contained telecommunications electronic equipment enclosures not more than 350 square feet in area, not more than 12 feet in height, having parking and access easements for one (1) vehicle where necessary, with minimum on-site visits of personnel, provided the enclosure is entirely surrounded with screening material. These structures must be used exclusively for the purpose of providing advanced communications services[11]	P	P	P
(C) Antennas, monopoles, and related equipment buildings for mobile telephone or other telecommunications transmission (excluding supporting towers and satellite dishes) in accordance with Section 27-464.03	P	P	P
(D) 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)	P*	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	X	X	X
(B) More than 10 feet in diameter to serve only 1 dwelling	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[6] (CB-4-1987)	X	X	X
Taxicab dispatching station:			
(A) Without cab storage, repair, or servicing	P	P	P
(B) With cab storage	X	X	X
(C) With cab repair or servicing within a wholly enclosed building (CB-50-1987)	X	X	X
Taxicab stand	P	P	P
Telegraph or messenger service	P	P	P
Tower, pole, or antenna (electronic, public utility when not otherwise permitted, radio, or television, transmitting or receiving), except a satellite dish antenna:			
(A) Nonprofit, noncommercial purposes, with no height restrictions	P	P	P
(B) Freestanding for commercial purposes, not exceeding 100 feet above ground level	P	P	P
(C) Attached to a roof for commercial purposes, not exceeding 40 feet above the height of the building	P	P	P
(D) All others (CB-8-1990; CB-41-1994; CB-123-1994)	P*	P*	P*

1 Provided the site is either:
- (A) In the proximity of an area designated as a fire or rescue station on an approved Functional Master Plan of Fire and Rescue Stations;
- (B) In a location which the Fire Chief has indicated (in writing) is appropriate; or
- (C) Occupied by a station that was in use immediately prior to July 1, 1982.

2 Reserved

3 Provided:
- (A) The service shall be limited to supplying gasoline, oil, water, tire pressure, and washing;
- (B) Only automobiles parking in the parking garage may be served;
- (C) No signs visible from outside the structure shall indicate the presence of the service facilities; and
- (D) The garage shall be wholly enclosed.

4 Except in an emergency. In this case, the parking shall be subject to the traffic and parking regulations applicable to the right-of-way.

5 Reserved.

6 This shall not apply to:

(A) Storage accessory (and related) to an allowed use; or

(B) One (1) such vehicle stored in a wholly enclosed garage.

7 Reserved

8 Reserved

9 Reserved

10 The requirement for at least 6 businesses and a 50,000 square feet 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 Reserved

14 Reserved

15 Reserved

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 (6) vehicles shall be permitted for the delivery service.

(CB-126-1989)

17 Reserved

18 Provided both uses were existing as of January 1, 1991.

(CB-11-1991)

19 Reserved

20 Reserved

21 Reserved

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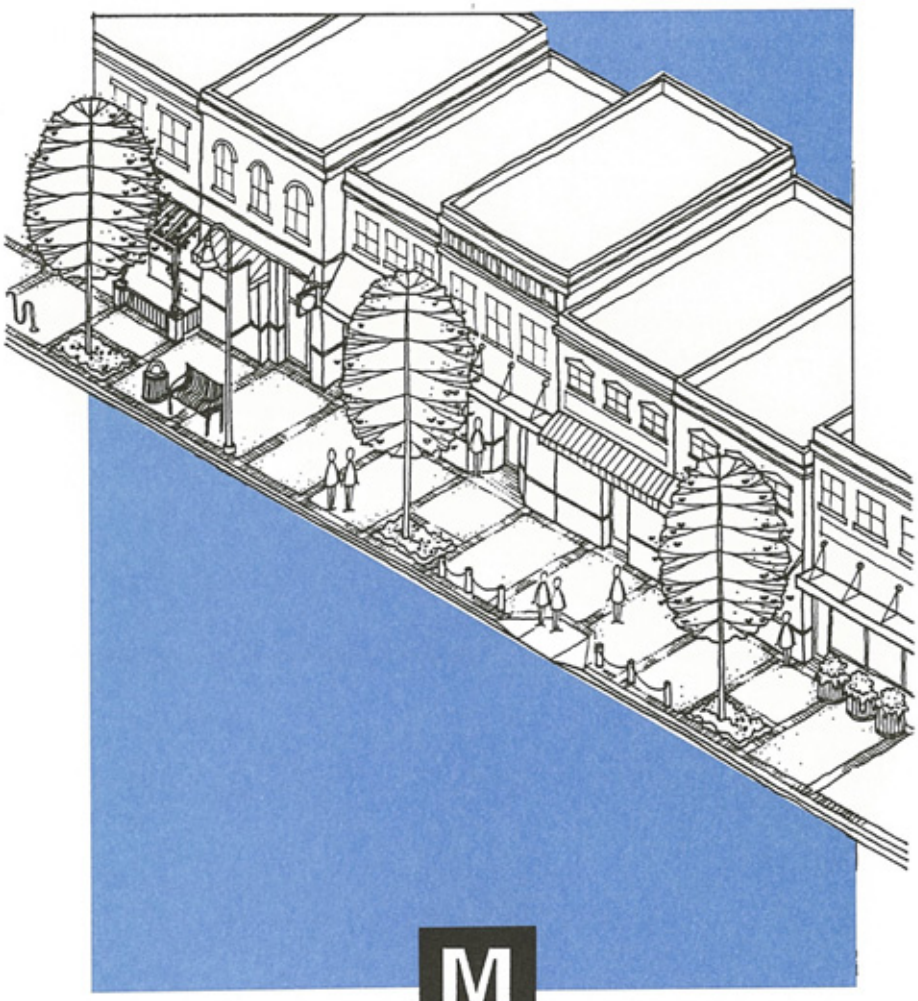
35 Reserved

36 A check cashing establishment is a private business, whose check cashing practices and procedures are not federally regulated or audited. Institutions that perform financial transactions such as receiving, investing, and lending money, that are federally regulated and audited (banks), shall not be considered check cashing establishments.



