May 1994

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Planning Area Sixty Eight...

Avondale Brentwood Colmar Manor Cottage City Edmonston Hyattsville Mt. Rainier North Brentwood Riverdale University Hills



Approved Master Plan and Sectional Map Amendment
for PLANNING AREA 68

Note: The Administrative Corrections, AC 2017-002 (Signed 2017-03-02), modify the contents of the 1994 *Planning Area 68 Approved Master Plan and Sectional Map Amendment;* and must be used in conjunction with the approved plan/SMA document.

The Maryland-National Capital Park & Planning Commission

Abstract

TITLE:	Approved Master Plan and Sectional Map Amendment for Planning Area 68
AUTHOR:	The Maryland-National Capital Park and Planning Commission
SUBJECT:	Approved Master Plan and Sectional Map Amendment (SMA) to the Zoning Maps of Prince George's County, Maryland, for Planning Area 68
DATE:	May 1994
PLANNING AGENCY:	The Maryland-National Capital Park and Planning Commission
SOURCE OF COPIES:	The Maryland-National Capital Park and Planning Commission 14741 Governor Oden Bowie Drive Upper Marlboro, Maryland 20772
SERIES NUMBER:	27294152306
NUMBER OF PAGES:	170

ABSTRACT: This document contains maps and supporting text of the Approved Planning Area 68 Master Plan and the Adopted Sectional Map Amendment (SMA). The Plan supersedes the 1974 *Planning Area 68 Master Plan.* The zoning proposals contained herein supersede the 1982 SMA. This Plan is also an amendment to *The General Plan for the Maryland-Washington Regional District within Prince George's County, Maryland,* approved by the County Council in 1982; the 1983 *Master Plan for Public School Sites*; the 1992 *Historic Sites and Districts Plan*; the 1975 *Countywide Trails Plan* (including the 1985 *Equestrian Addendum*); the 1982 *Master Plan of Transportation*; and the 1990 *Public Safety Master Plan.* Developed by the Commission with the assistance of the Planning Area 68 Citizens Advisory Committee and other interested community participants, the Plan includes a vision for the future of the community developed by the committee. It also includes an historical overview and a community profile of the development of the communities of the Planning Area. Planning themes which were identified for the Planning Area include community reinvestment, transportation and natural resources. The central theme established for the Plan is to create a supportive and committed partnership among representatives from County and local government, residents and businesses to develop and implement strategies that improve the community. Goals, objectives and recommendations to guide public policy and investment in the Planning Area are presented for the eight major elements of the Plan: residential neighborhoods, commercial areas, industrial employment centers, the transportation and circulation network, the trails system, parks and recreation, natural resources and public facilities. Since a major focus of the Plan is on revitalization, specific recommendations addressing community revitalization needs are presented, including two new zones for the US 1 corridor. Detailed revitalization plans are also presented for the Hyattsville, Mount Rainier and Riverdale Town Centers and for the Brentwood and North Brentwood Industrial Employment District. Specific action steps are identified to implement major plan recommendations. The SMA includes other zoning changes which are also designed to implement the Plan's recommendations.

Note: The Administrative Corrections, AC 2017-002 (Signed 2017-03-02), modify the contents of the 1994 *Planning Area 68 Approved Master Plan and Sectional Map Amendment;* and must be used in conjunction with the approved plan/SMA document.

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Approved Master Plan and Sectional Map Amendment

for PLANNING AREA 68

The Maryland-National Capital Park & Planning Commission
Prince George's County Planning Department
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

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

The Commission has three major functions:

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

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

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

- Performs technical analyses and offers advice and recommendations regarding most matters related to existing and future . . .

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  . . . provision of public facilities and services.

- Works on a set of specific projects and tasks annually set forth in a work program and budget adopted by the Prince George's County Council and performs such other tasks in response to emerging issues as resources permit.
- Works under the direction of the Prince George's County Planning Board.
- Is an organization of people that is here to serve people . . . our elected and appointed officials, our fellow public staffs, and our citizens . . . individually and/or collectively. The staff will maintain a partnership with people. It will assist and advise you, and will expect your assistance and advice.
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The County Council has three main responsibilities in the planning process: (1) setting policy, (2) plan approval, and (3) plan implementation. Applicable policies are incorporated into area plans, functional plans, and the general plan. The Council, after holding a hearing on the plan adopted by the Planning Board, may approve the plan as adopted, approve the plan with amendments based on the public record, or disapprove the plan and return it to the Planning Board for revision. Implementation is primarily through adoption of the annual Capital Improvement Program, the annual Budget, the Ten-Year Water and Sewerage Plan, and adoption of zoning map amendments.

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Foreword

We are pleased to announce the publication of the Master Plan for Planning Area 68, which includes the eight municipalities of Brentwood, Colmar Manor, Cottage City, Edmonston, Hyattsville, Mount Rainier, North Brentwood, and Riverdale and the unincorporated areas of Avondale and University Hills. The Plan supersedes the 1974 *Master Plan for Planning Area 68* and 1982 *Sectional Map Amendment.* This plan is also a proposed amendment to the *General Plan* for the Maryland-Washington Regional District within Prince George's County, Maryland, approved by the County Council in 1982; the 1983 *Master Plan for Public School Sites*; the 1992 *Historic Sites and Districts Plan*; the 1975 *Countywide Trails Plan* (including the 1985 *Equestrian Addendum*); the 1982 *Master Plan of Transportation* and the 1990 *Public Safety Master Plan.*

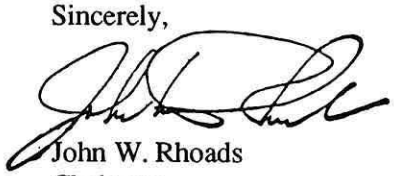
The Plan was developed by the Maryland-National Capital Park and Planning Commission with the assistance of the Planning Area 68 Citizens Advisory Committee. The express purpose of the Citizens Advisory Committee was to reflect the spectrum of community viewpoints in developing a plan that is responsive to local needs and values. The committee was nominated by the municipalities, local civic associations and business groups and was appointed by the Prince George's County Council. The committee participated in all aspects of plan development, for which the Commission is most appreciative.

The Plan includes a vision for the future of the community developed by the committee. The vision expresses several planning themes, including community reinvestment, historic preservation, transportation and natural resources. The central theme established for the Plan is to create a supportive and committed partnership among representatives from County and local government, residents and businesses to develop and implement strategies that revitalize the community.

Since a major focus of the Plan is on revitalization, specific recommendations addressing community revitalization needs are presented. Detailed illustrative revitalization plan concepts are also presented for the Hyattsville and Mount Rainier and Riverdale Town Centers and for the Brentwood and North Brentwood Industrial Employment District. Specific action steps are also identified to implement major plan recommendations.

The Sectional Map Amendment (SMA) also includes zoning changes which are designed to implement the Plan's recommendations, including two new zones: the Mixed Use Town Center Zone and the Urban Light Industrial Zone. The SMA is the initial step taken to implement the new master plan by comprehensively updating zoning maps for the area to be consistent with the plan's land use recommendations. The net effect of this SMA is repeal of existing zoning maps and the adoption of new zoning maps for the Planning Area.

Sincerely,



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Planning Area Sixty Eight

Citizens Advisory Committee Community Vision for Planning Area 68

Why a Vision Statement?

What does the word "vision" mean and why is it being used in a public document? Webster's dictionary defines vision as "an object of imagination," as well as a "lovely and charming sight." The words "community vision" are used in this Master Plan to describe the collective thoughts, values and hopes for the future as expressed by the community. Who is the community? The property owners, residents, businesses, local elected officials and others who are interested in the area's future. Together we believe that a vision is needed to inspire and direct those actions that affect our future. When faced with rezoning proposals, design decisions or plans for new development, one important question must first be asked: Will this action help us realize our vision? If the answer is "yes," then the decision should be easy. In this way, our vision statement becomes an integral part of the decision making process.

Our vision statement is not the product of one person. It is not based upon one conversation. It was prepared over several months, involving the Citizens Advisory Committee as well as the community through public meetings, workshops and informal discussions.

The vision statement defines our expectations for a desirable future. It has been and will continue to be used as a focal point to build community pride and strengthen commitment to action. It is our hope that we will rally together to achieve this vision. We recognize that this will not be easy. There are obstacles to overcome and there are no instant answers. This plan represents the beginning of a long-term commitment and process. We recognize that we must work together. Only by working together and forging partnerships will we be able to realize our vision, our future, our hope.

Vision Statement for Planning Area 68

What, then, are the values and priorities that guide and shape this master plan? What is our common vision of the future?

First and foremost, this master plan recognizes and celebrates our greatest asset: its people. People who live in the neighborhoods, drive the roads, walk the sidewalks and play in the parks. People who work in the area or shop in the stores. We hope to continue to be known as a friendly "front porch community" where neighbors know each other and go out of their way to say hello. While we live in an urbanized area adjacent to the District of Columbia, there is an intimate, "small town" feel to our established neighborhoods.

We also appreciate our diverse and rich history, as evidenced by the building stock in our communities, which includes a large percentage of architecturally significant structures. We are proud of this heritage. By maintaining the historical significance of our buildings with renovations and regular upkeep, we imagine a future that recognizes and celebrates our early beginnings. We will use preservation programs and other techniques



which allow us to retain, restore and highlight our links with the past. While we also foresee opportunities for new development, we prefer that the existing fabric be maintained; the design of new structures should build upon and complement the old. For example, we see rejuvenated town centers that will include a mix of new buildings and renovated structures knit together with landscaping, sidewalks and shared architectural features. These centers will again serve as focal points for socializing, entertainment, shopping and living, offering new possibilities for a new generation.

We are proud of the stately trees that line many of our streets and shade our parks. We envision a future where more trees have been planted in parks, along streets and on private property. In the future, as today, we regard woodlands, parks and open spaces as a welcome respite from crowds, cars and concrete. We will take the responsibility as a community to protect and enjoy them.

We recognize that most of the developed land in our communities is devoted to housing. Because our neighborhoods are older, we must work hard to maintain our homes and yards. Unkempt property can become an eyesore, starting a downward spiral of disinvestment and lowering community pride. We believe that we must emphasize home maintenance and renovation so that individuals, County inspectors and others can work together to improve our neighborhoods. For those households that are physically or financially unable to maintain their property, there will be programs and willing hands to assist them.



We also place a high priority on the education and well-being of our children. This includes providing safe places to study and play, encouraging activities that stimulate their minds and bodies and developing opportunities for the best possible education. We affirm the importance of neighborhood-based schools and envision schools as a future focal point for the community. We stand committed to this need. Our children represent hope for the future.

We prefer our communities to include a compatible mix of residential and nonresidential uses. We welcome the opportunity to walk from our homes to work, Metro, MARC or a corner grocery. Within neighborhoods, we prefer a variety of land uses, provided they do not conflict with the residential character. We also see a future where concentrations of residences, offices and retail businesses are located along major roadways, such as US 1, and around transit stations. These places will be visually attractive, economically vibrant and physically accessible, providing goods and services not typically found at nearby Prince George's Plaza. People of all ages will be attracted to them for shopping, relaxing and meeting friends.



We envision a future where the number of cars on the road is actually reduced and the use of public transit — both bus and rail — is widespread, accessible and convenient. Nonmotorized forms of transportation are also preferred. Thus, we need safe and accessible sidewalks, crosswalks, bike paths and pedestrian trails. Our goal is to reduce the overwhelming reliance on private automobiles, especially those private vehicles occupied by only one person.

We recognize that many people only travel through our communities on major roadways. Quick but lasting impressions are thus formulated based upon their view from the car window. We see a future where the jumble of overhead wires, parked cars and obtrusive signs are replaced with a view that includes landscaping, community entrance features, public art, street furniture and people. These elements will make our communities lively, distinctive and memorable.

We are concerned about the safety of our residents, especially those most vulnerable to crime: children and

the elderly. We will work together to make our streets safe, our neighborhoods secure and shopping areas protected. Community policing efforts, neighborhood watch programs and renewed vigilance will carry us toward this future.

We also stand committed to retaining and strengthening our employment base. To do so, we will work together with our businesses to ensure compatible work and living environments. Industrial areas will continue to be an asset to the community. As lively places of activity, they offer employment opportunities as well as local goods and services. They will be attractive, complementary neighbors, adding diversity and vitality to the larger community. Where vacant or underutilized industrial buildings now stand, we see opportunities for alternative uses such as residences, artists' studios, day care centers and public service facilities.

INTRODUCTION

Background

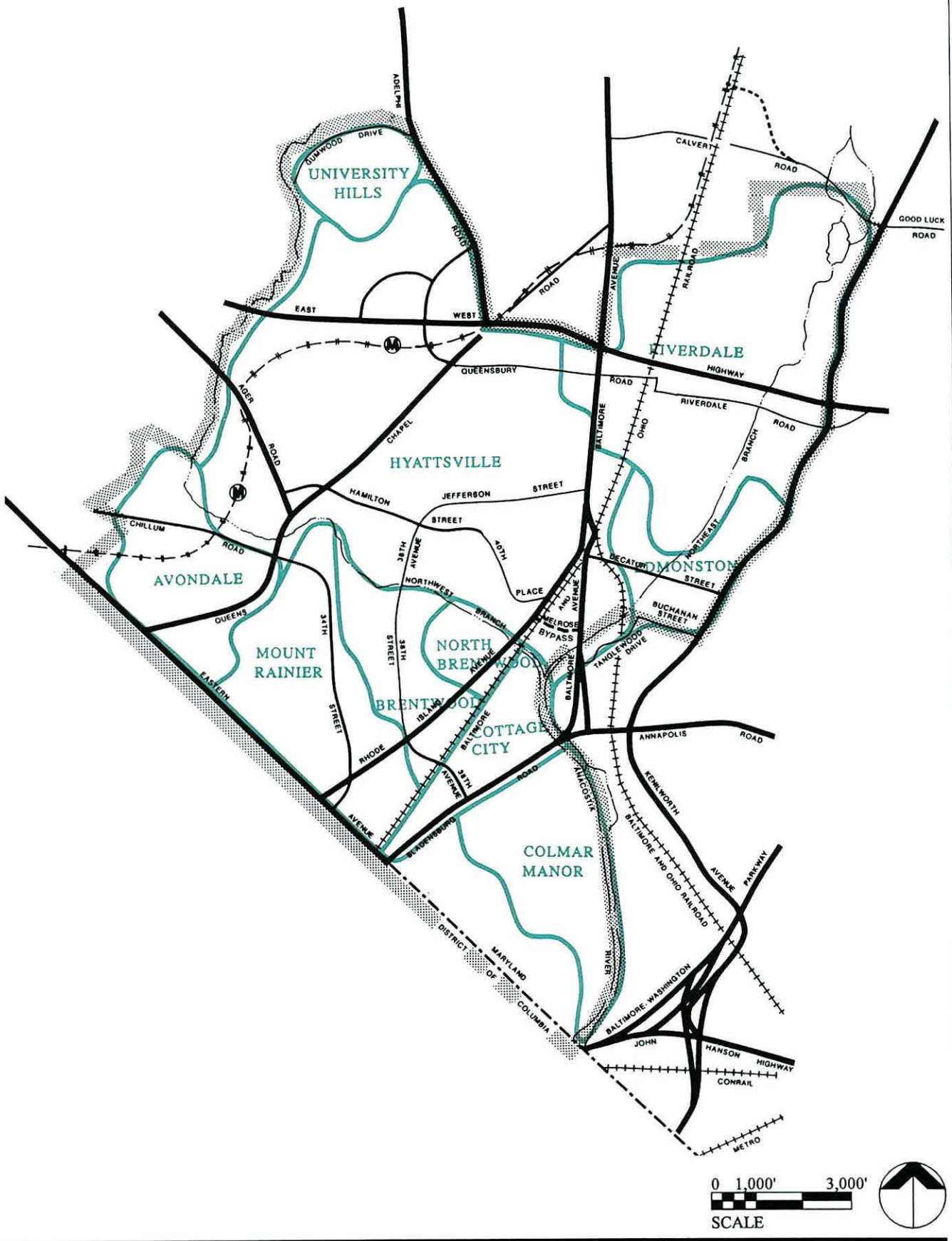
The Master Plan Amendment for Planning Area 68 (PA 68) has been prepared cooperatively by planning staff from The Maryland-National Capital Park and Planning Commission (M-NCPPC), a Citizens Advisory Committee (CAC) and other interested community participants. This project formally began with a public forum held on June 27, 1991. The CAC was formed shortly thereafter with representatives from the eight municipalities in the Planning Area (Brentwood, Colmar Manor, Cottage City, Edmonston, Hyattsville, Mount Rainier, North Brentwood and Riverdale) and the unincorporated areas of Avondale and University Hills. (See Map 1.)

The CAC met twice monthly with staff from November 1991 to September 1992 to prepare a draft plan. In addition to these regularly scheduled meetings, discussions were held with interested citizens, businessmen, local property owners and municipal representatives to identify their needs and desires regarding the future of their communities. A joint public hearing on the draft plan was held on March 23, 1993. The Planning Board adopted the Plan and endorsed the Sectional Map Amendment (SMA) on July 29, 1993, and transmitted it to the County Council. An additional public hearing was held March 8, 1994. The Master Plan and the SMA were approved by the Council on May 17, 1994.

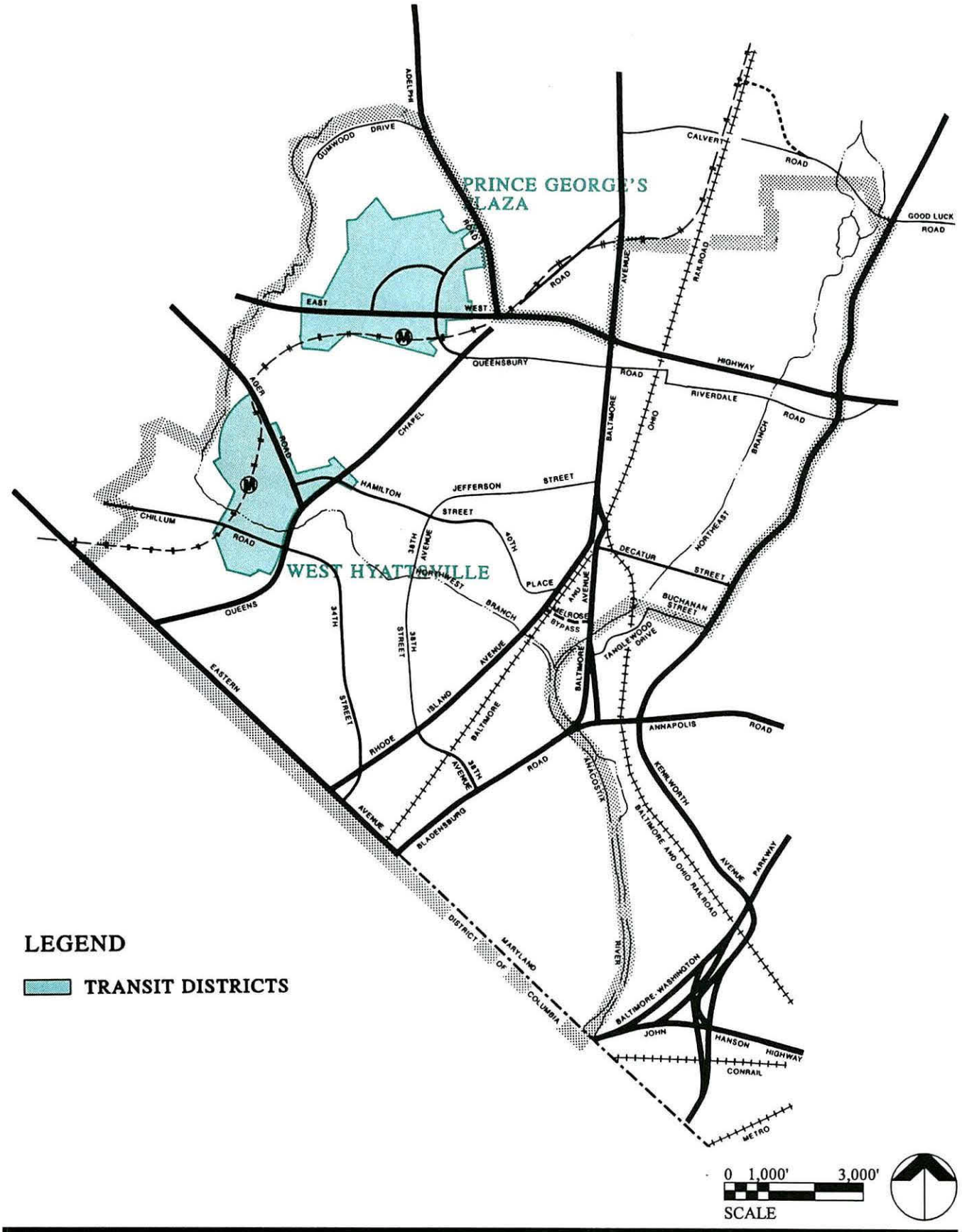
The process of preparing a master plan and an SMA is described in the Prince George's County Zoning Ordinance. The previous master plan for PA 68 was approved in 1974 — over 20 years ago. Amendment of a master plan is required by law but becomes necessary when plan recommendations no longer reflect current County policies or community needs. This master plan presents an analysis of the current needs and desires of the communities which make up PA 68. It establishes a land use pattern for the Planning Area and accompanying zoning in the SMA to implement the appropriate land uses and densities. It also includes recommendations for the delivery of public facilities and services to the communities in the Planning Area and other public and private actions necessary to assist the community in attaining its vision for the future.

It is important to note that the PA 68 master plan does not address land uses in all of the area encompassed in PA 68. Two subareas within the Planning Area have been the subject of recent scrutiny through the requirements of the Transit District Overlay Zone (TDOZ). (See Map 2.) The TDOZ is a mapped zone which is superimposed over other land use zones in a designated area around a Metro station and which may modify certain requirements for development within these underlying zones. Designed to promote coordinated and integrated development schemes around Metro stations, the transit district development plans provide the requirements for developing within a specific transit district. This linkage between land use and transit is designed to achieve an efficient pattern of development that supports the regional transit system and makes significant progress toward reducing traffic congestion. Transit district development plans for the West Hyattsville TDOZ and the Prince George's Plaza TDOZ were approved by the District Council in July 1992. These development plans were designed to promote coordinated and integrated development within the boundaries of the two specified TDOZs. The purposes of these zones are to increase the use of transit facilities, maximize the return on investment in a transit system, encourage appropriate development near transit stations with coordinated urban design elements and increase local tax revenues. The transit district development plan prepared for each Metro station within the Planning Area addresses existing and proposed zoning, urban design, transportation, natural resources, public facility infrastructure needs and projected impacts on the County's operating budget within the boundaries of the TDOZ. For further information, refer to the adopted and approved transit district development plans for the proposed Prince George's Plaza and West Hyattsville TDOZs.

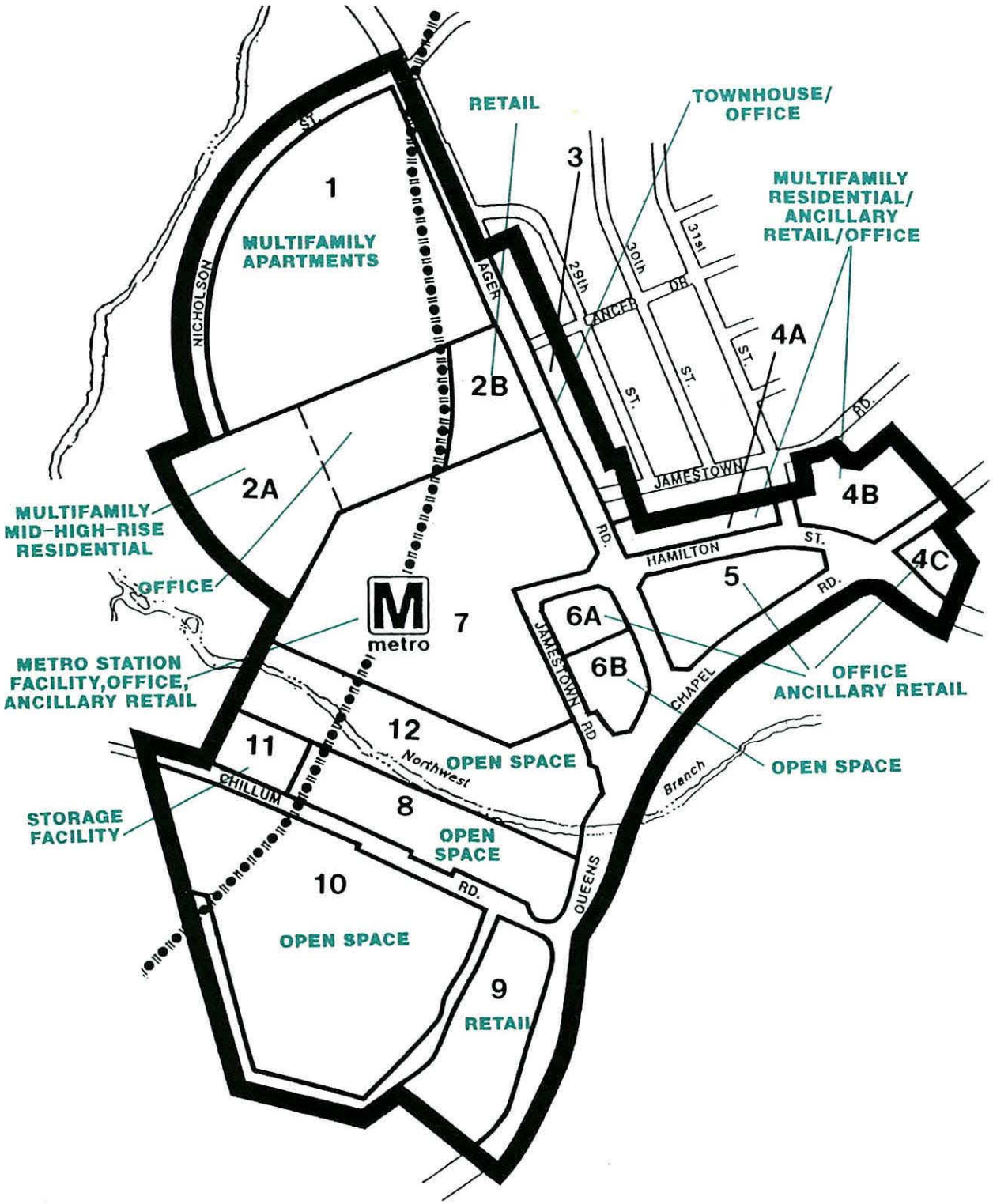
The approved TDOZ land use recommendations for both transit districts (see Maps 3 and 4) have been



Map 1 - Communities in Planning Area 68



Map 2 - Transit Districts



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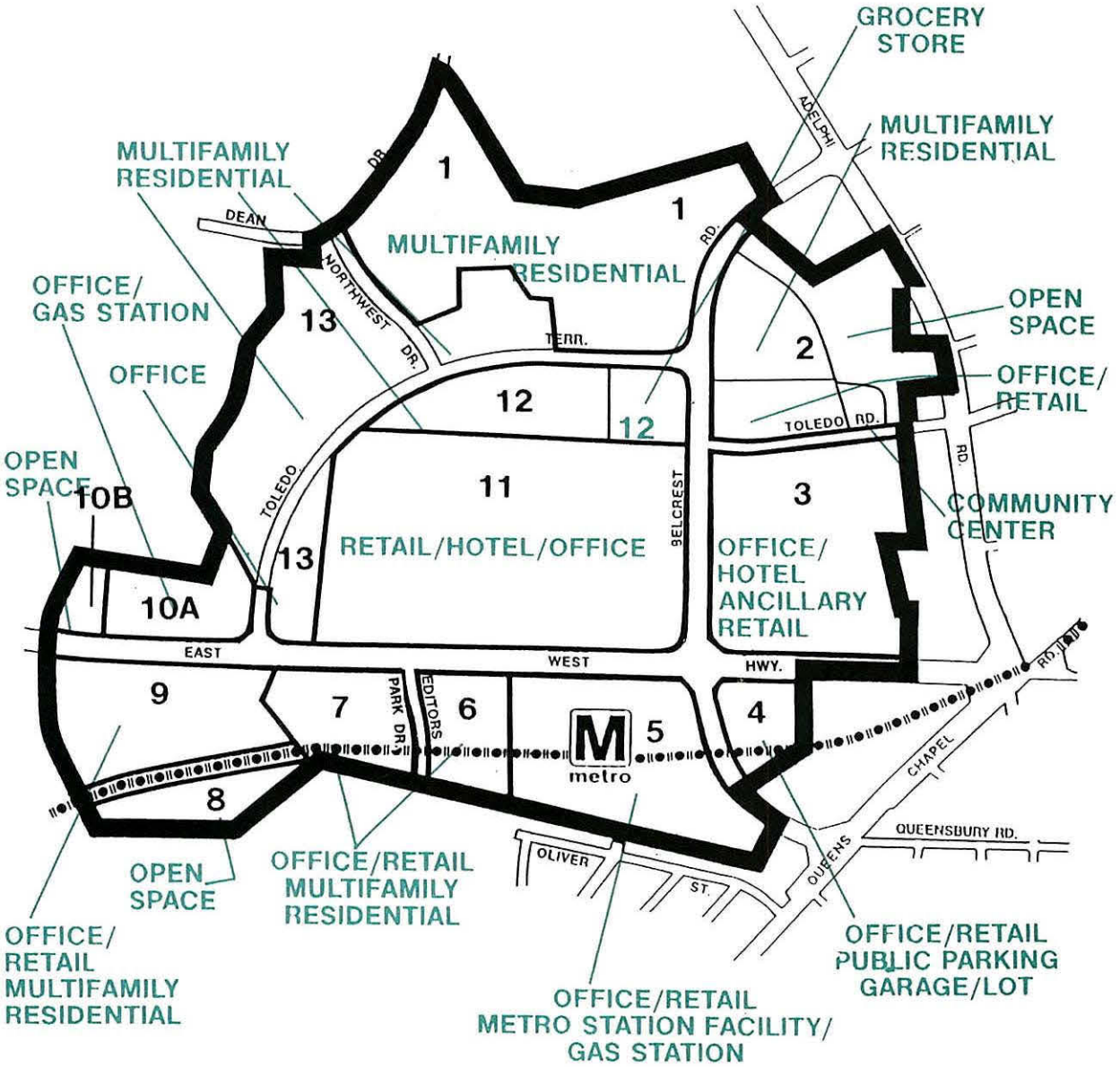
Map 3 - West Hyattsville TDOZ Allowable Land Uses



NOT TO SCALE

Map 4 - Prince George's Plaza TDOZ Allowable Land Uses

directly incorporated into the PA 68 Plan. Thus, the SMA only addresses land use changes outside of these two areas. In addition to these two transit district development plans, the Commission intends to initiate similar development plans around the College Park and Greenbelt Metro Stations. The proposed College Park Transit District will include the entire Riverside Employment Center located in PA 68 south of Calvert Road. While the PA 68 Master Plan does not recommend any land use or zoning changes for the Riverside property, the proposed College Park Transit District Development Plan could include recommended changes in those underlying zones and associated land uses within the transit district as a result of further detailed study.

In accordance with the 1992 State Economic Growth Resource Protection and Planning Act, this plan also makes recommendations aimed toward limiting sprawl and encouraging environmentally responsible development in suitable areas. In other words, the Planning Act emphasizes protecting natural resources, which complements the Plan's commitment to the revitalization of the County's already developed areas. The Planning Act sets forth policies, stated as seven visions. The seven visions constitute a comprehensive set of guiding principles. They describe how and where growth and development should occur and call for a land and water stewardship ethic to guide individual and group action. These visions have been adopted as official State policy.

1. Development is concentrated in suitable areas.

2. Sensitive areas are protected.

3. In rural areas, growth is directed to existing population centers and resource areas are protected.

4. Stewardship of the Chesapeake Bay and the land is a universal ethic.

5. Conservation of resources, including a reduction in resource consumption, is practiced.

6. To assure the achievement of 1 through 5 above, economic growth is encouraged and regulatory mechanisms are streamlined.

7. Funding mechanisms are addressed to achieve these visions.

This introductory section of the Plan presents background information, including an historical overview and a community profile of the development of the communities within the Planning Area. The organizing themes which form the basis of the Plan's recommendations are also discussed.

Historical Overview

The Planning Area has evolved over time from a rural, agriculturally based economy to a bustling, largely urban community adjacent to the nation's capital. The development of various transportation modes, attractive housing close to employment opportunities and convenient shopping areas propelled the area to its present state.

Very little of the Planning Area had been surveyed before Prince George's County was established in 1696. The region remained essentially rural and undeveloped until the middle of the 18th century when the port town of Bladensburg, just east of the Planning Area, was established in 1742. The initial growth and ultimate decline of this town directly influenced the development of the Planning Area.

By the end of the 18th century, the emerging center and tobacco inspection station at Bladensburg was connected by a network of roads leading to Annapolis, Baltimore, Georgetown and the newly established Federal city of Washington. Sections of several roads leading to these destination points passed through the Planning Area, which spurred some development activity. However, despite these links to the wider region, the Planning Area remained essentially undeveloped and sparsely populated.

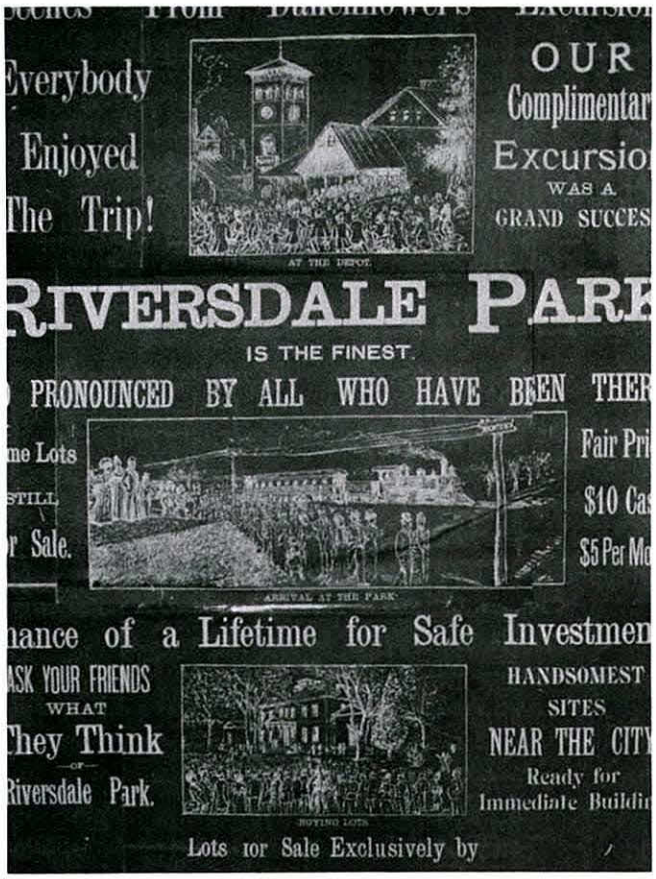
Riversdale, one of the largest and certainly the most famous local plantation, was established in 1801 by Henri Joseph Stier, a Belgian aristocrat who had escaped the French Revolution. The design of the grand plantation house was in part based on a family home outside Antwerp. Throughout the mid-19th century, Stier's grandson, Charles Calvert, made Riversdale a model of plantation design and agricultural practice of international reputation.

In addition to Riversdale, there were a number of other noteworthy farms in the Planning Area. North and west of Riversdale, an Englishman named Robert Clark built an imposing brick plantation house known interchangeably as Ash Hill and Hitching Post Hill. To the southwest, near the District of Columbia, at what is now Mount Rainier, Thomas Green Clemson of South Carolina owned a 100-acre plantation until the end of the 19th century. The advent of the railroad revolutionized both the course of development and the movement of people and goods through the Planning Area. The Baltimore

and Ohio (B&O) Railroad Company was formed in 1827. The branch connecting Washington and Baltimore was chartered in 1833 and soon thereafter tracks traversed the Planning Area. This advance brought about inexpensive and efficient passenger service between Baltimore and Washington by 1835.

Beginning in the 1870s, the small railroad junction at Hyattsville grew rapidly after Christopher Hyatt and other local landholders subdivided their holdings. Hyatt had been a local merchant since the 1840s. The 1873 subdivision of Hyatt's Addition established for the first time a seasonal and year-round community whose residents enjoyed a bucolic setting with easy access to Washington and Baltimore. Hyattsville was the earliest successful attempt at large-scale subdivision within the Planning Area and soon the Town was filled with picturesque Victorian frame homes.

With the success of Hyattsville, other farms were subdivided to take advantage of the nearby railroad and turnpike. In 1889, the subdivision of Riverdale Park was laid out just north and east of Hyattsville surrounding the Riversdale Mansion. An elaborate subdivision with diagonal avenues, parks and traffic circles was platted around the mansion. A B&O Railroad station was also established in the community and helped spur some commercial development. Just to the south of Riverdale Park, subdivisions were established at what today is known as the Town of Edmonston.



An advertisement for the Riverdale Park subdivision, 1890.

By the end of the 19th century, another transportation advance made the region even more accessible to Washington: the streetcar. Using the right-of-way of Rhode Island Avenue as it extends northeast from the District, station stops were established to serve a series of newly platted subdivisions. These included the communities of Mount Rainier and Brentwood, followed by Cottage City and Colmar Manor. By the late 1920s, most of the communities had developed sufficiently to incorporate. In 1924, North Brentwood, the first all-black community in Prince George's County, was incorporated.

By the late 1920s, traffic in the once pastoral area had increased significantly as the family automobile began to replace both the railroad and the streetcar as the preferred mode of transportation. From the District line to Hyattsville, Rhode Island Avenue was widened. Both Rhode Island Avenue and the former turnpike, then known as Baltimore Avenue, became part of US 1, a major north-south transportation route on the East Coast.

Downtowns in Hyattsville and Mount Rainier emerged as the Planning Area's major commercial centers. Commercial activity in Hyattsville dated to the 1840s and the Town grew around it; in Mount Rainier, commercial activity was based on its accessible location along Rhode Island Avenue and its popularity as a streetcar stop. These commercial centers served not only their own growing populations but surrounding areas as well.

Throughout the 1920s and 1930s, residential communities with bungalows and revival-style cottages were developed. Other subdivisions were filled with popular brick Cape Cods and colonials. By the eve of World War II, the Planning Area had become a bastion of middle-class communities. The advent of the war sparked another significant phase of growth for the area: With little developable land remaining, multifamily dwellings, particularly in the form of low-rise garden apartments, were constructed. After World War II, garden apartments still proliferated, particularly in the more remote, automobile-oriented sections of the older towns and on the few remaining large tracts of undeveloped land. One of those tracts was cleared in 1955 to make way for the construction of the Prince George's Plaza Center.

Since the last phase of development of the post-war period, development has been limited to a few remaining parcels and building lots within established communities. As a result, the Planning Area retains a largely early and mid-20th century character today.

Community Profile

Tables 1, 2 and 3 provide a concise demographic snapshot of PA 68 by municipality. The Planning Area is home to 40,954 persons. According to the 1990 Census, there was an increase in population in the Planning Area, but census figures also indicate a population decrease in the municipalities of Colmar Manor and North Brentwood.

Table 1
Planning Area 68 Population by Municipality

Municipalities	1980	1990	Percent Change
Brentwood	2,988	2,989	0.0
Colmar Manor	1,286	1,249	-2.9
Cottage City	1,122	1,236	+10.2
Edmonston	1,109	1,199	+8.1
Hyattsville	12,709	13,860	+9.1
Mount Rainier	7,361	7,954	+8.1
North Brentwood	580	528	-9.0
Riverdale	4,748	4,483	+2.0
Total	31,903	33,858	+6.1

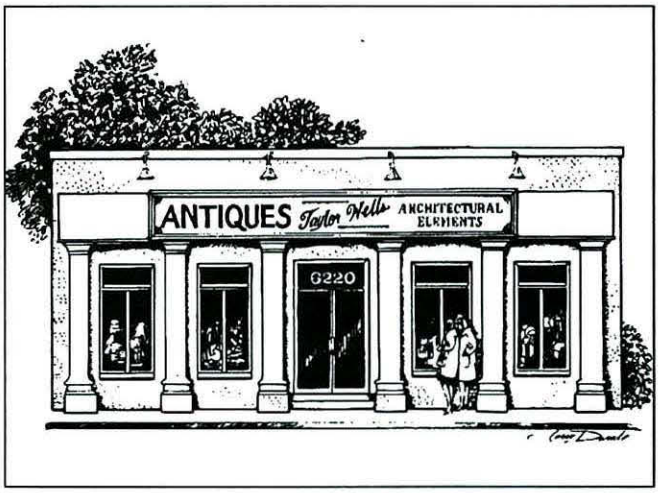
Source: U.S. Bureau of the Census, 1980 and 1990 Censuses of Population and Housing.

The Planning Area contains 16,862 dwelling units and nearly half of those (47 percent) are single-family detached residential dwellings. Between 1985 and 1990, there was a small increase of 130 dwelling units in the Planning Area. The fact that the Planning Area has grown so slightly is a reflection that the area has little land available for development and that the County has directed its growth policies towards the suburban areas of the County beyond the Beltway.

Most of the municipalities in the Planning Area, and the unincorporated areas as well, contain single-family homes reflecting the historic architectural trend of the period in which they were built. For example, Riverdale and Hyattsville contain a number of splendid Victorian homes. The community of North Brentwood contains the original homes of its founding families. Colmar Manor, Cottage City and Mount Rainier contain significant concentrations of the original bungalows and cottages, which give these communities their small-town ambience.

Also of some interest is the educational level of the Planning Area's residents. (See Table 3.) Nearly a quarter (22.3 percent) have attained a bachelor's degree or more. The proximity of the Planning Area to The University of Maryland makes it ideal for professors who teach at the University, many of whom live in the Planning Area.

Final 1990 census data for employment in the Planning Area were not available at the time this plan was prepared. However, the transit district development plans for West Hyattsville and Prince George's Plaza propose an additional 160,000 square feet of retail space and 425,000 square feet of office space. The approved development plan of the Riverside industrial park is limited to the equivalent of two million square feet of office space. If these proposals are realized, there will be a significant employment increase in the Planning Area.



A new addition to the old town core of Riverdale. The renovation carefully retained many of the structure's historic features.

But growth on a smaller scale is also evident. Within the first seven months of 1992, a number of small entrepreneurs opened businesses in the Planning Area. (These new businesses include a book distributor, a book store, a record store, a deli and a store specializing in museum-quality historic furnishings, including architectural elements and antiques.) Many of these new entrepreneurs are also residents of the area and employ residents of the Planning Area. In addition to these new businesses, a number of longtime businesses continue to prosper in their present locations.

Table 2 PA 68 Dwelling Units by Municipality				
Municipalities	Single-Family Detached Dwellings	Single-Family Attached Dwellings	Multifamily Dwellings	Total
Brentwood	664	25	392	1,081
Colmar Manor	397	7	20	424
Cottage City	315	61	125	501
Edmonston	395	34	5	434
Hyattsville	2,681	441	2,651	5,773
Mount Rainier	1,069	31	2,486	3,586
North Brentwood	170	14	3	187
Riverdale	1,026	4	1,014	2,044
Total	6,717	617	6,696	14,030
Source: U.S. Bureau of the Census, 1990 Census of Population and Housing.				

Table 3 Socioeconomic Snapshot of Planning Area 68 Municipalities and County									
	Brentwood	Colmar Manor	Cottage City	Edmonston	Hyattsville	Mount Rainier	North Brentwood	Riverdale	County
% High School	66.2	59.6	66.4	64.4	76.4	74.3	57.6	75.2	83.2
% Bachelor's Degree	19.7	10.1	9.6	12.5	24.2	24.0	7.6	21.0	25.5
Median Family Income	$34,792	$41,429	$38,036	$41,806	$40,245	$36,215	$42,917	$38,304	$48,471
Per Capita Income	$12,799	$13,235	$13,601	$13,429	$15,811	$14,817	$10,982	$15,400	$17,391
Median Value of Owner-Occupied Housing	$88,600	$86,400	$88,200	$92,900	$110,500	$92,500	$84,800	$103,700	$122,600
Median Mortage	$706	$841	$928	$880	$901	$836	$613	$848	$998
Median Rent	$610	$625	$267	$733	$733	$538	$471	$576	$607
Source: U.S. Bureau of the Census, 1990 Census of Selected Social Characteristics.									

Organizing Themes of This Plan

A number of issues have been identified during the course of this project. Various ways to approach these concerns have been summarized into "planning themes." The central theme is to *create a supportive and committed partnership among representatives from County and local government, residents and businesses to develop and implement strategies that improve the community.* In other words, from its earliest inception through to its final recommendations, community initiative and involvement are emphasized. The Plan also encourages actions that reinforce and celebrate the area's historic past. Highlighting a community's cultural and architectural assets may bolster the area's image and stimulate additional investment in the community, contributing to overall revitalization efforts. With this larger theme in mind, more specific planning objectives have been identified.

Community Reinvestment

- Protect and reinforce the strength and character of the area's established and historic neighborhoods.
- Enhance the visual and functional relationships between residential and nonresidential land uses through careful site design and landscaping.

- Identify, enhance and protect the community's historic buildings.

- Encourage residential development in commercial areas to create lively, vibrant places where people can live, work and shop.

- Improve the look and function of the area's major commercial corridors, such as Bladensburg Road, US 1, Kenilworth Avenue and Queens Chapel Road.

- Ensure that County regulations are appropriate for older communities and that they facilitate and inspire quality development. Where needed, County regulations should be modified.

Historic Preservation

- Support historic preservation programs and techniques that encourage efforts to improve and maintain historic or culturally significant buildings and communities.

- Use historic properties to strengthen community identity and pride in the neighborhood.

- Adaptive reuse of older, yet functional, buildings that contribute to the community fabric.

- Encourage the design of infill development that complements existing site patterns and architectural styles in historic communities.

Transportation

- Encourage the use of public transit, biking and walking over the use of private automobiles.

- Connect trail segments to major destination points such as Metro, parks, schools and shopping areas.

Natural Resources

- Restore, protect and celebrate the Anacostia River and stream valley park system.

- Maintain and increase the area's tree coverage.

The Organization of This Plan

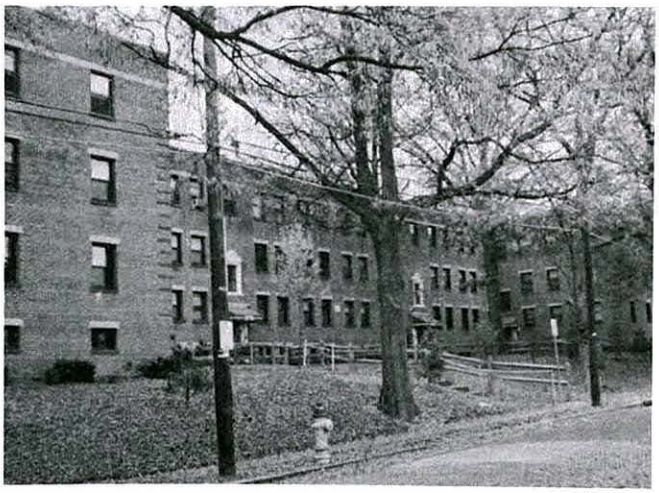
The Master Plan is divided into four more sections. Goals, objectives and recommendations to guide public policy and investment in the Planning Area are presented in the next section for the eight major elements of the Plan: residential neighborhoods, commercial areas, industrial employment centers, the transportation network, the trails system, parks and recreation, natural resources and public facilities. Since the Plan focuses on revitalization, specific recommendations addressing community revitalization needs are presented in the next section. That section is followed by more detailed revitalization plans for the Hyattsville, Riverdale and Mount Rainier Town Centers and for the Brentwood and North Brentwood Industrial Employment District. The final section of the Plan focuses on implementation. It includes the Sectional Map Amendment (SMA), a Planning Area map with proposed zoning, and specific action steps which have been identified to implement major plan recommendations.

PLAN ELEMENTS

Residential Neighborhoods

Background

The neighborhoods of PA 68 are one of the community's best-kept secrets. Hidden off major roadways, they are best described as thriving, stable enclaves of tree-lined streets with an architecturally diverse housing stock. Some people call them "front porch communities" having a "small-town atmosphere" where longstanding neighbors know one another yet welcome new faces. Affordability, access to the District of Columbia and proximity to parks, shopping, public transit and other services also contribute to the area's appeal as a good place to live. These communities also derive a sense of identity by recognizing their early beginnings as 19th- and 20th-century suburbs.



The apartments in the Planning Area are attractive and well maintained, providing residents with many amenities.

A variety of households call PA 68 home, ranging from families with children to seniors living alone. With various opportunities for home ownership, the housing stock includes small "starter homes" as well as larger "move up" housing. There are a number of historically significant homes, some of which have been renovated. Infill construction has also occurred over the years, ranging in style and size from one single-family home to a townhouse development or a high-rise building. While the single-family detached home is the predominant house style, there are concentrations of multifamily structures, typically clustered near or along major roadways. Some of these multifamily units are two-story garden-style buildings forming courtyards. Others are single "elevator" buildings, rising six to eight stories in height.

Since the Planning Area is largely developed, nonresidential land uses are often located in or adjacent to residential areas. As discussed in the section on "Neighborhood Conservation," this is both an asset and a problem. In addition, substandard property maintenance, alterations to former residential structures and yards that are incompatible with a neighborhood context, excessive traffic traveling to and through the area and an increase in crime can erode neighborhood stability and deter continued residential investment. Problems related to residential neighborhoods have been identified in this plan as well as recommended alternative actions that individual communities may pursue. While County government must do its part to encourage and facilitate the preservation of neighborhoods, plan recommendations rely heavily upon a combination of community initiative, self-help activities and partnerships that build, protect and promote the area's neighborhoods. It is important that the initiative come from the community. Property owners and residents are the "citizens" of the neighborhood and they must make the decision to invest their time, energy and financial resources in maintaining and improving their neighborhood. Owner and resident loyalty and commitment to their community will make the difference.

Prominent concerns common to many neighborhoods in the Planning Area include the following:

- Incompatible land uses within or adjacent to neighborhoods without adequate buffering or mitigation measures
- Poorly adapted and/or inappropriate conversions of former dwelling units to nonresidential use

- Churches in residential areas that can impact the neighborhood with alterations to former residential structures, increased traffic, parking and noise
- Heavy truck and commuter traffic traveling along narrow residential streets
- Inadequate home and yard maintenance
- Zoning regulations such as yard requirements which may impede or delay home improvements as well as new development
- Need for organized youth activities

Recommendations

Goal

Protect, maintain and enhance area neighborhoods to further foster safe and stable residential environments.

Objective I

All land uses within residential areas shall be physically and visually compatible with the neighborhood character.

Land Use

Nonresidential land uses located within neighborhoods often add unwanted intrusions, such as daytime and nighttime noise, traffic congestion, a shortage of street parking and visual blight. Within neighborhoods, activities which adversely impact the neighborhood or lower residential property values should be mitigated or eliminated by implementing the zone recommendations contained in the SMA. To preserve the neighborhood character, most of the proposed zone changes in residential areas fall into one of two categories: either land is rezoned residential from I-1 (especially where a residential structure has been retained) or property is rezoned back to the residential zone (typically R-55) because it continues to be in residential use.

Some businesses prefer a residential location and are well suited as neighbors in terms of use and design. To encourage activities that complement the established residential character, local elected officials and residents should take steps to develop formal working relationships with these businesses to minimize problems and foster communication and cooperation.



Commercial development can be an attractive and welcome addition to the neighborhood.

As documented in other sections of this master plan, the amount of land zoned for commercial or industrial uses is more than adequate for the Planning Area. Thus, piecemeal rezoning of residential property for nonresidential uses is not appropriate and should not be permitted.

Infill Development

While the Planning Area is largely developed, there are several opportunities for infill development. In order to continue and reinforce the established character of area neighborhoods, it is important that new development, especially construction on large or highly visible parcels, be visually and functionally compatible with existing development. Design issues to consider include building setback, lot size, building materials and parking.

The following comments relate specifically to the Cafritz property: While zoned R-55, the property should be considered for a residential Comprehensive Design Zone, provided that the proposed development is compatible with surrounding residential communities and continues existing design and development patterns. Specifically, design of the development should incorporate a street pattern similar to that of the surrounding community, which has right-angle blocks and alleys. Brick should also be used on all units as the primary construction material. Special attention should be given to the development's frontage along US 1 to preserve the existing wooded image. A tree-save area should be provided and the units directly behind the tree-save area should front US 1.

Design

Where nonresidential development within or adjacent to residences lacks landscaping and screening, a cooperative program that includes the local community, The Maryland-National Capital Park and Planning Commission (M-NCPPC) and the County should be established to facilitate physical and visual buffering. This program should include financial and design assistance. While there are landscaping and screening requirements for new development, this particular program should be tailored for existing uses located in older areas.

Where former residential structures have been converted to commercial or industrial use, alterations to the structure or site should not be permitted to detract from the neighborhood fabric. Legislation establishing mandatory design standards for all nonresidential uses in all neighborhoods should be prepared by M-NCPPC staff.

Objective II

Stabilize, upgrade and promote the area's neighborhoods to attract and retain long-term, responsible residents.

Regulations

In older areas where particular patterns of development are evident, infill construction and additions to original structures should complement the neighborhood fabric. However, zoning requirements were enacted after much development already occurred in the Planning Area. Thus, current standards often conflict with existing patterns of development. In other words, additions, expansions or infill development must meet existing standards which may be incompatible with surrounding properties. This is a common problem in many of the County's older communities. Thus, certain zoning standards should be modified so that new development, infill or additions to existing development may complement the established neighborhood character. Further study is needed by M-NCPPC staff to identify and modify the applicable regulations.

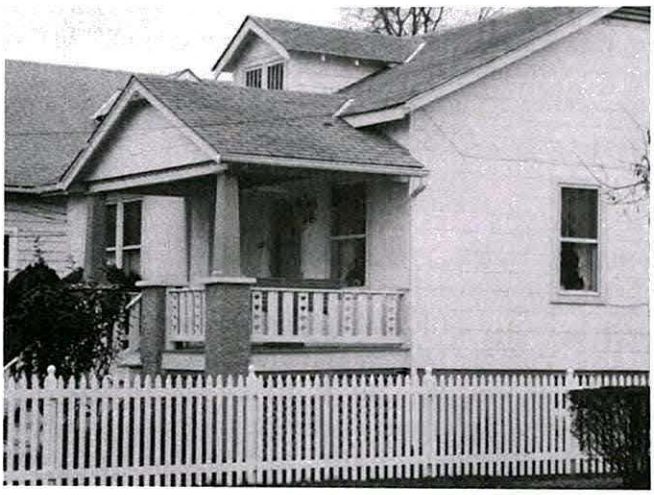
Violations of the County's housing code should be identified as soon as possible so that costly repairs and visual blight may be minimized. To complement and enhance housing code enforcement, a consortium of municipalities should establish a program to monitor neighborhoods on a frequent basis using local volunteers. Residents working with local officials are the best source for timely identification of problems. Further, trained resident volunteers working in a friendly, nonthreatening manner may be able to not only identify but also to help resolve the problem. Where cooperation and correction are not forthcoming, the violator should be brought to the attention of the Department of Environmental Resources, where legal action may be pursued.

Communities may also educate residents and discourage violators by describing code standards in community newsletters or on cable television. By increasing awareness of code requirements and promoting resident responsibilities, violations should be reduced and cooperation and respect should develop among neighbors, property owners and County and municipal officials.

Rental properties, both single-family detached and attached units, are not typically maintained as well as owner-occupied units. Procedures should be developed by municipalities to inspect and monitor rental housing in order to encourage proper maintenance. The cost of an annual permit fee should cover expenses associated with inspections of the property and yard.

Neighborhood Stability

Homes in the Planning Area are generally neat and well maintained. Most property owners are aware that adequate home care requires consistent attention and, in some cases, renovation. This is not an easy task, especially where older homes are concerned. Capital, know-how and the appropriate tools are needed. To encourage and facilitate regular home maintenance, several actions should be taken. Educational programs should be sponsored by civic associations, preservation organizations



The strength of the community is found in its many residential areas.

or municipalities on such topics as home and yard maintenance, historic renovation and landscaping and garden design. A tool "lending library" should be established among homeowners, civic associations, preservation organizations and municipalities.

