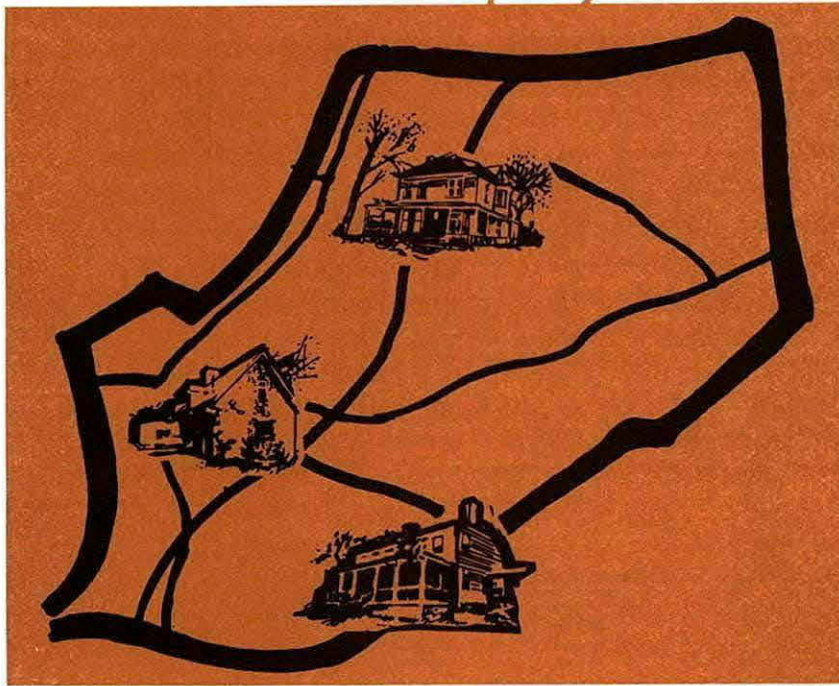


Bladensburg New Carrollton and Vicinity

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APPROVED MASTER PLAN &
SECTIONAL MAP AMENDMENT

PLANNING AREA 69 □ MAY 1994



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

ABSTRACT

TITLE: Approved Master Plan and Sectional Map Amendment for Bladensburg-New Carrollton and Vicinity (Planning Area 69)

AUTHOR: The Maryland-National Capital Park and Planning Commission

SUBJECT: Approved Master Plan and Sectional Map Amendment for Planning Area 69 of Prince George's County, Maryland

DATE: May 1994

PLANNING AGENCY: The Maryland-National Capital Park and Planning Commission

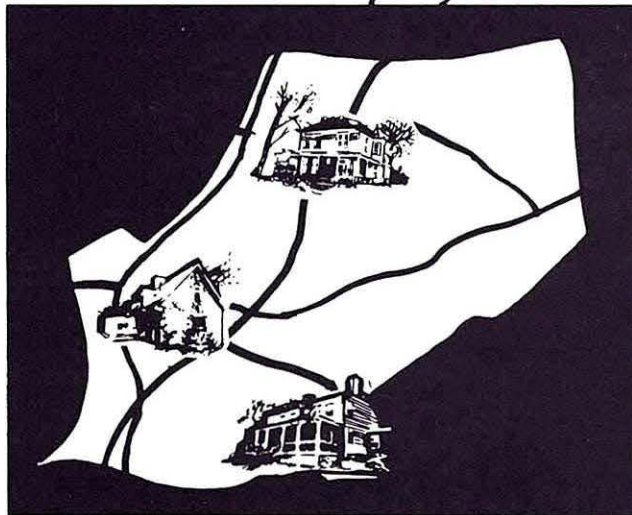
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NUMBER OF PAGES: 278

ABSTRACT: This document contains maps and supporting text of the Approved Bladensburg-New Carrollton and Vicinity Master Plan and Sectional Map Amendment. The Plan supersedes the 1980 *Master Plan for Bladensburg-Defense Heights and Vicinity*. The Plan is also an amendment to *The General Plan for the Maryland-Washington Regional District within Prince George's County, Maryland*, approved by the County Council in 1982; the 1975 *Countywide Trails Plan* (including the 1985 *Equestrian Addendum*) and the 1982 *Master Plan of Transportation*. Developed by the Commission with the assistance of the Bladensburg-New Carrollton and Vicinity Citizens' Advisory Committee, this Plan analyzes population, employment, land use (including retail, office and industrial space needs) and zoning characteristics. The Plan sets forth goals, objectives, concepts, recommendations and guidelines for each of the eight major elements: Environmental Envelope, Historic Preservation, Living Areas, Commercial Areas, Employment Areas, Urban Design, Circulation and Transportation, and Public Facilities. This document also makes recommendations to implement the Master Plan during the ongoing planning and regulatory process. The Approved Sectional Map Amendment is the new official zoning map for Planning Area 69, replacing the 1982 Sectional Map Amendment and subsequent amendments, thereto.

Bladensburg New Carrollton and Vicinity



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APPROVED MASTER PLAN &
SECTIONAL MAP AMENDMENT

PLANNING AREA 69 □ MAY 1994

PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT
14741 GOVERNOR ODEN BOWIE DRIVE
UPPER MARLBORO, MARYLAND 20772

The Maryland-National Capital Park and Planning Commission

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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...
...use of land including the enhancement of the physical environment, and
...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

The Prince George's County Planning Board is pleased to make available the Approved Master Plan and Sectional Map Amendment (SMA) for Bladensburg-New Carrollton and Vicinity (Planning Area 69).

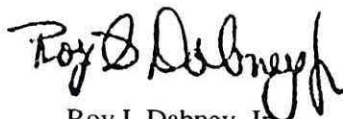
The Master Plan was developed by The Maryland-National Capital Park and Planning Commission, with the assistance of a Citizens' Advisory Committee. The expressed purpose of the Citizens' Advisory Committee was to reflect a wide spectrum of community viewpoints in developing a plan that is responsive to local needs and values. The Committee was appointed by the Prince George's County Planning Board from nominations by local and Countywide groups and associations and confirmed by the County Council. The Committee participated in all aspects of plan development. The Commission is most appreciative of the contribution of the Citizens' Advisory Committee.

This project was initiated at a public forum held on June 6, 1991. At that time, the general public was given its first opportunity to indicate the problems and concerns which should be addressed in the Plan and SMA.

Three public hearings were held during the process of developing the Plan and SMA. These public hearings were advertised through mailings to everyone who owns property in the Planning Area. The first public hearing (February 22, 1993) was on the entire Preliminary Plan and Proposed Sectional Map Amendment. This was followed by a second hearing (January 25, 1994) concerning 20 proposed changes to the Plan and SMA. A third hearing was held on May 3, 1994 on one additional proposed change.

All comments and recommendations presented at the public hearings became matters of public record and were summarized and reviewed by the Planning Board and/or the District Council during deliberations prior to their separate actions on the Master Plan and SMA.

Sincerely



Roy I. Dabney, Jr.
Acting Chairman
Prince George's County
Planning Board

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VICINITY
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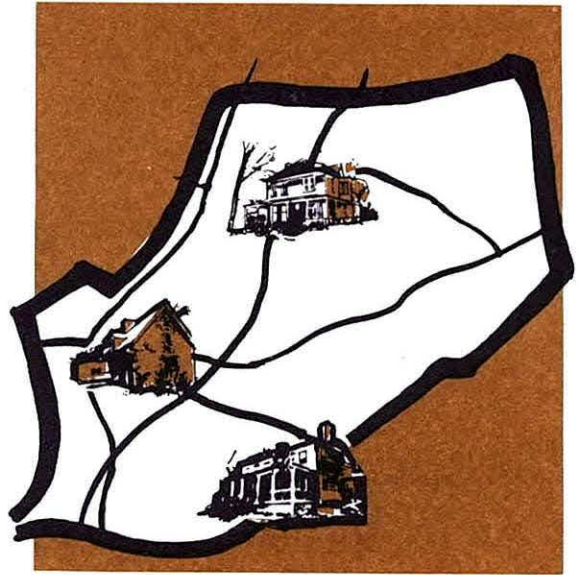


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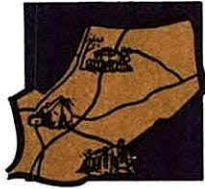
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HIGHLIGHTS

This Plan and Sectional Map Amendment proposes:

- A development pattern for Planning Area 69 which will be consistent with the 1982 *General Plan*.
- Numerous goals, objectives and guidelines to be achieved or followed in the further development and revitalization of the Planning Area.
- A development pattern for residential, commercial, employment and public/quasi-public land uses. Density/intensity levels for these uses are also proposed.
- Zoning changes in order to achieve consistency with the land use plan.
- To preserve and enhance established residential areas and protect them from encroachment by incompatible uses.
- That the vacant residential parcels be developed at slightly lower densities than normal in the Planning Area in order to provide a broader variety of housing choices.
- A study of the code enforcement system in order to foster code compliance.
- The use of Comprehensive Design Zones on the larger vacant residential parcels as an alternative to the conventional subdivision pattern common in the Planning Area.
- A strategy for resolving the problems created by excess commercial development in the Planning Area.
- Creation of an overlay zone which would allow limited industrial uses in selected declining shopping centers.
- A better integration of the shopping centers with the surrounding community.
- A special study of one deteriorating employment area with the objective of creating a redevelopment plan.
- Solutions to the deficiencies found in several of the employment areas.
- Urban design recommendations and guidelines which should be followed on new and revitalization projects to enhance the quality of the physical image of the Planning Area.
- The preservation of recognized historic sites and their environs.

HIGHLIGHTS

- An integrated transportation system composed of Metrorail, buses and automobiles, with opportunities for pedestrian, equestrian and bicycle movements on trails and other public rights-of-way.
- A park system to provide both active and passive recreation, which meets the particular needs of differing interest and age groups.
- An environmental envelope with the goal of protecting and enhancing the environmental quality of the Planning Area by preserving natural environmental assets as an integral part of the community.
- Various public facility and service improvements to meet the needs of Planning Area residents.
- To rectify and/or avoid past developmental mistakes in the future.





ABOUT THIS PLAN

This Plan supersedes the 1980 *Master Plan for Bladensburg-Defense Heights and Vicinity*. In approving the Work Program for this Plan, the District Council requested that the Planning Area be renamed to reflect the actual area encompassed. The name Master Plan for Bladensburg-New Carrollton and Vicinity has been selected. The Sectional Map Amendment supersedes the 1982 Sectional Map Amendment for Planning Area 69. This Plan amends the *General Plan* and also amends the *Master Plan of Transportation* and the *Countywide Trails Plan*.

Each plan in Prince George's County is re-examined on a periodic basis in order to determine to what extent the plan has been followed, to examine its current usefulness as a guide to development and to consider any new circumstances which may have arisen in the Planning Area since approval of the plan. This Plan is the third such effort for Planning Area 69. The first Plan was approved in 1960 and was superseded by the 1980 Plan.

This planning project was initiated at a Public Forum on June 6, 1991, during which members of the public provided comments about issues and problems which they felt the Plan should address. Subsequently, the County Council approved a set of goals, concepts and guidelines and a work program to guide development of the Plan. The work program consisted of 50 land use, neighborhood conservation, transportation, public facility, urban design, environmental, historic preservation and other issues to be addressed. Examples of some of the major issues include an investigation of whether there is an excess amount of retail development, methods to improve employment areas and what should be built on the remaining vacant parcels in the Planning Area.

Development of this Plan has also been guided by the *General Plan*. The *General Plan* divides the County into four policy areas. All of Planning Area 69 is in the Category I Policy Area. Policies for Category I areas include the following:

1. Giving emphasis to those measures contributing to an orderly infill process.
2. Encouraging the provision of new job opportunities and the effective utilization of the existing inventory of industrial sites.
3. Capitalizing on appropriately located Metro station areas as focal points of commercial, office, and community activities.
4. Giving priority for Maryland Industrial Development Financing Authority (MIDFA), Industrial Revenue Bonds (IRB), and other County, State, and Federal financial assistance programs to businesses seeking to locate within or undertake revitalization within areas designated on approved plans in Category I areas.

5. Strengthening and revitalizing existing commercial areas, with particular emphasis on orienting them to transit facilities or coordinating them with facilities provided by the Parking Authority.
6. Giving priority to the upgrading of existing public services and facilities.
7. Giving priority to the protection, rehabilitation, and improvement of existing neighborhoods and communities through code enforcement and neighborhood conservation programs.
8. Utilizing public investments in the maintenance and location of capital improvements in order to stimulate private upgrading of existing residential, commercial, and industrial properties.
9. Minimizing the impact of through traffic by encouraging the use of rapid transit facilities and connecting services.
10. Giving priority to protecting existing natural amenities, further expanding and enhancing the system of open space, and taking remedial actions to correct environmental deficiencies.
11. Encouraging development of bus, bicycle, and pedestrian access to shopping, Metro, employment and recreation areas.
12. Utilizing opportunities to concentrate new residential densities within easy reach of Metro where such development would not have an adverse impact upon the character of existing neighborhoods.
13. Utilizing urban design principles to encourage the beautification of existing development, to guide improvements to community appearance, and to develop effective buffering between conflicting adjacent land uses.

The Maryland Economic Growth, Resource Protection and Planning Act was enacted in 1992 to establish consistent general land use policies to be locally implemented throughout the State. These policies are stated as the following seven visions:

1. Development is concentrated in suitable areas.
2. Sensitive areas are protected.
3. In rural areas, growth is directed to existing population centers and resource areas are protected.
4. Stewardship of the Chesapeake Bay and the land is a universal ethic.
5. Conservation of resources, including a reduction in resource consumption, is practiced.
6. To assure the achievement of 1 through 5 above, economic growth is encouraged and regulatory mechanisms are streamlined.
7. Funding mechanisms are addressed to achieve these visions.

These visions have been adopted as official State policy. The seven visions constitute a comprehensive set of guiding principles which describe how and where growth and development should occur and also call for a land and water stewardship ethic to guide individual and group action.

Most of these visions already form the backbone of the *General Plan* and the various area plans. For example, in Planning Area 69, the most intensive new development is proposed for the New Carrollton Transit District, which reflects both Visions 1 and 5.

In accordance with the Zoning Ordinance, a preliminary plan and proposed sectional map amendment (SMA) were presented at a duly advertised joint Planning Board/County Council public hearing. Following the hearing and after review of the transcript and consideration of the comments made at the hearing, the Planning Board adopted the Plan and endorsed the SMA. The Adopted Plan and Endorsed SMA were then submitted to the Prince George’s County District Council (County Council) for consideration. The Council held two additional joint Planning Board/County Council public hearings on proposed amendments to the Plan and SMA. The Plan and SMA were then approved with amendments.

The Citizens’ Advisory Committee has played an important role in preparing the Plan. The individuals serving on the Committee are residents of the area and/or business representatives who were appointed by the Prince George’s County Planning Board and confirmed by the County Council. Requests to serve on the Citizens’ Advisory Committee were received from a wide range of individuals, many of whom were supported by municipal governments, local civic organizations and other interested groups.

Note that use of the word “shall” in this report, with respect to land use recommendations, indicates that the action proposed is clearly mandated by either State or County law or states County desires regarding the manner in which the property should be developed. At the same time, the use of the word “should” should also be construed, while not necessarily legally binding, to reflect a very positive and strong feeling of the Planning Board that these guidelines will be followed in all instances where there are no extraordinary circumstances which would mitigate against it.