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APPENDICES

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND

SITTING AS THE DISTRICT COUNCIL

2000 Legislative Session

Resolution No. CR-61-2000

Proposed by Chair Dorothy F. Bailey

Introduced by Council Members Shapiro, Bailey, Wilson and Russell

Co-Sponsors

Date of Introduction October 24, 2000

RESOLUTION

A RESOLUTION concerning

The Sector Plan and Sectional Map Amendment

for the Addison Road Metro Town Center and Vicinity

For the purpose of approving the Sector Plan and Sectional Map Amendment for the Addison Road Metro Town Center and Vicinity, which define long range land use and development policies, detailed zoning changes, community improvement proposals, and redevelopment strategies for a 3.6 square mile section of central Prince George's County, Maryland, generally bounded on the north by MD 704, on the east by Hill Road and the power line which parallels Shady Glen Drive, on the south by Walker Mill Road, and on the west by Rollins Avenue, the Palmer subdivision area (south and west sides), the Capitol Heights boundary between Central Avenue and the Washington, D.C., line, Southern Avenue and Eastern Avenue, and consisting of portions of Planning Area 72, Landover and Vicinity, and portions of Planning Areas 75 A & B, Suitland-District Heights and Vicinity.

WHEREAS, The Maryland-National Capital Park and Planning Commission, with the concurrence of the District Council in Council Resolution 26-1996, initiated preparation of a Sector Plan for the Addison Road Metro Area Town Center and Vicinity, in accordance with Part 13, Division 2, of the Zoning Ordinance; and

WHEREAS, pursuant to the procedures for preparation of a sector plan, the Prince George's County Planning Board published an informational brochure and held a public forum on July 25, 1996, to inform the public of the intent and procedures for preparing a sector plan; established goals, concepts, guidelines and a public participation program; convened a planning group

(selected by the community) to formulate solutions to issues; invited the community to three meetings to review proposed solutions; and formed focus groups to concentrate on specific issues; and

WHEREAS, the District Council adopted Council Resolution CR-35-1998 in accordance with Section 27-225.01.05 of the Zoning Ordinance, directing The Maryland-National Capital Park and Planning Commission to prepare and transmit to the District Council a proposed Sectional Map Amendment (SMA) concurrently with the Sector Plan for the Addison Road Metro Town Center, consisting of a number of properties to the north, east, south and west of the station in close proximity to the Addison Road Metro with the potential for Metro-related development, in order to shorten the overall process and provide a strong interrelationship between the Sector Plan and the zoning of land in the subject area; and

WHEREAS, the District Council and the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission held a duly-advertised joint public hearing on the Preliminary Sector Plan and Proposed Sectional Map Amendment (SMA) for the Addison Road Metro Town Center and Vicinity on September 13, 1998, and subsequently the Planning Board adopted the sector plan and endorsed the sectional map amendment as described in Prince George's County Planning Board Resolution PGCPB No. 99-246 on January 13, 2000; and

WHEREAS, the adopted Sector Plan and the endorsed SMA were transmitted to the District Council on January 27, 2000, and the Council held worksessions on February 8, 2000, and April 18, 2000, to review the public hearing testimony and the recommendations of the Planning Board; and

WHEREAS, the District Council decided to obtain public comment on two proposed amendments to the Plan/SMA which were described in Council Resolution 18-2000, referred the amendments to the Planning Board on July 14, 2000, held a duly-advertised public hearing on the proposed amendments on September 6, 2000, and held a worksession on September 26, 2000, to review the public hearing testimony; and

WHEREAS, upon approval by the District Council, the Sector Plan will define land use policies and serve as the primary guide for the future development of the Addison Road Metro Area, will amend the 1993 *Landover and Vicinity Approved Master Plan*, the 1985 *Suitland-District Heights and Vicinity Approved Master Plan*, the 1993 *Landover Approved Sectional*

Map Amendment, the 1986 *Suitland-District Heights Adopted Sectional Map Amendment*, the 1982 *General Plan*, the 1982 *Master Plan of Transportation*; the 1983 *Functional Master Plan for Public School Sites*; the 1992 *Historic Sites and Districts Plan*; and the 1975 *Countywide Trails Plan*; and

WHEREAS, a principal objective of the Sector Plan and SMA is protection of the health, safety and general welfare of the citizens of Prince George's County; and

WHEREAS, the Master Plan and SMA process provides for periodic comprehensive review of long-range land use policies and zoning; and

WHEREAS, it is the intent of the SMA to ensure that future development will be in accordance with the principles of orderly comprehensive land use planning as expressed in the Sector Plan, and towards that end, the District Council has found it necessary to change the zoning on properties which, in its judgment, are in conflict with the Sector Plan's land use recommendations; and

