$25.00

PRINCE GEORGE'S PLAZA

Note: The Administrative Corrections, AC 2017-007 (Signed 2017-12-01), AC 2023-001 (Signed 2023-01-23), and AC 2023-006 (Signed 2023-08-18) modify the contents of the 2016 *Prince George's Plaza Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment;* and must be used in conjunction with the approved plan/SMA document.

APPROVED Transit District Development Plan
and Transit District Overlay Zoning Map Amendment

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

July 2016



Abstract

TITLE: The Approved Prince George's Plaza Transit District Development Plan and Transit District Overlay Zoning Map Amendment

AUTHOR: The Maryland-National Capital Park and Planning Commission

SUBJECT: The Approved Transit District Development Plan and Transit District Overlay Zone for the Prince George's Plaza Regional Transit District within Planning Area 68 in Prince George's County, Maryland

DATE: July 2016

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ABSTRACT: This document is the Transit District Development Plan (TDDP) and Transit District Overlay Zoning Map Amendment (TDOZMA) for the Prince George's Plaza Regional Transit District. The plan contains a comprehensive vision to guide future development within the area along with implementation strategies to help realize the development vision. The Plan replaces the 1998 *Prince George's Plaza Approved Transit District Development Plan for the Transit District Overlay Zone*. It also amends portions of the *Plan Prince George's 2035 Approved General Plan*, the 1983 *Adopted and Approved Functional Master Plan for Public School Sites*, the 1994 *Planning Area 68 Approved Master Plan and Sectional Map Amendment*, the 2009 *Countywide Master Plan of Transportation*, and *Formula 2040: Functional Master Plan for Parks, Recreation and Open Space* (2014) for the portion of Planning Area 68 within the Prince George's Plaza Regional Transit District and the Prince George's County Zoning Map for that portion of Planning Area 68 within the Regional Transit District.

Developed with extensive stakeholder and community input, including a community planning charrette and follow-up community meetings, the TDDP and TDOZ are intended to help create a compact, walkable transit-oriented community around the Prince George's Plaza Metro Station that will promote greater use of public transit, serve as a regional destination and economic engine for the County, and increase local tax revenues.

Note: The Administrative Corrections, AC 2017-007 (Signed 2017-12-01), AC 2023-001 (Signed 2023-01-23), and AC 2023-006 (Signed 2023-08-18) modify the contents of the 2016 *Prince George's Plaza Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment;* and must be used in conjunction with the approved plan/SMA document.

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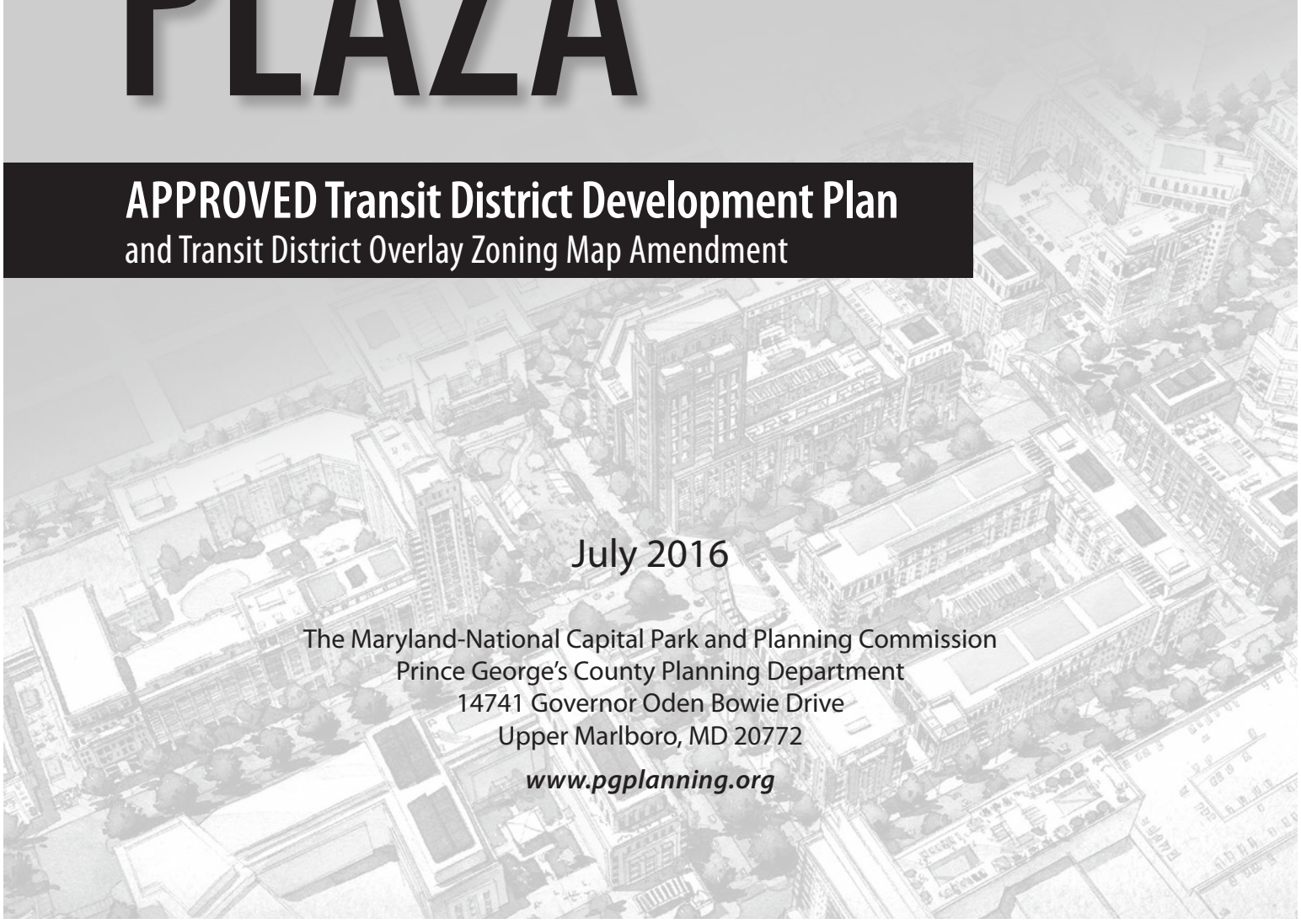
APPROVED Transit District Development Plan
and Transit District Overlay Zoning Map Amendment



July 2016

The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
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The Commission has three major functions:

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

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

The Prince George's County Planning Department:

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

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The County Council has three main responsibilities in the planning process: (1) setting policy, (2) plan approval, and (3) plan implementation. Applicable policies are incorporated into area plans, functional plans, and the 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 water and sewer plan, and adoption of zoning map amendments.

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Foreword

The Prince George's County Planning Board is pleased to announce that the Prince George's County Council, sitting as the District Council, approved the *Prince George's Plaza Transit District Development Plan (TDDP) and Transit District Overlay Zoning Map Amendment (TDOZMA)* on July 19, 2016. This collaborative, community-based plan provides a clear vision for the future of the Prince George's Plaza Regional Transit District, which contains the Prince George's Plaza Metro Station.

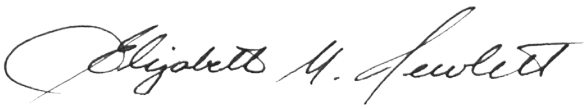
This TDDP and TDOZMA replaces the 1998 *Prince George's Plaza Approved Transit District Development Plan for the Transit District Overlay Zone* and, pursuant to Section 27-548.04(b) of the Prince George's County Zoning Ordinance, is the applicable area master plan for the Prince George's Plaza Regional Transit District. It amends portions of the *Plan Prince George's 2035 Approved General Plan* (Plan 2035), the 1983 *Adopted and Approved Functional Master Plan for Public School Sites*, the 1994 *Planning Area 68 Approved Master Plan and Sectional Map Amendment*, the 2009 *Countywide Master Plan of Transportation*, and *Formula 2040: Functional Master Plan for Parks, Recreation and Open Space* (2014) for the portion of Planning Area 68 within the Prince George's Plaza Regional Transit District. Plan 2035 designates the Prince George's Plaza Metro Station as a Regional Transit District and as one of three Downtowns, or priority investment centers, for Prince George's County. The TDDP envisions a medium- to high-density mix of complementary uses incorporating a variety of retail offerings, connected public spaces, and a range of transportation and housing options.

Community participation and input began in February 2014, culminating in a three-day community planning charrette plus follow-up report-out and open houses in fall 2014 and spring 2015. Additional community and stakeholder input was solicited through a series of small stakeholder group and property owner meetings, email, and web-based solicitations, agency worksessions, surveys, municipal briefings, and information gathering sessions. Continued coordination and active participation is the cornerstone for successful implementation of the plan.

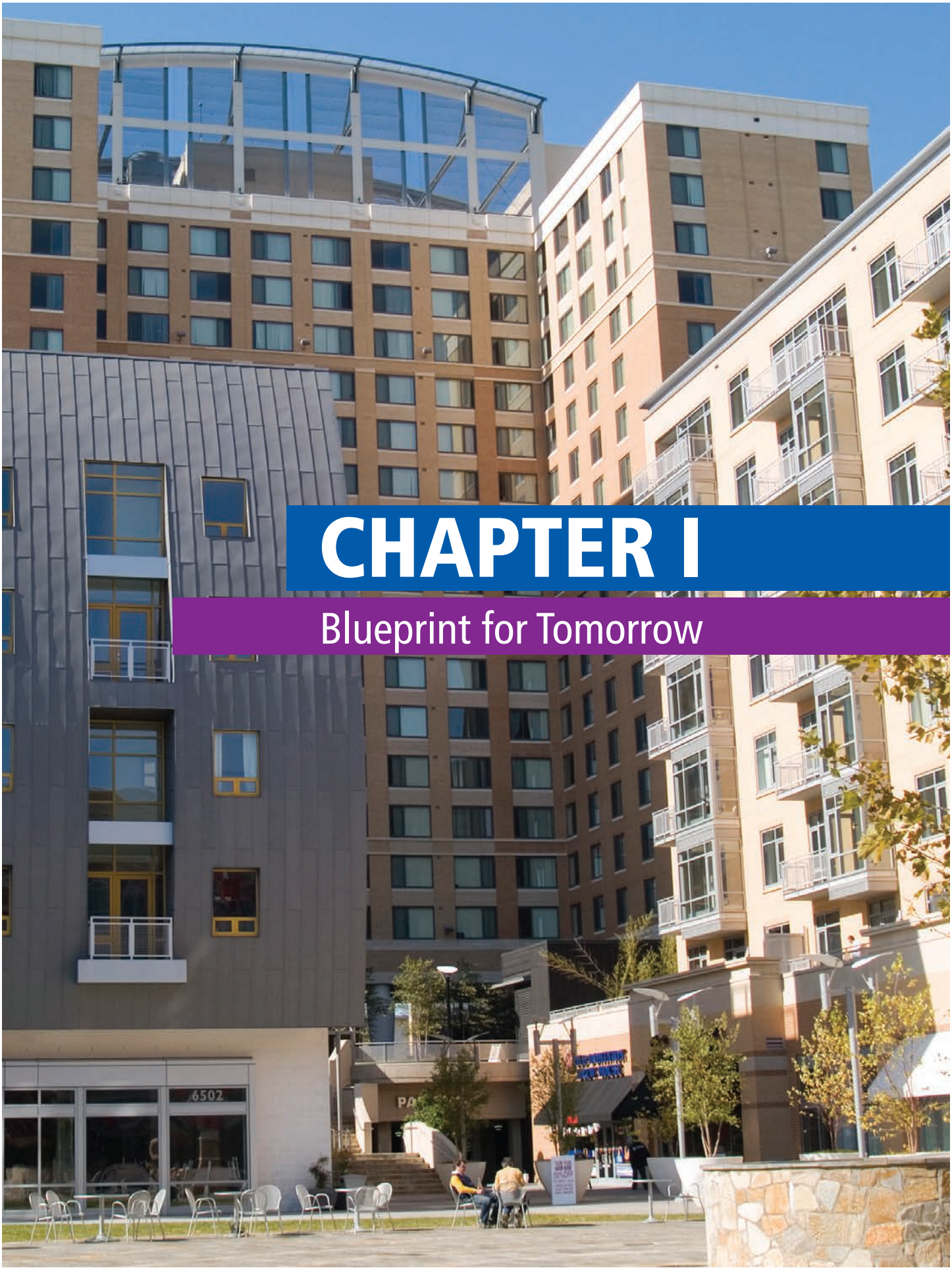
This plan establishes the vision for the area and contains Prince George's County's policies for land use, economic prosperity, transportation and mobility, the natural environment, housing and neighborhoods, community heritage, culture, and design, healthy communities, public facilities, parks and recreation, and implementation within the Prince George's Plaza Regional Transit District. It also includes design guidelines and zoning regulations, and permitted uses for future development to facilitate implementation of the plan vision. The TDOZMA reclassifies properties into appropriate zoning categories for the creation of the envisioned regional transit district.

I applaud the contributions and active involvement of the community and stakeholders in this comprehensive planning effort. We look forward to your further participation in the implementation of this plan.

Sincerely,



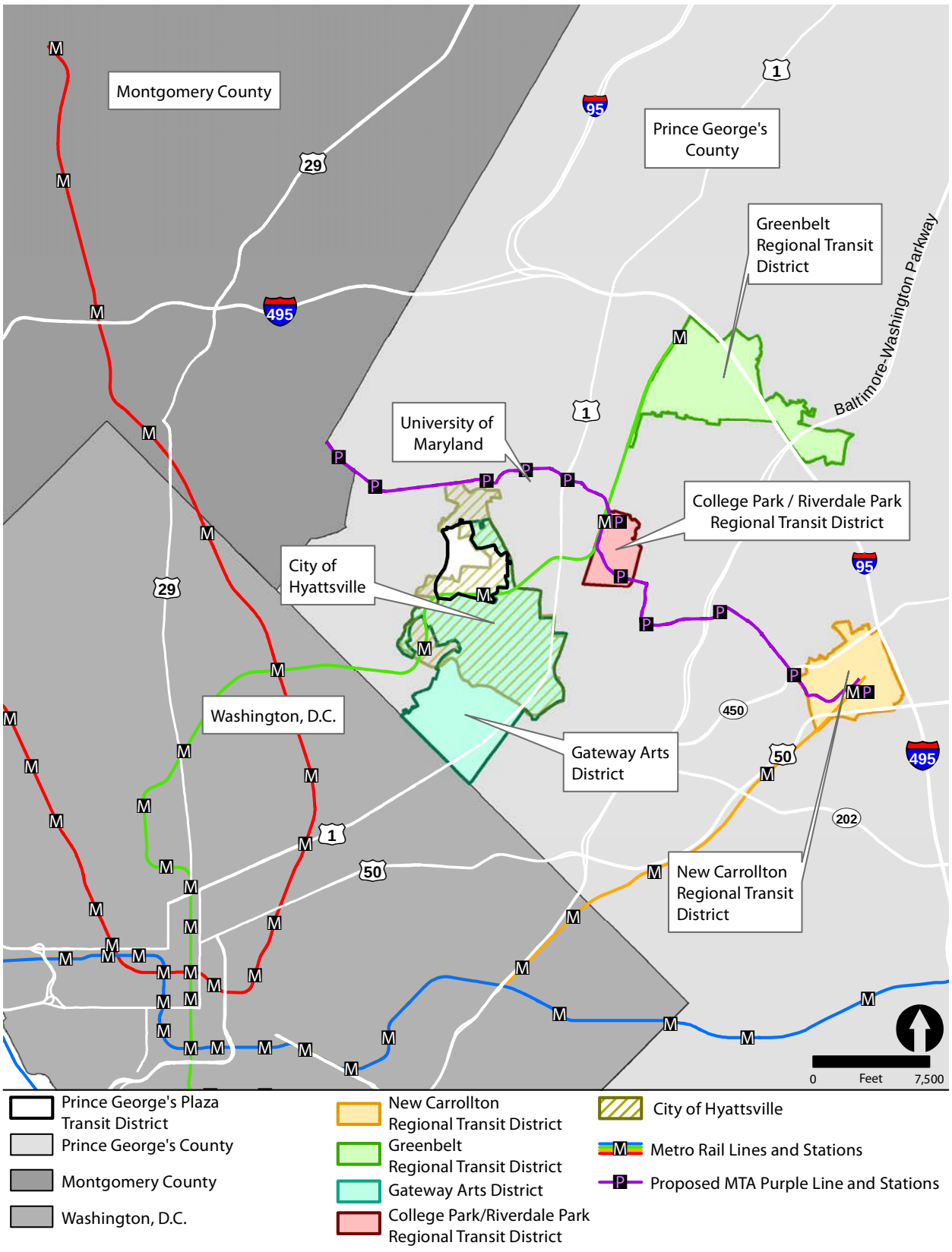
Elizabeth M. Hewlett, Chairman



CHAPTER 1

Blueprint for Tomorrow

Map 1. Transit District in Context



Introduction

The Prince George's Plaza Transit District is located in northern Prince George's County, just over a mile north of the District of Columbia. It is approximately 363 acres in size and lies predominantly within the City of Hyattsville, Maryland. The Transit District is anchored by the Prince George's Plaza Metro Station, the Mall at Prince Georges, and the University Town Center mixed-use development. The Transit District was established in 1992, was designated a Regional Center by the 2002 *Approved General Plan* and a Regional Transit District and Downtown by the 2014 *Plan Prince George's 2035 Approved General Plan (*Plan 2035).

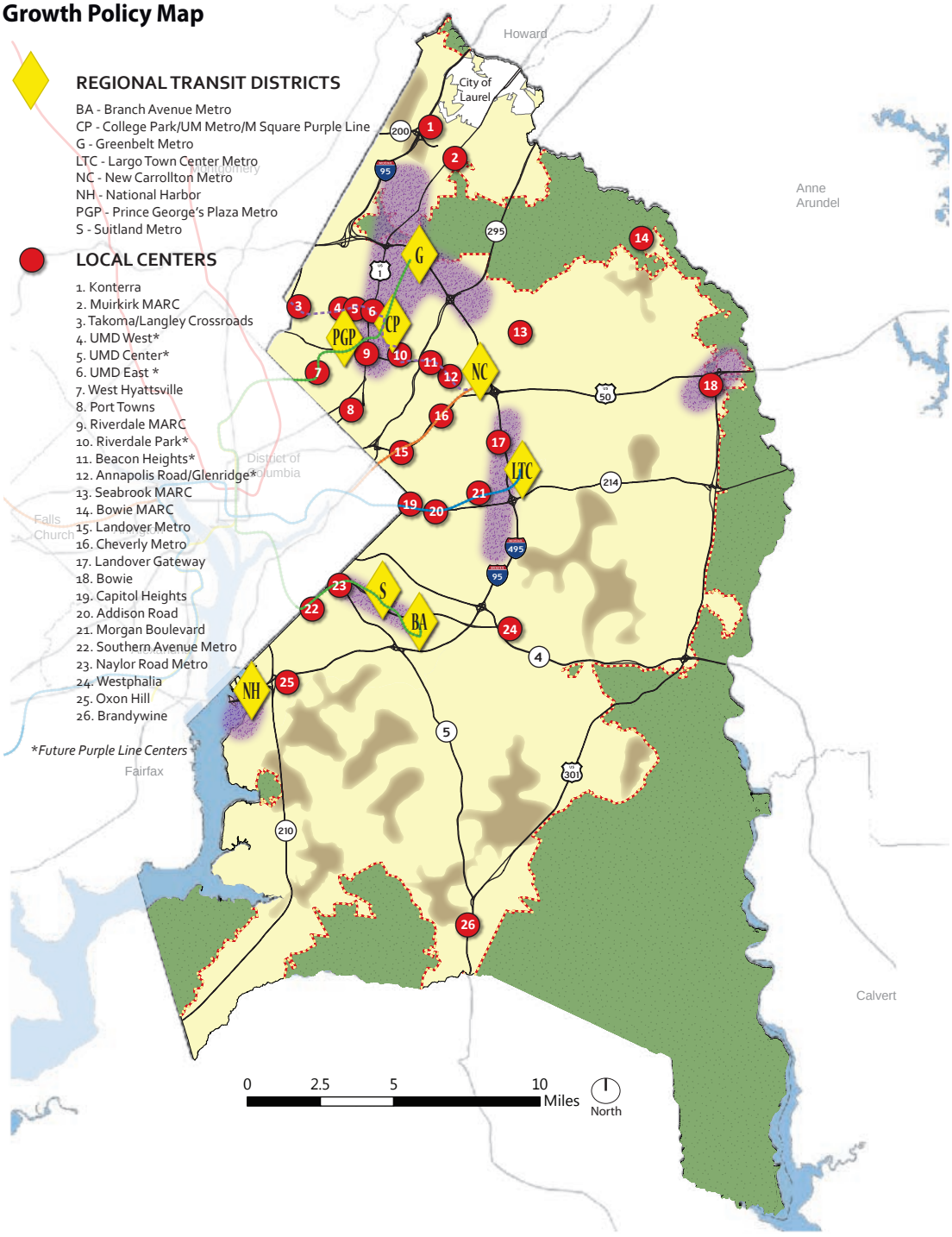
Map 2. Prince George's Plaza Transit District



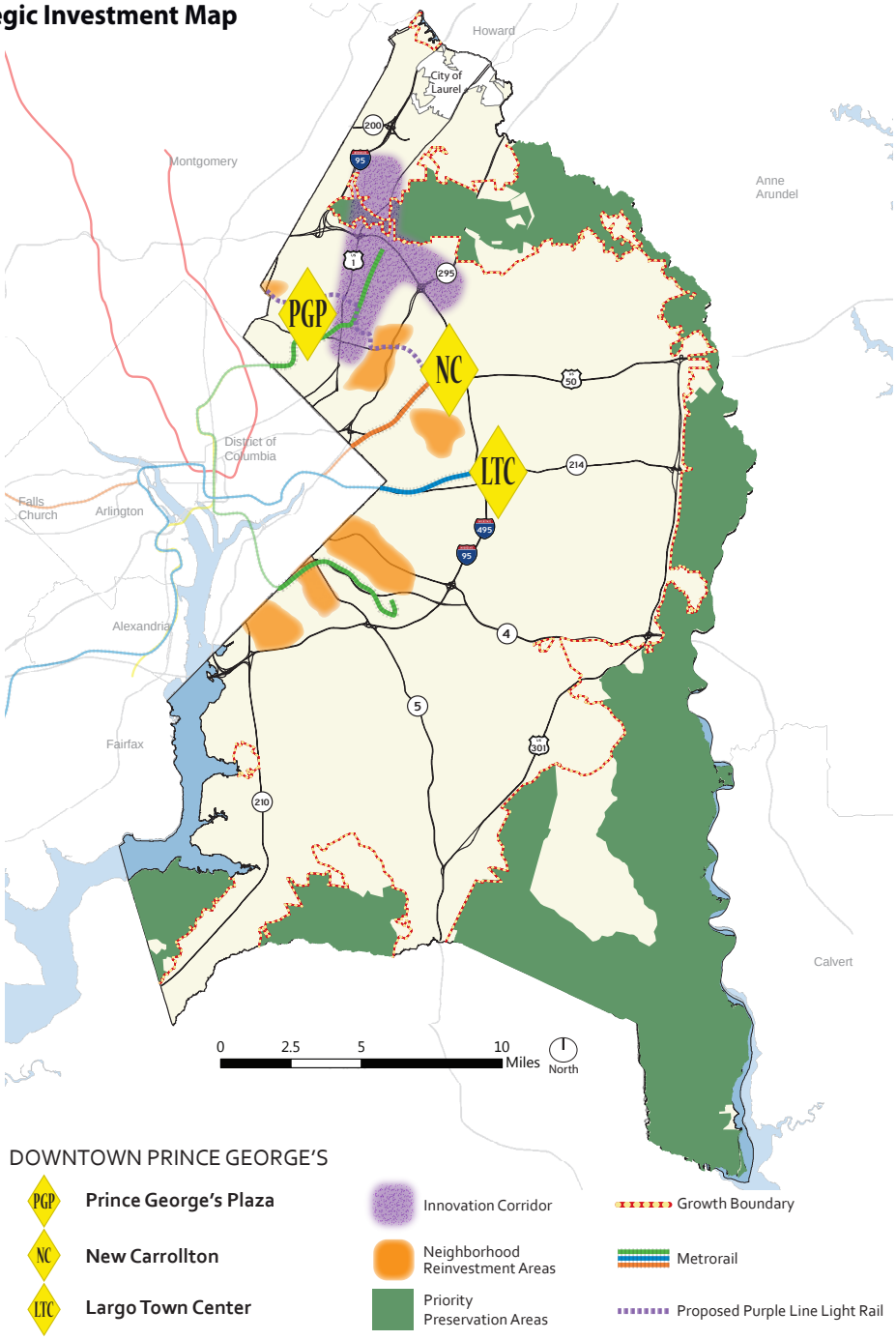
In May 2014, the Prince George's County Council, acting as the District Council, approved the Plan 2035. Plan 2035 addresses existing, changing, and new priorities such as transit-oriented development, sustainability, neighborhood reinvestment, and agricultural protection. Plan 2035 also introduces two maps that establish the framework for achieving the Plan 2035 vision—the Growth Policy Map and the Strategic Investment Map.

Plan 2035 designates eight locations in Prince George's County, including Prince George's Plaza, as Regional Transit Districts. The centers were selected based on a quantitative analysis of 31 indicators that assessed the capacity and potential of each center to support future growth and development; in this analysis, Prince George's Plaza scored highest in the County. The Regional Transit Districts are envisioned as moderate- to high-density, regional-serving centers. Regional Transit Districts are high-profile areas where people from around the region want to live, work, visit, and shop. They are regional destinations that contain a mix of office, retail, entertainment, public and quasi-public, flex, and medical uses. The array of uses will vary depending on the center's predominant character and function. They are walkable, bikeable, and well-connected to a regional transportation network via a range of transit options; seven of the Regional Transit Districts are located at Metro stations. For more information about Plan 2035 and Regional Transit Districts, see Appendix 2.

Map 3. Growth Policy Map



Map 4. Strategic Investment Map



The Plan 2035 Strategic Investment Map identifies four critical areas where the majority of County, state, and federal money and resources should be focused to realize meaningful change in the County: three Downtowns, the Innovation Corridor, Neighborhood Revitalization Areas, and Priority Preservation Areas. Plan 2035 designates three Regional Transit Districts—Prince George's Plaza Metro, New Carrollton Metro, and Largo Town Center Metro—as new Downtowns for the County. Plan 2035 recommends targeted public investments and incentives in the Downtowns to catalyze their growth and development as regional destinations and major economic drivers for Prince George's County.

The *Approved Prince George's Plaza Transit District Development Plan (TDDP) and Transit District Overlay Zoning Map Amendment (TDOZMA)* is designed to capitalize upon, and implement, Plan 2035 recommendations for future transit-oriented development within the Prince George's Plaza Regional Transit District. This TDDP amends Plan 2035 by redefining the boundaries of the Prince George's Plaza Regional Transit District to incorporate all of the properties within the Prince George's Plaza Transit District Overlay Zone. Pursuant to Section 27-548.04(b) of the Prince George's County Zoning Ordinance, this TDDP is the applicable area master plan for the Prince George's Plaza Regional Transit District. The approved TDDP and TDOZMA replaces the 1998 *Prince George's Plaza Approved Transit District Development Plan and Transit District Overlay Zone* and amends the 1994 *Planning Area 68 Approved Master Plan and Sectional Map Amendment* and the 2009 *Countywide Master Plan of Transportation* for the portion of Planning Area 68 within the Prince George's Plaza Regional Transit District. The approved TDDP also amends the 1983 *Adopted and Approved Functional Master Plan for Public School Sites* and *Formula 2040: Functional Master Plan for Parks, Recreation and Open Space* for the portion of Planning Area 68 within the Prince George's Plaza Transit District by recommending development of a new public school and several new parks and public open spaces.

This TDDP refers to the **Prince George's Plaza Regional Transit District** and **Transit District** interchangeably.

The Regional Transit District is a planning designation that refers to the prioritized location for growth and development as designated by Plan 2035.

The Transit District is a zoning designation that refers to those properties within the Transit District Overlay Zone.

The two Districts are conterminous and identical.

Introduction | Purpose of the Transit District Development Plan

The purpose of the TDDP is to implement the Plan 2035 vision for a walkable, transit-oriented community within the Prince George's Plaza Transit District using a market-driven approach. The TDDP also builds upon and updates the foundation of past planning initiatives, including the 1994 *Planning Area 68 Approved Master Plan* and the 1998 *Prince George's Plaza Approved Transit District Development Plan*. Finally, the plan establishes a regulatory foundation for orderly and predictable development using design standards and guidelines. These standards and guidelines will help to produce a public realm and overall built environment that transforms the Transit District into the new, regionally competitive Regional Transit District called for in Plan 2035 and that helps to put Prince George's County on the regional—even national—transit-oriented development map.

A Transit District Development Plan (TDDP) is a plan that guides and coordinates development around a transit station. TDDPs encourage transit use, enhance connectivity, safety, and walkability, and create opportunities for new public and open spaces. TDDPs include zoning standards that regulate the development and use of land and the construction of structures and infrastructure consistent with the community's vision and goals.

A Transit District Overlay Zoning Map Amendment (TDOZMA) is the process through which the County's zoning map is updated to classify properties into the Transit District Overlay Zone and to reclassify properties into underlying base zones that permit the type of development that is appropriate in proximity to a transit station.

Specifically, this plan:

- Establishes a policy and regulatory framework that promotes walkable, transit-oriented, mixed-use development in the Transit District competitive within the region and consistent with the priorities of Prince George's County, the City of Hyattsville, and the Town of University Park.
- Responds to the evolving real estate market by focusing on the form of the built environment, while facilitating a diverse range of uses.
- Transforms the underutilized Prince George's Plaza Metro Station and auto-oriented MD 410 (East West Highway) by integrating and connecting the Metro station with development to the north and transforming the roadway into a pedestrian- and bicycle-friendly boulevard.
- Provides a detailed implementation plan and market-sensitive development standards to maximize the redevelopment potential and infill opportunities at the Mall at Prince Georges and other key sites.
- Recognizes the importance of the natural environment—specifically the Northwest Branch Stream Valley Park and Wells Run—and incorporates best planning and development practices to ensure a comprehensive and sensitive approach to environmental stewardship, neighborhood compatibility, and pedestrian and bicycle connectivity.
- Amends the zoning of selected properties through the TDOZMA to implement the land use recommendations of this TDDP and Plan 2035.









Prince George's Plaza Metrorail Station

Smart Growth concentrates new development and redevelopment in areas that have existing or planned infrastructure to avoid sprawl. Smart growth is sustainable and is characterized by compact, transit-oriented, bicycle-friendly land use, with neighborhood schools, walkable streets, mixed-use development and a wide range of housing choices. Its purpose is to conserve valuable natural resources through the efficient use of land, water, and air; create a sense of community and place; expand transportation, employment, and housing choices; distribute the costs and benefits of development in an equitable manner; and promote public health.

Source: Maryland Department of Planning—Smart Growth Planning Topics http://www.mdp.state.md.us/OurWork/smartgrowth.html.

As both an overarching idea and a hands-on approach for improving a neighborhood, city, or region, **Placemaking** inspires people to collectively reimagine and reinvent public spaces as the heart of every community. Strengthening the connection between people and the places they share, Placemaking refers to a collaborative process by which we can shape our public realm in order to maximize shared value. More than just promoting better urban design, Placemaking facilitates creative patterns of use, paying particular attention to the physical, cultural, and social identities that define a place and support its ongoing evolution.

With community-based participation at its center, an effective Placemaking process capitalizes on a local community's assets, inspiration, and potential, resulting in the creation of quality public spaces that contribute to people's health, happiness, and well-being.

Source: http://www.pps.org/reference/what_is_placemaking.

Plan Themes

The TDDP is organized broadly around three major planning themes—Smart Growth, Placemaking, and Healthy Communities.

The State of Maryland defines **Smart Growth** as [growth that] "… concentrates new development and redevelopment in areas that have existing or planned infrastructure to avoid sprawl."

Placemaking is a people-centered, collaborative approach to the design, creation, and maintenance of great public spaces. Successful placemaking relies on an effective understanding of the importance of place and the resulting sense of place associated with great places. According to geographer Edward Relph, "places are fusions of human and natural order and are the significant centres of our immediate experiences of the world. They are defined less by unique locations, landscape, and communities than by the focusing of experiences and intentions onto particular settings."[1]

A sense of place may be defined as "the characteristics of a location that make it readily recognizable as being unique and different from its surroundings and that provide a feeling of belonging to or being identified with that particular place."[2]

Great public spaces, such as Central Park, Times Square, and the High Line in New York City; Boston Common; Rittenhouse Square in Philadelphia; Millennium Park in Chicago; Pioneer Square in Portland, Oregon; and Pike Place Market in Seattle create a strong sense of place for all who visit them. These special places help to brand the cities, towns, and suburban centers in which they are located as desirable places to visit, work, and live.

The Project for Public Places developed a concise description of what placemaking is and does (see box to the left).

[1]"Prospects for Places," excerpt from Edward Relph, Place and Placelessness (1976); quoted in The Urban Design Reader (Second edition), page 267; Routledge Press, 2013; Michael Larice and Elizabeth Macdonald, editors.

[2]A Planner's Dictionary (PAS Report Number 521/522), page 350; American Planning Association, 2004; Michael Davidson and Fay Dolnick, editors.

Healthy Communities is a holistic concept of community well-being that begins with public health but expands beyond it to consider the important factors that impact community health, including economic prosperity, urban design (walkability and connectivity), environmental protection, transportation access, education, access to healthy foods, and public safety (crime prevention). Healthy communities allow individuals and families to "age in place." The federal Centers for Disease Control and Prevention (CDC) define community health in terms of "Healthy Places" (see box to the right).

The importance of these concepts in the TDDP reflects their comparable importance in Plan 2035 and highlights both plans' view of community planning and development as a holistic and multifaceted process. The TDDP weaves these three themes together to create a walkable, transit-supportive, amenity-rich Regional Transit District.

Health and Healthy Places

According to the World Health Organization, health is a state of complete physical, mental, and social well-being and not merely the absence of infirmity. A healthy community as described by the U.S. Department of Health and Human Services Healthy People 2010 report is one that continuously creates and improves both its physical and social environments, helping people to support one another in aspects of daily life and to develop to their fullest potential. Healthy places are those designed and built to improve the quality of life for all people who live, work, worship, learn, and play within their borders—where every person is free to make choices amid a variety of healthy, available, accessible, and affordable options.

Source: Centers for Disease Control and Prevention – About Healthy Places. http://www.cdc.gov/healthyplaces/about.htm

Plan Organization

The TDDP presents a comprehensive vision for the future development of the Prince George's Plaza Regional Transit District through 2035. The plan also contains detailed planning policies, strategies, and development controls to help ensure that the plan vision is realized. This information is organized into seven major chapters:

Blueprint for Tomorrow—Chapter 1 includes an overview of the Transit District along with the long-range vision for future development in the area.

Defining the Context—Chapter 2 begins with a brief discussion of general national trends in smart growth and sustainable development, followed by an explanation of how Plan 2035 incorporates recognition of those national development trends into its vision of Prince George's County's future as a location for thriving communities. The chapter describes the Transit District today and its regional setting, along with its relationships to previous plans. It presents existing conditions, summarizes the TDDP's community and stakeholder engagement process, and highlights the assets, opportunities, and challenges facing the Transit District.

Plan Elements—Chapter 3 spells out the details of the plan vision. It covers land use; economic prosperity; transportation and mobility; natural environment; housing and neighborhoods; community heritage, culture, and design; healthy communities; public facilities; and parks and recreation.

Implementation—Chapter 4 describes the tools, strategies, priorities, and necessary actions that the public sector, in partnership with the private, nonprofit, and institutional sectors, must execute to realize the TDDP's vision.

Transit District Overlay Zoning Map Amendment (TDOZMA)—Chapter 5 contains the amendments to the County Zoning Map required to implement the land use goals, policies, and strategies of this TDDP.

Transit District Overlay Zone and Transit District Standards—Chapter 6 contains the development regulations, exemptions, standards, and guidelines of the Transit District Overlay Zone.

Transit District Overlay Zone Use Tables—Chapter 7 contains tables showing permitted and prohibited uses within the Transit District.

Plan Vision: Imagine... | Prince George's Plaza in 2015

Pause for a moment to look and listen…

The Prince George's Plaza area has the makings of a new downtown. It developed around a successful retail center—the Mall at Prince Georges. Metro service offers convenient access to downtown Washington, D.C., as well as to the University of Maryland, College Park. MD 410 (East West Highway) brings visitors from Silver Spring and New Carrollton. The Northwest Stream Valley Park provides respite to a bustling community. New residential development has gained momentum, and changes at University Town Center promise to inject new vibrancy.

Pause to look and listen again…

The rumble of traffic along East West Highway is deafening during rush hour, and walking feels uncomfortable and unsafe. The Metro station is difficult to locate. Office developments struggle with vacancies and retail suffers from poor street visibility. Acres of parking radiate heat in the summer and produce stormwater runoff at alarming rates. The area is a collection of developments defined by, but poorly integrated with, its largest draw—the Mall at Prince Georges. The Prince George's Plaza Transit District is ripe for change. Now is the time to commit to a vision, establish a plan, and act.

Plan Vision: Imagine... | Prince George's Plaza in 2035

Prince George's Plaza is a new destination and downtown for the Washington, D.C. region. New retail outlets bustle with shoppers from across the region. New eateries stand up to the challenge of the most discriminating palates. New residents have their choice of housing options, ranging from chic apartments and rowhomes to quieter detached houses nestled against the dense tree canopy of the Northwest Stream Valley Park. New businesses find flexible and modern workspace convenient to transit, the University of Maryland, and an educated workforce. New green development replaces the bleak asphalt of expansive parking lots. New facilities—a state-of-the-art multigenerational regional recreation center, library, fire station, and elementary school—provide high-quality services and welcome residents and visitors of all ages. New open spaces offer a mix of relaxation and fun while a network of trails, sidewalks, and bicycle lanes make walking and commuting safe and comfortable for residents, visitors, and workers.

During the design charrette, the project team and the public developed two illustrative concept visions for ultimate buildout (see Figures 1 and 2).



Figure 1. 2035 Illustrative Vision

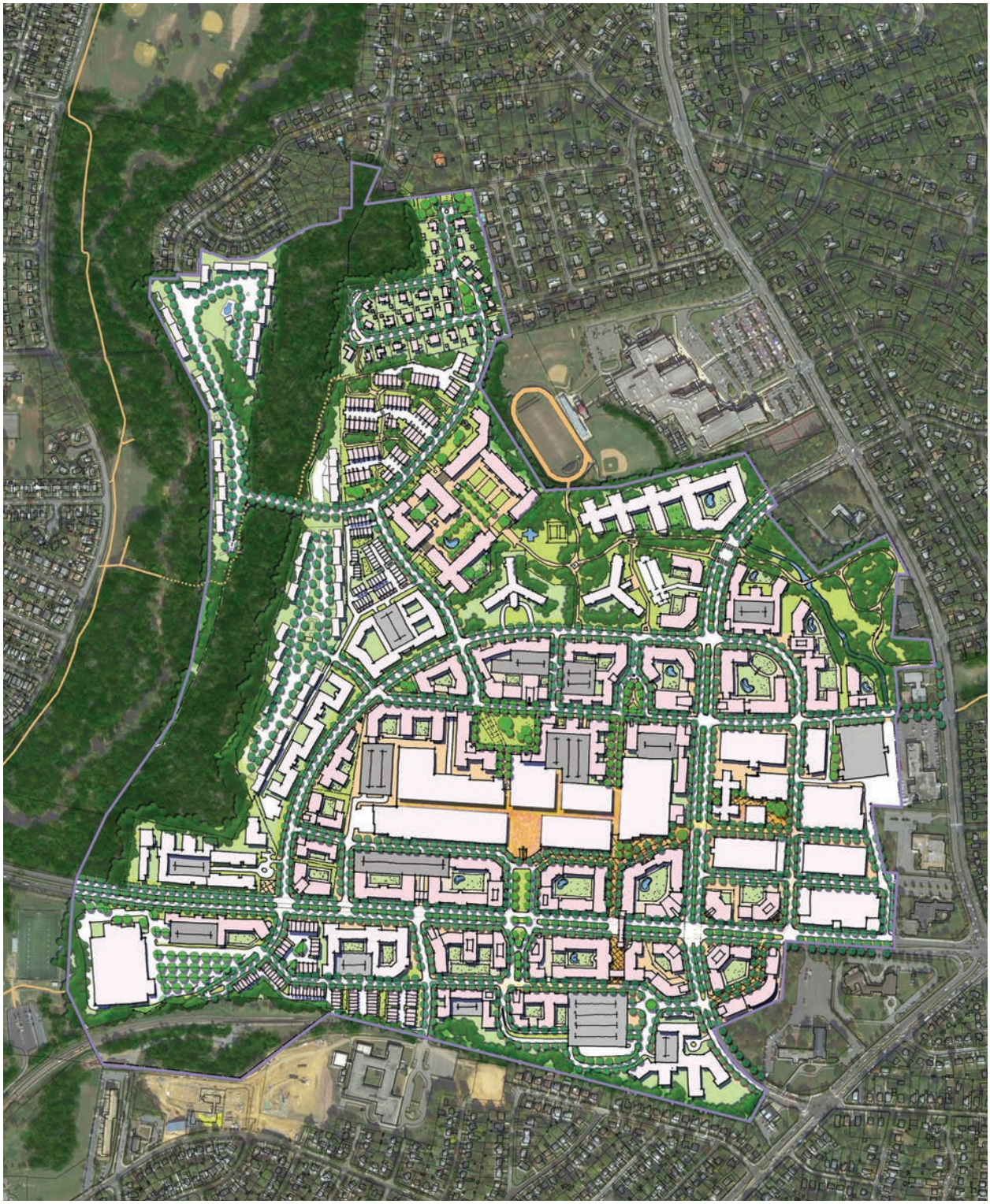


Figure 1. 2035 Illustrative Vision shows the illustrative buildout concept used to develop the TDDP. This concept shows existing and approved development through the spring of 2014, along with concepts for undeveloped properties. This concept assumes the continued operation of The Mall at Prince Georges through 2035.

Figure 2. Post-2035 Illustrative Concept Plan

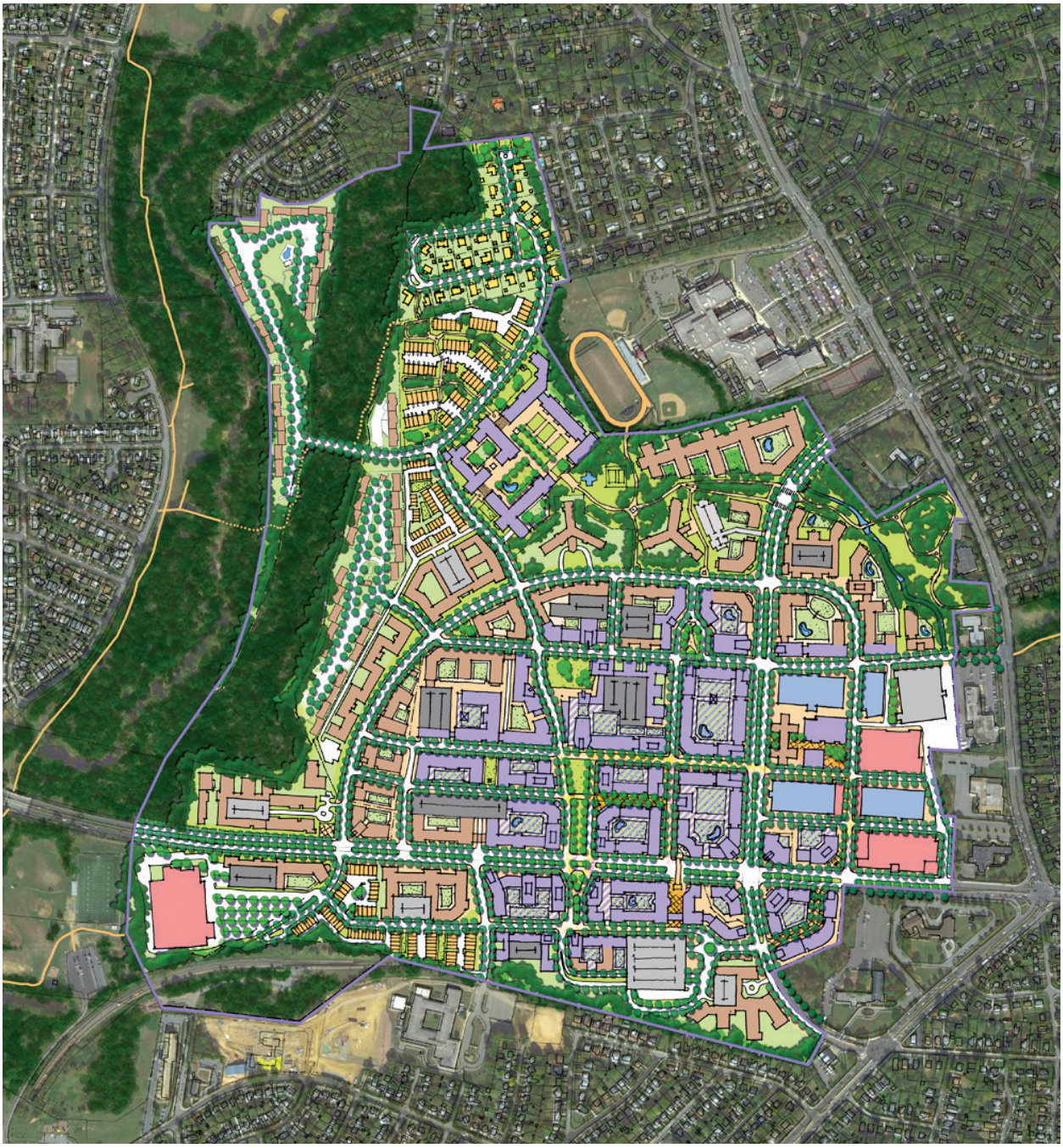
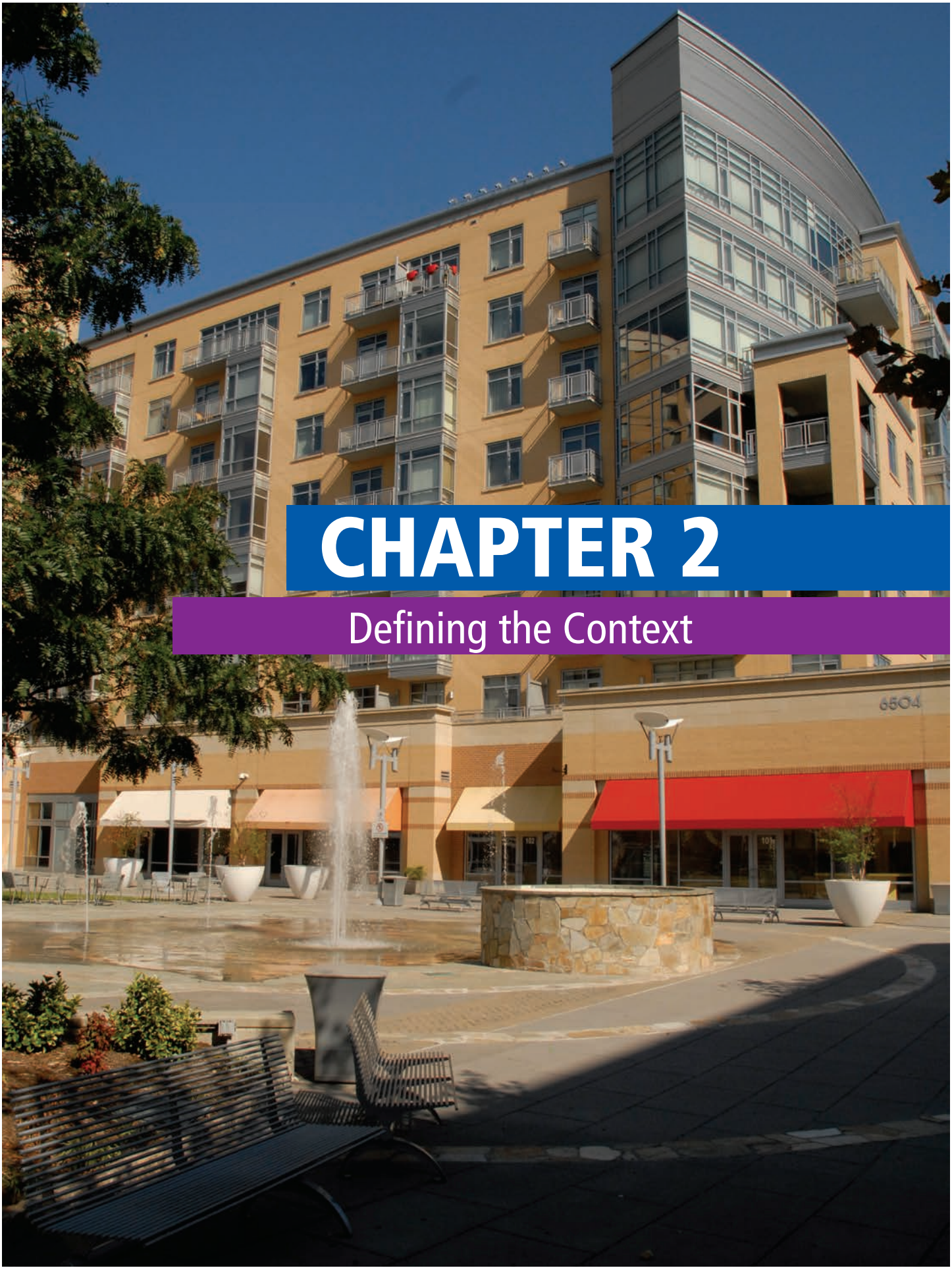


Figure 2. Post-2035 Illustrative Concept Plan shows this development concept post-2035, when redevelopment of The Mall at Prince Georges is anticipated.

Multifamily development was approved for the "Landy Property" pursuant to DSP-99048, DSP-99048-01, and DSP-99048-02. The TDOZMA reclassifies this property into the Transit District Overlay/One-Family Triple-Attached Residential (T-D-O/R-20) Zone to support future single-family attached or townhouse development. The TDDP supports either the envisioned townhouses or the previously-approved multifamily development at this location.



CHAPTER 2

Defining the Context

National Urbanization Trends: Implications for the Future of Prince George's County

In the decade and a half since 2000, several major trends have impacted the growth of urbanized metropolitan regions across the United States. These include:

- The rising dominance of the growing Millennial Generation (born after 1980) and the declining, but still large, Baby Boomer Generation (born between 1940 and 1964) in urban metropolitan markets.
- The 2008 national economic recession that saw the virtual collapse of housing markets in many metropolitan areas across the country.
- The shrinking role of the federal government in helping to fund or provide a growing number of public services and jobs.
- The growing impact of extreme weather events (severe droughts, extreme flooding, summer heat waves, and harsh winters) due to global climate change.

National Urbanization Trends: Implications for the Future of Prince George's County | Demographic Change

The millennial and baby boomer generations are the two largest cohorts within the population of the United States. According to the Pew Research Center, these two generations total almost 160 million people and are roughly equal in size with about 80 million people each. A 2015 Urban Land Institute (ULI) report[1] shows the millennial generation possessing nearly equal percentages of city and suburban residents (37 percent and 36 percent of the millennial population, respectively). This study's findings contradict the popular stereotype of all, or even most, millennials living in big-city downtowns. It also indicates the trade-offs that millennials are making between urban living and housing affordability. Nevertheless, the study finds that members of this major demographic prefer to live in neighborhoods with urban characteristics—including a high degree of walkability, transportation choices, and convenient access to shopping and cultural attractions—whether or not those neighborhoods are in urban areas. In addition, data continues to emerge that suggests that the millennial preference for walkable mixed-use neighborhoods is catching on with a growing number of baby boomers and generation X members (persons born between 1964 and 1980).

National Urbanization Trends: Implications for the Future of Prince George's County | Economic Disruptions and Public Sector Fiscal Challenges

The 2008 national economic recession stands as possibly the United States' worst economic downturn since the Great Depression of the 1930s. During this period, housing construction and home mortgage lending virtually came to a halt as Wall Street and other global stock markets collapsed. The national economy also lost millions of jobs. These combined disruptions slowed or halted growth in metropolitan areas throughout the country; however, the Washington, D.C. region was somewhat cushioned

[1]"Gen Y and Housing: What They Want and Where They Want It," Urban Land Institute, posted May 13, 2015, http://uli.org/report/gen-y-housing-want-want.

from the recession by a sustained public-sector economy. As of the end of 2014, while many metropolitan areas had begun to display signs of sustained growth, the Washington metropolitan area began to lag behind other regions due to the effects of federal budget sequestration. Uncertainty around the funding of federal and state programs has forced Prince George's County and other local jurisdictions to seek diversification of their economies in an effort to better cushion their communities from future economic shocks.

National Urbanization Trends: Implications for the Future of Prince George's County | The Economic Advantages of Walkable Urban Places

The economic recession has also affected land prices and property values within U.S. metropolitan areas. In this case, however, mixed-use residential developments in walkable communities have held their value more successfully than single-use residential and commercial developments in sprawling suburban areas. This outcome was documented in a 2012 study of the link between neighborhood walkability and property values.The study analyzed the impacts of calculated walk scores on commercial and residential property values in 70 urban and suburban neighborhoods in the Washington, D.C. metropolitan area. One of the key findings of the study was that:

"…a one-level (or approximately 20-point) increase in walkability (out of a range of 94 points) translates into a $8.88 value premium in office rents, a $6.92 premium in retail rents, an 80 percent increase in retail sales, a $301.76 per square foot premium in residential rents, and a $81.54 per square foot premium in residential housing values." [2]

In short, walkable urban places not only attract people, they also attract much higher levels of private investment and generate higher tax revenues than less-walkable and less transit-accessible locations within a given area.

National Urbanization Trends: Implications for the Future of Prince George's County | Global Climate Change and the Need for Resilient and Sustainable Communities

Since 2005, every region within the United States has felt the impacts of extreme weather events such as droughts, heat waves, major hurricanes, tornado outbreaks, winter blizzards, flooding rains, and wildfires. In the November 18, 2013, issue of its online News, the World Bank stated that:

"Weather-related losses and damage have risen from an annual average of about $50 billion in the 1980s to close to $200 billion over the last decade, according to the Munich Re insurance group."[3]

[2]"Walk this Way: The Economic Promise of Walkable Places in Metropolitan Washington, D.C.," Brookings Institute Senior Fellow Christopher Leinberger.

[3]"Weather-Related Loss and Damage Rising as Climate Warms," November 18, 2013, http://www.worldbank.org/en/news/feature/2013/11/18/disaster-climate-resilience-in-a-changing-world.

The U.S. Department of Defense has declared global climate change to be a major national security threat. The agency labeled recent conflicts in parts of Africa and the Middle East as resource wars fought over access to adequate and uncontaminated water. Closer to home, the Washington metropolitan area and other major cities along the Eastern seaboard have seen an increase in flood-producing rain events and severe thunderstorms with damaging winds. On its Ocean Facts webpage,[4] the National Oceanographic and Atmospheric Administration (NOAA) indicates that:

"There is strong evidence that global sea level is now rising at an increased rate and will continue to rise during this century.

While studies show that sea levels changed little from AD 0 until 1900, sea levels began to climb in the twentieth century.

The two major causes of global sea-level rise are thermal expansion caused by the warming of the oceans (since water expands as it warms) and the loss of land-based ice (such as glaciers and polar ice caps) due to increased melting."



[4]http://oceanservice.noaa.gov/facts/sealevel.html.

Rising sea levels may have been a factor in the storm surge damage caused by Hurricane Sandy along the New Jersey and New York coastlines in 2012. They could ultimately expose portions of Prince George's County, along the tidal Potomac and Patuxent Rivers, to flooding from storm surges.

The challenges associated with global climate change call for the development of communities that are: (1) resilient in the face of natural disasters such as floods, droughts, and severe storms; and (2) sustainable in the sense of minimizing their ecological impacts on the natural environments that surround and support them. Resilient and sustainable communities promote the health and well-being of their residents in a variety of ways, especially in response to natural or human-caused disasters. More specifically, resilient and sustainable communities:

- Provide essential ecological necessities such as clean air, drinkable water, fresh (locally produced) foods, and the removal/recycling of solid and liquid waste.
- Create and maintain public spaces that invite residents and visitors into them due to their attractiveness, liveliness, perceived safety, choice of options for active play or relaxed people-watching, and sense of place.
- Support diverse, resource-efficient economic activities that provide meaningful employment; and start-up or expansion opportunities for their residents and local businesses.
- Create and maintain multimodal transportation services that allow residents, workers, and visitors of all ages, incomes, and states of health to move about without having to drive or be driven in an automobile.
- Accommodate floodwaters by imitating natural environments (retaining stormwater runoff and allowing it to infiltrate into the ground or flow into drainage channels more slowly).
- Direct new development to higher ground that is less likely to be affected by rising sea levels and retrofit existing development in vulnerable coastal areas to withstand storm surges with minimal damage.

- Plant drought-resistant vegetation to enhance natural environments while conserving water.
- Encourage urban agriculture (private and community gardens and urban farms) as insurance against weather-related disruptions to commercial food supplies.
- Encourage resource (energy, water, and recycled materials) conservation and onsite renewable energy production to help insulate homes and nonresidential uses from weather-related disruptions of electrical power and fuel supplies.

The transformation of the Prince George's Plaza Transit District into a walkable, vibrant, transit-oriented community offers the opportunity to create a resilient and sustainable community at the Prince George's Plaza Metro Station. By promoting the health and well-being of its residents, workers, and visitors, a resilient and sustainable Prince George's Plaza Transit District will inspire a collective sense of identity, pride, and shared ownership of this important community's future.

Responding to Change: Plan Prince George's 2035

Plan 2035 addresses the future of Prince George's County in the context of the twenty-first century challenges described on the preceding pages. More specifically, the plan states that:

"The purpose of Plan 2035 is to make Prince George's County a competitive force in the regional economy, a leader in sustainable growth, a community of strong neighborhoods and municipalities, and a place where residents are healthy and engaged. The process begins with a common vision articulated through Plan 2035's innovative outreach efforts, and the master and sector plans created through community consensus over the past decade. Based on its vision, Plan 2035 establishes a framework to capture a greater share of our region's forecasted job growth, meet the needs of our changing population, and preserve our valuable natural and historic resources."

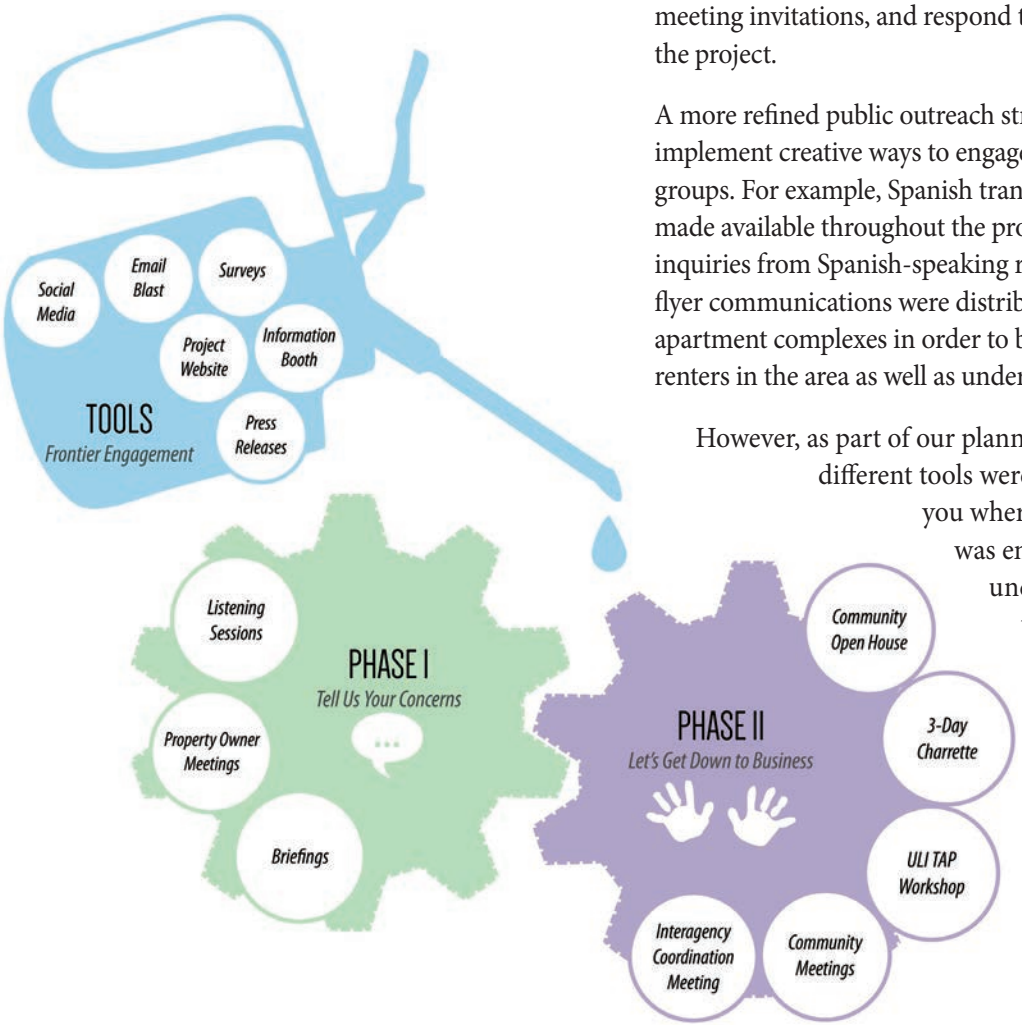
Plan 2035 visions, policies, and strategies are guided by six principles:

1. **Concentrate Future Growth**—Plan 2035 commits to concentrating future growth to achieve our 2035 vision and illustrates where and how we should grow in the Growth Policy Map.
2. **Prioritize and Focus our Resources**—Plan 2035 commits to aligning work programs across County agencies, supporting financial incentives and infrastructure improvements, and streamlining processes to accelerate growth in these different, but complementary areas.
3. **Build on Our Strengths and Assets**—Plan 2035 commits to capitalizing on [Prince George's County's strengths and assets] as we plan for future growth and development and allocate resources.
4. **Create Choice Communities**—Plan 2035 commits to supporting neighborhood reinvestment in existing public infrastructure, services, and facilities and designing diverse and distinct communities that promote walkability and convenient access to employment, retail, and entertainment options.
5. **Connect Our Neighborhoods and Significant Places**—Plan 2035 commits to improving mobility and connectivity by investing in our transportation infrastructure (including sidewalks and trails), building on our underutilized transit network, and coordinating land use and growth management with transportation improvements.
6. **Protect and Value Our Natural Resources**—Plan 2035 commits to proactively greening our built environment, restoring degraded resources, and promoting a more sustainable development pattern that reduces our reliance on driving and shifts development pressures away from our greenfields.

Community Engagement

Community engagement is the way in which people come together to participate in the decision-making process that impacts them, their neighbors, and the places they cherish and frequent.

Effective community and stakeholder engagement is the key to the successful implementation of any community plan. To address this, the project team developed a community engagement program that was broad in scope, asked tough questions, dove into many issues, provided user-friendly information, maintained a social media presence on Facebook and Twitter, and engaged a range of stakeholders to help develop a common vision and recommendations for the Transit District.



A variety of community outreach measures were conducted as part of this planning effort. The team used mailing lists to send letters to property owners identified in the County tax records. A project website was launched in spring 2013. A survey of Metro riders at the Prince George's Plaza Metrorail Station during weekday rush hour was conducted in fall 2014 to gain a better understanding of ridership preferences, habitats, and views of the area. The Prince George's Plaza TDDP project webpage was designed to engage multiple stakeholders with general information on the project, maps, presentations, schedule, contacts, and background resources. For each major meeting, copies were posted of the presentation and any other materials distributed. An ongoing email stakeholder list was used by the team to communicate plan updates, send meeting invitations, and respond to public inquiries on the project.

A more refined public outreach strategy was created to implement creative ways to engage underrepresented groups. For example, Spanish translation services were made available throughout the process to respond to inquiries from Spanish-speaking residents. Targeted flyer communications were distributed to several apartment complexes in order to better connect with renters in the area as well as underrepresented groups.

However, as part of our planning process, different tools were used and a "meet you where you are" approach was employed to engage underrepresented and traditionally "hard-to-reach" groups (such as students, renter

households and businesses, condo owners, Spanish-speaking residents, and commuters). The project team held information booth sessions at the Hyattsville Farmers Market, Hyattsville Arts Festival and the Mall at Prince Georges, and distributed an e-survey to capture feedback from residents and commuters about transportation needs in and around the Transit District.

The project team used a variety of media to engage new participants in the process. A Facebook and Twitter feed, project website, and email updates kept all stakeholders abreast of the latest news and information while flyers and postcards helped promote upcoming meetings. The team used Twitter during the planning charrette and community open house meetings to share photos and live updates from the meeting to the public. In addition, periodic updates and meeting invitations were posted on the project Facebook page. A video was prepared for use at the planning charrette and subsequent community meetings that highlighted the existing conditions and history of the area as well as the Metro survey results. The video became an alternate tool to convey information to the public. These technologies were used to provoke thought and gather input from stakeholders, as well as to provide information to the public at various stages in the planning process.

A key question asked by stakeholders in our planning process was: "How will you ensure that my voice and our collective voices are heard and incorporated in the planning process?" To answer this, the community engagement program consisted of two distinct, but integrated phases.

Community Engagement | Phase I: "It's Been A While—Tell Us Your Concerns"

The character and priorities of the Transit District have changed since the approval of the 1998 TDDP. As a result, the first phase of our community engagement process focused on learning about community, municipal, and property owner concerns and ideas through a series of listening sessions, walking tours, interviews, and briefings. Major meetings throughout the plan process took place on the dates listed on the next page.



Stakeholders engaged in developing a vision and recommendations for the Transit District.

Name	Date	Location
Community Listening Session	February 20, 2014	Hyattsville
University Park Listening Session	June 12, 2014	University Park
Urban Land Institute Technical Assistance Panel (TAP)	September 4, 2014	Upper Marlboro
University Park and Town Council Briefing	September 8, 2014	University Park
Hyattsville Mayor and Council Briefing	September 15, 2014	Hyattsville
Charrette Kickoff Meeting	September 17, 2014	Hyattsville
Charrette Development Concept Meeting	September 20, 2014	Hyattsville
Plan Refinement Meeting	October 14, 2014	Hyattsville
Plan Briefing at The Seville	November 13, 2014	Hyattsville
Hyattsville Planning Committee	November 18, 2014	Hyattsville
Community Open House	April 28, 2015	Hyattsville
Hyattsville Planning Committee	July 21, 2015	Hyattsville
Planning Board Public Hearing	October 22, 2015	Upper Marlboro
District Council Public Hearing	February 16, 2016	Upper Marlboro

Briefings were formal opportunities for the team to provide updates to key stakeholders such as elected or municipal officials, developers, or advisory committees throughout the planning process. Listening sessions were often more informal opportunities to provide and receive input on areas of concern and to discuss pertinent issues with the community. Issues such as placemaking, community amenities, public safety, open space and natural environment, economic development, transportation and mobility, access, and neighborhood character were popular topics of discussion. Common themes from the community began to emerge during both briefings and listening sessions—the importance of multimodal (especially transit) access, strong neighborhood character, the need for additional open space, stormwater management issues, the desire for public amenities and facilities, and the need for more diverse uses in the Transit District. These meetings provided invaluable information.

Community Engagement Goals

1. Engage various stakeholders (residents, property owners, businesses, public agencies, etc.) throughout the planning efforts.
2. Engage underrepresented groups or voices in the plan development process.
3. Offer multiple and customized opportunities to provide input and a role in the decision-making process.
4. Provide transparent and shared information to the public.

Stakeholders Engaged:

- Residents
- Property Owners/Developers
- Nonprofits
- Municipal Governments
- Public Agencies
- Commuters
- Civic Associations

A series of walking tours helped the project team focus on and better understand existing conditions, barriers, opportunities and operations of the Transit District. The team visited the University Town Center, The Mall at Prince Georges, Prince George's Plaza Metro Station, the pedestrian bridge located across MD 410 (East West Highway), and various commercial properties and multifamily developments. These tours were critical in the early stages of the planning process for context and understanding of the issues communicated by residents.

The team also evaluated which parts of the 1998 TDDP/TDOZMA have been effective and which could be modernized and streamlined. The project team met with other County agencies, such as the Department of the Environment; Department of Permitting, Inspections and Enforcement; Public Works and

Transportation; and the Department of Parks and Recreation to discuss the 1998 TDDP and how it could be improved. The team also made a concerted effort to engage major property owners and developers of several large residential and commercial properties in the Transit District. Outreach efforts to developers included briefings, invitations to community meetings, correspondence, and interactive Go-To Meeting conference calls. These groups were important stakeholders along with residents and public agency representatives.

Community Engagement | Phase II: "Getting Down to Business"

Phase II of our community engagement process consisted of a four-day design workshop (commonly referred to as a planning charrette), follow-up community meeting, and final open house, held September 17-20, 2014. Nearly 200 people attended the planning charrette, including residents, property owners, municipal officials, and public agency representatives. Participants attended the planning charrette to:

- Learn about the plan and help influence it.
- View what effect it will have on their property or business.
- Understand the effects of stormwater management.
- Discuss public safety aspects of the plan (i.e. walkability, bikeability, etc.).
- Understand the timing of the plan process.

The team sought public feedback on major proposed land use and multimodal network concepts and new public facilities desired for the area. Attendees were actively engaged through keypad polling, questionnaires, facilitated discussions, presentations, and video viewing of highlights of the existing conditions and plan analysis of the Transit District.

The following were some of the major themes identified by the public during the planning charrette:

- Importance of addressing MD 410 (East West Highway) as a barrier.
- Underutilization of the Prince George's Plaza Metro Station.
- Need to create a regional destination.
- Lack of bicycle infrastructure.
- Stormwater management.
- Need for more complete streets.
- Desire for better safety.
- Placemaking.
- Green infrastructure.
- Concerns with impacting existing neighborhoods.

Planning Charrette Timeline



The Prince George's County Planning Department hosted an Urban Land Institute Technical Assistance Panel (ULI TAP) roundtable discussion on September 3–4, 2014. (ULI TAPs are designed to deliver honest, unbiased answers to land use and real estate questions that defy easy solutions.) The purpose of the ULI TAP was to suggest ways to help create a walkable, attractive, transit-oriented community at the Prince George's Plaza Metro Station through strategic public and private investment.

The nine-member ULI TAP panel presented strategies to build on ongoing and planned development activity; help meld disconnected parts of the area into a compact, walkable, urban place; and leverage limited County and state fiscal resources to help realize a new downtown around the Prince George's Plaza Metro Station for the lowest cost. The ULI TAP also identified short- and long-term strategies for development and rebranding that could be phased in over time.

During the planning charrette process, a new vision for the Transit District emerged along with a more refined understanding of planning priorities.

The planning charrette, community meetings, listening sessions, and briefings were structured to provide different venues for the public to learn about the plan and provide input into the planning process. The purpose of these tailored events was to ensure stakeholders had an array of hands-on opportunities to help craft and refine the blueprint that would guide future growth and development in the Transit District and identify solutions to critical land use, design, transportation, and environmental challenges.

By January 2015, the project team had gathered significant community input and had thoroughly evaluated existing conditions. At this time, the team began crafting the TDDP. While writing the plan, the team continued aggressive outreach to elected officials and implementing agencies at the County, state, and regional level for additional input on various development or plan concepts. Continuous feedback received during this time from multiple stakeholders shaped various plan elements, including transportation and mobility, natural environment, public facilities, parks and recreation, etc.

A community open house in April 2015 attracted more than 100 attendees in the Transit District. The team sought to obtain community input at this open house on elements developed as a result of briefings, listening sessions and the planning charrette on the following topics:

- Vision
- Preliminary framework for development
- Neighborhood versus Downtown Core
- Updated Illustrative Concept Plan
- Building Heights

Feedback at this community open house indicated a strong desire by residents of nearby communities for the team to modify some of the development concepts under consideration for inclusion in the plan.

Community Engagement | Public Sector and Institutional Partners

Securing agency input and feedback at different stages of the planning process was also critical to identifying "deal-breakers" early on and to developing realistic recommendations, phasing plans, and implementation strategies.

Approximately 62 percent of the Prince George's Plaza Transit District area lies within the municipal boundary of the City of Hyattsville. The City of Hyattsville helped to craft the Transit District Development Plan vision and recommendations, and provided guidance, feedback, and crucial meeting and working space. This plan assumes that the city's involvement will continue through and beyond full buildout of the TDDP vision. That involvement is envisioned to include a critical role in infrastructure financing, construction, and maintenance, participation in the development review process, promoting economic development, and providing transportation services. The Town of University Park was also helpful in channeling community concerns and input regarding stormwater management issues and potential development impacts facing portions of the town.

The Office of the Prince George's County Executive helped to facilitate critical interagency partnerships necessary to create a Regional Transit District at Prince George's Plaza. County agencies with key implementation roles include the Department of the Environment (DoE); the Department of Public Works and Transportation (DPW&T), who will likely plan, design, and operate a complex regional stormwater management system for the Transit District to support the vision of the TDDP; and the Department of Permitting, Inspection, and Enforcement (DPIE) who will ultimately permit construction in the Transit District.

The TDDP team conducted two rounds of coordinated meetings with County agencies, in addition to individual meetings with the State Highway Administration (SHA) and small-group meetings to discuss topics of common interest. Continuing meetings and collaboration with key public-sector players such as the Office of the County Executive and the Maryland Department of Transportation (MDOT) resulted in SHA's key decision to reclassify MD 410 (East West Highway) from a Major Arterial to a Minor Arterial and the joint County/M-NCPPC funding of stormwater management and parking studies. SHA also agreed to evaluate the concept of placing MD 410 (East West Highway) on a "road diet" in order to permit bicycle lanes in both directions. This collaborative, interjurisdictional and interagency approach to plan implementation will be essential to the development of the new Downtown at Prince George's Plaza.

The Prince George's County Memorial Library System, Prince George's County Fire and Emergency Medical Services Department, and Prince George's County Public Schools have opportunities to create new, transformative public facilities to provide cutting-edge public services and state-of-the-art amenities to residents, workers, and visitors. The County will need to work closely with the City of Hyattsville, the Town of University Park, and other partners to facilitate high-quality development and infrastructure improvements consistent with the TDDP vision.

With significant land holdings abutting the Transit District area, the Prince George's County Department

Stakeholders shared the following concerns and ideas during the planning process:

- Single-family neighborhoods that abut the Transit District should be protected from new development.
- A mix of housing types is needed in the Transit District.
- Housing affordability for both renters and homeowners is an important issue.





The Prince George's Plaza community engagement process.

of Parks and Recreation (DPR) was integral in developing an innovative parks and recreation approach for the TDDP, adapting concepts and the vision espoused by *Formula 2040: Functional Master Plan for Parks, Recreation and Open Space* to the local context. DPR was very responsive to the Urban Land Institute Technical Assistance Panel (ULI TAP) recommendation to colocate the replacement facility for the existing Prince George's Plaza Community Center with another new public facility. Continued coordination with DPR will be required to help create the sense of place necessary to achieve the transit-oriented, mixed-use vision for the Transit District area.

The Washington Metropolitan Area Transit Authority (WMATA) worked closely with the planning team in coordinating preliminary planning for recommended public infrastructure improvements around the Prince George's Plaza Metro Station. WMATA also shared its views on potential future joint development activity at the station with M-NCPPC staff. The recommendations contained in this TDDP are intended to leverage the economic, social, and accessibility advantages offered by the Metro Green and Yellow Lines. These assets are the cornerstones of the plan and the foundation for the future of the Transit District.

The Transit District Today: Regional Setting and Existing Conditions

The Prince George's Plaza Transit District consists of approximately 363 acres of land in northwestern Prince George's County approximately one and a half miles northeast of the District of Columbia. It is anchored by the Prince George's Plaza Metro Station, the Mall at Prince Georges, and University Town Center.

Four features have forged an identity for the Transit District—the Prince George's Plaza Metro Station, The Mall at Prince Georges, the University Town Center mixed-use complex, and MD 410 (East West Highway). Together, these assets have helped the Transit District to grow in importance as a significant development center and potential regional destination.

The Prince George's Plaza Metro Station opened for service in 1993. The Metro station provides access to much of the Washington metropolitan area through the regional Metrorail system.

The nearly one million square-foot, 1950s-era, suburban Mall at Prince Georges is a successful, if dated, regional shopping destination. Designed for vehicular traffic, the now-enclosed Mall is dominated by a parking lot containing approximately 3,700 spaces. A pedestrian overpass, an iconic landmark but underutilized path for pedestrians, links the Mall site to the Metropolitan Shops at Prince George's Station and the Prince George's Plaza Metro Station.

University Town Center is a mixed-use development anchored by five commercial office buildings containing 1.4 million square feet of office space. Most of this commercial space is contained in three office structures designed by Edward Durrell Stone and built between 1963 and 1971. The University Town Center development also includes 134 multifamily residential units, a 910-bed student tower, 55,000 square feet of in-line retail frontage, and a 67,500-square-foot movie theater complex. University Town Center has struggled with high vacancy rates (at least 10 percent) since 1994, peaking at more than 30 percent by 2014.

MD 410 (East West Highway) is the Transit District's principal thoroughfare, connecting Prince George's Plaza and the City of Hyattsville with New Carrollton to the east and Takoma Park in neighboring Montgomery County to the west. Immediately to the east runs Adelphi Road and MD 500 (Queens Chapel Road), important arterials that provide access to Washington, D.C. and the Capital Beltway, via MD 650 (New Hampshire Avenue). Although MD 410 (East West Highway) provides vehicular access to other parts of Prince George's County, the six-lane highway is a major barrier and safety hazard to pedestrians and bicyclists in the Transit District. Wide traffic lanes and relatively high travel speeds impede easy and safe pedestrian/bicyclist access to the Metro station, University Town Center, Hyattsville Branch Library, the Mall at Prince Georges, and Prince George's Plaza Community Center.

Outside of these four primary features, the Transit District is home to a mix of 1950s and 1960s garden style apartments punctuated by new apartment buildings—Post Park, Mosaic at Metro, and 3350 at Alterra—and several retail centers—Metropolitan Shops at Prince George's Plaza, The Shoppes at Metro Station, and a standalone Home Depot.





Planning Context

The Transit District is largely surrounded by established single-family communities, with the exception of the M-NCPPC-owned Northwest Branch Stream Valley Park, which extends along its western edge. Several faith-based institutions and public facilities abut the Transit District to the east and south.

The 1992 *Approved Transit District Development Plan for the Prince George's Plaza Transit District Overlay Zone* established a vision for a mixed-use retail and employment center, complemented by residential development near the Prince George's Plaza Metro Station, to capitalize on the economic development opportunities created by the Metro Green Line. Easy pedestrian and bicycle circulation and accessibility, transportation demand management, and environmental preservation were key aspects of this plan.

The 1994 *Approved Master Plan for Planning Area 68* carried forward recommendations from the 1992 TDDP as well as preserving the existing multifamily developments and parks that were then outside the Transit District.

The 1998 *Approved Transit District Development Plan for the Prince George's Plaza Transit District Overlay Zone* replaced the 1992 TDDP, which was slated to expire July 1, 1998. The 1998 TDDP updated the design standards and guidelines and underlying zones to encourage development and sought to relax several of the more stringent requirements of the 1992 TDDP. While the plan was partially successful in encouraging new residential and retail development, several factors hindered its implementation:

- MD 410 (East West Highway), a six-lane state highway that cuts through the Transit District separating the Prince George's Plaza Metro Station from destinations north, has proven to be a major barrier to pedestrian and bicycle connectivity and an impediment to walkable transit-oriented development.
- The 1998 TDDP is extremely complicated and at times overly prescriptive, including multistory height minimums, which has affected private sector willingness and ability to pursue redevelopment or infill opportunities.
- Momentum to enact several key recommendations wavered over time. For example, no steps were taken to implement the transportation demand management district (TDMD) envisioned by the 1992 and 1998 TDDPs

The Transit District has been shaped by a number of important legislative acts and planning initiatives which have cumulatively worked to concentrate development in walkable and transit-oriented communities, encourage economic growth, and protect natural resources.

- The 1992 *Maryland Economic Growth, Resource Protection, and Planning Act*
- 1992 *Transit District Development Plan for the Prince George's Plaza Transit District Overlay Zone*
- 1994 A*pproved Master Plan and Sectional Map Amendment for Planning Area 68*
- The 1997 *Maryland "Smart Growth" and Neighborhood Conservation—"Smart Growth" Areas Act*
- 1998 *Approved Transit District Development Plan for the Prince George's Plaza Transit District Overlay Zone*
- 2002 *Prince George's County Approved General Plan*
- 2009 *Smart and Sustainable Growth Act*
- 2011 *City of Hyattsville Community Sustainability Plan*
- 2013 *Formula 2040: Functional Master Plan for Parks, Recreation, and Open Space*
- 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035)

Although Plan 2035 was enacted in 2014, it has already reshaped the future of the Prince George's Plaza Transit District by elevating the Transit District as one of three new Downtowns for Prince George's County. The current administration has reinforced the new General Plan vision by designating the Transit District as one of its priority transit-oriented development (TOD) investment sites.

A major planning/zoning effort was underway as this TDDP was being written—the comprehensive rewriting of Prince George's County's Zoning Ordinance and Subdivision Regulations (see box below).

At the time this TDDP was approved, Prince George's County was in the process of replacing its Zoning Ordinance and Subdivision Regulations. Approval of new Zoning and Subdivision laws (anticipated in 2017) may impact the zoning of property located within the transit district and the Transit District Standards. The project team worked closely with staff and consultants working on the Zoning Ordinance and Subdivision Regulations rewrite project to ensure consistency between goals, policies, and strategies, and to ensure the Transit District Standards were consistent in scope and nature to the regulations of zone districts within the new ordinance. In the event the 2017 Countywide Map Amendment process to implement the zones contained in the new Zoning Ordinance results in fundamental changes to, or the elimination of, the Prince George's Plaza Transit District Overlay Zone, Transit District Standards, and the underlying zones and use tables contained in the TDOZMA, this TDDP will be severable and will continue to stand as the master plan for the Prince George's Plaza area. Only the zoning (and not the plan's goals, policies, and strategies) will be impacted by the Countywide Map Amendment.

Area Demographic and Economic Profile

To evaluate its market potential and associated opportunities and challenges, the Transit District must be viewed within its regional context—defined as a five-mile catchment area. The market area is benchmarked against Prince George's County to highlight the similarities and differences between the two geographies. Benchmarking is also used to measure the overall health of the Transit District compared to Prince George's County as a whole.

The Prince George's Plaza community numbered approximately 5,410 residents in 2010 with estimated five-year growth expected to outpace growth in the County. When compared to the region and the County as a whole, Transit District residents, on average, are younger, earn more moderate incomes, have lower rates of educational attainment, and are more likely to use transit and rent. According to 2015 Census estimates, approximately 26 percent of residents identify themselves as Hispanic or Latino and half speak a language other than English at home.[5]

[5] The Nielsen Company.

Table 1. Demographic Snapshot

POPULATION	Transit District	5-mile	County
Total population (2000 Census)	5,220	492,773	801,508
Total population (2010 Census)	5,410	517,735	863,420
Total population (2015 estimated)	5,721	550,198	902,303
Percentage change (2000-2010)	3.64%	5.07%	7.72%
Estimated percentage change (2010-2015)	5.75%	6.27%	4.50%
Projected percentage change (2015-2020)	5.55%	5.02%	4.49%
2015 Estimated population that is Hispanic or Latino	26.15%	28.24%	16.68%
2015 Estimated population that speaks language other than English at home	50.71%	33.31%	21.77%
2015 Estimated median age	31.8	34.3	36.3
2015 Estimated population 65 and older	6.08%	10.97%	11.54%
HOUSEHOLDS			
2015 Estimated total households	2,210	199,760	316,453
2015 Estimated average household size	2.47	2.64	2.79
2015 Estimate family households (of total households)	54.30%	56.34%	67.01%
2015 Estimate family households with own children (of total family households)	51.00%	45.11%	45.78%
INCOME			
2015 Estimated median household income	$49,307	$60,766	$73,192
2015 Estimated mean household income	$64,533	$81,722	$91,776
EDUCATION			
Population 25 and older with a high school degree or higher	73.61%	78.68%	85.60%
Population 25 and older with a bachelor's degree or higher	29.16%	34.07%	30.00%
POVERTY			
2015 Estimated families below the poverty level	9.92%	11.40%	7.02%
2015 Estimated families below the poverty level with children	6.00%	8.67%	5.70%
HOUSING			
2015 Estimated occupied housing units by tenure			
Owner occupied	15.48%	46.78%	63.11%
Renter occupied	84.52%	53.22%	36.89%
2015 Estimated owner occupied housing unit: average length of residence	17	18	16
2015 Estimated renter occupied housing unit: average length of residence	7	8	8
2015 Estimated median owner-occupied housing value	$267,402	$348,019	$282,164
2015 Estimated median year structure built	1965	1957	1975

Table 1. Demographic Snapshot (Continued)

POPULATION	Transit District	5-mile	County
EMPLOYMENT			
2015 Estimated unemployed civilian population age 16+ in labor force	8.13%	8.20%	7.15%
TRANSPORTATION			
2015 Estimated average number of vehicles	1.18	1.26	1.71
2015 Estimated average travel time to work in minutes	39	37	40
Drove alone	44.39%	48.48%	64.81%
Carpooled	14.42%	12.45%	12.28%
Public transportation	33.97%	29.16%	17.09%
Walked	5.16%	4.62%	2.33%
Bicycle	0.34%	1.56%	0.27%
Other means	0.18%	0.85%	0.68%
Worked at home	1.57%	2.88%	2.55%

Source: The Neilsen Companies, 2015.

Area Demographic and Economic Profile | Current Trends

Household Growth

- The market area is expected to see continued population growth between 2014 and 2019, outpacing population growth elsewhere in the County (6.5 percent versus 4.1 percent).
- Between 2000 and 2014, renter households in the market area grew at a faster pace than owner-occupied households in contrast with County trends (12.2 percent versus 5.8 percent).

Changes In Household Type

- Between 2000 and 2014, non-family and single-person households in the market area grew substantially faster than family households. Similar trends were found in the County (21.2 percent and 2 percent versus 16.7 percent and 5.8 percent).
- Household patterns will continue to evolve in the market area; while non-family households are projected to experience strong growth between 2014 and 2019 (8.5 percent), as millennial generation households age, they are likely to fuel the growth of households with children.

Level of Household Income and Educational Attainment

- The market area saw stronger growth in median income between 2000 and 2014 than the County, suggesting that the net migration of households had higher income levels than the area's households in 2000 and/or that households remaining in the area were experiencing strong income growth (41 percent versus 31 percent).
- There has been a large net growth in new residents with a Bachelor's degree outperforming countywide trends (40.6 percent versus 27 percent).[6]

[6] US Census 2010; Nielsen; BAE, 2014.

Recent information from Prince George's County Public Schools suggests that the millennials moving into the newer multifamily housing complexes are already generating a much lower pupil yield per unit than the residents of older 1960s-era apartment complexes in the Transit District. Much of this difference may be attributable to the significantly higher incomes and educational attainment levels of the millennial households. As a result, these younger households are not only postponing parenthood, they are also having fewer children when they do raise families.

Context and Existing Conditions | Land Use

The development pattern within, and surrounding, the Prince George's Plaza Transit District is characteristic of the suburban development that has driven the growth of Prince George's County since the 1950s. That pattern is one of low-density single-family detached homes, garden and mid-rise apartments, strip commercial retail, and an enclosed shopping mall surrounded by acres of surface parking. Wide streets and a six-lane state highway separate the existing low-density uses from each other even as they provide convenient access by automobile. Established single-family residential neighborhoods border the Transit District to the north and south. The Town of University Park lies east of Adelphi Road; it is also a single-family detached residential enclave.

Two waves of development have produced the current pattern within the Transit District area since the mid-1950s (See Figure 2 for a detailed listing of projects, including the year each was completed).

Plans to construct I-95 through Washington, D.C., including through what is now the Northwest Branch Stream Valley Park, served as a major catalyst for the development of Prince George's Plaza and University Town Center. The former Prince George's Plaza Shopping Center was built in 1959. Much of the multifamily residential development along Toledo Terrace, Dean Drive, and Northwest Drive was constructed between 1960 and 1968. The three signature federal office buildings (designed by Edward Durell Stone) at University Town Center were built between 1963 and 1971. Because no rail transit service was available and access to I-95 was promised, all three buildings were surrounded by large parking lots.

No additional development occurred in the Transit District area between 1971 and 1999. Plans to build I-95 through this area were cancelled in 1977. The Prince George's Plaza Metro Station opened for service in 1993. New commercial development was built between 1999 and 2004. The existing pedestrian bridge between the shopping mall and the Metro station was built between 2000 and 2005 to permit safer pedestrian access across East West Highway. In 2004, the Prince George's Plaza was renovated and renamed The Mall at Prince Georges.

Development momentum has accelerated in recent years with the construction of three new apartment buildings—Post Park, Mosaic at Metro, and 3350 at Alterra—with additional development in the pipeline (see Tables 2 and 3). Investors have also recently purchased the retail space at University Town Center, along with Metro 3, 4, and 5, which promises to inject new activity and vibrancy in the center. New multifamily residential development is under construction at the former Kiplinger property at MD 410 (East West Highway) and Editors Park Drive. In 2016, construction began on a new Safeway supermarket at University Town Center.

Today, retail, office, and residential land uses dominate the area. Institutional and public uses are clustered along the eastern and southern borders of the Transit District. Serving the Transit District, but located just outside its borders, are Northwestern High School, the Prince George's Plaza Community Center, the Hyattsville Public Library, the Hyattsville Fire/EMS Station, Nicholas Orem Middle School, Edward Felegy Elementary School, and several churches (mostly fronting along Adelphi Road and MD 500 [Queens Chapel Road]).

Map 5. Existing Land Use

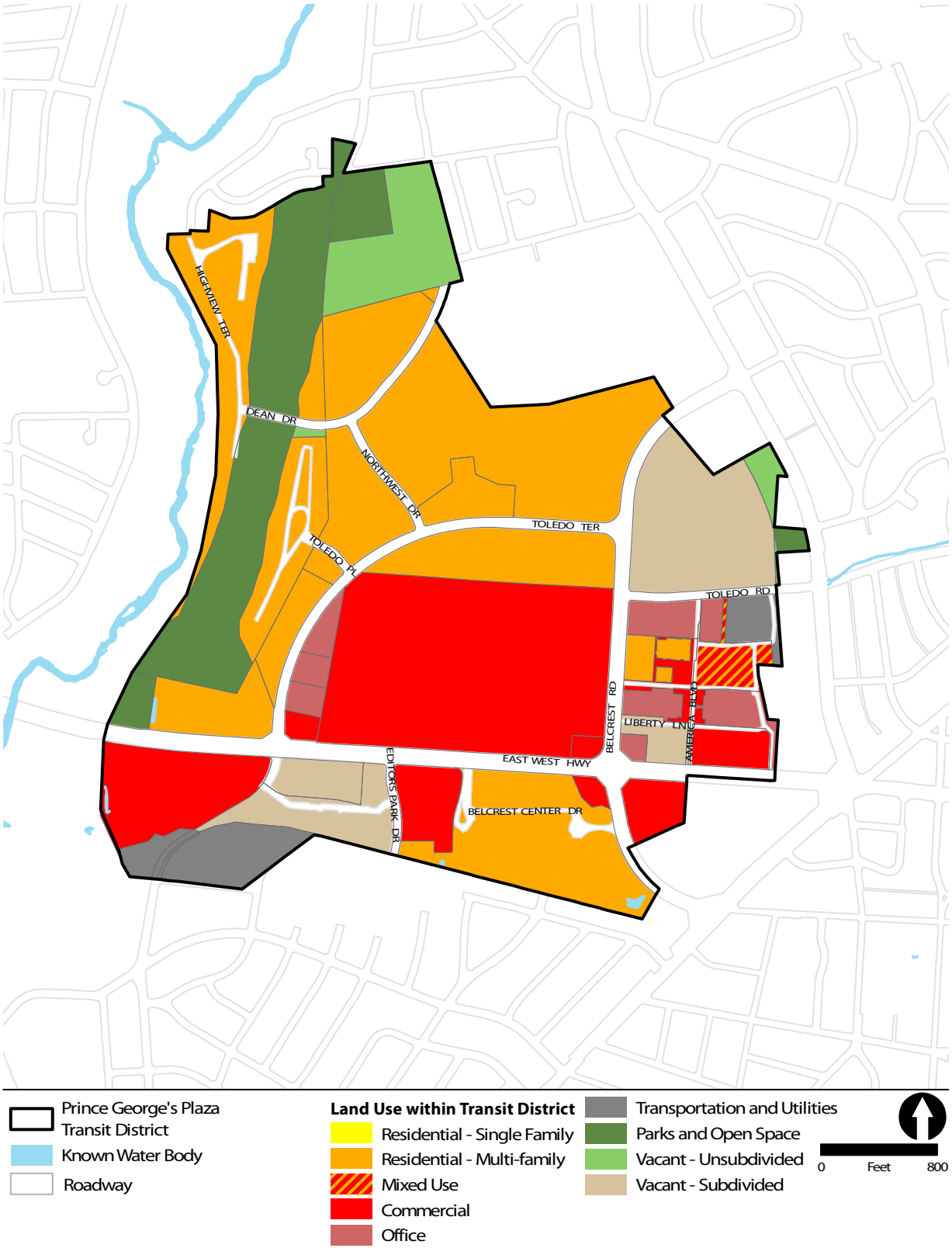


Figure 3. Prince George's Plaza Transit District Development Activity Timeline, 1950-2015

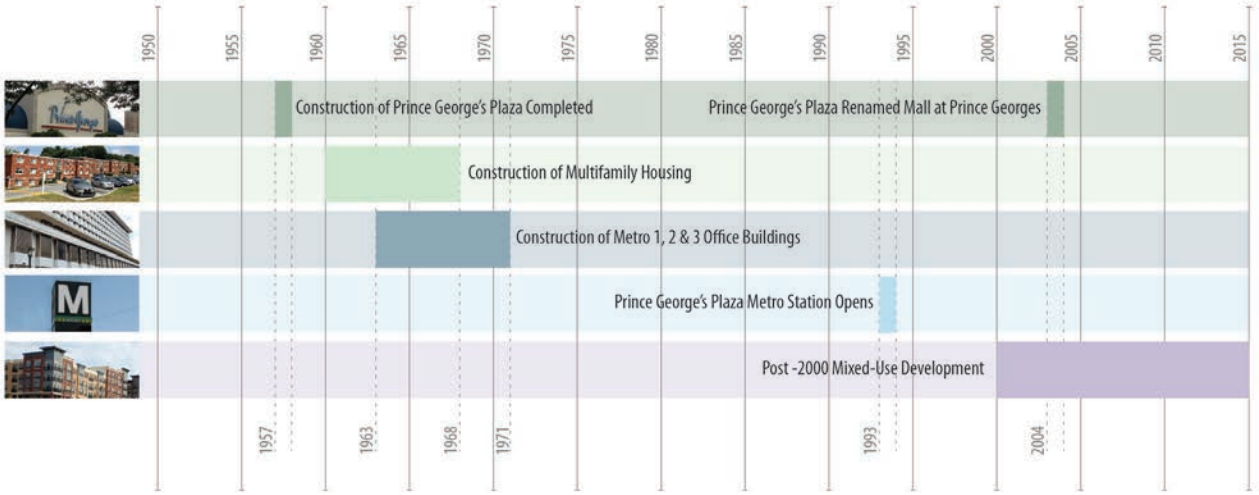


Table 2. Recent Development in the Downtown Core

Recently Completed Development (2009-2015)	MF	SFA	Commercial square feet (type)
Mosaic Apartments	260	0	0
Plaza Lofts 22	22	0	12,307 (retail)
Safeway	N/A	N/A	85,524 (retail/office)
Total	282	0	12,307
Pipeline (Approved Development, Not Constructed) (2009-2015)	**MF**	**SFA**	**Commercial square feet (type)**
Kiplinger	352	126	0
Total	352	126	0

MF-multifamily dwelling unit; SFA-single-family attached dwelling unit or townhouse.



The Mall at Prince Georges, c. 1959.



Metro 2.

Table 3. Recent Development in the Neighborhood Edge

Recently Completed Development (2009-2015)	MF	SFA	Commercial square feet (type)
3350 at Alterra	283	0	1,600 (retail)
Post Park Apartments	396	0	1,600 (retail)
Total	679	0	3,200
Pipeline (Approved Development, Not Constructed) (2009-2015)	**MF**	**SFA**	**Commercial square feet (type)**
Belcrest Apartments (Americana Parcel C)	356	57	0
Landy property	406	0	0
Total	762	57	0

MF-multifamily dwelling unit; SFA-single-family attached dwelling unit or townhouse.

Context and Existing Conditions | Economic Prosperity

Economic prosperity is a vital part of what makes a community healthy and sustainable. Workers who are paid well to do meaningful work tend to have much lower stress-related medical bills than workers who are unemployed or in poorly paid, dead-end jobs. Well-paid workers also add to the tax base through income and property taxes while poorly paid or unemployed workers require higher expenditures for public assistance and other social services. In neighborhoods that are severely distressed economically, social networks and support systems fall apart and higher public safety costs result from increased police, fire, and medical emergency calls.

In a highly competitive metropolitan job market like the Washington, D.C. region, a diverse and well-educated workforce is the key attraction for top-tier



employers looking to locate in the region. That workforce is also the primary—but not necessarily exclusive—seed bed for innovative entrepreneurs looking to start competitive businesses of their own.

Industry-leading employers are following the twenty-first century (millennial) workforce back into mixed-use urban places. Not all of these places are in downtown areas, but they have the functional look and feel of downtowns. The better-educated members of that workforce have developed an increasingly collaborative approach to getting things done formulated during their college experiences; hence the importance of colleges and universities as laboratories for collective innovation in a variety of manufacturing and service industries. This collaborative spirit is also the driving force behind the new twenty-first century workplaces with open floor plans and plentiful common meeting areas.

Economically successful mixed-use urban places also incorporate mixed-income housing in a variety of unit types. This allows residents of all ages and economic circumstances to interact with each other and enliven the public spaces that are at the heart of great urban places. Mixed-income residential communities are more efficient from a quality-of-life as well as economic standpoint. This is because drive-to-qualify residential choices in suburban neighborhoods not (well) served by transit burden less-affluent workers and their families with excessive transportation costs. These costs often nullify whatever savings may have resulted from renting or buying a cheaper housing unit in an outlying suburban area. The time and economic costs of long commutes also add to the stresses affecting Prince George's County workers and their families.

Finally, successful walkable, mixed-use, transit-oriented communities can add to Prince George's County's overall economic prosperity by helping to substantially grow and diversify the County's tax base. Permitting higher-density mixed-use development at its Regional Transit Districts—including Prince George's Plaza—will enable the County to not only grow its tax base significantly but also provide the opportunity to shift a portion of its fiscal burden off the shoulders of its taxpaying homeowners and renters.

One reason that the Prince George's Plaza Transit District was designated as a Regional Transit District and new Downtown by Plan 2035 is its recent growth in residential housing and commercial office/retail space. The area contains 2,811 multifamily residential housing units plus 910 beds of student housing (located at University Town Center). Total retail space in the Transit District is more than 1.3 million square feet, some 70 percent of which is located in The Mall at Prince Georges. Total commercial office space in the area is more than 1.6 million square feet.

Recent residential and retail activity in the area indicates that the Prince George's Plaza Transit District has the market potential needed to become a region-serving, walkable, mixed-use community. The economic advantages of walkable, mixed-use communities are discussed on page 15.

For the five-mile radius market area around the Prince George's Plaza Metro Station, the following table shows the market indicators for office, retail, and residential development.

Table 4. Prince George's Plaza Transit District Market Absorption

Indicator	Office	Retail	Residential
4th Quarter 2014 Vacancy Rate, %	15.4	4.2	5.2
4th Quarter Average Rent, $/sq. ft.	$24.14	$22.14	N/A
4th Quarter Net Absorption, sq. ft.	(97,104)*	128,404	N/A
2014 Net Absorption, No. of MF Rental Units	N/A	N/A	1,190
2014 Average MF Monthly Rent by Unit Type			
Studio			$1,132
1-Bedroom			$1,211
2-Bedrooms			$1,440
3+ Bedrooms			$1,997

*Number in parentheses indicates a net loss or reduction in rented space for that category.

Source: M-NCPPC.

In 2014, the project team conducted a thorough market analysis, which informed the crafting of a market-driven implementation plan to guide the Transit District's transformation into a vibrant new downtown. This transformation will be shaped, in the short-term, by residential and commercial real estate trends and proposed low-cost, high-impact improvements (such as the replacement of curb right-turn lanes with bicycle lanes, full signalized control for the MD 410 (East West Highway)/Editors Park Drive intersection, and the closing of gaps between sidewalk segments) and, in the mid-to longer-term, by larger-scale public infrastructure investments in the Transit District.

The Transit District's market is influenced by the greater Washington metropolitan region. Highlights of the market analysis[7]:

- The residential market is rebounding and is anticipated to drive redevelopment and investment in the Transit District in the near-term. While the short-term market for condominium development remains weak, townhouses could prove a welcome, lower-risk compromise, diversifying housing options in the Transit District and positioning the area to capture the anticipated growth in family households as the millennial generation ages (see Area Demographic and Economic Profile section).
- Retail analyses suggest the continued health of the Transit District's main retail draw—The Mall at Prince Georges—and support for a sustained or increased retail presence in the Transit District.*
- The recovery of the office market has been slow, and recent performance does not suggest a substantial role for new office construction in the short-term. The College Park Class A office submarket remains strong, with vacancy rates hovering around 5.5 percent and asking rents exceeding $28 per square foot.[8] However, existing office space in the Transit District is struggling with increasing vacancies due, in part, to the non-renewal and/or downsizing of existing General Services Administration (GSA) leases (39 percent of University Town Center leases in 2014 were attributed to the GSA). Office building

[7]Unless indicated otherwise, the market area is defined as a five-mile area centered around the Prince George's Plaza Metro Station.

[8]Colliers International Q4, 2013.

*Future retail will cater to the needs of new Transit District residents, complement the Mall's offerings by filling targeted gaps in desired products and services, and provide new restaurant and entertainment options that extend the vitality of the Transit District into evening hours. The ultimate success of the retail market will depend upon creating a more walkable, attractive retail environment, a user-friendly wayfinding system, pedestrian-scaled signage, and effective marketing and branding.

Metro 5 was sold at auction in mid-June 2014; office buildings Metro 3 and Metro 4 were sold at auction in early 2015.

Overall, the regional office market has had to adjust to shrinking space requirements per employee due to evolving modern open office configurations and teleworking. The Transit District's proximity to the University of Maryland, College Park could create opportunities for its office market, but the build-out potential of the nearby, high-profile, research park—M Square—creates a pipeline of competitive supply that is better suited under current conditions, particularly for office users in the science, technology, and engineering fields.

Context and Existing Conditions | Transportation and Mobility

Transportation networks function as the bloodstream of all communities regardless of their size. They enable commerce and travel—the movement of goods and people. In urban areas, the movement of people takes precedence over the movement of goods, although both are essential. The development experience of the metropolitan Washington area and other urban regions throughout the country since the 1950s exposed the limitations of extensive and expensive transportation networks designed to accommodate a single mode of transportation—the automobile. The negative impacts of these overbuilt and overdesigned road networks have resulted in bulldozed and disrupted communities, increased levels of air pollution, and the increased levels of degenerative diseases such as obesity, cardiovascular disease, and cancer that afflict a U.S. urban/suburban population that walks much less, on average, than earlier generations. Studies conducted by the Centers for Disease Control and Prevention, AARP, and other researchers have demonstrated the lower incidence of obesity and other degenerative diseases in transit-rich, walkable cities like New York compared to sprawling, transit-starved southern cities like Atlanta, Memphis, and Houston.

One of the keys to the success of walkable, mixed-use, transit-oriented communities around the country is the fact that they offer their residents nonautomotive options for getting from place to place. They feature multimodal transportation systems that promote the physically active lifestyles associated with walking, bicycling, and using public transit. These options are especially important for children and senior citizens who would otherwise be dependent on others for their mobility. Nonautomotive travel enables children to learn and be able to confidently navigate their neighborhoods. Independent mobility also enables older residents who no longer drive to remain active and connected to their communities. Together, these age groups help to put more "eyes on the streets." This, in turn, helps to improve public safety and reinforce social connections.

Plan 2035 draws on the documented health and resource-conserving benefits of walkable, transit-oriented communities to focus its recommendations for future development at its Metro stations on the creation of walkable, transit-oriented communities knitted together by Complete and Green Streets that serve all users, whether on foot, riding a bicycle, taking public transit, or driving.

Prince George's Plaza is one of the most accessible locations in the County. This multimodal access is highlighted in the following analysis of existing transportation services and the TDDP's recommendations for an integrated multimodal system of services to meet the mobility needs of future residents, workers, and visitors to the Transit District.

Context and Existing Conditions | Transportation and Mobility | *Complete and Green Streets*



Bicycle Level of Stress, also referred to as Level of Traffic Stress, is a measure of how comfortable a street is for an "interested but concerned" cyclist. This measure can be used on streets with or without designated bicycling facilities. The methodology establishes four levels of stress. Level 1 is comfortable even for children. Level 2 is tolerable by most average cyclists (the "interested but concerned" group). Level 3 is satisfactory to more experienced and confident cyclists. Level 4 may only be comfortable for the "vehicular" cyclists—those who are confident, or even prefer, traveling in the street like an ordinary vehicle. Factors included in the calculation of stress level include street width, speed limit, traffic volumes, bicycle facility width, and buffer zone width and type (if any).

In assessing the level of stress for the main streets of the study area, most streets are comfortable only for the more experienced Level 3 and Level 4 cyclists. The speed and volumes on Toledo Road make it possible for interested and concerned cyclists to feel comfortable while Toledo Terrace, with a partial bike lane and lower speeds, is comfortable for more confident cyclists.

Complete Streets is an approach to street design that ensures that all users—whether in a car, on a bicycle, in a bus, or walking or wheeling—have the ability to safely travel from one place to another. The concept of Complete Streets does not mean that every street has a bicycle lane, a bus lane, and a lane for high-speed travel, but that the network as a whole provides a variety of accommodations to meet all of these travel needs. Green Streets include environmental site design features aimed at reducing the impacts of stormwater runoff.

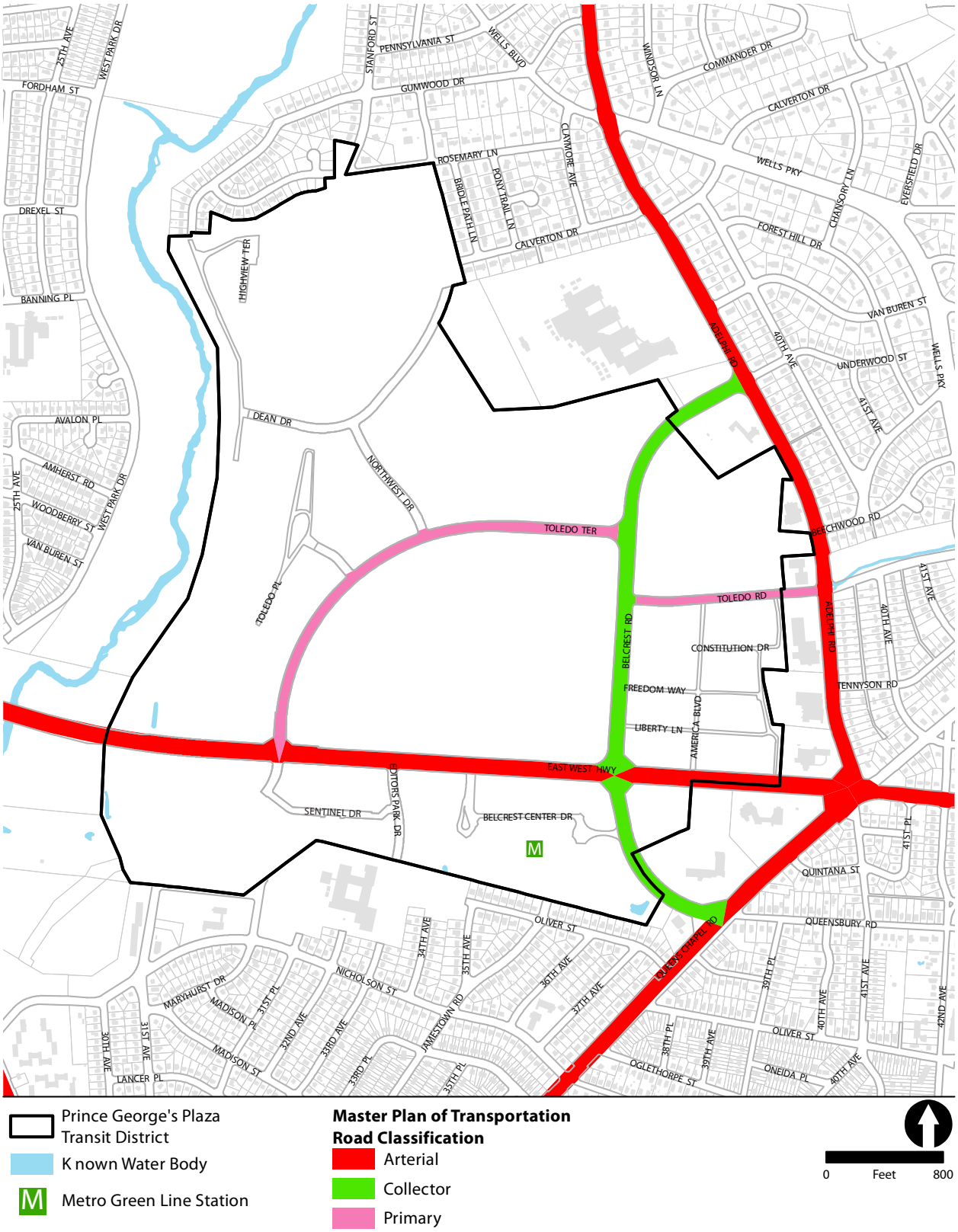
At the time this TDDP was developed, there were numerous streets that were incomplete—lacking sidewalk facilities adequate for persons with disabilities, lacking safe accommodations for bicycles, and/or lacking safe bus stops for transit riders to board, alight, and wait. None of the streets in the Transit District met any standard definition of Complete and Green Streets.

