

## **PART THREE:** *Transit District Development Plan*



### **Administration and Applicability**

#### **Capitol Heights TDDP Components**

The Capitol Heights TDDP is subdivided into six character areas—Metro station core, Metro edge, main street, medium-density residential edge, urban neighborhood, and suburban neighborhood. Each of the six character areas has a distinct set of development standards and guidelines that implement the concepts and recommendations for that area:

1. Metro station core (WMATA, Redevelopment Authority, Town of Capitol Heights-owned properties along east side of Capitol Heights Boulevard between Davey and Dole Streets)
2. Metro edge (properties between Capitol Heights Boulevard and Southern Avenue)
3. Main street (properties fronting Old Central Avenue [MD 332] between Southern and Suffolk Avenues)
4. Medium-density residential edge (properties fronting Old Central Avenue east of Topeka Avenue to Rollins Avenue; properties fronting north side of Maryland Park Drive between Old Central Avenue and East Capitol Street Extended [MD 214]; and properties fronting Maryland Park Drive and





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the north side of East Capitol Street Extended between Coolidge Street and Burgundy Street).

5. Urban neighborhood—single-family detached (generally areas of existing single-family residences not fronting on Old Central Avenue or East Capitol Street Extended)
6. Suburban neighborhood—single-family detached (generally low-density/undeveloped properties south of Belgium Street from Ventura Avenue/Capitol Heights Neighborhood Park east to Rollins Avenue)

The TDDP components for each neighborhood character area that guide development to achieve the transit-oriented development concept are as follows:

1. Preferred Land Use Plan
2. Street Circulation Plan
3. Building Envelope and Block Standards
4. Open Space and Streetscape Guidelines
5. Parking Facility Standards
6. Architecture Guidelines
7. Appendix B: Low-Impact Development (LID) Guidelines
8. Appendix C: Crime Prevention Through Environmental Design (CPTED) Guidelines

See Map 4: Capitol Heights Character Area and Map 16: Preferred Land Use Plan.

### Submittal Requirements

Applicants are strongly encouraged to meet with Planning Department staff at the conceptual design phase of their projects to review applicable standards, obtain a preliminary evaluation of foreseeable conformance issues, and identify required documentation. All submittals will be reviewed for conformance with the TDDP standards. The recommendations of the Urban Design Section will be considered by the Planning Board in reviewing plans submitted for conceptual site plan and detailed site plan.

Each applicant or the applicant's heirs, successors and/or assignees shall submit the following:

1. Aerial Photograph—Show the development site and a general location map.
2. Detailed Site Plan—Include narrative and graphic descriptions of the proposed development and a site plan that clearly identifies:
  - a. Architectural elevations, building types, sections, perspectives, building materials, building locations, and building envelopes in conformance with the Capitol Heights TDDP design standards.
  - b. All required streetscape improvements including pedestrian crosswalk locations and designs, sidewalks, bikeways, street trees and other plantings, signage (including bicycle route and vehicular parking/travel lane markings), and paving details.
  - c. Location of all buildings and other improvements.
  - d. Build-to lines.
  - e. Overall site dimensions.
  - f. Location of utilities.
  - g. Existing woodlands and landscape trees (caliper and type).
  - h. Landscaping, buffering and screening improvements (including the entire public street frontage of the development site).
  - i. Paved surfaces and type of paving material.
  - j. Park and/or plaza location and design (where applicable, depending on the threshold size of the proposed development).
  - k. Zoning, existing improvements, streets, alleys, sidewalks and curb lines within 150 feet of the site.
  - l. Existing and proposed rights-of-way and existing street centerline.
  - m. Parking plan (the total number of parking spaces by type [on-street, surface, and structured] and parking share utilization schedule, if applicable).
  - n. Lighting plan (lighting details and specifications including type, height, location, and method of illumination in foot-candles for exterior building facades, streetscapes and outdoor spaces).



- o. Existing environmental features (streams, wetlands, floodplains).
3. Traffic Study and Circulation Plan—Show all pedestrian, bicycle and vehicular circulation and access routes on and adjacent to the development site. Submit a traffic impact analysis for the proposed uses on the site.
4. Photographs and Locations of Adjacent Properties—If the development site borders a single-family residential neighborhood, submit photographs and locations of properties within 150 feet that show massing, scale, materials, and roof pitches of single-family homes.
5. Sign Plan—Sign permit applications shall submit both sign details and a graphic representation of the locations of the proposed signage on all buildings. The plan shall include the location(s), size, height, color, lettering style/size, construction details, architectural materials, specifications, and method of illumination. The plan shall be in conformance with the sign standards for the Capitol Heights TDDP.
6. Conceptual Stormwater Management/Low-Impact Development Plan—Submit all conceptual stormwater management plans to the Prince George’s County Department of Public Works and Transportation (DPW&T) for review and approval. DPW&T approval must be obtained before building or grading permits can be issued.
7. Tree Conservation Plan I—Include all information required by the Woodland Conservation Ordinance, especially the location, type and caliper of existing trees to be preserved.
8. Other Supporting Documentation—Include supporting documents where requested in the development standards (e.g., streetscape or parking provisions) or in support of a proposed rezoning to an appropriate mixed-use zone category consistent with the land use recommendations of the TDDP for the site.

All streetscape lighting shall be coordinated with DPW&T and the Maryland State Highways Administration (SHA).

In addition to conforming to all TDDP standards, all site plan applications shall address applicable land use and urban design guidelines contained in the TDDP.

With the exception of number 6 (Conceptual Stormwater Management/Low-Impact Development Plan) and number 8 (Other Supporting Documentation), all applications must meet the above requirements at the time of submission in order to be considered complete. Incomplete site plan applications will not be accepted for site plan review.

## Applicability of Site Plan Requirements

New development in the TDOZ is subject to detailed site plan review. New development must show compliance with the TDDP standards in the site plan review process.

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

The following are exemptions from the TDDP standards and the requirements of site plan review.

### 1. Legally existing development.

Until a site plan is submitted, all buildings, structures and uses that were lawful or could be certified as a legal nonconforming use on the date of transit district overlay zoning map amendment (TDOZMA) approval are exempt from the TDDP standards and from site plan review and are not nonconforming. However, if a permit application is submitted and it is determined that the legally existing building, structure or use has been discontinued for more than 180 days in accordance with Section 27-241(c), it shall comply with all applicable TDDP standards and site plan review.

### 2. Legally existing parking and loading.

Until a site plan is submitted, all legally existing parking and loading spaces in the TDOZ that were lawful and not nonconforming on the date of TDOZ//TDDP approval are exempt from the TDDP standards and site plan review, need not be reduced in amount or size, and are not nonconforming. The number of parking spaces, loading spaces, and landscaping remaining after the acquisition or



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dedication of right-of-way for new streets in the TDOZ shall be deemed as adequate.

### 3. Single-family residential dwellings.

All additions to single-family residential dwellings are exempt from TDDP standards and site plan review, if the residential use continues.

### 4. Multifamily development.

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

### 5. Nonresidential development.

An addition to a nonresidential structure that was lawful and not nonconforming on the date of TDDP/TDOZ approval is exempt from the TDDP standards and site plan review if the addition does not increase the GFA by more than ten percent.

### 6. Parking facilities.

Resurfacing, restriping or adding landscaping to parking facilities not required by the standards are exempt from the TDDP standards and site plan review if the facilities were lawful and not nonconforming on the date of TDOZMA approval and remain in conformance with all previously applicable regulations.

### 7. Nonconforming buildings, structures, and uses.

- a. Restoration or reconstruction of a nonconforming building or structure, or a certified nonconforming use, is exempt from the TDDP standards and site plan review if it meets the requirements of Section 27-243(a)(1) of the Zoning Ordinance.
- b. Except for improvements listed below in number 8, a property owner may not expand a certified nonconforming use, or a use or structure that was lawful on the date of TDOZMA approval but does not conform to the TDDP standards, unless a detailed site plan is approved with findings that the expansion is compatible with adjacent uses and meets the goals of the TDDP.

### 8. General.

The following are exempt from the TDDP standards and site plan review if the existing or proposed use is permitted:

- a. Permits for alteration or rehabilitation, with no increase in gross floor area
- b. Canopies
- c. Fences
- d. Decks
- e. Ordinary maintenance
- f. Changes in occupancy
- g. Changes in ownership

### 9. Signs.

- a. Signs for a development that does not otherwise require a detailed site plan will be reviewed in the permit review process for compliance with TDDP standards. Departures for signs that do not comply with the TDDP standards and that do not otherwise require a detailed site plan will be reviewed in the site plan process. Signs in a development requiring a detailed site plan will also be reviewed in the site plan process.
- b. New and replacement signs are subject to the TDDP standards.
- c. Refacing of an existing sign is exempt from the TDDP standards.

## Responsibility for Required Improvements

Within the Capitol Heights TDOZ, the developer/property owner shall be required to construct streetscape or other public improvements as part of any development project. Strong consideration should be given to the inclusion of appropriate LID structures. Maintenance of public improvements shall be coordinated with the applicable state, county and municipal agencies. Dedication and maintenance of all new rights-of-way and streetscape improvements shall be determined at the time of preliminary plan of subdivision approval.



## List of Improvements

Consideration should be given to the creation of a business improvement district (BID) within the TDOZ that would be charged with maintaining public improvements.

Examples of improvements required as part of development include:

- Constructing public spaces such as parks, plazas and community multipurpose use facility
- Maintenance of LID structures and features
- Installing sidewalks, including curbs and gutters
- Undergrounding utilities—This standard applies only to new utilities to be placed with proposed development or redevelopment
- Installing street furniture (benches, trash receptacles, bicycle racks, etc.) along privately maintained rights-of-way within the TDOZ
- Installing street trees and streetlights
- Dedicating public access easements
- Providing public art

All street furniture on private rights-of-way within the TDOZ shall be maintained by the property owner/developer. No street furniture or public works of art, other than publicly maintained streetlights and street trees, shall be installed within public rights-of-way without the permission of DPW&T and the Town of Capitol Heights expressed through an executed memorandum of understanding (MOU) with the developer/applicant. All non-M-NCPPC parks and open space elements within the TDOZ shall be maintained in accordance with a written agreement negotiated between the county and the Town of Capitol Heights or other appropriate local entity.

## Thresholds

- All development projects with more than 100 linear feet of street frontage and minimum gross floor area (GFA) greater than 35,000 square feet of new space shall be subject

to the requirement to provide streetscape improvements, including undergrounded utilities, dedicated easements, and public open spaces such as parks and plazas.

- All development projects with 30 to 100 linear feet of street frontage and GFA of 10,000 to 35,000 square feet of new space shall be subject to the requirement to provide streetscape improvements with the exception of undergrounded utilities, dedicated easements, and public open spaces such as parks and plazas.
- All development projects with less than 30 linear feet of street frontage and GFA less than 10,000 square feet of new space shall be exempt from TDDP public improvement requirements.

## Permitted and Prohibited Uses Within the Capitol Heights Transit District Overlay Zone (TDOZ)

### Permitted Uses

In general, permitted uses within the Capitol Heights TDOZ are the same as those permitted in the underlying zones according to the Prince George's County Zoning Ordinance. Exceptions to this rule are discussed in the following section on prohibited uses.