WHEREAS, the District Council, having reviewed supporting materials submitted as part of the comprehensive rezoning proposal and examined the testimony presented, finds that the accumulated record along with County plans and policies justifies the zoning changes within this Sectional Map Amendment; and

WHEREAS, the comprehensive rezoning of the Addison Road Metro Town Center will change existing zoning which hinders planned and staged development and will minimize future piecemeal rezoning applications; and

SECTION 1. NOW, THEREFORE, BE IT RESOLVED by the District Council that the Sector Plan and the Sectional Map Amendment (SMA) for the Addison Road Metro Town Center and Vicinity, as concurrently adopted and endorsed respectively by the Planning Board on January 13, 2000, are hereby approved with the amendments described below:

<u>AMENDMENT 1</u>: Amend Change TC-1 of the Sectional Map Amendment (which proposed to superimpose the Development District Overlay Zone on the Addison Road Metro Town Center) to reflect the District Council's enactment of Council Bill 8-2000.

<u>AMENDMENT 2</u>: Add an applicability section for the Development District Overlay Zone to the Sectional Map Amendment, and amend the Development District Standards to implement the goals and purposes of the Sector Plan, as described in amendment public hearing exhibit 6 (*Development District Standards for the Addison Road Metro Town Center, August, 2000*) and

exhibit 5 (September 8, 2000, memorandum with proposed corrections to the Development District Standards for the Addison Road Metro Town Center).

SECTION 2. BE IT FURTHER RESOLVED that the staff is authorized to make appropriate text and map revisions to correct identified errors, reflect updated information, and incorporate the changes resulting from Council actions specifically described in this resolution.

SECTION 3. BE IT FURTHER RESOLVED that this Sectional Map Amendment is an amendment to the Zoning Ordinance, and the official Zoning Map for the Maryland-Washington Regional District in Prince George's County. The zoning changes approved by this ordinance shall be depicted on the official Zoning Maps of the County.

SECTION 4. BE IT FURTHER RESOLVED that the provisions of this Ordinance are severable and if any zone, provision, sentence, clause, section or part thereof is held illegal, invalid, unconstitutional or inapplicable to any person or circumstances, such illegality, invalidity, unconstitutionality or inapplicability shall not affect or impair any of the remaining provisions, sentences, clauses, sections or parts of the act or their application to other zones, persons, or circumstances. It is hereby declared to be the legislative intent that this Act would have been adopted as if such illegal, invalid, unconstitutional or inapplicable zone, provision, sentence, clause, section or part had not been included therein.

SECTION 5. BE IT FURTHER RESOLVED that this Ordinance shall take effect on the date of its enactment.

Adopted this 24th day of October, 2000.

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND, SITTING AS THE DISTRICT COUNCIL FOR THAT PART OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT IN PRINCE GEORGE'S COUNTY, MARYLAND

BY: Dorothy F. Bailey
Dorothy F. Bailey
Chair

ATTEST:

Joyce T. Sweeney
Joyce T. Sweeney
Clerk of the Council

PRINCE GEORGE'S COUNTY COUNCIL
AGENDA ITEM SUMMARY

Meeting Date: 10/24/2000 **Reference No.:** CR-61-2000

Proposer: Bailey **Draft No.:** 1

Sponsors: Shapiro, Bailey, Wilson, Russell

Item Title: A Resolution to approve the Sector Plan and Sectional Map Amendment for the Addison Road Metro Town Center and Vicinity

Drafter: Bill Wilkerson
Community Planning
M-NCPPC

Resource Personnel: Steven M. Gilbert
Principal Counsel to the District Council

LEGISLATIVE HISTORY:

Date Presented: __/__/____ **Executive Action:** __/__/____ __

Committee Referral: __/__/____ _____ **Effective Date:** __/__/____

Committee Action: __/__/____ _____

Date Introduced: 10/24/2000

Public Hearing: __/__/____ _:__ __

Council Action: 10/24/2000 ADOPTED

Council Votes: DB:A, JE:A, IG:-, TH:-, WM:A, RVR:A, AS:A, PS:A, MW:A

Pass/Fail: P

Remarks: _____

BACKGROUND INFORMATION/FISCAL IMPACT
(Includes reason for proposal, as well as any unique statutory requirements)

The Resolution proposes to approve the Sector Plan and Sectional Map Amendment for the Addison Road Metro Town Center and Vicinity.

CODE INDEX TOPICS:

APPENDIX B — PUBLIC FACILITIES COST ESTIMATES

All approved master plans shall contain an estimate of the cost of all public facilities which must be acquired and constructed in order to carry out the objectives and requirements of the master plan per Council Bill 17-1998. The estimates can be used to generally gauge potential fiscal expenditures for recommended public facilities. The estimates are based on contemporary dollars and should be viewed strictly as estimates.

This appendix provides estimates for new public facilities not previously included in approved master plans or facilities now shown in the capital improvement program for the ARM area. It is anticipated that some roads and trails included in this appendix will be built by developers, or will be built by the public with costs recovered, in whole or in part, through land sales.