Increasingly, homeowners are making various improvements to their property and should be encouraged to do so. Decks, balconies, rear porches, fences and other additions are essentially an extension of the house and should be designed as an integral part of the original structure. Additions should be of a scale appropriate to the size of the house and the space available on the lot. The community, working with the Historic Preservation Section of the M-NCPPC, should develop educational guidelines to assist property owners in making design decisions that are appropriate for older or historic structures. The guidelines would be nonbinding and advisory.

All homeowners may not be physically or financially capable of maintaining their homes and yards. The elderly, handicapped and low- or fixed-income households may fall into this category. Low-income loan programs or volunteer assistance should be pursued for targeted areas. Municipalities should first identify relevant County programs, then contact national organizations such as the Neighborhood Reinvestment Corporation or the Local Initiatives Support Corporation that assist local communities with the development and implementation of grass roots programs.

Neglected or abandoned buildings are eyesores and safety hazards. Furthermore, if one individual allows their property to decline, there is less of an incentive for neighbors to maintain their property. Further study is needed by staff of the M-NCPPC and Housing and Community Development to develop a program that returns abandoned or foreclosed properties to the housing stock in a timely and economical manner.

Home Ownership

All neighborhoods experience varying degrees of turnover. To attract new residents and inform existing ones, a promotional pamphlet should be prepared by each municipality that includes a neighborhood profile of demographics, housing stock, local stores and public services, as well as local, civic and business organizations. This master plan may also be used. Such material should be distributed to residents, prospective homeowners and realtors working in the area.

Some families may be unable to purchase a first home without financial assistance. Comprehensive programs to identify, rehabilitate and sell homes to families typically excluded from the conventional housing market have worked in other communities and should be explored for this area. For example, the Neighborhood Housing Service of America (NHSA), a national nonprofit housing initiative, establishes partnerships between local financial institutions and community representatives to design specific programs that meet local needs. Through the Neighborhood Reinvestment Corporation, the parent organization to NHSA, grants and technical assistance may also be available. County and State programs should also be pursued. In addition, municipalities should work together to enforce bank compliance with the requirements of the Community Reinvestment Act. This law requires lending institutions that are federally chartered or covered by Federal insurance to make loans in local neighborhoods to individuals at all income levels when there are reasonable expectations of repayment.

Community Pride

The physical appearance of a neighborhood has a direct relationship to resident respect and pride. Volunteer activities and programs that promote high standards of cleanliness and safety should be initiated by the municipalities or civic associations.

Activities such as municipal celebrations, holiday parades and town fairs foster pride and increase awareness of the community's history, culture and tradition. These activities should be continued by civic and neighborhood organizations.

Applicable municipalities should work with the Historic Preservation section of the M-NCPPC to designate eligible structures as Historic Sites or resources so that communities may reinforce their links with the past.

Communities may bolster their identity and sense of place with entrance markers in the neighborhood. These signs should be well landscaped and tastefully designed to reflect the architectural character and history of the community. The M-NCPPC Planning Assistance to Municipalities and Communities Program can provide assistance with detailed drawings and cost estimates.

There is a need for public gathering places within neighborhoods. Recognizing limited State, County and local resources, public facilities in residential areas should be more widely used. Park facilities, libraries,

schools and municipal buildings tend to be conveniently located to residents and are typically single purpose in scope. It has been suggested, for example, that public school libraries be open to the public on weekends. In addition, Historic Sites and structures, such as the Dueling Grounds and Calvert Mansion, should be considered for various community activities. Applicable municipalities should work with M-NCPPC and County representatives to explore those additional uses and determine guidelines for hours, security and other details.

Cultural and recreational activities are a great way for neighbors to meet, whether children or adults. To provide opportunities for social, recreational and cultural activities, municipalities or civic associations should sponsor block parties, sport leagues, senior groups, house tours or theater performances.

Objective III

Reduce the volume of traffic traveling through or parking on residential streets.

Commuter and business-related parking in neighborhoods should be restricted by issuing residential parking permits; some municipalities have already taken this step. Limiting nonresidential parking may be particularly necessary in the vicinity of bus stops, Metro stations and commercial concentrations.

Commuter traffic traveling through neighborhoods is disruptive and poses a safety hazard for pedestrians. Techniques which the various municipalities may consider are discussed in the "Transportation and Circulation Network" section.

Objective IV

Promote historic preservation tools and activities that improve overall housing quality and encourage other community improvement efforts.

Preservation Tools

The historic district designation process is a tool that allows communities to publicly recognize, celebrate, and maintain their architectural and cultural heritage by establishing standards for physical improvements to the community. The Historic Preservation staff of the M-NCPPC is available to survey and document buildings at the request of the municipality to determine eligibility for an historic district designation. Where survey work has been completed, the municipality should pursue and request County historic district designation.



National Register Historic District designation allows the community to maintain and further its historic character.

The City of Hyattsville should request that the City's residential area north of the existing National Register Historic District be surveyed to determine if an extension of the existing district is appropriate.

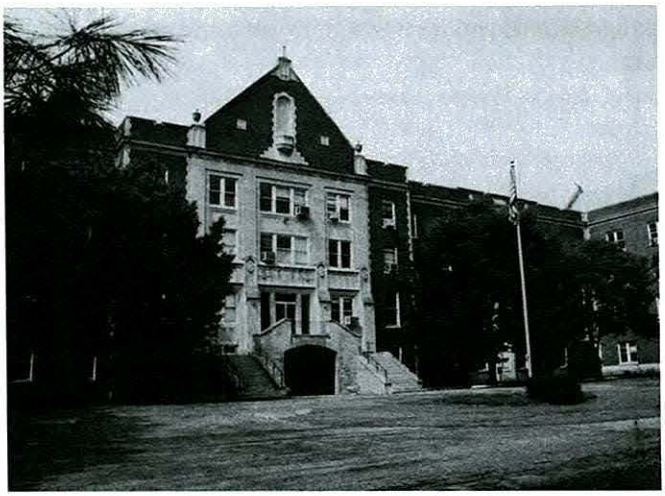
Sections of some communities have retained their distinctive historic character, but the strength of that character has declined due to building alterations, demolitions, inappropriate infill construction or a change of use. Thus, historic district designation is neither appropriate nor feasible. A "Neighborhood Conservation Area" designed to retain the existing neighborhood fabric should be developed. (See the section on "Neighborhood Conservation.")

In order to actively involve residents in the historic preservation of their community, preservation groups should be established. A coalition of these groups should be created to address common preservation goals and programs.

Objective V

Pursue Historic Site designation for the De LaSalle property, a former college built in 1929 by the Christian Brothers religious order.

This property has been determined to be eligible for listing on the National Register of Historic Places for its local architectural and historical significance. It is owned by the General Services Administration and is being renovated into an executive training center.



The former De LaSalle College in Avondale serves as an attractive focal point for the community. Photo by Ward Bourgondien.

Commercial Areas

Background

Commercial development, consisting of office and retail uses, is primarily located along the Planning Area's major roadways: US 1, Kenilworth Avenue, Bladensburg Road, East West Highway and Queens Chapel Road. It is these shopping and business areas that present the community image seen by most visitors as they travel through or to the Planning Area. While these areas provide a wide variety of goods and services as well as jobs for many of the area's residents, they vary greatly in their size, age, appearance and in the types of goods offered.

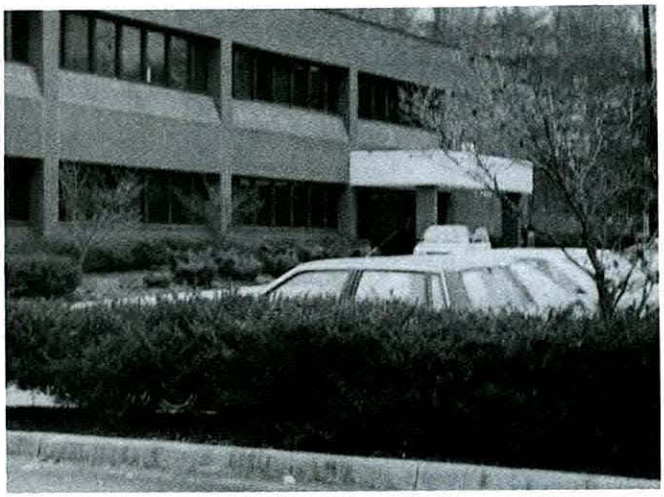
The retail development ranges from the older downtown areas along US 1 in Mount Rainier and Hyattsville to newer larger shopping centers located along Bladensburg Road in Colmar Manor and on Queens Chapel Road in Queenstown. The older areas tend to experience higher vacancy rates and offer a more limited range of goods and services. Office development in the Planning Area also varies in its age, size and appearance. The office development around the Prince George's Plaza in Hyattsville, including the Prince George Center, contains the area's largest concentration of office uses and includes a mix of old (1960s) and new office buildings. There is also a significant amount of office development in Riverdale along US 1 and Kenilworth Avenue. In addition, the planned Riverside development on the west side of Kenilworth Avenue will greatly increase the amount of office space in the Town as well as the Planning Area.

Part of the commercial development in the Planning Area dates from the early 1900s. The preservation of these historic and cultural resources provides the residents of the Planning Area with a link to the past and could play an important role in shaping a community's growth and change. In commercial districts, the preservation and rehabilitation of the older and historic buildings can be used to create a distinct identity for the area and a base for long-term economic growth.

Studies which were done for this plan show that the area has more than enough land zoned for commercial uses. Therefore, the following recommendations focus on improving the existing commercial areas rather than expanding those areas.

Healthy businesses which provide a wide range of goods and services are vital to the future of the community. The following are some of the major concerns that have been raised about commercial development in the Planning Area:

- The lack of an appropriate mix of retail uses, that is, one which provides for local needs and which also attracts customers from outside the area with specialty goods
- Governmental regulations and policies which hinder the redevelopment and the renovation of commercial properties
- Unsightly views from the road of commercial development due to poorly maintained properties, a mix of parking lots with little if any landscaping, aging buildings in need of renovation, and/or poor site design
- Small, irregularly shaped parcels with different owners, which make redevelopment difficult



New office development in Riverdale emphasizes a parklike setting.

- Hesitancy of business and/or property owners to invest in commercial property improvements
- Lack of consistent and uniform public improvements such as sidewalks and landscaping along the major commercial corridors
- Businesses which negatively impact adjacent residential properties
- Inappropriate uses which create a negative image and hinder reinvestment in the older shopping areas

In response to these concerns, recommendations have been formulated to guide both public policy and private development in the Planning Area. They recognize the special challenges that exist in these mature communities where much of the commercial development was built before there were many, if any, building standards or site development requirements. The recommendations are based upon developing a partnership between the business community and the public sector to improve the look and function of the older commercial areas.

Recommendations

Goal

Encourage attractive and thriving commercial development which provides a variety of goods and services for both local users and outside shoppers and which serves as an appealing focal point for the community.

Objective I

Promote reinvestment in and the appropriate redevelopment of commercial areas to strengthen and unify the communities' business districts.

To promote and encourage development in older areas, regulatory hindrances must be removed. The Zoning Ordinance should be reviewed for standards which may not be appropriate for older developed areas. These include building setback and landscaping requirements which are inappropriate for much of the development in the Planning Area and are often impossible to meet. Parking requirements are also frequently cited as hindrances. The parking requirements rely on suburban standards which are based upon automobile usage as the predominant form of transportation. They do not account for patrons using alternative modes of transportation, including walking, and they do not promote shared parking which is essential in highly developed communities such as PA 68.

A Zoning Overlay District to simplify the zoning process which would permit the business owner alternative methods to meet requirements such as parking and landscaping should be created. This district could also allow for variations in uses and design requirements to meet different communities' needs and preferences. The purpose of the district would be to permit more flexibility and speed the permit process to assist in revitalization.

The reuse of older buildings should be given high priority because it can be cost effective and because these buildings help establish individual character for communities. County building and safety codes can pose major obstacles to the retention of older buildings. These codes should be reviewed, and alternative standards or compliance procedures should be developed where appropriate.



Without the assistance of the staffs of the Health and Fire Departments, the conversion of this historic structure to a deli and general store would not have been possible.

To further revitalization efforts, the Economic Development Corporation should undertake a comprehensive program to promote older communities. It should include the following:

- A business retention and recruitment program should be established. Special attention should be paid to recruiting businesses which complement existing businesses and which are desired by local residents. This program should assist businesses desiring to expand or which are inappropriately located to find new sites within the Planning Area. It should utilize a broad spectrum of financial tools, including low-interest loans, matching grants and even land swaps.

- A proactive program should be created to identify and assist in the redevelopment of key parcels for revitalization. The agency should help consolidate key parcels for redevelopment and work with private developers and public agencies to ensure that redevelopment occurs. This recommendation may require State legislation.

- Regional marketing should be used to promote the area to new businesses. An inventory of industrial and commercial properties in the Planning Area should be created to assist in this marketing program.

- To help strengthen the older commercial areas and to promote revitalization efforts, the agency should assist local business districts in the creation of centralized management groups.

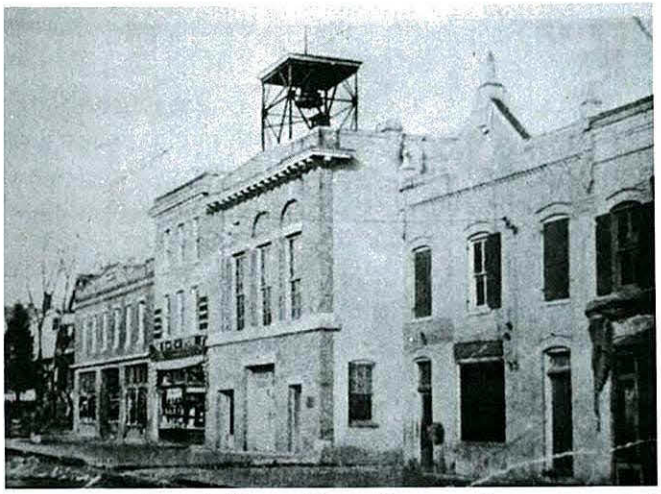
Commercial areas should be well served by public transit to reduce reliance on automobiles by providing service to a wide range of citizens. An effective and reliable transportation system which includes shuttle bus service, sidewalks and bikeways to connect residential areas as well as Metro stations to business districts should be provided.

Studies have shown that the Planning Area has a surplus of commercially zoned properties, particularly those zoned for retail uses. Indeed, there are many vacant commercial structures in the Planning Area. The appropriateness of rezoning properties to permit alternative uses which will enhance community revitalization efforts should be determined. A land use pattern should be created along the major commercial corridors which creates an attractive and lively image of the Planning Area. It should eliminate the existing strip commercial development. Zoning categories which are more flexible in terms of development standards and the uses permitted should be adopted. Mixed-use development which includes both residential and commercial uses should be promoted to add vitality to the commercial areas and to bring in more demand for the goods and services offered.

The County's current policies regarding nonconforming uses and structures may hinder revitalization efforts. If permitted uses or development standards are changed to enhance a commercial area, the policy allows the nonconforming property to remain indefinitely. This policy should be changed within designated revitalization districts to ensure that properties are brought into compliance with all applicable requirements within a set time period, such as five to seven years. Special efforts must be taken to work with affected business and property owners to address possible negative impacts of this action. Relocation assistance should be offered.

Objective II

Promote the preservation and adaptive reuse of historic properties as a key component in the stabilization and revitalization of the commercial districts in the Planning Area.



Original buildings in Hyattsville on Farragut Street are part of today's commercial core. The former library and fire station are now offices.

Historic properties and older buildings should be identified to determine which are worthy of preservation and how they can be used to further a commercial district's economic future.

The potential of delineating the commercial core of Mount Rainier, Hyattsville and Riverdale as County-designated historic districts should be studied. These districts could be used as a preservation management mechanism to stimulate and control the commercial revitalization of these areas.

Older commercial buildings help establish a special character for shopping areas. Historic preservation should be included as an essential component of the County's revitalization program for conserving or redeveloping the older commercial districts in the Planning Area.

Objective III

Upgrade commercial corridors so that they are attractive and safe and provide a positive image of the community.

Inappropriate conversions of former single-family homes to commercial uses contribute greatly to the unattractive appearance of some of the Planning Area's commercial corridors. Design standards should be incorporated into the Zoning Ordinance to ensure that these conversions are done in a manner which complements the development pattern and is in character with the residential structure.

Shared parking in commercial areas based upon the actual need of the local businesses should be adopted. Efforts should be made to assist and encourage local businesses to improve parking areas which would include the consolidation of curb cuts, the elimination of unsafe parking lots along major roadways where cars are forced to back onto these roads, and the creation of attractive landscaping or other appropriate design improvements to screen parking lots. Design and funding assistance should be provided to local businesses to assist in these revitalization efforts. Wherever possible, the Parking Authority should be utilized in these efforts and the possible creation of a parking district should be addressed.

To promote a consistent character, landscape plans for properties within business districts should be reviewed for compatibility. This does not mean that they must be uniform but only that they be consistent to provide a sense of identity and unity for the area.

The deteriorated physical condition of commercial structures in some parts of the Planning Area is an obstacle to revitalization. Well-maintained properties attract customers to shopping areas, whereas poorly maintained properties can act as a significant detraction. In a few instances, older buildings have been so neglected that they may be beyond repair. The County's property maintenance standards should be reviewed to ensure that commercial properties are well maintained. To maximize enforcement efforts, a cooperative effort among the community, municipal and County governments should be established.

With limited funding available, innovative techniques should be used to assist business and nonresidential property owners in their revitalization efforts. The possibility of creating a cooperative volunteer effort within communities for properties in need of maintenance and/or renovation whose owners lack the necessary funding to make improvements should be investigated with the assistance of local business and nonresidential property owners.

The creation of local design guidelines should be encouraged to ensure compatible signage, building scale and bulk and site design for renovation and/or new development. These guidelines would also help establish distinct identities for shopping areas and the communities which they serve.

The poor physical condition of roadways also detracts from commercial areas' images and the community images they present. The need for physical improvements should be addressed for the Planning Area's major commercial corridors: Bladensburg Road, US 1 and sections of Queens Chapel Road, East West Highway and Kenilworth Avenue. The visual image of the corridors should be enhanced through public improvements to the streetscape, including sidewalks and landscaping, community gateway/identity signage and the road surfaces.

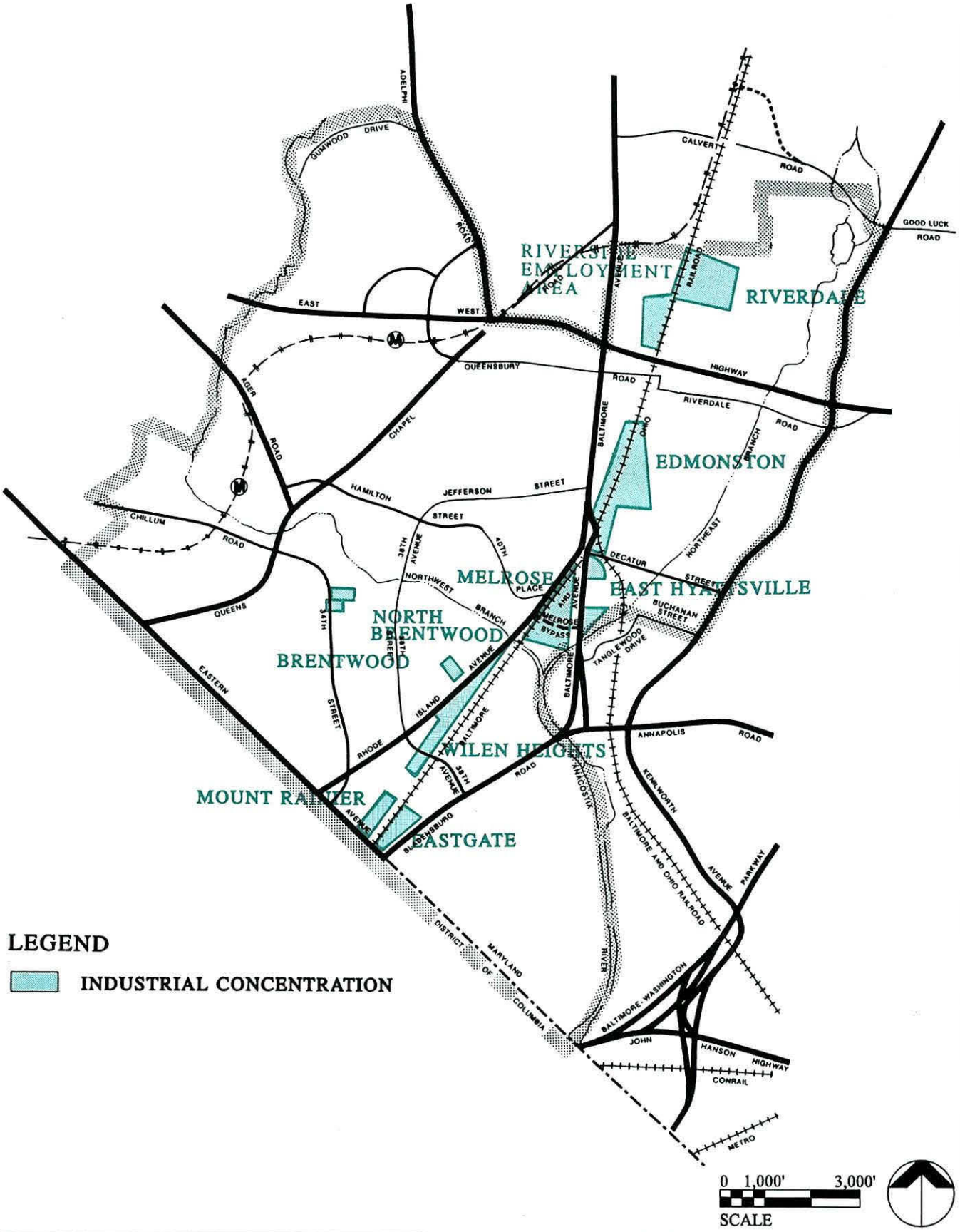
Industrial and Employment Centers

Background

Productive and safe industrial businesses are an essential component of the economic well-being of the Planning Area — particularly for those communities which have few commercial activities. The industrial areas are also important because they serve as the Planning Area's employment centers. The industrial uses in the area vary in use from auto repair to light assembly. The degree of compatibility with adjacent uses also varies from good to disruptive. The purpose of this section is to identify problems and concerns related to industrial areas and propose alternative ways to solve them and thus enhance them as healthy employment centers.

Due to the developed nature of the Planning Area, many of the industrial concentrations are located in or adjacent to residential neighborhoods. Map 5 shows the industrial concentrations. Two themes have emerged to address these concentrations: (1) the expansion of areas with major concentrations of industrial uses and direct access to major roadways and (2) the promotion of compatible employment uses where industrial and residential uses coexist within residential neighborhoods.

Several communities (Wilen Heights, North Brentwood, Melrose Industrial Center, Eastgate Industrial Center and Edmonston/Martin Industrial Center) contain concentrated industrial areas located along or off a major roadway affording access and proximity to the



Map 5 - Industrial Concentrations

District of Columbia. Location and access appear to be the principal reasons why businesses operate in these locations. In addition, affordable and attractive leasing rates are noted. These advantages, however, are countered by disadvantages: (1) inadequate parking for customers and employees, (2) obsolete mechanical and loading facilities and (3) an inability to expand.

In three locations (Mount Rainier, Brentwood and East Hyattsville) industrial uses and underutilized or vacant industrial buildings are isolated along narrow streets within residential neighborhoods. These sites may be viable for industrial uses, but they also need to function in the context of a neighborhood. At one time, these areas were residential but perceived as declining and in the process of converting to industrial areas; however, for various reasons, new families are attracted to these neighborhoods. In each location, houses are being restored. Some of the businesses that operate in these areas are viewed as beneficial because of their positive impact on the community. They employ local citizens, the properties are generally well kept and the businesses are compatible with the residential elements of the neighborhood.

However, some businesses are not good neighbors. Heavy truck traffic, vehicle storage which spills onto local streets, poorly maintained properties and unsightly outdoor storage of bulk materials pose problems for residential uses adjacent to industrial uses.

There are a number of issues common to many of the industrial areas in the Planning Area, including the following:

- Nonindustrial uses within or adjacent to industrial properties
- Lack of design elements in industrial areas to convey a sense of place and improve their images as desirable places of employment and business
- Poor vehicular access and circulation within industrial areas
- Inadequate parking for employees and customers
- Inadequate property maintenance and/or code enforcement of industrial properties
- Older, underutilized and vacant industrial buildings without modern mechanical and loading features
- Security issues, both real and perceived
- Lack of amenities to serve a daytime worker population for lunch, day care, etc.
- County zoning requirements and permitting procedures which function as disincentives to improvement and expansion

Based upon research and discussion of the issues described above with community representatives, businesses, municipal representatives and the Citizens Advisory Committee, the following recommendations have been developed to support and implement the goal as stated below.

Recommendations

Goal

Enhance designated industrial areas to create job opportunities and improve the economic base of the Planning Area.

Objective I

Revitalize the urban industrial centers to provide vital, well-functioning industrial employment centers.

Many industrially zoned properties in the Planning Area are small and irregularly shaped, which poses development constraints and difficulties in conforming to current regulations. Although most industrial land in the Planning Area is zoned I-1, a number of parcels are also zoned C-M (commercial-miscellaneous). The I-1 Zone is intended to attract a variety of labor-intensive, light industrial uses. The C-M Zone is intended to attract highway-oriented commercial uses which are incompatible with a homogeneous retail center. A number of the uses permitted in the C-M Zone, however, are similar or overlap with those uses permitted in the I-1 Zone. A number of shortcomings exist in these zones for urban industrial areas. For example, development standards (landscaping, front yard setbacks, parking and loading requirements, etc.) within these zones do not respect the existing urban development conditions. The existing industrial zones also allow a number of uses which are inappropriate for the small urban lots and narrower streets located in the older urban industrial areas. There is a need to promote uses that are functionally compatible with older urban areas. Thus, the following are specific recommendations to address this objective: (1) approve flexible zoning that addresses the practical needs of urban industrial areas and encourages revitalization of older industrial areas and (2) encourage revitalization of

underutilized or vacant industrial space using innovative techniques, such as the incubator model, which will assist new business formulation.

Objective II

Ensure that land uses are physically and visually compatible with the character of the surrounding area.

Many of the industrial properties in the Planning Area were once predominantly residential. In some locations, enclaves of single-family homes, while zoned Residential, are surrounded by industrial development. In other locations, industrial centers exist on the edge of established residential neighborhoods. Some industrial operations do not contain their operations solely on their property and materials spill over onto residential streets or onto adjacent property. Other industrial operations which are contained completely on appropriately zoned land often face or back up to residential or commercially zoned land. To establish visual and physical compatibility, the following measures are recommended: (1) the Zoning Ordinance should be revised to address the lack of appropriate screening and buffering for existing industrial uses which abut residential properties addressing the need to enhance urban industrial centers, and (2) where residential uses are located in primarily industrial areas, properties should be rezoned to an appropriate industrial zone. The latter action will strengthen the industrial area while respecting the neighborhood.

Objective III

Develop a marketing strategy for underutilized industrial buildings.

A number of buildings in the Planning Area's industrial centers are vacant or underutilized. Some of these buildings lack modern mechanical features such as air conditioning. They also lack direct access to major roadways. Perhaps for these reasons, they are underutilized or vacant and are not competitive in the marketplace. Nonindustrial alternative uses may be appropriate for these buildings. These actions will strengthen industrial areas and communities in general, since vacant buildings are a very powerful negative image maker of an area.

An adaptive reuse strategy for underutilized and/or vacant industrial buildings should be developed. This will require an analysis of the properties to identify appropriate and inappropriate uses, potential clients (including nonindustrial "public benefit uses") and marketing strategies. The analysis should also cover necessary structural and design changes that might decrease its susceptibility to crime or the perception of its susceptibility to crime.

Objective IV

Establish design and development standards appropriate for Inner Beltway communities.

Most of the industrial centers in the Planning Area exist along the area's major thoroughfares. Thus, the industrial centers are one of the first impressions travelers through the area have of the communities and municipalities which make up the Planning Area. The very nature of industrial businesses often poses aesthetic problems and makes for unappealing views from the roads. However, the development of appropriate standards will strengthen the industrial areas and establish them as well-defined and well-designed areas, to the benefit of the businesses and the community.



To paraphrase the poet Robert Frost, fences can make good neighbors.

Industrial sites should be developed and maintained in accordance with an overall design plan, based on the principles of proper site design. Property owners may join together and seek assistance from the Maryland-National Capital Park and Planning Commission's Aid to Municipalities and Communities Program for the preparation of design drawings and construction estimates.

Adequate screening should be provided for outdoor storage areas on existing and future industrial properties adjacent to residential properties and for employment areas bordering roads, with the condition that such screening be of sufficient height and type to block the stored material and equipment from view at ground level.

A study should be undertaken to analyze the appropriateness of the screening and buffering requirements between residential and industrial zones in existing industrial zones.

Shared parking facilities should be encouraged rather than require individual parking lots for all businesses. When appropriate, promote the use of parking districts.

Objective V

Improve circulation in, as well as access to and from, industrial centers.

Individual access to properties in industrial centers from arterials should be restricted. Instead, parcels in industrial centers should be served by internal access roads.

The National Oceanic and Atmospheric Agency (NOAA) buildings in Riverdale are presently accessed from Lafayette Avenue. When the access road from the Riverside project is completed, access to NOAA shall be from the internal loop road which will connect to Kenilworth and 54th Avenues.

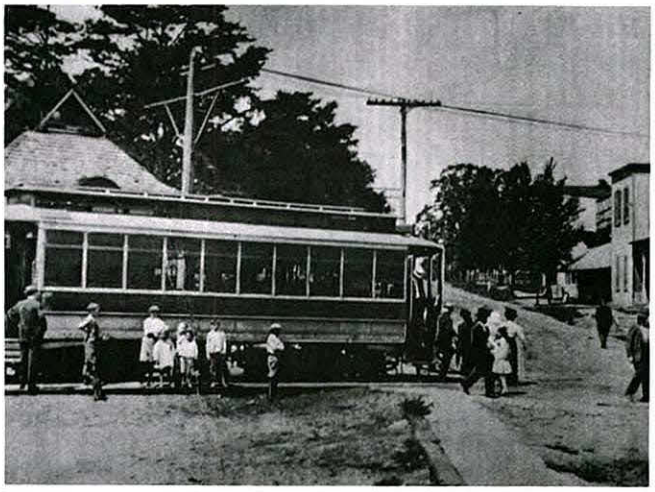
Many of these recommendations have been applied to a prototype study for the Brentwood and North Brentwood industrial areas which is presented elsewhere in this Plan.

Transportation and Circulation Network

Background

The Planning Area is presently served by a broad transportation network which includes streets and highways, regional bus service, the University of Maryland shuttle bus service, biker and hiker trails, sidewalks, MARC commuter railroad service and truck freight services. Furthermore, as part of the Adopted Regional Washington Metropolitan Metrorail systems, the Green Line stations (Prince George's Plaza and West Hyattsville) opened in late 1993.

Although generally well served, travelers to and through the area face circulation and access problems. Many of these problems stem from the fact that the Planning Area is older and largely developed compared with newer communities beyond the beltway. Transportation issues have been raised by citizens, elected officials and others as requiring analysis in this master plan. The topics include the following:



Streetcars, an early form of mass transit serving the Planning Area, provided access to shopping areas such as the Mount Rainier Town Center.

- Traffic congestion on major roads during peak hours.
- Some roadways within the Planning Area that may need to be reclassified.
- Overreliance on the use of individual cars. There is a need to facilitate and promote public transit and other forms of transportation.
- Safety concerns and traffic delays associated with the at-grade railroad crossings.
- Dangerous truck and commuter traffic, as well as excessive nonresidential parking in neighborhoods.
- Some street intersections that pose safety hazards.
- Since the building of new roads or major expansion of existing roads is unlikely in the near future and with traffic expected to increase with the opening of the two Metro stations, techniques are needed to reduce reliance on the automobile and increase public transit use.

Recommendations

The recommendations in this plan emphasize mass transit and other modes of transportation in order to reduce overall reliance on the automobile, especially the single-occupancy vehicle (SOV). Consequently, road improvements are recommended only when alternative transportation options did not produce adequate results.

The transportation issues have been divided into four broad categories: (1) public transportation, (2) Transportation System Management and Demand Management (TSM and TDM), (3) bicycle and pedestrian facilities and (4) highways. For each of these categories, objectives and recommendations are noted. The overall goal for this section is as follows:

Goal

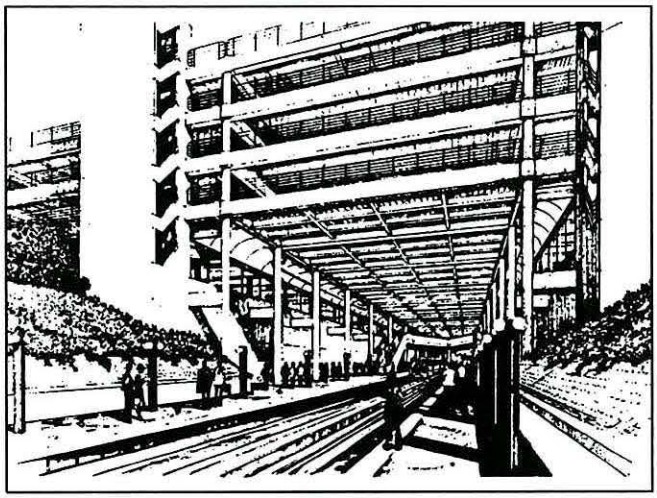
To establish an integrated transportation system within the Planning Area that is safe, efficient and accessible and reduces dependency on the automobile.

Public Transportation

Objective I

Encourage a mass transit system of bus and rail service (Metro and MARC), including public parking facilities, which provides efficient, comfortable alternatives to private automobile use.

While existing services provided by the Washington Metropolitan Area Transit Authority (WMATA) buses, MARC commuter rail and programmed metrorail offer relatively good mass transit service for long-distance travel needs, better service is needed among the different neighborhoods. This gap in service not only affects bus-dependent residents, but overlooks the estimated 28,000 employees that work in the Planning Area. Therefore, this plan recommends the mass transit-oriented measures described below to provide adequate public transportation alternatives and increase ridership.



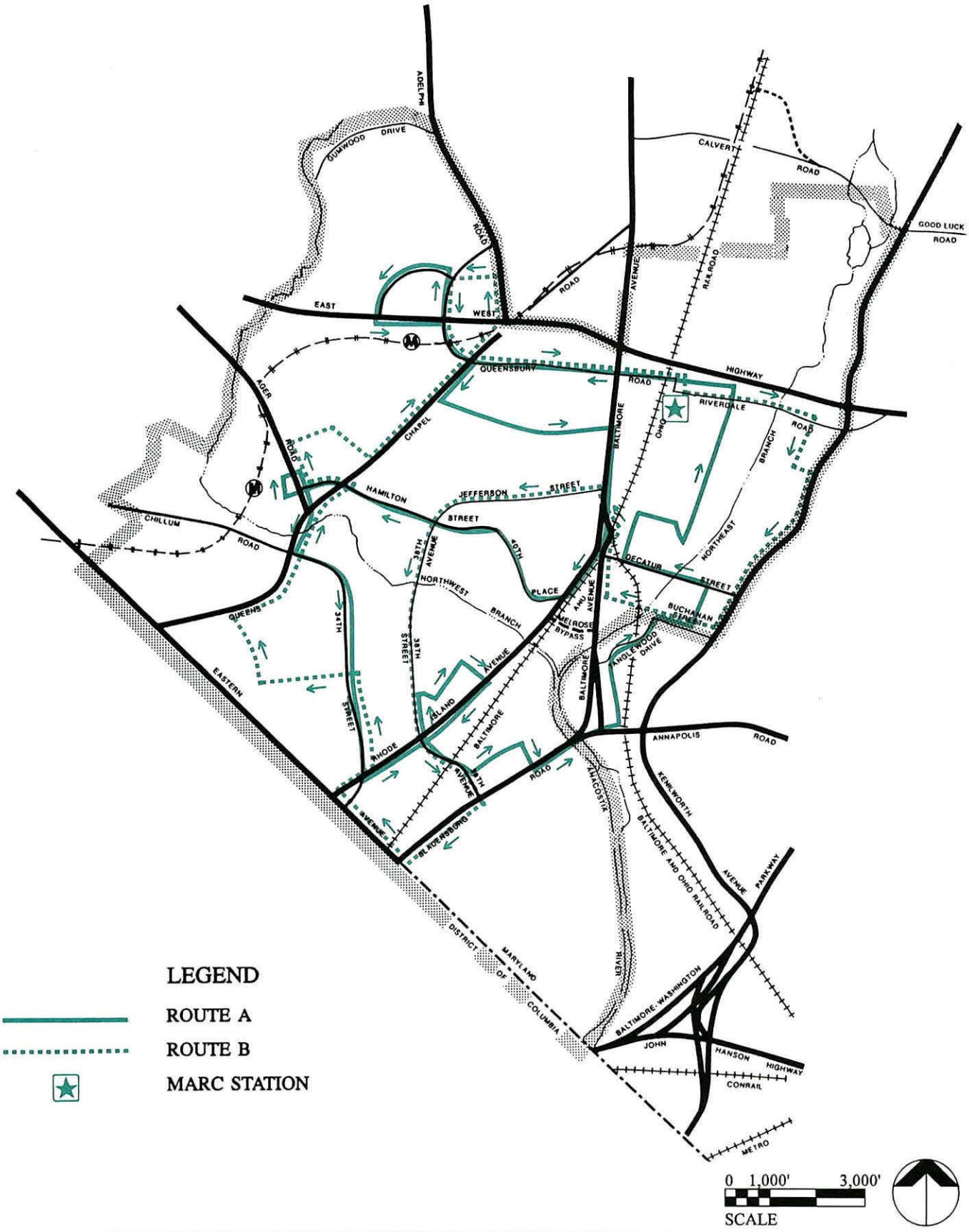
The Prince George's Plaza Metro Station opened in December 1993. Courtesy of the Washington Metropolitan Transit Authority.

While most of the Planning Area is served by existing WMATA public transit service, the ability of this traditional form of transit to serve all segments of the Planning Area population is quite limited. For the most part, existing public transit service within the Planning Area consists of several fixed-route services that provide access to the District of Columbia via major roadways. In previous years, when the Planning Area was functioning primarily as a bedroom community for the District, this form of public transit service was adequate; however, with current and planned land use and development changes, tripmaking patterns within the Planning Area have become more dispersed. Thus, this form of public transit service has been less effective. As a result, pressure on the highway system within the Planning Area has increased, along with increased congestion and pollution. In order to provide improved public transit service to all parts of the Planning Area and to reduce reliance on the single-occupant automobile, shuttle bus service is recommended. Potential routes are shown in Map 6. This loop system would use smaller buses, linking all residential neighborhoods, Metro stations, MARC stations, The University of Maryland, the Prince George's Justice Center, major retail and employment centers (i.e., Prince George's Plaza, Chillum Shopping Center, Riverdale Plaza, downtown Hyattsville, the Edmonston employment area, the former Leland Memorial Hospital and the municipal buildings). The buses should run frequently enough, especially during rush hours, to encourage wide public use.

The proposed shuttle should also ease traffic flow by providing better access to jobs, shopping and other destinations within the Planning Area. Furthermore, reducing the use of private automobiles improves air quality and reduces energy consumption.

There are various ways that this service could be implemented. The County could provide shuttle bus service to the Prince George's Plaza and West Hyattsville Metro Stations. Another option would be for representatives of homeowners' associations, major business owners and employment centers within the Planning Area to form nonprofit "clubs" or cooperatives for the purpose of funding and operating the shuttle bus service. The public sector could provide overall administration and maintenance of the needed vehicles and facilities. This approach was first introduced in Columbia, Maryland, where homeowners founded the nonprofit Columbia Commuter Bus Corporation.

Another example is the Baltimore-Washington Corridor Chamber of Commerce, which operates a bus



Map 6 - Potential Shuttle Bus Routing Schemes

system through an organization called the Corridor Transportation Corporation. Original funding was arranged through the Urban Mass Transit Administration's Section 3 Demonstration Grant. The corporation operates buses on six routes, all originating in Laurel and serving Anne Arundel, Howard, Montgomery and Prince George's Counties. The buses connect with the MARC Station in Laurel and WMATA's Metrobus lines. Major employment centers served by the routes are MD 95 Corporate Park on Sweitzer Lane, Ammendale Business Campus and the US 1 corridor. The corporation operates eight buses during the peak hours and six during off-peak hours and on Saturday. The system carries 630 passengers on weekdays and 250 passengers on weekends. In its first year of operation, the system carried 140,000 passengers.

The third option would require the relevant municipalities to form a "Transit District Commission." This commission would identify transit service needs in the Planning Area and ensure funding by imposing and collecting a transit tax. The commission would also coordinate a variety of services, including the following: (1) expansion of the "shuttle-UM" (the transit system managed and operated by The University of Maryland) to include nonstudents, (2) encouragement of employer-based vanpool programs, (3) encouragement of private commuter buses to employment and retail areas and (4) contracting with private taxi companies for service to low-density areas and provision of special services for handicapped persons.

The proposed shuttle service provides a way to increase public transit alternatives. To most effectively capitalize upon this bus system, it should be integrated and coordinated with other bus services that are operating in the County. It is recommended that a comprehensive bus system be ultimately developed that would eliminate duplication and increase frequency and efficiency. This system should integrate all bus services (i.e., Metrobuses, the University of Maryland shuttle bus and various bus services for senior citizens or for recreation purposes, etc.), including the proposed shuttle bus system. Planning Area 68 (PA 68) and adjoining planning areas should be used to develop a prototype system for the County.

The site locations for two new MARC stations should be preserved. Based upon demand, MARC distance requirements, land availability, and revitalization potential, the stations would potentially be located in the Hyattsville Town Center and in the Brentwood/Cottage City industrial area.

These commuter rail stations would become an integral part of the community fabric, serving as focal points for revitalization by attracting new businesses, enhancing the volume of existing business and increasing demand for residences within close proximity of the stations. These stations should be designed to facilitate easy access whether commuters walk, bike, drive or take a bus to the station. Commercial services would be expected to locate in the vicinity of the stations due to obvious economic opportunities. The stations (and key pedestrian routes leading to the stations) would be well lit. Platforms would have adequate shelters and adequate parking would be assured. The general location of the stations, including areas for parking, is identified on the Plan map.

Regional transportation alternatives should also be explored as existing and long-term travel demands continue to show a need for greater circumferential (east-west) travel. While alternatives to widening roadways need to be explored, this may not always be feasible given the developed nature of the Planning Area; therefore, ways to maximize roadway capacity and reduce the number of SOVs take priority.

The following studies should be pursued and considered for inclusion in the Countywide Master Plan of Transportation, because the impacts and benefits of these proposals affect the larger region beyond PA 68. These studies include the following:

- A feasibility study for an east-west transit line from Silver Spring to New Carrollton should be conducted by Maryland-National Capital Park and Planning Commission (M-NCPPC) staff. This transit line could be an extension of the proposed Bethesda to Silver Spring line, providing a lateral connection between several Metrobus and Metrorail lines and through several dense pockets of existing and proposed Inner Beltway development.

- Construction of a two-lane, limited access busway between the beltway park-and-ride at I-95 to the University of Maryland campus with an expanded commuter park-and-ride facility. As an interim lower-cost measure, bus/High Occupancy Vehicle (HOV) lanes on US 1 between the beltway and The University of Maryland should be explored.

- Transit proposals and/or enhancements to provide improved accessibility to The University of Maryland and Prince George's Plaza from the beltway and other points to the north and northeast need to be studied. This study would incorporate a wide range of alternative

modes and alignments which could improve access to Metro and HOV roads.

Transportation System and Transportation Demand Management

Objective II

Reduce peak period traffic demands and congestion by developing and recommending TSM actions and TDM strategies.

TSM actions are not capital-intensive and focus on using existing facilities more efficiently through design, regulation, management and operational improvements. TDM strategies seek to reduce reliance on low-occupancy vehicles and increase reliance on pooling and public transportation, as well as promoting flexible or staggered employee work hours. Actions that facilitate bicycling and walking as viable means of transportation are also encouraged.

TDM generally refers to a set of strategies which seek to:

- Increase the vehicle occupancy rate (i.e., the number of persons per vehicle, currently between 1.1 and 1.2).
- Decrease the percentage of work trips which occur during the peak hours. (Currently, 50 percent of work trips are made during the peak hours.)
- Increase the use of public transit and nonmotorized modes of transportation, including biking and walking.

The use of TDM within PA 68 employment and retail areas should help mitigate the impact of new vehicular trips generated within the area and generally supports the emphasis on transit alternatives. Sample TDM measures that employers may utilize include subsidizing the cost of public transit, designating priority parking for carpools and vanpools, limiting parking facilities, encouraging flexible work schedules and providing bicycle facilities such as bike racks, storage lockers and showers.

The County currently focuses on roads when analyzing the adequacy of transportation facilities to serve an area. In PA 68, the expansion of existing roads or the construction of new roads is impractical and often highly undesirable to the communities in which the roads are located. TDM offers an approach to planning for adequate public facilities which is more comprehensive, since it addresses the use of all modes of transportation, and more realistic for a built-up community such as PA 68.

In November 1993 the Prince George's County Council enacted a TDM ordinance and established TDM districts. PA 68's two Metro stations, Prince George's Plaza and West Hyattsville, constitute two TDM districts which require that existing and future employers enact TDM measures to reduce peak-hour vehicle trips. The Planning Area, with its two Metro stations, MARC and bus service, is an ideal candidate and is recommended in this plan as a TDM District.

Bike Lanes and Bike Routes

Objective III

Bike lanes and bike routes shall be safe, accessible and, where feasible, connect to the larger trail system.

The following are recommended bike lanes along existing and proposed roadways, in order of priority:

- The Belcrest Road bike lane between Adelphi Road and Queens Chapel Road is recommended to include six-foot-wide bike lanes as part of the Belcrest Road improvement project. This will provide access to the Prince George's Plaza Metro Station.
- The Adelphi Road bike lane between University Boulevard and the intersection of Queens Chapel Road and East West Highway is recommended to include six-foot-wide bike lanes on both sides of the street. This action will eliminate on-street parking. There is an existing sidewalk for pedestrians. The



The provision of designated bike lanes in the roadway would encourage bicycles as a safe and viable alternative to cars. Photo by Mark Mazz.

bike and pedestrian crossing through this intersection to 41st Street shall be designed and implemented to accommodate pedestrian and bike-safe crossing.

- The Hamilton Street bike lane between 38th Street and the West Hyattsville Metro Station is recommended to include six-foot-wide bike lanes on both sides of the street. Between Queens Chapel Road and the Metro station, due to anticipated volumes of pedestrian movements in the Transit District Overlay Zone, extra-wide sidewalks are also recommended. The bike lane will provide direct access to the Metro station.

Communities along US 1 should work with M-NCPPC staff to determine whether bike lanes on both sides of the street would meet the needs and preferences of area residents and commuters. US 1 is a main north-south corridor that would connect to several of the recommended east-west bikeway recommendations.

All bike routes should include signs with the name of the route, destination markers and directional information. Where appropriate, the State Highway Administration (SHA) and the Department of Public Works and Transportation may install "Share the Road with Bikes" signs. There are two signed bike routes in the Planning Area along Calvert Road and Arundel Road. Signs along Arundel Road need to be replaced. The following roadways are recommended as signed bike routes. (No change to the roadway is required, but the signs need to be installed.)

- 51st Place
- Toledo Road
- Toledo Terrace
- Queensbury Road
- Nicholson Street/40th Avenue/Oglethorpe Street
- 38th Street
- 41st Place and 40th Place from Rhode Island Avenue (US 1) to Magruder Park and 41st Avenue between East West Highway and Magruder Park
- Hamilton Street/40th Place and 41st Place between 38th Avenue and Rhode Island Avenue (US 1) to the New Melrose Crossing
- Buchanan Street to 51st Street
- Bunker Hill Road from the District of Columbia line to 38th Street
- 38th Avenue through Colmar Manor and Cottage City, then connecting to 38th Avenue in Brentwood
- 34th Street/Rainier Avenue and 31st Street between the Mount Rainier 30th Street Neighborhood Mini-Park and Bunker Hill Road
- 29th Street
- 38th Avenue to Jefferson Street

The following are recommended bikeways within existing rights-of-way, but separate from the roadways. These facilities either exist in part, are under design or are under construction. All are funded.

- Relocated Calvert Road/Paint Branch Parkway between Kenilworth Avenue and US 1 — This roadway design incorporates a separated, minimum eight-foot-wide trail along the roadway behind the curb.
- Riverside Drive — The planned trail is approximately 25 percent complete, with eventual connections to Calvert Road and Kenilworth Avenue. This eight-foot-wide trail behind the roadway curb will provide direct access to the College Park Metro Station.
- Melrose Crossing between US 1 and Baltimore Avenue is under construction and will have a separate eight-foot-wide trail behind the roadway curb with a connection to the M-NCPPC Northeast Branch Trail.

Highways

Objective IV

Reduce traffic congestion during peak periods by improving circulation deficiencies and making the necessary improvements.

Objective V

Develop a highway system with sufficient capacity to accommodate anticipated traffic generated by future land development.

Objective VI

Facilitate the safe and orderly movement of both local and through traffic by minimizing conflicts and reducing through traffic in residential areas.

Objective VII

Plan needed road and intersection improvements to ensure efficient traffic flow.

Objective VIII

Establish a safe and accessible sidewalk system, particularly along major roadways, to provide for the needs of pedestrians. For maximum use, sidewalks should be continuous, barrier-free and of an adequate width, at least four to six feet.

The following highway improvements and/or modifications are recommended. (See Map 7.)

Arterial Highways

- Kenilworth Avenue (MD 201) — This facility should remain a six-lane divided arterial. As part of a region-wide system, the inside lanes could be utilized as future HOV lanes. An interchange is proposed at East West Highway. To minimize the amount of land required, this interchange will be compact in design.

  Close coordination with the affected municipalities — Edmonston and Riverdale — is essential to ensure that these improvements meet the needs of the community as well as the drivers that use this roadway. The roadway design should include amenities such as landscaped medians and sidewalks.

- East West Highway (MD 410) — This facility should remain a proposed six-lane divided roadway from Riverdale Road to Riggs Road. The outside lanes should be reserved for buses and/or HOVs in the future when such action is warranted.

- Rhode Island Avenue/Baltimore Avenue (US 1) — As a result of the US 1 Alternative study, which was mandated by the County Council in approving the Langley Park-College Park-Greenbelt Master Plan, US 1 is thereby recommended to be downgraded from an arterial to a four-lane collector roadway south of the University Boulevard (MD 193) interchange and through PA 68 to the District line. This action should complement other efforts to make this segment of US 1 a slower-speed, pedestrian-friendly roadway. All pedestrian crossings should be located at intersections and be clearly marked by utilizing a different paving material. Sidewalks a minimum of five feet in width should be constructed on either side of the roadway. A designated bicycle lane should also be included. Off-peak, on-street parking would be allowed in commercial areas. The divided roadway south of Alternate US 1 would be striped for four lanes with outside shoulders for right-turning movements.

- Adelphi Road — Adelphi Road is currently a four-lane roadway with on-street parking on both sides of the street. The 1982 General Plan proposed to ultimately widen Adelphi Road from four lanes to six, which would eliminate on-street parking. Since future widening of the roadway is not practical, this plan recommends maintaining four lanes with on-street parking. However, the Plan also proposes the provision of on-street bike lanes on both sides of the road. This action could eliminate on-street parking.

- Queens Chapel Road (MD 500) — This facility should remain as a proposed six-lane divided facility from East West Highway (MD 410) to the District line. Queens Chapel north of East West Highway, which is a local street within the Town of University Park, shall remain closed at its approach with East West Highway in accordance with a local decision made by the Town of University Park. To improve traffic safety, operation and efficiency, the intersection of Adelphi Road/Queens Chapel Road/East West Highway should be redesigned so that Queens Chapel Road and Adelphi Road would intersect East West Highway at a right angle.

Collector, Industrial and Commercial Streets

- Decatur Street — The 1974 Master Plan proposed a cul-de-sac for this facility, east of the railroad crossing. This proposal was a response to resident and business concerns regarding the 46th Avenue industrial area, where truck movement over at the railroad crossing was difficult and dangerous. However, Decatur Street provides an important east-west connection. Furthermore, the County recently announced $340,000 in matching funds to a $1,300,000 Federal grant for work on the Decatur Street Bridge over the Northeast Branch and a bridge on Parkwood Street. Considering the above and in order to provide improved access and circulation to and through the Edmonston industrial area, the following options are proposed: (See illustration on next page.)

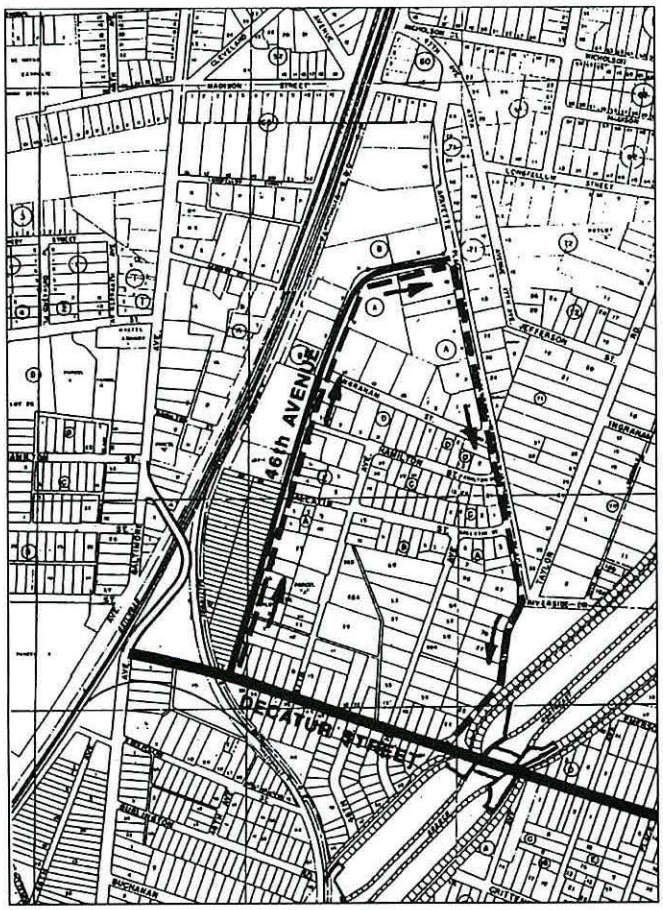
  - 46th Avenue shall be one-way northbound. This action requires all vehicles egressing the 46th Avenue employment area to use Lafayette Place and Taylor Avenue. This option, in addition to eliminating safety concerns, should improve overall circulation, but it will increase the amount of truck traffic on Lafayette Place and Taylor Avenue.

  - Install a left-turn truck prohibition sign on Decatur Street at its intersection with 46th Avenue and a

right-turn truck prohibition sign on 46th Avenue at its intersection with Decatur Street.

Further study is needed by the Town of Edmonston, working with representatives from the business community and residents, to determine the best design option. Additionally, the sidewalk and pedestrian crossing at the railroad tracks need to be improved for the safety and convenience of pedestrians.

- Proposed Rhode Island Avenue Extension — Further study is needed by M-NCPPC staff, working with representatives from the municipalities of Hyattsville and Riverdale, to examine the feasibility of extending Rhode Island Avenue as a two-lane street (70-foot right-of-way) with parking from US 1 northward along the unused transit right-of-way to Madison Street.



Recommended options to improve the access to and circulation within the Edmonston industrial area.