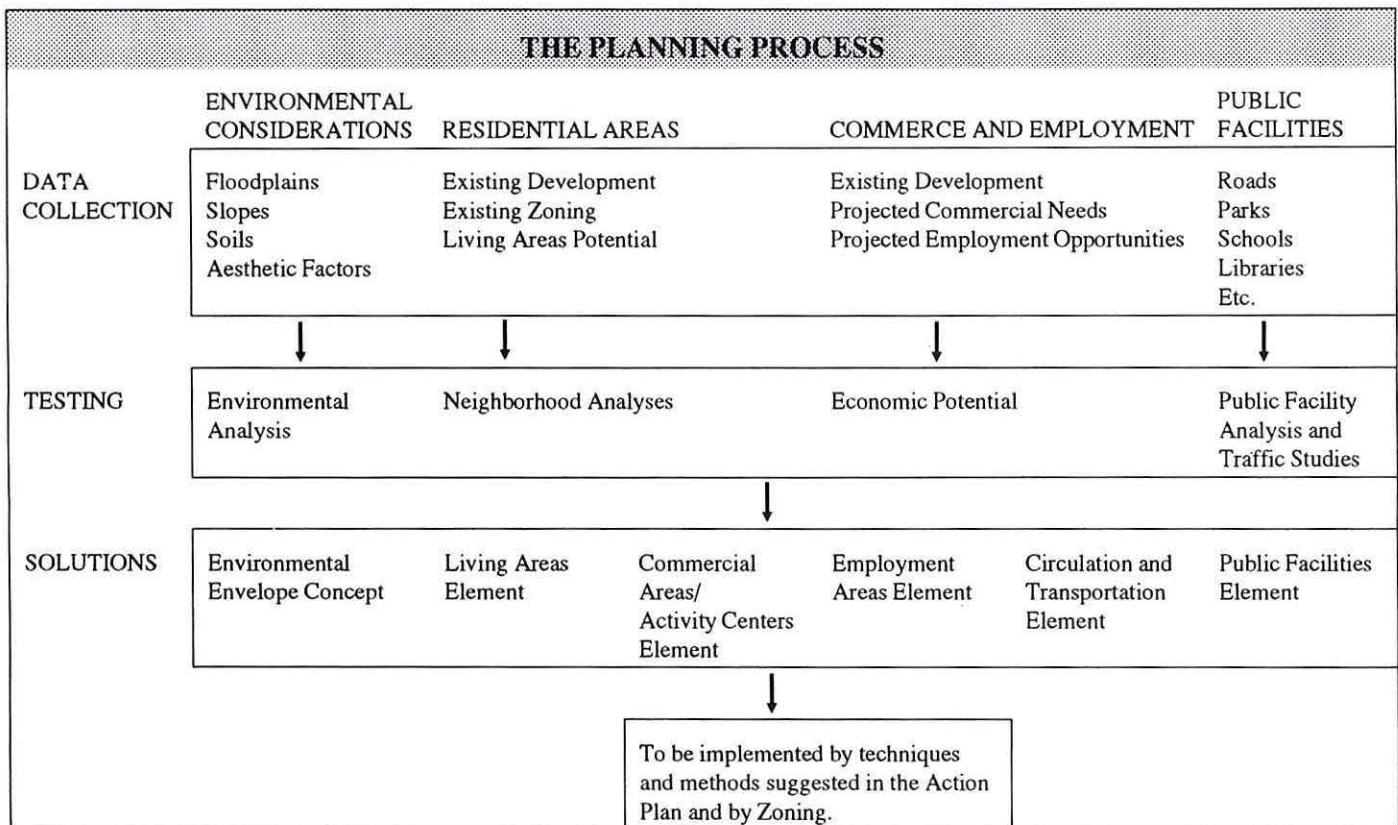
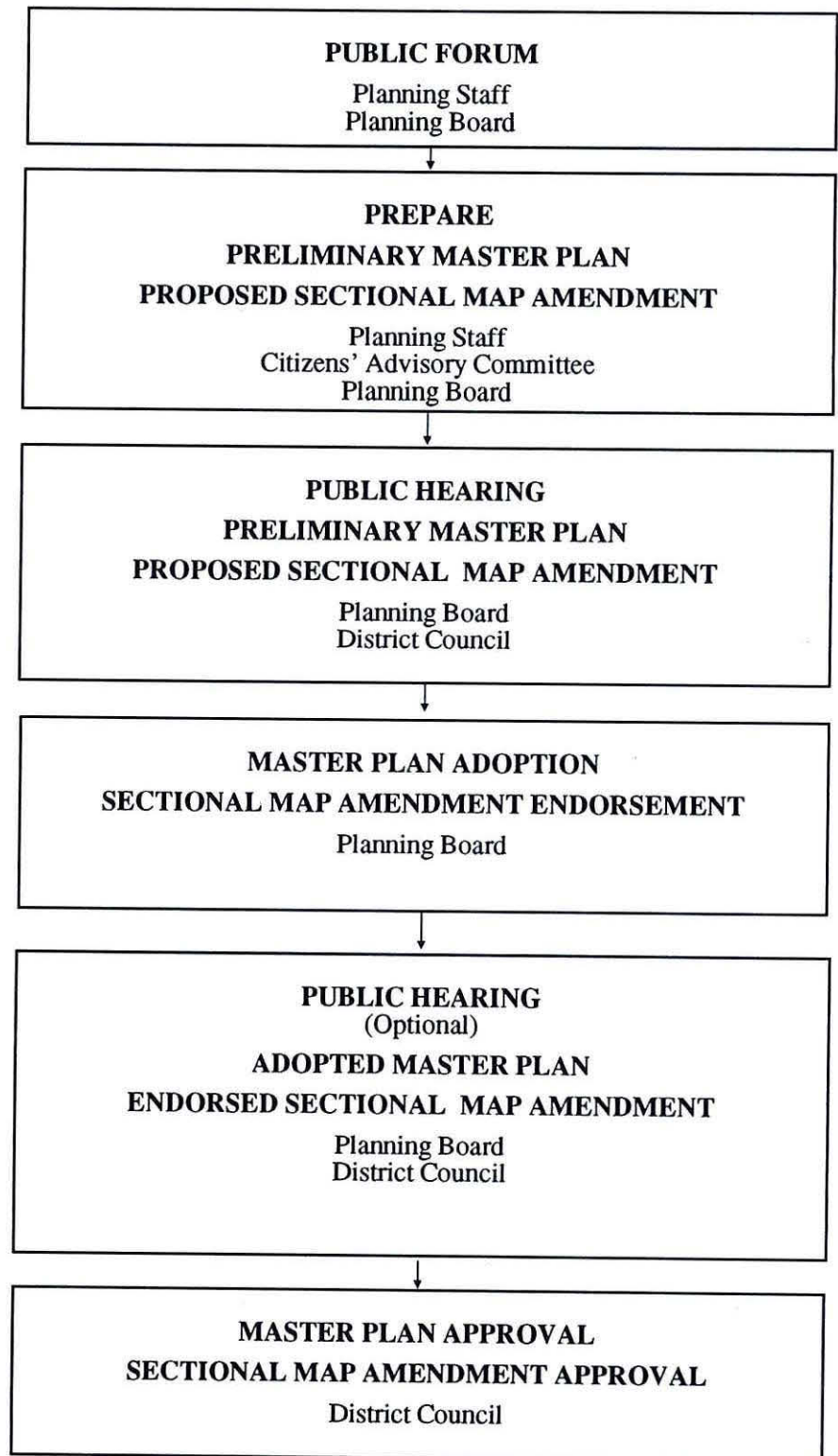


Figure 1: Planning Process

Figure 2
CONCURRENT PROCESS FOR MASTER PLAN AND SECTIONAL MAP AMENDMENT





THE PLANNING AREA AT A GLANCE

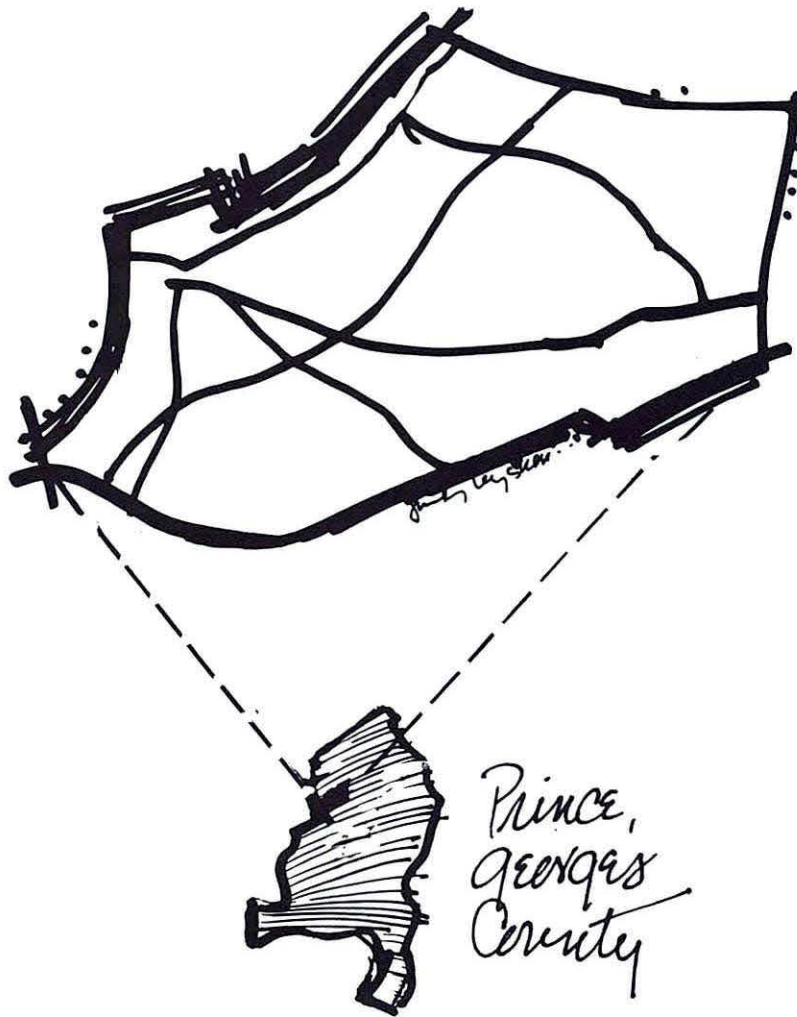
Planning Area 69:

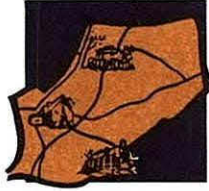
- Is 10.6 square miles in land area or 2.3 percent of Prince George's County.
- Is home to 57,974 persons (1990). Because of decreases in household size, this represents a decline of 12,384 persons since 1970.
- Contains 7.9 percent of the population of Prince George's County.
- Has a heterogeneous population mix: 51.4 percent Black, 41.6 percent White, 3.8 percent Asian and 3.2 percent American Indian or other. Of these, 5.7 percent are of Hispanic origin.
- Averages 2.79 persons per household (1990), which corresponds to the County average of 2.76.
- Contains 22,655 dwelling units, 10,285 of which are multifamily (1991).
- Provides employment for 27,250 people (1990) or 8.7 percent of Prince George's County total employment.
- Has 2.1 million square feet of retail floor space (1992).
- Has a somewhat younger population; 76.2 percent are under 45 years of age as compared to the Maryland average of 70.0 percent (1990).
- Provides affordable housing with an average 1990 value of \$106,000.
- Is substantially developed. Only 7.5 percent of the land is vacant.
- Has an average population density of 5,469 persons per square mile (County average = 1,612).
- Is comprised of the following land uses:

<u>Land Use</u>	<u>Acres</u>	<u>Percent of Developed Area</u>
Residential	3,523.8	56.1
Single-family detached	2,946.8	46.9
Single-family attached	94.5	1.5
Multifamily	482.5	7.7
Commercial	336.6	5.3
Retail	221.0	3.5
Service	65.6	1.0
Office	50.0	0.8

THE PLANNING AREA AT A GLANCE

<u>Land Use</u>	<u>Acres</u>	<u>Percent of Developed Area</u>
Industrial	371.3	5.9
Public and Quasi-Public	537.1	8.5
Parks	418.5	6.7
Water	16.0	0.3
Rights-of-Way	1,081.9	17.2
Subtotal	<u>6,285.2</u>	100.0
Vacant Land	510.8	
TOTAL	<u>6,796.0</u>	



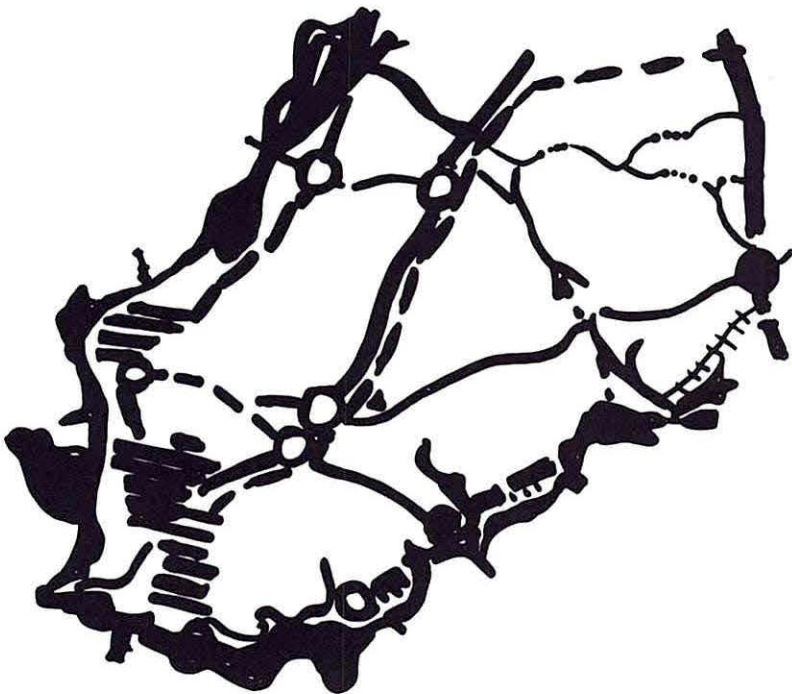


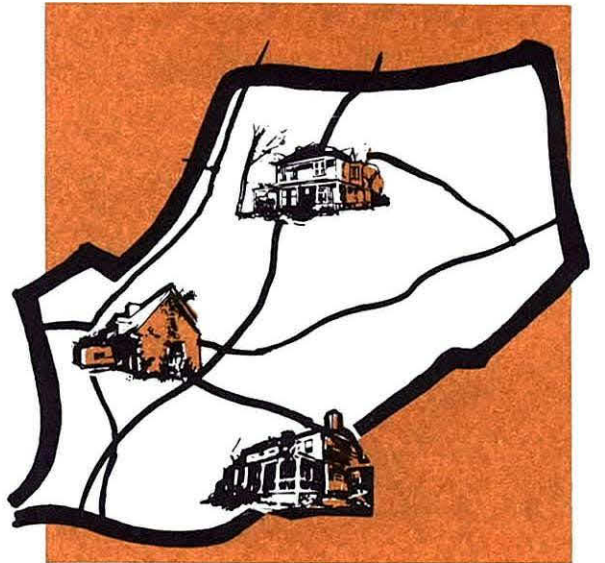
AMENDMENT OF THE GENERAL PLAN

This Master Plan is in accord with the *General Plan* with the exception of the following which constitute amendments thereto:

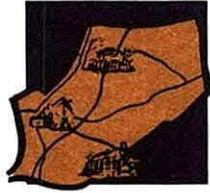
1. The *General Plan* designates one Major Community Activity Center and one Community Activity Center in Planning Area 69. Because Planning Area 69 is highly developed, it is doubtful that these areas will become activity centers. Hence, the activity center concept is deleted in this Plan.
2. One proposed interchange is added to the transportation system.
3. One interchange is proposed for improvement.
4. Proposed improvements have been deleted at three interchanges.
5. Proposed improvements have been made at one interchange.
6. One section of the Beltway has been proposed for improvement.
7. A section of a proposed arterial has been constructed but not to ultimate design standards.
8. Sections of two arterials have been proposed for improvement.

An insert depicting these *General Plan* amendments appears on the Plan Map.





The Plan



ENVIRONMENTAL ENVELOPE

GOAL

- To protect and enhance the environmental quality of the Planning Area by preserving natural environmental assets as an integral part of the community.

OBJECTIVES

- To identify and preserve natural and manmade features that have a significant influence on the environmental and aesthetic quality of the Planning Area.
- To protect, enhance and expand where possible the public and private open space network as an environmental framework for development.
- To locate development according to the opportunities and constraints presented by local environmental characteristics.
- To guide development in a manner that will minimize any adverse impacts on the natural environment, with particular emphasis on the stream valleys and buffers of the Northeast Branch and its Brier Ditch tributary, the tributaries to Beaverdam Creek and the Anacostia River.
- To maintain the natural character and aesthetic qualities of stream valleys, wetlands and associated buffers — properly planning for stormwater management to prevent loss of life, to minimize property damage, and avoid interruption of services.
- To improve water quality and to provide for the protection and propagation of fish and wildlife (including any threatened and endangered species) and the enjoyment of water recreation facilities.