Access and Circulation Chapter				
Facility Type	**Project Name**	**Location**	**Cost (1999)**	**CIP**
Urban Boulevard	MD 214 and Addison Road within proposed Town Center	Improve street environment[1]	$1,400,000 (Will be completed in phases.)	N/A
Local Road	Rollins Avenue	Extend north from present northern terminus at Old Central Avenue to East Capitol Street[2&3]	$160,000	N/A
Local Road	L-shaped Main Street	Connects traffic lights at Addison Plaza and Metro[2, 4]	$750,000	N/A
Trails	Cabin Branch[5], Railroad[6], Eastern[7]	Establish trails with adjoining links	$240,000 $215,000 $12,000	N/A

1 To include plantings, sidewalks/crosswalks, signage, street furniture, lighting.
2 New intersections to be part of the Urban Boulevard.
3 Upgrade existing facility, including improvements to curb & gutter, sidewalk, set backs, and turn lanes.
4 To include excavation, paving, curb & gutter, sidewalks, street trees, street lights, circle at intersection of two legs, sediment control, and storm drain system.
5 Between MD 214 and Addison Road South (9,000 feet).
6 Along former Chesapeake Beach RR R-O-W: MD 704 to MD 214; Cabin Branch Road to Shady Glen Drive(8,000 feet).
7 On-road trail between Walker Mill Road and Seat Pleasant Drive (13,200 feet).

APPENDIX C — GUIDE TO ZONING CATEGORIES

RESIDENTIAL ZONES [1]

R-O-S: Reserved Open Space - Provides for permanent maintenance of certain areas of land in an undeveloped state, with the consent of the property owners; encourages preservation of large areas of trees and open space; designed to protect scenic and environmentally sensitive areas and ensure retention of land for nonintensive active or passive recreational uses; provides for very low density residential development and a limited range of public, recreational, and agricultural uses.

Minimum lot size	-	20 acres*
Maximum dwelling units per net acre	-	0.05

* Except for public recreational uses, for which no minimum area is required.

O-S: Open Space - Provides for areas of low-intensity residential (5 acre) development; promotes the economic use and conservation of land for agriculture, natural resource use, large-lot residential estates, nonintensive recreational use.

Standard lot size	-	5 acres
Maximum dwelling units per net acre	-	0.20

R-A: Residential-Agricultural - Provides for large-lot (2 acre) residential uses while encouraging the retention of agriculture as a primary land use.

Standard lot size	-	2 acres
Maximum dwelling units per net acre	-	0.50

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[1] Definitions:

Minimum or Standard lot size: The current minimum net contiguous land area required for a lot.

Average dwelling units per acre: The number of dwelling units which may be built on a tract--including the typical mix of streets, public facility sites and areas within the 100-year floodplain--expressed as a per-acre average.

Maximum dwelling units per net acre: The number of dwelling units which may be built on the total tract--excluding streets and public facility sites, and generally excluding land within the 100-year floodplain--expressed as a per-acre average.

R-E: Residential-Estate - Permits large-lot estate subdivisions containing lots approximately one acre or larger.

Standard lot size	-	40,000 sq. ft.
Maximum dwelling units per net acre	-	1.08
Estimated average dwelling units per acre	-	0.85

R-R: Rural Residential - Permits approximately one-half-acre residential lots; subdivision lot sizes depend on date of recordation; allows a number of nonresidential special exception uses.

Standard lot size	-	20,000 sq. ft.
	-	15,000 sq. ft. if recorded prior to February 1, 1970 10,000 sq. ft. if recorded prior to July 1, 1967
Maximum dwelling units per net acre	-	2.17
Estimated average dwelling units per acre	-	1.85

R-80: One-Family Detached Residential - Provides for variation in the size, shape, and width of subdivision lots to better utilize the natural terrain and to facilitate planning of single-family developments with lots and dwellings of various sizes and styles.

Standard lot size	-	9,500 sq. ft.
Maximum dwelling units per net acre	-	4.5
Estimated average dwelling units per acre	-	3.4

R-55: One-Family Detached Residential - Permits small-lot residential subdivisions; promotes high density, single-family detached dwellings.

Standard lot sizes	-	6,500 sq. ft.
Maximum dwelling units per net acre	-	6.70
Estimated average dwelling units per acre	-	4.2

R-35: One-Family Semidetached, and Two-Family Detached, Residential - Provides generally for single-family attached development; allows two-family detached; Detailed Site Plan approval required for lots served by private rights-of-way.

Standard lot sizes	-	3,500 sq. ft. for one-family, semi-detached
	-	7,000 sq. ft. for two-family, detached
Maximum dwelling units per net acre	-	12.44
Estimated average dwelling units per acre	-	8.5

R-T: Townhouse - Permits one-family detached and attached, two-family, and three-family dwellings; promotes the maximum amount of freedom in the design of attached dwellings and their grouping and layout; Detailed Site Plan approval required for attached dwellings.

Standard lot size per attached dwelling	-	1,800 sq. ft.
Maximum dwelling units per net acre	-	Three-family dwellings - 9
	-	Two-family dwellings - 8
	-	Other attached dwellings - 6
Minimum area for development	-	2 acres

R-20: One-Family Triple-Attached Residential - Permits single-family detached, semidetached and triple-attached and townhouse development. Detailed Site Plan approval required for townhouses.

Standard lot sizes	-	3,200 sq. ft. for end lots
	-	2,000 sq. ft. for interior townhouse lots
Maximum triple-attached dwellings per net acre	-	16.33
Maximum townhouses per net acre	-	6.0 (same as R-T)
Estimated average triple-attached dwelling units per net acre	-	11

R-30: Multifamily Low Density Residential - Provides for low density garden apartments; single-family detached; single-family attached, two-family and three-family dwellings in accordance with R-T Zone provisions; Detailed Site Plan approval required for multifamilly and attached dwellings.