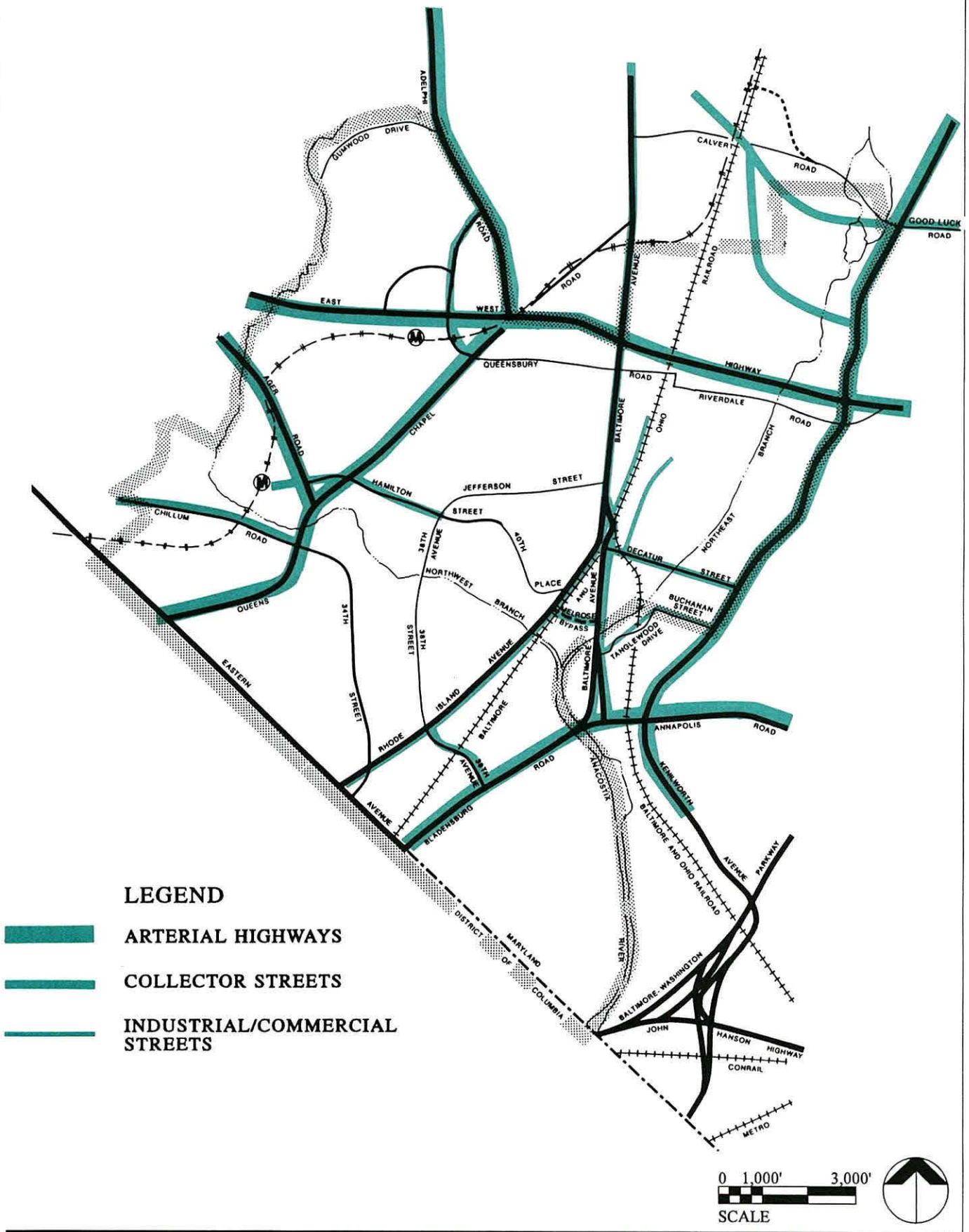
- Hamilton Street — This road should be improved to a four-lane facility between the West Hyattsville Metro Station and 38th Street, as approved in the transit district development plan. East of 38th Street to Queens Chapel Road, the SHA should evaluate the need for road improvements to 40th Place and 41st Place, once the Melrose underpass crossing opens. The previously proposed Armentrout Parkway through the Stream Valley Park to Rhode Island Avenue may no longer be feasible because government regulations make it difficult to build a road within the floodplain and Stream Valley Park.

- East West Highway-US 1 Connection — To alleviate existing congestion at the intersection of Baltimore Avenue with East West Highway, which was projected to increase with the opening of the Prince George's Plaza Metro Station, circulation improvements to Beale Circle East were recommended as part of the Prince George's Plaza TDOZ and approved by the County Council. Subsequent study conducted as part of the Riverdale Town Center workshop would eliminate this alternative. As a result, additional study is needed to identify other more suitable improvements that would alleviate existing and projected traffic congestion.

  The proposed East West Highway-US 1 connection was required to ensure that an adequate level of service (D or greater) is achieved at this intersection with the additional traffic that will be generated from development in the Prince George's Plaza TDOZ. Efforts should be made to formulate alternative methods to ensure adequate transportation facilities which emphasize other forms of transportation to reduce the use of automobiles.

Local Streets Within Municipalities

A continuous network of public streets which provide for optional paths of travel is proposed for the local streets serving the Planning Area. It is recommended that a task force including County staff, local elected officials, as well as key civic association representatives, be formed to establish a system of local primary and secondary streets which would best serve the communities. The objective of this recommendation is to provide a framework to guide each city in its decisions that affect the flow of traffic through its local streets. Maintaining a perspective that goes beyond each individual municipality, this task force would inventory and evaluate the condition of streets which may be appropriate to serve as primary streets. Existing traffic control measures should also be inventoried. The intent of the designation of primary streets is not to increase capacity for noncommunity through traffic, but rather to improve the safety and operation of the roads that, in turn, would decrease traffic on some "secondary" local streets. Further, the type and placement of appropriate traffic advisory and regulatory signs would be identified. Table 4 presents the findings of a Federal Highway Administration



Map 7 - Recommended Highway System

Table 4 Traffic Effects and Characteristics of Selected Neighborhood Traffic Control Devices Direct Traffic Effects*							
Devices	Volume Restrictions	Speed Reductions	Directional Control	Change in Composition	Noise	Safety	Emergency & Service Access
Physical Controls							
Speed Bumps	Possible	Inconsistent	Unlikely	Unlikely	Increase	Adverse effects	Some problems
Undulations	Possible	Yes	Unlikely	Unlikely	No change	No problems documented	No problems documented
Rumble Strips	Unlikely	Yes	Unlikely	Unlikely	Increase	Improved	No problems
Diagonal Diverters	Yes	Likely	Possible	Possible	Decrease	Shift accidents	Some constraints
Intersection Cul-de-sacs	Yes	Likely	Yes	Possible	Decrease	Shift accidents	Some constraints
Midblock Cul-de-sacs	Yes	Likely	Yes	Possible	Decrease	Shift accidents	Some constraints
Semi-Diverters	Yes	Likely	Yes	Possible	Decrease	Shift accidents	Minor constraints
Forced-Turn Channelization	Yes	Likely	Yes	Possible	Decrease	Improved	Minor constraints
Median Barriers	Yes	On curves	Possible	Possible	Decrease	Improved	Minor constraints
Traffic Circle	Unclear	Minor	Unlikely	Possible	Little change	Questionable	Some constraints
Chokers and Road Narrowing	Rare	Minor	Unlikely	Unlikely	Little change	Improved ped. crossing	No problems
Passive Controls							
Stop Signs	Occasional	Site red.	Unlikely	Unlikely	Increase	Mixed results	No problems
Speed Limit Signs	Unlikely	Unlikely	Unlikely	Unlikely	No change	No change	No effect
Turn Prohibition Signs	Yes	Likely	Yes	Possible	Decrease	Improved	No effect
One-Way Streets	Yes	Inconsistent	Yes	Possible	Decrease	Possible imp.	No effect
Psycho-Perception Controls							
Transverse Markings	No change	Yes	No effect	No effect	Possible red.	Possible imp.	No effect
Crosswalks	No effect	Unlikely	No effect	No effect	No effect	Ineffective	No effect
Odd Speed Limit Signs	No effect	No effect	No effect	No effect	No effect	No effect	No effect
Novelty Signs	No effect	Undocumented	No effect	No effect	Unlikely	No effect	No effect
Comprehensive Approaches							
Woonerf	Yes	Yes	Unlikely	Possible	Decrease	Improved	Possible contraints
Traffic Cell	Yes	Unlikely	Yes	Possible	Decrease	Possible imp.	No problems

*Specific details of individual applications may result in performance substantially different from descriptions noted above. See FHWA report for more complete performance data, assessments and qualifications.

Source: FHWA, *The Impact of Traffic on Residential Areas*, 1982.

(FHWA) report regarding the characteristics of various traffic control devices.

Trails System

Background

The trail network in the Planning Area capitalizes upon the stream valley parks and limited plans for future road upgradings. The proposed system (shown in Map 8) is designed for hiking, biking and equestrian use and provides access to parks, schools, public transit stations, neighborhoods and shopping and employment areas. A major aim of the trail system is to connect the four Metro stations in the area: West Hyattsville, Prince George's Plaza, College Park and Greenbelt. Because the majority of the trail system is constructed, connecting the remaining trail segments and funding the completion of those segments is the top priority. A complete trail system will help realize the Plan's goal of reducing reliance on the private automobile and encouraging alternative forms of transportation. To this end, the Plan also recommends that wherever there is sufficient right-of-way on existing or new roadways, sidewalks should be constructed or reconformed to comfortably accommodate pedestrians, whether walking or in strollers or wheelchairs. The sidewalk system should connect to the trail network, providing safe, nonmotorized access to major destination points.

Recommendations

Goal

Implement the planned trail network, which provides opportunities for safe and accessible nonmotorized transportation, including hiking, biking and horseback riding.

Objective I

Trail segments now incomplete shall be completed.

At present, the Anacostia Stream Valley Trail System remains incomplete. The potential of this nonmotorized network will not be fully realized until all of the following segments are in place. Of utmost priority are the Northwest and Northeast Branch Stream Valley Multiuse Trails, which together form the system's trunk line. While these two segments have been funded through the Intermodal Surface Transportation Efficiency Act (ISTEA), funding for the remaining trail segments must be aggressively pursued.

Remaining segments include the following:

- Northwest Branch Stream Valley Multiuse Trail

  This one-mile section between Ager Road and 38th Street will complete a five-mile trail corridor. It will connect park facilities, a swimming pool and Historic Sites and provide direct access to the West Hyattsville Metro Station. To facilitate this access, a bicycle/pedestrian overpass or underpass should be constructed at Queens Chapel Road.

- Northeast Branch Stream Valley Multiuse Trail

  This 1.75-mile section between Riverdale Road and 41st Street on the west side of Rhode Island Avenue will eventually connect to park facilities, the College Park and Greenbelt Metro Stations, and employment centers.

- Sligo Creek Stream Valley Multiuse Trail

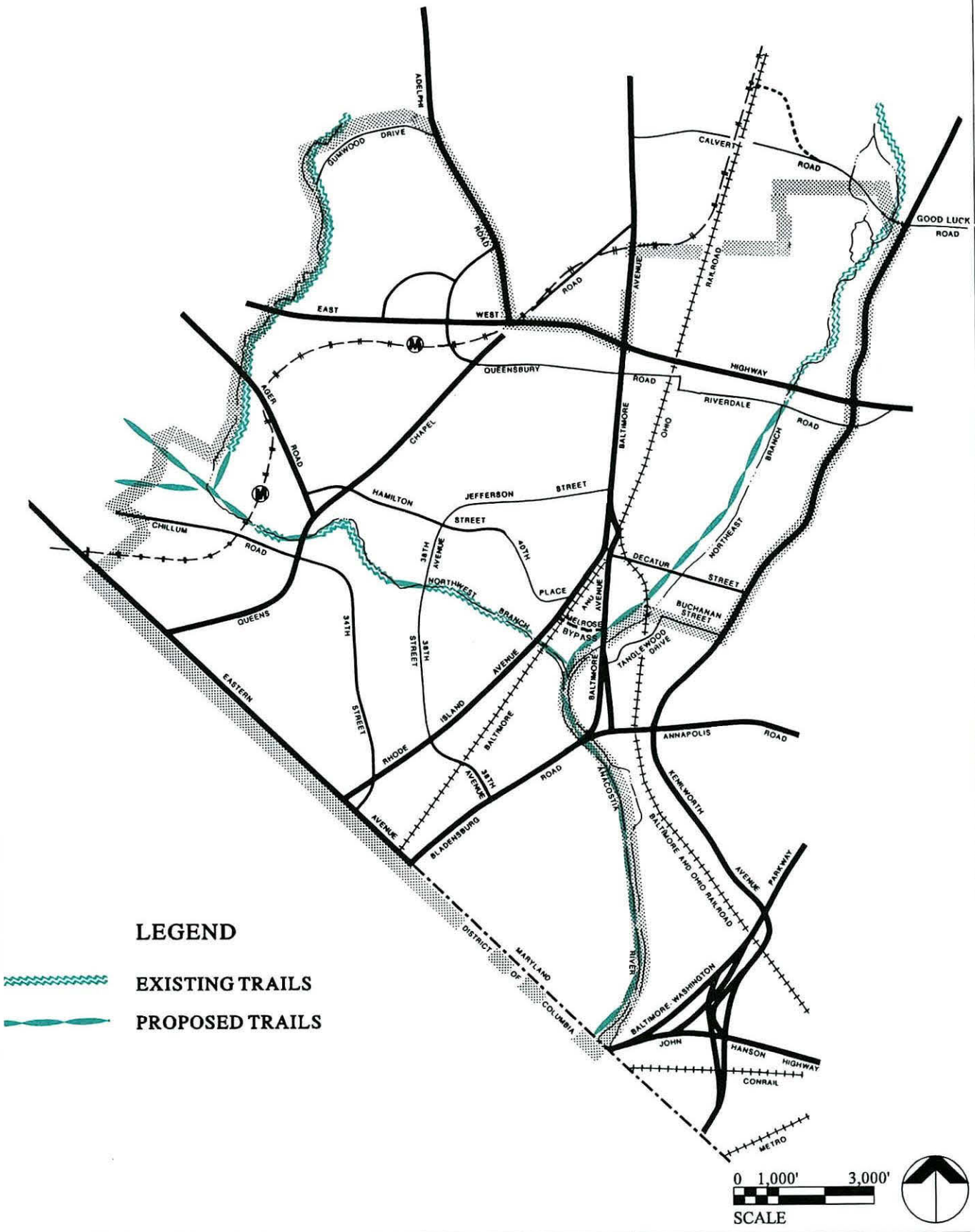
  This four-mile section between the Montgomery County line and the Northwest Branch Trail will provide an off-road trail connection to the West Hyattsville Metro Station for citizens west of the Planning Area. Funding for construction of this trail is derived in part from Washington Suburban Sanitary Commission) sewer mitigation requirements, covering the segment between Piney Branch and Riggs Roads. The segment from Riggs Road to the Northwest Branch is funded with ISTEA monies.

- The 34th Street Spur Trail

  This quarter-mile section between the bike route on Arundel Road and the Northwest Branch Trail will provide the critical link between the trail and bikeway while creating access to the West Hyattsville Metro Station.

- The Prince George's Connector Trail

  This trail corridor was studied by the M-NCPPC staff at the request of the County Council. It is designed to link the Northwest Branch Trail network with the proposed Metropolitan Branch Trail. This trail is important because it will provide direct access to the West Hyattsville and Fort Totten Metro Stations. Once the preferred alignment is designated, it should be incorporated in this master plan. Funding for the trail should be a high priority.



Map 8 - Anacostia River Watershed Stream Valley Trail Network

- Anacostia River Multiuse Trail

  This two-mile trail section along both sides of the Anacostia River between the District of Columbia line and the confluence of the Northwest/Northeast Branch Trail, will further connect Prince George's County to the planned Regional Trail Network and the National Park Service's proposed Anacostia River Trail. It will also connect Bladensburg, Cottage City and Colmar Manor into the stream valley trail network.

- District of Columbia Trolley Right-of-Way Multiuse Trail

  This two-mile trail corridor between MD 193 (Greenbelt Road) and MD 410 (East West Highway) is an off-road trail. The planned trail will be located predominantly in the College Park Planning Area, but a small section is in Riverdale. Unfortunately, negotiations for this right-of-way have been unsuccessful in the past. Until the ultimate ownership of the trail corridor has been determined, construction of the trail cannot move forward.

Objective II

Public and private organizations shall work together to encourage wider use of the trail system, while increasing awareness of the area's natural resources, especially the Anacostia River.

A multipurpose "Greenway Signage System" should be developed by the M-NCPPC for trails and bikeways. This graphically coordinated system should include (1) educational kiosks with information about the Anacostia River and other natural ecologies; (2) directional/informational signs for trail users with destination and distance markers and stream, creek and road names; (3) safety and etiquette guidelines; and (4) safety and caution signs for both motorists and trail users at grade crossings.

Community volunteer organizations and municipalities could assist in funding this signage system.

Objective III

Bicycle facilities should be available to encourage use of the bikeways.

As part of the approval for development, office and retail projects should be encouraged to provide appropriate bicycle facilities.

Objective IV

To ensure that the remaining trail segments and bikeways are fully funded, innovative as well as traditional sources of funding should be pursued.

Public sources of funding:

- Program Open Space — Monies from this State program may be used for trail acquisition and construction in parks.

- SHA/FHWA's ISTEA — A $1.4 million State grant has been allocated to the County to complete the remaining trail segments of the Anacostia Headwaters Greenway.

- M-NCPPC Bonds — May fund trails located only on M-NCPPC-owned property.

- Prince George's County Bonds — May fund trails or bikeways only along County-owned rights-of-way.

- Land and Water Conservation Fund — May fund trails in parks.

Private sources of funding:

- Developer donations for the public's benefit are one possibility. The most likely source in PA 68 is construction associated with the Transit District Overlay for the West Hyattsville or Prince George's Plaza Metro Stations. Monies will largely be applied for access and safety improvements such as lighting or underpasses or overpasses to eliminate at-grade crossings rather than trail construction.

- Municipalities, community associations and trail and bike organizations should be encouraged to raise funds for amenities along the trails such as sign kiosks, benches, picnic tables and shelters. They should also encourage special events such as cleanup days and promote volunteer maintenance teams. Community groups should plan events on the trails, such as bike- and walk-a-thons, fun runs and nature walks.

Parks and Recreation

Background

While PA 68 is largely developed, two stream valleys provide park and recreation opportunities not typically available in urbanized parts of the County. In fact, most of the 893 acres of parkland owned by the M-NCPPC in the Planning Area are located either in the Anacostia River (612 acres) or Northwest Branch (225 acres) Stream Valley Parks. (See Map 9.) This acreage includes 37 park sites, the majority of which are developed with various facilities including picnic areas, play equipment, basketball, tennis and volleyball courts, athletic fields and fitness trails. In addition, there are several enclosed buildings, a network of trails, an outdoor swimming pool and an urban nature center. Some park sites are undeveloped in order to provide the public with opportunities to enjoy the natural environment and to protect wildlife habitats.

Working cooperatively with volunteer community groups, the Commission's Department of Parks and Recreation also sponsors a wide variety of programs and services based upon resident needs and preferences. Programs include structured recreation classes, drop-in activities and special events.

The following issues related to parkland acquisition, facility development, access, security and programming have been raised:

- Based upon current population, existing parkland does not meet State standards.
- Some park equipment and structures need to be upgraded, renovated, removed or replaced.



Parks and open space in the Planning Area provide various opportunities for outdoor activities. Photo by Steve Abramowitz.

- Additional enclosed recreation buildings have been requested for meetings, drop-in programs and structured classes.
- Expansion of the Prince George's Plaza Community Center, including parking and recreation facilities, is needed.
- Pedestrian access to some parks is not adequate.
- Illegal activities are occurring on park property.
- A decline in the number of recreation volunteers reduces the frequency and range of local activities.

Recommendations

Goal

Provide and maintain parks and recreation facilities and programs that are safe, accessible and meet the needs and preferences of community users.

Objective I

Acquiring land that will expand a park or facility or provide open space in developed areas shall be a priority.

The Department of Parks and Recreation should pursue acquiring open space. Land in the stream valley system, as well as property adjacent to the Prince George's Plaza Community Center, should be considered.

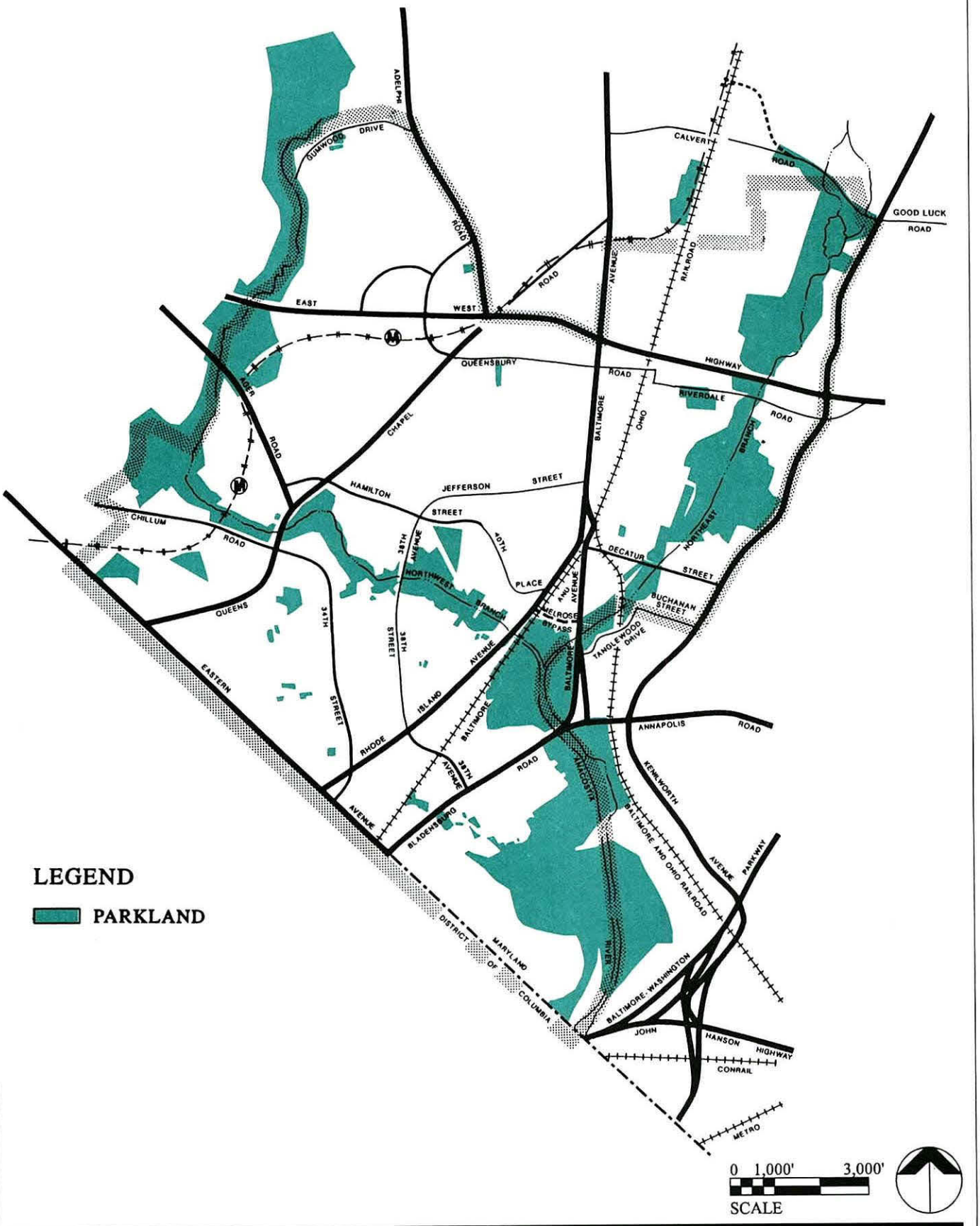
Mandatory dedication, donation and acquisition of easements are techniques that should be used by the M-NCPPC to acquire parkland.

Property declared surplus by Federal, State or County agencies should be considered by the Department of Parks and Recreation for park acquisition where appropriate and feasible.

Objective II

Obsolete or unsafe recreation facilities shall be upgraded or replaced and additional recreation facilities shall be erected as needed.

Staff from the Department of Parks and Recreation should work with the community when redesigning parks so that facilities match resident needs and preferences. To expedite the replacement or addition of



Map 9 - M-NCPPC Parkland

equipment, municipalities, civic associations and other public or private groups should be encouraged to raise funds to cover all or part of the costs.

Staff from the Department of Parks and Recreation should inspect all park facilities in the Planning Area to develop a priority list of facilities and equipment that need to be replaced, upgraded and/or removed.

The need for additional enclosed recreation facilities should be studied by staff from the Department of Parks and Recreation based upon feedback from the community.

The need for an enclosed recreation building in the Colmar Manor and Cottage City area should be addressed.

Objective III

To maximize the area's park potential, pedestrian access to all parks and recreation facilities shall be available, unobstructed and safe.

Appropriate County and State agencies, citizens and staff from the Department of Parks and Recreation should work together to identify park sites where improved vehicular and pedestrian access is needed.

Construction of the remaining segments of the hiker/biker/equestrian trail should be a priority. As discussed in the "Trails System" section, public and/or private groups are encouraged to assist with funding or adopting trail segments.

Parks and facilities shall satisfy the requirements of the Americans with Disabilities Act.

Objective IV

Parks and recreation facilities shall be safe from crime and vandalism.

Municipal officials, residents and Park Police officers should work together to formulate an effective crime prevention program for targeted areas.

Residents should notify Park Police officers of any suspect activity occurring on M-NCPPC-owned property. Based upon calls for service, Park Police should adjust their patrols.

Staff from the Department of Parks and Recreation, Park Police and community representatives should work together to identify ways to improve park safety. Where appropriate, security lights should be installed.

Redesign of parks by staff from the Department of Parks and Recreation should address security concerns.

Objective V

Recreation programs shall be offered to meet the needs of area residents.

Department of Parks and Recreation staff should train persons interested in becoming recreation volunteers.

Department of Parks and Recreation staff should assist volunteer recreation groups to secure funding to expand or start programs where appropriate.

The various recreation and municipal organizations should coordinate recreation programs to avoid duplication and possibly expand other programs. For example, neighboring communities should consider merging volunteer groups where the effectiveness of recreation programs would be improved.



Children of all ages may participate in a wide range of recreation programs. Photo by Alethia Williams.

Natural Resources

Background

PA 68 has few remaining vacant tracts of land available for development. At the same time, a significant amount of the Planning Area's undeveloped properties, 893 acres, has been preserved as parkland. As noted in the Parks section, most of this acreage is in the area's two

stream valley parks — the Anacostia River and the Northwest Branch — which traverse the Planning Area. These parks represent a significant environmental asset to the Planning Area because the streams and their associated floodplains and wetlands within the parks are protected from development. (See Map 10.) The open space network created by these stream valleys has shaped and will continue to shape the area's development pattern while at the same time ensuring that important environmental assets are preserved.

Environmentally sensitive areas on both public and private properties within the Planning Area should be protected from development and preserved in their natural state. These sites have been identified by the M-NCPPC. This land, classified as the Natural Reserve Area, includes perennial streams with a 50-foot undisturbed buffer from each bank and adjacent wetlands, severe slopes and steep slopes associated with highly erodible soils, the 100-year floodplain and the buffer associated with the tidal portion of the Anacostia River under the Chesapeake Bay Critical Area Program. There are approximately 853 acres in this category, or approximately 18.5 percent of the Planning Area. The vast majority of this land is within the area's stream valley park system.

The recommendations in this plan are intended to enhance the many efforts currently underway within the Planning Area as well as work which is being done at other levels of government. For example, steps to improve air quality and reduce pollutant levels are being undertaken at the regional level through a cooperative effort of various County and State governments in the Washington D.C. region. In addition, this plan is supplementing these efforts by emphasizing mass transit usage to decrease automobile use in the Planning Area. In the Washington region, automobiles generate 95 percent of the carbon monoxide emissions and 67 percent of the ozone-producing hydrocarbons in the atmosphere. Most of the Planning Area is within the area that exceeds the County's emission standards. In addition, there are a number of projects being undertaken within the Anacostia River Watershed as part of the Council of Governments' Six Point Action Plan to restore this important environmental asset. These projects cover a broad range of efforts from wetland restoration to reforestation. The recommendations presented are intended to supplement the many existing governmental regulations which restrict development of environmentally sensitive areas to focus on the special needs of this Planning Area. Specific programs and regulations are discussed in the Plan's Technical Bulletin.

The following are the major environmental concerns that are pertinent to this master plan:

- Poor quality of the Anacostia River, its tributaries and their stream valleys, which encompass the area's open space system
- Loss of tree cover in the Planning Area in general and specifically along the Anacostia River
- Flooding and degraded water quality because of intensive development in the watershed, including some past development in the floodplain
- Inadequate stormwater management because of an aging and deficient system

Recommendations

The following recommendations address the environmental concerns. They supplement the many studies and efforts that are underway in the Planning Area; in many cases, they build upon those efforts.



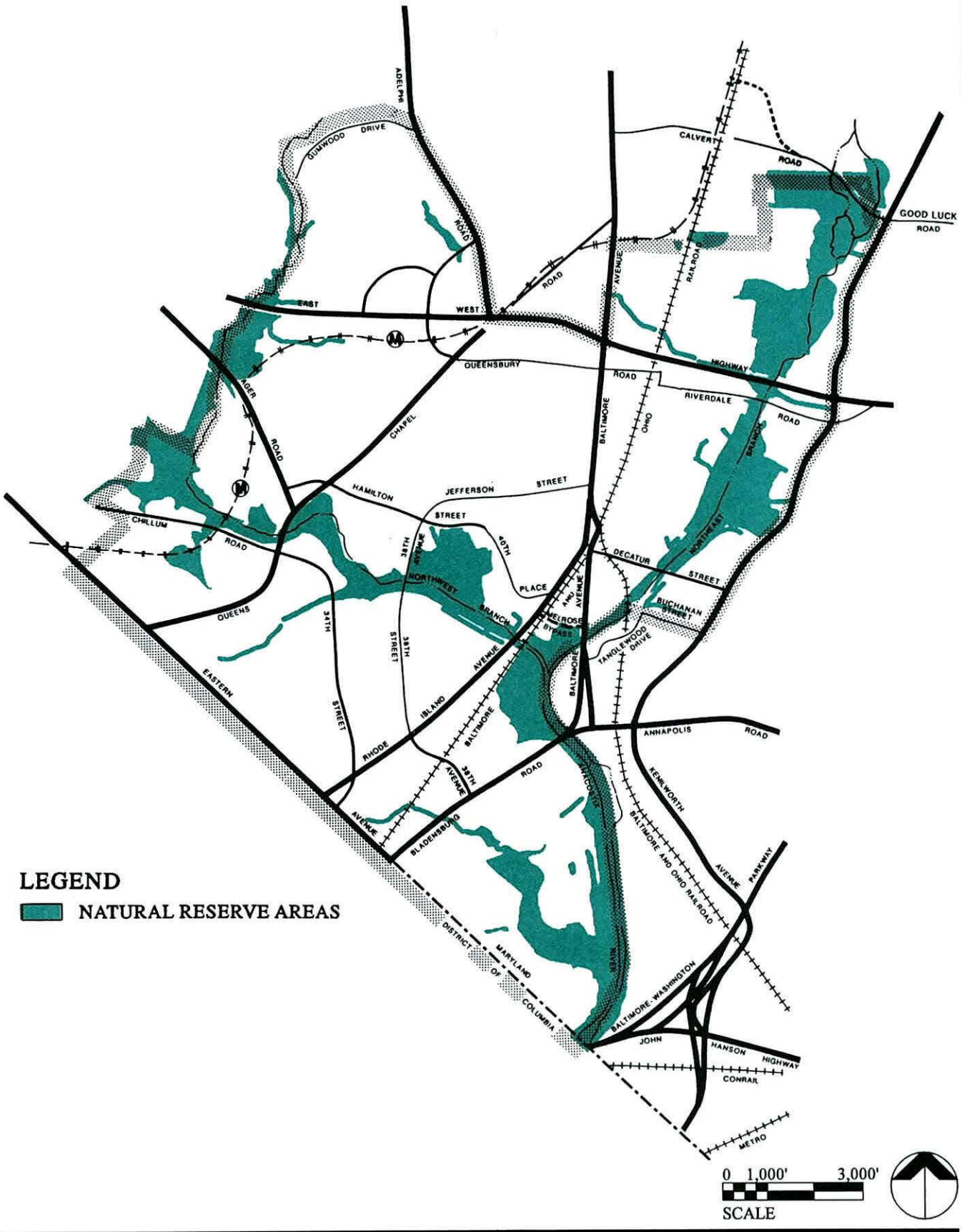
The Anacostia River and its stream valley are important environmental assets serving not only the Planning Area but the entire Metropolitan region as well. Photo by Steve Abramowitz.

Goal

Maintain, restore and enhance the natural character and aesthetic qualities of the Anacostia River stream valley and preserve and expand the Planning Area's forest cover.

Objective I

Ensure that there is a consistent level of commitment to implement the Six Point Action Plan to restore the Anacostia River.



Map 10 - Natural Reserve Areas

The current work program for this multijurisdictional cooperative effort includes $12 million for approximately 50 projects spread throughout the watershed. The projects, a number of which are in the Planning Area, are the result of a concentrated effort over the past several years. The Monitoring and Technical Committees and the work groups associated with them are continuing to identify needed work. A long-term commitment of staff and funding resources is critical to the success of this effort.

Objective II

Expand the Planning Area's open space network to protect the undeveloped Natural Reserve Areas. In addition, explore the possibility of acquiring developed properties which are within these environmentally sensitive areas.

While most of the area's 100-year floodplain is either developed or within the stream valley park system, a preliminary analysis has shown a number of vacant properties which appear to be in the floodplain. A detailed floodplain study of the Anacostia River watershed is underway which will provide a more accurate floodplain delineation and help determine whether these properties should be acquired.

In addition to an accurate delineation of the floodplain, specific recommendations to address existing development in the floodplain should be prepared. While it was originally envisioned that the floodplain study would include these recommendations, it now appears that a specific strategy to address development in the floodplain may be delayed for a subsequent study. It is recommended that such a study be funded and that its recommendations be implemented to the greatest extent possible, including the acquisition of developed properties if so designated in the study.

Objective III

Reduce the amount and the pollution level of stormwater runoff from developed properties.

This is a critical issue to the Planning Area since much of the development in the Planning Area occurred before there were stormwater management requirements. Consequently, these developed areas generate untreated runoff from impervious surfaces (including parking lots and rooftops) which flows into neighboring streams and eventually into the Anacostia River. Stormwater management requirements for new development projects include both quantity and quality controls. Quantity control minimizes the flow rate and the amount of stormwater leaving a site, thereby reducing the amount of downstream erosion and flood potential. Quality control measures are designed to reduce pollution and, thus, improve water quality.



The community has been integrally involved with restoring the Anacostia River. Wetland restoration not only enhances the appearance of the stream valley, but improves water quality as well. Photo by Steve Abramowitz.

Where major infill and redevelopment projects occur within the Planning Area, the County will require stormdrains to be upgraded to provide necessary quantity and quality controls; however, site constraints often limit the choice of traditional control options. Research by the Prince George's County Department of Environmental Resources (DER) and others to develop new strategies such as bioretention, extended detention in nontidal wetlands, check dams and filter strips to minimize and filter runoff in highly developed areas should be strongly supported.

No amount of control of new or redevelopment areas, however, will be sufficient to reverse the impacts of past actions. Retrofit projects which control and treat the runoff from several properties are also necessary. A number of such projects have been identified within PA 68 and should be implemented. In addition, outreach programs should be initiated which emphasize pollution prevention rather than control. The County program to stencil the phrase "Do Not Dump—Chesapeake Bay Drainage" is an excellent example of how to increase public awareness and initiate volunteer support. Other pilot educational programs being initiated by the County DER on the appropriate use of fertilizers and pesticides and proper disposal of motor oil should be supported. Municipalities and civic associations should consider

creating an awards program to foster community awareness and use of environmentally safe actions by property owners. For example, awards could be given for the most attractive and environmentally compatible garden.

Objective IV

Work with municipal governments to address local stormwater management concerns.

Studies should be done to identify existing local drainage problems within the Planning Area and action plans developed to solve these problems. A number of programs should be considered within this action plan to correct the storm drainage problems, including local acceptance of the prioritization of municipal stormdrain projects and the community block grant funds for minor construction. The adequacy of these existing programs in terms of staffing and funding should also be assessed to ensure that they are sufficient to meet the needs of the communities.

A County employee should be assigned to act as a coordinator for the many County programs to work with community representatives to identify local problems and solutions. Communities should consider establishing Restoration Advisory Committees either by Planning Area or by municipality(ies) to help address the stormwater and/or drainage problems in a more comprehensive manner. Wherever possible, members should be specialized in problems related to stormwater drainage, stormwater infrastructure and stream and environmental protection. The advisory committee or other designated community representatives would act as local environmental compliance officials and would provide advice and consultation to appropriate municipal officials, interface with the County stormwater agencies and organize community volunteer efforts to address specific needs. These committees and other designated community representatives should work closely with the Anacostia River Restoration Committees and with their working groups, all focused on restoring the Anacostia River to a healthy resource.

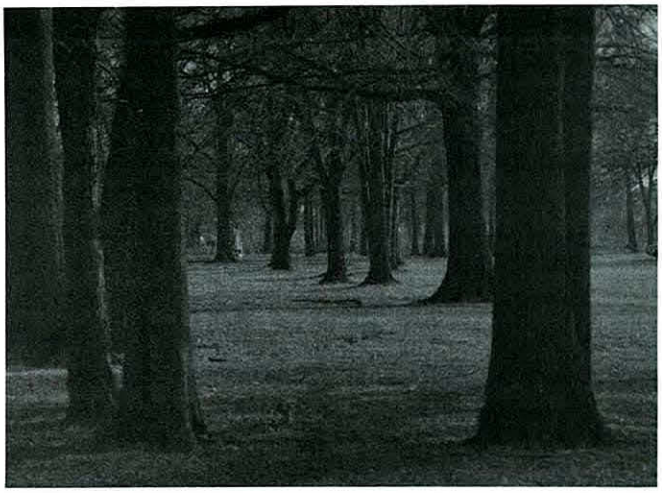
Objective V

A 20 percent woodland cover should be attained in the Planning Area through the retention of woodlands in new development and the creation of new woodlands by afforestation.

This 4.8 percent increase in woodland cover will require the identification and planting of 249 acres. A preliminary inventory of potential afforestation sites is being prepared. It identifies undeveloped sites based on the lack of woodland cover as well as any structures or uses. It is recommended that each site be analyzed to determine ownership, existing uses, planned uses and owner interest in afforestation. Community representatives should work with County staff to assess the appropriateness of the identified site, to expand the list to identify specific areas for afforestation, and to assist and monitor implementation of afforestation plans for these sites. This group should closely monitor the work of the U.S. Army Corps of Engineers and the study that is underway to identify potential afforestation sites within the stream valley which would not dangerously impede the waterway and, thus, flood conveyance. These sites should be given priority.

Objective VI

Create a community-based program to expand the area's urban forest.



The majesty of mature trees cannot be easily replaced. Photo by Alethia Williams.

The urban forest generally consists of street trees, landscape trees and native trees which do not form the multilayer canopy of trees, shrubs and herbaceous growth of undisturbed woodlands. However, this type of tree cover is particularly important because it constitutes a significant amount of the community's tree cover.

County staff should be assigned to work with the community to establish effective programs. These programs should include the following elements:

- A detailed inventory of street trees, champion trees and yard trees. This information can then be used to establish maintenance programs for those trees in poor health or needing removal.

- Street tree planting guidelines and a street tree planting program. A street tree maintenance program should be established within each community to plant additional trees and improve the maintenance of existing plantings.

- An educational network which will provide information to homeowners on the value of trees in an urban area, proper maintenance techniques and where to obtain assistance and information on trees.

- A funding assistance network which will identify governmental funding sources that may be utilized and funding from local businesses and community outreach programs.

Public Facilities

Background

The Planning Area is well served by public facilities. During this planning process there was much discussion of the role of public facilities in a community. Putting together a master plan involves projecting the future demand for such facilities; however, these projections only tell part of the story. Facilities such as schools and fire stations often serve as focal points for a community. These facilities can sponsor many activities which help preserve a community's identity. Consequently, planning for public facilities must also include a recognition of their cultural importance.

Recommendations

This section includes recommendations for four types of public facilities: schools, fire stations, police stations and libraries. (See Map 11.)

Goal

Ensure that adequate police, school, fire and library facilities which meet the needs of the community are provided without unnecessary duplication of services.

School Facilities

There are four elementary schools, two middle schools, and one high school in the Planning Area. Currently, Thomas Stone and Mount Rainier Elementary Schools exceed capacity minimally. The excess capacity could be absorbed by the other elementary schools in the Planning Area whose enrollments are not at capacity. However, Nicholas Orem and Hyattsville Middle Schools significantly exceed enrollment capacity (i.e., they are 25 percent over capacity). Thus, there is an immediate need for an additional middle school. While most of the Planning Area is developed, new projects, including the Prince George's Plaza and West Hyattsville Transit Districts and pipeline development, will create the need for additional school space. There is an estimated need at buildout for 1.68 elementary schools (or 1,031 seats). One school will be necessary by 2005 and should be provided by then. An estimated additional 431 seats will be required by buildout either in the form of a second elementary school or as additions to existing facilities.

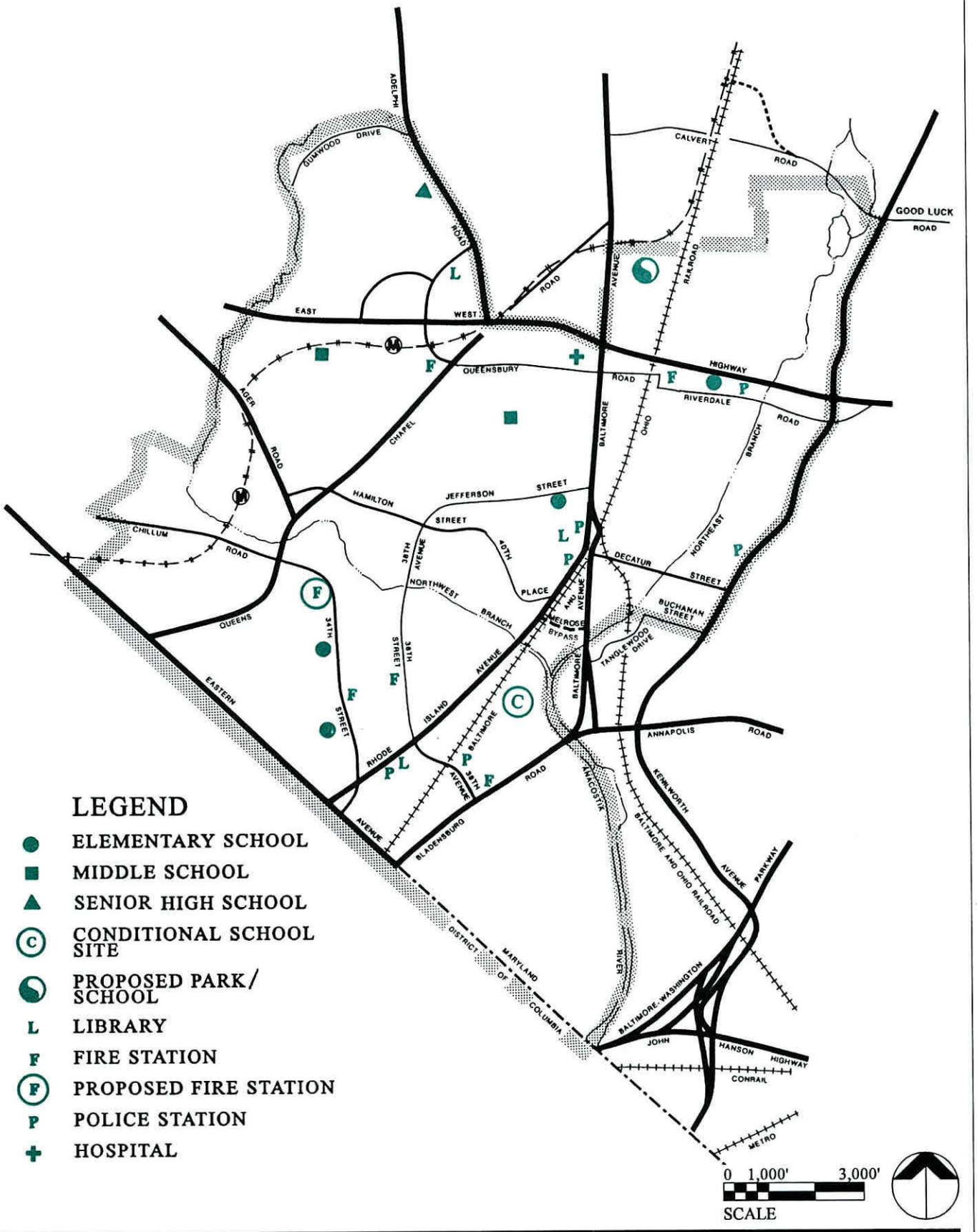
The existing and projected needs for additional school capacity are exacerbated by the lack of available sites upon which to build schools. The Prince George's County Public Schools minimum acreage standard for elementary schools (10 acres) eliminates several undeveloped sites, although elementary schools in the area are on less than 10 acres. Several former elementary school sites have been sold and are now under private ownership.

Most of the schools in the Planning Area are approximately 30 years old or more and on sites smaller than the Prince George's County Public Schools' standard site size. They are experiencing normal aging processes. For example, Northwestern High School is in need of renovation. Although renovations to upgrade classrooms and electrical, security, mechanical and architectural systems have been listed in the Capital Improvement Program (CIP) for a number of years, these upgrades have not been implemented. The following recommendations are based upon the community's desire to implement the neighborhood school concept and meet enrollment needs.

Objective I

Identify appropriate sites for school facility construction.

The park/school symbol on the Cafritz property located at US 1 and Albion Road in Riverdale has been retained. The site should be acquired as soon as possible. The size of this site allows it to be considered for a middle school. If a middle school were constructed on the site, the Nicholas Orem Middle School could be converted to an elementary school. This would create an additional 640 elementary school seats and an additional 200 middle school seats.



Map 11 - Existing and Proposed Public Facilities

Since PA 68 is an urban area with a long-established development pattern and little vacant land, it is recommended that the approved standard site size for elementary and middle schools be reexamined by the Prince George's County Public Schools regarding its appropriateness as a standard in urban settings.

A conditional elementary school site should be located in the area southwest of the Northwest Branch and the Anacostia River. If land becomes available, it should be examined by the Prince George's County Public Schools for possible school use.

Objective II

Examine alternative interim solutions to meet the school enrollment needs in the Planning Area until a new school site south of the Northwest Branch can be acquired.

Conversion of either the County-owned Service Center Building on Ager Road or the M-NCPPC offices on Riggs Road to elementary school use should be examined. Both of these buildings are former elementary schools.

Fire Facilities

Eight fire companies serve the Planning Area, with five located in the Planning Area and three located outside the Planning Area. There are no service gaps for engine, ambulance, ladder truck or medic service. In fact, much of the area has double, triple or even quadruple coverage.

Because overlapping services are costly, the *Adopted and Approved Public Safety Master Plan* (1990) recommended alternative consolidations, expansions and development of a number of fire stations. The specific alternative recommendations are detailed in the Technical Bulletin. Eventually efforts to consolidate services must be initiated by the volunteer fire departments in cooperation with the local municipality and the County.

Objective I

Ensure fire safety facilities are physically designed in harmony with the community where they are located.

As fire companies consider expansion, consolidation or relocation, the site and building design should complement the community fabric. To ensure that the facilities are complementary to the community, specific design guidelines for fire protection facilities appear in the Technical Bulletin. Additionally, the volunteer fire departments are encouraged to meet with community leaders and residents to discuss their physical design plans to ensure their facilities fit harmoniously within the community.



Local volunteer fire departments are a source of community pride and identity.

Objective II

Expand fire safety facilities to meet the projected needs of the Planning Area.

The Hyattsville Fire Station located at Belcrest and Queens Chapel Road should be expanded to accommodate a 135-foot ladder truck, a Metro support unit, a medic unit, additional storage space, meeting rooms and living space. This expansion is necessary to serve the development proposed in the Prince George's Plaza and West Hyattsville Transit District Development Plans. In addition, extensive renovations are also necessary since the station is more than 34 years old.

A medivac landing area should be designated in each of the transit districts (the Prince George's Plaza and West Hyattsville Metro Stations). The landing area will require adequate vehicle access, lighting and glide path. Specific design guidelines can be developed as the site choices are narrowed.

The eastern portion of the Prince George's Pool site along Chillum Road, south of Buchanan Street, should be designated as an interim park site and as a potential future fire station site.

The following changes to Alternatives B and D of the *Adopted and Approved Public Safety Master Plan* are to be considered when that plan is studied for amendment:

- Alternative B: Consolidate Stations 3 and 44 to the southwest corner of Buchanan Street and Chillum Road. This station would provide excellent access to the West Hyattsville Metro Transit District. Consolidate Stations 2 and 4 in the vicinity of Rhode Island Avenue between Utah Avenue and the Melrose Bypass. Careful site selection is required in the area to avoid flood-prone areas and access limitations. The station should be located on the east side of Rhode Island Avenue in the industrial area. The site would have to be redeveloped.

- Alternative D: Relocate Station 3 to the southwest corner of Buchanan Street and Chillum Road. Consolidate Stations 34 and 44 to the vicinity of University Boulevard and Riggs Road (see Alternative A for site location). Consolidate Stations 2 and 4 in the vicinity of Rhode Island Avenue between Utah Avenue and the Melrose Bypass).

Police Facilities

PA 68 is served by several municipal police departments (see Table 5) and the County's District I (Hyattsville) Station, which is located in the new Justice Center in Hyattsville. This facility contains 30,000 square feet and is capable of accommodating 261 officers. According to projections in the *Adopted and Approved Public Safety Master Plan*, this facility is not expected to exceed capacity until between 2005 and 2010. However, PA 68 is plagued by perceptions of crime and a perception of a lack of public safety. The following is a list of issues identified by local citizens:

Table 5
Municipal Police Forces in Planning Area 68

Municipalities	Total Police Employees	Sworn Officers	Civilian Staff
Cottage City	3	3	0
Edmonston	6	6	0
Hyattsville	31	24	7
Mount Rainier	21	12	9
Riverdale	16	12	4

Source: Transportation and Public Facilities Planning Division, Prince George's County Planning Department, M-NCPPC, January 1992.

- Alleyways pose a problem for conventional patrol in a vehicle and may create a special opportunity for crime.

- Jurisdictional boundaries such as Eastern Avenue between Prince George's County and the District of Columbia and Kenilworth Avenue between the municipalities of Riverdale and Bladensburg allow criminals to avoid the authorities.

- Stores selling alcoholic beverages, including package stores, liquor stores, bars and nightclubs, have been identified as areas of criminal activity.

- Reporting procedures for crimes and/or calls for service within District I are often reported as having occurred in Hyattsville. The District I Station is located in Hyattsville but has responsibility for an area larger than the Planning Area. However, continued references to District I as Hyattsville perpetuate the negative impression of the area.

- Single-use activity areas and underutilized buildings and streets with little pedestrian activity can reinforce the fear and perception of crime. Commercial and employment areas which are predominantly vacated after peak hours can become deserted and invite criminal activity.

A number of communities in the Planning Area have begun innovative crime prevention strategies. These efforts and programs are highlighted below but are described in more detail in the Technical Bulletin. Several communities are implementing forms of the community policing concept, which emphasizes education, prevention and a strong, available police presence. Municipalities are also using their community access television stations to promote drug awareness and crime prevention in their communities. In a cooperative effort among communities, the municipalities of Brentwood, North Brentwood, Cottage City and Mount Rainier have organized night street watches in their commercial areas.

The Police Department has also embarked upon a new philosophical approach to crime prevention and public safety, as embodied in its mission statement shown in the Technical Bulletin. This approach is generally known as "community-oriented policing" and is intended to prevent crime by attacking its root causes, rather than merely suppressing crime after it occurs. While the process is relatively complex, the underlying principle holds that when the overall quality of life for a community improves, there will be a decrease in crime rates. To this end, a sizable portion of the police force is being diverted to community services which are intended

to address crime-inducing social ills and other issues previously not addressed by police officers.

Although the communities of PA 68 and the Prince George's County Police Department have initiated innovative crime prevention strategies, the following recommendations should be implemented to complement their efforts.

Objective I

Promote crime control and prevention through cooperative and innovative efforts.

Close cooperation is needed among all levels of government and residents to fight crime. High crime areas and land uses traditionally associated with crime areas should be targeted for intensive prevention programs and innovative patrol strategies. Community policing, bicycle patrols, victim assistance, street watch and court watch programs and Code Enforcement Teams should be considered by the Prince George's County Police Department, municipal police departments and area residents. In addition, innovative patrol strategies have application beyond high crime areas. For example, bicycle patrols could be initiated in alleyways and along trails.

A community-oriented policing satellite office has been located in the Brentwood town hall. The community-oriented policing program should be expanded, particularly in areas where County police have primary service responsibility.

Cooperation is required among Prince George's County, the District of Columbia and the local municipal police departments to fight the crime problem along Eastern Avenue. Some type of joint jurisdictional program should be implemented by all involved departments.

Objective II

Ensure that land uses do not promote crime.

Mixed-use development should be encouraged for areas of new development and in areas to be redeveloped as a method to reduce the likelihood of crime and the perception of crime.

The relationship between liquor stores and nightclubs and crime should be given further study. The Police Department and the Public Facilities Planning Section of M-NCPPC and the Liquor Board should work together to develop and implement appropriate recommendations.

Objective III

Ensure adequate staffing levels are projected to meet the police facilities needs of the Planning Area.

Staffing level projections of the District I Station should be monitored to ensure necessary manpower is allocated to meet the communities' needs.

Public Libraries

Three libraries serve the Planning Area. The Hyattsville Branch (42,000 square feet), the Mount Rainier storefront library (1,255 square feet) and the Magruder Branch (1,365 square feet) totaled 894,000 circulations in 1991. The 1992-1997 CIP includes funding for renovations to the Hyattsville Branch. These renovations are for structural and cosmetic purposes and will not increase circulation. Demand for library service is expected to increase in the Planning Area, particularly around the transit district areas. While additional space may be needed at the Hyattsville Branch, demand is not sufficient to warrant a new library facility.

The community raised concerns that libraries are not always convenient to residents in terms of hours of operation and selection. Hours of operation are being reduced at all libraries in the Planning Area (though none are being closed) due to the fiscal situation affecting not only the County but the entire country as well. Convenience is, however, a measure not of how long a facility is open, but of when.

Objective I

Enhance availability and selection of library materials.

As the current fiscal crisis passes, the possibility of restarting bookmobile service in the Planning Area should be considered and initiated.

Expanded dialogue between the citizens and local librarians to ensure an adequate selection of materials in the smaller libraries is encouraged.

Wider use of library facilities in schools, including after school and on weekends, should be explored by citizens and the Prince George's County Board of Education.

REVITALIZATION

Introduction

The term revitalization is broad and can mean different things to different people. It can be applied on a scale ranging from minor landscaping improvements along a single commercial block to the redevelopment of that commercial block. And, indeed, in this plan the recommendations for revitalization involve the full range of actions.



The Justice Center complex in Hyattsville is an important addition to the revitalization efforts along the Route 1 Corridor.

In a planning context, revitalization is the process of reviving the physical, social and economic vitality of an area, function or community. It is a long-term, complex process involving many individuals and organizations and transcends physical elements to include attitudes, perceptions, desires and goals.

This master plan is intended to lay the foundation for continuous and successful revitalization in Planning Area 68. Earlier recommendations dealt with the need to create a revitalization authority which would define a comprehensive strategy to further revitalization efforts. Recommendations for commercial and industrial areas in this section focus on one aspect of this strategy: specific zoning recommendations to improve the existing commercial and industrial areas outside of the two transportation districts (Prince George's Plaza and West Hyattsville). As discussed earlier, the areas within the districts have been studied and have had land use and design recommendations formulated separately as part of the Transit District Development Plans. Similarly, the former Leland Memorial Hospital was the subject of a study by a special task force to determine appropriate new uses for the facility. The task force recommended various health care services, including rehabilitation beds, long-term care, urgent care, outpatient services, doctors' offices and an ambulatory surgical center. These uses are endorsed by the Master Plan.

In addition to specific zoning changes for identified commercial areas, this plan also focuses on creating a prototype for new zoning districts to promote revitalization along the County's commercial corridors. This prototype has been created for US 1 to assist the communities along this roadway in their revitalization efforts. This section also includes a discussion of three residential areas in need of special study and assistance. It is recommended that Neighborhood Conservation Areas be created for older residential areas such as these to ensure that special efforts be undertaken to strengthen and preserve the communities.

Commercial and Industrial Reinvestment

Commercial Zoning in the Planning Area

The commercial corridors in the Planning Area are primarily characterized by what is known as strip commercial development. In an effort to improve the look of these corridors and provide uses which are desirable to the community, an analysis was done to determine the appropriateness of the zoning along these corridors.