The County's Complete and Green Streets Policy (Sec. 23-615 of the County Code), approved in 2012, requires all planned and approved road, sidewalk, trail, and transit-related construction and reconstruction projects to "include environmental site design and facilities for the combined use of motor, emergency and freight vehicles, transit, bicycles and pedestrians" and that the "context and character of the surrounding built and natural environment of the neighborhood or area" shall be taken into consideration when approving such projects.

Prince George's Plaza has a suburban road network that permits relatively easy automobile access to destinations throughout the Transit District. This network is anchored by MD 410 (East West Highway) and Belcrest Road. The two roads intersect to form a cross that divides the Transit District into four parts.

The existing annual average daily traffic volumes are shown in Map 38, in the Appendices. The most

Map 6. Existing Streets



obvious data point is the significant difference in existing traffic volume along MD 410 (East West Highway) on either side of MD 500 (Queens Chapel Road). To the west, MD 410 carries almost half of the traffic that it does to the east of MD 500. The dominant contributing traffic is the traffic along MD 500 that either originates, or is destined to, points east of the Transit District, and is oriented toward major north-south routes such as US 1 (Baltimore Avenue), MD 201 (Kenilworth Avenue), and the Baltimore-Washington Parkway.

In 2014, MD 410 (East West Highway) carried 27,000 vehicles a day through the Transit District. The 2012 *Transportation Review Guidelines: Part 1* sets the upper capacity limit for a four-lane arterial at Level of



MD 410 (East West Highway)

Service (LOS) E, at 53,850 vehicles a day. This means that the current annual average daily traffic (AADT) for MD 410 (East West Highway) is just 50 percent of its recommended LOS E capacity limit. Therefore, for MD 410 (East West Highway) within the Transit District, both the traffic volume versus lane capacity and the level of service at key intersections can accommodate an increase in vehicular traffic without significantly eroding accessibility and mobility to and through the area.

The 44 percent reduction in traffic volumes along MD 410 (East West Highway) west of MD 500 provides an excellent opportunity for possible reconfiguration to a complete street with no more than two travel lanes in each direction and on-street bicycle lanes. In March 2015, in recognition of the significant excess capacity on future MD 410 (East West Highway) within the Transit District, SHA agreed to modify its Highway Needs Inventory (HNI) to reclassify MD 410 (East West Highway) as a Minor Urban Arterial and adjust its buildout from six lanes to four. SHA follows Federal Highway Administration (FHWA) guidelines for designating roads as Major Urban Arterials or Minor Urban Arterials. The distinction between the two types is one of function as well as design.

As shown in Maps 36, 37, and 38 in the Appendices, the traffic volumes along critical segments and at critical intersections are generally below capacity now and should function at an appropriate level of service even at the anticipated 2035 buildout.

Despite the success of the existing road network to serve cars, the current road and sidewalk network does not support the efficient movement of pedestrians, bicyclists, transit riders, and goods envisioned by this TDDP. Bicycle facilities are currently limited to a one-block segment of on-street bicycle lanes on Toledo Terrace. Many sidewalks within the Transit District are four- or five-feet wide, barely wide enough for two pedestrians to pass each other. There are also gaps between sidewalk segments on Toledo Terrace and East West Highway. Despite the County's adoption of a Complete and Green Streets Policy, none of the existing streets are either complete or green.

MD 410 (East West Highway) is a major physical barrier separating residents, workers, shoppers, and visitors north of MD 410 (East West Highway) from the Metro station, shopping, and neighborhoods to the south. Commuter traffic on MD 410 (East West Highway) travels at or above the posted 40-mile-per-hour speed limit. The continuous right turn lanes in both directions contribute to high traffic speeds and greater hazards to pedestrians attempting to cross the road. The pedestrian bridge over MD 410 (East West Highway) at the Prince George's Plaza Metro station is not well utilized because of safety and other concerns and does little to improve pedestrian/bicyclist access across East West Highway.

Context and Existing Conditions | Transportation and Mobility | *Bicycle and Pedestrian Mobility*

Map 7 shows existing bicycle facilities within the Transit District. The Transit District currently possesses a number of obstacles to bicycling, walking, and even public transit. They include:

- Missing sidewalk links and poorly marked park trail entrances.
- A general lack of bicycle infrastructure.
- Asphalt-covered superblocks created as part of previous large-scale suburban development.
- The inconvenient and poorly maintained pedestrian bridge over MD 410 (East West Highway).
- A lack of wayfinding signage.
- Poor lighting and visibility in some locations.
- Roads that are designed and signalized to facilitate high-speed vehicular traffic, thereby creating a hazardous environment for bicyclists, pedestrians, and transit users.

As transit-oriented development continues, automobile ownership and use shrinks, non-auto travel increases, and demand for safe, walkable neighborhoods continues to increase. The Transit District has many destinations within easy walking and bicycling distance of each other. In addition to being served by a Metro station, the Transit District is adjacent to attractive and stable residential neighborhoods and within two miles of the University of Maryland-College Park, the Riverdale Park Town Center, and the commercial heart of the Gateway Arts District. Additionally, the nearby Anacostia River Trail Network is envisioned to serve as a major commuting route into Washington, D.C. and provide access to the regional trail network.

As the Transit District evolves into a more transit-oriented community, people who live in the surrounding communities will demand a range of travel options to access the area's broadened variety of amenities. These residents will find bicycling and walking to and within the District to be an attractive, affordable, and healthy alternative to driving.

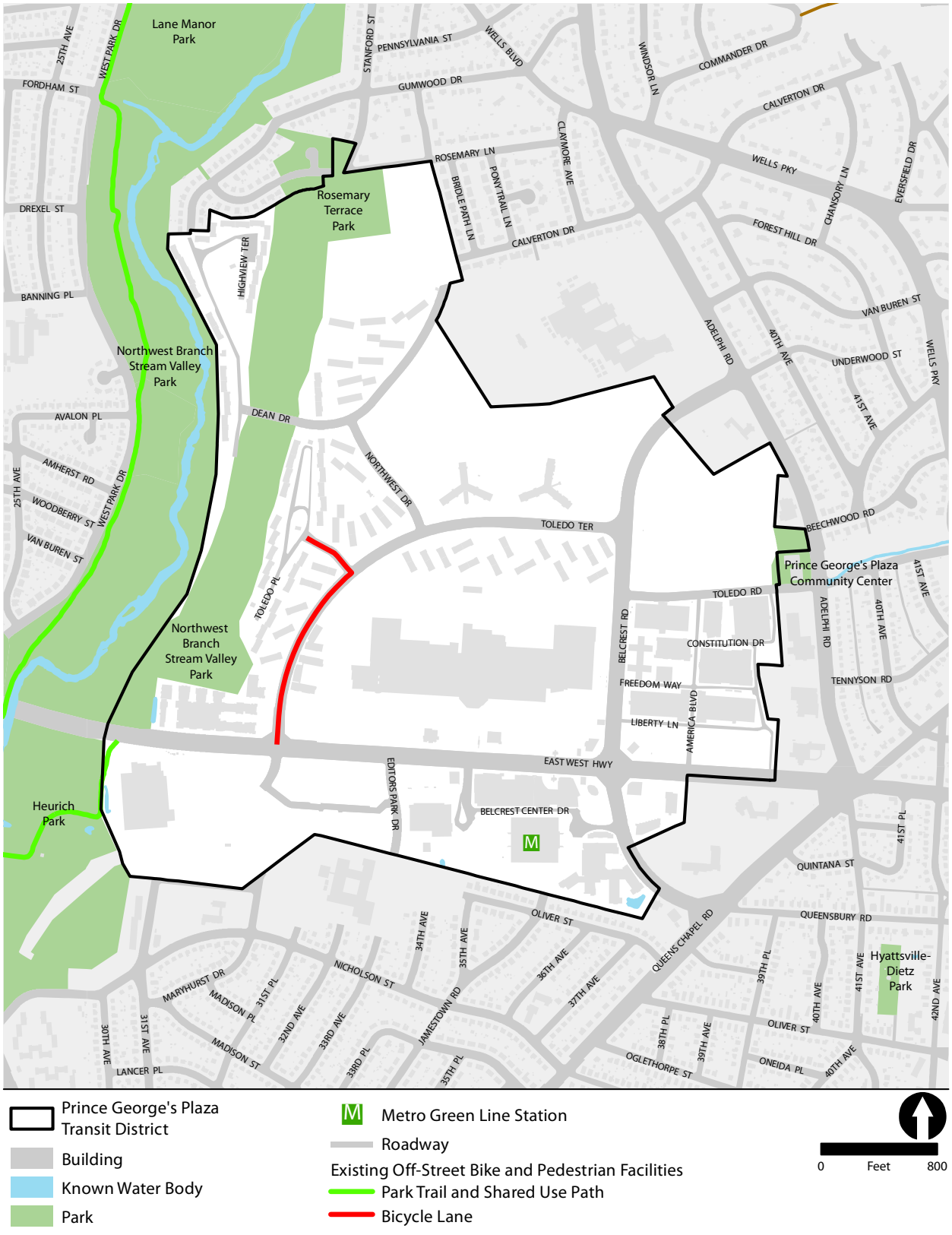


Context and Existing Conditions | Transportation and Mobility | *Transit*

Transit is a primary mode of access and mobility for many within the Transit District. In a 2014 study of existing transportation conditions conducted as part of the development of this TDDP, it was found that within the broader study area encompassing the Transit District, 36 percent of travelers use transit to commute to work. Transit is the dominant mode of travel for the majority of study area residents aged 54 and below. The study area's transit work trip mode share far exceeds the statewide transit mode share of 8.9 percent,[8] and demand for a variety of local and regional transit service is expected to increase.

[9]Based on 2012 National Bureau of Transportation Statistics figures.

Map 7. Existing Bicycle and Pedestrian Facilities



Context and Existing Conditions | Transportation and Mobility | *Rail*

Rail transit (Metro) service to the Prince George's Plaza area is provided by the Washington Metropolitan Area Transit Authority (WMATA). The Metro station anchors the Transit District and provides direct access to southern Prince George's County via downtown Washington, D.C. and north to Greenbelt. During peak hours, the station is also served by the Yellow Line, which also provides one-seat access to Washington Reagan National Airport, the Pentagon, Crystal City, and Alexandria. In 2012, the Prince George's Plaza Metro Station had an average weekday ridership of 5,120. Ridership has steadily increased since the Prince George's Plaza Metro Station opened in 1993, when it had a ridership of 2,257, and peaked at 5,374 in 2010.[9] Metro trains pass through the station every six minutes during rush hours. The time between trains (headways) increases to 12 minutes during weekday off-peak times and weekend daytime hours. Trains run 20 minutes apart during weekday and weekend evenings. The Metropolitan Shops at Prince George's Station retail complex sits between the station entrance and MD 410 (East West Highway), and the Mosaic Apartments sit immediately southeast of the station and its parking garage.

Stakeholders identified the lack of visibility of the station from MD 410 (East West Highway) and The Mall at Prince Georges as a barrier to rail as a travel alternative. Commuters driving through the Transit District may not see the station. The station's location, behind the Metropolitan Shops at Prince George's Station, and its design, with the bus waiting area under the parking deck, may discourage casual riders who desire visibility as a reassurance of safety.

Context and Existing Conditions | Transportation and Mobility | *Bus*

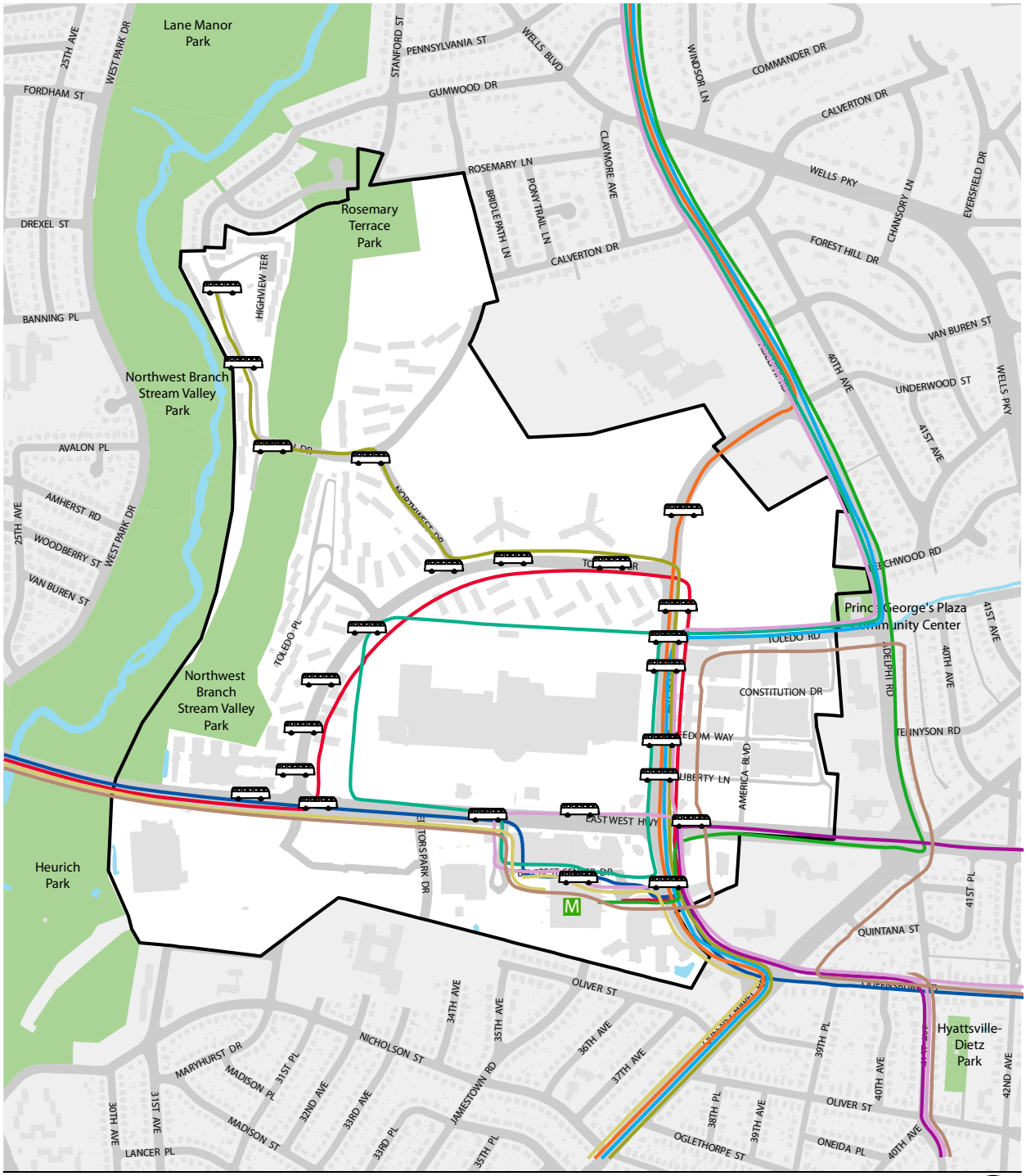
Map 8 shows bus services available within the Transit District. Bus service is provided by WMATA (Metrobus), Prince George's County (TheBus), and the University of Maryland (UM Shuttle).

WMATA: A total of seven Metrobus routes serve the study area including Route 86 (College Park), Route C4 (Prince George's Plaza-Twinbrook) and Route F4 (New Carrollton-Silver Spring). Route C4 and F4 are the busiest and third-busiest bus lines, respectively, in Maryland. All three bus routes are part of Metro's Priority Corridor Network and slated for improvements to bus comfort, speed, and reliability. The C4 Metrobus route connects both legs of the Metro Red Line (Twinbrook and Wheaton) along with the Green Line at Prince George's Plaza. This route has an annual average daily ridership of 11,000 passengers. The F4 Metrobus route connects with the Metro Red (Silver Spring), Green (Prince George's Plaza), and Orange (new) lines. The F4 Metrobus route carries an annual average daily ridership of 7,600 passengers. Both routes were the subject of recent studies aimed at improving service (reducing the wait between buses and onboard crowding during rush hours).

TheBus: TheBus operates three routes within the study area: Route 13 (West Hyattsville), Route 14 (College Park), and Route 18 (Addison Road-Langley Park).

[10]WMATA, 2014.

Map 8. Existing Bus and Shuttle Service



Context and Existing Conditions | Transportation and Mobility | *Shuttle Service*

UM Shuttle: There are two UM (University of Maryland) shuttles that serve the study area—the 113 and 133 routes. Shuttles are available for University of Maryland students, faculty, staff, and their families with valid identification, as well as residents of the Cities of College Park and Greenbelt with a city-issued transportation pass.

University Park Shuttle: The Town of University Park has initiated a free shuttle service connecting the Town to the Prince George's Plaza Metro Station. This free service offers 30-minute headways during weekday morning and evening peak hours.

Context and Existing Conditions | Transportation | *Parking Inventory and Mobility*

The dominant land use within the Prince George's Plaza Transit District is surface parking. Map 9 shows the location of existing parking facilities within the Transit District. At present, there are approximately 10,332 parking spaces within the area, of which approximately 9,300 are publicly accessible parking spaces (defined as spaces without entry barriers or use restrictions). When combined with dedicated parking serving the multiple residential complexes, there are a total of over 13,800 parking spaces in the TDDP area. Utilization of parking ranges from less than 50 percent in the Metro garage to approximately 75 percent at The Mall at Prince Georges, leaving a large number of spaces routinely unused.

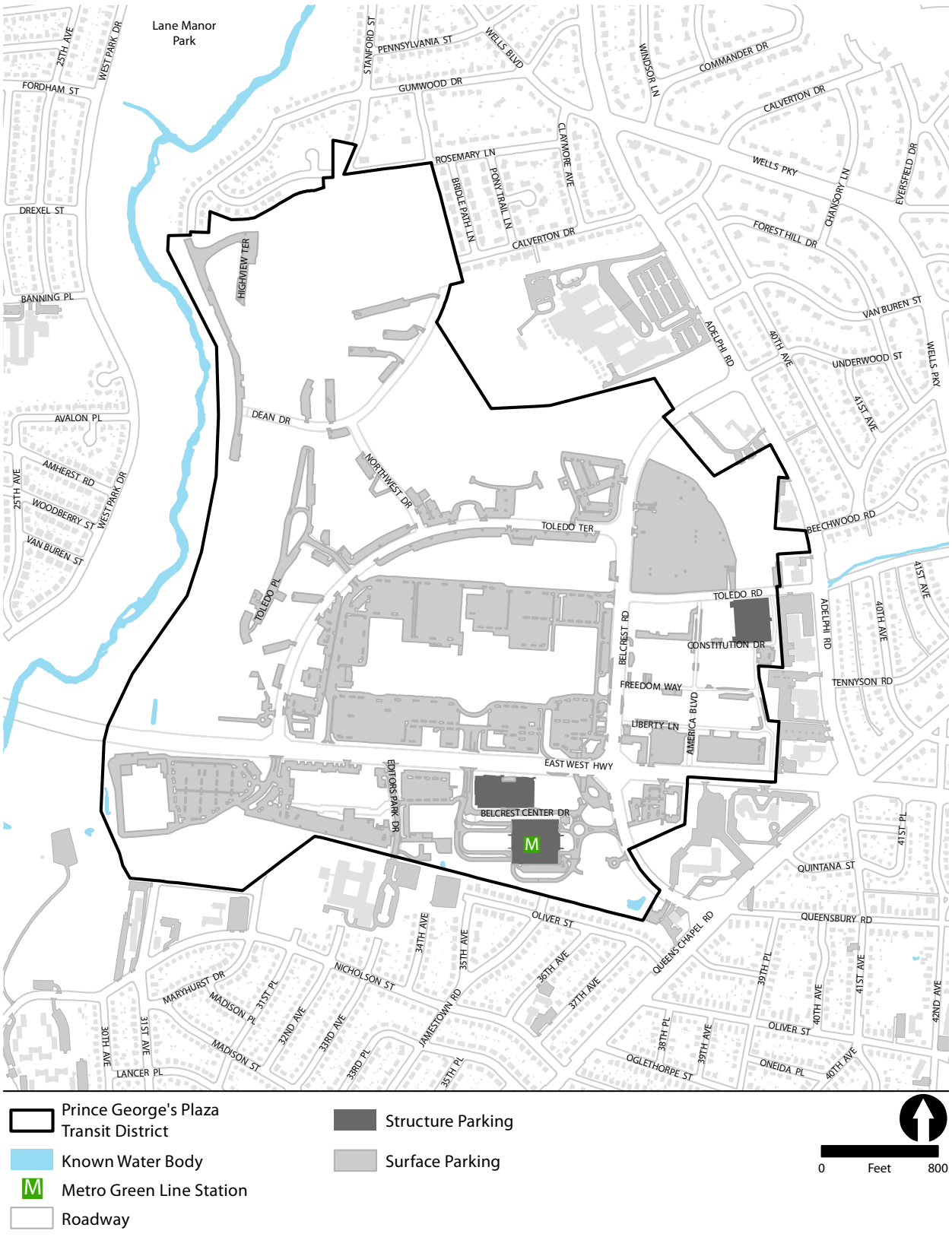
Table 5. Parking Inventory

Parking Facility	Type	Spaces
The Mall at Prince Georges	Surface	3700
Garage A at University Town Center	Structure	1455
Garage B at University Town Center	Structure	1150
WMATA	Structure	1068
UTC Surface Lot	Surface	1000
Metropolitan Shops at Prince George's Station	Structure	868
Home Depot	Surface	472
Giant	Surface	245
Other	Surface	374
TOTAL		10,332





Map 9. Existing Parking Facilities



The availability of free parking is one of the main contributing factors to automobile use. The search for an available on-street parking spot is one of the leading causes of traffic congestion. Even residents who would prefer to walk, bike, or take transit will consider driving if they can be guaranteed a free parking spot at their destination. To encourage the use of non-auto forms of travel, the supply of parking should be constrained to the level of actual demand, and priced based on its actual value. To reduce demand for parking, residents, visitors, shoppers, workers, and business owners need to feel confident that they can get to their destinations—or that customers can get to their businesses—easily and affordably without driving.

Context and Existing Conditions | Natural Environment

The natural environment is the landscape—including its layered animal, plant, and other nonhuman communities—upon which the built environment is constructed. However, the natural environment is much more than a passive platform or container for human settlement and activity. The natural environment is also the ultimate source of food, clothing, and shelter for all human beings. The natural environment also provides essential ecological and environmental services that include breathable air, clean water, and the filtering and elimination of pollutants and waste.

Much of the Transit District was developed in the late 1950s and early 1960s. This period preceded the adoption of environmental regulations designed to promote woodland conservation, stormwater management, and stream, wetland, and floodplain protections. Not surprisingly, the development pattern in the Transit District has proven to be environmentally unsustainable. High rates of impervious cover, low tree canopy coverage, and traffic congestion have contributed to a range of environmental challenges including stream degradation, downstream flooding, and air pollution.

Context and Existing Conditions | Natural Environment | *Countywide Green Infrastructure Plan*

Parts of the Transit District fall within the designated green infrastructure network of the 2005 *Approved Countywide Green Infrastructure Plan*. This designation acknowledges existing forested areas and their connections to regulated areas (streams, wetlands, and floodplains) associated with the Northwest Branch of the Anacostia River (see Map 10). Should the designated network be revised in the future, the network boundaries within this TDDP will be superseded. This TDDP does not amend the countywide green infrastructure network.

The designated green infrastructure network for Prince George's County is divided into three categories:

- Regulated areas that contain environmentally sensitive features—such as streams, wetlands, buffers, the 100-year floodplain, and steep slopes—that are currently regulated (i.e., protected) during the land development process.
- Evaluation areas that contain environmentally sensitive features—such as forests, colonial waterbird nesting sites, and unique habitats—that are not currently regulated (i.e., not protected) during the development process.
- Network gaps comprising areas that are critical to the connection of the regulated and evaluation areas and are targeted for restoration to support the overall functioning and connectivity of the green infrastructure network.

The 2005 *Approved Countywide Green Infrastructure Plan* is a functional master plan that contains policies and strategies for protecting, restoring and enhancing the County's natural environment that must be addressed when certain development applications are proposed and when other land use decisions are made such as public land acquisition.

Context and Existing Conditions | Natural Environment | *Watersheds and Water Quality*

The Transit District is bisected by a ridgeline that diverts stormwater runoff into two watersheds within the Anacostia River basin: Northwest Branch to the west and Lower Northeast Branch to the east. Neither watershed is designated by the state as a Stronghold Watershed (a watershed critical to the protection of Maryland's aquatic biodiversity). Approximately 62 percent of the Transit District is within the Northwest Branch watershed and 38 percent is within the Lower Northeast Branch watershed.

Water quality monitoring conducted between 1999 and 2013 showed that the water quality and stream habitat of both watersheds were rated poor to very poor. The poor water quality and habitat health of both watersheds are a reflection of past development practices which resulted in high levels of impervious cover, limited tree canopy coverage, and a lack of on-site stormwater and pollution controls. A comprehensive stormwater management approach is needed to address the high volumes of run-off and poor water quality.

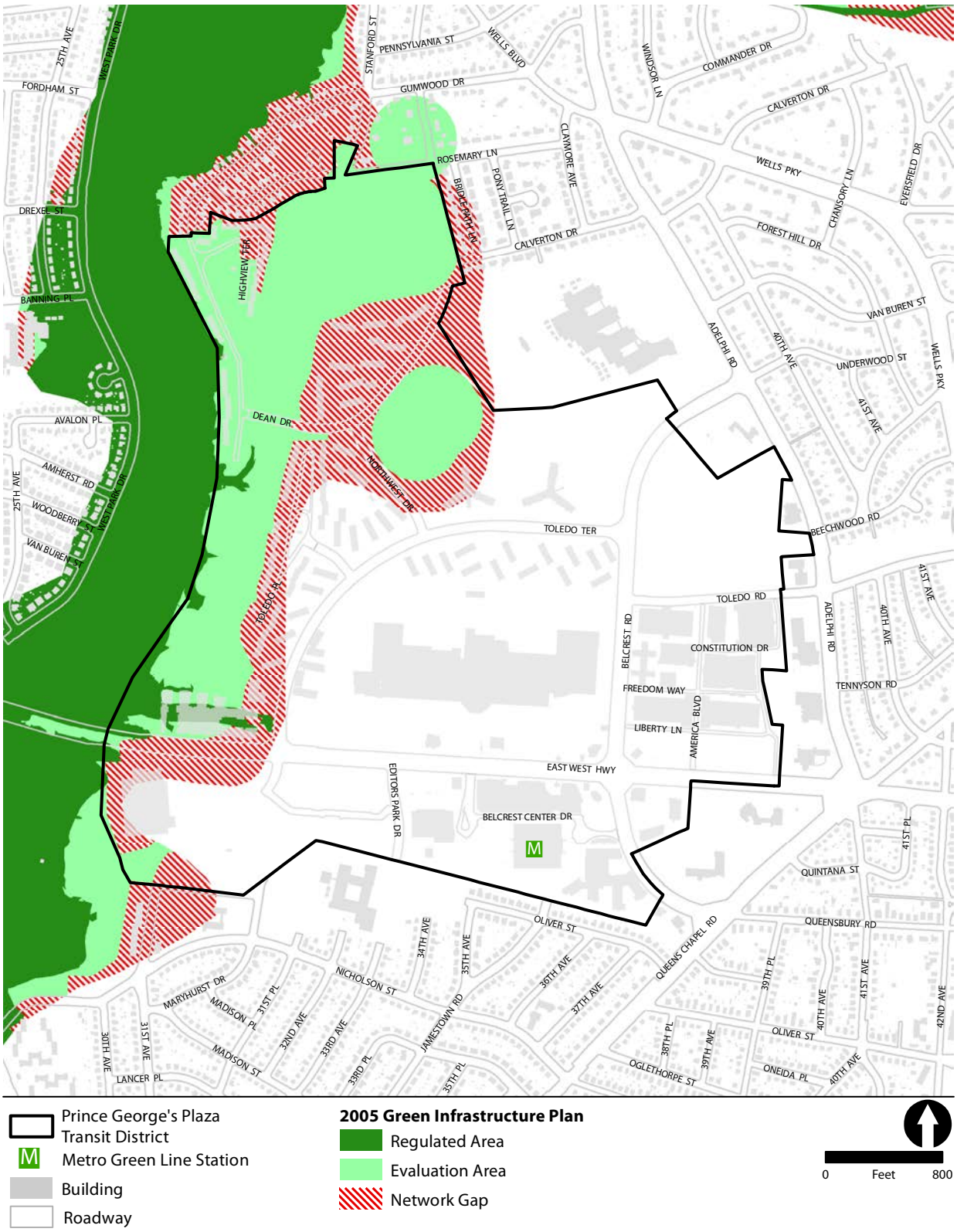
Context and Existing Conditions | Natural Environment | *Impervious Surfaces*

As little as 10 percent imperviousness can lead to water quality degradation.[11] More than 52 percent of the Transit District is covered by impervious surfaces (primarily asphalt pavement and building roofs). Impervious surfaces comprise more than 90 percent of the Mall at Prince Georges property. Reducing the overall percentage of impervious surfaces and providing on-site infiltration areas can improve stormwater runoff quality and reduce the overall volume of water from developed sites.

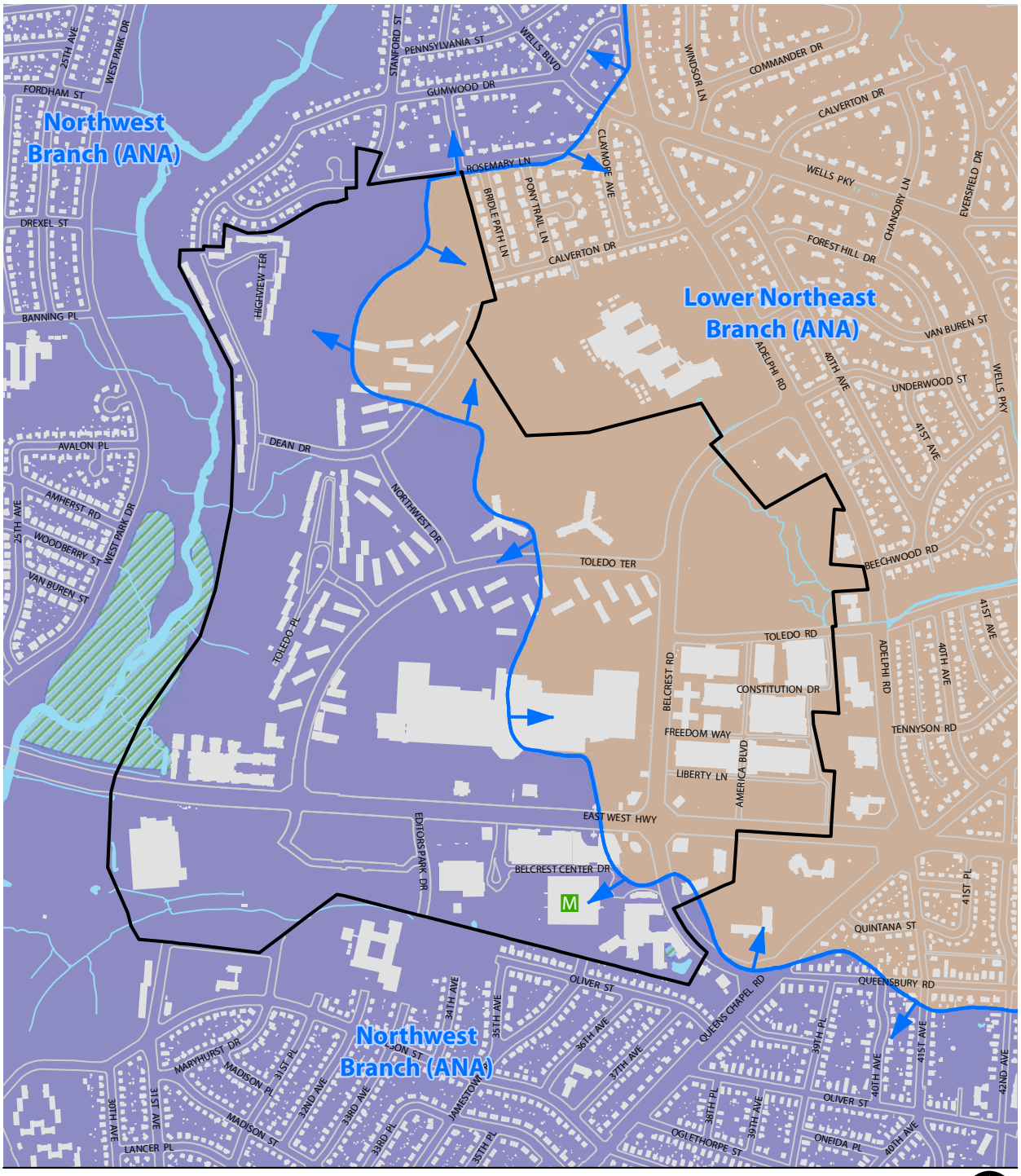
The more impervious surfaces there are on a site the more runoff is generated by storm events. The stormwater runoff carries with it pollutants, such as oils and other toxins from vehicles, and debris, such as trash and loosened soil, that it deposits into stormdrains and streams.

[11]United States Environmental Protection Agency, *Protecting Water Quality from Urban Runoff*, February 2003, found online at https://cfpub.epa.gov/npstbx/files/NPS_Urban-facts_final.pdf.

Map 10. Green Infrastructure Network



Map 11. Watershed



Context and Existing Conditions | Natural Environment | *Forest and Tree Canopy*

Forest and tree canopy coverage are vitally important to the livability of the Transit District. The canopies of trees intercept rainwater and clean the air. These are issues identified in many developed areas and are two of the top issues to be addressed in this plan.

Since 1938, the forest and tree canopy coverage in the Transit District has actually increased due in large part to the reforestation of the buffers along the major stream valleys. Unfortunately, much of the remaining woodland cover in the developable portions of the Transit District has either been removed or is approved to be removed, leaving small patches of forests.

Context and Existing Conditions | Natural Environment | *Regulated Environmental Features*

Streams, wetlands, and designated 100-year floodplains are all regulated in the Prince George's County Code. Streams and wetlands also have regulated buffers that are required to be preserved. The 100-year floodplain is an area that has a one percent chance of being flooded within a given year.

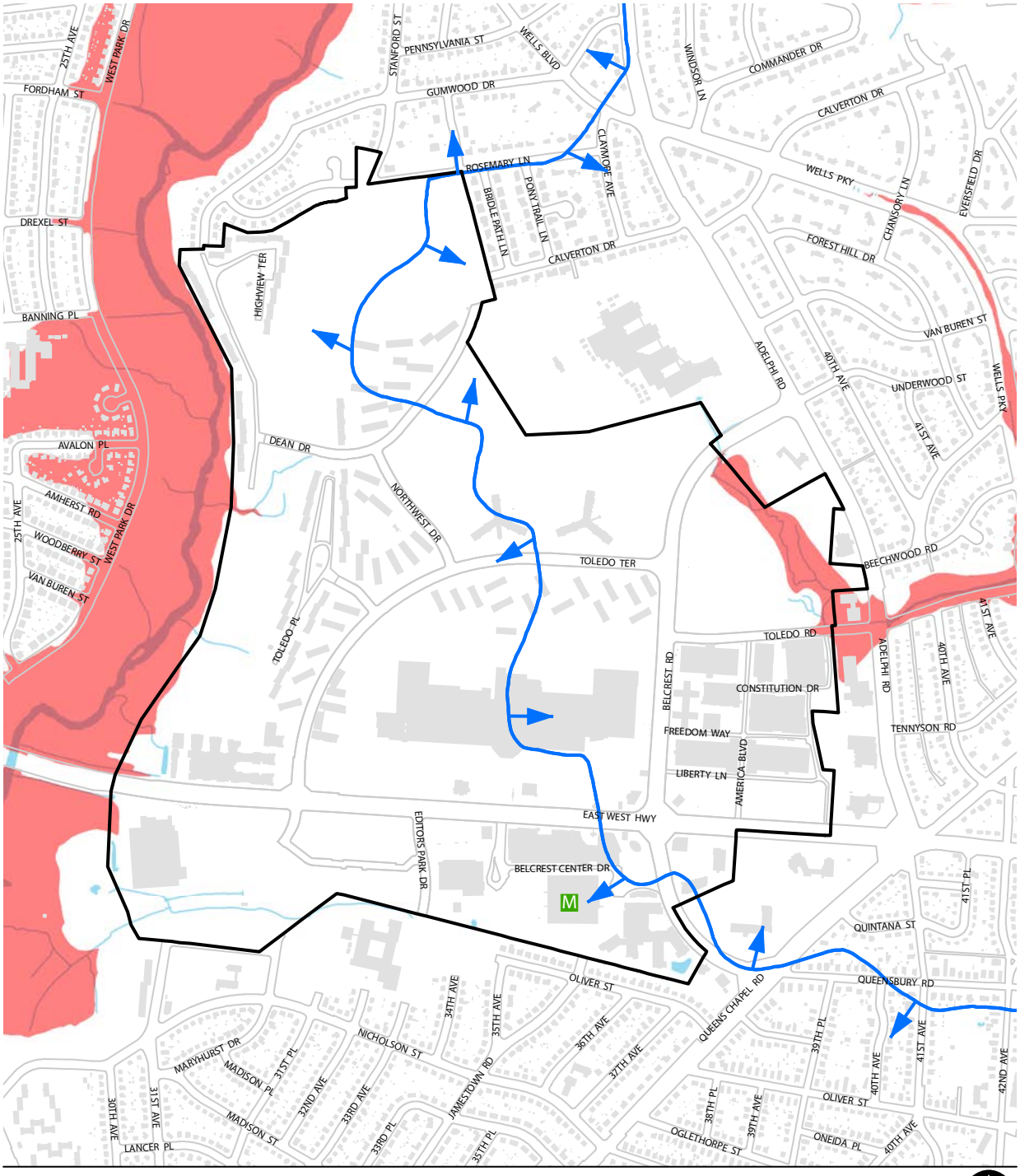
There are two types of floodplains that are mapped as part of the land planning and development review processes. The first is the Federal Emergency Management Agency (FEMA) floodplain, which is mapped periodically based on the existing development within a watershed. The other type of floodplain delineation is one that considers existing development combined with projections of future development, mainly based on zoning. This is generally called the "development floodplain" that results from a floodplain study. Prince George's County commissioned a floodplain study for the Anacostia River basin in 1989. This floodplain study needs to be updated to reflect current conditions and the proposed development within the watershed.

There are two major streams in the Transit District. One of these is the Northwest Branch of the Anacostia River. It runs north to south along the western boundary of the Transit District. The other major stream is Wells Run, a major tributary within the Lower Northeast Branch watershed. Wells Run flows northwest to southeast and then east out of the Transit District, through a series of pipes at the intersection of Adelphi and Toledo Roads. Both streams have 100-year floodplains associated with them.

Map 12. 1989 County Floodplain Study shows the 1989 County floodplain study delineation.

There are no Wetlands of Special State Concern, nor are there Sensitive Species Project Review Areas (SSPRAs), located within or adjacent to the Transit District.

Map 12. 1989 County Floodplain Study



Context and Existing Conditions | Natural Environment | *Air, Noise, and Light Pollution*

Ensuring the Transit District is livable and sustainable is contingent upon preserving natural infrastructure and limiting or reducing air pollution, noise pollution, and light pollution. Reduction or elimination of these impacts will contribute to improving the health and quality of life for Transit District residents, workers, and visitors.

Air Pollution

While air quality is predominantly a regional issue and regulated at the federal level, localized efforts can help improve the quality of life of residents, workers, and visitors. The envisioned redevelopment of the Transit District can improve local air quality by reducing the dependence on single occupancy vehicles and planting and preserving trees to reduce urban heat islands and clean the air. Safe and efficient street and trail networks also minimize traffic congestion and vehicle emissions by encouraging the use of transit and other modes of transportation (see the Transportation and Mobility section under Plan Elements).

The Washington Metropolitan Area, which includes the Transit District, does not currently meet the federal standards for ground level ozone.

Noise Pollution

Noise is often defined as unwanted sound from artificial sources and is usually the most obvious environmental concern for people who live and work near a noise source, such as a busy road, railroad, or subway. Noise issues related to transportation uses are limited to roadways designated as arterial and greater, which produce enough noise to result in noise levels above the accepted standard. When sensitive land uses such as day care centers or hotels are planned within the 65 dBA Ldn[12] noise, measures must be taken to ensure that noise levels in outdoor activity areas are reduced to 65 dBA Ldn or less and interior noise levels are no more than 45 dBA Ldn. (The noise model assumes that the ground is flat and there are no intervening structures.)

MD 410 (East West Highway) and Adelphi Road are the only roadways within the Transit District that generate sufficient traffic to result in noise levels of 65 dBA Ldn outside of their rights-of-way. The noise model predicts that the 65 dBA Ldn noise contour for both roadways occurs approximately 106 feet from the centerline of both roadways.

Light Pollution

Light pollution can be defined as unwanted light or intrusions caused by glare from natural or artificial light sources. Light intrusion into surrounding residential neighborhoods and environmentally-sensitive areas will need to be addressed within the Transit District. Although glare is often an important light-related impact, continuous street lighting has been shown to reduce crime because the human eye does not need to adjust to areas of differing light levels. In addition, downward-facing fixtures with appropriate shielding have been shown to help reduce light pollution near sensitive areas.

[12]The Federal Aviation Administration defines dBA Ldn as the 24-hour average sound level, in decibels, for the period from midnight to midnight, obtained after the addition of 10 decibels to sound levels for the periods between midnight and 7 a.m. and between 10 p.m. and midnight, local time, as averaged over a span of one year.

Context and Existing Conditions | Housing and Neighborhoods

Housing is an essential part of community building, especially mixed-use, walkable communities. Housing is much more than a roof over one's head. Housing encompasses a bundle of essential services including refuge from the elements; a place for rest, relaxation, and play; utility services including electricity, telecommunications, gas, water, and sewer; and a foundation for wealth creation. In a nation where public resources for subsidized housing have historically been constrained or nonexistent, home ownership has been the key to future wealth for the vast majority of American households. Despite the national home mortgage market implosion of 2008-2010, home ownership remains the preferred end-state even for most renters.

Since the 1960s, Prince George's County has contained some of the most affordable housing stock in the Washington region. The recent recession helped the County's housing to remain more affordable than housing in other Washington region jurisdictions. On the negative side, lower housing and land prices have constrained growth of the County's tax base and its ability to provide the services needed by County residents and businesses. In addition, recent immigrants to the County tend to be less affluent than most of its long-time homeowners.

Most baby boomers grew up in neighborhoods characterized by mixed-income housing in a variety of sizes and types. These neighborhoods were often segregated by race. Nevertheless, they enabled residents from different walks of life to develop social connections and networks to help improve and preserve their communities. The experience of successful new(er) walkable, mixed-use communities throughout the country indicates that mixed-income housing is just as essential to the success of those communities as it was decades ago. Unfortunately, increased housing costs and the limited financial resources of many recent immigrants to Prince George's County have combined to create a housing affordability gap, if not a crisis, in the County.

The Transit District's current housing stock is limited to multifamily units, the bulk of which are rental apartments. While approximately two-thirds of the Transit District's housing was built in the 1960s, there has been an upsurge in housing construction since 2005.

Table 6. Existing Multifamily Developments

Property	Address	Units	Type	Built
The Seville	3450 Toledo Terrace	176	High-rise condo	1965
Plaza Towers	6700 Belcrest Road	288	High-rise rental	1968
One Independence Plaza	6506 America Boulevard	112	High-rise condo	2008
Plaza Lofts 22	6500 America Boulevard	22	Mid-rise condo	2009
The Towers	6515 Belcrest Road	214*	High-rise student rental	2006
Post Park	3300 East West Highway	396	Mid-rise rental	2009
3350 at Alterra Apartments	3350 Toledo Terrace	283	Mid-rise rental	2014
Belcrest Plaza	Toledo Terrace	678	Garden rental	1961
Dean Manor Apartments	3404 Dean Drive	48	Garden rental	n/a
Highview Apartments	6800 Highview Terrace	306	Garden rental	1961
Mosaic at Metro Apartments	6210 Belcrest Road	260	Mid-rise rental	2009
Toledo Plaza	3215 Toledo Place	242	Garden rental	1961
TOTAL UNITS		3,025		

*910 beds of student housing

Source: M-NCPPC, Bay Area Economics, 2014.

The Transit District is surrounded by established single-family residential neighborhoods, including Lewisdale to the west, University Hills to the north, Queens Chapel Manor to the south, and the Town of University Park which extends east of Adelphi Road.

As discussed in the Area Demographic and Economic Profile section, the market area—defined as a five-mile area around the Transit District—is expected to see continued growth in population and in the share of nonfamily households. That growth will be driven, in great part, by the millennial generation. The housing preferences of this generation will drive demand for walkable, transit-oriented, and amenity-rich neighborhoods and, in particular for affordable/workforce housing options. Empty nesters and seniors looking to downsize to walkable communities will also help fuel the demand for smaller—but more efficiently designed—units both rental and for sale.

While multifamily development will dominate the Transit District, household patterns will evolve over the next two decades in the market area. Millennials will age, form households, and have children. However, millennial households with children will likely be smaller, on average, than the families formed by earlier generations. Therefore, many millennial families will seek to remain in the areas in which they had been living. Their choice will stimulate demand for townhouses, small-lot single-family homes, and larger multifamily apartment units. To be competitive, the Transit District will need to be prepared to serve all of these demographics and their changing preferences along with those of existing residents.

Context and Existing Conditions | Community Heritage, Culture, and Design

A sense of identity and continuity can all too easily morph into a resistance to all change. At this point, a community's resistance to change may hinder its ability to evolve gracefully with the times. This dynamic points out the paradox of a common cultural heritage. After all, the major charms of older U.S. and European cities is that a variety of building types from different eras of development have been preserved, yet adaptive reuse and the careful insertion of thoughtfully designed new buildings still takes place. Nevertheless, a community that is resistant to all change is, by definition, a less resilient, less sustainable community in these times of increasingly rapid, inevitable change within Prince George's County.

Communities are much more than a collection of buildings connected to other places by roads, rails, and waterways. More important than the built environment, communities are made up of people, social and cultural practices, and institutions. The history of a community is reflected in the built environment where that history has taken place. Together, the natural, built, and social and cultural elements of a community create a common historical identity. A community's identity, shaped over time, provides a sense of continuity that helps to reinforce social ties—the social capital—of a community. This is why most communities are naturally resistant to, or skeptical about, change.

The commercial area of Hyattsville initially developed along the US 1 corridor and the city grew throughout the early twentieth century with more than 25 additions, subdivisions, and re-subdivisions by 1942. The end of streetcar service and the ever-increasing prominence of cars transformed the City of Hyattsville into an automobile suburb. Late-twentieth-century development in the City of Hyattsville occurred in the western edge of the community, in and around the Transit District. Isadore Gudelsky and his family purchased "Bellevue," Christian Heurich's dairy farm, and envisioned a large suburban development. Three hundred seventy-six acres were rezoned in 1956 for commercial, medium density apartments, and high density apartments. Shortly after the rezoning, MD 410 (East West Highway) was extended from Ager Road to MD 500 (Queens Chapel Road) to serve the future development. The opening of the Prince George's Plaza Shopping Center in 1959 was widely heralded as an important moment in the region's suburbanization.

While the Prince George's Plaza mall was being developed, Herschel and Marvin Blumberg purchased farmland where University Town Center now stands. In their purchase, the Blumberg brothers envisioned a suburban town center, which they named "New Town Center." The Blumberg Brothers acted quickly and used the development of the mall as a catalyst for their development. They hoped for "an answer to the critics of suburban sprawl" and originally hoped to hire Mies van der Rohe. However, they found Mies' preliminary scheme problematic. Instead, they enlisted the services of Edward Durell Stone, designer of the Kennedy Center in Washington, D.C. and the General Motors Building in New York City. Stone's designs called for the multi-use complex to be centered on federal buildings. Shopping would be placed underground and cars all but eliminated from the fabric of the complex. The site, in addition to the three office buildings constructed, was to include high-rise office and apartment buildings (not built), a large ice rink (not built), and a theater (not built).

In June 1962, the GSA awarded a contract for the construction of an office building at 6505 Belcrest Road. The building was to provide space for the Agriculture Department and to be ready for occupancy by May 15, 1963. This contract was part of the GSA's effort to lease 626,164 square feet of federal office space in eight buildings constructed within eight miles of the Ellipse. This first building is known as Metro 1.

In 1967, the office building located at 3700 MD 410 (East West Highway) was constructed. The impetus for its construction was the relocation of the 2000-employee Naval Ship Engineering Center from the Navy Yard in Washington, D.C. Representative Hervey Machen said of the momentous move, "We believe that the Prince George's Center location is one of the best in the suburban area for federal employees and facilities because of the availability in Prince George's County of good schools, roads, and housing."[13] Today, this building is known as Metro 2.

In 1971, the third office building was constructed. Located at 6525 Belcrest Road, this building was originally known as the Presidential Building. Unlike the two previous buildings, this structure was constructed on a speculative basis. The building was occupied by the National Center for Health Statistics and is currently known as Metro 3.

Metro 1, Metro 2, and Metro 3 are similar in design, form, and materials. Although constructed years apart (1963-1971) and with slight variations, the three buildings are good examples of Stone's modernist interpretation of classical architecture. Although Metro 1 and Metro 2 have been altered slightly at their first stories by additions, overall, these three buildings present a high degree of integrity.

The Transit District includes three significant historic properties—Metro 1, Metro 2, and Metro 3—that reflect several important heritage themes identified in the 2010 *Approved Historic Sites and Districts Plan*: Community Planning, the Federal Presence, the Modern Movement, the International Style and Suburban Growth. The three iconic structures are listed below (the Historic Sites and Districts Plan identification number for each building is keyed to the Planning Area in which the structure is located, in this case, Planning Area 68):

Metro 1 (68-104)—6505 Belcrest Road
Metro 2 (68-104)—3700 East West Highway
Metro 3 (68-104)—6525 Belcrest Road

Fully documented for the Maryland Inventory of Historic Properties as the work of a master architect that expresses the final phase of his design aesthetic, the buildings are likely eligible for listing on the National Register of Historic Places and for Historic Site designation.

University Town Center was described in 1964 as "a planned residential, commercial employment and social complex which, as yet, has no equal in the Baltimore-Washington area" and "a glimpse into the

[13]"Suburb and State: Navy Agency Moving." The Washington Post, Times Herald (1959-1973), May 9, 1968.

future" (M-NCPPC). However, New Town Center never developed as envisioned by Stone and the Blumbergs. This project, in many ways, was simply ahead of its time. Metro 1, Metro 2, and Metro 3 ended up surrounded by surface parking lots. The chief problems the site faced were access from Interstate 95 (I-95) and the delay of rapid public transit. The Blumbergs purchased the site with the understanding that an access ramp would be constructed nearby to allow easy access to I-95, which was originally planned to run just west of the Transit District. The plan to run I-95 west of Prince George's Plaza and through downtown Washington, D.C. never materialized due to local opposition in Prince George's County and the District of Columbia.

While University Town Center did not originally achieve its full vision, the development of Prince George's Plaza and the surrounding medium- and high-density residential continued on schedule. The existing apartment buildings west of Belcrest Road were completed by 1965. No new residential construction occurred between 1968-2005. Between 2000-2010, both University Town Center south of Toledo Road and the retail frontage along the south side of MD 410 (East West Highway) were built out. The Prince George's Plaza mall underwent considerable internal renovation and was rebranded as The Mall at Prince Georges in 2004.

For the first 40 years of its existence, the Transit District developed as a typical suburban retail and business district. Surface parking remained the dominant land use. MD 410 (East West Highway) and Belcrest Road continued to expand in size, capacity, and travel speeds, with East West Highway ultimately becoming a barrier for pedestrian and bicyclist access.

The opening of the Prince George's Plaza Metro Station in 1993 heralded the construction of more urban and transit-friendly land uses. Additional office, retail, and residential development, including the 16-story student tower at University Town Center, filled in major gaps in the urban framework of the Transit District. The Metropolitan Shops at Prince George's Station joint development project between the Metro station and MD 410 (East West Highway) attempted to create a more urban-style retail environment to serve commuters to the transit station.

Two new residential projects, Post Park and 3350 at Alterra, reflect the emergence of high-quality pedestrian-oriented multifamily development on the fringe of the Transit District. These developments include retail space, structured parking largely hidden from view, and public plazas adorned with civic art. Several similar projects were in the approval pipeline during the development of this TDDP.

The amount of development activity in the Transit District represents one of the strongest real estate markets in Prince George's County. The Transit District's amenities, including the widest array of retail options in Prince George's County, a Metro station, and employment and educational opportunities position this area for the intense redevelopment envisioned by this TDDP.

While elements of a walkable urban downtown exist within the Transit District, they are disconnected and underutilized. The Towers at University Town Center represent a density of residential development appropriate for a Regional Transit District, but residents have to cross both Belcrest Road and MD 410 (East West Highway) to reach other destinations or the Metro station. The Metropolitan Shops at Prince George's Station blocks the visibility of the Metro station; its plaza is dominated by the pedestrian bridge. Plazas that serve 3350 at Alterra and Post Park are at the fringe of the Transit District. Wide urban sidewalks on Belcrest Road are flanked by set-back buildings, many of which front other streets or parking lots. Bicycle lanes on Toledo Terrace do not connect to any bicycle or trail network. There are no public spaces for public art exhibits or cultural events within the Transit District. The Transit District has no sense of place in the context of being a desirable regional destination. The general perception of the Transit District is of a location where people travel for specific shopping needs, or because they live or work there. Few people travel to the Transit District just to experience it as a place.

Context and Existing Conditions | Healthy Communities

The health of a community can be defined in a multitude of ways. Most of these aspects—physical, psychological, social, economic, environmental—have been covered in some detail in the discussions on the other elements of this plan. This element, however, deals explicitly with the impacts of the built environment—and access to healthy foods and healthcare—on public health and the quality of life for current and future residents of the Transit District.

The built and natural environments, particularly in locations well-suited for transit-oriented development, should foster health and prevent disease. The health and wellness of future residents, workers, and visitors to the Transit District should be a prime consideration for land use policies. Access to preventative health services, healthy foods, reliable and alternative modes of transportation, safe places to walk and exercise, and employment and housing options that empower individuals to make healthier lifestyle choices are paramount in ensuring the continued health and wellness of the County's population and to support a vibrant downtown.

The Transit District area has evolved primarily as a suburban retail and employment node that lacks sufficient pedestrian and bicyclist connectivity to the Prince George's Plaza Metro station, the University of Maryland, and surrounding residential communities. MD 410 (East West Highway), a six-lane state highway, is a major barrier in this regard.

Disconnected and isolated employment and retail areas, discontinuous sidewalks, and the virtual absence of bicycle facilities requires one to drive in order to go from place to place within the Transit District. In addition, large parking areas and other impervious surfaces have contributed to degraded streams and natural environments within and adjacent to the area.

The area's built-in hazards for pedestrians and bicyclists are all too typical of suburban areas in Prince George's County and elsewhere in suburban Maryland. Automobile-caused pedestrian/bicyclist injuries and deaths have direct negative impacts on a community. These impacts include medical and funeral expenses, lost economic productivity on the part of injured workers, property damage, and increased public infrastructure costs associated with after-the-fact safety improvements.

Not only are auto-dominated suburban areas such as present-day Prince George's Plaza unsafe, but their development pattern has direct public health implications. According to a pair of studies presented at the American Diabetes Association's 74th Scientific Sessions in 2014, people living in walkable neighborhoods experienced substantially lower rates of obesity, overweight, and diabetes than people living in less walkable neighborhoods. The studies compared walkable versus less-walkable neighborhoods in Toronto and Chicago. Walkability measures that played a significant role in these findings included more density, interconnectivity between streets (smaller blocks, few or no dead ends or culs-de sac), and a variety of services and amenities within walking distance of one's home.[14]

According to Plan 2035, Prince George's County is ranked 16 among Maryland's 24 counties in terms of its population's general state of health. The County's death rate from heart disease is 15 percent higher than the state average and 17 percent higher than the national average. More than 7 out of 10 adult County residents (71.4 percent) are obese or overweight, as are 64.1 percent of the County's youth. These daunting health indicators in part reflect suburban development patterns that discourage walking and bicycling and require the use of an automobile to get from place to place.

[14]American Diabetes Association, "Do 'Walkable' Neighborhoods Reduce Obesity, Diabetes?", Press Release, June 17, 2014, found online at http://www.diabetes.org/newsroom/press-releases/2014/do-walkable-neighborhoods-reduce-obesity-and-diabetes.html.

On October 6, 2014, the City of Hyattsville passed a resolution to be designated as a HEAL (Healthy Eating Active Living) City. Since that time the City of Hyattsville has been recognized at the gold level in the HEAL Leaders Club for implementation of four new policies. Those policies include nutrition education and transportation to the "Farmers Market," guidelines for hosting "Healthy Meetings And Events," the "Any Time Fitness Challenge" for city employees, and redevelopment and low impact design considerations for "Green Streets Initiatives".

By encouraging active communities, improving access to nutritious food and promoting a healthy municipal workplace, Hyattsville contributes to the physical well-being of its citizens, while aiming to improve overall quality of life and promote business investment in the city.

Context and Existing Conditions | Public Facilities

One feature of great places is the presence of iconic public buildings; within those buildings are the public services necessary to support a dynamic and diverse population of residents, workers, and visitors. Public facilities constitute the vital organs of a neighborhood or community. They provide educational and informational services that help to develop a competitive and well-educated workforce. They also provide essential public safety services designed to reduce crime, fire hazards, and deaths resulting from accidents and medical emergencies. Another important class of public facilities is parks and recreational facilities (covered in the following section). Public facilities are financed collectively through publicly levied taxes and user fees. This enables residents who would not otherwise be able to afford comparable privately offered services to ensure that their children receive a quality education and that they are reasonably safe in their homes and on their neighborhood streets. The success of a walkable, vibrant community is dependent upon the perception of safety. Residents, workers, and visitors must feel that they are personally safe, that their property is safe, and that first responders can reach them in a timely fashion should an emergency occur.

The Transit District and surrounding communities are currently served by three elementary schools, two middle schools, a high school, a fire/EMS station, a public library, a community center, a campus of Prince George's Community College, and the County's District 1 Police Station, as well as the City of Hyattsville Police and The Maryland-National Capital Park Police.

Several of the public facilities in and around the Transit District were constructed in the 1950s and 1960s to serve the rapid suburban development of the Hyattsville/University Park area. Like much of the existing commercial and residential development in the Transit District, these facilities have become functionally obsolete.

The ongoing private-sector redevelopment of the Prince George's Plaza Transit District is not the only major change occurring in the area. County and regional agencies are upgrading and replacing antiquated facilities with new facilities that will serve the broader community in and around the Transit District. Edward M. Felegy Elementary School opened in 2014. A new Hyattsville Fire/EMS Station was under construction on Belcrest Road in 2015. A new branch of the Prince George's County Memorial Library System (PGCMLS) and a new regional, multi-generational recreation center for the Transit District were in the planning stages as this plan was being written.

Implementation of this TDDP will require coordinated efforts to ensure that public safety services are visible, accessible, and responsive. The urban design standards are based in part on Crime

Prevention Through Environmental Design (CPTED) principles, including allowing for more "eyes on the street" and a clearly defined public realm.

Despite the opening of Edward M. Felegy Elementary School, school overcrowding remains a major issue for the Transit District and surrounding communities. Prince George's County Public Schools (PGCPS), the Board of Education, and M-NCPPC will need to continue to coordinate to ensure that adequate school facilities exist to serve the population within the Transit District.

Context and Existing Conditions | Public Facilities | *Public Schools*

High-quality educational opportunities are key to attracting new residents to, and keeping existing residents in, the Transit District. Planning for vibrant and sustainable communities demands ensuring that residents have easy access to educational opportunities in facilities that are modern, in good repair, and within their design capacity.

Table 7. Public Schools Serving the Transit District

ELEMENTARY SCHOOLS				
Name	**Address**	**City**	**Building Size (Square Feet)**	**Acreage**
Edward M. Felegy	6110 Editors Park Drive	Hyattsville	92,391	16.3*
Lewisdale	2400 Banning Place	Hyattsville	54,103	9.6
Rosa L. Parks	6111 Ager Road	Hyattsville	81,705	8.1
University Park	4315 Underwood Street	Hyattsville	56,264	5.1
MIDDLE SCHOOLS				
Name	**Address**	**City**	**Building Size (Square Feet)**	**Acreage**
Hyattsville	6001 42nd Avenue	Hyattsville	119,597	9.8
Nicholas Orem	6100 Editors Park Drive	Hyattsville	105,697	16.3
HIGH SCHOOLS				
Name	**Address**	**City**	**Building Size (Square Feet)**	**Acreage**
Northwestern	7000 Adelphi Road	Hyattsville	377,000	39.1

* Edward M. Felegy Elementary School and Nicholas Orem Middle School share a 16.3-acre campus.

Source: Prince George's County Public Schools Educational Facilities Master Plan, 2015.

Context and Existing Conditions | Public Facilities | *School Facility Conditions*

Edward M. Felegy Elementary School is one of the newest schools in Prince George's County and reflects improved practices in school design, construction, and amenities. A renovated Northwestern High School opened, and Prince George's Community College moved into refurbished space in University Town Center in 2000. Nicholas Orem Middle School, on the other hand, is an older suburban-era facility exceeding 50 years of age and in need of renovation or replacement.

In May 2008, Parsons 3D/International completed an internal and external physical facilities condition assessment of public schools within the County. The assessment identified which schools required improvements based upon age and the cost of renovation versus the replacement of the facility; it measured schools based upon a facilities condition index (FCI), a reflection of "a facility's condition represented by the ratio of the cost to correct a school facility's deficiencies to the current replacement value of the facility."

In June 2012, PGCPS engaged Parsons to conduct a desktop update of the 2008 assessment report by incorporating all repairs, renovations, and new construction. Table 8 identifies the FCI for each of the public schools that serve the Transit District and surrounding communities.

Schools with a FCI of 0-40 percent are considered to be in good condition. Schools with an FCI of 40-75 percent are considered to be in fair condition. Schools with a FCI greater than 75 percent are considered to be in poor condition. Schools constructed since 1993 were not evaluated.

One school was rated "Good" and three schools were rated "Fair"; three schools constructed after 1999 were not evaluated.

The PGCPS Master Plan Support Project recommends a full renovation or replacement with an addition of approximately 219 seats at Lewisdale Elementary School and a limited renovation at University Park Elementary School, which would address facility conditions and education adequacy concerns.

The FY 2017-FY 2022 Capital Improvement Program (CIP) includes funds for construction of a new high and middle school in this area. Additionally, Hyattsville Middle School is included in this CIP for a major renovation/replacement and addition project.

Table 8. School Facility Conditions: 2012 Parsons 3DI Study

Elementary Schools	2012 3DI FCI	2012 Facility Assessment	Year School Constructed
Edward M. Felegy	New	n/a	2014
Lewisdale	63.46%	Fair	1953
Rosa L. Parks	New	n/a	2006
University Park	40.55%	Fair	1978
Middle Schools	**2012 3DI FCI**	**2012 Facility Assessment**	**Year School Constructed**
Hyattsville	54.30%	Fair	1935
Nicholas Orem	43.27%	Good	1962
High Schools	**2012 3DI FCI**	**2012 Facility Assessment**	**Year School Constructed**
Northwestern	New	n/a	2000

Source: Parsons 3DI, 2012 and Prince George's County Public Schools (PGCPS) 2015 Educational Facilities Master Plan.

Context and Existing Conditions | Public Facilities | *Current Enrollment*

PGCPS operates in a feeder school pattern, where a distinct set of elementary schools feeds into a distinct set of middle schools, which in turn feeds into a high school. There are six public schools serving the Transit District and surrounding communities. Of these schools, four schools have 2013 enrollments beyond their state-rated capacities (see Table 9).



Edward M. Felegy Elementary School.

Table 9. School Enrollment and Capacity

School Name	9/30/2014 Enrollment	State-Rated Capacity	Percent Of Capacity
Edward M. Felegy Elementary	686	790	86.8%
Lewisdale Elementary	704	471	149.4%
Rosa L. Parks Elementary	748	750	99.7%
University Park Elementary	572	562	101.8%
Hyattsville Middle	818	829	98.7%
Nicholas Orem Middle	868	829	104.7%
Northwestern High	2,262	2,053	110.2%

Source: PGCPS, July 2015.

Context and Existing Conditions | Public Facilities | *Projected Enrollment*

Table 10 shows the pupil yield rates—the estimated number of elementary, middle, and high school students per dwelling unit—used to determine future school needs for the Transit District. Pupil yield rates traditionally vary based on housing type and are likely to change as the desire to raise families in an urban, walkable setting continues to increase. Meanwhile, single-family detached housing, long the province of families with children, is increasingly inhabited by empty-nesters.

Table 10. Pupil Yield Rates (2014)

Dwelling Unit Type	Elementary	Middle	High
Single-Family Detached	0.177	0.095	0.137
Single-Family Attached	0.145	0.076	0.108
Multifamily	0.119	0.054	0.074

Source: M-NCPPC and PGCPS, April 2014. Current pupil yield rates are based on 2010 decennial census, PGCPS' 2010 student file, and 2010 dwelling counts from M-NCPPC.

The northwestern section of Prince George's County is experiencing steady population growth. The estimated maximum development at buildout could yield 8,433 additional dwelling units, resulting in all six schools exceeding current capacity.

Table 11. 2035 Projected School Enrollment and Buildout Capacity (Total)

Schools	State-Rated Capacity (Src)	2014 Enrollment	Existing Excess Seats/ Deficit	Projected Buildout Seats Needed	Enrollment At Buildout	Projected Buildout Excess/Deficit
ELEMENTARY	2,662	2,692	-30	1,011	3,703	-1011
MIDDLE	1,658	1,686	-28	462	2,148	-490
HIGH	2,053	2,262	-209	633	2,895	-842

The area surrounding the Transit District is mostly built out, with few if any locations available to support a traditional suburban elementary, middle, or high school campus. As an example of this phenomenon, PGCPS constructed Edward M. Felegy Elementary School on the campus of Nicholas Orem Middle School. Northwestern High School, despite being one of the largest high schools in the state, exceeds capacity. Building new schools to accommodate the area's enrollment needs is a long-term strategy dependent on the combination of land becoming available and the construction of small-footprint urban school models appropriate for a downtown area. Hyattsville Elementary School and Suitland Elementary School are examples of PGCPS schools built in the context of walkable urban neighborhoods.

Context and Existing Conditions | Public Facilities | *Public Safety*

Implementation of the 2008 *Approved Public Safety Facilities Master Plan* is underway in the Transit District. The Transit District Standards incorporate the key principles of CPTED and are intended to provide a safe, well-lit, and visible environment for people to enjoy and travel through. The Prince George's County Police Department, Washington Metropolitan Area Transit Police Department, The Maryland-National Capital Park Police Department, and the City of Hyattsville Police Department must coordinate to enhance security and safety within the Transit District.

PGFD is constructing a new station on Belcrest Road adjacent to the Transit District. The new facility will house the crews and apparatus whose first due response area is the Transit District. It will also house the Hyattsville Volunteer Fire Department and the American Red Cross. This state-of-the-art facility is scheduled to open in 2017.

Context and Existing Conditions | Public Facilities | *Libraries*

The Hyattsville Public Library was the first public library constructed by the PGCMLS in 1961. This facility houses the headquarters of the PGCMLS and has served as a community institution for more than 50 years. However, the facility is functionally obsolete as a library, is located on the fringe of the Transit District, and lacks the technological capacity to attract and serve new or existing residents. PGCMLS recognizes the need to replace the existing Hyattsville Public Library with a new, state-of-the-art facility and has taken steps to design and construct the replacement library on its existing site on Adelphi Road.

Context and Existing Conditions | Public Facilities | *Parks and Recreation*

Parks serve as the green lungs of a community; they offer a tree canopy that filters out air pollutants and helps to cool adjacent areas during hot weather. Park landscapes and green spaces are also psychologically beneficial for the calming effect that even a picture of a green natural scene has on human beings. Hospitals are designing small green spaces and even larger at-grade parks into their site plans in recognition of the documented accelerated healing of patients whose rooms have a view of a garden or other green space (as opposed to a window view of a blank wall or other unattractive architectural feature).

Parks enable people to engage in passive relaxation and low-impact recreational activities such as walking and running. Recreation centers, on the other hand, provide indoor and outdoor opportunities for more active recreation, including team sports. Parks and recreation centers provide spaces for leisurely relaxation and active play. These opportunities are increasingly necessary in urban(izing) communities whose residents live fast-paced and busy lives.

The higher density, mixed-use development envisioned in the Transit District provides an opportunity to introduce a range of urban park types. Pocket parks, squares, and plazas will complement the existing open space network and provide spaces for outdoor markets and performances, informal recreation, and pet play areas—amenities particularly attractive and important to millennials, families, and young professionals.

The M-NCPPC Department of Parks and Recreation is the primary public provider of parks and recreation facilities and programs in the Transit District. The City of Hyattsville and the neighboring Town of University Park also provide parks, recreational facilities, and programs.

Built in 1968 adjacent to the eastern edge of the Transit District, the Prince George's Plaza Community Center was the first community center built by M-NCPPC in Prince George's County. Renovated in 2014, the community center delivers more than 100 programs per year geared toward patrons of all ages and is heavily utilized by residents in Hyattsville, University Park, and College Park and their vicinity.

The Northwest Branch Trail extends along the western border of the Transit District within the Northwest Branch Stream Valley Park. This shared-use trail is part of the 26-mile Anacostia Tributary Trail System that provides regional bicycle and pedestrian connectivity to Montgomery County and the District of Columbia. Other nearby recreational facilities include artificial and natural turf rectangular athletic fields, picnic areas, playgrounds, and a dog park at Heurich Park, which abuts the southwest corner of the Transit District.

In September 2013, M-NCPPC adopted Prince George's County's first comprehensive plan for parks, recreation and open space, *Formula 2040: Functional Master Plan for Parks, Recreation and Open Space*. Formula 2040 provides policies to guide the planning of future parks, recreational programs, and maintenance facilities as well as the rehabilitation and modernization of existing facilities. A key recommendation of the plan is to move from the current model of building neighborhood-oriented community centers to constructing larger, multi-neighborhood-serving community centers (referred to as "multigenerational community centers").

Challenges, Assets, and Opportunities | Challenges

Planning and implementing future transit-oriented development within the Transit District faces several significant challenges.

1. **MD 410 (East West Highway):** The six-lane MD 410 (East West Highway) presents a major barrier to pedestrians and bicyclists attempting to access the Metro station from points to the north. The pedestrian overpass that crosses the highway between the Metro station and the Mall at Prince Georges was intended to provide a safer alternative to midblock jaywalking. Poor maintenance of interior lights and elevators makes the pedestrian overpass an unattractive, if not unsafe, choice.
2. **Lack of Bicycle and Pedestrian Connectivity:** Signalized crossings in the Transit District are few and are spaced widely apart while pedestrian crossings remain unsignalized along Belcrest Road. Bicycle facilities are also virtually absent within the area.
3. **Stormwater Management:** There is a need to develop a long-term regional approach to stormwater management in the Transit District.
4. **Retail Visibility:** With the exception of the Mall at Prince Georges, retail areas within the Transit District suffer from very poor visibility.
5. **Office Vacancy Rates:** The vacancy rate for commercial office space in the Transit District is growing.

Challenges, Assets, and Opportunities | Assets

The Transit District's assets offer the means to begin addressing some of the identified challenges. However, significant fiscal and other resources will have to be identified and secured in order to fully capitalize on them.

1. **Access:** MD 410 (East West Highway) and the Prince George's Plaza Metro Station provide excellent regional access. The opening of the Purple Line will provide two-seat connections between the Transit District and a variety of regional destinations.
2. **Visibility:** The Mall at Prince Georges is Prince George's County's most successful shopping center inside the Capital Beltway. The Northwest Branch Stream Valley Park is a regional open space amenity that serves Hyattsville, University Park, and surrounding communities.
3. **Desirability:** Residential development in the Transit District has surged since 2009 with the addition of more than 1,000 new multifamily dwelling units. The Transit District is served by quality schools and crime continues to decrease. More than 800 additional residential units (multifamily units and townhouses) have been approved for development. In addition, a new Safeway supermarket opened in 2015 at University Town Center.
4. **Proximity:** The Transit District is approximately one mile south of the University of Maryland, College Park, the state's flagship university. This proximity makes the Transit District a desirable location for students to live, shop, and socialize, and opportunities abound for additional off-campus housing, classroom and flex space, and other associated operations.
5. **Engaged Community:** Key stakeholders in the Transit District—major property owners, the City of Hyattsville, the Town of University Park, and community residents—have become fully engaged in the process of planning for future transit-oriented development around the Prince George's Plaza Metro Station.

Challenges, Assets, and Opportunities | Opportunities

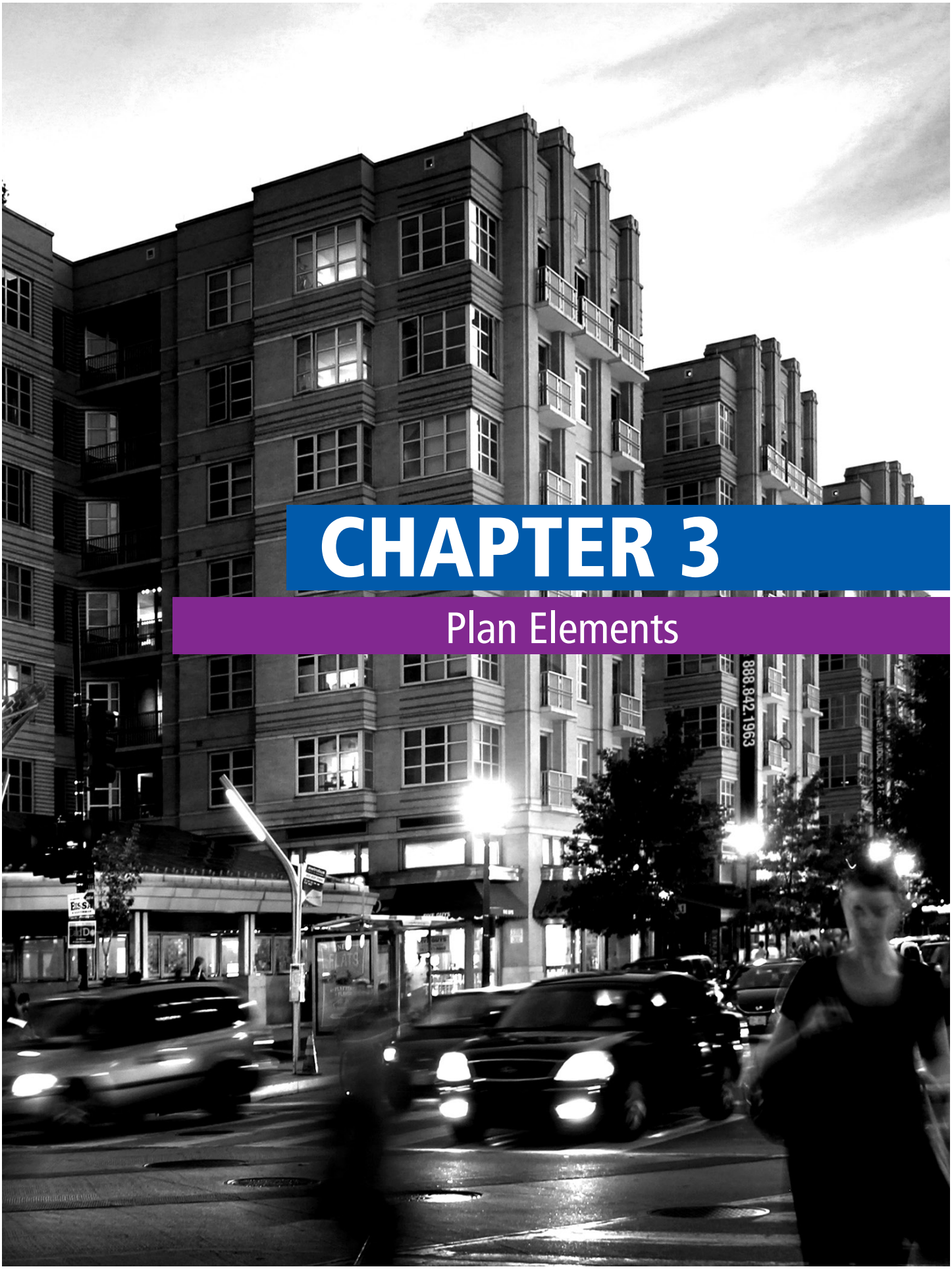
A number of potential opportunity sites are located within the Transit District. These include portions of the WMATA-owned joint development site surrounding the Metro station, potential infill development possibilities for the Mall at Prince Georges parking lot, the Home Depot parking lot, the section of the Belcrest apartment complex that borders the shopping mall parking lot on the north, and the University Town Center surface parking lot.

Progress is being made on the quest to transform MD 410 (East West Highway) into a true urban asset, rather than a barrier. However, developing and implementing effective stormwater management measures on an areawide scale, reducing the demand for parking, and rebranding the area—including renaming the Metro station—will require continued effort and funding.









CHAPTER 3

Plan Elements

Growth Policy

Prince George's Plaza is one of the eight Regional Transit Districts in Prince George's County.

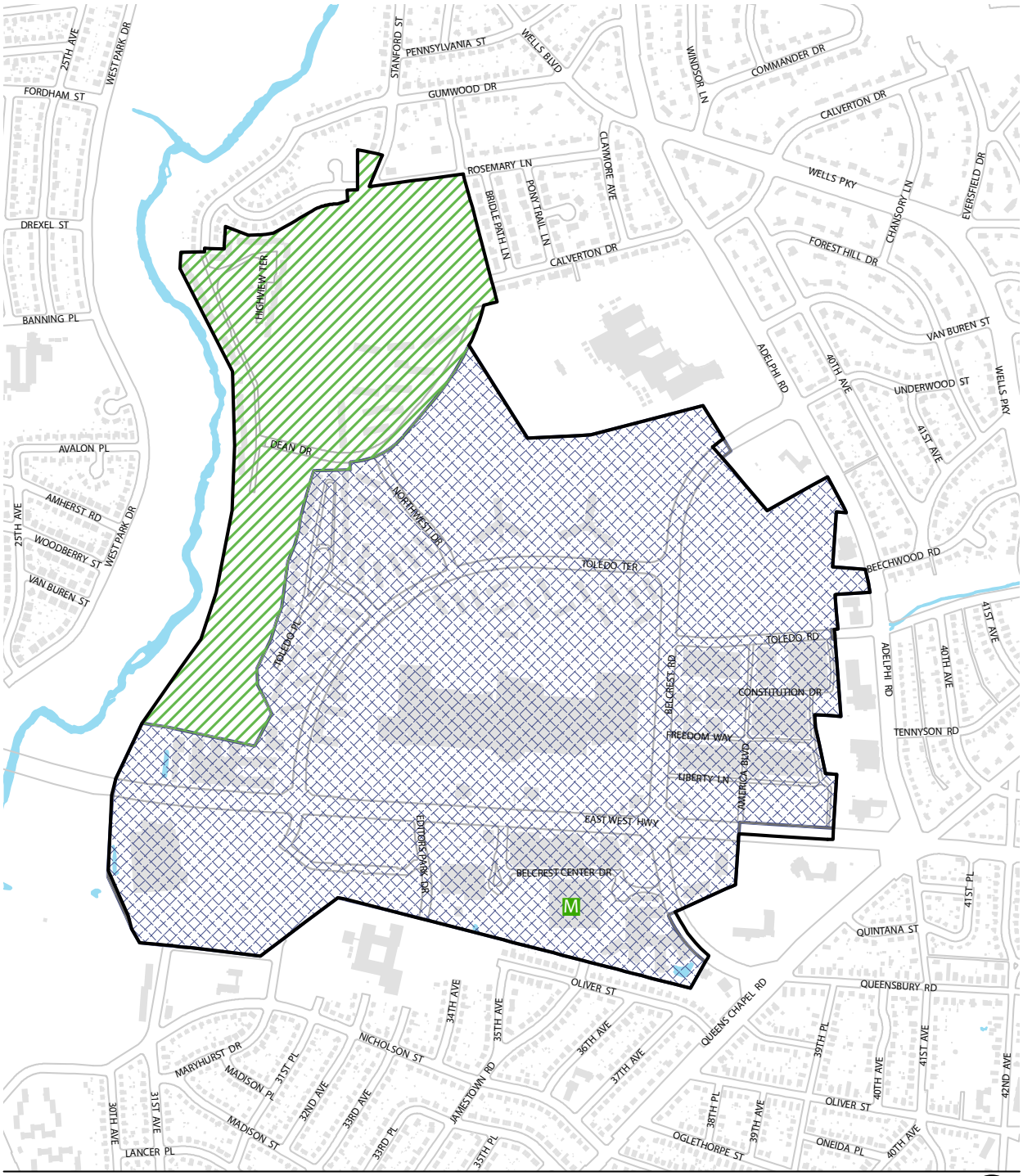
The Prince George's Plaza Transit District Development Plan (TDDP) and Transit District Overlay Zoning Map Amendment (TDOZMA) conforms to the spirit, vision, and goals of Plan 2035.

The TDDP contains goals, policies, and strategies to implement these growth policies and amends the boundaries of Plan 2035's Prince George's Plaza Regional Transit District to incorporate the Transit District in its entirety.

Table 12. Properties Amended into the Prince George's Plaza Regional Transit District

Property Address			Tax Map And Grid	Tax Account	Legal Description	Lot	Block	Parcel
000000	Rosemary	Ln	032F4	1844109	(Twn Annex 2006-03 2007) (4.0Ac To 3726122 Str 06)			102
000000	Dean	Dr	041F1	1839836				026
003400	Dean	Dr	041F1	1921493	Parcel Three			
000000	Dean	Dr	041F1	1860303	Pt Par 92 (.85Ac To 3866456 Spl 2007)			092
003300	East West	Hwy	041F2	3716982	Parcel A			
003400	Toledo	Ter	041F1	1859479	Parcel D			
000000	Rosemary	Ln	032F4	3726122	(New Fr 1844109 Str 06)			185
006800	Highview	Ter	041F1	1894344	Parcel Two			
000000	Dean	Dr	032F4	3866456	Pt Par 92 (New Fr 1860303 Spl 2007)			092

Map 13. Amendment to the Prince George's Plaza Regional Transit District



Land Use | Vision

A vibrant new integrated and compact mixed-use Regional Transit District for Prince George's County with a variety of housing, employment, retail, and entertainment choices.

Land Use | Goals

- A mix of land uses that complement each other, help to create and support an attractive and vibrant public realm, and are within convenient walking distance of each other and public transit.
- Sufficient capacity to help meet the County's Growth Management Goals of 50 percent of new dwelling units and new jobs within Regional Transit Districts.
- The accommodation of the anticipated amount and mix of development through a significant redevelopment of the Transit District.

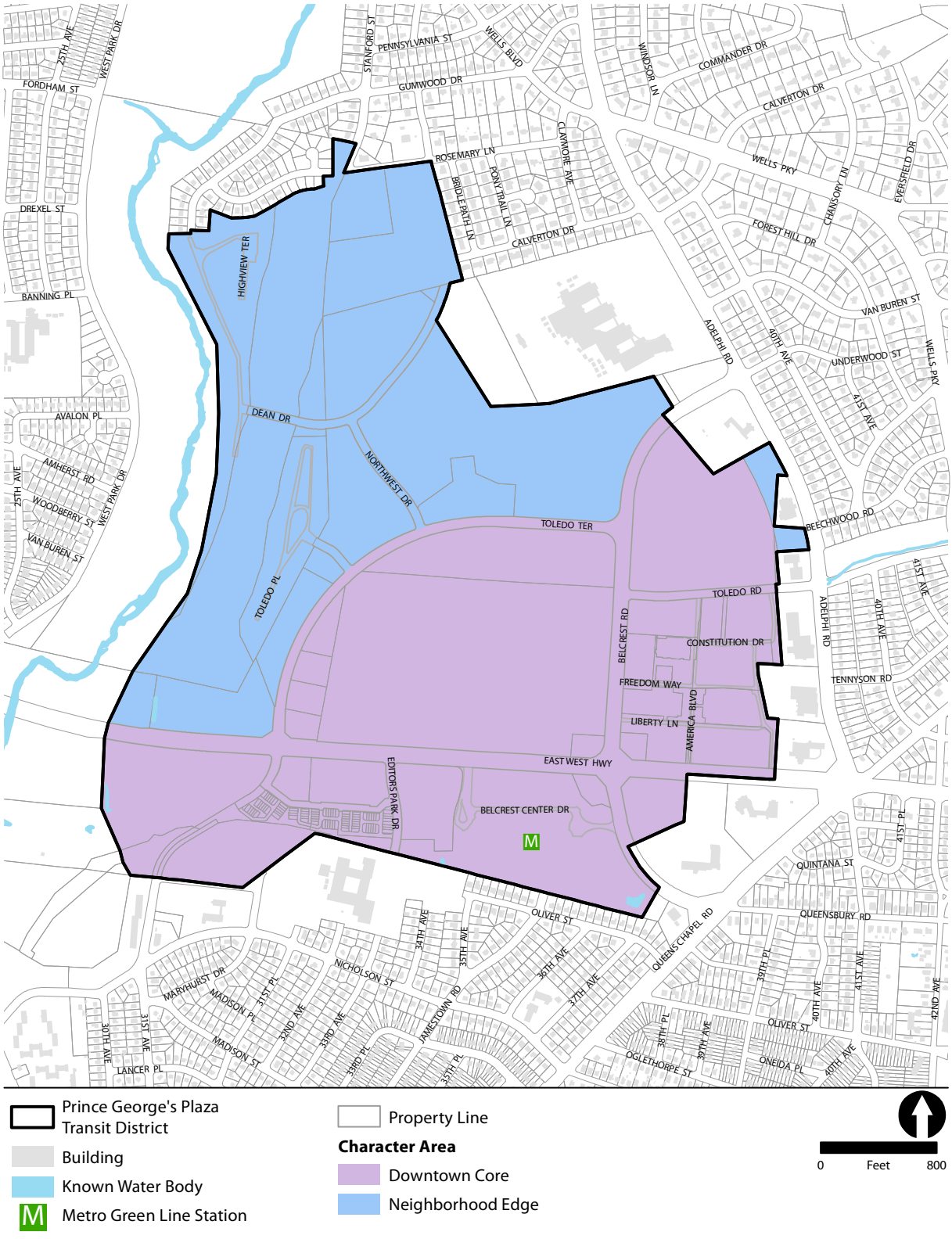
Land Use | Character Areas

The Transit District envisions two distinct but interconnected neighborhoods that capitalize on the area's transit network, recreational amenities, and retail draw and enhance its environmental setting and historic resources. Each neighborhood contributes to the gradual transformation of what is currently an auto-oriented landscape into a regionally competitive, walkable, transit-oriented center, or, perhaps more simply put, a great urban place.

The **Downtown Core** is the Transit District's central activity hub, with a mix of residential, retail, and office development framing lively walkable streets. A new skyline announces the downtown to visitors while the iconic pedestrian bridge, a link to the past, serves as a canvas for area artists. Green spaces and plazas invite farmers markets, outdoor movie nights, and pickup games. New pedestrian-friendly streets lined with cafés and stores draw commuters between the Prince George's Plaza Metro Station and the Mall at Prince Georges. The parking lot at the Mall is developed with new buildings that help reposition MD 410 (East West Highway) from a local commuter route to a true Main Street. New street life, wayfinding signage, and programming integrate rejuvenated spaces on either side of MD 410 (East West Highway) and Belcrest Road into an exciting, desirable, trend-setting regional destination.

The **Neighborhood Edge** is a residential area that transitions the intensity and vibrancy of the Downtown Core to surrounding established residential neighborhoods. A mix of housing types—including townhouses and single-family detached homes—broadens the Transit District's appeal to current and future residents. Wide tree-lined sidewalks, parks, and public open spaces, including a new greenway, connect residents to schools, public facilities, the Northwest Stream Valley Park, and other amenities.

Map 14. Character Areas



Land Use | Future Land Use

The anticipated pattern of development reflects the desire for a mix of commercial, institutional, residential and other uses nearest the Metro station, MD 410 (East West Highway), and Belcrest Road, with primarily residential development decreasing in intensity to the north and west. Classification in the mixed-use land category is not intended to mandate a vertical mix of uses but rather to reflect a mix of uses—horizontal as well as vertical—that are desired in the Downtown Core as it redevelops over time. The use of the flexible Mixed-Use Infill (M-U-I) Zone throughout the Transit District permits property owners the option of constructing single- or mixed-use buildings in response to market conditions. In addition, the Transit District Standards focus more on building form than use, permitting a great deal of flexibility in leasing, construction, and mixing of uses. Map 15 shows the recommended future land use in the Transit District.

Land Use | Future Land Use | *Anticipated Phasing*

During the outreach phase, there were a number of questions about the phasing of development. In small districts such as this, with multiple property owners, the location and timing of development will respond largely to market conditions and the willingness of property owners to invest in their properties. During the development of this TDDP, we heard from several property owners who indicated that redevelopment of their properties was possible soon following approval of the TDDP.

Contributing nonmarket factors to the phasing of development are:

1. The creation of a management entity for the Transit District.
2. The creation of an infrastructure funding mechanism.
3. The construction of a regional stormwater management facility in the Wells Run subwatershed.
4. Construction or reconstruction of the envisioned street network.
5. The availability of incentives, such as the Prince George's County Economic Development Incentive Fund.

The timing of these nonmarket factors could affect the phasing of development; as these occur, the development climate will be more supportive of market demand.

Additional contributing factors to the phasing of development include:

6. The desire to keep The Mall at Prince Georges visible from MD 410 (East West Highway).
7. Long-term retail leases preventing redevelopment of structures or major reductions in surface parking.
8. Redevelopment of Prince George's Plaza Professional Park (between the Mall at Prince Georges and Toledo Terrace) complicated by condominium ownership.

Development activity is generally moving west to east; this trend may continue, culminating in the redevelopment of the parcels at the intersection of Belcrest Road and MD 410 (East West Highway). Greater land values (due to the proximity to the Metro station) and the need for underground parking will likely position this area for the highest-intensity of development only after the Transit District has reached a certain level of maturation.

The following table shows the level of development anticipated by 2035.

Table 13. Anticipated 2035 Buildout (Net New Development)

Multifamily	8,201 units
Single-family (attached/detached)	232 units
Office (RBA*)	171,000 sq. ft.
Retail (RBA)	24,000 sq. ft.
Other (hotel, community center, etc) (RBA)	213,000 sq. ft.

* RBA-Rentable Building Area.

Plan 2035 recommends that 50 percent of new dwelling units and 50 percent of new jobs be located within Regional Transit Districts. Plan 2035 projects that 31,500 new dwelling units will be constructed in Regional Transit Districts by 2035. The growth anticipated for Prince George's Plaza represents 27 percent of that total. Plan 2035 projects 57,000 new jobs to be added to the Regional Transit Districts; this TDDP does not anticipate significant additional office construction and a relatively consistent level of retail offerings. These market limitations will inhibit the ability of the Transit District to meet the Plan 2035 goal; however, this TDDP provides regulatory flexibility that allows commercial development throughout the Transit District as market conditions dictate.

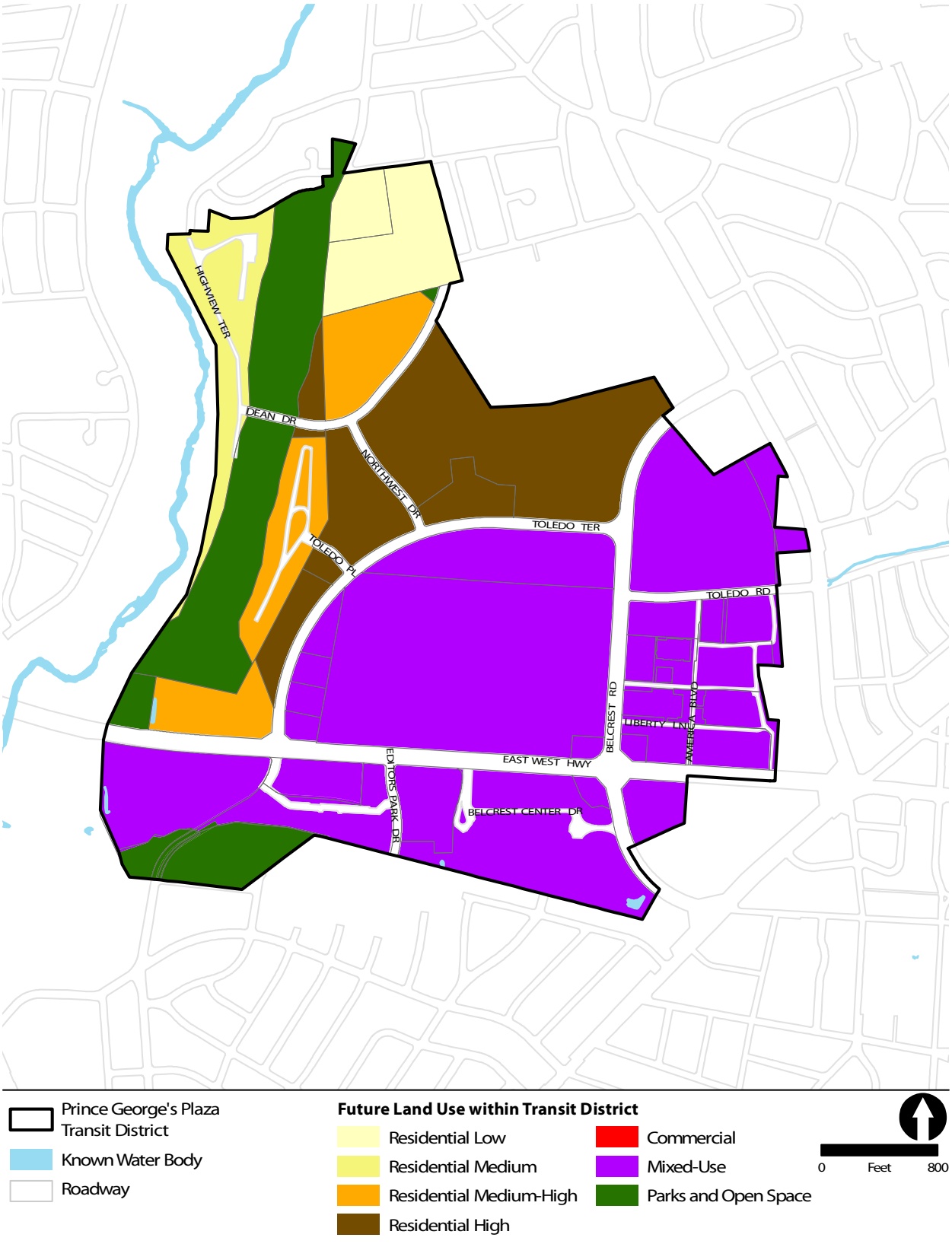
Post 2035

This TDDP anticipates the potential partial or complete replacement of the Mall with infill development sometime after the plan's horizon year of 2035. The TDDP prepares for this possibility by proposing a street network on the Mall site with block dimensions that can accommodate medium- to high-density mixed-use development.

There are a number of examples illustrating the successful phased redevelopment of malls. Peninsula Town Center in Hampton, Virginia was transformed from a suburban mall to a mixed-use town center with an active and vibrant main street. After one of the Mall anchor stores was closed because of financial difficulties, the remaining anchors were relocated into existing buildings on site. The rest of the Mall was torn down and redeveloped with two new streets and mixed-use buildings with ground level retail and multifamily housing above.

Locally, plans are underway at the Ballston Common Mall in Arlington, Virginia to remove the roof of the 1980s era suburban mall, transforming its galleria into an open-air terrace and plaza. A new residential high-rise tower will link the Mall with adjacent streets, integrating it with the broader transit-oriented development that has occurred around the Ballston Metro Station. The intensity and vibrancy of that development has sponsored the transformation of the suburban shopping center into a mixed-use development that is fully integrated with and contributes to the active, urban environment around the Ballston Metro Station.

Map 15: Future Land Use



Land Use | Areawide Land Use Policies and Strategies

POLICY LU1 Promote a pedestrian-friendly, transit-supportive development pattern in the Transit District.

Strategy LU1.1: Provide consolidated public parking facilities, underground utilities, new sidewalks, street trees, bicycle facilities, landscaping, and public spaces to build the urban fabric and infrastructure needed to support and facilitate new development opportunities.

Strategy LU1.2: Incorporate an integrated and safe pedestrian, bicycle, and transit circulation network into the overall design of the Transit District (see the Transportation and Mobility section).

POLICY LU2 Create sufficient residential capacity to help meet the County's Growth Management Goal of 50 percent of new dwelling units within Regional Transit Districts.

Strategy LU2.1: Preserve the Neighborhood Edge as an exclusively residential area.

Strategy LU2.2: Encourage high-rise and mid-rise apartments, condos, and townhouses, consistent with the Regional Transit District Growth Management Goal.

Strategy LU2.3: Rezone commercially-zoned properties to mixed-use zones, increasing available space for dense residential construction.

POLICY LU3 Facilitate transition to new zoning and subdivision ordinances.

Strategy LU3.1: Engage property owners in the zoning and subdivision rewrite project, educate them on the new ordinances, and work with them to seamlessly transition to the new regulations and procedures.



Land Use | Areawide Land Use Policies | *Downtown Core Policies and Strategies*

POLICY LU4 Concentrate medium- to high-density development in the Downtown Core.

Strategy LU4.1: Frame streets in the Downtown Core with mixed-use buildings containing active-ground uses, such as retail, community spaces, and institutions to enliven these key routes.

Strategy LU4.2: Explore opportunities to colocate or relocate public facilities and community services to the Downtown Core to help catalyze redevelopment in the Transit District.

Strategy LU4.3: Concentrate the largest buildings at key intersections and near the Metro station.

POLICY LU5 Create sufficient commercial capacity to help meet the County's Growth Management Goal of 50 percent of new jobs in Regional Transit Districts.

Strategy LU5.1: Use mixed-use zoning to allow for market responsiveness in the Downtown Core.

Strategy LU5.2: Work with property owners to retain current retail and commercial tenants while simultaneously marketing the Transit District to new retailers, offices, and other commercial enterprises.



Land Use | Areawide Land Use Policies | *Neighborhood Edge Policies and Strategies*

POLICY LU6 Create a residential neighborhood north of Toledo Terrace east of Belcrest Road.

Strategy LU6.1: Incorporate a mix of housing types, including multifamily units, townhouses, two over twos, and single-family houses, attractive to a range of homebuyers and renters, including families, young professionals, empty-nesters, and seniors.

POLICY LU7 Limit nonresidential development in the Neighborhood Edge.

Strategy LU7.1: Limit the use of underlying mixed-use zones to the Downtown Core or to properties previously zoned for mixed use.

Strategy LU7.2: Prohibit incompatible or inappropriate uses in the Neighborhood Edge.

Economic Prosperity | Vision

A regionally competitive new Downtown that attracts businesses, residents, and visitors, helps to diversify the County's tax base, and maximizes the transit-oriented development potential of the Transit District.

Economic Prosperity | Goal

A thriving commercial retail and service activity center that functions as a regional destination and economic driver for Prince George's County, its residents, and businesses.

Economic Prosperity | Areawide Economic Prosperity Policies and Strategies

POLICY EP1 Develop a self-sustaining, independent entity to help coordinate, advocate for, and finance improvements in the Transit District.

Strategy EP1.1: Create a Task Force of property owners and public agencies (including the Prince George's County Economic Development Corporation, the State of Maryland Department of Business and Economic Development, M-NCPPC, and the City of Hyattsville) to build support for and develop an action plan to establish a business improvement district or other entity and to coordinate short-term improvements in the Transit District.

Strategy EP1.2: Provide initial seed money and office space to support the operations and staffing of the business improvement district or other entity for its first 24 months.

POLICY EP2 Support the transition of the Mall at Prince Georges to a vibrant mixed-use development while enhancing its accessibility, appearance, and safety to broaden its customer base in the shorter term.

Strategy EP2.1: Proactively address parking needs as the Mall at Prince Georges maintains (or expands) its retail operation while pursuing infill development.

Strategy EP2.2: Develop a marketing strategy and wayfinding program to ensure visibility of the Mall is not impaired as infill occurs on site.

Strategy EP2.3: Work with property managers and owners to improve the accessibility, appearance, and safety of the Mall at Prince Georges, including the installation of Crime Prevention through Environmental Design (CPTED) features such as enhanced landscaping, pedestrian-scaled lighting, public art, seating, wayfinding, and pedestrian walkways.

POLICY EP3 Promote and strengthen existing and start-up service business and retail establishments while supporting, where desired, their adaptive conversion to alternative uses in response to changing market opportunities.

Strategy EP3.1: Ensure flexibility in land use and design recommendations to allow commercial uses to transition to residential uses should market forces justify such a change.

Strategy EP3.2: Market the Transit District to a broader array of retailers to meet the shopping needs and desires of current and future residents, workers, and visitors.

Strategy EP3.3: Incorporate flexible and/or shared work spaces with competitive amenities to attract startups, freelancers, small businesses, and young professionals.

Strategy EP3.4: Create a dynamic community and lifestyle attractive to highly-skilled and entrepreneurial professionals by diversifying retail, restaurant, and entertainment/cultural options; incorporating and programming new public spaces; and leveraging proposed public facilities.



POLICY EP4 Diversify residential options to appeal to a range of current and future buyers and renters, including young professionals, first-time homebuyers, and seniors looking to age-in-place.

Strategy EP4.1: Enhance surrounding established neighborhoods by supporting property maintenance and renovation programs, neighborhood-watch efforts, and other community-driven initiatives.

Strategy EP4.2: Incorporate environmentally sustainable features into the design and construction of residential developments to capitalize on the growing demand for green housing.

Strategy EP4.3: Identify incentives to encourage developers to offer a mix of housing types and unit sizes at different price points, including two- and three-bedroom units.

POLICY EP5 Rebrand the Transit District and market it as an exciting, dynamic, and growing regional destination.

Strategy EP5.1: Engage the community, property owners, and marketing experts to rebrand the Transit District.

Strategy EP5.2: In conjunction with rebranding the area, work with WMATA to rename the Prince George's Plaza Metro Station to reflect the new name of the Transit District.

Strategy EP5.3: Conduct a targeted marketing campaign to attract new employers, retailers, residents, and visitors.

Transportation and Mobility | Vision

A multimodal network will provide residents, employees, shoppers, and visitors a variety of safe, easy to navigate, and inviting ways to access destinations within and outside the Transit District. Streets will function as the framework upon which commerce, circulation, recreation, and other human activities occur. The circulation system will be oriented toward pedestrians—the people who shop, work, live, eat, and visit the Transit District—with a fully formed transportation network that permits bicyclists, drivers, and transit riders easy access to the full range of opportunities Prince George's Plaza has to offer.

Transportation and Mobility | Goals

- An efficient multimodal transportation network that provides a variety of convenient and safe nonautomotive means of travel to and within the Transit District, and between the Transit District and nearby destinations such as the University of Maryland, College Park, with convenient transfers between modes.
- A robust and easily navigable system that supports pedestrian activity, while providing circulation and mobility options for bicyclists, transit users, and motorists.
- A network of well-marked and safe pedestrian/bicycle connections that link the Transit District to the regional trail network, thereby encouraging active recreation and bicycle commuting.
- Improved connections between different transportation modes and increased reliability and convenience of transit options.
- A comprehensive parking plan that addresses demand for visitor and shopper park-and-walk opportunities while providing sufficient daily and overnight vehicle storage for residents and workers.
- A transportation demand management (TDM) program for the Transit District, including nonautomotive transportation choices and comprehensive management of on- and off-street parking within the area.

The Transportation and Mobility recommendations focus on four key areas: Complete and Green Streets, Bicycle Connections, Transit, and Parking/Transportation Demand Management. Each area contains policies and strategies to facilitate the movement of people and goods into, out of, and throughout the Transit District. Implementation of identified strategies will require the coordinated efforts of property owners, County agencies, state agencies, and other key stakeholders and funding partners.

A **Business Improvement District (BID)** is a public-private entity established to provide common services and maintenance of a district with multiple owners and tenants. A BID allows a district to benefit from a single management entity that provides consistency and a common identity. Common BID roles include "safe and clean" programs, business attraction and retention, streetscape improvements, marketing, member services, and public events.

BIDs are primarily funded through supplemental taxes levied on property owners in the district and are initiated in Maryland by petition requiring the approval of 80 percent of impacted property owners.

Transportation and Mobility | Areawide Complete And Green Streets Policies and Strategies

POLICY TM1 Incorporate street planning and design practices that allow Complete and Green Streets to facilitate the efficient movement of people throughout the Transit District while simultaneously serving as great public spaces.

Strategy TM1.1: As large parcels are subdivided and redeveloped, seek opportunities to create new streets and pedestrian connections across existing superblocks, including the Mall at Prince Georges property. Use smaller blocks to improve circulation, make walking and bicycling easier, and better distribute the flow of local traffic, reducing congestion on major roads.

Strategy TM1.2: Utilize traffic calming and traffic management techniques to maintain safe vehicle speeds and encourage through traffic to remain on the arterial and collector streets. Design local streets for comfortable nonmotorized accommodation and local access trips. Techniques include, but are not limited to, the following:

- Reducing speed limits on MD 410 (East West Highway) and limiting posted speeds to 25 miles per hour on all other streets.
- Using standard pedestrian safety enhancements such as bulbouts, mid-crossing pedestrian refuges, and/or reduced right-turn radii.
- Incorporating appropriate design accommodations for transit buses and other large vehicles.
- Narrowing existing and proposed lane widths to the minimum lane widths permitted (to shorten crossing distances for bicyclists and pedestrians, calm traffic, and free up lane space for additional dedicated non-auto lanes).

Strategy TM1.3: Ensure that all streets and paths provide continuous nonmotorized access even where auto access may not be provided.

Strategy TM1.4: Provide ample sidewalks and protected bicycle facilities that give travelers multiple options through the corridor and can reduce vehicle trips. Sidewalks should, where appropriate, provide room for outdoor dining and shopping in addition to street furniture, queuing, and gathering.

Strategy TM1.5: Provide street trees to make streets more pedestrian-friendly and reduce urban heat island effects. Street trees should be part of an overall streetscape plan designed to provide both canopy and shade and to give special character and coherence to each street.

Strategy TM1.6: Provide a visually distinct wayfinding system for pedestrians, bicyclists, transit riders and drivers to help them reach destinations within the Transit District more easily and conveniently.

Strategy TM1.7: Provide attractive and durable street furniture such as benches, waste and recycling bins, and tables on all streets.

Strategy TM1.8: Provide new or upgraded pedestrian crossings at all intersections and mid-block crosswalks throughout the Transit District that are highly visible to motorists, pedestrians, and bicyclists and provide full pedestrian/bicycle access at all corners of each intersection. Crosswalks should be a minimum of 12 feet wide and use highly visible markings, advance warning signage, and/or or decorative alternative paving material.

Strategy TM1.9: Provide continuous pedestrian-scale lighting throughout the Transit District.

Strategy TM1.10: Clearly identify locations along Transit District streets where snow should be plowed and/or stored to avoid blocking sidewalks, bicycle paths, or crosswalks with plowed snow.

Strategy TM1.11: Consider the use of bicycle boxes at all signalized intersections with bicycle lanes, cycle tracks or any type of bicycle facility as part of the road design, allowing bicyclists to proceed on green ahead of motorized vehicles.

A bicycle box is "a designated area at the head of a traffic lane at a signalized intersection that provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase."

Source: Urban Bikeway Design Guide, page 71, National Association of City Transportation Officials, 2012.

Strategy TM1.12: The horizontal footprints of existing streets should not be expanded beyond their curb-to-curb width as it existed on July 19, 2016.

Strategy TM1.13: No acceleration or deceleration lanes should be provided within the Transit District.

Strategy TM1.14: Exclusive right turn lanes for site access are discouraged. Right turns should be made from the existing travel lanes.

Strategy TM1.15: Evaluate appropriate traffic calming measures in neighborhoods surrounding the Transit District to discourage or eliminate potential cut-through traffic.



POLICY TM2 Improve connectivity and access to, geographic awareness of, and the visibility of existing businesses and public facilities by eliminating unnamed streets and increasing wayfinding, signage, and pedestrian amenities within large existing developments.