This Master Plan incorporates and reaffirms the Environmental and Energy Element Goals and Objectives of the *General Plan*.



BACKGROUND AND BASIC ISSUES¹

The natural physical environment provides the necessities to sustain plant and animal life. Until recent times, the most basic requirements of clean air and water were taken for granted. Today, however, our environment is recognized as a finite and fragile determinant of human existence. The degree to which people interact with and care for or abuse the environment will determine the quality and duration of civilization.

Previous mistakes causing environmental problems such as development in the floodplains and destruction of forest cover and wetlands, must be corrected by public and private actions in order to fulfill the environmental goals and objectives of the *General Plan* and this Plan. New mistakes must be avoided. This Plan identifies environmental concerns that shape the development pattern in the Planning Area. Appropriate ordinances and policies to guide development in an environmentally and aesthetically sensitive manner are identified.

The basic environmental issues facing Planning Area 69 are as follows:

- The need to identify and protect the remaining valuable environmental amenities.
- The need to enhance and restore degraded environmental features.
- The need to avoid hazards to life and property presented by certain environmental features.

Due to the level of existing development, some of the environmental concerns which are very important in other planning areas are less relevant in PA 69. For instance, the overall framework of open space has already been established and most natural features outside this framework have been destroyed. The critical focus, therefore, is to protect, restore and enhance the remaining environmental features whenever possible. With this in mind, the issues raised by these environmental conditions are highlighted below.

Surface Waters and Floodplains

Surface waters include streams, lakes, ponds, reservoirs and rivers which may provide aquatic habitat, carry runoff from storms, provide recreation and offer scenic amenities. These areas are often highly valued for their aesthetic qualities, and they present the greatest physiographic restrictions for development. The most significant stream systems in Planning Area 69 include Northeast Branch and its Brier Ditch tributary, all discharging into the Anacostia River.

Floodplains serve the purpose of holding and carrying excess water runoff from heavy precipitation and also provide natural areas for the infiltration of rainfall and the establishment of wildlife habitat. These areas often have scenic and recreational potential. The policy of the Prince George's County Government is to preserve the 100-year floodplain as part of the Natural Reserve Area. New development is generally not permitted within the 100-year floodplain.

¹ A more detailed Background and Basic Issues section is provided in the *Planning Area 69 Environmental Technical Bulletin*. The Technical Bulletin may be obtained from the M-NCPPC Planning Department.

Flooding has historically been a significant problem along the Anacostia and its tributaries within the Planning Area. To address this problem, levees have been constructed along the Anacostia River and Northeast Branch. These projects have greatly reduced flooding hazards but have seriously altered the habitat value and aesthetics of the stream valley system.

A detailed floodplain study for the Anacostia River watershed is underway. Eventually, the study will be used to formulate a comprehensive management plan to best alleviate flooding and water quality deficiencies in the watershed. A detailed floodplain study for the Beaverdam Creek Watershed is also underway.

Wetlands

Wetlands generally include swamps, marshes and bogs. They are valuable natural resources and serve as flood and water storage areas, wildlife habitats and fish spawning areas, as well as provide recreational, scientific and educational opportunities. Wetlands play an important role in flood control and water quality by holding and filtering out pollutants.

Stormwater Management

Stormwater management can be broadly defined as an approach to improve water quality (erosion and sediment control), maintain or reduce existing peak discharges, alleviate or prevent flooding problems, and preserve and protect natural stream systems consistent with new and existing development.

A stormwater management plan can recommend the use of either structural or nonstructural approaches which are primarily based on basin-wide land use planning. Because Planning Area 69 is a largely developed area, stormwater management concerns principally involve the maintenance or upgrading of the numerous flood control structures.

A cumulative environmental impact assessment is being undertaken. The positive and negative effects of the operation of all existing and proposed regional stormwater management facilities within the County will be analyzed and quantified on a watershed-wide basis. The assessment will include water quality, wildlife/fish habitat, stream bank vegetation, wetlands and stream morphologic characterizations. The assessment findings and recommendations will have a positive impact on the environment in PA 69.

Chesapeake Bay Critical Area

In June 1984, the Maryland General Assembly adopted the Chesapeake Bay Critical Area law after finding that there existed a critical and substantial State interest in fostering more sensitive development along the shoreline of the Chesapeake Bay and its tidal tributaries in order to minimize damage to water quality and natural habitats. In Planning Area 69, the Critical Area extends along the length of the Anacostia River and Northeast Branch from the District of Columbia line to Buchanan Street and includes the area within approximately 1,000 feet of the river. The Critical Area is either within the Resource Conservation Overlay (R-C-O) Zone or the Intense Development Overlay Zone (I-D-O) (see Guide to Zoning Categories).

Woodlands and Urban Forest

Woodlands reduce runoff and erosion, provide for aquifer recharge, reduce the effects of air pollution, provide shelter and sustenance for a variety of wildlife, provide some heating and cooling benefits, reduce noise intensity, and provide assorted wood-based products for commercial consumption. Aesthetically, community woodlands and specimen trees provide a softening touch to the hard edges of urban landscapes, act as visual barriers and buffers, provide shade in the summer and windbreaking in the winter, and act to increase land values in urban and suburban communities. It is clear that woodlands provide a valuable resource that should be protected from indiscriminate cutting, clearing or trimming. As new development and redevelopment activities occur, the impact to woodlands must be addressed under the requirements of the Woodland Conservation and Tree Preservation Ordinance.

Woodlands cover approximately 1,072 acres or about 16 percent of the Planning Area. Historically, development activities have not addressed woodland fragmentation. This has resulted in numerous isolated woodlands less than one acre in size throughout the Planning Area. The average woodland size is 8.83 acres and the largest woodland is 103 acres. Since extensive development has occurred in Planning Area 69, the extent of both tree cover and woodland cover has been and will continue to be a major concern.

In addition to woodlands, there is a significant urban forest component within PA 69. The urban forest can be described as those areas with trees that do not include the multiple canopy layers associated with a woodland, such as street trees, yard trees, landscape trees, specimen trees and champion trees. This area, although similar to a woodland, must be evaluated separately since it consists of individual trees or small groups of trees in yards or along streets.

A study area of 16 randomly chosen residential blocks was used to provide basic information to project the condition of the urban forest in PA 69. Based on this study, the approximate percentage of tree cover for the study area and the general condition of the trees were determined. The average urban forest tree cover for the study area was 41 percent with a range of 15 percent to 67 percent.

Noise

There are two main sources of noise - point and nonpoint. Point source noise emanates from a stationary source or area, such as a construction operation, an industrial plant or a commercial area. Nonpoint source noise emanates from the flow of traffic. The major noise generators in the Planning Area are vehicles on freeways, expressways and arterials. The overall noise impact in the Planning Area can be considered as marginal or predominantly within State acceptable noise standards with the exception of areas that abut major noise generators.

There are Federal, State and local ordinances and guidelines available and designed to ensure the reduction of noise levels to acceptable standards and also to limit noise impacts on respective land uses. The State standard is that 65 dBA is the maximum noise level generally acceptable for residential areas, while 55 dBA represents a desirable noise level goal to be maintained. The State has established maximum allowable noise levels by zoning categories. (See Plan Map.)

Enforcement is the province of the State's Department of Environment in all areas. However, the agency is directed to use the facilities and services of local agencies whenever possible. Prince George's County prohibits noise which is audible more than 50 feet from the source of the sound in a residential area between 11 p.m. and 7 a.m. the next day. Mortgage loans from the Federal Housing Administration (FHA) are not generally made available for the construction of new homes which are affected by unacceptable noise levels.

Based on the established State noise standards (65 dBA or greater) noise contours were developed for all major noise generators within the Planning Area. (See Plan Map.) These contours also serve as a guide in identifying where noise problems may exist. On-site inspection is often required in order to determine the actual effect of noise on a particular property.

Air Quality

Planning for air quality maintenance is a regional issue. The Metropolitan Washington Council of Governments (MWCOC) has been designated as the planning organization responsible for air quality planning in the Washington region, including Prince George's County. Currently, all of the Washington region exceeds the Federal standard for ozone. Portions of the region also exceed the Federal standard for carbon monoxide (CO). Approximately two-thirds of Planning Area 69 is in the CO nonattainment area. Under the 1990 amendments to the Clean Air Act, MWCOC must prepare a plan by November 1993 which demonstrates a 15 percent reduction in hydrocarbons (VOC), which are the primary cause of ozone depletion, and a 24 percent reduction in VOC by 1999. The Plan must also demonstrate attainment of the CO standard by 1995 and the ozone standard by 1999. The State must then submit a fully committed implementation plan to EPA by November 1994. Failure to implement an effective plan could result in the imposition of Federal sanctions including the withholding of Federal highway funds.

Because most of the CO and VOC originate as vehicle emissions, the requirements of the Clean Air Act could affect future transportation and land use planning in Prince George's County. Strategies to reduce regional Vehicle Miles Traveled (VMT) are discussed in the Circulation and Transportation chapter.

Solid Waste Management

The management and disposal of solid waste in a jurisdiction as large and diverse as Prince George's County is a challenging and often controversial job. By 1995, the amount of solid waste generated is expected to increase to 826,532 tons. Faced with increasing waste quantities and dwindling landfill capacity, Prince George's County has adopted a comprehensive and multicomponent strategy which emphasizes recycling to increase the life expectancy of County landfills. These strategies are expected to have a significant impact on reducing the County's waste stream. As part of the program, the County has established a series of progressively higher waste reduction goals from 10 percent on July 1, 1991, to 35 percent by July 1, 1999. There are no sanitary landfills within the Planning Area.

Anacostia River Restoration

In the 1970s, several symptoms of neglect and habitat alteration were noticed in the Anacostia watershed. These symptoms included poor water quality, a troubling decline in the ecological condition of the Anacostia tributaries due to urbanization, severe reduction of anadromous fish (primarily because of manmade barriers), loss of more than half of the forest cover in the watershed and the destruction of about 90 percent of tidal and about 70 percent of nontidal wetlands. It was further noted that the public had no or little interest in the Anacostia River.

A formal, interjurisdictional, Anacostia Watershed Restoration Agreement among the District of Columbia, the State of Maryland, Prince George's County and Montgomery County was signed in 1987. The main goal of this agreement is to comprehensively address the problems of the Anacostia Watershed and to restore it to a clean, healthy regional resource. An action plan, which consists of the following six points, has been developed to restore the Anacostia Watershed by the end of this century:

1. Reduce Pollutant Loads and Improve Water Quality.
2. Protect and Restore Ecological Integrity.
3. Protect and Restore Spawning Range of Anadromous Fish.
4. Increase Wetlands.
5. Expand Forest Cover.
6. Increase Public Awareness and Participation.

CONCEPT

The environmental envelope is a comprehensive system of proposals that identify those areas within the Planning Area that must be preserved and protected. It establishes the framework for future land use decisions. The environmental envelope consists of three parts:

1. A comprehensive inventory and assessment of significant environmental factors, both natural and manmade.
2. A proposed open space network which recommends where development should not occur and determines the degree to which especially sensitive areas should be monitored in the process of development.
3. A proposed implementation strategy which contains guidelines and recommendations as to what regulations should be applied in specific areas in order to satisfy environmental needs.

Inventory and Assessment

The environmental inventory and assessment involves two basic elements: (1) an Inventory of Environmental Features, and (2) a Physiographic Analysis, leading to the delineation of Natural and Conditional Reserve Areas. From these analyses, a comprehensive proposal for an open space network is developed and formalized as a land use proposal in the Plan.

The Physiographic Analysis groups physical features into two categories according to the degree to which they impose development constraints:

- Natural Reserve Areas have physical features which exhibit severe constraints to development or which are important to sensitive ecological

systems. Natural Reserve Areas must be preserved in their natural state. This does not pre-empt so much land from development as to be unduly restrictive.

Natural Reserve Areas include the following: perennial streams with a minimum of 50 feet of undisturbed buffers on each bank; adjacent wetlands; severe slopes and steep slopes associated with highly erodible soils; the 100-year floodplain; and the Chesapeake Bay Critical Area (CBCA) buffer.

- Conditional Reserve Areas have moderate development constraints and some bearing on natural processes. Development is permissible, but careful and innovative site planning is required to protect environmental assets and to meet environmental needs. The Conditional Reserve Area includes primarily the upland wetlands and the CBCA outside the buffer.

Natural Reserve Areas and Conditional Reserve Areas are shown on the Plan Map.

The Natural Reserve Areas and Conditional Reserve Areas may be viewed as a status report on existing and projected environmental conditions. The preservation, conservation or utilization of such areas and assets will not of themselves fulfill the goals and objectives of the environmental aspects of the Plan. These characteristics are not evenly distributed throughout Planning Area 69 and therefore will not assure adequate open space and a satisfying natural environment for all neighborhoods. The concept of an open space network is designed to remedy these shortcomings.

Open Space Network

The open space network is derived from the evaluation and mapping of environmental features, but it also includes two further considerations: open space needs and linkages or connections. In other words, the open space network adds provisions for human needs to the need for environmental protection. Essentially, this means the inclusion of parks for active recreation, green space for its visual and buffering value, and trails for recreation and transportation.

The open space network is intended to serve the objective of providing part of the pedestrian, equestrian and bicycle circulation system, linking public facilities, commercial areas, employment areas and residential areas. The trails system, like the highway system, has both region-serving and local aspects. The open space network is designed to provide the linkage needed for the Countywide trails system. The provision of connections and linkages to the County system will be an integral part of the design requirements for development. In many instances, the provision of local trail facilities will be encouraged.

In one area, the open space network is used as a divider between residential and industrial development. In other instances, drainageways penetrate neighborhoods and subdivisions, providing landscaped amenities. The open space network is therefore the sum total of the Natural Reserve Areas, parks and open space linkages.

Implementation Strategy

The exercise of existing land use controls and the recommended policies will be instrumental in creating the proposed open space network without excessive public expenditures or creating unreasonable demands on the

private sector. The Plan Map illustrates the proposed open space network. The open space implementation tools currently used are as follows:

1. Public Park Acquisition or Dedication — acquisition by purchase or gift or acquired through the mandatory dedication provisions of the Subdivision Regulations for active and passive recreation. (Includes both M-NCPPC parks and the municipal parks of Bladensburg, Cheverly and New Carrollton.)
2. Private Open Space — land which remains in private ownership but which is used for swimming clubs, passive recreation or otherwise remains undeveloped.
3. Subdivision Control of Floodplain Areas — land which is within the 100-year floodplain and is generally restricted from development under the provisions of the subdivision regulations.
4. Subdivision Control of Runoff — the existing regulation requiring adequate control of runoff from a 10-year storm.
5. Subdivision Control of Unsafe Land — land which is subject to flooding, erosive stream action, unstable soil conditions or manmade unsafe conditions (unstable fills or slopes) and is generally restricted from development by the Subdivision Regulations.
6. Subdivision Control of Wetlands — the existing ordinance requires buffering of nontidal wetlands and generally restricts wetland areas from development.
7. Subdivision Control of the Chesapeake Bay Critical Area (CBCA) and Stream Buffers — the CBCA and other stream buffers, including the area within 50 feet of a stream, adjacent wetlands, floodplain, adjacent severe slopes and highly erodible soils are generally restricted from development by the Subdivision Regulations.
8. Subdivision and Zoning Control of Woodlands — these ordinances provide for retention of woodlands and specimen trees.
9. Tax Credits for Scenic Easements — a reduction of real estate taxes is permitted on properties that are conserved as scenic easements.
10. Historic Sites and Districts — these features are now protected by the Historic Preservation Ordinance and the *Historic Sites and Districts Plan*. Refer to the Historic Preservation chapter for details.

Application of the specific measures under each of the above categories can be administered through conditions to zoning approvals, special exceptions, subdivision review, building permits, site plan review and public agency referrals. These measures may also be applied during site plan review under regulations for the Comprehensive Design Zones, multifamily and townhouse zones and applications for cluster development.