Currently, the County's Zoning Ordinance is based upon a belief that it is best to separate different types of uses. The three main commercial zones controlling commercial development in the Planning Area are the Commercial-Shopping Center (C-S-C), Commercial-Office (C-O) and Commercial-Miscellaneous (C-M) Zones.

These three zones are intended to control retail, office and miscellaneous service uses, respectively. The stated purpose of the C-M Zone is "to provide locations for miscellaneous commercial uses which may be disruptive to the harmonious development, compactness, and homogeneity of retail shopping areas" and "to provide concentrations of these uses which are relatively far apart." PA 68 has rather large concentrations of property within this zone along a number of major thoroughfares. A closer look at the zoning pattern shows a concentration of C-M-zoned property along US 1 in Brentwood and Hyattsville, along Alternate US 1 in Hyattsville and along Bladensburg Road in Cottage City.

While there is an overlap in the uses allowed in the three commercial zones, they do not promote a mix of uses. In addition, they severely restrict the number of residential units allowed in any commercial buildings. It is a mix of uses, including residential, which has been identified as being highly desirable for the Planning Area's older commercial centers.



The former Mount Rainier Junior High School site has recently been converted to a senior housing complex.

As mentioned previously, studies of commercial demand in the Planning Area show that there actually may be an oversupply of land zoned for these purposes. A recent Planning Department study analyzed the potential for residential development along US 1. It showed that the demand for residential development is strong. Development activity in the Planning Area supports this conclusion. Residential infill development continues to be strong at a time when commercial development is weak. It is recommended that a new zone be created to permit a mix of commercial and residential uses.

Zoning for Revitalization

Revitalization of the older commercial and industrial areas in the County has been identified as a top priority. In January 1992 a multidisciplinary team organized by the American Institute of Architects conducted an intensive study of the County's older communities and their needs. This group of professionals, known as a Regional Urban Design Assistance Team (RUDAT), made a number of recommendations which help form the basis of many of the recommendations in this section. One of the major recommendations in the report was that the County should focus on its major road corridors to improve the image of its older communities. The authors pointed out that "the street is the preeminent public space in the city . . . their quality and character define our communities." The report went on to recommend that US 1 should be used to develop a prototype corridor planning process.

US 1 was selected because of the revitalization interest and commitment of the seven municipalities that adjoin this roadway inside the beltway. These jurisdictions — Mount Rainier, Brentwood, North Brentwood, Hyattsville, Riverdale, University Park and College Park (the latter two are outside the Planning Area) — have joined together to form the Main Street Prince George's County Partnership Coordinating Committee. The committee as a whole and the individual municipalities have actively pursued funding to physically improve public spaces and private properties along US 1. The group has created the following vision for the corridor:

"To make the historic Route One Corridor a healthy, vibrant place to live, work, shop and visit and to retain the cultural and community center heritage of its earlier years. Further, to promote alternative transportation modes within the corridor as we move into the 21st century."

The committee is focusing its revitalization efforts by working on a number of issues identified in the five specific goals adopted by the Partnership. These are the following:

- Development of a master plan design concept which would maintain the integrity of the individual communities as well as unifying US 1 as a major corridor
- Examination of the safety factors of traffic and pedestrian flow, signalization, engineering, sidewalks, parking and lighting throughout the corridor

- Exploration of aesthetic improvements in landscaping, parks, street furniture, signage and public art which would serve to unify their individual communities into the Main Street of Prince George's County

- Investigation of economic development strategies which would revitalize the US 1 corridor communities and further the public/private partnership

- Identification and feasibility of multijurisdictional funding resources to assist in implementing these goals

The choice of US 1 is also supported by the studies that have been done for this area. A number of these studies were detailed design studies for specific commercial areas along US 1. Many were done through the Planning Department's Planning Assistance to Municipalities and Communities Program. This planning effort builds upon these past studies by working with local citizens, merchants and property owners to implement many of the studies' recommendations.

To create an effective corridor planning process, existing land use regulations governing development along US 1 were studied to determine how they could be changed to encourage and help businesses to expand and/or improve their properties in accordance with community needs and desires. A number of shortcomings with these regulations have been identified.

- The zoning code is complex and oriented toward new suburban development; therefore, it does not address the development pattern in older communities.

- For many properties, numerous public hearings are required for improvements or restorations; the extent of the permit/review process is cost-prohibitive to the small business owner.

- It is single-use-oriented and does not easily accommodate mixed-use development which incorporates residential uses.

- Development often predates zoning requirements, so it is not required to meet current quality requirements such as those for the screening and location of unsightly loading and storage areas, trash pads and dumpsters, and limits on the size, quantity and location of signs.

- Existing requirements tend to promote new development rather than the reuse of buildings.

The following concept for the US 1 corridor attempts to address the RUDAT recommendation that the County Zoning Ordinance be revised so that it balances "the need to regulate to protect the area's special qualities and the tendency to overregulate and discourage revitalization efforts. Regulations should not be promoted for their own sake; they must guide, not impede, desired development."



Colorful balloons line US 1 during the September 1992 parade sponsored by the Main Street Prince George's County Partnership Coordinating Committee in celebration of recent revitalization projects. Photo by Barry Moien.

A Corridor Plan for Route 1: Main Street Prince George's County

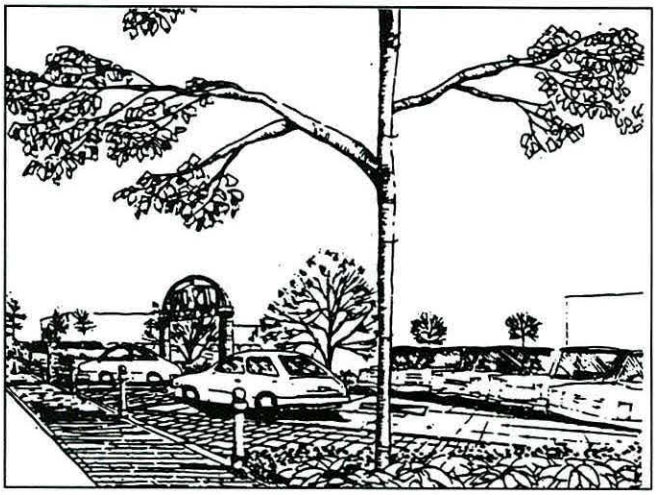
US 1 is now a mix of commercial and residential development. Some of the development dates from the early 1900s. Over the years a number of the commercial areas along this road served as the downtowns for the communities along the roadway. These downtowns were interesting places to live, shop, eat and meet other people. It was a mix of uses which brought energy and people to the town centers. They served as focal points for the community. Much of the community interest in revitalization concerns the need to regain these town centers.

Another important issue to be addressed is the appearance of the roadway between these town centers. Development along the corridor is of both a residential and commercial nature. Most of the residential development, however, is at the southern end, in Mount Rainier. Conversion of single-family homes to commercial uses has occurred throughout the corridor. A major plan concept is to retain and expand residential uses along US 1. Consequently, there are a number of residential rezoning recommendations included in this plan. It is recommended that single-family structures in Mount Rainier fronting on the east side of Rhode Island Avenue

between Perry Street and 37th Street and the single-family home on the 3400 block of the west side of the street be rezoned and/or returned to residential use. In North Brentwood it is recommended that the properties from the alley between Nesbitt's Auto Repair and Gee's 4400 Club south of Webster Street to 4550 Rhode Island Avenue be rezoned to residential. In Hyattsville the C-M-zoned property between Crittenden Street and 41st Place is recommended to be rezoned for residential development as well. This area, next to the Anacostia Stream Valley Park, is more appropriate for residential uses since it is surrounded by residential development. Redevelopment of this strip-commercial site to a well-designed infill residential development would serve as an attractive invitation to the downtown.

Most of the corridor is zoned for commercial uses. It includes a significant amount of Commercial-Miscellaneous (C-M) zoning. Most of the commercial cores are currently zoned Commercial-Shopping Center (C-S-C). Zoning for office development, Commercial-Office (C-O), is primarily concentrated in Hyattsville.

These separate commercial zones do not encourage a mix of uses. The County's main mixed-use zone, M-X-T, promotes a high-density mix of uses. It also allows manufacturing uses. Another zone which promotes a mix of commercial and residential uses is necessary to provide flexibility and to encourage more residential development along the corridor at a lower density than the M-X-T Zone. It is important to encourage more residential units along the corridor since the opportunity for additional residential development in the Planning Area is limited. An increase in residents helps provide the needed demand for new and improved commercial uses envisioned by the Plan.



Proposed design improvements for the Lustine used car dealership in Hyattsville.

Further study is needed to determine if a mixed-use zone would be appropriate outside of the town centers. Incentives and flexibility would be built into the zone to promote a mix of uses and to encourage better site design. This zone should include development standards which would enhance the corridor and maintain the existing small-scale character. In developing a list of uses permitted in a new mixed-use zone along the corridor, it is recommended that consideration be given to limiting some of the C-M uses currently permitted. Uses within the category of "Vehicle, Mobile Home, Camping Trailer and Boat Sales and Service" are more appropriately located in the industrial areas which adjoin the roadway. It appears that both the function and the look of many of the automobile-related uses in this category cause problems for communities. Many of these uses, including vehicle repair and used automobile sales lots, are located on small lots which do not have adequate space for vehicles waiting for sale or for repair. The only exception to this is the large area in Hyattsville which includes the Lustine and Banning car dealerships. The car businesses in this area, because of the amount of land available, function well and offer an economic asset to the area.

Most of the industrial land in the Planning Area is zoned I-1, Light Industrial. The Riverside project in Riverdale is primarily zoned I-2. The site, however, is being developed as a planned industrial park focusing on research and development. The I-1 Zone is intended to attract a variety of labor-intensive light industrial uses. A study prepared for Brentwood as part of the Planning Assistance to Municipalities and Communities Program has identified many shortcomings in this zone for urban industrial areas. The development standards within the zone, including a 25-foot front yard setback and 10 percent green space requirement, are not appropriate for developed areas, because they do not respect the existing development pattern. In addition, a number of the uses permitted are inappropriate for the small urban lots and narrower streets located in the older industrial areas. The study contains a recommendation to create a new zone for urban light industrial areas which would result in an employment area which is more compatible with the community in which it is located and meets the needs of local businesses.

Lastly, there is a need to ensure that the development pattern and the streetscape along the corridor, regardless of the use, provide an attractive appearance, or "front yard," to the communities which abut US 1. Public improvements along this roadway should be well coordinated. Wider sidewalks and street trees are envisioned

along US 1. It is important to look at the overall relationship of development throughout the corridor to promote compatibility with the identity of this Main Street. It is envisioned that, through overall design guidelines, US 1 can become again the Main Street it once was and serve as a gracious boulevard for the County as a whole.

Zoning Recommendations

Two new underlying zones are recommended to replace existing commercial and industrial zones along parts of the US 1 corridor. It is hoped that these zones will serve as prototypes and will be considered for other parts of the County. The industrial zone may be particularly appropriate for some of the other industrial centers in the Planning Area. In addition, further study is recommended to determine whether a new Revitalization Overlay District is needed to promote revitalization of the corridor and to assist in the creation of an attractive boulevard to link the town centers. Additional study is also recommended for the commercially zoned areas outside the proposed town centers. Map 12 geographically shows these zones.

It is recommended that design standards be created for the Town Center and Urban Light Industrial Zones. These design standards would replace the current development standards for such items as setbacks, greenspace and parking, which serve as obstacles to most development in the corridor. It is recommended that locally based design standards which allow the applicant some degree of flexibility be created for each town center and, ultimately, the corridor.

The following is a summary of the Plan concepts:

Town Center Areas

- A zone for specified town center areas would promote a mix of uses to strengthen the town center area and make it a focal point for the community. Uses which encourage pedestrian activity would be promoted, such as small retail shops, community centers, restaurants and offices. Community facilities such as libraries and day care centers would also be encouraged. A mix of commercial and residential uses would be permitted. It would promote residential uses within new development proposals.

- A list of appropriate uses desired by the municipality would be created, as well as a list of uses which would be permitted under certain circumstances. Such conditional uses may include storefront churches and liquor stores. It is recommended that conditional use permits be granted by the municipality and that appeals go to the Planning Board. A supermajority of the board would be required to override the municipal decision.

- Design standards would promote the reuse of buildings. They would protect and conserve buildings or development patterns which define or contribute to the center's distinctive visual character and identity.

- Specific town centers have been delineated for Mount Rainier, Brentwood and Hyattsville. At the request of the local community, a design workshop was held in Riverdale to address the designation of a possible town center. (See the "Riverdale Town Center" section.)

Urban Light Industrial Areas

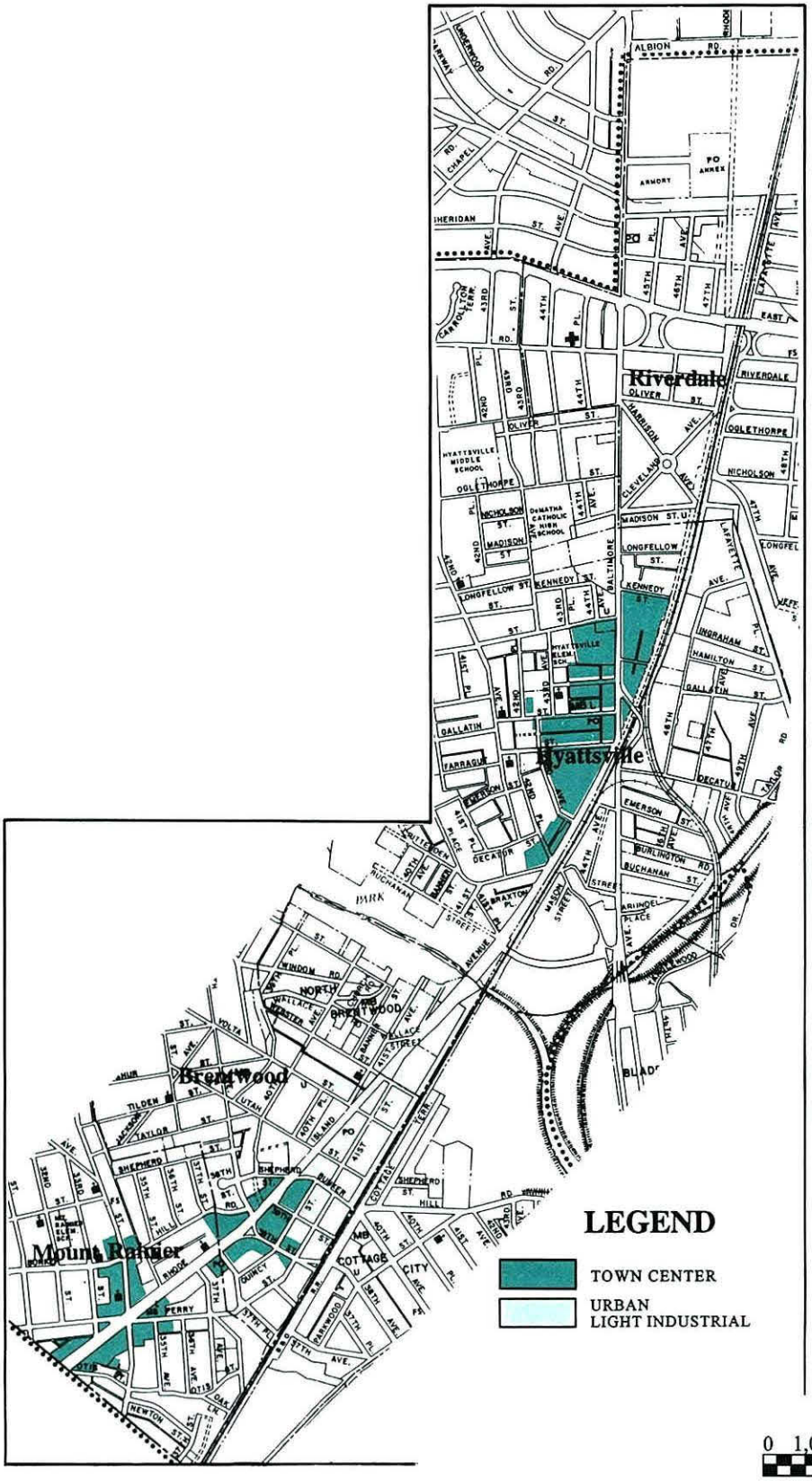
- A zone for specific urban light industrial areas would promote the development of "urban light industrial parks" which provide attractive and functional space for small-scale uses in older areas of the County and/or allow uses which are functionally compatible within communities due to architectural scale, historic development patterns and infrastructure capability of the area.

- The efficient use of resources and infrastructure would be promoted through the application of parking management techniques, high level of site coverage and the promotion of cooperative and shared services. More appropriate site development standards would be created to permit an attractive light industrial environment based on the historic development patterns of the area. Performance standards to ensure compatibility would also be created for industrial development within residential areas.

- This zone is recommended for properties along the US 1 corridor in Brentwood, Mount Rainier and North Brentwood, and in East Hyattsville along Emerson Street. Consideration should be given to the application of this zone to other industrial areas which have similar development patterns and limitations due to the existing zoning requirements such as the Melrose, Eastgate, Edmonston and Riverdale industrial areas.

Other Studies Needed

Two detailed studies are recommended to address the Cottage City commercial area and a commercial shopping center in Riverdale. Residents and local elected officials in Cottage City have expressed concerns over the poor appearance of much of their commercial development along Bladensburg Road and its negative impact on adjacent residences. It is recommended that a



Map 12 - Route 1 Corridor Zoning Concept

community workshop be held with business and community representatives to create a vision for the Town's commercial area and a physical plan to attain this vision. Rezonings of appropriate properties should be pursued to implement the Plan. It should build upon a 1974 design study which was done as part of the Commercial Corridor Design and Development Program and focus more on implementing appropriate design solutions.

A detailed design study is also recommended for the C-S-C-zoned site at the southwest corner of Kenilworth Avenue and Riverdale Road in Riverdale. Working with merchants and property owners, the study should address a possible integrated development scheme for the property from the shopping center which includes the Alamo Restaurant north to Riverdale Road. The Town is interested in enhancing the development and promoting compatible commercial infill development on the vacant tract on Riverdale Road. Facade improvement, adequate parking and site circulation and access, and overall site enhancement should be addressed. The study should consider the design study previously done for the site by the Parking Authority.

Neighborhood Conservation

Background

Neighborhoods are not static. They are dynamic and ever changing, improving or declining over time. Where improvements keep pace with decline, the neighborhood is considered "stable." In parts of the Planning Area, as is common in many older neighborhoods throughout Prince George's County, longstanding residential communities have evolved to include a mix of industrial and commercial uses. This mix of uses has affected neighborhood stability. Based upon a decline in the housing stock, patterns of development and logical land use relationships, the 1974 Master Plan for PA 68 recommended broad rezonings to permit concentrations of nonresidential employment activity. However, over the past few years, interest in the residential component of these communities has been revived. With close proximity to jobs, an affordable housing stock and access to major roadways, both established homeowners and recent arrivals have been inspired to maintain, renovate and enlarge their homes. In fact, the housing stock within these established neighborhoods generally has significant historical or architectural characteristics which give them a recognized neighborhood identity and character.

As mentioned in the "Residential Neighborhoods" section, nonresidential uses in neighborhoods may be an asset or a liability to the community. Adequate buffering and screening of unsightly vehicles or equipment, site and building design that complements the residential pattern of development, and minimal traffic impacts are some ways that nonresidential uses have demonstrated compatibility with their neighbors. In fact, some businesses are located in former residential structures with minimal alterations to the building or yard with complementary landscaping. In these and similar situations, the neighborhood at large appears to benefit from the lively mix of land uses. Residents like having daytime activities in the area, businesses prefer hiring employees who can walk or bike to work and employees appreciate a neighborhood setting in lieu of an isolated employment area. However, pockets of residential deterioration and disinvestment are evident where the nonresidential uses threaten their neighbors with excessive noise, inadequate parking spaces for customers and employees, truck traffic, obvious storage of unsightly materials or equipment and alterations to the property that are clearly inappropriate in a residential context.

As a result, residents are expressing fear, frustration and anger, arguing that these nonresidential uses disturb their neighborhoods. Confrontation is increasing, and a coalition-building process is needed to address these issues and create a harmonious neighborhood environment. As recognized in the Master Plan, the health and integrity of these communities is vital to any overall revitalization effort in the Planning Area and in Prince George's County. Therefore, a coalition-building process is recommended.

Goals

- Maintain a variety of compatible land uses within neighborhoods
- Ensure complementary visual and functional relationships among the residential and nonresidential land uses
- Promote positive interaction between residential and nonresidential uses and among those who live, work in or visit the neighborhood
- Recognize, retain and improve the established architectural and historical character of the housing stock
- Encourage home ownership and home maintenance
- Cultivate safe and stable neighborhoods

Concept

A Neighborhood Conservation Area (NCA) has been designated in this plan for parts of two neighborhoods in the Planning Area: Hyattsville off Alternate US 1 and Mount Rainier south of Rhode Island Avenue. Successful progress in these neighborhoods can produce models for other communities. It is also recommended that the residential area in the Town of Edmonston bounded by Ingraham Street on the north, Lafayette Avenue and Taylor Road on the east, 47th Avenue on the west, and Decatur Street on the south be studied in the future in conjunction with efforts by the community to pursue a NCA designation.

The NCA designation would initiate further study and analysis and establish a process to stimulate public and private investment in the neighborhoods. This designation would need the creation of a voluntary coalition of local elected officials, residents, business owners, employees and Maryland-National Capital Park and Planning Commission (M-NCPPC) staff to further identify problems, develop alternative recommendations and, with the help of the larger community, implement recommended actions. This will be a long-term process, requiring commitments from many different people. The benefit to the community is an improved visual, social and economic quality of life for residents, businesses and employees.

Neighborhood Conservation Area – Hyattsville

Description

Located directly off Alternate US 1, the neighborhood includes a variety of established commercial, industrial and residential uses. Recent interest in the housing stock is evidenced by extensive renovations, exterior home and yard improvements and street tree plantings. Some residential structures have retained significant historic features; others have been so altered over the years that any historical value has been lost. For the most part, the housing stock appears to be structurally sound.

Interspersed among the homes are nonresidential uses, varying from small contracting offices operating from former residential structures to auto-related uses operating from cinder block buildings. Some of these nonresidential uses are very compatible as residential neighbors, maintaining front lawns, requiring minimal customer and employee parking and screening unsightly



Only through the dedicated efforts of homeowners and their careful attention to detail have older homes been renovated to retain significant historical features. Photo by Lisa White.

areas. (The Urban Light Industrial Zone was approved April 19, 1994, through CB-1-1994.) Other uses, however, are disruptive to the neighborhood from a visual and functional perspective. For example, industrial uses along Emerson Street adjacent to the railroad require large trucks which often block the narrow streets. In addition, there are too few parking spaces for customers and employees, and there is a noticeable absence of any landscaping or screening.

Commercial uses line Alternate US 1. While these uses face Baltimore Avenue, they effectively serve as a physical "gateway" to the neighborhood.

Action Steps

1. The proposed zone for urban light industrial areas is recommended for I-1-zoned properties along Emerson Street. This zone, as discussed in the industrial and commercial revitalization sections, will identify uses and establish design guidelines. This should help ensure compatibility.

2. Where residential uses exist or where residential structures are vacant on property zoned industrial (I-1), it is recommended that the residential zone (R-55) be applied. In this manner, the residential component of the neighborhood may be strengthened.

3. The housing stock may include a number of historically significant structures. A building survey should be conducted by the Historic Preservation Section of the M-NCPPC to determine an appropriate future course of action.



Several structures in the East Hyattsville area may be eligible for Historic Site designation.

4. The City of Hyattsville's public works property includes a significant amount of vacant and underutilized land. Further study by M-NCPPC staff and the community is warranted to determine alternative uses for this property, provided that a suitable location can be found for the Public Works Department.

Neighborhood Conservation Area – Mount Rainier

Description

With a mix of commercial, industrial and residential uses, a large part of the City of Mount Rainier is a National Register Historic District, significant as an early 20th-century streetcar suburb. The area proposed as a NCA is located on the south side of Rhode Island Avenue and is a part of this district. Although homes along both sides of Rhode Island Avenue are in the historic district, the housing stock is noticeably less well maintained in the southern section of the City than in the northern section. In addition, the southern side is plagued by vacant and abandoned homes, truck traffic, unsightly views of industrial storage, equipment and waste, excessive noise and a rise in criminal activity.

Along Otis and Wells Streets, auto-related uses, a plumbing operation, the City's public works property and other nonresidential uses appear at odds with the residences. While industrial uses are concentrated along the railroad tracks, most are problematic. Truck traffic, open storage of waste materials, inadequate private parking spaces for customers and employees, lack of buffering and screening, and excessive day and nighttime noise are some of the concerns mentioned by nearby residents.

Action Steps

1. Zoning changes, to be completed through the Sectional Map Amendment, involve rezoning I-1 properties along Otis Street and Wells Avenue that back up to the railroad tracks to a new zone for urban light industrial areas. (The Urban Light Industrial Zone was approved April 19, 1994, through CB-1-1994.) This zone will identify permitted uses and establish design guidelines to promote compatibility with the neighborhood.

2. Where single-family residential uses continue on land zoned for industrial or commercial activities, the property should be rezoned to R-55. In this manner, the residential component of the neighborhood will be strengthened.

3. Programs to promote the neighborhood as a good place to live and to facilitate homeownership should be explored. The Neighborhood Housing Service of America or the Local Initiatives Support Corporation, as mentioned in the "Residential Neighborhoods" section, may be appropriate organizations for the municipality to contact.

4. The municipality should work with the County's police department to explore crime prevention measures. Techniques such as community policing are discussed in the Plan's "Public Facilities" section and should be implemented.

5. Architectural guidelines for homeowners pursuing renovations and improvements should be developed by the community with technical support from M-NCPPC staff. The guidelines, as mentioned in the "Residential Neighborhoods" section, would be voluntary, but offer design assistance to those property owners who want to maintain and further the historic significance of their homes.

6. Where industrially zoned land is underutilized or vacant, such as along Wells Avenue and Otis Street, further market study and design analysis should be conducted by M-NCPPC staff to identify alternative, yet residentially compatible, land uses. Based upon the study recommendations, the municipality should work with the County's Economic Development Corporation to aggressively market the area to attract appropriate users.

DETAILED PLANS FOR REVITALIZATION

Hyattsville Town Center

Introduction

This section presents revitalization plans for commercial and industrial areas along US 1. These are the first of a series of detailed revitalization plans which will be done for the communities within the US 1 corridor. It is hoped that they will serve as prototypes for future revitalization plans throughout the County. The plans implement many of the recommendations contained in previous sections. The processes which were used to create the plans as well as the details of each plan are presented.

Town Center Plans

"Downtown is a place where people come together to celebrate the joy of belonging, of sharing their most mutually important values, hopes, and dreams."

RUDAT

"The classic post-war suburb is less a community than an agglomeration of houses, shops, and offices connected to one another by cars, not by the fabric of human life . . . . It discourages strolling, walking, mingling with neighbors."

Andres Duany

"The Second Coming of the American Small Town"

Wilson Quarterly (Winter 1992)

"We like Hyattsville and just want its downtown to be our Main Street."

Workshop Participant

In different words and with different voices, each of the above speakers is saying something important about the special quality of life that the historic towns in PA 68 offer. To learn more about how best to preserve and sustain the vitality of the town centers that form the core of each of these towns, a series of community design workshops were held to prepare detailed development plans for three of them: Mount Rainier, Hyattsville and Riverdale. The following is a discussion of these workshops and the plans they produced.

The proposed new zone for town center areas requires the preparation of detailed development plans and guidelines for the town centers within its boundaries. The development plan for Hyattsville's town center is described below and pictured in plan view (see Hyattsville Town Center Plan foldout) and aerial view (see p. 66). The description of the Plan is followed by recommendations and actions that must be taken to give this and similar revitalization plans real hope of success. It should also be noted that the boundaries of the proposed Hyattsville Town Center may be changed in conjunction with the approval of a mixed use town center development plan.

Who Developed This Plan?

The Plan was developed with and essentially by members of the community through a series of design workshops sponsored by the Citizens Advisory Committee (CAC). Workshop participants included the Mayor, the City Council, the City's 20-member Planning Committee, the 14 members of the CAC, and members of the Route 1 Partnership. (The Main Street Prince George's County Partnership Coordinating Committee is a partnership of seven municipalities — Mount Rainier, Brentwood, North Brentwood, Hyattsville, Riverdale, University Park, and College Park — working together to encourage the revitalization of US 1.) During a day-long workshop the participants divided into six teams and toured the entire downtown on foot. After touring, each team prepared an analysis of the problems and opportunities they saw in the downtown. The goal of their work was for each team and then the group as a

whole to decide what the community would like their downtown to become. The planning staff summarized their comments and returned to subsequent workshops to further refine and develop more and more specific ideas. A scaled model of the downtown was prepared so everyone could see and feel for themselves how various scenarios of development might look. The proposed plan represents the community's desire to see downtown Hyattsville become an enjoyable place to work, live and play.

Major Issues Identified

Three particular issues emerged as paramount in the community's vision of its future:

1. Preserve as much as possible of Hyattsville's small town image with its downtown on Main Street (in this instance, US 1). From this simple desire flow recommendations for preserving and restoring much of the historic commercial architecture of the downtown, the need to adopt design guidelines to ensure that future buildings are compatible with existing ones as well as recommendations about modifying US 1 itself.

2. Downtown must become inviting to pedestrians while remaining accessible by car. Walking to downtown from other parts of Hyattsville as well as walking around the downtown must become an enjoyable experience. This belief led the workshop participants to strongly endorse numerous streetscape improvements, such as street tree planting, brick sidewalks, street lamps and facade improvements.

3. Limited new mixed-use development must be encouraged, both to breathe new life into downtown and to fill vacant lots that disrupt the physical fabric and image of the community.

These concepts are mutually supportive and are incorporated in each specific action shown in the development plan. Major elements from the Plan are described further below and are illustrated by the six figures on the Hyattsville Town Center Plan foldout.

Public and private streetscape improvements in the automobile sales district. This area includes the Lustine and Banning operations, which are an economic asset to the City and the County. Equally important, these operations are sited on parcels large enough to accommodate their various functions well without negatively affecting the rest of the downtown, particularly if certain design features are added. These features include more focused lighting and streetscape improvements that establish an urban edge to the properties. These proposed changes are illustrated in Figure 4, where landscaping, an iron fence with brick piers and a widened brick sidewalk frame the site and provide a sense of introduction and continuity to the downtown core which starts immediately south of the district.

Primary site recommended for redevelopment with three- to five-story mixed-use buildings, including offices, retail activities, housing and parking located in an underground garage. Workshop members reached a consensus that this site on the east side of US 1 should be redeveloped at a scale sufficient to ensure its economic vitality. Its location downhill from the residential core neighborhood to the west allows the buildings to be as much as five stories high without dwarfing surrounding areas. Filling a largely vacant space, the proposed redevelopment will complete the downtown fabric, while greatly enlivening the town center with new residents and improving the overall market image of the City. Figure 2 illustrates an image of the building as envisioned by the workshop, which would be encouraged by design standards.

Possible redevelopment site with two- to three-story mixed-use structures, including an underground garage. This proposal, while attractive to many participants, did not originally receive unanimous support. After the proposal was clarified, most members found the idea attractive. The proposal restricts commercial and retail activity to only those parts of the buildings which face US 1. The rest is designed for market rate housing surrounding a landscaped courtyard. The massing and scale of the proposal is intended to respect the importance of the Castle. As with the development proposed across the street, the proposal fills a large tract in the downtown and brings more residents into the area. Most workshop participants agreed that both concerns are important to the revival of downtown.

Restore historic commercial buildings and develop two-and-one-half-story mixed-use building to define the eastern boundary of a new public park. Clearly, restoration of the historic fabric of downtown is of prime importance to the community. Some participants would like to see the public site at the foot of the bridge developed as a park while others envisioned it as a potential building site. In response to these two desires, the Plan includes a recommendation to construct Centennial Park and to undertake limited redevelopment of the private and public land behind it.

Proposed site for a new MARC station. Accessibility, which would be aided by a new commuter station, is a key component of any strategy for downtown revitalization. Additionally, the workshop participants endorsed a general belief that the County must continue its commitment to maximizing alternative transportation. The workshop participants unanimously supported the establishment of a new MARC station in this approximate location.

Restore facades of historic US 1 commercial buildings. The restoration of historic buildings is of great importance to the community. Figure 1 shows the restoration of the facades of buildings on the west side of Baltimore Avenue in the 5100 block. The renderings are meant to be typical of the potential restoration for using Hyattsville's heritage as the key to its rebirth as a town center.

Redevelop with two- to three-story mixed-use building. The workshop participants recommended that wherever possible parking lots facing US 1 should be replaced with buildings of appropriate scale and material.

Streetscape improvements and enclosure of private and public parking lots. The workshop participants strongly endorsed a program of systematic improvements to the streetscape of downtown with an emphasis on brick sidewalks, major shade trees and the provision of pedestrian-scale, decorative cast iron street lights. Figure 5 illustrates this vision and draws attention to the need to define parking lots with railings and walls.

Preserve residential appearance and scale of side street development. Again, the workshop participants were unanimous in their desire to retain the existing buildings on side streets. Without expanding retail activities on the side streets, the existing architecture and site layout should be preserved.

Repave alley with cobblestones and provide other amenities to encourage the use of rear entrances to buildings. This recommendation, illustrated in Figure 6, reflects the consensus of the workshop members that Church Lane could become a unique asset to the downtown. A popular pedestrian way already because it links several important public buildings, the alley allows for direct access to many buildings from rear parking lots. Upgrading this popular alley would make it both charming and unique as well as encourage property owners to reinvest in their buildings.

Protect residential boundary. The workshop participants endorsed many recommendations which would preserve both the exclusive residential zoning of this area and the development of guidelines to ensure that all future infill, rehabilitation of and/or replacement of structures is compatible with existing buildings in scale, design, materials and site layout.

Create pedestrian-friendly environment. The workshop participants endorsed the systematic redevelopment of US 1 as their Main Street. Widened brick sidewalks, trees, on-street parking, decorative cast iron light poles, well designed signage, restored storefronts, crosswalks and, in general, slower traffic were all seen as necessary to the downtown's long-term renaissance.

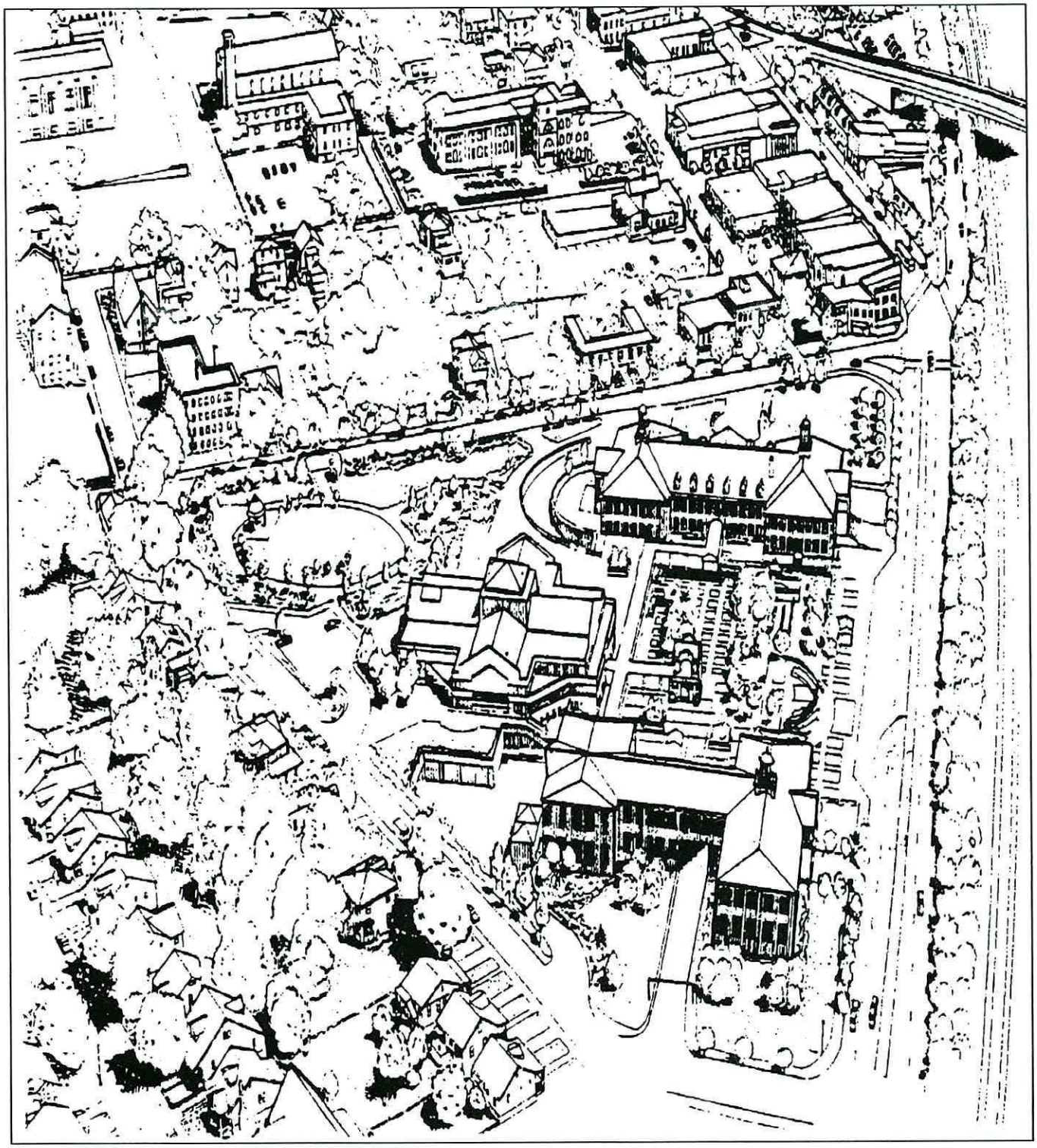
Complete development of Justice Center complex. Workshop participants support the construction of the proposed State court building as soon as possible. They strongly urged that the new building be similar in scale, bulk and materials to the existing County Services Building. The aerial sketch illustrates their vision of compatible development of the site.

Restore commercial block at southern entrance to downtown. The shopping center, ca. 1930s, on the west side of US 1 south of the Justice Center was cited as a potential entryway into downtown. The restoration of this building and limited redevelopment of the surrounding properties were endorsed by the workshop participants.

Proposed new two-way city streets. By providing greater accessibility to the large parcels on the east side of US 1, this new road system is intended to encourage better utilization of these properties. A grid system of streets would be created which would support a development pattern typical of traditional downtown Hyattsville. The proposed streets include a street parallel to the railroad right-of-way, a continuation of Jefferson Street on the east side of US 1, and the closure of part of Hamilton Street on the east side of US 1.

What Are the Next Steps?

To implement this plan there must be a concerted effort by the City and County as well as local citizens, merchants and property owners. The following is a summary of some of the main issues which need to be addressed by these groups.



Aerial View of Proposed Plan

- There must be a commitment of City and County funds for the public and private improvements recommended. Adequate funding is one of the keys to a successful revitalization program. At a minimum, a reallocation of existing public funds, including Community Development Block Grant monies, to the town centers needs to be accomplished to ensure that this Plan is implemented. Monies will be needed for the public streetscape improvements recommended for US 1, the side streets and the alleys. In addition, low-interest loans, possibly part of a revolving loan fund, are recommended to assist private property owners in building and facade restorations.

- A coordinated strategy to implement the plan recommendations should be developed with appropriate

City, State and County agencies. Such agencies would include the State Highway Administration, the County Department of Public Works and Transportation and the Department of Environmental Resources. County and State policies and regulations for roads and streetscapes as well as commercial buildings need to be evaluated for their relevancy for older developed communities. These policies and regulations should be designed to enhance more mature communities such as Hyattsville. Appropriate building requirements which encourage the preservation of existing buildings and promote reuse of these buildings should be adopted, such as encouraging zero lot line construction.

- A Hyattsville Town Center business association including merchants and property owners needs to be created to work with the City and County agencies to develop an ongoing partnership to market and manage the downtown.

- Details of the proposed town center zone should be formulated with the community. (The mixed-use town center zone was approved April 19, 1994, through CB-2-1994. It requires that a local development plan and design guidelines be prepared for a specified town center area in order to apply the zone.) It is suggested that the area east of the railroad tracks across from the Hyattsville Justice Center be studied for potential inclusion in the Hyattsville Town Center. A list of permitted and conditional uses and appropriate design guidelines will be established to guide redevelopment and physical improvements in downtown Hyattsville. These will be incorporated into zoning legislation for the town center zone.

- Specific actions to implement the recommended physical improvements should also be developed. Construction details and the costs for streetscape and road improvements must be formulated with a priority listing for construction. A schedule for completion of these public improvements needs to be established. In addition, a building facade restoration and rehabilitation program should be established. Specific designs for buildings should be developed with design assistance provided by the M-NCPPC planning staff.

DETAILED PLANS FOR REVITALIZATION

Mount Rainier Town Center

Community Design Workshop

The M-NCPPC cosponsored with the City of Mount Rainier a daylong community design workshop to develop a vision of downtown Mount Rainier that could be endorsed by a majority of those present. In addition to the Mayor, the entire City Council and the district's County Council representative, participants included representatives from the Mount Rainier Business Revitalization Association, the Mount Rainier Community Preservation League, and private citizens. Technical assistance was provided by representatives from the County Executive's Office, the Prince George's County Parking Authority and the Prince George's Economic Development Corporation. Staff from M-NCPPC's Planning Assistance to Municipalities and Communities Program organized and moderated the workshop in addition to preparing this plan.

After a brief introduction, participants broke into six teams, with each team including members from the various constituencies participating in the workshop. The teams walked the entire downtown, noting on detailed base maps of the area problems and opportunities as they saw them. After several hours, the teams returned to City Hall to pull together their thoughts and prepare their individual presentations to the group.

Vision of the Future

To everyone's surprise, a nearly unanimous and compelling vision quickly emerged. The community wants to see its downtown look and feel like a traditional downtown — not a State highway. The physical fabric exists on which to realize this vision. The visual analysis (see following page), the design opportunities and the illustrated Mount Rainier Town Center Plan foldout are all intended to give expression to the community's own vision of its future.

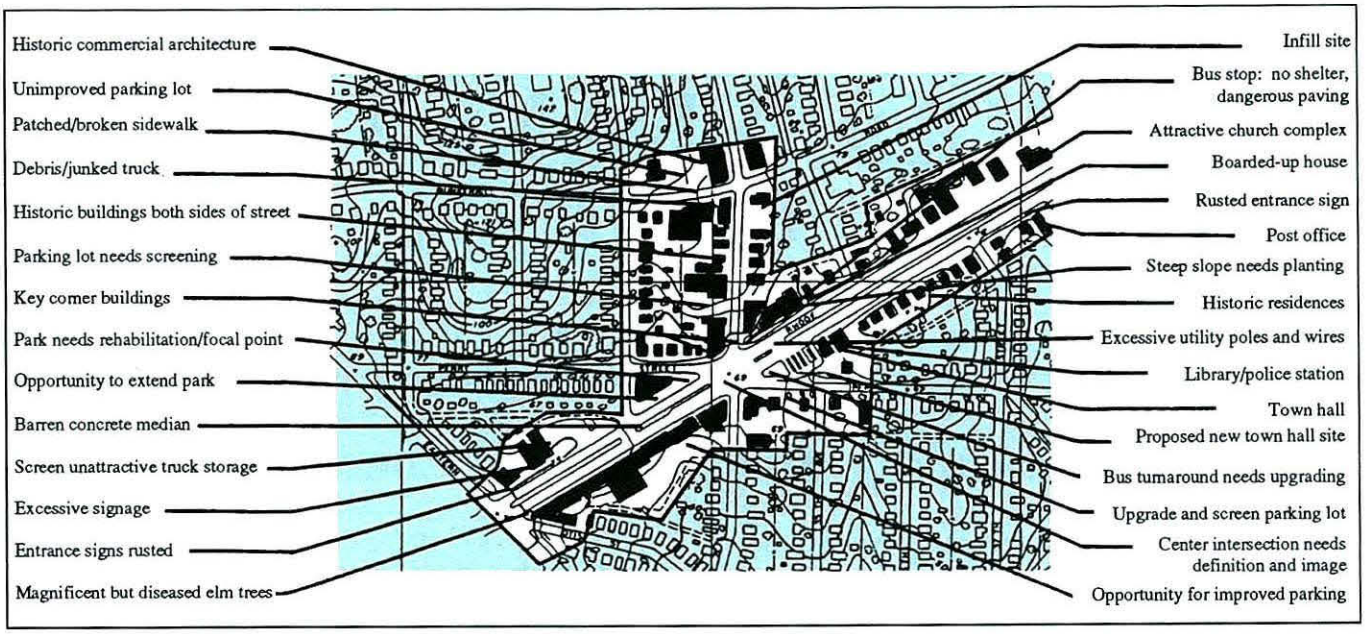
Physical Concerns

This plan gathers together the ideas generated in the design workshop and gives visual expression to them. The basic design opportunities and the related concepts of historic preservation and contextually compatible design were all concerns expressed by each of the six workshop teams. The basic opportunities and issues identified by the workshop are the following:

- Facade Rehabilitation
- Entrances
- Pedestrian Environment
- Parking Lots
- Median Strip
- Infill Construction
- Focal Points/Public Spaces
- Street Trees
- Window Display/Signage

Each of these elements is described and illustrated in the "before and after" pictures that begin on p. 71. These elements are also illustrated in an aerial perspective of the downtown that demonstrates how the area might look and feel when all these elements are in place. (See Mount Rainier Town Center Plan foldout.)

No plan can or should be fixed in stone. This plan can and undoubtedly will be amended by changing circumstances and new opportunities. It does, however, represent a coherent vision that should allow the community to work together towards a more attractive and financially healthier downtown.



Visual Analysis

The single most important outcome of the workshop process is the realization that without a shared community vision no plan can succeed. That sense of sharing requires each major constituency group — the businesses, citizens and public officials — to realize that success requires working together. Citizens need to respect the economic needs of the business community just as businesses must remember that their operations have a profound impact on the residents of the community. The workshop demonstrated that the goodwill and understanding exist that are necessary to successful revitalization.

Results to Date

The new spirit of cooperation is already yielding specific results. The City of Mount Rainier, in conjunction with the Mount Rainier Business Revitalization Association, has successfully gained State funding for three significant projects. First, the City was awarded a matching grant of $15,000 by the Maryland Department of Housing and Community Development's Commercial District Management Authority Program. These funds have been used primarily to develop the business association's organizational skills, a prerequisite to future success. That success came quickly with the City and the association winning a Main Street Improvement grant from the State to purchase a police dog and pay for an officer's training as part of a commitment to return a foot patrolman to the downtown area. Finally, the same partnership was able to obtain commitments from the State Highway Administration to remove the concrete paving from the median strips on Rhode Island Avenue and to replace them with landscape material including large shade trees.

In addition, members of the Business Revitalization Association are investing in their community. For example, several new businesses have opened on 34th Street. The City's new town hall held its grand opening October 22, 1994. The new address, appropriately enough, will officially be known as One Municipal Place. A number of action steps appropriate to the revitalization efforts of Mount Rainier are aimed at continuing the momentum and are identified in the Action Steps Matrix at the end of this plan. New zones are also recommended to encourage infill development consistent with the goals of the Town Center Plan. These zones are discussed more completely in the revitalization section of the Plan.

What Are the Next Steps?

As with the Hyattsville Town Center Plan, to implement this plan there must be a concerted and continued effort by the City and County, as well as local citizens, merchants and property owners. The following is a summary of some of the main issues which need to be addressed by these groups. Many of these actions apply and are also expressed in the Hyattsville Town Center Plan.

- There must be a commitment of City and County funds for the recommended public and private

improvements. Adequate funding is one of the keys to a successful revitalization program. Public funds, including Community Development Block Grant monies, need to be reallocated to ensure that this plan is implemented. Monies will be needed for the public streetscape improvements recommended on US 1, the side streets and the alleys. In addition, low-interest loans, possibly part of a revolving loan fund, are recommended to assist private property owners in building and facade restoration.

- A coordinated strategy to implement the plan recommendations should be developed with appropriate County and City agencies. Such agencies would include the Department of Public Works and Transportation and the Department of Environmental Resources. County and State policies and regulations for roads and streetscapes as well as commercial buildings need to be evaluated for their relevancy for older developed communities. These policies and regulations should be designed to enhance mature communities such as Mount Rainier. Building requirements which help preserve existing buildings should be developed so that the reuse of these buildings will be encouraged.

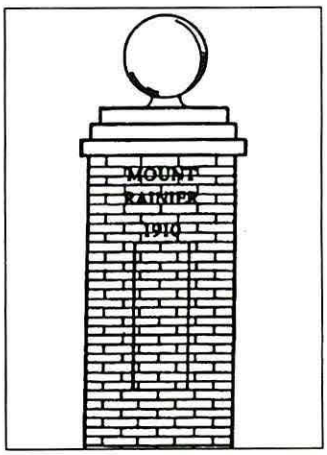
- Details of the proposed town center zone were formulated with the community. A list of permitted and conditional uses and appropriate design guidelines were established to guide redevelopment and physical improvements in downtown Mount Rainier. (The Mixed Use Town Center Zone was approved April 19, 1994, through CB-2-1994.)

- Specific actions to implement the physical recommendations should also be developed. Construction details and the costs for streetscape and road improvements need to be formulated with a priority list of what improvements should be done first. A schedule for completion of these public improvements needs to be established. In addition, a building facade restoration and rehabilitation program should be established. Specific designs for these buildings should be developed by planning staff.

Entrances

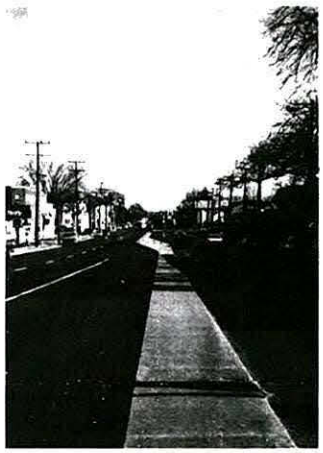
The entrances to a commercial area should establish, for visitors and residents alike, a strong impression of quality and well-being. The workshop members all identified the need to refurbish the existing entrance monuments as in the above proposal and convert them to bases for cast iron street lamps. Alternatively, they could be removed and the proposed street trees could be planted to create a green entryway.

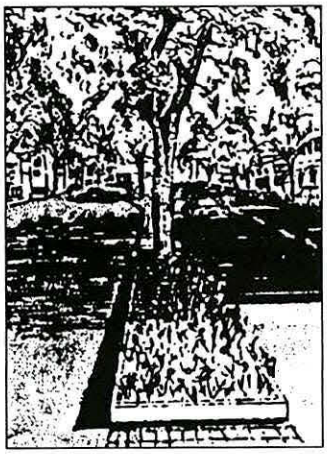




Median Strip

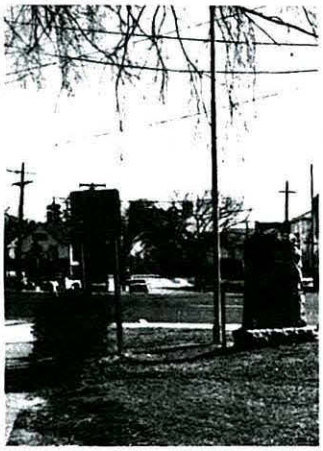
The barren concrete median strip down the center of Rhode Island Avenue was seen by workshop participants as offering an opportunity for landscaping that could contribute to making the avenue look and feel like a boulevard. The Maryland State Highway Administration has already implemented this phase of the plan for downtown.

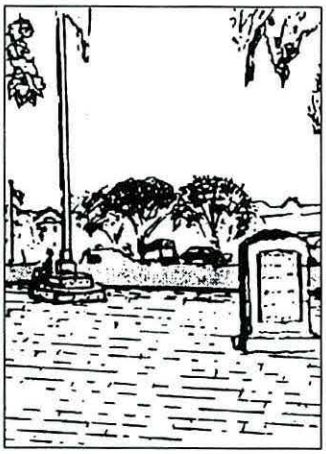




Focal Points/Public Spaces

The convergence of Rhode Island Avenue, 34th Street and Perry Street forms a vast intersection that creates an asphalt void in the center of downtown. To mitigate this effect, it is recommended that three monumental flagpoles with classical granite bases set in brick paved plazas be used to define the space and to give it a memorable presence.

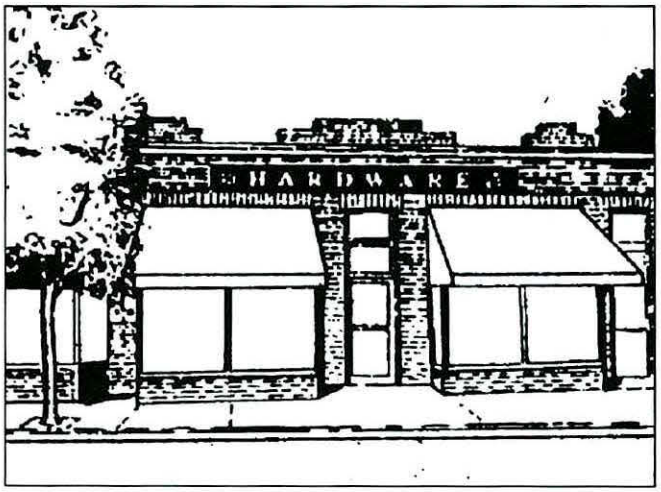




Facade Rehabilitation

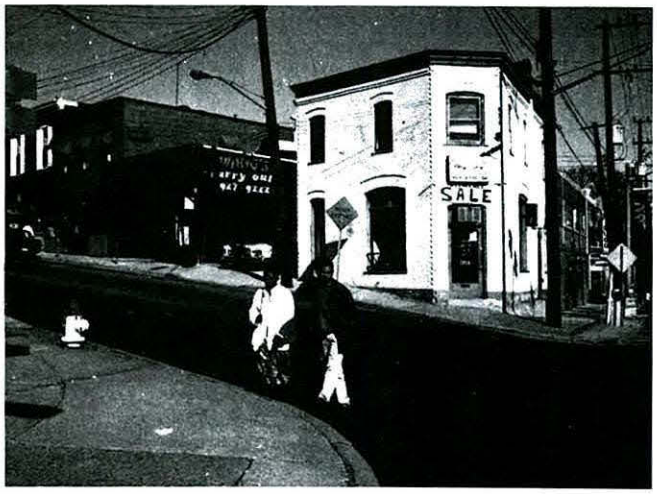
This plan envisions the rehabilitation of the area's historic commercial facades, a resource no shopping center can replicate. Well-designed, proportionally sized signs would replace designed, maintained or placed signs, while generous awnings of real canvas would offer shoppers a comfortable environment enticing them to stay and make additional purchases.

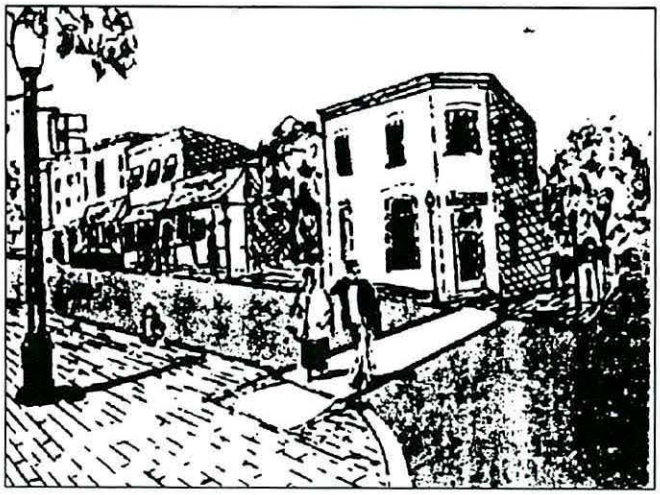




Pedestrian Environment

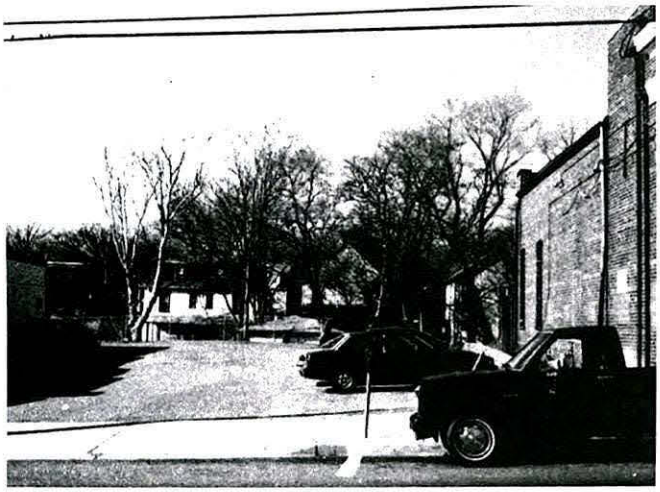
The community's vision for downtown has at its core the creation of a pedestrian-friendly place, a place where people live, work and shop by choice. This means that special care must be taken to provide pedestrian amenities such as cast iron street lights, interesting brick sidewalks and well-defined crosswalks. Utility wires, if not buried, should be relocated to service alleys.