### Prohibited Uses

Certain uses that are currently permitted within underlying zones are incompatible with the Capitol Heights TDDP vision of transit-oriented development (TOD) within the TDOZ. As spelled out in the General Plan, TOD is by definition designed to promote transit use and decrease automobile use. This requires a built environment that is made up of uses that complement each other as well as help to promote transit use.

The uses contained in the following list are incompatible with General Plan requirements for successful TOD. Most of the uses are auto-oriented in nature and depend on vehicular traffic for their business. These uses are typically found in strip commercial development, not TOD. Other uses contained in this list have impacts because of their design or function that render them incompatible with residential and mixed-use areas. In addition, some uses generate large amounts of traffic and require significant amounts of parking, usually in the form



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of large surface parking lots. These areas are unattractive and unsafe for pedestrians and, therefore, are incompatible with pedestrian and transit-friendly development.

The following uses, and any use that is similar in nature or operation to any of these, are prohibited within the Capitol Heights TDOZ whether or not they are permitted in any of the underlying zones

1. Drive-thru or drive-in restaurant
2. Fast-food restaurant that is not within a shopping mall or an integrated shopping center, an office building, or a hotel
3. Vehicle, boat, mobile home, camping trailer rental, repair, service station, storage and sales
4. Gas station
5. Animal hospital
6. Motorized bicycle repair shop
7. Funeral parlor
8. Lawn mower sales or repair shop
9. Limousine service
10. Massage establishment
11. Methadone treatment center
12. Printing shop exceeding 2,000 square feet of gross floor area
13. Pawnshop
14. Seafood market containing more than 3,000 square feet of gross retail space
15. Amusement park within a wholly enclosed shopping mall
16. Outdoor rifle, pistol or skeet shooting range
17. Animal or poultry raising (other than customary household pets)
18. Sand and gravel wet-processing
19. Satellite dish antenna more than ten feet in diameter, to serve only one dwelling unit, in accordance with Section 27-451.01
20. Taxicab dispatching station

21. Cemetery

## Transit District Overlay Zoning Map Amendment

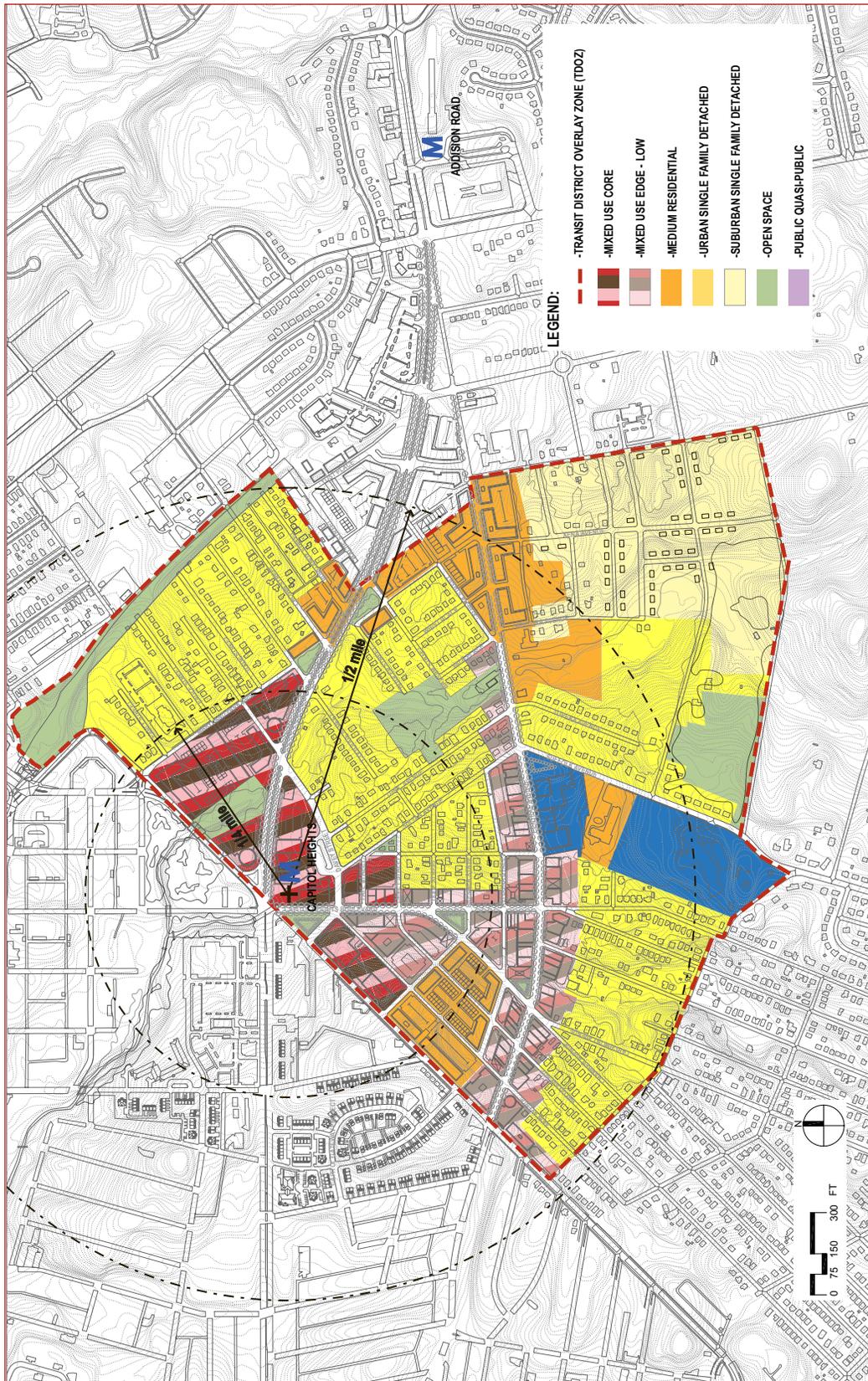
### Introduction

The land use recommendations in the Capitol Heights Transit District Development Plan (see Map 16: Preferred Land Use Plan) are reinforced by the comprehensive rezoning proposal, also known as a transit district overlay zoning map amendment (TDOZMA) (see Map 18: Summary of Proposed Zoning Changes), which brings the zoning of the planning area into conformance with the land use plan.

The SMA was initiated by the Planning Board in April 2005, with the concurrence of the District (County) Council, with the express intent to process the TDOZMA and the Capitol Heights TDDP simultaneously. The procedure followed was in accordance with CB-33-1992, which establishes the framework for the process of simultaneous approval of the TDDP and TDOZMA by the District Council. The procedural sequence for this concurrent process is illustrated in Appendix A: Procedural Sequence Chart.

Comprehensive rezoning through the TDOZMA is required to implement the land use plan contained in the TDDP. The TDOZMA helps to ensure that future development will be in conformance with county land use plans and development policies. Those policies, in turn, shape the county's ability to accommodate future development. The TDOZMA also corrects existing zoning that is incompatible with TOD. In addition, the TDOZMA reduces piecemeal rezoning within the TDOZ. Finally, the TDOZMA will bring zoning into greater conformity with county land use goals and policies for the Capitol Heights TDOZ. Development that conforms to the requirements of the Capitol Heights TDDP will help enhance the health, safety and general welfare of all Prince George's County residents.

The approval of the TDOZMA will result in the revision of the official zoning map for Planning Areas 72 (Landover), 75A (Suitland-District Heights), and 75B (Capitol Heights). The last approved sectional map amendment (SMA) for Planning Areas 75A and 75B occurred in 1986, while the last approved SMA for Planning Area 72 was enacted in 1993. Future



Map 16 Preferred Land Use Plan



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comprehensive examinations of the zoning within these areas will occur in accordance with the procedures established for transit district overlay zoning map amendments.

The following are comprehensive rezoning policies established by the Planning Board and District Council for preparation of the TDOZMA.

### Public Land Policy

This policy is that all public land should be placed in the most restrictive or dominant adjacent zone that bears the closest relationship to the intended character of the area. Therefore, the zoning of both public and private land should be compatible with surrounding zones and provide for appropriate future uses.

A distinction is made where large parcels of land are set aside specifically as public open space. In these cases, the R-O-S (Reserved Open Space) Zone or the O-S (Open Space) Zone is applied as the most appropriate zone, depending on the property's size.

Although federal and state government property is not subject to the requirements of the Zoning Ordinance, the comprehensive rezoning process is meant to apply a zoning category to all land, including government property, regardless of ownership. The R-O-S Zone is generally applied to federal and state properties, unless specific uses or intended character of the property or area should warrant another zoning category. This policy complies with Section 27-113 of the Prince George's County Zoning Ordinance. Section 27-113 states that any land which is conveyed in fee simple by the United States of America or by the State of Maryland shall immediately be placed in the R-O-S Zone until a zoning map amendment for the land has been approved by the District Council.

### Zoning In Public Rights-Of-Way

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

### Limitations on the Use of Zones

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

Reclassification of an existing zone to a less intense zone is prohibited where:

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

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

In order to clarify a given parcel of land's level of protection from less intensive rezoning by physical development, the Zoning Ordinance states in Section 27-223(h) that:

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

### Guidelines for Commercial Zoning

The comprehensive rezoning proposal will recommend the most appropriate of the commercial or mixed-use zones listed in the Prince George's County Zoning Ordinance. The choice of zones is determined by the commercial needs of the area,



the TDDP recommendations, and the type of use and status of development on affected properties and the surrounding area.

## Conditional Zoning

Safeguards, requirements and conditions beyond the normal provisions of the Zoning Ordinance that can be attached to individual zoning map amendments via conditional zoning cannot be used in TDOZMAs. In the piecemeal rezoning process, conditions are used to (1) protect surrounding properties from potential adverse effects of a proposed zoning map amendment and/or (2) to enhance coordinated, harmonious, and systematic development of the Regional District (the combined areas of Montgomery County and Prince George's County excluding the City of Laurel, Maryland). When approved by the District Council and accepted by the zoning applicant, conditions become part of the county zoning map requirements applicable to a specific property and are as binding as any provision of the county Zoning Ordinance (see Conditional Zoning Procedures, Section 27-157(b)).

In theory, zoning actions taken as part of the comprehensive rezoning (TDOZMA) process should be compatible with other land uses without the use of conditions. However, the TDOZMA is not intended to repeal the additional requirements determined via conditional zoning cases that have been approved before its initiation. Therefore, when special conditions for the development of specific properties have been publicly agreed upon and have become part of the existing zoning map applicable to those properties, those conditions shall be brought forward in the TDOZMA. This is accomplished by continuing the approved zoning with conditions and showing the zoning application number on the newly adopted zoning map. This action takes place only when it is found that the existing zoning is compatible with the intended zoning pattern or when ordinance limitations preclude a rezoning. Similarly, findings contained in previously approved SMAs shall be brought forward in the TDOZMA where the previous zoning category has been maintained.

## Transit District Overlay Zones

TDOZs may be included in a TDOZMA. However, the flexible nature of these zones requires a basic plan of development to be submitted through the zoning application

process (zoning map amendment) in order to evaluate the comprehensive design proposal. It is only through approval of a basic plan—which identifies land use types, quantities and relationships—that a TDOZ 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 TDOZ to be included within the TDOZMA. During the comprehensive rezoning and before the submission of such proposals, property must be classified in a conventional zone that provides an appropriate base density for development. In theory, the base density zone allows for an acceptable level of alternative development should the owner choose not to pursue full development potential indicated by the sector plan. (See Section 27-223(b), Section 27-225(b)(1), Section 27-226(a)(2), and Section 27-226(f)(4)).