RECOMMENDATIONS

Most of the following require additional governmental actions beyond existing ordinances and regulations:

- Noise Attenuation - Until the County establishes formal standards and guidelines for acoustical site planning, the subdivision review process should be used to require berms and/or other sound attenuation measures for properties within the 65 dBA contours adjacent to roads and railways.

- Air Quality - The County should continue to participate aggressively in the development of a metropolitan plan to attain Federal air quality standards for ozone and carbon monoxide and should support all available measures to improve local air quality.
- Stormwater Management - The County should complete the preparation of the Anacostia River and Lower Beaverdam Creek watershed studies, including delineation of the 100-year floodplain, and the preparation and implementation of stormwater management proposals, including the proposed retrofits. To assure that stormwater is properly managed, major streams and detention/retention basins should be monitored for water quality and flow characteristics.
- Until the watershed studies for the Anacostia River and Lower Beaverdam Creek and their tributaries are completed or updated, on-site controls must be evaluated on an individual basis to avoid increased flooding. Additional studies should also be completed to establish water quality goals for each watershed and recommend specific actions to attain them, evaluate nontidal wetland functions, identify degraded riparian habitat and recommend appropriate restoration programs.
- Identify the existing local drainage, erosion and sedimentation problems within the Planning Area, such as the one in Employment Area 3 at the end of Lawrence Place (see Employment Areas chapter), and develop action plans to solve them.
- Establish a Restoration Advisory Committee for the Planning Area or specific municipality or community, with members specialized in problems related to stormwater drainage, stormwater infrastructure and stream and environmental protection. The Advisory Committee would act as local environmental compliance officials and would provide advice and consultation to appropriate municipal councils, interface with the County stormwater management agencies, and organize community volunteer efforts to address specific needs. These committees should work closely with the Anacostia River Restoration Committee and with their working groups, all focused on restoring the Anacostia River to a healthy resource.
- Develop and implement community outreach programs promoting environmentally related activities and support the Interstate Commission on the Potomac River Basin, MWCOG, Prince George's County and other appropriate parties in their educational activities related to the Anacostia River restoration program. The following programs within the County should be considered for correction of storm drainage problems: Municipal Storm Drain Acceptance, CIP Corrective Flood Control and Community Block Grant (minor construction fund).
- Public-Private Partnerships for Natural Features Preservation - The County should explore opportunities such as private land trusts, wetlands or woodlands banking and the purchase of easements or development rights to protect important natural features.
- Greenways, Open Space and Conservation Areas - The County should develop the Environmental Quality Network established by the *General Plan*. The Greenways Plan will propose where and how to link environmental and recreational open space throughout the County and propose specific implementation techniques to create a permanent open space network.

- Woodland and Urban Tree Preservation - The Woodlands inventory must be updated periodically to monitor the progress of woodland retention and afforestation efforts. This update will be accomplished by the M-NCPPC as part of the Woodland Conservation and Tree Preservation Ordinance.
- Establish a goal of 20 percent woodland cover for the Planning Area through retention of woodlands in new developments and the creation of new woodlands by afforestation. This 4 percent increase in woodland cover will require the identification and planting of approximately 250 acres.
- Identify specific areas that can be afforested.
- Develop detailed inventories for 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.
- Establish an educational network which will provide information to homeowners on the value of trees in an urban area, proper maintenance techniques and where to go for assistance and information on trees.
- Establish a community tree network that will identify governmental funding sources that may be utilized and develop funding through local businesses and community outreach programs.
- Establish street tree maintenance programs in communities with public works departments to increase the amount of tree planting and improve the maintenance of trees.
- A noise problem has been identified for occupants of several residences located near the Veterans Parkway (MD 410) interchange with US 50. In recognition of the affected citizens' concerns, the Maryland State Highway Administration (SHA) has planted trees in their backyards. The State's proposal to erect a wooden fence to visually screen the residences from the traffic and possibly to mitigate some noise impact associated with this traffic on the interchange and US 50 was not acceptable to the residents who requested a noise acoustical wall barrier. The SHA has classified this problem area in the Type II category (mitigating noise impacts on existing highways). This implies that retrofitting funds in the maintenance budget must be available for installing noise barriers. At this time, the State's policy allocates funds for maintenance projects, including the installation of noise barriers, on interstate roads only. US 50 and Veterans Parkway are not classified as interstate roads.

However, this problem and additional noise problems along US 50 inside the Planning Area can be addressed, and appropriate submittal of requests for funding of noise barriers should be made, if any of the following events occur.

1. A change in the classification of US 50, west of the Beltway, from a noninterstate road to an interstate one.
2. A change in the existing SHA policy to allow noise retrofits on noninterstate roads such as US 50 and Veterans Parkway. (Presently, the State has a lengthy list of requests for noise retrofits on noninterstate roads.)
3. Implementation of the Transportation chapter recommendation to widen US 50 from four to six lanes between Veterans Parkway and Kenilworth Avenue and include funds for noise abatement in this project.

Proposed Special Study

Occupants of several residences in the Town of Cheverly, located in the vicinity of the Prince George's County Hospital, are experiencing noise above the Maryland standards during the landing and take-off of helicopters transporting trauma patients. These unscheduled events take place 3 to 6 times during a 24-hour period. The Maryland State Police operate this program and the hospital provides the rights to the landing pad. The State's safety guidelines consider the safety of the patients, the helicopter crew and the neighboring residents. The issues involved in mitigating the adverse noise impacts are complex. New noise absorption technology is being developed, but its effectiveness is not yet proven. Another alternative is the relocation of the helicopter pad, but the impact on emergency room operation at this location will involve a more thorough study. However, the impact area, which will be delineated during this study, may be more widespread than the several residences in the Town of Cheverly.

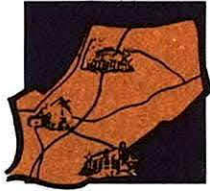
An assessment of the noise problem and a comprehensive evaluation of alternatives to address it could be accomplished under the Planning Assistance to Municipalities and Communities Program of the Maryland-National Capital Park and Planning Commission. The Town of Cheverly should avail itself of this program.

GUIDELINES

1. Developers shall be encouraged to utilize the Comprehensive Design Zones, the cluster and site plan review provisions of the Zoning Ordinance and other innovative techniques that ensure environmentally responsible development.
2. Land dedicated in accordance with the Subdivision Regulations for the provision of needed recreational facilities should not consist solely of floodplains or other parts of the Natural Reserve Areas.
3. The responsibility for environmentally sound development practices should apply equally to private and public interests; decisions concerning the selection and use of properties should be based on environmental considerations.
4. Developers shall be encouraged to capitalize on natural assets through the retention and protection of trees, streams and other ecological features.
5. Woodlands associated with floodplains, wetlands, stream corridors and steep slopes shall be given priority for preservation.
6. The Natural Reserve Areas, containing floodplain and other areas unsuitable for development, should be restricted from development except for recreational and other nonstructural uses. Grading and filling are discouraged.
7. All development proposals shall provide effective means for the preservation and protection of Natural Reserve Areas, and development plans for lands containing open space and conservation areas should specify how and by whom these areas will be maintained.
8. Limited development should be permitted in Conditional Reserve Areas, based on the significant physiographic constraints and natural processes of the land.

9. Land uses with existing or planned sensitive receptors such as schools, residences, hospitals, nursing homes and libraries that are sensitive to noise intrusion, air pollution and other characteristics of excessive vehicular traffic should be protected by suitable construction techniques and by the enforcement of legally mandated standards.
10. Developers shall be encouraged to include careful site planning and construction techniques which are designed to reduce the adverse impact of point and nonpoint source noise that exceeds the State's maximum allowable levels for receiving land uses.
11. The public is encouraged to seek information on the area's environmental condition and on all aspects of related regulatory systems and functional programs from the appropriate local, State and Federal agencies.
12. Concurrent with the development process for areas located within noise corridors, a noise study should be required which demonstrates noise compliance with the State's acceptable noise standards.





HISTORIC PRESERVATION

GOAL

- To enhance the quality of life through the preservation of designated historic resources which are significant for their historical, architectural, archeological and cultural value.

OBJECTIVES

- To recognize historic properties and survey areas identified in the Adopted and Approved 1992 *Historic Sites and Districts Plan* as valuable physical components of our heritage.
- To ensure appropriate zoning adjacent to historic properties.
- To encourage the organization of community-based historic preservation organizations to advocate and support neighborhood preservation projects and the establishment of historic districts.
- To encourage the establishment of historic districts in areas which can benefit from the special recognition and protection offered by design controls.
- To encourage restoration and continued use of historic properties through zoning incentives, loan and grant programs, and public and private cooperation.
- To promote neighborhood preservation activities that will increase residents' pride in community history and tradition.
- To support preservation projects that will encourage private investment on surrounding properties.

BACKGROUND AND BASIC ISSUES

Historic preservation is a nationwide movement, involving the restoration of individual landmarks, the creation of historic districts, the preservation of rural and urban communities and the protection of cultural landscapes and archeological sites.

In 1981, Prince George's County adopted a master plan for historic preservation entitled *Historic Sites and Districts Plan, Prince George's County, Maryland* and enacted an Historic Preservation Ordinance. This Plan outlined a program for historic preservation to be implemented through the Historic Preservation Ordinance and through the planning and zoning processes. In Planning Area 69, the 1981 Preservation Plan identified seven

Historic Sites and nine other sites as historic resources. Four of these Historic Sites are listed in the National Register of Historic Places. In 1982, a County Historic Preservation Commission (HPC) was established with the authority to implement the recommendations of the Preservation Plan.

The major components of the Historic Preservation Program are summarized below:

- Historic Area Work Permits: Any exterior alterations, demolitions or additions to designated Historic Sites or properties within County historic districts must be approved by the HPC.
- Environmental Settings: The HPC determines the area of land which relates visually and historically to the designated Historic Site and which is essential to its integrity. Settings may include significant features of the property's landscape such as trees, gardens, lawns, pastures, woods, parks, driveways and family cemeteries.
- Demolition by Neglect: To protect the exterior architectural features of the main building of a designated Historic Site, the HPC may require stabilization repairs to be made.
- Preservation Referrals: The HPC is required to make recommendations on potential impacts to historic resources for all zoning applications, subdivisions and master plan amendments.
- Subdivision Regulations: Subdivisions adjoining an historic resource must be compatible with the historic setting of the resource.
- Cemeteries Protected by Subdivision Regulations: Cemeteries included in subdivision applications must be protected by appropriate fencing, the gravesites must be inventoried, and some form of maintenance must be guaranteed.
- Special Exception Provisions for the Adaptive Use of Historic Sites: Allows the adaptive use of designated Historic Sites for certain residential or low-intensity commercial purposes not normally allowed in a particular zone.
- Financial Incentives: The HPC can grant a 10 percent tax credit on County property taxes for compatible restoration work. The County's Scenic Easement Tax Credit is available to owners of historic and other properties, granted in return for the owner's agreement to maintain scenic views, open space or natural habitat. A State income tax credit is available to owners of Historic Sites for the cost of restoration work. The State also has a grant and loan program available to owners of designated Historic Sites.
- Preservation or Conservation Easements: Restrictions can be placed on future development of a property or alterations of a structure to insure the preservation of historic property. Owners can receive Federal, State and County tax credits for donation of such easements.
- National Register of Historic Places: The Federal government provides some protection from the impact of federally funded projects for properties listed in the National Register.
- Unevaluated Historic Resources: Properties listed in the Preservation Plan as unevaluated historic resources are provided limited protection.

An updated *Historic Sites and Districts Plan* was adopted and approved in March 1992. This Preservation Plan Amendment updates the Inventory

of Historic Resources (see Table 1) and the Preservation Plan Map based on actions by the Historic Preservation Commission and the District Council since 1981.

The 1992 Plan lists 11 Historic Sites and 6 historic resources in the Planning Area. The Market Master's House in Bladensburg was listed in the National Register of Historic Places in 1990 and the Baltimore-Washington Parkway was listed in the National Register in 1991. (See the Plan Map for site locations.) Since 1981 one historic property, the Old Clements House, has been destroyed by fire.

In Bladensburg, Ardwick and Cheverly, survey work detailing the history of these communities and of some individual houses has been started. In addition, informational files on five other documented properties in Planning Area 69 are maintained.

CONCEPT

The preservation of neighborhoods, individual buildings and older commercial centers begin with their identification and survey. Often these properties or areas project a negative community image because of their age and neglect. Not until their historical or architectural significance is revealed are they seen as important community assets.

In Planning Area 69, a number of significant buildings have been identified, surveyed, and given a measure of protection with Historic Site designation. The George Washington House and the Hilleary-Magruder House have been renovated and adapted for office use, giving them a new life and creating the potential for becoming a catalyst for further community improvement and revitalization. The focus of historic preservation in PA 69 is twofold. First, it should provide the residents an appreciation of the history of their communities by identifying and preserving structures that symbolize the cultural, educational and architectural legacy that should be maintained and enriched for future generations. Second, historic preservation should offer through public and private sector cooperation the preservation and adaptation of historic properties and communities for a variety of social needs, including housing, education, jobs and community development.

The following constitute the basic historic preservation issues in Planning Area 69:

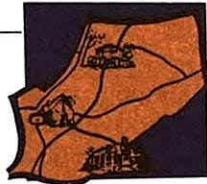
1. Identification of all historic resources in the Planning Area: Special attention should be given to the settlement patterns of the free black and slave community in the Riverdale-Bladensburg-Hyattsville area. Additional survey work should be done in the Towns of Cheverly and Bladensburg.
2. Protection of the designated Historic Sites: Six sites are listed in the National Register of Historic Places. Two designated Historic Sites have been successfully rehabilitated for office space. Appropriate adaptive uses of historic properties should be encouraged. Other sites are severely impacted by incompatible land uses or require assistance for necessary maintenance and repairs.
3. The conservation of older communities: The older communities within the Planning Area have unique histories that can be used to promote historic preservation activities that address housing quality and other community improvement efforts.