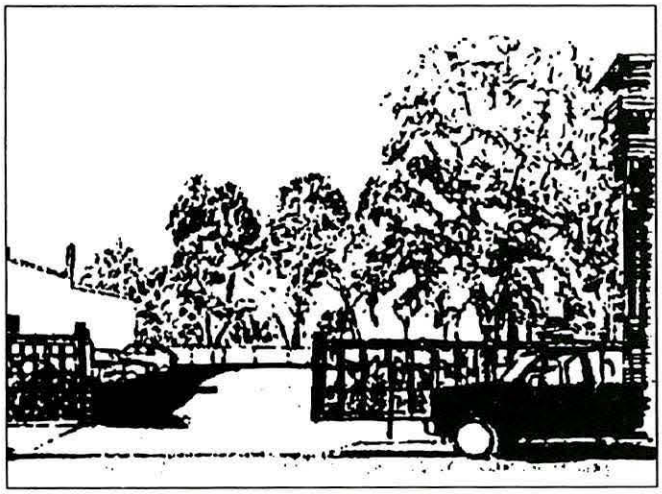




Parking Lots

Off-street parking lots are a necessary adjunct to downtown's economic viability. However, they should contribute to and not detract from the image of downtown. It is recommended that all lots be screened by plant material and include a substantial wall or railing along the street facade as in the illustration below.

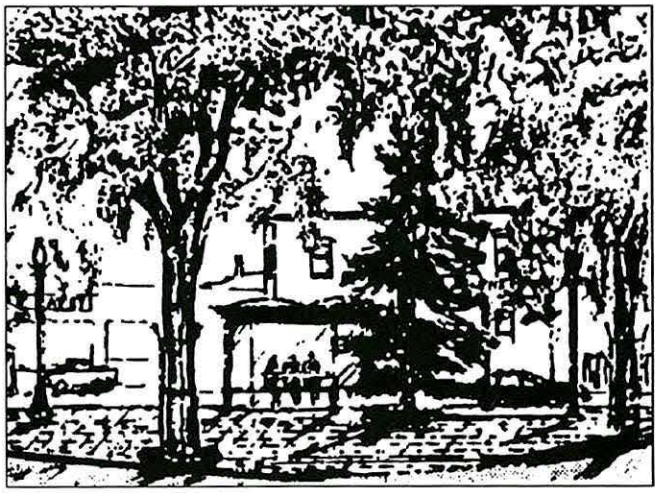




Street Trees

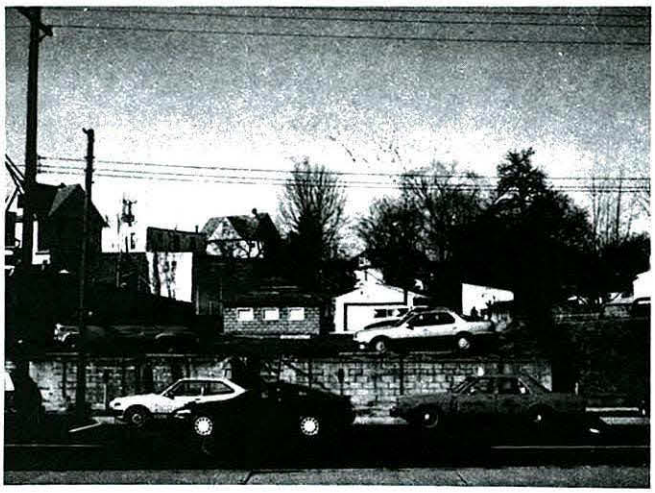
The cooling shade and defining presence of large street trees are essential to restoring the image of downtown as an inviting place to shop and visit. Large trees that branch out at 15 feet above the ground frame and contain space without blocking views of shops and store signs. They establish downtown as a place and not just a highway.

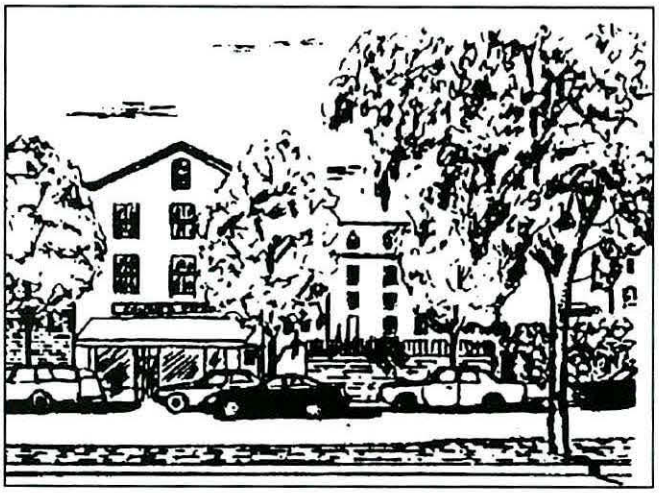




Infill Construction

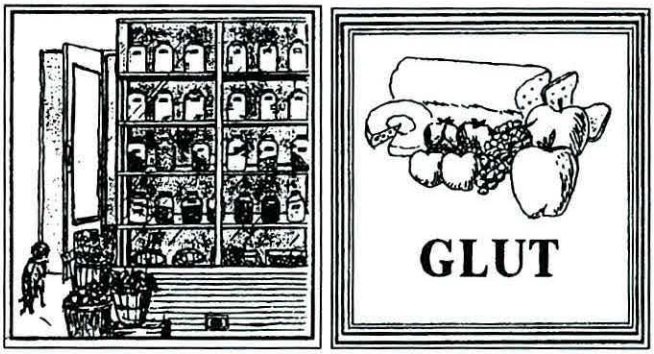
Vacant lots disrupt the fabric of downtown. Infill construction is recommended that replicates the scale, style, materials and setbacks of existing structures. Allowing maximum flexibility of uses is recommended — excluding industrial categories — to encourage reinvestment. (This recommendation presumes the continued use of alternative parking compliance.)





Window Display/Signage

Once shoppers have been enticed by the image of an area to stop and visit, the location and image of a particular building influences which establishments they patronize. Storefront windows offer retailers a unique opportunity to demonstrate the range and quality of their merchandise. It is recommended that a display artist be hired to assist owners in these related marketing tasks.



DETAILED PLANS FOR REVITALIZATION

Riverdale Town Center

How This Plan Was Developed

At the request of the Town of Riverdale, M-NCPPC staff organized a community design workshop, sponsored by the Town's Mayor and Council, the Riverdale Business Association and the Riverdale Commuter Association. Technical assistance was provided by representatives from the Office of the County Executive, the Parking Authority of Prince George's County, the Prince George's County Economic Development Corporation, the Prince George's County Office of Housing and Community Development, Maryland Main Street and the Maryland Mass Transit Administration. The purpose of the workshop was to determine the possibility of establishing a "town center(s)" for Riverdale at the intersection of Queensbury Road and Rhode Island Avenue in the vicinity of the MARC station and along US 1 at the intersection with Queensbury Road. (See Riverdale Town Center Plan foldout.)

Workshop participants were asked to consider the following questions: (1) What does "town center" mean to you? (2) Does Riverdale have a town center? If yes, where? If no, where should it be? (3) What kinds of uses, events and activities would you like to see in your town center? and (4) What would your town center look like?

Participants, including County and Town elected officials, property owners, residents and business owners, divided into six teams. With maps and pens in hand, each group walked the study area, noting problems and opportunities that could help develop and focus their recommendations.

Each team summarized their findings on maps and presentations were made to the entire group. While each group offered fresh insights and ideas, there was tremendous agreement: All felt that the Town Center should be a friendly and inviting gathering place — a place to buy a newspaper and catch the train. A place to relax and spend Sunday afternoon with the family. Design recommendations included upgrading the MARC station by erecting a station building on the west side of the tracks and a station shelter on the east side. There was unanimous agreement that the architecture of the MARC building and shelter should reflect its Victorian beginnings. In fact, capitalizing on Riverdale's historic past with distinctive brick and concrete sidewalks, pedestrian-scale light fixtures and other streetscape improvements was one of the group's main recommendations. Another strong recommendation was that priority be given to pedestrians, including those with strollers or in wheelchairs. Participants also wanted to see additional retail uses, such as a bakery, post office, dry cleaners or general store. Participants envisioned residential uses on the upper floors to reinforce the neighborhood character.

Additional details were developed over the next three months in a series of follow-up meetings held at the town hall. These are reflected in the Town Center map.

The Past Is Prologue: A Vision for Riverdale's Town Center

The following narrative represents the Town of Riverdale's collective vision of its desired future.

Riverdale was born on the site of a 19th-century plantation, Riversdale, and has evolved into a busy urban community distinguished by its friendly, small-town character. As we head into the 21st century, the citizens of Riverdale dedicate ourselves to reestablishing and enhancing our historic heritage. Renovation of the Town Center, reconstruction of the Riverdale MARC train station and improvements to public areas along Queensbury Road are priorities that will rejuvenate our community and reinforce the Town's distinctive features.



Renovation of the Riversdale Mansion, a revered asset to the Town of Riverdale, underscores a historical resurgence being experienced by the town. Photo by Steve Abramowitz.

Historic Riverdale

Early in 1801, Henri Joseph Stier, a Belgian aristocrat, purchased 800 acres north of the port of Bladensburg to establish a residence in this country. Construction was started on Riversdale, a Georgian-style house, later that year. The house was completed by his daughter Rosalie Stier and her husband George Calvert. In 1833, the B&O Railroad was given a right-of-way through the Riversdale property, and two years later the railroad line was opened to passengers. The Riversdale estate stayed in the Calvert family until 1887, when the Riverdale Park Company purchased 475 acres, including the mansion. In 1889, Riverdale Park was established, and the first houses were built around the train station in the 1890s. In 1920, Riverdale was incorporated as a town. The townspeople traditionally have perceived their town as connected to the mansion and have derived a unique identification from this significant connection.

Who We Are

Riverdale is home to approximately 5,000 economically and culturally diverse people, both longtime and new residents. We are a family-oriented community. Our many places of worship reflect a multidenominational character, and our children walk to the local elementary school. Young adults who were raised here are returning to raise their own families because of the small-town ambience and close proximity to Washington, D.C.

The Town government benefits from wide participation among the citizens in deliberating the public issues of the day. Many residents volunteer in the Town government as members of citizen advisory committees, community workshops, the Town's newspaper and the Recreation Board.

The Town Center

Riverdale is experiencing an historical resurgence immediately apparent in the renovation and preservation of its historic areas and structures. We are now turning our attention to the long-neglected Town Center, envisioned as a magnet for the community. The Town Center, which includes businesses, residences and public spaces, will be restored to reflect its early 20th-century architecture with tree-shaded common areas, pedestrian-oriented sidewalks and walkways, and historic gas-style street lights. Designing the area with an emphasis on public transportation and pedestrians is important.



After 100 years, commuter trains continue to stop in Riverdale. Nowadays, Riverdale commuters are served by MARC trains running on CSX tracks. Photo by Ward Bourgondien.



In accordance with Master Plan recommendations, Riverdale's town center has been restored to reflect its early 20th-century character.

We recognize that a healthy business community is essential to the success of our town. Riverdale has an established commercial area consisting of restaurants, retail stores and service-related businesses. Existing and new industrial and office areas also contribute to the Town's economic base. Revitalization of the Town's commercial areas will attract new businesses and customers. Improvements to the local streets and parking lots will maximize traffic flow, enhance pedestrian access and increase parking for patrons.

Residences in the Town Center are late 19th-century and early 20th-century homes reflecting Victorian and Craftsman styles on Queensbury Road. This tree-lined avenue serves as a main street connecting the two business areas. Residents are currently restoring and renovating their historic properties.

The public spaces in the Town Center currently include the Calvert family cemetery, the Town-owned Mabelle Munch and Beale Circle Parks, and the MARC commuter rail stop. These spaces will be maintained and upgraded. New spaces will include a vintage rail station and shelter, Metrobus shelters, redesigned parks and upgraded sidewalks and walkways.

Conclusion

Riverdale is in the midst of an historic rebirth centered around the newly restored Riversdale Mansion and our Town Center. This resurgence has inspired us to restore our own houses and to protect and reestablish our small-town roots. We will work hard to ensure that our vision is realized.

Riverdale is a walk down a tree-lined street into a bygone era where a sense of community means knowing your neighbor and shopping at the local bakery. The sound of the train, laughing children and birds in the park bring together a feeling of belonging and a sense of place. In a word — home.

Next Steps

As with the other Town Center plans created through the Planning Area 68 project, there must be a concerted effort to aggressively pursue the recommendations contained in this plan in order to realize the Town's vision. Elected officials, residents, property owners and the business community must be actively involved in order to ensure and sustain continued progress.

The Town must first identify priorities and establish focus groups composed of local elected officials, residents and business representatives to carry out those projects. The following is a summary of the main issues which need to be addressed:

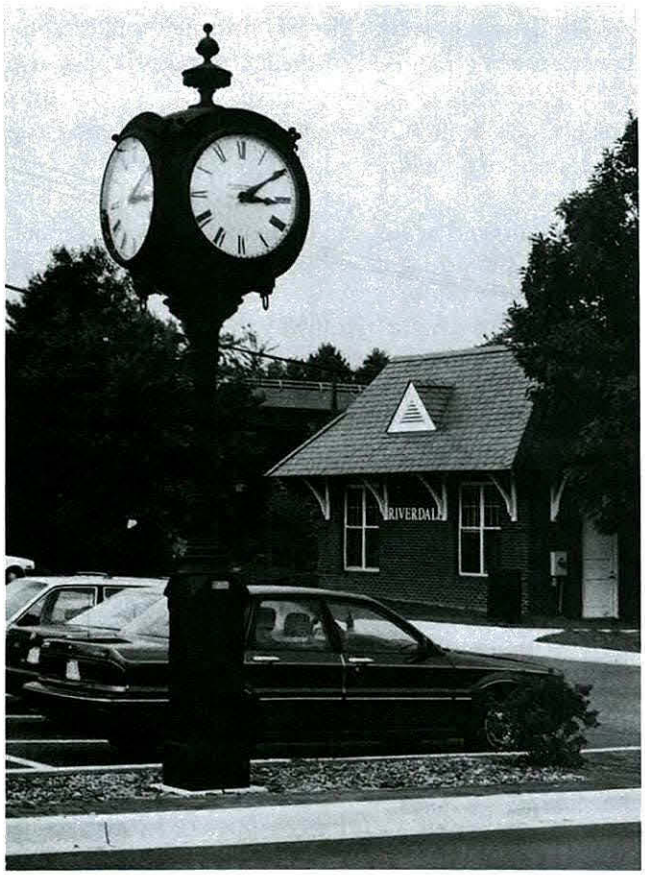
- A coordinated strategy to implement Plan recommendations should be developed with appropriate City, State and County agencies. Such agencies would include the State Highway Administration, the County Department of Public Works and Transportation and the Department of Environmental Resources. County and State policies and regulations for roads and streetscapes as well as commercial buildings need to be evaluated for their relevancy for older developed communities. These policies and regulations should be designed to enhance historic communities such as Riverdale. Appropriate building requirements which encourage the preservation of existing buildings and promote reuse of these buildings should be adopted.

- The Town must seek funding for the recommended public and private improvements. Adequate funding is one of the keys to a successful revitalization program. A working group composed of local elected officials, property owners and businesses should be formed to aggressively pursue public funds, including State or County Community Development Block Grant monies. Other sources of funding should also be explored. In addition, low-interest loans, possibly part of a revolving loan fund, are recommended to assist private property owners in building and facade restoration.

- A clearly identifiable design theme or logo should also be established for the Town Center. As far as possible, this design should be incorporated in the various physical improvements. Design details for the Town Center's streetscape amenities (including entrance signs, pedestrian-scale light fixtures, paving, benches and other streetscape recommendations) must be developed. Then construction details and costs must be formulated and priorities noted. Design assistance can be provided by M-NCPPC staff.

- The Town should work closely with MARC representatives as plans for the station building, shelter and other improvements are developed over the next 18 months. Design improvements for Riverdale's public space (including the right-of-way and parks) should be coordinated with the MARC station improvements.

- A Riverdale business association including merchants and property owners needs to be created to form an ongoing partnership with the City and County agencies. This association would recruit and retain



Since the Master Plan's approval in 1994, a new MARC station building has been built and other improvements have been implemented in accordance with plan recommendations. Photo by Ward Bourgondien.

businesses and market and manage the retail area. Various organizational structures could be explored with assistance provided by the County's Economic Development Corporation.

- Adequate parking will be another key ingredient in the success of Riverdale's town center. A long-term parking management program must be developed to serve MARC commuters and retail patrons. The Parking Authority of Prince George's County can provide assistance to the Town.

- Many recommended design improvements for the town center reflect its historic roots. To ensure that new and infill development is consistent with Riverdale's Victorian beginnings, the Town should pursue either National Register Historic District or County Historic District designation. A working group, with staff assistance from the M-NCPPC, should be formed to present a recommendation to the Mayor and Council.

DETAILED PLANS FOR REVITALIZATION

Brentwood and North Brentwood Industrial District

In concert with efforts to revitalize US 1 and the Planning Area's employment centers, a conceptual development (see Brentwood and North Brentwood Industrial District Plan foldout) and streetscape improvement plan was prepared for the Brentwood and North Brentwood industrial areas.

How This Plan Was Developed

This plan and the proposed new urban light industrial zone are a compilation of the work done for two municipal requests for design assistance from M-NCPPC under the Planning Assistance to Municipalities and Communities Program.

In May of 1991 the Mayor and Town Council of Brentwood requested M-NCPPC to develop a comprehensive revitalization plan for the Wilen Heights industrial area, located east of Rhode Island Avenue between 38th Avenue and Webster Street. The project's requests included an inventory of existing properties and businesses, a market analysis of appropriate industries, land use and site design standards, recommended zoning changes, streetscape design concepts and implementation strategies for recommended actions. The plan was developed in cooperation with the Mayor, Town Council, local citizens and businessmen.

The Mayor and Town Council of North Brentwood also requested M-NCPPC to develop a revitalization plan for the east and west sides of Rhode Island Avenue between Webster Street and Northwest Branch. Streetscape improvement proposals were requested, which included landscaping, sidewalks, building facade improvements, buffering between residential and commercial properties, and infill development.

Major Issues

The revitalization issues facing each municipality in these older, urban industrial areas are similar:

1. Industrial uses have grown up in areas subdivided in residential grid patterns around narrow rights-of-way. Sites have been assembled from small adjacent lots, resulting in a high ratio of street frontage to lot area.

2. The infrastructure in the areas was built to nonindustrial standards. Trucks and heavy equipment are damaging the narrow streets built for residential traffic levels. Turning radii at intersections cannot accommodate industrial traffic, and the stormdrain may be undersized for the amount of impermeable surface.



Streetscape improvements along US 1 and 38th Street should include coordinating business signage, screening service and loading areas, landscaping and providing streetscape amenities such as paving, pedestrian lighting and street furniture.

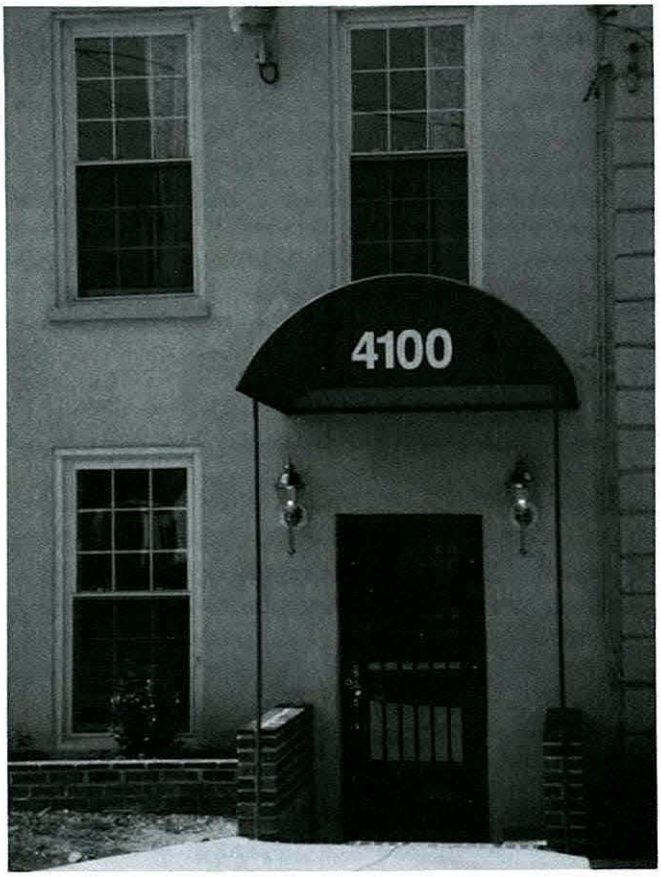
3. Sites have been developed to high Floor Area Ratio levels which predate current site design standards, which means that building(s) cover most of the site. As a result, the on-site space for parking, handicapped parking, loading, storage or other service needs is often inadequate to meet current requirements and limits the potential for on-site expansion.

4. Industrial uses are located in close proximity, or intermingled with commercial and residential areas, without buffering or transition, and former single-family dwellings have been poorly converted to business uses.

5. Much of the industrial building stock lacks modern mechanical systems, such as air conditioning and updated electrical systems, and has limitations, such as low ceilings, short beam spans and ground-level loading, which do not meet the needs of current warehousing practices.

6. A few poorly maintained properties, uncoordinated facade and streetscape treatments and a lack of appropriate screening have resulted in an unattractive appearance, particularly from Rhode Island Avenue.

7. Users such as heavy equipment operations which are inappropriate due to space needs, traffic demands or incompatibility with other users have become established in these areas.



Residential and industrial uses can be compatible when buildings are appropriately scaled and lots are well maintained. Sites can be further enhanced by the use of attractive signage, fencing and landscaping.

8. The difficulty of meeting current zoning requirements discourages building rehabilitation and reinvestment in the area.

Plan Concept

The central concept of the Plan is to address the Wilen Heights and North Brentwood industrial area as an integrated industrial park, encouraging the owners and tenants to act as a coordinated group of business neighbors with common interests and needs, rather than as isolated enterprises.

New industrial parks in suburban Prince George's County benefit from centralized management, which can address the common and individual needs of tenants, efficiently employ a variety of available resources and free business owners to concentrate on their businesses. A similar approach could open the way for coordinated and cooperative approaches in urban industrial areas which would enhance the function and appearance of the area for business owners, employees and customers. Common services and design elements could be established to minimize duplication, maximize efficient land use, mitigate functional deficiencies and improve appearances. These include a commercial recycling depot, parking management, defined on-street loading zones, on-street handicapped parking zones, identification signage on US 1 and 38th Street, cooperative facade improvement projects and coordinated streetscape improvements.

To implement this concept, two things must be done. First, an organizational plan for a managed industrial park must be prepared. This would include a proposed administrative structure, defined boundaries, and an initial listing of membership requirements and benefits.

Second, a new zone must be established which addresses the special conditions of urban industrial areas and respects the patterns of buildings and communities that have previously evolved. The I-1 Zone is directed toward the development of suburban industrial parks on large parcels and does not sympathetically address conditions in older industrial areas which have evolved over time in urban settings. The I-1 Zone also promotes development patterns and land uses which are incompatible with the character of these areas. As a result, redevelopment and rehabilitation under light industrial (I-1) zoning is severely constricted by setback, landscaping, parking and loading requirements.



Guidelines will influence the treatment of building scale, setback, landscaping, signage, parking, loading and storage.

A new "Urban Light Industrial Zone" has been developed to encourage the revitalization of older industrial areas, providing attractive and functional space for small-scale users which respects the architectural scale, development patterns and infrastructure capability of the area.

Recommendations

Specific recommendations to implement this plan are as follows:

1. Create a new zone for urban industrial areas. (The Urban Light Industrial Zone was approved April 19, 1994, through CB-1-1994.) Legislation to adopt an urban light industrial zone should be written which addresses the practical hardships facing development and redevelopment of small industrial properties through adjusted standards for appropriate uses, compatibility with adjacent uses, setbacks, landscape, parking and loading requirements.

2. Provide clear identification and a sense of place to the industrial park. The proposed industrial park is located in a highly visible location, presenting the first impression of the surrounding communities. Enhancing the appearance of the industrial park will create a positive image benefitting the community, as well as businesses, their customers and employees.

   Key intersections should be marked with ground-mounted signs identifying the park and its tenants. In addition, coordinated landscape screening and security fencing along external and interior roadways are proposed to provide a unified street wall defining and enclosing the industrial park.

3. Enhance the appearance of the industrial park through the application of site design and architectural guidelines. Guidelines would include requirements for a streetwall line, urban landscape strip options, recommended greenspace treatments and screening options, as well as for building materials, rooflines and scale. Parking and service areas should be provided on site to improve appearance and security.

4. Propose facade maintenance and improvement guidelines and programs. Develop and apply design guidelines to facade improvements on existing structures. This can range from cleaning, repair and painting to replacement or rehabilitation. Respect should be shown for the character and material of the original structure.

5. Provide streetscape improvements to create a pedestrian-friendly environment. Wherever possible, sidewalks and landscape strips should be built. A wider sidewalk should be provided along Rhode Island Avenue. Sidewalks with a minimum width of four feet should be provided along all other roadways. Pedestrian crosswalks should be defined with imprinted concrete or pavers. Improvements should emphasize street tree planting, strategically located low-maintenance green space, sight-tight fencing to screen service areas, and other streetscape amenities.

6. Propose infill and redevelopment concepts for underutilized and undeveloped sites within the industrial park. (See illustrations)

Action Steps

The revitalization plans prepared for Brentwood and North Brentwood are conceptual visions for a managed industrial park, not completed blueprints for implementation. There must be a concerted effort by municipal and County officials and their staffs, working with local citizens and business people, to refine and implement the proposed recommendations. The following is a summary of some of the main issues which need to be addressed by these groups:

- ORGANIZATION — A managed industrial park model should be created in concert with the Towns of Brentwood and North Brentwood and the business community.

- FUNDING — There must be a commitment of State, County and municipal funds for the recommended public and private improvements, including the allocation of Community Development Block Grant funds to implement streetscape improvements. CDBG funds might also be used to initiate a revolving loan fund to help private property owners to implement building, facade and site renovations.

- IMPLEMENTATION — Specific actions to implement the physical improvements recommended include designation of a coordinator to oversee the day-to-day administration of projects. A list of private and public improvements needs to be formulated and a prioritized completion schedule adopted. Funding needs to be coordinated with the phasing of projects established.

Other specific actions necessary to carry out a revitalization program include the following: preparation of construction drawings and cost estimates, bidding and contract negotiation, contract management and construction inspection.

IMPLEMENTATION

A c t i o n S t e p s

LEGEND: I = Immediate Action S = Subsequent Action		
PROPOSED ACTION	**PARTIES INVOLVED**	**PRIORITY**
RESIDENTIAL		
Create a task force to further study the Zoning Ordinance and other development regulations to identify and modify those standards that impede or hinder development, infill or redevelopment in residential neighborhoods.	M-NCPPC, municipalities, residents, business and property owners	I
For each Neighborhood Conservation Area, develop a task force to identify priority activities, study alternatives and assist and monitor implementation.	M-NCPPC, municipalities, residents, business and property owners, Department of Environmental Resources (DER), Department of Housing and Community Development (DHCD), police and fire departments	I
Develop nonmandatory architectural guidelines for older residential structures in targeted areas such as the Neighborhood Conservation Areas.	M-NCPPC, municipalities	I
Create a task force to identify and implement low-income loan programs that encourage home ownership, especially in the Neighborhood Conservation Areas.	M-NCPPC, DHCD, municipalities, Economic Development Corporation (EDC), representatives from lending institutions	S
Create a task force to develop an economically viable program that restores abandoned or foreclosed properties to the housing stock. Review current County policies and regulations which act as a hindrance. Implement task force recommendations first in the Neighborhood Conservation Areas.	M-NCPPC, DHCD, DER, municipality	S
Establish a cooperative program with the Department of Environmental Resources to train citizen volunteers to assist DER by monitoring compliance with the County's Housing Code in their neighborhoods.	M-NCPPC, citizen representatives, DER, DHCD	S
Develop municipal programs to monitor rental housing and encourage the highest standards for maintenance and appearance. Municipalities should consider contracting these programs to private companies.	Municipality, DER	S
Survey buildings at the request of the municipality to determine whether they are eligible to be historic sites, structures, resources or historic districts.	M-NCPPC, municipality	S
Study alternative sites for the City of Hyattsville Public Works Department; pursue and market the property for residential development.	M-NCPPC, EDC, City of Hyattsville	I
COMMERCIAL & INDUSTRIAL REVITALIZATION		
Further study the need for a Revitalization Overlay District for US 1. Include analysis of the feasibility of creating an amortization period for nonconforming properties within the zone.	M-NCPPC, municipalities, DER, citizen and business representatives	I

LEGEND: I = Immediate Action S = Subsequent Action		
PROPOSED ACTION	**PARTIES INVOLVED**	**PRIORITY**
Continue community design workshops for Mount Rainier and Hyattsville. Continue to work with representatives in the municipalities of Brentwood and Riverdale to further study town center areas.	M-NCPPC, municipalities, Parking Authority, State Highway Administration (SHA), DER, citizen and business representatives	I
Work with local municipalities to implement the US 1 revitalization recommendations.	M-NCPPC, municipalities, DER, SHA, Parking Authority, Department of Public Works and Transportation (DPW&T), EDC, DHCD	I
Create zoning legislation to ensure compatible conversions of single-family homes to nonresidential.	M-NCPPC, municipalities, DER	I
Create legislation that amends the Zoning Ordinance to require landscaping and screening requirements to visually screen existing businesses from adjacent residential development. Create a program to assist those businesses with compliance in targeted areas such as the Neighborhood Conservation Area.	M-NCPPC, business and property owners, municipalities, DER, EDC	I
Review and revise the County's building and safety codes to provide flexibility for older buildings to further revitalization efforts.	DER, fire department, M-NCPPC, property owners, University of Maryland	S
Review the adequacy of the County's property maintenance standards for commercial and industrial properties to ensure a proper level of maintenance of buildings and properties and revise where necessary. Review current enforcement capabilities and supplement as necessary through a cooperative effort with the local community.	DER, M-NCPPC	S
Study the potential and appropriateness of designating historic districts in the town centers of Mount Rainier, Hyattsville and Riverdale.	M-NCPPC, municipalities, citizen and business representatives, property owners, Historic Preservation Commission	I
Work with local residents and property and business owners to create detailed design studies to enhance the Cottage City commercial area along Bladensburg Road and the C-S-C zoned area at the southwest corner of Kenilworth Avenue and Riverdale Road in Riverdale.	M-NCPPC, municipalities, citizen and business representatives and property owners	I
Create parking plans to promote shared parking in the town centers and in Cottage City.	Parking Authority, EDC	I
Create a business retention and recruitment program for commercial and industrial areas. Create an inventory database and promotional literature.	EDC, municipalities, business owners	I
Identify key redevelopment parcels and actively assist in the redevelopment of those sites. Seek State legislation to utilize the power of eminent domain to acquire parcels if necessary.	EDC, municipalities, citizen and business groups, M-NCPPC, State	I
Create downtown business associations in town centers and other identified shopping districts (including Cottage City) to become an effective partner in the development and management in the Town Centers.	EDC, municipalities, citizen and business groups	S
Create legislation for the proposed urban light industrial zone (U-L-I), including permitted uses, conditional uses, design and development standards and regulatory procedures appropriate for urban industrial areas.	Municipalities, M-NCPPC, citizens and property and business owners	I
Create business development programs and/or industrial district management organizations as requested by municipalities or business community. Encourage CDBG and other funds be directed to business and industrial districts with management organizations.	Business community, municipality, EDC, M-NCPPC, DHCD	S

LEGEND:	I = Immediate Action	S = Subsequent Action	
PROPOSED ACTION		**PARTIES INVOLVED**	**PRIORITY**
Develop inventory of underutilized or vacant industrial space and prepare a feasibility strategy for targeted sites for adaptive reuses.		Property owners, M-NCPPC, EDC	S
Prepare small area revitalization plans for the Melrose, Eastgate, Edmonston and Riverdale industrial areas and evaluate the appropriateness of the proposed U-L-I Zone to these areas. Ensure that CDBG and other funds be directed to business/industrial districts with revitalization plans.		Municipality, business community, M-NCPPC	S
Municipalities should explore the feasibility of implementing the incubator model to assist in the startup of new businesses, especially construction trades businesses which could benefit from shared services such as basic secretarial and janitorial services and shared conference rooms, etc.		Municipalities, Private Industry Council, business and property owners, EDC, M-NCPPC	S
TRANSPORTATION			
In order to minimize commuter and through traffic in residential neighborhoods, establish a task force consisting of local elected officials, County staff and civic association representatives to assess the status of primary streets and determine the best course of action.		M-NCPPC, DPW&T, municipalities, citizens, business and property owners	S
Establish a task force to examine the three alternatives for shuttle bus service and recommend one proposal. The task force should involve representatives from the relevant municipalities.		M-NCPPC, DPW&T, municipalities, citizens, business and property owners	S
Establish a task force to examine the feasibility of a comprehensive Countywide bus system.		M-NCPPC, DPW&T, municipalities, civic groups, business owners, Washington Metropolitan Area Transit Authority (WMATA), University of Maryland and public school system	S
Establish a task force to finalize a new industrial access routing plan along 46th Avenue, Lafayette Place, Taylor Road and Decatur Street.		M-NCPPC, Edmonston, Riverdale	I
Adopt TDM legislation to implement a TDM program in PA 68 to address the adequacy of transportation facilities.		M-NCPPC, municipalities, business and property owners, citizens, DPW&T	I
Establish a task force to promote the use of the integrated mass transit system with particular attention to the improvement of the existing service delivery system.		M-NCPPC, municipalities, business and property owners, citizens, DPW&T, WMATA, MARC	S
Work with the SHA to implement US 1 recommendations.		M-NCPPC, municipalities, business and property owners, citizens, DPW&T	S
TRAILS			
Ensure adequate funds exist to construct the remaining trail segments.		M-NCPPC, municipalities	I
Develop a directional "Greenway Signage System" with educational and safety information.		M-NCPPC, interested organizations	S
PARKS AND RECREATION			
Inspect facilities in all parks to ensure that buildings and equipment meet required safety standards; remove and replace unsafe or obsolete facilities.		M-NCPPC	I
Improve pedestrian access to the Colmar Manor Community Park.		M-NCPPC	S
Pursue the acquisition of land within and adjoining the former I-95 right-of-way near the Prince George's Plaza.		M-NCPPC	S

LEGEND:	I = Immediate Action	S = Subsequent Action	
PROPOSED ACTION		**PARTIES INVOLVED**	**PRIORITY**
Assess the need and identify alternative sites for an enclosed recreation building in the Colmar Manor/Cottage City area.		M-NCPPC, Recreation representatives from Colmar Manor	I
Develop a program to train and assist citizens to be recreation volunteers.		M-NCPPC	S
NATURAL RESOURCES			
Create a multiagency task force to review the Anacostia River Watershed floodplain study for its impact on the Planning Area. Formulate recommendations to address development in the floodplain.		DER, M-NCPPC, municipalities, residents, business and property owners	S
Create an innovative program to address improving water quality in the Planning Area by focusing on retrofit projects and other nontraditional strategies currently under study by DER. The program should pay particular attention to potential redevelopment in the town centers.		DER, M-NCPPC, municipalities, residents, business and property owners	S
Study local drainage problems in Cottage City and develop recommendations to address identified problems.		M-NCPPC, DER, municipalities, residents, business and property owners	I
Create a local Restoration Advisory Committee for local drainage problems by interested communities which would comprise local municipal officials and citizens with County staff assistance as needed.		M-NCPPC, DER, municipal officials, residents, business and property owners	
Create a community-based afforestation program. Staff should help volunteers to identify sites and work with property owners.		M-NCPPC, municipalities, residents, business and property owners	I
Create a community-based urban forestry program. Designate staff to assist volunteers in their development of the program.		M-NCPPC, DER, municipalities, residents, business and property owners	I
Create a task force to review the current funding programs for improving municipal stormdrain systems to determine the ability of those programs to meet the needs of local communities		M-NCPPC, DER, municipalities, residents, business and property owners	S
PUBLIC FACILITIES			
Identify expanded uses for public facilities, beginning with public schools and the greater use of their libraries after regular school hours.		M-NCPPC, Prince George's County Public Schools, citizens	S
Establish a task force to reexamine the approved standard site size for elementary and middle schools and target sites for acquisition based on a possible new standard.		Citizens, Prince George's County School Board	I
Establish a task force to assess the County's desegregation bussing program and its effect on the neighborhood school concept.		Citizens, municipalities, Prince George's County Public Schools, County Council, County Executive	S
Develop design plans to expand the Hyattsville Fire Station located at Belcrest and Queens Chapel Roads.		Fire department, M-NCPPC	S
Develop design plans and acquire land to construct a super fire station to serve the West Hyattsville Metro Station area and environs.		Fire department, M-NCPPC	S
Identify potential sites for medivac landing areas in West Hyattsville and Prince George's Plaza and develop design plans and acquire sites or easements to construct medivac landing areas.		Fire department, M-NCPPC, municipality	S
Identify and establish an appropriate location for a community-oriented police satellite office on Rhode Island Avenue in Brentwood or North Brentwood.		County police, municipality, citizens, M-NCPPC	I

LEGEND:	I = Immediate Action	S = Subsequent Action	
PROPOSED ACTION		**PARTIES INVOLVED**	**PRIORITY**
Establish a joint task force between the District of Columbia and Prince George's County to explore issues and possible solutions to crime occurring along the jurisdictional boundaries, including the need for reciprocity between police departments to apprehend offenders regardless of jurisdictional boundaries.		Citizens, police departments, County Council, M-NCPPC, municipality	I
Establish a task force to study the relationship between liquor stores, package stores and nightclubs to surrounding residential neighborhoods and identify ways the Liquor Control Board can work with affected communities to develop and implement appropriate recommendations.		Citizens, municipality, County and local police, County Liquor Board	I

SECTIONAL MAP AMENDMENT

Introduction

This Approved Sectional Map Amendment (SMA) is intended to implement the land use recommendations of the Master Plan for the foreseeable future, generally considered to be 6 to 10 years. The SMA was initiated with the intent of processing the SMA concurrently with the Master Plan in accordance with Council Bill CB-33-1992. As the Master Plan and SMA proceeded through the various stages of the public hearing and review process, the zoning proposal was updated to implement the Plan's land use recommendations. Since the Council approved the Master Plan and SMA simultaneously, the SMA formally incorporated the zoning recommendations as an amendment to the official zoning map.

Comprehensive rezoning through the SMA is necessary to implement some of the Plan's land use recommendations. The SMA cannot achieve the community's long-term goals by itself, but it is a beginning. Approval of the proposed rezonings brings land uses and zoning into greater conformity with County land use goals and policies as they apply to Planning Area 68, thereby improving the quality of life for those persons living and working in the communities of Planning Area 68. Existing zoning and land uses which impede or prevent the community from achieving its goals need to be corrected. In addition, piecemeal rezonings will be minimized by this comprehensive approach.

The County's Capital Improvement Program and Ten-Year Water and Sewerage Plan, as well as existing land use, zoning and pending zoning applications, have been examined and evaluated in the preparation of both the Master Plan and SMA proposal. Consideration has also been given to the environmental and economic impacts of the land use and zoning recommendations.

Approval of this SMA resulted in the revision of the official zoning map(s) for this planning area. The approved SMA takes the form of new zoning maps at a scale of 1" = 200'. Future comprehensive examinations of the zoning within this area will occur in accordance with the procedures established for SMAs.

The Planning Area was incorporated into the Maryland-Washington Regional District on November 29, 1949. The last comprehensive rezoning of this area took place on April 6, 1982, with adoption of the Planning Area 68 SMA in Council Resolution CR-34-1982. The existing zoning is a result of that SMA and piecemeal zoning applications approved subsequently.

Comprehensive Rezoning Implementation Policies

Along with input from the community, a number of established comprehensive rezoning implementation policies were used in developing the zoning proposal.

Public Land Policy

The established public 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, like that of private land, should be compatible with surrounding zones. This policy should eliminate any "islands" of inharmonious zoning, while still providing for the public use. It should further assure compatibility of any future development or uses if the property is returned to private ownership. A distinction is made where parcels of land are set aside specifically for public open space as part of a large-scale open space network. In these cases, such as regional and stream valley parks, the O-S Zone has been applied, it

being the most appropriate zone, pursuant to its description in the Zoning Ordinance.

Federal government property, which is scattered throughout the County, is not subject to the requirements of the Zoning Ordinance. The intent of the comprehensive rezoning process is to apply a zoning category to all land, including Federal property, without regard to its unique zoning status. The O-S Zone is generally applied to Federal properties unless specific uses of the property or intended character of the property or area warrant another zoning category.

Zoning in Public Rights-of-Way

Policies governing the zoning of public street and railroad rights-of-way (both existing and proposed) are contained in Section 27-111 of the Prince George's County Zoning Ordinance. This SMA has been prepared in accordance with this section of the ordinance.

Limitations on the Use of Zones

Zoning classifications proposed in an SMA are limited only by the range of zones within the Ordinance at the time of final action by the District Council. However, there are certain restrictions on when these may be applied to properties in Planning Area 68 (Section 27-223 of the Zoning Ordinance).

Transit District Overlay Zones (TDOZs), two of which exist in the Planning Area, may not be established or amended through the SMA procedures. Therefore, this SMA directly incorporates the zoning approved in July 1992 for the West Hyattsville and Prince George's Plaza TDOZs.

Reclassification of an existing zone to a less intense zone is prohibited under Section 27-223 where:

(d)(1) The property has been rezoned by Zoning Map Amendment within five (5) years prior to the initiation of the Sectional Map Amendment or during the period between initiation and transmittal to the District Council, and the property owner has not consented in writing to such rezoning.

(d)(2) Based on existing physical development at the time of adoption of the Sectional Map Amendment, the rezoning would create a nonconforming use. This rezoning may be approved, however, if there is a significant public benefit to be served by the rezoning based on facts peculiar to the subject property and the immediate neighborhood. In recommending the rezoning, the Planning Board shall identify these properties and provide written justification supporting the rezoning at the time of transmittal. The failure of either the Planning Board or property owner to identify these properties, or a failure of the Planning Board to provide the written justification, shall not invalidate any Council action in the approval of the Sectional Map Amendment.

To clarify the extent to which a given parcel of land is protected from less intensive rezoning by virtue of physical development, the Zoning Ordinance states in Section 27-223(e) that:

> The area of the "property," as the word is used in Subsection (d)(2), above, is the minimum required by the Zoning Ordinance which makes the use legally existing when the Sectional Map Amendment is approved.

This SMA proposal recommends two new zones which establish more appropriate development standards for urban areas: the Mixed-Use Town Center Zone and the Urban Light Industrial Zone. These zones were enacted prior to final action on the Master Plan and SMA. As part of the required legislative review for these new zones, considerable effort was made to minimize the creation of nonconforming uses.

Guidelines for Commercial Zoning

The Comprehensive Rezoning proposal recommends the most appropriate of the "use-oriented" commercial zones listed in the Prince George's County Zoning Ordinance. The choice of zones was determined by the commercial needs of the area, the master plan recommendations and the type of use and status of development of the property and surrounding area.

Existing C-1, C-C, C-G, C-H and C-2 Zones were converted to the new "use-oriented" commercial zones in accordance with the commercial rezoning policies endorsed by the Planning Board and the County Council

in previously adopted SMAs. Exceptions were made where: (1) the old commercial zone has conditions attached to it that should be brought forward in the SMA; and/or (2) commercial zoning in the new "use-oriented" zones is not considered appropriate because of previous zoning decisions, development or the existing character of the area. In these circumstances, the existing commercial zone (with the zoning application number) will be placed on the new zoning map as a specific reference for future development or subsequent rezoning actions on the site.

Conditional Zoning

The inclusion of safeguards, requirements and conditions beyond the normal provisions of the Zoning Ordinance which can be attached to individual zoning map amendments via "conditional zoning" cannot be utilized in SMAs. In the piecemeal rezoning process, conditions are used to: (1) protect surrounding properties from adverse effects which might accrue from a specific zoning map amendment and/or (2) enhance coordinated, harmonious and systematic development of the Regional District. When approved by the District Council and accepted by the zoning applicant, "conditions" become part of the County zoning map requirements applicable to a specific property and are as binding as any provision of the County Zoning Ordinance. (See Conditional Zoning Procedures, Section 27-157(b).)

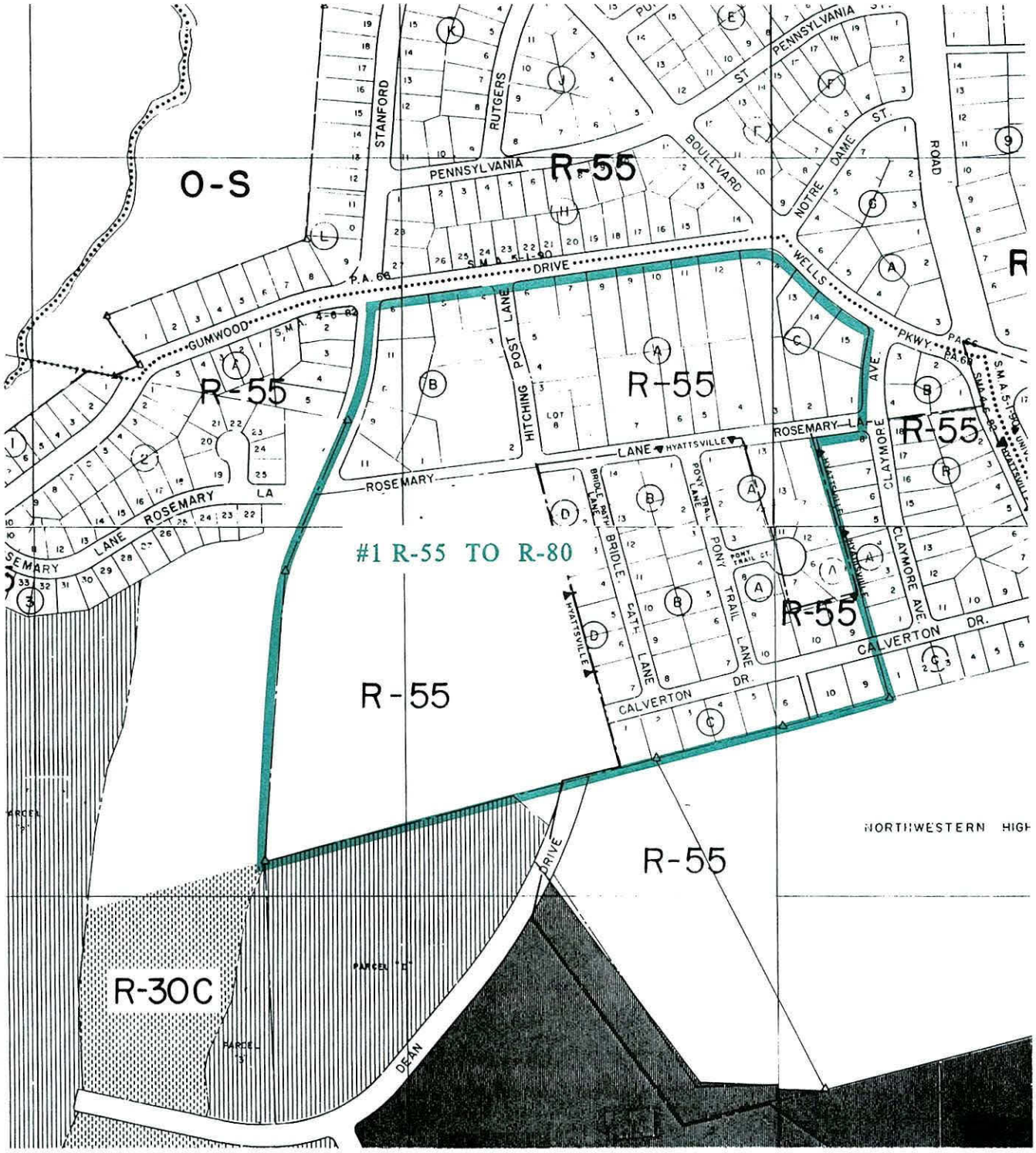
In theory, zoning actions taken as part of the comprehensive rezoning (SMA) process should be compatible with other land uses without the use of conditions; however, it is not the intent of an SMA to repeal the additional requirements determined via "conditional" zoning cases that have been approved prior to the initiation of an SMA. Thus, it is appropriate that, when special conditions to development of specific properties have been publicly agreed upon and have become part of the existing zoning map applicable to the site, those same conditions shall be brought forward in the SMA. This is accomplished by continuing the approved zoning with "conditions" and showing the zoning application number on the newly approved zoning map. This would take place only when it is found that the existing zoning is compatible with the intended zoning pattern or when ordinance limitations preclude a rezoning. Similarly, all findings made and stated as part of an SMA shall be considered to have been brought forward into subsequent SMAs, unless the later SMA contains statements which supersede, override or negate the earlier finding.

Comprehensive Design Zones

Comprehensive Design Zones may be included in an SMA; however, the flexible nature of these zones requires a basic plan of development to be submitted through an application for a zoning change (known as Zoning Map Amendment) in order to evaluate the comprehensive design proposal. It is only through approval of a basic plan, which identifies land use types, quantities and relationships, that a Comprehensive Design Zone can be recognized. Therefore, an application must be filed, including a basic plan, and the Planning Board must have considered and made a recommendation on the zoning application in order for the Comprehensive Design Zone to be included within the SMA. During the comprehensive rezoning, prior to the submission of such proposals, property must be classified in a conventional zone that provides an appropriate "base density" for development. In theory, the "base density" zone allows for an acceptable level of alternative development should the owner choose not to pursue the full development potential indicated by the Master Plan. (See Section 27-223(b), Section 27-225(b)(1), Section 27-226(a)(2) and Section 27-226(f)(4).)

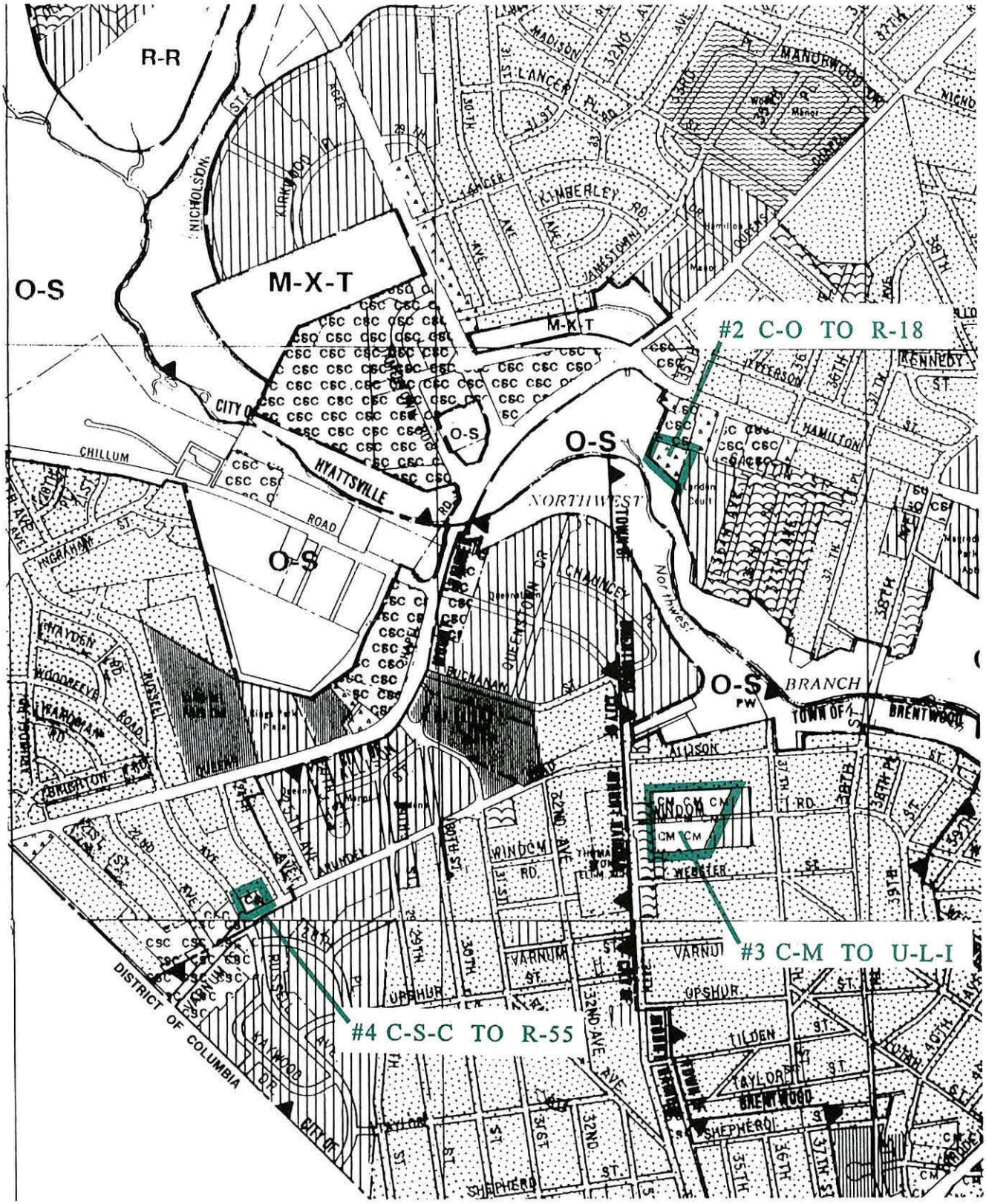
COMPREHENSIVE REZONING PROPOSAL

To implement the policies and land use recommendations contained in the Planning Area 68 Master Plan, many parcels of land were rezoned to bring the zoning into conformance with the Master Plan. The comprehensive rezoning process (via the SMA) is the best way for the public sector to achieve this. As such, the SMA was approved as an amendment to the official zoning map(s) concurrently with Master Plan Amendment approval.