## Comprehensive Rezoning Changes

To implement the development policies and land use recommendations contained in the Capitol Heights TDDP, many parcels of land must be rezoned to bring the zoning into conformance with the TDDP. The comprehensive rezoning process (via the TDOZMA) is the best way for the public sector to achieve this. Therefore, the TDOZMA is approved as an amendment to the official zoning map(s) concurrently with approval of the TDDP.

The proposed TDOZMA includes 12 zoning changes that affect 366 properties within the Capitol Heights TDOZ. The TDOZ is intended to ensure that the development of land around the Capitol Heights Metro Station meets the goals established in the Capitol Heights TDDP.

The proposed zoning changes will result in a new zoning inventory for the area (see Table 2: Existing and Proposed Zoning Inventory). Specific changes to existing zoning are shown on the following maps. These maps are included for illustrative purposes only. The 1 inch=200 foot scale zoning maps will represent the official zoning boundaries once the TDOZMA is approved.

## Mixed-Use Zoning Recommendations

Implementation of the long-range land use recommendations of the Capitol Heights TDDP for transit-oriented development will require mixed-use zoning techniques and form-based



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Table 2

### Existing and Proposed Zoning Inventory (in acres) Capitol Heights Metro Station Area Transit District Overlay Zone

Zone	Existing Zoning	Proposed Zoning	Net Change
R-R	5.49	36.06	+30.57
R-55	189.52	143.68	-45.84
R-T	17.15	30.15	+13.00
R-20	0.42	0	-0.42
R-35	3.39	3.39	0
C-O	7.90	3.14	-4.76
C-M	3.56	1.27	-2.29
C-A	0.43	0.09	-0.34
C-S-C	27.56	20.64	-6.92
I-1	4.43	3.00	-1.43
M-X-T	0	6.18	+6.18
O-S	0	12.25	+12.25
Zoning Subtotal	259.95	259.95	0
Rights-of-Way	61.28	61.28	0
TOTAL	321.23	321.23	0

Source: M-NCPPC, January 2009

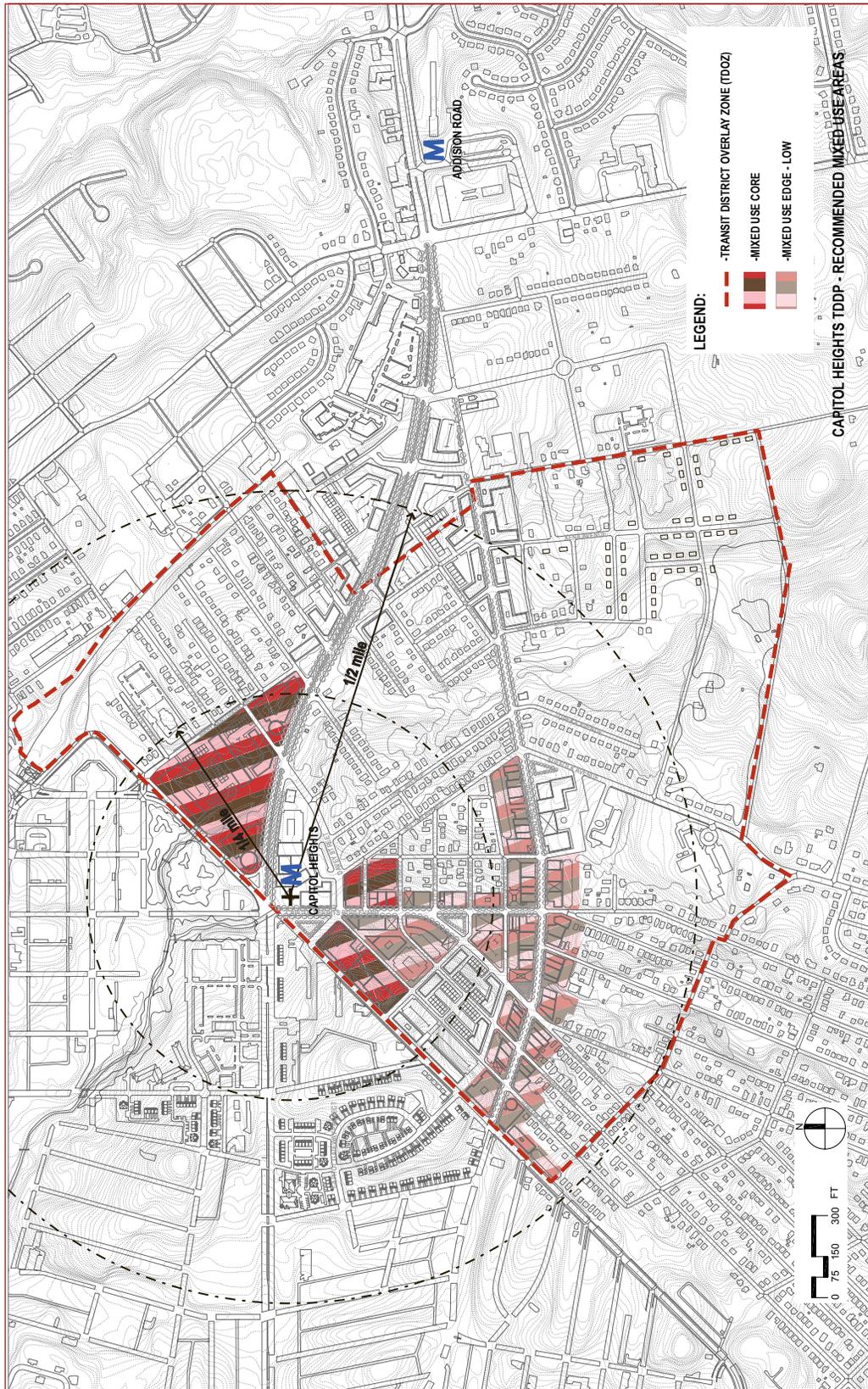
Note: All acreage is approximate.

development controls. The Zoning Ordinance contains several mixed-use zoning categories. They include the Development District Overlay Zone (DDOZ), Transit District Overlay Zone (TDOZ), Mixed-Use Transportation Oriented (M-X-T) Zone, Mixed-Use Infill (M-U-I) Zone, Mixed-Use Town Center (M-U-TC) Zone, and Comprehensive Design Zones (CDZs). Unfortunately, none of these zones combines use, design and administrative regulations in a manner that will effectively achieve the character and vision recommended by the TDDP. These zones either require property owner application, have become unwieldy to administer, or are not suitable techniques to achieve the envisioned character for future development within the TDOZ.

The plan recommends that an appropriate set of mixed-use, form-based zoning categories or techniques be prepared (or

existing zones modified) to create an effective and efficient set of regulations. These new or modified regulations will help to implement the mixed-use, pedestrian- and transit-oriented development patterns recommended by the 2002 General Plan and recent transit district development plans, including the Capitol Heights TDDP. The new mixed-use zoning tool being prepared in FY 2008 will implement the policy recommendations of the 2002 General Plan and recent plans including Suitland-District Heights and Landover, streamline and standardize regulations and processes, and supplement or replace existing mixed-use zones.

This plan identifies areas for mixed-use zoning (see Map 17: Recommended Areas for Mixed-Use Rezoning Applications). Applications for a mixed-use zone may be filed for evaluation and approval prior to the development



Map 17 Recommended Areas for Mixed-Use Rezoning Applications



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of a comprehensive mixed-use zoning tool and based only on the concepts and guidelines contained in the text of this document. Approval should be given for those applications that meet the intent, standards and guidelines of this plan.

### **Proposed Map Amendments**

The zoning change tables and maps are as follows:

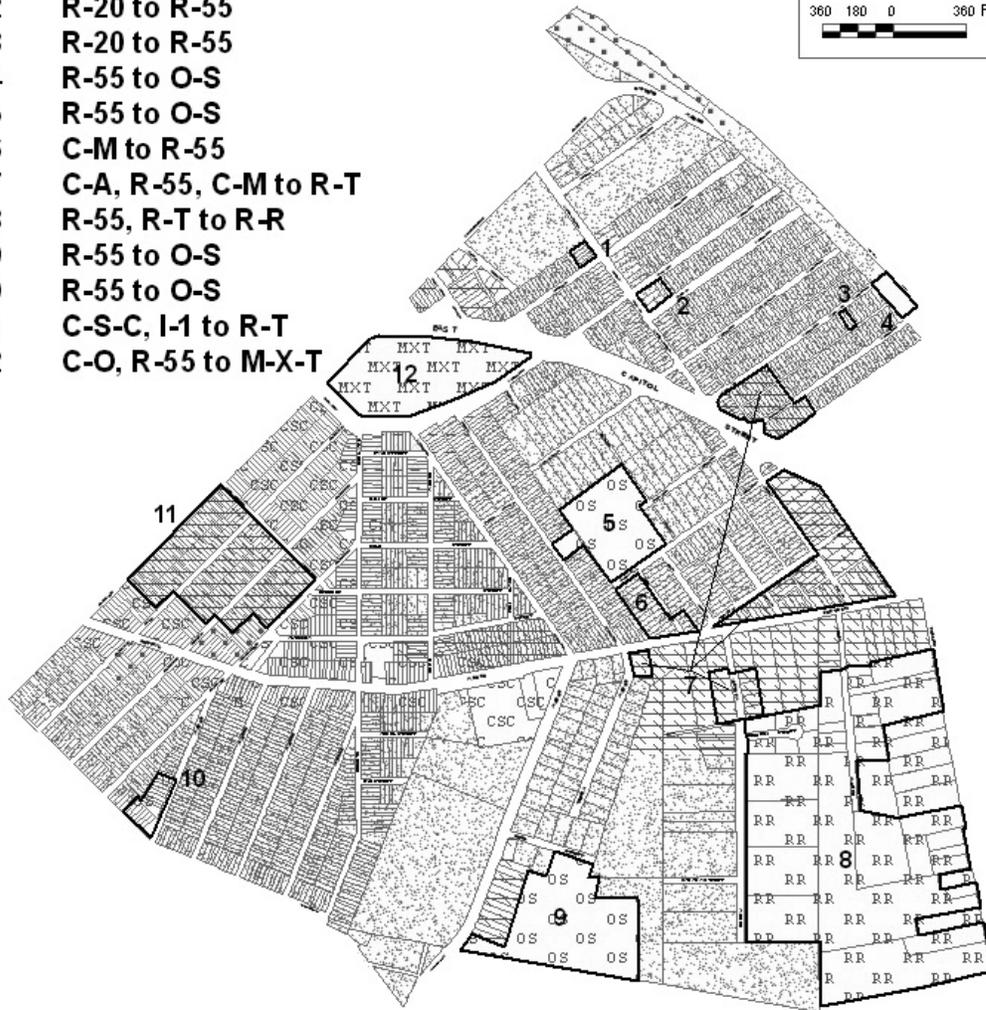
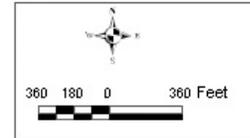
Map 18: Summary of Proposed Zoning Changes and