Standard lot size	-	Garden apartments - 14,000 sq. ft.
	-	Two-family dwellings - 1,500 sq. ft.
	-	Other attached dwellings - 1,800 sq. ft.

Maximum dwelling units per net acre	- Garden apartments - 10 - Three-family dwellings - 9 - Two-family dwellings - 8 - Other attached dwellings - 6

R-30C: Multifamily Low Density Residential-Condominium - Same as R-30 above except ownership must be condominium, or development in accordance with the R-T Zone; Detailed Site Plan approval required for multifamily and attached dwellings.

Standard lot size	- Garden apartments - 14,000 sq. ft. - Two-family dwellings - 1,500 sq. ft. - Other attached dwellings - 1,800 sq. ft.
Maximum dwelling units per net acre	- Garden apartments - 12 - Three-family dwellings - 9 - Two-family dwellings - 8 - Other attached dwellings - 6

R-18: Multifamily Medium Density Residential - Provides for multiple family (apartment) development of moderate density; single-family detached; single-family attached, two-family and three-family dwellings in accordance with R-T Zone provisions; Detailed Site Plan approval required for multifamily and attached dwellings.

Standard lot size	- Apartments - 16,000 sq. ft. - Two-family dwellings - 1,500 sq. ft. - Other attached dwellings - 1,800 sq. ft.
Maximum dwelling units per net acre	- Garden apartments and three-family dwellings - 12 - Mid-rise apartments (4 or more stories with elevator) - 20 - Three-family dwellings - 9 - Two-family dwellings - 8 - Other attached dwellings - 6

R-18C: Multifamily Medium Density Residential-Condominium - Same as above except ownership must be condominium, or development in accordance with the R-T Zone; Detailed Site Plan approval required for multifamily and attached dwellings.

Standard lot size	- Apartments - 1 acre - Two-family dwellings - 1,500 sq. ft. - Other attached dwellings - 1,800 sq. ft.
Maximum dwelling units per net acre	- Garden apartments - 14 - Mid rise apartments (4 or more stories with elevator) - 20 - Three-family dwellings - 9 - Two-family dwellings - 8 - Other attached dwellings - 6

R-H: Multifamily High-Rise Residential - Provides for suitable sites for high density, vertical residential development; also permits single-family detached dwellings; Detailed Site Plan approval required for multifamily dwellings.

Minimum lot size	-	5 acres
Maximum dwelling units per net acre	-	48.4

R-10: Multifamily High Density Residential - Provides for suitable sites for high density residential in proximity to commercial and cultural centers; also permits single-family detached dwellings. Detailed Site Plan approval required for buildings 110 feet in height or less; special exception required for buildings over 110 feet in height.

Minimum lot size	-	20,000 sq. ft.
Maximum dwelling units per net acre	-	48

R-10A: Multifamily, High Density Residential-Efficiency - Provides for a multifamily zone designed for the elderly, singles, and small family groups. Detailed Site Plan approval required for buildings 110 feet in height or less; special exception required for buildings over 110 feet in height.

Minimum lot size	-	2 acres
Maximum dwelling units per net acre	-	48 plus one for each 1,000 sq. ft. of indoor common area for social, recreational, or educational purposes.

MIXED USE/PLANNED COMMUNITY ZONES

M-X-T: Mixed Use - Transportation Oriented - Provides for a variety of residential, commercial, and employment uses; mandates at least two out of the following three use categories: (1) Retail businesses; (2) Office/ Research/Industrial; (3) Dwellings, hotel/motel; encourages a 24-hour functional environment; must be located near a major intersection or a major transit stop or station and will provide adequate transportation facilities for the anticipated traffic or at a location for which the applicable Master Plan recommends mixed uses similar to those permitted in the M-X-T Zone.

Lot size and dwelling types	-	No Restrictions
Maximum floor area ratio	-	0.4 without optional method;
	-	8.0 with optional method (provision of amenities)

M-X-C: Mixed Use Community - Provides for a comprehensively planned community with a balanced mix of residential, commercial, light manufacturing, recreational and public uses; includes a multistep review process to assure compatibility of proposed land uses with existing and proposed surrounding land uses, public facilities and public services; mandates that each development include residential uses, community use areas, neighborhood centers and an integrated public street system with a variety of street standards.

Minimum tract size	-	750 gross acres
Lot size and dwelling types	-	No Restrictions
Maximum dwelling units per gross acre	-	2
Maximum floor area ratio for commercial uses	-	0.4

M-U-TC: Mixed-Use Town Center - Provides for a mix of commercial and limited residential uses which establish a safe, vibrant, 24-hour environment; designed to promote appropriate redevelopment of, and the preservation and adaptive reuse of selected buildings in, older commercial areas; establishes a flexible regulatory framework, based on community input, to encourage compatible development and redevelopment; mandates approval of a Development Plan at the time of zoning approval, that includes minimum and maximum Development Standards and Guidelines, in both written and graphic form, to guide and promote local revitalization efforts; provides for legally existing buildings to be expanded or altered, and existing uses for which valid permits have been issued to be considered permitted uses, and eliminating nonconforming building and use regulations for same.

R-P-C: Planned Community - Provides for a combination of uses permitted in all zones, to promote a large-scale community development with a full range of dwellings providing living space for a minimum of 500 families; encourages recreational, commercial, institutional, and employment facilities within the planned community; requires conformance with an Official Plan identifying zoning subcategories, that has been adopted by the Planning Board following approval of a Final Plan by the District Council at the time of rezoning, and for certain R-P-C Zones, approval of a Detailed Site Plan prior to development.