NOT TO SCALE

Map 13 - Approved Zoning Changes



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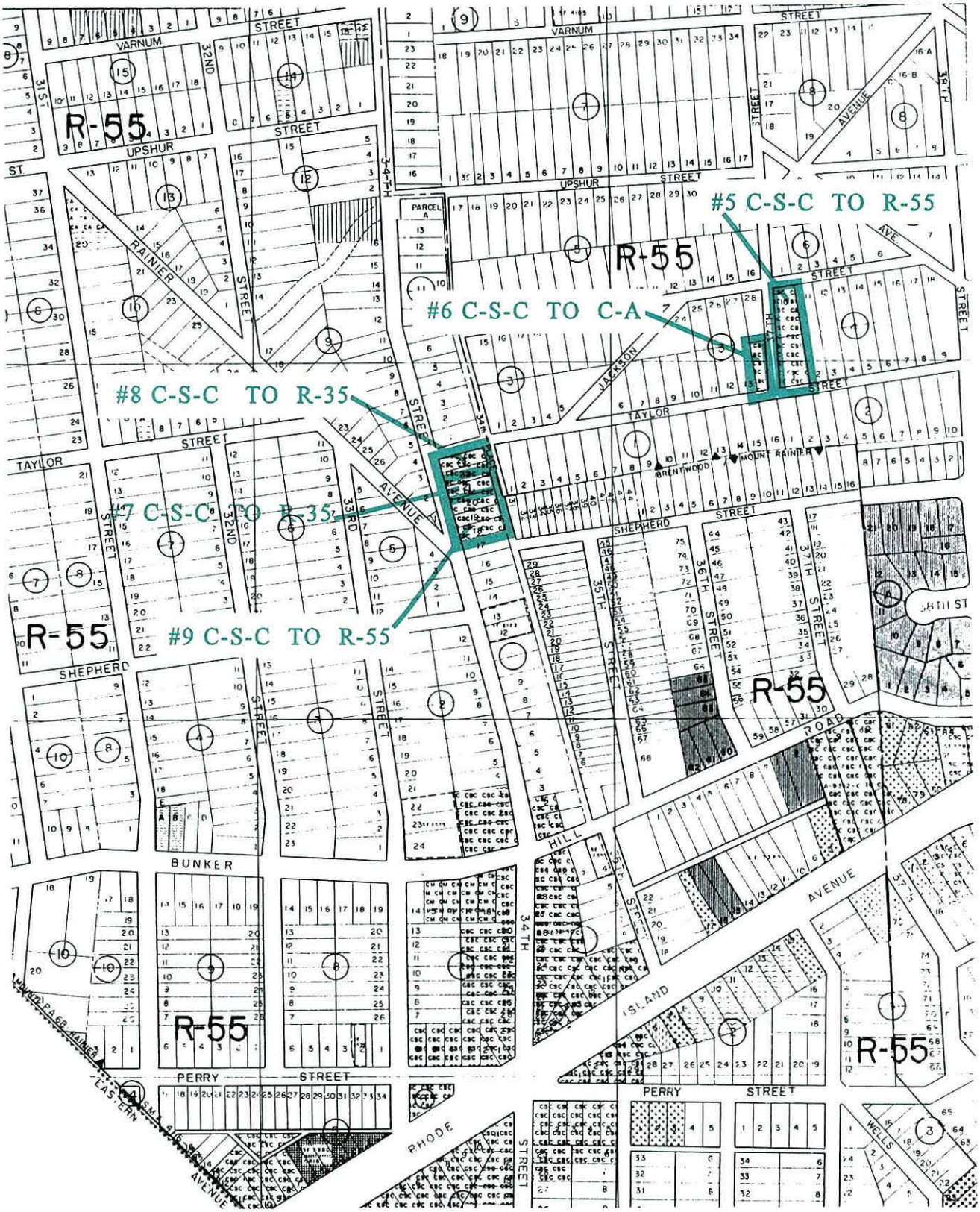

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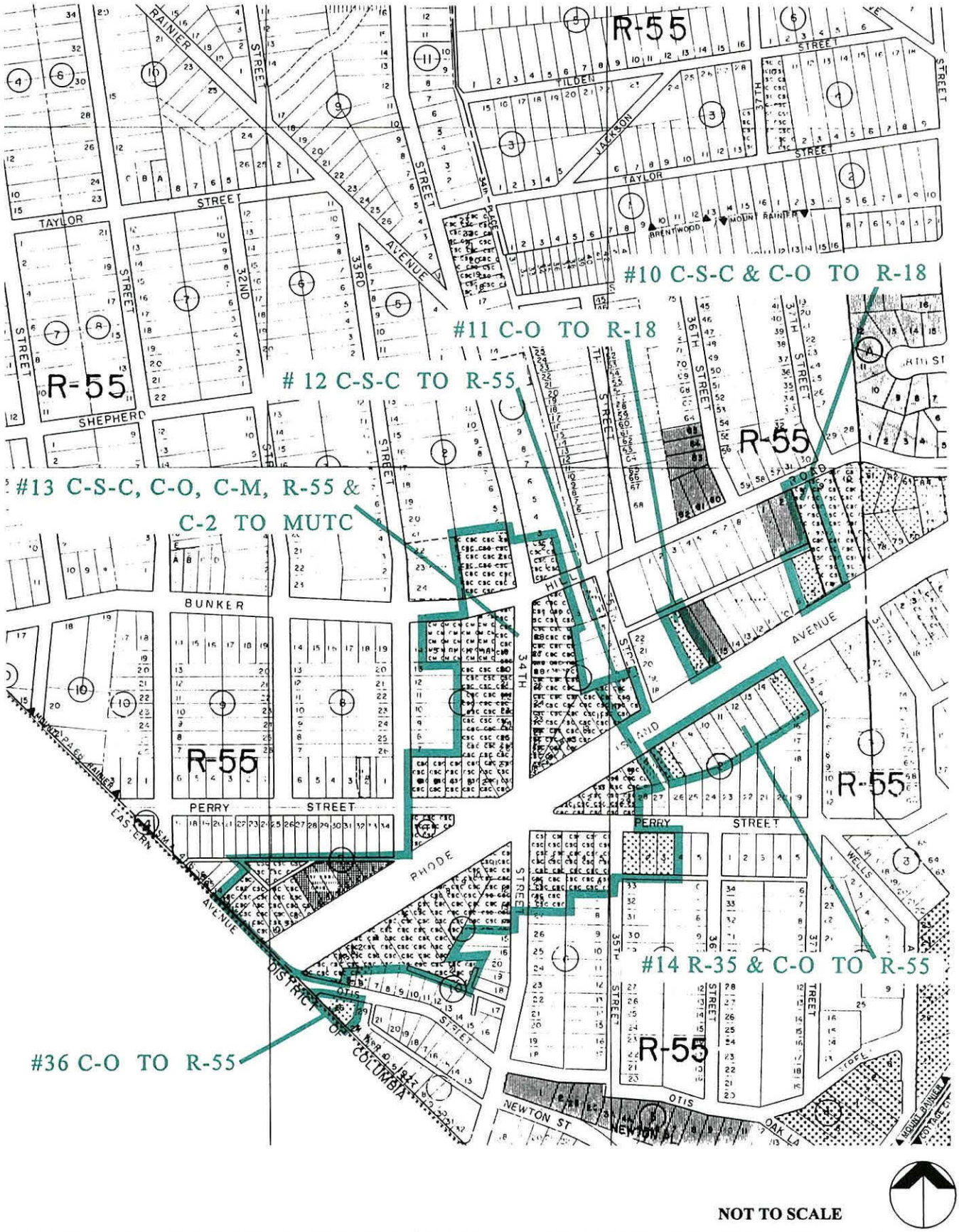
Map 15 - Approved Zoning Changes



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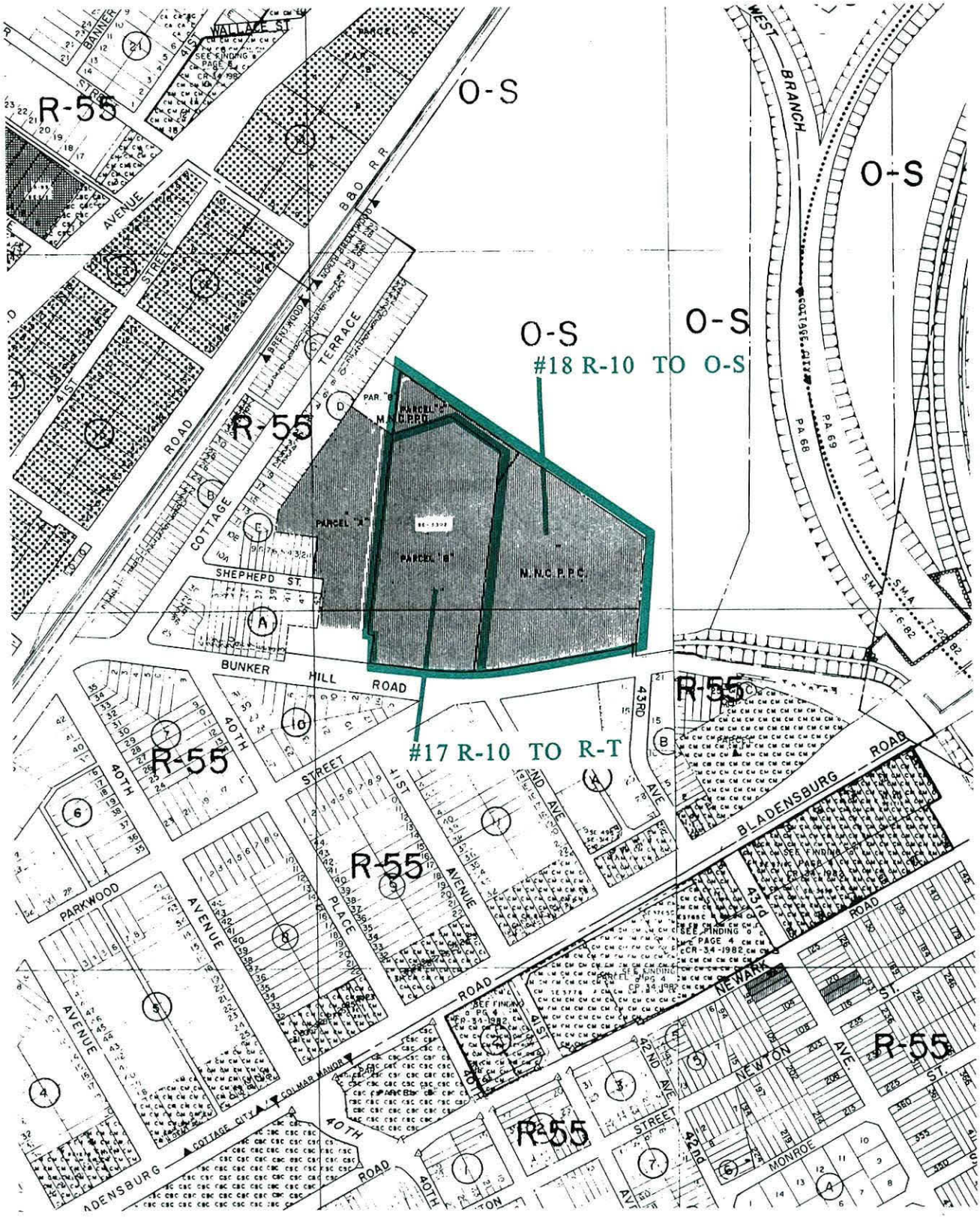
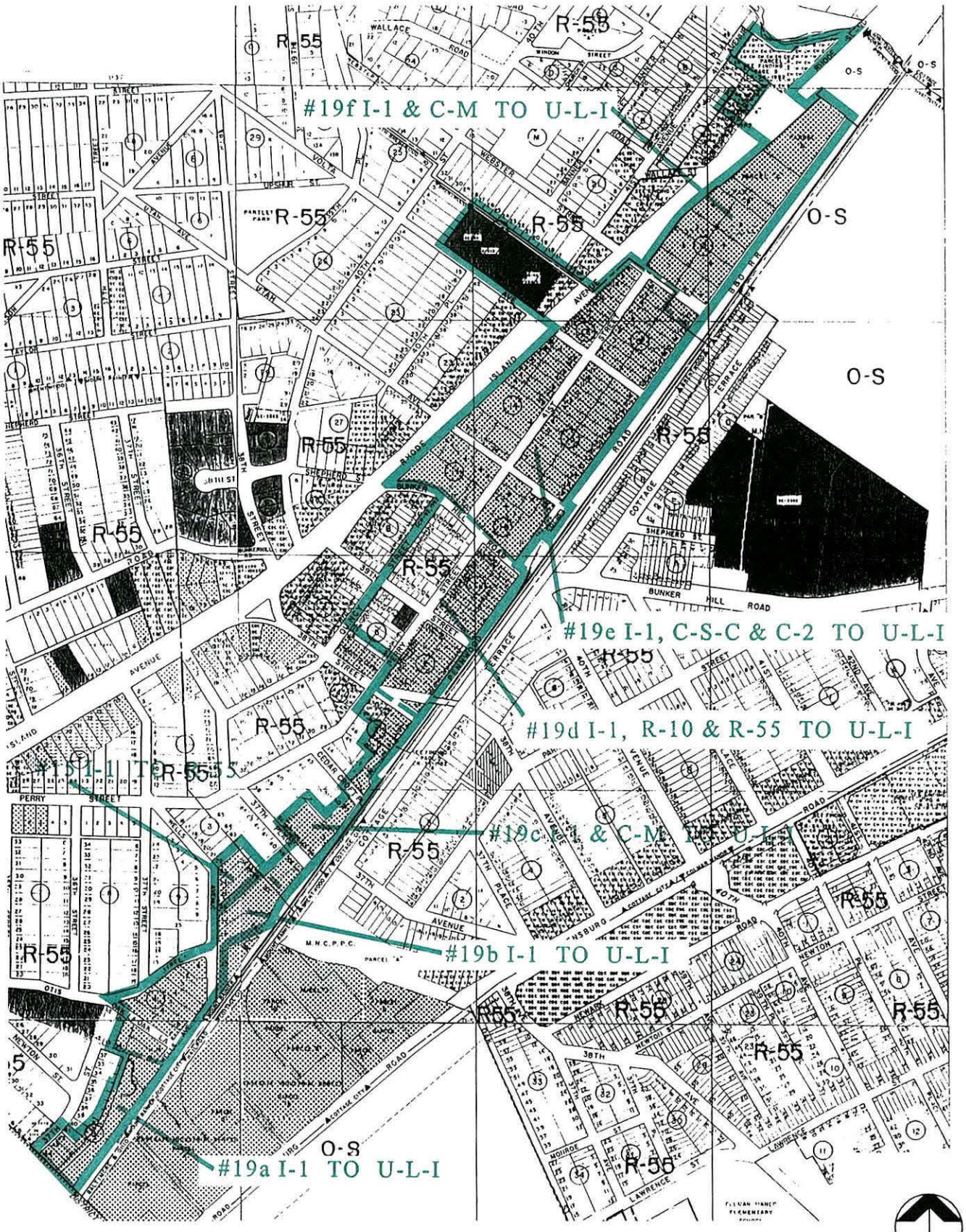


NOT TO SCALE

Map 17 - Approved Zoning Changes



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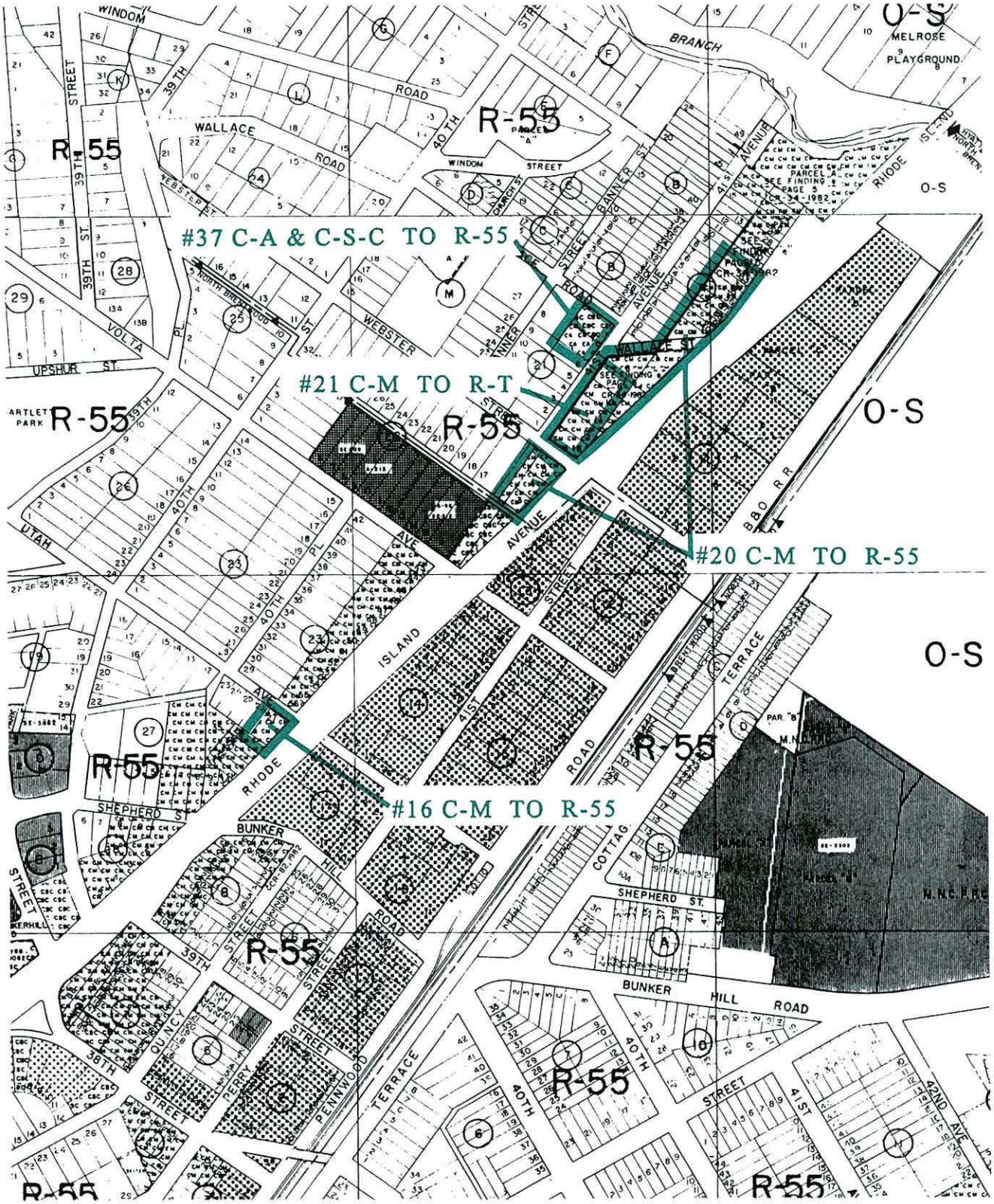

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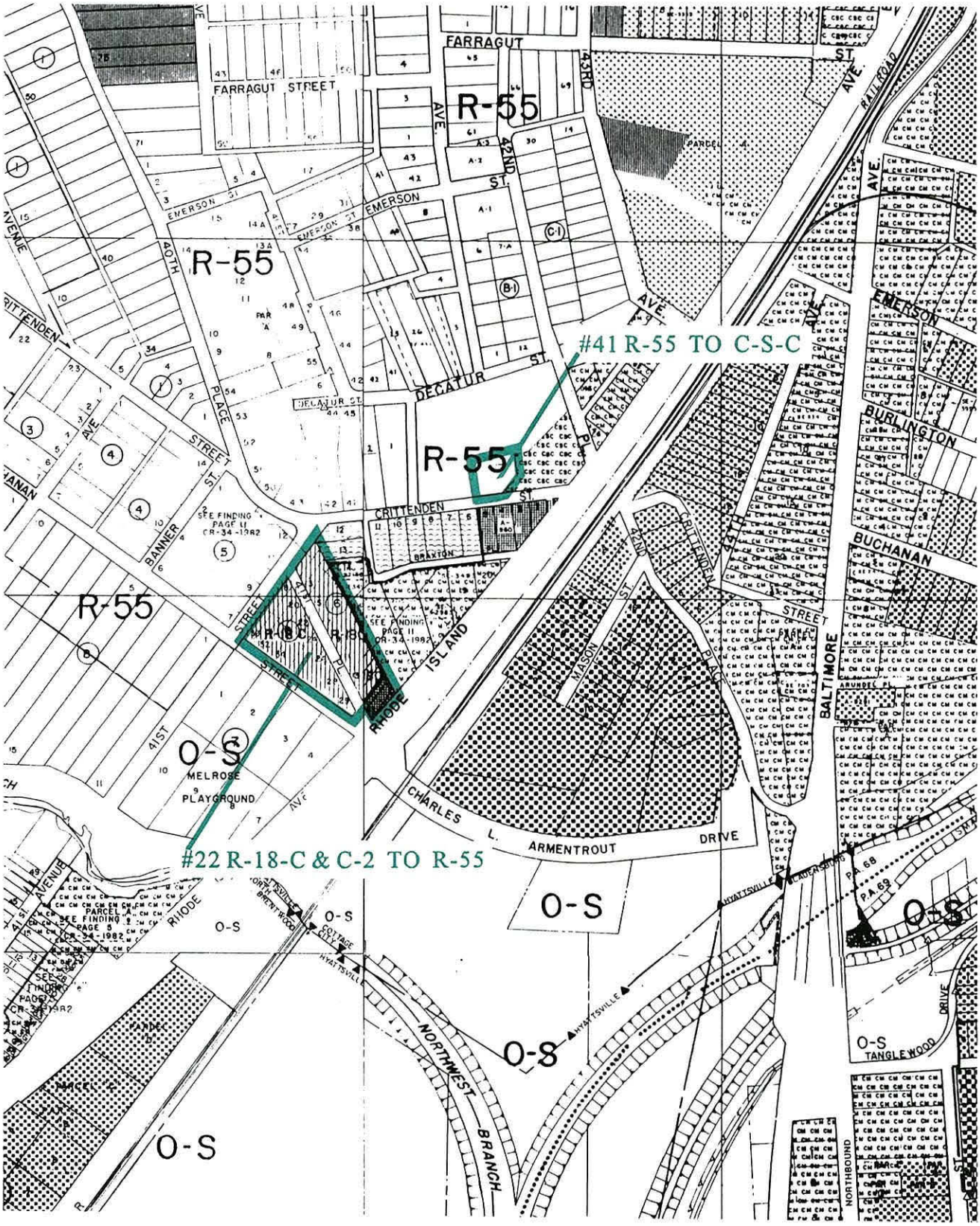

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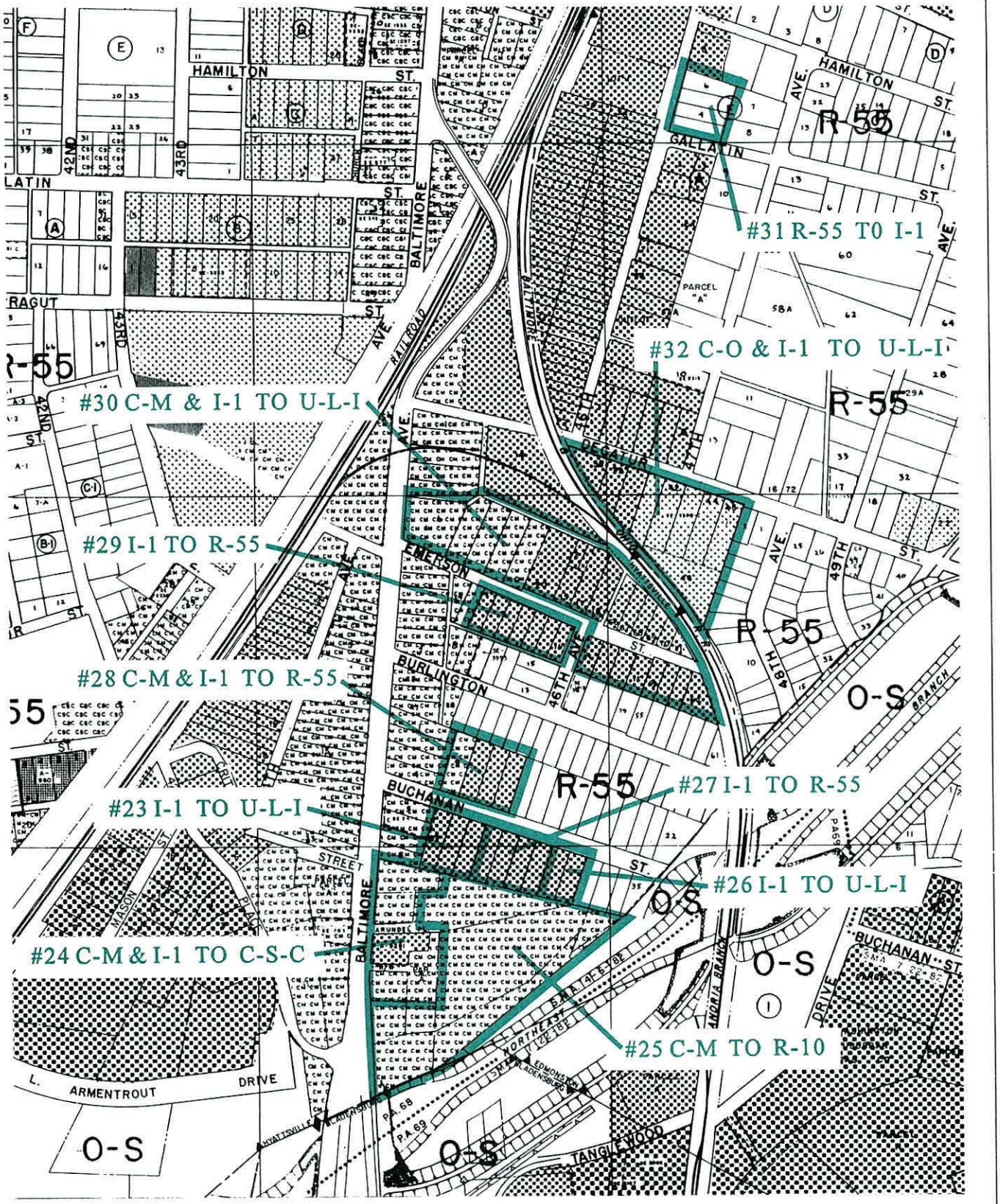
Map 20 - Approved Zoning Changes



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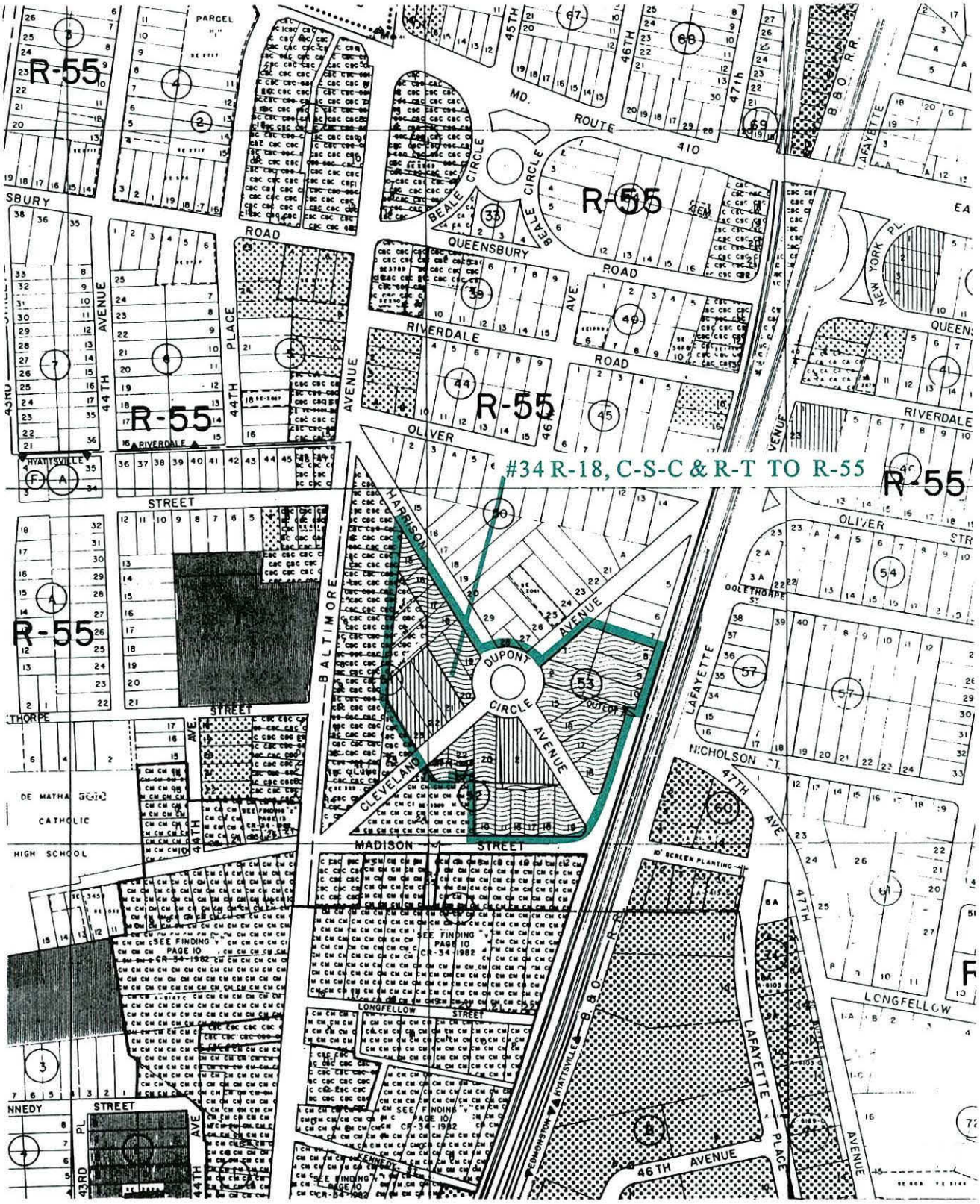
Map 21 - Approved Zoning Changes



NOT TO SCALE

Map 22 - Approved Zoning Changes



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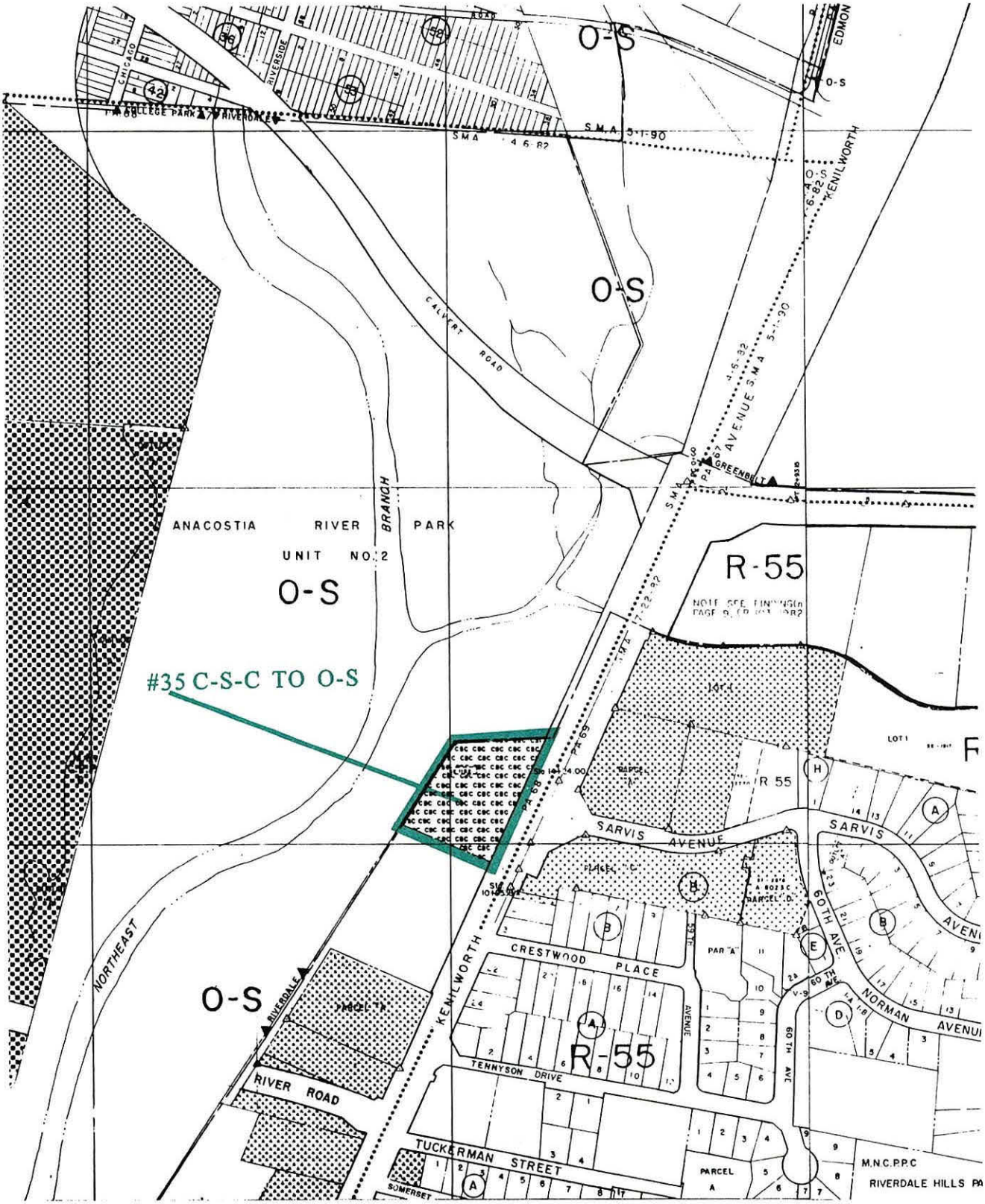

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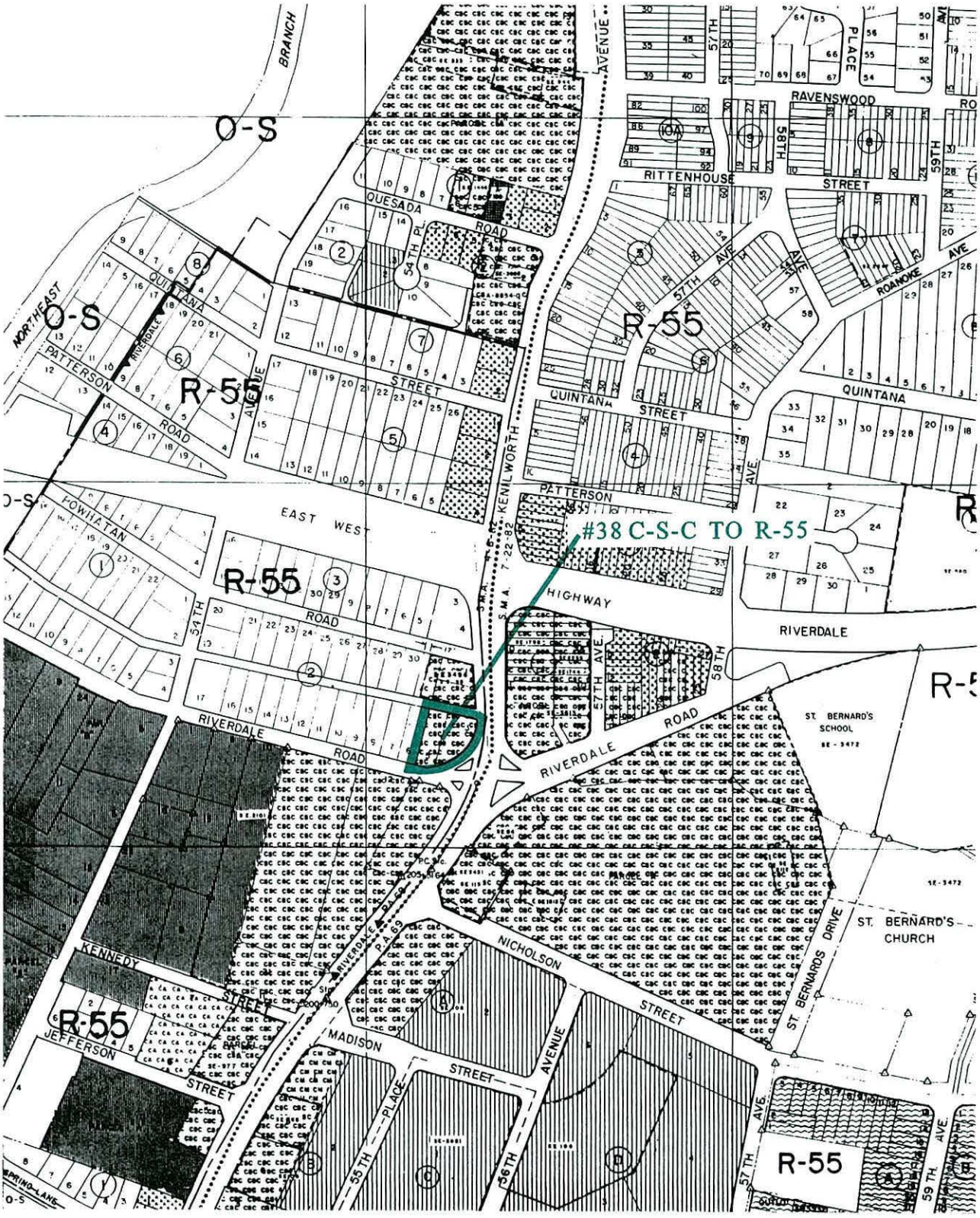
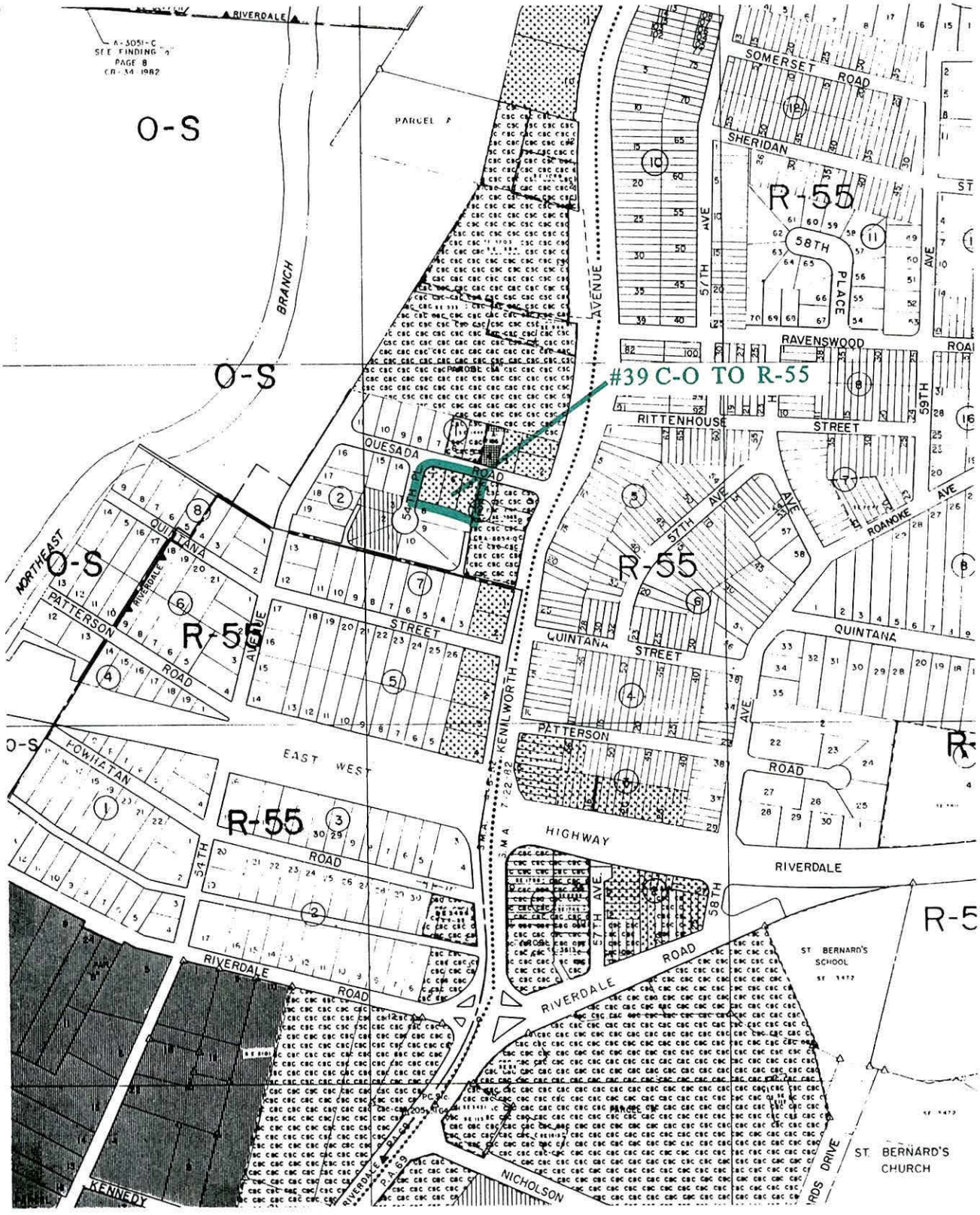
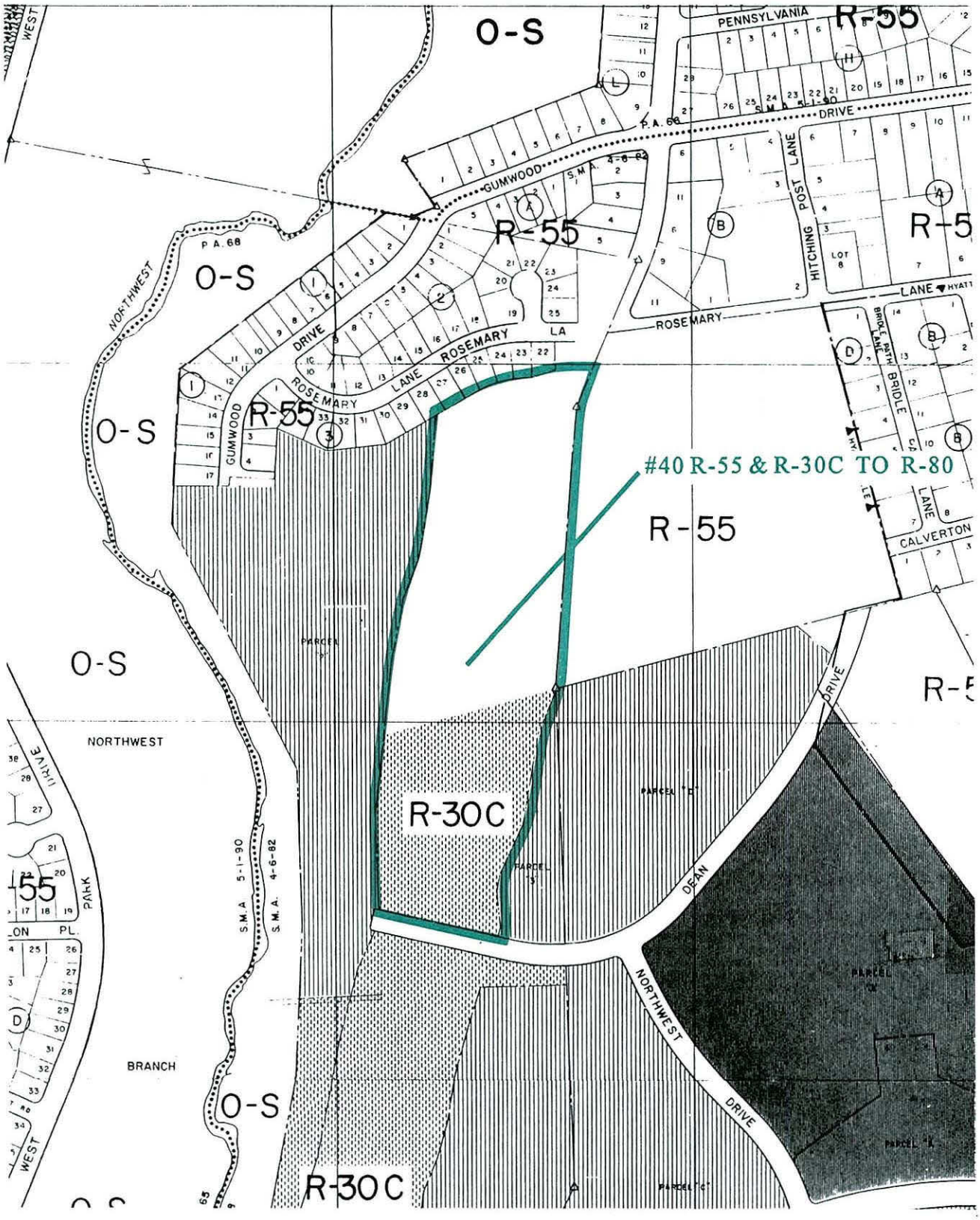


Map 25 - Approved Zoning Changes



Map 26 - Approved Zoning Changes



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Map 27 - Approved Zoning Changes

APPROVED ZONING CHANGES

Change Number	Zone Change	Area of Change	Approved SMA/ZAPS/SE Number	Approved SMA/ZAPS/SE Date	Pending ZAP/CN	200' Scale Index Map
CH-1	R-55 to R-80	42.26± acres	SMA	4/6/82	—	209NE 3L, 3R 208NE 3L, 3R

Use and Location: Single-family dwellings and undeveloped land located south of Gumwood Drive, southwest of Wells Parkway and adjoining the north property line of Northwestern High School. Tax Maps 32 and 33, Parcels 102 and 132, Hitching Post Hill, Plat 1314, Block B, Lots 1-6, 8 and 9; Plats 3276 and 134016; Block A, Plat 4291, Lots 1, 3, 4, 5, 6, 7 and 18; Ashland, Plat 2335, Lots 16-19; Plat 0483, Block C, Lots 4 to 7 and 11 and 12; Plat 0482, Block C, Lots 1-4; Ashland, Plat 1471, Lots 13-15; Rosemary Terrace, Plat 3689, Block A, Lots 1-3 and 6-10; Block B, Lots 1-14; Block C, Lots 1-6; Block D, Lots 1-7; Plat 3290, Lots 9 and 10 in Block C and Lots 9 and 10 in Block C; Plat 4125, Block A; Plat 7335, Block A.

Discussion: Much of the housing in this area exists on one or more lots approximating the R-80 Zone minimum acreage. This zoning is recommended to ensure that future development will be compatible with the existing neighborhood.

CH-2	C-O to R-18	1.3± acres	SMA	4/6/82	—	206NE 3L

Use and Location: Storage and sales area for a nursery and garden center located south of Hamilton Street, west of 35th Avenue and north of Northwest Branch. Part of Willis Addition to Clearwood; Plat 2911.

Discussion: The commercial storage use of this property will become nonconforming. The C-O property is landlocked by C-S-C property which fronts Hamilton Avenue. Since an R-18 development abuts the property, the recommendation to R-18 could allow expansion of multifamily onto this site. Studies have shown that the Planning Area has an oversupply of commercial property. This rezoning proposal would increase the amount of residentially zoned land for which there is a strong demand in the Planning Area. The site is constrained since part of it is within the Natural Reserve Area.

CH-3	C-M to U-L-I	4.36± acres	SMA	4/6/82	—	206NE 3L

Use and Location: Confectionery, plumbing and heating contractor, office furniture, equipment rental, delivery service, offices, electrical contractor and second-story residence located at 3400-3415 and 3500 Windom Road. Tax Map 49, Grid F-2, Brentwood Subdivision Plat 0734, Block 11, Lots 18-24 and parts of 25 and 26; Block 13, Lots 1-9 and parts of Lots 10-12.

Discussion: Most of the uses are of an industrial nature. They are situated in the middle of a residential neighborhood. The proposed new U-L-I Zone is intended to establish requirements to ensure the greatest degree of compatibility between this industrial area and the abutting residential neighborhood.

CH-4	C-S-C to R-55	.25± acres	SMA	4/6/82	—	206NE 2R

Use and Location: A carryout restaurant located at the northeast quadrant of the intersection of Arundel Road and Russell Avenue. Tax Map 49, Grid D-2, part of Plat 0496, Block B, Parcel F.

Discussion: The carryout exists at the end of a residential street. The Kaywood commercial area is located one block away, which provides space for similar commercial uses. The intention is to encourage redevelopment to a residential use which would be more compatible with this residential neighborhood. The existing use will become nonconforming.

Change Number	Zone Change	Area of Change	Approved ZAPS/SE Number	Approved ZAPS/SE Date	Pending ZAP	200' Scale Index Maps
CH-5	C-S-C to R-55	.45± acres	SMA	4/6/82	—	205NE 3L

Use and Location: Church in former dwelling at 4205 37th Street and vacant lot at northeast corner of Taylor Street and 37th Street, located on the east side of 37th Street, between Taylor and Tilden Streets. Tax Map 49, Grid F-3, Plat A-10 (Brentwood Subdivision), Block 4, Lots 1 and 10.

Discussion: Studies for the Master Plan have shown that the Planning Area has an oversupply of commercially zoned properties. To strengthen the area's major commercial areas, particularly town centers, and protect the integrity of its residential neighborhoods, commercial uses should be limited within residential areas. Since this commercial site is currently used as a church, this rezoning would allow the church to remain as a permitted use and ensure that the future use of the property would be compatible as a residential use.

CH-6	C-S-C to C-A	.17± acres	SMA	4/6/82	—	205NE 3L

Use and Location: Antique store, located in the northwest quadrant of the intersection of Taylor Street and 37th Street. Tax Map 49, Grid F-3, Brentwood Subdivision, Plat A-10, Block 3, Lot 14.

Discussion: The C-A Zone is recommended to ensure that future commercial uses on this site will be compatible with a residential neighborhood.

CH-7	C-S-C to R-35	.37± acres	SMA	4/6/82	—	205NE 3L

Use and Location: Commercial use in a former single-family dwelling and vacant building located at the southeast corner formed by the intersection of 34th Street and Taylor Avenue. Tax Map 49, Grid F-3, Mt. Rainier Subdivision, Plat A-5, Block 1, Lot 21 and part of Lot 22.

Discussion: Studies for the Master Plan have shown that the Planning Area has an oversupply of commercially zoned properties. To strengthen the area's major commercial areas, particularly town centers, and protect the integrity of its residential neighborhoods, commercial uses should be limited within residential areas. This recommendation would implement the Plan's recommendation to convert former single-family structures back to residential use wherever possible. This change will result in a nonconforming use.

CH-8	C-S-C to R-35	.18± acres	Revisory 7/19/94	4/6/82	—	205NE 3L7/19/94

Use and Location: Part of Lot 22 and all of Lot 23 located in the southeast corner of the intersection of 34th Street and Taylor Street. Tax Map 49, Grid F-3, Mt. Rainier Subdivision.

Discussion: The SMA rezoned the property to the R-35 Zone to implement the Master Plan recommendations to preserve the neighborhood character by limiting commercial uses in residential areas and converting former single-family structures back to residential use wherever possible.

CH-9	C-S-C to R-55	.37± acres	SMA	4/6/82	—	205NE 3L

Use and Location: Single-family dwellings, located on the east side of 34th Street opposite its intersection with Rainier Avenue. Tax Map 49, Grid F-3, Mt. Rainier Subdivision, Plat A-5, Block 1, Lots 18-20.

Discussion: Studies for the Master Plan have shown that the Planning Area has an oversupply of commercially zoned properties. To strengthen the area's major commercial areas, particularly Town Centers, and protect the integrity of its residential neighborhoods, commercial uses should be limited within residential areas. This recommendation would implement a major Plan recommendation to revert single-family dwellings within commercial zones back to an appropriate residential zone.

Change Number	Zone Change	Area of Change	Approved ZAPS/SE Number	Approved ZAPS/SE Date	Pending ZAP	200' Scale Index Maps
CH-10	C-S-C to R-18 C-O to R-18	.42± acres .21± acres .63± acres	A-9362C	5/11/81	—	205NE 3L

Use and Location: Vacant lot and church convent, located on the north side of Rhode Island Avenue south of Bunker Hill Road. Tax Map 49, Grid F-4, Markward Addition to Mt. Rainier, Lots 3 and 4 in the C-S-C Zone and Lot 5 in the C-O Zone.

Discussion: The existing use at 3706 Rhode Island Avenue — while zoned C-O — is a residential use associated with Saint James Church. The abutting C-S-C zoned lot is undeveloped. This recommendation supports the Plan's recommendation to increase residential development along Route 1.

CH-11	C-O to R-18	.16± acres	SMA	4/6/82	—	209NE 3L

Use and Location: Office building at 3510 Rhode Island Avenue; Tax Map 49, Grid F-3, Yost's Addition to Mt. Rainier, Plat 2-50, Lot 17.

Discussion: While this property was once an office building, it is now used as a church. Much commercial property in the area is now used for other purposes. This rezoning would implement the Plan recommendation to increase residential development along Route 1.

CH-12	C-S-C to R-55	.25± acres	SMA	4/6/82	—	205NE 3L

Use and Location: Historic survey vernacular house at 3434 Rhode Island Avenue, located with frontage on the north side of Rhode Island Avenue and west of the 35th Street right-of-way. Tax Map 49, Grids F-3 and F-4, Plat A-6, Rhode Island Addition to Mt. Rainier, Block 1, Lots 9 and 10.

Discussion: The property is a good example of the housing style that was predominant when Mt. Rainier was a bustling streetcar community. It is a residential property and the zoning recommended reflects its use. Studies for the Master Plan have shown that the Planning Area has an oversupply of commercially zoned properties. To strengthen the area's major commercial areas, particularly town centers, and protect the integrity of its residential neighborhoods, commercial uses should be limited within residential areas.

CH-13	C-2 to MUTC C-S-C to MUTC C-O to MUTC R-55 to MUTC C-M to MUTC	.51± acres 9.63± acres .77± acres .13± acres .55± acres 11.59± acres	Original SE-2980 (Display for rental)	1949 6/27/77	—	205NE 3L

Use and Location: This zoning change encompasses the commercial core, or old downtown, of the Town of Mt. Rainier. The uses are varied and range from specialized businesses, such as a funeral home, to smaller commercial service offices and retail operations. Uses also include storefront churches and residential units. The following is a list of properties by blocks within subdivisions: Tax Map 49, Grids A-4 and A-B, Block 5 of Rogers Second Addition to Mt. Rainier, Lots 7-13 in the C-S-C Zone, located north of Rhode Island Avenue and east of Eastern Avenue; Lots 1-6 in the C-2 Zone, located north of Rhode Island Avenue, west of 33rd Street; all of Block 6 of the Edgemont Subdivision at Plat 1082 in the C-S-C Zone, bounded by Rhode Island Avenue, 33rd Street and Perry Street.

- Block 7 of the Edgemont Subdivision at Plat 1082 in the C-S-C Zone, located along the north side of Perry Street on Lots 1-6 and on the west side of 34th Street on Lots 20-27 and Lot 7 on the east side of 33rd Street used as a multifamily dwelling in the R-55 Zone.

- Block 7 of the Edgemont Subdivision at Plat 1082 in the C-M Zone, located south of Bunker Hill Road and west of 34th Street on Lots 15-19.

Change Number	Zone Change	Area of Change	Approved ZAPS/SE Number	Approved ZAPS/SE Date	Pending ZAP	200' Scale Index Maps

- Block 2 of the Mt. Rainier Subdivision at Plat A-5 in the C-S-C Zone, located north of Bunker Hill Road and west of 34th Street on Lots 1-3.

- Block 1 of the Mt. Rainier Subdivision at Plat A-5 in the C-S-C Zone, located on the east side of 34th Street and north of Bunker Hill Road on part of Lots 1 and 2.

- Block 1 of the Rhode Island Addition to Mt. Rainier, Plat A-6 in the C-S-C Zone, located on the east side of 34th Street, north of Rhode Island Avenue and south of Bunker Hill Road on Lots 1 and 2, Lots 11-28.

- Block 2 of the Rhode Island Addition to Mt. Rainier, Plat A-6 in the C-S-C Zone, located south of Rhode Island Avenue and north of Perry Street on Lots 1-5 and Lot 29.

- Block 7 of the Rhode Island Addition to Mt. Rainier, Plat A-6 in the C-O Zone, located east of 35th Street and south of Perry Street on Lots 1-3.

- Block 6 of the Rhode Island Addition to Mt. Rainier, Plat A-6 in the C-S-C Zone, located east of 34th Street, south of Perry Street and west of 35th Street on Lots 1-6 and Lots 28 and 29.

- Block 1 of the Edgemont Subdivision of Plat 1082 in the C-S-C Zone, located south of Rhode Island Avenue, north of Otis Street and north of an unnamed alley and west of 34th Street on Lots 2-14.

- Block 10 in Subdivision SDAT 1094 in the C-S-C Zone, located at the corner of Rhode Island Avenue and Otis Street on Lots 1-5 and an unnumbered lot in the C-O Zone (on the north side of Otis Street) and on Lot 21 north of the alley and west of Lots 18-20.

Discussion: The Town Center Zone has been proposed to address the special needs of the older commercial areas. Appropriate development standards are to be developed for each town center which will result in compatible development, redevelopment and renovation projects. These standards will be developed working with business and property owners, residents and local officials in Mt. Rainier, to ensure that they adequately address the town center's needs. This new zone is intended to promote a mix of uses which will strengthen older commercial areas and help return these areas to the town gathering areas and focal points they once were.