**Table 1
INVENTORY OF HISTORIC RESOURCES**

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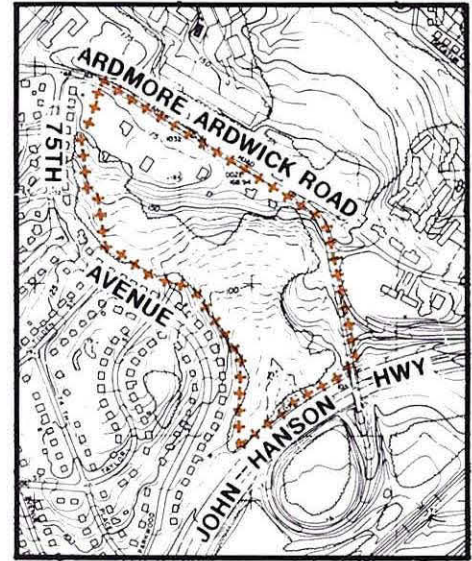
- | | | |
|----------------------|-------------------------|---|
| * National Register | ■ Historic Resource | ■ Easement |
| ● Historic Site | ◆ Environmental Setting | (69-xx) Historic Resource Identification Number |
| ❖ Historic Community | (P) Public Ownership | |

Name	Location	Status
<u>Bladensburg</u>		
Spa Spring Site (69-1); ca 1800	Off Tanglewood Drive between Baltimore Avenue and Buchanan Street	■(P)
Bladensburg Historic Community (69-5)	See Map 1	❖
George Washington House (69-5-2) 1755-65	4302 Baltimore Avenue	●,*■
St. Paul's/Free Hope Baptist Church (69-5-6) 1818/1908	4107 47th Street	●
Hilleary-Magrunder House (69-5-7); ca 1750	4703 Annapolis Road	●,*■
Market Master's House (69-5-8); ca 1760	4006 48th Street	●,*
Bostwick (69-5-9); 1746	3901 48th Street	●,*
Peace Cross (69-5-16); 1919-25	Baltimore Avenue and Annapolis Road	■(P)
Evergreen Cemetery/Presbyterian Church Site (69-10); ca 1749	52nd Avenue near Newton Street	■
<u>Riverdale Heights</u>		
First Baptist Church of Riverdale (69-12) 1928-29	6200 Riverdale Road	■
Browning-Baines House (69-19) 1896	5601 57th Avenue	●
<u>Ardwick</u>		
Ardwick Historic Community (69-23)	See Map 1	❖
Wormley House (69-23-17); ca 1898-1926	7533 Ardwick-Ardmore Road	■
<u>Cheverly</u>		
Cheverly Historic Community (69-24)	See Map 1	❖
Mount Hope (69-24-11); 1839 & 1860	1 Cheverly Circle	●,*◆,■
Magrunder Spring (69-24-13); ca 1814	East of Cheverly Avenue and south of Arbor Street	●(P)
Crawford's Adventure Spring (69-24-14) ca 1814	Cheverly Nature Park	●(P)
Raymond W. Bellamy House (Belmar) (69-24-22); 1925	2819 Cheverly Avenue	●,*
Mount Hope Slave Quarter Ruins (69-24-25) early 19th century	Behind 18 Cheverly Circle	■
<u>Other</u>		
Baltimore-Washington Parkway (69-26) Planned 1920; built 1950-54		●,*(P)

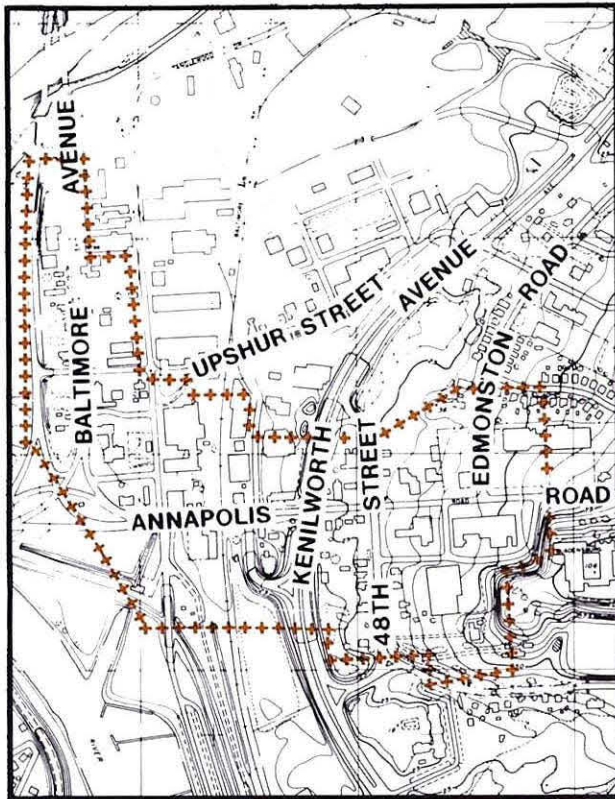


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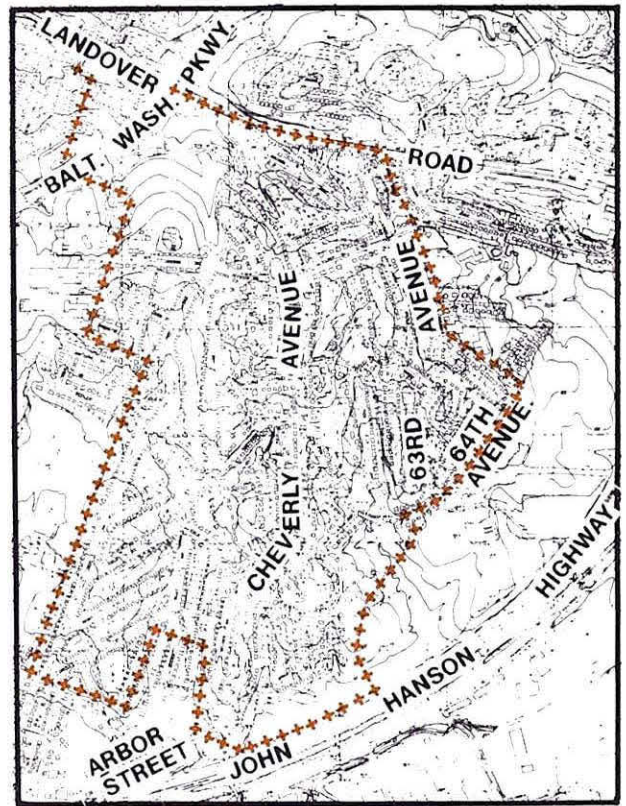
+++++ HISTORIC COMMUNITY BOUNDARY



ARDWICK



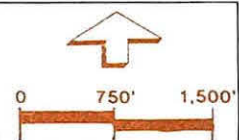
BLADENSBURG



CHEVERLY

MAP 1

HISTORIC COMMUNITY BOUNDARIES



4. Historic preservation as a stimulant for commercial revitalization: The concentration of historic properties and the varied history of the colonial port of Bladensburg can provide a unique historic identity for the area. A strategy to capitalize on these assets to attract a wider retail customer market is the challenge for Bladensburg.

RECOMMENDATIONS

Site Specific Recommendations

1. Spa Spring Site: The water flowing from this popular spring attracted many people seeking its mineral water to cure their ailments. Interpretative signs should be placed at the site. The site should be incorporated in a trail system through the Anacostia River Park.
2. George Washington House: Built originally as a store, it also was used as a tavern and a blacksmith shop; use as a tavern was from the mid-19th to the mid-20th centuries. The M-NCPPC History Division leases office space as an adaptive use of this Historic Site. Continued office use should be supported and encouraged.

A new park to commemorate the first launching of an unmanned balloon flight in the United States in 1784 has been completed. The person responsible for this first flight, Peter Carnes, rented the George Washington House for eight and one-half years before the flight. Interpretive signs should be installed to explain the relationship between the balloon launching site and the George Washington House.

3. St. Paul's/Free Hope Baptist Church: This church was built in 1818 and enlarged in 1908. The first section was the third Presbyterian church built in Bladensburg. It was sold to a black Baptist congregation in 1874 and is the sole surviving historic structure in the Bladensburg industrial area. Located between industrial uses, the R-55 zoning should remain to reduce the threat of acquisition for industrial use. Financial support is needed by the small congregation to finance the rehabilitation of the church.
4. Hilleary-Magruder House: Built for William Hilleary and visited by George Washington in 1787, it is one of four surviving pre-Revolutionary buildings in Bladensburg. It has been restored for office use. The property is an excellent adaptive use of an historic structure using tax incentives to stimulate investment. It should be used as a model for other historic properties.
5. Market Master's House: A rare stone house associated with Bladensburg's 18th-century prominence as a tobacco exporting port. This National Register site is a residential property adjacent to a fast-food restaurant. The R-55 zoning should remain. The adjacent commercial uses should be better screened and the refuse collection facilities moved. Screening should be done with landscaping rather than high fencing, designed to provide the necessary screening and also create an attractive transitional buffer to highlight this historic property. Interpretive signs should be provided for public education at the entrance to the site on 48th Street.
6. Bostwick: This imposing brick dwelling was built in 1746 for Christopher Lowndes, merchant and Town Commissioner. It was also the home of Lowndes' son-in-law, Benjamin Stoddert, first Secretary of the Navy. It is the earliest surviving building in Bladensburg.

Bostwick, located on 6.5 acres, is a private residence listed in the National Register. North of the site is the Bladensburg Shopping Center, which is zoned C-S-C. The close proximity of this commercial site to the historic property requires rehabilitation or redevelopment of the shopping center and surrounding land to be compatible with the historic character of Bostwick.

Any improvement of this adjacent commercial property should be consistent with the following standards:

- a. Views and vistas to Bostwick should be preserved and enhanced.
- b. Site design should contribute to maintaining an attractive approach to Bostwick.
- c. New structures should not overwhelm the historic house.
- d. Any new development or remodeling should complement the historic architecture of Bostwick.
- e. The parking, storage and service areas should be unobtrusive and appropriately screened from public view.
- f. Signage should not overwhelm the approach to Bostwick or detract from its view.

The residential character of Quincy Street adjacent to Bostwick establishes a setting which helps to maintain Bostwick as an integral part of the community rather than an isolated historic structure out of context with the surrounding uses. Residential zoning along Quincy Street should be maintained.

7. The Wormley House: This house was acquired in 1903 by William Stanton Wormley, a prominent black artist and educator. It is the only historic resource in the Ardwick survey area. (See also Neighborhood Recommendation #1.)
8. Cherry Hill Cemetery: This cemetery should be considered for designation as an historic resource in the next amendment of the *Historic Sites and Districts Plan* because it is the only known cemetery with undisturbed gravesites that relate to the free black and slave community in the Riverdale-Bladensburg-Hyattsville area. M-NCPPC has plans to restore the cemetery.
9. Mount Hope Slave Quarter Ruins: The remains consist of a fireplace and chimney, very likely the remains of a slave quarter associated with the Mount Hope plantation. The property should be surveyed to clarify ownership. If the survey determines that the property is under private ownership, an easement should be sought for public use. Directional and interpretive signs should be erected. The site should be used as an educational park.

Neighborhood Recommendations¹

1. Ardwick Historic Community: This small grouping of five houses is associated with black professionals who were influential in the District of Columbia educational system. The community should be further surveyed to determine its potential for historic district designation.

¹ See Map 1 for historic community boundaries.

The large lot settings for these houses are important to the historic character of the area and should be encouraged.

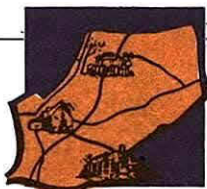
2. Bladensburg Historic Community: The incorporated Town of Bladensburg, established in 1742, was an important port facility in colonial times, as well as the scene of the Battle of Bladensburg in August of 1814. Although Bladensburg has undergone many changes, a number of significant historic buildings remain that recall the Town's character during the colonial and early Federal periods. These buildings reflect the aesthetic values, as well as the commercial, cultural and social characteristics throughout the municipality's history, creating a rare visual identity. If Bladensburg is to retain a sense of place and protect the economic investments of the past, it is important that the Town capitalize on the assets of its historic buildings. The Central Bladensburg Concept Plan (on the Plan Map) will also prove a valuable reference in understanding the revitalization needs of Bladensburg, as will the Central Bladensburg section of the Urban Design chapter.

- a. Bladensburg should develop a comprehensive Main Street revitalization program that would stimulate economic development, with the promotion and conservation of the Town's historic resources as key components. The Main Street area should encompass the commercial corridors of Baltimore Avenue, Edmonston Road, Annapolis Road, 48th Street and the Bladensburg Marina. A 1787 Plat of Bladensburg shows these streets within the Town boundaries. Map 2 depicts the proposed Bladensburg Main Street area.

The National Trust for Historic Preservation operates the National Main Street Center which offers a number of training programs and technical services to communities. The Maryland Department of Housing and Community Development also has a Main Street Designation Program. The State program recognizes and provides special assistance to communities actively working to develop and maintain the economic and historic character of their Main Street areas.

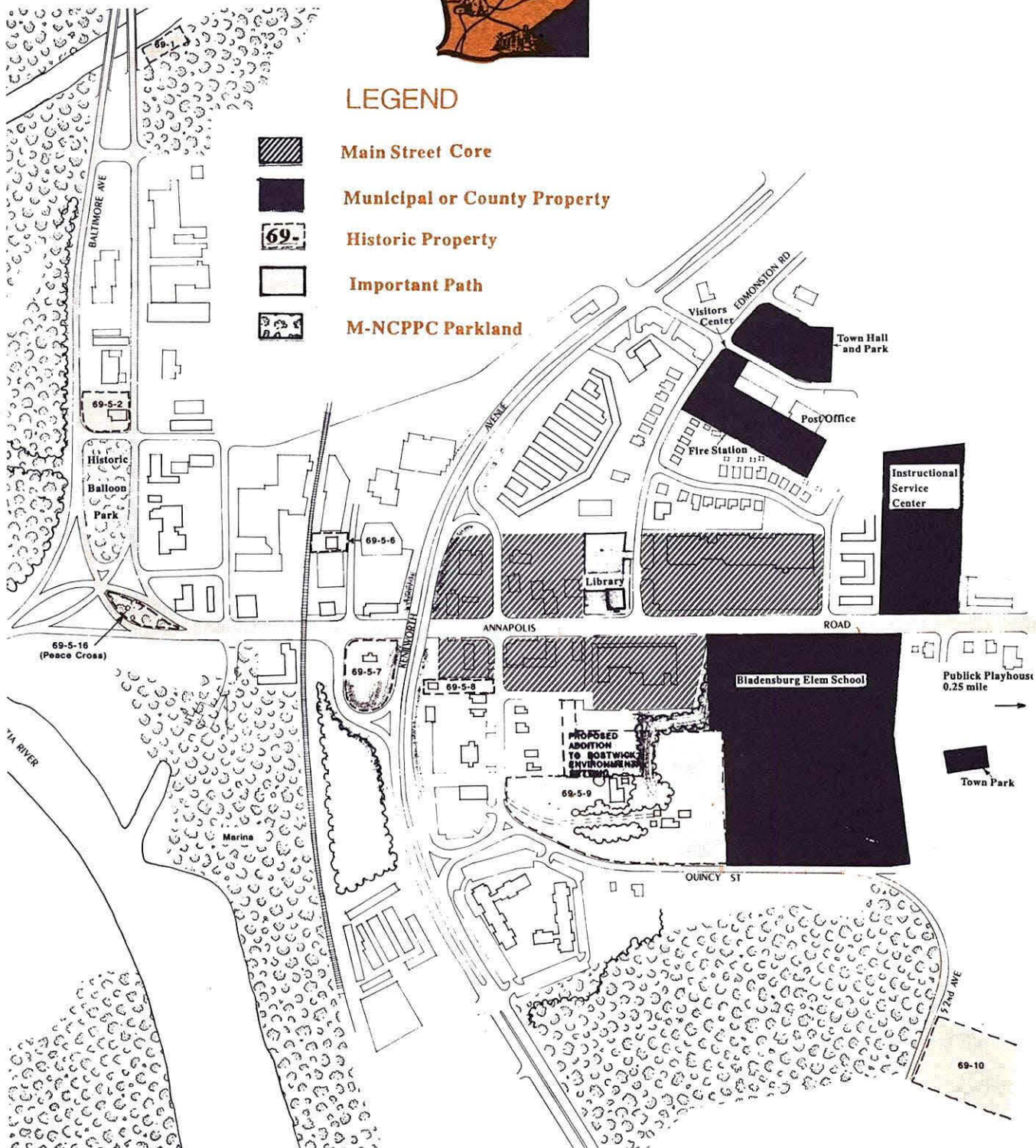
The Bladensburg Local Development Corporation, in cooperation with the municipal government, should sponsor and initiate a Main Street program for Bladensburg, and pursue affiliation with the State or National Trust programs.


- b. Public improvements should be made to promote easy and safe access between the Marina, the historic properties, the parks and the commercial core. This should include special attention to crosswalks, streetlighting, signs, sidewalks and street furniture. The pedestrian tunnels under Kenilworth Avenue should be well-lit and maintained to help promote safe pedestrian traffic in this area. (See Urban Design chapter.)
- c. The proposed renovation of the Marina and the pedestrian links between the historic properties should be used to promote the commercial revitalization of the area. Improvements to the Marina should be planned in conjunction with a Main Street revitalization strategy for the older commercial core. Potential users of the Marina and visitors to the historic properties should be part of the marketing strategy for this commercial area.
- d. A voluntary commercial design review process should be developed as part of the Bladensburg Main Street program. The Urban Design chapter provides a basis for a design review criteria.



LEGEND

-  **Main Street Core**
-  **Municipal or County Property**
-  **Historic Property**
-  **Important Path**
-  **M-NCPPC Parkland**



MAP 2	PROPOSED BLADENSBURG MAIN STREET AREA	
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An advisory board composed of design professionals, property owners, business people, residents and an M-NCPPC urban designer would recommend design standards for renovation and new construction consistent with the historic character of the Main Street areas. Property owners would be encouraged to comply with the design standards as they make improvements.