Lot size and dwelling types	-	Varied
Maximum dwelling units per gross acre	-	8

R-M-H: Planned Mobile Home Community - Provides for suitable sites for planned mobile home communities, including residences and related recreational, commercial, and service facilities, subject to Detailed Site Plan approval.

Minimum lot size	-	4,000 sq. ft.
Maximum mobile homes per acre	-	7

COMPREHENSIVE DESIGN ZONES

(These zones require three-phase development plan review, the first of which is Basic Plan approval at the time of rezoning that establishes general land use types, land use relationships, and minimum land use quantities. In zones providing for density and intensity ranges, increases in base density and intensity within the limits prescribed are allowed in return for public benefit features provided by the developer.)

R-L: Residential Low Development - Provides for low-density residential development in areas recommended by a Master Plan for alternative low- density development techniques. The zone allows a mixture of residential types and lot sizes generally corresponding to single-family development; provides for limited commercial uses necessary to serve the dominant residential uses.

Minimum tract size	- Generally 100 adjoining gross acres
Low .5	- Base density (dwelling units per gross acre) - .5 - Maximum density - .9 - Maximum mixed retirement development density - 8 du/gross acre
Low 1.0	- Base Density (dwelling units per gross acre) - 1.0 - Maximum density - 1.5 - Maximum mixed retirement development density - 8 du/gross acre

R-S: Residential Suburban Development - A mixture of residential types within the suburban density range generally corresponding to low-density single-family development; provides for limited commercial uses necessary to serve the dominant residential uses.

Minimum tract size	- Generally 25 adjoining gross acres
Suburban 1.6	- Base density (dwelling units per gross acre) - 1.6 - Maximum density - 2.6 - Maximum mixed retirement development density - 8 du/gross acre
Suburban 2.7	- Base density (dwelling units per gross acre) - 2.7 - Maximum density - 3.5 - Maximum mixed retirement development density - 8 du/gross acre

R-M: Residential Medium Development - A mixture of residential types with a medium-density range; provides for limited commercial uses necessary to serve the dominant residential uses.

Minimum tract size	- Generally 10 adjoining gross acres
Medium 3.6	- Base density (dwelling units per gross acre) - 3.6 - Maximum density - 5.7 - Maximum mixed retirement development density - 8 du/gross acre
Medium 5.8	- Base density (dwelling units per gross acre) - 5.8 - Maximum density - 7.9 - Maximum mixed retirement development density - 8 du/gross acre

R-U: Residential Urban Development - A mixture of residential types generally associated with an urban environment; provides for limited commercial uses necessary to serve the dominant residential uses.

Minimum tract size	- Generally 5 adjoining gross acres
Urban 8.0	- Base density (dwelling units per gross acre) - 8.0 - Maximum density - 11.9 - Maximum mixed retirement development density - 8 du/gross acre
Urban 12.0	- Base density (dwelling units per gross acre) - 12.0 - Maximum density - 16.9 - Maximum mixed retirement development density - 8 du/gross acre

L-A-C: Local Activity Center - A mixture of commercial retail and service uses along with complimentary residential densities within a hierarchy of centers servicing three distinct service areas: neighborhood, village, and community.

	Neighborhood	Village	Community
Minimum tract size	4 adjoining gross ac.	10 adjoining gross ac.	20 adjoining gross ac.
Base resid. density	8 du/gross resid. ac.	10 du/gross resid. ac.	10 du/gross resid. ac.
Max. resid. density	12.1 du/gross resid. ac.	15 du/gross resid. ac.	20 du/gross resid. ac.
Base comm. intensity	0.16 FAR	0.2 FAR	0.2 FAR
Max. comm. intensity	0.31 FAR	0.64 FAR	0.68 FAR
Max. mixed retirement development density	8 du/gross ac.	8 du/gross ac.	8 du/gross ac.

M-A-C: Major Activity Center - A mixture of uses which serve a regional residential market or provide concentrated employment, arranged to allow easy pedestrian access between uses; two types of functional centers are described: Major Metro and New Town or Corridor City.

Minimum tract size - Generally 40 adjoining gross acres

	Metro Center	New Town or City Corridor Center
Base residential density	48 du/gross resid. ac.	10 du/gross resid. ac.
Max. residential density	125 du/gross resid. ac.	47.9 du/gross resid. ac.
Base commercial intensity	1.0 FAR/gross commercial ac.	0.2 FAR/gross commercial ac.
Max. commercial intensity	2.7 FAR/gross commercial ac.	0.88 FAR/gross commercial ac.
Min. residential floor area	20% of total at time of full development	20% of total at time of full development
Max. mixed retirement development density	8 du/gross ac.	8 du/gros ac.

E-I-A: Employment and Institutional Area - A concentration of nonretail employment and institutional uses and services such as medical, manufacturing, office, religious, educational, recreational, and governmental.

Minimum tract size - Generally 5 adjoining gross acres

Minimum open space improved by landscaping - 20% of net lot area

V-L: Village-Low - Provides for a variety of residential, commercial, recreational, and employment uses within a traditional village setting surrounded by open space; mandates the following land use area categories: (1) Village Proper; (2) Village Fringe; (3) Residential Areas; (4) Village Buffer; and (5) Recreational Areas. Land use areas are arranged to allow a sense of community with linkage via a pedestrian network to a core which contains commercial, civic, community, and residential uses; also mandates a mixture of residential types and lot sizes, including affordable housing units; includes detailed design standards and building materials requirements. This Zone may be utilized in areas recommended for permanent low density by a Master Plan.