CH-14	C-O to R-55	.31± acres	SMA	4/6/82	—	205NE 3L
	R-35 to R-55	1.21± acres	SMA	4/6/82		
		1.52± acres				

Use and Location: Residential uses, primarily single-family homes, a glass installation company and a real estate office, located along the south side of Rhode Island Avenue and west of 37th Street. Tax Map 49, Grid F-4, Rhode Island Avenue Addition to Mt. Rainier Subdivision, Plat A-6, Block 2, Lots 7-15 (Lots 7 and 15 being in the C-O Zone and Lots 8-14 being in the R-35 Zone).

Discussion: Except for two isolated commercial uses, the block is in residential use. The return of this block to residential uses implements a major Plan recommendation, and community desire, to increase residential uses along US 1. In addition, it reduces the oversupply of commercially zoned properties in the Planning Area and concentrates commercial uses in the town center. R-55 zoning is recommended because this density is appropriate for the block where the predominant use is single-family. This change will result in two nonconforming uses at 3417 and 3615 Rhode Island Avenue.

Change Number	Zone Change	Area of Change	Approved ZAPS/SE Number	Approved ZAPS/SE Date	Pending ZAP	200' Scale Index Maps
CH-15	I-1 to R-55	.64± acres	SMA	4/6/82	—	205NE 3L, 3R

Use and Location: A transmission repair facility, a plumbing contractor's office, a single-family home and the town's Public Works Department, located on the east side of Wells Avenue, approximately 100 feet north of its intersection with Otis Street. Tax Map 50, Grid A-4, Rhode Island Avenue Addition to Mt. Rainier Subdivision, Plat A-7, Block 3, Lots 23-27.

Discussion: Piecemeal rezoning of former residential units for industrial uses poses problems for the cohesiveness of the residential neighborhood and has resulted in negative impacts on a number of adjacent residential properties. Since the residential structures remain intact, rezoning to R-55 can reestablish residential uses on these properties. This rezoning recommendation would implement a major plan recommendation to return disruptive industrially zoned properties within residential neighborhoods back to single-family uses to preserve and protect the residential character. The existing uses would become nonconforming.

CH-16	C-M to R-55	.12± acres	SMA	4/6/82	—	205NE 3R

Use and Location: Undeveloped lot used as side yard for residence at 4019 Utah Avenue, located on a corner formed by Rhode Island Avenue and Utah Avenue. Tax Map 50, Grid A-3, Holladay Company Addition to Brentwood Subdivision, Block 27, Lot 27.

Discussion: The topography of this property creates a barrier from the abutting commercially zoned property, since the commercial property slopes down to the site. It is currently used by an adjoining residential property on Utah Street and would be most compatible with the residential neighborhood if it were developed as a single-family use.

CH-17	R-10 to R-T	4.68± acres	SMA SE-3302	4/6/82	—	205NE 3R

Use and Location: Townhomes located on the north side of Bunker Hill Road adjacent to the east side of the Cottage City Towers Apartment Building. Tax Map 50, Grid B-3, Hamlet Park Condos, Plats 132-55, Parcel 1; Plat 133-37, Parcel 2; Plat 133-63, Parcel B; Plat 134-65, Parcel 5; Plat 134-98, Parcel 6; Plat 134-79 and Parcel 7; Plat 125-25.

Discussion: This zoning change reflects the existing use of the property as a townhouse development known as Hamlet Park.

CH-18	R-10 to O-S	5.2± acres	SMA	4/6/82	—	205NE 3R

Use and Location: M-NCPPC park property; located on the north side of Bunker Hill Road, west of its intersection with 43rd Avenue. Tax Map 50, Grid B-3, Parcel C; Plat 125-25 and Parcel 127.

Discussion: This zoning change reflects the existing use of the property as Cottage City Neighborhood Park.

CH-19	C-S-C to U-L-I	0.27± acres	SMA	4/6/82	—	205NE 3L, 3R
	C-M to U-L-I	1.79± acres	A-9323-C			206NE 3R
	R-55 to U-L-I	2.76± acres	SE-1776	8/21/68		
	R-10 to U-L-I	.17± acres	SE-212	1/19/55		
					(enclosed warehouse)	
	C-2 to U-L-I	2.07± acres	SE-809	10/19/62		
					(warehouse)	
	I-1 to U-L-I	27.19± acres				
	TOTAL	35.07± acres				

Change Number	Zone Change	Area of Change	Approved ZAPS/SE Number	Approved ZAPS/SE Date	Pending ZAP	200' Scale Index Maps

Use and Location: This change includes properties within the towns of Mount Rainier, Brentwood and North Brentwood. The majority of existing uses are industrial, although the R-55 property includes single-family homes. This large area is broken down into subareas a through f for purposes of listing legal descriptions, uses and the municipality the properties are within.

- 19(a) Mt. Rainier, I-1 zoned area, located north of Eastern Avenue, west of the railroad tracks and east of 37th Street. Tax Map 49, Grid F-4, Hariclif R.E. Funkhousers Resubdivision, Plat 2-67, Block B, eastern third of Lots 39-41 and Lots 42-45.

- 19(b) Mt. Rainier, I-1 zoned area, located south of Oak Lane and Otis Street, east and west of Wells Avenue. Tax Map 50, Grid A-4, Rhode Island Avenue Addition to Mt. Rainier, Plat A-06, Block 5, Lots 14-16, Block 4, Lots 3-7; Plat A-07, Plat 39-32, Mt. Rainier Rhode Island Avenue First Addition, Lots 2 and 8.

- 19(c) Brentwood, I-1 and C-M zoned area, located along the northwest side of railroad tracks between the southerly boundary of the Town of Brentwood (southwest of 37th Place) and 38th Street. Tax Map 50, Grids A-3 and A-4, Plat 2-61, Cedarcroft Subdivision, south of Perry Street, Lot 48 in the block north of Cedarcroft Place, Lots 49 and 53-56 in the block between Cedarcroft and 37th Place and Lots 57 and 58 with frontage on the south side of 37th Place; Plat A-07, Wilen Heights, Block 3, Lots 1-8, Lots 19-22 in the C-M Zone.

- 19(d) Brentwood, I-1, R-10 and R-55 zoned area, located south of Bunker Hill Road, northwest of railroad tracks, north of 38th Street and east of Quincy Street. Tax Map 50, Grid A-3, Wilen Heights Subdivision, Plat A-07, Block 1, Lots 1-29 in the I-1 Zone; Block 2, Lots 1-11, 15-28 and Lot 90 in the I-1 Zone, Block 6, Lots 1-31 in the R-55 Zone, Block 5, Lots 1-7 and 16-28 in the R-55 Zone, except for Lots 1, 27 and 28 in the R-10 Zone.

- 19(e) Brentwood, I-1 zoned area located north of Bunker Hill Road, east of Rhode Island Avenue, south of Webster Street (except Lots 11 and 12 and Block 12, which are in the Town of North Brentwood) and west of the railroad tracks. Tax Map 50, Grid A-3, Brentwood Holladay Addition to Highlands, Plat A-09, Block 12, Lots 1-10 and 13-20; Block 13, Lots 8-17; Block 14, Lots 1-3, 7-20, Lot 26 and two large unnumbered lots; Block 15, Lots 1-26; Block 16, Lots 3-7 and Lots 9 and 10. Plat 48-80, Holladay Addition to Highland, Block 16, Lot 11; Plat 78-17, Highland M.D. Holladay Addition to Brentwood, Block 16, Lot 12; Block 17 in Plat A-09, Lots 3-11 and 13; Plat 48-78, Holladay Addition to Highland, Block 17, Lot 17. Also included is the C-2 and C-S-C zoned area located west of Rhode Island Avenue along the north side of Volta Avenue.

  Tax Map 50, Grid A-3, Plat 3-42, Holladay Co. Addition, Block 22, Lots 1, 2 and the right-of-way for 41st Avenue in the C-S-C Zone, Lots 6-16 in the C-2 Zone.

- 19(f) North Brentwood, I-1 zoned area located east of Rhode Island Avenue, south of the Northwest Branch Park, west of the railroad tracks and north of Webster Street. Tax Map 50, Grids B-2 and B-3, Plat A-09, Brentwood Holladay Addition to Highlands, Block 11, Lots 11 and 12, Lots 1-8 and Lot 9 of an unidentified Plat, Parcel 54; Plat 87-41, Meyer Mazor Addition to Brentwood, Parcels B, C and D.

  Also included is the C-M and R-55 zoned area located west of Rhode Island Avenue, east of 41st Avenue and south of the Northwest Branch Park. Tax Map 50, Grid B-2, Plat A-09, Brentwood Holladay Addition to Highlands, Block A, Lots 11-18 and 23-30; Plat 102-83, Vaden Subdivision, Parcel A; Plat 6-17, Ridgeway Subdivision, Lots 1-4.

Discussion: Studies for the Brentwood and North Brentwood industrial areas done for the Master Plan identified shortcomings with the I-1 Zone for developed communities. These industrial areas tend to have narrower streets and smaller lots and parcels which cannot adequately accommodate the full range of industrial uses permitted. In addition, the development standards for this zone, which include green space and screening and buffering requirements, are almost impossible to meet in these older industrial areas. A new zone with appropriate development standards and uses is recommended to assist local businesses and property owners in their attempts to revitalize the industrial areas.

Included in this recommended change is R-55 zoned land in Brentwood which is adjacent to the town's industrial area. Industrial uses have encroached into this residential development. Access to the industrial area is through this residential enclave. The rezoning of this property, which would create nonconforming uses, is intended to enhance the Brentwood industrial area by providing more industrial land for existing businesses to expand or new businesses to locate in the area. The Plan specifically recommends rezoning residential uses in primarily industrial areas to strengthen these industrial areas, which serve as employment centers for the communities.

Change Number	Zone Change	Area of Change	Approved ZAPS/SE Number	Approved ZAPS/SE Date	Pending ZAP	200' Scale Index Maps

The U-L-I Zone is also recommended for industrial uses which are primarily in residential neighborhoods as is the case for the properties in Mount Rainier. A major plan recommendation addresses the need to ensure that nonresidential uses within residential neighborhoods are compatible, visually and functionally. It is intended that the U-L-I Zone would identify appropriate uses and design guidelines for industrial property within residential neighborhoods.

CH-20	C-M to R-55	1.61± acres	SMA	4/6/82	—	205NE 3R 206NE 3R

Use and Location: Auto service use, printing shop and several dwellings, located along the northwest side of Rhode Island Avenue. Tax Map 50, Grid B-2, Plat A-09, Brentwood Holladay Addition to Highlands, Block 20, Lots 2-5, and p/o Lots 12-13, Block A, Lots 31-40 and Lot F.

Discussion: The proposal is in accordance with the Plan recommendation to encourage new residential development compatible with the existing residential community and to promote retention of the potentially historic residences along Rhode Island Avenue. (Contractor at 4550 would become nonconforming use.)

CH-21	C-M to R-T	.60± acres	SMA	4/6/82	—	205NE 3R

Use and Location: Auto service, printing shop, duplex and single-family dwellings and a vacant lot, located within frontage along the east side of 41st Avenue, north of Webster Street. Tax Map 50, Grid B-2, Holladay Co. Addition to Brentwood Subdivision, Plat A-9, Block 20, Lots 9-13.

Discussion: The proposal is in accordance with the Plan recommendation to encourage new residential development compatible with the existing residential community and to promote retention of the potentially historic residences along Rhode Island Avenue by reorienting access to a midblock alley to benefit the new townhomes and older residences. The auto service, printing and residential duplex will become nonconforming uses.

CH-22	R-18C to R-55 C-2 to R-55	1.74± acres .11± acres 1.85± acres	SMA	4/6/82	—	206NE 3R, 4L

Use and Location: Three dwelling units, undeveloped lots and a contractor's office, located north of the Buchanan Street right-of-way, east of 41st Street and north and south of 41st Place (Dewey Street). Tax Map 50, Grid B-2, Bartlett Subdivision, Plat A-29, Lots 16 and 17 in the C-2 Zone; Lots 1-15 and 18-35 in the R-18C Zone.

Discussion: This site fronts on Rhode Island Avenue. A portion of it is adjacent to the stream valley park. This property and adjacent commercial property were identified by participants at the Hyattsville Town Center Workshop held during the preparation of this Plan as an important focal point upon entering Hyattsville. The Plan recommends that these properties be zoned residential. This zoning change would implement this in part by rezoning the C-2 zoned property to R-55. The R-55 Zone is recommended because the remainder of the site is currently developed with single-family homes. In addition, development of the portion of the currently zoned R-18C site south of 41st Place is constrained because of the existence of a stream.

CH-23	I-1 to U-L-I	.59± acres	SMA	4/6/82	—	206NE 4L

Use and Location: The site, which is developed but not currently occupied by a tenant, is located along the south side of Buchanan Street, approximately 150 feet east of its intersection with Baltimore Avenue. Tax Map 50, Grid C-2, Plat A-32, Lots 23-25.

Discussion: This area at the time of the 1974 Master Plan was in decline and appeared to be in transition to an industrial area. However, the residential community is showing signs of reinvestment. Existing industrial uses are recommended to be rezoned to the proposed Urban Light Industrial Zone which will establish appropriate development standards providing a greater degree of compatibility between industrial and residential uses.

Change Number	Zone Change	Area of Change	Approved ZAPS/SE Number	Approved ZAPS/SE Date	Pending ZAP	200' Scale Index Maps
CH-24	C-M to C-S-C	1.10± acres	SMA	4/6/82	—	206NE 4L
	I-1 to C-S-C	.28± acres	SMA	A-9291		
		1.38± acres				

Use and Location: Uses include plumbing service contractor, a boiler and furnace cleaner, used car lots, a brake and front end service and a used auto parts facility, located on the east side of Baltimore Avenue, approximately 200 feet south of its intersection with Buchanan Street. Tax Map 50, Grid C-2, Parcels 'A', 29, 31, 53, 304, 282 and part of Parcel 28.

Discussion: Proposed rezonings for a number of properties in this area are in accordance with long-range goals to revitalize the neighborhood by providing retail uses to serve the adjacent residential neighborhood. All service-commercial uses would become nonconforming.

CH-25	C-M to R-10	4.47± acres	SMA	4/6/82	—	206NE 4L

Use and Location: City of Hyattsville Public Works garage and storage yard at 4633 Arundel Place and WSSC pumping station located east of Baltimore Avenue and along the Northeast Branch Park. Tax Map 50, Grid C-2, Parcels 49-53, 304, and part of Parcel 28.

Discussion: The City of Hyattsville is considering a proposal to redevelop this property with mid-rise residential units. As a public use the Hyattsville Public Works facility and WSSC pumping station can continue to operate in accordance with the public lands policy. This rezoning recommendation would promote redevelopment to residential uses and further local efforts to conserve this neighborhood as a residential area.

CH-26	I-1 to U-L-I	.32± acres	SMA	4/6/82	—	206NE 4L

Use and Location: A contractor's office and storage area (4519 Buchanan Street), located along the south side of Buchanan Street, approximately 500 feet east of its intersection with Baltimore Avenue. Tax Map 50, Grid C-2, Plat A-32, Lots 30 and 31.

Discussion: The industrial uses are within the East Hyattsville residential neighborhood. The U-L-I Zone is proposed to ensure that the industrial uses will be compatible with the neighborhood both visually and functionally in compliance with Plan recommendations.

CH-27	I-1 to R-55	.69± acres	SMA	4/6/82	—	206NE 4L

Use and Location: Four single-family homes (4513, 4515, 4509 and 4511); located along the south side of Buchanan Street approximately 300 feet east of its intersection with Baltimore Avenue. Tax Map 50, Grid C-2, Plat A-32, Lots 26-29.

Discussion: This rezoning would implement a major Plan recommendation to return properties still in residential use to an appropriate residential zone. This site is located within the proposed East Hyattsville Neighborhood Conservation Area.

CH-28	I-1 to R-55	.60± acres	SMA	4/6/82	—	206NE 4L
	C-M to R-55	.24± acres				
		.84± acres				

Use and Location: Single-family home and a construction company office with heavy equipment storage; located along the north side of Buchanan Street approximately 160 feet east of its intersection with Baltimore Avenue. Tax Map 50, Grid C-2, Plat A-32, Lot 9 in the C-M Zone and Lots 10-12 in the I-1 Zone.

Discussion: This site is within the proposed East Hyattsville Neighborhood Conservation Area. The property recommended for rezoning includes single-family structures, one still in residential use. The existing heavy construction storage is not compatible with this residential neighborhood. This change will create one nonconforming use.

Change Number	Zone Change	Area of Change	Approved ZAPS/SE Number	Approved ZAPS/SE Date	Pending ZAP	200' Scale Index Maps
CH-29	I-1 to R-55	.70± acres	SMA	4/6/82	—	206NE 4L

Use and Location: Four single-family homes (4505, 4507, 4509 and 4511) and undeveloped lots; located with frontage on the south side of Emerson Street west of 46th Avenue. Tax Map 50, Grid C-1, Roger & Phillips Subdivision, Plat A-16, Lots 16-22.

Discussion: This rezoning would implement a major Plan recommendation to return properties still in residential use to an appropriate residential zone. This site is located within the proposed East Hyattsville Neighborhood Conservation Area.

CH-30	C-M and I-1 to U-L-I	2.64± acres	SMA	4/6/82	—	206NE 4L

Use and Location: Two single-family dwelling units at 4604 and 4606; sprinkler contractor at 4602; cabinet and upholstery business at 4608; industrial condominium, including wrought iron works and auto repair at 4506; a building maintenance and carpet cleaning business at 4508; vacant property at 4510; industrial building complex, including auto repair and parts warehousing and distribution, offices, bus and car storage at 4601-4609; located east of Baltimore Avenue with frontage on the entire north side of Emerson Street and frontage on the south side of Emerson Street east of 46th Avenue. Tax Map 50, Grid C-1, Plat 99-51, Lots 6-8 in the C-M Zone and Lot 12 (to the north of Lot 19 in the I-1 Zone), Plat 47-06, Lot 20 in the I-1 Zone; Plat 36-96, Lot 19 in the I-1 Zone; Plat 34-94, Lots 17 and 18 in the I-1 Zone; Plat 1-33, Lots 62-71 in the I-1 Zone; Plat 8-30, Lots 72-75 in the I-1 Zone.

Discussion: The industrial uses are within the East Hyattsville residential neighborhood. The U-L-I Zone is proposed to ensure that the industrial uses will be compatible with Plan recommendations.

CH-31	R-55 to I-1	.60± acres	SMA	4/6/82	—	206NE 4L

Use and Location: Three single-family homes (5201 and 5203 46th Avenue and 4600 Gallatin Street) located north of Gallatin Street and along the east side of 46th Avenue. Tax Map 50, Grid C-1, SDAT #0413, Block E, Lots 3-6.

Discussion: These properties are located in the Town of Edmonston's industrial area. Forty-sixth Avenue serves as the main circulation route for this industrial area. This rezoning, which will create nonconforming uses, is in accordance with the Plan's recommendation to rezone residential properties to an appropriate industrial zone when they are in primarily industrial areas.

CH-32	C-O & I-1 to U-L-I	2.0± acres C-O .4± acre I-1 2.4± acres	SMA	4/6/82	—	206NE 46

Use and Location: Daedalus Books located at 4601 Decatur Street, cable communications business located at 4607 Decatur Street, former Edmonston Elementary School located at 4703 Decatur Street.

Discussion: The proposed U-L-I zone is the most appropriate zone for the three properties (located at 4601, 4607 and 4703 Decatur Street) and would best implement the Master Plan.

CH-33	C-O to R-55	.29± acres	SMA	4/6/82	—	208NE 4L

Use and Location: Single-family detached house located at 6423 Baltimore Avenue, formerly used as an office; located at the southeast corner lot at the intersection of Tuckerman Street and Baltimore Avenue. Tax Map 42, Grid C-2, Riverdale Park Subdivision, Block 2, Lot 27.

Discussion: Studies for the Master Plan have shown that the Planning Area has an oversupply of commercially zoned properties. To strengthen the area's major commercial areas, particularly the town centers, and protect the integrity of its residential neighborhoods, commercial uses should be limited within residential areas. Since this commercially zoned property is located within a predominantly single-family neighborhood, R-55 zoning is recommended for the site.

Change Number	Zone Change	Area of Change	Approved ZAPS/SE Number	Approved ZAPS/SE Date	Pending ZAP	200' Scale Index Maps
CH-34	R-18 to R-55 R-T to R-55 C-S-C to R-55	1.2± acres 4.3± acres .4± acres 5.9± acres	SMA	4/6/82	—	207NE 4L

Use and Location: Single-family homes, two of which have been converted to multifamily units, and vacant lots; located on the north side of Madison Street, west of the B&O Railroad and east of Baltimore Avenue. This zoning change is split by Harrison and Cleveland Avenues. Tax Map 42, Grids C-3 and C-4, Plat A-39, Block 51, Lots 15-18 in the R-T and C-S-C Zones, Lots 19 and 20 in the R-T Zone and Lots 21-23 in the R-18 Zone; Block 52, Plat 115-25, Riverdale Park Subdivision and Plat A-39 (shown on 200' scale map 207NE 4L as Lots 10-11, 16-19, 20-23 in the R-T Zone and Lot 21 in the R-18 Zone; Block 53, Plat 146-26, Riverdale Park Section 1, Lots 15-18 and Outlot A in the R-T Zone and Lots 1, 2, 5-10 in the R-T Zone (as shown on 200' scale map 207NE 4L).

Discussion: This rezoning recognizes the existing development on this site, which includes single-family homes. The two single-family structures which have been converted to multifamily uses will become nonconforming uses. The C-S-C property is currently undeveloped and abuts developed C-S-C property on Route 1. Since the C-S-C property proposed for rezoning forms a steep sloping embankment, separating the commercial development from the residential property, it is more conducive to the abutting residential development fronting Harrison Avenue.

CH-35	C-S-C to O-S	1.82± acres	SMA SE-1152	4/6/82 3/19/65	—	208NE 5L

Use and Location: Elks Lodge; located at 6700 Kenilworth Avenue. Tax Map 42, Grid F-2, Parcels 6 and 39.

Discussion: Studies for the Master Plan have shown that the Planning Area has an oversupply of commercially zoned properties. This site, which is adjacent to the stream valley park, is almost totally in the floodplain so that it would not be an appropriate site for intensive commercial development.

CH-36	C-O to R-55	.12± acre	SMA	4/6/82	—	205NE 3L

Use and Location: This property includes a former single-family dwelling currently used as a church and is located on a triangular lot south of Otis Street with its intersection with Eastern Avenue. Tax Map 49, Grid F-4, Mt. Rainier's Funkhouser Resubdivision, Plat 3-69, Block 11, Lot 26 in the C-O Zone.

Discussion: Studies for the Master Plan have shown that the Planning Area has an oversupply of commercially zoned properties. To strengthen the area's major commercial areas, particularly the town centers, and protect the integrity of its residential neighborhoods, commercial uses should be limited within residential areas. A residential use is more appropriate for this site because it is on the edge of a residential neighborhood adjacent to the proposed Mt. Rainier Town Center which has an adequate supply of properties available for office space.

CH-37	C-S-C & C-A to R-55	.15± acres C-S-C .15± acres C-A .30± acres	SMA	4/6/82	—	205NE 3R

Use and Location: Barber shop and private club, located at the west corner of the intersection formed by 41st Avenue and Wallace Road. Vacant lot, formerly a carryout, located with frontage on the west side of 41st Avenue, approximately 65 feet south of Wallace Road. Tax Map 42, Grid B-2, Brentwood Holladay Addition to Highlands, Plat A-9, Block 21, Lot 7 in the C-S-C and C-A Zones.

Discussion: Studies for the Master Plan have shown that the Planning Area has an oversupply of commercially zoned properties. To strengthen the area's major commercial areas, particularly the town centers, and protect the integrity of its residential neighborhoods, commercial uses should be limited within residential areas. Since this commercially zoned property is located within a predominantly single-family neighborhood, R-55 zoning is recommended for the site. This change will result in a nonconforming use.

Change Number	Zone Change	Area of Change	Approved ZAPS/SE Number	Approved ZAPS/SE Date	Pending ZAP	200' Scale Index Maps
CH-38	C-S-C to R-55	.4± acres	SMA	4/6/82	—	207NE 5L

Use and Location: Palm reading use at 5424 Riverdale Road and two undeveloped lots along the west side of Kenilworth Avenue. Tax Map 42, Grids F-3 and F-4, part of Plat 1-86, Block 2, Lots 3, 4 and 5.

Discussion: The property includes a former single-family dwelling which has been converted to a commercial use. Given the oversupply of commercially zoned properties in the Planning Area, this rezoning would encourage conversion of the use to residential which would be more compatible with the adjoining residential neighborhood. This change will result in a nonconforming use.

CH-39	C-O to R-55	33 acres				207NE 5L

Use and Location: Manor Green Apartments located at 5409 Quesada Road in the southeast quadrant of the intersection of Quesada Road and 54th Place. Tax Map 42, Grid F-3, Subdivision 0587, Block 2, Lots 5, 6 and 7 in the C-O Zone.

Discussion: This property consists of two vacant lots and a single-family dwelling converted into a multiple-family unit (three separate apartments) at 5409 Quesada Road. The 1982 SMA recommended the C-O Zone from the R-55 Zone. The property has not developed under the C-O Zone. In addition, the Plan notes an abundance of commercial property and a corresponding demand for residential units. Property along 54th Place and along the western half of Quesada Road is zoned R-55 and is a quiet residential community. Property along Kenilworth Avenue and along the eastern half of Quesada is in commercial use. The R-55 Zone is the prevailing zone in this area and retaining residential uses on this site would strengthen the line between the residential and nonresidential uses.

CH-40	R-55 & R-30-C to R-80	10.3 acres R-55 4.5 acres R-30C	SMA	4/6/82	—	208NE 3L

Use and Location: (Vacant land) known as Part 2 of Parcel 92 located east of the Highview Terrace Apartments, north of Dean Drive, west of the Dean Manor Apartments and west of a vacant tract of land known as Parcel 102. Tax Map 41, Grid F-1 and Tax Map 32, Grid F-4, p/o Parcel 92.

Discussion: The Plan notes the need for a variety of housing choices in an area dominated by R-55 zoning. In this portion of the Planning Area, lot sizes more closely approximate those found in the R-80 Zone than in the R-55 Zone; this change will complement the R-80 Zone recommended for property east of the parcel.

CH-41	R-55 to C-S-C	.13± acres	SMA	5/17/94	—	206NE 4L

Use and Location: Parking lot located on the west side of the Marche Florist Shop known as 4800 Rhode Island Avenue.

Discussion: All of the commercially used portions of the Conley property, including the portion of the parking compound which encroaches into the R-55 Zone, are currently recommended for the Town Center Zone. The property owner concurs with this proposal. Since the Town Center Zone was not adopted for Hyattsville with the Planning Area 68 Sectional Map Amendment, the underlying zoning of the property should be adjusted to conform with the commercial use and be zoned C-S-C.

Appendix A: Resolution of Approval (CR-45-1994)

DR-1

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND

SITTING AS THE DISTRICT COUNCIL

Legislative Session 1994

Resolution No. CR-45-1994

Proposed by The District Council

Introduced by _____

_____

Co-Sponsors _____

Date of Introduction May 3, 1994

RESOLUTION

A RESOLUTION concerning

The Planning Area 68

Master Plan and Sectional Map Amendment

For the purpose of approving with amendments, the Master Plan and Sectional Map Amendment for Planning Area 68, which recommend long-range land use and development policies and amend the County zoning maps for the portion of Prince George's County generally bounded by Kenilworth Avenue on the east; Eastern Avenue and the District of Columbia on the south; the Northwest Branch of the Anacostia River on the west; and Adelphi Road, East West Highway, and the northern boundaries of the Town of Riverdale on the north. The Planning Area includes all or part of the following municipalities: Hyattsville, Mount Rainier, Riverdale, Avondale, Brentwood, North Brentwood, Colmar Manor, Cottage City, Edmonston, and University Hills. The boundaries of Planning Area 68 are described in the County zoning ordinance.

WHEREAS, the County Council, sitting as the District Council for that portion of the Maryland-Washington Regional District in Prince

George'sCounty, directed The Maryland-National Capital Park and Planning Commission to prepare and transmit to the District Council a proposed Sectional Map Amendment (SMA) concurrently with the proposed Master Plan for Planning Area 68 in order to shorten the overall process and provide a close interrelationship between the Master Plan and the zoning of land in the subject area; and

WHEREAS, the District Council adopted CB-33-1992 establishing procedures for the concurrent processing and approval of an Area Master Plan and a Sectional Map Amendment and, subsequently, the Planning Area 68 Master Plan and SMA were processed in accordance with those procedures; and

WHEREAS, the Prince George's County Planning Board published an informational brochure and held a public forum on June 27, 1991 to inform the public of the intent and procedures for preparing a new master plan; recommended Goals, Concepts, and Guidelines, which were approved by the District Council in September 1991, to guide preparation of the new master plan; convened a Citizens Advisory Committee (nominated by the Planning Board and confirmed by the District Council) which met with the planning staff during 1991 and 1992 to provide citizen involvement and assistance in preparation of the new master plan; and

WHEREAS, the District Council and the Prince George's County Planning Board of the Maryland-National Capital Park and Planning Commission held a duly advertised joint public hearing on the Preliminary Master Plan and the Proposed Sectional Map Amendment (SMA) for Planning Area 68 on March 23, 1993; and

WHEREAS, the Planning Board, in response to the public hearing testimony, adopted the Master Plan and endorsed the Sectional Map Amendment with revisions as described in Prince George's County Planning Board

Resolution PGCPB No. 93-181 on July 29, 1993; and

WHEREAS, the Addendum describing the Adopted Master Plan and Endorsed SMA for Planning Area 68 were transmitted to the District Council on September 27, 1993, and the Council conducted a worksession on October 27, 1993 to review the public hearing testimony and the recommendations of the Planning Board; and

WHEREAS, the District Council decided to obtain public comment on 39 proposed amendments to the Plan and Sectional Map Amendment as described in Council Resolution CR-9-1994; held a duly advertised public hearing on the proposed amendments on March 8, 1994; and conducted a worksession on April 6, 1994, to review the public hearing testimony; and

WHEREAS, upon approval by the District Council, the Master Plan will define land use policies and serve as the primary guide for future development of this area, will supersede the Master Plan for Planning Area 68 (1974) and will amend the 1982 General Plan, the 1982 Master Plan of Transportation, and the 1975 Countywide Trails Plan and the 1985 Equestrian Addendum thereto; and

WHEREAS, a principal objective of the Master Plan and SMA is protection of the health, safety and general welfare of the citizens of Prince George's County; and

WHEREAS, the Master Plan and SMA process provides for periodic comprehensive review of long-range land use policies and zoning; and

WHEREAS, it is the intent of the SMA to ensure that future development will be in accordance with the principles of orderly comprehensive land use planning as expressed in the Master Plan, and towards that end, the District Council has found it necessary to change the zoning on properties which, in its judgment, are in conflict with the Master Plan's land use

recommendations; and

WHEREAS, the District Council, having reviewed supporting materials submitted as part of the comprehensive rezoning proposal and examined the testimony presented, finds that the accumulated record along with County plans and policies justify the zoning changes within this Sectional Map Amendment; and

WHEREAS, the comprehensive rezoning of Planning Area 68 changes existing zoning which hinders planned and staged development and will minimize future piecemeal rezoning applications; and

WHEREAS, legislation creating two new zoning categories, i.e., the U-L-I and M-U-TC Zones, which are intended to implement the revitalization recommendations of the Plan, was adopted by CB-1-1994 and CB-2-1994 for application through the SMA process; and

WHEREAS, the District Council makes the following findings in conformance with Section 27-198.05 of the Zoning Ordinance concerning the Planning Board's recommendation in the Adopted Plan to place the Mount Rainier commercial core in the M-U-TC Zone:

a. The zoning change and the amended Development Plan (Exhibit No. 5 in the record of the March 8, 1994 public hearing on amendments to the Plan and SMA) are in conformance with the purposes and requirements of the M-U-TC Zone.

b. The Master Plan for Planning Area 68 recommends that the Mount Rainier commercial core be developed as a Town Center.

c. The amended Development Plan provides a flexible regulatory environment that will support redevelopment and development interests in the area and protect the character of the Mount Rainier mixed use center.

d. The M-U-TC boundaries are contiguous with no land in a different zone remaining solely within the M-U-TC boundaries.

SECTION 1. NOW, THEREFORE, BE IT RESOLVED by the District Council that the Master Plan and the Sectional Map Amendment (SMA) for Planning Area 68, as concurrently adopted by the Planning Board on July 29, 1993, are hereby approved with amendments described below and generally shown on the attached locator maps:

Amendment 1 - Roof Center, 4600 Rhode Island Avenue in North Brentwood

Location: Approximately one-half acre located along the west side of Rhode Island Avenue north of Wallace Street.

SMA: Retain the C-M Zone. (The existing zoning is C-M. The Endorsed SMA recommended the U-L-I Zone.)

Amendment 2 - 41st Avenue residences (4533, 4535, 4537) in North Brentwood

Location: Approximately .32 acres fronting the east side of 41st Avenue north of Wallace Street.

SMA: Retain the R-55 Zone. (The existing zoning is R-55. The Endorsed SMA recommended the U-L-I Zone.)

Amendment 3 - 3711 Wells Avenue in Mount Rainier

Location: Approximately one-half acre on the east side of Wells Avenue south of Otis Street in Mount Rainier.

SMA: Retain the I-1 Zone. (The existing zoning is I-1. The Endorsed SMA recommended the U-L-I Zone.)

Amendment 4 - Mount Rainier Town Center

Location: Approximately 11.59 acres on both sides of Rhode Island Avenue between Eastern Avenue and 35th Street encompassing the area generally known as the Mount Rainier commercial core.

Development Plan: Revise to include enhanced illustrations and amend Guideline #5 in the Parking and Loading Section as follows:

> All parking lots shall be landscaped, and shall be screened from pedestrian view either by walls or plantings or both. If walls are used, their material should be compatible with the walls of existing adjacent buildings. Parking islands should be landscaped with shade trees and other plant materials to reduce the glare and monotony of asphalt pavement.

Amendment 5 - Hyattsville Town Center

Location 33.20 acres within the City of Hyattsville between Kennedy Street (north) and Crittenden Street (south) on both sides of US 1.

Master Plan: Revise the Plan text to state that the boundaries of the proposed Hyattsville Town Center may be changed in conjunction with approval of a development plan. A similar notation shall be placed on the Town Center illustrations.

SMA: Retain the existing zoning. (The existing zoning is C-S-C, C-2, C-O, C-M, and R-55. The Endorsed SMA recommended M-U-TC.)

Amendment 6 - Hyattsville MARC Station

Master Plan: Revise the Plan map to show a floating symbol identifying the location of the proposed Hyattsville MARC station south of the Hyattsville Bridge. Revise the Plan text to

suggest further study of the area east of the railroad for potential inclusion in the Hyattsville Town Center. (The Adopted Master Plan shows a proposed MARC station north of the Hyattsville Bridge.)

Amendment 7 - Edmonston Neighborhood Conservation Areas

Location: The residential area of Edmonston bounded on the north by Ingraham Street, on the east by Lafayette Avenue and Taylor Road, on the west by the west side of 47th Avenue (which abuts the industrial area), and on the south by Decatur Street.

Master Plan: Add language to the Plan recommending this area for neighborhood conservation efforts in conjunction with community efforts to pursue a Neighborhood Conservation Plan.

Amendment 8 - Kaywood Property

Location: Approximately 1.48 acres located north of Varnum Street and west of 22nd Avenue in Mount Rainier.

Master Plan: Revise the Plan Map to show Commercial Retail for this property. (The Adopted Master Plan showed Single-family Attached Residential.)

SMA: Retain the C-S-C Zone. (The existing zoning is C-S-C. The Endorsed SMA recommended the R-T Zone.)

Amendment 9 - Marche Florist Parking Lot (4800 Rhode Island Avenue)

Location: Approximately .26 acres fronting 40th Place, approximately 270 feet west of its intersection with Rhode Island Avenue.

Master Plan: Revise the Plan map to show Town Center land use for this

property.

SMA: Change to the C-S-C Zone. (The existing zone is R-55. The Endorsed SMA recommended M-U-TC.)

Amendment 10 - Decatur Street

Master Plan: Amend the Plan text to clarify that the options for access to the Edmonston industrial area are intended to be studied further by the Town and will only be implemented when the Town feels an appropriate option has been identified which meets the industrial area users' needs and the residents' concerns. Amend the Plan text to emphasize the need to improve pedestrian as well as vehicle safety at the at-grade crossing of the railroad tracks.

Amendment 11 - Armentrout Parkway

Master Plan: Identify the proposed road through the Northeast Branch Stream Valley from Queen's Chapel Road to US 1 as "Armentrout Parkway," and change the language in the Plan from "is no longer feasible" to "may no longer be feasible."

Amendment 12 - Queens Chapel Road

Master Plan: Add language to the Plan to indicate that the closing of Queens Chapel Road north of East West Highway was a Town of University Park decision.

Amendment 13 - Local Drainage problems

Master Plan: Change recommendation #3 of the Action Steps Matrix under the Natural Resources element to indicate that:

- DER will be involved in the study of local drainage

problems in Cottage City.

- Local municipal officials and citizens will be involved with County Staff assistance as needed in the creation of individual Local Restoration Advisory Committees.

Amendment 14 - Public Facilities/Fire Safety Facilities

Master Plan: Change the Plan map and text as follows:

- The eastern portion of the Prince George's Pool site along Chillum Road, south of Buchanan Street, should be designated as an interim park site and as a potential future fire station site.
- The following changes to Alternatives B and D of the Adopted and Approved Public Safety Master Plan are to be considered when that Plan is studied for amendment:

Alternative B: Consolidate stations #3 and #44 to the southwest corner of Buchanan Street and Chillum Road. This station would provide excellent access to the West Hyattsville Metro Transit District. Consolidate Stations #2 and #4 in the vicinity of Rhode Island Avenue between Utah Avenue and the Melrose Bypass. Careful site selection is required in the area to avoid floodprone areas and access limitations. The station should be located on the east side of Rhode Island Avenue in the industrial area. The site would have to be redeveloped.

Alternative D: Relocate station #3 to the southwest corner of Buchanan Street and Chillum Road. Consolidate Stations #34 and #44 to the vicinity of University

Boulevard and Riggs Road (see Alternative A for site location). Consolidate Stations #2 and #4 to the vicinity of Rhode Island Avenue between Utah Avenue and the Melrose Bypass.)

Amendment 15 - Former Nigerian Church Site, Hyattsville

Location: Former Nigerian Church located at 42nd and Gallatin Streets in Hyattsville.

Master Plan: Delete the church symbol from the plan inasmuch as the church was destroyed by fire.

Amendment 16 - Community Police Stations

Master Plan: Update language of the Plan to reflect that a community-oriented police substation has been established in the Brentwood/North Brentwood area. Add language to express support for extending that program in areas where County Police have primary service responsibility.

Amendment 17 - School Facilities

Master Plan: Delete recommendations "A" and "B" under objective II on page 18 of the Plan regarding school facilities. Revise recommendation "C to examine conversion of either the County-owned Service Center Building on Ager Road or the M-NCPPC offices on Riggs Road to elementary school use since both of these buildings are former elementary schools.

Amendment 18 - New Zones

Master Plan: Delete references to specific proposed revitalization zones; retain the description of their character and identify geographical areas where they may be applied.

Amendment 19 - Rhode Island Avenue Extension

Master Plan: Delete discussion of the proposed Rhode Island Avenue extension through the Town of Riverdale.

SECTION 2. BE IT FURTHER RESOLVED that the staff is authorized to make appropriate text and map revisions to correct identified errors, reflect updated information, and incorporate the use, density and intensity changes resulting from Council actions specifically described in this resolution.

SECTION 3. BE FURTHER RESOLVED that conditions which have been attached to previously approved zoning applications and findings which were endorsed by the District Council in adopting the Planning Area 68 Sectional Map Amendment in 1982, as described in Council Resolution CR-34-1982, are considered to be part of this Sectional Map Amendment when the previous zoning category has been maintained and noted on the Zoning Map.

SECTION 4. BE IT FURTHER RESOLVED that this Sectional Map Amendment is an amendment to the Zoning Ordinance, and the official Zoning Map for that portion of the Maryland-Washington Regional District in Prince George's County described as Planning Area 68. The zoning changes approved by this ordinance shall be depicted on maps at a scale of 1 inch equals 200 feet and, when certified by signature of the chairperson of the District Council, shall constitute the official Zoning Map for the planning area.

SECTION 5. BE IT FURTHER RESOLVED that the provisions of this ordinance are severable and if any zone, provision, sentence, clause, section or part thereof is held illegal, invalid, unconstitutional or inapplicable to any person or circumstances, such illegality, invalidity, unconstitutionality or inapplicability shall not affect or impair any of the remaining zones, provisions, sentences, clauses, sections or parts of

the act or their application to other zones, persons, or circumstances. It is hereby declared to be the legislative intent that this act would have been adopted as if such illegal, invalid, unconstitutional or inapplicable zone, provision, sentence, clause, section or part had not been included therein.

SECTION 6. BE IT FURTHER RESOLVED that this Ordinance shall take effect on the date of its enactment.

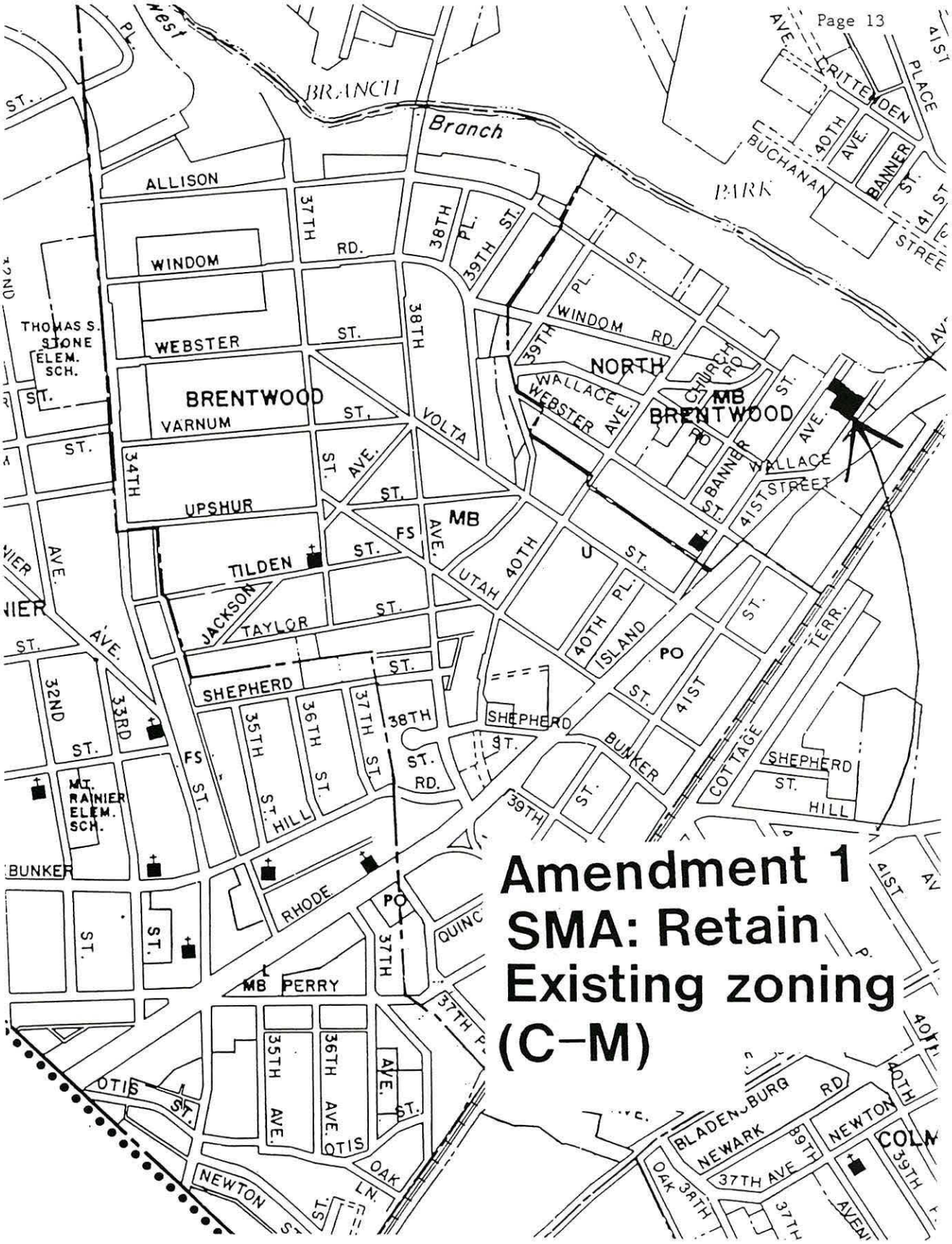
Adopted this 17th day of May, 1994.

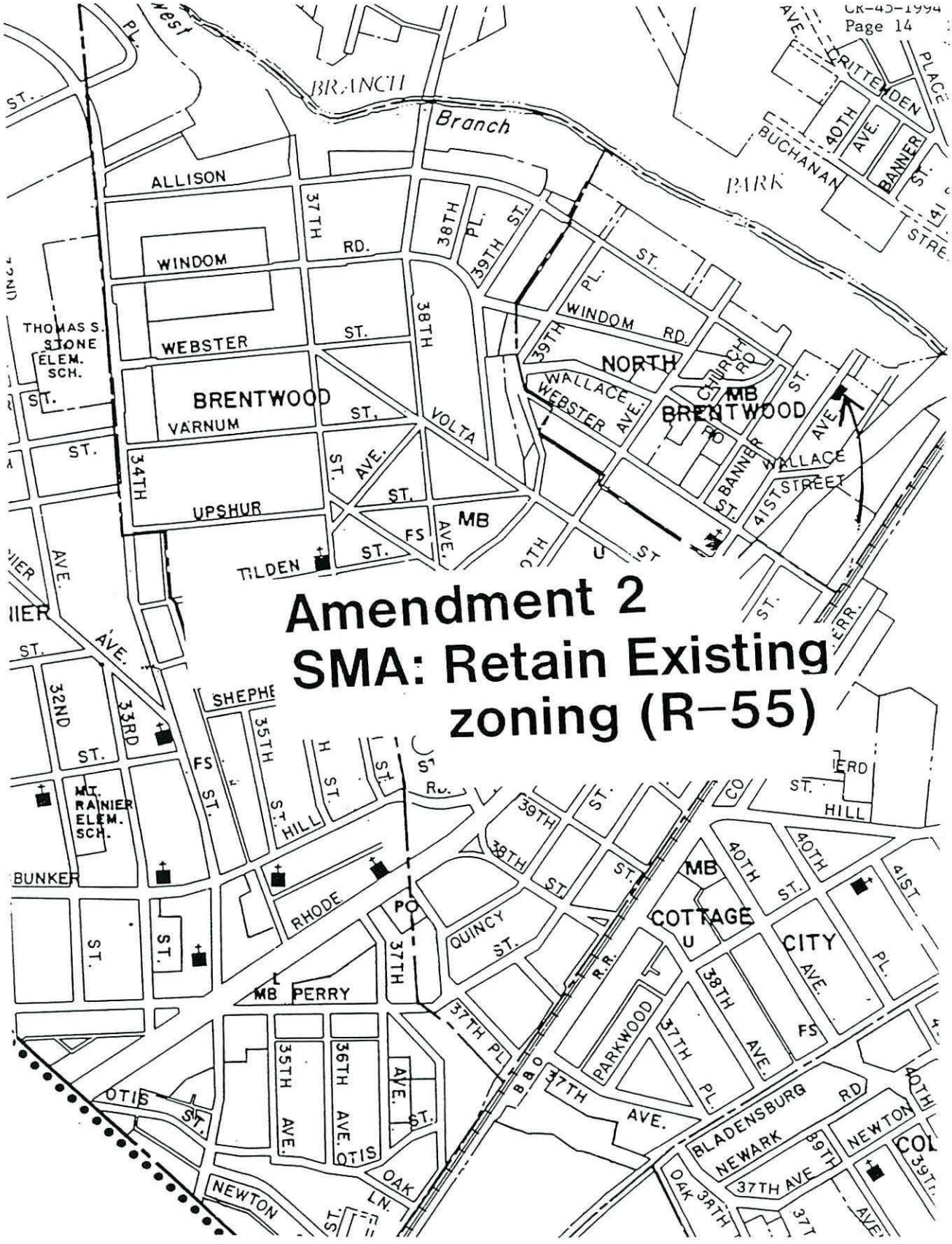
COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND, SITTING AS THE DISTRICT COUNCIL FOR THAT PART OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT IN PRINCE GEORGE'S COUNTY, MARYLAND

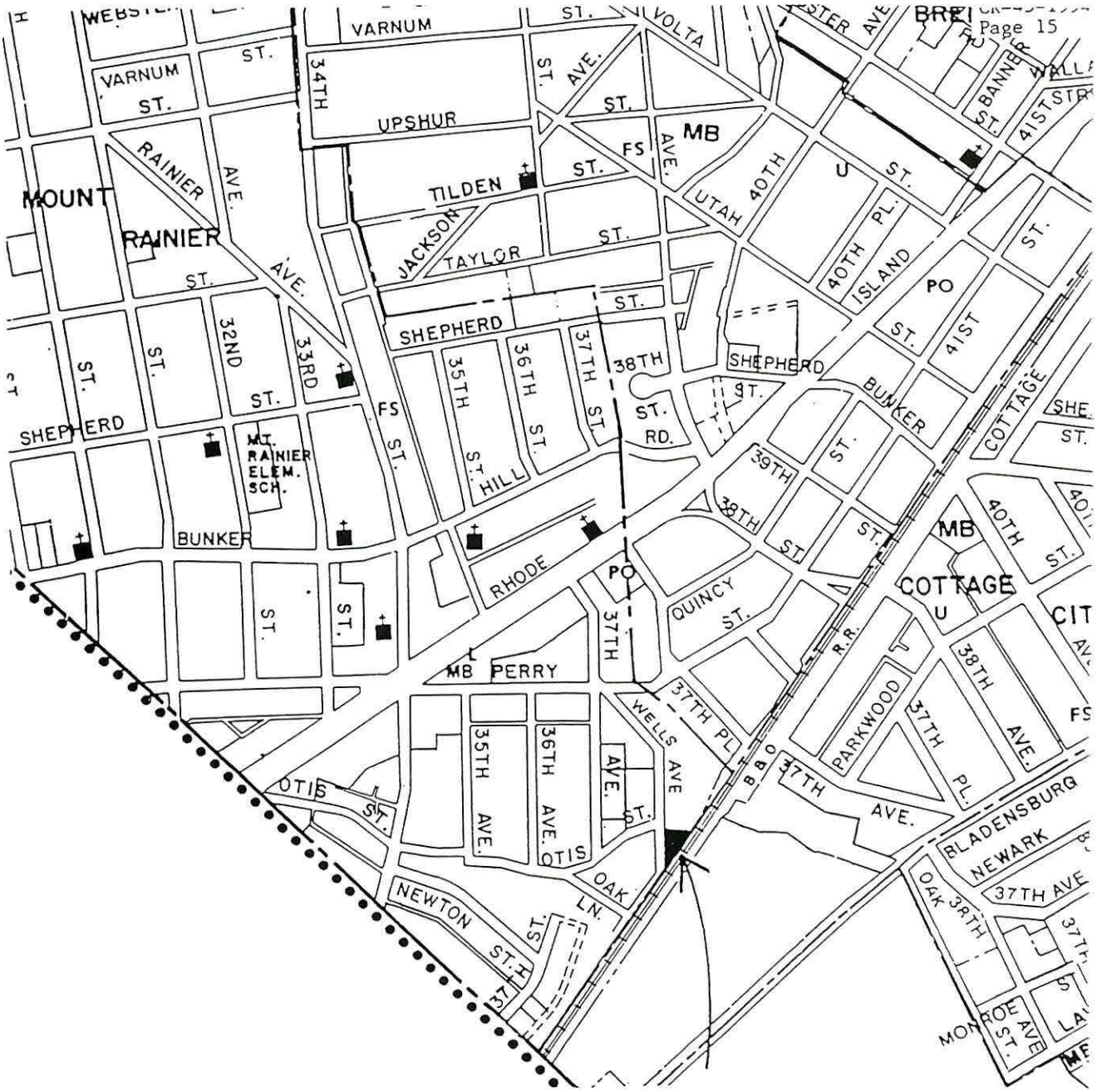
BY: _____
F. Kirwan Wineland
Chairman

ATTEST:

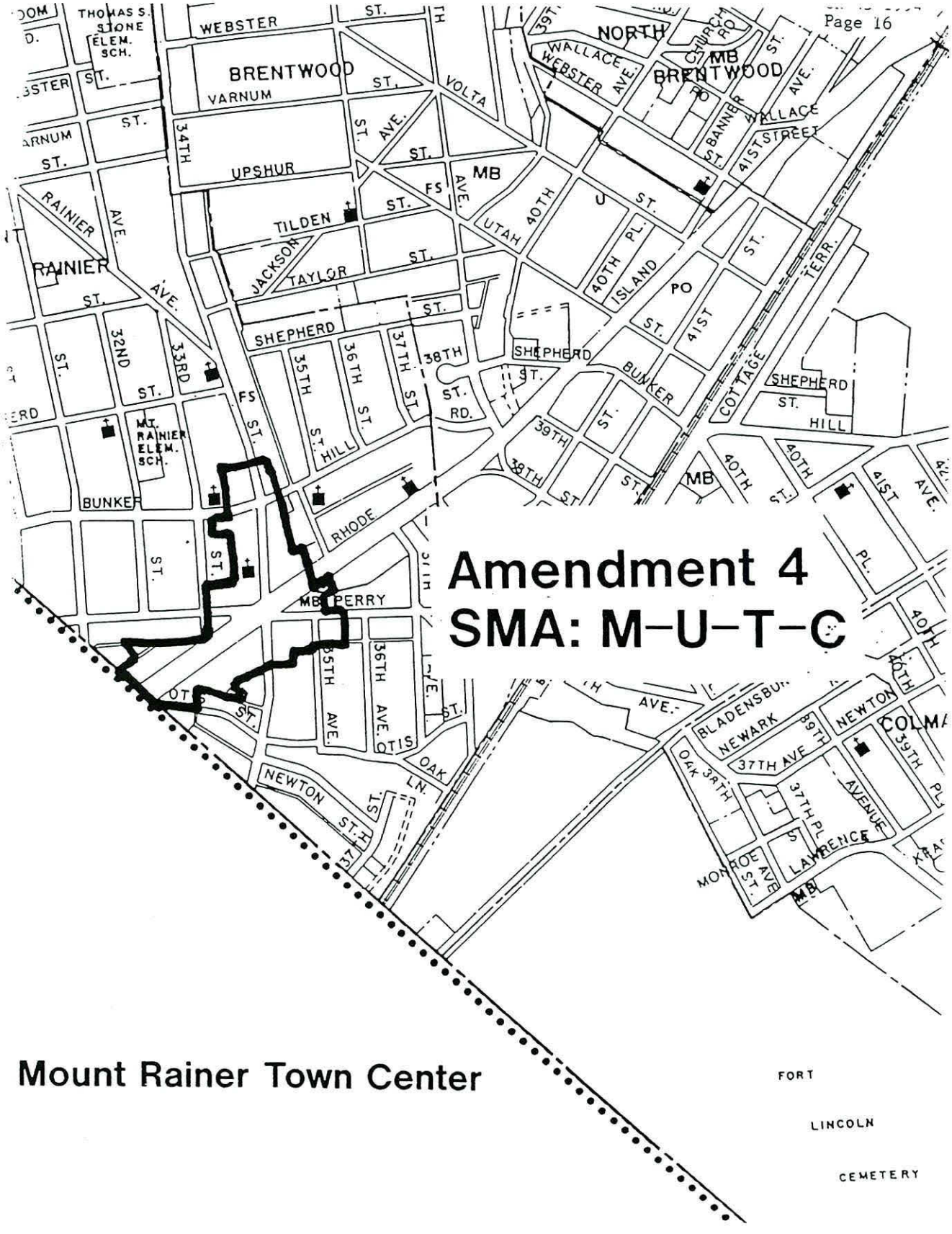
_____
Joyce T. Sweeney
Clerk of the Council