Proposed Zoning Change Tables and Maps 1–12)



## CAPITOL HEIGHTS METRO STATION ZONING AMENDMENTS

- 1 C-A to R-55
- 2 R-20 to R-55
- 3 R-20 to R-55
- 4 R-55 to O-S
- 5 R-55 to O-S
- 6 C-M to R-55
- 7 C-A, R-55, C-M to R-T
- 8 R-55, R-T to R-R
- 9 R-55 to O-S
- 10 R-55 to O-S
- 11 C-S-C, I-1 to R-T
- 12 C-O, R-55 to M-X-T



C-M	C-S-C	M-X-T	R-35	R-R
C-O	I-1	O-S	R-55	R-T

Map 18 Summary of Proposed Zoning Changes



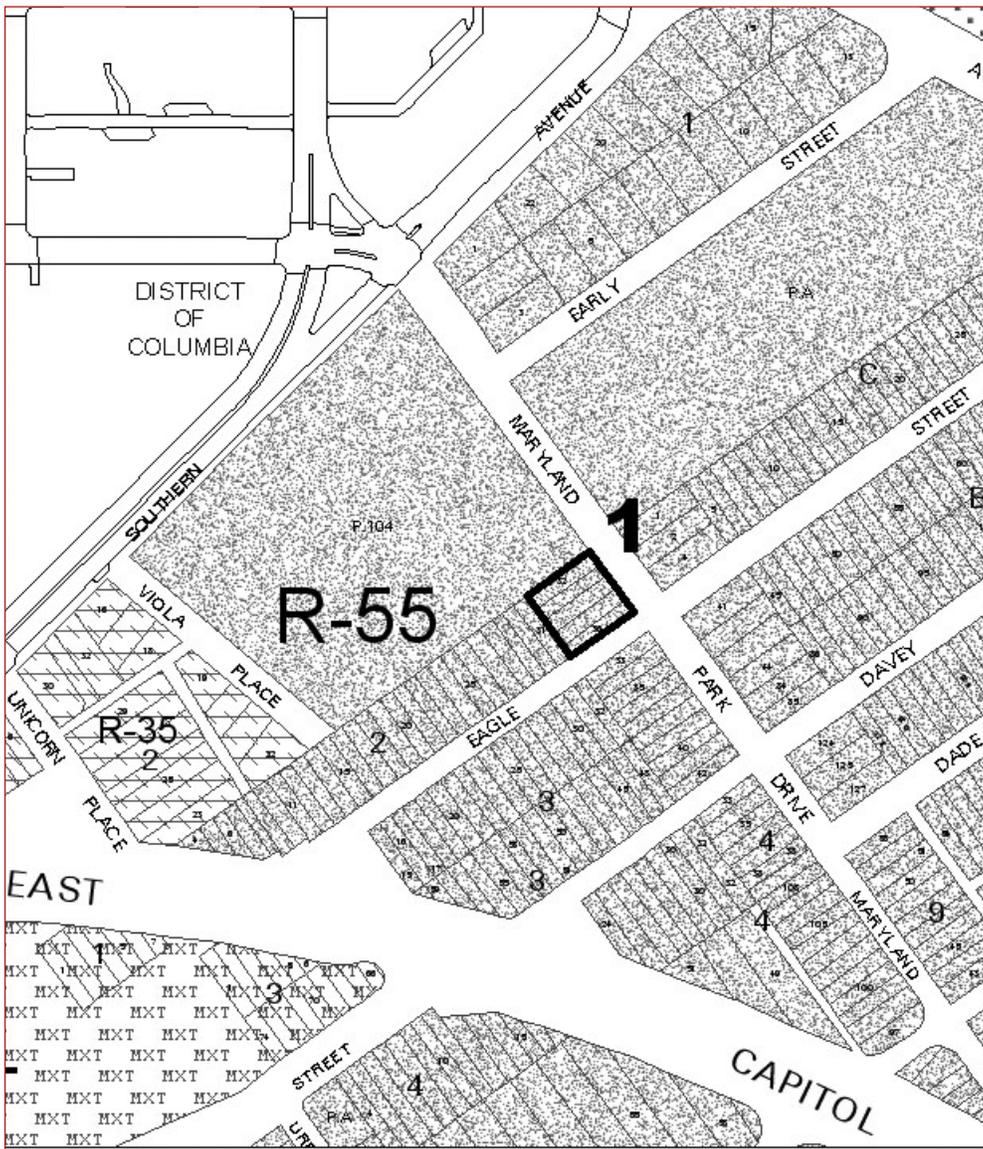
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## Proposed Zoning Change 1—CA to R-55

Change Number	Zone Change	Area of Change	Approved SMA/ ZAP/SE Number	Date	Pending ZAP	200' Scale Index Maps
1	C-A to R-55	0.23 ac.	TDOZ	–	–	201NE05

**Use and Location:** 202 Maryland Park Drive (TM 66A4, Unsworthville Subdivision, Block 2, Lots 32-36)

**Discussion:** Rezoning from the C-A Zone to the R-55 Zone will allow for redevelopment of these properties with single-family residential uses that are compatible with nearby existing single-family detached residences. The new development will help implement the plan's vision of an attractive transition zone for the Metro edge character area.



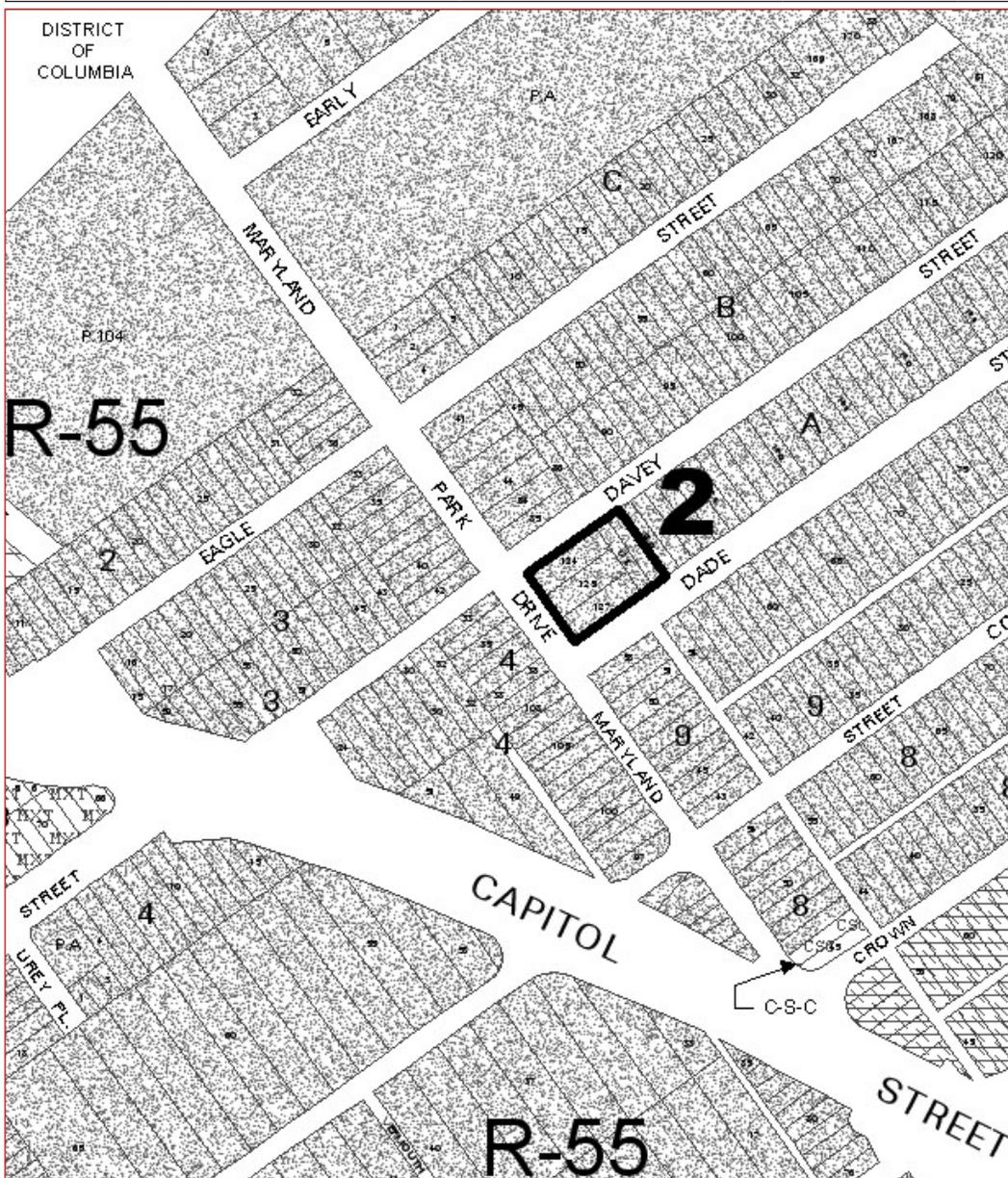


## Proposed Zoning Change 2— R-20 to R-55

Change Number	Zone Change	Area of Change	Approved SMA/ ZAP/SE Number	Date	Pending ZAP	200' Scale Index Maps
2	R-20 to R-55	0.34 ac.	–	–	–	201NE05

**Use and Location:** 5703 Davey Street; 123, 125 Maryland Park Drive; 5700 Dade Street (TM 66A4, Maryland Park Terrace Subdivision, Block A, Lots 124–129)

**Discussion:** Rezoning from the R-20 to the R-55 Zone will allow for redevelopment of these properties with single-family residential uses that are compatible with nearby existing single-family detached residences. The new infill development will bring vacant properties back into productive use. It will also help implement the plan's vision of a stable and attractive single-family residential district for the urban neighborhood character area.