- e. The Decatur Heights residential area, located east of the commercial area on Annapolis Road, was platted in 1914 and 1917 and contains a concentration of early 20th-century dwellings. This neighborhood should receive further survey work to determine the importance of its development history.
 - f. An annual Historic Bladensburg Festival should be held to promote the positive aspects of the community and to educate the public about the history of Bladensburg.
3. Cheverly Historic Community: Throughout the Town of Cheverly there have been 25 houses identified in which the designs, plans and materials were ordered as kits from Sears. These houses should be further surveyed to determine those eligible for Historic Site designation. The survey should also identify other architecturally significant residences to identify clusters of buildings eligible for National Register Historic District nomination.
 4. Post World War II Working Class Residential Neighborhoods: Neighborhoods such as East Pines, Beacon Heights, Landover Hills and parts of Bladensburg, while not potential historic districts, do represent a character of development that is important to preserve. It is important to encourage housing improvements that are consistent with the architectural character of the neighborhood. Educational materials should be developed that provide the residents with brief neighborhood histories and home maintenance and improvement techniques that will help preserve the important architectural elements on these houses when work is done.

Legislative Recommendations

1. Legislation should be enacted to allow property tax relief for preserving an environmental setting around a designated Historic Site.
2. An Historic Conservation District program should be created by the County for those survey areas where residents desire to foster a neighborhood identity and cohesiveness and to encourage residents to follow historic preservation principles.

Funding Recommendation

1. Financial institutions within the County should make a commitment to invest in neighborhood preservation programs. Programs should be initiated by banks to actively pursue applicants for rehabilitation loans in the older residential neighborhoods in the Planning Area.

Implementation

In order for the recommendations to have an impact, the County government, community residents, preservation organizations, and the business and financial community must work together. Different segments of these

groups must take the initiative and responsibility for undertaking an action to start the implementation process. Where a municipal government has overall responsibility for an area it can take the initiative to monitor the progress of the recommendations. The proposed implementation measures are shown in Table 2.

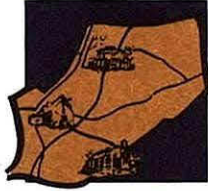
Table 2 PROPOSED HISTORIC PRESERVATION IMPLEMENTATION MEASURES		
<u>Actions</u>	<u>Responsibility</u>	<u>Timeframe</u>
Interpretive Signs	Community request to M-NCPPC	M-NCPPC yearly public hearing
Development standards at Bladensburg Shopping Center	Land owner with County incentive zoning	Long range
Bladensburg Port Improvements	M-NCPPC Department of Parks and Recreation	Long range
Develop Building Design Standards	M-NCPPC Planning Department	Short range - Aid to Municipalities Request
Annual Historic Festival	Town of Bladensburg	Continuation of 250th Anniversary work
Promote Adaptive Use and Tax Incentive Model used at Magruder House	Historic Preservation Commission	Long range
Screening improvements at Market Master's House	Hardee's Food Systems, Inc.	Short range
Lending institutions commitment to neighborhood conservation	Community coalitions using Community Reinvestment Act	Short range
Conservation Districts	County Council	Short range
County tax relief for environmental setting	County Council	Long range
Home repair educational material and neighborhood histories	Department of Environmental Resources and M-NCPPC Planning Department	Short range
Clarify ownership of Mt. Hope Slave Quarters	Town of Cheverly	Short range
Bladensburg Main Street Designation	Bladensburg Local Development Corporation	Short range

GUIDELINES

1. Proposals for development of properties abutting historic resources should ensure that the land use or new construction does not detract from the architectural characteristics and environmental setting of the historic resource. Sensitive and innovative site design techniques, such as careful siting of new buildings, variation in orientation, roof shape, the use of building materials that respect those of the historic resource, landscaping, and open space should be incorporated into the proposal to minimize any adverse impacts to the resource.
2. Public facilities should be designed to minimize adverse impacts on historic resources.
3. Archeological sites should remain undisturbed. If development is to occur, the National Park Service Standards for Archeological Survey and Mitigation should be used.

4. Preservation efforts should be designed to encourage additional investment in the surrounding area.
5. Public improvements at the Port of Bladensburg should be designed to relate to the existing historic properties and early events of Bladensburg and to act as an economic stimulant for the area.
6. Historic preservation information should be used as educational and promotional material to highlight the positive aspects of the older neighborhoods in the Planning Area.
7. Where appropriate, historic properties should be linked with the Countywide trails system. Interpretive markers and signage may be appropriate in some locations.
8. Interpretive plaques about the history of areas, historic properties or archeological features should be encouraged as part of development approvals.





LIVING AREAS AND HOUSING

GOALS

- To protect and improve the quality of all living areas.
- To provide decent, safe and sanitary housing for all residents by providing a broad range of housing opportunities and neighborhood choices which can meet the needs of different age groups, family sizes, lifestyles and income capabilities.

OBJECTIVES

- To place a high priority on the continual upgrading, rehabilitation and conservation of living areas through both public and private actions and by strategically utilizing public programs and capital improvements toward this end.
- To stress the need to upgrade the quality of existing and developing neighborhoods with assets and amenities that will insure stability and provide a sound basis for the protection and enhancement of homeowner equities.¹
- To encourage removal of incompatible, illegal and nonconforming uses within living areas.
- To encourage the demolishing of vacant, dilapidated houses which cannot or will not be upgraded in order to eliminate their blighting influence.¹
- To minimize undesirable social and physical impacts on living areas resulting from new construction of or improvements to transportation facilities.
- To provide for an effective transition between residential uses and adjoining nonresidential uses through the imaginative use of urban design and the development of effective buffering techniques and standards.¹
- To encourage the design of housing and living areas that create safe spaces, which will in turn minimize vulnerability to crime and facilitate unobstructed access for emergency vehicles.¹
- To assure that future housing is designed and located to provide protection from floods, stormwater damage, erosion, unstable soil conditions,

¹ Objective adapted from the Housing and Neighborhood Element of the *General Plan*.

noise, vibration, and other hazards, and to place a high priority on correcting and preventing these deficiencies.

- To recognize the role of municipalities and encourage their efforts to preserve the character of their communities and upgrade these whenever necessary.
- To ensure a continuing availability of housing for families of all sizes, all age groups and various income levels.
- To increase public and private efforts to ensure high standards of construction in all forms of housing, as well as high-quality environments, for all residential areas.
- To provide adequate public facilities and services concurrent with residential development.
- To preserve natural amenities (such as land forms and tree cover).
- To establish compatible residential densities with higher densities adjacent to commercial areas.
- To meet the needs of those residents requiring housing assistance through the Prince George's County Department of Housing and Community Development and other available services.
- To increase homeownership opportunities, particularly of single-family homes.

BACKGROUND AND BASIC ISSUES

An understanding of the living areas within Planning Area 69 requires an examination of three factors. The first is the housing units themselves, in terms of type, condition, price (rent), vacancy rates and other characteristics. The second is the trend in housing conditions over the past several decades. The third is the overall neighborhoods in terms of how they have been designed, how the housing units relate to each other and compatibility with adjacent uses.

Housing Unit Analysis

The following analysis of housing characteristics is based upon a 1990 field survey of single-family housing conditions, information from the 1990 U.S. Census, and multifamily housing conditions information from the Prince George's County Department of Environmental Resources.

There are 22,655 dwelling units in Planning Area 69. Fifty percent of these are single-family detached units. The other half consists of multifamily, duplex and townhouse units. Most of these (10,285) are multifamily. These figures indicate that PA 69 is more densely developed than the typical suburban neighborhood.

The following scale has been used to rate the exterior conditions of all housing units:

- Condition #1 - Structure in sound condition requiring only normal maintenance — such as painting, tightening or replacement of a few shingles — or has only slight normal wear.

- Condition #2 - Structure in fair condition, requiring more than normal maintenance, such as a small number of minor repairs to major structural components.
- Condition #3 - Structure in deteriorating condition because of defects not correctable by normal maintenance, and exhibits need of major repair of one of the three major structural building components (foundation, exterior walls or roof).
- Condition #4 - Structure deficient to a point warranting clearance. It is in need of two or more major repairs of the major building components, or one major repair and an extensive number of minor repairs.

It is not feasible to inspect the interior of all single-family units. However, in the vast majority of cases, homeowners who maintain the exterior of their properties also maintain the interior. In the case of multifamily units this is not necessarily the case. Hence, internal factors are also considered. Examples of interior problems contributing to the rating of a multifamily complex are as follows:

- Condition #1 - Loose plaster or paint, floor tile in disrepair, loose stair treads, dirty hallways, leaking laundry pipes and other items correctable by normal maintenance.
- Condition #2 - Similar to Condition #1, except that the list of items to be corrected is so extensive that it is clear that normal maintenance is not being performed on a timely basis.
- Condition #3 - Complexes where the list of items to be corrected is not only extensive but also contains items not easily correctable (water damage, holes in walls or ceilings, collapsing ceilings, etc.) and/or immediate health/safety problems such as rodent infestation or defective sprinklers.
- Condition #4 - No complex in Planning Area 69 is deteriorated to the point where clearance is warranted.

As noted in Table 3, the vast bulk of housing units (single- or multifamily) is in at least fair condition.

Several observations are pertinent with regard to the housing condition survey.

1. A significant number of structures rated Condition #1 nevertheless exhibited a need for minor maintenance. That is, no major structural problems were present. However, peeling paint, missing shutters, sagging gutters and the like presented a poor appearance.
2. Many of the single-family units rated Condition #2 were so designated because of roof problems. Roof replacement is a major, but essentially a normal, repair item at intervals in the life of housing units. It is likely that this survey was taken at just such an interval when a number of roofs fell due for replacement.

Table 4 provides a comparison of housing characteristics information between the Planning Area, the County and the State.

Table 3 CONDITION OF HOUSING UNITS¹				
<u>Condition</u>	<u>Single-Family</u>	<u>Multifamily</u>	<u>Duplex</u>	<u>Townhouse</u>
1				
#	10,863	891	562	170
%	94.6	8.7	88.4	99.9
2				
#	602	9,228	73	1
%	5.2	89.7	11.5	0.1
3				
#	13	166	1	0
%	0.1	1.6	0.1	0.0
4				
#	4	0	0	0
%	0.1	0.0	0.0	0.0
Total Units				
#	11,482	10,285	636	171
%	100.0	100.0	100.0	100.0

¹ Conditions are for those units within the neighborhoods identified in this chapter. There are also 81 single-family homes outside the Beltway in New Carrollton. Four of these are in Condition #2 and the remainder are in Condition #1.

Source: Maryland-National Capital Park and Planning Commission and Department of Environmental Resources

Table 4 HOUSING CHARACTERISTICS COMPARISON			
	<u>Planning Area 69</u>	<u>Prince George's County</u>	<u>State of Maryland</u>
Persons per Household	2.79	2.76	2.67
% Overcrowded ¹	7.7	5.7	3.0
Vacancy Rate (%)	4.9	3.4	3.5
Median Value (\$)	106,100	122,600	116,500
Median Rent (\$)	619	607	473

¹ Defined as 1.01 persons or more per room.

Source: 1990 U.S. Census

Planning Area 69 contains more persons per household and has a higher overcrowding rate than either the County or the State. The high overcrowding rate results both from the fact that multifamily, duplex and townhouse units are typically smaller than single-family homes and also that a number of the single-family units consist of smaller, post World War II construction. The smaller-sized single-family units are also reflected in a median value which is lower than the County and State. The lower-priced duplexes also depress the median value. The vacancy rate, while higher than the County and State, is not uncommon for areas with a large number of rental units. Median rent is only slightly higher than that of the County, indicating that the rental units offered are fairly typical for the County. A discussion of housing characteristics by individual neighborhood appears in Appendix 1.

Housing Trends 1970-1990

Three surveys of housing conditions have been done in Planning Area 69. The first of these was done in 1970 as part of the Community Renewal Program (CRP). The second was done for the 1980 Master Plan and the third for this Plan. From these surveys, an historic trend in housing conditions can be identified. Since it is not possible to disaggregate the CRP data by current neighborhood boundaries, the 1970 CRP neighborhood boundaries are used in this section.

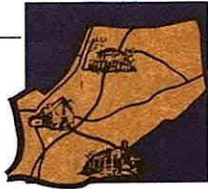
□ Riverdale Heights (Neighborhoods 1, 2, and part of 3)²

1970 CRP Findings: Over 50 percent of all residential structures, including several apartment complexes, displayed a need for improved maintenance. Particular housing problems were noted in the East Pines and Kenilworth Avenue-Edmonston Road areas. A need for systematic housing code enforcement was recognized.

1980 M-NCPPC Findings: Both areas continued to exhibit concentrations of housing in need of maintenance but no longer to the extent identified by the CRP. The duplex units north of Carter's Lane, the East Pines subdivision, and single-family structures north of Riverdale Road, in the vicinity of Riverdale Hills west of 62nd Avenue, displayed a trend towards lowered maintenance. Structurally, dwellings in these areas appeared to be sound. Maintenance needs in terms of paint were apparent.

1990 M-NCPPC Findings: This area is much improved over the 1970 CRP findings. Neither East Pines nor the Kenilworth Avenue-Edmonston Road area exhibits any particular concentration of housing in need of maintenance as reported by the CRP or 1980 M-NCPPC findings. The duplex units north of Carter's Lane continue to exhibit a large number of units needing better maintenance. Otherwise, housing units needing maintenance are generally scattered throughout the area. However, in Neighborhood 1, one block contained five or more dwellings in Condition #2. One such block was also found in Neighborhood 2 (other than the above-mentioned duplexes). Nine blocks with at least five Condition #2 homes were found in that part of Neighborhood 3 outside the Town of Bladensburg.

² Neighborhood boundaries are identified in Map 3.



MAP 3	NEIGHBORHOODS	
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□ Bladensburg (Neighborhoods 3 (part), 4, and 5)

1970 CRP Findings: Indications of instability and decline were noted in the area north of Annapolis Road and east of 54th Street in proximity to the Bladensburg High School. Maintenance was also a problem in the section south of the Bladensburg Town boundary and bordering Kenilworth Avenue. A need for systematic housing code enforcement was recognized.

1980 M-NCPPC Findings: The housing in the vicinity of the high school was generally sound except for a few scattered units needing maintenance. The housing along Kenilworth Avenue showed significant improvement through maintenance, except for homes fronting 52nd Avenue and facing the industrial development. However, due to the age and location of these units, with industrial areas to the east and south, the potential for decline was seen to exist. Also, a lack of maintenance was found within the duplex development along Macbeth Street in Quincy Manor.

1990 M-NCPPC Findings: Housing units needing maintenance are scattered throughout the area. Only four blocks contained five or more units in Condition #2 or worse. Significantly, three of these are near Bladensburg High School, consistent with the 1970 CRP findings. The duplexes along Macbeth Street no longer exhibit an unusual concentration of maintenance problems. The housing between Kenilworth and 52nd Avenues has not declined due to its proximity to industrial development as feared in the 1980 M-NCPPC findings.

□ New Carrollton (Neighborhoods 6 and 7)

1970 CRP Findings: Approximately one-half of the housing units in the Wildercroft area showed signs of decreased maintenance.

1980 M-NCPPC Findings: The Wildercroft housing showed signs of revitalization as evidenced by increased maintenance on existing structures and construction of new units.

1990 M-NCPPC Findings: Few homes in these neighborhoods display maintenance problems. These are widely scattered. No blocks contain five or more units in Condition #2 or worse. Proportionately more such units are found in the Wildercroft area but not enough to form a significant concentration. This indicates that the upward trend in housing maintenance noted in the 1980 M-NCPPC findings has continued.

□ Defense Heights (Neighborhoods 8 and 10)

1970 CRP Findings: Lack of maintenance was evident on a few scattered dwelling units. A small concentration was reported in the area north of Greenvale Parkway near the Baltimore-Washington Parkway (part of the original East Pines subdivision).

1980 M-NCPPC Findings: Lack of maintenance was still a problem on a few East Pines dwellings, with new concentrations occurring within the duplex units near Glenridge Junior High School and near the intersection of 67th Avenue and Hamilton Street.

1990 M-NCPPC Findings: Units needing maintenance are widely scattered throughout the neighborhoods. Only four blocks have five or

more units in Condition #2 or worse. None of the locations listed in the 1970 or 1980 surveys now exhibits a concentration of units lacking maintenance.