Strategy TM2.1: As an interim measure, formalize the existing drive aisles by adding street names, directional/wayfinding signage, enhanced crosswalks delineated by different materials and/or painting, and traffic control signage or signalization. This formalization may include formal designation of addresses and road names pursuant to the Regulations for the Assignment of Addresses and Street Names in Prince George's County:

- Toledo Road Extended from Belcrest Road west to Toledo Terrace and then south to MD 410 (East West Highway).
- The drive aisle along the south side of the Mall between the western drive aisle (Toledo Road Extended) and Belcrest Road.
- The main entrance to the Mall at Prince Georges.
- All currently unnamed streets within University Town Center.
- Toledo Terrace Extended at Home Depot.
- Belcrest Center Drive Extended to Belcrest Road (eastern entrance to Metro station).

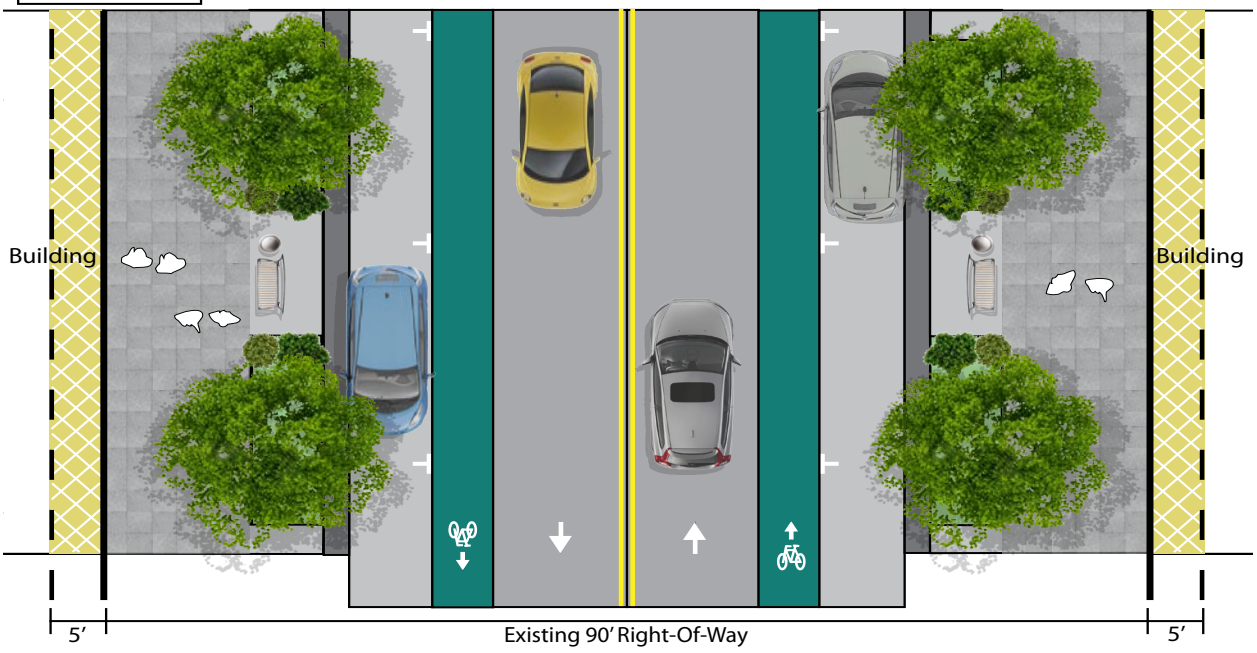
POLICY TM3 Construct the envisioned network of Complete and Green Streets to support the circulation and urban design goals of the TDDP.

Strategy TM3.1: Extend Toledo Road (P-202) as a two-lane municipal street with on-street parking and bicycle accommodation from its current terminus at Belcrest Road westbound along the existing drive aisle on the northern border of The Mall at Prince Georges to a new terminus at Toledo Terrace. (See Figure 4 for an illustrative section of the new street).

Figure 4. Proposed Toledo Road Extension Illustrative Street Section



Toledo Road Street Section



Toledo Road Plan View

Not to Scale

Map 16. Existing and Proposed Master Planned Street and Road Facilities

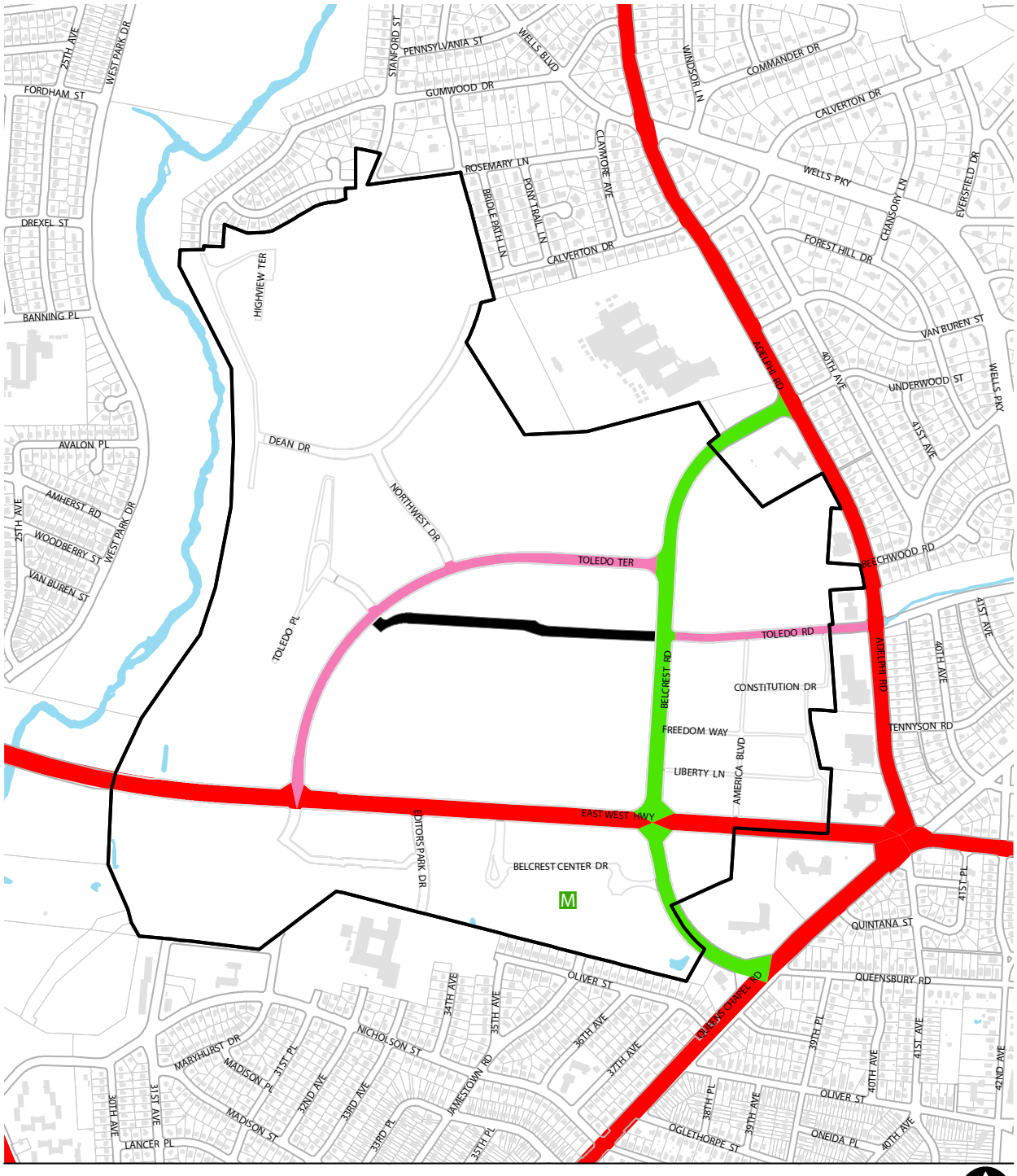


Table 14. Existing and Proposed Master Planned Street and Road Facilities

Roadway	Limits	Owner	Functional Classification	Master Plan Identifier	Proposed Rights of Way	Proposed Travel Lanes	Amends MPOT
MD 410 (East West Highway	Ager Road to MD 500 (Queens Chapel Road	SHA	Minor Arterial	A-15	100-120	4	No
Belcrest Road	Queens Chapel Road to Adelphi Road	DPW&T	Collector	C-229	100	4	No
Toledo Road	Belcrest Road to Adelphi Road	DPW&T	Primary	P-202	60	2	No
Toledo Road (Extended)	Toledo Terrace to Belcrest Road	City of Hyattsville	Local	P-202	60	2	New Local Municipal Road
Toledo Terrace	MD 410 (East West Highway) to Belcrest Road	DPW&T	Primary	P-203	60	2	No

Strategy TM3.2: Pursuant to the Transit District Standards, which establish the maximum block size of 500 feet, and requires individual blocks to be separated by streets, construct new streets to connect MD 410 (East West Highway) and Belcrest Road with Toledo Terrace. Construct these connections as portions of the current Mall at Prince Georges site is redeveloped. If north-south connections are constructed as part of a redevelopment of the property between Toledo Terrace and the Mall at Prince Georges, connect and align new streets on the current Mall at Prince Georges property with these streets to create the desired grid, and vice versa: if the current mall property redevelops first, connect and align new north-south streets between the mall property and Toledo Terrace.

To create the desired grid pattern, the following general locations are encouraged (see Map 17):

- As the Mall at Prince Georges redevelops, extend the western Metro entry road north from Belcrest Center Drive, bisected by the Central Plaza proposed in Strategy HD4.3, to the main entrance of the Mall, through where the Mall stands today, to Toledo Terrace.
- Extend Freedom Way west to Toledo Terrace.
- Extend Editors Park Drive north.
- Formalize the extension of Toledo Terrace south of MD 410 (East West Highway) as a public street.
- Extend Belcrest Center Drive west to connect with Sentinel Drive.
- Extend America Boulevard north and west to connect with Belcrest Road.
- Extend Northwest Drive south to at least Toledo Road Extended.
- Extend Liberty Lane west across Belcrest Road to intersect with new recommended north-south streets.

Streets constructed to address this strategy located within the City of Hyattsville may be dedicated or conveyed to the city, subject to the city's approval.

Map 17. Recommended Street Connections



Prince George's Plaza Transit District

M Metro Green Line Station

Recommended Street Connections

Local Connection

Recommended Connection

0 Feet 800

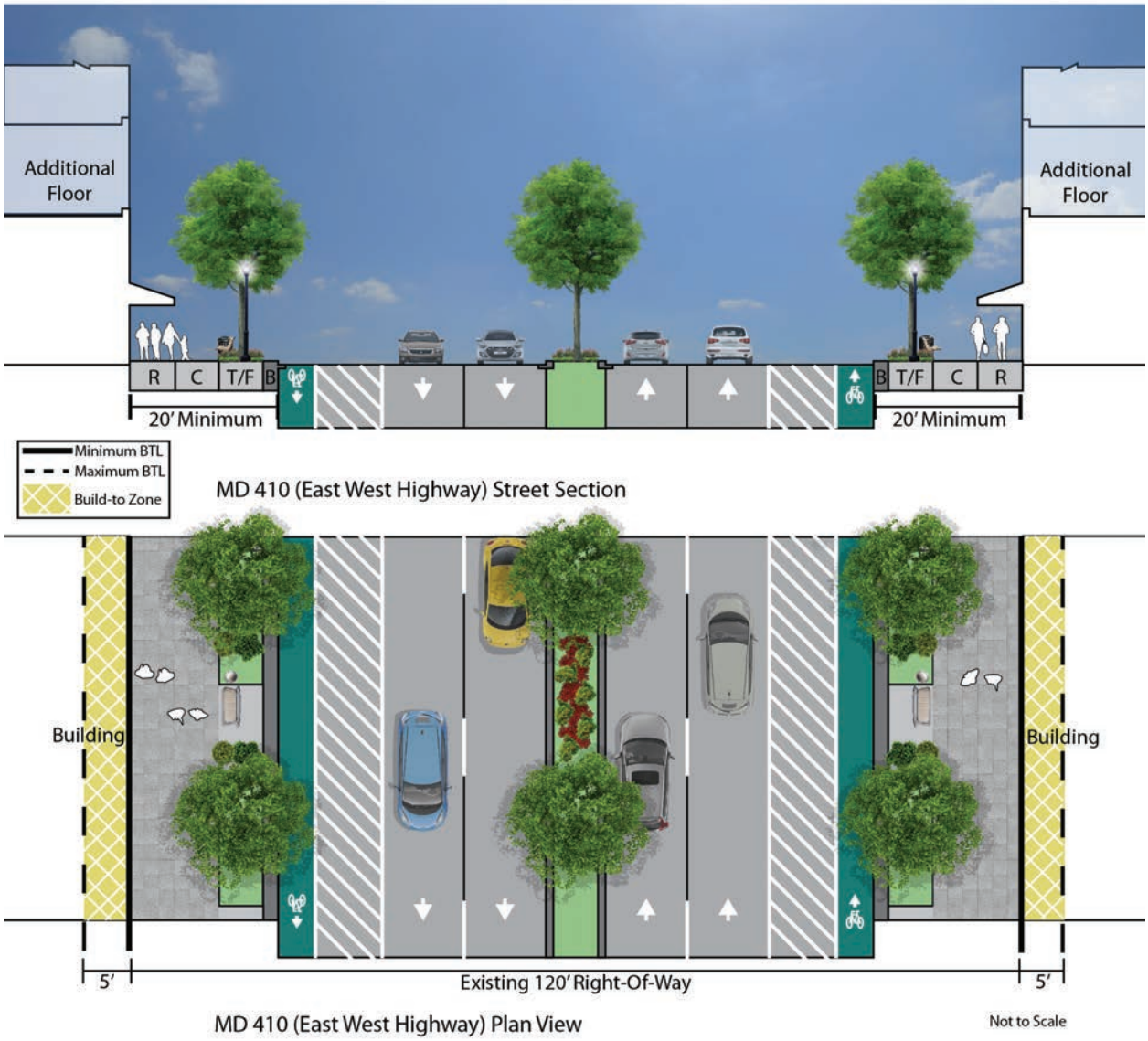
Imagery Source: M-NCPPC, 2016

POLICY TM4 Retrofit existing streets to create a street network that makes walking, bicycling, and transit use more comfortable and reliable.

Strategy TM4.1: Reconstruct MD 410 (East West Highway) as a Complete and Green Street with accommodations for pedestrians, bicyclists, transit users, and drivers. Emphasis should be placed on providing ample sidewalks, street trees, and protected bicycle lanes that give travelers multiple options through the corridor and can reduce vehicle trips. Reduce through travel lanes from six to four. (See Figure 5.)

Strategy TM4.2: As an interim step, restripe MD 410 (East West Highway) to test the Road Diet concept shown in Figure 5.

Figure 5. Proposed MD 410 (East West Highway) Road Diet Concept



Strategy TM4.3: Add the following on-street bicycle accommodations to existing streets:

Table 15. Recommended On-Street Bicycle Accommodations

Street	On-Street Accommodation	Limits	Amends MPOT	Comments
MD 410 (East West Highway)	On-road bicycle lanes	Entire length within Transit District	No	
Toledo Terrace	On-road bicycle lanes	Northwest Drive to Belcrest Road	Yes	Following completion of Toledo Road extension, convert to on-street parking
Toledo Terrace	On-road bicycle lanes	Northwest Drive to southern terminus	Yes	Portion between Toledo Lane and East West Highway constructed
Toledo Road	On-road bicycle lane	Entire length	Yes	
Editors Park Drive	Sharrows	Entire length	No	
Belcrest Center Drive	Bicycle Route Signage	Entire length	No	Bicycle route signage is not an amendment of the MPOT
America Boulevard	Bicycle Route Signage	Entire length	No	In cooperation with University Town Center
Northwest Drive	Bicycle Route Signage	Entire length	No	
Dean Drive	Bicycle Route Signage	Entire length	No	

Strategy TM4.4: Install missing crosswalks and traffic signals at MD 410 (East West Highway) and Editors Park Drive, and rephase traffic signals for 24-hour control of the intersection.

Strategy TM4.5: Explore the feasibility of, and implement, if warranted, a new three-way intersection with full crosswalks and traffic signals at MD 410 (East West Highway) and America Boulevard.

Strategy TM4.6: Consider adding full traffic signals at new streets that intersect MD 410 (East West Highway) to provide additional vehicular, bicycle, and pedestrian crossings while slowing travel speeds.

Strategy TM4.7: Evaluate opportunities to improve pedestrian safety and access to Prince George's Community College, including improvements to the existing crosswalk on Belcrest Road south of Liberty Lane, possible signals, and/or additional signage.

Strategy TM4.8: Complete on-street bicycle lanes on Toledo Terrace. Design accommodations to permit retrofit to on-street parking following construction of Toledo Road Extended.

Strategy TM4.9: Evaluate the addition of on-street bicycle accommodation to Toledo Road, pursuant to the 2009 *Approved Countywide Master Plan of Transportation*.

Strategy TM4.10: Add "Bicycles Share Road" signage to Northwest Drive, Dean Drive, Belcrest Center Drive, and America Boulevard.

Strategy TM4.11: Resurface Northwest Drive, Toledo Terrace, and Dean Drive.

Strategy TM4.12: At the time of preliminary plan of subdivision, properties bordering the proposed Central Plaza (see Strategies TM3.2 and HD4.3) should work with the State Highway Administration to design an appropriate intersection for the recommended one-way couplet and Central Plaza that provides for safe, clear vehicle turns and full pedestrian accommodation.

POLICY TM5 Minimize impervious surface areas and utilize Green Street strategies wherever possible and practical to reduce surface water runoff and improve its quality before releasing it into storm sewers and the watersheds into which they drain.

Strategy TM5.1: Reduce impervious surfaces through the reduction of street lane widths to the minimums permitted by DPW&T, the City of Hyattsville, and SHA.

Strategy TM5.2: Design streets to provide sufficient soil volume to support large canopy trees capable of retaining large amounts of rainwater, cleansing the air, and cooling the area to reduce the urban heat island effect.

Strategy TM5.3: Permit and encourage permeable materials in street zones without heavy vehicle traffic. Typical zones where such materials are acceptable and viable include sidewalks, amenity zones, parking lanes, bicycle lanes, and medians and dividers.

Strategy TM5.4: Encourage the installation of landscape features such as bioswales, rain gardens or infiltration pits to capture and retain stormwater runoff.

Transportation and Mobility | Areawide Off-Street Bicycle and Pedestrian Policies and Strategies

POLICY TM6 Construct off-street bicycle and pedestrian facilities that are comfortable for bicyclists of all abilities.

Strategy TM6.1: Close gaps in the pedestrian and bicycle network by adding sidewalks and completing trails within the Transit District.

Strategy TM6.2: Use wayfinding signage to direct area users and visitors to bicycle paths, trails, bicycle parking, and ride share locations.

Strategy TM6.3: Develop walk guides and maps to illustrate points of interest within walking distance of the Transit District.

POLICY TM7 Provide off-street bicycle and pedestrian connections between neighboring developments and surrounding communities whenever feasible. All connections should be continuously lit, patrolled regularly by police or other security personnel, and clearly visible by adjacent buildings. Connections through parks or school grounds that must be closed during the nighttime hours due to security and safety considerations should have alternative routes that are accessible 24 hours a day.

Strategy TM7.1: Provide safe bicycle and pedestrian accommodation to the Lewisdale community along MD 410 (East West Highway) west of Toledo Terrace, including improved accommodation on the bridge over the Northwest Branch of the Anacostia River and connections to the Heurich Park and Northwest Branch Trails from both sides of MD 410 (East West Highway).

Strategy TM7.2: Improve pedestrian access from Oliver Street to the Prince George's Plaza Metro Station, including continuous lighting and ADA-compliant ramps to address street connections and other grade changes.

Strategy TM7.3: Implement exclusively nonmotorized connections between existing disconnected streets including Dean Drive and Calverton Drive and Highview Terrace and Gumwood Drive.

Strategy TM7.4: Create a formal bicycle/pedestrian connection between the Neighborhood Edge and the southern part of Northwestern High School campus to improve connectivity for students and teachers between the high school and residences, the Mall at Prince Georges, and the Metro station.

Strategy TM7.5: Create a formal pedestrian or bicycle/pedestrian connection between University Town Center and the Hyattsville Public Library

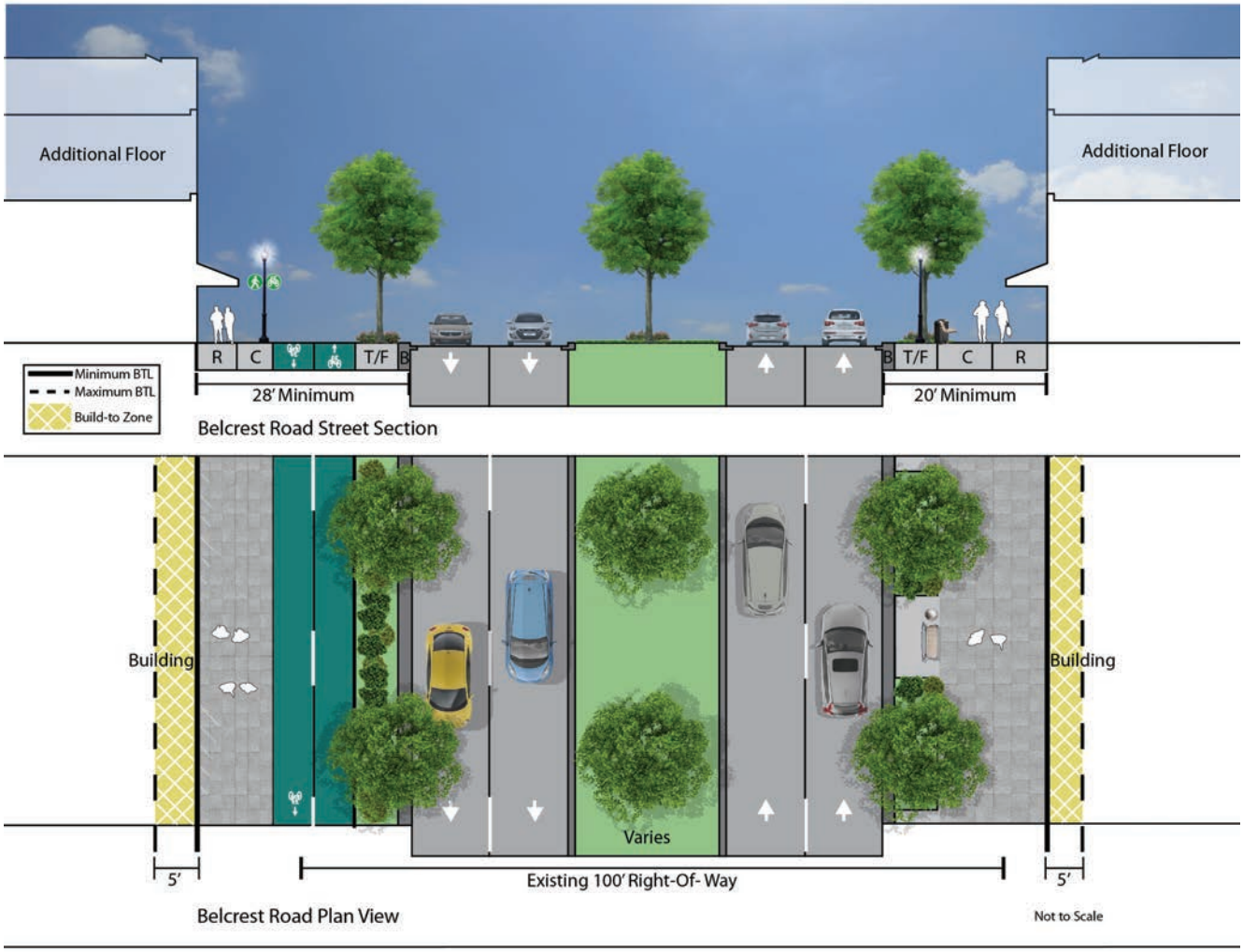
Strategy TM7.6: Construct off-street bicycle and pedestrian facilities presented in Map 18 and Table 16.

Strategy TM7.7: Create, and prioritize maintenance of pedestrian connections between the Transit District and Lewisdale and University Park Elementary Schools and Northwestern High School.

Table 16. Recommended Off-Street Bicycle/Pedestrian Facilities

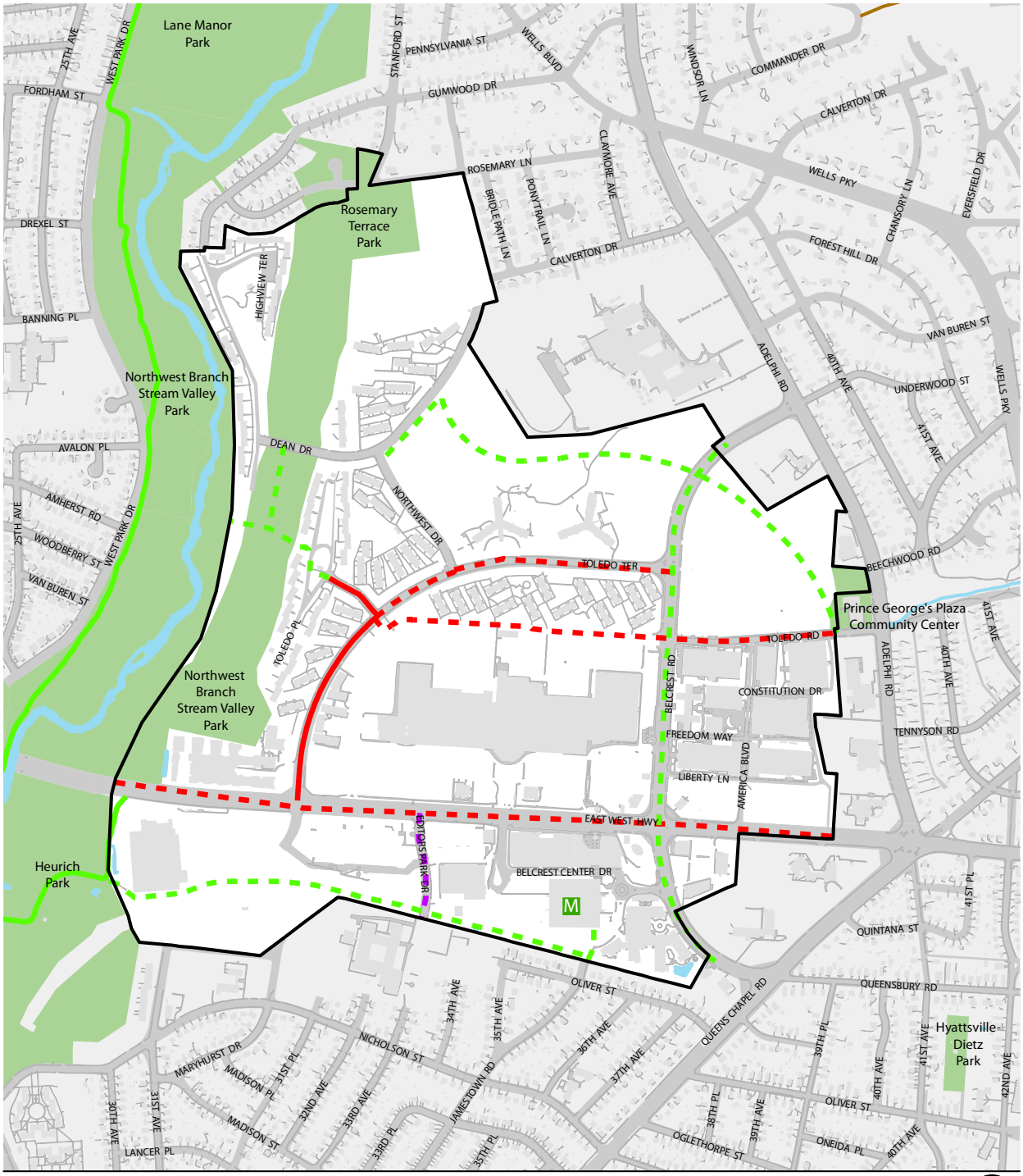
Facility Name	Facility Type	Project Limits	Amend MPOT	Comments
Wells Run Greenway	Hard surface multiuse trail	Intersection of the proposed Highview Terrace Trail and Dean Drive to the Intersection of Toledo and Adelphi Roads	Yes	Project would traverse the Landy Property, cross Belcrest Road, and parallel Wells Run and the envisioned stormwater management facility.
Toledo Place Trail	Hard surface multiuse trail or side path	Toledo Terrace to the Northwest Branch Trail	Yes	Project would parallel, or follow the path of, the current Toledo Place and continue west to the Northwest Branch Trail, including a crossing of the Northwest Branch.
Green Line Trail	Hard surface multiuse trail	Metro station to Heurich Park Trail	Yes	Above, or parallel to, Metro Green/Yellow Line.
Highview Terrace Trail	Hard surface multiuse trail	Dean Drive to Toledo Place Trail	Yes	
Belcrest Road	Shared-use side path	Adelphi Road to Toledo Terrace	Yes	
Belcrest Road	Cycle track	Toledo Terrace to entrance to Metro station	Yes	Path should be a raised cycle track, barrier separated from adjacent sidewalk, 10 feet wide, two-way, and constructed with distinctive pavement materials.
Belcrest Road	Shared-use side path	Entrance to Metro station to Queens Chapel Road	Yes	Expand existing sidewalk as shared-use side path.
Jamestown Road Trail	Hard surface multiuse trail	Oliver Street to Metro station	Yes	Previous MPOT recommendation was a bicycle lane.

Figure 6. Belcrest Road (Toledo Terrace to Metro Entrance) Off-Street Cycle Track Illustrative





Map 18. Recommended Bicycle/Pedestrian Facilities



POLICY TM8 Provide additional amenities to encourage bicycle use and enhanced convenience.

Strategy TM8.1: Collaborate with WMATA and major property owners to bring Capital Bikeshare to the Transit District to facilitate "last-mile" connections and other short trips within the Transit District.

Strategy TM8.2: Promote the provision of secure bicycle racks (along with bicycle lockers at the Metro station).

Strategy TM8.3: Encourage WMATA to explore installation of a privately-operated bicycle station at the Metro station, with secure, covered parking and repair facilities.

Strategy TM8.4: Require bicycle parking at all mixed-use commercial and multifamily residential buildings containing more than 10,000 square feet gross floor area or 20 dwelling units. Encourage the provision of bicycle parking at smaller buildings.

Strategy TM8.5: Require secure bicycle parking in all new structured parking facilities.

Strategy TM8.6: Require bicycle facilities at all new public facilities in the Transit District.

Strategy TM8.7: Work with the Maryland Department of Transportation and other agencies to explore designation of the Transit District as a Bicycle and Pedestrian Priority Area.

Strategy TM8.8: Encourage the provision of showers in new commercial buildings to serve bicyclists.

POLICY TM9 Maximize utility and usage of the pedestrian bridge over MD 410 (East West Highway).

Strategy TM9.1: Encourage WMATA and/or the owner/operator of Metropolitan Shops at Prince George's Station to improve lighting conditions, install mirrors and/or security cameras, and add additional wayfinding signage to the pedestrian bridge.

Strategy TM9.2: Encourage coordinated security patrols between the Mall at Prince Georges' security force and Metro Transit Police.

Strategy TM9.3: Collaborate with WMATA and other major property owners (possibly through a Business Improvement District) to investigate options for repurposing the pedestrian bridge as an event space and setting/canvas for public art.

Strategy TM9.4: Work with WMATA to explore the feasibility of adding head-on stairwells and/or escalators to the bridge to facilitate easier and safer vertical movements.

Strategy TM9.5: Allow above-grade direct connections to the pedestrian bridge deck for new buildings on MD 410 (East West Highway) that face the ends of the bridge.

POLICY TM10 Encourage the owners of key development opportunity sites to construct pedestrian streets to provide secondary access to new infill residential and commercial uses.

Strategy TM10.1: Ensure that constructed pedestrian streets are named, include wayfinding signs indicating nearby amenities and distance to the Prince George's Plaza Metro Station, clearly marked signage and decorative flooring where the streets travel through enclosed areas, and pedestrian-activated signals at traffic crossings. Pedestrian streets should be created in the following locations:

- Starting at the main entrance to the Metro station and running north through the Metropolitan Shops at Prince George's Station, over or beside the pedestrian bridge, through the existing pedestrian plaza, through the Mall at Prince Georges, and north to Toledo Terrace.



- Starting at the intersection of Northwest Drive and Toledo Terrace connecting to the northwest side of the Mall (approximately where the Macy's store is currently located), with continuing signage directing pedestrians through the mall to and from Belcrest Center Drive.
- From Nicholas Orem Middle School and Edward M. Felegy Elementary School to Toledo Terrace, through the west end of the Mall at Prince Georges' parking lot.

POLICY TM11 Improve bicycle and pedestrian access to the Metro station.

Strategy TM11.1: Increase lighting, surveillance opportunities, wayfinding, and other Crime Prevention through Environmental Design (CPTED) features along both sides of Belcrest Center Drive.

Strategy TM11.2: Increase bicycle and pedestrian connections to neighborhoods south of the Transit District.

Strategy TM11.3: Evaluate and improve the Metro entrance and streets for pedestrian safety and access while also allowing for improved bus efficiency and passenger drop off/pickup.

Transportation and Mobility | Areawide Transit Policies and Strategies

POLICY TM12 Expand and enhance bus transit options available within the Transit District.

Strategy TM12.1: Implement the MetroExpress C9 service recommended by the Metrobus C2-C4: Greenbelt-Twinbrook Study prepared for WMATA, the Maryland Transit Administration (MTA), DPW&T, and Montgomery County Department of Transportation (MCDOT).

Strategy TM12.2: Work with WMATA, TheBus, UM-Shuttle, and other transit providers to provide more frequent bus service to and from the Transit District, with headways no greater than 30 minutes and ideally 15 minutes during rush hour and 16-hour span of service.

Strategy TM12.3: Continue to explore premium transit service, including Bus Rapid Transit, along MD 410 (East West Highway).

Strategy TM12.4: Implement transit bus priority treatments at major intersections along MD 410 (East West Highway) through the use of appropriate design features such as right turn pockets, advance stop bars to create bus queue jump facilities, traffic signal priority, and other intelligent transportation system (ITS) infrastructure to improve bus travel times and schedule adherence.

Strategy TM12.5: Increase transit options between the Transit District and the University of Maryland, College Park, especially during peak hours and for special events on campus.

POLICY TM13 Expand rail transit options available within the Transit District.

Strategy TM13.1: Extend the WMATA Metro Green Line to Thurgood Marshall Baltimore Washington International Airport.

Strategy TM13.2: Explore a full-day extension of Yellow Line Service to Prince George's Plaza.

POLICY TM14 Expand shuttle services available within the Transit District.

Strategy TM14.1: Create a circulator or shuttle service that serves major residential projects within the Transit District, the Mall at Prince Georges, University Town Center, public facilities, and the Metro station. The circulator should operate on 30 minute headways and begin as a peak hour-only free service for a limited time. If the service continues and fares are charged, it should not duplicate existing transit routes unless absolutely necessary.

Strategy TM14.2: Evaluate and implement an intermunicipal circulator serving the City of Hyattsville, the Town of University Park, Riverdale Park, and College Park, as previously recommended by several municipalities.

POLICY TM15 Provide safe, well-lit, clean, and highly visible places for bus and shuttle passengers to board, alight, or wait for buses and shuttles.

Strategy TM15.1: Retrofit existing and outfit new bus/shuttle stops within the Transit District with amenities to include, but not be limited to:

- Widened sidewalks, bus stop pads, and relocated landscaping to make boarding or alighting from a bus easier and safer.
- Bus shelters with seating for at least four patrons.
- Bicycle racks or lockers.
- Well-maintained signage indicating routes and services serving the stop or destinations in close proximity.
- Next-Bus Technology with real time bus arrival information (shelter-mounted display and smart phone mobile apps) plus up-to-date timetable and schedule information.
- An up-to-date map of the Transit District patterned on WMATA's Bus Stop Neighborhood Maps.
- Pedestrian scale lighting.
- Shade trees.
- Well-maintained trash and recycling receptacles.



Strategy TM15.2: Collaborate with transit service providers (WMATA, DPW&T, University of Maryland, etc.) to ensure that third-party bus stop maintenance contracts support and enforce Strategy TM15.1.

POLICY TM16 Make the Prince George's Plaza Metro Station more visible and accessible.

Strategy TM16.1: As an interim measure, create a bicycle/pedestrian gateway at the western end of the Prince George's Plaza Metro Station that provides welcoming and easy access to the current main entrance from the intersection of the Central Plaza and Belcrest Center Drive.

Strategy TM16.2: In the mid- to long-term, construct a second permanent entrance to the Metro station at the west end of the platforms, with direct access to the Central Plaza from the west end of the station. This entrance should include bicycle storage including lockers, escalator and elevator access between levels, and other amenities typically provided by WMATA at a station.

Strategy TM16.3: Include distinctive architectural details to any joint development project at, or above, the Metro station to create a visible landmark.

Strategy TM16.4: Drastically increase lighting, both coverage and intensity, along and above pedestrian pathways to the Metro station, including beneath the parking deck and through the Metropolitan Shops at Prince George's Station.

Strategy TM16.5: Consider adding signage to the Metro access point on Oliver Street to signal access to the Metro from neighborhoods to the south. Ensure that the new directional signs are coordinated with WMATA and the BID or other entity responsible for installing wayfinding signage throughout the Transit District.

Strategy TM 16.6: Add the standard WMATA Metro station pylon to the Belcrest Road entrance to the station and at or near the southern end of the pedestrian bridge, so that the pylon is visible to drivers, as well as pedestrians, along MD 410 (East West Highway).

Transportation and Mobility | Areawide Transportation Demand Management and Parking Policies and Strategies

Section 20A-201(a)(9) of the County Code defines Transportation Demand Management (TDM) as a "process or procedure intended to reduce vehicle trips during specified periods of the day. This includes, but is not limited to, such strategies as car and van pools, transit use incentives, parking fees and disincentives, improved pedestrian and bicycle access and facilities."

The 1992 *Approved and Adopted Transit District Development Plan for the Prince George's Plaza Transit District Overlay Zone* (1992 TDDP) established a Transportation Demand Management Technical Advisory Committee, and recommended the creation of a Transportation Management Association (TMA) and a TDM Plan for the Transit District to implement strategies designed to reduce peak hour traffic generated by existing and new development by approximately 35 percent. The 1998 TDDP retained this approach by requiring trip reduction measures and further requiring that all property owners in the Transit District belong to, and participate in, a Transportation Demand Management District (TDMD).

As of mid-2016, neither the property owners, on their own initiative, nor the County Council, through legislation, have formally created this TDM District. Traffic and intersection performance have not fallen to the level where TDM District is required under Subtitle 20A. To be effective, a TDM District must be based on a thorough analysis of existing parking usage, future parking needs, likely future development, the size and nature of existing and future employers, the ability to influence commuter behavior, and the size and nature of other relevant land uses. It must be imposed on the appropriate geography at the appropriate moment in the area 's market and development cycle. This TDDP recommends that the Planning Department retain an experienced TDM consultant to assist the County, municipalities, property owners, and the community in designing a TDM District that will be effective, with particular focus on timing, scope, funding, and administration. Transportation demand in the Transit District was managed prior to approval of this TDDP by a fee structure associated with parking caps. Preferred parking caps were established by the 1998 TDDP for each land use type in the Transit District. A maximum of 3,000 additional spaces were permitted in the Transit District under the preferred parking cap, with a fee of up to $400 for each surface parking spot collected at the time of detailed site plan. Fees collected under the preferred parking caps were to be applied to the cost of specific transportation improvements identified in the 1998 TDDP or as otherwise determined or directed by the District Council.

The 1998 TDDP also provided for up to 1,000 "premium" surface parking spaces above and beyond the preferred parking cap, with a fee of up to $800 for each surface parking spot collected at the time of detailed site plan. Fees collected under the premium parking caps were to be applied by the TDM District to trip reduction methods or other improvements to maintain an operational minimum of Level-of-Service E.

TDM strategies discourage auto use and encourage the use of non-auto modes of transportation. The environmental benefits of successful TDM include improved air quality and pedestrian and bicyclist safety. In addition, the use of non-auto modes of transportation decreases automobile congestion, providing superior accessibility for drivers as well.

The reduction of vehicle trips to, from, and within the Prince George's Plaza Transit District will lead to a reduction in the demand for additional street capacity and vehicular parking space. Alternate forms of transportation—transit and van pool use, shared vehicles, improved pedestrian and bicyclist access—must be provided in order to realize a reduction in overall vehicle trips.

Unused surface parking is both the Transit District's most visible asset and its biggest challenge. Most of the redevelopment envisioned for the Downtown Core will occur on what is currently surface parking. Redevelopment of this area will provide opportunities to treat stormwater more effectively and to provide parking that best suits the needs of the Transit District. Outdated suburban-oriented parking standards that result in excess, seldom-used parking spaces prevent transit-accessible suburban locations from becoming the walkable urban neighborhoods that are in demand in the twenty-first century.

As Prince George's Plaza transforms into a walkable urban mixed-use environment, the need to use an automobile to access destinations within the Transit District will be less and less. At the same time, the Transit District will be increasingly inhabited by workers, residents, and visitors who arrive and depart by transit, bicycle, or on foot. The ability to provide a variety of destinations within easy walking distance of non-auto modes decreases the need for parking. Demand for quick, on-street parking will increase as retail outlets are moved up to the sidewalk. Demand for strategically located parking facilities that allow a visitor to park once and walk to multiple destinations will increase. This TDDP recommends the replacement of nearly every surface parking spot in the Downtown Core, providing an opportunity to address parking demand strategically and creatively.

POLICY TM17 Manage the supply of parking within the Transit District to provide convenient, safe, and affordable parking options.

Strategy TM17.1: Explore the creation of a parking management district to serve the Transit District. This district may operate as part of a TDM District, the City of Hyattsville, the Prince George's County Revenue Authority, the Business Improvement District, or as an independent entity. This district would help manage shared parking resources and generate revenues for the TDM District.

Strategy TM17.2: Develop a parking management plan for the Transit District that should include an evaluation of parking demand, suggested locations of future public and shared parking facilities, potential pricing strategies, and a recommended phasing strategy for the construction of shared parking facilities.

Strategy TM17.3: Eliminate parking minimums in the Transit District and reduce maximum off-street parking ratios below those required in comparable underlying zones outside of the Transit District.

Strategy TM17.4: Wherever practical, provide and encourage on-street parking on both public and private streets to slow traffic down and provide a safety buffer for pedestrians. On-street parking should be metered and/or time-limited. Exceptions to this strategy are along MD 410 (East West Highway), Belcrest Road, and on portions of Toledo Terrace governed by DSP-99048/02.

Strategy TM17.5: Evaluate opportunities to acquire or otherwise operate existing parking facilities through the parking management district recommended in Strategy TM17.1 or through the Revenue Authority.

Strategy TM17.6: Explore opportunity for residential parking permit programs in neighboring communities to discourage or prohibit spillover parking on residential streets outside the Transit District.

POLICY TM18 Provide all future off-street parking in shared or public facilities.

Strategy TM18.1: Construct, where feasible, public or commercial shared parking facilities. Require that commercial shared parking facilities leave at least 25 percent of their spaces available for hourly and/or daily rental by the general public.

Strategy TM18.2: Require that property owners and developers unbundle, or separate, the cost of off-street parking from the costs of housing or commercial space.

POLICY TM19 As surface parking lots are redeveloped, provide all new off-street parking underground or in structures.

Strategy TM19.1: Limit the total number of permitted surface off-street parking spaces within the Transit District.

Strategy TM19.2: Prohibit construction of any new permanent off-street surface parking spaces unless a corresponding number of surface parking spaces are eliminated.

Strategy TM19.3: Physically connect shared or public parking facilities in the Downtown Core with larger buildings or developments.

Strategy TM19.4: Construct at least one shared or public parking facility in the Neighborhood Edge, to provide parking for residents and visitors beyond any private parking provided within residential developments. At least one such facility should be located on or near Northwest Drive.

Strategy TM19.5: Provide additional pedestrian paths, safety features such as additional lighting beyond what is required and call boxes and other amenities to ensure a safe walk from shared and public parking facilities to destinations within the residential edge.

POLICY TM20 Explore the creation of a formal structure to manage transportation demand and provide for managed provision of trip reduction measures and other transportation alternatives within the Transit District.

Strategy TM20.1: The Planning Department will retain an experienced TDM consultant to assist the County, municipalities, property owners, and the community in designing a TDM District that will be effective, with particular focus on timing, scope, funding, and administration. The County Council should consider the recommendations of this analysis, including, if needed, amendments to Subtitle 20A of the County Code.

Strategy TM20.2: Provide transportation alternatives to residents of, workers in, and visitors to the Transit District. The County Council should consider using its discretion through Sec. 20A-204 to implement the provisions of the TDM District prior to failure of an intersection or other congestion-related trigger.

Strategy TM20.3: Upon creation of a Transportation Demand Management District, all eligible property owners should be required to participate.

Strategy TM20.4: Within six months of completion of the TDM Feasibility Study, if so recommended, the City of Hyattsville should petition the County Council to establish a Transportation Demand Management District.

POLICY TM21 Facilitate car sharing services in the Transit District.

Strategy TM21.1: Include at least one, preferably free, parking spot in all off-street parking facilities for car share services.

Strategy TM21.2: Evaluate opportunities to convert on-street parking spaces into car-share spaces.

POLICY TM22 Use urban-appropriate Level of Service Standards when evaluating the adequacy of transportation facilities.

Strategy TM22.1: Apply Level of Service E to determine adequacy of transportation facilities in the Transit District.

CR-69-1993 created a parking district for the Prince George's Plaza Transit District Overlay Zone. To date, no public parking facilities have been constructed within this parking district pursuant to this resolution.

Natural Environment | Vision

A built environment that preserves and complements the natural environment in which it is located while conserving increasingly scarce natural resources like clean water, air, and energy—i.e., a sustainable and resilient community.

Natural Environment | Goals

- Preserve, enhance, and restore the natural environment of the Northwest and Lower Northeast Branch watersheds while supporting the desired development pattern of the Transit District.
- Improve water quality and reduce water quantity reaching receiving streams through a comprehensive, partnership-based stormwater management approach.
- Enhance the quality of life of Transit District residents, workers, and visitors by addressing air, light, and noise pollution.

Natural Environment | Areawide Natural Environment Policies and Strategies

POLICY NE1 Manage stormwater volumes through a combination of measures to reduce impacts on receiving streams and downstream properties.

Strategy NE1.1: Conduct a Transit District-wide study of the flood control volumes that exist currently and that will need to be addressed during redevelopment of the Transit District. Determine appropriate Transit District-wide measures that address shared solutions for handling stormwater volumes, including, if feasible, a regional stormwater management facility.

Strategy NE1.2: Prepare an areawide updated floodplain study that development applications can use to address flood control volumes.

Strategy NE1.3: Require a variety of urban water capture methods in new and redevelopment applications to reduce the overall stormwater volume leaving each site. Encourage the use of cisterns, rain barrels, or other stormwater capture methods that can facilitate the reuse of the water onsite.

POLICY NE2 Restore and improve water quality in the Northwest and Lower Northeast Branch watersheds.

Strategy NE2.1: Continue to require water quality standards to be met on-site for each development application proposed within the Transit District.

Strategy NE2.2: Identify locations for stream stabilization projects along Wells Run and farther downstream within the Lower Northeast Branch watershed to stabilize this tributary system and improve water quality.

Strategy NE2.3: To the maximum extent practicable given the potential construction of a stormwater management facility, preserve the remaining woodlands along the tributary in the northeastern portion of the Transit District and look for opportunities to increase the forested buffer.

Strategy NE2.4: Implement Anacostia River Watershed Restoration Plan stormwater retrofit and stream stabilization projects and coordinate these projects across agencies.

Strategy NE2.5: To the maximum extent practicable, discourage or prohibit development within the Primary Management Area.

POLICY NE3 Increase tree canopy coverage and reduce the amount of connected impervious surfaces within the Transit District.

Strategy NE3.1: Require street trees to be planted on all new and existing streets as development occurs. Ensure the new trees are provided the necessary design features, such as proper spacing, adequate soil volumes, and water infiltration, to ensure their longevity.

Strategy NE3.2: Encourage the provision of a minimum 10 percent tree canopy coverage for all redevelopment projects that do not include the preservation of existing woodlands or the provision of structured parking. Allow vegetated (green) roofs to contribute 50 percent of the 10 percent requirement.

Strategy NE3.3: Encourage the installation of disconnected impervious surfaces—areas that contain segments of pervious surfaces, such as pervious pavement or pavers and landscape strips—to reduce the large expanses of impervious surfaces.

Strategy NE3.4: Collaborate with County agencies, nonprofits, and community residents to implement urban tree planting programs within the Transit District.

The three most important design features for urban tree planting success are:

1. Appropriate spacing for canopy growth.
2. Adequate open area of the tree pit soil to the air above.
3. Water infiltration into the tree's soil.

Source: James Urban, FASLA

POLICY NE4 Encourage the integration of green building techniques into all building designs to help reduce overall energy and water consumption.

Strategy NE4.1: Encourage the attainment of green building certifications for all new buildings.

Strategy NE4.2: Encourage each new building to incorporate at least three green building techniques or features such as the use of local building materials; low impact paints and products; rain collection and gray water systems, green or reflective roofs; or renewable energy-based heating, cooling, and power-generation systems.

Strategy NE4.3: Require the use of full cut-off optic lighting fixtures that reduce overall energy consumption, light spillover, and sky glow.

Strategy NE4.4: Encourage the installation of solar panels, wind turbines, or other renewable energy sources where appropriate.

Strategy NE4.5: Plant trees in strategic locations to shade buildings and mechanical equipment, thereby cooling them and reducing overall energy consumption.

Strategy NE4.6: Encourage the provision of electric vehicle-charging stations in appropriate locations.

POLICY NE5 Address adverse impacts of transportation-related noise.

Strategy NE5.1: Locate uses where people sleep or congregate for long periods—such as buildings, plazas, transit stops, etc.—outside the identified 65 dBA Ldn noise contours or ensure proper noise mitigation measures are provided.

Strategy NE5.2: Encourage new development to reduce the impacts of transportation-related noise on sensitive land uses.

Housing and Neighborhoods | Vision

A diverse community of housing opportunities and neighborhood characteristics that meet the housing preferences and affordability needs of residents, while creating a mixed-income community to attract and support development in the Transit District.

Housing and Neighborhoods | Goals

- A diverse mix of housing types and price points that will attract a broad range of new residents, including young professionals, first-time homeowners, families, and seniors.
- New neighborhoods that possess their own distinct and livable character while respecting the physical character of adjacent existing single-family residential neighborhoods.
- Sustainable and green housing options and neighborhoods.

Housing and Neighborhoods | Areawide Housing and Neighborhoods Policies and Strategies

POLICY HN1 Provide a variety of housing types and unit sizes, and neighborhoods to accommodate and meet the demands of existing and future residents in the Transit District.

Strategy HN1.1: Permit a mix of housing types (such as medium- to high-rise apartments and condominiums, two over twos, and townhouses), unit sizes, and rental and homeownership options attractive to a range of households and incomes.

Strategy HN1.2: Encourage universal design in new construction and major renovations to support the full inclusion of all stages of life and physical abilities.

POLICY HN2 Preserve and provide affordable housing opportunities in the Transit District.

Strategy HN2.1: Encourage the incorporation of mixed-income housing as (re)development occurs by supporting and incentivizing partnerships with nonprofit organizations and for-profit developers.

Strategy HN2.2: Design affordable housing and units to blend seamlessly with market-rate development.

Strategy HN2.3: Encourage the creation of affordable housing options for seniors and those seeking to age-in-place.

Strategy HN2.4: Enforce and strengthen housing maintenance and building codes to discourage deterioration of housing.

Strategy HN2.5: Foster partnerships with nonprofits and the Department of Housing and Community Development to expand access to foreclosure prevention and financial literacy counseling to preserve affordable housing opportunities in the Transit District.

Strategy HN2.6: Through collaboration with the Prince George's County Department of Housing and Community Development, the Prince George's County Planning Department, and the Redevelopment Authority, create and implement a density bonus program to increase affordable housing options around the County's Metro stations, including Prince George's Plaza.

POLICY HN3 Minimize and mitigate adverse impacts of new and infill development on surrounding residential communities.

Strategy HN3.1: Require appropriate transitions in density and height to existing single-family communities and discourage cut-through commuter traffic.

Strategy HN3.2: Consider, and seek to mitigate, the potential impact of noise, lighting, parking, and loading and trash areas on existing residential neighborhoods during the development review process of individual projects.

POLICY HN4 Develop and promote a brand for the Transit District neighborhoods that highlights their unique features and enhances the Transit District's competitiveness within the regional housing market.

Strategy HN4.1: Encourage the provision of amenities in new residential and mixed-use buildings, including innovative technologies, high-speed internet access, flex and incubator space, meeting areas, laboratory spaces, and communal learning opportunities, to attract new residents.

Strategy HN4.2: Leverage existing and future strengths, such as the Prince George's Plaza Metro Station, open space and recreation amenities, and modern infrastructure as part of the Transit District's branding strategy.

POLICY HN5 Promote sustainable, green neighborhoods and housing options.

Strategy HN5.1: Incentivize the design and construction of green buildings encouraging new construction to obtain a minimum rating of Silver in the LEED® Building Design and Construction (BD+C), Neighborhood Development (ND), or HOME systems or equivalent certification under other comparable green-building rating programs.

POLICY HN6 Promote homeownership opportunities.

Strategy HN6.1: Increase opportunities for homeownership for persons of all income levels in the Transit District.

Strategy HN6.2: Expand affordable homeownership opportunities and support current homeowners in retaining their homeownership status.

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



1. LEED® for New Construction—Intended primarily for new buildings.
2. LEED® Core and Shell—Primarily used for office buildings and other leased building types.
3. LEED® for Homes—Promotes green homes, both single-family and multifamily, and emphasizes high-performance measures.
4. LEED® Neighborhood Development—Intended for community development and multiple properties.
5. LEED® Version 4 has recently taken effect, and all rating systems have been updated with new requirements and criteria. LEED®-rated buildings at the silver level or higher, or an equivalent rating under another green building program, is encouraged for all new development within the Prince George's Plaza Transit District.

Community Heritage, Culture, and Design | Vision

A memorable, walkable, vibrant, and welcoming regional urban destination, built on an active, exciting, attractive and safe public realm, designed to promote and support human activity, social interaction, and commerce while respecting the culture and history of the surrounding community and the natural environment.



Community Heritage, Culture, and Design | Goals

- A network of well-designed, context-sensitive urban streets, and pedestrian and bicycle pathways that tie the Transit District together as an integrated, walkable, transit-supportive community.
- An urban public realm (streets, sidewalks, and other public spaces) that is enlivened with numerous points of interest, dining, shopping, and programmed activities that invite residents, workers, and visitors to experience a Downtown.
- Buildings that are accessible to the pedestrian, feature a range of interesting and desired uses, and reflect the scale of a Regional Transit District.
- Opportunities to incorporate public art, event programming, and cultural activities in safe, accessible public open spaces.
- A green environmental setting that highlights Hitching Post Hill, a Historic Site and National Register property located immediately north of the Transit District.
- Implement urban design standards that regulate the physical form and function of the built environment, permitting and encouraging the walkable, mixed-use products the real estate market demands, while prohibiting or discouraging the drivable suburban products of the last century.

URBAN DESIGN PRINCIPLES

Sustainability—Sustainability refers to the ability of an area to support current and future needs. A successful place must be environmentally and economically sustainable. It is critical to the Transit District's future and to its positioning as a signature Downtown in Prince George's County. It underlies the vision and goals of the TDDP and proactively addresses the Transit District's uncontrolled stormwater runoff, limited tree canopy coverage and open space network, and pedestrian-unfriendly design.

Multimodal Transportation—A multimodal transportation system offers an integrated set of mobility choices that serve as alternatives to driving and allow those who are young, elderly, physically challenged, or unwilling to drive to travel without depending on an automobile. A multimodal transportation system also helps to reduce vehicle trips to and within the Transit District along with hydrocarbon and greenhouse gas emissions.

Placemaking—Placemaking is a collaborative process that inspires people to reimagine and reinvent public spaces as the heart of their community. Placemaking can take many forms, both permanent and transient. A distinct sense of place can be created in part through the design and placement of public spaces (streets, plazas, and parks), community art, distinctive buildings, and signage. However, it is the social/cultural significance and sense of collective ownership that people invest in a public space that helps to ensure its success as a real, even great, place.

Crime Prevention through Environmental Design—Crime Prevention through Environmental Design or CPTED is a proactive approach to preventing crime through the design of buildings, streets, and public spaces to attract and engage people in positive, community-enhancing activities. The key principle to CPTED is that well-designed and maintained buildings, streets, and public spaces will generate sufficient pedestrian activity to discourage crime ("eyes on the street"). Based on this principle, CPTED recommends that places be designed so that those who would commit crimes against people or property feel more at risk if they do so.



Community Heritage, Culture, and Design | Areawide Community Form Policies and Strategies

POLICY HD1 Redevelop the Transit District at a walkable scale, with a network of Complete and Green Streets as its backbone.

Strategy HD1.1: Limit the size of blocks to 500 feet maximum; smaller blocks are strongly encouraged.

Strategy HD1.2: Permit the highest densities closer to the Metro station and the intersection of Belcrest Road and MD 410 (East West Highway).

Strategy HD1.3: Create a hierarchy of new Complete and Green Streets to provide connectivity and allow for all buildings to front directly onto the street network. Require sidewalks on both sides of all streets. Retrofit existing streets to meet Complete and Green Streets standards. Require separation of blocks by streets, and encourage the subdivision of blocks by streets, public open spaces, or pedestrian promenades.

Strategy HD1.4: Encourage infill redevelopment in the Downtown Core to precede residential redevelopment in the Neighborhood Edge.

Strategy HD1.5: Prohibit culs-de-sac or other truncated streets in the Downtown Core, except where topography necessitates.

Strategy HD1.6: Prohibit pad site development.

Strategy HD1.7: To present a consistent street wall, all buildings within blocks in the Downtown Core should be attached to neighboring buildings. (See also Strategy LU4.3 and Policies TM1, TM2, TM3, and TM4.)

POLICY HD2 Create or preserve natural barriers and build transitions between the Transit District and surrounding residential communities.

Strategy HD2.1: Preserve and enhance all existing parkland and natural resource areas.

Strategy HD2.2: Create transition zones, limiting the heights of buildings or portions of buildings, near Adelphi Road and Oliver Street.

POLICY HD3 Redevelop the Transit District to the urban scale appropriate for a designated Regional Transit District.

Strategy HD3.1: Permit and encourage residential densities in excess of 40 units per acre.

Strategy HD3.2: Permit and encourage commercial development in excess of 3.0 floor area ratio (FAR).

Strategy HD3.3: Establish new height regulations in the Downtown Core to permit property owners the flexibility necessary to meet market demands at appropriate densities to support transit, walking, and bicycling.

Strategy HD3.4: Ensure that single-story buildings are constructed at a scale that creates a sense of enclosure appropriate for a downtown street, while permitting such buildings as necessary to meet unique tenant or market demands.



Community Heritage, Culture, and Design | Areawide Public Realm Policies and Strategies

POLICY HD4 Create an active, interesting, enlivening, and dynamic public realm.

Strategy HD4.1: Create a series of frontage zones, with regulations to support pedestrian circulation, retail and dining activity, street trees and stormwater management features, street furnishings, and infrastructure such as parking meters and street lights.

Strategy HD4.2: Encourage active ground floor uses, such as retail, institutions, cultural and artistic spaces, eating and drinking establishments, and other uses.

Strategy HD4.3: Create a linear Central Plaza between the proposed new western entrance of the Metro station and the main entrance of the Mall at Prince Georges. North of MD 410 (East West Highway), this plaza would be bounded by a one-way pair of Downtown A Streets. South of MD 410 (East West Highway), this plaza would be narrower to accommodate Downtown A Street frontage zones and bus traffic. At the Mall at Prince Georges, this plaza may be bisected by cross streets. Construction of this plaza may be phased as redevelopment north of MD 410 (East West Highway) is anticipated to occur before redevelopment south of MD 410 (East West Highway).

Strategy HD4.4: In addition to the public parks and open spaces identified in Strategy PR1.1, create publically accessible open spaces, through the use of public use easements where necessary, at the following locations:

1. Public facilities constructed within the Transit District.
2. Integrated with any new multifamily buildings in the R-10 or R-18 zones.
3. A significant common or green at a central location on the site of the Mall at Prince Georges.

Strategy HD4.5: Encourage the construction, throughout the Transit District, of tot lots, playgrounds, climbing opportunities and other features geared toward children.

Strategy HD4.6: Consider the strategic location of dog parks and other pet amenities throughout the Transit District.

Strategy HD4.7: Create a greenway (with a shared-use path) between Dean Drive and Adelphi Road, to be located generally south of Northwestern High School and Wells Run. This greenway should include, encompass, or parallel, as appropriate, any stormwater management features or facilities draining into Wells Run.

Strategy HD4.8: Work closely with targeted property owners to relocate interior or inward-facing retail and commercial tenants to new ground-level spaces fronting key streets.

Strategy HD4.9: Modify landscaping standards to permit urban-appropriate landscaping and environmental features and discourage the creation of suburban landscape features in the Downtown Core. (See also Strategies PR1.1, PR1.8, PR3.1, and PR4.3.)

Strategy HD4.10: Wherever feasible, utility structures, equipment, and transmission lines should be placed underground.

Community Heritage, Culture, and Design | Areawide Placemaking Policies and Strategies

POLICY HD5 Create significant urban design features at signature sites that establish a distinct identity of place, create symbolic gateways and significant points of interest, and contribute to the visual and architectural character of the Transit District.

Strategy HD5.1: Termini and visually interesting features are recommended at the end of critical sight lines within the Transit District. Such features can range from building articulations in the form of towers, unique architectural design of entrances and bays, as well as components of public art integrated into the design of buildings. Work with property owners to develop architecturally-memorable buildings or other landmark features at the following visual termini:

- North end of existing Mall entrance.
- Western end of the Metro platform.
- At the intersection of America Boulevard Extended and Toledo Terrace Extended.
- At both termini of Northwest Drive.

Strategy HD5.2: Avoid construction that negatively impacts the following architectural vistas:

- The view of the Mosaic from southbound Belcrest Road.
- The view of Hitching Post Hill from the "Clay Property."

Strategy HD5.3: Building façades should be located to terminate a vista created by the centerline of a street or open space. When building façades terminate a vista, they should be designed to have a significant architectural feature located on axis with the vista.

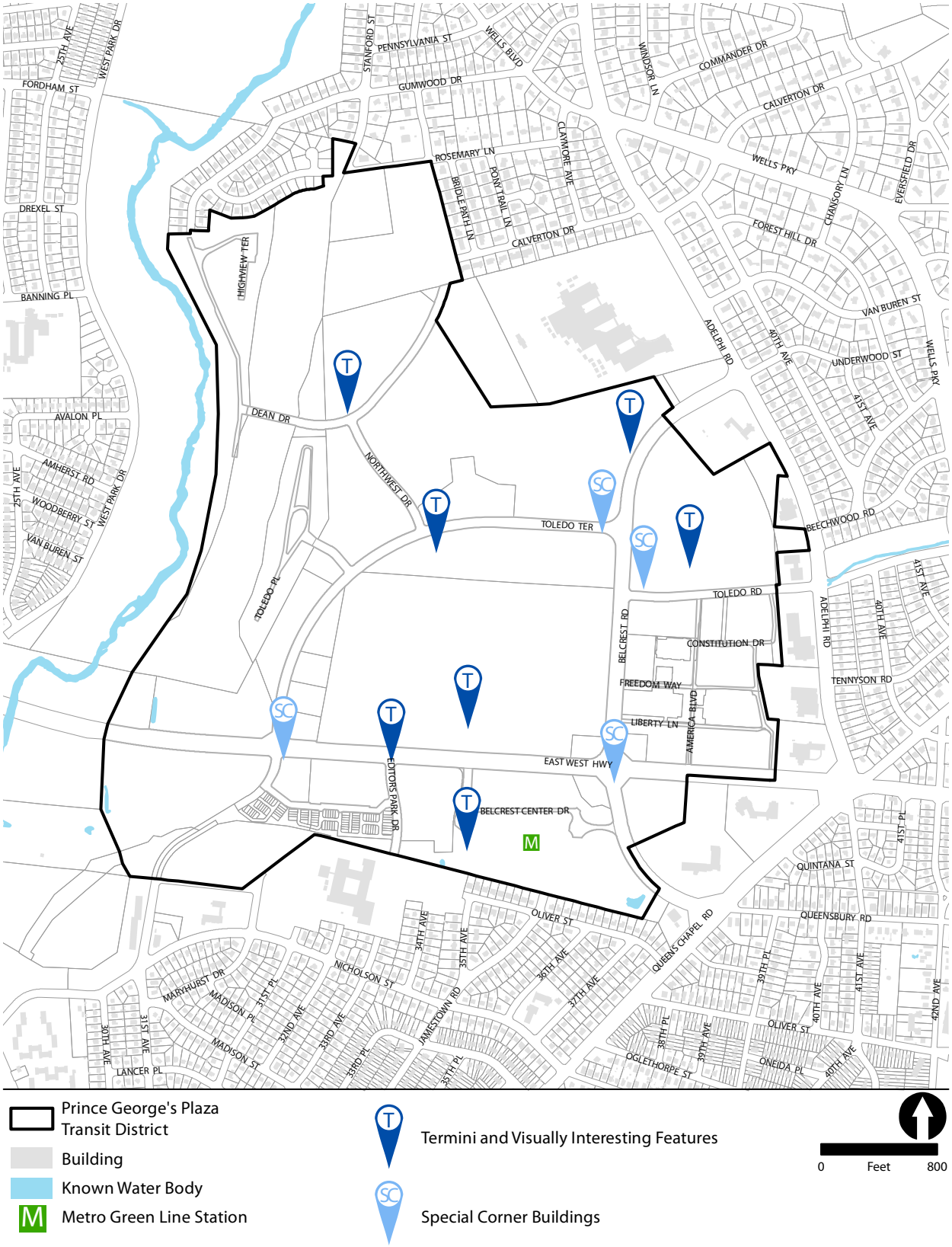
Strategy HD5.4: Special corner buildings are recommended around key intersections within the Transit District. Such buildings should visually address the corner, which can be achieved by orienting the building entrance at a diagonal facing the corner; articulating the building as a tower or a corner bay that fronts the intersection; or by setting back the building to create a small urban plaza at the ground floor. A range of strategies are encouraged around each of these key intersections to create visual interest.

POLICY HD6 Create opportunities for artistic and cultural expression and events.

Strategy HD6.1: Work with stakeholders to create and manage opportunities for artistic expression, including, but not limited to, sculpture and other public art, architectural enhancements, special landscape treatments, art studios, murals, and art displays within the public realm. Public displays of works of art, architectural enhancements, or special landscape treatments should take into account appropriateness to the site, permanence of the work relative to environmental conditions, maintenance requirements and cost, and nature of the artistic statement.

Strategy HD6.2: Work with stakeholders to program events at various public spaces throughout the year, including, but not limited to musical, theatrical, or other artistic performances; farmers markets; arts and crafts shows; street festivals; etc.

Map 19. Suggested Termini, Visually Interesting Features, and Special Corner Locations



POLICY HD7 Encourage a variety of modern signs, facilitating opportunities for property owners to utilize signage as artistic expression as well as appropriate marketing and wayfinding.

Strategy HD7.1: Signage materials should be coordinated and complementary with the architectural language of the building to which they are attached.

Strategy HD7.2: Signage lighting sources or elements should complement the building's architecture.

POLICY HD8 Limit regulation of architecture, encouraging property owners to respond to market demands with visually appealing and cutting-edge architectural amenities.

Strategy HD8.1: Encourage architectural treatments at the expression line.

Strategy HD8.2: Eliminate requirements concerning specific building materials, either structural or façade, while promoting the use of high quality materials.

Strategy HD8.3: Eliminate requirements concerning building colors, paints, or other design standards intended to strictly regulate the appearance of a building, other than its basic form.

Strategy HD8.4: Eliminate zoning requirements for the interiors of buildings, including desired apartment amenities, sizes, or number of bedrooms, while promoting a diverse array of housing opportunities.

Community Heritage, Culture, and Design | Areawide Historic Preservation Policies and Strategies

POLICY HD9 Celebrate and protect the character-defining qualities of the Edward Durell Stone buildings at University Town Center (Metro 1, 2, and 3).

Strategy HD9.1: Evaluate Metro 1, 2, and 3 for consideration as Historic Sites or as a Historic District and/or for listing in the National Register of Historic Places as part of a future update to the Historic Sites and Districts Plan.

Strategy HD9.2: Encourage the continued use of the Edward Durell Stone buildings in a manner that preserves their historic character, especially key exterior features.

POLICY HD10 Minimize and mitigate potential impacts to the undeveloped land surrounding Hitching Post Hill (Historic Site 68-001).

Strategy HD10.1: Incorporate a wide landscaped buffer or park along the edge of the northernmost property in the Transit District—commonly referred to as the Clay Property—across the street from Hitching Post Hill.

Hitching Post Hill (also referred to as Ash Hill) was built in 1840 by Robert Clark, an Englishman who acquired the land (originally more than 427 acres) from George Calvert in 1836. The mansion was purchased in 1875 by General Edward F. Beale, who entertained Presidents Grant and Cleveland and Buffalo Bill Cody at the home. President Grant was a close friend of Beale's and kept his Arabian horses at the site. A large, two-story brick mansion with square plan and dentilled cornice, bracketed cupola and Greek Revival trim, the house is a unique example of its type in Prince George's County. The massive columned porch which surrounds it on three sides was added by Admiral Chauncey Thomas, who purchased the property in 1895. Hitching Post Hill is a private residence and was listed in the National Register of Historic Places in 1977. Additionally, it is a Prince George's County Historic Site and is protected by preservation easements held by the Maryland Historical Trust and M-NCPPC.



Healthy Communities | Vision

A sustainable, connected, multimodal mixed-use built environment that promotes health and wellness, protects and incorporates the natural environment, includes a robust physical activity network, incorporates public health opportunities, and provides access to healthy living lifestyle choices.

Healthy Communities | Goals

- Land use policies that ensure the development of a walkable, pedestrian- and bicyclist-friendly community around the Prince George's Plaza Metro Station.
- Conveniently located and physically accessible parks, restaurants, shops, schools, libraries, clinics, and other community resources.
- A transportation network that is safe, multimodal, and sustainable, which provides increased opportunities for walking and bicycling.
- Improve overall health through access to healthy foods, ensuring compatible uses, linking recreation amenities to communities, providing education on the benefits of good health, and increasing health and recreation programming.
- Improve access to preventative and supportive health services.





Healthy Communities | Areawide Healthy Communities Policies and Strategies

POLICY HC1 Ensure that permitted land uses benefit the overall health and wellness of the community.

Strategy HC1.1: Encourage mixed-use development and a variety of public spaces to help promote physical activity and decrease obesity.

Strategy HC1.2: Restrict or discourage uses that negatively impact community health such as those that may generate toxic fumes and fine particulate air pollution (particularly nitrogen oxides) and excessive noise.

Strategy HC1.3: If a contaminated site has been identified, ensure a coordinated review that includes the Prince George's County Health Department, the Department of the Environment, and the Prince George's County Planning Department to evaluate potential impacts and recommend appropriate remediation measures.

POLICY HC2 Incorporate a health and wellness focus in the desired network of urban and natural park spaces.

Strategy HC2.1: Activate the plaza at Metropolitan Shops at Prince George's Station as a central congregation place for the community.

Strategy HC2.2: Supplement recommended parks with additional open spaces where appropriate, to ensure convenient access to outdoor spaces and opportunities to recreate by future residents and workers.

Strategy HC2.3: Construct trails that will connect the urban park system and recreational facilities to the surrounding regional trail systems and adjacent neighborhoods, the Prince George's Plaza Metro Station, the Mall at Prince George's, and University Town Center.

Strategy HC2.4: Create a mix of uses, maximize programming activities within public parks to encourage activity throughout operating hours, and help reduce the potential for crime in unattended spaces.

Strategy HC2.5: Cultivate a network of community gardens within the Transit District. (See also Strategy HD4.3.)

POLICY HC3 Through a partnership with the City of Hyattsville, the Town of University Park, the Prince George's County Department of Parks and Recreation, and the Prince George's County Health Department and other entities, provide an array of opportunities for physical and social activity for employees and residents of all age groups.

Strategy HC3.1: Pursue joint use agreements to share office amenities or private-designated open space areas and outdoor facilities with the public.

POLICY HC4 Promote additional health partnerships with Prince George's County, municipalities, and the University of Maryland between the public and private sectors of the community.

Strategy HC4.1: Consider the designation of the City of Hyattsville and Town of University Park as a wellness opportunity district in which incentives and policies would be provided to support and encourage health and wellness in the area.

Strategy HC4.2: Encourage public, private, nonprofit, community, youth, and business leaders to educate the community on the potential financial and health benefits that could be realized through cooperation and active participation in a partnership for health program.

Strategy HC4.3: Promote the establishment of a wellness opportunity zone(s) that promotes incentives that encourage innovative alignments to public, private, and government sectors for promoting community health.

POLICY HC5 Locate public health services within the Transit District to increase access to preventative and supportive care.

Strategy HC5.1: Identify an appropriate location inside the Transit District area for a public health facility, perhaps as a civic anchor.

Strategy HC5.2: Colocate social service and public health functions in collaboration with the County Department of Social Services and the Health Department wherever possible.

POLICY HC6 Encourage greater healthy food options and access within the Transit District.

Strategy HC6.1: Incorporate marketing and informational materials for farmers' markets, food and beverage service establishments, and employment centers that emphasize the benefits of fresh and healthy foods and discuss the importance of nationally established standards for daily nutrition and caloric intake.

Strategy HC6.2: Promote healthy food options in vending machines, cafeteria menus, and at activity locations within the Transit District (e.g., transit plaza outdoor performances).

Public Facilities | Vision

A safe, inviting community with public services and resources within easy walking distance.

Public Facilities | Goal

Accessible, state-of-the-art public facilities that efficiently serve the Transit District and surrounding communities.

Public Facilities | Areawide General Public Facility Policy and Strategy

POLICY PF1 Construct all new public facilities in the Downtown Core.

Strategy PF1.1: Work with County, regional, and state agencies to locate services and facilities within the Downtown Core. (See also Strategies LU1.1 and PR2.1.)

Public Facilities | Areawide Public School Policy and Strategies

POLICY PF2 Provide adequate classroom capacity to ensure that all students have an opportunity to attend a high-quality public school that operates at no greater than 100 percent capacity.

Strategy PF2.1: Adjust school attendance boundaries within the Transit District and surrounding communities to reflect shifts in current and anticipated population growth.

Strategy PF2.2: Amend the 1983 *Adopted and Approved Functional Master Plan for Public School Sites* and the 1994 *Approved Master Plan for Planning Area 68* to add a floating symbol to the master plan map for a PreK-8 school site within the Transit District.

Strategy PF2.3: Construct a PreK-8 public school within the Transit District. Offer a height or density bonus in exchange for the construction of, or conveyance of land for, a new school operated by Prince George's County Public Schools within the Transit District. A new school within the Transit District should be multistory and have either on-site recreational facilities or be colocated with a public playground.

Strategy PF2.4: Construct the improvements to area schools recommended in the Prince George's County Public Schools Master Plan Support Project.

Strategy PF2.5: Construct additional PreK-8 public schools in Planning Subregion 2.

Strategy PF2.6: Continue to explore opportunities to alleviate school overcrowding throughout northwestern Prince George's County.

Public Facilities | Areawide Library Policy and Strategies

POLICY PF3 Increase wayfinding and pedestrian access to the Hyattsville Public Library.

Strategy PF3.1: Work with the Prince George's County Memorial Library System to increase signage, advertisements, and other media that direct visitors, workers, and residents in the Transit District to the Hyattsville Public Library.

Strategy PF3.2: Explore options for increasing pedestrian access from the core of University Town Center and points south and west to the library.

Public Facilities | Areawide Public Safety Policies and Strategies

POLICY PF4 Incorporate Crime Prevention through Environmental Design (CPTED) principles throughout the Transit District.

Strategy PF4.1: Engage the Prince George's County Police Department in the review of all detailed site plan applications pursuant to CB-29-2011, which requires CPTED evaluation.

Strategy PF4.2: Work with the City of Hyattsville, Prince George's County Police Department and the Metro Transit Police Department to identify opportunities and incentives for CPTED retrofit, especially along Belcrest Center Drive and the Mall at Prince Georges.

POLICY PF5 Provide an increased visible security presence in the Transit District.

Strategy PF5.1: Form a Prince George's Plaza Security Task Force—consisting of, at a minimum, the Prince George's County, Hyattsville, Metro Transit, and The Maryland-National Capital Park Police Departments, and private security contractors—to coordinate foot, vehicular, bicycle, and equestrian patrols; plan, prepare, and train for coordinated joint response to high-impact events; share intelligence and data; engage the public and property owners in an ongoing dialogue on safety; and supplement private security at high-traffic locations including the Mall at Prince Georges and University Town Center.

Strategy PF5.2: Work with property owners to identify space to be used as a police substation.



POLICY PF6 Ensure a timely emergency response to fire and medical emergencies within the Transit District.

Strategy PF6.1: Construct the new Hyattsville Fire Station.

Strategy PF6.2: Position Prince George's County Fire/EMS Department appropriate response apparatus within a five-minute response time to the Transit District, including, but not limited to, tower ladders, Metro Response apparatus, high-rise kits, etc.

Strategy PF6.3: Encourage easy emergency vehicle access to the proposed stormwater management and storage facility.

Strategy PF6.4: Create an integrated public safety response plan patterned on the National Harbor Emergency Response Plan.

Parks and Recreation | Vision

A comprehensive network of attractive programmed and passive public open spaces that create destinations for recreation, reflection, social interaction, commerce, and events.

Parks and Recreation | Goals

- A multigenerational community center in the Transit District that includes aquatics, fitness, gymnasium and multipurpose components.
- A series of interconnected and accessible parks and recreational spaces that serve as civic anchors and contribute to a unique sense of place for residents, workers, and visitors.
- A visible and landscaped greenway to improve connectivity within the Transit District and to the Northwest Stream Valley Park and the Town of University Park.





Parks and Recreation | Areawide Parks and Recreation Policies and Strategies

POLICY PR1 Incorporate and design parks, open spaces, and recreational facilities throughout the Transit District to support health and wellness, create opportunities for social gatherings and public events, and a foster a sense of place.

Strategy PR1.1: Pursue opportunities to acquire parkland or provide public access to open space amenities to serve the Transit District's future population and contribute to the County's overall parkland goals. Facilities are categorized based upon the Urban Park Typology in *Formula 2040: Functional Master Plan for Parks, Recreation and Open Space*. Construct the recommended facilities in Table 17 and Map 20.

Map 20. Recommended Park and Recreation Facilities

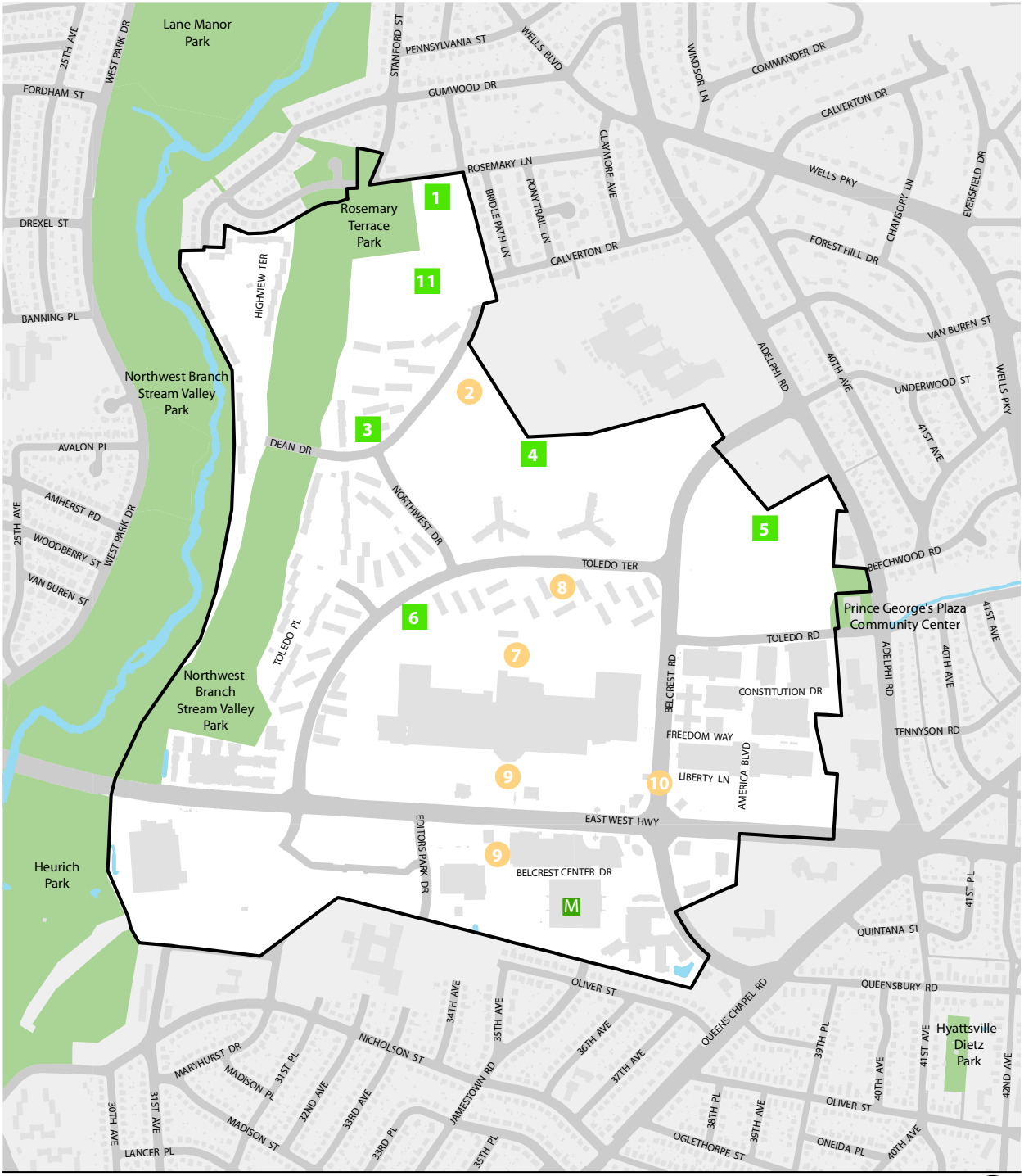


Table 17. Recommended Park and Recreation Facilities

	Location	Park Type	Ownership	Comments
1	South of Hitching Post Hill (Historic Site 68-001)	Resource Park	M-NCPPC or Private	Park designed to provide an appropriate buffer between single-family neighborhood and the historic resource at Hitching Post Hill.
2	Floating	Community Park	TBD	Park designed to serve the multiple residential and mixed-use communities in the north-central portion of the Transit District with passive and active recreational opportunities.
3	Dean Drive at intersection with Northwest Drive	Neighborhood Park	M-NCPPC	Park designed to provide recreational opportunities to adjacent communities along Dean Drive and serve as a terminating vista for Northwest Drive.
4	Landy Property (Wells Run Greenway West)	Greenway/Linear Park	TBD	This greenway would include a hard surface, multiuse trail (see Strategy TM7.6) and would serve as a linear park between Dean Drive and Adelphi Road.
5	University Town Center (Wells Run Greenway East)	Greenway/Linear Park	DPW&T/ M-NCPPC	The continuation of the greenway will encompass or parallel the proposed stormwater management facility in the northeast portion of the Transit District and will connect Dean Drive and Adelphi Road. (See Strategy TM7.6.)
6	Intersection of Toledo Road Extended and Toledo Terrace	Common/Green	M-NCPPC	This open space serves as a gathering place for events and programmed activities that attracts users from both the Neighborhood Edge and the Downtown Core.
7	South side of Toledo Road Extended	Plaza/Square	TBD	
8	South side of Toledo Terrace halfway between Belcrest Road and Northwest Drive	Pocket Park/Mini Park	TBD	
9	Main Entrance to the Mall at Prince Georges	Plaza or Linear Park	TBD	This plaza or square is intended to create a central outdoor gathering place and connect the main entrance to the mall to the Metro station.
10	Downtown Core	Regional Multigenerational Center	M-NCPPC	A move to the Downtown Core will be dependent on available land and financial resources.
11	Clay Property	Neighborhood Park	M-NCPPC or Private	Park to provide recreational facilities for the proposed residential development. Land to be acquired through potential swap with property owner for developable land in Rosemary Terrace Park.

Strategy PR1.2: Incorporate into the design of parks and open spaces facilities such as paths, playgrounds, sports courts, drinking fountains, and other amenities, as appropriate.

Strategy PR1.3: Design parks, open spaces, and facilities to complement the cultural preferences of users, and to accommodate a range of age groups, including children, teenagers, and adults.

Strategy PR1.4: Colocate physical activity spaces for children and parents or guardians to promote physical activity across age groups.

Strategy PR1.5: Encourage the establishment of provisional parks and open spaces, such as seasonal urban gardens, temporary lane closures, parking lot-to-playground conversions, street events, and movie nights.

Strategy PR1.6: Identify opportunities to create rooftop parks and recreation facilities and to transform existing surface parking lots into green spaces.

Strategy PR1.7: Dedicate or program open spaces to specific activities, functions, or events. Plazas, greens, and commons, for example, are appropriate locations for farmers' markets, art exhibitions, and concerts.

Strategy PR1.8: Through collaboration among property owners, the City of Hyattsville, the Department of Parks and Recreation and other stakeholders, identify optimal locations for additional public and publically accessible open spaces, including, but not limited to, parks, plazas, promenades, fountains, seating areas, performance venues, greens, and commons. These public open spaces should have adequate seating.

POLICY PR2 Create a multigenerational community center to serve as the parks and recreation anchor for the Transit District.

Strategy PR2.1: Explore opportunities to locate the new multigenerational community center within the Downtown Core, and to colocate it with other public facilities.

Strategy PR2.2: Construct the multigenerational community center to meet or exceed the LEED® Green Building Rating System Silver Rating for Building Design and Construction (BD+C) or an equivalent green construction certification rating.

POLICY PR3 Ensure the Transit District's park and open space network is connected to the pedestrian and bicyclist network emphasizing convenience, accessibility, and safety.

Strategy PR3.1: Establish an east-west pedestrian and bicyclist route connecting Wells Run to the Northwest Branch Trail through a series of open spaces, wide walkways, and generally extending along Belcrest Road, Toledo Terrace, Northwest Drive, and Dean Drive (see Strategies TM7.4, TM7.6, HD4.7, HC2.3, and PR1.1 and Table 17).

Strategy PR3.2: Provide parking for persons with disabilities to support access and physical activity.

Strategy PR3.3: Provide signage at buildings, transit stops, and major intersections showing a map and the distance, time, route, and calories burned to the nearest or next open space or trail head.

Strategy PR3.4: Enhance signage and landscaping along the existing pedestrian path to Heurich Park from MD 410 (East West Highway).

Formula 2040 calls for the transformation of the Prince George's Plaza Community Center into a multigenerational community center due to its access to multimodal transportation, proximity to other public facilities, and population growth in its service area. The TDDP endorses this recommendation and also underscores the catalytic impact that relocating the new center to a more prominent location within the Transit District could have on redevelopment opportunities.

POLICY PR4 Pursue innovative approaches to acquiring and maintaining public parks and open spaces in the Transit District.

Strategy PR4.1: Establish a cost-of-service assessment for all proposed park facilities within the Transit District. The assessment could include an evaluation of the cost per experience, the cost per square foot to operate, and/or the revenue earned per square foot.

Strategy PR4.2: Build partnerships with other parks and recreation service providers to reduce program costs and leverage development funding.

Strategy PR4.3: Build partnerships with organizations, such as foundations, conservancies, and horticultural groups, to sponsor and maintain green spaces and gardens in the Transit District.

Strategy PR4.4: Incentivize existing landowners to provide parks and recreation facilities during redevelopment.

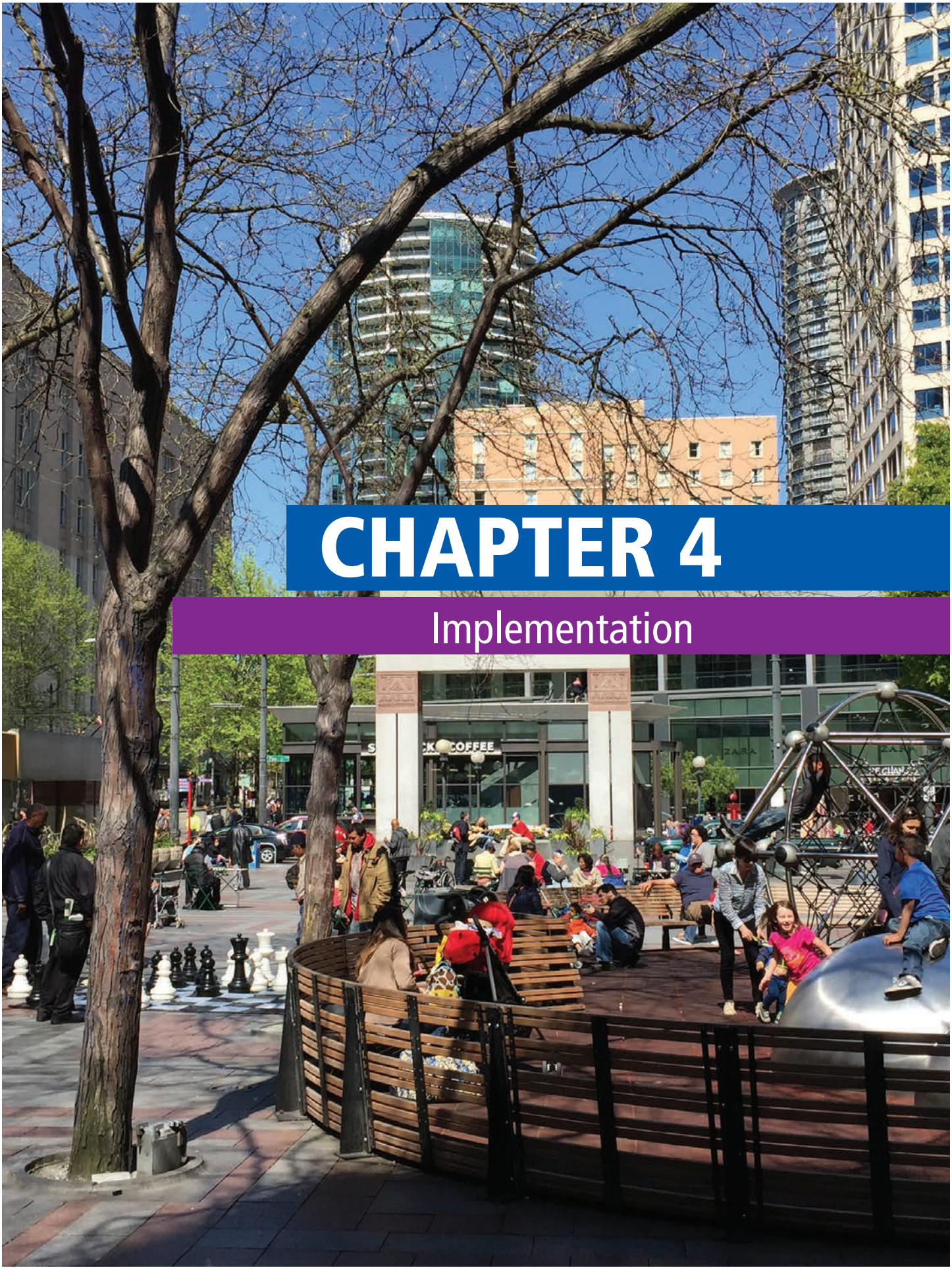
Strategy PR4.5: Establish a Business Improvement District, parks and recreation advisory committee, or other body to coordinate programming and maintenance of the parks and open spaces within the Transit District with a long-term goal of achieving financial self-sufficiency.

Strategy PR4.6: Support the acquisition or dedication of land and identify funding to develop urban parks and new open space networks during the development review and approval process.

POLICY PR5 Create learning opportunities to promote greater awareness and appreciation of the ecological services that natural areas and environmental mitigation projects provide the Transit District.

Strategy PR5.1: Provide environmental interpretation by incorporating seating areas and interpretive signage.

Strategy PR5.2: Include an educational component as part of all environmental mitigation projects to provide public information as to its purpose and importance to the environmental health of the Transit District.



CHAPTER 4

Implementation

Implementation Plan and Priority Strategies | Policy Context

The transformation of Prince George's Plaza from an auto-oriented suburban retail center to a Regional Transit District will require the coordinated, focused, and dedicated efforts of a variety of public, private, nonprofit, and institutional stakeholders. This Transit District Development Plan (TDDP) calls for the reconstruction of the entire street network, anticipates the redevelopment of nearly every property, and depends on the creation of new public and civic spaces—each of these is critical to the realization of the community's vision for this area.

To realize the development potential of this Regional Transit District, public agencies will need to prioritize operational and capital expenditures. New legislation and regulations will be necessary, and new organizations will be required to oversee the Transit District's transformation. An unprecedented level of coordination and collaboration will be required of all public agencies—municipal, county, and state—in order to successfully complete the public improvements recommended by this TDDP.

Implementation of this TDDP will not occur overnight. It will not occur within the current legislative term. Some aspects may not occur for 15-20 years. However, it is the goal of this implementation plan to provide a map and clear direction on the steps necessary to create the envisioned Downtown. The costs of implementation are anticipated to be shared by a variety of partners. There is a clear preference for private funding and zoning incentives are included within this TDDP to encourage private construction of infrastructure. Grants are another preferred source of funding.

This implementation plan consists of actions specific to the implementation of the policies and strategies within this TDDP. It includes implementation of many of the strategies found within the TDDP, as well as additional strategies not found elsewhere within the TDDP. A key element of this plan is an implementation matrix and a list of the 10 key short-term action items.

In general, implementation actions are broken down into four time frames:

- Ongoing: In progress at the time of TDDP approval or to be executed as opportunities arise.
- Short-term: In the five years following approval of this TDDP.
- Mid-term: 5-10 years following approval of this TDDP.
- Long-term: 10+ years following approval of this TDDP.

There are 10 key short-term actions critical to the establishment of the envisioned Regional Transit District. Completion of these actions is vital to the realization of the vision for this area.

Priority Short-Term Action 1: Coordination and Leadership

The most important implementation action is relatively inexpensive and easy to initiate—organizing for action. There needs to be one group of people responsible for leading the transformation of Prince George's Plaza into a Regional Transit District, and this group needs to have a clear identity, a focused mission, transparent activity, and staying power. A leader needs to be identified and selected with experience in implementing transit-oriented development, working with multiple stakeholders, and the time and network available to translate policies into actions.

This recommended Prince George's Plaza Transit District Task Force will focus on immediate short-term regulatory, policy, investment, and branding and marketing efforts. The Task Force will create, and oversee the startup of, various organizations, entities, or authorities necessary to permanently manage the Transit District. At the very least, this Task Force should consist of the following:

State of Maryland

- Department of Transportation/State Highway Administration
- Department of Business and Economic Development
- Department of Housing and Community Development
- Department of the Environment
- Maryland Department of Planning

Regional

- Washington Metropolitan Area Transit Authority

Bi-County

- The Maryland-National Capital Park and Planning Commission
  - Prince George's County Planning Department
  - Prince George's County Department of Parks and Recreation
- Washington Suburban Sanitary Commission

County

- Office of the Prince George's County Executive
- Office of Council Member, District 2
- Office of Council Member, District 3
- Department of the Environment
- Department of Public Works and Transportation
- Department of Permitting, Inspections, and Enforcement
- Department of Housing and Community Development
- Office of Law
- Redevelopment Authority
- Revenue Authority
- Police Department
- Fire and Emergency Medical Services Department
- Prince George's County Public Schools
- Office of Management and Budget
- Office of Finance
- Health Department

Municipal

- City of Hyattsville
- Town of University Park

Quasi-Public

- Prince George's County Economic Development Corporation

Nonprofit

- Hyattsville Community Development Corporation
- Prince George's County Arts and Humanities Council

Institutional

- Prince George's Community College
- Prince George's County Police Department
- Public sector tenants

Private

- Potomac Electric Power Company
- Owners of the Mall at Prince Georges
- Owners of University Town Center
- Owners of other commercial properties
- Owners/operators of residential properties
- Commercial and retail tenants

Community Representatives

- University Hills
- The Town of University Park
- Lewisdale
- Queens Chapel

The mission of the Prince George's Plaza Task Force is to implement, or coordinate the implementation of, the nine remaining priority short-term implementation actions identified on pages 120-128. The Task Force should be authorized and empowered by the County Council. The Task Force should meet no later than 60 days following approval of this TDDP. The Task Force may be subdivided, as necessary, into working groups that focus on specific implementation items.

The Task Force's work program falls into four categories:

1. Empowerment: Creating the institutions and legal/regulatory environment for success.
2. Investment: Securing financial resources to construct the necessary infrastructure.
3. Incentive: Identifying and implementing resources to incentivize private investment.
4. Attraction: Branding the Transit District as a destination and retaining and attracting new investment.

The Task Force should report its results annually to the County Council and County Executive. It is anticipated that the Task Force would remain active through the execution of the nine remaining priority short-term implementation actions.

Short-Term Action 2: Branding and Marketing (Attraction)

As identified earlier in the TDDP, the lack of a cohesive and appropriate brand for the Transit District inhibits its growth. The Prince George's Plaza Metro Station was named after the Prince George's Plaza Mall, which has been since renamed to The Mall at Prince Georges. Part of the Transit District lies within the City of Hyattsville, some lies in unincorporated areas, and the Transit District itself abuts the Town of University Park. A branding and marketing effort is critical for the future success of the new Downtown at Prince George's Plaza. The timeline for a successful rebranding is necessarily linked to the need to rename the Metro station in advance of the start of Phase II construction on the Metro Silver Line.

1. The Transit District needs a name and a brand.
2. The Transit District needs a marketing campaign based on that name.

Because the time frame for renaming the station is so tight, the naming and branding of the station should occur in year one, with marketing to continue thereafter.

Short-Term Action 3: Legislation and Regulations (Empowerment)

This TDDP contains the regulations that govern the development of land and structures within the Transit District, and controls the approval of detailed site plans and the issuance of building, construction, and use and occupancy permits. However, the transformation of Prince George's Plaza into a successful Regional Transit District requires additional legislative action by the County Council and regulatory amendments by implementing agencies. The plan cannot be implemented as approved by the County Council without enactment of the legislative actions highlighted in **bold** in the following table.

While these legislative initiatives may be prioritized by the Task Force, all should be substantially complete in the first three years of the Implementation Program.

Table 18. Proposed Legislative Actions

Subtitle	Division	Specific Section	Subject	Issue to be Addressed
New			**Business Improvement Districts**	**Pursuant to Sec. 12-403 of the Maryland Economic Development Code, enact legislation authorizing the creation and regulation of Business Improvement Districts.**
10	6		Municipal Tax Differential	Formalize, through legislation, the specific eligible services the City of Hyattsville will provide the Transit District in lieu of Prince George's County and adjust property tax structure accordingly.
10	7	10-192.01	School Facilities Surcharge	Establish an appropriate school facility surcharge for the Transit District, allow the surcharge to be reduced or waived for certain projects and/or when certain adequate facilities have been constructed, and allow payments to a Special Taxing District authorized to construct public school facilities in lieu of the school surcharge.
10	7	10-192.11	Public Safety Surcharge	Establish appropriate public safety surcharge for the Transit District, allow the surcharge to be reduced or waived for certain projects and/or when certain adequate facilities have been constructed, and allow payments to a Special Taxing District authorized to construct public safety facilities in lieu of the public safety surcharge.
10	7	10-197	Real property tax deferral for elderly or disabled homeowners	Evaluate effectiveness of existing code to accommodate elderly or disabled homeowners whose assessed real property value, and the resulting property tax bill due, grows beyond their ability to reasonably and affordably pay.
10	7	10-235.02; 10-235.03	Revitalization Tax Credits	Extend eligibility for tax credits pursuant to this section to all residential properties.
10	7	10-258	Tax Increment Financing	Combine into Sec. 10-258 to clarify legislative authority for tax increment financing.
10	11		Stormwater Management District	Consider creation of a stormwater management district for Prince George's Plaza, and/or allow for a Special Taxing District to assume stormwater management responsibilities normally associated with a Stormwater Management District.
10	**14**	**10-269**	**Special Taxing Districts**	**Create a Special Taxing District at Prince George's Plaza, clarify the establishment, use, and regulation of tax increment financing, combine or replace Sec. 10-258, and extend the current Development District created through CR-93-2014 to include the entire Transit District.**
13	7		Property Standards and Maintenance	Work with community representatives to evaluate and implement property standards and maintenance regulations for the Transit District.

Table 18. Proposed Legislative Actions (Continued)

Subtitle	Division	Specific Section	Subject	Issue to be Addressed
13	**7**	**13-239**	**Public Areas**	**Permit a third-party (such as a BID) to help meet the owner's responsibility to remove all garbage and rubbish from public areas.**
13	8		Moderately Priced Housing	Explore opportunities to require or incentivize the provision of moderately-priced housing.
20A	**1**	**20A-201**	**Definitions**	**Allow a third-party organization to serve as, or host, a Transportation Management Association; and allow its creation by the County.**
20A	**1**	**20A-203**	**Applicability of TDM Districts**	**Apply provisions of Subtitle 20A, Division 2, to all properties within a Transit District.**
20A	**2**	**20A-205**	**TDM Districts established through adoption of an Area Master Plan**	**Allow a TDDP to establish a TDM District, reduce or eliminate the standard that ties creation of a district to an inadequate level of service.**
20A	**3**	**20A-206**	**TDM Plans**	**Allow longer than six months for the development of a TDM Plan.**
21A	**3**		**Parking and Parking Facilities**	**Allow revenues generated from a Special Taxing District to meet payment requirements for the construction of parking facilities.**
21A	**3**	**21A-306**	**Parking Districts**	**Amend the Prince George's Plaza Transit District Overlay Zone Parking District boundaries and create a Parking Facilities Proposal and financial plan.**
23	1, 3		Roads and Sidewalks: General Provisions and Design and Construction Standards and Requirements	Work with DPW&T to (a) permit construction of streets pursuant to the Transit District Standards and (b) amend the Design and Construction of Roadways and Bridges to implement the recommendations of this TDDP.
23	**1**	**23-103**	**Obligation for road improvements**	**Explore opportunities to enable a third-party to construct and/or maintain streets, and to pay for improvements along County-maintained roads (as opposed to requiring this of individual property owners).**
23	**4**	**23-150**	**Duty to remove snow, ice, weeds, litter, and debris**	**Permit a third party to meet the requirements of this Section.**
23	**5**	**23-162**	**Temporary closures of public roads**	**Review provisions to ensure easy and efficient temporary closure of Pedestrian Streets as needed.**

Table 18. Proposed Legislative Actions (Continued)

Subtitle	Division	Specific Section	Subject	Issue to be Addressed
23	**6**		**Uses within the County Right-of-Way**	**Review provisions to ensure seamless business operations within the Retail Zone.**
24			Subdivisions	Comprehensively rewrite the Subdivision Regulations.
27, 27A			Zoning, Urban Centers and Corridor Nodes Development and Zoning	Comprehensively rewrite the Zoning Ordinance.
32	3		Stormwater Management	Permit Prince George's County, the City of Hyattsville, or another third party to meet the stormwater requirements for properties within the Transit District pursuant to an approved Stormwater Management Plan.
32	4	32-201-01	Funding of Stormwater Management Retrofit Program	In conjunction with changes recommended for Subtitle 10 on page 123, explore opportunities to dedicate Special Taxing District funds specifically to the Stormwater Management Retrofit Program, with such funds dedicated to projects within the Transit District.

Short-Term Action 4: Creation of a Prince George's Plaza Investment Authority (Empowerment)

Transformation of the Prince George's Plaza Transit District from its current state to a Regional Transit District requires specific investments to construct and maintain the necessary infrastructure. Neither the County, nor the City of Hyattsville, has the fiscal capacity to implement and maintain the capital improvements necessary to create a Regional Transit District. These improvements could include, but are not limited to, construction and maintenance of a regional stormwater management facility, an entirely reconstructed street network, multiple public parking garages, vehicles for shuttle services, multiple parks and public open spaces, at least one elementary school, a second entrance to the Metro station, and a regional multigenerational recreation facility.

The County has limited means through which to raise revenue, compared to other jurisdictions, and is overly dependent on the residential property tax. The County Code permits the creation of multiple operational districts that are empowered to:

1. Build, operate, and/or maintain public facilities.
2. Raise revenues, either through the issuance of bonds, the levy of taxes, or both.
3. Pay back bonds and/or pay for operations through those revenues.

These districts include:

1. Special Taxing District
2. Tax Increment Financing Development District
3. Parking District
4. Stormwater Management District
5. Transportation Demand Management District

The Task Force should identify and evaluate opportunities to combine these functions into as few separate operations as possible. The most appropriate fiscal tool available to the County to meet these fiscal needs is through a Special Taxing District. CR-93-2014 created the Prince George's Plaza Metro Development

District for the purposes of creating a Tax Increment Financing Fund for capital improvements within portions of the Transit District within the City of Hyattsville. This resolution as passed limits the ability of the County to utilize this tool and limits its applicability and the ability of the County Executive to expand the Development District. Pursuant to Sec. 10-269 of the County Code, the County Council should establish a Special Taxing District, including, but not limited to, managing Tax Increment Financing programs, levying other taxes, and issuing bonds and other obligations.

The Task Force should explore ways, legislatively and operationally, to combine the functions and revenue streams of these Districts into one or two entities. This will allow for the prioritization of projects, effective budgeting of resources, phasing of construction, and reduction of staff overhead and interagency overlay and redundancy.

The optimal way to achieve this goal is to assign this role to an existing County entity, such as a bureau within the Office of Finance, the Revenue Authority, or the Redevelopment Authority. Another, possibly more time-consuming approach would be to create a new authority for the Transit District. One drawback to creating an authority for Prince George's Plaza is the political reality that Plan 2035 created eight Regional Transit Districts, all with similar infrastructure management and financing needs. Eight new authorities would create major inefficiencies in overhead, exacerbate competing visions, and overwhelm partner agencies with demands for assistance. This action item should be completed within five years.

Short-Term Action 5: Creation of a Permanent Transit District Management Entity (Empowerment/Incentive)

Most successful places are either managed wholly by their host jurisdiction or by a third party, such as a business improvement district or other nonprofit. In the Washington, D.C. metropolitan area, entities such as the Capitol Riverfront Business Improvement District and Downtown Silver Spring provide critical marketing, programming, maintenance, and other services to their host communities. These organizations often receive funding through membership fees, special taxes, grants, and fees paid for services provided.

The Prince George's Plaza area envisioned by the community and articulated by this TDDP's vision will require day-to-day management of the following activities:

1. Operation, maintenance and programming of civic and public open spaces, including sidewalks, fountains, plazas, etc.
2. Maintenance of streets.
3. Emplacement and maintenance of signage, street furniture, and other pedestrian amenities.
4. Refuse and recycling.
5. Cleaning, including sidewalks, streets, alleys, and public open spaces.
6. Snow removal.
7. Customer service, including visitor assistance.
8. Supplemental security.
9. Marketing and branding.
10. Transportation Demand Management activities, including shuttles, car sharing, bike sharing, and other transportation alternatives.

The task force should explore the appropriate entity to manage the Transit District and establish such an entity. The management entity should be independent of the city or County, financially self-sufficient within the near- to mid-term, and should work closely with private property owners to assume these responsibilities in a seamless manner. Assumption of

these responsibilities provides an opportunity for property owners to offer more attractive rents to current and potential tenants.

This entity could potentially serve as the Transportation Management Association, the agency that operates the Transit Demand Management District. The appropriate entity should be identified within 18 months of TDDP approval, and should be up and running by year three.

A Transportation Management Association (TMA) is an entity established by property owners that is tasked with reducing vehicle trips within a Transit Demand Management District (TDMD) through the use of programs, strategies, and other means. [Section 20A-201(a)(14)].

Short-Term Action 6: Formalization of Key Pedestrian Pathways

A challenge identified in chapter three of this TDDP is a general lack of pedestrian awareness or sense of place. The Transit District is currently so oriented toward the automobile that pedestrians are often left to embark on an adventure of dubious safety to travel from their homes or offices to other destinations such as the Metro station or the mall. The Task Force should work with property owners, especially The Mall at Prince Georges, to formalize pedestrian pathways throughout the Transit District. Key pedestrian pathways include Northwest Drive to the Metro, Northwest Drive to Nicholas Orem Middle School, The Mall at Prince Georges to Prince George's Community College, the Metro station to University Town Center, and the Metro station to The Mall at Prince Georges. Formalization includes:

1. Creation of crosswalks, including, where warranted, signage and signalization.
2. Improved lighting.
3. Distinct painting or paving to clearly identify pedestrian pathways.
4. Working with The Mall at Prince Georges to improve pedestrian access and wayfinding through the parking lot and the mall building, even during hours when stores are closed.
5. Additional surveillance and patrol of less-traveled or less-visible areas, including, but not limited to, Belcrest Center Drive, the north side of the mall, and the pedestrian bridge.

This action item should be completed within four years.

Short-Term Action Item 7: Complete Design, Secure Funding, and Construct a Regional Stormwater Management Facility (Investment and Incentive)

Much of the Transit District was built without modern stormwater management facilities. Accordingly, downstream flooding has been reported in the Wells Run subwatershed. As a parallel effort to this TDDP, the Department of the Environment is conducting a feasibility study of stormwater management options in the Wells Run Drainage Area. When completed, this study will identify a preferred alternative to address stormwater runoff created by existing and future development on the east side of the Transit District. Construction of a regional facility that accommodates stormwater from multiple properties should generate economies of scale and reduce costs to individual property owners for stormwater mitigation.