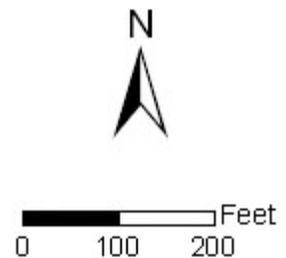
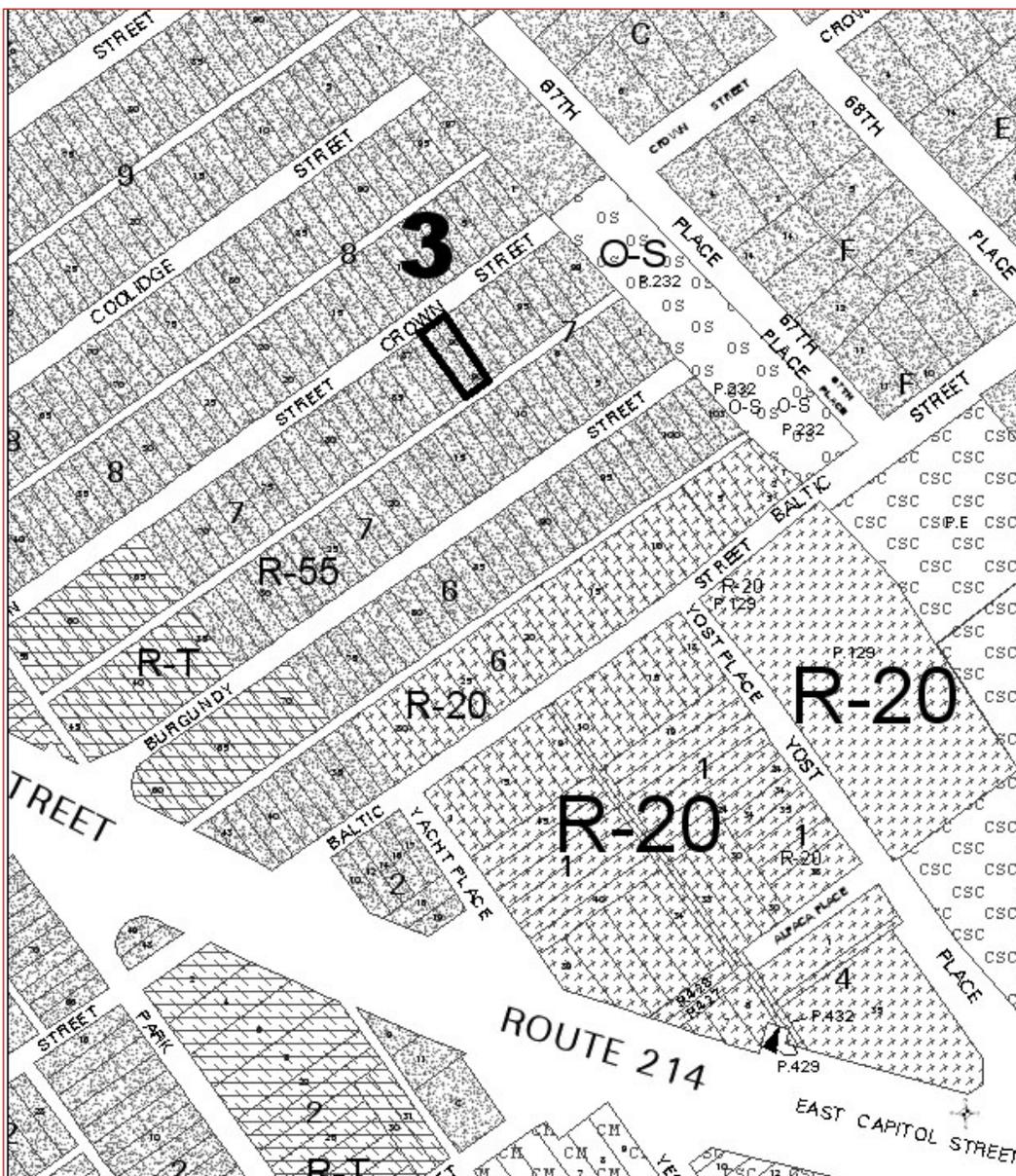
# Transit District Development Plan

## Proposed Zoning Change 3—R-20 to R-55

Change Number	Zone Change	Area of Change	Approved SMA/ ZAP/SE Number	Date	Pending ZAP	200' Scale Index Maps
3	R-20 to R-55	0.08 ac.	–	–	–	201NE05 201SE05

**Use and Location:** 5915 Crown Street (TM 66B4, Tolson Heights Subdivision, Block 7, Lots 89, 90)

**Discussion:** Rezoning from the R-20 Zone to the R-55 Zone will allow for redevelopment of these properties with single-family residential uses that are compatible with nearby existing single-family detached residences. The new infill development will bring vacant properties back into productive use. It will also help implement the plan's vision of a stable and attractive single-family residential district for the urban neighborhood character area.



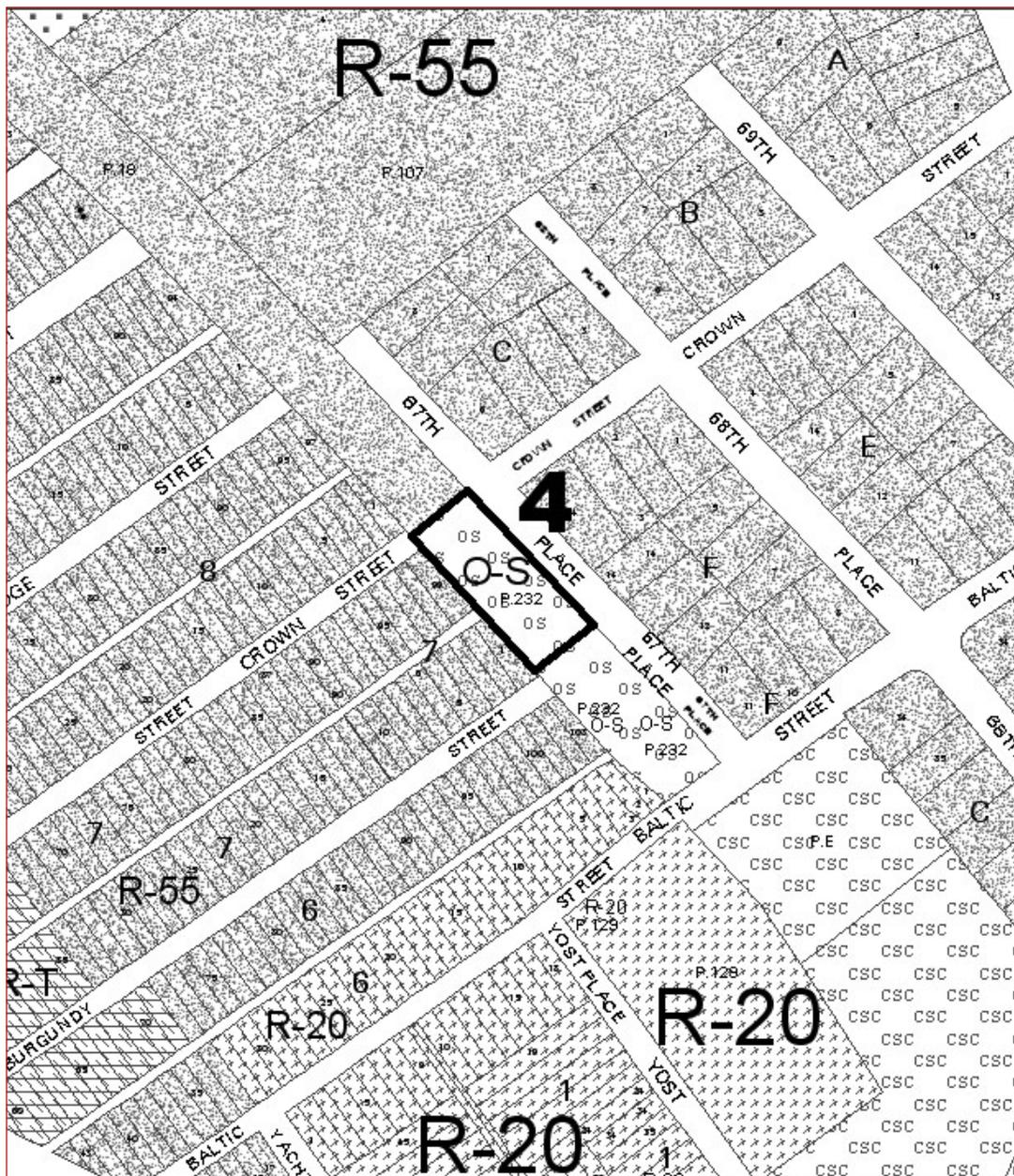


## Proposed Zoning Change 4—R-55 to O-S

Change Number	Zone Change	Area of Change	Approved SMA/ ZAP/SE Number	Date	Pending ZAP	200' Scale Index Maps
4	R-55 to O-S	0.52 ac.	–	–	–	201NE05

**Use and Location:** Undeveloped property on the west side of 67<sup>th</sup> Place between Crown and Burgundy Streets (TM 66B4, p/o Parcel 232)

**Discussion:** Rezoning from the R-55 Zone to the O-S Zone will allow for redevelopment of this property as part of the Chesapeake Beach Railroad Trail. This development will help to implement the plan's vision of a new pedestrian/bicycle trail and defining edge for the urban neighborhood character area.





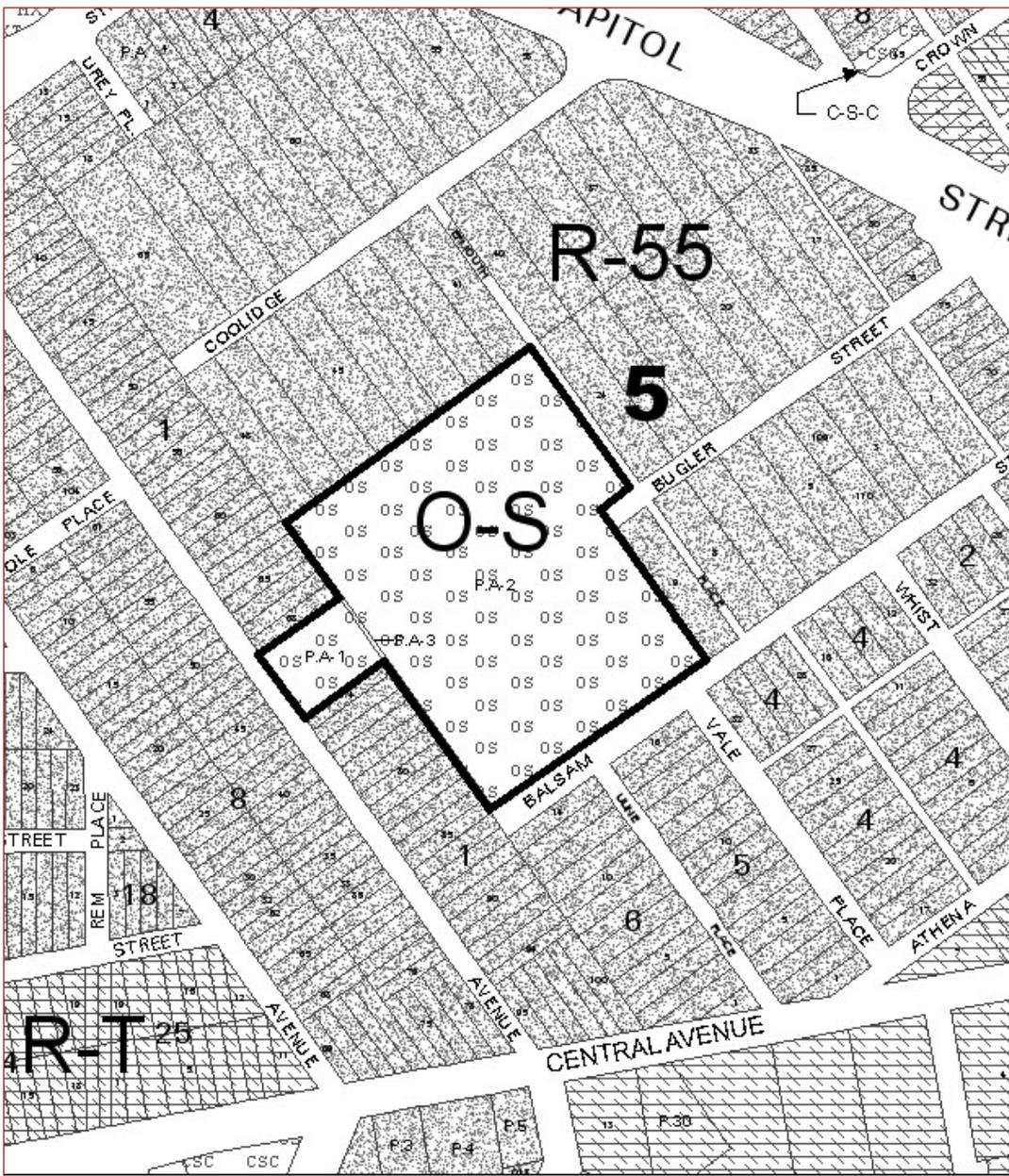
# Transit District Development Plan

## Proposed Zoning Change 5—R-55 to O-S

Change Number	Zone Change	Area of Change	Approved SMA/ ZAP/SE Number	Date	Pending ZAP	200' Scale Index Maps
5	R-55 to O-S	3.98 ac.	—	—	—	201SE05

**Use and Location:** Maryland Park Neighborhood Playground, west end of Bugler St. (TM 73A1, Parcels A-1, A-2, A-3)

**Discussion:** Rezoning from the R-55 Zone to the O-S Zone will help to preserve the Bugler Street Park facility as an attractive open space. The proposed upgrading of this park will help to implement the plan's vision of an enhanced green infrastructure/open space system for the urban neighborhood character area.