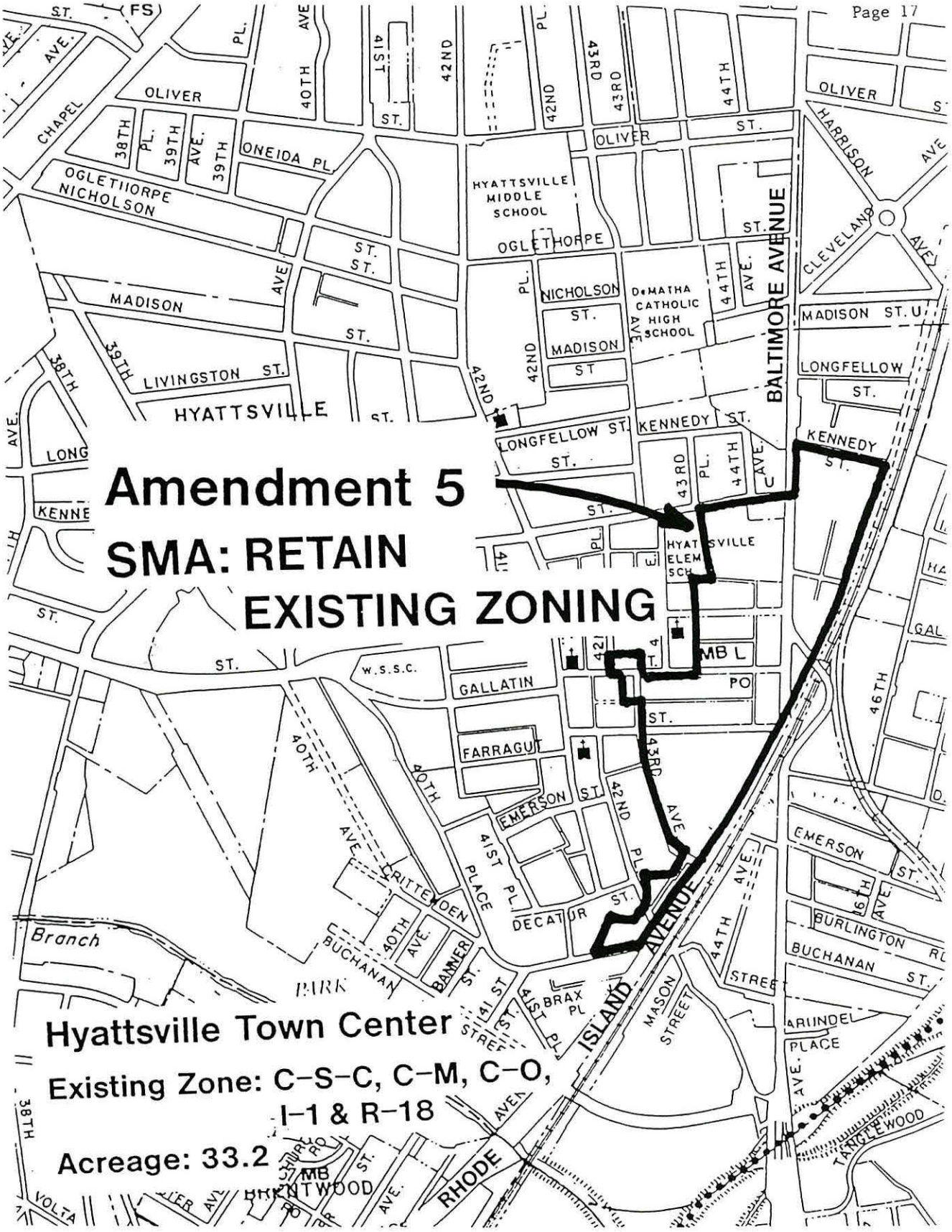

Amendment 1
SMA: Retain
Existing zoning
(C-M)
BRANCH
Branch
PARK
BUCHANAN
CRITTENDEN
PLACE
40TH AVE.
BANNER ST.
ALLISON
WINDOM
37TH RD.
38TH PL.
39TH ST.
WINDOM RD.
NORTH
BRENTWOOD
MB
PO
CHURCH RD.
WALLACE
WEBSTER AVE.
41ST STREET
THOMAS S. STONE ELEM. SCH.
WEBSTER
BRENTWOOD
VARNUM
VOLTA
34TH
UPSHUR
TILDEN
FS
MB
UTAH
40TH
U
ISLAND
PO
TERR.
JACKSON
TAYLOR
SHEPHERD
32ND
33RD
35TH
36TH
37TH
38TH
HILL
MT. RAINIER ELEM. SCH.
BUNKER
RHODE
PERRY
COTTAGE
OTIS
OAK
NEWTON
BLADENSBURG RD.
NEWARK
37TH AVE
NEWTON
39TH

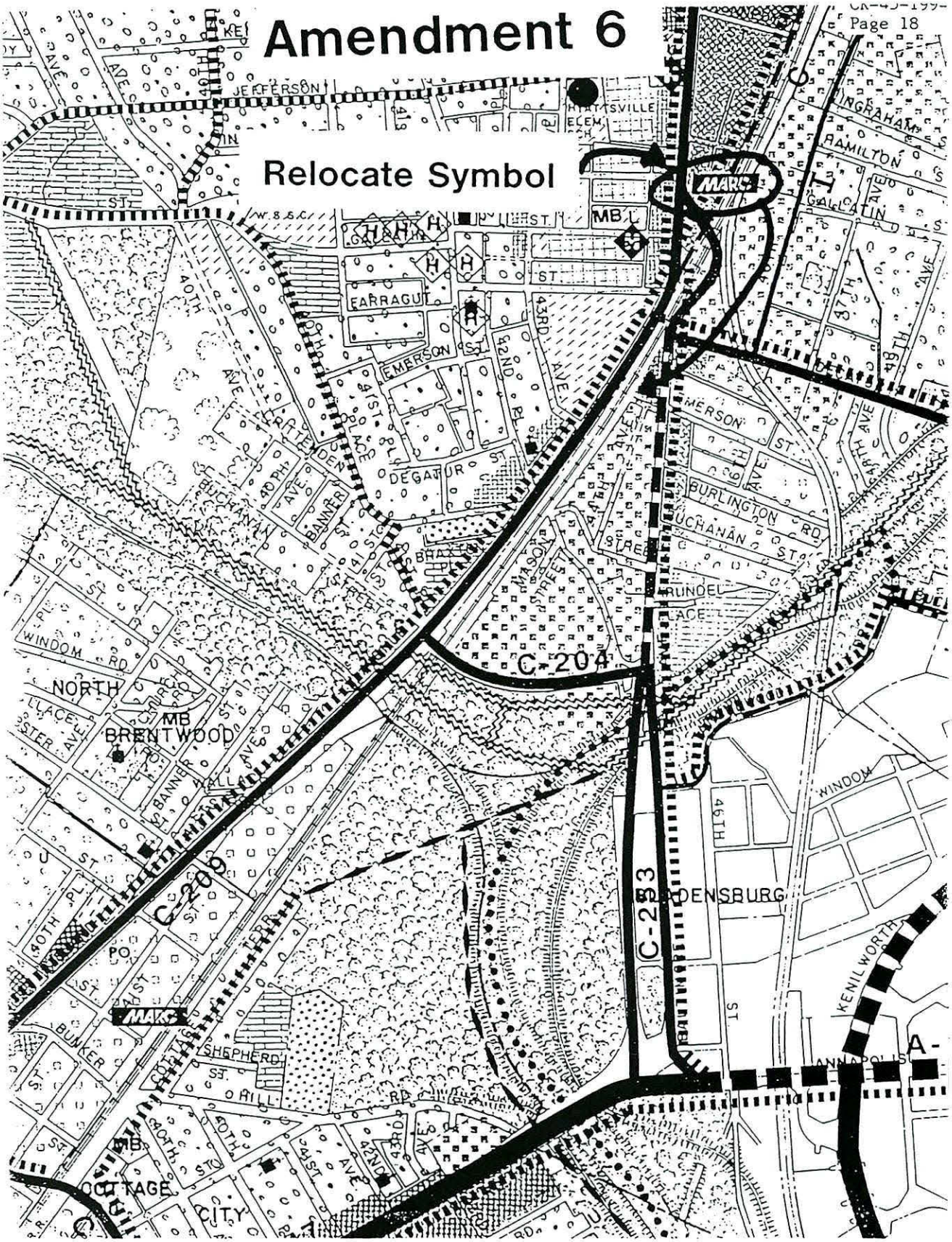

Amendment 2
SMA: Retain Existing
zoning (R-55)
BRANCH
Branch
ALLISON
WINDOM
37TH
RD.
38TH
PL.
39TH ST.
WEBSTER
ST.
THOMAS S. STONE ELEM. SCH.
BRENTWOOD
VARNUM
VOLTA
34TH
UPSHUR
AVE.
FS
MB
TILDEN
NORTH
BRENTWOOD
WINDOM RD.
WALLACE
WEBSTER AVE.
CHURCH RD
BANNER ST
41ST STREET
BUCHANAN PARK
TRITTENDEN PLACE
40TH AVE.
BANNER ST.
32ND ST.
33RD
MT. RAINIER ELEM. SCH.
BUNKER
SHEPHE
35TH
H ST.
HILL
RHODE
PO
QUINCY ST.
MB PERRY
37TH
39TH
40TH
41ST
COTTAGE CITY
PARKWOOD
38TH AVE.
37TH PL.
37TH AVE.
BLADENSBURG RD
NEWARK
NEWTON
89TH
OTIS ST.
35TH AVE.
36TH AVE.
OAK LN.
R.R.

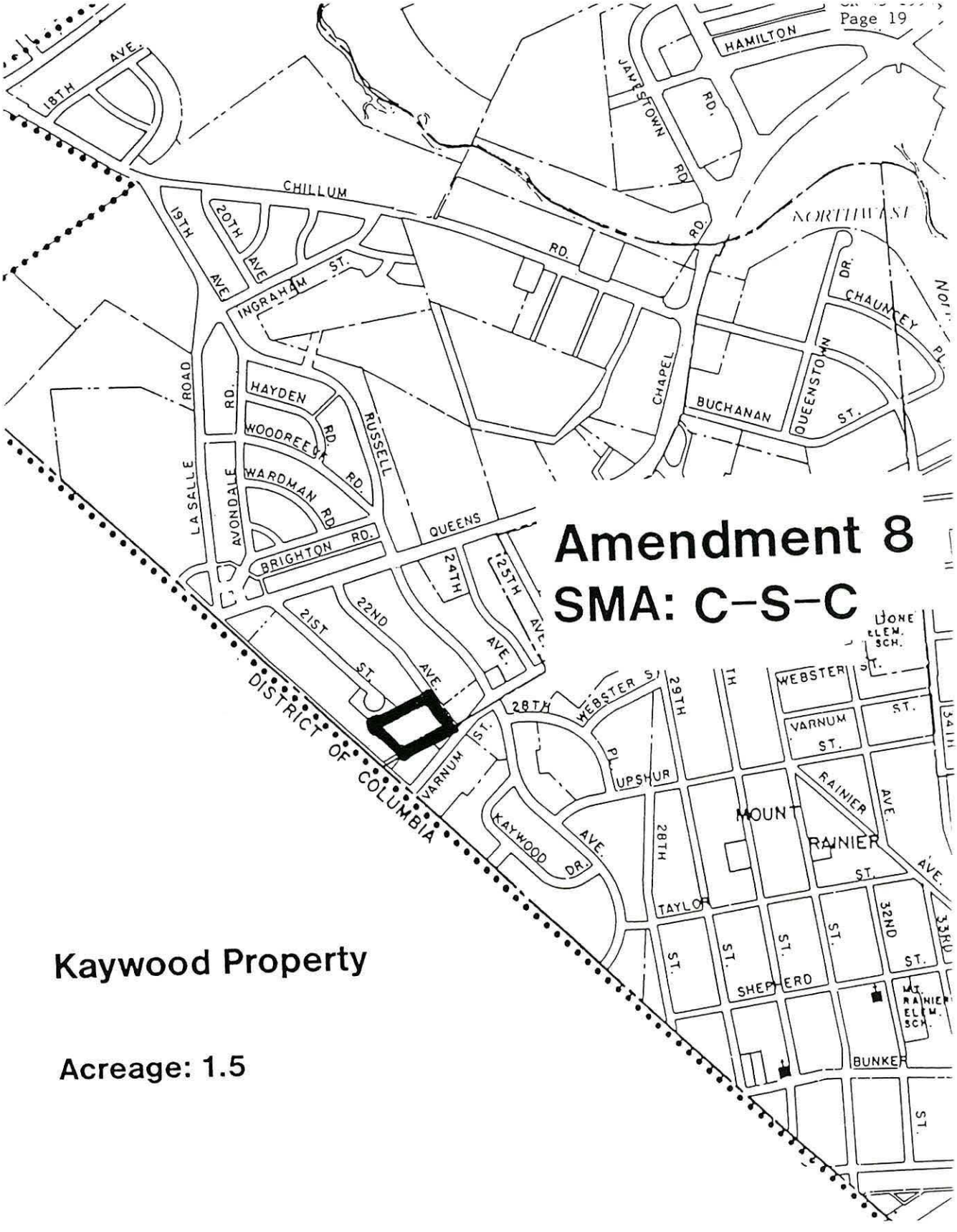


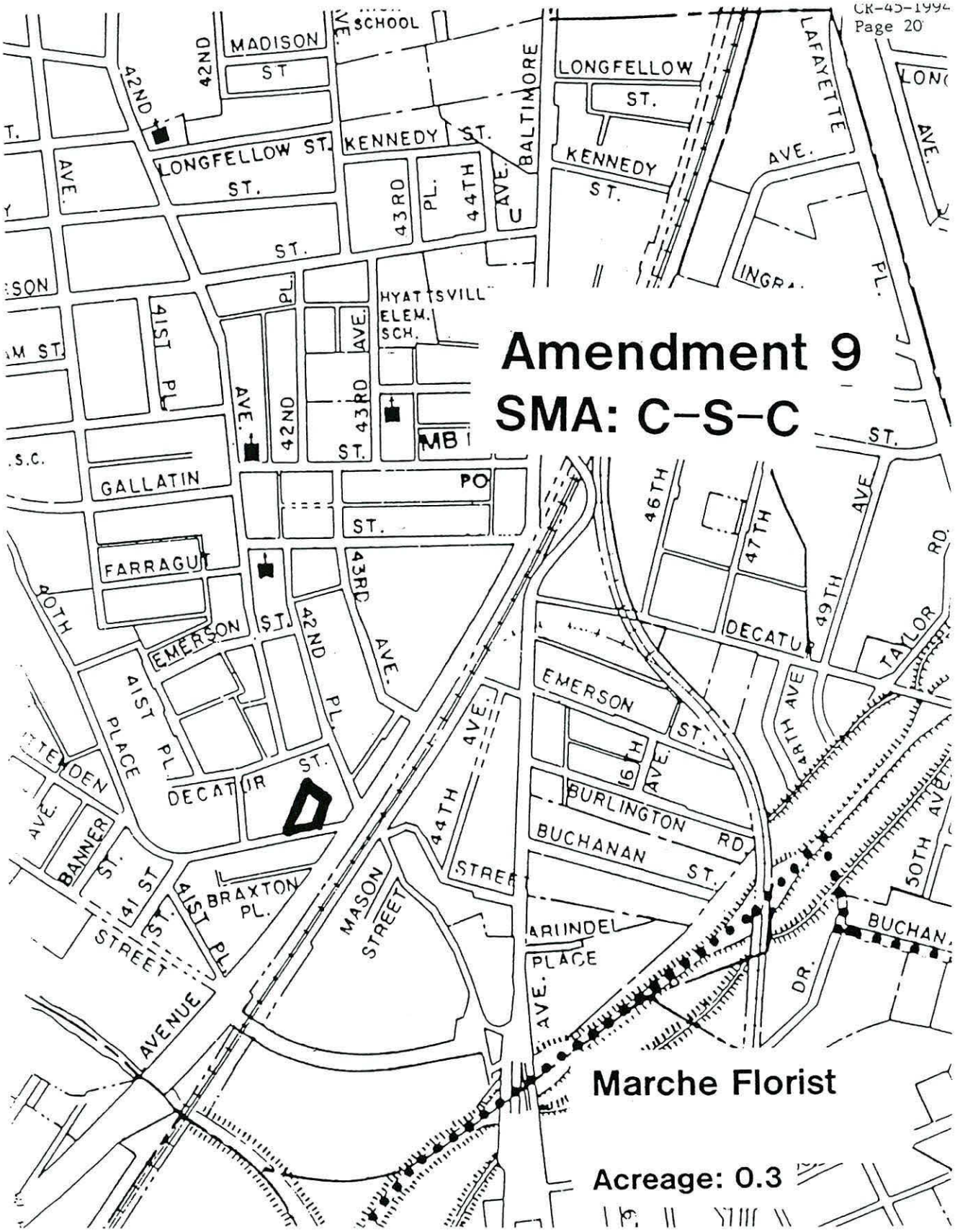
Amendment 3
SMA: Retain
Existing I–1 zoning

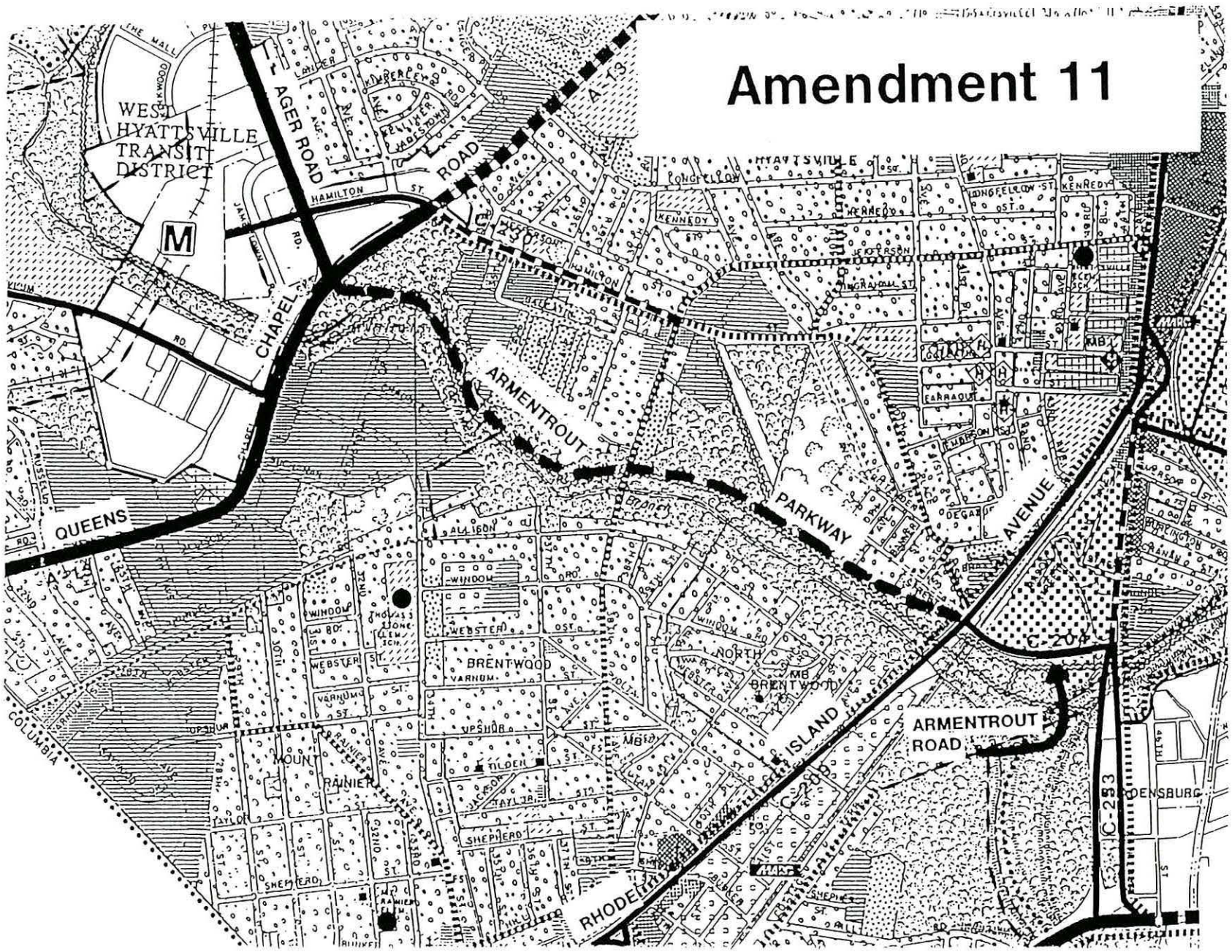

Amendment 4
SMA: M-U-T-C
Mount Rainier Town Center
WEBSTER
BRENTWOOD
VARNUM
UPSHUR
TILDEN
JACKSON
TAYLOR
SHEPHERD
RAINIER
AVE.
ST.
34TH
35TH
36TH
37TH
38TH
32ND
33RD
RHODE
PERRY
BUNKER
OTIS
OAK
NEWTON
VOLTA
NORTH
WALLACE
WEBSTER AVE.
41ST STREET
40TH
41ST
39TH
37TH AVE
BLADENSBURG
NEWARK
COLMA
LAWRENCE
AVENUE
MONROE
FORT
LINCOLN
CEMETERY
MB
PO
FS
HILL
RD.
PL.
TERR.
LN.

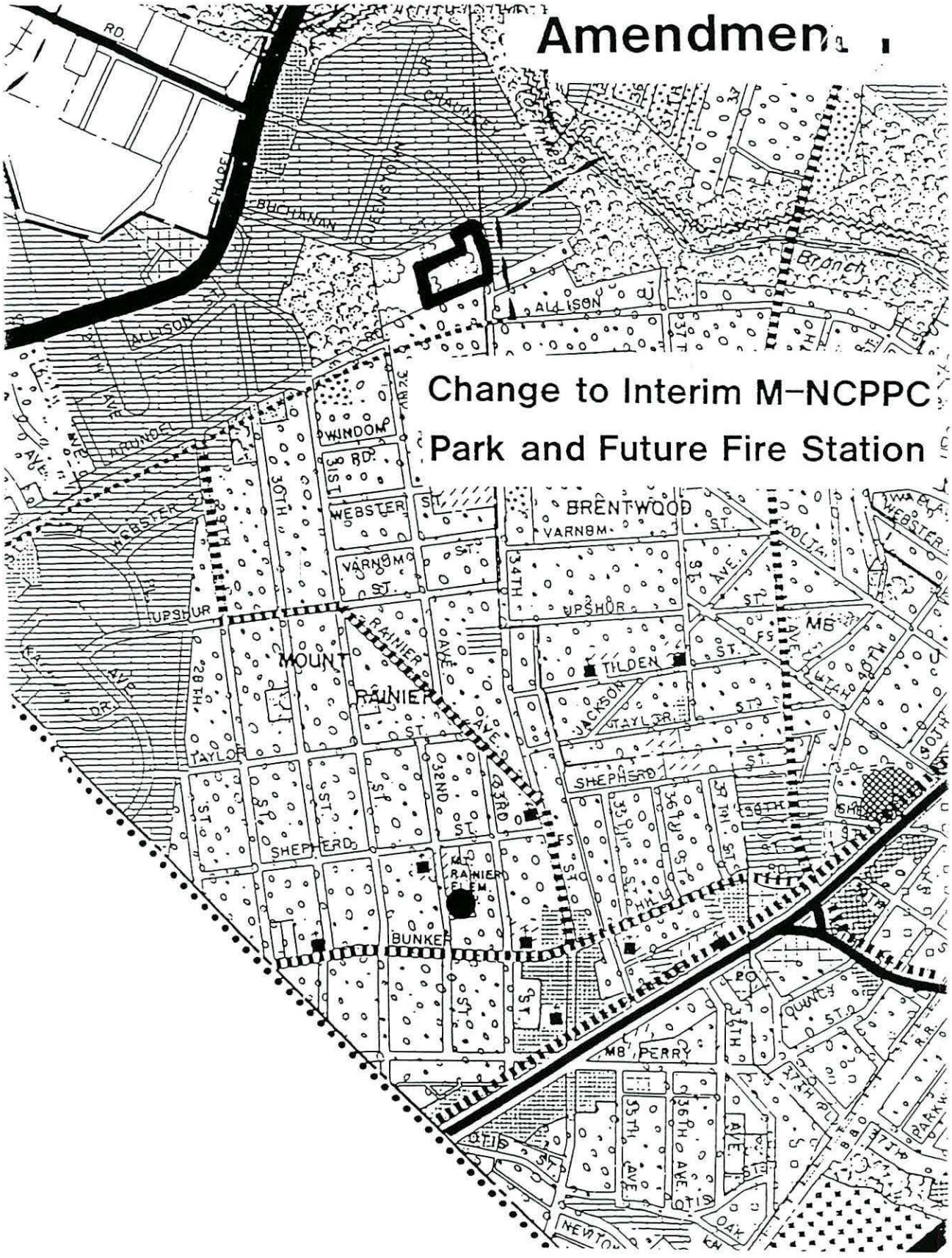

Amendment 5
SMA: RETAIN
EXISTING ZONING
Hyattsville Town Center
Existing Zone: C-S-C, C-M, C-O,
I-1 & R-18
Acreage: 33.2
BALTIMORE AVENUE
ISLAND AVENUE
RHODE
HYATTSVILLE MIDDLE SCHOOL
D. MATHA CATHOLIC HIGH SCHOOL
HYATTSVILLE ELEM SCH
OLIVER
OGLETHORPE
NICHOLSON
MADISON
LIVINGSTON
LONGFELLOW
KENNEDY
GALLATIN
FARRAGUT
EMERSON
DECATUR
BUCHANAN
BANNER
MASON
BRAX PL
ARUNDEL PLACE
TANGLEWOOD
BURLINGTON
CLEVELAND
HARRISON
CHAPEL
ONEIDA PL
W.S.S.C.
PO
MB
Branch
PARK

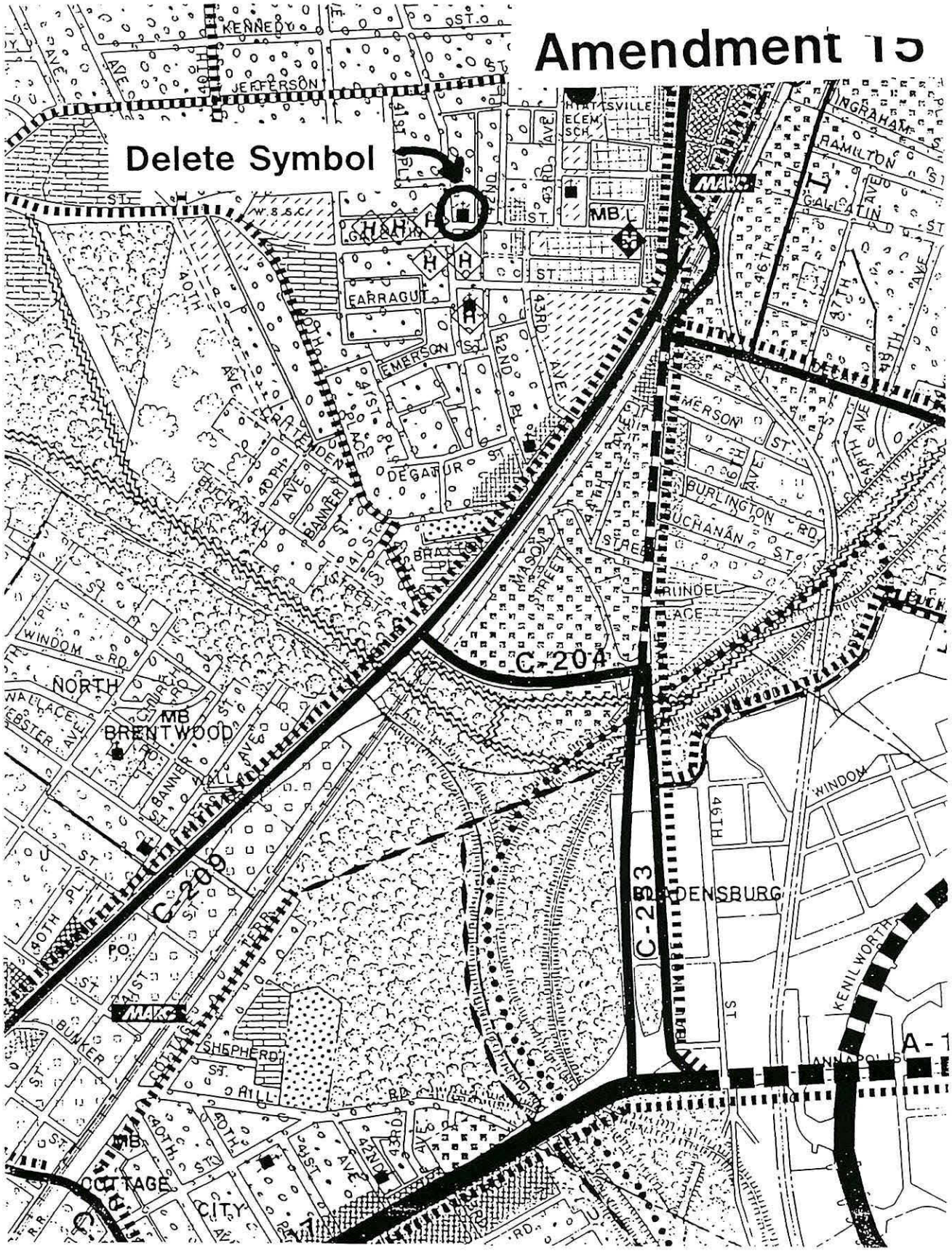

Amendment 6
Relocate Symbol
C-204
C-205
C-203
MARC
MB
BRENTWOOD
HYATTSVILLE
ELEM. SCH.
NORTH
CITY
COTTAGE
ANNAPOLIS
JEFFERSON
EMERSON
FARRAGUT
DECATUR
BURLINGTON
BUCHANAN
MASON
BRUNDEL
WINDOM
SHEPHERD
BUNKER
KENILWORTH
INGRAHAM
HAMILTON
GALLATIN
BANNER
HALL
PO


Amendment 8
SMA: C-S-C
Kaywood Property
Acreage: 1.5
HAMILTON
JAMESTOWN RD.
CHILLUM RD.
NORTHEAST
18TH AVE.
19TH AVE
20TH AVE
INGRAHAM ST.
HAYDEN RD.
WOODREEVE RD.
WARDMAN RD.
RUSSELL RD.
LA SALLE ROAD
AVONDALE RD.
BRIGHTON RD.
QUEENS
21ST ST.
22ND AVE.
24TH AVE.
25TH AVE.
CHAPEL
BUCHANAN
QUEENSTOWN ST.
CHAUNCEY DR.
DISTRICT OF COLUMBIA
VARNUM ST.
KAYWOOD DR.
28TH
WEBSTER ST.
29TH
UPSHUR
RAINIER AVE.
MOUNT RAINIER
TAYLOR
SHEPHERD
BUNKER
32ND ST.
33RD
WEBSTER ST.
VARNUM ST.


Amendment 9
SMA: C-S-C
Marche Florist
Acreage: 0.3
MADISON ST
LONGFELLOW ST.
KENNEDY ST.
BALTIMORE AVE.
LAFAYETTE AVE.
HYATTSVILLE ELEM. SCH.
GALLATIN
FARRAGUT
EMERSON ST.
DECATUR
BURLINGTON RD.
BUCHANAN ST.
ARUNDEL PLACE
MASON STREET
BRAXTON PL.
TAYLOR RD.
42ND AVE.
43RD AVE.
44TH AVE.
46TH AVE.
47TH AVE.
49TH AVE.
50TH AVE.
41ST PL.
41ST PLACE
BANNER ST.
TENDEN AVE.
MB I
PO


Amendment 11
WEST HYATTSVILLE TRANSIT DISTRICT
M
CHAPEL ROAD
HAMILTON ST.
ARMENTROUT
PARKWAY
AVENUE
QUEENS
BRENTWOOD
NORTH BRENTWOOD
MOUNT RAINIER
ISLAND
ARMENTROUT ROAD
RHODE
COLUMBIA
HYATTSVILLE
C-253


Amendment 1
Change to Interim M-NCPPC
Park and Future Fire Station
RD
CHAPEL
BUCHANAN
ALLISON
Branch
WINDOM
WEBSTER
VARNUM
BRENTWOOD
UPSHUR
MOUNT
RAINIER
TILDEN
JACKSON
TAYLOR
SHEPHERD
BUNKER
MB
PERR
QUINCY
OAK


Amendment 15
Delete Symbol
KENNEDY
JEFFERSON
HYATTSVILLE ELEM SCH
INGRAHAM
HAMILTON
GALLATIN
FARRAGUT
EMERSON
DECATUR
BURLINGTON RD
BUCHANAN ST
MASON STREET
RUNDEL PLACE
C-204
C-203
C-205
NORTH BRENTWOOD
MB
WINDOM
46TH
HYATTSVILLE
KENILWORTH
ANNAPOLIS
SHEPHERD
BUNKER HILL RD
COTTAGE CITY
MARC

Appendix B: Guide to Zoning Categories

Residential Zones [Part 5][1]

O-S: Open Space - Provides for areas of low-intensity residential (5 acre) development; promotes the economic use and conservation of land for agriculture, natural resource use, large-lot residential estates, nonintensive recreational use.

Standard lot size	- 5 acres
Maximum dwelling units per net acre	- 0.20

R-A: Residential-Agricultural - Provides for large-lot (2 acre) residential uses while encouraging the retention of agriculture as a primary land use.

Standard lot size	- 2 acres
Maximum dwelling units per net acre	- 0.50

R-E: Residential-Estate - Permits large-lot estate subdivisions containing lots approximately one acre or larger.

Standard lot size	- 40,000 sq. ft.
Maximum dwelling units per net acre	- 1.08
Estimated average dwelling units per acre	- 0.85

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[1] Definitions:

Standard lot size: The minimum area required for a lot.

Average dwelling units per acre: The number of dwelling units which may be built on a tract--including the typical mix of streets, public facility sites and areas within the 100-year floodplain--expressed as a per-acre average.

Maximum dwelling units per net acre: The number of dwelling units which may be built on the total tract--excluding streets and public facility sites, and generally excluding land within the 100-year floodplain--expressed as a per-acre average.

R-R: Rural Residential - Permits approximately half-acre residential lots; subdivision lot sizes depend on date of recordation; allows a number of nonresidential special exception uses.

Standard lot size	- 20,000 sq. ft. - 15,000 sq. ft. if recorded prior to February 1, 1970 10,000 sq. ft. if recorded prior to July 1, 1967
Maximum dwelling units per net acre	- 2.17
Estimated average dwelling units per acre	- 1.85

R-80: One-Family Detached Residential - Provides for variation in the size, shape, and width of subdivision lots to better utilize the natural terrain and to facilitate planning of single-family developments with lots and dwellings of various sizes and styles.

Standard lot size	- 9,500 sq. ft.
Maximum dwelling units per net acre	- 4.5
Estimated average dwelling units per acre	- 3.4

R-55: One-Family Detached Residential - Permits small-lot residential subdivisions; promotes high density, single-family detached dwellings.

Standard lot sizes	- 6,500 sq. ft.
Maximum dwelling units per net acre	- 6.70
Estimated average dwelling units per acre	- 4.2

R-35: One-Family Semi-Detached, and Two-Family Detached, Residential - Provides generally for single-family attached development; allows two-family detached.

Standard lot sizes	- 3,500 sq. ft. for one-family, semi-detached - 7,000 sq. ft. for two-family, detached
Maximum dwelling units per net acre	- 12.44
Estimated average dwelling units per acre	- 8.5

R-T: Townhouse - Permits one-family attached, two-family, and three-family dwellings; promotes the maximum amount of freedom in the design of attached dwellings and their grouping and layout; site plan approval required.

Standard lot size per attached dwelling	- 1,500 sq.ft.
Maximum dwelling units per net acre	- Three-family dwellings - 12 - Other attached dwellings - 8
Minimum area for development	- 2 acres

R-20: One-Family Triple-Attached Residential - Permits single-family triple-attached and townhouse development. Site plan approval required for townhouses.

Standard lot sizes	- 3,200 sq. ft. for end lots - 2,000 sq. ft. for interior townhouse lots
Maximum triple-attached dwellings per net acre	- 16.33
Maximum townhouses per net acre	- 8.0
Estimated average triple-attached dwelling units per net acre	- 11

R-30: Multifamily Low-Density Residential - Provides for low-density garden apartments; single-family attached, two-family and three-family dwellings in accordance with R-T Zone provisions; site plan approval required.

Minimum lot size	- Garden apartments - 14,000 sq ft. - Attached dwellings - 1,500 sq ft.
Maximum dwelling units per net acre	- Garden apartments - 10 - Three-family dwellings - 12 - Other attached dwellings - 8

R-30C: Multifamily Low-Density Residential-Condominium - Same as R-30 above except ownership as condominium, or development in accordance with the R-T Zone; site plan approval required.

Minimum lot size	- Garden apartments - 14,000 sq ft. - Attached dwellings - 1,500 sq. ft.
Maximum dwelling units per net acre	- Garden apartments - 10 - Three-family dwellings - 12 - Other attached dwellings - 8

R-18: Multifamily Medium-Density Residential - Provides for multiple family (apartment) development of moderate density; single-family attached, two-family and three-family dwellings in accordance with R-T Zone provisions; site plan approval required.

Minimum lot size	- Apartments - 16,000 sq. ft. - Attached dwellings - 1,500 sq. ft.
Maximum dwelling units per net acre	- Garden apartments and three-family dwellings - 12 - Mid-rise apartments (4 or more stories with elevator) - 20 - Three-family dwellings - 12 - Other attached dwellings - 8

R-18C: Multifamily Medium-Density Residential-Condominium - Same as above except ownership as condominium, or development in accordance with the R-T Zone; site plan approval required.

Minimum lot size	- Apartments - 1 acre - Attached dwellings - 1,500 sq. ft.
Maximum dwelling units per net acre	- Garden apartments - 14 - Mid rise apartments (4 or more stories with elevator) - 20 - Three-family dwellings - 12 - Other attached dwellings - 8

R-H: Multifamily High-Rise Residential - Provides for suitable sites for high-density, vertical residential development; site plan approval required.

Maximum lot size	- 5 acres
Maximum dwelling units per net acre	- 48.4

R-10: Multifamily High-Density Residential - Provides for suitable sites for high-density residential in proximity to commercial and cultural centers. Site plan approval required for buildings 110 feet in height or less; special exception required for buildings over 110 feet in height.

Minimum lot size	- 2 acres
Maximum dwelling units per net acre	- 48 plus acre for each 1,000 sq. ft. of indoor common area for social, recreational, or educational purposes.

R-10A: Multifamily, High-Density Residential-Efficiency - Provides for a multifamily zone designed for the elderly, singles, and small family groups. Site plan approval required for buildings 110 feet in height or less; special exception required for buildings over 110 feet in height.

Minimum lot size	- 2 acres
Maximum dwelling units per net acre	- 48 plus one for each 1,000 sq. ft. of indoor common area for social, recreational, or educational purposes.

Mixed Use/Planned Community Zones [Parts 9 and 10]

M-X-T: Mixed Use - Transportation Oriented - Provides for a variety of residential, commercial, and employment uses; mandates at least three out of the following four use categories: (1) Retail, (2) Office/Research/Industrial, (3) Dwellings, (4) Hotel/Motel; encourages a 24-hour functional environment; must be located near a major intersection or a major transit station and will provide adequate transportation facilities for the anticipated traffic.

Lot size and dwelling types	- No Restrictions
Maximum floor area ratio	- 0.4 without optional method; - 8.0 with optional method (provision of amenities)

M-X-C: Mixed Use - Community - Provides for a comprehensively planned community with a balanced mix of residential, commercial, light manufacturing, recreational and public uses; includes a multistep review process to assure compatibility of proposed land uses with existing and proposed surrounding land uses, public facilities and public services; mandates that each development include residential uses, community use areas, neighborhood centers and an integrated public street system with a variety of street standards.

Minimum tract size	- 750 gross acres
Lot size and dwelling types	- No Restrictions
Maximum dwelling units per gross acre	- 2
Maximum floor area ratio for commercial uses	- 0.4

M-U-TC: Mixed Use - Town Center - Provides for a mix of commercial and limited residential uses which establish a safe, vibrant, 24-hour environment; designed to promote appropriate redevelopment of, and the preservation and adaptive reuse of selected buildings in, older commercial areas; establishes a flexible regulatory framework, based on community input, to encourage compatible development and redevelopment; mandates approval of a development plan at the time of zoning approval, that includes minimum and maximum development standards and guidelines, in both written and graphic form, to guide and promote local revitalization efforts.

R-P-C: Planned Community - Provides for a combination of uses permitted in all zones, to promote a large-scale community development with a full range of dwellings providing living space for a minimum of 500 families; encourages recreational, commercial, institutional, and employment facilities within the planned community.

Lot size and dwelling types	- Varied
Maximum dwelling units per gross acre	- 8

R-M-H: Planned Mobile Home Community - Provides for suitable sites for planned mobile home communities, including residences and related recreational, commercial, and service facilities.

Minimum lot size	- 4,000 sq. ft.
Maximum mobile homes per acre	- 7

Comprehensive Design Zones [Part 8]

(These zones require three-phase development plan review, the first of which is Basic Plan approval that establishes general land use types, land use relationships, and minimum land use quantities. In zones providing for density and intensity ranges, increases in density and intensity within the limits prescribed are allowed in return for public benefit features.)

R-L: Residential Low Development - Provides for low-density residential development in areas recommended by a Master Plan for alternative low-density development techniques. The zone allows a mixture of residential types and lot sizes generally corresponding to single-family development; provides for limited convenience retail and service needs.

Minimum tract size	- Generally 100 contiguous acres
Low .5	- Base density (dwelling units per gross acre) - .5 - Maximum density - .9
Low 1.0	- Base Density (dwelling units per gross acre) - 1.0 - Maximum density - 1.5

R-S: Residential Suburban Development - A mixture of residential types within the suburban density range generally corresponding to low-density single-family development; provides for limited convenience-commercial retail and service needs.

Minimum tract size	- Generally 25 acres
Suburban 1.6	- Base density (dwelling units per gross acre) - 1.6 - Maximum density - 2.6
Suburban 2.7	- Base density (dwelling units per gross acre) - 2.7 - Maximum density - 3.5

R-M: Residential Medium Development - A mixture of residential types with a medium-density range which provides for a transition convenience-commercial from suburban to an urban land use character; provides for limited retail and service needs.

Minimum tract size	- Generally 10 acres
Medium 3.6	- Base density (dwelling units per gross acre) - 3.6 - Maximum density - 5.7
Medium 5.8	- Base density (dwelling units per gross acre) - 5.8 - Maximum density - 7.9

R-U: Residential Urban Development - A mixture of residential types generally associated with an urban environment; provides for limited convenience-commercial retail and service needs.

Minimum tract size	- Generally 5 acres
Urban 8.0	- Based density (dwelling units per gross acre) - 8.0 - Maximum density - 11.9
Urban 12.0	- Base density (dwelling units per gross acre) - 12.0 - Maximum density - 16.9

L-A-C: Local Activity Center - A mixture of commercial retail and service uses along with complimentary residential densities within a hierarchy of centers servicing three distinct service areas: neighborhood, village, and community.

	Neighborhood	Village	Community
Minimum tract size	4 acres	10 acres	20 acres
Base resid. density	8 du/ac.	10 du/ac.	10 du/ac.
Max. resid. density	12.1 du/ac.	15 du/ac.	20 du/ac.
Base comm. intensity	0.16 FAR	0.2 FAR	0.2 FAR
Max. comm. intensity	0.31 FAR	0.64 FAR	0.68 FAR

M-A-C: Major Activity Center - A mixture of uses which serve a regional residential market or provide concentrated employment, arranged to allow easy pedestrian access between uses; provides for a minimum residential floor area of 20% of the total floor area at the time of full development; two types of functional centers are described: Major Metro and New Town or Corridor City.

Minimum tract size - Generally 40 acres

	Metro Center	New Town
Base residential density	48 du/ac.	10 du/ac.
Max. residential density	125 du/ac.	47.9 du/ac.
Base commercial intensity	1.0 FAR	0.2 FAR
Max. commercial intensity	2.7 FAR	0.88 FAR

E-I-A: Employment and Institutional Area - A concentration of nonretail employment and institutional uses and services such as medical, manufacturing, office, religious, educational, recreational, and governmental.

Minimum tract size - Generally 5 acres

Village Zones -

V-L: Village-Low - Provides for a variety of residential, commercial, recreational, and employment uses within a traditional village setting surrounded by open space; mandates the following land use area categories: (1) Village Proper; (2) Village Fringe; (3) Residential Areas; (4) Village Buffer; and (5) Recreational Areas. Land use areas are arranged to allow a sense of community with linkage via a pedestrian network; also mandates a mixture of residential types and lot sizes, including affordable housing units. This Zone may be utilized in areas recommended for permanent low density by a Master Plan.

Minimum tract size - 150 contiguous acres

Maximum density - 1.3 dwelling units per gross acre

V-M: Village-Medium - Provides for a variety of residential, commercial, recreational, and employment uses within a traditional village setting surrounded by open space; mandates the following land use area categories: (1) Village Proper; (2) Village Fringe; (3) Residential Areas; (4) Village Buffer; and (5) Recreational Areas. Land use areas are arranged to allow a sense of community with linkage via a pedestrian network; also mandates a mixture of residential types and lot sizes, including affordable housing units. This Zone may be utilized in areas recommended for permanent low density by a Master Plan.

Minimum tract size - 300 contiguous acres

Maximum density - 2.0 dwelling units per gross acre

Commercial Zones [Part 6]

C-O: Commercial Office - Uses of a predominantly nonretail commercial nature, such as business, professional and medical offices, or related administrative services.

C-A: Ancillary Commercial - Certain small retail commercial uses, physician and dental offices, and similar professional offices that are strictly related to and supply necessities in frequent demand and daily needs of an area with a minimum of consumer travel; maximum size of zone: 3 acres.

C-1: Local Commercial, Existing - All of the uses permitted in the C-S-C Zone.

C-2: General Commercial, Existing - All of the uses permitted in the C-S-C Zone, with additions and modifications.

C-C: Community Commercial, Existing - All of the uses permitted in the C-S-C Zone.

C-G: General Commercial, Existing - All of the uses permitted in the C-S-C Zone.

C-S-C: Commercial Shopping Center - Retail and service commercial activities generally located within shopping center facilities; size will vary according to trade area.

C-H: Highway Commercial, Existing - All of the uses permitted in the C-M Zone.

C-M: Commercial Miscellaneous - Varied commercial uses, including office and highway-oriented uses, which may be disruptive to the compactness and homogeneity of retail shopping centers.

C-W: Commercial Waterfront - Marine activities related to tourism, boating and recreation, together with employment areas which cater to marine activities along a waterfront.

C-R-C: Commercial Regional Center - Provides locations for major regional shopping malls and related uses that are consistent with the concept of an upscale mall. Minimum area for development - one hundred (100) gross continuous acres. (FAR - 75)

Industrial Zones [Part 7]

I-1: Light Industrial - Light intensity manufacturing, warehousing, and distribution uses.

I-2: Heavy Industrial - Highly intensive industrial and manufacturing uses.

I-3: Planned Industrial/Employment Park - Uses that will minimize detrimental effects on residential and other adjacent areas; a mixture of industrial, research, and office uses with compatible institutional, recreational, and service uses in a manner that will retain the dominant industrial/employment character of the zone; standard minimum tract size of 25 acres; standard minimum lot size of two acres; concept plan and plan of development required.

I-4: Limited Intensity Industrial - Limited intensity (0.3 FAR) commercial, manufacturing, warehousing, and distribution uses; development standards extended to assure limited intensity industrial and commercial development, and compatibility with surrounding zoning and uses.

U-L-I: Urban Light Industrial - Designed to attract and retain a variety of small-scale light industrial uses in older, mostly developed industrial areas located close to established residential communities; establishes a flexible regulatory process with appropriate standards to promote reinvestment in, and redevelopment of, older urban industrial areas as employment centers, in a manner compatible with adjacent residential areas.

Overlay Zones [Part 10A]

T-D-O: Transit District Overlay - A mapped zone superimposed over other zones in a designated area around a Metro station which may modify certain requirements for development within those underlying zones. Permitted uses of the underlying zones are unaffected.

May modify provisions of the underlying zone concerning standards for development.

Chesapeake Bay Critical Area Overlay Zones

I-D-O: Intense Development Overlay - To conserve and enhance fish, wildlife, and plant habitats and improve the quality of runoff that enters the Chesapeake Bay, while accommodating existing residential, commercial, or industrial land uses. To promote new residential, commercial, and industrial land uses with development intensity limits.

May modify provisions of the underlying zone concerning uses allowed and standards for development.

L-D-O: Limited Development Overlay - To maintain and/or improve the quality of runoff entering the tributaries of the Chesapeake Bay and to maintain existing areas of natural habitat, while accommodating additional low- or moderate-intensity development.

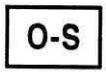
May modify provisions of the underlying zone concerning uses allowed and standards for development.

R-C-O: Resource Conservation Overlay - to provide adequate breeding, feeding, and wintering habitats for wildlife, to protect the land and water resources base necessary to support resource oriented land uses, and to conserve existing woodland and forests for water quality benefits along the tributaries of the Chesapeake Bay.

May modify provisions of the underlying zone concerning uses allowed and standards for development.

LEGEND OF ZONING CATEGORY SYMBOLS*

RESIDENTIAL ZONES



O-S
(OPEN SPACE)



R-A
(RESIDENTIAL-AGRICULTURAL)

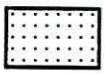


R-E
(RESIDENTIAL-ESTATE)



R-R
(RURAL RESIDENTIAL)

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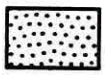
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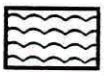
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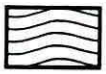
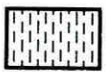
(ONE-FAMILY SEMI-DETACHED AND TWO-FAMILY DETACHED, RESIDENTIAL)


R-T
(TOWNHOUSE RESIDENTIAL)


R-20
(ONE-FAMILY TRIPLE-ATTACHED RESIDENTIAL)


R-30
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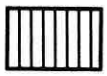
R-30C
(MULTIFAMILY LOW-DENSITY RESIDENTIAL-CONDOMINIUM)


R-18
(MULTIFAMILY MEDIUM-DENSITY RESIDENTIAL)



R-18C
(MULTIFAMILY MEDIUM-DENSITY RESIDENTIAL-CONDOMINIUM)


R-H
(MULTIFAMILY HIGH-RISE RESIDENTIAL)


R-10
(MULTIFAMILY HIGH-DENSITY RESIDENTIAL)

R-10A

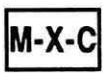


R-10A
(MULTIFAMILY HIGH-DENSITY RESIDENTIAL EFFICIENCY)

MIXED USE/PLANNED COMMUNITY ZONES



M-X-T
(MIXED USE—TRANSPORTATION ORIENTED)



M-X-C
(MIXED USE COMMUNITY)



M-U-TC
(MIXED USE TOWN CENTER)



R-P-C
(PLANNED COMMUNITY)



R-M-H
(PLANNED MOBILE HOME COMMUNITY)

COMPREHENSIVE DESIGN ZONES



R-L
(RESIDENTIAL LOW DEVELOPMENT)



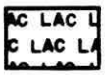
R-S
(RESIDENTIAL SUBURBAN DEVELOPMENT)



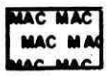
R-M
(RESIDENTIAL MEDIUM DEVELOPMENT)



R-U
(RESIDENTIAL URBAN DEVELOPMENT)



L-A-C
(LOCAL ACTIVITY CENTER)



M-A-C
(MAJOR ACTIVITY CENTER)

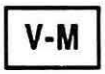


E-I-A
(EMPLOYMENT AND INSTITUTIONAL AREA)

Village Zones

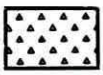


V-L
(VILLAGE-LOW)

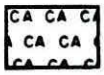


V-M
(VILLAGE-MEDIUM)

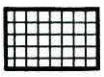
COMMERCIAL ZONES



C-O
(COMMERCIAL OFFICE)



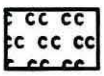
C-A
(ANCILLARY COMMERCIAL)



C-1
(LOCAL COMMERCIAL, EXISTING)



C-2
(GENERAL COMMERCIAL, EXISTING)



C-C
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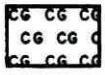

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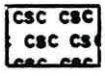
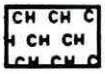
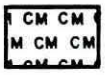


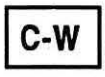
C-S-C
(COMMERCIAL SHOPPING CENTER)



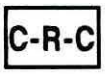
C-H
(HIGHWAY COMMERCIAL, EXISTING)



C-M
(COMMERCIAL MISCELLANEOUS)

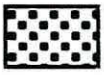


C-W
(COMMERCIAL WATERFRONT)

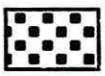


C-R-C
(COMMERCIAL REGIONAL CENTER)

INDUSTRIAL ZONES



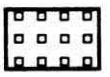
I-1
(LIGHT INDUSTRIAL)



I-2
(HEAVY INDUSTRIAL)



I-3
(PLANNED INDUSTRIAL EMPLOYMENT PARK)



I-4
(LIMITED INTENSITY INDUSTRIAL)



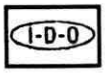
U-L-I
(URBAN LIGHT INDUSTRIAL)

OVERLAY ZONES



T-D-O
(TRANSIT DISTRICT OVERLAY)

CHESAPEAKE BAY CRITICAL AREA ZONES



I-D-O
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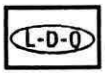
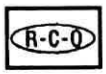


L-D-O
(LIMITED DEVELOPMENT OVERLAY)



R-C-O
(RESOURCE CONSERVATION OVERLAY)

** The symbols and patterns representing the various zoning categories are used on the planning area maps (generally 1,000' scale) and the official 200' scale Zoning Map(s).*

Appendix C: Concurrent Process for Master Plan and Sectional Map Amendment



Acknowledgements

Fern V. Piret, Ph.D., County Planning Director
Michael E. Petrenko, AICP, Deputy Director

Planning Team

Harry R. Neff, AICP, Chief, Area Planning Division*
Albert H. Wang, Project Planner
Wendelyn Martz, AICP, Project Planner*

Howard S. Berger, Architectural Historian
Cindy B. Carrier, Environmental Planner
Joseph Del Balzo, Public Facilities Planner
Ron Flaherty, Community Planner
Bruce Hancock, Trails Coordinator
Faramarz Mokhtari, Ph.D., Transportation Planning Coordinator
Eileen Nivera, Urban Designer
Sam Parker, Preservation Planner
Raymond Short, Urban Designer*

Art Tankersley, Chief, Community Planning Division
Teri von Adelung Bond, AICP, Project Planner
Dineene O'Connor, Project Planner

Mindy Carey, Park Planner
George Catloth, Park Community Supervisor
Kim Finch, Urban Designer
Gary L. Goodwin, Research Planner
James Jordan, Urban Designer
John Markovich, Environmental Planner
George Panor, Park Planning Technician
Fred Shaffer, Public Facilities Planner
Diana F. Wood, Environmental Planner

Planning Assistance

Reggie Baxter, Community Planning Division
Dumitru D. Carstea, Ph.D., Environmental Planner
Frank Derro, Chief, Transportation & Public Facilities Planning Division
Monty Kolste, AICP, Chief, Urban Design Planning
Dale Hutchison, Chief, Development Review Division
Joseph J. Valenza, Ph.D., Research Planner

Ron Burns, Transportation Planning Supervisor*
Robert D. Cline, AICP, Urban Design Planning Supervisor
John Funk III, AICP, Public Facilities Supervisor
Dominic J. Motta, Chief, Natural Resources
Tom Tyson, AICP, Community Planning Division

Technical Assistance

Laura C. Bogley, Planning Technician*
George Clark, Drafting Technician
Samuel Dixon, Graphic Designer
Mary Goodnow, Word Processing Operator
Susan Kelley, Supervisor, Office Services
Shawn Owens, Office Services*
Eugene Richardson, Drafting Technician
Arie Stouten, AICP, Supervisor, Publications & Graphics Section

Barbara A. Bruce, Administrative Aide
Charles Colella, Drafting Technician
Lauren D. Glascoe, Supervisor, Word Processing Center
Amber Janke, Word Processing Operator
Judith Leyshon, Graphic Designer
Terri Plumb, Publications Specialist
Jay Richardson, Planning Intern*
Marbury Wethered, Technical Editor

*Former Employee



Approved Master Plan and Sectional Map Amendment

for PLANNING AREA 68

Prince George's County Planning Department
The Maryland-National Capital Park & Planning Commission