It is anticipated that the cost of design and construction of such a facility will be significant, and, accordingly, it could be funded through either a Special Taxing District or a Stormwater Management District. This project could advance through the following schedule:

Year 1-2: Final Design
Year 3-6: Construction

Short-Term Action 8: Restripe MD 410 (East West Highway) (Investment and Incentive)

The restriping of MD 410 (East West Highway) to implement Strategy TM4.2 of this TDDP is a relatively low-cost, high-impact project that will calm traffic, make pedestrian circulation safer, and increase bicycle connectivity. This project can be completed in year one.

Short-Term Action 9: Program Events at Key Locations (Attraction)

Working with property owners, community organizations, and nonprofit partners, the Task Force and the Management entity should begin to program public events, such as outdoor movie nights, concerts, carnivals, festivals, and other community gatherings at key locations throughout the Transit District. Key locations for such events include the parking lot at The Mall at Prince Georges, the plaza at University Town Center, the plaza at Post Park, and the Plaza at the Metro station. This action item should be ongoing and may begin prior to TDDP approval.

Short-Term Action 10: Develop a Comprehensive Parking Plan (Investment and Incentive)

Working with property owners, the Revenue Authority, and the City of Hyattsville, the Task Force and/or the management entity should develop a comprehensive parking plan that addresses the following issues:

1. The gradual redevelopment of all existing, free, private parking with buildings, and the resulting impact on parking supply.
2. The need to manage the supply of parking to support the use of nonautomotive means of travel and to maximize the developability of land currently used for underutilized surface parking.
3. Opportunities to share parking facilities, either between several uses or as general public facilities.
4. The strategic location of shared and public facilities to facilitate efficient access to land uses.
5. How to integrate existing fee parking facilities into a unified system of public and shared parking.
6. Pricing strategies that meet the needs of retailers for convenient, inexpensive parking while recouping revenues needed to pay for parking infrastructure, maintenance, and operation.
7. A capital investment strategy and implementation plan for the construction of new shared and public parking facilities.
8. Evaluate the 1993 Prince George's Plaza Transit District Overlay Zone Parking District boundaries for possible amendment.

This plan should be complete by year five of the work program.

Implementation Plan and Priority Strategies | Policy Context | *Implementation Matrix*

In addition to the 10 previously-identified short-term actions, there are a number of additional short-, mid-, and long-term implementation actions. Implementation of these items is critical in creating the Regional Transit District envisioned in this TDDP, but may occur over time. Each of these requires the continued cooperation of the private, public, nonprofit, and institutional sectors, funding from various sources, and consistent and continued oversight and management. Short-term action items are in **bold.**

Table 19. Action Items: Land Use

Proposed Action Steps	Strategies Implemented	Lead	Potential Parties Involved	Time Frame
Relocate, or colocate, public facilities and community services into the Downtown Core to help catalyze redevelopment in the Transit District.	LU4.2, PF1.1, PR2.1	Prince George's County, PGCPS, M-NCPPC Parks and Recreation, City of Hyattsville	State of Maryland, GSA, Property Owners	Ongoing
Retain current retail and commercial tenants while simultaneously marketing the Transit District to new retailers, offices, and other commercial enterprises.	LU5.2, EP3.2, HD4.8	PGCEDC, Property Owners	Management Entity, Hyattsville Community Development Corporation (HCDC), City of Hyattsville	Ongoing
Evaluate and implement incentives to encourage mixed-use redevelopment of underutilized commercial spaces, with a preference for employment uses over residential uses within the Downtown Core.	LU2.3, LU4.1, HD1.6, HC1.1	PGCEDC	Management Entity, City of Hyattsville, HCDC	Ongoing
Work with existing tenants to facilitate and ease transitions into new spaces, keeping businesses in the Transit District while allowing redevelopment of outdated commercial space.	LU5.2, HD4.8	Property Owners	PGCEDC, Management Entity, HCDC	Ongoing
Complete the zoning and subdivision ordinance rewrite.	LU3.1	M-NCPPC Planning	County Council	**Short-Term**
Engage property owners in the zoning and subdivision rewrite project, educate them on the new ordinances, and work with them to seamlessly transition to the new regulations and procedures.	LU3.1	M-NCPPC Planning	County Council, County Executive	**Short-Term**

Table 20. Action Items: Economic Prosperity

Proposed Action Steps	Strategies Implemented	Lead	Potential Parties Involved	Time Frame
Improve the accessibility, appearance, and safety of The Mall at Prince Georges, including the installation of enhanced landscaping, pedestrian-scaled lighting, public art, seating, and pedestrian walkways.	EP2.3	The Mall at Prince Georges	Hyattsville PD, PGPD, Management Entity	Ongoing
Identify strategic locations for redevelopment that permit continued visibility of existing businesses.	EP2.2	Property Owners	Redevelopment Authority, M-NCPPC Planning, PGCEDC	Ongoing
Incorporate flexible and/or shared work spaces with competitive amenities to attract startups, freelancers, small businesses, and young professionals.	EP3.3	Property Owners	Management Entity	Ongoing
Enhance surrounding established neighborhoods by supporting home maintenance programs, neighborhood-watch efforts, and other community-driven initiatives.	EP4.1	City of Hyattsville	Prince George's County	Ongoing
Identify incentives to encourage developers to offer a mix of housing types and unit sizes, including two- and three-bedroom units.	EP4.3	DHCD, Office of Finance	City of Hyattsville, Nonprofits	**Short-Term**
Track implementation progress, including the economic benefits of implementation, and modify implementation activities as needed in response to findings. Monitoring plan progress requires identification of the data sources to track as metrics, and consistently collecting and evaluating metrics through implementation.		Task Force, Management Entity	M-NCPPC Planning	Ongoing
Market opportunity sites in the Transit District.	EP3.2, EP5.3	PGCEDC	Management Entity, HCDC	Ongoing

Table 21. Action Items: Transportation and Mobility

Proposed Action Steps	Strategies Implemented	Lead	Potential Parties Involved	Time Frame
Restripe MD 410 (East West Highway) to implement the road diet concept in Strategy TM4.1.	TM4.2	SHA		**Short-Term**
Evaluate and implement (if feasible) a physical barrier between the travel lanes and bike lanes on MD 410 (East West Highway).	TM4.1	SHA		Mid-Term
Determine ownership and maintenance responsibilities for existing and future streets and sidewalks.	TM1.4, TM1.12, TM7.7, TM15.1, TM15.2	DPW&T	City of Hyattsville, M-NCPPC Planning, Property Owners, Management Entity	**Short-Term**
Evaluate and update the *Prince George's County Specifications and Standards for Roadways and Bridges* to permit construction of urban streets and sidewalks, preferably in concert with the rewriting of the Zoning and Subdivision Ordinances.	TM1.1, TM1.2, TM1.4, TM1.5, TM1.6, TM1.7, TM1.8, TM1.9, TM1.10, TM1.11, TM1.12, TM1.13, TM1.14, HD1.1, HD1.3	DPW&T	DPIE, M-NCPPC Planning, City of Hyattsville	Ongoing
Evaluate a 30 mile-per-hour speed limit on MD 410 (East West Highway) and a 25 mile-per-hour speed limit on all other streets and roads within the Transit District.	TM1.2	SHA, DPW&T, City of Hyattsville		**Short-Term**
Evaluate and implement Bus Priority Treatments on major bus routes in Prince George's County.	TM12.4	SHA	DPW&T	Mid-Term
Provide new or upgraded pedestrian crossings at intersections throughout the Transit District that are highly visible to motorists, pedestrians, and bicyclists and provide full pedestrian and bike access at all corners of each intersection. Crosswalks should be a minimum of 12 feet wide and use highly visible markings and/or or decorative alternative paving material.	TM1.11, TM4.4, TM4.7	DPW&T, SHA, City of Hyattsville, Infrastructure Authority	Property Owners, Management Entity	Ongoing
Provide continuous pedestrian-scale lighting throughout the Transit District.	TM1.12	Property Owners	Management Entity, PEPCO	Mid-Term
Clearly identify locations along Transit District streets where snow should be plowed and/or stored to avoid blocking sidewalks, bike paths, or crosswalks with plowed snow.	TM1.10	DPW&T	Property Owners, Management Entity	Mid-Term

Table 21. Action Items: Transportation and Mobility (Continued)

Proposed Action Steps	Strategies Implemented	Lead	Potential Parties Involved	Time Frame
Consider the use of bike boxes at all signalized intersections with bike lanes, cycle tracks or any type of bicycle facility as part of the road design, allowing bicyclists to proceed on green ahead of motorized vehicles.	TM1.11	SHA, DPW&T	City of Hyattsville, Management Entity	Mid-Term
Evaluate appropriate traffic calming measures in neighborhoods surrounding the Transit District to discourage or eliminate potential cut-through traffic.	TM1.15	DPW&T, City of Hyattsville, Town of University Park, Town of Riverdale Park		Ongoing
Formalize the following drive aisles by adding street names, directional and wayfinding signage, enhanced crosswalks delineated by different materials and/or painting, and traffic control signage or signalization: • Toledo Road Extended from Belcrest Road west to Toledo Terrace and then south to MD 410 (East West Highway). • The drive aisle along the south side of the Mall between the western drive aisle (Toledo Road Extended) and Belcrest Road. • The entrance to The Mall at Prince Georges. • All currently unnamed streets within University Town Center. • Toledo Terrace Extended at Home Depot. • Belcrest Center Drive extended to Belcrest Road (Eastern entrance to Metro station).	TM2.1	Property Owners	M-NCPPC Planning	**Short-Term**
Extend Toledo Road (P-202) as a two-lane street with on-street parking and bicycle accommodation from its current terminus at Belcrest Road westbound along the existing drive aisle on the northern border of The Mall at Prince Georges to a new terminus at Toledo Terrace.	TM3.1	Property Owners	M-NCPPC Planning, DPW&T	Mid-Term
Identify intersection design and operational solutions to accommodate the proposed Central Plaza.	TM3.2, HD4.3	Property owners, WMATA, SHA	M-NCPPC, City of Hyattsville, DPW&T, Management Entity	Mid-Term

Table 21. Action Items: Transportation and Mobility (Continued)

Proposed Action Steps	Strategies Implemented	Lead	Potential Parties Involved	Time Frame
Add interim on-road bike lanes to Toledo Terrace between Northwest Drive and Belcrest Road; replace those lanes with on-street parking once Toledo Road is extended to Toledo Terrace.	TM4.3, TM4.8	The Mall at Prince Georges or successor, Infrastructure Authority	DPIE, DPW&T	**Short-Term**
Evaluate the addition of on-street bicycle accommodation to Toledo Road, pursuant to the 2009 *Approved Countywide Master Plan of Transportation*.	TM4.9	Property Owners, Infrastructure Authority	DPW&T	Mid-Term
Add sharrows to Editors Park Drive.	TM4.3	DPW&T		**Short-Term**
Add bike route signage to the following streets: 1. Belcrest Center Drive 2. America Boulevard 3. Northwest Drive 4. Dean Drive	TM4.3	Property Owners, WMATA, Management Entity, DPW&T		**Short-Term**
Evaluate and upgrade, if warranted, the pedestrian crossing of Belcrest Road south of Liberty Lane.	TM4.7	DPW&T	Property Owners, Management Entity	Mid-Term
Prioritize resurfacing of existing County streets within the Transit District, especially Toledo Terrace, Northwest Drive, and Dean Drive, to attract redevelopment.	TM4.11	DPW&T		**Short-Term**
Install missing crosswalks and traffic signals at MD 410 (East West Highway) and Editors Park Drive, and rephase traffic signals for 24-hour control of the intersection.	TM4.4	Property Owners, SHA	DPW&T, Infrastructure Authority	**Short-Term**
Explore the feasibility of, and implement, if warranted, a new three-way intersection with full crosswalks and traffic signals at MD 410 (East West Highway) and America Boulevard.	TM4.5	Property Owners, SHA		Mid-Term
As streets are resurfaced and restriped, reduce lane widths, where appropriate, to the minimum permitted by DPW&T.	TM1.2	DPW&T, City of Hyattsville	Infrastructure Authority	Ongoing
Develop walk guides and maps to illustrate points of interest within walking distance of the Transit District.	TM6.3	DPW&T, M-NCPPC Planning		Mid-Term

Table 21. Action Items: Transportation and Mobility (Continued)

Proposed Action Steps	Strategies Implemented	Lead	Potential Parties Involved	Time Frame
In conjunction with the development of the Wells Run Greenway, construct a hard surface trail between the intersection of Adelphi Road and Toledo Road and the intersection of Northwest Drive and Dean Drive.	TM7.4, TM7.6, HD4.7, HC2.3, PR1.1, PR3.1	Property Owners	Infrastructure Authority, M-NCPPC Parks and Recreation	Long-Term
Construct a hard surface trail or side path (Toledo Place Trail), using pervious material where possible, from Toledo Terrace to the Northwest Branch Trail via Toledo Place.	TM7.6, HC2.3, PR3.1	M-NCPPC Parks and Recreation	Property Owners, Infrastructure Authority	Long-Term
Evaluate, design, and construct a bicycle facility on (or adjacent to) MD 410 (East West Highway) between Toledo Terrace and 23rd Avenue, including connections to the Heurich Park and Northwest Branch Trails.	TM4.3, TM7.1, TM7.6, HC2.3	SHA	Property Owners, Infrastructure Authority	Mid-Term
Construct a hard surface multiuse trail on, or parallel to, the WMATA Green Line.	TM7.6, HC2.3	WMATA, Property Owners	City of Hyattsville, M-NCPPC Parks and Recreation, Infrastructure Authority	Long-Term
Construct a series of bicycle facilities along Belcrest Road: 1. Between Adelphi Road and Toledo Terrace, a shared-use side path. 2. Between Toledo Terrace and the entrance to the Metro station, an off-street cycle path adjacent to the sidewalk. 3. Between the entrance to the Metro station and MD 500 (Queens Chapel Road), a shared-use side path.	TM7.6, PR3.1	Property Owners	Infrastructure Authority, DPW&T	Long-Term
Improve pedestrian access from Oliver Street to the Prince George's Plaza Metro Station, including continuous lighting and ADA-compliant ramps to address street connections and other grade changes.	TM7.2, TM7.6	WMATA, City of Hyattsville		Mid-Term
Create a formal bicycle and pedestrian connection between multifamily properties on the northern side of the Transit District and Northwestern High School.	TM7.4	PGCPS	Property owners	Mid-Term

Table 21. Action Items: Transportation and Mobility (Continued)

Proposed Action Steps	Strategies Implemented	Lead	Potential Parties Involved	Time Frame
Create a formal pedestrian or bicycle/ pedestrian connection between University Town Center and the Hyattsville Public Library	TM7.5, PF3.2	PGCMLS, Property Owners	Management Entity	Ongoing
Create, and prioritize maintenance of, pedestrian connections between the Transit District and Lewisdale and University Park Elementary Schools and Northwestern High School.	TM7.7	DPW&T, Town of University Park	PGCPS	**Short-Term**
Evaluate the potential for Capital Bikeshare stations throughout the Transit District.	TM8.1	Capital Bikeshare	TMA, Management Entity	**Short-Term**
Add additional bike lockers at the Metro station.	TM8.2, TM8.5	WMATA		**Short-Term**
Construct bicycle facilities at all new public facilities in the Transit District.	TM8.6	Prince George's County, M-NCPPC, State of Maryland, GSA		Ongoing
Improve lighting conditions, install mirrors and/or security cameras, and add additional wayfinding signage to the pedestrian bridge.	TM9.1, PF4.2	WMATA		Mid-Term
Investigate opportunities to use the pedestrian bridge as an event space or setting/canvas for public art.	TM9.3	WMATA		Mid-Term
Evaluate the potential for adding head-on stairwells and/or escalators to the pedestrian bridge.	TM9.4	WMATA		Mid-Term
Increase lighting, surveillance opportunities, wayfinding, and other Crime Prevention through Environmental Design (CPTED) features along both sides of Belcrest Center Drive.	TM11.1, PF4.2	WMATA		Mid-Term
Evaluate and improve the Metro entrance and streets for pedestrian safety and access while also allowing for improved bus efficiency and passenger drop off/pickup	TM11.3	WMATA		**Short-Term**
Increase bicycle and pedestrian connections to neighborhoods south of the Transit District.	TM6.1, TM7.1, TM7.2, TM7.6, TM7.7, PR3.4	City of Hyattsville, WMATA, DPW&T		Ongoing

Table 21. Action Items: Transportation and Mobility (Continued)

Proposed Action Steps	Strategies Implemented	Lead	Potential Parties Involved	Time Frame
Implement the MetroExpress C9 service recommended by the Metrobus C2-C4: Greenbelt-Twinbrook Study prepared for WMATA, the Maryland Transit Administration (MTA), DPW&T, and Montgomery County Department of Transportation (MCDOT).	TM12.1	WMATA	MTA	Mid-Term
Provide more frequent bus service to and from the Transit District, with headways no greater than 30 minutes and ideally 15 minutes during rush hour and 16-hour span of service.	TM12.2	WMATA, DPW&T, University of Maryland		Ongoing
Increase transit options between the Transit District and the University of Maryland, College Park, especially during peak hours and for special events on campus.	TM12.5	University of Maryland, WMATA, DPW&T		Ongoing
Extend the WMATA Metrorail Green Line to Thurgood Marshall Baltimore Washington International Airport.	TM13.1	WMATA	MTA	Long-Term
Explore full-day extension of Yellow Line Service to Prince George's Plaza.	TM13.2	WMATA		Ongoing
Create a circulator or shuttle service that serves major residential projects within the Transit District, The Mall at Prince Georges, University Town Center, public facilities, and the Metro station.	TM14.1	Municipalities	TMA, Management Entity	Mid-Term
Retrofit existing and outfit new bus/shuttle stops within the Transit District with amenities to include, but not limited to: widened sidewalks, bus stop pads, and relocated landscaping to make boarding or alighting from a bus easier and safer, bus shelters with seating for at least four patrons, bicycle racks or lockers, well-maintained signage indicating routes and services serving the stop or destinations in close proximity, next-bus technology with real-time bus arrival information (shelter-mounted display and smart phone mobile apps) plus up-to-date timetable and schedule information, an up-to-date map of the Transit District patterned on WMATA's Bus Stop Neighborhood Maps, pedestrian scale lightning, shade trees, well-maintained trash and recycling receptacles.	TM15.1	Property Owners, Infrastructure Authority	Management Entity, WMATA, DPW&T, City of Hyattsville	Mid-Term

Table 21. Action Items: Transportation and Mobility (Continued)

Proposed Action Steps	Strategies Implemented	Lead	Potential Parties Involved	Time Frame
As an interim measure, create a bicycle and pedestrian gateway at the western end of the Prince George's Plaza Metro Station that provides welcoming and easy access to the current main entrance from the intersection of the Central Plaza and Belcrest Center Drive.	TM16.1	WMATA	Joint Development Partner	Mid-Term
Construct a second permanent entrance to the Metro station at the west end of the platforms, with direct access to the Central Plaza from the west end of the station (This entrance should include bicycle storage, including lockers, escalator and elevator access between levels, and other amenities typically provided by WMATA at a station).	TM16.2	WMATA	Joint Development Partner	Long-Term
Consider adding signage to the Metro access point on Oliver Street to signal access to the Metro from neighborhoods to the south. (Ensure that the new directional signs are coordinated with WMATA and the BID or other entity responsible for installing wayfinding signage throughout the Transit District).	TM16.5, TM16.6	WMATA		**Short-Term**
Insert the WMATA Metro station pylon at the following locations: 1. East West Highway at the Pedestrian Bridge. 2. Belcrest Road at the Metro entrance. 3. Oliver Street at the Metro entrance.	TM16.6	WMATA	City of Hyattsville, SHA, DPW&T	**Short-Term**
Construct new shared/public parking facilities.	LU1.1, EP2.1, TM8.5, TM17.2, TM18.1, TM19.3, TM19.4,	Property Owners, Revenue Authority		Mid-Term
Explore opportunity for residential parking permit programs in neighboring communities to discourage or prohibit spillover parking on residential streets outside the Transit District.	TM17.6	Revenue Authority, City of Hyattsville, Town of University Park, Town of Riverdale Park		**Short-Term**

Table 22. Action Items: Natural Environment

Proposed Action Steps	Strategies Implemented	Lead	Potential Parties Involved	Time Frame
Conduct a Transit District-wide study of the flood control volumes that exist and will need to be addressed during redevelopment of the Transit District. The purpose of the study is to determine appropriate Transit District-wide measures that address shared solutions for handling stormwater volumes.	NE1.1	DoE	DPIE, DPW&T, M-NCPPC Planning	Ongoing
Identify locations for stream stabilization projects along Wells Run and farther downstream within the Lower Northeast Branch watershed to stabilize this tributary system and improve water quality. Consult the Anacostia River Watershed Restoration Plan for possible stormwater retrofit and stream stabilization projects.	NE2.2	DoE	DPIE, DPW&T, M-NCPPC Planning	Ongoing
Evaluate and implement tree planting programs within the Transit District.	NE3.1, NE3.4, NE4.5	Management Entity	Property Owners, DPW&T	Ongoing

Table 23. Action Items: Housing and Neighborhoods

Proposed Action Steps	Strategies Implemented	Lead	Potential Parties Involved	Time Frame
Identify and implement incentives to support partnerships that create additional affordable housing opportunities.	HN2.1, HN2.2, HN2.3, HN2.6	DHCD, HUD, State of Maryland		Ongoing
Enforce and strengthen housing maintenance and building codes to discourage deterioration of housing.	HN2.4	DPIE	DHCD	Mid-Term
Partner with nonprofits and the Department of Housing and Community Development to expand access to foreclosure prevention and financial literacy counseling to preserve affordable housing opportunities in the Transit District.	HN2.5	DHCD	Nonprofit Sector	Ongoing
Provide amenities in new residential and mixed-use buildings including innovative technologies; high-speed internet access; flex, incubator space, and meeting areas; laboratory spaces; and communal learning opportunities to attract new residents.	EP4.3, HN4.1	Property Owners		Ongoing
Incentivize the design and construction of green buildings encouraging new construction to obtain a minimum rating of Silver in the LEED® Building Design and Construction (BD+C), Neighborhood Development (ND), or HOME systems or equivalent certification under other comparable green-building rating programs.	EP4.2, NE4.1, NE4.2, NE4.3, NE4.4, NE4.5, NE4.6, HN5.1, PR2.2	PGCEDC	Management Entity	Mid-Term
Identify and implement incentives to support increased and continued homeownership within the Transit District.	HN1.1, HN6.1, HN6.2	DHCD, HUD, State of Maryland	Finance	Ongoing

Table 24. Action Items: Community Heritage, Culture, and Design

Proposed Action Steps	Strategies Implemented	Lead	Potential Parties Involved	Time Frame
Create a greenway between Dean Drive and Adelphi Road, to be located generally south of Northwestern High School and Wells Run, including a shared use path. This greenway should include, encompass, or parallel, as appropriate, any stormwater management features or facilities draining into Wells Run.	TM7.6, NE1.1, NE2.4, HD4.7, HC2.3, PR1.1, PR3.1	Property Owners	M-NCPPC Parks and Recreation	Long-Term
Relocate interior or inward-facing retail and commercial tenants to new ground-level spaces in buildings fronting A streets.	HD4.8	Property Owners	PGCEDC	Ongoing
Work with stakeholders to create and manage opportunities for artistic expression, including, but not limited to, sculpture and other public art, architectural enhancements, special landscape treatments, art studios, murals, and art displays within the public realm.	EP2.3, TM9.3, HD4.2, HD6.1, HD6.2, HD7.1	HCDC, Management Entity	Arts and Humanities Council	Ongoing
Work with stakeholders to program events at various public spaces throughout the year, including, but not limited to, musical, theatrical, or other artistic performances, farmers markets, arts and crafts shows, street festivals, etc.	HD6.1, HD6.2, HC2.4, HC6.1, PR1.5, PR1.7	Management Entity	M-NCPPC Parks and Recreation, HCDC	Ongoing
Evaluate Metro 1, 2, and 3 for consideration as Historic Sites or as a Historic District and/or for listing in the National Register of Historic Places as part of a future update to the Historic Sites and Districts Plan.	HD9.1, HD9.2	Historic Preservation Commission, Property Owners		**Short-Term**
Encourage the continued use of the Edward Durell Stone buildings in a manner that preserves their historic character, especially key exterior features.	HD9.2	Property Owners	M-NCPPC Planning, PGCEDC, Historic Preservation Commission	**Short-Term**

Table 24. Action Items: Community Heritage, Culture, and Design (Continued)

Proposed Action Steps	Strategies Implemented	Lead	Potential Parties Involved	Time Frame
Consider the designation of the municipalities of the City of Hyattsville and the Town of University Park as a wellness opportunity district in which incentives and policies would be provided to support and encourage health and wellness in the area.	HC4.1	City of Hyattsville, Town of University Park		Mid-Term
Identify an appropriate location inside the Transit District area for a public health facility, perhaps as a civic anchor of one of the new neighborhoods.	HC5.1	Health Department	M-NCPPC Planning	Mid-Term
Develop walk guides and maps to illustrate points of interest within walking distance of the Transit District.	TM6.3	Management Entity	Task Force	**Short-Term (initiation),** Ongoing (updates)
Incorporate marketing and informational materials for farmers' markets, food and beverage service establishments, and employment centers that emphasize the benefits of fresh and healthy foods and discuss the importance of nationally established standards for daily nutrition and caloric intake.	HC6.1	Management Entity	PGCEDC	Ongoing
Identify incentives and partnerships to increase opportunities for the production and sale of healthy food, such as urban farms and farmers' markets.	HC6.2	PGCEDC	City of Hyattsville	Ongoing

Table 25. Action Items: Public Facilities

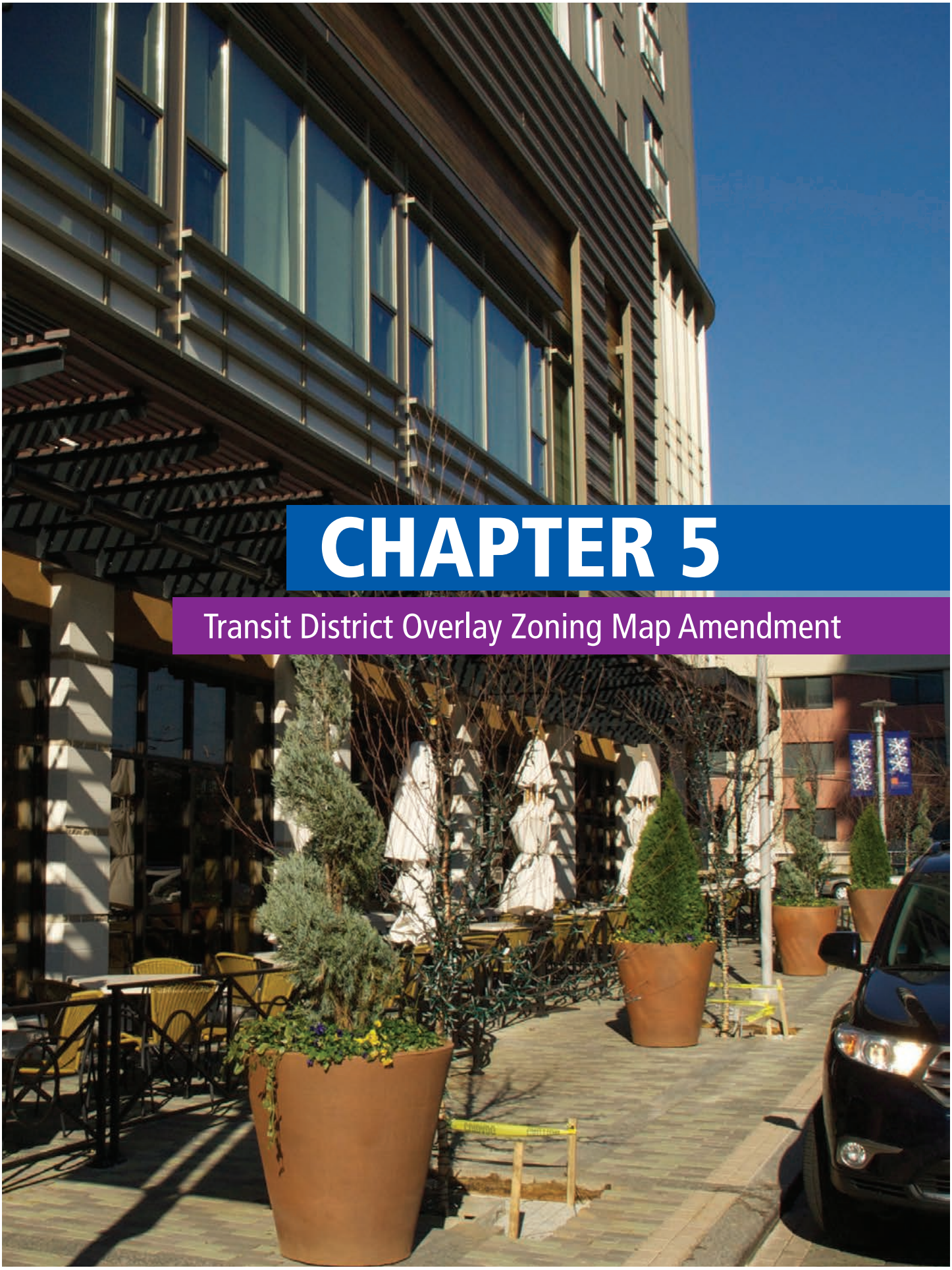
Proposed Action Steps	Strategies Implemented	Lead	Potential Parties Involved	Time Frame
Adjust school attendance boundaries within the Transit District and surrounding communities to reflect shifts in current and anticipated population growth.	PF2.1	PGCPS		Ongoing
Construct a PreK-8 school within the Transit District.	PF2.2, PF2.3	PGCPS	M-NCPPC	Ongoing
Construct the improvements to area schools recommended in the Prince George's County Public Schools Master Plan Support Project.	PF2.4	PGCPS	M-NCPPC	Ongoing
Construct additional PreK-8 public schools in Planning Subregion 2.	PF2.5	PGCPS		Mid-Term
Continue to explore opportunities to alleviate school overcrowding throughout northwestern Prince George's County.	PF2.6	PGCPS		Mid-Term
Work closely with the Prince George's County Police Department in the review of all detailed site plan applications pursuant to CB-29-2011, which requires CPTED evaluation.	PF4.1	M-NCPPC	PGPD	Ongoing
Identify opportunities and incentives for CPTED retrofit, especially along Belcrest Center Drive and at The Mall at Prince Georges.	PF4.2	PGPD, M-NCPPC Park Police, WMATA PD, Hyattsville PD, Property Owners.		Ongoing
Form a Prince George's Plaza Security Task Force—consisting of, at a minimum, PGPD, to coordinate foot, vehicular, bicycle, and equestrian patrols; plan, prepare, and train for coordinated joint response to high-impact events; share intelligence and data; and supplement private security at high-traffic locations, including The Mall at Prince Georges and University Town Center.	PF5.1	PGPD, M-NCPPC Park Police, WMATA PD, Hyattsville PD, Property Owners.	Management Entity	**Short-Term**
Work with property owners to identify space to be used as a police substation.	PF5.2	PGPD, Property Owners		Mid-Term
Construct the new Hyattsville Fire Station.	PF6.1	PGCFD		**Short-Term**
Create an integrated public safety response plan patterned on the National Harbor Emergency Response Plan.	PF6.4	Office of Emergency Management	PGCFD, PGPD, HPD, MTPD, M-NCPPC Park Police	Mid-Term

Table 26. Action Items: Parks and Recreation

Proposed Action Steps	Strategies Implemented	Lead	Potential Parties Involved	Time Frame
Construct the parks and public open space facilities identified in Table 17 and Strategy HD4.3.	PR1.1, HD4.3, PF2.2,	Property Owners, M-NCPPC	Infrastructure Authority	Ongoing
Incorporate into the design of parks and open spaces facilities such as paths, playgrounds, sports courts, drinking fountains, and other amenities, as appropriate.	PR1.2	Property Owners, M-NCPPC	Infrastructure Authority	Ongoing
Colocate physical activity spaces for children and parents or guardians to promote physical activity across age groups.	PR1.4	Property Owners, M-NCPPC		Ongoing
Encourage the establishment of provisional parks and open spaces, such as seasonal urban gardens, temporary lane closures, parking lot-to-playground conversions, street events, and movie nights.	PR1.5, HC2.2	Property Owners, M-NCPPC		Ongoing
Identify opportunities to create rooftop parks and recreation facilities and to transform existing surface parking lots into green spaces.	PR1.6	Property Owners, M-NCPPC		Ongoing
Construct a multigenerational regional recreational center within the Transit District. Colocate with other public facilities, if possible.	PR.2.2	M-NCPPC	Prince George's County	Mid-Term
Work collaboratively to construct the proposed Central Plaza.	TM3.2, HD4.3	Property Owners, WMATA	M-NCPPC, City of Hyattsville, Management Entity	Mid-Term
Provide signage at buildings, transit stops, and major intersections showing a map and the distance, time, route, and calories burned to the nearest or next open space or trail head.	PR3.3	Management Entity	M-NCPPC	**Short-Term**
Enhance signage and landscaping along the existing pedestrian path to Heurich Park from MD 410 (East West Highway).	PR3.4	Management Entity	SHA, City of Hyattsville	**Short-Term**
Establish a cost-of-service assessment for all proposed park facilities within the Transit District. The assessment could include an evaluation of the cost per experience, the cost per square foot to operate, and/or the revenue earned per square foot.	PR4.1	M-NCPPC		Mid-Term

Table 26. Action Items: Parks and Recreation (Continued)

Proposed Action Steps	Strategies Implemented	Lead	Potential Parties Involved	Time Frame
Build partnerships with other parks and recreation service providers to reduce program costs and leverage development funding.	PR4.2	M-NCPPC		Mid-Term
Build partnerships with organizations—such as foundations, conservancies, and horticultural groups—to sponsor and maintain green spaces and gardens in the Transit District.	PR4.3	M-NCPPC		**Short-Term**
Acquire land to develop parks and public open spaces.	PR1.1, PR4.4, PR4.6	M-NCPPC		Ongoing
Provide environmental interpretation by incorporating seating areas and interpretive signage.	PR5.1	M-NCPPC		Ongoing
Include an educational component as part of all environmental mitigation projects to provide public information as to its purpose and importance to the environmental health of the Transit District.	PR5.2	Property Owners	DoE, DPW&T	Ongoing



CHAPTER 5

Transit District Overlay Zoning Map Amendment

Comprehensive Rezoning Policies | Introduction

One of the primary implementation tools to realize the vision and land use recommendations of the Prince George's Plaza Transit District Development Plan (TDDP) is the comprehensive rezoning proposal, also known as a Transit District Overlay Zoning Map Amendment (TDOZMA), which applies the Transit District Overlay (T-D-O) Zone and brings the underlying zoning of property within the Transit District into conformance with the land use plan. The District Council initiated the TDOZMA and TDDP update on March 25, 2014, through Council Resolution CR-16-2014. The TDOZMA and TDDP were approved by Council Resolution CR-56-2016 on July 19, 2016.

Comprehensive rezoning through the TDOZMA is a necessary implementation step in the land use planning process. It ensures that future development within the Transit District will be in conformance with County land use plans and development policies, reflecting the County's ability to accommodate future development. Existing zoning that hinders such development may be changed, and the need for piecemeal rezoning will be reduced through the TDOZMA process. The approval of the zoning pattern recommended by the TDDP and implemented by this TDOZMA brings zoning into greater conformity with County land use goals and policies as they apply to the Prince George's Plaza Transit District, thereby enhancing the health, safety, and general welfare of all Prince George's County residents and citizens.

Existing land use and zoning, as well as pending site plan applications, were examined and evaluated in preparation of both the TDDP and this TDOZMA. Consideration was also given to the environmental and economic impact of land use and zoning changes. The approval of the TDOZMA results in the revision of the official 1"=200' scale zoning map(s) for Planning Area 68.

The Prince George's Plaza Transit District was adopted into the Maryland-Washington Regional District on April 26, 1927. Comprehensive rezoning of properties previously classified within the TDOZ last occurred with the approval of the 1998 *Transit District Overlay Zoning Map Amendment for the Prince George's Plaza Transit District Overlay Zone*. Properties reclassified into the TDOZ by this TDOZMA were last comprehensively rezoned in 1994 with the approval of the *Sectional Map Amendment for Planning Area 68*.

This section explains how the Prince George's Plaza TDOZMA addresses comprehensive rezoning policies established by the Planning Board and District Council to guide preparation of the TDOZMA.

Transit District Overlay Zone

The Transit District Overlay Zone (TDOZ) is intended to ensure that the development of land in the vicinity of Metro stations maximizes transit ridership, serves the economic and social goals of the area, and takes advantage of the unique development opportunities that mass transit provides. The T-D-O Zone is a mapped zone superimposed over other zones in a designated area around a Metro station, and which may modify certain requirements for development within those underlying zones. This designated area is called a Transit District. In this zone, a Transit District Development Plan must be approved by the District Council, and all development is subject to the approval by the Planning Board of a Detailed Site Plan. The Transit District Development Plan provides both the requirements for development within a specific Transit District and a flexible forum for joint development between the public and private sectors. (Section 27-548.02 of the Zoning Ordinance).

Comprehensive Rezoning Policies | Limitations On the Use of Zones

Zoning classifications in the TDOZMA are limited only by the range of zones within the ordinance at the time of final action by the District Council. Additional limitations on the use of zones within the TDOZMA are specified by Section 27-213.03 of the Zoning Ordinance, which states:

> "When the District Council approves a Transit District Overlay Zone, it may, as part of the approval, change the underlying zones to any other zones (except Comprehensive Design Zones). Where the existing underlying zone is a Comprehensive Design or a Mixed-Use Transportation-Oriented (M-X-T) Zone, that zone shall be retained; except that, with the concurrence of the property owner, it may be changed to any other zone (except a Comprehensive Design Zone). No land may be rezoned to a Comprehensive Design Zone through Transit District Overlay Zoning Map Amendment procedures."

Pursuant to Section 27-213.03, all property owners reclassified from M-X-T to Mixed-Use Infill (M-U-I) concurred with the reclassification, either through testimony, or, in the case of The Maryland-National Capital Park and Planning Commission (M-NCPPC), by endorsing the TDOZMA.

Comprehensive Rezoning Policies | Comprehensive Design Zones

New comprehensive design zones (CDZs) may not be included in a TDOZMA. No properties within the Prince George's Plaza Transit District are in CDZs.

Comprehensive Rezoning Policies | Public Land Policy

M-NCPPC and the Washington Metropolitan Area Transit Authority (WMATA) own significant portions of land in the Prince George's Plaza Transit District.

The established land policy states that all public land should be placed in the most restrictive or dominant adjacent zone, whichever bears the closest relationship to the intended character of the area. Therefore, the zoning of public land, just as private land, should be compatible with surrounding zones. This policy should eliminate any "islands" of inharmonious zoning while still providing for public use. It should further assure compatibility of any future development or uses if the property is returned to private ownership.

A distinction is made where large parcels of land have been set aside specifically for public open space. In those cases the Reserved Open Space (R-O-S) Zone or the Open Space (O-S) Zone is applied as the most appropriate zone, depending on the size of the property.

Federal and state government property, which is scattered throughout the County, is not subject to the requirements of the Zoning Ordinance. An exception occurs when joint development proposals are brought through the County development process by a private partner on land owned by the University of Maryland, WMATA, or similar entities. The existing joint development at the Prince George's Plaza Metro Station, owned by WMATA, was approved pursuant to the Zoning Ordinance. The intent of the comprehensive rezoning process is to apply a zoning category to all land, including federal and state property, without regard to its unique zoning status. The R-O-S Zone is generally applied to federal and state properties unless specific uses of the property or the intended character of the property and/or area should warrant another zoning category.

In keeping with the practice of placing all public land in the most restrictive or dominant adjacent zone closest to the intended character of the area, the TDOZMA reclassifies the WMATA property surrounding the Prince George's Plaza Station from the M-X-T Zone to the more flexible M-U-I Zone. This property is among the most important locations in the Transit District due to its proximity to the station, and is underdeveloped relative to its potential.

Additional WMATA and Board of Education properties in and abutting the right of way of the Metro Green Line were previously retained in the Commercial Shopping Center (C-S-C) Zone. These properties are undevelopable and reclassified into the O-S Zone.

The TDOZMA retains the M-NCPPC property on the west side of the Transit District in the R-O-S Zone.

Prince George's County owns a 0.27-acre undeveloped parcel of property located on Dean Drive. The property is in the Residential Edge, is adjacent to property zoned R-18, and is envisioned to be combined with adjacent parcels to support multifamily redevelopment. Accordingly, the TDOZMA reclassifies this property from the R-30C (Multifamily Low-Density Residential-Condominium) Zone to the T-D-O/R-18 (Multifamily Medium-Density Residential) Zone.

Comprehensive Rezoning Policies | Mixed-Use Zoning Recommendations

Implementation of the long-range land use recommendations of the Prince George's Plaza TDDP for mixed-use, pedestrian, and transit-oriented development in proximity to major transit systems requires application of mixed-use zoning techniques. Property in a T-D-O Zone may be reclassified from its underlying zone to the M-U-I Zone or other mixed-use zones as part of the TDOZMA or through the property owner application process [Section 27-548.09.01(b)] of the Zoning Ordinance.

However, the types of mixed-use zoning categories that would best implement the plan vision did not exist within the Zoning Ordinance at the time of approval of this TDDP. To effectively and efficiently implement the mixed-use, pedestrian- and transit-oriented development patterns recommended by Plan 2035 and this TDDP, it is recommended that an appropriate set of mixed-use zoning categories or techniques be prepared (or existing zones modified) so that there is an effective set of regulations to fully achieve the vision for the Transit District area.

This TDOZMA represents a belief that the T-D-O/M-U-I Zone is the most appropriate existing tool for permitting the type of development desired at Prince George's Plaza, and reclassifies several undeveloped and underdeveloped properties into that zone. The recommendation to rezone M-X-T-zoned properties to the M-U-I Zone is based on several issues associated with the current M-X-T Zone. These include:

- The requirement for two out of three specified classes of uses (residential; hotel and motel; retail; and office, research, and institutional) to be located on the proposed development site or adjacent to it.
- The base floor area ratio (FAR) cap of 0.4 without the optional development method, which greatly limits the potential density of development that can be built within this zone.
- The variety of tools and methods added to the Zoning Ordinance over the years to permit property owners to construct single uses, including townhouses, in what is intended to be a mixed-use zone.

The M-U-I Zone, in combination with the T-D-O Zone, serves as an adequate zoning approach to implement the recommendations of the TDDP for higher intensity, mixed-use development concentrated in the core area designated by the plan. The T-D-O Zone will also provide for transitions in density, intensity, and design between new development and

existing neighborhoods, and ensure consistency in the application of Transit District development standards for new development and redevelopment.

In addition to properties already zoned T-D-O, this TDOZMA recommends classifying seven additional properties into the T-D-O Zone to ensure that the residential development envisioned for the fringes of the Transit District is adequate to meet market demand, meets standards for modern, attractive development, and functions in concert with surrounding open space and residential areas.

This TDDP and TDOZMA supports the property owner application process for rezoning to the M-U-I Zone if properties retained in the M-X-T Zone are proposed to be redeveloped in the future to implement the TDDP's vision and recommendations.

Public Rezoning Requests

Three requests were submitted by the public for the reclassification of property into a new zoning classification. One request was submitted by the public for the retention of property in the existing zoning classification.

The approved TDOZMA addresses these requests as follows:

Zoning Change	Request	Address	Tax Account	Previous Zone	Requested Zone	Approved Zone
4	Reclassify		1859479	R-18	T-D-O/R-20	T-D-O/R-20
10	Retain	Toledo Terrace	3746484	T-D-O/R-10	T-D-O/R-10	T-D-O/R-10
10	Reclassify	3501 Dean Drive	3746450	T-D-O/R-10	T-D-O/R-20	T-D-O/R-20
	Reclassify	Belcrest Road	3746468	T-D-O/R-10	T-D-O/R-20	T-D-O/R-20
	Reclassify	Toledo Terrace	3746476	T-D-O/R-10	T-D-O/R-20	T-D-O/R-20
11	Reclassify	3400 Dean Drive	1921493	R-18	T-D-O/R-10	T-D-O/R-10
N/A	Reclassify	Dean Drive	1844109	R-80	T-D-O/R-20	T-D-O/R-80

Comprehensive Rezoning Changes

Map 21 shows the previous zoning classifications within the Transit District. To implement the TDDP policies and land use recommendations contained in the preceding chapters, several properties within the TDDP area are reclassified to bring their zoning into conformance with the TDDP. The comprehensive rezoning process (via the TDOZMA) provides the most appropriate mechanism for the public sector to achieve this goal. As such, the TDOZMA is approved as an amendment to the official zoning map(s) concurrently with approval of the TDDP. The TDOZMA includes 12 zoning changes based on the land use and development policies described in the previous chapters of this TDDP.

The locations of these zoning changes are shown on Map 21 and described in Table 27. These zoning changes result in a new zoning inventory for the area (Table 28). These maps and tables are included for illustrative purposes only. The 1"=200' scale County zoning maps represent the official zoning boundaries.

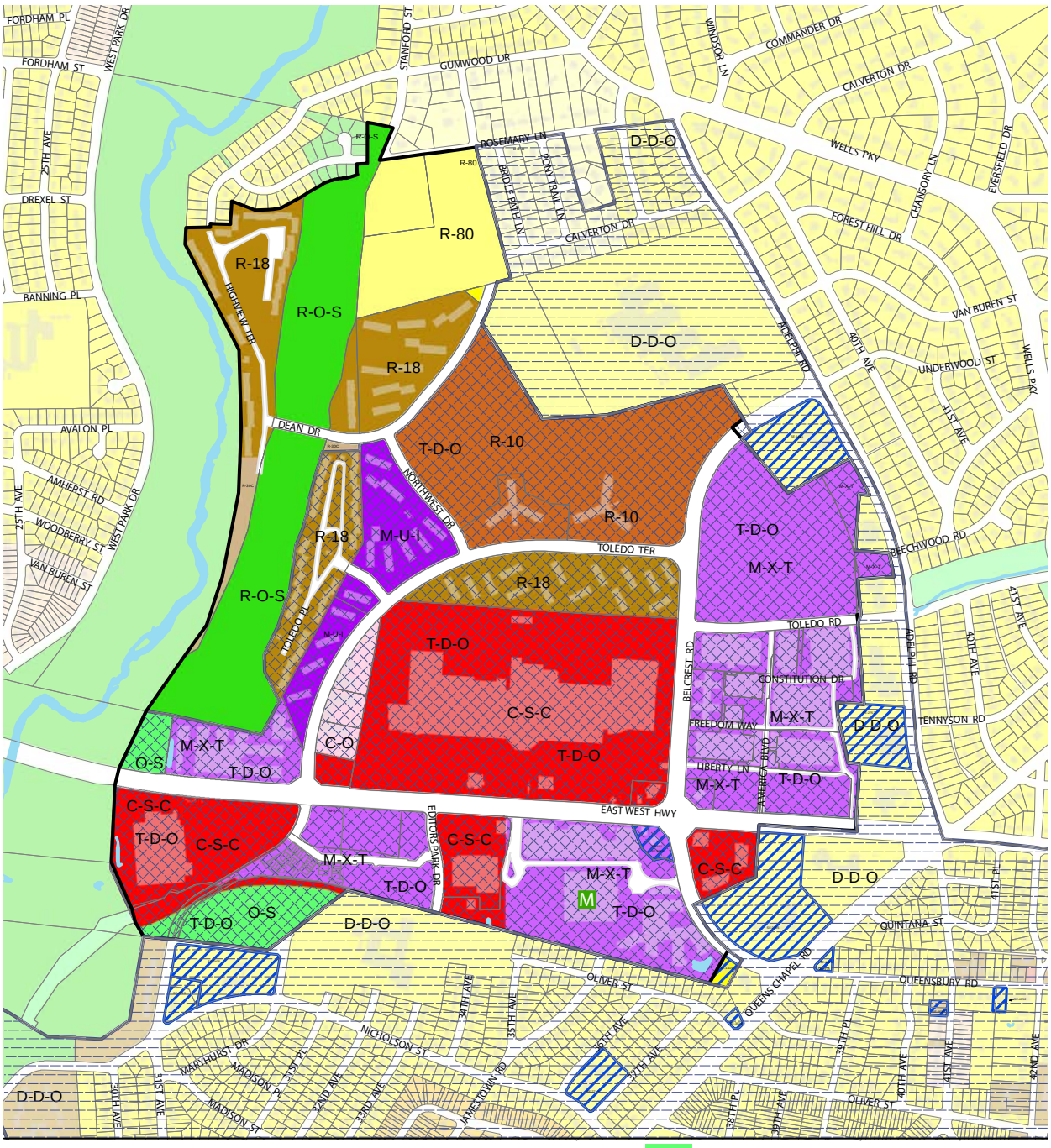
Table 27. Comprehensive Rezoning Changes

Zoning Change		Acreage
ZC 1	Superimpose T-D-O-Z	362.67
ZC 2	R-30C to R-18	2.10
ZC 3	R-30C to R-18	0.29
ZC 4	R-18 to R-10	1.77
ZC 5	R-10 to R-20	27.28
ZC 6	M-X-T to M-U-I	22.28
ZC 7	C-S-C to M-U-I	52.61
	C-O to M-U-I	3.85
	R-18 to M-U-I	12.29
ZC8	M-X-T to M-U-I	3.13
ZC 9	C-S-C to M-U-I	9.76
	M-X-T to M-U-I	21.81
ZC 10	C-S-C to O-S	2.19
ZC 11	C-S-C to M-U-I	13.23
ZC 12	R-18 to R-20	9.32

Table 28. Zoning Inventory (in Acres)

Zoning Class	Approved Acreage	Previous Acreage	Change in Acreage
C-O	0.00	3.85	-3.85
C-S-C	0.00	77.85	-77.85
M-U-I	151.59	12.63	138.96
M-X-T	42.33	89.55	-47.22
O-S	11.30	8.98	2.19
R-10	12.52	38.03	-25.51
R-18	25.75	46.74	-20.99
R-20	36.60	0.00	36.60
R-30C	0.00	2.39	-2.39
R-55	0.17	0.17	0.00
R-80	16.94	16.94	0.00
R-O-S	33.46	33.46	0.00
Right of Way	32.01		
Transit District Overlay	362.67	280.60	82.08

Map 21. Existing Zoning



Map 22. Proposed Zoning

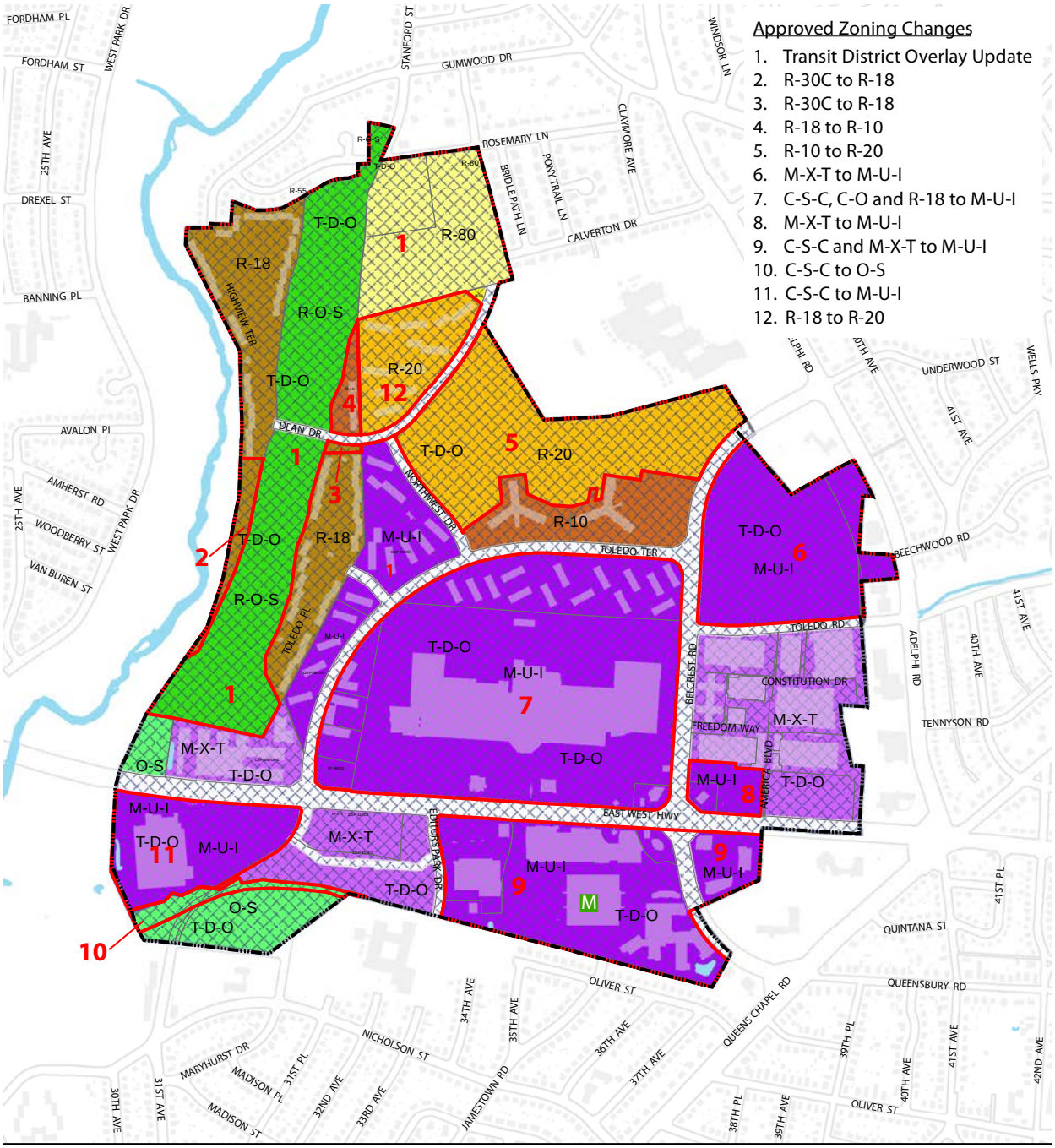


Table 29. Zoning Change 1: Superimpose the T-D-O Zone

Change Number	Zoning Change	Areas of Change (Acres)	Approved SMA/ ZMA/SE Number	Approved SMA/ZMA/ SE Date	200' Scale Index Map
1	Superimpose T-D-O Zone	362.67	14-1998 SMA	6/23/98 5/17/94	207NE03, 208NE03

DISCUSSION: This TDOZMA applies the T-D-O Zone to 486 properties (on 93 parcels) to meet the vision and goals of this TDDP. This TDOZMA reclassifies nine additional properties into the T-D-O Zone that were not previously zoned T-D-O to ensure that the residential development envisioned for the fringes of the Transit District is adequate to meet market demand, meets standards for modern, attractive development, and functions in concert with surrounding open space and residential areas.

A property at 6206 Belcrest Road was included in the proposed boundary of this TDDP at initiation but is not classified in the T-D-O Zone at the request of the Prince George's County Fire and Emergency Medical Services Department. The property is the future site of the Hyattsville Fire/EMS Station #801, under design at the time of TDDP approval. The parcel remains subject to the 1994 *Approved Master Plan for Planning Area 68*.

Property Address					Tax Map and Grid	Tax Account	Legal Description	Lot	Block	Parcel
003311	Toledo	Ter	Hyattsville	20782	041F2	1835529				
003450	Toledo	Ter	Hyattsville	20782	041F1	1844919	Unit 113			
003331	Toledo	Ter	Hyattsville	20781	041F2	1835776	Bldg 2 Unit 205			
000000	Rosemary	Ln	Hyattsville	20782	032F4	1844109	(Twn Annex 2006-03 2007) (4.0Ac To 3726122 Str 06)			102
003311	Toledo	Ter	Hyattsville	20782	041F2	1835289	Suite B-101			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845551	Unit 522			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845775	Unit 426			
003311	Toledo	Ter	Hyattsville	20782	041F2	1835388	Suite C-103			
000000	Belcrest	Rd	Hyattsville	20782	042A1	3746468	Land Unit 2			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845478	Unit 321			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845452	Unit 720			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844885	Unit 512			
003311	Toledo	Ter	Hyattsville	20782	041F2	1835511				
003450	Toledo	Ter	Hyattsville	20782	041F1	1845866	Unit 727			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845759	Unit 226			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844455	Unit 406			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844224	Unit 702			
003450	Toledo	Ter	Hyattsville	20784	041F1	1845007	Unit 414			
003400	Toledo	Ter	Hyattsville	20782	041F1	1859479	Parcel D			
003325	Toledo	Rd	Hyattsville	20782	042A2	3503455	Pt Par H			
003311	Toledo	Ter	Hyattsville	20782	041F2	1835396	Suite C-104			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845346	Unit 319			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845189	Unit 117			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844646	Unit 209			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845528	Unit 222			

Property Address					Tax Map and Grid	Tax Account	Legal Description	Lot	Block	Parcel
003450	Toledo	Ter	Hyattsville	20782	041F1	1845049	Unit 115			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844828	Unit 611			
000000	Adelphi	Rd	Hyattsville	20782	042A1	1964741	Pt Par 67 (.8027 A To Acct 3240231 Str 95)			067
003600	East West	Hwy	Hyattsville	20782	042A2	1927516	Parcel H			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844992	Unit 314			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844331	Unit 604			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845627	Unit 623			
003400	Toledo	Ter	Hyattsville	20782	042A1	1859438	Parcel B			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845445	Unit 620			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845460	Unit 221			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844257	Unit 403 Cae08-24872 W/ Tdt 12/3/08			
006506	America	Blvd	Hyattsville	20782	042A2	3935426	Unit 211			
006506	America	Blvd	Hyattsville	20782	042A2	3935707	Unit 407			
006506	America	Blvd	Hyattsville	20782	042A2	3935871	Unit 508			
006506	America	Blvd	Hyattsville	20782	042A2	3935558	Unit 308			
006506	America	Blvd	Hyattsville	20782	042A2	3935574	Unit 310			
006506	America	Blvd	Hyattsville	20782	042A2	3936325	Unit 805			
006506	America	Blvd	Hyattsville	20782	042A2	3935590	Unit 312			
006506	America	Blvd	Hyattsville	20782	042A2	3935665	Unit 403			
006506	America	Blvd	Hyattsville	20782	042A2	3936069	Unit 611			
006506	America	Blvd	Hyattsville	20782	042A2	3936101	Unit 615			
006500	America	Blvd	Hyattsville	20782	042A2	4021200	Plaza Lofts 22 Condo Bldg 2, Unit 201, Flrs 3&4 Model 18	201		
006506	America	Blvd	Hyattsville	20782	042A2	3935509	Unit 303			
006506	America	Blvd	Hyattsville	20782	042A2	3935525	Unit 305			
00000	Belcrest	Rd	Hyattsville	20782	04242	5554761	Map 42 Gr A1 Ne Pt Par A			
03400	Toledo	Ter	Hyattsville	20782	041F2	5532560	Parcel H Americana Plaza			
003401	East West	Hwy		00000	041F2	5575490	Addition To Parcel 1			
003107	Sentinel	Dr	Hyattsville	20782	041	5577658	Plat 1	4		
003111	Bulletin	Way	Hyattsville	20782	041	5577738	Plat 1	12		
003300	Tribune	Ct	Hyattsville	20782	041	5579258	Phase 1			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844901	Unit 712			
000000	Toledo	Rd	Hyattsville	20782	042A1	3668555	Pt Parcel A (New From 1865757 Str 05)			
000000	Dean	Dr	Hyattsville	20782	041F1	1839836				026
003450	Toledo	Ter	Hyattsville	20782	041F1	1845791	Unit 626			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844752	Unit 610			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845569	Unit 622			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845593	Unit 323			
003321	Toledo	Ter	Hyattsville	20782	041F2	1835628	Bldg 1 Unit 102			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845064				
003450	Toledo	Ter	Hyattsville	20782	041F1	1844315	Unit 404			

Property Address					Tax Map and Grid	Tax Account	Legal Description	Lot	Block	Parcel
003110	Oliver	Pl	Hyattsville	20782	041F2	1964055	Plaza-Addn Pt Par E & 29792 Sf Pt Toledo Terr Abnd			
003321	Toledo	Ter	Hyattsville	20782	041F2	1835610	Bldg 1 Unit 101			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845023	Unit 614			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845536	Unit 322			
003311	Toledo	Ter	Hyattsville	20782	041F2	1835321	Suite B-201			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845726	Unit 525			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844174	Unit 202			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844984	Unit 214			
003311	Toledo	Ter	Hyattsville	20782	041F2	1835495	Bldg A Unit A-202			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845718	Unit 425			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844539	Unit 507			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844703	Unit 110			
006525	Belcrest	Rd	Hyattsville	20782	042A2	3666690	Parcel L			
003321	Toledo	Ter	Hyattsville	20782	041F2	1835586				
003331	Toledo	Ter	Hyattsville	20781	041F2	1835750	Bldg 2 Unit 107			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844687	Unit 609			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844745	Unit 510			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845510	Unit 721			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845411	Unit 320			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845767	Unit 326			
003450	Toledo	Ter		0	041F1	1844737	Unit 410			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845387	Unit 719			
003331	Toledo	Ter	Hyattsville	20781	041F2	1835818	Bldg 2 Unit 305			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844380	Unit 405			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844786	Unit 211			
006506	America	Blvd	Hyattsville	20782	042A2	3936242	Unit 713			
006506	America	Blvd	Hyattsville	20782	042A2	3935327	Unit 201			
006500	America	Blvd	Hyattsville	20782	042A2	3834744	Par U Lofts 22 Lev 1 Retail & Comm Ele (Npl 09 4021192)			
006506	America	Blvd	Hyattsville	20782	042A2	3936036	Unit 608			
006506	America	Blvd	Hyattsville	20782	042A2	3936176	Unit 706			
006506	America	Blvd	Hyattsville	20782	042A2	3936200	Unit 709			
006506	America	Blvd	Hyattsville	20782	042A2	3935475	Unit 216			
006506	America	Blvd	Hyattsville	20782	042A2	3935772	Unit 414			
006506	America	Blvd	Hyattsville	20782	042A2	3935863	Unit 507			
006506	America	Blvd	Hyattsville	20782	042A2	3935822	Unit 503			
006506	America	Blvd	Hyattsville	20782	042A2	3935921	Unit 513			
006506	America	Blvd	Hyattsville	20782	042A2	3935566	Unit 309			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845700	Unit 325			
006506	America	Blvd	Hyattsville	20782	042A2	3936366	Unit 809			
006506	America	Blvd	Hyattsville	20782	042A2	3935608	Unit 313			
006506	America	Blvd	Hyattsville	20782	042A2	3935640	Unit 401			
006506	America	Blvd	Hyattsville	20782	042A2	3935657	Unit 402			

Property Address					Tax Map and Grid	Tax Account	Legal Description	Lot	Block	Parcel
006506	America	Blvd	Hyattsville	20782	042A2	3936127	Unit 701			
006500	America	Blvd	Hyattsville	20782	042A2	4021341	Plaza Lofts 22 Condo Bldg 2, Unit 404, Flrs 5&6 Model 15	404		
006500	America	Blvd	Hyattsville	20782	042A2	4021275	Plaza Lofts 22 Condo Bldg 2, Unit 208, Flrs 3&4 Modle 13	208		
006500	America	Blvd	Hyattsville	20782	042A2	4021309	Plaza Lofts 22 Condo Bldg 2, Unit 400, Flrs 5&6 Model 15	400		
006506	America	Blvd	Hyattsville	20782	042A2	3935756	Unit 412			
006506	America	Blvd	Hyattsville	20782	042A2	3935491	Unit 302			
06500	America	Blvd	Hyattsville	20782	042A2	5532673	Limited Air Rights Building 2 Floor 5 America Boulevard			
003109	Sentinel	Dr	Hyattsville	20782	041	5577660	Plat 1	5		
006100	Chronicle	St	Hyattsville	20782	041	5577740	Plat 1	13		
003700	East West	Hwy	Hyattsville	20782	042A2	3720737	Parcel R			
006505	Belcrest	Rd	Hyattsville	20782	042A2	3566940	Parcel 1			
006210	Belcrest	Rd	Hyattsville	20782	042A2	3799608	Pt Par A WMATA Lease			
006210	Belcrest	Rd	Hyattsville	20782	042A2	3799616	Pt Par A WMATA Leased			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844133	Unit 401			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844851	Unit 212			
003321	Toledo	Ter	Hyattsville	20782	041F2	1835651	Bldg 1 Unit 201			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845817	Unit 227			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844620	Unit 708			
006451	America	Blvd	Hyattsville	20782	042A2	3720729	Parcel Q			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845635	Unit 723			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845148	Unit 416			
000000	Toledo	Rd	Hyattsville	20782	042B2	1865724	(2125Sf To 3668548 Str 05)			097
003450	Toledo	Ter	Hyattsville	20782	041F1	1844349	Unit 704 T-Dt S/B 08/18/04 L20164 F547 -Hqc Pending-			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845650	Unit 424			
000000	Dean	Dr	Hyattsville	20783	041F1	1860303	Pt Par 92 (.85Ac To 3866456 Spl 2007)			092
000000	Dean	Dr	Hyattsville	20783	041F1	1860303	Pt Par 92 (.85Ac To 3866456 Spl 2007)			092
003450	Toledo	Ter	Hyattsville	20782	041F1	1844869	Unit 312 -Ncoa2nd2010-			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844166	Unit 701			
003308	Toledo	Rd	Hyattsville	20782	042A1	1865757	Pt Parcel A (.26 A To 3668555 Str 05)			
003311	Toledo	Ter	Hyattsville	20782	041F2	1835552				
003450	Toledo	Ter	Hyattsville	20782	041F1	1845155	Unit 516			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844117				
003450	Toledo	Ter	Hyattsville	20782	041F1	1845320	Unit 119			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845296	Unit 518			

Property Address					Tax Map and Grid	Tax Account	Legal Description	Lot	Block	Parcel
003311	Toledo	Ter	Hyattsville	20782	041F2	1835461				
003311	Toledo	Ter	Hyattsville	20782	041F2	1835297	Suite B-102			
003311	Toledo	Ter	Hyattsville	20782	041F2	1835800	Bldg 2 Unit 208			
003311	Toledo	Ter	Hyattsville	20782	041F2	1835370	Suite C-102			
003331	Toledo	Ter	Hyattsville	20781	041F2	1835842	Bldg 2 Unit 308			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844489	Unit 706			
003450	Toledo	Ter		20872	041F1	1845072	Unit 415			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845668	Unit 524			
003331	Toledo	Ter	Hyattsville	20781	041F2	1835792	Bldg 2 Unit 207			
006506	America	Blvd	Hyattsville	20782	042A2	3935806	Unit 501			
006506	America	Blvd	Hyattsville	20782	042A2	3935905	Unit 511			
006506	America	Blvd	Hyattsville	20782	042A2	3935350	Unit 204			
006506	America	Blvd	Hyattsville	20782	042A2	3936226	Unit 711			
006506	America	Blvd	Hyattsville	20782	042A2	3935624	Unit 315			
006500	America	Blvd	Hyattsville	20782	042A2	4021192	Plaza Lofts 22 Condo Bldg 2, Unit 200, Flrs 3&4 Model 14	200		
006500	America	Blvd	Hyattsville	20782	042A2	4021218	Plaza Lofts 22 Condo Bldg 2, Unit 202, Flrs 3&4 Model 15	202		
006500	America	Blvd	Hyattsville	20782	042A2	4021234	Plaza Lofts 22 Condo Bldg 2, Unit 204, Flrs 3&4 Model 19	204		
006506	America	Blvd	Hyattsville	20782	042A2	3936259	Unit 714			
06500	America	Blvd	Hyattsville	20782	042A2	5532684	Limited Air Rights Building 2 Floor 6 America Boulevard			
000000	Oliver	Pl	Hyattsville	20782	041F2	5532855	Plaza-Addn Pt Par E Eq 130,898 Sqft			
003103	Sentinel	Dr	Hyattsville	20782	041	5577636	Plat 1	2		
003109	Bulletin	Way	Hyattsville	20782	041	5577727	Plat 1	11		
006203	Chronicle	St	Hyattsville	20782	041	5577807	Plat 1	19		
000000	Sentinel	Dr	Hyattsville	20782	041	5577990	Plat 1 Parcel I Common Area Per Plat			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845833	Unit 427			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844158	Unit 601			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844802	Unit 411			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845403	Unit 220 T-Dt S/B 08/25/04 L20204 F588			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844190	Unit 402			
003215	Toledo	Pl	Hyattsville	20782	041F1	1971415	Parcel One			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844406	Unit 605			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844273	Unit 603			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845544	Unit 422			
003501	East West	Hwy	Hyattsville	20782	041F2	3302452	(L11250 F420 L13592 F315) (Corr Map&Grid 03) (Twn Annx 0	1		
003311	Toledo	Rd	Hyattsville	20782	042A2	3378080	Parcel G			

Property Address					Tax Map and Grid	Tax Account	Legal Description	Lot	Block	Parcel
003450	Toledo	Ter	Hyattsville	20782	041F1	1844299	Unit 204			
003400	East West	Hwy	Hyattsville	20782	041F2	1835271	Parcel R (Town Annexation 2006)			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844950	Unit 513			
003450	Toledo	Ter		0	041F1	1845114	Unit 116			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845577	Unit 722			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845379	Unit 619			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845734	Unit 625			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844711	Unit 210			
003311	Toledo	Ter	Hyattsville	20782	041F2	1835404	Suite C-105			
003311	Toledo	Ter	Hyattsville	20782	041F2	1835354				
006211	Belcrest	Rd	Hyattsville	20782	042A2	3196235	Parcel A (Town Annexation 2006)			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845262	Unit 218			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844596	Unit 408			
003450	Toledo	Ter		0	041F1	1844570	Unit 208			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845221	Unit 517			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845270	Unit 318			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845163	Unit 616			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844810	Unit 511			
003311	Toledo	Ter	Hyattsville	20782	041F2	1835412	Suite C-201			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844356				
003311	Toledo	Ter	Hyattsville	20782	041F2	1835479	Bldg A Unit A-102			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844422	Unit 106			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844463	Unit 506			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844364	Unit 205			
006506	America	Blvd	Hyattsville	20782	042A2	3935897	Unit 510			
006506	America	Blvd	Hyattsville	20782	042A2	3936044	Unit 609			
006506	America	Blvd	Hyattsville	20782	042A2	3936390	Unit 812			
006506	America	Blvd	Hyattsville	20782	042A2	3936424	Unit 815			
006506	America	Blvd	Hyattsville	20782	042A2	3935418	Unit 210			
006506	America	Blvd	Hyattsville	20782	042A2	3935699	Unit 406			
006500	America	Blvd	Hyattsville	20782	042A2	4021333	Plaza Lofts 22 Condo Bldg 2, Unit 403, Flrs 5&6 Model 15	403		
006500	America	Blvd	Hyattsville	20782	042A2	4021317	Plaza Lofts 22 Condo Bldg 2, Unit 401, Flrs 5&6 Model 13	401		
006506	America	Blvd	Hyattsville	20782	042A2	3935749	Unit 411			
006506	America	Blvd	Hyattsville	20782	042A2	3935723	Unit 409			
006506	America	Blvd	Hyattsville	20782	042A2	3936341	Unit 807			
006506	America	Blvd	Hyattsville	20782	042A2	3936143	Unit 703			
006506	America	Blvd	Hyattsville	20782	042A2	3936150	Unit 704			
006506	America	Blvd	Hyattsville	20782	042A2	3935632	Unit 316			
006506	America	Blvd	Hyattsville	20782	042A2	3935681	Unit 405			

Property Address					Tax Map and Grid	Tax Account	Legal Description	Lot	Block	Parcel
006500	America	Blvd	Hyattsville	20782	042A2	4021382	Plaza Lofts 22 Condo Bldg 2, Unit 408, Flrs 5&6 Model 13	408		
006500	America	Blvd	Hyattsville	20782	042A2	4021408	Plaza Lofts 22 Condo Bldg 2, Unit 410, Flrs 5&6 Model 15	410		
006500	America	Blvd	Hyattsville	20782	042A2	4021267	Plaza Lofts 22 Condo Bldg 2, Unit 207, Flrs 3&4 Model 15	207		
006500	America	Blvd	Hyattsville	20782	042A2	4021291	Plaza Lofts 22 Condo Bldg 2, Unit 210, Flrs 3&4 Model 15	210		
000000	Adelphi	Rd	Hyattsville	20782	042A1	3240231	(New Fr 1964741 Str 95)			203
006506	America	Blvd	Hyattsville	20782	042A2	3935517	Unit 304			
06500	America	Blvd	Hyattsville	20782	042A2	5532651	Limited Air Rights Building 2 Floor 3 America Boulevard			
03400	Toledo	Ter	Hyattsville	20782	041F2	5532558	Parcel G Americana Plaza			
003101	Bulletin	Way	Hyattsville	20782	041	5577682	Plat 1	7		
003107	Bulletin	Way	Hyattsville	20782	041	5577716	Plat 1	10		
006103	Enquirer	St	Hyattsville	20782	041	5577864	Plat 1	25		
006102	Enquirer	St	Hyattsville	20782	041	5577900	Plat 1	29		
000000	Sentinel	Dr	Hyattsville	20782	041	5577955	Plat 1 Parcel B Common Area Per Plat			
000000	East West	Hwy	Hyattsville	20782	041	5579271	Phase3			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845171	Unit 716			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844307	Unit 304			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844265	Unit 503			
003450	Toledo	Ter		0	041F1	1844554	Unit 707			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845585	Unit 223			
003450	Toledo	Ter		0	041F1	1844471	Unit 606			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844844	Unit 112			
003321	Toledo	Ter	Hyattsville	20782	041F2	1835685	Bldg 1 Unit 204			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845742	Unit 725			
003321	Toledo	Ter	Hyattsville	20782	041F2	1835677	Bldg 1 Unit 203			
003400	Dean	Dr	Hyattsville	20782	041F1	1921493	Parcel Three			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845437	Unit 520			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845494	Unit 521			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845056	Unit 215			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845031	Unit 714			
006401	America	Blvd	Hyattsville	20782	042A2	3720745	Parcel S			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844976	Unit 713			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845098	Unit 615			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845429	Unit 420 -Ncoa2nd2010-			
002500	East West	Hwy	Hyattsville	20782	041E2	1964758	(Town Annexation 2006)			058
003450	Toledo	Ter	Hyattsville	20782	041F1	1845841	Unit 527			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844547	Unit 607			

Property Address					Tax Map and Grid	Tax Account	Legal Description	Lot	Block	Parcel
003321	Toledo	Ter	Hyattsville	20782	041F2	1835719	Bldg 1 Unit 303			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844208	Unit 502			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844661	Unit 409			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845395	Unit 120			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844216	Unit 602			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845197	Unit 217			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845213	Unit 417			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844877	Unit 412 -Ncoa2nd2010-			
003321	Toledo	Ter	Hyattsville	20782	041F2	1835602	Bldg 1 Unit 4			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845692	Unit 225			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844927	Unit 213			
003311	Toledo	Ter	Hyattsville	20782	041F2	1835420	Suite C-202			
000000	Dean	Dr	Hyattsville	20783	032F4	3866456	Pt Par 92 (New Fr 1860303 Spl 2007)			092
006506	America	Blvd	Hyattsville	20782	042A2	3935384	Unit 207			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844588	Unit 308			
006506	America	Blvd	Hyattsville	20782	042A2	3936028	Unit 607			
006506	America	Blvd	Hyattsville	20782	042A2	3935368	Unit 205			
006506	America	Blvd	Hyattsville	20782	042A2	3936267	Unit 715			
006506	America	Blvd	Hyattsville	20782	042A2	3936283	Unit 801			
006506	America	Blvd	Hyattsville	20782	042A2	3935467	Unit 215			
006506	America	Blvd	Hyattsville	20782	042A2	3935798	Unit 416			
006506	America	Blvd	Hyattsville	20782	042A2	3935830	Unit 504			
006506	America	Blvd	Hyattsville	20782	042A2	3935855	Unit 506			
006506	America	Blvd	Hyattsville	20782	042A2	3935988	Unit 603			
006506	America	Blvd	Hyattsville	20782	042A2	3935939	Unit 514			
006506	America	Blvd	Hyattsville	20782	042A2	3935731	Unit 410			
006506	America	Blvd	Hyattsville	20782	042A2	3935715	Unit 408			
006506	America	Blvd	Hyattsville	20782	042A2	3936234	Unit 712			
006506	America	Blvd	Hyattsville	20782	042A2	3935616	Unit 314			
006506	America	Blvd	Hyattsville	20782	042A2	3936119	Unit 616			
006500	America	Blvd	Hyattsville	20782	042A2	4021358	Plaza Lofts 22 Condo Bldg 2, Unit 405, Flrs 5&6 Model 17	405		
006500	America	Blvd	Hyattsville	20782	042A2	4021374	Plaza Lofts 22 Condo Bldg 2, Unit 407, Flrs 5&6 Model 15	407		
006500	America	Blvd	Hyattsville	20782	042A2	4021283	Plaza Lofts 22 Condo Bldg 2, Unit 209, Flrs 3&4 Model 13	209		
006506	America	Blvd	Hyattsville	20782	042A2	3935483	Unit 301			
006506	America	Blvd	Hyattsville	20782	042A2	3935533	Unit 306			
06500	America	Blvd	Hyattsville	20782	042A2	5532616	Undev Vault Space Garage Lev P-3 America Boulevard			

Property Address					Tax Map and Grid	Tax Account	Legal Description	Lot	Block	Parcel
06500	America	Blvd	Hyattsville	20782	042A2	5532640	Limited Air Rights Bldg 2 Floor 2 America Boulevard			
06500	America	Blvd	Hyattsville	20782	042A2	5532695	Limited Air Rights Building 2 Penhouse Level America Boulevard			
003105	Sentinel	Dr	Hyattsville	20782	041	5577647	Plat 1	3		
003103	Bulletin	Way	Hyattsville	20782	041	5577693	Plat 1	8		
006102	Chronicle	St	Hyattsville	20782	041	5577751	Plat 1	14		
006108	Chronicle	St	Hyattsville	20782	041	5577784	Plat 1	17		
006101	Enquirer	St	Hyattsville	20782	041	5577853	Plat 1	24		
006107	Enquirer	St	Hyattsville	20782	041	5577886	Plat 1	27		
006100	Enquirer	St	Hyattsville	20782	041	5577897	Plat 1	28		
006106	Enquirer	St	Hyattsville	20782	041	5577922	Plat 1	31		
000000	East West	Hwy	Hyattsville	20782	041	5579293	Phase 5			
003400	Toledo	Ter	Hyattsville	20782	041F1	5582256	Parcel J1			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845130	Unit 316			
006501	America	Blvd	Hyattsville	20782	042A2	3720687	Pt Parcel P			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845684	Unit 724			
006400	America	Blvd	Hyattsville	20782	042A2	3666724	Parcel N			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844398	Unit 505			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844935	Unit 313			
006404	Belcrest	Rd	Hyattsville	20782	042A2	3234812	Parcel A-2 (Town Annexation 2006)			
003301	East West	Hwy	Hyattsville	20782	041E2	3274479	Parcel A (Town Annexation 2006)			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844968	Unit 613			
003311	Toledo	Ter	Hyattsville	20782	041F2	1835487	Bldg A Unit A-201			
003311	Toledo	Ter	Hyattsville	20782	041F2	1835503	Bldg A Unit A-203			
003331	Toledo	Ter	Hyattsville	20781	041F2	1835743	Bldg 2 Unit 106			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845080	Unit 515 -Hqcp/Sw-			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844794	Unit 311			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845338	Unit 219			
003321	Toledo	Ter	Hyattsville	20782	041F2	1835693	Bldg 1 Unit 301			
	East West	Hwy		0	041E2	1978915	Vacated Pt Of Toledo Terr (Town Annexation 2006)			025
003450	Toledo	Ter	Hyattsville	20782	041F1	1845288	Unit 418			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844778	Unit 111			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845122	Unit 216			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845601	Unit 423			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845858	Unit 627			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844729	Unit 310			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844612	Unit 608			
003311	Toledo	Ter	Hyattsville	20782	041F2	1835438	Suite C-203			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844232	Unit 203			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844240	Unit 303			
006800	Highview	Ter	Hyattsville	20782	041F1	1894344	Parcel Two			

Property Address					Tax Map and Grid	Tax Account	Legal Description	Lot	Block	Parcel
003311	Toledo	Ter	Hyattsville	20782	041F2	1835453	Suite C-205 Bldg C			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844893	Unit 612			
003501	Dean	Dr	Hyattsville	20782	041F1	3746450	Land Unit 1			
003311	Toledo	Ter	Hyattsville	20782	041F2	1835313	Suite B-104 T-Dt S/B 09/20/04 L20332 F001			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844653	Unit 309			
006506	America	Blvd	Hyattsville	20782	042A2	3935392	Unit 208			
003311	Toledo	Ter	Hyattsville	20782	041F2	1835339	Suite B-202			
000000	Toledo	Ter	Hyattsville	20782	042A1	3746476	Land Unit 3			
006506	America	Blvd	Hyattsville	20782	042A2	3935889	Unit 509			
006506	America	Blvd	Hyattsville	20782	042A2	3936416	Unit 814			
006506	America	Blvd	Hyattsville	20782	042A2	3936218	Unit 710			
006506	America	Blvd	Hyattsville	20782	042A2	3936309	Unit 803			
006506	America	Blvd	Hyattsville	20782	042A2	3935764	Unit 413			
006506	America	Blvd	Hyattsville	20782	042A2	3936002	(Final No Change Unit 605 7/1/09)			
006506	America	Blvd	Hyattsville	20782	042A2	3935947	Unit 515			
006500	America	Blvd	Hyattsville	20782	042A2	4021325	Plaza Lofts 22 Condo Bldg 2, Unit 402, Flrs 5&6 Model 15	402		
006506	America	Blvd	Hyattsville	20782	042A2	3936010	Unit 606			
006506	America	Blvd	Hyattsville	20782	042A2	3936085	Unit 613			
006500	America	Blvd	Hyattsville	20782	042A2	4021390	Plaza Lofts 22 Condo Bldg 2, Unit 409, Flrs 5&6 Model 13	409		
06500	America	Blvd	Hyattsville	20782	042A2	5532627	Limited Air Rights Building 1 Commercial Area America Boulevard			
06500	America	Blvd	Hyattsville	20782	042A2	5532638	Limited Air Rights Blg2 Floor 1 America Boulevard			
000000	America	Blvd	Oxon Hill	20745	042A2	5532662	Limited Air Rights Bulding 2 Floor 4 America Boulevard			
006104	Enquirer	St	Hyattsville	20782	041	5577911	Plat 1	30		
006108	Enquirer	St	Hyattsville	20782	041	5577933	Plat 1	32		
000000	Sentinel	Dr	Hyattsville	20782	041	5577966	Plat 1 Parcel C Common Area Per Plat			
000000	Sentinel	Dr	Hyattsville	20782	041	5577988	Plat 1 Pt Parcel E Common Area Per Plat			
000000	East West	Hwy	Hyattsville	20782	041	5579260	Phase 2			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845312	Unit 718			
003450	Toledo	Ter	Bowie	20715	041F1	1845015	Unit 514			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845304	Unit 618			
003599	East West	Hwy	Hyattsville	20782	042A2	1859560	Plaza-Addn Pt Par L Eq 36445 Sf(Twn Annex 2006)			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844562	Unit 108			
003321	Toledo	Ter	Hyattsville	20782	041F2	1835644	Bldg 1 Unit 104			

Property Address					Tax Map and Grid	Tax Account	Legal Description	Lot	Block	Parcel
003450	Toledo	Ter	Hyattsville	20782	041F1	1844182	Unit 302			
006501	America	Blvd	Hyattsville	20782	042A2	3720703	Pt Parcel P			
003331	Toledo	Ter	Hyattsville	20781	041F2	1835768				
003450	Toledo	Ter	Hyattsville	20782	041F1	1844513	Unit 307			
003500	East West	Hwy	Hyattsville	20782	041F2	3234804	Parcel A-1 (Town Annexation 2006)			
003110	Oliver	Pl	Hyattsville	20782	041F2	1964055	Plaza-Addn Pt Par E & 29792 Sf Pt Toledo Terr Abnd			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845239	Unit 617			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845643	Unit 324			
006450	America	Blvd	Hyattsville	20782	042A2	3666716	Parcel M			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845361	Unit 519			
003321	Toledo	Ter	Hyattsville	20782	041F2	1835701	Bldg 1 Unit 302			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845783	Unit 526			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844497	Unit 107			
003300	East West	Hwy	Hyattsville	20782	041F2	3716982	Parcel A			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845619	Unit 523			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844372	Unit 305			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844521	Unit 407			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844604	Unit 508			
000000	Rosemary	Ln	Hyattsville	20782	032F4	3726122	(New Fr 1844109 Str 06)			185
003311	Toledo	Ter	Hyattsville	20782	041F2	1835446	Suite C-204			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844943	Unit 413			
003311	Toledo	Ter	Hyattsville	20782	041F2	1835545				
003450	Toledo	Ter	Hyattsville	20782	041F1	1845247	Unit 717			
003311	Toledo	Ter	Hyattsville	20782	041F2	1835305	Suite B-103			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844414	Unit 705			
000000	Belcrest	Rd	Hyattsville	20782	042A1	1865740	Sw Pt Par A Eq 4.55 Ac			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844281	Unit 703			
003311	Toledo	Ter	Hyattsville	20782	041F2	1835347	Suite B-203			
003331	Toledo	Ter	Hyattsville	20781	041F2	1835826	Bldg 2 Unit 306			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844505	-Hqc Pending-			
003331	Toledo	Ter	Hyattsville	20781	041F2	1835735	Bldg 2 Unit 105			
006506	America	Blvd	Hyattsville	20782	042A2	3936192	Unit 708			
006506	America	Blvd	Hyattsville	20782	042A2	3935434	Unit 212			
006506	America	Blvd	Hyattsville	20782	042A2	3935442	Unit 213			
006506	America	Blvd	Hyattsville	20782	042A2	3935780	(Fin No Chg 7/1/09 Unit 415)(Corr Fin Tm Chg 7/1/09)			
006506	America	Blvd	Hyattsville	20782	042A2	3935913	Unit 512			
006506	America	Blvd	Hyattsville	20782	042A2	3935970	Unit 602			
006506	America	Blvd	Hyattsville	20782	042A2	3935996	Unit 604			
006506	America	Blvd	Hyattsville	20782	042A2	3935541	Unit 307			
006506	America	Blvd	Hyattsville	20782	042A2	3935343	Unit 203			
006506	America	Blvd	Hyattsville	20782	042A2	3936358	Unit 808			

Property Address					Tax Map and Grid	Tax Account	Legal Description	Lot	Block	Parcel
006506	America	Blvd	Hyattsville	20782	042A2	3936135	Unit 702			
006506	America	Blvd	Hyattsville	20782	042A2	3936374	Unit 810			
006506	America	Blvd	Hyattsville	20782	042A2	3936382	Unit 811			
006506	America	Blvd	Hyattsville	20782	042A2	3936168	Unit 705			
006506	America	Blvd	Hyattsville	20782	042A2	3936093	Unit 614			
006500	America	Blvd	Hyattsville	20782	042A2	4021242	Bldg 2 Flrs 3&4 Model 17, This Unit Is 1,479Sf	205		
006500	America	Blvd	Hyattsville	20782	042A2	4021226	Plaza Lofts 22 Condo Bldg 2, Unit 203, Flrs 3&4 Model 18	203		
006506	America	Blvd	Hyattsville	20782	042A2	3936275	Unit 716			
006506	America	Blvd	Hyattsville	20782	042A2	3936432	Unit 816			
06500	America	Blvd	Hyattsville	20782	042A2	5532605	Undev Vault Space Garage Level P-2			
003111	Sentinel	Dr	Hyattsville	20782	041	5577671	Plat 1	6		
006104	Chronicle	St	Hyattsville	20782	041	5577762	Plat 1	15		
006106	Chronicle	St	Hyattsville	20782	041	5577773	Plat 1	16		
006201	Chronicle	St	Hyattsville	20782	041	5577795	Plat 1	18		
006205	Chronicle	St	Hyattsville	20782	041	5577818	Plat 1	20		
006207	Chronicle	St	Hyattsville	20782	041	5577820	Plat 1	21		
006209	Chronicle	St	Hyattsville	20782	041	5577831	Plat 1	22		
006105	Enquirer	St	Hyattsville	20782	041	5577875	Plat 1	26		
000000	Sentinel	Dr	Hyattsville	20782	041	5577977	Plat 1 Parcel D Common Area Per Plat			
000000	Toledo	Ter	Hyattsville	20782	041F1	5582267	Parcel J2			
003321	Toledo	Ter	Hyattsville	20781	041F2	1835560	Bldg A Unit LI-06			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845809	Unit 726 -Ncoa2nd2010-			
003331	Toledo	Ter	Hyattsville	20781	041F2	1835784	Bldg 2 Unit 206			
003321	Toledo	Ter	Hyattsville	20782	041F2	1835727	Bldg 1 Unit 304			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845353	Unit 419			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844638	Unit 109			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844836	Unit 711			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845676	Unit 624			
003321	Toledo	Ter	Hyattsville	20782	041F2	1835594				
003321	Toledo	Ter	Hyattsville	20782	041F2	1835578	Bldg 1 Unit 1			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844141	Unit 501			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844430	Unit 206			
002900	Belcrest Center	Dr	Hyattsville	20782	042A2	3674124	Pt Par A (5.53Ac To 3799616 Spt Lease Prop06)			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845106	Unit 715			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845825	Unit 327			
003311	Toledo	Ter	Hyattsville	20782	041F2	1835537	Bldg A Unit LI-03			
003321	Toledo	Ter	Hyattsville	20782	041F2	1835636	Bldg 1 Unit 103			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845254	Unit 118			

Property Address					Tax Map and Grid	Tax Account	Legal Description	Lot	Block	Parcel
003331	Toledo	Ter	Hyattsville	20781	041F2	1835834	Bldg 2 Unit 307			
003325	Toledo	Rd	Hyattsville	20782	042A2	3503430	Pt Par H			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844125	Unit 301			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845502	Unit 621			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845205	Unit 317			
003300	East West	Hwy	Hyattsville	20782	041F2	3716982	Parcel A			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844679	Unit 509			
000000	Belcrest	Rd	Hyattsville	20782	042A1	1865732	Ne Pt Par A Eq 5.06 Ac			
003450	Toledo	Ter	Hyattsville	20782	041F1	1845486	Unit 421			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844323	Unit 504			
	East West	Hwy		0	041E2	1978915	Vacated Pt Of Toledo Terr (Town Annexation 2006)			025
003311	Toledo	Ter	Hyattsville	20782	041F2	1835362	Suite C-101			
003321	Toledo	Ter	Hyattsville	20782	041F2	1835669	Bldg 1 Unit 202			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844695	Unit 709			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844448	Unit 306			
006210	Belcrest	Rd	Hyattsville	20782	042A2	3674272	Pt Parcel A (Town Annexation 2006)			
000000	Dean	Dr	Hyattsville	20783	032F4	3866456	Pt Par 92 (New Fr 1860303 Spl 2007)			092
006506	America	Blvd	Hyattsville	20782	042A2	3935376	Unit 206			
006515	Belcrest	Rd	Hyattsville	20782	042A2	3834751	Prince George Center Parcel T			
003450	Toledo	Ter	Hyattsville	20782	041F1	1844760	Unit 710			
000000	Toledo	Ter	Hyattsville	20782	042A1	3746484	Land Unit 4 Pta 266-07			
006506	America	Blvd	Hyattsville	20782	042A2	3936408	Unit 813			
006506	America	Blvd	Hyattsville	20782	042A2	3936184	Unit 707			
006506	America	Blvd	Hyattsville	20782	042A2	3935400	Unit 209			
006506	America	Blvd	Hyattsville	20782	042A2	3936291	Unit 802			
006506	America	Blvd	Hyattsville	20782	042A2	3935459	Unit 214			
006506	America	Blvd	Hyattsville	20782	042A2	3935848	Unit 505			
006506	America	Blvd	Hyattsville	20782	042A2	3935814	Unit 502			
006506	America	Blvd	Hyattsville	20782	042A2	3935954	Unit 516			
006506	America	Blvd	Hyattsville	20782	042A2	3935962	Unit 601			
006506	America	Blvd	Hyattsville	20782	042A2	3936317	Unit 804			
006506	America	Blvd	Hyattsville	20782	042A2	3936333	(Pet For Rev Fin Unit 806 W/Chg 7-1-09)			
006506	America	Blvd	Hyattsville	20782	042A2	3935582	Unit 311			
006506	America	Blvd	Hyattsville	20782	042A2	3935673	Unit 404			
006506	America	Blvd	Hyattsville	20782	042A2	3936051	Unit 610			
006506	America	Blvd	Hyattsville	20782	042A2	3936077	Unit 612			
006500	America	Blvd	Hyattsville	20782	042A2	4021366	Plaza Lofts 22 Condo Bldg 2, Unit 406, Flrs 5&6 Model 17	406		

Property Address					Tax Map and Grid	Tax Account	Legal Description	Lot	Block	Parcel
006500	America	Blvd	Hyattsville	20782	042A2	4021259	Plaza Lofts 22 Condo Bldg 2, Unit 206, Flrs 3&4 Model 16	206		
006506	America	Blvd	Hyattsville	20782	042A2	3935335	Unit 202			
06500	America	Blvd	Hyattsville	20782	042A2	5532593	Undev Vault Space Garage Unit P-1 America Boulevard			
000000	Editors Park	Dr	Hyattsville	20782	041F2	5575502	Addition To Parcel 3			
003101	Sentinel	Dr	Hyattsville	20782	041	5577625	Plat 1	1		
003105	Bulletin	Way	Hyattsville	20782	041	5577705	Plat 1	9		
006211	Chronicle	St	Hyattsville	20782	041	5577842	Plat 1	23		
000000	Sentinel	Dr	Hyattsville	20782	041	5577944	Plat 1 Pt Parcel A Common Area Per Plat			
000000	East West	Hwy	Hyattsville	20782	041	5579282	Phase 4			
000000	East West	Hwy	Hyattsville	20782	041	5579351	Phase 6 Common Area Per Plat			

Map 23. Zoning Change 1: Superimpose the T-D-O Zone

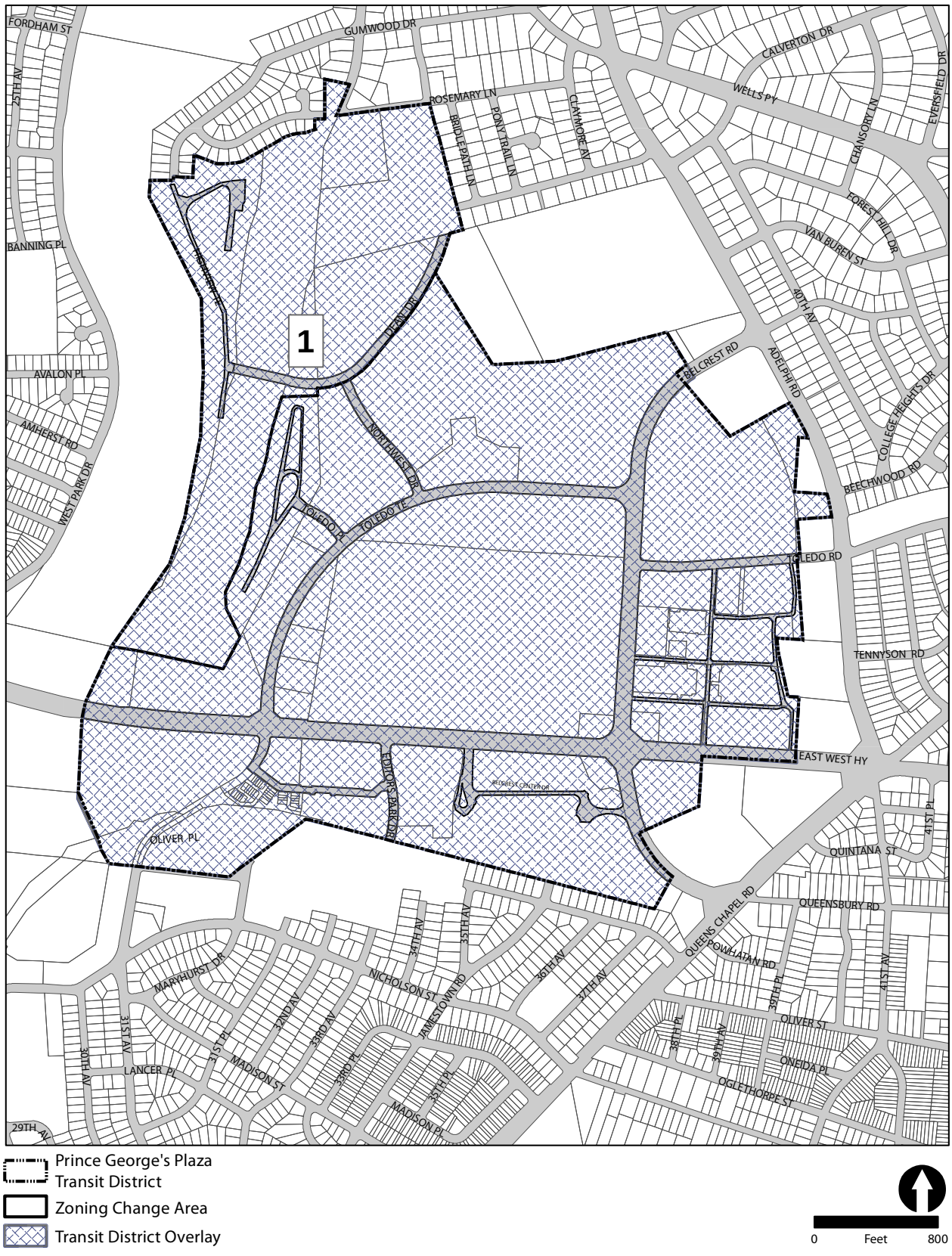


Table 30. Zoning Change 2: R30C to R-18

Change Number	Zoning Change	Areas of Change (Acres)	Approved SMA/ZMA/ SE Number	Approved SMA/ZMA/ SE Date	200' Scale Index Map
2	R30C to R-18	2.1	SMA	5/17/94	208NE03

DISCUSSION: This property is south of 6800 Highview Terrace, a larger parcel developed with medium-density garden apartments, a use permitted in the R-18 Zone. This rezoning removes a split zoning and eliminates the outdated condominium restriction from the southern tip of the Highview Terrace apartment complex. This rezoning allows the entire apartment complex to be redeveloped pursuant to the goals and standards of the TDDP.

Address	Tax Map and Grid	Tax Account	Legal Description	Lot	Block	Parcel
6800 Highview Terrace	041F1	1894344	PARCEL TWO			

Table 31. Zoning Change 3: R30C to R-18

Change Number	Zoning Change	Areas of Change (Acres)	Approved SMA/ZMA/SE Number	Approved SMA/ZMA/ SE Date	200' Scale Index Map
3	R30C to R-18	0.29	SMA	5/17/94	208NE03

DISCUSSION: This property is adjacent to 3215 Toledo Place, a larger property developed with medium-density garden apartments, a use permitted in the R-18 Zone. This rezoning removes a split zoning and eliminates the outdated condominium restriction from the property. This rezoning allows the entire apartment complex to be redeveloped pursuant to the goals and standards of the TDDP.

Address	Tax Map and Grid	Tax Account	Legal Description	Lot	Block	Parcel
0000 Dean Drive	041F1	1839836				

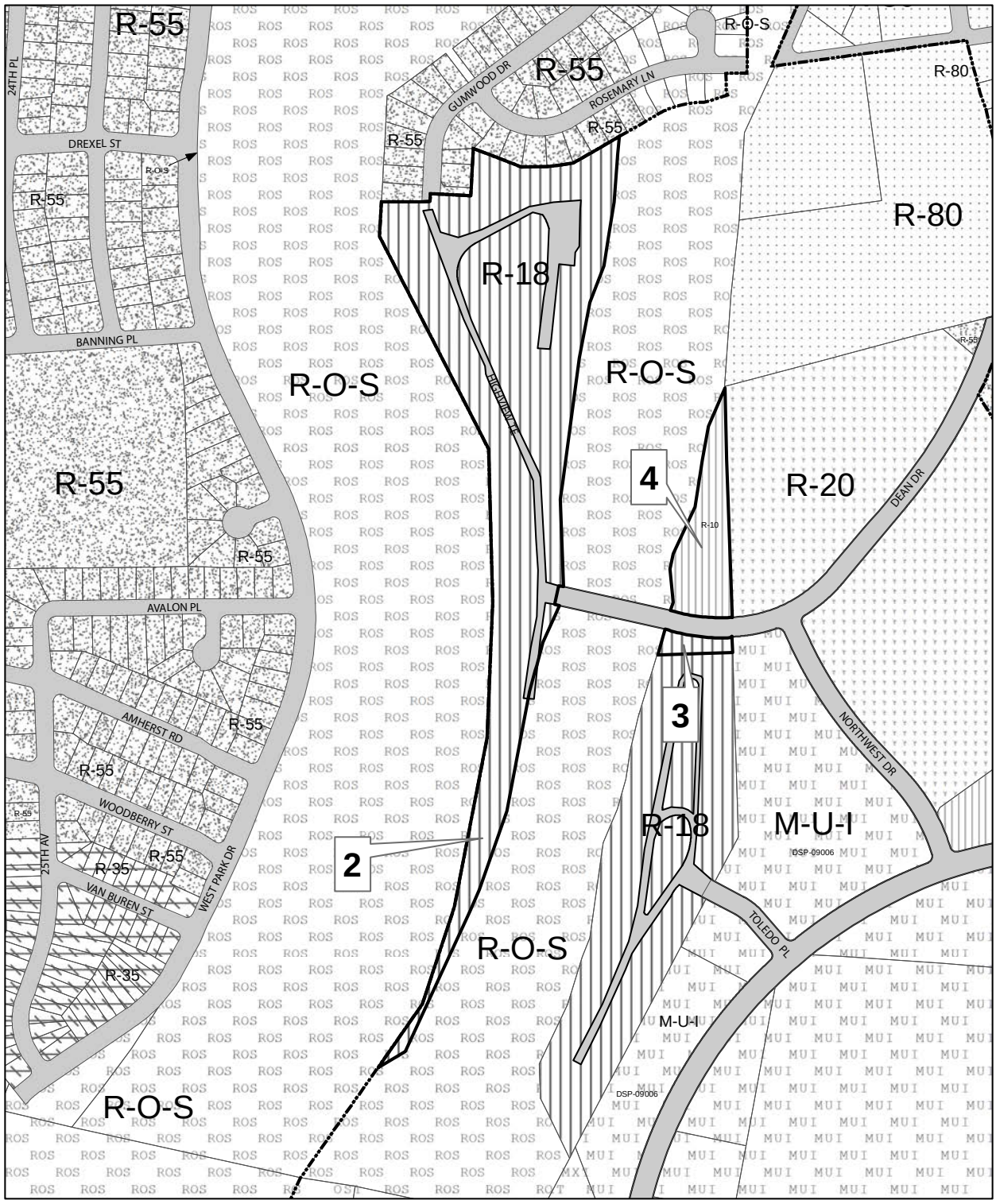
Table 32. Zoning Change 4: R-18 to R-10

Change Number	Zoning Change	Areas of Change (Acres)	Approved SMA/ZMA/SE Number	Approved SMA/ZMA/ SE Date	200' Scale Index Map
4	R18 to R-10	1.77	SMA	9/13/94	208NE03

DISCUSSION: Dean Manor Apartments are located on a small, topographically challenged parcel on Dean Drive. The complex contains approximately 40 units on 1.77 acres. The property is currently zoned R-18 and includes an office use. The R-18 zone limits construction of multifamily units to 12 untis per acre, or 20 units per acre for buildings with an elevator greater than four stories.

Due to the stormwater management challenges presented by the topography of the site and the stormwater impacts of adjacent development, coupled with the current density maximums of the R-18 zone and the parking requirements of the TDDP, redevelopment of this site is highly challenged within the R-18 zone. It is unlikely the property owner could economically construct new units with this zoning. Any development yield would be drastically less than the current level of development.

Map 24. Zoning Change 2 and 3: R30C to R-18, and Zoning Change 4: R-18 to R-10



The vision of this TDDP is for multifamily or single-family attached development in this area of the Neighborhood Edge. Such development is nearly impossible at Dean Manor Apartments given the constraints described above.

Classification of this property into the R-10 zone would allow development up to a maximum of 48 units per acre. The T-D-O/R-10 Table of Uses also permits limited commercial uses in residential buildings while avoiding the extensive flexibility of mixed-use zones, which are inappropriate for the Neighborhood Edge beyond those properties already so zoned.

Address	Tax Map and Grid	Tax Account	Legal Description	Lot	Block	Parcel
3400 Dean Drive	041F1	1921493	Parcel Three			

Table 33. Zoning Change 5: R-10 to R-20

Change Number	Zoning Change	Areas of Change (Acres)	Approved SMA/ZMA/SE Number	Approved SMA/ZMA/ SE Date	200' Scale Index Map
5	R-10 to R-20	27.28	14-1998	6/23/98	208NE03

DISCUSSION: This TDDP envisions redevelopment of this property with single-family attached and townhouse development. Section 27-548.06(a)(1) states that development "within a Transit District shall not exceed the specified maximum residential density and any floor area ratio (FAR) requirements of the underlying zones." Single-family attached housing is prohibited in the R-10 zone and is limited in other residential and mixed-use zones to 6-8 dwelling units per acre. This density is wholly inadequate and inappropriate for modern real estate products, especially in a Transit District. Conversely, the R-20 Zone permits single-family attached dwelling units at up to 16.33 dwelling units per acre.

Address	Tax Map and Grid	Tax Account	Legal Description	Lot	Block	Parcel
3501 Dean Drive	041F1	3746450	Land Unit 1			
Belcrest Road	042A1	3746468	Land Unit 2			
Toledo Terrace	042A1	3746476	Land Unit 3			

Map 25. Zoning Change 5: R-10 to R-20

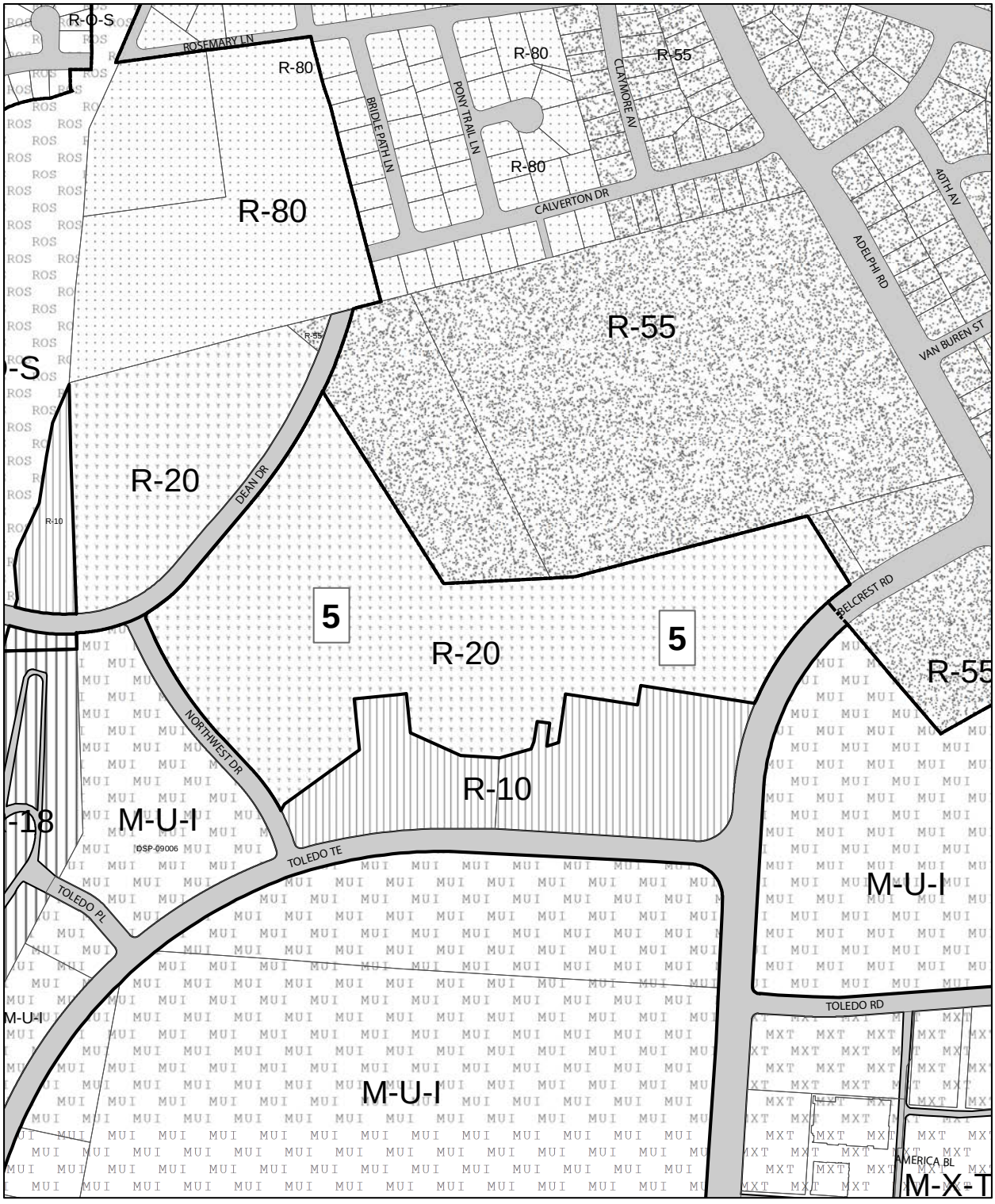


Table 34. Zoning Change 6: M-X-T to M-U-I

Change Number	Zoning Change	Areas of Change (Acres)	Approved SMA/ZMA/ SE Number	Approved SMA/ZMA/SE Date	200' Scale Index Map
6	M-X-T to M-U-I	22.28	14-1998	6/23/98	208NE03

DISCUSSION: This property is located in the Downtown Core of the Transit District, currently hosts a surface parking lot that is incompatible with a walkable downtown environment, and is envisioned for a significantly increased intensity of development and mix of uses. This zoning change permits this property to transition, as the market allows, to the walkable urban products the real estate market increasingly demands. The M-U-I Zone, coupled with the Transit District Standards, permits a range of uses in a variety of buildings, creating the flexibility most conducive to development and redevelopment.