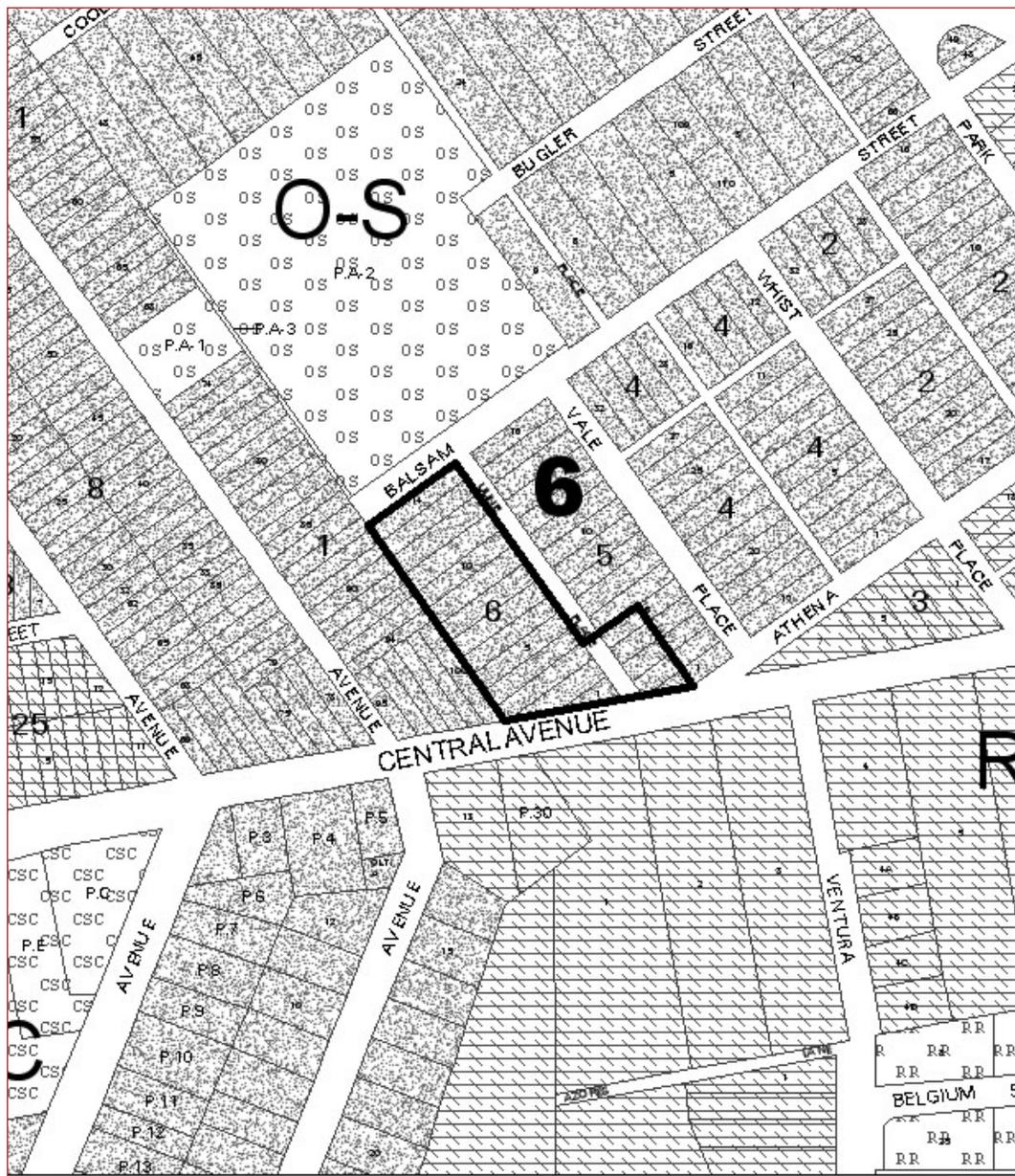


## Proposed Zoning Change 6—C-M to R-55

Change Number	Zone Change	Area of Change	Approved SMA/ ZAP/SE Number	Date	Pending ZAP	200' Scale Index Maps
6	C-M to R-55	1.19 ac.	–	–	–	201SE05

**Use and Location:** 6118 and 6122 Central Avenue (TM 73A1 and 73B1, Maryland Park- Fowler's Addition Subdivision, Block 6, Lots 1–14 and Block 5, p/o Lots 1–5)

**Discussion:** Rezoning from the C-M Zone to the R-55 Zone will allow for the redevelopment of these properties with single-family uses that are compatible with surrounding existing single-family residences. The new development will help to implement the plan's vision of an attractive edge for the urban neighborhood character area.





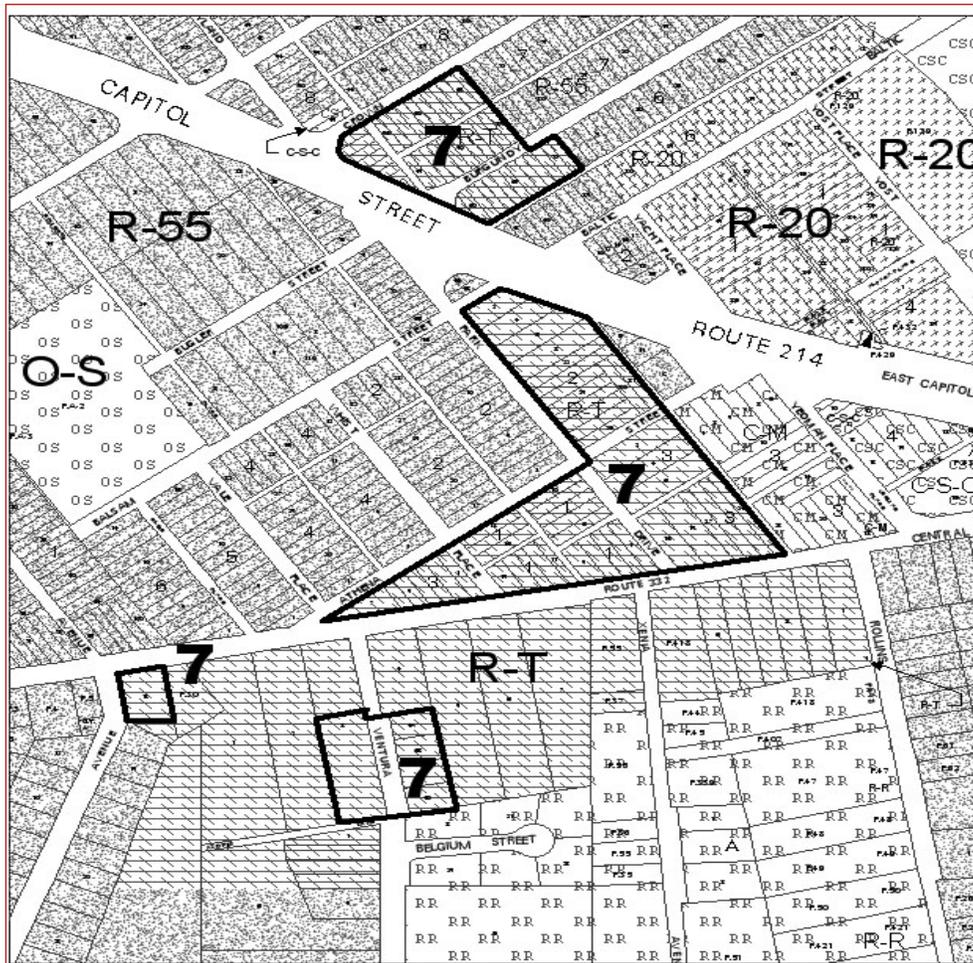
# Transit District Development Plan

## Proposed Zoning Change 7—C-A, C-M, and R-55 R-T

Change Number	Zone Change	Area of Change	Approved SMA/ZAP/SE Number	Date	Pending ZAP	200' Scale Index Maps
7	C-A to R-T C-M to R-T R-55 to R-T Total	0.2 ac. 1.10 ac. 7.64 ac. 8.94 ac.	—	—	—	201SE05

**Use and Location:** 41 buildings at 6111, 6113, 6115, 6134, 6138, 6140, 6154, 6160, 6164, 6168 Central Avenue; 403-405, 408-410, 412 Ventura Avenue; 5803, 5805, 5807, 5809 Crown Street; 5802-5804, 5806, 5807, 5809, 5811 Burgundy Street; 5-9, 15, 17, 19, 21, 23, 25, 29 Park Drive (TM 066B4, Tolson Heights Subdivision, Block 6, lots 59-71, Block 7 Lots 35-66; TM 073A1, Palmer Heights Subdivision, p/o Lot 13; TM 073B1, John B Morrison's Resubdivision of Lot 4, Lots 4A-4D; Palmer Subdivision of Good Luck, p/o Lot 3; Maryland Park Subdivision, Block 2, Lots 2, 4, 6, 8, 22-31, Block 3, Lots 2, 4, 6, 15, 16, 24-27; Maryland Park Fowler's Addition Subdivision, Block 1, Lots 1-18, Block 3, Lots 1-7)

**Discussion:** Rezoning from the C-A, C-M, and R-55 Zones to the R-T Zone will permit the redevelopment of these properties with townhome uses that are an appropriate buffer between lower-density, single-family residential uses and higher-density commercial and mixed use.