Minimum tract size - 150 contiguous gross acres

Maximum density - 1.3 dwelling units per gross acre

V-M: Village-Medium - Provides for a variety of residential, commercial, recreational, and employment uses within a traditional village setting surrounded by open space; mandates the following land use area categories: (1) Village Proper; (2) Village Fringe; (3) Residential Areas; (4) Village Buffer; and (5) Recreational Areas. Land use areas are arranged to allow a sense of community with linkage via a pedestrian network to a core which contains commercial, civic, community, and residential uses; also mandates a mixture of residential types and lot sizes, including affordable housing units; includes detailed design standards and building materials requirements. This Zone may be utilized in areas recommended for permanent low density by a Master Plan.

Minimum tract size - 300 contiguous gross acres

Maximum density - 2.0 dwelling units per gross acre

COMMERCIAL ZONES

C-O: Commercial Office - Uses of a predominantly nonretail commercial nature, such as business, professional and medical offices, or related administrative services.

C-A: Ancillary Commercial - Certain small retail commercial uses, physician and dental offices, and similar professional offices that are strictly related to and supply necessities in frequent demand and daily needs of an area with a minimum of consumer travel; maximum size of zone: 3 net acres.

C-1: Local Commercial, Existing - All of the uses permitted in the C-S-C Zone.

C-2: General Commercial, Existing - All of the uses permitted in the C-S-C Zone, with additions and modifications.

C-C: Community Commercial, Existing - All of the uses permitted in the C-S-C Zone.

C-G: General Commercial, Existing - All of the uses permitted in the C-S-C Zone.

C-S-C: Commercial Shopping Center - Retail and service commercial activities generally located within shopping center facilities; size will vary according to trade area.

C-H: Highway Commercial, Existing - All of the uses permitted in the C-M Zone.

C-M: Commercial Miscellaneous - Varied commercial uses, including office and highway-oriented uses, which may be disruptive to the compactness and homogeneity of retail shopping centers.

C-W: Commercial Waterfront - Marine activities related to tourism, vacationing, boating and sports, water-oriented recreation, together with limited employment areas which cater to marine activities along a waterfront.

C-R-C: Commercial Regional Center - Provides locations for major regional shopping malls and related uses that are consistent with the concept of an upscale mall. Minimum area for development - one hundred (100) gross continuous acres; maximum FAR - .75; maximum building height - 75 ft.; maximum building coverage, excluding parking - 50%; Detailed Site Plan approval required.

INDUSTRIAL ZONES

I-1: Light Industrial - Light intensity manufacturing, warehousing, and distribution uses; 10% green area required.

I-2: Heavy Industrial - Highly intensive industrial and manufacturing uses; 10% green area required.

I-3: Planned Industrial/Employment Park - Uses that will minimize detrimental effects on residential and other adjacent areas; a mixture of industrial, research, and office uses with compatible institutional, recreational, and service uses in a manner that will retain the dominant industrial/employment character of the zone; standard minimum tract size of 25 adjoining gross acres; standard minimum lot size of two acres; Conceptual and Detailed Site Plan approval required; 25% green area required; outdoor uses restricted; warehousing and wholesaling uses limited.

I-4: Limited Intensity Industrial - Limited intensity (0.3 FAR) commercial, manufacturing, warehousing, and distribution uses; development standards extended to assure limited intensity industrial and commercial development, and compatibility with surrounding zoning and uses; 25% green area required.

U-L-I: Urban Light Industrial - Designed to attract and retain a variety of small-scale light industrial uses in older, mostly developed industrial areas located close to established residential communities; establishes a flexible regulatory process with appropriate standards to promote reinvestment in, and redevelopment of, older urban industrial areas as employment centers, in a manner compatible with adjacent residential areas.

OVERLAY ZONES[2]

T-D-O: Transit District Overlay - Intended to ensure that development in a designated district meets the goals established in a Transit District Development Plan. Transit Districts may be designated in the vicinity of Metro stations to maximize transit ridership, serve the economic and social goals of the area, and take advantage of the unique development opportunities which mass transit provides.

D-D-O: Development District Overlay - Intended to ensure that development in a designated district meets the goals established in a Master Plan, Master Plan Amendment or Sector Plan. Development Districts may be designated for town centers, Metro areas, commercial corridors, employment centers, revitalization areas, historic areas and other special areas as identified in approved plans.

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[2]These overlay zones are superimposed over other zones, and they may modify provisions of the underlying zones concerning uses allowed and standards for development. In addition, new development is generally subject to approval of a Detailed Site Plan by the Planning Board.

CHESAPEAKE BAY CRITICAL AREA OVERLAY ZONES[3]

I-D-O: Intense Development Overlay - To conserve and enhance fish, wildlife, and plant habitats and improve the quality of runoff that enters the Chesapeake Bay, while accommodating existing residential, commercial, or industrial land uses. To promote new residential, commercial and industrial land uses with development intensity limits. Maximum residential density is the same as the underlying zone.

L-D-O: Limited Development Overlay - To maintain and/or improve the quality of runoff entering the tributaries of the Chesapeake Bay and to maintain existing areas of natural habitat, while accommodating additional low-or moderate-intensity development. Maximum residential density is the same as the underlying zone, up to 4.0 du/net acre maximum.