Address	Tax Map and Grid	Tax Account	Legal Description	Lot	Block	Parcel
000000 Toledo Rd	042A1	3668555	PT PARCEL A (NEW FROM 1865757 STR 05)			
000000 Toledo Rd	042B2	1865724	(2125SF TO 3668548 STR 05)			097
003308 Toledo Rd	042A1	1865757	PT PARCEL A (.26 A TO 3668555 STR 05)			
000000 Belcrest Rd	042A1	1865732	NE PT PAR A EQ 5.06 AC			
000000 Adelphi Rd	042A1	1964741	PT PAR 67 (.8027 A TO ACCT 3240231 STR 95)			067
000000 Belcrest Rd	042A1	1865740	SW PT PAR A EQ 4.55 AC			
000000 Adelphi Rd	042A1	3240231	(NEW FR 1964741 STR 95)			203
03308 Toledo Rd	042A1	5554737	PT PARCEL A EQ 22,21			
00000 Belcrest Rd	042A1	5554748	MAP 42 GR A1 SW PT P			
00000 Belcrest Rd	04242	5554761	MAP 42 GR A1 NE PT P			

Map 26. Zoning Change 6: M-X-T to M-U-I

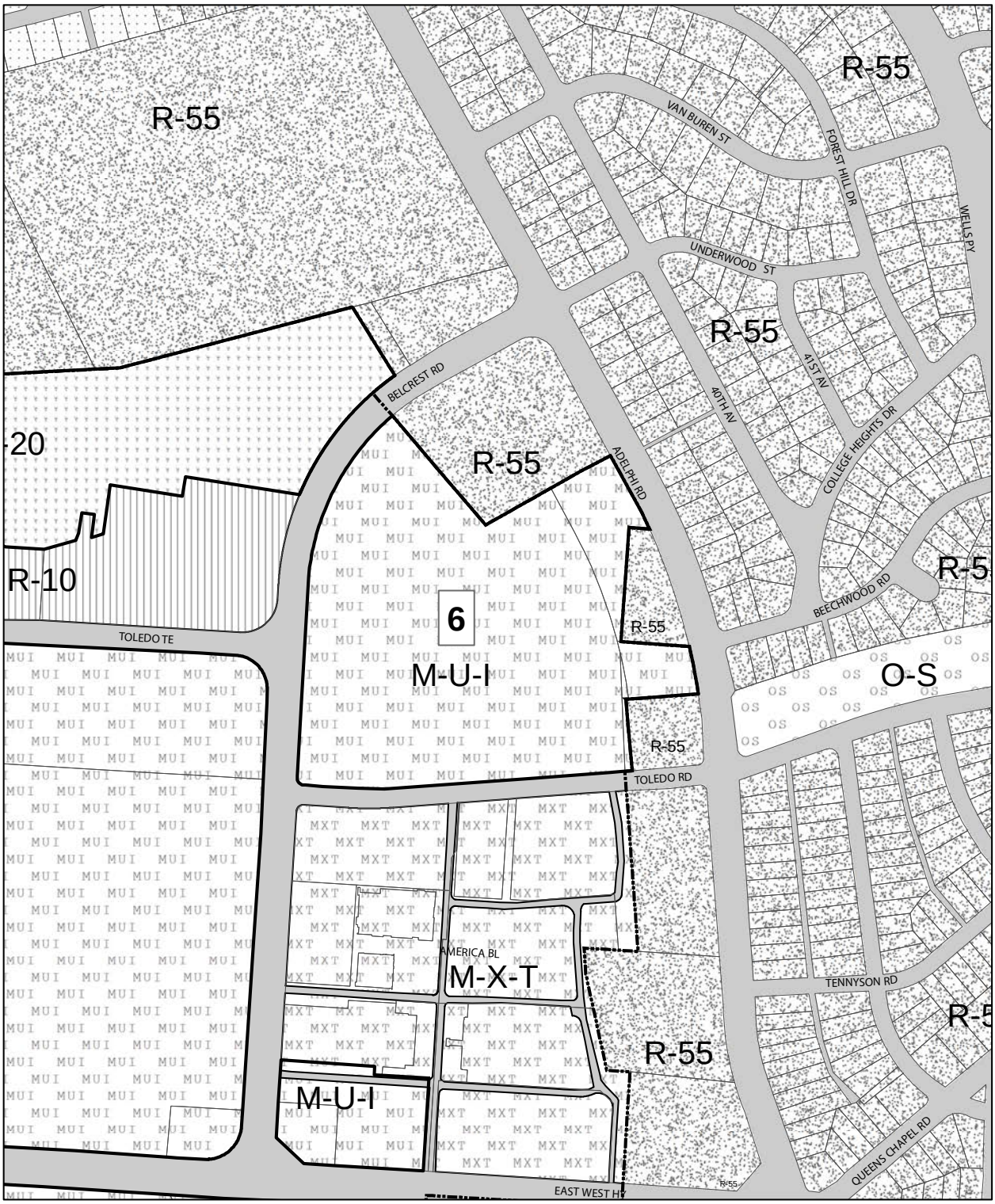


Table 35. Zoning Change 7: C-S-C, C-O, and R-18 to M-U-I

Change Number	Zoning Change	Areas of Change (Acres)	Approved SMA/ ZMA/SE Number	Approved SMA/ZMA/ SE Date	200' Scale Index Map
7	C-S-C to M-U-I C-O to M-U-I R-18 to M-U-I	52.61 3.85 12.29	14-1998	6/23/98	208NE03

DISCUSSION: These properties are located in the Downtown Core of the Transit District, are considerably underdeveloped considering their proximity to a transit station, have auto-oriented uses that are incompatible with a walkable downtown environment, and are envisioned for a significantly increased intensity of development and mix of uses. This rezoning permits these properties to retain the uses that they have on an interim basis while they transition, as the market allows, to the walkable urban products the real estate market increasingly demands. The M-U-I Zone, coupled with the Transit District Standards, permits a range of uses in a variety of buildings, creating the flexibility most conducive to development and redevelopment.

Address	Tax Map and Grid	Tax Account	Legal Description	Lot	Block	Parcel
003321 Toledo Ter	041F2	1835560	Bldg A Unit Ll-06			
003331 Toledo Ter	041F2	1835784	Bldg 2 Unit 206			
003321 Toledo Ter	041F2	1835727	Bldg 1 Unit 304			
003331 Toledo Ter	041F2	1835776	Bldg 2 Unit 205			
003311 Toledo Ter	041F2	1835529				
003311 Toledo Ter	041F2	1835289	Suite B-101			
003321 Toledo Ter	041F2	1835651	Bldg 1 Unit 201			
003311 Toledo Ter	041F2	1835388	Suite C-103			
006404 Belcrest Rd	042A2	3234812	Parcel A-2 (Town Annexation 2006)			
003321 Toledo Ter	041F2	1835594				
003321 Toledo Ter	041F2	1835578	Bldg 1 Unit 1			
003321 Toledo Ter	041F2	1835644	Bldg 1 Unit 104			
003331 Toledo Ter	041F2	1835768				
003321 Toledo Ter	041F2	1835685	Bldg 1 Unit 204			
003500 East West Hwy	041F2	3234804	Parcel A-1 (Town Annexation 2006)			
003321 Toledo Ter	041F2	1835677	Bldg 1 Unit 203			
003311 Toledo Ter	041F2	1835537	Bldg A Unit Ll-03			
003321 Toledo Ter	041F2	1835628	Bldg 1 Unit 102			
003311 Toledo Ter	041F2	1835511				
003311 Toledo Ter	041F2	1835487	Bldg A Unit A-201			
003321 Toledo Ter	041F2	1835636	Bldg 1 Unit 103			
003321 Toledo Ter	041F2	1835610	Bldg 1 Unit 101			
003311 Toledo Ter	041F2	1835503	Bldg A Unit A-203			
003331 Toledo Ter	041F2	1835834	Bldg 2 Unit 307			
003321 Toledo Ter	041F2	1835701	Bldg 1 Unit 302			
003311 Toledo Ter	041F2	1835321	Suite B-201			
003400 East West Hwy	041F2	1835271	Parcel R (Town Annexation 2006)(Entire Imps Razed 5/1/09			

Address	Tax Map and Grid	Tax Account	Legal Description	Lot	Block	Parcel
003331 Toledo Ter	041F2	1835743	Bldg 2 Unit 106			
003311 Toledo Ter	041F2	1835396	Suite C-104			
003311 Toledo Ter	041F2	1835495	Bldg A Unit A-202			
003311 Toledo Ter	041F2	1835552				
003311 Toledo Ter	041F2	1835404	Suite C-105			
003311 Toledo Ter	041F2	1835354				
003321 Toledo Ter	041F2	1835719	Bldg 1 Unit 303			
003311 Toledo Ter	041F2	1835446	Suite C-204			
003311 Toledo Ter	041F2	1835545				
003331 Toledo Ter	041F2	1835750	Bldg 2 Unit 107			
003311 Toledo Ter	041F2	1835461				
003311 Toledo Ter	041F2	1835362	Suite C-101			
003311 Toledo Ter	041F2	1835412	Suite C-201			
003311 Toledo Ter	041F2	1835297	Suite B-102			
003321 Toledo Ter	041F2	1835693	Bldg 1 Unit 301			
003321 Toledo Ter	041F2	1835669	Bldg 1 Unit 202			
003321 Toledo Ter	041F2	1835586				
003311 Toledo Ter	041F2	1835305	Suite B-103			
003321 Toledo Ter	041F2	1835602	Bldg 1 Unit 4			
003311 Toledo Ter	041F2	1835370	Suite C-102			
003311 Toledo Ter	041F2	1835438	Suite C-203			
003311 Toledo Ter	041F2	1835800	Bldg 2 Unit 208			
003311 Toledo Ter	041F2	1835347	Suite B-203			
003311 Toledo Ter	041F2	1835479	Bldg A Unit A-102			
003331 Toledo Ter	041F2	1835842	Bldg 2 Unit 308			
003400 Toledo Ter	042A1	1859438	Parcel B			
003311 Toledo Ter	041F2	1835420	Suite C-202			
003331 Toledo Ter	041F2	1835818	Bldg 2 Unit 305			
003311 Toledo Ter	041F2	1835313	Suite B-104 T-Dt S/B 09/20/04 L20332 F001			
003311 Toledo Ter	041F2	1835339	Suite B-202			
003331 Toledo Ter	041F2	1835792	Bldg 2 Unit 207			
003331 Toledo Ter	041F2	1835826	Bldg 2 Unit 306			
003331 Toledo Ter	041F2	1835735	Bldg 2 Unit 105			
003311 Toledo Ter	041F2	1835453	Suite C-205 Bldg C			

Map 27. Zoning Change 7: C-S-C, C-O, and R-18 to M-U-I

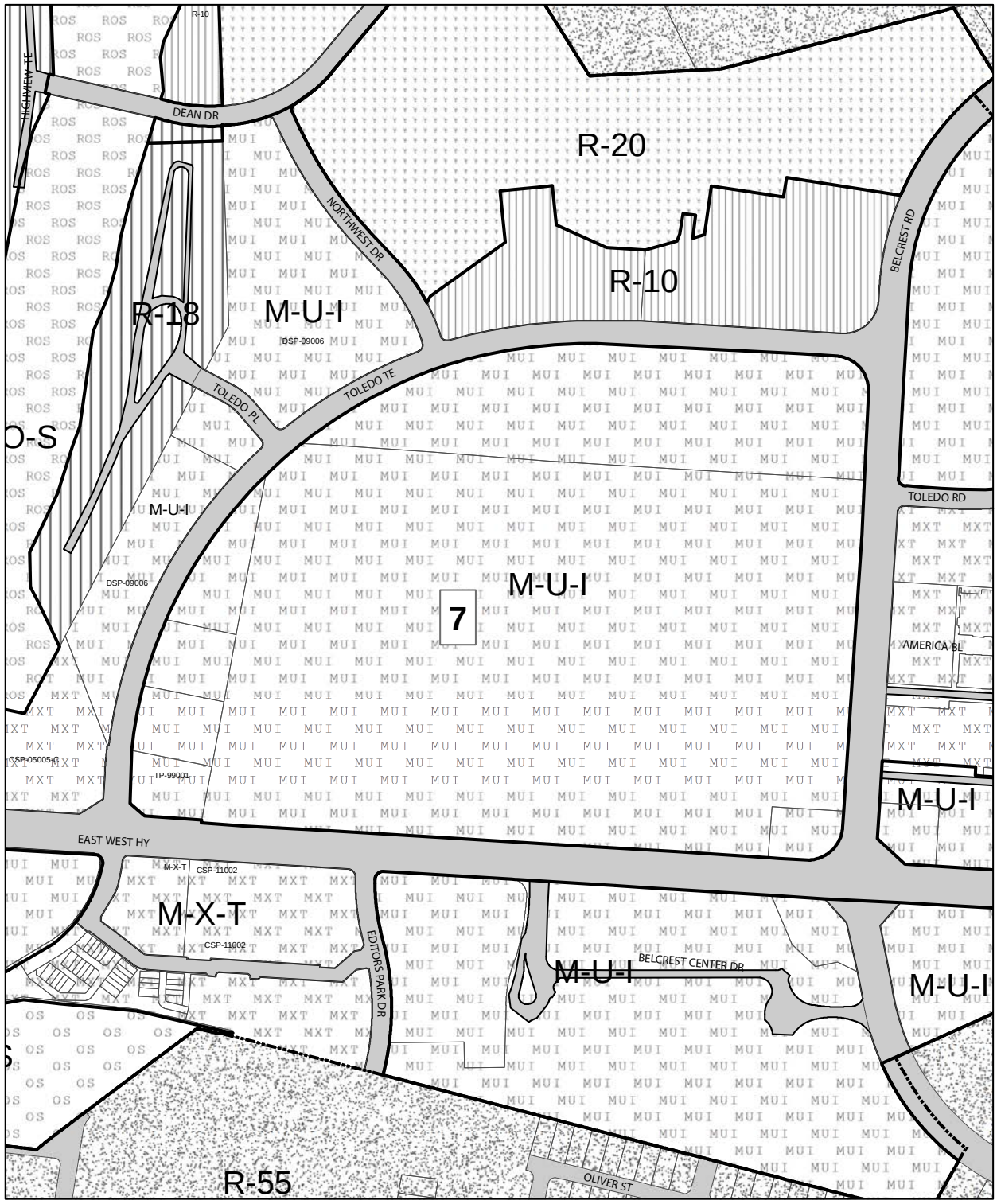


Table 36. Zoning Change 8: M-X-T to M-U-I

Change Number	Zoning Change	Areas of Change (Acres)	Approved SMA/ZMA/ SE Number	Approved SMA/ZMA/ SE Date	200' Scale Index Map
8	M-X-T to M-U-I	3.13	14-1998	6/23/98	208NE03

DISCUSSION: This property is located in the Downtown Core of the Transit District, is considerably underdeveloped considering its proximity to a transit station and is envisioned for a significantly increased intensity of development and mix of uses. This rezoning permits this property to retain the uses that they have on an interim basis while they transition, as the market allows, to the walkable urban products the real estate market increasingly demands. The M-U-I Zone, coupled with the Transit District Standards, permits a range of uses in a variety of buildings, creating the flexibility most conducive to development and redevelopment.

Address	Tax Map and Grid	Tax Account	Legal Description	Lot	Block	Parcel
6400 America Boulevard	042A2	3666724	Parcel N			
3600 East West Hwy	042A2	1927516	Parcel H (Fin No Chg1-1-04)			

Map 28. Zoning Change 8: M-X-T to M-U-I

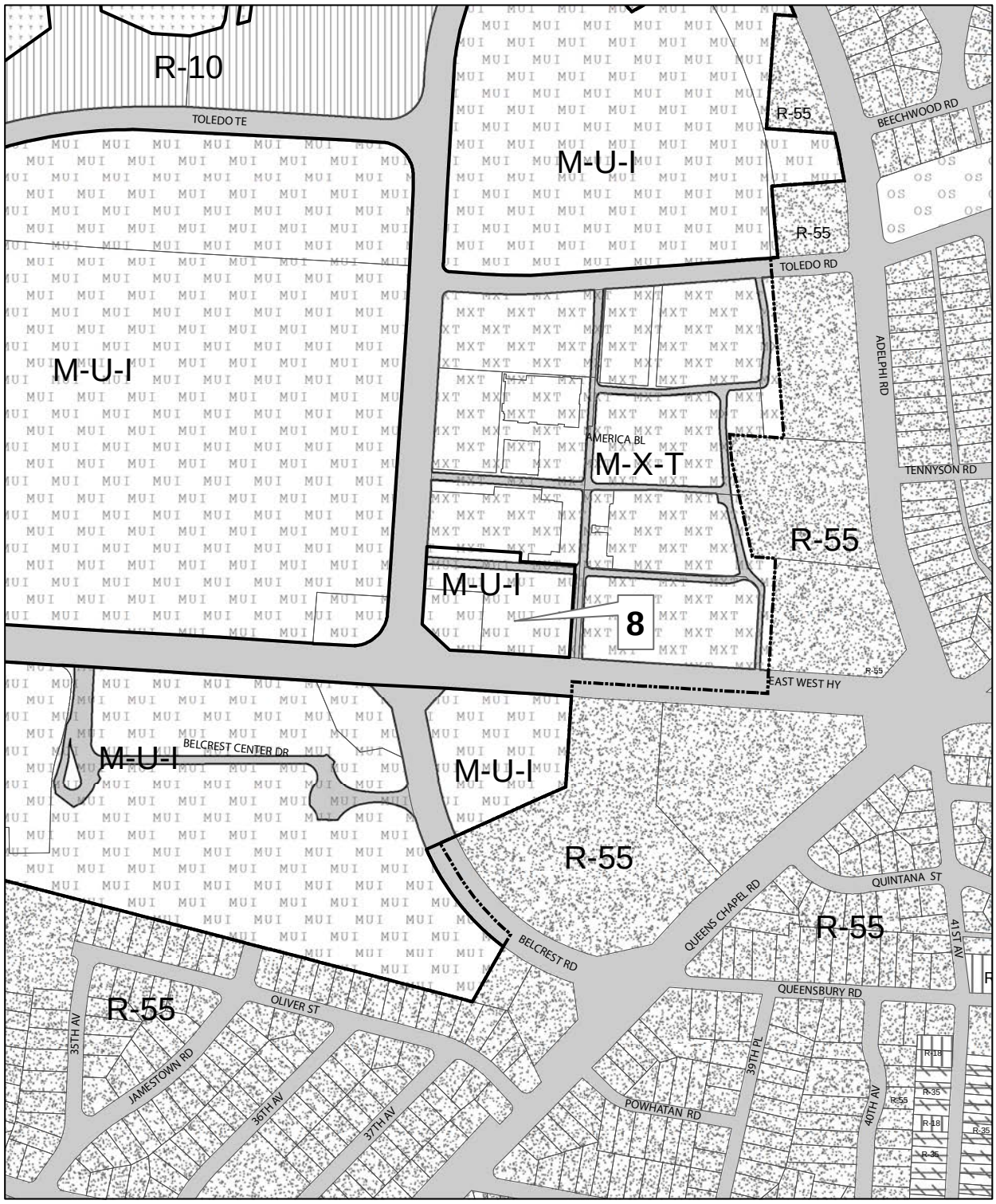


Table 37. Zoning Change 9: C-S-C and M-X-T to M-U-I

Change Number	Zoning Change	Areas of Change (Acres)	Approved SMA/ZMA/SE Number	Approved SMA/ZMA/SE Date	200' Scale Index Map
9	C-S-C to M-U-I M-X-T to M-U-I	9.76 21.81	14-1998	6/23/98	207NE03, 208NE03

DISCUSSION: The outer properties in this zoning change are located in the Downtown Core of the Transit District, are considerably underdeveloped considering their proximity to a transit station, have auto-oriented uses that are incompatible with a walkable downtown environment, and are envisioned for a significantly increased intensity of development and mix of uses.

These two commercial parcels surround the Metro station, which is significantly underdeveloped with available air rights above the parking structure and platforms, and an underdeveloped retail frontage that does not embrace MD 410 (East West Highway) as envisioned by this TDDP.

This rezoning permits these properties to retain the uses that they have on an interim basis while they transition, as the market allows, to the walkable urban products the real estate market increasingly demands. The M-U-I Zone, coupled with the Transit District Standards, permits a range of uses in a variety of buildings, creating the flexibility most conducive to development and redevelopment.

Address	Tax Map and Grid	Tax Account	Legal Description	Lot	Block	Parcel
006210 Belcrest Rd	042A2	3799608	Pt Par A WMATA Lease			
006210 Belcrest Rd	042A2	3799616	Pt Par A WMATA Leased			
003599 East West Hwy	042A2	1859560	Plaza-Addn Pt Par L Eq 36445 Sf (Twn Annex 2006)			
003501 East West Hwy	041F2	3302452	(L11250 F420 L13592 F315) (Corr Map & Grid 03) (Twn Annx 0)	1		
002900 Belcrest Center Dr	042A2	3674124	Pt Parcel A (5.53Ac To 3799616 Spt Lease Prop06)			
006211 Belcrest Rd	042A2	3196235	Parcel A (Town Annexation 2006)			
006210 Belcrest Rd	042A2	3674272	Pt Parcel A (Town Annexation 2006)			

Map 29. Zoning Change 9: C-S-C and M-X-T to M-U-I

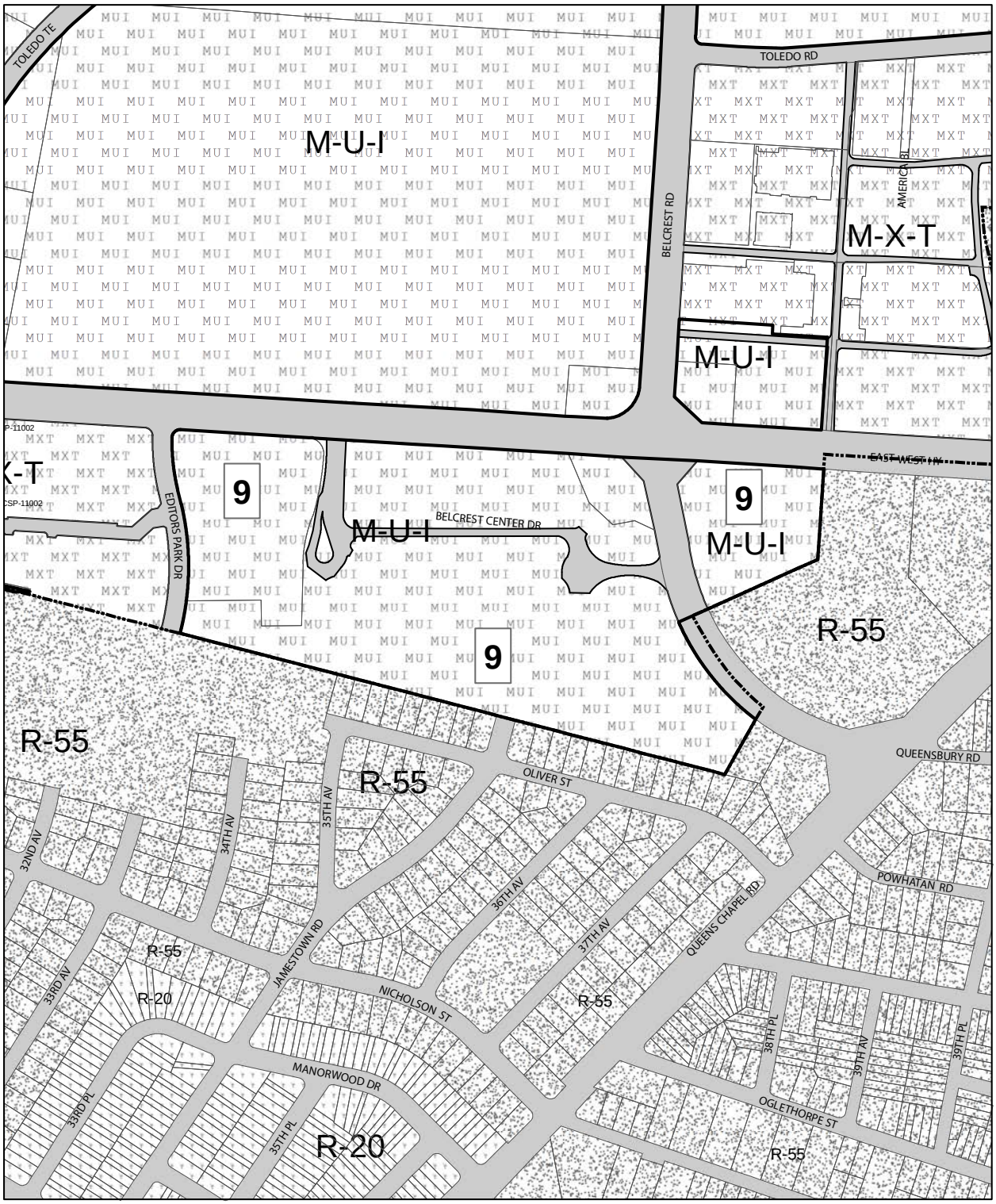


Table 38. Zoning Change 10: C-S-C to O-S

Change Number	Zoning Change	Areas of Change (Acres)	Approved SMA/ZMA/ SE Number	Approved SMA/ZMA/ SE Date	200' Scale Index Map
10	C-S-C to M-U-I	13.23	14-1998	6/23/98	207NE03, 208NE03

DISCUSSION: This property is located west of the Downtown Core, is adjacent to properties zoned M-X-T, and is envisioned for mixed-use development. The property is significantly underdeveloped for a Transit District, with a large surface parking lot and considerable frontage on MD 410 (East West Highway). Rezoning to M-U-I permits the property owner to maximize the development potential of the property while encouraging a mix of uses at heights and densities appropriate for the fringe of the Transit District.

Address	Tax Map and Grid	Tax Account	Legal Description	Lot	Block	Parcel
3301 East West Highway	041E2	3274479	Parcel A (Town Annexation 2006)			

Table 39. Zoning Change 11: C-S-C to M-U-I

Change Number	Zoning Change	Areas of Change (Acres)	Approved SMA/ZMA/ SE Number	Approved SMA/ZMA/ SE Date	200' Scale Index Map
11	C-S-C to M-U-I	13.23	14-1998	6/23/98	207NE03, 208NE03

DISCUSSION: This property is located west of the Downtown Core, is adjacent to properties zoned M-X-T, and is envisioned for mixed-use development. The property is significantly underdeveloped for a Transit District, with a large surface parking lot and considerable frontage on MD 410 (East West Highway). Rezoning to M-U-I permits the property owner to maximize the development potential of the property while encouraging a mix of uses at heights and densities appropriate for the fringe of the Transit District.

Address	Tax Map and Grid	Tax Account	Legal Description	Lot	Block	Parcel
3301 East West Highway	041E2	3274479	Parcel A (Town Annexation 2006)			

Map 30. Zoning Change 10: C-S-C to O-S and Zoning Change 11: C-S-C to M-U-I

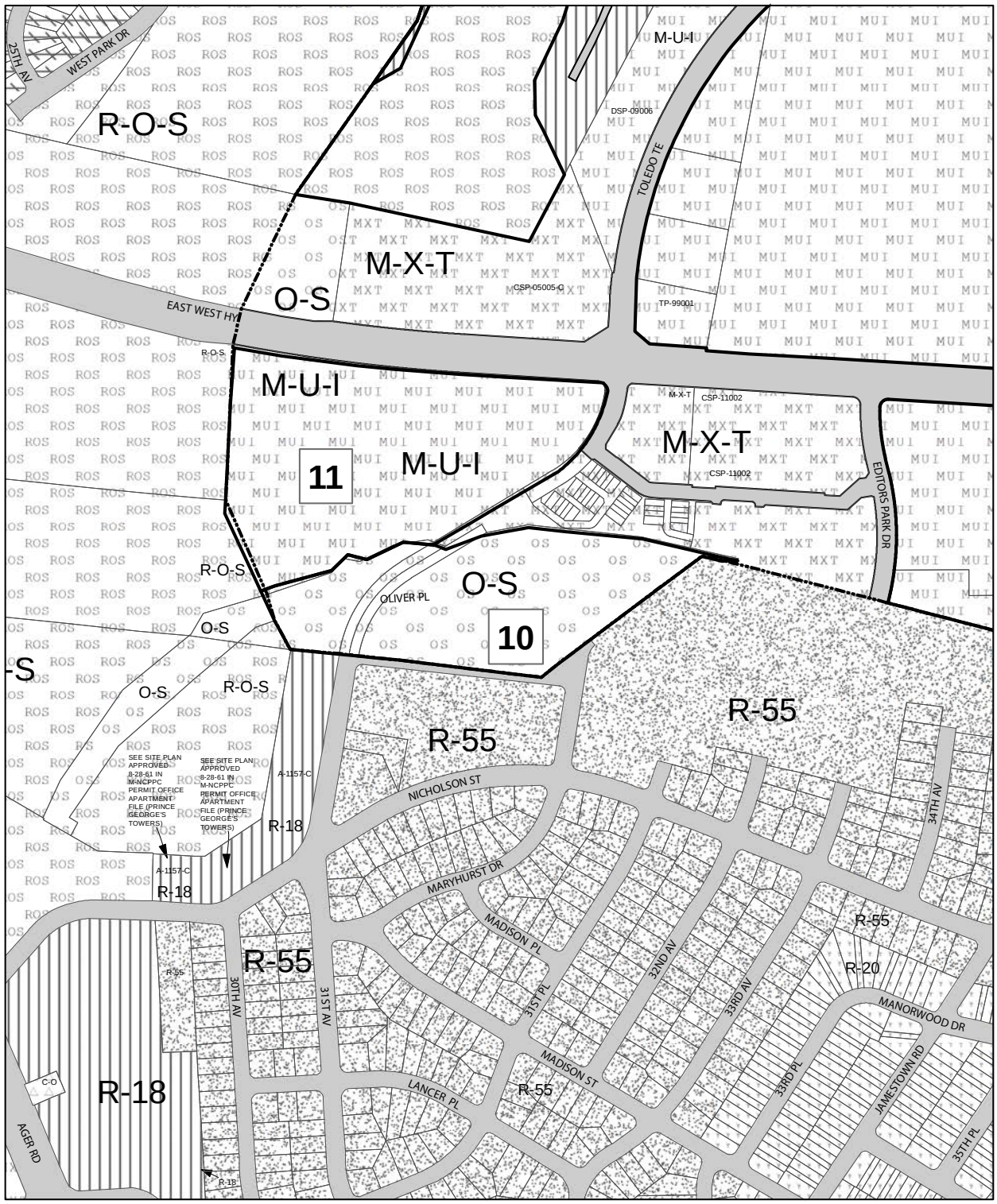


Table 40. Zoning Change 12: R-18 to R-20

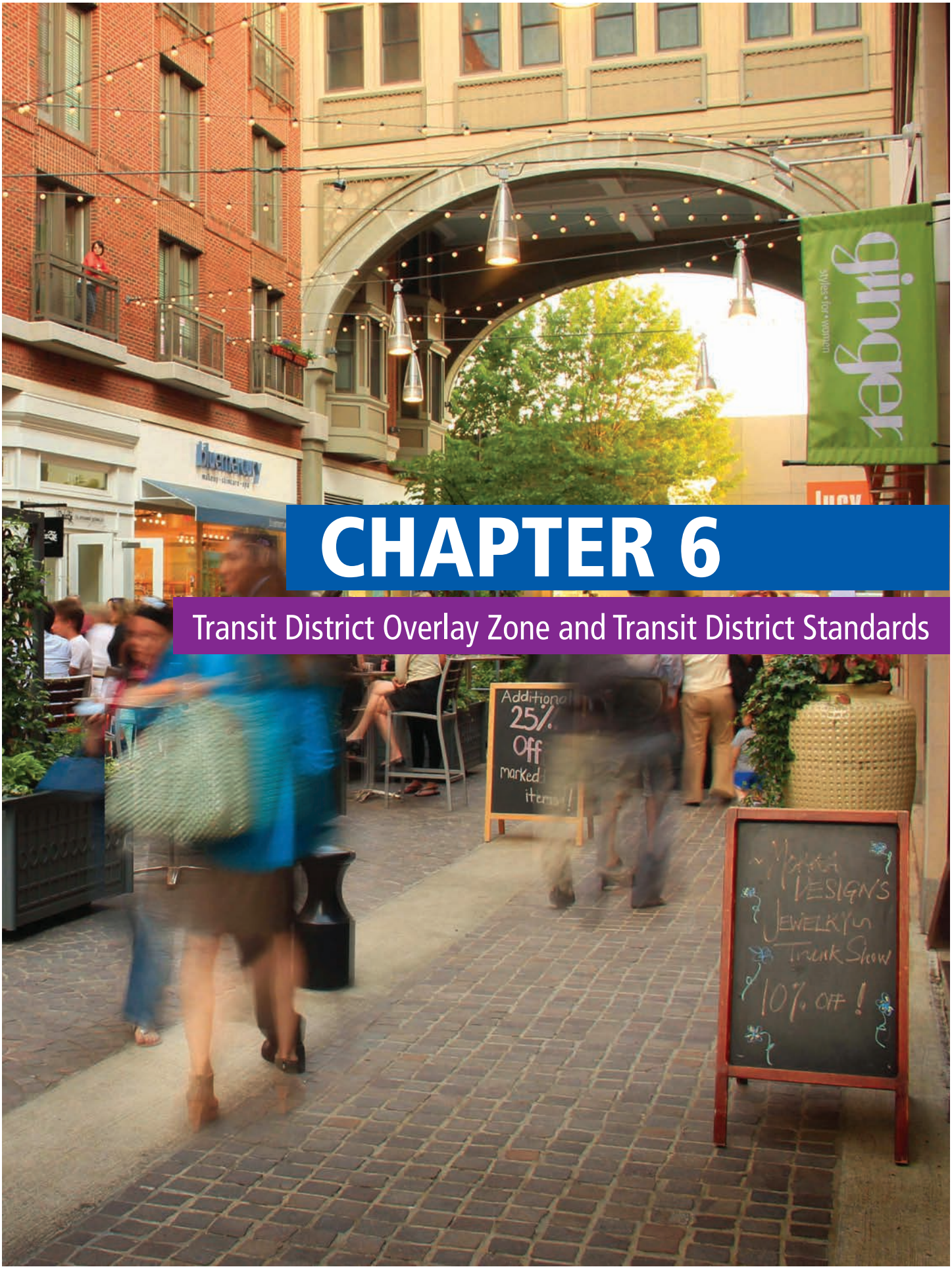
Change Number	Zoning Change	Areas of Change (Acres)	Approved SMA/ZMA/ SE Number	Approved SMA/ ZMA/SE Date	200' Scale Index Map
12	R-18 to R-20	9.32 ac	SMA	5/17/94	208NE03

DISCUSSION: This property is located in the Residential Edge and is currently developed with garden apartments. This TDDP envisions redevelopment of this property with either multifamily low-density or single-family attached housing. Section 27-548.06(a)(1) states that development "within a Transit District shall not exceed the specified maximum residential density and any floor area ratio (FAR) requirements of the underlying zones." The maximum permitted densities for single-family attached housing in the R-18 Zone range from 6-8 dwelling units per acre. This density is wholly inadequate and inappropriate for modern real estate products, especially in a Transit District. Conversely, the R-20 Zone permits single-family attached dwelling units at up to 16.33 dwelling units per acre.

Address	Tax Map and Grid	Tax Account	Legal Description	Lot	Block	Parcel
	041F1	1859479	PARCEL D			

Map 31. Zoning Change 12: R-18 to R-20





CHAPTER 6

Transit District Overlay Zone and Transit District Standards

Transit District Overlay Zone | Introduction

A Transit District Development Plan (TDDP) controls the use and development of all land and structures within a Transit District Overlay (T-D-O) Zone and the issuance and validity of all permits within the transit district. This Transit District Overlay Zoning Map Amendment (TDOZMA) superimposes the T-D-O Zone over the Prince George's Plaza Transit District (Transit District) to ensure that the development of land meets the goals and objectives of the TDDP.

This TDDP creates the regulatory and policy framework to enable the creation of a walkable, mixed-use Regional Transit District that functions as a Downtown for Prince George's County and as a popular regional destination for visitors, workers, shoppers, and residents. An essential component of any downtown is the public realm—streets, sidewalks, squares and other open spaces—that creates the spine upon which a neighborhood grows, fosters community and economic activity, and provides a distinct sense of place and an identity.

The policies and regulations in this TDDP focus on the creation of the public realm. Much attention is paid to the form and function of spaces and structures, and less is paid to what uses go where. The intent is to provide maximum flexibility to property owners and developers to construct or attract the types of uses that meet the demands of the market while prescribing the relationship of structures to each other and the street.

In the Prince George's Plaza Transit District, the sidewalk is key. The sidewalk represents the place where human activity, both social and economic, occurs, and the desire is to create a sidewalk that is as attractive and enticing as possible—creating a place where people want to be. Sidewalks are not just convenient connections between attractive and active public plazas, shopping, housing, and jobs, they are destinations in and of themselves.

Creation of the desired regional destination requires the thoughtful and context-sensitive replacement of antiquated, outdated, and unsustainable structures, buildings, and infrastructure of the twentieth century with the exciting, modern, profitable, and sustainable built environment of the twenty-first century, all while celebrating and preserving the heritage and culture of the community.

This TDDP uses the flexibility of the Transit District Overlay and Mixed-Use Infill Zones to create a hybrid form-based code that reflects nationwide best practices in land use regulation within the context of the complex, outdated, and suburban-focused Prince George's County Zoning Ordinance.

This TDDP includes Transit District Standards intended to regulate new development and redevelopment within the Transit District. The Transit District Standards establish a consistent design framework to ensure form, placemaking, and human-scale development. Property owners, residents, real estate professionals, and other interested parties should consult the Transit District Standards to gain an understanding of the form and type of development that is desired within the Transit District. These standards replace many of the development regulations of the underlying zones. The intent is to create a one-stop reference that clearly describes the process, standards, and guidelines governing the approval of development applications within the Transit District.

General Applicability and Administration | Applicability

All references within this document to the "Transit District" refer to the Prince George's Plaza Transit District. All references within this document to properties in the T-D-O Zone refer to properties within the Prince George's Plaza Transit District. (See Map 23 on page 167.)

Except as explicitly described under Exemptions, all development in the Transit District is subject to the policies, strategies, and Transit District Standards within this TDDP.

Pursuant to Section 27-548.07(f) of the Zoning Ordinance, the Transit District Standards consist of:

a. Mandatory Standards

b. Guidelines

These standards and guidelines regulate urban design, landscaping, parking, building placement and size, the form and function of sidewalks, and other aspects of the built environment.

Mandatory standards are requirements.

Guidelines are additional criteria for development that the Planning Board and staff use in evaluating a development application. While guidelines are not mandatory requirements, their consideration is required and their incorporation strongly encouraged, where appropriate, for the proposed development.

All new development and redevelopment within the Transit District shall be consistent with the general intent and goals of the TDDP and demonstrate strict compliance with the Transit District Standards.

Section 27-107.01 of the Zoning Ordinance defines development as "any activity that materially affects the condition or use of dry land, land under water, or any structure." Redevelopment, rehabilitation, and renovation of existing structures are all forms of development. The Transit District Standards apply to both principal and accessory structures and uses.

As set forth in Section 27-108.01(a)(15) of the Zoning Ordinance, "The words 'including' and 'such as' do not limit a term to the specified examples, but are intended to extend its meaning to all other instances or circumstances of like kind or character." As set forth in Section 27-108.01(a)(19) of the Zoning Ordinance, **"The words 'shall,' 'must,' 'may only,' or 'may not' are always mandatory and not discretionary."**

The word "may" is permissive. The word "should" is also construed as a permissive term and provides guidance on the intended development character.

References within this TDDP to "Standards" refer specifically to mandatory requirements of the Transit District Standards.

General Applicability and Administration | Relationship to Zoning Ordinance and Other Requirements

Transit District Standards within this document replace comparable standards and regulations required by the Zoning Ordinance of Prince George's County. Wherever a conflict between the Prince George's Plaza TDDP and the Prince George's County Zoning Ordinance or Landscape Manual occurs, the TDDP shall prevail. For development standards not covered by the Prince George's Plaza TDDP, the Zoning Ordinance, and the Landscape Manual shall serve as the requirement as stated in Section 27-548.04 , unless explicitly stated otherwise in this TDDP. All development shall comply with all relevant federal, state, County, and local regulations and ordinances.

General Applicability and Administration | Uses

The Prince George's Plaza Transit District includes properties classified in the M-X-T, M-U-I, R-10, R-18, R-20, R-55, R-80, O-S, and R-O-S Zones.

This TDDP permits or prohibits certain uses in accordance with Sections 27-548.05(b) and 27-548.05(c) of the Zoning Ordinance to limit uses that are incompatible with, or detrimental to, the goals of the Transit District and purposes of the T-D-O Zone and to eliminate the need for special exceptions.

Over the years, the Zoning Ordinance has been repeatedly amended to permit incompatible or inconsistent uses within residential or commercial zones. This TDDP strives to regulate the use of property consistent with the intent of its underlying zone. In this Transit District, the Reserved Open Space and Open Space zones are reserved, generally, for open space and public recreational uses. The single-family detached residential zone is reserved for single-family detached residential development. The single-family attached residential zone is reserved for attached residential development. Mixed-use development is permitted in the mixed-use zones, but not in the lower-density residential zones.

Uses that would normally require a special exception in the underlying zone are permitted uses if the permitted use tables in the TDDP so provide. The Transit District Standards may also restrict or prohibit such uses. Where a special exception use is not provided for in the TDDP, an amendment of the plan shall be required to permit the use. Section 27-548.05(b)(2) also authorizes a TDDP to permit the addition of uses that are otherwise prohibited for a lot in the underlying zone.

General Applicability and Administration | Properties Zoned T-D-O/M-X-T

MX1 The Mixed-Use Transportation-Oriented (M-X-T) Zone in the Transit District is intended for the development of a mix of uses on each property classified in that zone. The TDDP establishes regulations and permitted and prohibited uses within, or for, properties classified in the M-X-T Zone. The Transit District Standards replace any regulation concerning development in the M-X-T Zone, except as described in MX2.

MX2 All property in the Transit District is exempt from Conceptual Site Plan requirements.

MX3 Section 27-547(d) of the Zoning Ordinance does not apply in this Transit District; any Conceptual Site Plan or DSP approved after July 19, 2016 within the T-D-O/M-X-T Zone will include at least two unique uses permitted in the Table of Uses for this TDDP, and will ultimately be present in every development in the T-D-O/M-X-T Zone.

General Applicability and Administration | Public Improvements

Within the Transit District, the property owner is required to construct and may be required to maintain, all the streetscape improvements on the proposed development site. These improvements may include but are not limited to, the installation of sidewalks, curbs, and gutters; street trees; street furnishings; and the undergrounding of utilities in accordance with any comprehensive undergrounding program that may be established to implement the recommendations of the TDDP. Required public improvements may also involve the construction of new streets and trails to meet the connectivity goals of the plan. The extent of the improvements shall be proportionate to the scope of the project.

The property owner may (a) perform construction and maintenance themselves, or (b) enter into an agreement with Prince George's County, a municipality, and/or a third party authorized to construct and maintain said improvements, or some combination of the two options.





General Applicability | Public Improvements | *Streets and Sidewalks* **and Administration**

The Transit District Standards establish mandatory requirements for construction of streets and sidewalks. Unless otherwise stated, references to "sidewalks" throughout this TDDP refer to all of the required and provided frontage zones collectively. The challenge of fiscal constraints demands flexibility and leeway in the construction and maintenance of these critical thoroughfares.

This TDDP anticipates that all new streets and sidewalks will either be owned and maintained by private property owners, owned by private property owners but maintained by a third party, or owned and maintained by the City of Hyattsville. The TDDP does not anticipate a role for the Department of Public Works and Transportation (DPW&T) in the maintenance of new streets.

As DPW&T will not maintain sidewalks within the Transit District, construction of frontage improvements as required by this TDDP shall not be required to conform to DPW&T's Specifications and Standards for Roadways and Bridges.

Where the Transit District Standards for sidewalk construction between a street curb and a building face conflict with the street standards of Prince George's County or the City of Hyattsville, the Transit District Standards shall apply.

Within the street curbs, new streets within the City of Hyattsville shall be constructed to the city's street design standards. New streets outside of the City of Hyattsville shall be constructed to the Transit District Standards for street design.

General Applicability | Public Improvements | *Issuance of Permits* **and Administration** *in the Public Right-of-Way*

Section 27-259(g) of the Zoning Ordinance identifies the requirements for District Council approval of a permit application within a proposed right-of-way. Such permits may only be issued if the proposed project "does not compromise the integrity" of the TDDP.

RW1 This TDDP amends the 2009 *Approved Countywide Master Plan of Transportation* to add a new two-lane street with on-street parking and bicycle lanes extending Toledo Road west to Toledo Terrace. No building or use and occupancy permits shall be issued for any structures within this proposed right-of-way; the issuance of such permits will compromise the integrity of the TDDP.

General Applicability and Administration | Residential Development

RD1 The Transit District Standards replace all regulations in Part 5 of the Zoning Ordinance concerning residential development within the Transit District, except maximum density. **Where the Transit District Standards are silent on an element otherwise regulated by Part 5 of the Zoning Ordinance, that element is not regulated within the Transit District.**

RD2 Single-family detached housing is only permitted in the T-D-O/R-80 zone.

General Applicability and Administration | Signs

SG1 The Transit District Standards control the type, form, size, and location of signs within the Transit District, except where specifically exempted in the Exemptions section. The intent of the Transit District Standards is not to regulate the content, color, or lighting of signs, how signs are attached to structures, or the materials used to construct signs.

SG2 This TDDP replaces the following sections of Part 12 of the Zoning Ordinance:

27-591: Sign Measurement

27-592: Illumination

27-593: Prohibited Signs

27-602: Signs Exempt from Sign Permit

27-604: Signs within Proposed Rights-of-Way

Division 3: Design Standards

SG3 Signs not expressly identified in, or exempt from, the Transit District Standards are prohibited.

SG4 New signs in a development requiring a detailed site plan (DSP) will be reviewed in the DSP process for compliance with the Transit District Standards. New signs for development not otherwise requiring a DSP will be reviewed in the permit review process for compliance with the Transit District Standards.





General Applicability and Administration | Landscape

Except as modified or referenced by the Transit District Standards, the provisions of the Landscape Manual regarding alternative compliance and buffering incompatible uses do not apply within the Transit District.

LM1 Pursuant to Section 27-548.06(c)(1) of the Zoning Ordinance, the Transit District Standards include "additional or reduced landscaping, screening, and buffering measures to meet the goals of the Transit District and the purposes of the T-D-O Zone."

LM2 If an application is exempt from the Transit District Standards, conformance to the Landscape Manual is required.

LM3 Table 41 describes the locations an applicant should consult to determine applicable landscaping standards. For the purposes of this table, N/A refers to elements that are not regulated in this Transit District by the Landscape Manual or the TDDP. Regulations contained in the Landscape Manual for sections marked "N/A" do not apply to development applications subject to the Transit District Standards.

Table 41. Landscape

Prince George's County Landscape Manual			
Section 1	General Information and Procedures	LM	TDDP
1.1	Applicability		N/A
1.2	Approval Process		N/A
1.3	Alternative Compliance		N/A
1.4	Plant Substitutions	x	
1.5	Certification of Installation of Plant Material	x	
1.6	Maintenance and Enforcement	x	
1.7	Certificate of Landscape Maintenance	x	
Section 2	Plan Preparation	LM	TDDP
2.1	Preparation of Landscape Plans	x	
2.2	Submittal Requirements	x	
Section 3	Landscape Elements and Design Criteria	LM	TDDP
3.1	Design Elements	x	
3.2	Design Criteria: Functional and Aesthetic Value Plants	x	
3.3	Landscape Functions	x	
3.4	Landscape Elements		x
3.5	Landscape Design Considerations		x
Section 4	Landscape Standards	LM	TDDP
4.1	Residential Requirements		x
4.2	Requirements for Landscape Strips Along Streets		x
4.3	Parking Lot Requirements		x
4.3-1	Parking Lot Interior Planting Requirements		x
4.4	Screening Requirements		x
4.5	Stormwater Management Facilities		N/A
4.6	Buffering Development from Streets		x
4.7	Buffering Incompatible Uses		N/A
4.8	Landscape Requirements in a Regional Urban Community		N/A
4.9	Sustainable Landscaping Requirements		x
4.10	Street Trees Along Private Streets		x
Section 5	Glossary of Terms	LM	TDDP
	Terms	x	

General Applicability and Administration | Site Plan Review

To encourage development pursuant to the TDDP, and to expedite approval of proposed development, the Prince George's Plaza TDDP establishes the site plan requirements governing development within the Transit District.

Section 27-548.08(a)(1) of the Zoning Ordinance states that the "applicability section of the Transit District Standards may exempt development projects from Conceptual and/or DSP review or limit the review of specific types of development or areas of the Transit District."

Unless specifically exempted by this Applicability Section, all development is subject to the following site plan requirements:

SP1 Except as identified in the section titled Exemptions, all development in the Transit District requires an approval of a Detailed Site Plan (DSP).

SP1.1: Applicants in the Prince George's Plaza Transit District are required to demonstrate clear, strict compliance with the Standards and consideration of the Guidelines in their DSP application.

SP1.2: All property in the Transit District is exempt from the site plan requirements in Section 27-546, but subject to the DSP requirements of this TDDP and Section 27-548.08(c).

SP2 All property in the Transit District is exempt from Conceptual Site Plan requirements. Applicants may submit a Conceptual Site Plan for review and approval by the Planning Board should they so desire.

SP3 Pursuant to Section 27-548.08(c)(2), a Detailed Site Plan in a Transit District does not have to conform to a previously-approved Conceptual Site Plan. Accordingly, Conceptual Site Plans approved prior to July 19, 2016 have no bearing on the approval of a DSP for development in the Transit District. Regardless of previous Conceptual Site Plan approval, all DSPs shall strictly conform to the current Transit District Standards.

SP4 The Planning Director is authorized to approve the following amendments administratively pursuant to Section 27-548.08(a)(1) and Section 27-289(c)(1), (3), (4), (5), (6), (7), and (8) of the Zoning Ordinance:

SP4.1: An increase of no more than 50 percent in the gross floor area of a building.

SP4.2: The redesign of parking or loading areas, provided there is no net increase in the number of surface parking spaces.

SP4.3: The redesign of a landscape plan.

SP4.4: New or alternative architectural plans that are equal or superior to those originally approved, in terms of overall size and quality.

SP4.5: Changes to any other plan element determined by the Planning Director to have minimal effect on the overall design, layout, quality, or intent of the approved site plan.

SP5 The following information is required to be submitted as part of a DSP application:

SP5.1: All information required by Section 27-282, DSP Submittal Requirements.

SP5.2: The location of build-to lines and frontage zones.

SP5.3: Description of the physical appearance of proposed buildings, frontage zones, plazas, and other publicly accessible open space, through the use of full-color architectural elevations of façades (seen from public areas), or through other illustrative drawings, photographs, or renderings, including details about anticipated or proposed programming or events to be hosted at public open spaces.

SP5.4: A photometric plan, showing exterior lighting of all buildings, parking areas, driveways, and pedestrian ways, including the heights, number, size, and type of fixtures. The plan shall also show the amount of illumination (measured in foot-candles).

SP5.5: A graphic depiction of the location of all circulation elements, including bicycle, pedestrian, and vehicular rights-of-way, trails, sidewalks, alleys, and other paths of travel and connections within and between abutting properties, including the locations of master-planned rights-of-way and proposed improvements to existing County or state roadways, trails, or rights-of-way proposed to be constructed and/or maintained by applicant, including improvements required by an approved preliminary plan of subdivision or written agreement with County or state agencies.

SP5.6: The location, design, size, lighting, and all other features of signs (except signs within, and not generally visible from outside of, buildings).

SP5.7: A signed and dated justification statement listing each standard (but not guideline) in this TDDP, and how the proposed development complies with each standard. In addition, this statement shall include an explanation of instances when the proposed development cannot comply with particular standards or guidelines, and justification of any alternate standards or proposed amendments to the standards to meet the intent of the TDDP. This statement should include planning objectives to be achieved by the proposed development, a description of the character of the development and the rationale behind the assumptions and choices made by the applicant.

SP5.8: Any pertinent Memorandum of Understanding (MOU) between a car-sharing corporation or company and the applicant pursuant to Section 27-548.09.02.

SP5.9: Any pertinent MOU between a state or public agency and the applicant affecting development within the Transit District. These would include, but not be limited to, agreements with public agencies pursuant, or in addition, to this TDDP for infrastructure improvements or concerning height bonuses.

SP5.10: A development schedule indicating the sequence and phasing of development and the approximate dates when construction can be expected to begin and to be completed.

SP5.11: A vehicular and bicycle parking schedule and plan.

SP5.12: A separate statement of justification, including standard cross-sections and other pertinent graphics, for any proposed waivers or departures from DPW&Ts Specifications and Standards for Roadways and Bridges (within the curbs of County roads) or the City of Hyattsville's street design standards (within the curbs of city streets.)

SP5.13: For DSPs submitted after the creation of a Transportation Management Association pursuant to Subtitle 20A, membership agreements in the TMA, if applicable.

General Applicability and Administration | Site Plan Review | Mixed-Use Projects

In addition to the required information in SP5.1 through SP5.13,

SP5.14: The density and floor area ratios proposed for each use, and how they were calculated.

General Applicability and Administration | Modification of the Transit District Standards

Modification of the Transit District Standards is permitted through a process described in Sections 27-548.08 and 27-548.09.01 of the Zoning Ordinance.

Exemptions

The following section describes specific exemptions from part or all of the Transit District Standards and DSP review. Unless specifically described otherwise, additions, expansions, or extensions of buildings, structures, and uses not subject to an exemption identified in this section are subject to DSP review, and are only required to conform to the Transit District Standards for the area of the addition, expansion, or extension of the building, structure, or use. Adding on, expanding, or extending a building or use to an extent that requires conformance to the Transit District Standards or DSP review only requires such conformance for the addition, expansion, or extension.

Exemptions | Legally Existing Development

E1 Until a Detailed Site Plan (DSP) is submitted, all buildings, structures, and uses, which were lawful or could have been certified as legal nonconforming uses pursuant to Section 27-244 of the Zoning Ordinance on July 19, 2016, are exempt from the Transit District Standards and are not nonconforming.

Exemptions | Legally Existing Parking And Loading

E2 Until a DSP is submitted, all legally existing parking and loading spaces in the Transit District that were lawful on July 19, 2016 need not be reduced, are exempt from the Transit District Standards and DSP review, and are not nonconforming.

Exemptions | Parking Facilities

E3 Resurfacing, adding landscaping to parking facilities, and the retrofit of parking facilities with Environmental Site Design stormwater management features pursuant to Section 32-175 of the Water Resources Protection and Grading Code, are exempt from the Transit District Standards and DSP review if the parking facilities were lawful, legally nonconforming, or were made not nonconforming on July 19, 2016, and remain in conformance with all previously applicable regulations. New parking areas that result in the addition of five or fewer parking spaces are exempt from the Transit District Standards and DSP review but shall comply with any applicable parking and landscaping regulations of the Zoning Ordinance and the Landscape Manual.

E4 Restriping of parking facilities to accommodate parking for the disabled, expectant mothers, car-sharing services, or emergency vehicle access and parking is exempt from the Transit District Standards and DSP review only if such restriping results in no net addition in the number of general purpose surface parking spaces. Restriping of surface parking facilities that results in an addition of general purpose parking spaces is prohibited.

Exemptions | Single-Family Residential Dwellings

E5 On July 19, 2016, no single-family residential dwellings existed within the Transit District. Construction of single-family residential dwellings within the Transit District is subject to the Transit District Standards and DSP review. Subsequent additions or modifications to any single-family residential dwelling are exempt from the Transit District Standards and DSP review if the residential use continues. A new single-family dwelling unit built to replace one destroyed by fire, flood, or other natural disaster shall also be exempt from the Transit District Standards for up to five years from the date of loss.

Exemptions | Multifamily Development

E6 An addition to a multifamily residential structure that was lawful or could have been certified as nonconforming pursuant to Section 27-244 of the Zoning Ordinance on July 19, 2016 is exempt from the Transit District Standards and DSP review if the addition (and the accumulated sum of all additions since July 19, 2016) does not increase the gross floor area (GFA) by more than 15 percent or 5,000 square feet, whichever is less.

Exemptions | Nonresidential Development

E7 An addition to a nonresidential structure, other than an integrated shopping center, that was lawful or could have been certified as nonconforming pursuant to Section 27-244 of the Zoning Ordinance on July 19, 2016, is exempt from the Transit District Standards and DSP review if the addition (and the cumulative sum of all additions since July 19, 2016) does not increase the GFA by more than 15 percent or 5,000 square feet, whichever is less.

Exemptions | Existing Shopping Centers

E8 An attached nonresidential addition to any existing building that is part of an integrated shopping center that was lawful or could have been certified as nonconforming pursuant to Section 27-244 of the Zoning Ordinance on July 19, 2016 is exempt from the Transit District Standards and DSP review if the addition (and the accumulated sum of all additions since July 19, 2016) does not increase the GFA by more than 15 percent of the total GFA of the integrated shopping center (excluding single-use pad sites) as it existed on July 19, 2016. Any addition which causes an integrated shopping center to exceed this threshold, and all subsequent nonresidential additions, require the approval of a DSP pursuant to Exemption E1 and such additions are subject to the Transit District Standards.

E9 All other development on the site of an integrated shopping center not attached to an existing integrated shopping center, including, but not limited to, pad sites, shall require the approval of a DSP and conformance to the Transit District Standards.

Exemptions | Nonresidential Development

E10 Additions proposing any residential or residential mixed-use development at an existing integrated shopping center, whether it is a physical addition to an existing integrated shopping center or not, shall be subject to the Transit District Standards and DSP review regardless of size.

Exemptions | Alteration and Rehabilitation

E11 Permits for alteration and rehabilitation, are exempt from the Transit District Standards and DSP review only if the existing or proposed use is permitted by this TDDP, and the alteration or rehabilitation does not increase the GFA by more than 15 percent or 5,000 square feet, whichever is less.

Exemptions | Other

E12 The following are exempt from the Transit District Standards and DSP review if the existing or proposed use is permitted.

E12.1: Decks.

E12.2: Ordinary maintenance that does not require a permit.

E12.3: Changes in permitted use or occupancy.

E12.4: Changes in ownership.

E13 Fences are exempt from DSP review but subject to the Transit District Standards at the time of Building Permit, where required.

Exemptions | Signs

E14 Existing signs for an existing use, building, or structure that was lawful or could have been certified as a legal nonconforming use on July 19, 2016, are exempt from the Transit District Standards and are not nonconforming.

E15 New signs for an existing use, building, or structure that was lawful or could be certified as a legal nonconforming use on July 19, 2016, are subject to the Transit District Standards at the time of Sign Permit and are exempt from DSP review.

E16 Adding lighting to an existing sign is exempt from the Transit District Standards.

E17 Converting a lighted sign to an electronic sign represents a change in sign type and requires conformance to the Transit District Standards at the time of Sign Permit and is exempt from DSP review.

E18 Refacing of an existing sign, including repair or replacement of a pole or sign support, with no increase in sign area, or increase in the height of a freestanding sign, is exempt from the Transit District Standards and DSP review.

E19 Wayfinding, destination, and community signs, or signs directing drivers, bicyclists, or pedestrians to a public/shared parking facility, installed by a public agency, business improvement district, or other quasi public entity are exempt from the Transit District Standards.

E20 Temporary advertisements or public art displays in vacant or under construction ground-floor windows.

Transit District Standards | Purpose

The purpose of the Transit District Standards is to shape the character of the built environment and fulfill the recommendations of the Prince George's Plaza Transit District Development Plan to create a walkable, mixed-use downtown. An essential component of any downtown is the public realm—streets, sidewalks, squares, and other open spaces—that creates the spine of a successful downtown, fosters community activity and provides a distinct sense of place (identity).

Transit District Standards | Organization

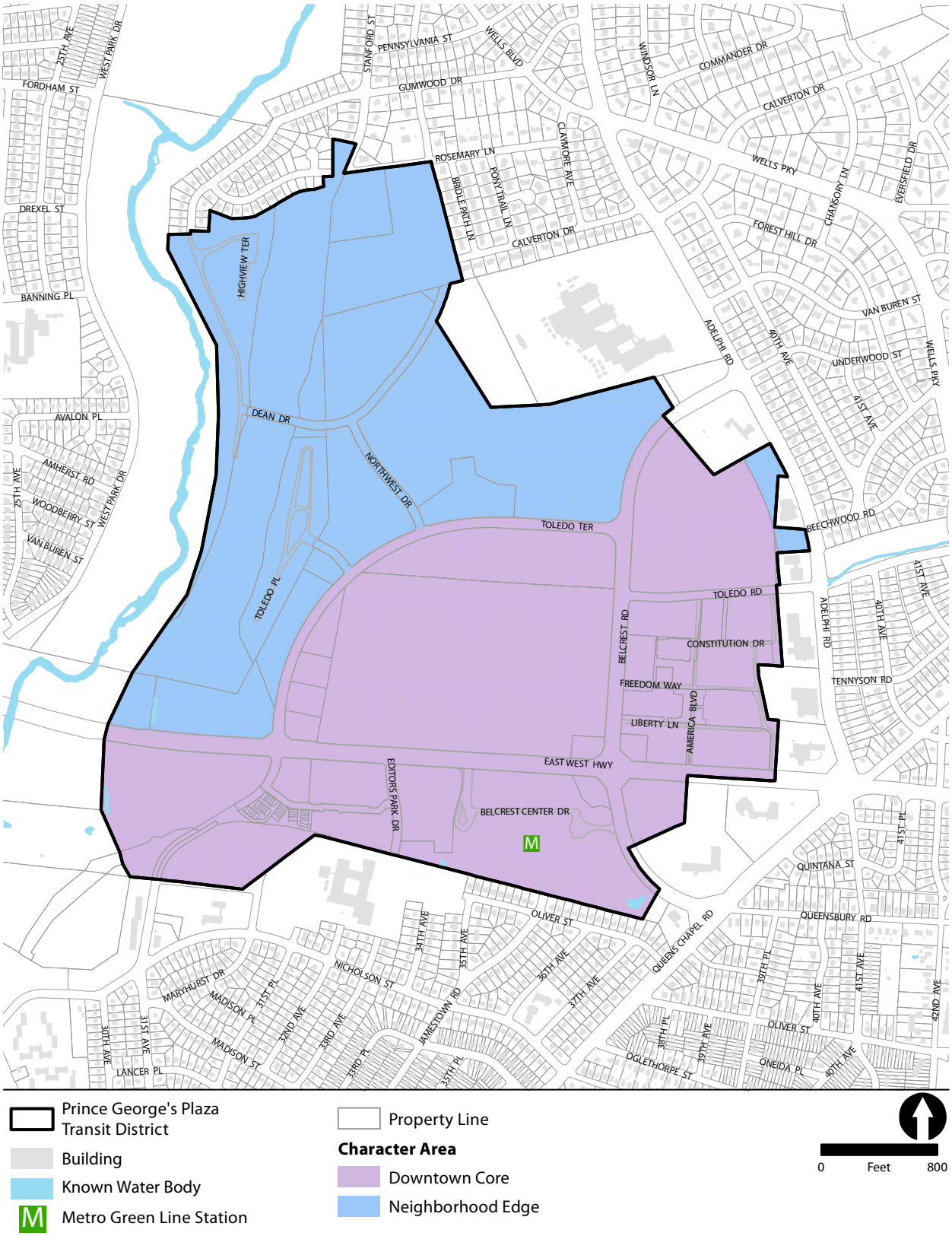
The Transit District Standards are organized into three sections. The General Standards cover the entirety of the Transit District and govern all new development, and redevelopment located within its boundaries. They regulate the creation of a public realm, including streets, frontage zones, block size, building form, parking, and architecture. The Transit District consists of two distinct character areas: the Downtown Core and the Neighborhood Edge. Unique standards are provided for each. The General Standards should be consulted first, followed by those for the Downtown Core or Neighborhood Edge.

NOTE

The Transit District Standards consist of tables, cross-sections, and text. Graphics and tables containing standards are clearly labeled as "Standards." Information found within tables labeled "Standards" represent mandatory requirements.

Dimensions identified in cross-sections of private streets to be constructed outside of the City of Hyattsville represent mandatory requirements. Dimensions identified in cross-sections of existing and proposed state, County, and municipal streets are illustrative in nature.

Map 32. Character Area Map



Key Definitions | Streets

The street network is the backbone upon which the entire Transit District will be built and represents the most important public and civic space. Existing and new streets within the Transit District are to be classified into five general categories:



"A" Streets are the main streets throughout the Transit District. These streets convey a significant portion of the vehicular and transit traffic and provide an excellent pedestrian experience. These streets have characteristics that promote and encourage safe, comfortable, and convenient walking such as buildings and entrances fronting the street, wide sidewalks, crosswalks, street trees, well-designed street lighting, narrow curb-to-curb dimensions, small curb radii, on-street parallel parking, and lower traffic speeds.



"B" Streets are thoroughfares intended for automobile-related functions, such as access to parking lots or garages and loading docks. They are less accommodating of pedestrians.



Pedestrian Streets are thoroughfares that can function as traditional vehicular streets but they may be closed to traffic or otherwise limited to pedestrian access during specified times, for events, etc. The focus of these streets are an attractive pedestrian experience; these streets often serve as gathering places, host events such as street festivals, and provide pedestrian access to buildings.

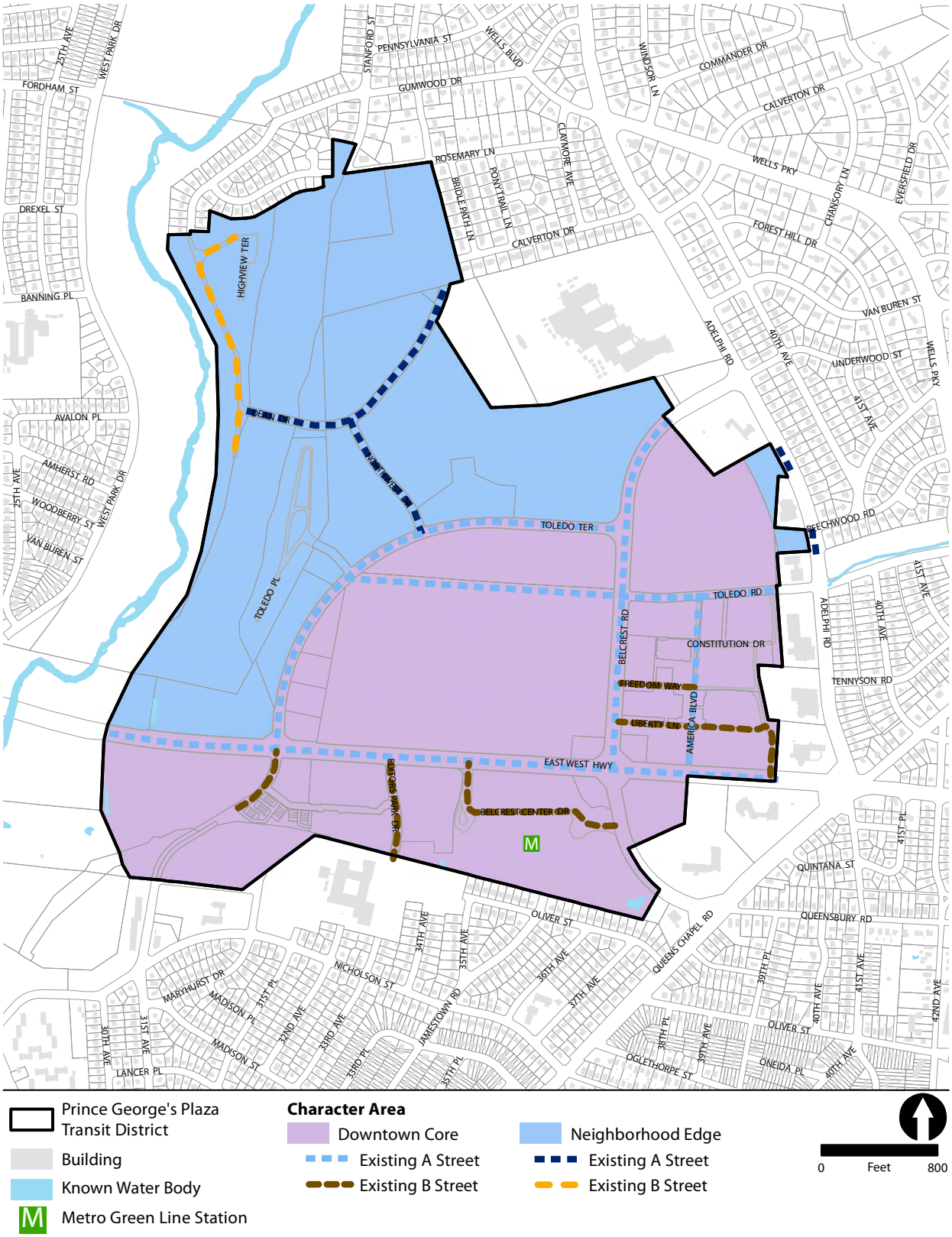


Promenades are attractive civic spaces that provide safe, shared-use connections between other streets. Promenades provide comfort and convenience for pedestrians and bicyclists. Through vehicular traffic is strictly prohibited on Promenades, except for emergency and service vehicles. They have characteristics that support walking and bicycling, such as buildings and entrances that may front the Promenade, wide sidewalks, street trees, and well-designed street lighting. They also serve as a connection from the front façade of the building to the rear of the building.



An Alley is a narrow service thoroughfare that permits access to the rear of a property. Alleys may provide access to off-street parking and typically are used for utility easements, service, and trash removal.

Map 33. Existing A and B Streets



Key Definitions | Frontage Zones

Frontage zones regulate the elements, configuration, and dimensions of the area between the street curb and the building façade. Frontage Zones begin at the face of the street curb and end at a Build-to Line.

The Transit District Standards establish the minimum depth of the Sidewalk Clear Zone and the Tree and Furnishing Zone. The remaining area of the Frontage Zone may vary in dimensions by adding Retail, Residential, and/or Buffer Zones, up to the total required amount of Frontage Zone.

Buffer Zone: The area between the face of the curb and the Tree and Furnishing Zone that provides the minimum necessary separation between objects and activities in the street and a buffer necessary for tree roots between road curb and gutter.

Tree and Furnishing Zone: This zone is immediately adjacent to the Buffer Zone and is defined primarily by a line of street trees contained either in tree pits or planting strips. This zone may include furnishings such as lampposts, benches, trash receptacles, planters, innovative stormwater management features, and similar street furnishings.

Sidewalk Clear Zone: Intended to provide unobstructed passage for pedestrians along the path of a sidewalk.

Retail Zone: In addition to café seating in front of restaurants and cafés, this zone can be used for outdoor retail displays and other retail-related activities. In the absence of such uses, the zone can be furnished with benches, planters, and other items consistent with a retail environment.

Residential Zone: This zone only occurs in the Neighborhood Edge and is intended primarily as a landscaped buffer between the building face and the Sidewalk Clear Zone. Landscaping elements may include grass yards, raised integrated planters, continuous planting beds, and other items consistent with a residential frontage.

Key Definitions | Build-To Line/Zone

Build-to Line (BTL), Front: A line, running parallel to the street curb and measured from its face, to which a defined portion of the front of a building shall be built. Where the front of a lot abuts a street, the rear edge of the frontage zone serves as the minimum front BTL. Where the front of a lot does not abut a street, the front lot line shall serve as the minimum front BTL.

Build-to Line, Side: A line, to which a defined portion of the side of a building in the Downtown Core shall be built. Where the side of a lot abuts a street, the rear edge of the frontage zone serves as the side BTL. Where the side of a lot does not abut a street, at least one side lot line shall serve as the side BTL.

Minimum Front Build-To Line: The closest to the street curb a building may be built.

Maximum Front Build-To Line: The furthest from the street curb a building may be built.

Build-to Zone (BTZ): The area between a minimum and maximum front build-to line, within which a defined portion of the front of a building shall be built. This T-D-O Zone uses a BTZ to define an area where buildings shall front, rather than a uniform BTL throughout a block, to permit architectural articulation along a street.

The Transit District Standards do not regulate rear build-to lines or rear setbacks.

Figure 7. Downtown Core Frontage Zones

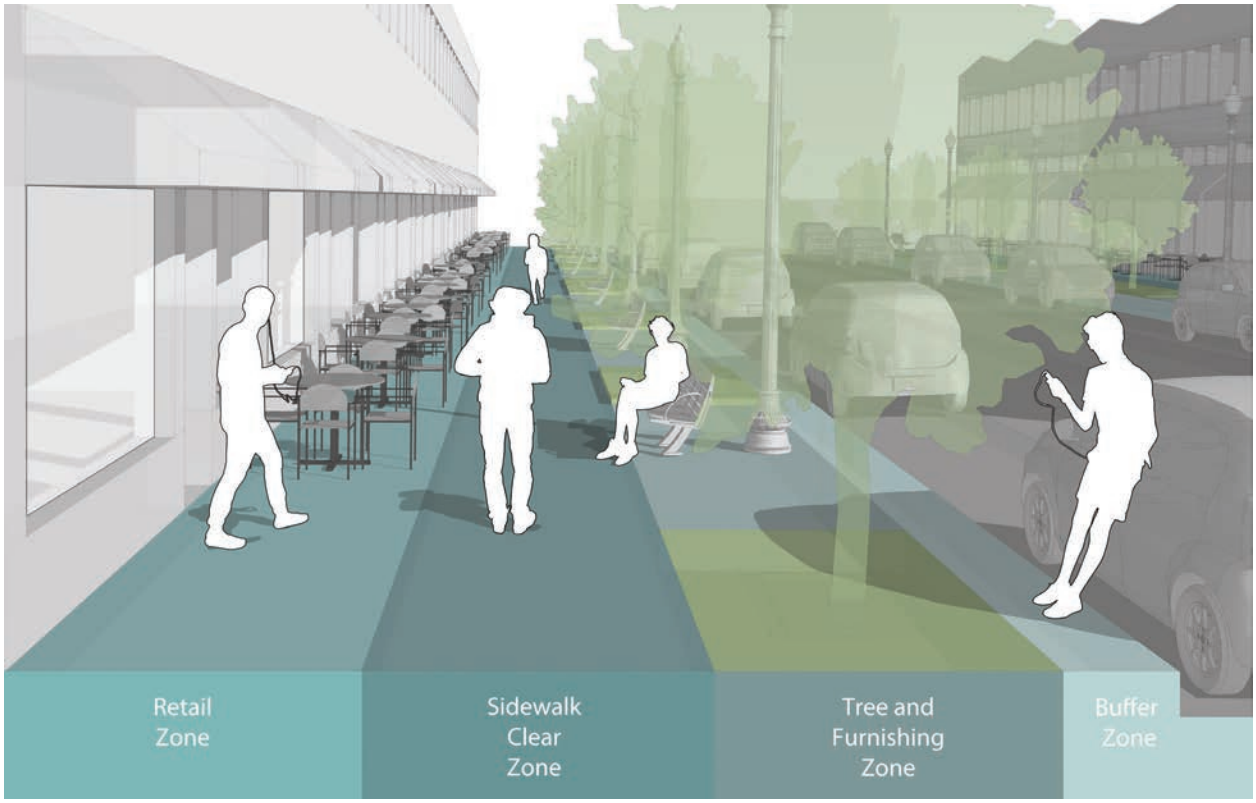


Figure 8. Neighborhood Edge Frontage Zones



Streets and Frontage | Intent

To create a network of walkable, safe, and attractive streets, interior-block pathways, and building frontages that are attractive, easy to navigate, and accessible to all users regardless of age, physical condition, or travel mode.

Streets and Frontage | Streets

Standards

- A street hierarchy is established between primary and secondary streets. Building form, entries, and service functions are tailored to the specific role of each. All new and existing streets shall be classified as one of the following, in order of importance:
  - » A Streets
  - » B Streets
  - » Pedestrian Streets
  - » Promenades
  - » Alleys
- All new A and B Streets constructed within the City of Hyattsville shall be constructed to the City of Hyattsville's Street Design Standards.
- All other new streets shall be constructed to the Transit District Standards; travel lanes may be constructed to less than 11 feet in width only with the written permission of the Director of the Department of Permitting, Inspections and Enforcement.
- Except where natural resource conservation, parkland, or vertical changes in grade that exceed the maximum grade permitted for construction of a road prevent connection to another street, forcing the creation of a dead-end, all streets shall terminate at other streets, forming a network.
- Alleys or service drives, where necessary, shall be included within blocks and shall not divide one block from another.
- Medians shall be prohibited on all new private streets and are discouraged on all new public streets, except as needed to accommodate the Central Plaza recommended by Strategies TM3.2 and HD4.3.
- Along private streets, crosswalks shall be provided at all intersections and shall use highly visible markings and/or decorative alternative paving material.
- Along private streets, all signalized intersections with bike lanes, cycle tracks, or any type of bicycle facility as part of the road design shall include bike boxes that allow bicyclists to proceed on green ahead of motorized vehicles.
- Each end of all crosswalks within the Transit District shall have a dedicated curb ramp.

The City of Hyattsville will, upon application by the owner of a street or proposed street, accept dedication or conveyance of streets and rights-of-way (including frontage zones and sidewalks), subject to all of the following conditions:

- **The street is located within the City of Hyattsville.**
- **The street is designed to the City of Hyattsville's Street Design Standards.**
- **Sufficient right-of-way exists to accommodate the frontage zones required by this TDDP.**
- **Approval by the Hyattsville City Council.**

Guidelines

- Internal streets should provide access or connection, wherever possible, to adjacent properties within the Transit District.
- Along public streets, crosswalks should be provided at all signalized intersections and should use highly visible markings and/or decorative alternative paving material.
- Decorative paving that clearly defines an intersection of private streets is permitted.
- Promenades and Pedestrian Streets should only be constructed in the Downtown Core.

Streets and Frontage | Blocks

Standards

- The street network shall define blocks of up to 500 linear feet on each side. Each side of a block shall not be more than 500 linear feet from right-of-way to right-of-way.
- For all new redevelopment on existing block frontages of greater than 500 linear feet, a perpendicular A Street or B Street (or, in the Downtown Core, a Pedestrian Street) shall be constructed at no greater than a 500-foot interval from the nearest existing or proposed street.
- A block shall be divided by an A, B, or Pedestrian Street, or a Promenade, to allow a pedestrian or vehicular connection from the front of the block to the rear of the block.



Example of an illustration of a street network design with a maximum 500 feet block configuration.

- Alleys or service drives, where necessary, shall be included within blocks and shall not divide one block from another.

Streets and Frontage | Frontage Zones

- All existing and proposed A, B, and Pedestrian Streets shall have sidewalks on both sides constructed to the frontage standards prescribed in this plan. At a minimum, all sidewalks shall have a Sidewalk Clear Zone and a Tree and Furnishing Zone. Provision of Buffer Zones, Residential Frontage Zones, or Retail Zones is optional, as needed.
- Where Retail Zones are provided, they shall be located as follows:
  - » Retail Zone 1: Adjacent to the building.
  - » Retail Zone 2: If necessary to meet eating and drinking establishment seating needs, adjacent to, or integrated with, the Tree and Furnishing Zone.
- Tables 42 and 43 contain dimensional standards for frontage zones and new private streets. The Total Frontage Depth Requirements referenced in the text and identified in Table 44 and Figures 9-24 (see pages 213-230) reflect the minimum amount of frontage required for each street. The maximum amount of frontage permitted is equivalent to this minimum, plus 5 feet in the Downtown Core and the minimum plus 10 feet in the Neighborhood Edge.
- Individually, the Buffer Zone, Retail Zone, and Residential Zones have no dimensional requirements. Their dimensions will be governed by the amount of each zone needed to support the proposed development and the total amount of required frontage. (See Tables 42 and 43 on pages 211-212.)
- The Sidewalk Clear Zones and Tree and Furnishing Zones shall be consistent along a block.
- Primary building entrances or exits shall not open directly into a parking lot, onto a driveway (where permitted), side street, alley, loading dock, or other vehicle cartway.
- On A Streets, B Streets, Pedestrian Streets, or Promenades, no new public utilities, including, but not limited to, transmission or distribution lines and mechanical equipment, are permitted above-ground.



Example of a Downtown sidewalk.

Streets and Frontage | Build-To Lines and Zones

Standards

- The minimum BTL shall be established at the rear of the frontage zones (except for promenades).
- The total frontage depth requirement in Tables 42-43 and Figures 9-23 shall represent the distance between the street curb and BTL.
- The maximum BTL shall be 5 feet further from the curb in the Downtown Core, and 10 feet further from the curb in the Neighborhood Edge, than the minimum BTL.
- The area between the minimum and maximum BTL shall be the BTZ.

Streets and Frontage | Build-to Lines and Zones | *Building Entrances*

Standards

- Primary entrances shall be located at the front façade of the buildings. If a building fronts on both A and B Streets, Pedestrian Street, or Promenade, its primary entry shall be located on the A Street.
- Service entrances shall be at the rear of the building.

Streets and Frontage | Build-to Lines and Zones | *Articulation*

Standards

- Unless otherwise stated in the Transit District Standards, bays, balconies, cornices, and blade signs may only encroach across the build-to line for up to 25 percent of the building frontage.
- For multifamily residential buildings, bays, balconies, cornices, and shading devices shall not encroach across the build-to line beyond 10 feet.
- Porches and stoops may only encroach beyond the BTL within the Residential Frontage Zone for a maximum of nine feet.
- To provide visual interest and to reduce the perceived massing and scale of buildings, building architecture shall incorporate at least three of the following design elements:
  - » Colonnades
  - » Gables
  - » Hip roofs
  - » Towers
  - » Dormers
  - » Archways
  - » Covered entries
  - » Repetitive window openings
  - » Arched and corbelled parapets
  - » Cornices
  - » Transoms
  - » Other design elements deemed appropriate by the Planning Board.

Guidelines

- Architectural treatment is recommended at the expression line to provide a shadow line, pattern, or texture effect. The treatment may be molding, projection, material change, or architectural element that serves to separate the lower story from the upper stories of the building façade at that location.
- Roof lines, parapets, and building heights should be architecturally articulated, diverse in design form, and varied in height with adequately scaled and proportioned architectural cornices and applied treatments that complement the building's design.
- Upper-story wall treatment should be coordinated and complement the design of the lower-story façade.
- Along primary building façades facing streets, façade articulation should average a minimum of 50 feet.
- Blank walls should be avoided because they disrupt the street pattern and make an uninviting pedestrian experience; however, if necessary, blank walls should not be more than 10 to 20 feet wide.
- Building corners should be articulated.

Table 42. Downtown Core (DC) and Neighborhood Edge (NE) Frontage/Build-To Zone Standards: Existing Public Streets

CONTEXT	DOWNTOWN CORE				NEIGHBORHOOD EDGE			ALL
	MD 410 (East West Highway) (A)	Belcrest Road * (A)	Toledo Road (A)	Toledo Terrace (A)	Adelphi Road (A)	Northwest Drive (A)	Dean Drive (A)	All Existing (B)
Building Orientation (Entrance location)	Front	Front, side	Front, side	Front, side	Front	Front	Front	Front, side
Minimum Frontage Zone Depth/Build-To Line								
Tree and Furnishing Zone (Required)	6′	6′	6′	6′	7′	7′	7′	5'
Sidewalk Clear Zone (Required)	6′	6′ East Side 5′ West Side	6′	6′	8′	8′	8′	5'
Retail, Residential, and/or Buffer Zones (Total)	Varies as needed	Varies as needed	Varies as needed	Varies as needed	Varies as needed	Varies as needed	Varies as needed	Varies as needed***
Total Frontage Minimum Depth Requirement/ Minimum Build-To Line	20′	20′ East Side 28′ West Side*	20′	20′	18'	18'	18'	15'
Maximum Frontage Zone Depth/Build-To Line								
Total Frontage Maximum Depth Requirement/ Maximum Build-To Line	25′	5′ East Side 33′ West Side	25′	25′ South/ East Side 30′ North/ West Side	28'	28'	28'	20'
Off-Street Parking								
Off-Street Parking Type Permitted	Structured	Structured	Structured	Structured	Structured	Structured	Structured	Any
New Off-Street Parking Permitted on Side of Building	No	No	No	No	Yes	Yes	Yes	Yes
New Off-Street Parking Access	No	No	No	No	No	No	No	Yes
New Driveways Permitted	No	No	No	No	Yes	No	No	Yes

* West side Belcrest Road frontage zone integrates a 10′ off-street cycle track (see Chapter 3).
***Small furniture or benches are encouraged in the retail zone.

Table 43. Downtown Core and Neighborhood Edge Frontage/Build-To Zone Standards: New Streets

CONTEXT	DOWNTOWN CORE				NEIGHBORHOOD EDGE	
	A Street	B Street	Pedestrian Street	Promenade	A Street	B Street
Building Orientation (Entrance location)	Front	Front, side	Front, side	Front, side	Front	Front
Minimum Frontage Zone Depth/Build-To Line						
Tree and Furnishing Zone	6′	5′	6′	n/a	7′	5′
Sidewalk Clear Zone	6′	5′	6′	n/a	8′	5′
Retail, Residential, and/or Buffer Zones (Total)	Varies as needed	Varies as needed***	Varies as needed	n/a	Varies as needed	Varies as needed
Total Frontage Minimum Depth Requirement/Minimum Build-To Line	20′	15′	18′	40′	18′	13′
Maximum Frontage Zone Depth/Build-To Line						
Total Frontage Maximum Depth Requirement/ Maximum Build-To Line	25′	20′	23′	45′	28′	23′
Off-Street Parking						
Off-Street Parking Type Permitted	Structured	Any	None	None	Structured	Any
New Off-Street Parking Permitted on Side of Building	No	Yes	No	No	No	Yes
New Off-Street Parking Access	No	Yes	No	No	No	Yes
Driveways Permitted*	No	Yes			No	Yes

*New streets constructed within the City of Hyattsville are subject to the City's Street Design Standards.
***Small furniture or benches are encouraged in the retail zone.

Table 44. Downtown Core and Neighborhood Edge Street Design Standards: New Streets

CONTEXT	DOWNTOWN CORE				NEIGHBORHOOD EDGE	
	A Street	B Street	Pedestrian Street	Promenade	A Street	B Street
Traveled Way*						
Number of Through Lanes**	2, 11-Foot	2, 11-Foot	2, 12-Foot	N/A	2, 11-Foot	2, 11-Foot
On-Street Parking Width	7' each side	7' each side	N/A	N/A	7' each side	7' one-side
Bicycle Accommodation	"Share Road" Signs	"Share Road" Signs	"Share Road" Signs	N/A	"Share Road" Signs	"Share Road" Signs
Curb to Curb	36'	36'	36'	N/A	36'	29'
Intersections*						
Curb Extensions Required (with on-street parking)	Yes	Yes	N/A	N/A	Yes	Yes
Minimum Curb Return Radii (if extensions not used)	10-15 ft.	10-15 ft.	10-15 ft.	5-10 ft.	10-15 ft.	10-15 ft.

*New streets constructed within the City of Hyattsville are subject to the City's Street Design Standards.
**Travel lanes may be constructed to less than 11 feet in width only with the written permission of the Director of the Department of Permitting, Inspections and Enforcement.

Figure 9. MD 410 (East West Highway) Illustrative Street Section

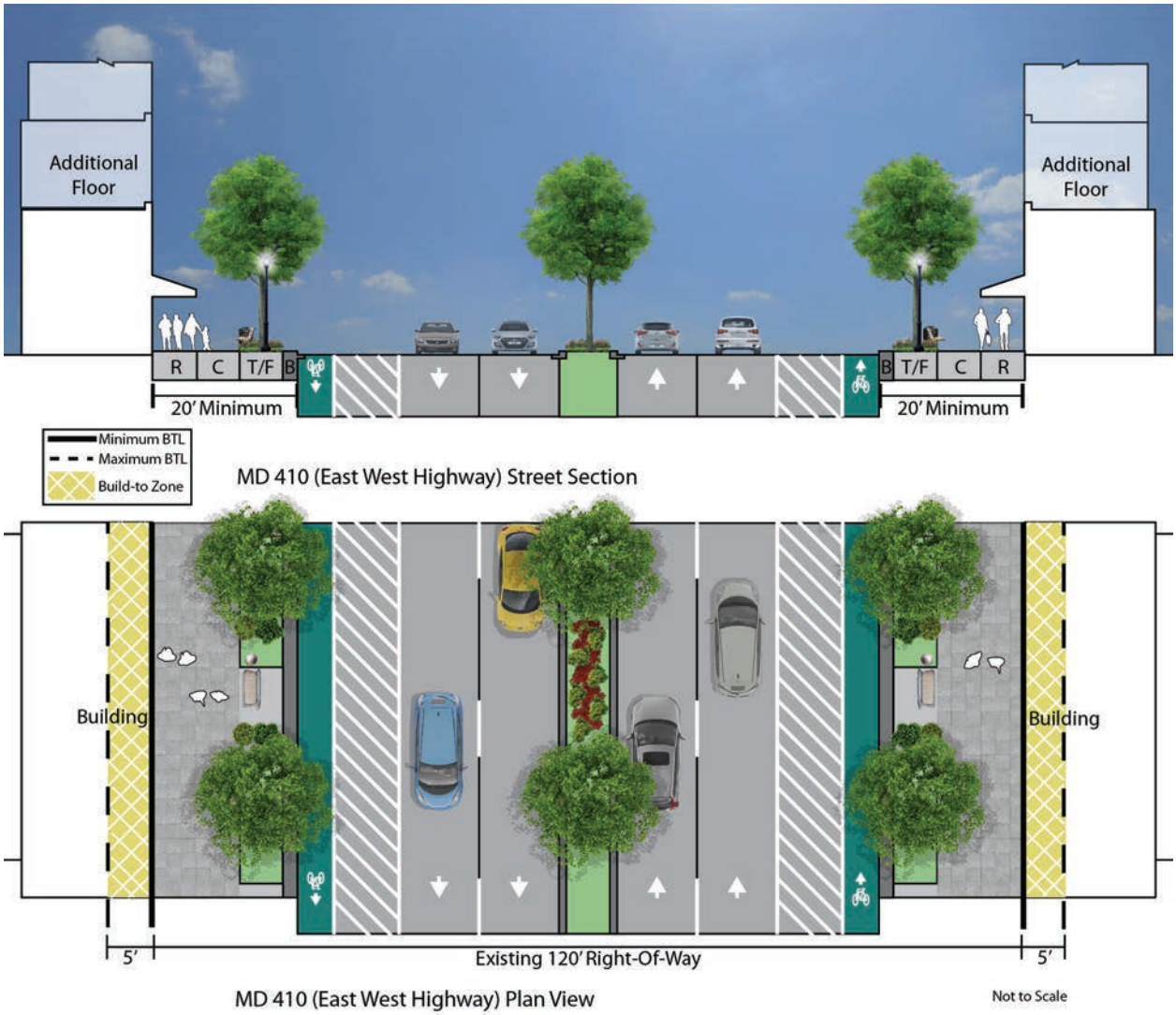


Figure 10. Belcrest Road (Toledo Terrace To Metro Entrance) Illustrative Street Section

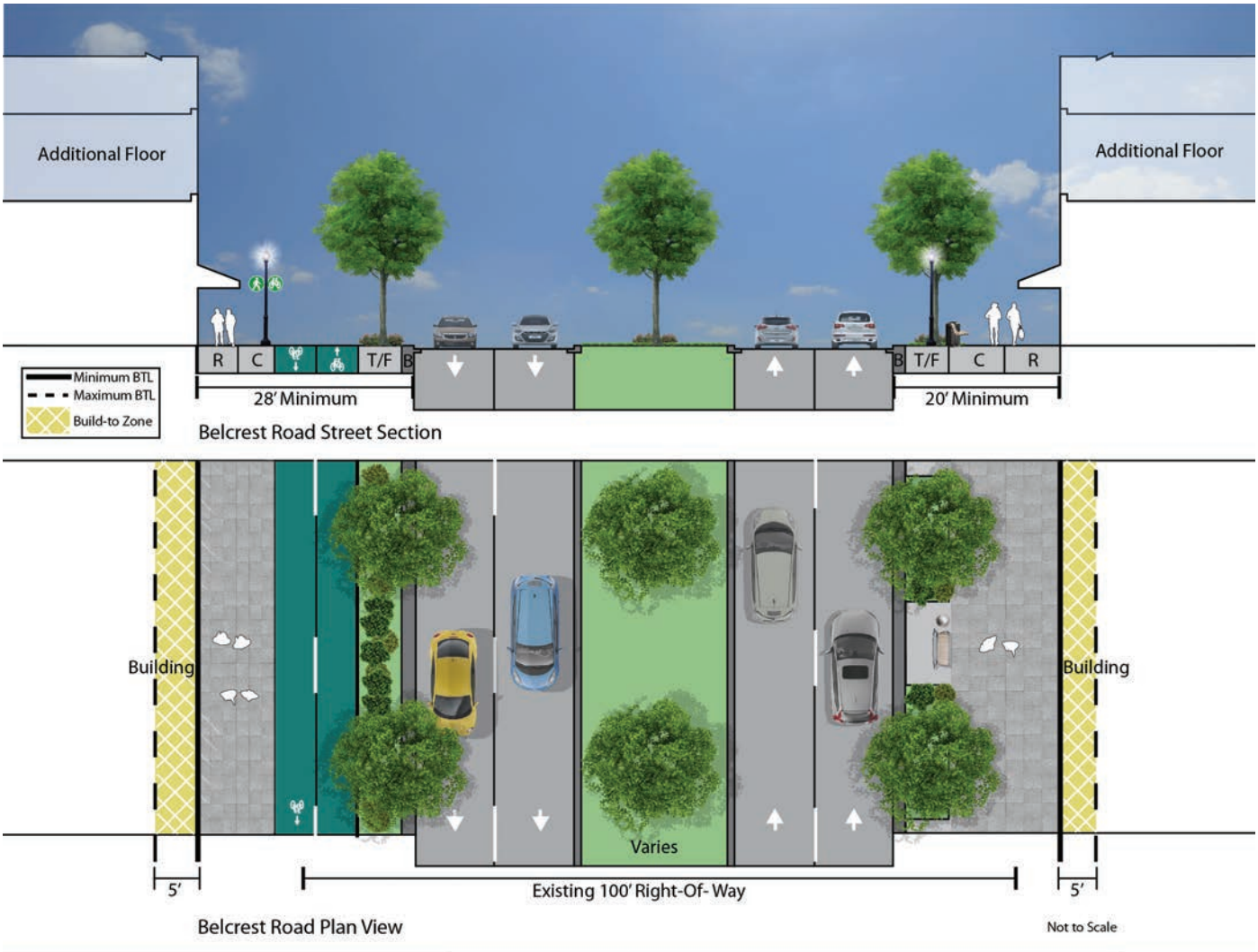


Figure 11. Toledo Terrace Illustrative Street Section

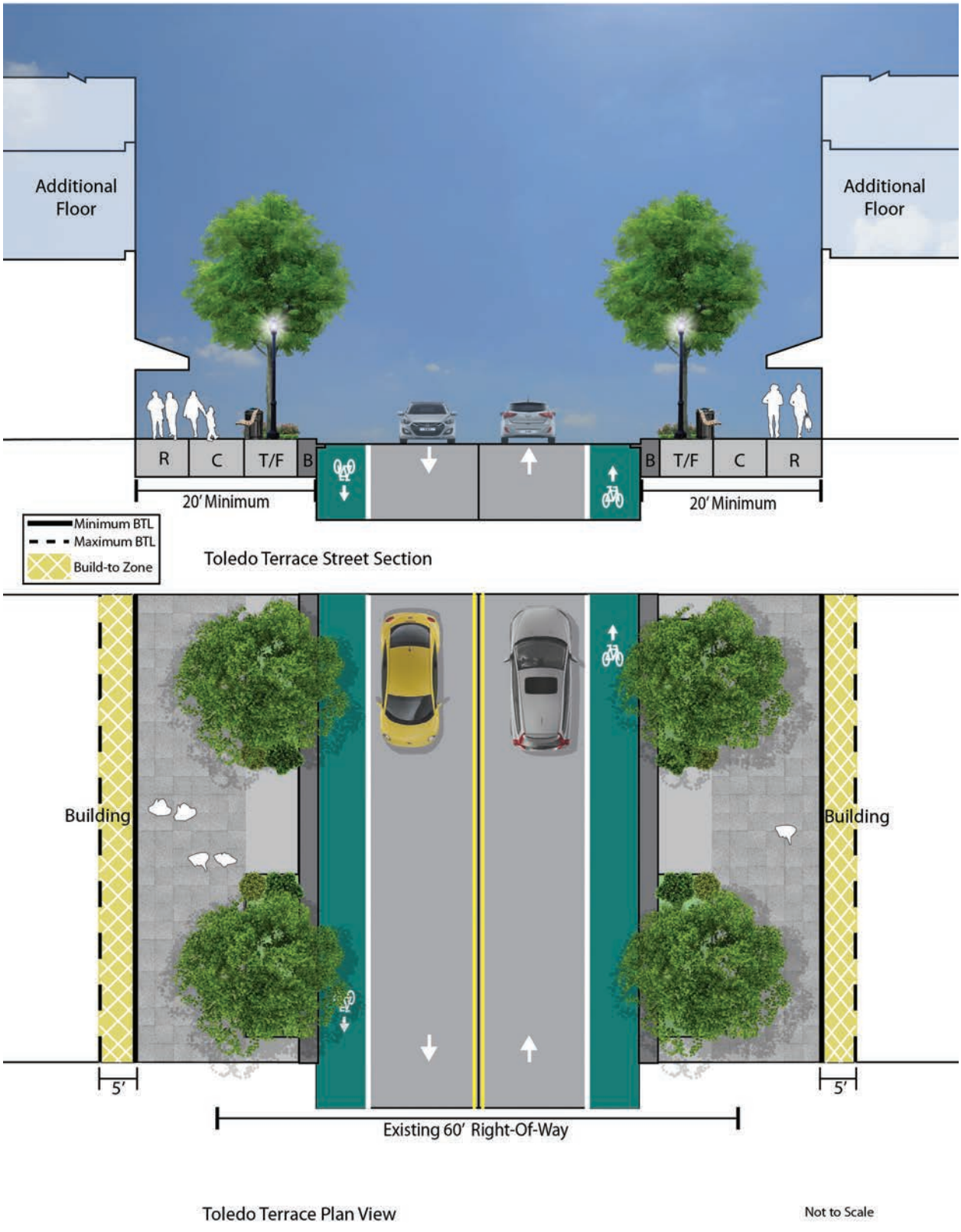


Figure 12. Toledo Road (Existing) Illustrative Street Section

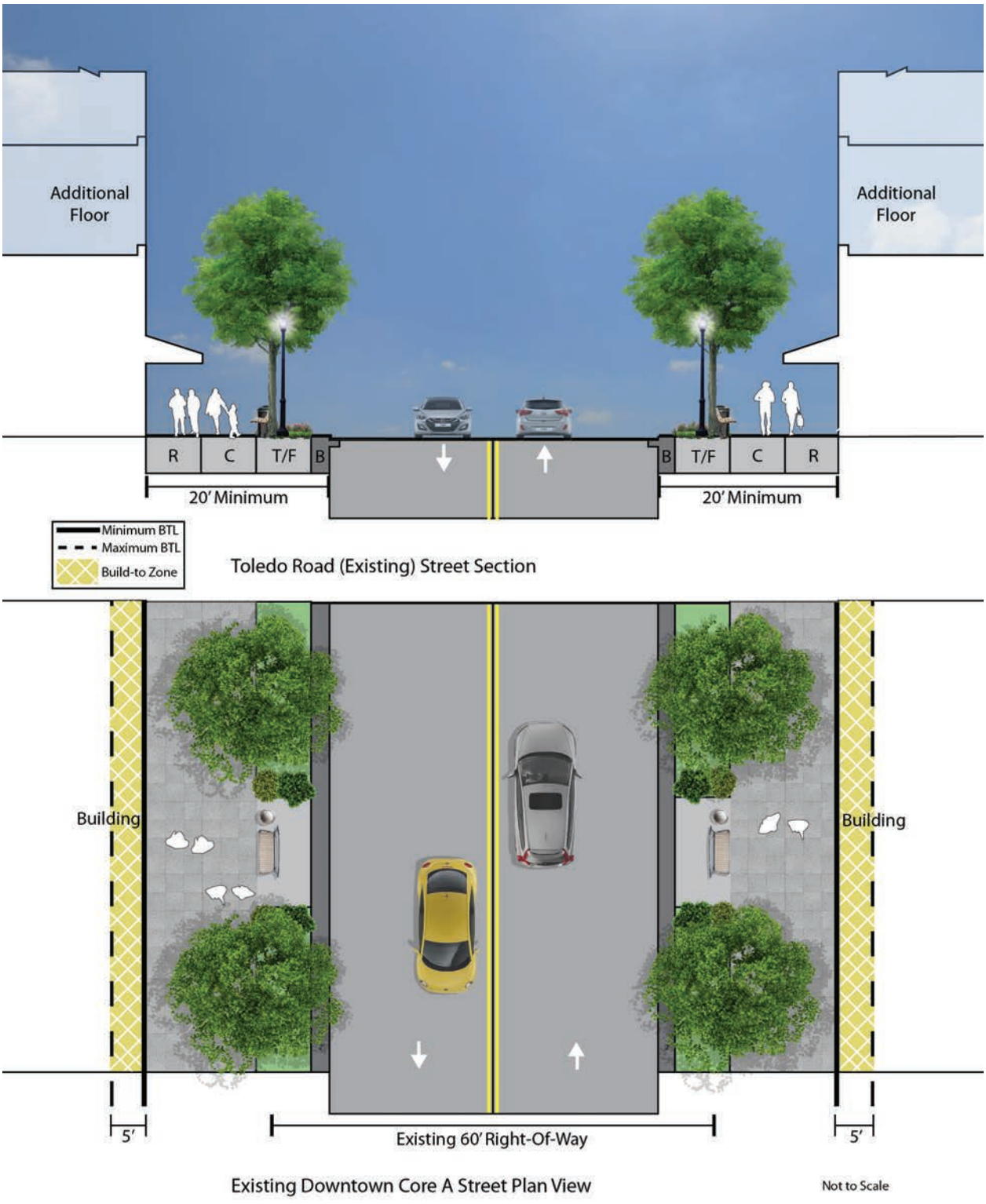


Figure 13. Toledo Road (Extended) Illustrative Street Section

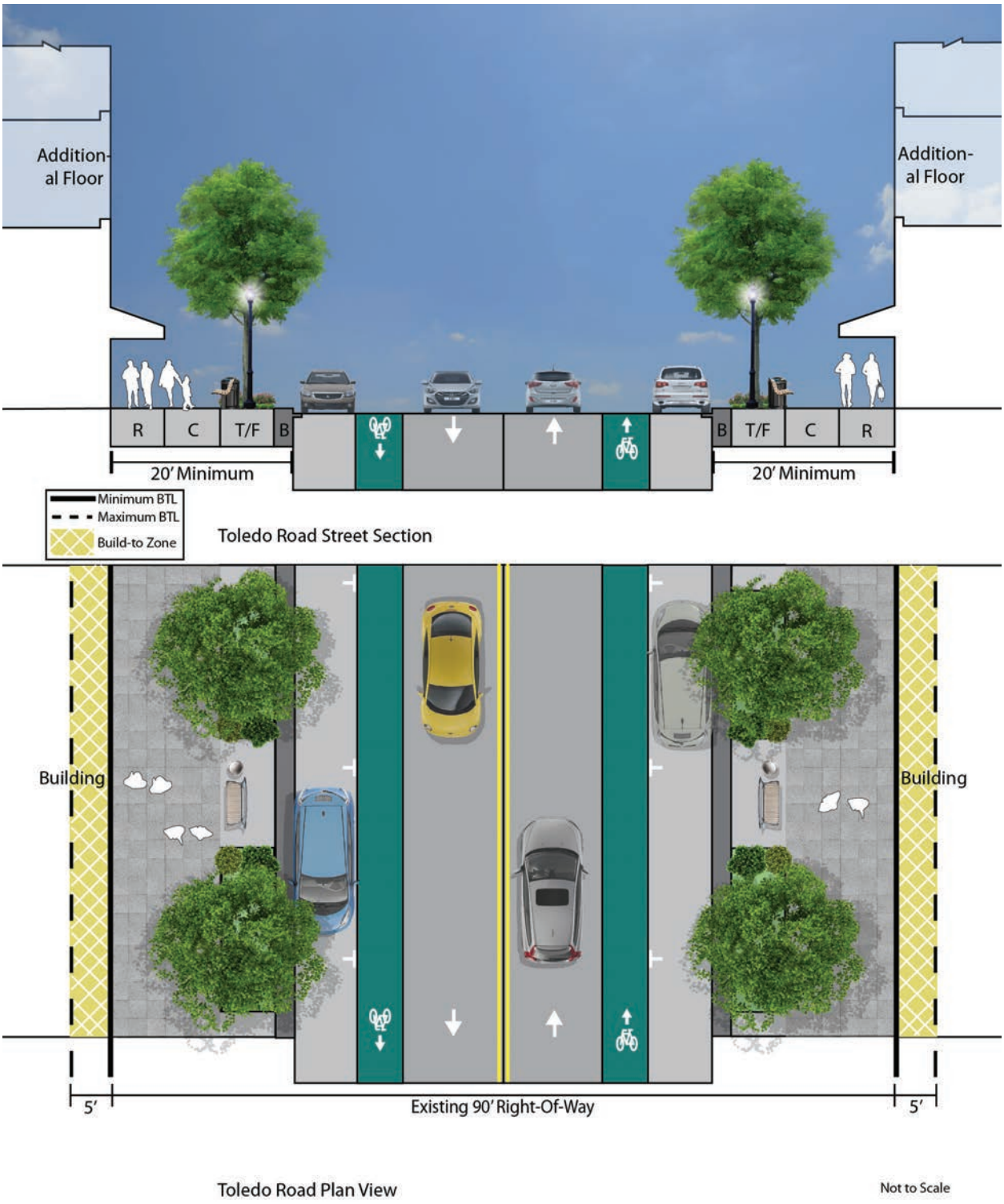


Figure 14. New Downtown Core A Street Illustrative Street Section

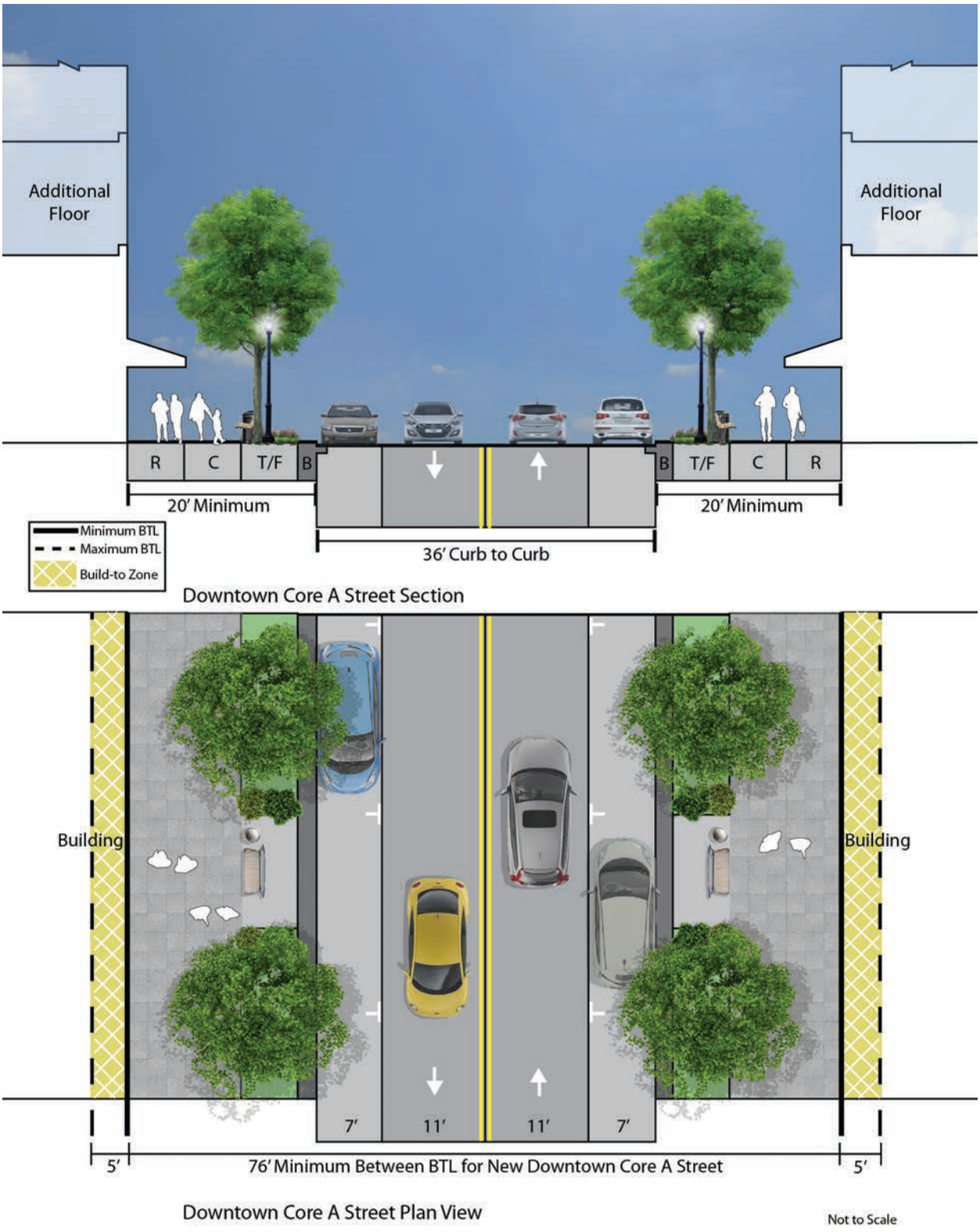
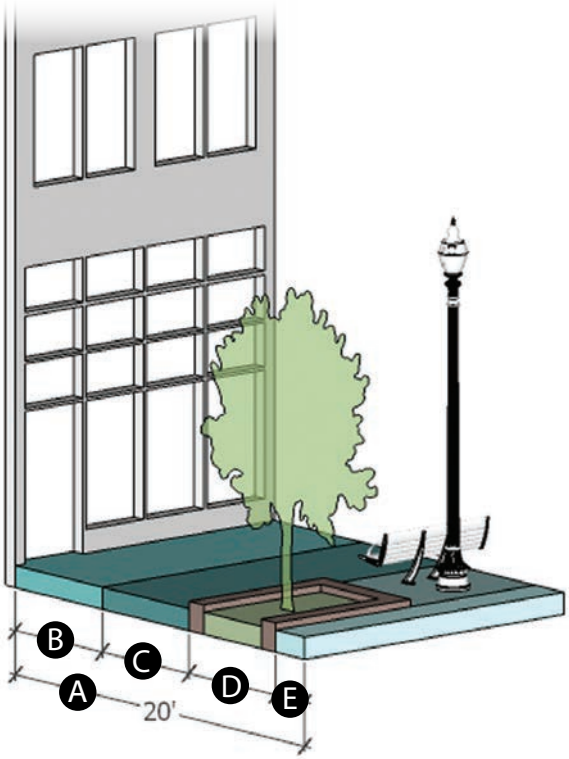