□ Landover Hills (Neighborhoods 9, 11 and 12)

1970 CRP Findings: A large number of residential structures displayed a need for improved maintenance in parts of West Lanham Hills, the Bellemead subdivision, and a part of Landover Hills bordering Annapolis Road (west of 72nd Avenue).

1980 M-NCPPC Findings: A few scattered structures continued to need maintenance in parts of West Lanham Hills and Landover Hills. Areas within Radiant Valley east of Warner Avenue and south of Standish Road, in the vicinity of US 50, had a few scattered dwellings lacking maintenance.

1990 M-NCPPC Findings: A significant number of units in West Lanham Hills need maintenance. Three of the 10 blocks in West Lanham Hills have 5 or more units in Condition #2. Elsewhere, there are four more blocks containing five or more units in Condition #2. Other units needing maintenance exist on a scattered basis throughout the area.

□ Cheverly (Neighborhood 13)

1970 CRP Findings: Maintenance problems were minimal, except for the Tuxedo area where a concentration of poorly maintained structures existed.

1980 M-NCPPC Findings: Housing units in Tuxedo continued to need maintenance, with a few units nearing a deteriorated state. Commercial activities along Arbor Street had contributed to the general decline of nearby housing due to impacts of noise, traffic and visual blight.

1990 M-NCPPC Findings: Maintenance problems remain minimal in this neighborhood. However, two blocks had five or more units in Condition #2. Neither of these is in Tuxedo, which no longer has a particular concentration of poorly maintained structures.

Neighborhood Analysis

Overall, there are many desirable qualities to the Planning Area's single-family neighborhoods. Most housing is in good condition and in a moderate price range. There are many all-brick homes; a feature now found only in expensive new construction. The neighborhoods are now old enough that mature trees abound along streets and in yards. Few incompatible uses exist within the neighborhoods. In most cases, residents enjoy a feeling of seclusion and at the same time convenience to the District of Columbia and major transportation routes. In the past decade, new homes have been built in almost all of the Planning Area's 13 neighborhoods. This strongly attests to the attractiveness of the Planning Area for residential purposes.

At the same time, there are some problem areas. Many of these derive from the fact that the living areas were developed decades ago under different development standards than exist today. This has led to the following problems:

1. Many neighborhoods are densely developed. Almost all of the single-family units have been built on land zoned R-55, which previously

allowed a minimum lot size of 5,500 square feet. In some cases, houses have been built on very old lots which predated zoning requirements. In these cases, lot sizes are even smaller than 5,500 square feet. Had the Planning Area been developed under current standards, there would be noticeably fewer homes and a more expansive feeling, such as in New Carrollton which was developed on lots of at least 6,500 square feet, as is now required in the R-55 Zone.

2. The small lot sizes frequently precluded garages and driveways. Hence, numerous automobiles are parked on the streets, exacerbating the feeling of density. Further, those who own boats, trailers and campers also must leave them on the streets in many cases.
3. Many neighborhoods lack sidewalks, which were not required at the time of development.
4. Overhead electric lines were permitted at the time of development of the Planning Area and are everywhere except in a few recent subdivisions. To some degree, the resultant aesthetic problem has been mitigated by the growth of mature trees along the streetline.
5. Many homes have steeply sloping front yards where grass does not grow well, creating an, albeit unintentional, unkempt appearance. In some cases, the sloping front yards were caused by natural topography and in others by poor grading practices.
6. There is a significant lack of diversity in house styles in many neighborhoods. Entire streets or even blocks have been built with exactly the same house. In some cases, this has created an almost institutional appearance. Even new developments in the Planning Area are repeating this practice.
7. Some neighborhoods have a monotonous appearance. That is, a number of streetscapes appear as endless lines of houses, unbroken by other compatible uses such as open space, churches or other nonresidential features which would lend a less monotonous character to the neighborhood. In other neighborhoods, this problem has been significantly alleviated by topographic relief and municipal and County parks.
8. Many neighborhoods have been designed using a standardized "cookie-cutter" development pattern. Streets are lined with strictly rectangular lots, most of which are the same size and are as small as the Ordinance required. This has resulted in visual monotony and insured that all houses were the same size. Further, such subdivisions allowed for little or no private open space. By contrast the topography of some neighborhoods in the Planning Area has dictated the use of varying lot sizes and configurations, giving them a more distinctive character.
9. In some neighborhoods, particularly those west of the Baltimore-Washington Parkway, there is a substantial difference in the ages of the various houses. This age spectrum means that some rather old houses are coexisting with much more recent construction. Older houses are more subject to maintenance problems, and if the problems are left uncorrected, they will negatively affect the remainder of the neighborhood.
10. Many of the highways are lined with commercial development with residences closely abutting the commercial. This leads to interface problems in a number of instances. This subject is covered extensively in the Commercial Areas chapter.



Lack of diversity in housing styles.

11. In scattered examples, piecemeal zoning practices have resulted in illogical residential patterns. For example, small islands of duplexes exist in the middle of single-family developments.
12. Many older apartment complexes were built with few or no recreational amenities and less open space than is currently required. This places a heavier burden on the park system than is the case where apartment complexes provide a range of on-site recreational activities such as pools, tennis courts, etc.
13. The density of multifamily complexes is very high — in most cases reaching densities over 20 and as high as 30 units per acre for garden apartments in the R-18 Zone.³ This problem is worsened by the fact that in several areas a number of apartment complexes have been built side-by-side, resulting in many hundreds of dwelling units in a small area.
14. The small lot sizes and resultant density tend to magnify the effect of incompatible uses within the neighborhoods. For example, the parking of commercial vehicles on the street or in side yards produces a more profound effect when there is little off-street parking space or very narrow side yards. Home occupations are also more of a problem when there is little space between dwellings. In addition, some normally compatible uses on larger lots, such as day care centers, become a problem when crowded onto small lots. This problem is not widespread at this time because few such uses exist in the residential neighborhoods. However, the potential exists for a greater number of such problems if a vigilant attitude is not maintained.

There are other problems which are not the result of past development practices. These are as follows:

³ See Appendix 2, "Guide to Zoning Categories," for explanations of the various zoning categories.



Dense multifamily complex.

1. There are occasional junk cars, appliances, etc. No neighborhood was noted to have an excessive concentration of these.
2. Some illegal dumping is occurring. Most vacant areas which are vulnerable to this practice have been posted with warning signs. However, the signage is inconsistent, threatening fines ranging from \$25 to \$1,000. At one place, a sign threatens a fine of \$200 on one side of the street and \$1,000 directly across the street.
3. Some neighborhoods are sealed off behind commercial development along Annapolis Road, Landover Road and Kenilworth Avenue. Outsiders do not see the residential neighborhoods behind the commercial development and, therefore, have no familiarity with them. Instead, the impression left on many people about the Planning Area is given by the appearance of the commercial areas. In many cases this is not good because the visual impression of the commercial areas is not good.

CONCEPT

This Plan seeks to implement the *General Plan*. Planning Area 69 is in the Category I Policy Area, as defined in the *General Plan*. The policies relevant to living areas which the Plan seeks to implement are as follows:

1. Giving emphasis to those measures contributing to an orderly infill process.
2. Giving priority to the protection, rehabilitation, and improvement of existing neighborhoods and communities through Code enforcement and neighborhood conservation programs.
3. Utilizing public investments in the maintenance and location of capital improvements in order to stimulate private upgrading of existing residential, commercial and industrial properties.
4. Utilizing opportunities to concentrate new residential densities within easy reach of Metro where such development would not have an adverse impact upon the character of existing neighborhoods.

5. Utilizing urban design principles to encourage the beautification of existing development, to guide improvements to community appearance, and to develop effective buffering between conflicting adjacent land uses.

In addition, the Plan relies on the constructive actions of private developers, citizens' associations and individuals to provide quality living areas.

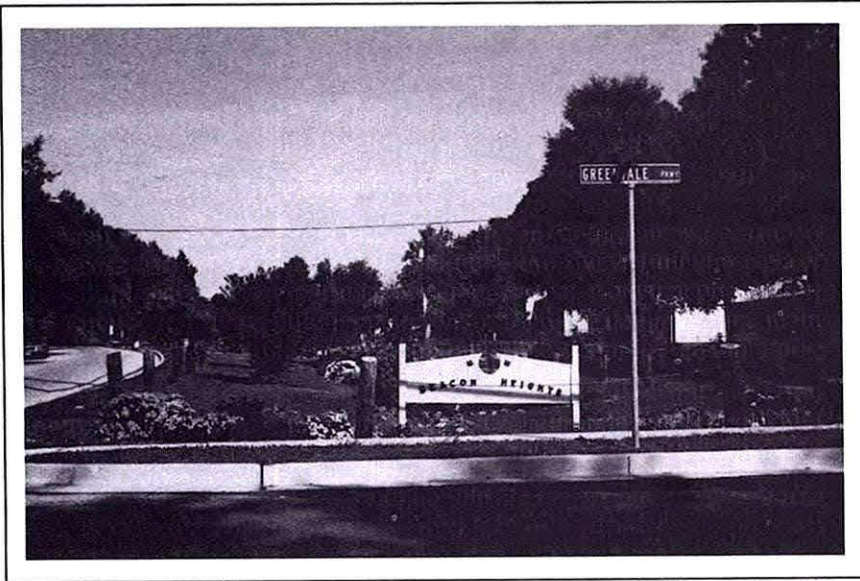
RECOMMENDATIONS

In order to protect and improve the living areas of Planning Area 69, the following actions are recommended.

General Recommendations

Single-Family Neighborhoods

1. Because of the relatively high density of housing units, it is desirable to provide areas which would be less densely developed (to the extent to which this remains possible). Accordingly, it is recommended that all vacant land zoned R-R and R-80 be retained in those zones. Further, several larger vacant parcels zoned R-55 should be rezoned to R-80.
2. A mixture of housing styles should be required in new subdivisions. Identical houses should not be located next to each other or across the street from each other. This should be implemented via conditions placed on subdivision approvals and in Comprehensive Design Zone applications.
3. In order to avoid a continuation of "cookie-cutter" development patterns, the use of Comprehensive Design Zones is strongly encouraged.
4. Features which provide a break in the development pattern are strongly encouraged. For example, Beacon Heights residents have landscaped the median strip of Furman Parkway. This subject is covered more extensively in the Urban Design chapter.
5. No infill development should be of a significantly higher density than that which surrounds it. Access to higher-density residential should not occur through lower-density residential.
6. Some developments are distinct enclaves within the overall development pattern which typifies most of the Planning Area. These neighborhoods tend to have a distinct identity. Martin's Terrace, East Pines and West Lanham Estates are examples. This enclave characteristic has occurred because there are limited street connections to the development and no street accommodates through-traffic from one development to the other. A disadvantage is that a number of circumferential traffic patterns are created because people must travel around and not through the enclaves. However, the advantage of preserving a strong identity for these neighborhoods far outweighs this disadvantage. Hence, it is recommended that no street connections be made to or between developments which would destroy this enclave status.
7. The remaining stretches of residential development along the major arterials should be retained. No more neighborhoods should be sealed off behind commercial development. This subject is discussed further in the Commercial Areas chapter.



Furman Parkway median strip.

Multifamily Complexes

8. Because of the high percentage of multifamily units and the resultant imbalance between multifamily and single-family units, no more land should be zoned for multifamily dwellings with the exception of the Daughters of Charity property described under Neighborhood 5, below. This is in accord with the *General Plan* recommendation that a higher ratio of single-family to multifamily units should be sought.
9. Full implementation of the parks recommendations is of particular importance in Planning Area 69 given the recreational deficiencies at the older apartment complexes.

Code Enforcement

10. Proactive Code enforcement should be continued for single-family properties. While few single-family homes are in a deteriorated or dilapidated condition, there is a potential for additional homes to fall into these categories if proper maintenance is not performed. This potential derives from the aging of the housing stock. Older homes often require more frequent and costly repairs which some individuals may choose to postpone or avoid in the absence of enforcement. Also, the negative impact of debris, junk cars and appliances is magnified in densely developed neighborhoods such as exist in Planning Area 69.
11. Because the effect of incompatible uses can be particularly severe in PA 69, strict enforcement of the Zoning Ordinance against illegal uses is recommended.
12. Special exception applications for day care centers, professional offices, private recreational activities, etc., should be carefully scrutinized for their impact on the surrounding neighborhood. In particular, any proposal which overdevelops a site should be denied.
13. Strong civic associations are encouraged. The expectations of the community are a powerful influence upon how well a community is maintained. Without a strong civic association, there is no vehicle for the wishes of the community to be expressed. Further, civic

associations can act as complainants to government agencies about poorly maintained properties. This removes the onus from neighbors who may refrain from filing complaints for fear of starting neighborhood feuds.

14. Strict Code enforcement needs to be continued in multifamily complexes. Most multifamily units are in at least fair condition due to the County's licensing and inspection program. Only one complex has fallen to "distressed property" status. As the multifamily complexes grow older, the potential for deterioration increases. With many multifamily complexes scattered throughout the Planning Area, were deterioration to occur, the negative impact upon many of the Planning Area's neighborhoods would be substantial.
15. The "No Dumping" signs should be standardized. The wide variety of signs now posted leaves the potential violator with no idea of what penalty he actually faces.

Other

16. The recommendations in the Commercial Areas chapter concerning the interface between residential and commercial development should be strictly followed.
17. Pruning of mature trees in street rights-of-way should be done as sparingly as possible in order to preserve the screening function of the trees against overhead electric lines.

Specific Recommendations by Neighborhoods

A number of the above recommendations are directed to specific applications of the Zoning Ordinance in the Planning Area's neighborhoods. These are discussed below.

Neighborhood 1

The existing residential frontages along East West Highway and Kenilworth Avenue should be retained. With regard to the Kenilworth Avenue frontage, the topography is very steep along the roadside. Any use other than residential would require extensive grading and retaining walls unless the homes were converted to an alternate use. However, residential conversions are specifically discouraged for the reasons stated in the Commercial Areas chapter.

In order to preserve a lower density enclave, several parcels along Tennyson Street and along Good Luck Road are recommended for change from R-55 to R-80.⁴

The vacant parcels along Good Luck Road should be considered for development in a Comprehensive Design Zone (CDZ). Because a CDZ

⁴ Page-size maps showing the location of the proposed rezonings appear in the Sectional Map Amendment chapter.

would be an alternative to the conventional subdivision pattern which prevails in the Planning Area, an incentive in the form of higher density should be allowed. However, the maximum density should be in the range of the "low" R-M Zone (3.6-5.7 dwelling units per acre). In R-80, the parcel would yield approximately 39 units, rising to a range of 41 to 66 units in R-M.

Neighborhood 2

The vacant 10.1-acre parcel between East Pines and the Riverdale Plaza Shopping Center should be rezoned from R-55 to R-80. Because a CDZ would be an alternative to the conventional subdivision pattern which prevails in the Planning Area, an incentive in the form of higher density should be allowed. However, the maximum density should be in the range of the "low" R-M Zone (3.6-5.7 dwelling units per acre). In R-80, the parcel would yield approximately 34 units, rising to a range of 36 to 58 units in R-M. The site plan should pay particular attention to the property's long interface with East West Highway.

The existing residential frontage along East West Highway should be retained.

Neighborhood 3

The vacant parcel at the end of Decatur Street should be rezoned from R-55 to R-80. This will not interfere with the current plans for a church on the property. However, R-80 would provide a suitable development pattern should the church not materialize.

The single-family enclave along Ingraham Street should be preserved and rezoned from R-18 to R-55.

Neighborhood 4

The existing residential frontage along the north side of Landover Road through Villa Heights should be retained.

In accordance with the Public Lands Policy which stipulates that all public land should be placed in the most restrictive and/or dominant adjacent zone, the Bladensburg Elementary School is recommended for change from C-O to R-55.

Neighborhood 5

Neighborhood 5 is extensively developed with apartments. Therefore, no more land should be rezoned for apartments except for the Daughters of Charity property on 58th Avenue which is to be used exclusively for senior citizen housing. This property should be rezoned to R-10 as long as restrictive covenants are enacted which preclude any use other than senior citizen housing. The Town of Bladensburg must be a party to the covenants.

A small parcel which serves as an access road to the Hamlet Woods townhouse development is zoned R-55. In order to put the entire project in a single zoning category, this parcel is recommended for change to R-T.