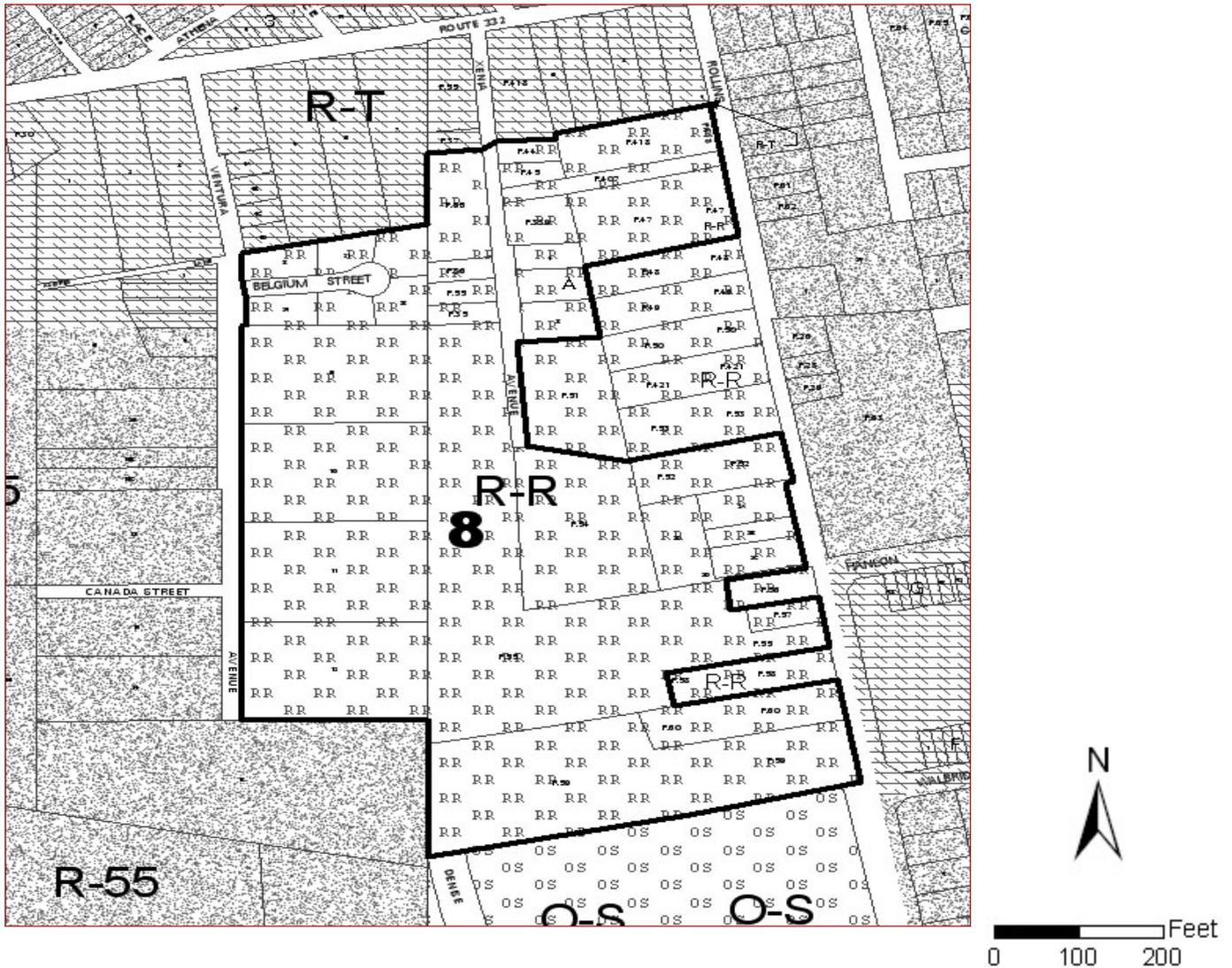


## Proposed Zoning Change 8—R-T to R-R, R-55 to R-R

Change Number	Zone Change	Area of Change	Approved SMA/ ZAP/SE Number	Date	Pending ZAP	200' Scale Index Maps
8	R-T to R-R R-55 to R-R	2.27 ac. 28.33 ac.	-	-	-	201SE05

**Use and Location:** 25 buildings at 414, 500 Ventura Avenue; 5802, 5803, 5805 Belgium Street; 411, 412, 414, 500, 502, 503, 505, 506, 508 Xenia Avenue; 313, 503, 507, 511, 513, 601, 605 Rollins Avenue (TM 73B1, Parcel 35, 36, 55, Palmer Subdivision of Good Luck, Lots 9–13; John A. Fowler’s Resubdivision, Lots 21–25; TM 73B2 Parcel 35, 36, 44, 45, 47, 52, 54, 55, 339, 407, 418; Murdough and Whiting Subdivision, Lots 1–3, 2A-2D)

**Discussion:** Rezoning from the R-T and R-55 Zones to the R-R Zone will permit the redevelopment of these properties with low-density single-family residential uses to create a new upscale residential community east of the Watts Branch stream valley. The new development will help to implement the plan’s vision of a lower-density, environmentally sensitive, and attractive single-family detached residential district for the suburban neighborhood character area.





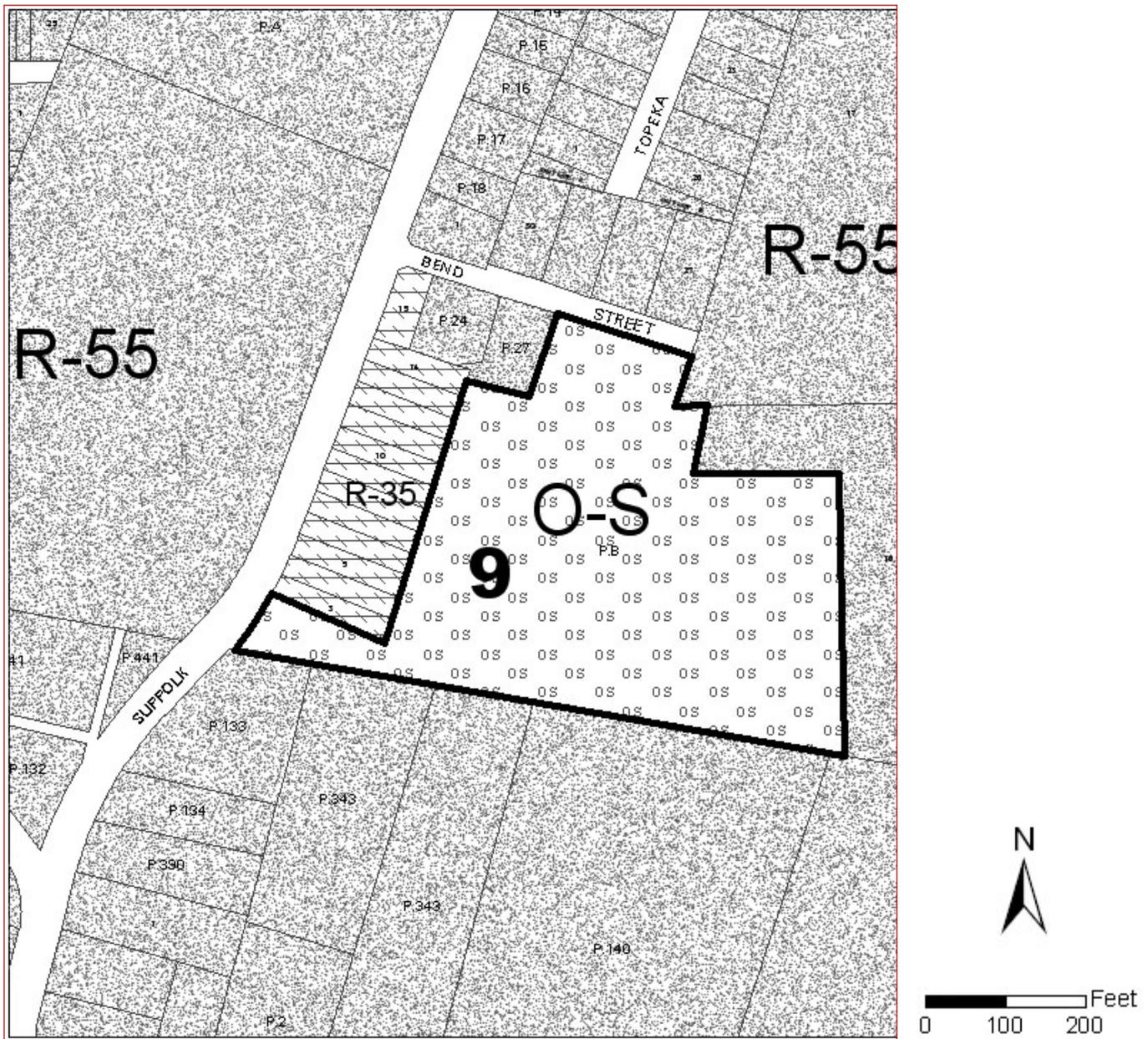
# Transit District Development Plan

## Proposed Zoning Change 9—R-55 to O-S

Change Number	Zone Change	Area of Change	Approved SMA/ ZAP/SE Number	Date	Pending ZAP	200' Scale Index Maps
9	R-55 to O-S	7.23 ac.	–	–	–	201SE05

**Use and Location:** Capitol Heights Recreation Center (TM 73A2, Capitol Heights Recreation Center Subdivision, Parcel B)

**Discussion:** Rezoning from the R-55 Zone to the O-S Zone will help to preserve this public recreation facility as undisturbed open space and nature preserve. Preservation of this park will help to implement the plan's vision of an integrated open space network for the urban neighborhood character area.



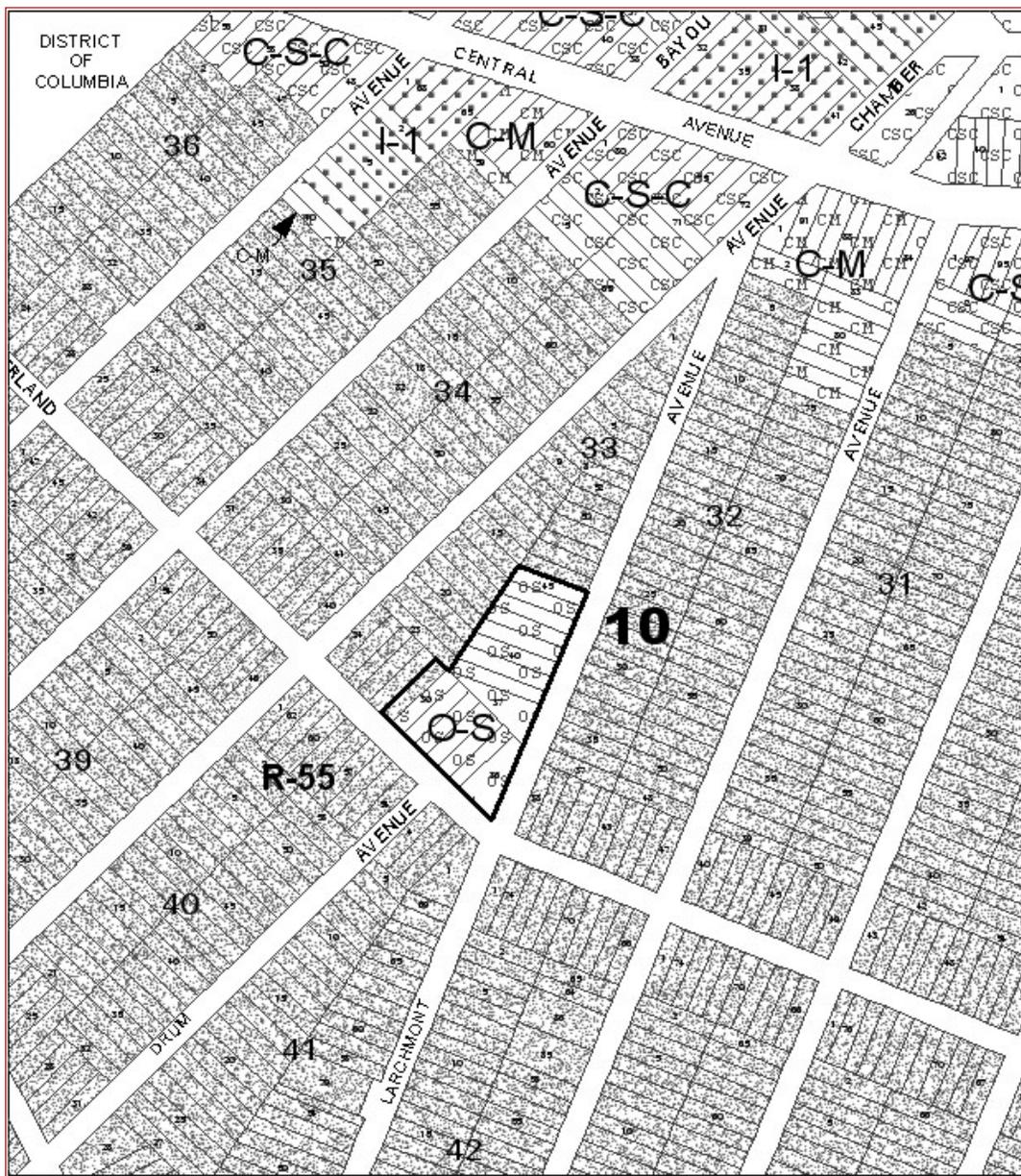


## Proposed Zoning Change 10—R-55 to O-S

Change Number	Zone Change	Area of Change	Approved SMA/ ZAP/SE Number	Date	Pending ZAP	200' Scale Index Maps
10	R-55 to O-S	0.87 ac.	–	–	–	201SE05