Figure 15. Downtown Core A Street Frontage Standards (Excluding Belcrest Road)



Frontage Element Required Depth		
Total Frontage Minimum (Maximum) Depth	20 (25) ft.	A
Residential/Retail/Buffer Zone (As Needed)	Varies	B
Sidewalk Clear Zone (Required)	6 ft. min.	C
Tree and Furnishing Zone (Required)	6 ft. min.	D
Buffer Zone (Optional)	Varies	E



Figure 16. New Downtown Core B Street Illustrative Street Section

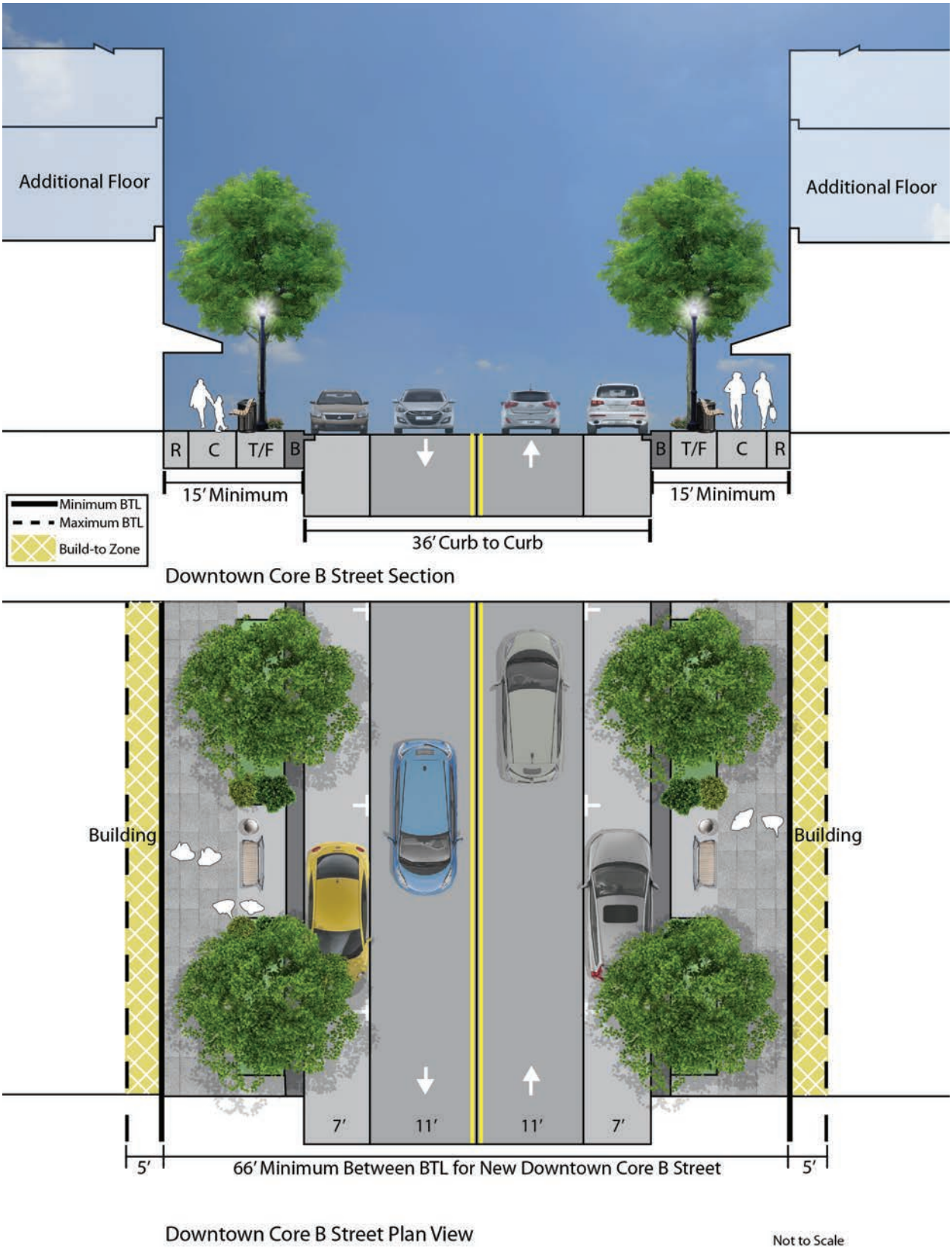
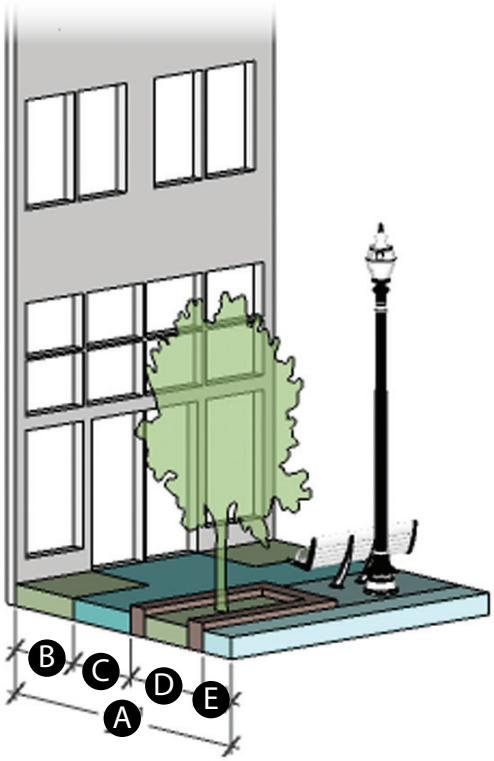


Figure 17. Downtown Core B Street Frontage Standards



Frontage Element Required Depth		
Total Frontage Minimum (Maximum) Depth	15 (20) ft.	A
Residential/Retail/Buffer Zone (As Needed)	Varies	B
Sidewalk Clear Zone (Required)	5 ft. min.	C
Tree and Furnishing Zone (Required)	5 ft. min.	D
Buffer Zone (Optional)	Varies	E



Figure 18. New Downtown Core Pedestrian Street Illustrative Street Section

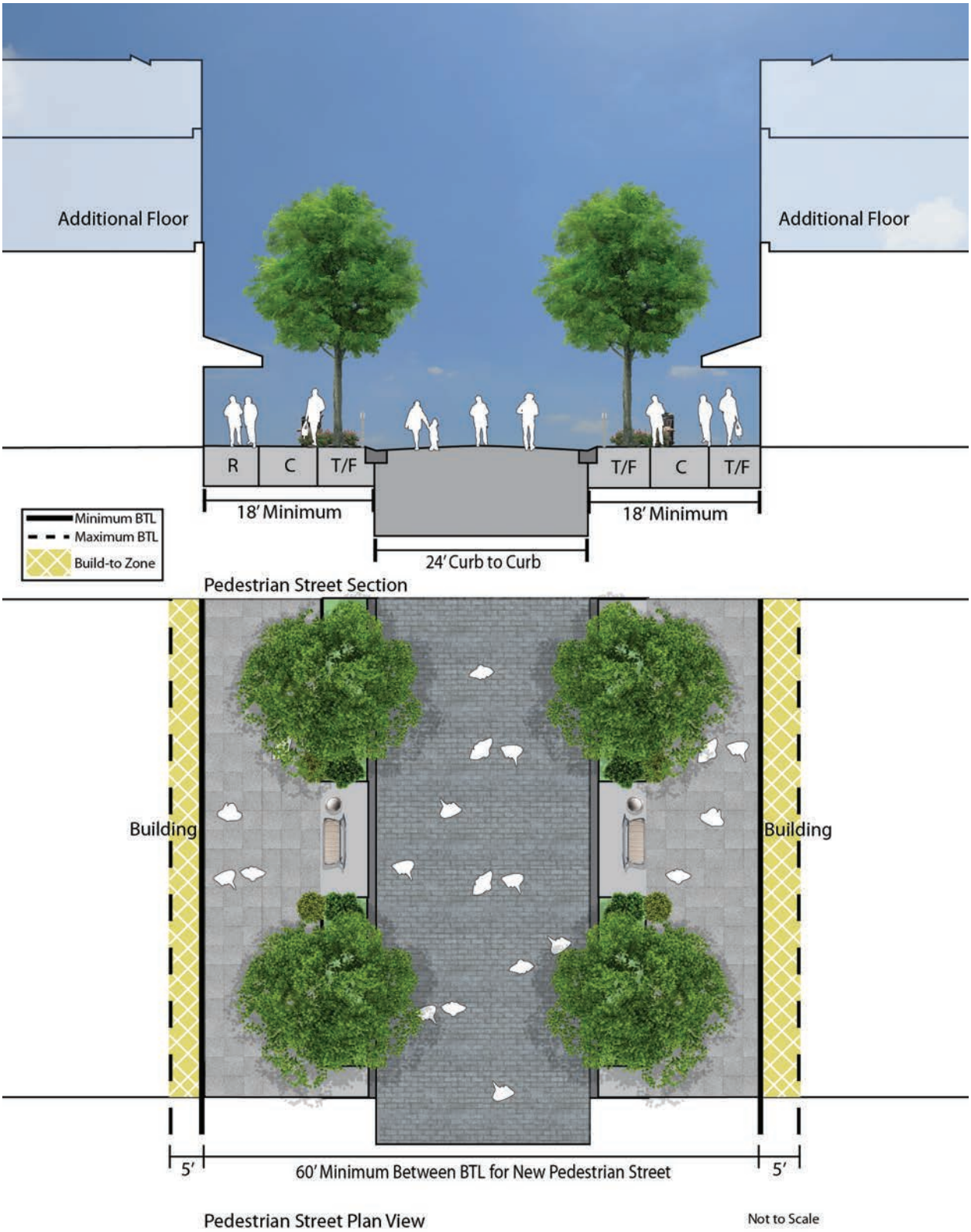
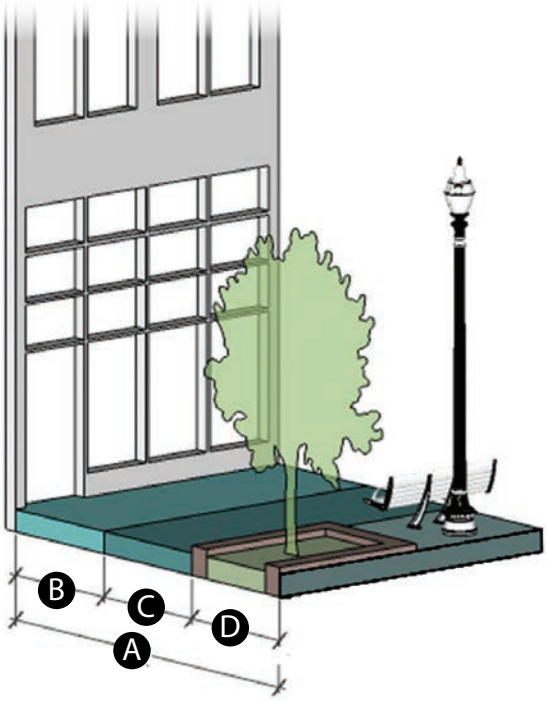


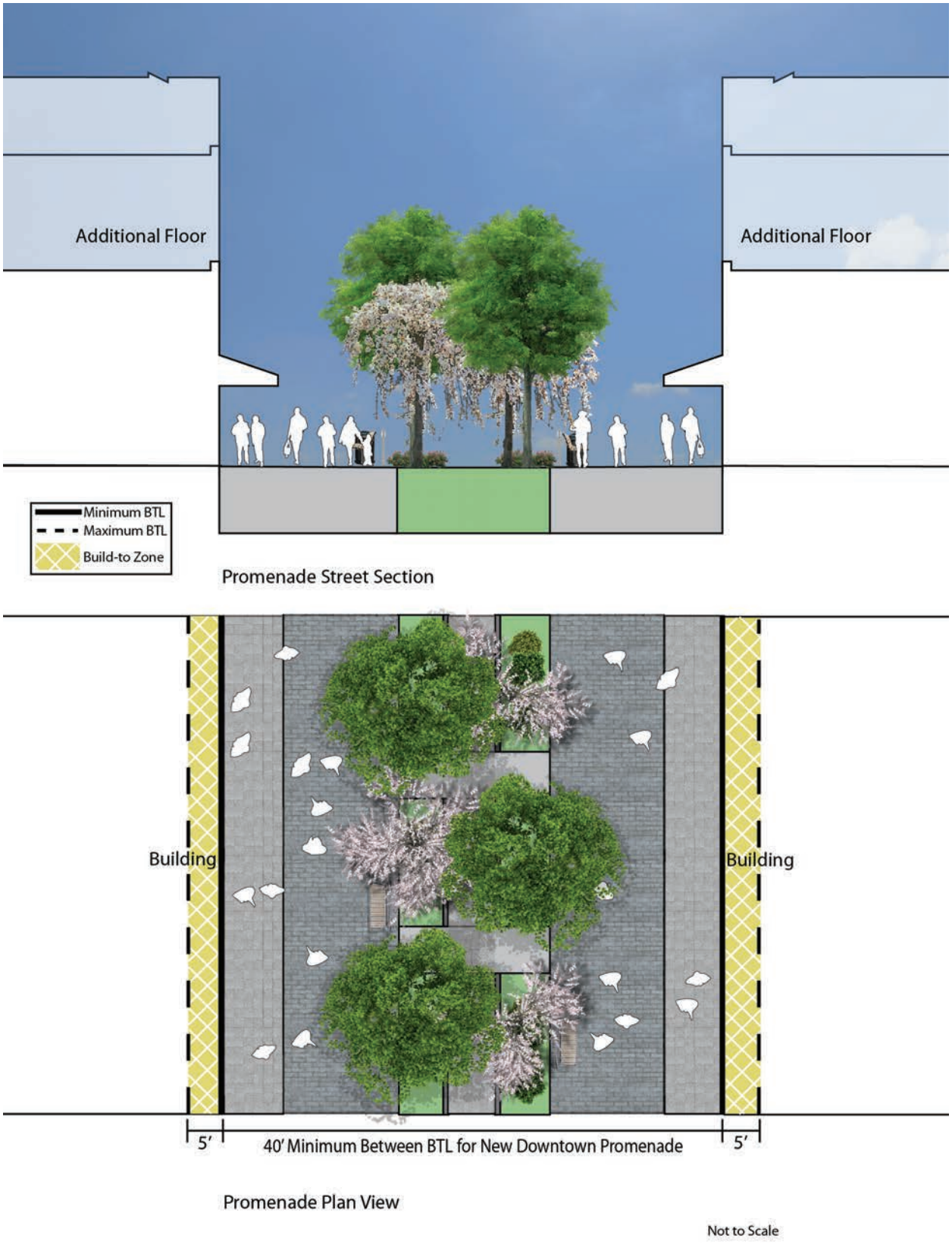
Figure 19. Pedestrian Street Frontage Standards



Frontage Element Required Depth		
Total Frontage Minimum (Maximum) Depth	18 (23) ft.	A
Residential/Retail/Buffer Zone (As Needed)	Varies	B
Sidewalk Clear Zone (Required)	6 ft. min.	C
Tree and Furniture Zone (Required)	6 ft. min.	D



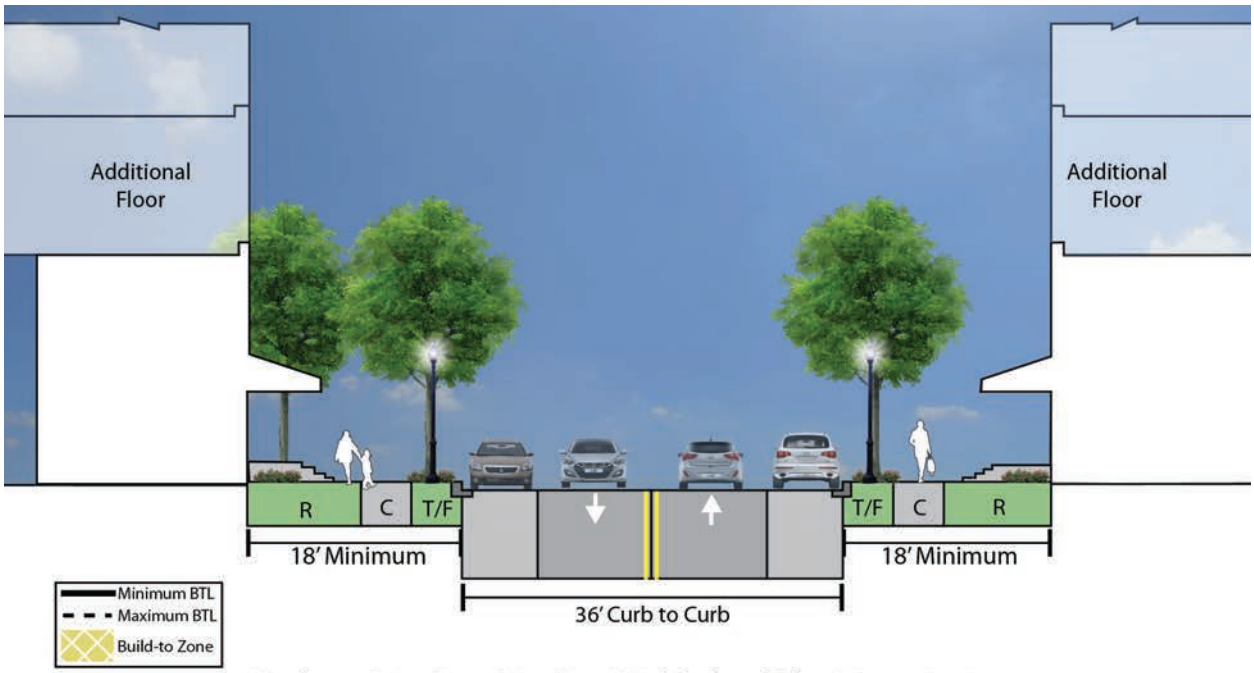
Figure 20. New Downtown Core Promenade Illustrative Street Section



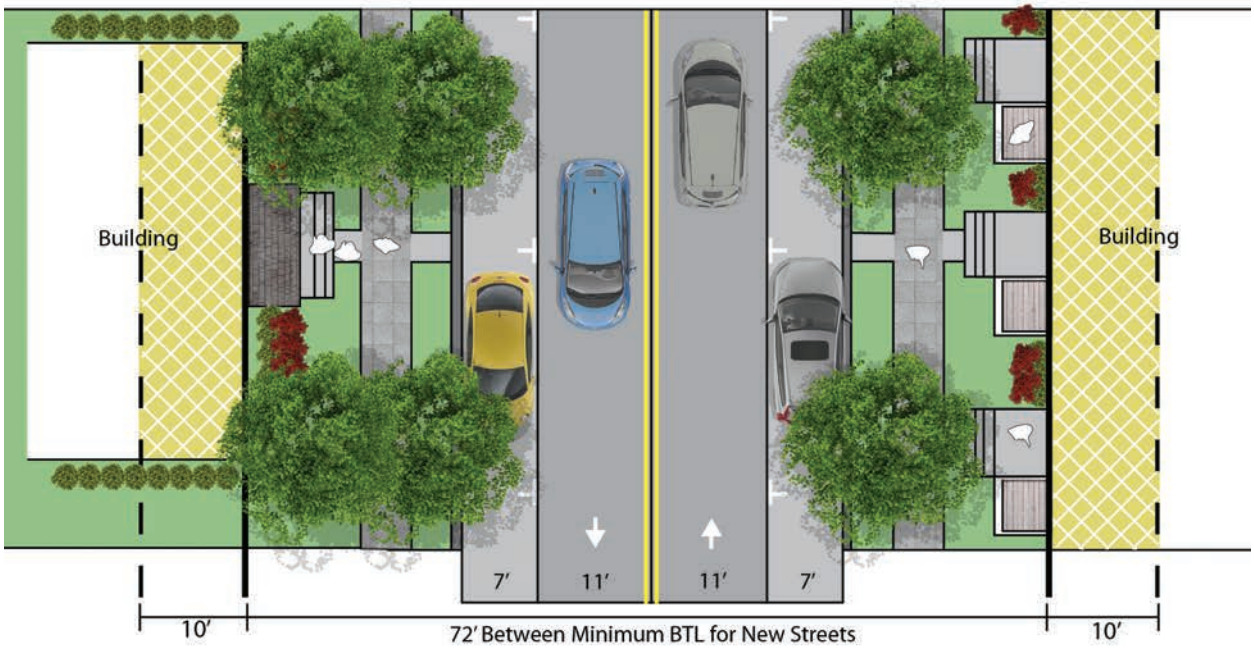


Example of a promenade with a courtyard.

Figure 21. Existing Northwest Drive, Dean Drive, New Neighborhood Edge A Street Illustrative Street Section



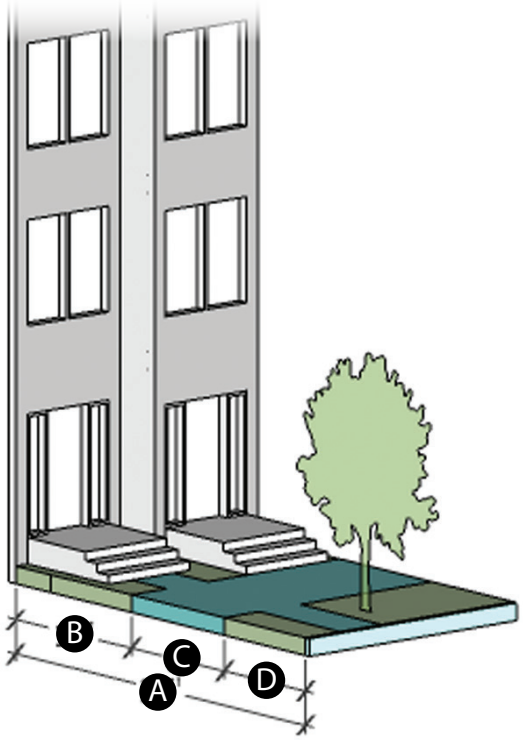
Northwest Drive/Dean Drive/New Neighborhood Edge A Street Section



Northwest Drive/Dean Drive/New Neighborhood Edge A Street Plan View

Not to Scale

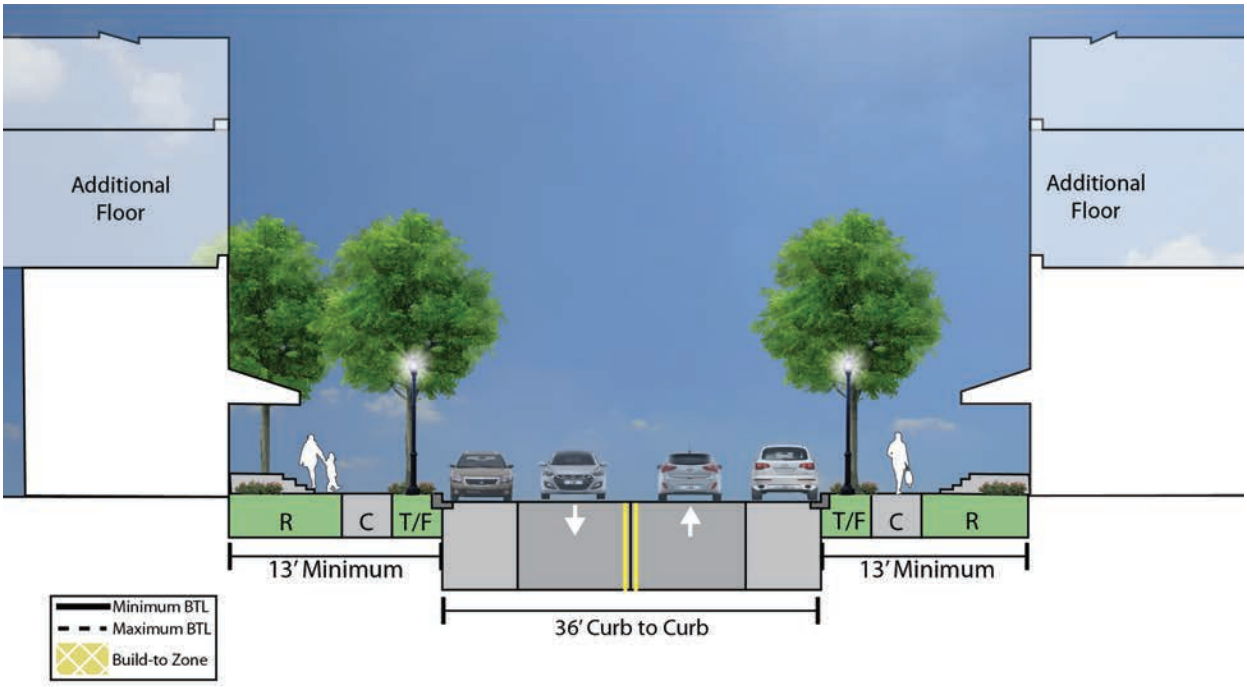
Figure 22. Northwest Drive, Dean Drive, Adelphi Road and New Neighborhood Edge A Streets Frontage Standards



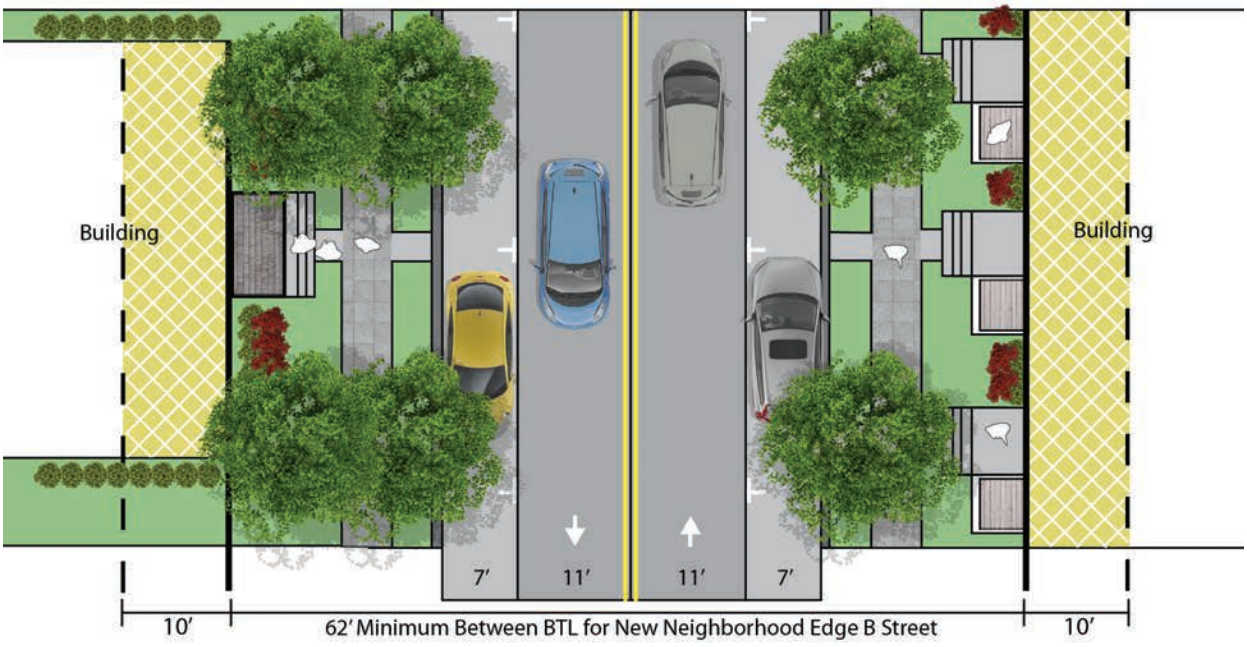
Frontage Element Required Depth		
Total Frontage Minimum (Maximum) Depth	18 (28) ft.	A
Retail/Residential Zone (As Needed)	Varies	B
Sidewalk Clear Zone (Required)	8 ft. min.	C
Tree and Furnishing Zone (Required)	7 ft. min.	D
Except where necessary to accommodate a public utility easement or residential driveway, no Residential Zone shall exceed 10 feet in width. Residential Zones may only be expanded beyond 10 feet to the extent necessary to accommodate a public utility easement or residential driveway.		



Figure 23. New Neighborhood Edge B Street Illustrative Street Section



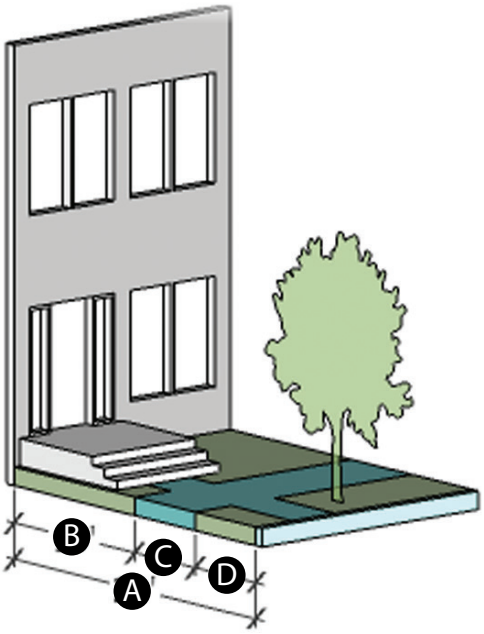
Neighborhood Edge B Street Section



Neighborhood Edge B Street Plan View

Not to Scale

Figure 24. Neighborhood Edge B Streets Frontage Standards

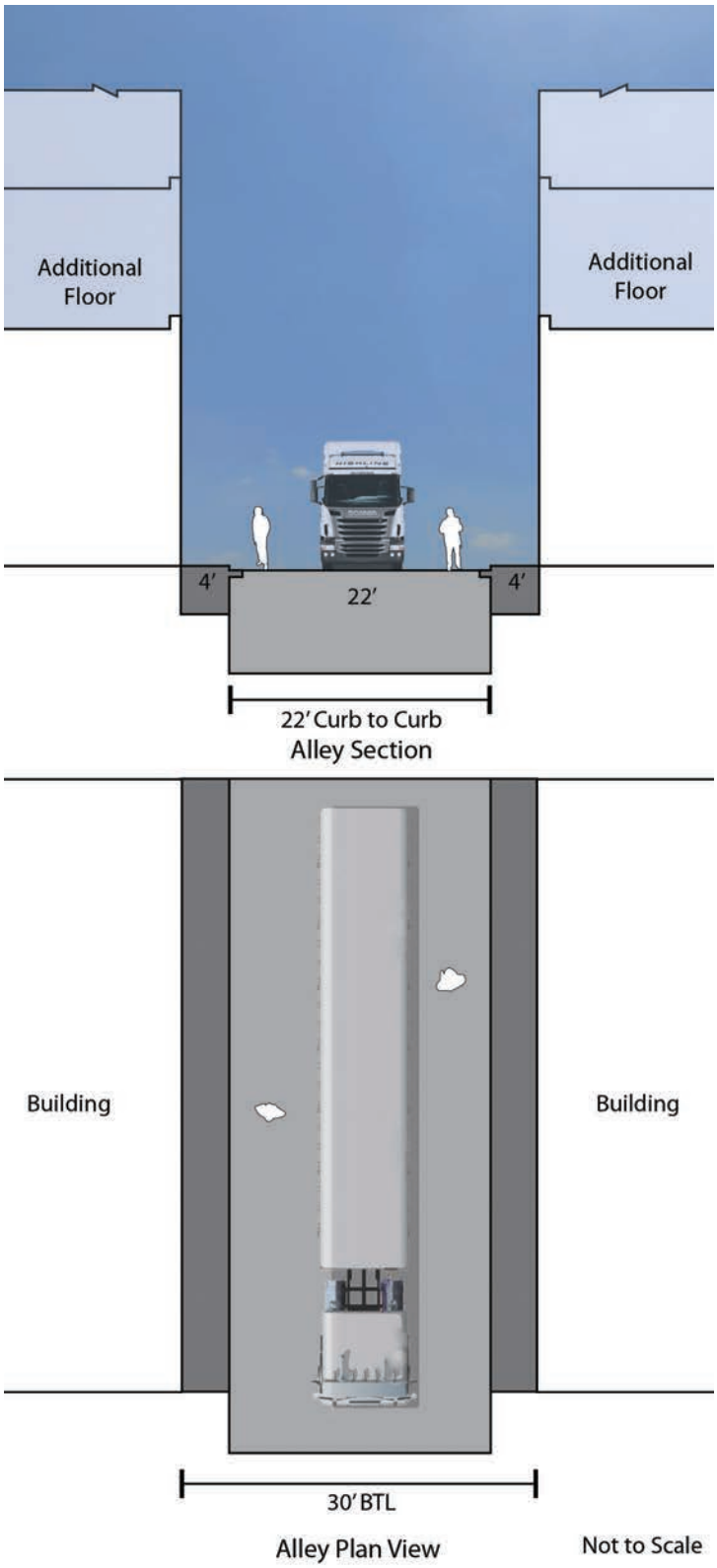


Frontage Element Required Depth		
Total Frontage Minimum (Maximum) Depth	13 (23) ft.	A
Residential Zone (As Needed)	Varies	B
Sidewalk Clear Zone	5 ft. min.	C
Tree and Furnishing Zone	5 ft. min.	D
Except where necessary to accommodate a public utility easement or residential driveway, no Residential Zone shall exceed 10 feet in width. Residential Zones may only be expanded beyond 10 feet to the extent necessary to accommodate a public utility easement or residential driveway.		

Streets and Frontage | Alleys

- Alleys in the Downtown Core shall have a Sidewalk Clear Zone; the Sidewalk Clear Zone shall be a minimum of four feet wide and a maximum of eight feet wide.
- In the Neighborhood Edge only, residential driveways are permitted on Alleys.

Figure 25. New Alley Section Illustrative Street Section



Streets and Frontage | Tree and Furnishing Zones

GENERAL

Guideline

All public or privately installed street furniture, including lights, benches, waste receptacles, mailboxes, newspaper boxes and bicycle racks, or similar elements should be consistent within a project and be placed at regular intervals within the Tree and Furnishing Zone.

STREET TREES

Standards

- Street trees shall be located within the Tree and Furnishing Zone; additional trees may be provided within the Retail or Residential Zones, as appropriate.
- Shade trees two and one-half to three-inch caliper in size, shall be planted along each street with spacing of not greater than 40 feet on center, excluding driveway openings. Spacing allowances may be made, where necessary, to accommodate curb cuts, fire hydrants, and other infrastructure elements.
- Ornamental trees, seven to nine feet in height, may only be used to meet the requirements of this section where overhead wires prohibit the planting of shade trees.





Top: Tree box with an integrated urban bioswale. Bottom: Tree interval 40 feet center to center. Street lights 40 feet center to center.

Guidelines

- Each street should use a consistent species pallet that supports the long-term health of the trees.
- Street trees should be located a minimum 35 feet from the point of curvature of an intersection of two streets.
- Street trees should be located a minimum 10 feet from the point of curvature of residential driveway entrances.
- Street trees should be located a minimum 20 feet from the point of curvature of commercial driveway entrances.
- Street trees should be located a minimum 15 feet from the center of street light poles.
- Street trees should be located a minimum 10 feet from water meters.
- Street trees should be located a minimum 10 feet from storm drain inlets, hydrants, or manholes.

TREE BOXES

Tree boxes are openings in the sidewalks for street trees.

Standard

Tree grates are prohibited.

Guidelines

- If tree boxes are provided, all boxes along the length of a single block should be of the same type for a uniform appearance and the underground soil volumes should be connected. Uniform type around the entire length of a street within the Transit District, or around the entire perimeter of a plaza, square, or pocket park is preferable.
- Tree boxes or pits may include additional landscaping. In addition to the tree, the tree box or pit may include flowering plants and shrubs. However, no plants with thorns or other sharp protrusions should be used, and these plants should be maintained below a height of 42 inches.



Example of a public area with removable street furniture.



Creative bike racks on sidewalk within the Tree and Furnishing Zone.



Example of outdoor seating.



Example of creative waste receptacles.

- Tree box openings should be delineated from hard surfaces to prevent soil compaction.
- Tree boxes adjacent to on-street parking areas should be spaced to provide adequate pedestrian access to other frontage zones.

Streets and Frontage | Street Lights

Standards

- All pedestrian rights-of-way—including sidewalks, trails, paths, and pathways from building entrances and exits to the sidewalk—shall be continuously lit.
- Street lights shall either be pedestrian-scale fixtures or a combination of a street light and a pedestrian fixture. Pedestrian lights shall be no higher than 14 feet. Existing street lights shall not be counted toward this requirement unless they include pedestrian-scale fixtures that meet this standard.
- Street lights installed along MD 410 (East West Highway) and Belcrest Road shall use PEPCO's Teardrop or equivalent style from PEPCO's most recent Street Light Catalog.
- All other streets in the Transit District shall use PEPCO's Acorn or equivalent style from PEPCO's most recent Street Light Catalog.
- Cobra fixtures and high pressure sodium fixtures shall not be permitted.
- Street light fixtures shall be spaced a maximum of 40 feet apart in the Downtown Core.
- Street light fixtures shall be spaced a maximum of 50 feet apart in the Neighborhood Edge, and may be placed in a staggered arrangement.

Guidelines

- Street light fixtures should allow for the hanging of banners and other amenities, including artwork, hanging flower baskets, etc.
- Street light fixtures should include electric weather protectant receptacles.
- Energy-efficient lighting should be used to conserve energy and reduce long-term cost.



Tear drop street light.


Acorn street light.

Bulk and Height | Intent

To create opportunities for walkable, mixed-use development that support the transformation of Prince George's Plaza into a Regional Transit District and reinforces the street and sidewalk as the focal points of activity.

Bulk and Height | Lots and Building Placement

Standards

- Each new lot shall abut an A, B, or Pedestrian Street to permit, at a minimum, emergency vehicle access.
- When a building abuts multiple classes of a street, it shall face and front onto the highest level of the street. For example, if a building abuts an A Street and a B Street, that building shall front onto the A Street.

Guidelines

- Buildings should occupy the perimeter of a block.
- Buildings constructed on corner lots should not extend beyond the façade of other buildings on the block, to minimize sight distance impact.

Bulk and Height | Density and Building Height

These standards establish building height limits which will permit the density of development appropriate to a Downtown, and a context-sensitive transition to a scale compatible with surrounding neighborhoods. In keeping with best practices in transit-oriented development, the greatest height is established in the Downtown Core, along Belcrest Road and MD 410 (East West Highway).

A story is defined as "an interior space measured from one finished floor to the next finished floor or roof above."

Section 27-548.06(a)(1) establishes that development within a Transit District shall not exceed the specified maximum residential density and any floor area ratio (FAR) requirements of the underlying zones. For ease of reference, the relevant density maximums are listed in the following table.

Pursuant to Section 27-548.06(b), this TDDP establishes the height regulations for the Transit District. The height regulations for buildings consist of five features:

1. Single-story buildings.
2. Minimum first (ground) floor height.
3. Stepback and transition requirements (where applicable).
4. Height maximums.
5. Public amenity height bonuses.

Zone	Maximum Permitted Density
R-80	4.58 dwelling units per acre
R-20	16.33 dwelling units per acre
R-18	20 dwelling units per acre
R-10	48 dwelling units per acre
M-U-I (Residential/ Commercial)	Established by DSP
M-U-I (Multifamily Residential-Only)	48 dwelling units per acre
M-X-T (Base)	0.4 floor area ratio
M-X-T (Optional Method of Development)	8.0 floor area ratio

Bulk and Height | Density and Building Height | *Maximum Building Heights*

As a new Regional Transit District, Prince George's Plaza will attract new residents, visitors, and workers and help sustain the existing population. This will, in turn, drive demand for new, modern, easily accessible public facilities. Much of the Transit District and surrounding community is built out, and construction of new public facilities will require coordination with property owners and stakeholders; innovative approaches to design, function, and colocation of facilities; and incentives to encourage provision of public facilities within the Transit District.

GENERAL

Standards

For the purposes of this TDDP, building height shall be measured in number of stories above the ground-level public entrance at the highest elevation. Differences in topography may permit ground-level entrances at lower elevations; these stories shall be considered basement or subgrade floors and shall not count against the story maximum. For example, a building may front on side A at street level; an entrance on side B may be two floors below the entrance on side A. The height of the building would be measured in stories from side A.

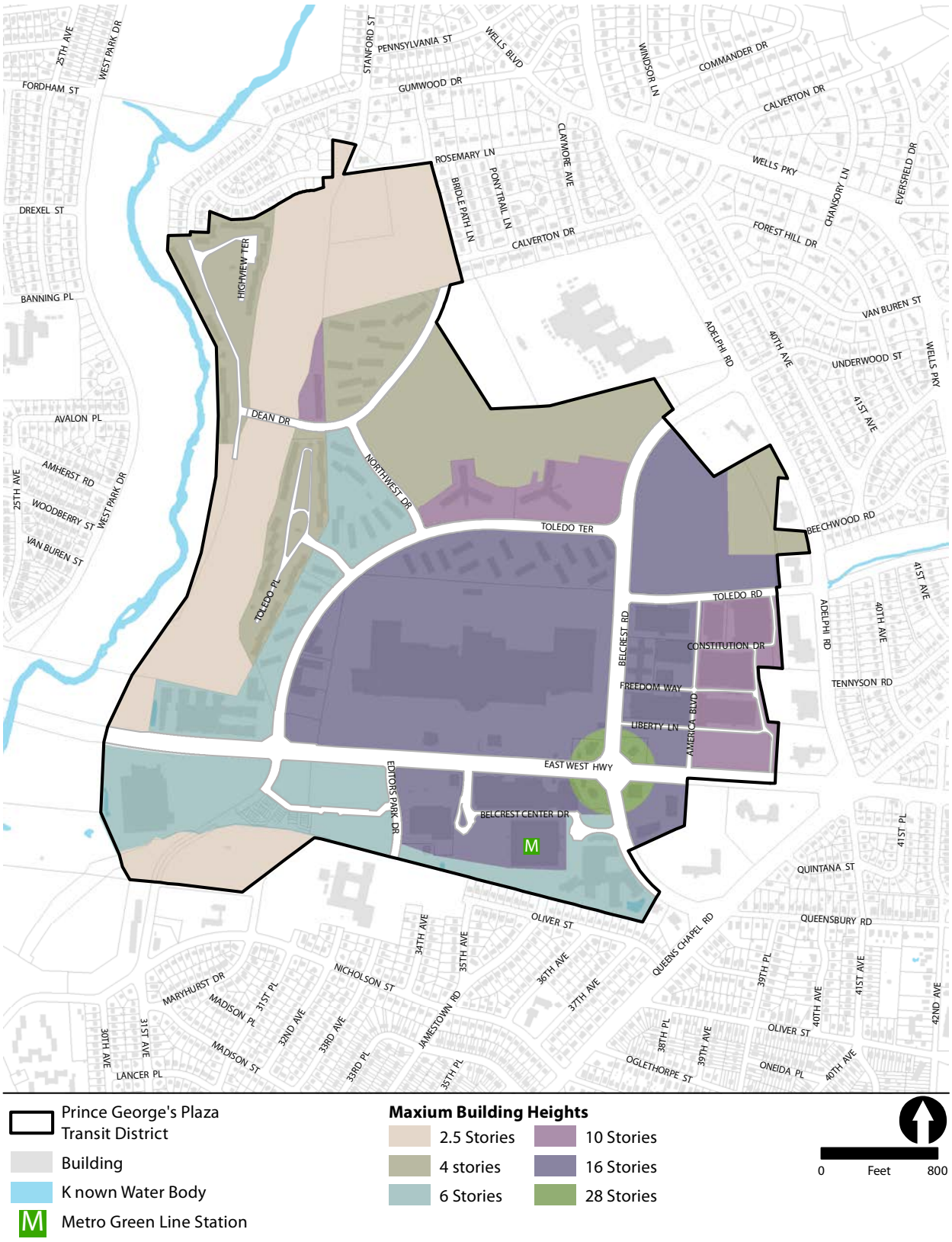
- When a mezzanine is present, the mezzanine shall be counted as an additional story.
- Habitable space in roof and attic areas with a sloping roof shall not be counted as a story.
- Any portion of the building below the ground level shall not count as a story.
- Raised basements shall not exceed one-half of a story in height above grade along the build-to line.

Guideline

Corner towers, vertical bays, and other features should be utilized to give the appearance of a taller building height.

Density within the Prince George's Plaza Transit District is regulated by the limitations of the underlying zone and the height limits in the Transit District Standards, which, on horizontally-constrained lots, may create a density limit on properties that would otherwise be greater if the property were not in a T-D-O zone. The bonuses described in this section would allow property owners to develop above the T-D-O zone height limit, up to the maximum density permitted by their underlying zone, subject to the limitations described in this section.

Map 34. Maximum Building Heights





Maximum Building Height: 2.5 Stories

- All main buildings in the R-O-S, O-S, R-80 and R-55 zones.



Maximum Building Height: 4 Stories

- All main buildings in the R-18 and R-20 zones.
- Portions of, or entire, buildings up to 500 feet west of Adelphi Road.



Maximum Building Height: 6 Stories

- All buildings south of MD 410 (East West Highway) and west of Editors Park Drive.
- All buildings zoned M-U-I and M-X-T west of Northwest Drive and west of Toledo Terrace.
- All buildings that front on Toledo Terrace south of Toledo Road Extended.
- Portions of, or entire, buildings within 250 feet of the Oliver Street right-of-way.
- All buildings west of Belcrest Road south of the entrance to the Prince George's Plaza Metro Station.



Maximum Building Height: 10 Stories

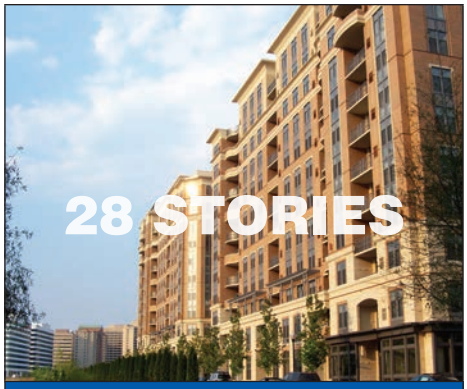
- All buildings in the R-10 zone.
- All buildings east of America Boulevard, south of Toledo Road.



Maximum Building Height: 16 Stories

Except where located in the 28-story maximum height area:

- All buildings north of MD 410 (East West Highway) east and south of Toledo Terrace, and west of Belcrest Road.
- Portions of, or entire, buildings south of MD 410 (East West Highway) east of Editors Park Drive, greater than 250 feet north of Oliver Street, except the Mosaic development on Belcrest Road.
- All buildings west of, and fronting, Belcrest Road north of the Metro station entrance and south of Toledo Terrace.
- Portions of, or entire, buildings east of Belcrest Road and north of Toledo Road greater than 500 feet west of Adelphi Road.
- All buildings east of Belcrest Road, north of MD 410 (East West Highway), and west of America Boulevard.



Maximum Building Height: 28 Stories

- All buildings in the M-X-T or M-U-I zones within 300 feet of the intersection of the centerlines of MD 410 (East West Highway) and Belcrest Road.

SINGLE-STORY BUILDING HEIGHT AND FRONTAGE

Standards

Single-story buildings and single-story portions of multistory buildings are prohibited on corner lots in the Downtown Core.

Single-story buildings in the Downtown Core, or portions of multistory buildings consisting of a single story, shall have a façade of at least 20 feet in height measured from the average mean building grade at the front of the building to the top of the façade, with a minimum floor-to-ceiling height of 14 feet.

Commercial, institutional, mixed-use, or multifamily residential buildings: the first (ground) floor shall be at least 20 feet high, with a floor to ceiling height of at least 14 feet.

- No accessory building within the Neighborhood Edge shall be taller than two stories.
- The maximum height of all other buildings is regulated by the standards (on page 236).

STEPBACKS AND TRANSITIONS

Standards

- All buildings or portions of buildings, within 250 feet of the northern boundary of the Oliver Street right-of-way shall be a maximum of six stories.
- All buildings or portions of buildings, within 500 feet of the western boundary of the Adelphi Road right-of-way shall be a maximum of four stories.

Guidelines

- All buildings should have step back of at least 10 feet above the fourth story and may have subsequent stepbacks.
- On sites or lots with multiple buildings, buildings closer to MD 410 (East West Highway) should be tallest, with building heights stepping down as they are sited closer to the adjacent community outside the Transit District. Buildings adjacent to the Transit District border should be the shortest buildings on a particular site or lot.

Bulk and Height | Density and Building Heights | *Public Amenity Height Bonus Program*

One way in which this TDDP can incentivize the construction of public facilities is through the provision of height bonuses. These bonuses effectively permit the construction of taller buildings in exchange for the provision of land, buildings, or building space for public facilities.

MAJOR AMENITY BONUSES

There are four major capital improvements recommended by this TDDP that qualify, due to their expense and scope, as "major amenities." They are:

1. A regional stormwater management facility operated by the Department of Public Works and Transportation, or other entity.
2. An elementary school operated by Prince George's County Public Schools.
3. A second, western entrance to the Metro station operated by the Washington Metropolitan Area Transit Authority (WMATA).
4. A regional multi-generational recreation facility operated by The Maryland-National Capital Park and Planning Commission.

The preferred building type in the Transit District is the vertical mixed-use building. In the T-D-O/M-U-I zone, the maximum permitted density of these types of buildings is established by the Planning Board at the time of DSP approval, subject to site limitations and the height limits established by the Transit District Standards.

The major amenities are all recommended for properties in this zoning classification. Should these amenities be constructed in another underlying zone, bonuses for height are subject to the density maximums of the underlying zones, as described in Tables 45 and 46.

The Planning Board or District Council may grant major amenity bonuses in two categories: bonuses for the construction of major amenities, and bonuses for the conveyance of land for major amenities. Limits on major amenity bonuses are identified in Tables 45 and 46. Amenity bonuses assume conveyance of the full necessary structures or land. The Planning Board may grant height bonuses for partial conveyances at the recommendation of the operating agency, provided the height bonus is less than the applicable bonus for full conveyance.

OTHER AMENITY BONUSES

The Planning Board may grant a bonus of up to 20 percent, up to the maximum permitted density for the underlying zone, for the provision of certain publicly-accessible amenities. This bonus encourages the construction of amenities that enrich the public realm; add destinations for workers, residents, and visitors; and enhance property values and tax revenues. Bonuses may be granted for the following:

1. Conveyance of parkland recommended by the TDDP on properties not subject to Section 24-124 due to exemption from a Preliminary Plan of Subdivision.
2. Conveyance of parkland above and beyond that required by this TDDP.
3. Construction of plazas, promenades, parks, and other public open space beyond that required by the TDDP, especially public spaces designed for performances, events, vending, or recreation.
4. Other dedicated spaces open to the public such as museums, art galleries, cultural arts centers, community rooms, recreation areas.
5. Day care for children, senior adults, or persons with disabilities.
6. Public art.
7. Provision of moderately-priced dwelling units; at least 10 percent of total approved dwelling units shall be available for rent or sale at 80 percent of area median income.
8. Provision of solar or green roofs.
9. Certification of green building construction or neighborhood development at a LEED© Silver or equivalent level (equivalency to be determined by the Planning Board).

Requirements

No height bonus shall be granted in the T-D-O/R-O-S, T-D-O/O-S, T-D-O/R-80, T-D-O/R-20, or T-D-O/R-18 Zones.

No height bonus shall be granted for the construction of buildings, or portions of buildings, within 500 feet of the western boundary of the Adelphi Road right-of-way or 250 feet of the northern boundary of the Oliver Street right-of-way. However, height bonuses may be granted in other eligible areas of the Transit District for the construction of, or conveyance of land for, amenities to be constructed partially, or wholly, in those transition areas. All public agency capital improvements eligible for this program must be added, through action of the appropriate body following a duly-advertised public hearing, to the appropriate Capital Improvement Program.

For the purposes of this section, developable land is defined as the area of a parcel or property upon which development, as defined by the Zoning Ordinance, can reasonably be expected to be permitted pursuant to County, state, and federal law.

Determination of developable land should take into account existing structures, rights-of-way, easements, regulated environmental constraints, tree cover, the Transit District Standards and other considerations.

Height bonuses apply to developable land. Land dedicated or otherwise conveyed to a public agency must be developable. Land containing regulated environmental features may not be considered for conveyance to a public agency without that agency's prior written consent. The provision of constructed buildings, structures, and/or space therein is greatly preferred over the provision of land. Buildings and parking facilities constructed pursuant to this section are subject to the Transit District Standards.

Written agreements to provide the needed land or building space shall be executed prior to, and contingent upon, an approved DSP, and shall be included in any DSP application package. Applicants should confer with the appropriate implementing agency to determine that agency's space, size, amenity, and building or site feature needs in determining how best to accommodate a public facility.

Permits shall not be issued for the construction of any structure subject to a height bonus for which a public amenity agreement as described herein for the provision of land and/or building space has either expired, is terminated, or otherwise becomes invalid. The execution and fulfillment of such agreements shall be a condition of approval of a DSP, and, pursuant to Section 27-288 of the Zoning Ordinance, "any departure from the [detailed site] plan shall be cause for revocation of a building permit or denial of a use and occupancy permit, unless the plan is amended in accordance with the procedure set forth in Section 27-289." DSPs for development subject to this section will be referred to the implementing public agency for their written comment.

Should a public amenity agreement pursuant to this TDDP become invalid, terminate, or otherwise expire, the applicant may be permitted to develop at up to the original height maximum and pursuant to other conditions of the approved DSP.

Table 45. Construction Bonuses

Underlying Zone	Type of Development	Height Area	Maximum Height Bonus	Maximum Density
M-U-I	Vertical Mixed-Use	All	Unlimited	Established at DSP
M-U-I	Institutional	All	Unlimited	Established at DSP
M-U-I	Horizontal Mixed-Use	All	Up to 100%	Established at DSP
M-U-I	Commercial	All	Up to 90%	Established at DSP
M-U-I	Residential	All	Unlimited	Up to 48 DU per acre
M-X-T	All	All	Unlimited	Up to 8.0 FAR*

*Provision of density above 0.4 F.A.R. requires use of the optional method of development pursuant to Section 27-545 of the Zoning Ordinance.

Table 46. Land Bonuses

Underlying Zone	Type of Development	Height Limit Area	Maximum Height Bonus	Maximum Density
M-U-I	Vertical Mixed Use	32,16	75%	Established at DSP
M-U-I	Vertical Mixed Use	All others	75%, up to 16 stories	Established at DSP
M-U-I	Institutional	All	Unlimited	Established at DSP
M-U-I	Horizontal Mixed Use	All	50%, up to 16 stories	Established at DSP
M-U-I	Commercial	32/16	45%	Established at DSP
M-U-I	Commercial	All others	45%, up to 16 stories	Established at DSP
M-U-I	Residential	32/16	45%	Up to 48 DU per acre
M-U-I	Residential	All others	45% up to 16 stories	Up to 48 DU per acre
M-X-T	Vertical Mixed Use	32,16	75%	Up to 8.0 FAR*
M-X-T	Vertical Mixed Use	All others	75%, up to 16 stories	Up to 8.0 FAR*
M-X-T	Horizontal Mixed Use	32/16	50%	Up to 8.0 FAR*
M-X-T	Horizontal Mixed Use	All others	50%, up to 16 stories	Up to 8.0 FAR*

*Provision of density above 0.4 FAR requires use of the optional method of development pursuant to Section 27-545 of the Zoning Ordinance.

Site Elements | Intent

To create an integrated system of safe environmentally-conscious and inviting spaces that encourage and facilitate active and passive uses, social interactions, and cultural events easily accessible via a short walk.

Site Elements | Placemaking and Open Spaces

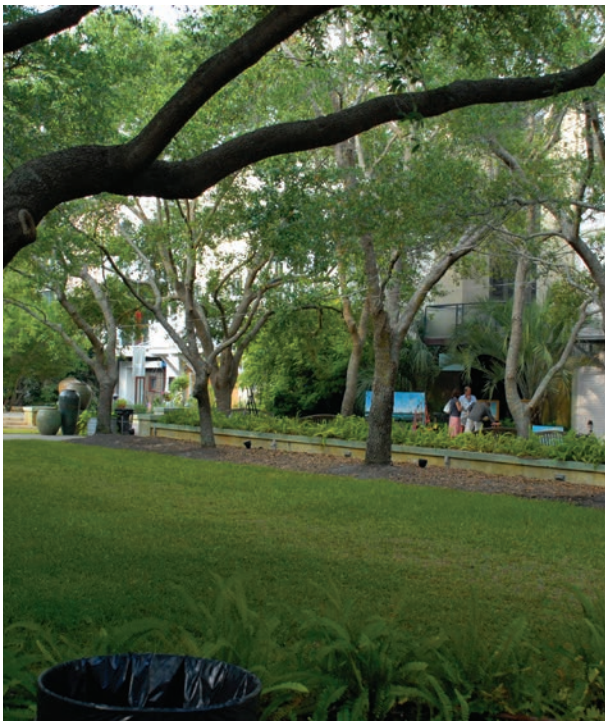
Standard

Privately owned and/or operated open spaces within the Downtown Core that abut a street or frontage zone shall be accessible to the public through a public use easement or other mechanism.

Guidelines

- Other privately owned and operated open spaces should be accessible to the public whenever feasible through a public use easement or other mechanism.
- Open spaces should be designed in accordance with the Formula 2040 Park Typology and their associated characteristics.
- Consideration should be given to providing open spaces for important events or programming including, but not limited to, fitness activities; passive and active uses; toddler and child urban playground; neighborhood and community parks; dog parks; open greens; and picnic areas.
- Permeable materials are encouraged, wherever possible, to facilitate the growth of trees and vegetation, and the absorption and treatment of rainwater runoff.





Site Elements | Placemaking and Open Space

MURALS AND PUBLIC ART

Guidelines

- Murals or works of public art are encouraged in the Transit District. Wherever possible, such displays should reflect the aesthetic and cultural traditions of Hyattsville and Prince George's County, including their past, present, and future, and the environmental and geographic characteristics that make both the City and the County unique places.
- Works of art, architectural enhancements and special landscape treatments should be located in areas where residents and visitors live, work, or congregate and should be highly visible and accessible.

COLOR

Guideline

The use of bright colors for trim and accent elements is encouraged.

Site Elements | Lighting

Guidelines

- Exterior areas, rear entryways, public spaces, roads, crosswalks, sidewalks, pedestrian overpasses, and trails should be well-illuminated to ensure safety and improve visibility while minimizing light spillover to other properties.
- Light fixtures should be placed so as to avoid conflicts with trees or other obstructions and should direct light to specific locations and away from adjoining properties. Consideration of security and pedestrian comfort should be prioritized by increasing illumination low to the ground in public parking lots, at building entrances, in public plazas and open spaces, and transit stops.









Site Elements | Green Infrastructure

Guidelines

- To the maximum extent practicable, no private development should be permitted within the Primary Management Area.
- Environmentally sensitive stormwater management facilities customarily found in a city or urban area should be used where appropriate, including subsurface collection facilities under parking lots, to store and slowly infiltrate stormwater.
- Site and street designs should avoid the use of unshielded roof, side, and parking lot lights, and include the use of full cut-off optic lighting systems that provide consistent lighting levels.
- Pervious paving is encouraged throughout the Transit District. Examples include:
  - » Cast-pressed concrete paver block
  - » Grassed cellular plastic or concrete
  - » Stamped asphalt or concrete
  - » Pea gravel, washed stone, or paving blocks
  - » Wood or concrete paving block
- Stormwater management measures should be integrated with bioswales, naturalistic green fingers, rain gardens, waterscapes and other green and environmental site design practices that minimize stormwater runoff and increase the infiltration of rainwater into the ground.
- New development should be encouraged to adopt LEED-ND or similar sustainability standards, incorporating innovative solutions such as green buildings, reuse of gray water, reusable energy generation onsite, technologies that lower electricity consumption, as well as green and habitable roofs where appropriate (rooftops that building occupants can use for gardening, socializing, and sunning).

Site Elements | Tree Canopy Coverage

Standard

Section 25-127(b)(1)(I) of the County Code states that "properties subject to tree canopy coverage requirements contained in an approved Transit District Overlay (T-D-O) Zone or a Development District Overlay (D-D-O) Zone are exempt from the tree canopy coverage requirements contained in this Division." Pursuant to this section, the tree canopy coverage requirements for the Prince George's Plaza Transit District Overlay Zone shall be met through the provision of street, on-site, and other trees preserved by a property owner or provided to comply with other Transit District Standards and guidelines.

Site Elements | Screening

Standards

- Screening materials shall consist of evergreen trees and shrubs, walls, or fences.
- Loading areas consisting of off-street loading spaces, loading docks, and service or maintenance areas shall be screened so as to not be visible from an A Street or single-family residential dwelling units.
- All mechanical equipment and meters shall be screened to prevent excessive noise and visual impacts on surrounding properties.

Guidelines

- Screening options may include:
  - » Six-foot-high, sight-tight, and/or green fences.
  - » Architecturally decorative or green walls.
  - » Evergreen screens (height, spacing, and variety to be determined at the time of Detailed Site Plan based upon the size and location of the area to be screened).
- All dumpsters; trash pads; trash and recycling collection; or storage areas should be carefully located and oriented on the site to be as inconspicuous as possible.*

*Blank walls should be avoided along pedestrian rights-of-way because they disrupt the street pattern and make an uninviting pedestrian experience; however, if necessary, blank walls should not be more than 10 to 20 feet wide.

Site Elements | Walls, Fences, and Gates

Standards

The following are permitted:

- » Fences and gates, up to a height of 40 inches, to delineate outdoor seating areas within the retail zone for eating and drinking establishments.
- » Walls, fences, and/or gates where expressly permitted by this TDDP for screening purposes.
- » Walls required for the retention of earth, support of a structure, or architectural façade of a structure.
- » Only in the R-20 and R-80 zones, fences enclosing all or a portion of a rear yard and garden walls; such walls shall not occur forward of the rear of a primary building.

The following are prohibited:

- » Chain link fencing, barbed wire, wire mesh, corrugated metal or fiberglass, split fencing, sheet metal, and paneled materials.
- » Except where expressly permitted by this TDDP, all other walls, fences, and gates abutting pedestrian or vehicular rights-of-way in the Neighborhood Edge or located anywhere in the Downtown Core.

Guideline

Fence type should be consistent along a block face.

Architectural Elements | Intent

To create attractive and visually interesting buildings that enliven and reinforce streetscapes and public spaces while respecting existing development, including neighboring single-family residential neighborhoods.

Architectural Elements | Signage | *General*

Standards

- All attached or projecting signs are permitted to be placed horizontally or vertically.
- Attached signs shall consist of three types: wall signs, window signs, and digital signs, as defined in this section.
- Projecting signs shall consist of four types: blade signs, awning signs, high-rise building identification signs, and vertical corner signs.

The following signs are not permitted in the Transit District:

- Signs not expressly identified in this chapter.
- Signs that obstruct any opening intended to provide ingress or egress for any building or structure.
- Signs that obstruct the view of traffic control devices.
- Signs that, because of their shape, color, or wording, may be confused with any traffic control device (placed by a public authority), or may mislead motorists.

ATTACHED SIGNS

Standards

Wall Signs

- Signs shall be rectangular and oriented horizontally or vertically.
- Vertical wall signs may not exceed a maximum dimension of 36 inches by twice the business' frontage width.
- The bottom of a wall sign shall not be installed less than 10 feet above the sidewalk.
- A wall sign with digital or electronic content is a Digital Screen (see page 252).

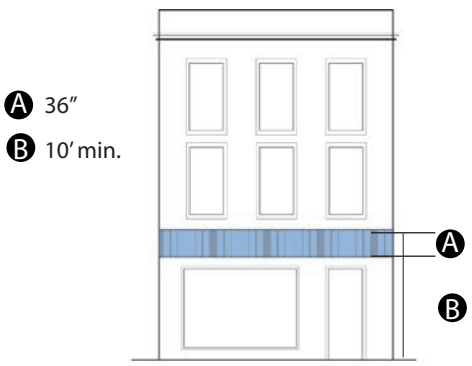


Diagram of minimum horizontal wall sign elevation and maximum sign height.

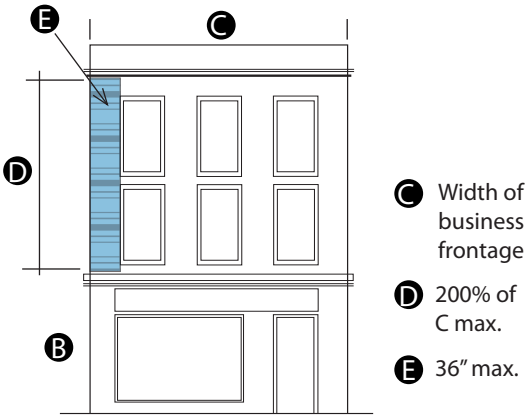


Diagram of maximum vertical wall sign dimension.

Illustrative Photos of Permitted Signs









Clockwise from top left: Painted wall sign, painted wall sign, wall sign, vertical corner sign.

Window Signs

- The window sign is comprised of paint, gold leaf, or vinyl applied directly to the glass.
- Window signs shall not be mounted on opaque signboards.
- The height of any window sign is limited to one-third the height of the glass in the sash where the sign is installed, excluding muntins.
- The width of any window sign is limited to 90 percent of the width of the glass in the sash where the sign is installed.
- Signs may not be affixed with tape or other temporary means to the exterior nor to the interior of the glass surfaces.

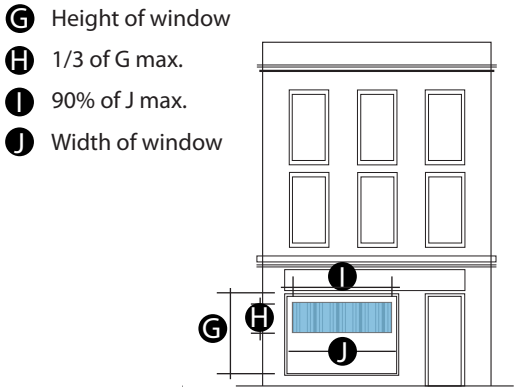


Diagram of window sign dimension.

Digital Screens

Digital screens are signs composed of a television-like screen that displays full-motion images and messages through the digital manipulation of light.

Digital screens are permitted in the Downtown Core, subject to the following regulations:

- Digital screens must be flush with the building façade, architecturally integrated into the building onto which it is affixed, and oriented toward the pedestrian and not passing motorists.
- Digital screens shall be oriented to publicly-accessible open space of at least 0.1 acre in area.
- Digital screens may not exceed 1,600 square feet per building.
- Digital screens are prohibited above 60 feet from the ground and may not be below 10 feet above the surface of the nearby sidewalk, plaza, or other walkway.

Guideline

The placement of digital screens should take into account the light impact on surrounding residential dwelling units, including those outside the Transit District. Digital screens should be designed and located to minimize light impact, especially at night, on surrounding residential areas.

PROJECTING SIGNS

Standards

Blade Signs

- The top of the blade sign shall be between 10 feet and 12 feet above the sidewalk.
- The blade sign shall be 36 inches tall maximum.
- Blade signs shall be no more than 48 inches wide or project more than 60 inches from the wall. No blade sign shall exceed 6 square feet.
- Brackets or other suspension devices shall match the architectural style of the building and shall not be computed as part of the allowable size of the sign.

Ⓐ 36″ max.
Ⓑ 60″ max.
Ⓒ 48″ max.
Ⓓ 10′–12′

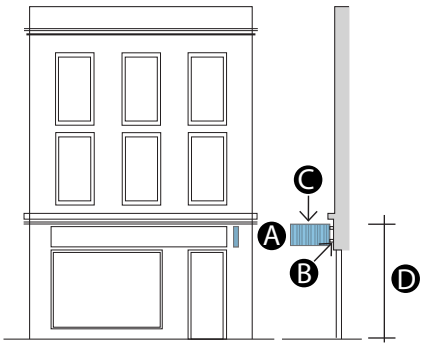


Diagram of blade sign dimension.

Vertical Corner Signs

- Vertical corner signs are permitted only at the corners of blocks. They may project perpendicularly from one side of the building or at a 45-degree angle to the corner.
- Vertical corner signs shall be mounted a minimum of 10 feet in height from the sidewalk, measured to the bottom of the sign. The height of the sign shall not exceed the first-story wall height.
- Vertical corner signs shall be mounted 12 inches maximum away from the exterior wall of the building and shall be a maximum of 3 feet wide.

Ⓐ 12″ max.
Ⓑ 10′ min.
Ⓒ Height of first story wall
Ⓓ C max.
Ⓔ 36″ max.

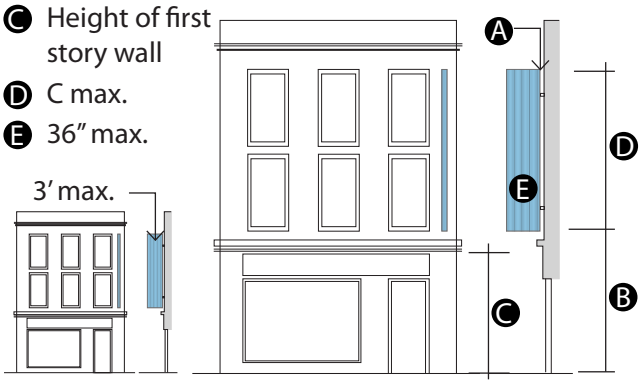


Diagram of vertical corner sign dimension.

Awning Signs

- Signage may only be painted either on the fringe of an awning or in the center of the body of the awning.
- Awning signs shall be painted directly on the canvas.
- Back lit awnings are prohibited.



Vertical corner sign precedent.



Wall sign precedent.



Wall sign precedent.



Window sign precedent.



Blade sign precedent.



Painted wall sign precedent.

AWNING SIGNS

Guideline

Signs that occupy the fringe of the awning may fill the entire height and width of the fringe up to a maximum fringe height of nine inches.

HIGH RISE BUILDING IDENTIFICATION SIGNS

Standards

- Up to two high-rise building identification signs are permitted per building. If two such signs are installed, they should be placed on two separate sides of the building structure.
- High-rise building identification signs shall only be permitted on buildings 16 stories tall or greater.
- The maximum area for high-rise building identification signs is five square feet for every 1,000 square feet of gross floor area of the building, provided, however, that in no event may the total sign area for high-rise building identification signs exceed 800 square feet per building.
- Such signs shall be placed upon the wall or parapet near the top of the tallest part of the building.
- Such signs may not extend above the roof line of any building except when placed upon a parapet, in which case the sign may not extend above the parapet wall.

MONUMENT SIGNS

Standards

Monument signs are permitted, subject to the following regulations:

- Monument signs are only permitted on sites with at least 150,000 square feet of building area and a public or private plaza at least 0.1 acres in area.
- Only one monument sign is permitted per building.
- Monument signs must be located in either the Tree and Furnishing Zone, the Retail Zone, or the Residential Zone and shall not be located within five feet of any public right-of-way.
- Monument signs shall not exceed 30 feet in height, shall not exceed 300 feet square in area, and shall not be obstructed by landscaping.
- Monument signs may only display on-site directory and identification material.

Guideline

A monument sign may contain an electronic directory screen of up to 50 inches diagonal, provided that it is not visible to motorists on nearby roads.

SINGLE-FAMILY DETACHED HOME AND TOWNHOME DEVELOPMENT IDENTIFICATION

Standards

- Maximum sign area per sign face shall be 24 square feet, not exceeding 4 feet in height.
- Entranceway signs shall be separated from signs at other entranceways by at least 200 feet and from other on-site signs by at least 100 feet, such distance to be measured along the build-to line.

Guidelines

Signs should be located within 30 feet of an entranceway as follows:

- Wall-mounted: one face may be provided on each side of the entranceway, mounted flat against the entranceway wall.
- Ground-mounted development identification signs may be one of the following:
  - » A single-faced sign
  - » A double-sided sign back-to-back
  - » A double-sided sign in a "V" configuration with a maximum 45-degree angle.



Example of a development identification.

OTHER

Standards

Sculptural and A-frame sign boards placed on the sidewalk are permitted if they are temporary, removed during non-operating hours, and do not obstruct the Sidewalk Clear Zone.

OTHER FREESTANDING SIGNS

Standard

Freestanding signs, other than monument signs, single-family detached home and townhome development identification signs, sculptural signs, and A-frame sign boards, shall be located only in the Tree and Furnishing Zone or retail zone within the Downtown Core. Such freestanding signs shall not exceed eight feet in height nor three feet in width.

Architectural Elements | Awnings

Standard

Metal, plastic, and backlit awnings shall not be permitted.

Guidelines

- Awnings should be designed to be in proportion with other building elements and the overall width of the sidewalk adjacent to the building.
- Awnings should not cover the expression line (a horizontal linear element extending across a façade evidenced as a noticeable difference of projection or recess, change of color or material, or identified as a clear architectural feature of ornamentation such as a cornice) area of the façade, but work with the structural bays or opening arrangement of the building.
- The awning frame should project from the building at least six feet in order to provide shade and shelter for pedestrians.
- The awning frame should be a minimum of eight feet above the sidewalk.
- The awning, canopy, or umbrellas of unenclosed restaurants should be adequately secured, retractable, or removable.
- Awnings should create a visual break between storefronts.
- Awnings should be attached above the display windows and below the cornice or sign panel. Individual awnings should be installed over each separate opening.

Architectural Elements | Balconies

Standard

All balconies, including the addition of balconies to an existing structure, are permitted in the Transit District.

Architectural Elements | Sustainable Building Materials

Guideline

Buildings should be built with "green" building materials. Green materials should meet the following criteria: produced locally or salvaged; recycled and/or recyclable; rapidly renewable; durable; containing a low embodied energy; manufactured in a less environmentally hazardous or toxic manner; for wood, certified in accordance with the Forest Stewardship Guidelines for environmentally responsible forest management; for refrigerants and fire suppression devices, not containing CFCs or Halon gas. Common green materials include cement and wood fiber composite siding, cellulose insulation, glue-lam beams, and concrete with fly ash content.







Parking and Loading | Intent

To promote a "park once" environment that enables people to conveniently park and access a variety of uses in a pedestrian-friendly environment where streetscapes are vibrant and active and not dominated by parking lots or garages and to encourage nonmotorized modes of travel to and within the Transit District.

Standards

- There is no minimum number or ratio of off-street parking spaces for any development within the Transit District.
- The maximum number of off-street parking spaces permitted for nonresidential and residential development is specified in the table of maximum parking ratios on the following page. For the purposes of this table, the type of development refers to its description in the table of uses.
- On-street parking shall be required on all new private A and B Streets constructed pursuant to this TDDP and is encouraged on all County and municipal A and B Streets.
- On-street parking in Alleys shall be prohibited.

Development may only be permitted to exceed the maximum parking ratios if all of the following criteria are met:

  - » Additional parking spaces may only be provided in the form of structured parking.
  - » The amount of additional structured parking spaces permitted beyond the maximum parking ratios established above shall not exceed the minimum number of off-street parking spaces ordinarily required for the specified use or mix of uses by Section 27-568(a) of the Zoning Ordinance.
  - » All parking spaces built in excess of the allowed maximum parking ratios shall be provided as shared and/or public parking and shall be offered at the same cost as to any other project occupants or tenants.
  - » Applicants desiring to exceed the maximum parking ratios shall provide a comprehensive transportation demand management strategy and program including incentives for nonautomobile travel, the proposed design of any parking structure to meet additional parking demand, implementation timing and phasing, and financial assurances.

- The maximum number of off-street parking spaces permitted for each nonresidential, noncommercial, nonindustrial land use type that is otherwise not specified or covered by the maximum parking ratios shall be equal to 60 percent of the minimum number of off-street parking spaces ordinarily required for the specified use or mix of uses by Section 27-568(a) of the Zoning Ordinance.
- At no point shall the total number of off-street surface parking spaces within the Transit District exceed 10,500. For the purposes of this standard, the following shall apply:
  1. The total number of off-street parking spaces in the Transit District on July 19, 2016, pursuant to the inventory developed for this TDDP is 10,332.
  2. The total number of parking spaces subsequently approved for construction or elimination will be recorded by the Planning Department as development applications are approved.
  3. Permitted parking spaces on recorded single-family residential lots shall not count toward this total.

Character Area	Residential Development	Commercial/ Industrial Development
Downtown Core	1.25 spaces per dwelling unit	2.5 spaces per 1,000 square feet of gross leasable area
Neighborhood Edge (multifamily)	1.5 spaces per dwelling unit	N/A
Neighborhood Edge (single-family)	2.0 spaces per dwelling unit	N/A

- All applicants, other than those proposing solely single-family dwelling units, shall demonstrate the extent to which their proposed development reduces the total number of surface parking spaces within the Transit District.
- All new structured parking facilities shall include secure bicycle parking. One bicycle parking space shall be provided for every 10,000 square feet of building area for office, retail, hospitality, and other commercial, public, and institutional uses. One bicycle parking space shall be required for every 20 units for multifamily residential development. These bicycle parking requirements are cumulative for mixed-use development, and both open and covered bicycle parking areas may be provided, as appropriate.
- Parking may be located on- or off-site within one-quarter mile walk of the development site. When off-site parking is used to meet any parking needs, the applicant shall provide a site plan and narrative statement demonstrating that parking is provided off-site and that pedestrian facilities necessary to serve the walk from the parking facility to the building will be constructed prior to the opening of the parking facility.
- Carpool and vanpool parking spaces shall be required at a minimum ratio of one reserved high occupancy vehicle space per every 100 regular parking spaces for any development including in excess of 50,000 square feet of office use. Free or reduced parking costs for authorized carpools and vanpools are encouraged.
- Restriping of surface parking facilities that result in an addition of general purpose parking spaces is prohibited.
- On-street parking shall be required on all new private A and B Streets constructed pursuant to this TDDP and is encouraged on all County and municipal A and B Streets.
- On-street parking in Alleys shall be prohibited.
- On-street parking spaces on private streets shall not count toward off-street parking requirements.
- All parking for buildings that front on Adelphi Road shall not be visible from Adelphi Road.

Guidelines

- Commercial parking facilities should leave at least 25 percent of their spaces available for hourly and daily rental by the general public.
- All parking spaces that are provided should be unbundled from the leasing and/or rental rates of associated development.

Parking and Loading | Surface Parking

GENERAL

Standards

- Off-street surface parking is prohibited except where at least one of the following conditions apply:
  - » The surface parking was legally existing on July 19, 2016.
  - » The surface parking is permitted subject to a valid DSP approved prior to July 19, 2016.
  - » The surface parking will be located on land that was in legal use as a surface off-street parking lot or a building on July 19, 2016.
  - » The off-street surface parking will be provided through alteration or reconstruction of a surface parking lot legally existing on July 19, 2016.
  - » The surface parking lot will be constructed by a public or quasi-public agency to provide access to a public facility.
  - » The Planning Board may permit reconstruction of a surface parking lot where the applicant will remove an equivalent square footage of existing impervious surface and create an equivalent or greater square footage of unpaved or pervious space.

Notwithstanding the above, construction of a surface parking lot shall not expand the area of impervious surface on any property in the Transit District as it existed on July 19, 2016.

SURFACE PARKING FACILITIES

Standards

- Surface parking lots not legally existing on July 19, 2016 shall not front on any street.
- Surface parking lots not legally existing on July 19, 2016 shall not have entrances from or exits onto existing or proposed A Streets.
- Parking facilities and entrances shall be located on B Streets or Alleys.
- New surface parking lots may enter from or exit into existing surface parking lots, such as at The Mall at Prince Georges.
- A minimum of one pedestrian walkway shall be provided for every four head-to-head parking rows.
- All new surface parking lots shall be screened from streets by buildings, landscaping, or any other cover that mitigates the view of the parking lot from the street.
- On B Streets or Alleys, up to two surface parking entrances shall be permitted per block, however entrances shall be separated by 100 linear feet.
- A curb or wheel stop shall be provided for all parking spaces abutting planting or pedestrian areas to protect those areas from overhanging by parked vehicles.
- Surface parking lots shall be landscaped with a minimum of one tree per 24 spaces and a minimum of one landscape island for every 12 spaces.
- Every other row of parking shall include a landscaped median for the entire length of a parking bay.
- The median shall be planted with large shade trees approximately every 40 feet.

Guidelines

- Planting islands should be used to define circulation patterns, break up rows of parking, and soften the visual impact of large expanses of pavement.
- Planting islands should incorporate urban green design methods to capture water runoff in order to allow water percolation into the soil.
- Parking facilities should incorporate pervious material and other green infrastructure design methodologies that will diminish storm water runoff.
- Parking facilities should provide areas for car-sharing vehicles, electric chargers, bicycle parking, or any new sustainable practice that may be introduced into the market in the future.
- Good visibility in the parking lot is important, both for neighborhood security and traffic safety. The use of landscaping elements and plants that restrict visibility—such as tall shrubs, evergreen trees, and low-branching trees—should be avoided.
- Existing shade trees (except invasive species) may be retained and credited toward fulfilling parking lot interior planting requirements if appropriate measures are taken to provide long-term viability based on the species, condition, and size of the tree; the limits of disturbance, allowing a minimum area of 70 percent critical root zone retention protection during construction; and specialized tree management practices, as approved by the Planning Director (or designee).

Parking and Loading | Structured Parking

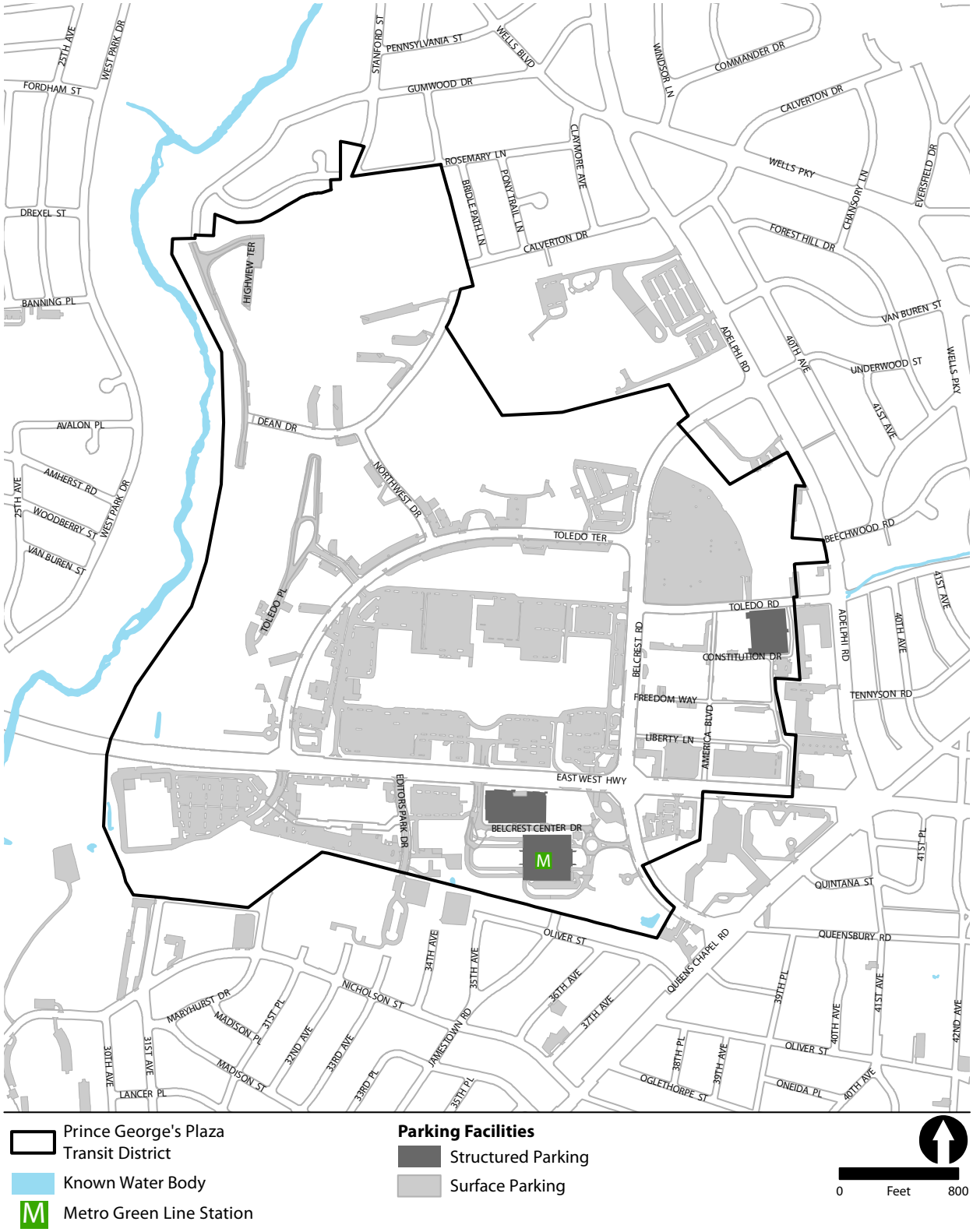
Standards

- A structured parking garage shall not front onto MD 410 (East West Highway) or Belcrest Road at ground level.
- On-site, off-street parking for buildings located along MD 410 (East West Highway) or Belcrest Road shall be located behind, below, or above those buildings.
- Vehicular entrances to, and exits from, parking structures shall not be located on A Streets.
- Where otherwise permitted, parking garages that front directly on a street shall be provided with architectural treatment, liner uses and buildings, murals, landscape or any other screening techniques in order to screen the garage from the street.
- Internal elements such as pipes, fans, and lighting shall be concealed from public view. Where possible, ramping should be internalized.

Guidelines

- Parking structures should be designed as an integral component of the coordinated site plan and architectural theme.
- Garages should use articulation or fenestration treatments that break up the massing of the garage and/or add visual interest.
- When designing and constructing above-ground parking structures, consideration should be given to the installation of renewable energy systems (such as solar photovoltaic panels or wind generators) or green roofs on or above their top deck.

Map 35. Existing Parking Facilities



Parking and Loading | Underground Parking

Standard

Vehicular entrances to, and exits from, underground parking structures shall not be located on A Streets. A maximum of two garage entrances shall be permitted per block on B Streets or Alleys.

Parking and Loading | Loading

Standards

- There is no required minimum number of off-street loading spaces in the Transit District.
- The required number of off-street loading spaces shall be determined at the time of DSP.
- Off-street loading spaces may only be located in the rear of buildings.

Guidelines

- The provision of on-street loading zones is encouraged; such zones should be strategically located to serve multiple businesses and time-limited to ensure turnover.
- The required number of off-street loading spaces should not exceed the minimum required by Section 27-582 of the Zoning Ordinance.

Transportation Adequacy | General

Standard

Within the Prince George's Plaza Transit District, properties are required to demonstrate that the transportation facilities (limited to only signalized and/or unsignalized intersections) will be adequate to serve the proposed development for any preliminary plan, and any DSP if prior adequacy findings are more than six years old.

The adequate public facilities (APF) finding must follow and conform to the procedures and methodologies outlined in the most recent edition of the Planning Board's Transportation Review Guidelines, Part 1, unless as specified in this section. Within the Prince George's Plaza Transit District, the transportation facilities adequacy standard shall be LOS E for individual critical intersections.

Determination of Intersections to Be Studied

The number of intersections that shall be included in the required adequacy analysis will be based on the total projected total weekday vehicle trips generated by the proposed development under consideration. Table 48 on page 295 shows the number of signalized and/or unsignalized intersections within the Transit District required to be included in the adequacy analysis. The Planning Director, in consultation with the County and/or appropriate municipality, may adjust the number of intersections required for analysis if he/she finds that special circumstances warrant a different number of intersections to be scoped for adequacy determination.

Proposed Vehicle Trips	Maximum Number of Intersections*
51–499	1
500–999	2
1,000–1,999	3
2,000–4,999	4
5,000–9,999	5
10,000 or more	6

*Not including the proposed or existing site access intersections.

Required Improvements

For all the required intersections, the applicant shall demonstrate one of the following:

1. There will be adequate intersection level of service, as defined by Section 24-124(a), provided that the intersection(s) are fully built to the plan's ultimate configuration.
2. Applicant is willing to fully fund and implement trip reduction program(s), deemed appropriate by the County DPW&T for a period of at least six years after the issuance of first occupancy permit that would alleviate any reported inadequacy as defined by the Transportation Review Guidelines.
3. The applicant agrees to make a one-time Prince George's TDDP Transportation Mitigation Payment to the County and for each signalized intersection that is projected to operate above the acceptable LOS, provided the intersection(s) are fully built to the plan's recommended configurations.

Site access adequacy and needs shall be determined by the appropriate operating agency having jurisdiction over the roadway where the access point(s) are to be located.

Calculation of TDDP Transportation Mitigation Payment

The required one-time transportation mitigation fee for each required signalized intersection that is operating above the minimum acceptable clear lane volume (CLV) of 1,600 vehicles per hour, or as modified by the Guidelines, to be paid to the County prior to issuance of any building permit shall be the smaller of one of the following:

a. $10,000 per unit of CLV over the Acceptable Value of 1,600 critical vehicle volume.
b. $100 per projected daily weekday vehicle trip for the proposed development.

Allocation of the Collected TDDP Transportation Mitigation Fees

On an annual basis, the Prince George's County Planning Board and/or the City of Hyattsville, can request that the County appropriate any portion or all of the collected funds to any transportation enhancement projects, excluding capacity enhancements to existing roads, within, and projected to serve, the Transit District.

Downtown Core Standards | Intent

To create a compact, walkable, mixed-use regional destination whose built environment promotes a sense of place and includes multimodal transportation access, lively streetscapes, and active public spaces.

DOWNTOWN CORE GENERAL

Standards

- Accessory buildings are not permitted within the Downtown Core. Accessory, subordinate, and service uses should be housed within the main building or attached parking structure.
- There are no lot coverage or minimum green area requirements for development within the Downtown Core.

Guideline

- On private streets in the Downtown Core, all pedestrian crosswalks should be a minimum of 12 feet wide.
- All public utilities should be placed underground, above-ground in alleys, or otherwise behind structures.

DOWNTOWN CORE BLOCKS

Standard

Primary façades shall face A Streets, Pedestrian Streets, or Promenades.

Guidelines

- Buildings should occupy the perimeter of a block.
- Blocks should range in size from 200 to 400 linear feet on each side.

DOWNTOWN CORE A STREET

Standards

- The following streets existing in the Downtown Core on July 19, 2016, are to be considered A Streets:
  - » MD 410 (East West Highway)
  - » Belcrest Road
  - » Toledo Terrace
  - » America Boulevard
  - » Toledo Road
- Primary entrances to new buildings shall be located on A Streets.
- No service area or loading dock shall be permitted adjacent to any street unless enclosed such that all sides appear as a primary façade similar to the primary façade of the main building, including design, detail, finished material, and landscaping.

DOWNTOWN CORE B STREET

Standard

Streets existing in the Downtown Core on July 19, 2016 not identified as A Streets are to be considered B Streets.

- Delivery services, loading, dumpsters, parking facility (surface and structured) entrances, and above-ground utilities servicing buildings fronting on A Streets or Pedestrian Streets shall be located on B Streets or Alleys.

Guideline

Secondary building entrances may be located on these streets.

DOWNTOWN CORE PEDESTRIAN STREETS AND PROMENADE

Standards

- Access to a Promenade shall be limited to bicycles and pedestrians. Vehicular access is prohibited on promenades, except emergency and service vehicles, and other temporary access as permitted by DPW&T or the City of Hyattsville, as applicable.
- Service and loading entrances are not permitted on Pedestrian Streets or Promenades.

DOWNTOWN CORE FENESTRATION

Standards

- Façades at the ground level facing A Streets, Pedestrian, Promenade, or fronting an open space shall be visually permeable (clear glass windows, doors, etc.); at a minimum, 50 percent of the ground floor façade shall consist of transparent materials (glass).
- Tinted or mirrored glass, or glass blocks are not permitted.

Guideline

- Fenestration should be a minimum of 70 percent of first-floor façades along A Streets. On B Streets where retail is the first floor use, the minimum percentage should be 60 percent of the ground floor façade.

DOWNTOWN CORE MIXED-USE AND NONRESIDENTIAL BUILDINGS

Standards

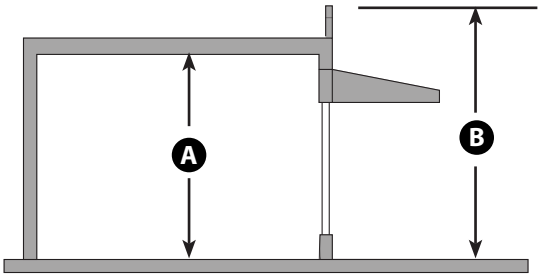
- All buildings on abutting lots within the Downtown Core shall be attached at the sides, except where separated by a street (as defined by this TDDP), plaza, or public open space.
- The minimum clear height of retail space and of storefront fenestration is 14 feet.
- Retail awnings may encroach across the BTL for a maximum of six feet. Marquees, fixed canopies, and all other permitted overhead entry features may encroach beyond the BTL for more than six feet maximum but may not project beyond the Tree and Furnishing Zone.

Guidelines

- Components of ground floor frontage for commercial or other nonresidential uses should support an active streetscape.
- All buildings located at the intersections should incorporate landmark or/and architectural elements (sculptures, unique building shapes, interesting façade articulations, etc.) to highlight intersections as the entry points to the Transit District.
- All street-defining buildings on corners should orient main entrances toward the corner.
- First floor balconies should be recessed from the main building façade, or three feet higher than ground elevation.
- Overhead features such as awnings and fixed-canopies should maintain a clear height of at least eight feet.
- Retail entries should be spaced along a frontage at 75-foot intervals maximum to encourage active streetscape. Tighter spacing is encouraged.

Figure 26. Downtown Core: One-Story Commercial-Institutional Standards

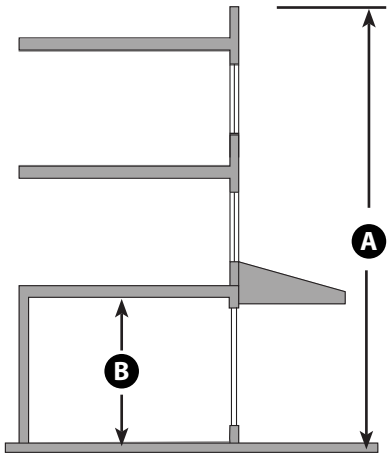
Building Placement	
Build-to Line (BTL) Regulated by Street Section	
BTL Defined by a Building	
Front (Primary Street)	100% minimum A Street, Pedestrian Street, or Promenade
	80% minimum B Street
Side	80% minimum
Side (Side Street)	100% minimum A Street, Pedestrian Street, or Promenade
	80% minimum B Street
Zones Permitted	M-U-I/M-X-T
Miscellaneous	
1. No planting strips allowed between sidewalk and building unless specified on street sections.	
2. In front and side yards where buildings do not meet the build-to line, only public open spaces, plazas, or seating for eating and drinking establishments are permitted.	



Building Form		
Height	See Density and Building Height section.	
Ground Floor Ceiling	14' minimum clearance	A
Building Façade Height	20' minimum	B
Miscellaneous		
5. Primary entrance shall be located along the front façade.		
6. Loading docks, overhead doors, and other service entries shall not be located on A Streets, Pedestrian Streets, or Promenades.		
7. Any buildings wider than 50' shall be designed to read as a series of building fronts no wider than 50' each.		

Figure 27. Downtown Core Multistory: Commercial, Residential, Institutional Standards

Building Placement	
Build-to Line Regulated by Street Section	
BTL Defined by a Building	
Front (Primary Street)	80% minimum A Street, Pedestrian Street, or Promenade
	60% minimum B Street
Side	80% minimum
Side (Side Street)	100% minimum A Street, Pedestrian Street, or Promenade
	60% minimum B Street
Zones Permitted	M-U-I/M-X-T
Miscellaneous	
1. A building form with a chamfered corner is allowed only on corner lots and only if a corner entry is provided.	
2. No planting strips allowed between sidewalk and building unless specified on proposed street sections.	
3. In front and side yards where buildings do not meet the build-to-line, only public open spaces, plazas, or seating for eating and drinking establishments are permitted.	



Building Form		
Height	See Density and Building Height section.	A
Ground Floor Ceiling	14′ minimum clearance.	B
Miscellaneous		
4. Any buildings wider than 50′ shall be designed to been seen as a series of building fronts no wider than 50′ each.		
5. Loading docks, overhead doors, and other service entries shall not be located on A Streets, Pedestrian Streets, or Promenades.		

Figure 28. Downtown Core: Townhomes and Two-Family Attached Standards

Building Placement	
Build-to Line Regulated by Roadway Section	
BTL Defined by a Building	
Front	80% minimum
Side Street	40% minimum
M-X-T*	R-18, R-20

*Pursuant to Footnote "d" on page 273.

Building Form	
Height	See Density and Building Height section.
Miscellaneous	
1. Primary entrance shall be located along the front façade.	



Example of mixed-use development framing the street.

Neighborhood Edge Standards | Intent

To create a walkable, moderate-density residential environment that serves to buffer nearby existing residential communities and open spaces from the more intense mix of uses in the Downtown Core.

Neighborhood Edge | General

Standards

- There are no lot coverage requirements for development within the Neighborhood Edge.
- Except in the T-D-O/R-80 Zone, where dwelling units must be detached, there are no side or rear setbacks within the Neighborhood Edge. Structures may be built to the side or rear property line.
- Residential driveways are permitted in Alleys and B Streets shall not exceed 18 feet in length. Front-loaded garages are permitted only for dwelling units 22 feet wide or greater.

Guidelines

- All single-family dwelling units should front onto an A or B Street.
- Primary entrances to single-family dwelling units should be located along the front façade.
- On private streets in the Neighborhood Edge, all pedestrian crosswalks should be a minimum of eight feet wide.
- All public utilities should be placed underground, above-ground in alleys, or otherwise behind structures.



Example of Neighborhood Edge A Street with townhouses.



Residences fronting a street creating a sense of enclosure.

Neighborhood Edge | A Street

The following streets existing on July 19, 2016 are considered Neighborhood A Streets:

- Northwest Drive
- Dean Drive
- Highview Terrace
- Adelphi Road

Standards

- Entrances into private off-street parking facilities are not permitted, except along Adelphi Road.
- New surface parking lots are not permitted.
- Residential driveways are not permitted.

Guideline

- Primary building entrances should be located on these streets.

Figure 29. Neighborhood Edge: Multifamily Standards

Building Placement	
Build-to-Line Regulated by Street Section	
BTL Defined by a Building	
Front	80% minimum
Side Street	40% minimum
Zones Permitted	R-18

Building Form		
Height	See Density and Building Height section.	A
Ground Floor Ceiling	If lobby provided, 14' minimum clearance.	B
Miscellaneous		
1. Primary entrance shall be located along the front façade.		
2. Loading docks, overhead doors, and other service entries shall not be located on Northwest Drive, Dean Drive or Neighborhood A Streets.		

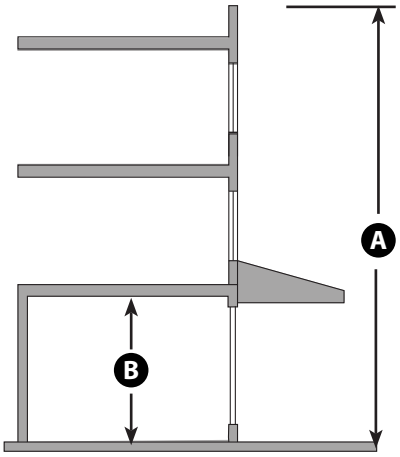


Figure 30. Neighborhood Edge: Townhomes and Two-Family Attached Standards

Building Placement	
Build-to Line Regulated by Street Section	
BTL Defined by a Building	
Front	80% minimum
Side Street	40% minimum
Zones Permitted	R-18, R-20

Building Form	
Height	See Density and Building Height section.
Miscellaneous	
1. Primary entrance shall be located along the front façade.	

Figure 31. Neighborhood Edge: Single-Family Detached Residential

Building Placement	
Build-to Line Regulated by Street Section	
BTL Defined by a Building	
Front	50% minimum
Side Street	30% minimum
Zone Permitted	R-80
Minimum Lot Dimensions	
Lot Width	26' minimum
Lot Depth	100' minimum

Building Form	
Height	See Density and Building Height section.
Miscellaneous	
1. Primary entrance shall be located along the front façade.	

Neighborhood Edge | B Street

Standards

- Streets existing in the Neighborhood Edge on July 19, 2016, not identified as A Streets are to be considered B Streets.
- Private off-street parking facilities shall front onto B Streets, provided there is appropriate screening consisting of an architectural façade composed of concrete, masonry, screening materials, or sustainable features such as green walls.

Guideline

- Primary building entrances may be located on these streets.
- Structured parking facility entrances are permitted.
- Alley, service, and loading entrances should be located along these streets.

Neighborhood Edge | Landscape Standards

All residential development in the Neighborhood Edge shall comply with the following standards.

Single-Family Detached Dwellings

Standards

- All one-family detached lots that are 9,500 square feet or larger shall be planted as follows:
  - » Plant a minimum of three major shade trees and two ornamental or evergreen trees per lot.
  - » At least one of the required major shade, ornamental, or evergreen trees shall be located in the front yard or, in the case of a corner lot, in the front or side yard facing the street.
- All one-family detached lots that are smaller than 9,500 square feet shall be planted as follows:
  - » Plant a minimum of two major shade trees and two ornamental or evergreen trees per lot.
  - » At least one of the required major shade, ornamental, or evergreen trees shall be located in the front yard or, in the case of a corner lot, in the front or side yard facing the street.
- An existing shade tree, except for an invasive species, exceeding two and one-half inches diameter at breast height (dbh) located on an individual lot within 75 feet of a dwelling unit may be counted toward fulfillment of the requirement for a tree on that lot, provided that the size (dbh), genus, condition, and location of each tree to be counted toward the fulfillment of this requirement is shown on the landscape plan. The site and landscape plan must also demonstrate that a minimum of 70 percent of the critical root zone of such tree will remain undisturbed.

Townhouses, One-Family Semi-Detached, Two-Family, and Three-Family Dwellings Arranged Horizontally

Standards

- Plant a minimum of one and one-half major shade trees and one ornamental or evergreen tree every two dwelling units located on individual lots and/or common open space. Trees planted in the Street Tree and Furnishing Zone shall count toward this requirement.
- An existing shade tree, except for an invasive species, exceeding two and one-half inches diameter at breast height (dbh) located in the common area or open space within 75 feet of a dwelling unit may be counted toward fulfillment of the requirement for a tree, provided that the size (dbh), genus, condition, and location of each tree to be counted toward the fulfillment of this requirement is shown on the landscape plan. The site and landscape plan must also demonstrate that a minimum of 70 percent of the critical root zone of such tree will remain undisturbed.

Two-Family and Three-Family Dwellings Arranged Vertically

Standard

Plant a minimum of two major shade trees and one and one-half ornamental or evergreen trees per building located in common open space.

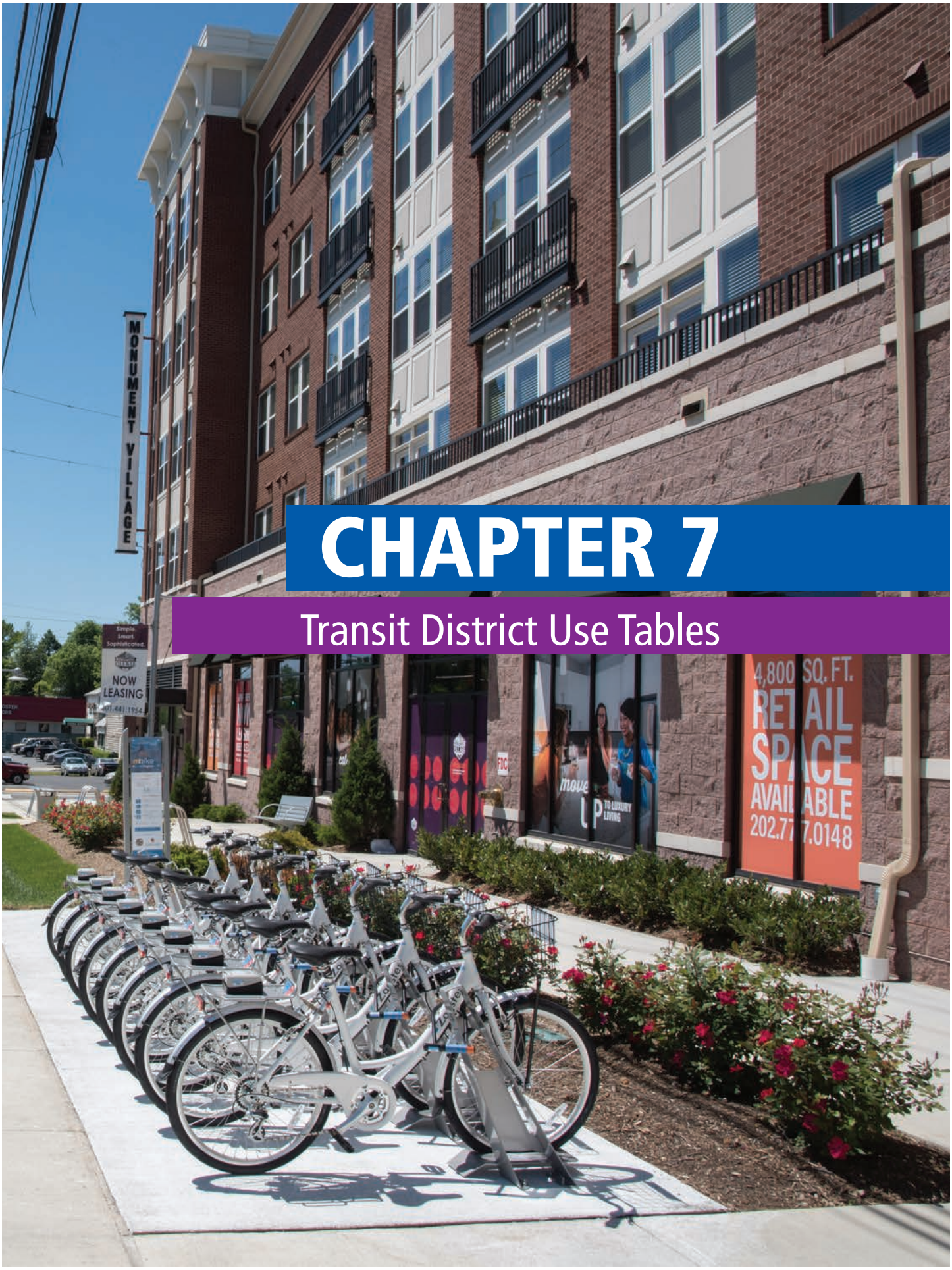
Multifamily Dwellings

Standards

- Multifamily projects shall plant a minimum of one major shade tree per 1,600 square feet.
- An existing shade tree, except for invasive species, exceeding two and one-half inches diameter at breast height (dbh) located anywhere on the site, except in the floodplain, may be counted on a one-to-one basis for up to 100 percent of the shade tree requirement on that site, provided that the size (dbh), genus, condition, and location of each tree to be counted toward the fulfillment of this requirement is shown on the landscape plan. The landscape plan must also demonstrate that a minimum of 70 percent of the critical root zone of such trees will remain undisturbed.