R-C-O: Resource Conservation Overlay - To provide adequate breeding, feeding and wintering habitats for wildlife, to protect the land and water resources base necessary to support resource-oriented land uses, and to conserve existing woodland and forests for water quality benefits along the tributaries of the Chesapeake Bay. Maximum residential density - .05 du/ gross acre.

REVITALIZATION OVERLAY DISTRICTS[4]

R-O-D: Revitalization Overlay District - Intended to ensure the orderly development or redevelopment of land within a designated district. Revitalization Districts provide a mechanism for the county to delegate full authority to local municipalities to approve departures from parking, landscaping and sign standards. In addition, limited authority is also delegated for the approval of variances from building setbacks, lot coverage, yards and other dimensional requirements of existing zoning.

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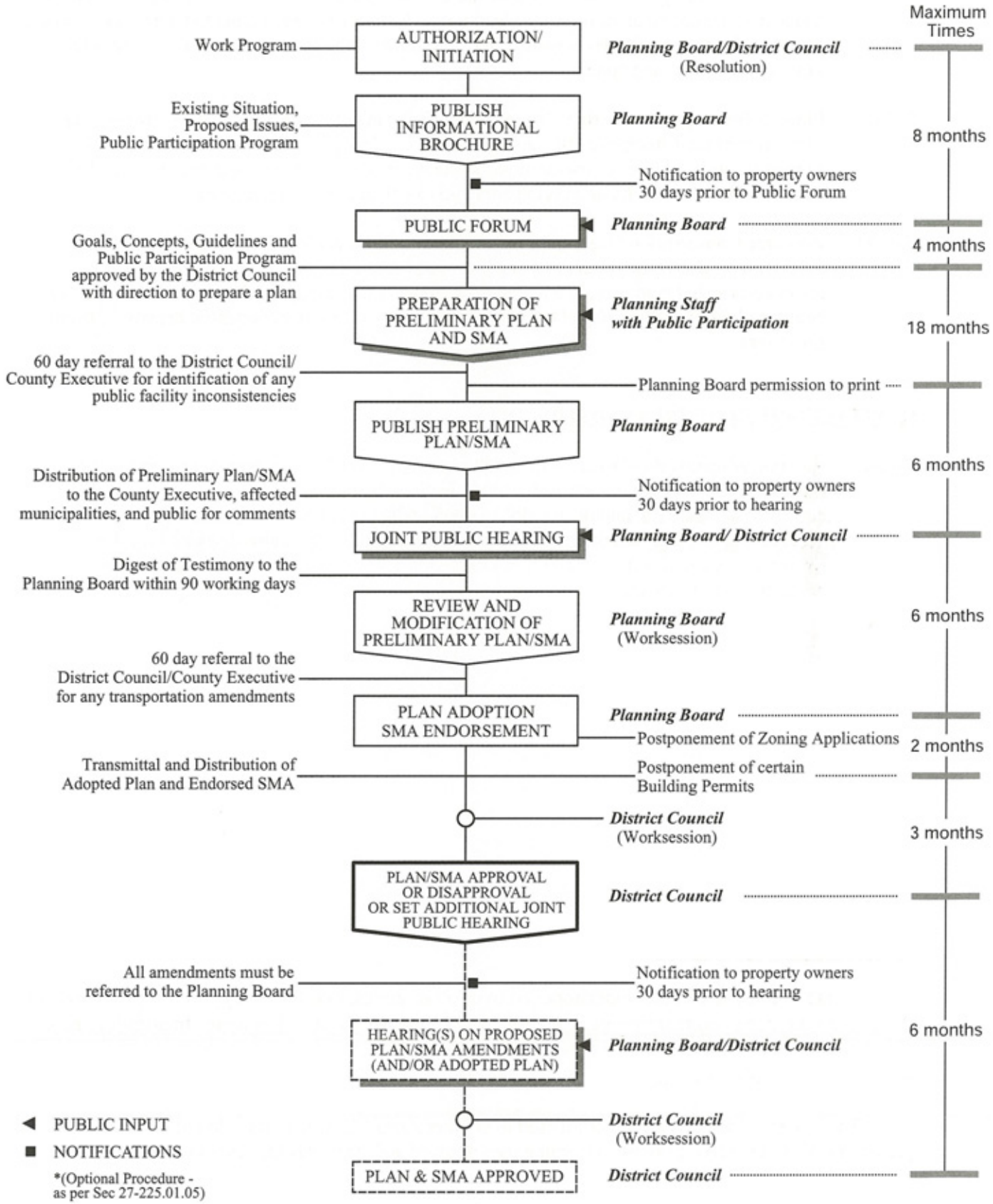
[3]These overlay zones are superimposed over other zones, and they may modify provisions of the underlying zones concerning uses allowed and standards for development. In addition, new development is generally subject to approval of a Conservation Plan and Conservation Agreement by the Planning Board.

[4]These overlay districts are superimposed over other zones. However, they do not modify provisions of the underlying zones concerning uses allowed and standards for development.

APPENDIX D -- PROCEDURAL SEQUENCE CHART

For the Concurrent Preparation of
Comprehensive Master Plans, Sector Plans and Sectional Map Amendments*



ACKNOWLEDGEMENTS

Fern V. Piret, Ph.D., Planning Director
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PRINCE GEORGES COUNTY MARYLAND