**Use and Location:** Undeveloped land (TM 72F1, Capitol Heights Subdivision, Block 33, Lots 29–45)

**Discussion:** Rezoning from the R-55 Zone to the O-S Zone will help to preserve these properties as public open space. Their retention as open space will help to implement the plan's vision of an integrated open space network for the urban neighborhood character area.





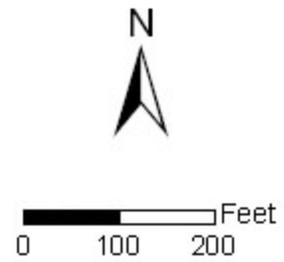
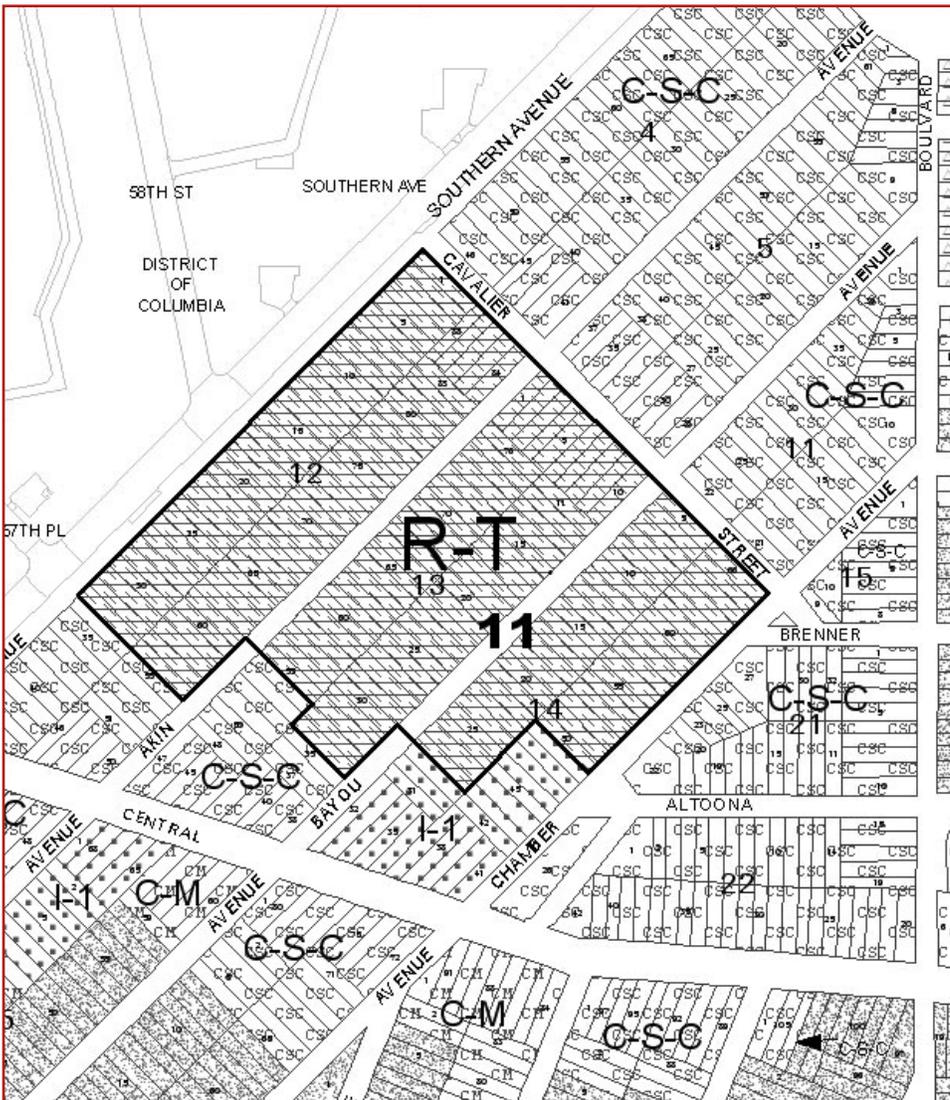
# Transit District Development Plan

## Proposed Zoning Change 11—I-1 to R-18C, C-S-C to R-18C

Change Number	Zone Change	Area of Change	Approved SMA/ ZAP/SE Number	Date	Pending ZAP	200' Scale Index Maps
11	I-1 to R-T C-S-C to R-T Total	0.39 ac. <u>8.12 ac.</u> 8.51 ac.	—	—	—	201SE05

**Use and Location:** 28 detached residential buildings at 5761, 5763 Southern Avenue; 14, 17, 18, 23–27, 31, 35, 36, 39, 41 Akin Avenue; 8, 10–12, 18, 19, 21, 24, 26–28 Bayou Avenue; 22–26 Chamber Avenue (TM 72F1, Capitol Heights Subdivision, Block 12, Lots 1–33, 56–84; Block 13, Lots 1–34, 55–76; Block 14, Lots 5–28, 50–66)

**Discussion:** Rezoning from the I-1 and C-S-C Zones to the R-18C Zone will allow for the redevelopment of these vacant properties with multifamily residential uses. The new medium-density residential community that is thereby created will bring long-vacant properties back into productive use. The new development will also help to support local businesses in the nearby main street character area. Finally, it will help to implement the plan's vision of an attractive, topographically sensitive, medium-density residential community for the medium-density residential edge character area.



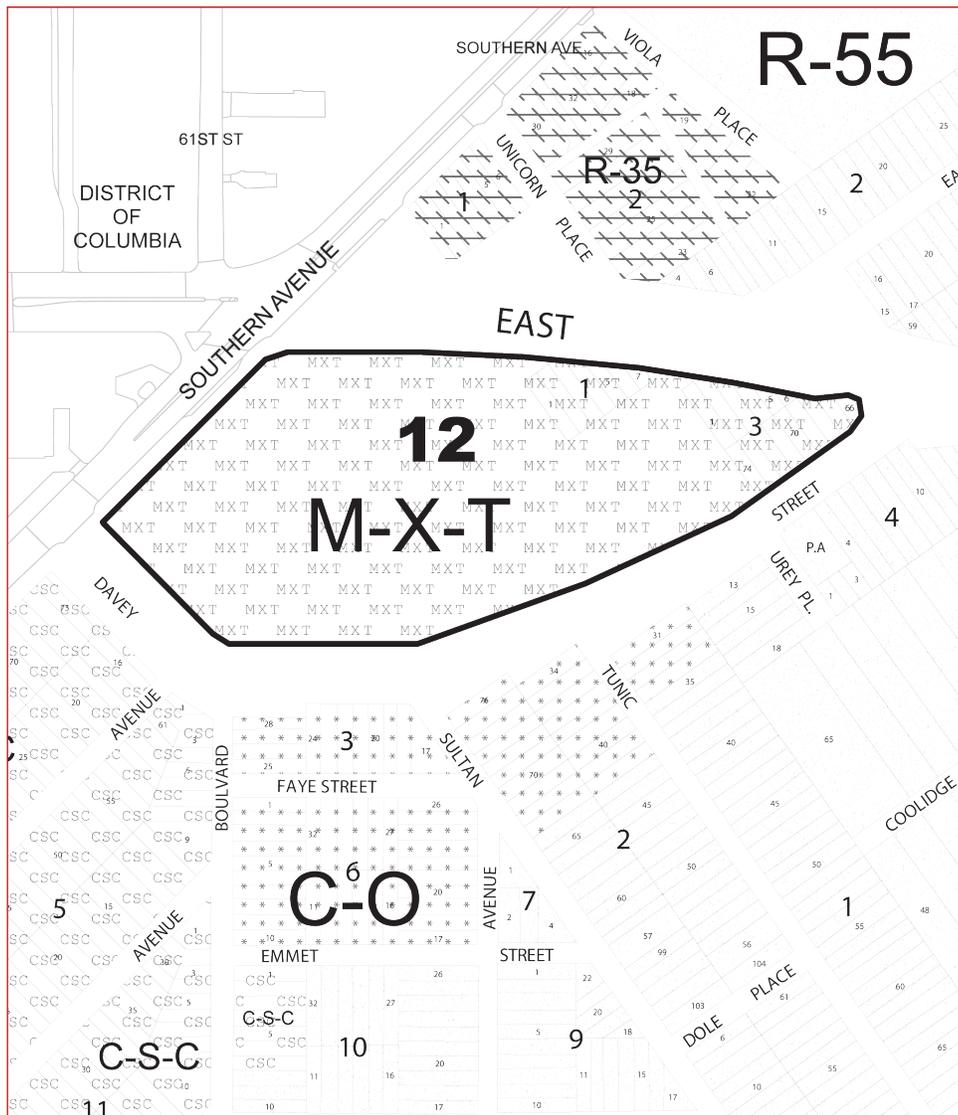


## Proposed Zoning Change 12—C-O, R-55 to M-X-T

Change Number	Zone Change	Area of Change	Approved SMA/ ZAP/SE Number	Date	Pending ZAP	200' Scale Index Maps
12	C-O to M-X-T R-55 to M-X-T Total	3.69 ac. <u>2.46 ac.</u> 6.15 ac.	—	—	—	201SE05

**Use and Location:** Capitol Heights Metro Station and parking lot, bounded by Eastern Avenue, East Capitol Street, and Davey Street (TM 66A4, Unworthsville Subdivision, Block 1, Lots 1-7; Block 3, Lots 1-6, 66-74; unrecorded Metro parcel)

**Discussion:** Rezoning from the C-O and R-55 Zones to the M-X-T Zone will permit the redevelopment of the Capitol Heights Metro station site with medium- to high-density mixed residential, commercial, and retail uses. The new development will help to implement the plan's vision of transit-oriented development (TOD) within the Metro station core character area.





# *Transit District Development Plan*