Guidelines

- Planting schemes for subdivisions should be comprehensively designed for an entire project rather than sample model plantings repeated many times over.
- The quantity of trees allocated to common open space should not have the effect of eliminating the landscaping devoted to individual lots.
- Up to one-quarter of the number of required shade trees may be substituted on a two-to-one basis by the use of ornamental or evergreen trees.



CHAPTER 7

Transit District Use Tables

Transit District Use Tables

The Transit District Use Tables establish uses that are permitted or prohibited within the Transit District. All uses not listed within these tables are prohibited. Several uses are permitted subject to conditions found in the footnotes that follow each table. No uses are permitted by special permit in the Transit District.

The Transit District includes properties zoned R-O-S, O-S, R-80, R-55, R-20, R-18, R-10, M-U-I, and M-X-T. Uses permitted within each of these zones are consistent with the vision, goals, and policies of this TDDP, and the purpose of the underlying zones as described in Parts 5 and 10 of the Zoning Ordinance. Uses inconsistent with this TDDP are prohibited. Uses ordinarily permitted in a particular zone may be prohibited within the Transit District if their use is inconsistent with the goals and policies for the Character Area (Downtown Core or Neighborhood Edge) in which properties within that underlying zone district are located.

No use shall be allowed except as provided for in the following Tables of Uses. In these tables, the following applies:

(1) The letter "P" indicates that the use is permitted in the zone indicated.

(2) The letters "SE" indicate that the use is permitted, subject to the approval of a Special Exception in accordance with Part 4 of this subtitle.

(3) The letter "X" indicates that the use is prohibited.

(4) All uses not listed are prohibited.

For example, low-density residential and auto-oriented uses are prohibited in zones that are located within the Downtown Core. Single-family detached housing is limited to the underlying zone R-80, which is intended for that land use. Commercial or institutional uses with potential impacts on traffic and parking are prohibited within the Neighborhood Edge, where streets are intended to serve neighborhood traffic only. Development within the R-55, R-O-S or O-S zones inconsistent with their intended purpose as woodland conservation, open space, or parkland is prohibited.

TDDP Goals for Underlying Zones

R-O-S	Reserved Open Space	Preservation Of Undeveloped Space
O-S	Open Space	Conservation
R-80	One-Family Detached Residential	Single-Family Detached Residential
R-55	One-Family Detached Residential	Woodland Conservation
R-20	One-Family Triple Attached	Single-Family Attached Residential
R-18	Multifamily Medium-Density Residential	Garden Apartments And Mid-Rise Residential
R-10	Multifamily High Density Residential	Mid- to High-Rise Residential
M-U-I	Mixed-Use Infill	Residential, Commercial, Or Mixed
M-X-T	Mixed-Use Transportation-Oriented	Mixed Use

Table 47. Table of Permitted Uses: Transit District Overlay/Mixed-Use Infill (T-D-O/M-U-I) Zone

USE	ZONE	
	M-U-I	T-D-O/M-U-I
(1) Commercial		
(A) Eating or Drinking Establishments:		
Eating or drinking establishment, with drive-through service (CB-49-2005; CB-19-2010)	P[24]	X
Eating or drinking establishment, excluding drive-through service (CB-49-2005; CB-19-2010)	P	P
Eating or drinking establishment of any type, including music and patron dancing past the hours of 12:00 midnight, excluding adult entertainment (CB-49-2005; CB-19-2010; CB-56-2011)	SE	P
(B) Vehicle, Mobile Home, Camping Trailer, and Boat Sales and Service:		
Bus maintenance accessory to:		
(i) A private school or educational institution	SE	X
(ii) A church or other place of worship	SE	X
Boat fuel sales at the waterfront	P	X
Boat sales, service, and repair, including outdoor storage of boats and boat trailers:		
(i) Accessory to a marina	P	X
(ii) All others	SE	X
Boat storage yard	X	X
Car wash:		
(i) On a parcel of at least 10 acres with any structures located at least 200 feet from any land in any residential zone or land proposed to be used for residential purposes on an approved basic plan for a comprehensive design zone, approved official plan for an R-P-C Zone, or any approved conceptual or detailed site plan	P	X
(ii) Self-service, coin-operated, automatic car wash as an accessory use to the permitted use of a commercial parking lot, with shuttle service to Metro and located within two miles of a Metro station (CB-76-1998)	P	X
(iii) All others (CB-76-1998; CB-114-2004)	SE	X
Gas station (in the C-M Zone, subject to detailed site plan review in accordance with Section 27-358(a)(1),(2),(4),(5),(6),(7),(8),(9), and (10) (CB-1-1989; CB-72-1999)	SE	P[c]
Incidental automobile service in a parking garage[3]	SE	P
Private Automobile and Other Motor Vehicle Auctions		
(i) Operating prior to January 1, 2011, as a use that conforms to the definition under Section 27-107.01, subject to the provisions of Section 27-464.06(c), (d), and (f)	X	X
(ii) All others, subject to the requirements of Section 27-464.06 (CB-59-2010)	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)	SE	X
Vehicle, mobile home, or camping trailer repair and service station (CB-50-1993)	SE[19]	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 that the dealership will repair[37] (CB-95-1987; CB-87-2000; CB-29-2002)	SE[60]	X
Vehicle or camping trailer rental (in the C-M Zone, subject to Section 27-417(a),(b)(2), and (c))	SE	X
Vehicle or camping trailer storage yard (CB-80-1996)	X	X
Vehicle parts or tire store including installation facilities, provided all sales and installation operations are conducted in a wholly enclosed building with no outdoor storage:		

Table 47. Table of Permitted Uses: Transit District Overlay/Mixed-Use Infill (T-D-O/M-U-I) Zone

USE	ZONE	
	M-U-I	T-D-O/M-U-I
(i) On a parcel of at least 10 acres, with any structures located at least 200 feet from any land in any residential zone (or land proposed to be used for residential purposes on an approved basic plan for a comprehensive design zone, approved official plan for an R-P-C Zone, or any approved conceptual or detailed site plan)	P	X
(ii) Accessory to a department store (CB-58-1990)	X	X
(iii) All others (CB-21-1992)	SE	X
Vehicle parts or tire store without installation facilities	P	X
Vehicle towing station, provided it is enclosed by a sight-tight wall or fence at least six feet high, or an evergreen screen (CB-30-1992)	X	X
Waterless automobile detailing, at a specific location having a fixed business address	P	P
(C) Offices:		
Bank, savings and loan associations, or other savings or lending institutions:		
(i) Automatic teller machine, only	P	P
(ii) All others	P	P
Check cashing business (CB-23-2009; CB-85-2012)	SE[55]	P
Contractor's office:		
Contractor's office (general) as a permanent use, including the businesses of siding, flooring, roofing, plumbing, air conditioning, heating, painting, carpentry, electrical work, landscaping and the like, with buildings, and uses accessory to the business (as well as the office) use:		
(A) With no outdoor storage of materials or equipment	P	P
(B) With outdoor storage of materials, located only in a side or rear yard, enclosed by a slightly opaque wall or fence at least six feet high, with no storing of material higher than the fence, but excluding the use or outdoor storage of earthmoving or other heavy equipment, or outdoor storage of machinery	X	X
(C) Including the fabrication (only within a wholly enclosed building) of plumbing, air conditioning, heating, carpentry, and lighting (and the like) parts for installation off the site (CB-110-1994; CB-46-1995)	X	X
Contractor's office (must include sanitary facilities), construction yard or shed, or storage building (in connection with a construction project) as a temporary use:		
(A) In accordance with Sections 27-260 and 27-261	P	P
(B) All others	SE	X
Office accessory to an allowed use	P	P
Office (except as otherwise provided):		
(i) Within an integrated shopping center, and not exceeding 10 percent of the gross floor area of the center	X	P
(ii) All others	P	P
Office of a certified massage therapist (CB-44-2000)	P	P
Office of a medical practitioner or medical clinic (which may include an accessory private spa)	P	P
Real estate subdivision sales office as a temporary use, in accordance with Sections 27-260 and 27-261	P	P

Table 47. Table of Permitted Uses: Transit District Overlay/Mixed-Use Infill (T-D-O/M-U-I) Zone

USE	ZONE	
	M-U-I	T-D-O/M-U-I
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 percent of the gross floor area of the building shall be devoted to the use, and not more than 3,000 square feet of gross floor area shall be allotted to any one shop (CB-58-1990).	X	X
Where not otherwise specifically permitted, any use allowed in the C-S-C Zone (excluding those permitted by Special Exception), may be located within an office building, provided that the uses shall not be located above the ground floor, not more than 15 percent of the gross floor area of the building shall be devoted to the uses, and not more than 3,000 square feet of gross floor area shall be allotted to any one shop.	X	X
Where not otherwise specifically permitted, any use allowed in the C-S-C Zone (excluding those permitted by Special Exception) may be located within an existing building no more than three stories in height, including a maximum of 65,000 square feet of gross leasable area, provided such building and its associated parking are located on one or more contiguous parcels of property abutting two streets shown on the master plan as arterial or higher classification, and located at an intersection where the three other corners of said intersection are zoned C-S-C, and where the parcel or parcels of property upon which the building and its associated parking are located abut land zoned C-S-C at a minimum of two locations (CB-69-1999)	X	X
Where not otherwise specifically permitted, any use allowed by Special Exception in the C-S-C Zone may be located within an existing building no more than three stories in height, including a maximum of 65,000 square feet of gross leasable area, provided such building and its associated parking are located on one or more contiguous parcels of property abutting two streets shown on the master plan as arterial or higher classification, and located at an intersection where the three other corners of said intersection are zoned C-S-C, and where the parcel or parcels of property upon which the building and its associated parking are located abut land zoned C-S-C at a minimum of two locations (CB-69-1999)	X	X
(D) Services:		
Ambulance service, private	X	X
Animal hospital, animal training, kennel	SE	P
Artist studio	P	P
Barber or beauty shop (CB-148-1987)	P	P
Bicycle repair shop:		
(i) Non-motorized only	P	P
(ii) All others	SE	P
Blacksmith shop	X	X
Blueprinting, photostating, or other photocopying establishment	P	P
Carpet or rug shampooing establishment	X	X
Catering establishment (CB-56-2011)	P	P
Data processing	P	P
Dry cleaning or laundry pickup station (CB-127-1986)	P	P
Dry cleaning store or plant:[43]		
(i) Retail, gross floor area under 6,000 square feet	P	P
(ii) Retail, unrestricted	X	X
(iii) Wholesale (may include retail service) (CB-55-2002)	X	X

Table 47. Table of Permitted Uses: Transit District Overlay/Mixed-Use Infill (T-D-O/M-U-I) Zone

USE	ZONE	
	M-U-I	T-D-O/M-U-I
Electric or gas appliance, radio, or television repair shop	P	P
Employment agency	P	P
Farm implement repair	X	X
Fortune telling	P	P
Funeral parlor, undertaking establishment (CB-2-1989)	SE	X
Household appliance or furniture repair shop	P	P
Key or locksmith shop (CB-128-1986)	P	P
Laboratory:		
(i) Accessory to an allowed use	P	P
(ii) Dental laboratory	P	P
(iii) All other laboratories (CB-4-1986)	P	P
Laundromat:		
(i) Accessory to an allowed use	X	P
(ii) All others	P	P
Laundry store or plant:[43]		
(i) Retail, gross floor area under 6,000 square feet	P	P
(ii) Retail, unrestricted	X	X
(iii) Wholesale (may include retail service) (CB-55-2002)	X	X
Lawn mower repair shop:		
(i) Non-motorized, only	P	P
(ii) All others, provided all repairs are performed within a wholly enclosed building	SE	P
Limousine service:		
(i) Storage of up to 10 limousines (not to include buses and vans), may include routine vehicle repair or servicing within a wholly enclosed building, with no outdoor storage	P[24]	P
(ii) All others (CB-120-1994)	X	X
Machine shop accessory to an allowed use	X	X
Massage establishment	SE	P
Methadone Treatment Center (CB-103-1993)	SE	X
Model studio	X	P
Newspaper publishing establishment	SE	X
Pet grooming shop, provided all animals are confined to the interior of the building and adequate measures are taken to control noise and odor	P	P
Photographic processing plant	X	X
Photography studio or darkroom	P	P
Pizza delivery service, limited to off-premises delivery with no eat-in or drive- in service:		
(i) With carry-out service in a building with less than 2,500 square feet of gross floor area	P	P
(ii) Unrestricted in size with no carryout service (CB-83-1986; CB-102-2001)	X	P

Table 47. Table of Permitted Uses: Transit District Overlay/Mixed-Use Infill (T-D-O/M-U-I) Zone

USE	ZONE	
	M-U-I	T-D-O/M-U-I
Printing shop:		
(i) Not exceeding 2,000 square feet of gross floor area	P	P
(ii) All others	SE	P
Sauna or steam bath	P	P
Septic tank service	X	X
Sewage dump station for camping trailers or boats	X	X
Shoe repair shop	P	P
Tailor or dressmaking shop (may include incidental dyeing and pressing allowed as a "PB" use)	P	P
Tattoo Parlor (CB-10-2012)	P	P
Taxidermy (CB-30-1986)	P	P
Travel bureau	P	P
Upholstery shop (CB-65-1989)	PA	P
Veterinarian's office:		
(i) Outpatient	P	P
(ii) Inpatient (CB-96-1988)	PB	P
Watch or jewelry repair shop	P	P
Welding shop:		
(i) Accessory to an allowed use	X	X
(ii) All others	X	X
(E) Trade (Generally Retail):		
Adult book store (CB-65-1989; CB-53-1996)	X	X
Arts, crafts, and hobby supply store	P	P
Bait shop	P	P
Bakery products, wholesale (may include retail sales)	X	P
Bicycle (sales) shop:		
(i) Nonmotorized, only	P	P
(ii) All others	SE	P
Book (except adult bookstore) or camera store (CB-71-1993)	P	P
Bottled gas sales:		
(i) Accessory to an allowed use	P	P
(ii) All others	P	P
Building supply store:		
(i) Wholly enclosed, except for nursery stock	P	P
(ii) With outdoor storage on not more than 50 percent of the lot, provided it is enclosed by a slightly opaque wall or fence at least eight feet high (CB-76-1992)	X	X
Bulk retailing:		
(i) Products allowed to be sold in a C-S-C Zone (CB-65-1989; CB-25-1999)	P[32]	P
(ii) Products allowed to be sold in a C-M Zone	X	X

Table 47. Table of Permitted Uses: Transit District Overlay/Mixed-Use Infill (T-D-O/M-U-I) Zone

USE	ZONE	
	M-U-I	T-D-O/M-U-I
Buying of items within guest rooms and vehicles, pursuant to Section 27-115(a)(2)	X	X
Carpet or floor covering store	P	P
Clothing, dry goods, millinery, or shoe store (CB-58-1985; CB-71-1993)	P	P
Confectioner (not exceeding 40,000 square feet of gross floor area):		
(i) Retail (CB-65-1989)	P	P
(ii) Wholesale (may include accessory retail sales)	X	P
Department or variety store, excluding pawnshops		
(i) Not exceeding 125,000 square feet of gross floor area so long as the department or variety store does not contain any food or beverage component. (CB-64-2012)	P	P
(ii) Exceeding 125,000 square feet of gross floor area within the developed tier or a designated Revitalization Tax Credit area (as long as the department or variety store does not contain any food or beverage component) (CB-19-2005; CB-13-2012)	P[52]	P
(iii) Not exceeding 85,000 square feet of gross floor area without regard to percentage of gross floor area for food and beverage component. (CB-13-2012; CB-64-2012)	P	P
(iv) Exceeding 85,000 square feet of gross floor area and less than 10 percent of that gross floor area for food and beverage component. (CB-64-2012)	P	P
(v) All others,40 in accordance with Section 27-348.02 (CB-71-1993; CB-28-1997, CB-4-1999; CB-2-2002; CB-13-2012; CB-64-2012)	SE	P
Drug paraphernalia display or sales, pursuant to Section 27-115(a)(1)	X	X
Drug store:		
(i) Not exceeding 3,000 square feet of gross floor area	P	P
(ii) Within an office building or complex, and not exceeding 25 percent of the gross floor area, or 2,000 square feet, whichever is less (CB-65-1989)	P	P
(iii) All others	P	P
Farm implement sales	X	X
Feed sales	X	X
Firewood sales as a temporary use in accordance with Sections 27-260 and 27-261	P	P
Farmer's market or flea market as a temporary use, in accordance with Sections 27-260 and 27-261 (CB-63-1998)	P	P
Florist shop	P	P
Food or beverage goods preparation on the premises of a food or beverage store, provided the goods are only sold on the premises and at retail	PB	P
Food or beverage goods preparation for wholesale sales:		
(i) Not exceeding 1,500 square feet of gross floor area	P	P
(ii) Containing 1,501 to 3,000 square feet of gross floor area	SE	P
(iii) All others (CB-37-1992)	X	X
Food or beverage store:		
(i) Not exceeding 3,000 square feet of gross floor area	P	P
(ii) Not exceeding 125,000 square feet of gross floor area	P	P
(iii) In combination with a department or variety store on the same or adjacent site, in accordance with Section 27-348.02	SE	P

Table 47. Table of Permitted Uses: Transit District Overlay/Mixed-Use Infill (T-D-O/M-U-I) Zone

USE	ZONE	
	M-U-I	T-D-O/M-U-I
(iv) In combination with a gas station, subject to detailed site plan review in accordance with Part 3, Division 9	X	P[c]
(v) All others (CB-112-1986; CB-65-1989; CB-2-2002; CB-99-2012)	P	P
Garden supplies store, floricultural or horticultural nursery, which may include the outdoor display of nursery stock, such as plants, shrubbery, and trees (CB-65-1989)	P	P
Gift, jewelry, music, souvenir, or other specialty store not specifically listed (CB-71-1993)	P	P
Hardware store (CB-65-1989)	P	P
Household appliance or furniture store:		
(i) Not exceeding 50,000 square feet of gross floor area	P	P
(ii) Exceeding 50,000 square feet of gross floor area (CB-32-1986; CB-77-1998)	X	P
Ice vending machine (not exceeding eight ton capacity)	X	P
Lawn mower (sales) store	P	P
Monument and headstone sales establishment (CB-22-2004)	X	X
Newspaper or tobacco shop (CB-92-2015)	P	P
Nursery and garden center, which may include the outdoor display of nursery stock, such as plants, shrubbery, and trees	P	P
Outdoor display of merchandise for sale (except as otherwise specified) and excluding merchandise displayed on gasoline pump islands associated with gas stations which is allowed):		
(i) Not more than six feet from main building (subject to Section 27-388)	P	P
(ii) More than six feet from main buildings(subject to Section 27-388)	SE	X
Paint or wall covering store	P	P
Pawnshop:		
(i) In accordance with Section 27-250.01	X	X
(ii) In accordance with Section 27-394.01 (CB-28-1997; CB-22-2010)	SE	X
Pet (sales) shop, provided all animals are confined to the interior of the building and adequate measures are taken to control noise and odor; may include the sale of pet feed and supplies (CB-2-1991)	P	P
Retail shop or store (not listed) similar to one permitted (P) in the:		
(i) C-S-C Zone	P	P
(ii) C-M Zone	X	X
(iii) C-R-C Zone (CB-65-1989; CB-58-1990)	X	X
Sales from guest rooms and vehicles, in accordance with Section 27-115(a)(2)	X	X
Seafood market:		
(i) Containing less than 3,000 square feet of gross retail space	P	P
(ii) Containing less than 7,000 square feet of gross retail space	P	P
(iii) Unrestricted in size (CB-49-1987)	P	P
Seasonal decorations display and sales as a temporary use, in accordance with Sections 27-260 and 27-261	P	P
Septic tank sales (CB-65-1989)	X	X
Sporting goods shop, which may include marine equipment and supplies	P	P

Table 47. Table of Permitted Uses: Transit District Overlay/Mixed-Use Infill (T-D-O/M-U-I) Zone

USE	ZONE	
	M-U-I	T-D-O/M-U-I
Stationery or office supply store which may include the sale of furniture or business machines	P	P
Swimming pool or spa sales and service:		
(i) Excluding outdoor display	P	P
(ii) Including outdoor display, provided it is enclosed by a 6-foot high fence (subject to Section 27-388)	X	X
Tobacco shop or electronic cigarette shop (CB-92-2015)	SE	
Toy store (CB-71-1993)	P	P
Video game or tape store	P	P
Wayside stand:		
(i) As a temporary use, subject to Sections 27-260 and 27-261	P	P
(ii) All others (CB-122-1986)	P	P
(2) Institutional/Educational:		
Adult day care center	SE	P
Assisted living facility, subject to the requirements of Section 27-464.04 (CB-72-1996)	X	P
Church or similar place of worship, convent, or monastery (CB-23-1988)	P	P
Day care center for children:		
(A) In accordance with Section 27-464.0212	P	P
(B) All others (CB-23-1988)	SE	P
Eleemosynary or philanthropic institution:		
(A) A building containing no more than 7,000 square feet of gross floor area on a lot or parcel with not more than 1.5 acres for use by an organization providing benevolent services; any change in occupant or use shall require detailed site plan approval by the District Council	P	P
(B) All others (CB-8-1998)	X	P
Hospital (may include a private spa)	SE	P
Modular classroom as a temporary use, in accordance with Sections 27-260 and 27-261 (CB-106-1989)	X	X
Nursing or care home (may include a private spa)	SE	P
School, Private:		
(A) Driving school, automobile only	P	P[f]
(B) For artistic instruction (including a studio)	P	P
(C) Of business or trade, where the business or trade is permitted (P) in the respective zone	P	P
(D) Of business or trade, where the business or trade is permitted by Special Exception (SE) in the respective zone	SE	P
(E) Tutoring establishment	P	P
(F) Private college or university	P[28]	P
(G) Private schools, subject to Section 27-463	P	P
(H) All others (CB-40-1988; CB-50-1988; CB-113-1994; CB-93-1996; CB-94-2000)	SE	P
(3) Miscellaneous:		
Accessory structures and uses (when not otherwise provided for)	P	P
Adaptive reuse of a surplus public school, when not otherwise allowed	SE	P

Table 47. Table of Permitted Uses: Transit District Overlay/Mixed-Use Infill (T-D-O/M-U-I) Zone

USE	ZONE	
	M-U-I	T-D-O/M-U-I
Adaptive use of a historic site, when not otherwise allowed (CB-58-1987)	SE	P
Animals, not customarily household pets (CB-117-1986; CB-55-1988)	SE	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) use41 (CB-55-1988)	P	P
Business Advancement and Food Access Infill, in accordance with Section 27-445.15 of this Subtitle (CB-62-2015)	X	X
Cemetery, crematory:		
(A) Cemetery, in accordance with Section 27-445.06	X	X
(B) Cemetery, accessory to a church, convent, or monastery[49]	P	X
(C) All others (CB-86-1989; CB-11-1991)	X	X
Home occupations for residents[20] (CB-86-1989; CB-78-2003; CB-11-2004)	X	P
Home occupations for residents, low-impact (CB-11-2004)	X	P
Increase in height of accessory building, used for:		
(A) Servant, household help living quarters[30]	SE	X
(B) Agricultural purposes on a lot having a net area of less than five acres	X	X
(C) Agricultural purposes on a lot having a net area of at least five acres	X	X
(D) Office	SE	P
Medical Cannabis Dispensary, in accordance with Section 27-372.01 (CB-5-2016)	SE	SE
Signs, in accordance with Part 12, associated with uses allowed in the applicable residential zone (CB-85-1988)	P	P
Signs, outdoor advertising (billboards) (CB-85-1988)	X	X
Temporary structures and uses not otherwise allowed	SE	X
(4) Public/Quasi-Public:		
Ambulance service, private	X	X
Community building, except as otherwise provided	P	P
Library, private	P	P
Post office	P	P
Public building and use, except as otherwise prohibited	P	P
Sanitary landfill or rubble fill[17] (CB-15-1990)	SE	X
Voluntary fire, ambulance, or rescue station[1] (CB-70-2008)	P	P
(5) Recreational/Entertainment/Social/Cultural:		
Adult Entertainment (CB-46-2010; CB-56-2011)	X[58]	X
Amusement arcade:		
(A) Not exceeding 2,500 square feet of gross floor area, with adult supervision on the premises during all hours of operation; provided the use is located either within a wholly enclosed shopping mall, or within the main group of stores of an integrated shopping center having a minimum gross floor area of 150,000 square feet	P	P
(B) All others	SE	X
Amusement Center (CB-35-1994)	P	P

Table 47. Table of Permitted Uses: Transit District Overlay/Mixed-Use Infill (T-D-O/M-U-I) Zone

USE	ZONE	
	M-U-I	T-D-O/M-U-I
Amusement park:		
(A) Within a wholly enclosed shopping mall	SE	P
(B) All others	X	X
Archery or baseball batting range	SE	X
Arena or stadium (which may include a private spa)	X	X
Athletic field:		
(A) With no seating or nonpermanent bleacher-type seating for not more than 100 spectators	P	P
(B) With permanent bleacher-type seating for more than 100 spectators	SE	P
Auditorium	P[56]	P
Beach	P	P
Billiard or pool parlor	SE	P
Boat ramp	P	P
Bowling alley:		
(A) On a parcel of at least 10 acres, provided all structures are located at least 200 feet from any Residential Zone (or land proposed to be used for residential purposes on an approved Basic Plan for a Comprehensive Design Zone, approved Official Plan for an R-P-C Zone, or any approved conceptual or detailed site plan)	P	P
(B) All others	SE	P
Carnival, circus, fair or similar use, not exceeding seventeen days duration and located at least 250 feet from any dwelling, as a temporary use in accordance with Sections 27-260 and 27-261	P	P
Club or lodge (private) except as otherwise provided	P	P
Employees' recreational facilities (private, nonprofit) accessory to an allowed use	P	P
Fishing pier	P	P
Go-cart track	X	X
Golf course or country club:		
(A) Accessory to a commercial use	P	X
(B) All others	SE	X
Golf driving range	SE	X
Marina (CB-72-1987)	SE	X
Miniature golf course	P	P
Museum, aquarium, art gallery, cultural center, or similar facility	P	P
Park or playground	P	P
Performance arts center, in accordance with Section 27-464.05 (CB-12-2001)	SP	P[i]
Race track	X	X
Recreational campground (in the C-M Zone subject to paragraphs (1) thru (7) of Section 27-400(a))	X	X
Recreational or entertainment establishment of a commercial nature, if not otherwise specified:		
(A) Abutting residential property or land residentially zoned	SE	P
(B) All others (CB-72-1998)	SE	P
Reducing/exercise salon or health club	P	P

Table 47. Table of Permitted Uses: Transit District Overlay/Mixed-Use Infill (T-D-O/M-U-I) Zone

USE	ZONE	
	M-U-I	T-D-O/M-U-I
Riding stable	X	X
Rifle, pistol, or skeet shooting range:		
(A) Indoor	SE	X
(B) Outdoor	X	X
Skating rink	SE	P
Spa (community)	P	P
Spa (private), accessory to an allowed dwelling unit	P	P
Spa (public):		
(A) Accessory to a hotel or motel	P	P
(B) Accessory to a reducing/exercise salon or health club	P	P
(C) Accessory to a commercial swimming pool	P	P
(D) Accessory to a recreational campground	X	X
(E) Accessory to a summer camp	X	X
(F) Unrestricted	SE	X
Summer camp	X	X
Swimming pool:		
(A) Accessory to a hotel or motel (CB-9-2004)	P	P
(B) Accessory to a recreational campground	X	X
(C) Community	P	P
(D) Indoor	P	P
(E) Private, accessory to an allowed one-family detached dwelling	P	P
(F) All others	X	X
Tennis, basketball, handball, or similar court:		
(A) Indoor (within a permanent wholly enclosed building)	P	P
(B) Outdoor	P	P
(C) With a temporary removable cover (bubble)	P	P
Theatre:		
(A) Indoor	P	P
(B) Outdoor (including drive-in)	X	P
Zoo, not publicly owned	X	X
(6) Residential/Lodging:		
Apartment hotel	X	P
Apartment housing for elderly or handicapped families in a building other than a surplus public school building (with provisions for increased density and reduced lot size in Multifamily Zones) (CB-85-1988; CB-91-1991; CB-44-1992, CB-46-1999; CB-66-2005)	SE[81]	P
Apartment housing for elderly or handicapped families in a surplus public school building	SE	X
Artists' residential studios, in accordance with Section 27-445.09 (CB-12-2001)	SP	P
Boardinghouse	P	P

Table 47. Table of Permitted Uses: Transit District Overlay/Mixed-Use Infill (T-D-O/M-U-I) Zone

USE	ZONE	
	M-U-I	T-D-O/M-U-I
Congregate living facility for more than eight elderly or physically handicapped residents (CB-90-1985)	P	P
Congregate living facility for NOT more than eight elderly or physically handicapped residents (CB-90-1985)	SE	P
Convent or monastery (CB-23-1993)	P	P
Conservation subdivision pursuant to Section 24-152 of Subtitle 24 (CB-6-2006)	X	X
Conversion of one-family detached dwelling to a building containing up to three dwelling units (not considered as a two-family, three-family, or multifamily dwelling):[57]		
(A) Prior to November 29, 1949, if the owner of the building resides in the building, and a valid Use and Occupancy permit was in effect on July 1, 1986	X	X
(B) Prior to November 29, 1949, if the owner of the building does not reside in the building, or a valid Use and Occupancy permit was NOT in effect on July 1, 1986	X	X
(C) Prior to November 18, 1980, but on or after November 29, 1949	X	X
(D) On or after November 18, 1980 (CB-58-1986; CB-73-1996)	X	X
Country Inn	X	X
Dwelling, farm tenant	X	X
Dwelling, metropolitan, one-family attached (CB-33-2005)	X	X
Dwelling, multifamily:		
(A) In general (CB-67-2003; CB-109-2004; CB-82-2008)	P[76]	P
(B) Subject to applicable bedroom percentages	P	P
(C) In excess of applicable bedroom percentages	SE	P
(D) Restricted to one-bedroom and efficiency apartments	X	P
(E) Higher than 110 feet (CB-85-1988)	X	P
(F) Up to six dwelling units in a building of no more than two stories, where the first story was previously used for commercial purposes (CB-91-2004)	X	P
Dwelling, one-family attached, for the elderly[58] (CB-71-1996)	P[2]	X
Dwelling, one-family detached, for the elderly (CB-90-2004)	X	X
Dwelling, one-family detached, cluster development, shown on a preliminary plat of subdivision approved prior to July 1, 2006 (CB-6-2006)	X	X
Dwelling, one-family detached (in general)	P	X
Dwelling, one-family semidetached[1] (CB-85-1988)	P[2]	X
Dwelling, quadruple-attached (CB-83-1997)	P[2, 5]	X
Dwelling, three-family	P[2]	X
Dwelling, two-family detached (CB-85-1988)	P[2]	X
Dwelling, two-family (in general)	P[2]	X
Dwellings, one-family attached, cluster development, shown on a preliminary plat of subdivision approved prior to September 1, 1986	X	X
Dwellings, one-family triple-attached, cluster development, shown on a preliminary plat of subdivision approved prior to September 1, 1986	X	X
Dwellings, one-family triple-attached (in general)	X	X
Flag lot development:		

Table 47. Table of Permitted Uses: Transit District Overlay/Mixed-Use Infill (T-D-O/M-U-I) Zone

USE	ZONE	
	M-U-I	T-D-O/M-U-I
(A) In accordance with preliminary plats approved prior to February 1, 1990, pursuant to Subtitle 24 and recorded within the prescribed time period	X	X
(B) In accordance with Section 24-138.01 of Subtitle 24 (CB-72-1989)	X	X
Fraternity or sorority house:		
(A) If legally existing prior to May 20, 1983, and not extended beyond the boundary lines of the lot as it legally existed (prior to May 20, 1983)	P	P
(B) All others	SE	X
Group residential facility for more than eight mentally handicapped dependent persons, or for five or more other dependent persons	SE	P
Group residential facility for not more than eight mentally handicapped dependent persons	P	P
Guest house, as an accessory use	X	X
Hotel or motel:		
(A) Hotel or motel in general	P	P
(B) Including any use allowed in the C-S-C Zone (but not generally allowed in the C-M Zone, excluding those permitted by Special Exception), when located within a hotel, provided the uses shall not be located above the ground floor; not more than fifteen percent of the gross floor area of the building shall be devoted to the uses; and not more than 3,000 square feet shall be allotted to any one use (CB-105-1985; CB-58-1990)	X	X
Mobile home used as a dwelling for emergency purposes as a temporary use, in accordance with Sections 27-260 and 27-261	X	X
Mobile home used as a one-family detached dwelling	X	X
Mobile home, with use for which amusement taxes collected[28]	P	X
Opportunity Housing dwelling units[59] (CB-66-1991; CB-55-1996)	P	P
Planned retirement community[59] (CB-55-1996, CB-21-1999)	SE	P
Public Benefit Conservation Subdivision pursuant to Section 24-152 of Subtitle 24 (CB-32-2008)	X	X
Recreational community development, in accordance with Section 27-44459 (CB-16-1989; CB-55-1996)	X	X
Rental of guest rooms (by the residents):		
(A) To one or two persons (unrelated to all principal residents)	X	X
(B) To three persons (unrelated to all principal residents)	X	X
(C) To not more than three persons (unrelated to all principal residents) by a family of related individuals, one individual, or two unrelated individuals (CB-122-1986)	X	X
Residential Revitalization in accordance with Section 27-445.10 (CB-58-2001)	P	P
Rooming houses	P	X
Tourist cabin camp	X	X
Tourist homes	SE	X
Townhouse, cluster development, shown on a preliminary plat of subdivision approved prior to September 1, 1986 (CB-54-1986)	X	X
Townhouse, shown on a detailed site plan approved prior to December 30, 1996, and in compliance with Section 3 of CB-55-1996 (CB-84-1990; CB-55-1996)	P[2, 5]	X
Townhouse, shown on a preliminary plat of subdivision approved pursuant to Part 4A. (CB-47-1996)	P[2, 5]	X
Townhouse, Transit Village (CB-37-2006)	X	X

Table 47. Table of Permitted Uses: Transit District Overlay/Mixed-Use Infill (T-D-O/M-U-I) Zone

USE	ZONE	
	M-U-I	T-D-O/M-U-I
Townhouse, if located within a designated Revitalization Tax Credit District, within a Transit District Overlay Zone, or a Development District Overlay Zone. (CB-112-2004, CB-106-2015)	P[78]	X
Townhouse, all others (CB-55-1996)	SE	X
(7) Resource Production/Recovery:		
Agricultural use		
(A) Other than animal or poultry raising	P	P
(B) Animal or poultry raising (other than customary household pets)		
(i) on lots 20,000 square feet or more	P	X
(ii) on lots under 20,000 square feet	SE	X
(iii) on lots under 20,000 square feet adjoining occupied residentially-zoned property[38] (CB-71-2001)	X	X
Sand and gravel wet-processing	SE	X
Surface mining	SE	X
(8) Transportation/Parking/Communications/Utilities:		
Airport, airpark, airfield, airstrip, heliport, helistop	SE	P[g]
Antennas and related equipment buildings and enclosures, other than satellite dish antennas, in accordance with Section 27-464.03 (CB-65-2000)	P	P
Broadcasting studio (without tower)	P	P
Bus station or terminal	SE	P
Monopoles and related equipment buildings and enclosures, in accordance with Section 27-464.03 (CB-65-2000)	P	P
Moving and Storage Operation (CB-2-2016)	X	X
Parking garage, commercial	P	P
Parking garage or lot or loading area, used in accordance with Part 11	P	P
Parking lot, commercial:		
(A) With shuttle service to Metro and within two miles of a Metro station	P	P
(B) All others (CB-14-2003)	SE	P
Parking of mobile home, except as otherwise specified	X	X
Parking of a mobile home in a public right-of-way[4]	X	X
Parking of vehicles accessory to an allowed use	P	P
Public utility uses or structures:		
(A) Underground pipelines, electric power facilities or equipment, or telephone facilities or equipment; and railroad tracks or passenger stations, but not railroad yards	P	P
(B) Other public utility uses or structures (including major transmission and distribution lines and structures, but excluding towers and poles not otherwise permitted, railroad yards, roundhouses, car barns, and freight stations) (CB-25-1987; CB-61-1988; CB-8-1990; CB-123-1994; CB-102-1997; CB-65-2000)	P	P
Satellite dish antenna, in accordance with Section 27-451.01:		
(A) Up to 10 feet in diameter, to serve only one dwelling unit	P	P
(B) More than 10 feet in diameter to serve only one dwelling	SE	X

Table 47. Table of Permitted Uses: Transit District Overlay/Mixed-Use Infill (T-D-O/M-U-I) Zone

USE	ZONE	
	M-U-I	T-D-O/M-U-I
(C) All others (CB-19-1985)	P	P
Storage of any motor vehicle which is wrecked, dismantled or not currently licensed, except where specifically allowed[6] (CB-4-1987)	X	X
Taxicab dispatching station:		
(A) Without cab storage, repair, or servicing	P	P
(B) With cab storage	SE	X
(C) With cab repair or servicing within a wholly enclosed building (CB-50-1987)	X	X
Taxicab stand	P	P
Telegraph or messenger service	P	P
Towers or poles (electronic, public utility when not otherwise permitted, radio, or television, transmitting or receiving):		
(A) Nonprofit, noncommercial purposes, with no height restrictions	P	P
(B) Freestanding for commercial purposes, not exceeding 100 feet above ground level	P	P
(C) Attached to a roof for commercial purposes, not exceeding 40 feet above the height of the building	P[23]	P[23]
(D) All others (CB-8-1990; CB-41-1994; CB-123-1994; CB-65-2000)	SE	P

a Signs within the Prince George's Plaza Transit District are subject to the Transit District Standards as well as certain provisions of Part 12 of the Zoning Ordinance. See Applicability clause SG2 to determine which standards apply.

b Use is not permitted above the second story above grade in a multifamily building, except where footnote "h" applies.

c Use is permitted and not nonconforming within the Prince George's Plaza Transit District if legally existing on July 19, 2016. New uses of this type are prohibited within the Transit District.

d Permitted pursuant to a currently valid Preliminary Plan of Subdivision or Detailed Site Plan approved on or before July 19, 2016. Otherwise, only multifamily dwelling units are permitted in the T-D-O/M-X-T Zone. All other dwelling unit types are prohibited.

e [Reserved]

f Driving instruction limited to classroom instruction; no on-site driving course permitted.

g Airport, airpark, airfield, airstrip, and heliport prohibited within the Transit District. Helistop permitted.

h Use is permitted on the top floor or roof of a multifamily building, but on no other floor except where footnote "b" also applies. .

i Use must meet the requirements of Section 27.464.05(a)(1), (a)(2), and (b) of the Zoning Ordinance, as well as the Transit District Standards, at the time of Detailed Site Plan. A Special Permit shall not be required.

j Use must meet the requirements of Section 27.445.09(a)(1), (a)(2), and (b) of the Zoning Ordinance, as well as the Transit District Standards, at the time of Detailed Site Plan. A Special Permit shall not be required.

The following footnotes apply to sections (1), (2), (4), (5), (7), and (8) above:

1 Provided the site is either:

(A) In the proximity of an area designated as a fire or rescue station on an approved Functional Master Plan of Fire and Rescue Stations;

(B) In a location which the Fire Chief has indicated (in writing) is appropriate; or

(C) Occupied by a station that was in use immediately prior to July 1, 1982.

The following activities are considered to be ancillary uses permitted within the hall/assembly area of a voluntary fire, ambulance, or rescue station: bingo (with an approved license from the Department of Environmental Resources), weddings, dinners, community events, organization functions, and private events (with no advance or at the door ticket sales).

All events must comply with County or state regulations, and events requiring a specific license must obtain such license to be considered a permitted ancillary use. All events must be organized by the voluntary fire, ambulance, or rescue corporation or company and/or a community group from within the immediate vicinity of the station. For weddings, receptions, and dinners, the event may be organized by an individual in conjunction with the voluntary fire, ambulance, or rescue corporation or company and/or a community group within the immediate vicinity of the station. A permitted ancillary use does not include the leasing of the station facility for use by a promoter. Private events may not have advance or at the door ticket sales. All events must end by 10:00 p.m., Sunday through Thursday (except that bingo events must end by 11:00 p.m.), and by midnight on Friday and Saturday, with all patrons off the site within thirty (30) minutes after closing. (CB-70-2008)

3 Provided:

(A) The service shall be limited to supplying gasoline, oil, water, tire pressure, and washing;

(B) Only automobiles parking in the parking garage may be served;

(C) No signs visible from outside the structure shall indicate the presence of the service facilities; and

(D) The garage shall be wholly enclosed.

4 Except in an emergency. In this case, the parking shall be subject to the traffic and parking regulations applicable to the right-of-way.

6 This shall not apply to:

(A) Storage accessory (and related) to an allowed use; or

(B) One such vehicle stored in a wholly enclosed garage.

12 In a publicly-owned recreational facility, a school, a church, or a public building, a day care center shall only be permitted as an accessory use. A church must provide its tax-exempt identification number when applying for a detailed site plan or a building or use and occupancy permit for an accessory day care center for children. (CB-23-1988; CB-98-1988; CB-44-1989)

17 A sanitary landfill or rubble fill may include a rock crusher only if it is approved as part of the Special Exception. (CB-15-1990)

19 For:

(A) The relocation of such uses, provided the last site on which the use was located was in the I-1 Zone, not more than three miles from the subject property, is currently used by a public entity for a mass transit facility, and was acquired prior to June 1, 1993; or

(B) A property of 15,000 to 20,000 square feet, formerly the site of a full-service gas station, abutting on at least one side property in the C-S-C Zone, limited to repair of vehicles with a maximum gross vehicle weight of 17,000 pounds. (CB-50-1993; CB-68-1999; CB-90-2000)

23 Provided the building to which it is attached is at least 50 feet in height. Otherwise, a Special Exception is required. (CB-41-1994)

24 Subject to detailed site plan approval in accordance with Part 3, Division 9, of this Subtitle. Any fast-food restaurant operating pursuant to an approved Special Exception as of the effective date of CB-49-2005 shall remain valid, be considered a legal use, and shall not be deemed a nonconforming use. Such fast-food restaurants and their underlying special exceptions may be modified pursuant to the existing provisions relating to revisions or amendments to special exceptions generally and fast-food restaurants specifically as they exist in the Zoning Ordinance. The requirement for detailed site plan approval does not apply to eating or drinking establishments within, and sharing the same points of vehicular access as, an integrated shopping center having six individual businesses (including the fast-food restaurant) and a minimum 50,000 square foot gross floor area. (CB-120-1994; CB-19-2010; CB-46-2010; CB-56-2011)

28 If not conducted in an existing office building, a detailed site plan shall be approved in accordance with Part 3, Division 9, of this Subtitle. (CB-93-1996)

32 If located outside a Revitalization Tax Credit Area in a commercial center with less than 30 acres, a bulk retailing store may not have gross floor area greater than 50,000 square feet. But if the store was in use and had necessary permits issued on or before September 1, 1998, then the restriction in this note does not apply and the store is not subject to nonconforming use requirements in Part 3, Division 6, unless the store discontinues bulk retailing operations for 180 or more consecutive calendar days. In this note, a commercial center is one or more contiguous, commercially-zoned lots separated from other commercially-zoned lots by public streets or rights-of-way. (CB-25-1999)

37 Except for new vehicle sales lots, the use shall be located on a tract of land containing a minimum of 25,000 square feet. All such uses on property less than 25,000 square feet in existence on September 1, 2000, may not be certified as nonconforming uses and must cease operations on or before August 31, 2003. (CB-87-2000)

38 All such uses in existence on September 1, 2001, may not be certified as nonconforming uses and must cease operations, with removal of all animal or poultry facilities, by February 1, 2002. (CB-71-2001)

40 Permits for a store approved before January 15, 2002, without a special exception may continue in effect and be revised or amended, and such a store shall not be considered a nonconforming use. No permits for new food or beverage operations in such a store may be approved without a Special Exception. (CB-2-2002)

43 All such uses with permits validly issued or applied for as of July 1, 2002, including those on properties rezoned from C-S-C to M-U-I, are deemed permitted uses, are not nonconforming, and may be altered, enlarged, or extended. (CB-55-2002)

52 This provision shall not apply to property which is located within the Developed Tier for which any portion of same:

(A) Has an approved Preliminary Plan of subdivision for property which is split-zoned I-3 and R-R, and is located on and inside the Capital Beltway at an existing interchange with said beltway; or

(B) Is the subject of any future Preliminary Plan of subdivision or detailed site plan for an integrated shopping center developed pursuant to CB-65-2003; or

(C) Is the subject of a building permit issued for said use prior to September 1, 2005. All such uses on property meeting the above criteria shall be deemed permitted uses and shall not be considered nonconforming. (CB-19-2005)

55 Businesses with a valid state license for check cashing issued prior to September 1, 2009, may continue as a matter of right and shall not be deemed nonconforming. Any change in tenant or ownership of the check cashing business requires approval of a special exception for this use prior to issuance of the Use & Occupancy permit. (CB-23-2009)

56 Businesses with a valid use and occupancy permit issued prior to May 1, 2010, may continue as a matter of right and shall not be deemed nonconforming if the use does not include any form of adult entertainment. (CB-46-2010)

58 Any existing establishment in the C-S-C Zone or C-M Zone with a valid use and occupancy permit for an auditorium, private club or lodge that included activity that meets the definition of "adult entertainment" may continue upon approval of a Special Exception. Applications for adult entertainment must be filed and accepted by June 1, 2012. The hours of operation shall be limited to 5:00 p.m. to 3:00 a.m. (CB-56-2011)

The following footnotes apply to sections (3) and (6) above:

1 Provided both of an adjoining pair are erected at the same time.

2 Subject to all requirements applicable to the R-T Zone (except as specifically modified for the R-20 Zone).

5 The townhouses may be developed without conforming to the regulations applicable to townhouses governing streets and drives, tract widths and sizes, density, and net lot area, provided:

(A) A Special Exception for multifamily dwelling bedroom percentages increase (Section 27-382) has been granted for the subject property with a condition that the property be developed with townhouses;

(B) A preliminary plat of subdivision has been approved for the property as of June 1, 1975, in accordance with the net lot area and lot frontage requirements applicable to multifamily dwellings in the R-18 Zone, with a maximum density of 22 dwelling units per acre; and

(C) A final plat was recorded prior to June 1, 1976.

20 Home occupations consisting of general clerical work or professional offices require a use and occupancy permit. (CB-31-1985)

28 Provided:

(A) The mobile home is located on a lot having a net area of at least five 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.

30 Only in connection with one-family detached dwellings.

41 Provided the health center is located on a minimum of 25 acres. (CB-55-1988)

49 Provided both uses were existing as of January 1, 1991. (CB-11-1991)

57 Conversion shall not occur until:

(A) The building is structurally modified to include the additional dwelling units; and

(B) The additional dwelling units are occupied. (CB-73-1996)

58 For the purposes of this Section, a dwelling for the elderly shall be housing which is operated in accordance with State and Federal Fair Housing laws. (CB-71-1996)

59 Townhouses shall comply with the design guidelines set forth in Section 27-274(a)(11) and the regulations for development set forth in Section 27-433(d). (CB-55-1996)

60 A special exception shall not be required and shall be a permitted use for:

(A) Existing shopping centers in the C-S-C Zone. The C-S-C parcels in the shopping center shall:

(1) Have an approved Preliminary Plan of Subdivision for property which is located inside the Capital Beltway (I-495) and within one-half mile of an existing interchange with the Capital Beltway (I-495); and

(2) Is or was the subject of a Preliminary Plan of Subdivision or Detailed Site Plan for an integrated shopping center developed pursuant to CB-65-2003. (CB-25-2015)

76 Provided:

(A) A condominium plat is recorded, in accordance with the provisions of the Maryland Condominium Act, setting out each dwelling unit as a separate unit, or a housing cooperative is established to own the dwelling units; and

(B) At least 90 percent of all required parking spaces are provided in a parking structure. (CB-109-2004)

78 Provided:

(A) Townhouse development is within a multifamily complex formerly used for multifamily dwellings, where residential (multifamily and/or townhouse) density was reduced as part of its redevelopment;

(B) Townhouse development shall be in accordance with the regulations for the R-T Zone; and

(C) Detailed site plan approval is required in accordance with Part 3, Division 9, of this Subtitle. (CB-112-2004)

81 (A) Permitted in the R-18 Zone without a Special Exception, provided that the subject property:

(i) Includes at least five (5) acres;

(ii) Is located within the Developed Tier; and

(iii) Adjoins property also in the R-18 Zone.

(B) Age restrictions in conformance with the Federal Fair Housing Act shall be set forth in covenants submitted with the application and shall be approved by the District Council and filed in the land records at the time the final subdivision plat is recorded. The applicant must obtain approval of a detailed site plan, as provided in Part 3, Division 9, and demonstrate by evidence in the record that:

(i) The net lot area is at least 50 percent of the minimum net lot area normally required in the zone;

(ii) The density is not more than twice that normally allowed in the zone; and

(iii) The project is financed at least partially by tax credits approved by the State of Maryland. (CB-66-2005)

Table 48. Table of Permitted Uses: Transit District Overlay/Mixed-Use Transportation-Oriented (T-D-O/M-X-T) Zone

USE	ZONE	
	M-X-T	T-D-O/M-X-T
(1) COMMERCIAL:		
All types offices and research	P	P
Banks, savings and loan associations, and other savings or lending institutions	P	P
Bulk retailing (CB-83-2006)	X[9]	P
Check cashing business (CB-23-2009)	SE[11]	P
Data processing facilities	P	P
Eating or Drinking Establishments	P	P
Offices (may include a private spa in a medical practitioner's office or medical clinic)	P	P
Research, development, and testing laboratory (may include testing facilities and equipment), medical or dental laboratory	P	P
Services and Trade (Generally Retail):		
Barber or beauty shop	P	P
Blue printing, photostating, or other photocopying establishment	P	P
Book (except adult book store), camera, gift, jewelry, music, souvenir, or other specialty store not specifically listed, excluding tobacco shops or electronic cigarette shops (CB-63-1992; CB-92-2015)	P	P
Buying of items within guest rooms or vehicles, pursuant to Section 27 115(a)(2)	X	X
Department store	P	P
Pet grooming establishment (CB-63-1992)	P	P
Dry cleaning or laundry establishment	P	P
Drug paraphernalia display or sales, pursuant to Section 27-115(a)	X	X
Drug store	P	P
Farmer's market or flea market as a temporary use, in accordance with Sections 27-260 and 27-261	—	P
Food or beverage store (CB-63-1992)	P	P
Gas station:		
(A) With or without a service center for minor repairs (placed underground or in a wholly enclosed structure)	P	X
(B) With or without a service center, and may include a car wash (CB-63-1992)	X	X
Hardware store (CB-63-1992)	P	P
Hobby shop	P	P
Pet (sales) shop, provided all animals are confined to the interior of the building and adequate measures are taken to control noise and odor (CB-63-1992)	P	P
Photographic supply store	P	P
Private automobile and other motor vehicle auctions (CB-59-2010)	X[12]	X
Seafood market (CB-49-1987)	P	P
Seasonal decorations display and sales as a temporary use, in accordance with Sections 27-260 and 27-261	P	P
Studio for artistic practice	P	P
Repair shops for small items (such as bicycles, watches, clothing, and shoes) (CB-63-1992)	P	P

Table 48. Table of Permitted Uses: Transit District Overlay/Mixed-Use Transportation-Oriented (T-D-O/M-X-T) Zone

USE	ZONE	
	M-X-T	T-D-O/M-X-T
Tobacco shop or electronic cigarette shop (CB-92-2015)	SE	X
Valet shop	P	P
Variety or dry goods store	P	P
Vehicle parts store including minor installation services with no outdoor storage in accordance with Section 27-548.01.05 (CB-16-2014)	P	X
Veterinary clinic (CB-63-1992)	P	P
Waterfront entertainment/retail complex (CB-44-1997)	P	P
(2) INDUSTRIAL:		
Manufacturing, fabrication, assembly or repair of the following, from materials or parts previously produced elsewhere:		
Artist supplies and equipment	P	P
Business machines	P	P
Drafting supplies and equipment	P	P
Electrical and electronic equipment and component parts for radio, television, telephone, computer, and similar equipment	P	P
Flex space (CB-28-2012)	P[13]	X
Jewelry and silverware	P	P
Musical instruments	P	P
Optical equipment and supplies	P	P
Photographic developing and processing establishment	P	P
Photographic equipment and supplies	P	P
Scientific and precision instruments, devices, and supplies	P	P
Small electrical household appliances (including televisions, but excluding refrigerators and the like)	P	P
Surgical, medical, and dental instruments, devices, and supplies	P	P
Toys, sporting equipment, and athletic equipment (excluding ammunition, firearms, and fireworks)	P	P
Watches, clocks, and similar timing devices	P	P
Wearing apparel	P	P
Where not otherwise specifically permitted, any use allowed in the I-1 Zone (excluding those permitted by Special Exception) (CB-6-2007)	P[10]	X
(3) INSTITUTIONAL/EDUCATIONAL:		
Adult day care facility (CB-63-1992)	P	P
Assisted living facility:		
(A) Subject to the requirements of Section 27-464.04(a)(1),and (2)(A), (C), (D), and (E)	P	P
(B) All others (CB-26-2002, CB-56-2014, CB-26-2015)	P[14, 15, 16]	P
Church or similar place of worship, convent, or monastery (CB-23-1988)	P	P
Congregate Living Facility (CB-26-2015)	P	P
Day care center for children (CB-23-1988)	P	P

Table 48. Table of Permitted Uses: Transit District Overlay/Mixed-Use Transportation-Oriented (T-D-O/M-X-T) Zone

USE	ZONE	
	M-X-T	T-D-O/M-X-T
Eleemosynary or philanthropic institution (CB-99-2013)	P	P
Family day care	P	P
Hospital (CB-99-2013)	P	P
Modular classroom as a temporary use, in accordance with Sections 27-260 and 27-261 (CB-106-1989)	P	P
Nursing or care home (CB-26-2002, CB-26-2015)	P	P
School, private or public, all types (which may include private spas)	P	P
Small group child care center (CB-131-1993)	P	P
(4) MISCELLANEOUS:		
Accessory structures and uses	P	P[e]
Cemetery, accessory to a church, convent, or monastery[5] (CB-11-1991)	P	X
Home occupations (except in multifamily dwellings)	P	X
Medical Cannabis Dispensary (CB-5-2016)	SE[18]	SE[18]
Metro planned community (CB-35-1998)	P	P
Mixed-use planned community; list of permitted uses is the same as in the M-X-T zone (CB-13-2002)	P	P
Mobile home, with use for which amusement taxes collected[2]	P	X
Other uses of appropriate size, which can be justified as similar to one of the uses listed in this section	P	X
Real estate subdivision sales office as a temporary use, in accordance with Sections 27-260 and 27-261	P	P
Regional Urban Community (CB-29-2008)	P	P
Signs, in accordance with Part 12	P	P[a]
Temporary contractor's office (must include sanitary facilities), construction yard, construction shed, or storage building, in connection with a construction project on the same property; provided no item stored or assembled there is offered for sale at the location, and in accordance with Sections 27-260 and 27-261	P	P
(5) PUBLIC/QUASI-PUBLIC:		
Library	P	P
Post office	P	P
Public building and use, if not otherwise specified (CB-63-1992)	X	P
Sanitary Landfill or rubble fill (CB-63-1992)	X	X
Volunteer fire, ambulance, or rescue station[1]	P	P
(6) RECREATIONAL/ENTERTAINMENT/SOCIAL/CULTURAL:		
Community building	P	P
Convention center	P	P
Exhibition halls and facilities	P	P
Golf course or country club (CB-63-1992)	P	X
Indoor theater or recital hall	P	P

Table 48. Table of Permitted Uses: Transit District Overlay/Mixed-Use Transportation-Oriented (T-D-O/M-X-T) Zone

USE	ZONE	
	M-X-T	T-D-O/M-X-T
Marina:		
(A) In accordance with Sections 27-371.01(a) and 27-548.01.01	P	P
(B) All others (CB-72-1987; CB-34-1989)	SE	P
Museum, art gallery, aquarium, cultural center, or similar facility (noncommercial)	P	P
Outdoor exhibition, display, entertainment, or performance	P	P
Park, playground, or other outdoor recreational area	P	P
Private club or service organization	P	P
Recreational or entertainment establishment (commercial or noncommercial)		
(A) In accordance with Section 27-548.01.04 (Recreational or Entertainment Establishment with Video Lottery Facility) (CB-6-2014)	P	P
(B) All others (CB-6-2014)	P	P
Reducing/exercise salon or health club	P	P
Skating facility (CB-89-1994)	P	P
Spa, community	P	P
Spa, private	P	P
Spa, public, accessory to hotel, motel, reducing/exercise salon, health club, or swimming pool	P	P
Swimming pool (indoor or outdoor) commercial or noncommercial (CB-63-1992)	P	P
Tennis, basketball, handball, or similar court (indoor or outdoor), commercial or noncommercial (CB-63-1992)	P	P
Tourist home (CB-63-1992)	P	P
(7) RESIDENTIAL/LODGING:		
Country inn (CB-63-1992)	P	X
Dwellings, all types (except mobile homes) (CB-56-1996, CB-27-2015)	P[7]	P[d]
Flag lot development, subject to the provisions of Section 24-138.01 of Subtitle 24 (CB-25-2002)	X	X
Group residential facility for up to eight mentally handicapped dependent persons	P	P
Group residential facility (CB-19-2015)	P[17]	P[17]
Hotel or motel	P	P
(8) TRANSPORTATION/PARKING/COMMUNICATIONS/UTILITIES:		
Heliport	P	X
Helistop (CB-63-1992)	P	P
Parking lot, garage, or loading area, in accordance with Part 11	P	P
Parking of mobile home in public rights-of-way[3]	X	X
Parking of mobile home not otherwise provided for	X	X
Passenger transportation station or depot (such as rapid transit station, bus stop, taxi, or auto rental stand)	P	P
Public utility use or structure:		
(A) Railroad yard, round house, car barn, and freight station	X	X
(B) All others	P	P

Table 48. Table of Permitted Uses: Transit District Overlay/Mixed-Use Transportation-Oriented (T-D-O/M-X-T) Zone

USE	ZONE	
	M-X-T	T-D-O/M-X-T
Radio or television broadcasting studio	P	P
Satellite dish antenna, in accordance with Section 27-541.02:		
(A) Up to 10 feet in diameter, to serve only one dwelling unit	P	P
(B) Over 10 feet in diameter, to serve only one dwelling unit	SE	X
(C) All others (CB-19-1985)	P	P
Storage of any motor vehicle that is wrecked, dismantled, or not currently licensed, except where specifically authorized[4] (CB-4-1987)	X	X
Telegraph or messenger service	P	P
Tower, pole, or antenna (electronic, radio, or television, transmitting or receiving), except a public utility structure or a satellite dish antenna:[8]		
(A) Maximum of 150 feet	P	P
(B) Exceeding 150 feet (CB-123-1994; CB-103-1997)	SE	P

a Signs within the Prince George's Plaza Transit District are subject to the Transit District Standards as well as certain provisions of Part 12 of the Zoning Ordinance. See Applicability clause SG2 to determine which standards apply.

b Use is not permitted above the second story above grade in a multifamily building, except where footnote "h" applies.

c Use is permitted and not nonconforming within the Prince George's Plaza Transit District if legally existing on July 19, 2016. New uses of this type are prohibited within the Transit District.

d Permitted pursuant to a currently valid Preliminary Plan of Subdivision or Detailed Site Plan approved on or before July 19, 2016. Otherwise, only multifamily dwelling units are permitted in the T-D-O/M-X-T Zone. All other dwelling unit types are prohibited.

e [Reserved]

f Driving instruction limited to classroom instruction; no on-site driving course permitted.

g Airport, airpark, airfield, airstrip, and heliport prohibited within the Transit District. Helistop permitted.

h Use is permitted on the top floor or roof of a multifamily building, but on no other floor except where footnote "b" also applies. .

i Use must meet the requirements of Section 27.464.05(a)(1), (a)(2), and (b) of the Zoning Ordinance, as well as the Transit District Standards, at the time of Detailed Site Plan. A Special Permit shall not be required.

j Use must meet the requirements of Section 27.445.09(a)(1), (a)(2), and (b) of the Zoning Ordinance, as well as the Transit District Standards, at the time of Detailed Site Plan. A Special Permit shall not be required.

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) as appropriate.

(C) Is occupied by a station that was in use immediately prior to July 1, 1982.

The following activities are considered to be ancillary uses permitted within the hall/assembly area of a voluntary fire, ambulance, or rescue station: bingo (with an approved license from the Department of Permitting, Inspections and Enforcement), weddings, dinners, community events, organization functions, and private events (with no advance or at-the-door ticket sales).

All events must comply with County or state regulations, and events requiring a specific license must obtain such licenses to be considered a permitted ancillary use. All events must be organized by the voluntary fire, ambulance, or rescue corporation or company and/or a community group from within the immediate vicinity of the station. For weddings, receptions, and dinners, the event may be organized by an individual in conjunction with the voluntary fire, ambulance, or rescue corporation or company and/or a community group within the immediate vicinity of the station. A permitted ancillary use does not include the leasing of the station facility for use by a promoter. Private events may not have advance or at-the-door ticket sales. All events must end by 10:00 p.m., Sunday through Thursday (except that bingo events must end by 11:00 p.m.), and by midnight on Friday and Saturday, with all patrons off the site within 30 minutes after closing.

(CB-70-2008; CB-29-2014)

2 Provided:

(A) The mobile home is located on a lot having a net area of at least five acres.

(B) The use of the mobile home is in connection with another use on the property for which the County levies or collects an amusement tax.

(C) The occupants of the mobile home are employed by, or reasonably connected with, the other use.

(D) The mobile home shall not be located on the property for more than 120 cumulative days per calendar year, except mobile homes used in connection with pari-mutuel racetracks when the use shall not exceed 218 cumulative days per calendar year.

3 Except in an emergency. In this case the parking shall be subject to the traffic and parking regulations applicable to the right-of-way.

4 This shall not apply to:

(A) Storage accessory (and related) to an allowed use.

(B) One such vehicle stored in a wholly enclosed garage.

5 Provided both uses were existing as of January 1, 1991. (CB-11-1991)

6 Accessory uses such as light manufacturing, assembly service, repair, or warehousing associated with this use are permitted. (CB-63-1992)

7 The maximum number and type of dwelling units shall be determined at the time of the Conceptual Site Plan approval. (CB-27-2015)

8 Any related telecommunications equipment building shall be screened by means of landscaping or berming to 100 percent opacity. (CB-103-1997)

9 Bulk retailing may be permitted as part of a Detailed Site Plan for a planned mixed-use development that, at a minimum, includes other commercial retail uses (at least one of which shall be a freestanding use consisting of a minimum of 75,000 square feet) as well as commercial office uses. (CB-83-2006)

10 Provided:

(A) The property was rezoned from the I-1 Zone to the M-X-T Zone through a Sectional Map Amendment approved after January 1, 2007.

(B) All or part of the property is located within an airport noise zone subject to noise measuring a minimum of 70 dBA at the time the property was zoned M-X-T. (CB-6-2007)

Editor's Notes:

Pursuant to Section 2 of CB-5-2010, this Ordinance shall be abrogated and no longer effective after July 9, 2012, at which time, the use(s) then located on the property or for which permits were issued pursuant to this Ordinance shall be deemed nonconforming.

Pursuant to CR-54-2012, the provisions of Section 2 of Chapter No. 4 of the 2010 Laws of Prince George's County, Maryland, shall remain in full force and effect, subject to the requirements specified in Section 27-547(b) until July 1, 2013.

Pursuant to Section 2 of CB-61-2012, this Ordinance shall be abrogated and no longer effective after July 1, 2013, at which time the use(s) then located on the property or for which permits were issued pursuant to this Ordinance shall be deemed nonconforming in accordance with part 3, Division 6 of this Subtitle.

CR-67-2013 provides that the provisions of CB-61-2012 amending Section 2 of Chapter No. 4 of the 2010 Laws of Prince George's County, Maryland, shall remain in full force and effect, subject to the requirements specified in Section 27-547(b) until July 1, 2014.

Pursuant to Section 2 of CB-61-2013, this Ordinance shall be abrogated and no longer effective after July 1, 2015, at which time the use(s) then located on the property or for which permits were issued pursuant to this Ordinance shall be deemed nonconforming in accordance with part 3, Division 6 of this Subtitle.

CR-38-2015 provides that the provisions of Chapter 50, 2013 Laws of Prince George's County, Maryland (CB-61-2013), shall remain in full force and effect, subject to the requirements specified in Section 27-547(b) of this Subtitle, until July 1, 2016.

Pursuant to Section 2 of CB-48-2015, this Ordinance shall be abrogated and no longer effective after July 1, 2016, at which time the use(s) then located on the property or for which permits were issued pursuant to this Ordinance shall be deemed nonconforming in accordance with part 3, Division 6 of this Subtitle.

CR-53-2016 provides that the provisions of Chapter 33, 2015 Laws of Prince George's County, Maryland (CB-48-2015), shall remain in full force and effect, subject to the requirements specified in Section 27-547(b) of this Subtitle, until July 1, 2018.

11 Businesses with a valid state license for check cashing issued prior to September 1, 2009 may continue as a matter of right and shall not be deemed nonconforming, regardless of a change in tenancy or ownership of the check cashing business. (CB-23-2009; CB-106-2012)

12 Any private automobile and other motor vehicle auction operating in the M-X-T Zone prior to January 1, 2011, shall have until January 1, 2013, to cease all auction operations on the property. (CB-59-2010)

13 Provided the property was rezoned from the E-I-A Zone to the M-X-T Zone through a Sectional Map Amendment approved between January 1, 2006 and July 1, 2012. (CB-28-2012)

14 Provided the property was rezoned from the E-I-A Zone to the M-X-T Zone through a Sectional Map Amendment approved between January 1, 2006 and July 1, 2012. Permitted subject to the guidelines for development set forth in Section 27-464.04 (a)(1)(A)(i) through (v), and the requirements set forth in 27-464.04 (a)(2)(A) and (E). The facility shall not be more than six (6) stories in height and may be placed above podium parking. (CB-56-2014)

15 Subject to Detailed Site Plan approval pursuant to Part 3, Division 9 of this Code. Notwithstanding any other provision of this Code, a Conceptual Site Plan shall not be required and any previously approved Conceptual Site Plan shall not be of any force or effect where the subject property on which the use is located was rezoned from the E-I-A Zone to the M-X-T Zone through a Sectional Map Amendment approved between January 1, 2006 and July 1, 2012. (CB-56-2014)

16 An assisted living facility located on property rezoned from the E-I-A Zone to the M-X-T Zone through a Sectional Map Amendment approved between January 1, 2006 and July 1, 2012 may also include semi-independent living units which may include permanent provisions for living, sleeping, eating, cooking and sanitation. (CB-56-2014)

17 Provided the site had a validly issued use and occupancy permit for a rehabilitation center or similar use prior to 1985 and was rezoned from the R-A Zone to the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation. (CB-19-2015; CB-66-2015; CB-107-2015)

18 Subject to conformance with Section 27-372.01 of this Subtitle. (CB-5-2016)

Table 49. Table of Permitted Uses: Multifamily Residential Zones

USE	R-18	T-D-O/ R-18	R-10	T-D-O/ R-10
(1) COMMERCIAL:				
Agritourism (CB-39-2009)	X	P	X	X
Animal Hospital, veterinary office	X	X	X	X
Antique shop	X	X	X	X
Artist's Studio (CB-24-2015)	P[103]	P	X	P
Barber Shop (CB-81-2008) (CB-24-2015)	P[103]	P[b]	X	P[b]
Beauty Shop (CB-24-2015)	P[103]	P[b]	X	P[b]
Bed-and-Breakfast Inn in accordance with Section 27-445.13 (CB-39-2009)	X	X	X	X
Bus maintenance accessory to a private school, church, or other place of worship (CB-23-1988)	SE	X	X	X
Buying of items within guest rooms and pursuant to Section 27 115(a)(2)	X	X	X	X
Catering Establishment (CB-4-2014)	X	X	X	X
Collection of recyclable materials as a temporary use, in accordance with Sections 27-260 and 27-261	P	P	P	P
Commercial recreational development (CB-35-2000)	X	X	X	X
Contractor's office (must include sanitary facilities), construction yard or shed, or storage building (in connection with a construction project) as a temporary use:				
(A) Subject to Sections 27-260 and 27-261	P	P	P	P
(B) All others	SE	X	X	X
Contractor's Office, which may include wholly-enclosed storage, as a permanent use (CB-75-2001)	X	X	X	X
Distillery for the production of fuel alcohol	X	X	X	X
Drug paraphernalia display or sales, pursuant to Section 27 115(a)(1)	X	X	X	X
Eating or Drinking Establishments:				
(I) Eating or drinking establishment, with drive-through service	X	X	X	X
(ii) Eating or drinking establishment, excluding drive-through service	X	X	X	P[b,h]
(iii) Eating or drinking establishment of any type, including music and patron dancing past the hours of 12:00 a.m., excluding adult entertainment (CB-14-2013)	X	X	X	P[h]
Farm implement sales or repair; farm supplies sales	X	X	X	X
Farmer's market or flea market as a temporary use, in accordance with Sections 27-260 and 27-261	P	P	P	P
(CB-63-1998)				
Farm Winery[89]	X	X	X	X
Firewood sales as a temporary use, in accordance with Sections 27-260 and 27-261	P	P	P	P
Funeral parlor, undertaking establishment	SE	X	SE	X
Gas station	X	X	X	X
(CB-36-2004)				
Kennel:				
(A) On a lot having a net area of 20,000 sq. ft. or less	X	X	X	X

Table 49. Table of Permitted Uses: Multifamily Residential Zones

USE	R-18	T-D-O/ R-18	R-10	T-D-O/ R-10
(B) On a lot having a net area between 20,000 sq. ft. and 80,000 sq. ft.	X	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	X
Landscaping contractor's business (CB-10-1996)	X	X	X	X
Limited professional uses in multifamily projects	SE	P	X	P[b]
Monument and headstone sales establishment (CB-60-1998)	X	X	X	X
Offices:				
(A) Accountants, architects, clergymen, engineers, lawyers, medical practitioners, and similar recognized and learned professions, as an accessory use in a dwelling	X	X	X	X
(B) Business office and model apartments in a multifamily dwelling or multifamily project and used only in connection with the sale, rental, operation, service, and maintenance of the dwelling or project (CB-36-1987)	P[10,39]	P[10,39]	PB[10]	PB[10]
(C) General business and professional offices (CB-4-2003)	X	X	SE[70]	P[b]
(D) Insurance sales office as an accessory use in a dwelling	X	X	X	X
(E) Medical practitioner's office (CB-24-2015)	P[103]	P[b]	SE	P[b]
(F) Medical practitioner's office in a one-family dwelling (except as provided in (A) above)	X	X	X	X
(G) Real estate sales office as an accessory use in a dwelling	X	X	X	X
(H) Real estate subdivision sales office as a temporary use:				
(i)Subject to Sections 27-260 and 27-261	P	P	P	P
(ii) All others	P	P	P	P
(I) Multifamily dwelling management company (must manage the project within which it is located)	X	P	X	P
(J) Temporary trailer for office space accessory to an existing group residential facility, which services more than eight (8) persons, in accordance with Sections 27-260 and 27-261 (CB-35-1996)	X	X	X	X
Parking lot, required, serving adjacent Commercial or Industrial Zone	SE	X	X	X
Photography studio and darkroom, as an accessory use solely by the resident of a one-family detached dwelling and located within such dwelling (CB-140-1986)	X	X	X	X
Retail sales and consumer service establishment (CB-140-1986)	X	X	SE	P[b]
Seasonal Decorations Display and Sales, as a temporary use, in accordance with Sections 27-260 and 27-261.43 (CB-23-1989)	P	P	P	P
Waterfront Entertainment/Retail Complex, in accordance with Section 27 445.08 (CB-44-1997)	X	X	X	X
Wayside stand as a temporary use:				
(A) Subject to Sections 27-260 and 27-261	P	P	P	P
(B) All others	SE	P	SE	P

Table 49. Table of Permitted Uses: Multifamily Residential Zones

USE	R-18	T-D-O/ R-18	R-10	T-D-O/ R-10
Where not otherwise specifically permitted, any use allowed in the C-S-C Zone (excluding those permitted by Special Exception), if, as of February 1, 2003: (1) the use is located on a parcel which is surrounded by commercial and institutional uses; (2) said parcel does not abut any property that is improved with single-family detached residential dwellings; and (3) the site has frontage on a street shown on the applicable Master Plan as an arterial or higher classification. Any such use shall only be located upon property that is the subject of an approved Detailed Site Plan. (CB-4-2003)	X	X	P	X
Where not otherwise specifically permitted, any use allowed by Special Exception in the C-S-C, if, as of February 1, 2003: (1) the use is located on a parcel which is surrounded by commercial and institutional uses; (2) said parcel does not abut any property that is improved with single-family detached residential dwellings; and (3) the site has frontage on a street shown on the applicable Master Plan as an arterial or higher classification. Any such use shall only be located upon property that is the subject of an approved Detailed Site Plan. (CB-4-2003)	X	X	SE	X
Where not otherwise specifically permitted, any use allowed in the C-S-C Zone (excluding those permitted by Special Exception). (CB-65-2003; CB-70-2003)	X	X	X	X
Where not otherwise specifically permitted, any use allowed by Special Exception in the C-S-C Zone. (CB-65-2003; CB-70-2003)	X	X	X	X
Where not otherwise specifically permitted, any use allowed in the C-S-C Zone (excluding those permitted by Special Exception), may be located within a multi-family development, provided that the multi-family development is the subject of a high-rise condominium regime; the uses are located on the street level of the multi-family building, the property is located in a Transit District Overlay Zone, and the property abuts the District of Columbia. (CB-82-2008)	X	X	X	X
Where not otherwise specifically permitted, any use allowed in the M-X-T Zone (excluding those permitted by Special Exception). (CB-8-2015)	X	X	X	X
Where not otherwise specifically permitted, any use allowed by Special Exception in the M-X-T Zone. (CB-8-2015)	X	X	X	X
(2) Institutional/Educational:				
Adult day care center	SE	X	X	X
Assisted living facility (CB-110-2004)	X	P	X	X
Chancery, on a lot having a net area of at least 15 acres	X	X	X	X
Church or similar place of worship:				
(A) Located on a lot less than one-acre in size	SE	P	SE	P
(B) Located in a building that was originally constructed as a dwelling, on a lot less than one-acre in size	SE	X	SE	X
(C) Located on a lot between one and two acres in size[52]	P	P	P	X
(D) Located in a building that was originally constructed as a dwelling, on a lot between 1 and 2 acres in size[52]	P	X	P	X
(E)All others (CB-23-1988; CB-23-1993; CB-76-1993)	P	X	P	X
Day care center for children:				
(A) Accessory to a publicly-owned recreational facility, a school, a surplus school building, improved property (other than a school) that is under the control of the Board of Education, a church, a public building, or a community building, in accordance with Section 27-445.03[34]	P	P	P	P

Table 49. Table of Permitted Uses: Multifamily Residential Zones

USE	R-18	T-D-O/ R-18	R-10	T-D-O/ R-10
(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	P	P	P	P
(C) Accessory to a multifamily development when located within an existing building in accordance with Section 27-445.03	P	P	P	P
(D) All others[95] (CB-23-1988; CB-44-1989; CB-24-1999; CB-2-2013)	SE	X	SE	X
Eleemosynary or philanthropic institution:				
(A) An adaptive reuse of a structure last occupied by a Federal postal facility on a lot or parcel not more than 25,000 square feet in area for use by an organization serving the homebound.	SE	X	SE	X
(B) An adaptive reuse of a structure(s) last owned by the Federal Government on a parcel with not more than eight acres for use by survivors of domestic violence and their families, including social services and rehabilitative services related thereto, such as educational and employment training, counseling, and day care.	X	X	X	X
(C) A building containing no more than 7,000 square feet of gross floor area on a lot or parcel with not more than 1.5 acres for use by an organization providing benevolent services; for a permitted use, any change in occupant or use shall require Detailed Site Plan approval by the District Council.	SE	X	SE	X
(D) All others (CB-78-1997; CB-8-1998; CB-97-2013)	SE	X	SE	X
Employment or training center, in accordance with Sections 27-260 and 27-261	X	X	X	X
Family day care	P	X	P	X
Health campus	SE	X	SE	X
Hospital	SE	X	SE	X
Medical/residential campus	SE	X	SE	X
Modular classroom as a temporary use, in accordance with Sections 27-260 and 27-261 (CB-106-1989)	P	P	P	P
Nursing or care home (may include a private spa)	SE	X	SE	X
School, private:				
(A) In accordance with Section 27-443	P	P	P	P
(B) All others	SE	P	SE	P
Small group child care center (CB-131-1993)	P	P	P	P
(3) Miscellaneous:				
Accessory structures and uses (when not otherwise provided for)	P	P	P	P
Adaptive reuse of a surplus public school, when not otherwise allowed	SE	P	SE	P
Adaptive use of a Historic Site, when not otherwise allowed (CB-58-1987)	SE	P	SE	P
Animals, not customarily household pets (CB-117-1986; CB-55-1988)	SE	X	SE	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	X	P	X
Business Advancement and Food Access Infill, in accordance with Section 27-445.15 of this Subtitle	X	X	P	P
Cemetery, crematory:				

Table 49. Table of Permitted Uses: Multifamily Residential Zones

USE	R-18	T-D-O/ R-18	R-10	T-D-O/ R-10
(A) Cemetery, in accordance with Section 27-445.06	X	X	X	X
(B) Cemetery, accessory to a church, convent, or monastery[49]	P	X	P	X
(C) All others (CB-86-1989; CB-11-1991)	X	X	X	X
Home occupations for residents[20] (CB-86-1989; CB-78-2003; CB-11-2004)	X	P	X	P
Home occupations for residents, low-impact (CB-11-2004)	X	P	X	P
Increase in height of accessory building, used for:				
(A) Servant, household help living quarters[30]	SE	X	SE	X
(B) Agricultural purposes on a lot having a net area of less than five acres	X	X	X	X
(C) Agricultural purposes on a lot having a net area of at least five acres	X	X	X	X
(D) Office	SE	X	X	X
Signs, in accordance with Part 12, associated with uses allowed in the applicable Residential Zone (CB-85-1988)	P	P[a]	P	P[a]
Signs, outdoor advertising (Billboards) (CB-85-1988)	X	X	X	X
Temporary structures and uses not otherwise allowed	SE	X	SE	X
(4) Public/Quasi Public:				
Library	P	P	P	P
Public buildings and uses, except as otherwise provided	P	P	P	P
Sanitary landfill, rubble fill, or Class 3 fill[47, 71] (CB-15-1990; CB-8-2003)	X	X	X	X
Voluntary fire, ambulance, or rescue station[26] (CB-70-2008)	P	P	P	P
(5) Recreational/Entertainment/Social/Cultural:				
Archery range, privately owned and commercially operated on land leased from, and owned by, a public agency	X	X	X	X
Athletic field, outdoor, private nonprofit (CB-43-1994)	SE	X	SE	X
Boathouse (private) as an accessory use	X	X	X	X
Carnival, circus, fair, or similar use, not exceeding 17 days duration and only on a parking lot as a temporary use in accordance with Sections 27-260 and 27-261	P	X	P	X
Club, private	SE	X	SE	X
Commercial recreational attraction	X	X	X	X
Commercial recreational facilities (privately owned) on land leased from a public agency, except as otherwise allowed:				
(A) Leased on or after January 1, 1974	X	X	X	X
(B) Leased before January 1, 1974	X	X	X	X
Community building or similar nonprofit social use, not publicly owned or operated:				
(A) Only for residents and guests	P	P	P	P
(B) All others (CB-85-1988; CB-33-1989)	SE	P	SE	P
Conference center and uses accessory thereto (such as restaurants, tennis courts, auditoriums, swimming pools, racquetball courts, riding stables, golf courses, or other recreational, physical fitness, or educational activities) privately owned and commercially operated, on a tract having a gross area of at least 500 acres, owned by a public agency, on which a public golf course is operated on a regular basis.	X	X	X	X

Table 49. Table of Permitted Uses: Multifamily Residential Zones

USE	R-18	T-D-O/ R-18	R-10	T-D-O/ R-10
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	X
(B) All others (CB-47-1995)	X	P	X	X
Golf course:				
(A) At least 18 holes on a tract having a gross area of at least 200 acres; provided that any accessory recreational facilities shall be located at least 100 feet from the nearest property line and effectively screened from view of any adjoining land in a Residential Zone, or land proposed to be used for residential purposes on an approved Basic Plan for a Comprehensive Design Zone, approved Official Plan for an R-P-C Zone, or any approved Conceptual or Detailed Site Plan, not on publicly owned land.	SE	X	SE	X
(B) Privately owned and commercially operated on land leased from, and owned by, a public agency[56]	X	X	X	X
(C) Golf Course Conference/Hotel Complex	X	X	X	X
(D) All others (CB-47-1995; CB-45-2002)	SE	X	SE	X
Golf course, miniature (indoor or outdoor):				
(A) Privately owned and commercially operated on land leased from, and owned by, a public agency[56]	X	X	X	X
(B) All others (CB-47-1995)	X	X	X	X
Golf driving range:				
(A) Privately owned and commercially operated on land leased from, and owned by, a public agency[56]	X	X	X	X
(B) All others (CB-47-1995)	X	X	X	X
Homes Association Recreational Use, in accordance with Section 27-445	X	X	X	X
Marina (CB-76-2001)	X	X	X	X
Museum, art gallery, aquarium, cultural center, or similar facility (noncommercial)	P	P	P	P
Performance arts center, in accordance with Section 27-445.09 (CB-12-2001)	SP	P[j]	SP	P[j]
Racetrack, including pari-mutuel	X	X	X	X
Racetrack, pari-mutuel only	X	X	X	X
Recreational campground	X	X	X	X
Recreational program, before- and after-school	P	P	P	P
Recreational use (nonprofit) not publicly owned or operated, when not otherwise allowed:				
(A) Only for residents and guests	P	P	P	P
(B) All others (CB-33-1989)	SE	P	SE	P
Saunas, solariums, and health clubs, noncommercial, for the sole use of residents and their guests	X	P	SE	P
Shooting range (rifle, pistol, or skeet):				
(A) On a lot having a net area of at least 20 acres, and subject to annual renewal	X	X	X	X

Table 49. Table of Permitted Uses: Multifamily Residential Zones

USE	R-18	T-D-O/ R-18	R-10	T-D-O/ R-10
(B) All others	X	X	X	X
Skating facility:				
(A) Privately owned and commercially operated on land leased from, and owned by, a public agency[56]	X	X	X	X
(B) All others (CB-89-1994; CB-47-1995)	X	X	X	X
Spa, private	P	P[b]	P	P
Spa, community	P	P[b]	P	P
Stable, private (CB-29-1985)	X	X	X	X
Swimming pool (community) for sole use of residents and their guests, in accordance with Section 27-411	P	P	P	P
Swimming pool (community), in accordance with Section 27-411	X	X	X	X
Swimming pool (private):				
(A) Accessory to a one-family detached dwelling	P	X	P	X
(B) Accessory to other dwellings	SE[21]	P	X	P
Swimming pool, privately owned and commercially operated on land leased from, and owned by, a public agency[56] (CB-47-1995)	X	X	X	X
(6) Residential/Lodging:				
Apartment hotel	X	X	SE	X
Apartment housing for elderly or handicapped families in a building other than a surplus public school building (with provisions for increased density and reduced lot size in Multifamily Zones) (CB-85-1988; CB-91-1991; CB-44-1992, CB-46-1999; CB-66-2005)	SE[81]	X	SE	X
Apartment housing for elderly or handicapped families in a surplus public school building	SE	X	SE	X
Artists' residential studios, in accordance with Section 27-445.09 (CB-12-2001)	SP	P	SP	X
Boardinghouse	P	X	P	X
Congregate living facility for more than eight elderly or physically handicapped residents (CB-90-1985)	SE	X	X	X
Congregate living facility for NOT more than eight elderly or physically handicapped residents (CB-90-1985)	P	X	X	X
Convent or monastery (CB-23-1993)	P	X	P	X
Conservation subdivision pursuant to Section 24-152 of Subtitle 24 (CB-6-2006)	X	X	X	X
Conversion of one-family detached dwelling to a building containing up to three dwelling units (not considered as a two-family, three-family, or multifamily dwelling):[57]				
(A) Prior to November 29, 1949, if the owner of the building resides in the building, and a valid Use and Occupancy permit was in effect on July 1, 1986	X	X	X	X
(B) Prior to November 29, 1949, if the owner of the building does not reside in the building, or a valid Use and Occupancy permit was NOT in effect on July 1, 1986	X	X	X	X
(C) Prior to November 18, 1980, but on or after November 29, 1949	X	X	X	X
(D) On or after November 18, 1980 (CB-58-1986; CB-73-1996)	X	X	X	X
Country Inn	X	X	X	X

Table 49. Table of Permitted Uses: Multifamily Residential Zones

USE	R-18	T-D-O/ R-18	R-10	T-D-O/ R-10
Dwelling, farm tenant	X	X	X	X
Dwelling, metropolitan, one-family attached	X	X	X	X
(CB-33-2005)				
Dwelling, multifamily:				
(A) In general (CB-67-2003; CB-109-2004; CB-82-2008)	P[76]	P	X	P
(B) Subject to applicable bedroom percentages	P	P	P	P
(C) In excess of applicable bedroom percentages	SE	P	SE	P
(D) Restricted to one-bedroom and efficiency apartments	X	X	X	X
(E) Higher than 110 feet (CB-85-1988)	X	X	SE	P
(F) Up to six dwelling units in a building of no more than two stories, where the first story was previously used for commercial purposes (CB-91-2004)	X	X	X	X
Dwelling, one-family attached, for the elderly[58] (CB-71-1996)	P[2]	X	X	X
Dwelling, one-family detached, for the elderly (CB-90-2004)	X	X	X	X
Dwelling, one-family detached, cluster development, shown on a preliminary plat of subdivision approved prior to July 1, 2006 (CB-6-2006)	X	X	X	X
Dwelling, one-family detached (in general)	P	X	P	X
Dwelling, one-family semidetached[1] (CB-85-1988)	P[2]	X	X	X
Dwelling, quadruple-attached (CB-83-1997)	P[2,5]	P	X	X
Dwelling, three-family	P[2]	P	X	X
Dwelling, two-family detached (CB-85-1988)	P[2]	P	X	X
Dwelling, two-family (in general)	P[2]	P	X	X
Dwellings, one-family attached, cluster development, shown on a preliminary plat of subdivision approved prior to September 1, 1986	X	X	X	X
Dwellings, one-family triple-attached, cluster development, shown on a preliminary plat of subdivision approved prior to September 1, 1986	X	X	X	X
Dwellings, one-family triple-attached (in general)	X	X	X	X
Flag lot development:				
(A) In accordance with preliminary plats approved prior to February 1, 1990, pursuant to Subtitle 24 and recorded within the prescribed time period	X	X	X	X
(B) In accordance with Section 24-138.01 of Subtitle 24 (CB-72-1989)	X	X	X	X
Fraternity or sorority house:				
(A) If legally existing prior to May 20, 1983, and not extended beyond the boundary lines of the lot as it legally existed (prior to May 20, 1983)	P	P	P	X
(B) All others	SE	X	P	X
Group residential facility for more than 8 mentally handicapped dependent persons, or for 5 or more other dependent persons (CB-29-2012)	P	X	P	X
Group residential facility for not more than 8 mentally handicapped dependent persons (CB-29-2012)	P	X	P	X
Guest house, as an accessory use	X	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	X

Table 49. Table of Permitted Uses: Multifamily Residential Zones

USE	R-18	T-D-O/ R-18	R-10	T-D-O/ R-10
Mobile home used as a one-family detached dwelling	X	X	X	X
Mobile home, with use for which amusement taxes collected28	P	X	P	X
Motel	X	X	X	X
Opportunity Housing dwelling units[59] (CB-66-1991; CB-55-1996)	P	P	P	P
Planned retirement community[59] (CB-55-1996, CB-21-1999)	SE	P	SE	X
Public Benefit Conservation Subdivision pursuant to Section 24-152 of Subtitle 24 (CB-32-2008)	X	X	X	X
Recreational Community Development, in accordance with Section 27-444[59] (CB-16-1989; CB-55-1996)	X	X	X	X
Rental of guest rooms (by the residents):				
(A) To 1 or 2 persons (unrelated to all principal residents)	X	X	X	X
(B) To 3 persons (unrelated to all principal residents)	X	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	X
Residential Revitalization accordance with Section 27-445.10 (CB-58-2001; CB-89-2014)	P	P	P	P
Rooming houses	P	X	P	X
Tourist cabin camp	X	X	X	X
Tourist homes	SE	X	P	X
Townhouse, cluster development, shown on a preliminary plat of subdivision approved prior to September 1, 1986 (CB-54-1986)	X	P	X	X
Townhouse, shown on a Detailed Site Plan approved prior to December 30, 1996, and in compliance with Section 3 of CB 55 1996 (CB-84-1990; CB-55-1996)	P[2,5]	P	X	X
Townhouse, shown on a preliminary plat of subdivision approved pursuant to Part 4A. (CB-47-1996)	P[2,5]	P	X	X
Townhouse, Transit Village (CB-37-2006)	X	P	X	X
Townhouse, if located within a designated Revitalization Tax Credit District, within a Transit District Overlay Zone, or a Development District Overlay Zone. (CB-112-2004)	P[78]	P	X	X
Townhouse, all others (CB-55-1996)	SE	P	X	X
(7) Resource Production/Recovery:				
Agricultural uses:				
(A) All general agriculture[22]	X	X	X	X
(B) Limited to floriculture, horticulture, gardening, and private, noncommercial greenhouses	P	P	P	P
(C) Keeping of homing or racing pigeons, provided the use was in existence:				
(i) Prior to June 30, 1987	X	X	X	X
(ii) On or after June 30, 1987 (CB-45-1987; CB-36-1991)	X	X	X	X
(D) Equine Activities	X	X	X	X
(E) Equine Facility	X	X	X	X
(i) Keeping of horses or ponies	X	X	X	X
(ii) Private stable	X	X	X	X

Table 49. Table of Permitted Uses: Multifamily Residential Zones

USE	R-18	T-D-O/ R-18	R-10	T-D-O/ R-10
(iii) Riding stable				
(aa) On a tract consisting of less than 20,000 sq. ft.	X	X	X	X
(bb) On a tract consisting of between 20,000 sq. ft. and 9 contiguous acres.	X	X	X	X
(cc) All others (CB-92-2010)	X	X	X	X
(F) Urban Farm (CB-76-2013)	P[97]	P	X	P
(G) Medical Cannabis Grower and/or Processor (CB-5-2016)	X	X	X	X
Nursery and garden center:				
(A) In accordance with Section 27-445.05	X	X	X	X
(B) All others (CB-35-1989; CB-143-1989; CB-135-1993)	X	X	X	X
Sand or gravel wet-processing, in accordance with Section 27 445.02	SE	X	SE	X
Sawmill:				
(A) Only for timber grown on the premises	SE	X	SE	X
(B) In connection with an agricultural operation	X	X	X	X
Surface mining, in accordance with Section 27-445.02	SE	X	SE	X
(8) Transportation/Parking/Communications/Utilities:				
Airport, airpark, airfield, heliport, or helistop; private (CB-14-1992)	SE	X	SE	X
Airstrip, private:				
(A) In accordance with Section 27-445.07	SE	X	SE	X
(B) All others (CB-14-1992)	SE	X	SE	X
Antennas and related equipment buildings and enclosures, other than satellite dish antennas:				
(A) In accordance with Section 27-445.04	P	P	P	P
(B) All others (CB-65-2000)	SE	P	SE	P
Farm vehicles and farm machinery used on farm premises[51] (CB-105-1993)	X	X	X	X
Monopoles and related equipment buildings and enclosures:				
(A) In accordance with Section 27-445.04	P	P	P	P
(B) All others (CB-65-2000)	SE	P	SE	P
Parking lot or garage, or loading area, used in accordance with Part 11 to serve:				
(A) A permitted, PA, or PB use	P	P	P	P
(B) A Special Exception use (CB-85-1988)	SE	P	SE	P
Parking lot used in accordance with Part 11 to serve a use in an adjacent Commercial, Industrial, or M-X-T Zone (CB-85-1988; CB-4-2003)	SE	P	SE[70]	P
Parking of mobile home except as otherwise specified	X	X	X	X
Parking of mobile home in a public right-of-way[31]	X	X	X	X
Parking of vehicles owned or used by the occupants of the premises or their bona fide guests:				
(A) Boats and boat trailers[91] (CB-24-2010)	P	P	P	P

Table 49. Table of Permitted Uses: Multifamily Residential Zones

USE	R-18	T-D-O/ R-18	R-10	T-D-O/ R-10
(B) Buses,18 on the same lot with, and accessory to, the principal use, such as a school or church	P	P	P	P
(C) Camping trailer (unoccupied):[44]				
(i) Not more than one	X	X	X	X
(ii) Unlimited number (CB-43-1989)	P	X	P	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	X	X	X	X
(bb) If parked in a side or rear yard[11]	X	X	X	X
(ii) If parked on the premises, having a maximum manufacturer's gross vehicle weight specification of up to 8,500 pounds, no advertising (other than a firm name or similar designation not exceeding 4 inches high), and excluding vehicles exceeding 300 cubic feet of load space, stake platform trucks, dump trucks, crane or tow trucks, and vehicles with dual rear axles	X	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	X
(iv) Owned and registered by an occupant of the premises, having a manufacturer's gross vehicle weight specification of greater than 17,000 pounds, parked only in the side or rear yard for not more than 72 continuous hours, on a lot at least 2 acres in size[11] (CB-53-1987; CB-35-1993)	X	X	X	X
(E) Commercial vehicles not exceeding a manufacturer's gross vehicle weight specification of 8,500 pounds; containing no advertising other than a firm name or similar designation not more than 4 inches high; and excluding vehicles exceeding 300 cubic feet of load space, stake platform trucks, dump trucks, crane or tow trucks, or vehicles with dual rear wheels.	P	P	P	P
(F) Private passenger vehicles	P	P	P	P
Public utility uses or structures:				
(A) Underground pipelines, electric power facilities or equipment, or telephone facilities or equipment; and railroad tracks or passenger stations, but not railroad yards	P	P	P	P
(B) Other public utility uses or structures (including major transmission and distribution lines and structures, but excluding railroad yards, round houses, car barns, and freight stations) (CB-25-1987; CB-65-2000)	SE	P	SE	P
Satellite dish antenna, in accordance with Section 27-424.02:				
(A) Up to 10 feet in diameter, to serve only 1 dwelling unit	P	P	P	P
(B) More than 10 feet in diameter, to serve only 1 dwelling unit	SE	X	SE	X
(C) All others (CB-19-1985)	P	P	P	P
Storage of any motor vehicle which is wrecked, dismantled, or not currently licensed, except where specifically allowed[12] (CB-4-1987)	X	X	X	X
Towers or poles (electronic, radio, or television, transmitting or receiving):				

Table 49. Table of Permitted Uses: Multifamily Residential Zones

USE	R-18	T-D-O/ R-18	R-10	T-D-O/ R-10
(A) Commercial purposes	X	X	X	X
(B) Nonprofit, noncommercial purposes (CB-18-1984; CB-39-1984; CB-94-1984; CB-133-1984; CB-33-1985; CB 123 1994; CB-65-2000)	P	P	P	P

a Signs within the Prince George's Plaza Transit District are subject to the Transit District Standards as well as certain provisions of Part 12 of the Zoning Ordinance. See Applicability clause SG2 to determine which standards apply.

b Use is not permitted above the second story above grade in a multifamily building, except where footnote "h" applies.

c Use is permitted and not nonconforming within the Prince George's Plaza Transit District if legally existing on July 19, 2016. Use may continue to operate and may be reconstructed or restored pursuant to the Transit District Standards up to a density equal to the dwelling units per acre in existence on July 19, 2016. New uses of this type are prohibited within the Transit District.

d Permitted pursuant to a currently valid Preliminary Plan of Subdivision or Detailed Site Plan approved on or before July 19, 2016. Otherwise, only multifamily dwelling units are permitted in the T-D-O/M-X-T Zone. All other dwelling unit types are prohibited.

e [Reserved]

f Driving instruction limited to classroom instruction; no on-site driving course permitted.

g Airport, airpark, airfield, airstrip, and heliport prohibited within the Transit District. Helistop permitted.

h Use is permitted on the top floor or roof of a multifamily building, but on no other floor except where footnote "b" also applies.

i Use must meet the requirements of Section 27.464.05(a)(1), (a)(2), and (b) of the Zoning Ordinance, as well as the Transit District Standards, at the time of Detailed Site Plan. A Special Permit shall not be required.

j Use must meet the requirements of Section 27.445.09(a)(1), (a)(2), and (b) of the Zoning Ordinance, as well as the Transit District Standards, at the time of Detailed Site Plan. A Special Permit shall not be required.

1 Provided both of an adjoining pair are erected at the same time.

2 Subject to all requirements applicable to the R-T Zone (except as specifically modified for the R-20 Zone).

3 Limited to dwelling units arranged one above the other.

4 On lots having a net area exceeding 20,000 square feet. (CB-45-1987)

5 The townhouses may be developed without conforming to the regulations applicable to townhouses governing streets and drives, tract widths and sizes, density, and net lot area, provided:

(A) A Special Exception for multifamily dwelling bedroom percentages increase (Section 27-382) has been granted for the subject property with a condition that the property be developed with townhouses;

(B) A preliminary plat of subdivision has been approved for the property as of June 1, 1975, in accordance with the net lot area and lot frontage requirements applicable to multifamily dwellings in the R-18 Zone, with a maximum density of 22 dwelling units per acre; and

(C) A final plat was recorded prior to June 1, 1976.

6 Provided a condominium plat is recorded, in accordance with the provisions of the Maryland Condominium Act, setting out each dwelling unit as a separate unit.

7 Provided the use is limited to a person residing in the dwelling.

8 Except as allowed without a Special Exception.

9 Provided the use is located in a community building (constructed as part of a multifamily project), owned by a homes association, that does not contain any dwelling units. Not more than one-third of the gross floor area of the community building may be used for professional office space.

10 Provided the multifamily dwelling or project contains at least 24 dwelling units. (CB-36-1987)

11 For lots having frontage on more than one 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 such vehicle which is stored in a wholly enclosed garage.

13 For zero lot line development, in accordance with Optional Residential Design Approach provisions of Subtitle 24.

14 Only for the expansion of the existing business on abutting land in the C-M, I-1, I-2, or I-4 Zones.

15 Restricted to one-family detached and semidetached dwellings.

16 Restricted to one-family detached dwellings.

17 Only one of each.

18 Provided:

(A) The parking area shall be in addition to any required parking lot on the premises. The parking area shall be connected to a public street by means of a driveway (constructed in compliance with the minimum standards of the Department of Permitting, Inspections and Enforcement) with a minimum width of 11 feet for each lane;

(B) The parking area shall be screened from any adjoining land in any Residential Zone (on land proposed to be used for residential purposes on an approved Basic Plan for a Comprehensive Design Zone, approved Official Plan for an R-P-C Zone, or any approved conceptual or detailed site plan; and

(C) No repairs, service, maintenance, or gasoline dispensing or storage facility shall be permitted without a Special Exception. (CB-29-2014)

19 Provided:

(A) The use is limited to one bona fide resident of the dwelling;

(B) Not more than two 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 Not applicable to multifamily dwellings.

22 Slaughterhouses, fertilizer works, bone yards, plants for the reduction of animal matter, and any uses which are noxious or offensive because of odor, dust, smoke, gas, or noise, are prohibited; may include an equine facility in conjunction with the agricultural use. (CB-92-2010)

23 On lots having a net area of 20,000 square feet or less, keeping cattle, equines, poultry, or other animals or birds (other than customary household pets) shall only be permitted upon approval of a Special Exception. (CB-92-2010)

24 As a temporary use subject to annual renewal and located at least 500 feet from the boundary line of any other land in a Residential Zone, or land proposed to be used for residential purposes in a Comprehensive Design, Mixed Use, or Planned Community Zone.

25 Limited to 400 square feet.

26 Provided the site is either:

(A) In the proximity of an area designated as a fire or rescue station on an approved Functional Master Plan of Fire and Rescue Stations;

(B) In a location that the Fire Chief has indicated (in writing) is appropriate; or

(C) Occupied by a station that was in use as a station on June 30, 1982.

The following activities are considered to be ancillary uses permitted within the hall/assembly area of a voluntary fire, ambulance, or rescue station: bingo (with an approved license from the Department of Department of Permitting, Inspections and Enforcement), weddings, dinners, community events, organization functions, and private events (with no advance or at the door ticket sales).

All events must comply with County or State regulations, and events requiring a specific license must obtain such license to be considered a permitted ancillary use. All events must be organized by the voluntary fire, ambulance, or rescue corporation or company and/or a community group from within the immediate vicinity of the station. For weddings, receptions, and dinners, the event may be organized by an individual in conjunction with the voluntary fire, ambulance, or rescue corporation or company and/or a community group within the immediate vicinity of the station. A permitted ancillary use does not include the leasing of the station facility for use by a promoter. Private events may not have advance or at the door ticket sales. All events must end by 10:00 p.m., Sunday through Thursday (except that bingo events must end by 11:00 p.m.), and by midnight on Friday and Saturday, with all patrons off the site within 30 minutes after closing. (CB-70-2008; CB-29-2014)

27 The field shall be located on a lot having a net area of at least 10 acres, which is owned and operated by an eleemosynary or philanthropic institution. Any accessory building shall not exceed 1,000 square feet of gross floor area, and shall only be used for maintenance and storage. Otherwise, a Special Exception is required.

28 Provided:

(A) The mobile home is located on a lot having a net area of at least five 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 Limited to two vehicles (total, all types) for a lot used for one-family semidetached dwelling, and four vehicles (total, all types) for a two-family detached dwelling.

30 Only in connection with one-family detached dwellings.

31 Except in an emergency. In this case, the parking shall be subject to the traffic and parking regulations applicable to the right-of-way.

32 In a cluster development for which the preliminary plat of subdivision was approved prior to September 1, 1986, showing such one-family attached dwellings. Up to 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 Only for expansion of an existing sanitary landfill or rubble fill on abutting land for which an approved Special Exception has not expired.

34 Minimum lot size of two acres required. If associated with a church that has approved off-site parking, the total area of the properties shall be a minimum of two acres. A church must provide its tax-exempt identification number when applying for a detailed site plan or a building or use and occupancy permit for an accessory day care center for children. (CB-23-1988; CB-44-1989)

35 In conjunction with an agricultural use.

36 Not allowed in an Agricultural Preservation Development, unless it existed prior to the approval of the site plan.

37 Permitted only on lots having a gross lot area of one acre or more, otherwise a special exception is required. (CB-29-1985)

38 Provided the use either:

(A) Is located at or below the ground floor level of a multifamily dwelling and does not exceed 2,000 square feet; or

(B) Is located in a community building (constructed as part of a multifamily project) owned by a homeowners' association and not containing dwelling units, and does not occupy more than one-half of the gross floor area of the community building. (CB-81-1985)

39 The use shall be related to, dependent on, secondary to, and located on the same record lot as, the multifamily dwelling or project. (CB-36-1987)

40 This does not provide for accessory antennas or overhead distribution lines. (CB-25-1987)

41 Provided the health center is located on a minimum of 25 acres. (CB-55-1988)

42 Either:

(A) In conjunction with an existing golf course or equestrian center; or

(B) The golf course or equestrian center shall be constructed within five years of approval of the detailed site plan. (CB-16-1989)

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 The sale of gazebos and sheds is permitted for a Special Exception approved in 1984 as incidental to its operation if such sale and display is in accordance with Section 27-385 and provided no more than two gazebos and two sheds are visible from any public street. (CB-143-1989)

46 If the property is located within the Chesapeake Bay Critical Area, was zoned R-80 prior to December 18, 1989, and is not the subject of a record plat. (CB-72-1989)

47 A sanitary landfill, rubble fill, or Class 3 fill may include a rock crusher only if it is approved as part of the Special Exception. (CB-15-1990; CB-8-2003; CB-87-2003)

48 Townhouses which were permitted when developed pursuant to former Part 4A of this Subtitle prior to January 21, 1997, are permitted. No more than 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 On lots having a total area exceeding 12,000 square feet. (CB-36-1991)

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 and two acres in size shall require a detailed site plan in accordance with Part 3, Division 9, of this Subtitle. In addition to the requirements of Section 27-285(b), the following requirements shall be met:

(A) The minimum setback for all buildings shall be 25 feet from each lot line;

(B) When possible, there should be no parking or loading spaces located in the front yard; and

(C) The maximum allowable lot coverage for the zone in which the use is proposed shall not be increased. (CB-76-1993)

53 Provided the net lot area is at least five acres. (CB-76-1993)

54 Any property rezoned to the R-E Zone by a Sectional Map Amendment prior to January 1, 1994, on which a previous special exception was approved for a nursery and garden center may continue to operate as a permitted special exception use, notwithstanding the provisions of Section 27-320 of this Subtitle. (CB-135-1993)

55 Provided the field is located on a lot having a net area of at least 40 acres, and any field constructed after August 1, 1996, is set back 100 feet from all property lines. Otherwise, a Special Exception is required. (CB-43-1994; CB-33-1996)

56 Subject to detailed site plan approval in accordance with Part 3, Division 9 of this Subtitle, unless the use is located in a Regional Park owned by the M-NCPPC. (CB-47-1995)

57 Conversion shall not occur until:

(A) The building is structurally modified to include the additional dwelling units; and

(B) The additional dwelling units are occupied. (CB-73-1996)

58 For the purposes of this Section, a dwelling for the elderly shall be housing which is operated in accordance with State and Federal Fair Housing laws. (CB-71-1996)

59 Townhouses shall comply with the design guidelines set forth in Section 27-274(a)(11) and the regulations for development set forth in Section 27-433(d). (CB-55-1996)

60 Section 3 of CB-55-1996 reads as follows: "BE IT FURTHER ENACTED that the provisions of this Ordinance shall not apply to projects for which a detailed site plan has been filed and accepted prior to November 1, 1996, provided the design guidelines and regulations not resulting in a requirement of resubdivision are applicable, and provided building permits for 10 percent of the dwelling units included in the detailed site plan are issued within one year of the effective date of this legislation (December 30, 1996), and extensions of time for the permits do not exceed six months, and that the dwelling units are constructed pursuant to the permits.

61 Provided the use is located on a lot or parcel with not more than one-half acre which is adjoining and contiguous to an existing cemetery. (CB-60-1998)

62 Permitted use without requirement for special exception provided the use is on a parcel of land in the R-H Zone, the gross tract area of which is a maximum of 20 acres, which is adjoining R-R zoned land developed with an existing Medical Residential Campus. The entire tract of land in the R-H Zone shall require detailed site plan approval in accordance with Part 3, Division 9, of this Subtitle. Regulations restricting the height of structures, lot size and coverage, frontage, setbacks, density, and other requirements of the zone shall be consistent with existing development in the adjacent Medical Residential Campus. The dimensions and percentages shown on the approved site plan shall constitute the regulations for development. (CB-21-1999)

63 Provided:

(A) The use is located on a lot or parcel not less than 15 or more than 20 acres in size and has frontage on a public street having a proposed right-of-way width of at least 120 feet;

(B) The lot or parcel abuts property in the C-O Zone; and

(C) The property is located in a Revitalization Tax Credit Area. (CB-46-1999)

64 Use of permitted mobile homes is restricted to employees at a riding stable on the Special Exception property. No more than two mobile homes may be located on such a property, and each must be on its own R-E lot as required by Section 27-118.01(c). A building permit shall be issued by the Department of Department of Permitting, Inspections and Enforcement for each mobile home. Any mobile home unoccupied for more than 60 days must be removed from the property. (CB-79-1999; CB-29-2014)

65 Permitted use without requirement for Special Exception provided the land on which the lot exists is in the R-55 Zone, immediately adjoins land in the C-S-C Zone, is a part of the same parcel as the land in the C-S-C Zone, and is located within the municipal limits of the City of New Carrollton. (CB-88-1999)

66 The use is permitted on R-R zoned property leased from a public agency before January 1, 1974. Parking and loading facilities shall be provided in accordance with Part 11 (parking and loading requirements). Landscaping, buffering, and screening shall be provided in accordance with the Landscape Manual. Development regulations for building setbacks shall be provided in accordance with Part 6 (Commercial Zone regulations).

The following uses are not permitted: car wash, animal hospital, training, kennel, grooming, blacksmith, carpet or rug shampooing, department store exceeding 80,000 square feet, electric or gas appliance repair, farm implement sales and repair, upholstery or furniture repair, locksmith, laboratories, lawn mower repair, machine shop, massage establishment, methadone treatment center, model studio, photo processing plant, studio or darkroom, pizza delivery, print shop, newspaper publishing, sauna or steam bath, septic tank sales, service, sewage dump (pump out) services, shoe repair, taxidermy, welding shop, bait shop, bottled gas, feed sales, wayside stand, and any use prohibited in the lease with the public agency, as modified or amended. (CB-35-2000; CB-60-2009)

67 Permitted use without requirement for Special Exception provided the use was existing as of July 1, 2001, is located on a lot or parcel that is not less than 10 acres in size, and abuts a multiuse trail designated on an Approved Master Plan. (CB-53-2001)

68 Provided the use will be located on land that is located within the median of a road classified as a freeway on the applicable Master Plan; the property is at least one-half acre in size; and access to the property will not be directly from the main travel lanes of the freeway. (CB-75-2001)

69 Provided:

(A) The use abuts an existing marina in the C-W-Zone approved prior to 1972 pursuant to a special exception; and

(B) Notwithstanding the provisions to the contrary, a revised site plan shall be approved by the Planning Board that incorporates the entire property showing existing and proposed improvements in both the R-R and C-W Zones. (CB-76-2001)

70 Permitted use without requirement for special exception, provided; if as of February 1, 2003:

(A) The use is on a parcel of land which is surrounded by commercial and institutional uses;

(B) The parcel does not abut any property that is improved with single-family detached residential dwellings;

(C) The site has frontage on a street shown on the applicable Master Plan as an arterial or higher classification; and

(D) Any such use shall only be located upon property that is the subject of an approved detailed site plan. (CB-4-2003)

71 A Class 3 fill in existence as of October 7, 2003 that is operating pursuant to any validly issued grading permit, and is not in violation, shall be permitted to continue in operation as a matter of right, but is limited to the fill area established by any previously issued grading permit, not to exceed two renewals of the permit. Those fill operations that are in violation on October 7, 2003 have until December 31, 2003 to comply, or their permit is void. (CB-8-2003; CB-87-2003)

72 Provided:

(A) The property is located on and inside the Capital Beltway at an existing interchange with said Beltway;

(B) The site contains a minimum of 80 acres that is split-zoned, I-3 and R-R, with not more than 20 percent zoned R-R;

(C) The property is proposed for employment uses in the most recently approved applicable Master Plan;

(D) A detailed site plan shall be approved in accordance with Part 3, Division 9, of this Subtitle; and

(E) The site plan shall include at least two stores containing 100,000 square feet or more of gross floor area. (CB-65-2003)

73 Provided:

(A) The use is located on land no less than 30 acres and not more than 70 acres in size;

(B) The land adjoins properties in the R-T Zone that is at least 60 acres in size and is developed with at least 350 townhouses;

(C) The land and adjoining properties described in Subsection(B) were placed in the R-T Zone as a result of an approved Sectional Map Amendment;

(D) The land has frontage on and access to a road classified as an arterial on the applicable Master Plan and maintained by the State Highway Administration; and

(E) A detailed site plan shall be approved in accordance with Part 3, Division 9, of this Subtitle. (CB-70-2003)

74 Permitted as an expansion of an existing nonconforming animal hospital, veterinary office with a valid use and occupancy permit issued on or before July 1, 1998. Said expansion, is limited to 4,000 square feet of gross floor area and is subject to detailed site plan approval, in accordance with Part 3, Division 9, of this Subtitle, by the Planning Board or its designee. (CB-76-2003)

75 Provided:

(A) The use is located on property in both the C-M and R-A Zones;

(B) The property has frontage on a road classified as a freeway on the applicable Master Plan;

(C) The property is between 40,000 and 45,000 square feet in size and abuts the site of an existing gas station that was certified as a nonconforming use; and

(D) A detailed site plan shall be approved by the Planning Board that shows proposed improvements in both the C-M and R-A Zones and demonstrated compliance with Section 27-358(a)(1),(2),(4),(5),(6),(7),(8),(9) and (10). In addition, the detailed site plan shall demonstrate that there are no single family homes on the property or on any abutting property. (CB-36-2004)

76 Provided:

(A) A condominium plat is recorded, in accordance with the provisions of the Maryland Condominium Act, setting out each dwelling unit as a separate unit, or a housing cooperative is established to own the dwelling units; and

(B) At least 90 percent of all required parking spaces are provided in a parking structure. (CB-109-2004)

77 Up to 75 dwelling units are permitted only if adjoining and operated by the same organization as an adult day care use, approved by Special Exception. All assisted living facilities standards and requirements in Part 6, Division 5, must be met, including detailed site plan approval under Part 3, Division 9. (CB-110-2004)

78 Provided:

(A) Townhouse development is within a multifamily complex formerly used for multifamily dwellings, where residential (multifamily and/or townhouse) density was reduced as part of its redevelopment;

(B) Townhouse development shall be in accordance with the regulations for the R-T Zone; and

(C) Detailed site plan approval is required in accordance with Part 3, Division 9, of this Subtitle. (CB-112-2004)

79 Permitted only to replace an existing surface mining or Class III fill operation located directly adjacent to an interstate (with "I" classification, not "US" or "MD") highway, which operation has an active permit at the time of preliminary plan approval for the townhouse, two-family dwelling or multifamily development. The Planning Board shall approve a detailed site plan under Part 3, Division 9, of the Zoning Ordinance. Multifamily dwellings are permitted as provided in Section 27-436 for the R-18 Zone, and townhouses are permitted as provided in Section 27-433 for the R-T Zone. Regulations concerning lot size, coverage, frontage, setbacks, density, bedroom percentages, and other requirements applicable to multifamily, two-family dwellings and townhouse dwellings shall not apply; these dimensional (bulk) requirements shall be those approved by the Planning Board (or District Council after review) in the detailed site plan. In its site plan review, the District Council may require the applicant to demonstrate in the site plan record that highway facilities are adequate to serve the townhouse project. This provision shall not apply to legal nonconforming sand and gravel or Class III fill operations. (CB-37-2005; CB-9-2012)

80 Reserved.

81 (A) Permitted in the R-18 Zone without a Special Exception, provided that the subject property:

(i) Includes at least five acres;

(ii) Is located within the Developed Tier; and

(iii) Adjoins property also in the R-18 Zone.

(B) Age restrictions in conformance with the Federal Fair Housing Act shall be set forth in covenants submitted with the application and shall be approved by the District Council and filed in the land records at the time the final subdivision plat is recorded. The applicant must obtain approval of a detailed site plan, as provided in Part 3, Division 9, and demonstrate by evidence in the record that:

(i) The net lot area is at least 50 percent of the minimum net lot area normally required in the zone;

(ii) The density is not more than twice that normally allowed in the zone; and

(iii) The project is financed at least partially by tax credits approved by the State of Maryland. (CB-66-2005)

82 Permitted in the R-55 Zone provided that the subject property meets the following criteria:

(A) Has area of at least two acres;

(B) Has frontage on a freeway or highway; and

(C) Is within a Growth Corridor or Growth Center as defined in the General Plan.

In accordance with the standards listed below, the applicant must obtain approval of a detailed site plan as provided in Part 3, Division 9. In site plan review, the Planning Board shall find that the proposed use and subject property meet all Division 9 requirements (except as provided below) and will:

(A) Include at least 30 but not more than 50 residential units;

(B) Include a traffic study that is prepared in accordance with the Planning Board Guidelines for Analysis of Traffic Impact of Development Proposals showing on-site circulation patterns, access points on and off-site, impacts on major highways and intersections, and impacts mitigated in accordance with the Guidelines;

(C) Incorporate reasonable regulations for height of structures, architectural design, lot size and coverage, frontage, setbacks, density (as restricted below), dwelling unit types, percentages of uses, and other dimensional requirements, in place of conventional requirements;

(D) Have residential densities not exceeding 18 units per gross tract acre;

(E) Have interior private roads only where appropriate for and in furtherance of community purposes, and approved by Department of Permitting, Inspections and Enforcement; and

(F) Be adjacent to or connected to C-S-C zoned land being redeveloped as a mixed-use development defined as at least two (2) uses including residential, retail, or office with each use comprising no less than 10 percent of the uses of the site.

(i) Recreation facilities should be provided to serve the community; and

(ii) The recreation facilities shall be constructed prior to or concurrently with the residential units or as stated in a construction schedule approved by the District Council.

(G) The site plan shall also demonstrate the development and uses:

(i) Are in harmony with the purposes of this Subtitle;

(ii) Conform with all applicable requirements of this Subtitle;

(iii) Will not substantially impair the integrity of the applicable Master Plan, any applicable Functional Master Plan, or the General Plan;

(iv) Will not adversely affect the health, safety, or welfare of residents or workers in the neighborhood;

(v) Will not be detrimental to the use or development of adjacent properties or the neighborhood generally; and

(vi) Conform to an approved Tree Conservation Plan. (CB-97-2005; CB-29-2014)

83 In the Rural Tier as defined by the 2002 General Plan or as amended through a subsequent planning process where a preliminary plat of subdivision is required pursuant to Subtitle 24 after June 30, 2006 the subdivision of land shall be subject to Section 24-152(g)(2) through (6), and (h) of the Conservation Subdivision regulations. The minimum lot width at the building line and street line, and main building setback along a scenic and historic road are contained in Section 27-445.12(a) Tables 1 and 3. (CB-1-2006)

84 Provided the property has a net lot area of at least six acres and is located in a mixed-use activity center designated as a "Transit Village" in the applicable Area Master Plan. (CB-37-2006)

85 In a Public Benefit Conservation Subdivision, townhouses, one-family semidetached, and one-family metropolitan dwellings are allowed subject to the approval of a detailed site plan and subject to the design guidelines of Section 27-274(A)(11) and the regulations for development set forth in Section 27-433 (c) through (k). Townhouses, one-family semidetached, and one-family metropolitan dwellings may not comprise more than 25 percent of the total number of units included in a Public Benefit Conservation Subdivision. (CB-32-2008)

86 Provided:

(A) The subject property is a minimum of 18,000 square feet in size.

(B) The subject property is located on a corner lot with frontage on at least one public street with a right of way greater than 80 feet in width.

(C) The use requires no new "building" construction on the subject property.

(D) The use meets the Additional Requirements for Specific Special Exception as set forth in Sec. 27-348.03. (CB-81-2008)

87 Each project developed pursuant to this provision shall be subject to a mandatory detailed site plan reviewed by the District Council. (CB-82-2008)

88 Permitted only where the multifamily development is the subject of a condominium regime, the property is located in a Transit Development Overlay Zone, the property abuts the District of Columbia, and the development includes a mix of residential and commercial uses. A detailed site plan shall be approved by the Planning Board in accordance with Part 3, Division 9 of the Zoning Ordinance. Regulations concerning lot size, coverage, frontage, setbacks, density, bedroom percentages, and other requirements applicable to multifamily dwellings shall apply; these dimensional (bulk) requirements shall be those approved by the Planning Board (or the District Council) in the detailed site plan. (CB-82-2008)

89 Permitted in accordance with Section 27-445.01 on land assessed for agricultural use. A restaurant may be permitted as an accessory use to a farm winery subject to approval of a special exception. The inclusion of a food or beverage store is not permitted as an accessory use to a Farm Winery. (CB-36-2009)

90 The use is permitted by right, but requires approval of a detailed site plan to ensure the development of an appropriate rural/environmental setting whenever the land area covered by buildings and other structures exceeds 40,000 square feet. (CB-39-2009)

91 Parking shall be provided as follows:

(A) The boat and boat trailer shall be located at least eight feet from a street line;

(B) The boat and boat trailer shall be parked on a dust-free surface area such as concrete, asphalt, or gravel;

(C) The boat and boat trailer shall be properly licensed and operable;

(D) The boat and boat trailer shall not be in excess of 20 feet unless located on a lot at least two acres in size; and

(E) The boat and boat trailer shall be covered to prevent the accumulation of water. (CB-24-2010)

92 Provided the use is for the purpose of promoting agritourism as defined in Sec. 27-107(a). (CB-92-2010)

93 Permitted use without requirement for Special Exception only to replace a legal, nonconforming nursing or care home on an abutting R-80 Zone lot, which has been in continuous operation since 1970. A detailed site plan shall be approved in accordance with Part 3, Division 9, of this Subtitle. (CB-55-2011)

94 Permitted use without requirement for Special Exception or detailed site plan provided the property on which the use is located is owned by a non-profit organization as of October 1, 2012, and further provided that said property shall be exempt from the requirements of the Prince George's County Landscape Manual, Section 27-442 (c) Regulations for Lot Coverage and Green Area, and Part 11 for off-street parking and loading except for parking facilities for the physically handicapped. (CB-105-2012; CB-97-2013)

95 If the day care center is owned and operated by a church and was previously a Head Start public school and day care center operated by Prince George's Board of Education, it may be permitted by right, in accordance with Section 27-445.03. Said day care center must be adjacent to the church. The church must provide its tax-exempt identification number when applying for a detailed site plan or a building or use and occupancy permit, as well as documentation demonstrating the contractual relationship between the church and the Prince George's Board of Education. (CB-2-2013)

96 Permitted use provided the subject property is subject to a previously approved special exception for a parking lot on residential land serving an adjacent property in a commercial zone and the adjacent property is developed with an eating or drinking establishment with drive-through service. (CB-14-2013)

97 Permitted use only where a municipality indicates approval to operate such use on the property, and the extent of the use on the property does not exceed a maximum of five acres in size. The Urban Farm shall not allow noxious odors or dust to drift off the premises. The applicant shall be required to obtain a Health Department permit if fruits and vegetables are cut up or prepared foods are being sold to the public. The Urban Farm will not be subject to the sections of Subtitle 27 as listed below or the Landscape Manual:

(A) Exempt from the Landscape Manual regulations;

(B) Exempt from Part 11, the parking and loading requirements;

(C) Accessory structures are permitted; and

(D) Signage shall be limited to way finding and directional signs. (CB-76-2013)

98 Provided the use is limited to the preparation of food and/or beverages only and is within a public building owned and operated by a municipality that operates a food service facility therein pursuant to a food service facility permit issued prior to January 1, 2014. (CB-4-2014)

99 Provided, and notwithstanding any other provision of this Section, that:

(A) The property has frontage on and access to a road classified as arterial on the applicable Master Plan;

(B) The use is located on a site that is split-zoned, C-S-C and R-R, consisting of no more than six acres in size, with existing commercial improvements on the site; and

(C) The site and the land described in Subsection(B) was split-zoned, C-S-C and R-R, as a result of a Sectional Map Amendment approved after January 1, 2013. (CB-12-2014)

100 A special exception shall not be required for an eleemosynary or philanthropic institution, or the rental of the facilities on the property by the eleemosynary or philanthropic institution, including but not limited to banquet hall, auditorium, or other indoor or outdoor recreational facilities not already permitted on property that is:

(A) an aggregate of at least 85 acres in area;

(B) is split-zoned Open Space (O-S) and Residential Estate (R-E);

(C) partially outside the Growth Boundary of the County; and

(D) the eleemosynary or philanthropic institution is the title owner of the property in the land records of the County. (CB-70-2014)

101 For a public safety fraternal organization private club located on a lot having a gross tract area of at least five acres, a special exception shall not be required and shall be deemed a permitted use. (CB-75-2014)

Table 50. Table of Permitted Uses: Open Space and Single-Family Residential Zones

USE	R-O-S	T-D-O/ R-O-S	O-S	T-D-O/O-S	R-80	T-D-O/ R-80	R-20	T-D-O/ R-20	R-55	T-D-O/ R-55
(1) Commercial:										
Agritourism	P[90]	P	P[90]	P	X	P	X	P	X	X
Animal Hospital, Veterinary Office (CB-76-2003)	SE	X	SE	X	X	X	X	X	P[74]	X
Antique Shop	X	X	SE	X	X	X	X	X	X	X
Artist's Studio (CB-24-2015)	X	X	X	X	X	X	X	X	X	X
Barber Shop (CB-81-2008)	X	X	X	X	X	X	X	X	X	X
Beauty Shop (CB-24-2015)	X		X	X	X	X	X	X	X	X
Bed-and-Breakfast Inn in accordance with Section 27-445.13 (CB-39-2009)	P	X	P	P	P	P	X	X	P	X
Bus maintenance accessory to a private school, church, or other place of worship (CB-23-1988)	X	X	SE	X	SE	X	SE	X	SE	X
Buying of items within guest rooms and pursuant to Section 27-115(a)(2)	X	X	X	X	X	X	X	X	X	X
Catering Establishment (CB-4-2014)	X	X	X	X	X	X	X	X	X	X
Collection of recyclable materials as a temporary use, in accordance with Sections 27-260 and 27-261	P	P	P	P	P	P	P	P	P	P
Commercial recreational development (CB-35-2000)	X	X	X	X	X	X	X	X	X	X
Contractor's office (must include sanitary facilities), construction yard or shed, or storage building (in connection with a construction project) as a temporary use:										
(A) Subject to Sections 27-260 and 27-261	X	X	P	P	P	P	P	P	P	P
(B) All others	X	X	SE	P	SE	P	SE	P	SE	X
Contractor's Office, which may include wholly-enclosed storage, as a permanent use (CB-75-2001)	X	X	X	X	X	X	X	X	X	X
Distillery for the production of fuel alcohol	SE	X	SE	X	X	X	X	X	X	X
Drug paraphernalia display or sales, pursuant to Section 27-115(a)(1)	X	X	X	X	X	X	X	X	X	X
Eating or Drinking Establishments:										
(i) Eating or drinking establishment, with drive-through service	X	X	X	X	P[96]	X	X	X	X	X
(ii) Eating or drinking establishment, excluding drive-through service	X	X	X	X	X	X	X	X	X	X
(iii) Eating or drinking establishment of any type, including music and patron dancing past the hours of 12:00 A.M., excluding adult entertainment. (CB-14-2013)	X	X	X	X	X	X	X	X	X	X

Table 50. Table of Permitted Uses: Open Space and Single-Family Residential Zones

USE	R-O-S	T-D-O/ R-O-S	O-S	T-D-O/O-S	R-80	T-D-O/ R-80	R-20	T-D-O/ R-20	R-55	T-D-O/ R-55
Farm implement sales or repair; farm supplies sales	X	X	X	X	X	X	X	X	X	X
Farmer's market or flea market as a temporary use, in accordance with Sections 27-260 and 27-261 (CB-63-1998)	P	P	P	P	P	P	P	P	P	P
Farm Winery[89] (CB-36-2009)	P	P	P	P	X	X	X	X	X	X
Firewood sales as a temporary use, in accordance with Sections 27-260 and 27-261	P	P	P	P	P	P	P	P	P	P
Funeral parlor, undertaking establishment	X	X	SE	X	SE	X	SE	X	SE	X
Gas station (CB-36-2004)	X	X	X	X	X	X	X	X	X	X
Kennel:										
(A) On a lot having a net area of 20,000 sq. ft. or less	X	X	SE	X	X	X	X	X	X	X
(B) On a lot having a net area between 20,000 sq. ft. and 80,000 sq. ft.	X	X	P	X	X	X	X	X	X	X
(C) On a lot having a net area exceeding 80,000 sq. ft. (CB-37-1991; CB-16-1993)	P	X	P	X	X	X	X	X	X	X
Landscaping contractor's business (CB-10-1996)	SE	X	SE	X	X	X	X	X	X	X
Limited professional uses in multifamily projects	X	X	X	X	X	X	X	X	X	X
Monument and headstone sales establishment (CB-60-1998)	X	X	X	X	X	X	X	X	X	X
Offices:										
(A) Accountants, architects, clergymen, engineers, lawyers, medical practitioners, and similar recognized and learned professions, as an accessory use in a dwelling	P[7]	X	P[7]	X	P[19]	P[19]	P[16,19]	P[19]	P[19]	X
(B) Business office and model apartments in a multifamily dwelling or multifamily project and used only in connection with the sale, rental, operation, service, and maintenance of the dwelling or project (CB-36-1987)	X	X	X	X	X	X	X	X	X	X
(C) General business and professional offices	X	X	X	X	X	X	X	X	X	X
(D) Insurance sales office as an accessory use in a dwelling	X	X	X	X	SE	X	SE	P[19]	SE	X
(E) Medical practitioner's office (CB-24-2015)	X	X	X	X	X	X	X	X	X	X
(F) Medical practitioner's office in a one-family dwelling (except as provided in (A) above)	X	X	X	X	SE	X	SE[16]	P[16]	SE[16]	X

Table 50. Table of Permitted Uses: Open Space and Single-Family Residential Zones

USE	R-O-S	T-D-O/ R-O-S	O-S	T-D-O/O-S	R-80	T-D-O/ R-80	R-20	T-D-O/ R-20	R-55	T-D-O/ R-55
(G) Real estate sales office as an accessory use in a dwelling	X	X	X	X	SE	P	SE	P[19]	SE	P
(H) Real estate subdivision sales office as a temporary use:										
(i) Subject to Sections 27-260 and 27-261	X	X	P	X	P	P	P	P	P	P
(ii) All others	X	X	SE	X	SE	P	SE	P	SE	X
(I) Multifamily dwelling management company (must manage the project within which it is located)	X	X	X	X	X	X	X	P	X	X
(J) Temporary trailer for office space accessory to an existing group residential facility, which services more than eight (8) persons, in accordance with Sections 27-260 and 27-261 (CB-35-1996)	X	X	P	X	X	X	X	X	X	X
Parking lot, required, serving adjacent Commercial or Industrial Zone	X	X	SE	X	SE	X	SE	X	SE	X
Photography studio and darkroom, as an accessory use solely by the resident of a one-family detached dwelling and located within such dwelling (CB-140-1986)	X	X	X	X	X	X	X	X	SE	X
Retail sales and consumer service establishment (CB-140-1986)	X	X	X	X	X	X	X	X	X	X
Seasonal decorations display and sales as a temporary use, in accordance with Sections 27-260 and 27-26143 (CB-23-1989)	P	X	P	X	P	X	P	P	P	P
Waterfront Entertainment/Retail Complex, in accordance with Section 27-445.08 (CB-44-1997)	P	X	P	X	P	X	X	X	X	X
Wayside stand as a temporary use:										
(A) Subject to Sections 27-260 and 27-261	P	X	P	X	P	X	P	P	P	P
(B) All others	SE	X	SE	X	SE	X	SE	X	SE	X
Where not otherwise specifically permitted, any use allowed in the C-S-C Zone (excluding those permitted by Special Exception), if; as of February 1, 2003: (1) the use is located on a parcel which is surrounded by commercial and institutional uses; (2) said parcel does not abut any property that is improved with single-family detached residential dwellings; and (3) the site has frontage on a street shown on the applicable Master Plan as an arterial or higher classification. Any such use shall only be located upon property that is the subject of an approved detailed site plan. (CB-4-2003)	X	X	X	X	X	X	X	X	X	X

Table 50. Table of Permitted Uses: Open Space and Single-Family Residential Zones

USE	R-O-S	T-D-O/ R-O-S	O-S	T-D-O/O-S	R-80	T-D-O/ R-80	R-20	T-D-O/ R-20	R-55	T-D-O/ R-55
Where not otherwise specifically permitted, any use allowed by Special Exception in the C-S-C Zone, if; as of February 1, 2003: (1) the use is located on a parcel which is surrounded by commercial and institutional uses; (2) said parcel does not abut any property that is improved with single-family detached residential dwellings; and (3) the site has frontage on a street shown on the applicable Master Plan as an arterial or higher classification. Any such use shall only be located upon property that is the subject of an approved detailed site plan. (CB-4-2003)	X	X	X	X	X	X	X	X	X	X
Where not otherwise specifically permitted, any use allowed in the C-S-C Zone (excluding those permitted by Special Exception). (CB-65-2003; CB-70-2003; CB-12-2014; CB-8-2015)	X	X	X	X	X	X	X	X	X	X
Where not otherwise specifically permitted, any use allowed by Special Exception in the C-S-C Zone. (CB-65-2003; CB-70-2003; CB-12-2014; CB-8-2015)	X	X	X	X	X	X	X	X	X	X
Where not otherwise specifically permitted, any use allowed in the C-S-C Zone (excluding those permitted by Special Exception), may be located within a multifamily development, provided that the multifamily development is the subject of a high-rise condominium regime; the uses are located on the street level of the multifamily building, the property is located in a Transit District Overlay Zone, and the property abuts the District of Columbia. (CB-82-2008)	X	X	X	X	X	X	X	X	X	X
Where not otherwise specifically permitted, any use allowed in the M-X-T Zone (excluding those permitted by Special Exception). (CB-8-2015)	X	X	X	X	X	X	X	X	X	X
Where not otherwise specifically permitted, any use allowed by Special Exception in the M-X-T Zone. (CB-8-2015)	X	X	X	X	X	X	X	X	X	X
(2) Institutional/Educational:										
Adult day care center	X	X	SE	X	SE	X	SE	X	SE	X
Assisted living facility (CB-110-2004)	X	X	X	X	X	X	X	X	X	X
Chancery, on a lot having a net area of at least 15 acres	X	X	X	X	X	X	X	X	P	X

Table 50. Table of Permitted Uses: Open Space and Single-Family Residential Zones

USE	R-O-S	T-D-O/ R-O-S	O-S	T-D-O/O-S	R-80	T-D-O/ R-80	R-20	T-D-O/ R-20	R-55	T-D-O/ R-55
Church or similar place of worship:										
(A) Located on a lot less than one acre in size	X	X	X	X	SE	X	SE	P	SE	P
(B) Located in a building that was originally constructed as a dwelling, on a lot less than one acre in size	X	X	X	X	SE	X	SE	X	SE	X
(C) Located on a lot between one and two acres in size[52]	X	X	X	X	P	X	P	X	P	P
(D) Located in a building that was originally constructed as a dwelling, on a lot between one and two acres in size[52]	X	X	X	X	P	X	P	X	P	X
(E) All others (CB-23-1988; CB-23-1993; CB-76-1993)	SE	X	P[53]	X	P	X	P	X	P	X
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 27-445.0334	P	P	P	P	P	X	P	P	P	P
(B) Accessory to a multifamily dwelling or project when located within a community room for the sole use of the residents or employees, in accordance with Section 27-445.03	X	X	X	X	X	X	X	P	X	X
(C) Accessory to a multifamily development when located within an existing building in accordance with Section 27-445.03	X	X	P	X	P	X	P	P	P	X
(D) All others 95 (CB-23-1988; CB-44-1989; CB-24-1999, CB-2-2013)	SE	X	SE	X	SE	X	SE	X	SE	X
Eleemosynary or philanthropic institution:										
(A) An adaptive reuse of a structure last occupied by a Federal postal facility on a lot or parcel not more than 25,000 square feet in area for use by an organization serving the homebound	SE	X	SE	X	SE	X	SE	X	SE	X
(B) An adaptive reuse of a structure(s) last owned by the Federal Government on a parcel with not more than eight acres for use by survivors of domestic violence and their families, including social services and rehabilitative services related thereto, such as educational and employment training, counseling, and day care.	X	X	P	X	X	X	X	X	X	X

Table 50. Table of Permitted Uses: Open Space and Single-Family Residential Zones

USE	R-O-S	T-D-O/ R-O-S	O-S	T-D-O/O-S	R-80	T-D-O/ R-80	R-20	T-D-O/ R-20	R-55	T-D-O/ R-55
(C) A building containing no more than 7,000 square feet of gross floor area on a lot or parcel with not more than 1.5 acres for use by an organization providing benevolent services; for a permitted use, any change in occupant or use shall require detailed site plan approval by the District Council	SE	X	SE	X	SE[94]	X	SE	X	P	X
(D) All others (CB-78-1997; CB-8-1998; CB-105-2012; CB-97-2013, CB-70-2014)	SE	X	SE[100]	X	SE	X	SE	X	SE	X
Employment or training center, in accordance with Sections 27-260 and 27-261 (CB-20-2015)	X	X	X	X	X	X	X	X	X	X
Family day care	P	X	P	X	P	P	P	P	P	X
Health campus	X	X	X	X	SE	X	SE	X	SE	X
Hospital	X	X	SE	X	SE	X	SE	X	SE	X
Medical/residential campus	X	X	SE	X	SE	X	SE	X	SE	X
Modular classroom as a temporary use, in accordance with Sections 27-260 and 27-261 (CB-106-1989)	P	P	P	P	P	X	P	X	P	P
Nursing or care home (may include a private spa) (CB-55-2011)	X	X	SE	X	SE[93]	X	SE	X	SE	X
School, private:										
(A) In accordance with Section 27-443	X	X	P	P	P	X	P	X	P	X
(B) All others	SE	X	SE	X	SE	X	SE	X	SE	X
Small group child care center (CB-131-1993)	P	P	P	P	P	X	P	X	P	P
(3) Miscellaneous:										
Accessory structures and uses (when not otherwise provided for)	P	P	P	P	P	P	P	P	P	P
Adaptive reuse of a surplus public school, when not otherwise allowed	SE	X	SE	P	SE	X	SE	X	SE	X
Adaptive use of a Historic Site, when not otherwise allowed (CB-58-1987)	SE	P	SE	P	SE	P	SE	X	SE	X
Animals, not customarily household pets (CB-117-1986; CB-55-1988)	X	X	X	X	X	X	X	X	SE	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	X	P	X	P	X	P	X	P	P
Business Advancement and Food Access Infill, in accordance with Section 27-445.15 of this Subtitle	X	X	X	X	X	X	X	X	X	X

Table 50. Table of Permitted Uses: Open Space and Single-Family Residential Zones

USE	R-O-S	T-D-O/ R-O-S	O-S	T-D-O/O-S	R-80	T-D-O/ R-80	R-20	T-D-O/ R-20	R-55	T-D-O/ R-55
Cemetery, crematory:										
(A) Cemetery, in accordance with Section 27-445.06	SE	X	P	X	X	X	X	X	X	X
(B) Cemetery, accessory to a church, convent, or monastery[49]	SE	X	P	X	P	X	P	X	P	X
(C) All others (CB-86-1989; CB-11-1991)	SE	X	SE	X	SE	X	SE	X	SE	X
Home occupations for residents[20] (CB-86-1989; CB-78-2003; CB-11-2004)	P	X	P	X	P	P	P	P	P	P
Home occupations for residents, low-impact (CB-11-2004)	P	X	P	X	P	P	P	P	P	P
Increase in height of accessory building, used for:										
(A) Servant, household help living quarters[30]	SE	X	SE	X	SE	X	SE	X	SE	X
(B) Agricultural purposes on a lot having a net area of less than five acres	SE	X	SE	X	X	X	X	X	X	X
(C) Agricultural purposes on a lot having a net area of at least five acres	P	X	P		X	X	X	X	X	X
(D) Office	X	X	X	X	X	X	X	X	X	X
Signs, in accordance with Part 12, associated with uses allowed in the applicable Residential Zone (CB-85-1988)	P	P[a]	P	P[a]	P	P[a]	P	P[a]	P	P
Signs, outdoor advertising (Billboards) (CB-85-1988)	X	X	X	X	X	X	X	X	X	X
Temporary structures and uses not otherwise allowed	SE	X	SE	X	SE	X	SE	X	SE	X
(4) Public/Quasi Public:										
Library	P	P	P	P	P	X	P	X	P	P
Public buildings and uses, except as otherwise provided	P	P	P	P	P	X	P	X	P	P
Sanitary landfill, rubble fill, or Class 3 fill[47, 71] (CB-15-1990; CB-8-2003; CB-87-2003)	SE	X	SE	X	X	X	X	X	X	X
Voluntary fire, ambulance, or rescue station[26] (CB-70-2008)	P	P	P	P	P	X	P	X	P	P
(5) Recreational/Entertainment/Social/Cultural:										
Archery range, privately owned and commercially operated on land leased from, and owned by, a public agency	P	P	P	P	X	X	X	X	X	X
Athletic field, outdoor, private nonprofit (CB-43-1994)	SE	X	P[55]	P	SE	X	SE	X	SE	X
Boathouse (private) as an accessory use	P	X	P	X	X	X	X	X	X	X

Table 50. Table of Permitted Uses: Open Space and Single-Family Residential Zones

USE	R-O-S	T-D-O/ R-O-S	O-S	T-D-O/O-S	R-80	T-D-O/ R-80	R-20	T-D-O/ R-20	R-55	T-D-O/ R-55
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	X	P	X	P	X	P	X	P	X
Club, private (CB-75-2014; CB-43-2015)	SE	X	SE[101]	X	SE	X	SE	X	SE	X
Commercial recreational attraction	X	X	SE	X	X	X	X	X	X	X
Commercial recreational facilities (privately owned) on land leased from a public agency, except as otherwise allowed:										
(A) Leased on or after January 1, 1974	SE	X	SE	X	X	X	X	X	X	X
(B) Leased before January 1, 1974	SE	X	SE	X	X	X	X	X	X	X
Community building or similar nonprofit social use, not publicly owned or operated:										
(A) Only for residents and guests	SE	X	SE	X	SE	P	SE	P	SE	X
(B) All others (CB-85-1988; CB-33-1989)	SE	X	SE	X	SE	X	SE	X	SE	X
Conference center and uses accessory thereto (such as restaurants, tennis courts, auditoriums, swimming pools, racquetball courts, riding stables, golf courses, or other recreational, physical fitness, or educational activities) privately owned and commercially operated, on a tract having a gross area of at least 500 acres, owned by a public agency, on which a public golf course is operated on a regular basis	SE	X	X	X	X	X	X	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]	P	P	P	P	X	X	X	X	X	X
(B) All others (CB-47-1995)	X	P	X	P	X	P	X	P	X	X
Golf course:										
(A) At least 18 holes on a tract having a gross area of at least 200 acres; provided that any accessory recreational facilities shall be located at least 100 feet from the nearest property line and effectively screened from view of any adjoining land in a Residential Zone, or land proposed to be used for residential purposes on an approved Basic Plan for a Comprehensive Design Zone, approved Official Plan for an R-P-C Zone, or any approved Conceptual or detailed site plan, not on publicly owned land	SE	X	SE	X	SE	X	SE	X	SE	X

Table 50. Table of Permitted Uses: Open Space and Single-Family Residential Zones

USE	R-O-S	T-D-O/ R-O-S	O-S	T-D-O/O-S	R-80	T-D-O/ R-80	R-20	T-D-O/ R-20	R-55	T-D-O/ R-55
(B) Privately owned and commercially operated on land leased from, and owned by, a public agency[56]	P	X	P	X	X	X	X	X	X	X
(C) Golf Course Conference/Hotel complex	X	X	X	X	X	X	X	X	X	X
(D) All others (CB-47-1995; CB-45-2002)	SE	X	SE	X	SE	X	SE	X	SE	X
Golf course, miniature (indoor or outdoor):										
(A) Privately owned and commercially operated on land leased from, and owned by, a public agency[56]	P	P	P	P	X	X	X	X	X	X
(B) All others (CB-47-1995)	X	P	SE	P	X	X	X	X	X	X
Golf driving range:										
(A) Privately owned and commercially operated on land leased from, and owned by, a public agency[56]	P	X	P	X	X	X	X	X	X	X
(B) All others (CB-47-1995)	SE	X	SE	X	X	X	X	X	X	X
Homes Association Recreational Use, in accordance with Section 27-445	SE	X	P	X	P	P	P	P	P	P
Marina (CB-76-2001)	X	X	X	X	X	X	X	X	X	X
Museum, art gallery, aquarium, cultural center, or similar facility (noncommercial)	SE	P	SE	P	P	X	P	X	P	P
Performance arts center, in accordance with Section 27-445.09 (CB-12-2001)	X	X	X	X	X	X	SP	X	SP	X
Racetrack, including pari-mutuel	X	X	X	X	X	X	X	X	X	X
Racetrack, pari-mutuel only	X	X	SE	X	X	X	X	X	X	X
Recreational campground	SE	X	SE	X	X	X	X	X	X	X
Recreational program, before- and after-school	P	P	P	P	P	X	P	X	P	X
Recreational use (nonprofit) not publicly owned or operated, when not otherwise allowed:										
(A) Only for residents and guests	SE	X	SE	X	SE	P	SE	P	SE	X
(B) All others (CB-33-1989)	SE	P	SE	P	SE	X	SE	X	SE	X
Saunas, solariums, and health clubs, noncommercial, for the sole use of residents and their guests	X	X	X	X	X	X	X	X	X	X
Shooting range (rifle, pistol, or skeet):										
(A) On a lot having a net area of at least 20 acres, and subject to annual renewal	SE	X	SE	X	X	X	X	X	X	X
(B) All others	X	X	X	X	X	X	X	X	X	X
Skating facility:										

Table 50. Table of Permitted Uses: Open Space and Single-Family Residential Zones

USE	R-O-S	T-D-O/ R-O-S	O-S	T-D-O/O-S	R-80	T-D-O/ R-80	R-20	T-D-O/ R-20	R-55	T-D-O/ R-55
(A) Privately owned and commercially operated on land leased from, and owned by, a public agency[56]	P	P	P	P	X	X	X	X	X	X
(B) All others (CB-89-1994; CB-47-1995)	SE	P	SE	P	X	X	X	X	X	X
Spa, private	SE	X	P	X	P	X	P	X	P	P
Spa, community	SE	X	SE	X	SE	X	SE	X	SE	X
Stable, private (CB-29-1985)	P[35]	X	P[35]	X	P[35,37]	P[35,37]	SE[35]	X	P[35,37]	X
Swimming pool (community) for sole use of residents and their guests, in accordance with Section 27-411	X	X	X	X	X	P	X	P	X	X
Swimming pool (community), in accordance with Section 27-411	SE	X	SE	X	SE	P	SE	P	SE	X
Swimming pool (private):										
(A) Accessory to a one-family detached dwelling	P	X	P	X	P	P	P	X	P	X
(B) Accessory to other dwellings	X	X	X	X	X	P	P	P	X	X
Swimming pool, privately owned and commercially operated on land leased from, and owned by, a public agency[56] (CB-47-1995)	P	P	P	P	X	X	X	X	X	X
(6) Residential/Lodging:										
Apartment hotel	X	X	X	X	X	X	X	X	X	X
Apartment housing for elderly or handicapped families in a building other than a surplus public school building (with provisions for increased density and reduced lot size in Multifamily Zones) (CB-85-1988; CB-91-1991; CB-44-1992)	X	X	X	X	SE	X	X	X	SE	X
Apartment housing for elderly or handicapped families in a surplus public school building	SE	X	SE	X	SE	X	SE	X	SE	X
Artists' residential studios, in accordance with Section 27-445.09 (CB-12-2001)	X	X	X	X	X	X	SP	X	SP	X
Boardinghouse	SE	X	P	X	X	X	X	X	X	X
Congregate living facility for more than eight elderly or physically handicapped residents (CB-90-1985)	SE	X	SE	X	SE	X	SE	X	SE	X
Congregate living facility for NOT more than eight elderly or physically handicapped residents (CB-90-1985)	P	X	P	X	P	X	P	X	P	X
Conservation subdivision pursuant to Section 24-152 of Subtitle 24 (CB-6-2006)	X	X	P	X	X	X	X	X	X	X
Convent or monastery (CB-23-1993)	P	X	P	X	P	X	P	X	P	X

Table 50. Table of Permitted Uses: Open Space and Single-Family Residential Zones

USE	R-O-S	T-D-O/ R-O-S	O-S	T-D-O/O-S	R-80	T-D-O/ R-80	R-20	T-D-O/ R-20	R-55	T-D-O/ R-55
Conversion of one-family detached dwelling to a building containing up to three dwelling units (not considered as a two-family, three-family, or multifamily dwelling):[57]										
(A) Prior to November 29, 1949, if the owner of the building resides in the building, and a valid Use and Occupancy permit was in effect on July 1, 1986	X	X	X	X	P	X	P	X	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	X	X	X	X	SE	X	SE	X	SE	X
(C) Prior to November 18, 1980, but on or after November 29, 1949	X	X	X	X	SE	X	SE	X	SE	X
(D) On or after November 18, 1980 (CB-58-1986; CB-73-1996)	X	X	X	X	X	X	X	X	X	X
Country Inn	SE	X	SE	X	SE	X	SE	X	SE	X
Dwelling, farm tenant	P	X	P	X	X	X	X	X	X	X
Dwelling, metropolitan, one-family attached (CB-33-2005)	X	X	X	X	X	X	X	P	X	X
Dwelling, multifamily:										
(A) In general (CB-37-2005)	X	X	X	X	X	X	X	X[c]	X	X
(B) Subject to applicable bedroom percentages	X	X	X	X	X	X	X	X[c]	X	X
(C) In excess of applicable bedroom percentages	X	X	X	X	X	X	X	X[c]	X	X
(D) Restricted to one-bedroom and efficiency apartments	X	X	X	X	X	X	X	X	X	X
(E) Higher than 110 feet (CB-85-1988)	X	X	X	X	X	X	X	X	X	X
(F) Up to six dwelling units in a building of no more than two stories, where the first story was previously used for commercial purposes (CB-91-2004)	X	X	X	X	X	X	X	X	P	X
Dwelling, one-family attached, for the elderly[58] (CB-71-1996)	X	X	X	X	X	X	P[2]	P	X	X
Dwelling, one-family detached, for the elderly (CB-90-2004)	X	X	X	X	X	P	X	X	X	X
Dwelling, one-family detached, cluster development, shown on a preliminary plat of subdivision approved prior to July 1, 2006 (CB-6-2006)	X	X	X	X	P	X	X	X	P	X
Dwelling, one-family detached (in general) (CB-6-2006)	P	X	P[83]	X	P	P	P	X	P	P
Dwelling, one-family semidetached[1] (CB-85-1988)	X	X	X	X	P[13,32]	X	P	X	P[13,32]	P

Table 50. Table of Permitted Uses: Open Space and Single-Family Residential Zones

USE	R-O-S	T-D-O/ R-O-S	O-S	T-D-O/O-S	R-80	T-D-O/ R-80	R-20	T-D-O/ R-20	R-55	T-D-O/ R-55
Dwelling, quadruple-attached (CB-83-1997)	X	X	X	X	X	X	P[2]	P	X	X
Dwelling, three-family	X	X	X	X	X	X	X	P	X	X
Dwelling, two-family detached (CB-85-1988)	X	X	X	X	X	X	X	P	X	X
Dwelling, two-family (in general) (CB-9-2012)	X	X	X	X	X	X	X	P	X	X
Dwellings, one-family attached, cluster development, shown on a preliminary plat of subdivision approved prior to September 1, 1986	X	X	X	X	P[32]	X	X	X	P[32]	X
Dwellings, one-family triple-attached, cluster development, shown on a preliminary plat of subdivision approved prior to September 1, 1986	X	X	X	X	P[32]	X	X	X	P[32]	X
Dwellings, one-family triple-attached (in general)	X	X	X	X	X	X	P	P	X	X
Flag lot development:										
(A) In accordance with preliminary plats approved prior to February 1, 1990, pursuant to Subtitle 24 and recorded within the prescribed time period	X	X	X	X	P	X	X	X	P	X
(B) In accordance with Section 24-138.01 of Subtitle 24 (CB-72-1989)	X	X	X	X	P[46]	X	X	X	X	X
Fraternity or sorority house:										
(A) If legally existing prior to May 20, 1983, and not extended beyond the boundary lines of the lot as it legally existed (prior to May 20, 1983)	X	X	X	X	X	X	X	X	X	X
(B) All others	X	X	X	X	X	X	X	X	X	X
Group residential facility for more than eight mentally handicapped dependent persons, or for five or more other dependent persons (CB-29-2012)	P	X	P	X	P	P	P	X	P	X
Group residential facility for not more than eight mentally handicapped dependent persons	P	X	P	X	P	P	P	X	P	X
Guest house, as an accessory use	P	X	P	X	X	X	X	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	P	X	P	X	X	P	X	P	X	X
Mobile home used as a one-family detached dwelling (CB-79-1999)	SE	X	SE	X	X	X	X	X	X	X
Mobile home, with use for which amusement taxes collected[28]	X	X	P	X	P	X	P	X	P	X
Motel	X	X	X	X	X	X	X	X	X	X

Table 50. Table of Permitted Uses: Open Space and Single-Family Residential Zones

USE	R-O-S	T-D-O/ R-O-S	O-S	T-D-O/O-S	R-80	T-D-O/ R-80	R-20	T-D-O/ R-20	R-55	T-D-O/ R-55
Opportunity Housing dwelling units (CB-66-1991)	X	X	X	X	P	P	P	P	P	P
Planned retirement community (CB-53-2005; CB-4-2013)	X	X	X	X	SE	X	SE	X	SE	X
Recreational Community Development, in accordance with Section 27-444 (CB-16-1989)	SE	X	P	X	X	X	X	X	X	X
Public Benefit Conservation Subdivision pursuant to Section 24-152 of Subtitle 24 (CB-32-2008)	X	X	X	X	X	X	X	X	X	X
Rental of guest rooms (by the residents):										
(A) To one or two persons (unrelated to all principal residents)	P	X	P	X	X	X	X	X	X	X
(B) To three persons (unrelated to all principal residents)	P	X	P	X	X	X	X	X	X	X
(C) To not more than three persons (unrelated to all principal residents) by a family of related individuals, one individual, or two unrelated individuals (CB-122-1986)	P	X	P	X	P	X	P	X	P	X
Residential Revitalization in accordance with Section 27-445.10 (CB-58-2001; CB-89-2014)	X	X	X	X	P	P	P	P	P	X
Rooming houses	SE	X	P	X	X	X	X	X	X	X
Tourist cabin camp	X	X	X	X	X	X	X	X	X	X
Tourist homes	SE	X	X	X	X	X	X	X	X	X
Townhouse, cluster development, shown on a preliminary plat of subdivision approved prior to September 1, 1986 (CB-54-1986)	X	X	X	X	P[32]	X	X	X	P[32]	X
Townhouse, all others (CB-84-1990; CB-47-1996; CB-37-2005; CB-28-2016)	X	X	X	X	X[48]	X	P[2]	P	P[109]	X
Townhouse, shown on a preliminary plat of subdivision approved pursuant to part 4A. (CB-47-1996)	X	X	X	X	P	P	P[2]	P	P	X
Townhouse, Transit Village (CB-37-2006; CB-28-2016)	X	X	X	X	X	X	X	P	P[111]	X
Townhouse, if located within a designated Revitalization Tax Credit District, within a Transit District Overlay Zone, or a Development District Overlay Zone. (CB-112-2004, CB-106-2015; CB-28-2016)	X	X	X	X	X	X	X	X	P[109]	X
Townhouses or Multi-Family Units (CB-97-2005)	X	X	X	X	X	X	P	P	X[82]	X
(7) Resource Production/Recovery:										
Agricultural uses:										

Table 50. Table of Permitted Uses: Open Space and Single-Family Residential Zones

USE	R-O-S	T-D-O/ R-O-S	O-S	T-D-O/O-S	R-80	T-D-O/ R-80	R-20	T-D-O/ R-20	R-55	T-D-O/ R-55
(A) All general agriculture[22]	P	P	P	P	SE	X	SE	X	SE	X
(B) Limited to floriculture, horticulture, gardening, and private, noncommercial greenhouses	X	X	X	X	P	P	P	P	P	P
(C) Keeping of homing or racing pigeons, provided the use was in existence:										
(i) Prior to June 30, 1987	P	X	P	X	X	X	X	X	P[50]	X
(ii) On or after June 30, 1987 (CB-45-1987; CB-36-1991)	P	X	P	X	X	X	X	X	X	X
(D) Equine activities	P	P	P	P	X	X	X	X	X	X
(E) Equine facility:										
(i) Keeping of horses or ponies	P	P	P	P	P[37]	P[37]	SE	X	P[37]	X
(ii) Private stable	P[35]	X	P[35]	X	P[35,37]	P[35,37]	SE[35]	X	P[35,37]	X
(iii) Riding stable:										
(aa) On a tract consisting of less than 20,000 sq. ft.	X	P	SE	P	X	X	X	X	X	X
(bb) On a tract consisting of between 20,000 sq. ft. and nine contiguous acres.	SE	P	SE	P	X	X	X	X	X	X
(cc) All others	P	P	P	P	X	X	X	X	X	X
(iv) All others (CB-92-2010)	P	P	P	P	X	X	X	X	X	X
(F) Urban Farm (CB-76-2013)	X	P	X	P	X	P	X	P	X	X
Nursery and garden center:										
(A) In accordance with Section 27-445.05	X	X	P	X	X	X	X	X	X	X
(B) All others (CB-35-1989; CB-143-1989; CB-135-1993)	SE	X	SE	X	X	X	X	X	X	X
Sand or gravel wet-processing, in accordance with Section 27-445.02	SE	X	SE	X	SE	X	SE	X	SE	X
Sawmill:										
(A) Only for timber grown on the premises	X	X	X	X	SE	X	SE	X	SE	X
(B) In connection with an agricultural operation	SE[24]	X	SE[24]	X	X	X	X	X	X	X
Surface mining, in accordance with Section 27-445.02	SE	X	SE	X	SE	X	SE	X	SE	X
(8) Transportation/Parking/Communications/Utilities:										
Airport, airpark, airfield, heliport, or helistop; private (CB-14-1992)	SE	X	SE	X	SE	X	SE	X	SE	X
Airstrip, private:										
(A) In accordance with Section 27-445.07	P	X	P	X	SE	X	SE	X	SE	X
(B) All others (CB-14-1992)	SE	X	SE	X	SE	X	SE	X	SE	X

Table 50. Table of Permitted Uses: Open Space and Single-Family Residential Zones

USE	R-O-S	T-D-O/ R-O-S	O-S	T-D-O/O-S	R-80	T-D-O/ R-80	R-20	T-D-O/ R-20	R-55	T-D-O/ R-55
Antennas and related equipment buildings and enclosures, other than satellite dish antennas:										
(A) In accordance with Section 27-445.04	P	P	P	P	P	P	P	P	P	P
(B) All others (CB-65-2000)	SE	X	SE	X	SE	P	SE	P	SE	X
Farm vehicles and farm machinery used on farm premises[51] (CB-105-1993)	P	P	P	P	X	X	X	X	X	X
Monopoles and related equipment buildings and enclosures:										
(A) In accordance with Section 27-445.04	P	P	P	P	P	P	P	P	P	P
(B) All others (CB-65-2000)	SE	X	SE	X	SE	X	SE	X	SE	X
Parking lot or garage, or loading area, used in accordance with Part 11 to serve:										
(A) A permitted, PA, or PB use	P	X	P	X	P	P	P	P	P	X
(B) A Special Exception use (CB-85-1988)	SE	X	SE	X	SE	X	SE	X	SE	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	SE	X	SE	X	SE	X	SE[65]	X
Parking of mobile home except as otherwise specified	X	X	X	X	X	X	X	X	X	X
Parking of mobile home in a public right-of-way[31]	X	X	X	X	X	X	X	X	X	X
Parking of vehicles owned or used by the occupants of the premises or their bona fide guests:										
(A) Boats and boat trailers[91] (CB-24-2010)	P	X	P	X	P[17]	P[17]	P[17]	P[17]	P[17]	X
(B) Buses[18], on the same lot with, and accessory to, the principal use, such as a school or church	SE	X	P	P	P	X	P	X	P	X
(C) Camping trailer (unoccupied):[44]										
(i) Not more than one	P	X	X	X	P	P	P	P	P	X
(ii) Unlimited number (CB-43-1989)	X	X	P	X	X	X	X	X	X	X
(D) Not more than one commercial vehicle:										
(i) Having a maximum manufacturer's gross vehicle weight specification of up to 17,000 pounds, and which may include unlimited advertising on the side of the vehicle:										
(aa) If parked within a wholly enclosed private parking garage	P	X	P	X	P	P	P	P	P	X
(bb) If parked in a side or rear yard[11]	P[4]	X	P[4]	X	X	X	X	X	X	X

Table 50. Table of Permitted Uses: Open Space and Single-Family Residential Zones

USE	R-O-S	T-D-O/ R-O-S	O-S	T-D-O/O-S	R-80	T-D-O/ R-80	R-20	T-D-O/ R-20	R-55	T-D-O/ R-55
(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 four inches high), and excluding vehicles exceeding 300 cubic feet of load space, stake platform trucks, dump trucks, crane or tow trucks, and vehicles with dual rear axles	P	X	P	X	P	P	P	X	P	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 five acres in size, and set back 300 feet from all lot lines[11]	P	X	P	X	X	X	X	X	X	X
(iv) Owned and registered by an occupant of the premises, having a manufacturer's gross vehicle weight specification of greater than 17,000 pounds, parked only in the side or rear yard for not more than 72 continuous hours, on a lot at least two acres in size[11] (CB-53-1987; CB-35-1993)	SE	X	SE	X	X	X	X	X	X	X
(E) Commercial vehicles not exceeding a manufacturer's gross vehicle weight specification of 8,500 pounds; containing no advertising other than a firm name or similar designation not more than four inches high; and excluding vehicles exceeding 300 cubic feet of load space, stake platform trucks, dump trucks, crane or tow trucks, or vehicles with dual rear wheels	X	X	X	X	X	X	X	X	X	X
(F) Private passenger vehicles	P	X	P	X	P	P	P	P	P	P
Public utility uses or structures:										
(A) Underground pipelines, electric power facilities or equipment, or telephone facilities or equipment; and railroad tracks or passenger stations, but not railroad yards	P	P	P	P	P	P	P	P	P	P

Table 50. Table of Permitted Uses: Open Space and Single-Family Residential Zones

USE	R-O-S	T-D-O/ R-O-S	O-S	T-D-O/O-S	R-80	T-D-O/ R-80	R-20	T-D-O/ R-20	R-55	T-D-O/ R-55
(B) Other public utility uses or structures (including major transmission and distribution lines and structures, but excluding railroad yards, round houses, car barns, and freight stations) (CB-25-1987; CB-65-2000)	SE	X	SE	P	SE	P	SE	P	SE	P
Satellite dish antenna, in accordance with Section 27-424.02:										
(A) Up to 10 feet in diameter, to serve only one dwelling unit	P	P	P	P	P	P	P	P	P	P
(B) More than 10 feet in diameter, to serve only one dwelling unit	SE	X	SE	X	SE	X	SE	X	SE	X
(C) All others (CB-19-1985)	P	P	P	P	P	P	P	P	P	P
Storage of any motor vehicle which is wrecked, dismantled, or not currently licensed, except where specifically allowed[12] (CB-4-1987)	X	X	X	X	X	X	X	X	X	X
Towers or poles (electronic, radio, or television, transmitting or receiving):										
(A) Commercial purposes	SE	X	SE	X	X	X	X	X	X	X
(B) Nonprofit, noncommercial purposes (CB-18-1984; CB-39-1984; CB-94-1984; CB-133-1984; CB-33-1985; CB-123-1994; CB-65-2000)	P	P	P	P	P	P	P	P	P	P

a Signs within the Prince George's Plaza Transit District are subject to the Transit District Standards as well as certain provisions of Part 12 of the Zoning Ordinance. See Applicability clause SG2 to determine which standards apply.

b Use is not permitted above the second story above grade in a multifamily building.

c Use is permitted and not nonconforming within the Prince George's Plaza Transit District if legally existing on July 19, 2016. Use may continue to operate and may be reconstructed or restored pursuant to the Transit District Standards up to a density equal to the dwelling units per acre in existence on July 19, 2016. New uses of this type are prohibited within the Transit District.

d Permitted pursuant to a currently valid Preliminary Plan of Subdivision or Detailed Site Plan approved on or before July 19, 2016. Otherwise, only multifamily dwelling units are permitted in the T-D-O/M-X-T Zone. All other dwelling unit types are prohibited.

e [Reserved]

f Driving instruction limited to classroom instruction; no on-site driving course permitted.

g Airport, airpark, airfield, airstrip, and heliport prohibited within the Transit District. Helistop permitted.

h Use is permitted on the top floor or roof of a multifamily building, but on no other floor except where Footnote b also applies.

i Use must meet the requirements of Section 27.464.05(a)(1), (a)(2), and (b) of the Zoning Ordinance, as well as the Transit District Standards, at the time of Detailed Site Plan. A Special Permit shall not be required.

j Use must meet the requirements of Section 27.445.09(a)(1), (a)(2), and (b) of the Zoning Ordinance, as well as the Transit District Standards, at the time of Detailed Site Plan. A Special Permit shall not be required.

1 Provided both of an adjoining pair are erected at the same time.

2 Subject to all requirements applicable to the R-T Zone (except as specifically modified for the R-20 Zone).

3 Limited to dwelling units arranged one above the other.

4 On lots having a net area exceeding 20,000 square feet. (CB-45-1987)

5 The townhouses may be developed without conforming to the regulations applicable to townhouses governing streets and drives, tract widths and sizes, density, and net lot area, provided:

(A) A Special Exception for multifamily dwelling bedroom percentages increase (Section 27-382) has been granted for the subject property with a condition that the property be developed with townhouses;

(B) A preliminary plat of subdivision has been approved for the property as of June 1, 1975, in accordance with the net lot area and lot frontage requirements applicable to multifamily dwellings in the R-18 Zone, with a maximum density of 22 dwelling units per acre; and

(C) A final plat was recorded prior to June 1, 1976.

6 Provided a condominium plat is recorded, in accordance with the provisions of the Maryland Condominium Act, setting out each dwelling unit as a separate unit.

7 Provided the use is limited to a person residing in the dwelling.

8 Except as allowed without a Special Exception.

9 Provided the use is located in a community building (constructed as part of a multifamily project), owned by a homes association, that does not contain any dwelling units. Not more than one-third of the gross floor area of the community building may be used for professional office space.

10 Provided the multifamily dwelling or project contains at least 24 dwelling units. (CB-36-1987)

11 For lots having frontage on more than one 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 such vehicle which is stored in a wholly enclosed garage.

13 For zero lot line development, in accordance with Optional Residential Design Approach provisions of Subtitle 24.

14 Only for the expansion of the existing business on abutting land in the C-M, I-1, I-2, or I-4 Zones.

15 Restricted to one-family detached and semidetached dwellings.

16 Restricted to one-family detached dwellings.

17 Only one of each.

18 Provided:

(A) The parking area shall be in addition to any required parking lot on the premises. The parking area shall be connected to a public street by means of a driveway (constructed in compliance with the minimum standards of the Department of Permitting, Inspections and Enforcement) with a minimum width of 11 feet for each lane;

(B) The parking area shall be screened from any adjoining land in any Residential Zone (on land proposed to be used for residential purposes on an approved Basic Plan for a Comprehensive Design Zone, approved Official Plan for an R-P-C Zone, or any approved Conceptual or detailed site plan; and

(C) No repairs, service, maintenance, or gasoline dispensing or storage facility shall be permitted without a Special Exception. (CB-29-2014)

19 Provided:

(A) The use is limited to one bona fide resident of the dwelling;

(B) Not more than two 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 Not applicable to multifamily dwellings.

22 Slaughterhouses, fertilizer works, bone yards, plants for the reduction of animal matter, and any uses which are noxious or offensive because of odor, dust, smoke, gas, or noise, are prohibited; may include an equine facility in conjunction with the agricultural use. (CB-92-2010)

23 On lots having a net area of 20,000 square feet or less, keeping cattle, equines, poultry, or other animals or birds (other than customary household pets) shall only be permitted upon approval of a Special Exception. (CB-92-2010)

24 As a temporary use subject to annual renewal and located at least 500 feet from the boundary line of any other land in a Residential Zone, or land proposed to be used for residential purposes in a Comprehensive Design, Mixed Use, or Planned Community Zone.

25 Limited to 400 square feet.

26 Provided the site is either:

(A) In the proximity of an area designated as a fire or rescue station on an approved Functional Master Plan of Fire and Rescue Stations;

(B) In a location which the Fire Chief has indicated (in writing) is appropriate; or

(C) Occupied by a station that was in use as a station on June 30, 1982.

27 The following activities are considered to be ancillary uses permitted within the hall/assembly area of a voluntary fire, ambulance, or rescue station: bingo (with an approved license from the Department of Department of Permitting, Inspections and Enforcement), weddings, dinners, community events, organization functions, and private events (with no advance or at the door ticket sales).

All events must comply with County or State regulations, and events requiring a specific license must obtain such license to be considered a permitted ancillary use. All events must be organized by the voluntary fire, ambulance, or rescue corporation or company and/or a community group from within the immediate vicinity of the station. For weddings, receptions, and dinners, the event may be organized by an individual in conjunction with the voluntary fire, ambulance, or rescue corporation or company and/or a community group within the immediate vicinity of the station. A permitted ancillary use does not include the leasing of the station facility for use by a promoter. Private events may not have advance or at the door ticket sales. All events must end by 10:00 p.m., Sunday through Thursday (except that bingo events must end by 11:00 p.m.), and by midnight on Friday and Saturday, with all patrons off the site within 30 minutes after closing. (CB-70-2008; CB-29-2014)

27 The field shall be located on a lot having a net area of at least 10 acres, which is owned and operated by an eleemosynary or philanthropic institution. Any accessory building shall not exceed 1,000 square feet of gross floor area, and shall only be used for maintenance and storage. Otherwise, a Special Exception is required.

28 Provided:

(A) The mobile home is located on a lot having a net area of at least five 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 Limited to two vehicles (total, all types) for a lot used for one-family semidetached dwelling, and four vehicles (total, all types) for a two-family detached dwelling.

30 Only in connection with one-family detached dwellings.

31 Except in an emergency. In this case, the parking shall be subject to the traffic and parking regulations applicable to the right-of-way.

32 In a cluster development for which the preliminary plat of subdivision was approved prior to September 1, 1986, showing such one-family attached dwellings. Up to 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 Only for expansion of an existing sanitary landfill or rubble fill on abutting land for which an approved Special Exception has not expired.

34 Minimum lot size of two acres required. A church must provide its tax-exempt identification number when applying for a detailed site plan or a building or use and occupancy permit for an accessory day care center for children. (CB-23-1988; CB-44-1989)

35 In conjunction with an agricultural use.

36 Not allowed in an Agricultural Preservation Development, unless it existed prior to the approval of the site plan.

37 Permitted only on lots having a gross lot area of one acre or more, otherwise a special exception is required. (CB-29-1985)

38 Provided the use either:

(A) Is located at or below the ground floor level of a multifamily dwelling and does not exceed 2,000 square feet; or

(B) Is located in a community building (constructed as part of a multifamily project) owned by a homeowners' association and not containing dwelling units, and does not occupy more than one-half of the gross floor area of the community building. (CB-81-1985)

39 The use shall be related to, dependent on, secondary to, and located on the same record lot as, the multifamily dwelling or project. (CB-36-1987)

40 This does not provide for accessory antennas or overhead distribution lines. (CB-25-1987)

41 Provided the health center is located on a minimum of 25 acres. (CB-55-1988)

42 Either:

(A) In conjunction with an existing golf course or equestrian center; or

(B) The golf course or equestrian center shall be constructed within five years of approval of the detailed site plan. (CB-16-1989)

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 The sale of gazebos and sheds is permitted for a Special Exception approved in 1984 as incidental to its operation if such sale and display is in accordance with Section 27-385 and provided no more than two gazebos and two sheds are visible from any public street. (CB-143-1989)

46 If the property is located within the Chesapeake Bay Critical Area, was zoned R-80 prior to December 18, 1989, and is not the subject of a record plat. (CB-72-1989)

47 A sanitary landfill, rubble fill, or Class 3 fill may include a rock crusher only if it is approved as part of the Special Exception. (CB-15-1990; CB-8-2003; CB-87-2003)

48 Townhouses which were permitted when developed pursuant to former Part 4A of this Subtitle prior to January 21, 1997, are permitted. No more than 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 On lots having a total area exceeding 12,000 square feet. (CB-36-1991)

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 and two acres in size shall require a detailed site plan in accordance with Part 3, Division 9, of this Subtitle. In addition to the requirements of Section 27-285(b), the following requirements shall be met:

(A) The minimum setback for all buildings shall be 25 feet from each lot line;

(B) When possible, there should be no parking or loading spaces located in the front yard; and

(C) The maximum allowable lot coverage for the zone in which the use is proposed shall not be increased. (CB-76-1993)

53 Provided the net lot area is at least five acres. (CB-76-1993)

54 Any property rezoned to the R-E Zone by a Sectional Map Amendment prior to January 1, 1994, on which a previous special exception was approved for a nursery and garden center may continue to operate as a permitted special exception use, notwithstanding the provisions of Section 27-320 of this Subtitle. (CB-135-1993)

55 Provided the field is located on a lot having a net area of at least 40 acres, and any field constructed after August 1, 1996, is set back 100 feet from all property lines. Otherwise, a Special Exception is required. (CB-43-1994; CB-33-1996)

56 Subject to detailed site plan approval in accordance with Part 3, Division 9 of this Subtitle, unless the use is located in a Regional Park owned by the M-NCPPC. (CB-47-1995)

57 Conversion shall not occur until:

(A) The building is structurally modified to include the additional dwelling units; and

(B) The additional dwelling units are occupied. (CB-73-1996)

58 For the purposes of this Section, a dwelling for the elderly shall be housing which is operated in accordance with State and Federal Fair Housing laws. (CB-71-1996)

59 Townhouses shall comply with the design guidelines set forth in Section 27-274(a)(11) and the regulations for development set forth in Section 27-433(d). (CB-55-1996)

60 Section 3 of CB-55-1996 reads as follows: "BE IT FURTHER ENACTED that the provisions of this Ordinance shall not apply to projects for which a detailed site plan has been filed and accepted prior to November 1, 1996, provided the design guidelines and regulations not resulting in a requirement of resubdivision are applicable, and provided building permits for ten percent of the dwelling units included in the detailed site plan are issued within one year of the effective date of this legislation (December 30, 1996), and extensions of time for the permits do not exceed six months, and that the dwelling units are constructed pursuant to the permits.

61 Provided the use is located on a lot or parcel with not more than one-half acre which is adjoining and contiguous to an existing cemetery. (CB-60-1998)

62 Permitted use without requirement for special exception provided the use is on a parcel of land in the R-H Zone, the gross tract area of which is a maximum of 20 acres, which is adjoining R-R zoned land developed with an existing Medical Residential Campus. The entire tract of land in the R-H Zone shall require detailed site plan approval in accordance with Part 3, Division 9, of this Subtitle. Regulations restricting the height of structures, lot size and coverage, frontage, setbacks, density, and other requirements of the zone shall be consistent with existing development in the adjacent Medical Residential Campus. The dimensions and percentages shown on the approved site plan shall constitute the regulations for development. (CB-21-1999)

63 Provided:

(A) The use is located on a lot or parcel not less than 15 or more than 20 acres in size and has frontage on a public street having a proposed right-of-way width of at least 120 feet;

(B) The lot or parcel abuts property in the C-O Zone; and

(C) The property is located in a Revitalization Tax Credit Area. (CB-46-1999)

64 Use of permitted mobile homes is restricted to employees at a riding stable on the Special Exception property. No more than two mobile homes may be located on such a property, and each must be on its own R-E lot as required by Section 27-118.01(c). A building permit shall be issued by the Department of Department of Permitting, Inspections and Enforcement for each mobile home. Any mobile home unoccupied for more than 60 days must be removed from the property. (CB-79-1999; CB-29-2014)

65 Permitted use without requirement for Special Exception provided the land on which the lot exists is in the R-55 Zone, immediately adjoins land in the C-S-C Zone, is a part of the same parcel as the land in the C-S-C Zone, and is located within the municipal limits of the City of New Carrollton. (CB-88-1999)

66 The use is permitted on R-R zoned property leased from a public agency before January 1, 1974. Parking and loading facilities shall be provided in accordance with Part 11 (parking and loading requirements). Landscaping, buffering, and screening shall be provided in accordance with the Landscape Manual. Development regulations for building setbacks shall be provided in accordance with Part 6 (Commercial Zone regulations).

The following uses are not permitted: car wash, animal hospital, training, kennel, grooming, blacksmith, carpet or rug shampooing, department store exceeding 80,000 square feet, electric or gas appliance repair, farm implement sales and repair, upholstery or furniture repair, locksmith, laboratories, lawn mower repair, machine shop, massage establishment, methadone treatment center, model studio, photo processing plant, studio or darkroom, pizza delivery, print shop, newspaper publishing, sauna or steam bath, septic tank sales, service, sewage dump (pump out) services, shoe repair, taxidermy, welding shop, bait shop, bottled gas, feed sales, wayside stand, and any use prohibited in the lease with the public agency, as modified or amended. (CB-35-2000; CB-60-2009)

67 Permitted use without requirement for Special Exception provided the use was existing as of July 1, 2001, is located on a lot or parcel that is not less than 10 acres in size, and abuts a multiuse trail designated on an Approved Master Plan. (CB-53-2001)

68 Provided the use will be located on land that is located within the median of a road classified as a freeway on the applicable Master Plan; the property is at least one-half acre in size; and access to the property will not be directly from the main travel lanes of the freeway. (CB-75-2001)

69 Provided:

(A) The use abuts an existing marina in the C-W-Zone approved prior to 1972 pursuant to a special exception; and

(B) Notwithstanding the provisions to the contrary, a revised site plan shall be approved by the Planning Board that incorporates the entire property showing existing and proposed improvements in both the R-R and C-W Zones. (CB-76-2001)

70 Permitted use without requirement for special exception, provided; if as of February 1, 2003:

(A) The use is on a parcel of land which is surrounded by commercial and institutional uses;

(B) The parcel does not abut any property that is improved with single-family detached residential dwellings;

(C) The site has frontage on a street shown on the applicable Master Plan as an arterial or higher classification; and

(D) Any such use shall only be located upon property that is the subject of an approved detailed site plan. (CB-4-2003)

71 A Class 3 fill in existence as of October 7, 2003 that is operating pursuant to any validly issued grading permit, and is not in violation, shall be permitted to continue in operation as a matter of right, but is limited to the fill area established by any previously issued grading permit, not to exceed two renewals of the permit. Those fill operations that are in violation on October 7, 2003 have until December 31, 2003 to comply, or their permit is void. (CB-8-2003; CB-87-2003)

72 Provided:

(A) The property is located on and inside the Capital Beltway at an existing interchange with said Beltway;

(B) The site contains a minimum of 80 acres that is split-zoned, I-3 and R-R, with not more than 20 percent zoned R-R;

(C) The property is proposed for employment uses in the most recently approved applicable Master Plan;

(D) A detailed site plan shall be approved in accordance with Part 3, Division 9, of this Subtitle; and

(E) The site plan shall include at least two stores containing 100,000 square feet or more of gross floor area. (CB-65-2003)

73 Provided:

(A) The use is located on land no less than 30 acres and not more than 70 acres in size;

(B) The land adjoins properties in the R-T Zone that is at least 60 acres in size and is developed with at least 350 townhouses;

(C) The land and adjoining properties described in Subsection(B) were placed in the R-T Zone as a result of an approved Sectional Map Amendment;

(D) The land has frontage on and access to a road classified as an arterial on the applicable Master Plan and maintained by the State Highway Administration; and

(E) A detailed site plan shall be approved in accordance with Part 3, Division 9, of this Subtitle. (CB-70-2003)

74 Permitted as an expansion of an existing nonconforming animal hospital, veterinary office with a valid use and occupancy permit issued on or before July 1, 1998. Said expansion, is limited to 4,000 square feet of gross floor area and is subject to detailed site plan approval, in accordance with Part 3, Division 9, of this Subtitle, by the Planning Board or its designee. (CB-76-2003)

75 Provided:

(A) The use is located on property in both the C-M and R-A Zones;

(B) The property has frontage on a road classified as a freeway on the applicable Master Plan;

(C) The property is between 40,000 and 45,000 square feet in size and abuts the site of an existing gas station that was certified as a nonconforming use; and

(D) A detailed site plan shall be approved by the Planning Board that shows proposed improvements in both the C-M and R-A Zones and demonstrated compliance with Section 27-358(a)(1),(2),(4),(5),(6),(7),(8),(9) and (10). In addition, the detailed site plan shall demonstrate that there are no single family homes on the property or on any abutting property. (CB-36-2004)

76 Provided:

(A) A condominium plat is recorded, in accordance with the provisions of the Maryland Condominium Act, setting out each dwelling unit as a separate unit, or a housing cooperative is established to own the dwelling units; and

(B) At least 90 percent of all required parking spaces are provided in a parking structure. (CB-109-2004)

77 Up to 75 dwelling units are permitted only if adjoining and operated by the same organization as an adult day care use, approved by Special Exception. All assisted living facilities standards and requirements in Part 6, Division 5, must be met, including detailed site plan approval under Part 3, Division 9. (CB-110-2004)

78 Provided:

(A) Townhouse development is within a multifamily complex formerly used for multifamily dwellings, where residential (multifamily and/or townhouse) density was reduced as part of its redevelopment;

(B) Townhouse development shall be in accordance with the regulations for the R-T Zone; and

(C) Detailed site plan approval is required in accordance with Part 3, Division 9, of this Subtitle. (CB-112-2004)

79 Permitted only to replace an existing surface mining or Class III fill operation located directly adjacent to an interstate (with "I" classification, not "US" or "MD") highway, which operation has an active permit at the time of preliminary plan approval for the townhouse, two-family dwelling or multifamily development. The Planning Board shall approve a detailed site plan under Part 3, Division 9, of the Zoning Ordinance. Multifamily dwellings are permitted as provided in Section 27-436 for the R-18 Zone, and townhouses are permitted as provided in Section 27-433 for the R-T Zone. Regulations concerning lot size, coverage, frontage, setbacks, density, bedroom percentages, and other requirements applicable to multifamily, two-family dwellings and townhouse dwellings shall not apply; these dimensional (bulk) requirements shall be those approved by the Planning Board (or District Council after review) in the detailed site plan. In its site plan review, the District Council may require the applicant to demonstrate in the site plan record that highway facilities are adequate to serve the townhouse project. This provision shall not apply to legal nonconforming sand and gravel or Class III fill operations. (CB-37-2005; CB-9-2012)

80 Reserved.

81 (A) Permitted in the R-18 Zone without a Special Exception, provided that the subject property:

(i) Includes at least five acres;

(ii) Is located within the Developed Tier; and

(iii) Adjoins property also in the R-18 Zone.

(B) Age restrictions in conformance with the Federal Fair Housing Act shall be set forth in covenants submitted with the application and shall be approved by the District Council and filed in the land records at the time the final subdivision plat is recorded. The applicant must obtain approval of a detailed site plan, as provided in Part 3, Division 9, and demonstrate by evidence in the record that:

(i) The net lot area is at least 50 percent of the minimum net lot area normally required in the zone;

(ii) The density is not more than twice that normally allowed in the zone; and

(iii) The project is financed at least partially by tax credits approved by the State of Maryland.

82 Permitted in the R-55 Zone provided that the subject property meets the following criteria:

(A) Has area of at least two acres;

(B) Has frontage on a freeway or highway; and

(C) Is within a Growth Corridor or Growth Center as defined in the General Plan.

In accordance with the standards listed below, the applicant must obtain approval of a detailed site plan as provided in Part 3, Division 9. In site plan review, the Planning Board shall find that the proposed use and subject property meet all Division 9 requirements (except as provided below) and will:

(A) Include at least 30 but not more than 50 residential units;

(B) Include a traffic study that is prepared in accordance with the Planning Board Guidelines for Analysis of Traffic Impact of Development Proposals showing on-site circulation patterns, access points on and off-site, impacts on major highways and intersections, and impacts mitigated in accordance with the Guidelines;

(C) Incorporate reasonable regulations for height of structures, architectural design, lot size and coverage, frontage, setbacks, density (as restricted below), dwelling unit types, percentages of uses, and other dimensional requirements, in place of conventional requirements;

(D) Have residential densities not exceeding 18 units per gross tract acre;

(E) Have interior private roads only where appropriate for and in furtherance of community purposes, and approved by Department of Permitting, Inspections and Enforcement; and

(F) Be adjacent to or connected to C-S-C zoned land being redeveloped as a mixed-use development defined as at least two uses including residential, retail, or office with each use comprising no less than 10 percent of the uses of the site.

(i) Recreation facilities should be provided to serve the community; and

(ii) The recreation facilities shall be constructed prior to or concurrently with the residential units or as stated in a construction schedule approved by the District Council.

(G) The site plan shall also demonstrate the development and uses:

(i) Are in harmony with the purposes of this Subtitle;

(ii) Conform with all applicable requirements of this Subtitle;

(iii) Will not substantially impair the integrity of the applicable Master Plan, any applicable Functional Master Plan, or the General Plan;

(iv) Will not adversely affect the health, safety, or welfare of residents or workers in the neighborhood;

(v) Will not be detrimental to the use or development of adjacent properties or the neighborhood generally; and

(vi) Conform to an approved Tree Conservation Plan. (CB-97-2005; CB-29-2014)

83 In the Rural Tier as defined by the 2002 General Plan or as amended through a subsequent planning process where a preliminary plat of subdivision is required pursuant to Subtitle 24 after June 30, 2006 the subdivision of land shall be subject to Section 24-152(g)(2) through (6), and (h) of the Conservation Subdivision regulations. The minimum lot width at the building line and street line, and main building setback along a scenic and historic road are contained in Section 27-445.12(a) Tables 1 and 3. (CB-1-2006)

84 Provided the property has a net lot area of at least six acres and is located in a mixed use activity center designated as a "Transit Village" in the applicable Area Master Plan. (CB-37-2006)

85 In a Public Benefit Conservation Subdivision, townhouses, one-family semidetached, and one-family metropolitan dwellings are allowed subject to the approval of a detailed site plan and subject to the design guidelines of Section 27-274(A) (11) and the regulations for development set forth in Section 27-433 (c) through (k). Townhouses, one-family semidetached, and one-family metropolitan dwellings may not comprise more than 25 percent of the total number of units included in a Public Benefit Conservation Subdivision. (CB-32-2008)

86 Provided:

(A) The subject property is a minimum of 18,000 square feet in size.

(B) The subject property is located on a corner lot with frontage on at least one public street with a right of way greater than 80 feet in width.

(C) The use requires no new "building" construction on the subject property.

(D) The use meets the Additional Requirements for Specific Special Exception as set forth in Sec. 27-348.03. (CB-81-2008)

87 Each project developed pursuant to this provision shall be subject to a mandatory detailed site plan reviewed by the District Council. (CB-82-2008)

88 Permitted only where the multifamily development is the subject of a condominium regime, the property is located in a Transit Development Overlay Zone, the property abuts the District of Columbia, and the development includes a mix of residential and commercial uses. A detailed site plan shall be approved by the Planning Board in accordance with Part 3, Division 9 of the Zoning Ordinance. Regulations concerning lot size, coverage, frontage, setbacks, density, bedroom percentages, and other requirements applicable to multifamily dwellings shall apply; these dimensional (bulk) requirements shall be those approved by the Planning Board (or the District Council) in the detailed site plan. (CB-82-2008)

89 Permitted in accordance with Section 27-445.01 on land assessed for agricultural use. A restaurant may be permitted as an accessory use to a farm winery subject to approval of a special exception. The inclusion of a food or beverage store is not permitted as an accessory use to a Farm Winery. (CB-36-2009)

90 The use is permitted by right, but requires approval of a detailed site plan to ensure the development of an appropriate rural/environmental setting whenever the land area covered by buildings and other structures exceeds 40,000 square feet. (CB-39-2009)

91 Parking shall be provided as follows:

(A) The boat and boat trailer shall be located at least eight feet from a street line;

(B) The boat and boat trailer shall be parked on a dust-free surface area such as concrete, asphalt, or gravel;

(C) The boat and boat trailer shall be properly licensed and operable;

(D) The boat and boat trailer shall not be in excess of 20 feet unless located on a lot at least two acres in size; and

(E) The boat and boat trailer shall be covered to prevent the accumulation of water. (CB-24-2010)

92 Provided the use is for the purpose of promoting agritourism as defined in Sec. 27-107 (a). (CB-92-2010)

93 Permitted use without requirement for Special Exception only to replace a legal, nonconforming nursing or care home on an abutting R-80 Zone lot, which has been in continuous operation since 1970. A detailed site plan shall be approved in accordance with Part 3, Division 9, of this Subtitle. (CB-55-2011)

94 Permitted use without requirement for Special Exception or detailed site plan provided the property on which the use is located is owned by a non-profit organization as of October 1, 2012, and further provided that said property shall be exempt from the requirements of the Prince George's County Landscape Manual, Section 27-442 (c) Regulations for Lot Coverage and Green Area, and Part 11 for off-street parking and loading except for parking facilities for the physically handicapped. (CB-105-2012; CB-97-2013)

95 If the day care center is owned and operated by a church and was previously a Head Start public school and day care center operated by Prince George's Board of Education, it may be permitted by right, in accordance with Section 27-445.03. Said day care center must be adjacent to the church. The church must provide its tax-exempt identification number when applying for a detailed site plan or a building or use and occupancy permit, as well as documentation demonstrating the contractual relationship between the church and the Prince George's Board of Education. (CB-2-2013)

96 Permitted use provided the subject property is subject to a previously approved special exception for a parking lot on residential land serving an adjacent property in a commercial zone and the adjacent property is developed with an eating or drinking establishment with drive-through service. (CB-14-2013)

97 Permitted use only where a municipality indicates approval to operate such use on the property, and the extent of the use on the property does not exceed a maximum of five acres in size. The Urban Farm shall not allow noxious odors or dust to drift off the premises. The applicant shall be required to obtain a Health Department permit if fruits and vegetables are cut up or prepared foods are being sold to the public. The Urban Farm will not be subject to the sections of Subtitle 27 as listed below or the Landscape Manual:

(A) Exempt from the Landscape Manual regulations;

(B) Exempt from Part 11, the parking and loading requirements;

(C) Accessory structures are permitted; and

(D) Signage shall be limited to way finding and directional signs. (CB-76-2013)

98 Provided the use is limited to the preparation of food and/or beverages only and is within a public building owned and operated by a municipality that operates a food service facility therein pursuant to a food service facility permit issued prior to January 1, 2014. (CB-4-2014)

99 Provided, and notwithstanding any other provision of this Section, that:

(A) The property has frontage on and access to a road classified as arterial on the applicable Master Plan;

(B) The use is located on a site that is split-zoned, C-S-C and R-R, consisting of no more than six acres in size, with existing commercial improvements on the site; and

(C) The site and the land described in Subsection(B) was split-zoned, C-S-C and R-R, as a result of a Sectional Map Amendment approved after January 1, 2013. (CB-12-2014)

100 A special exception shall not be required for an eleemosynary or philanthropic institution, or the rental of the facilities on the property by the eleemosynary or philanthropic institution, including but not limited to banquet hall, auditorium, or other indoor or outdoor recreational facilities not already permitted on property that is:

(A) an aggregate of at least 85 acres in area;

(B) is split-zoned Open Space (O-S) and Residential Estate (R-E);

(C) partially outside the Growth Boundary of the County; and

(D) the eleemosynary or philanthropic institution is the title owner of the property in the land records of the County. (CB-70-2014)

101 For a public safety fraternal organization private club located on a lot having a gross tract area of at least five acres, a special exception shall not be required and shall be deemed a permitted use. (CB-75-2014)

102 Permitted as a temporary use in the R-R Zone, where:

(A) The adaptive reuse is on publicly owned land, for which the County has conveyed a leasehold interest, subject to certain terms; and

(B) Upon conclusion of the temporary use on the property, the property will be used as a Community Building, as defined in Section 27-107.01(a), in furtherance of a continuing public benefit. (CB-20-2015)

103 Provided the use is not located within a multifamily project and is located within an existing one-story building situated on at least five lots that have frontage on, but no direct vehicular access to, a street with a transportation functional classification as an arterial or higher on the applicable Master Plan, and said lots were rezoned from commercial to residential pursuant to a Sectional Map Amendment approved between January 1, 2010 and December 31, 2010. (CB-24-2015)

104 Provided, and notwithstanding any other provision of this Section, that:

(A) The lot or parcel is entirely surrounded by land in the M-X-T Zone;

(B) The lot or parcel was approved by a Sectional Map Amendment after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation;

(C) The lot or parcel was recommended for medium-to high density or mixed-use in a Master Plan or Sector Plan approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation; and

(D) The lot or parcel area is less than 2.0 acres in size. (CB-8-2015)

105 For a public safety fraternal organization private club located on a lot or parcel having a gross tract area of at least five acres, any alteration, enlargement, extension or revision of the special exception use shall not require the filing and approval of a special exception application. (CB-43-2015)

106 Permitted uses on property in the O-S Zone, as follows:

(A) The proposed use is located on property that is contiguous with property in the C-S-C Zone; and

(B) The property has been used as a commercial retail business since January 1, 2000, or earlier. (CB-73-2015)

107 A Special Exception shall not be required and shall be a permitted use on property in the O-S Zone, provided:

(A) The tower, pole, or monopole is located on property that is contiguous with property in the C-S-C Zone;

(B) The property has been used as a commercial retail business since January 1, 2000, or earlier; and

(C) The use is otherwise in conformance with the prescriptions of Section 27-416(a)(1)—(4) of this Subtitle. (CB-73-2015)

108 Townhouses are a permitted use, provided:

(A) The use is located on a lot(s) or parcel(s) of less than two acres in size;

(B) The property is currently developed with institutional/educational uses; and

(C) A Detailed Site Plan shall be approved in accordance with Part 3, Division 9, of this Subtitle. Regulations concerning the net lot area, lot coverage and green area, lot/width frontage, yards, building height, distance between unattached townhouses, density, accessory buildings, private streets, minimum area for development, and other requirements of the R-55 and R-T Zones shall not apply. If not specified within the Transit District Standards or Development District Standards applicable to the property, the foregoing requirements shall be established and shown on the Detailed Site Plan. The detailed site plan process pursuant to this section shall also include review of architectural features for the proposed development. (CB-106-2015)

109 Subject to conformance with Section 27-445.16 of this Subtitle. (CB-5-2016)

110 [Reserved]

111 Provided that the use conforms with the following criteria:

(A) The townhouses shall be located on a lot(s) or parcel(s) with a land area less than 11 acres in size;

(B) The property is located within a development area designated through a Sector Plan and Sectional Map Amendment approved before January 1, 2010;

(C) The property is located within a Development District Overlay Zone approved prior to June 1, 2014;

(D) The property is located within a development district eligible for Tax Increment Financing as designated by the County before January 1, 2015;

(E) In accordance with Section 27-548.25 of this Subtitle, the development is subject to a Detailed Site Plan process in accordance with Part 3, Division 9;

(F) Notwithstanding any provision of this Subtitle to the contrary, the regulations of the R-10A Zone concerning net lot area, lot coverage and green area, lot/width frontage, yards, building height, distance between unattached townhouses, density, accessory buildings, and other requirements shall not apply; all such requirements for the development shall be established by and shown on the approved Detailed Site Plan; and

(G) Dimensional (bulk) requirements shall be established and approved by the Planning Board and/or the District Council in the final decision applicable to the Detailed Site Plan. (CB-28-2016)

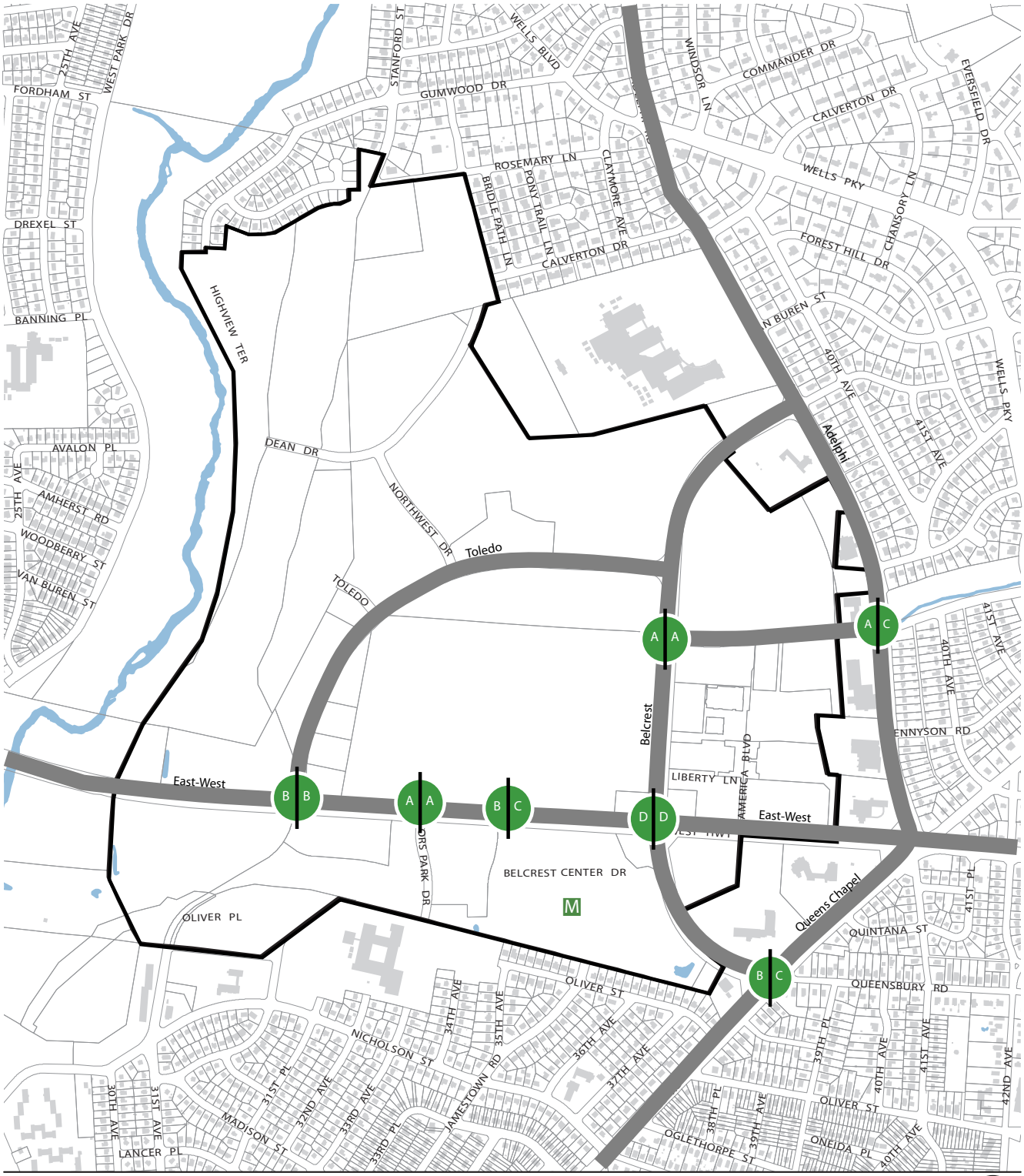
CHAPTER 8

Appendices

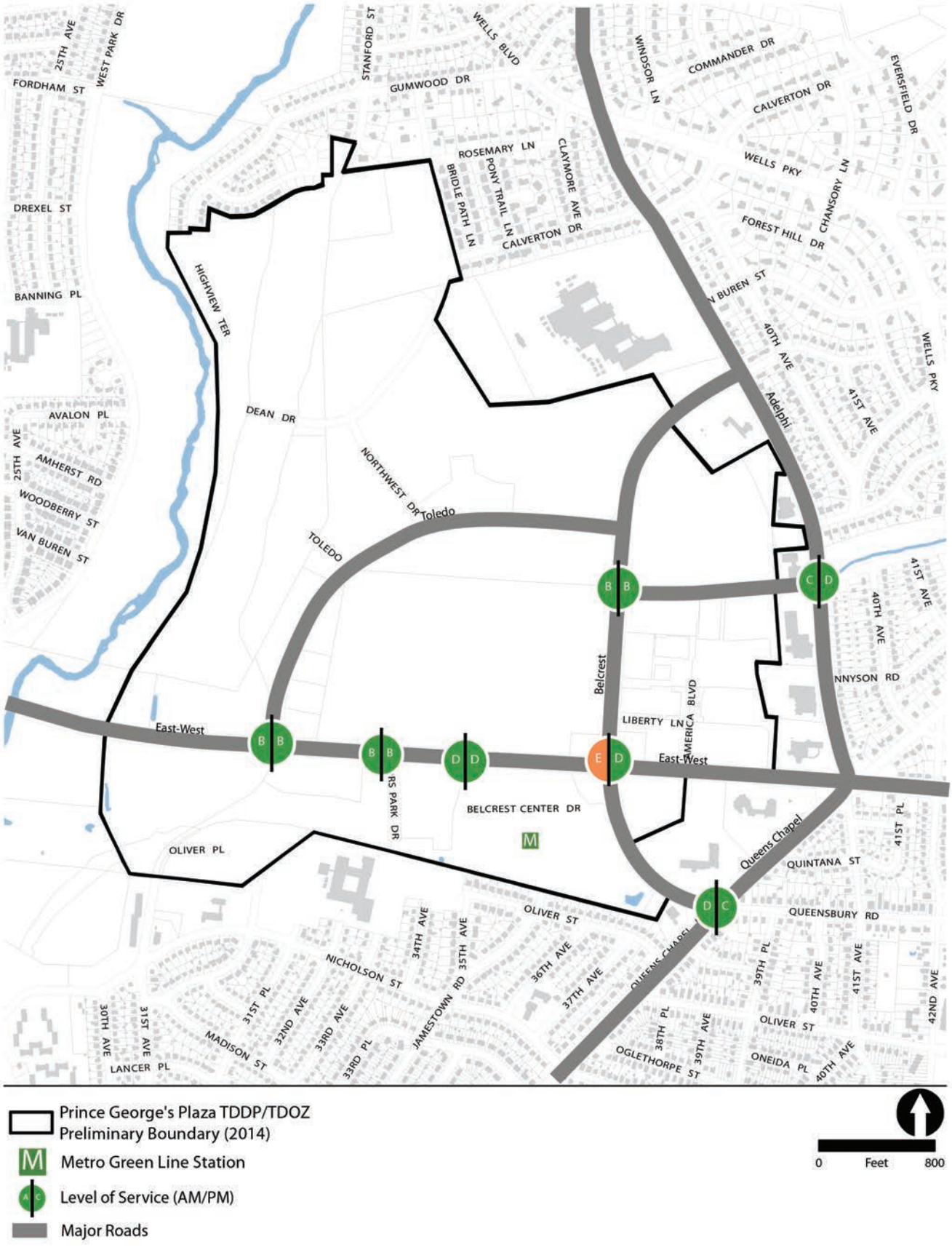
APPENDIX 1

Maps

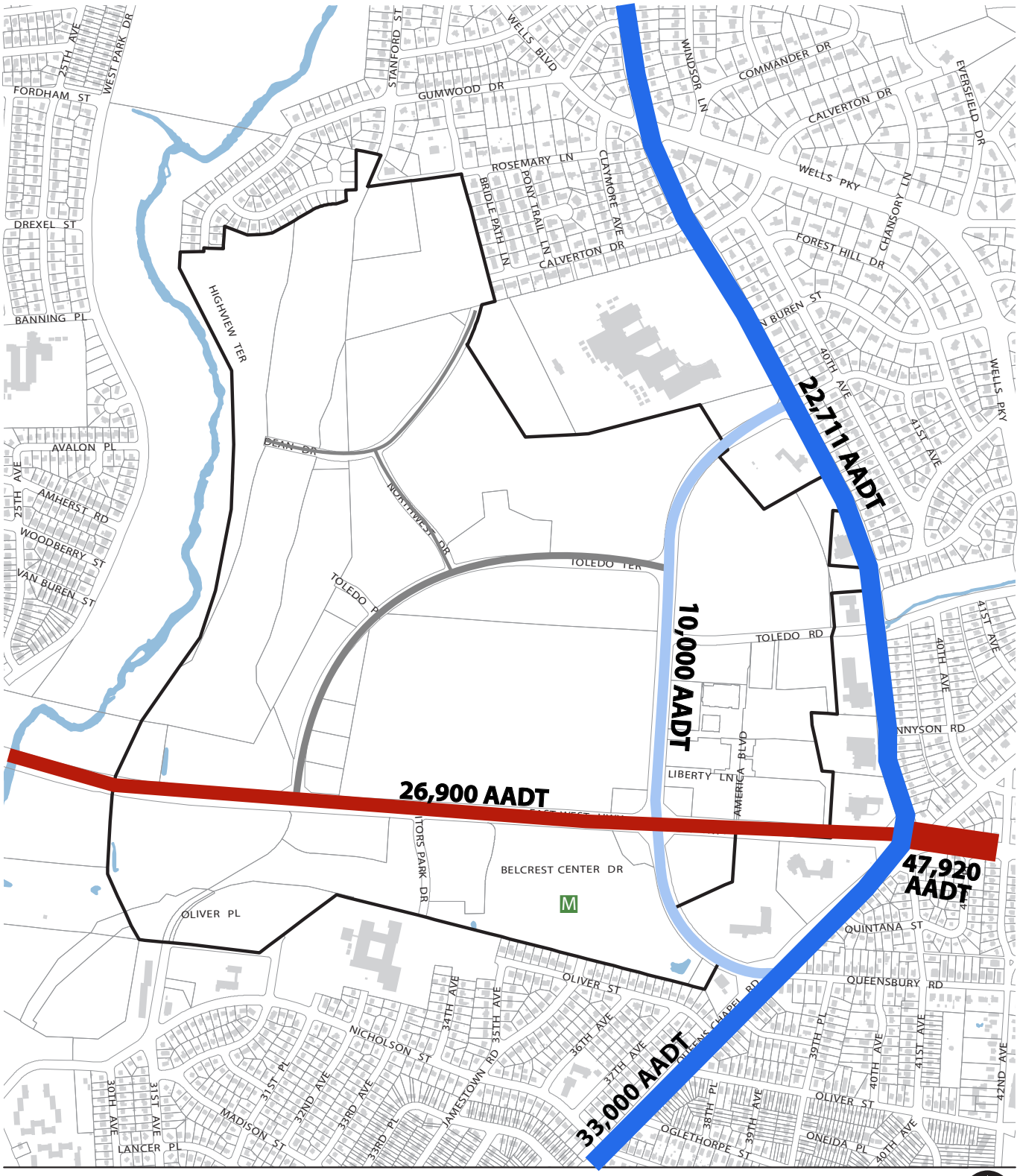
Map 36. Intersection Level of Service (2014)



Map 37. Future Intersection Level of Service (2035)



Map 38. Annual Average Daily Traffic (2014)



APPENDIX 2

Additional Content

Figure 32. Plan 2035: Regional Transit Districts

Regional Transit Districts (Regional)



Moderate- to high-density and intensity regional-serving centers. Destinations for regional workers and residents that contain a mix of office, retail, entertainment, public and quasi-public, flex, and medical uses; the balance of uses will vary depending on the center's predominant character and function. Walkable, bikeable, and well-connected to a regional transportation network via a range of transit options. Density and intensity are often noticeably greater within a quarter mile of Metro and light rail stations.

- Branch Avenue Metro
- College Park/UM Metro/M Square Purple Line
- Greenbelt Metro
- Largo Town Center Metro
- National Harbor
- New Carrollton Metro
- Prince George's Plaza Metro
- Suitland Metro

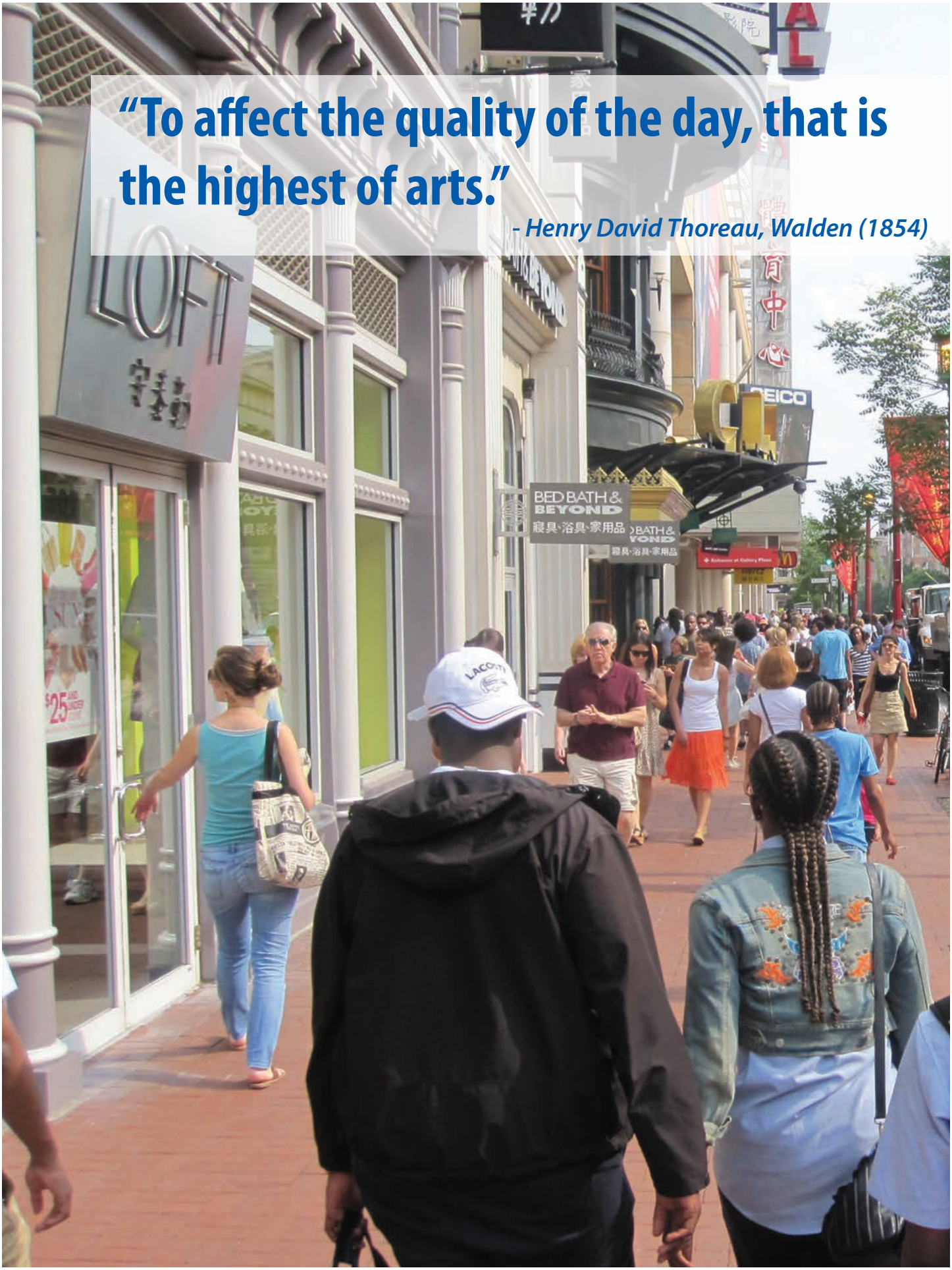
The recommended jobs-to-household ratio ranges from three jobs to one household (3:1) to six jobs to one household (6:1) for more mixed-use centers and six jobs to one household or greater (> 6:1) for larger employment centers. In employment centers, housing and retail uses are secondary, but essential to creating competitive and vibrant environments attractive to employers and employees.

New Housing Mix:	Predominantly high-rise and mid-rise apartments and condos, townhouses
Average Net Housing Density for New Development:	40+ Dwelling Units/Acre
FAR for New Commercial Development:	3+
Transportation Characteristics:	Metrorail with frequent local feeder connections (bus and shuttle service) and intermodal facilities—commuter rail (Amtrak and MARC service), fixed guideway (light rail and bus rapid transit), and interstate highways and arterials.

Figure 33: Plan 2035 Generalized Future Land Use Categories

Plan 2035 established the following land use categories to help monitor and evaluate changes in land use patterns throughout the County.

Color	Designation	Description	Density Per Acre
	Mixed-Use	Areas of various residential, commercial, employment, and institutional uses. Residential uses may include a range of unit types. Mixed-use areas may vary with respect to their dominant land uses, i.e. commercial uses may dominate in one mixed-use area, whereas residential uses may dominate in another.	See Center Classification Table in Plan 2035.
	Commercial	Retail and business areas, including employment uses such as office and service uses. A range of services are provided at the neighborhood to regional level. New commercial areas have access to multimodal transportation options.	N/A
	Industrial/ Employment	Manufacturing and industrial parks, warehouses and distribution. May include other employment, such as office and service uses.	N/A
	Institutional	Uses such as military installations, hospitals, sewage treatment plants, and schools.	N/A
	Residential High	Residential areas exceeding 20 dwelling units per acre. Mix of dwelling unit types, including apartments.	(>20)
	Residential Medium-High	Residential areas between eight and 20 dwelling units per acre. Mix of dwelling unit types, including apartments.	(>8 and <=20)
	Residential Medium	Residential areas between 3.5 and 8 dwelling units per acre. Primarily single-family dwellings (detached and attached).	(>3.5 and <=8)
	Residential Low	Residential areas up to 3.5 dwelling units per acre. Primarily single-family detached dwellings.	(>.5 and <=3.5)
	Rural and Agricultural	Low-density residential uses with areas of agricultural and forestry production. Agricultural land (cropland, pasture, farm fields), forest, and very low-density residential.	(<=.5)
	Parks and Open Space	Parks and recreation areas, publicly-owned open space (federal, state, county, municipal, and M-NCPPC), and privately-owned open space.	N/A



"To affect the quality of the day, that is the highest of arts."

- Henry David Thoreau, Walden (1854)

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
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M-NCPPC No. 16-20

RESOLUTION

WHEREAS, The Maryland-National Capital Park and Planning Commission, by virtue of the Land Use Article of the Annotated Code of Maryland, is authorized and empowered, from time to time, to make and adopt, amend, extend and add to a General Plan for Physical Development of the Maryland-Washington Regional District; and

WHEREAS, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission held a duly advertised public hearing on October 22, 2015 to consider the *Preliminary Prince George's Plaza Transit District Development Plan and Proposed Transit District Overlay Zoning Map Amendment*, being intended to replace the 1998 *Prince George's Plaza Approved Transit District Development Plan for the Transit District Overlay Zone* (Planning Area 68) and amend the 2014 *Plan Prince George's 2035 Approved General Plan;* the 2014 *Formula 2040: Functional Master Plan for Parks, Recreation, and Open Space*; the 2009 *Approved Countywide Master Plan of Transportation*, the 1994 *Planning Area 68 Approved Master Plan*; and the 1983 *Adopted and Approved Functional Master Plan for Public School Sites*; and

WHEREAS, the Prince George's County Planning Board held a work session on November 19, 2015 to consider public hearing testimony on the preliminary transit district development plan and proposed transit district overlay zoning map amendment; and

WHEREAS, the Planning Board on December 3, 2015, after due deliberation and consideration of the public hearing testimony, adopted the transit district development plan and endorsed the transit district overlay zoning map amendment with revisions, as described in Prince George's County Planning Board Resolution PGCPB No. 15-126, and transmitted the plan to the District Council on December 30, 2015; and

WHEREAS, the Prince George's County Council, sitting as the District Council for the portion of the Maryland-Washington Regional District lying within Prince George's County, held a duly advertised public hearing on February 16, 2016 to receive public testimony on the adopted transit district development plan and endorsed transit district overlay zoning map amendment; and

WHEREAS, the Prince George's District Council held a work session on March 22, 2016, to consider hearing testimony and the Planning Board's resolution; and

WHEREAS, upon consideration of the testimony received through the hearing process, the District Council, on April 12, 2016, adopted CR-25-2016, a proposed resolution of amendments to the adopted transit district development plan and endorsed transit district overlay zoning map amendment and scheduled a public hearing on the proposed resolution of amendments to be held on May 31, 2016; and

WHEREAS, the District Council held a duly advertised public hearing on May 31, 2016 to receive public testimony on the proposed resolution of amendments; and

M-NCPPC No. 16-20

WHEREAS, the District Council held a work session on July 5, 2016 to consider public testimony on the proposed resolution of amendments and directed staff to prepare a resolution of approval for the adopted transit district development plan and endorsed transit district overlay zoning map amendment as amended; and

WHEREAS, the District Council, on July 19, 2016, determined that the adopted plan and endorsed overlay zoning map amendment should be approved as the transit district development plan and transit district overlay zoning map amendment for Prince George's Plaza (Planning Area 68), for Prince George's County, Maryland, subject to the modifications and revisions set forth in Resolution CR-56-2016.

NOW, THEREFORE, BE IT RESOLVED, that The Maryland-National Capital Park and Planning Commission does hereby certify said transit district development plan and transit district overlay zoning map amendment for Prince George's Plaza, as an amendment to the General Plan for physical development of the Maryland-Washington Regional District within Prince George's County as approved by the Prince George's County District Council in CR-56-2016; and

BE IT FURTHER RESOLVED, that the Recitals are hereby incorporated into this Resolution by reference; and

BE IT FURTHER RESOLVED, that copies of said amendment shall be certified by The Maryland-National Capital Park and Planning Commission and filed with the Clerk of the Circuit Court of Prince George's and Montgomery Counties, as required by law.

* * * * * *

CERTIFICATION

This is to certify that the foregoing is a true and correct copy of Resolution No. 16-20, adopted by The Maryland-National Capital Park and Planning Commission on motion of Commissioner Hewlett, seconded by Commissioner Wells-Harley, with Commissioners Anderson, Bailey, Cichy, Fani-Gonzalez, and Geraldo voting in favor of the motion, and Commissioners Dreyfuss and Washington absent during the vote at its regular meeting held on Wednesday, September 21, 2016, in Riverdale, Maryland.

Patricia Colihan Barney
Executive Director

APPROVED AS TO LEGAL SUFFICIENCY.
M-NCPPC Legal Department
Date 8/15/16

Prince George's Plaza TDDP/TDOZMA

CERTIFICATE OF ADOPTION AND APPROVAL

This *Prince George's Plaza Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment* replaces the 1998 *Prince George's Plaza Approved Transit District Development Plan for the Transit District Overlay Zone* and amends the 2014 *Plan Prince George's 2035 Approved General Plan*; the 2014 *Formula 2040: Functional Master Plan for Parks, Recreation, and Open Space*; the 2009 *Approved Countywide Master Plan of Transportation*; the 1994 *Planning Area 68 Approved Master Plan*; and the 1983 *Adopted and Approved Functional Master Plan for Public School Sites*. The Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the transit district development plan and endorsed the transit district overlay zoning map amendment by Resolution No. 15-126 on December 3, 2015. The Prince George's County Council approved the adopted transit district development plan and endorsed transit district overlay zoning map amendment by Resolution No. CR-56-2016 (DR-1) on July 19, 2016, after duly advertised public hearings held on February 16, 2016 and May 31, 2016.

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

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Elizabeth M. Hewlett, Esq.
Vice Chairman

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Secretary-Treasurer

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