Neighborhood 6

Wildercroft is a lower density residential area that should be retained. In order to achieve this, both the R-10A and C-O zoned parcels must be rezoned to R-80. The C-O zoned parcel also should be rezoned for the reason stipulated in the Commercial Areas chapter.

Two parcels in the vicinity of Harland Street and Sunset Terrace should be rezoned from R-55 to R-80.

In accord with the Public Lands Policy, the police building on East West Highway is recommended for change from C-O to R-55.

Neighborhood 7

No parcel-specific recommendations for this neighborhood.

Neighborhood 8

The rural "log cabin area" south of Riverdale Road and west of Finns Lane is recommended for preservation as a unique feature of the Planning Area and should be retained in the R-R Zone. Should the area ever be redeveloped, it is strongly recommended that it be done only via a Comprehensive Design Zone. In order to preserve its rural nature and outstanding tree cover, the "low" R-S Zone (1.6 to 2.6 dwelling units per acre) is recommended.

A parcel immediately south of the "log cabin area" is currently zoned R-55. Because it is not accessible from the adjacent neighborhood which is zoned R-55, its orientation is really to the "log cabin area." Therefore, it is recommended for change to R-R.

The area immediately east of the "log cabin area" should be retained in the R-80 Zone. However, use of a Comprehensive Design Zone is recommended for these parcels due to steep topography and floodplains which make the site difficult to develop. In order to provide a density compatible with the adjacent "log cabin area," a density no greater than the "high" R-S Zone (2.7 to 3.5 dwelling units per acre) is recommended. This area is 31.1 acres and would yield a range of 84 to 109 units in R-S.

The vacant parcel west of the Finns Walk subdivision should be rezoned from R-55 to R-80. The 5.5-acre parcel on Riverdale Road east of the Carrollton Woods Baptist Church should be rezoned from R-R to R-80. This parcel is in a neighborhood where the surrounding lot sizes more closely correspond to those of the R-80 Zone.

The parcel at the end of 75th Avenue should be rezoned from R-18 to R-80. Being crossed by drainageways, this parcel may never be developed. However, should it ever be developed, single-family residential use of the property is a logical extension of the existing single-family development along 75th Avenue.

Neighborhood 9

No parcel-specific recommendations for this neighborhood.

Neighborhood 10

The vacant parcel north of Beacon Heights Elementary School should be retained in the R-80 Zone, with development via the “low” R-M Comprehensive Design Zone regulations. Because a Comprehensive Design Zone would be an alternative to the conventional subdivision pattern which prevails in the Planning Area, an incentive in the form of higher density could be allowed. However, the maximum density should be in the range of 3.6 to 5.7 dwelling units per acre. This 15.9-acre parcel would yield approximately 54 dwelling units in R-80, rising to a range of 57 to 91 units in R-M.

Between this parcel and Patterson Street there is a collection of larger lots, some of which are developed and some are vacant. This lower density area should be preserved by rezoning from R-55 to R-80.

The remaining residential frontage along Annapolis Road should be retained.

Neighborhood 11

In order to preserve a lower density enclave, the parcels on the southeast side of Ardwick-Ardmore Road, north of the MD 410/US 50 interchange, should be rezoned from R-55 to R-80.

The rear of the church property on Buchanan Street is zoned R-18 and should be changed to R-55 in order to conform to the rest of the property

Neighborhood 12

An area extending roughly from 62nd Avenue to the Old Landover Road Neighborhood Park should be rezoned from R-55 to R-80. Also, the C-O zoned parcels south of the Columbia Avenue platted right-of-way should be rezoned from C-O to R-80. (See also Commercial Areas chapter.) One of these parcels is used for parking by an adjacent motel. A change of zoning to R-80 would make the parking lot nonconforming. However, it could be made conforming via special exception if there were a need to expand or alter it.

The remaining residential frontage along Landover Road should be retained.

The R-H zoned Cafritz and Gelman properties on the west side of Cooper Lane should be rezoned. In addition to the need for lower density areas in Planning Area 69, several other factors are pertinent. First, the approval of 2,408 high-rise apartments at the New Carrollton Metro Station will absorb the demand for this type of housing for a very long time. Second, construction of the Capital Corner Shopping Center prevents direct vehicular access to the parcel from Annapolis Road. Annapolis Road was envisioned as the access point in the 1980 Master Plan. The site would yield over 1,400 dwelling units in R-H, all of which would now have access via two lesser roads, Cooper Lane and 65th Avenue, rather than directly from Annapolis Road. The lot line configuration of the Cafritz property and the ravine running through it conspire to confine development to narrow strips along the edge of the property. If developed as townhouses, this would result in a relatively low density of approximately 6.5 units per acre as well as an imaginative site layout. In short, grant of the R-T Zone would result in fulfilling the spirit of the Plan - lower densities and a break from past development practices.

Development on the Gelman property is also constrained by existing site conditions: steep slopes, existing woodland and the T-shaped configuration of the property. The development and unit yield will be further constrained by the recordation of a permanent Tree Conservation Easement which will be located along the northern portion of the site for approximately 3 acres of the 14.08-acre site, or 20 percent of the gross tract area. This permanent tree conservation easement, which has been proposed by the owner, will satisfy the requirements of the Prince George's County Woodland Conservation Ordinance as well as provide a buffer between the townhouses and the contiguous commercial properties to the north which front on Annapolis Road. The easement will be recorded in the Land Records of Prince George's County and will run with the property. The densities of the Gelman tract, given these significant constraints, will not exceed 7.0 units per acre. Granting the R-T Zone will satisfy the twin tenants of the Plan, namely low density and more innovative site design. The Gelman property should therefore also be rezoned to R-T.

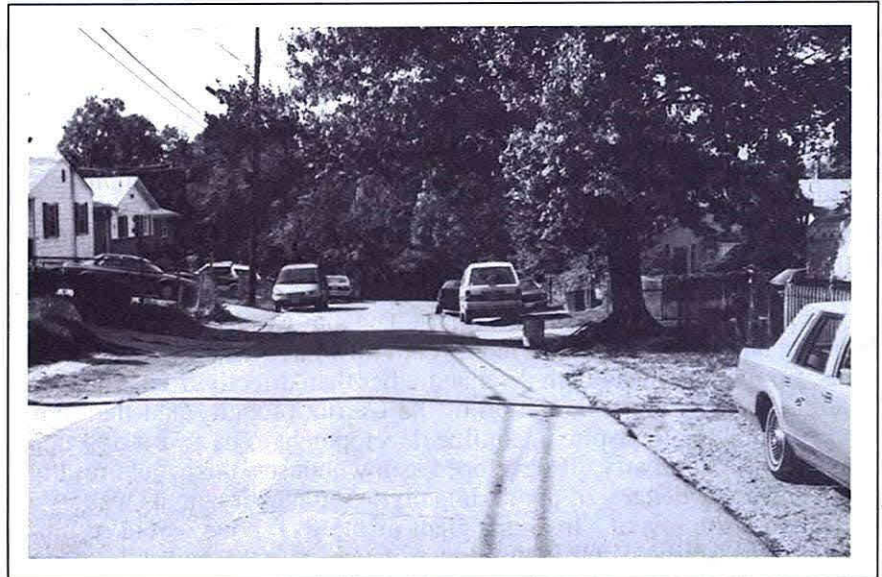
Neighborhood 13

The remaining residential frontage along Landover Road should be retained.

A small parcel with a residence near the intersection of Belmont Street and 57th Avenue is currently zoned I-1. Because it is not connected with the adjacent industrial park, it can only be accessed via residential streets. This would be inappropriate were the property to be redeveloped for industrial use. Therefore, the property is recommended for rezoning to R-55.

Proposed Special Study Area

Some areas contain problems which go beyond the scope of a master plan to resolve and would benefit from a detailed special study. One such area is the Columbia Highlands subdivision, which is generally bounded by MD 202, the Baltimore-Washington Parkway, Parkwood Road and 62nd



Columbia-Highlands subdivision.

Avenue. This neighborhood is an extreme example of many of the problems noted previously. It is densely developed. It was subdivided into very small lots prior to zoning. There are very narrow sideyards in most cases. Driveways and garages are rare. The streets are very narrow, with the situation worsened by extensive on-street parking. There are no sidewalks and no curbs. The road edges are gravel, weeds and/or dirt. Parkwood Road is not paved. Each of the neighborhood's streets (Otis, Osborn, Perry and Parkwood) dead-end, making them into overly long cul-de-sacs and necessitating two-way movement within the narrow rights-of-way. On the positive side, all but a few houses are in sound condition and well-maintained.

The neighborhood is a primary candidate for public improvements, such as curb, gutter and sidewalks. However, a detailed study would be required to ascertain whether such improvements can be placed within the rights-of-way. If not, it would be necessary for homeowners to relinquish part of their front yard to accommodate the improvements. It is also likely that such improvements would have to be financed by a front foot assessment. The first part of the study would entail ascertaining the community's wishes on this matter. Also, the possibility should be examined of connecting the streets at the western end in order to eliminate the elongated cul-de-sac effect.

Proposed Administrative Study

The presence of zoning violations in the community can seriously impact the quality of life. While not ordinarily traumatizing, as in the case of violent crime, the nuisance and irritation associated with zoning violations are very serious because they are something which must be contended with every day. Because zoning violations subject the community to such constant irritation, it is necessary to remedy them quickly. It is recommended that a study be undertaken to insure that the current process is as streamlined as possible. Since the process is often the longest in the case of recalcitrant violators who must be taken to court, the study should be undertaken in cooperation with the judicial branch. The study should include an examination of the reporting system. That is, it should be determined whether the system should continue to rely largely on complaints or whether a greater emphasis should be placed on seeking out violators by enforcement personnel.

GUIDELINES

1. Living areas should be developed in a system of identifiable communities, oriented to adequate, appropriate community facilities. Recreation areas, school facilities and convenience centers should be designed to serve as social focal points in residential areas.
2. Housing should be prohibited from areas designated exclusively for employment and industrial uses.
3. Living areas shall contain no uses or activities which are incompatible with the residential activities.
4. A broad range of housing types and designs should be provided to meet the needs of different household ages, sizes and income levels.
5. Existing living areas should be preserved and upgraded, where appropriate, through the use of conservation and rehabilitation programs; and any environmental deficiencies should be corrected either through rehabilitation or removal.

6. All significant aspects of housing and neighborhood quality should be monitored to identify and counteract neighborhood decline within the Planning Area, should any occur.
7. State and local legislation which will grant tax incentives for upgrading substandard housing should be encouraged and utilized.
8. Wherever possible, living areas should be linked to community facilities, transportation facilities, employment areas and other living areas by a continuous system of pedestrian walkways and bike trails utilizing the open space and conservation network.
9. A living area design proposal should include an analysis of internal traffic circulation, as well as an examination of the development's potential impact on the local transportation system.
10. Vehicular through traffic should be minimized.
11. Buffering in the form of landscaping, open space, attractive fencing and/or other creative site planning techniques should be utilized to protect residential areas from commercial, industrial and other incompatible uses.
12. Where feasible, building setbacks and/or berms or acoustical fencing should be utilized to deflect noise and to screen visual impacts, especially at major road intersections and interchanges, or where conflicts between land uses may develop.
13. Residential structures should be designed in harmonious relationship to one another and to the terrain and should be situated to create interesting spaces.
14. Recreation areas, school facilities and activity centers should be designed, or redesigned upon future expansion or renovation, to serve as social focal points in residential areas.
15. Housing shall be prohibited in unsafe areas such as wetlands, floodplains and unstable soils, and should be designed and constructed to minimize stormwater runoff, erosion and sedimentation.
16. Developers shall be encouraged to preserve natural amenities (streams, floodplains, wooded areas) and to incorporate these natural features into the environmental pattern of residential areas to serve as open space and to define and/or link together the living areas.
17. Visual attractiveness and recreational amenities for residential areas should be increased through the provision of open space, public and private maintenance programs, and other private actions to ensure an interesting, varied and harmonious appearance.
18. Expedient handling of development proposals which provide privately sponsored active recreation facilities (tennis courts, swimming pools, etc.) in addition to public open space is encouraged.
19. Living areas should provide appropriate sites for the development of senior citizen housing and related facilities in locations convenient to social and welfare facilities and convenient to shops, public transportation and other needs of senior citizens.
20. Senior citizen housing developments should provide ample outdoor livable space to retain a sense of personal identity, intimacy and human scale within the development.

21. Elderly housing developments should provide ample-sized meeting rooms and recreational facilities for the comfort and convenience of the occupants.
22. Senior citizen housing should be designed to regulate the bulk, height and spacing of buildings and the circulation and parking pattern within the development to obtain adequate light, air, privacy and open space for passive recreation and landscaped amenities.





COMMERCIAL AREAS

GOAL

- To provide adequate, appropriately located amounts of various types of commercial space.

OBJECTIVES

- To provide a better balance of commercial uses to other uses within the Planning Area.
- To maintain and renew existing commercial areas where appropriate, while removing commercial uses from, and stopping intrusions into, areas not appropriate for commercial use.
- To identify specific commercial area assets and deficiencies which affect the image of the Planning Area and the County.
- To ensure that all residents of the Planning Area are adequately served by commercial activities.
- To enhance the economic base of the Planning Area and the County.
- To create more job opportunities.
- To encourage churches, social clubs and other quasi-public uses to locate within or adjacent to commercial activities in order to share parking facilities, utilize vacant space and help establish these areas as focal points.¹
- To encourage and provide for the upgrading and maintenance of commercial corridors.¹

BACKGROUND AND BASIC ISSUES

Planning Area 69 is a heavily commercialized area. There are 2.1 million square feet of retail floor space. Of this, approximately 1.7 million square feet are in shopping centers and the remainder in freestanding uses (see Table 5). The vast bulk of this commercial activity is concentrated along Annapolis Road from Kenilworth Avenue to the Beltway.

¹ Objective adapted from the Land Use and Economic Development Element of the *General Plan*.

**Table 5
MAIN SHOPPING CENTERS¹**

	<u>Year Opened</u>	<u>Number of Stores</u>	<u>Land Area (Acres)</u>	<u>Building (Sq. Ft.)</u>
Bladen Plaza 5416-5454 Annapolis Road	1954	12	17.3	54,018
Bladensburg Port Center 4900-4960 Annapolis Road	1949	8	4.5	55,663
Bladensburg Shopping Center 4813-4907 Annapolis Road	1948	10	4.4	33,713
Capital Plaza 6200 Annapolis Road	1985 ²	81	42.0	397,527
Capital Corner 6505-6539 Annapolis Road	1987	17	4.2	45,209
Carrollton Mall 7780-8320 Annapolis Road 7710-7874 Riverdale Road	1974	45	27.8	265,615
Carrollton Shopping Center 8446-8490 Annapolis Road	1961	7	5.3	47,804
Cherry Hill Shopping Center 6601-6747 Annapolis Road	1971	14	7.2	70,300
Community Shopping Center 7401-7467 Annapolis Road	1954	19	3.8	45,599
Defense Shopping Center 7933-7963 Annapolis Road	1962	11	7.3	67,600
Eastpines Shopping Center 6001-6625 Riverdale Road	1967	13	3.0	30,760
Glenridge Shopping Center 7522-7558 Annapolis Road	1961	9	10.5	152,342
Landover Park Shopping Center 6500-6524 Landover Road	1966	7	3.9	44,120
Parkway Shopping Center 5640-5670 Annapolis Road	1969	9	3.2	30,460
Plaza-30 8301-8445 Annapolis Road	1966	13	12.5	173,117
Riverdale Plaza 5601-5851 Riverdale Road	1966	23	11.0	128,788
S & R Shopping Center 4301-4343 Kenilworth Avenue	1990	13	1.6	24,192
Wildercroft Shopping Center 6806-6820 Riverdale Road	1962	6	4.0	23,737
TOTAL				1,690,564

¹ All shopping centers containing 20,000 or more square feet of leasable area.
² Date of renovation and enclosure.

Kenilworth Avenue is also heavily commercialized. Lesser amounts are found along Landover and Riverdale Roads.

Retail Market Analysis

A retail market analysis² prepared as background for this Plan concludes that Planning Area 69 has an abundance of retail space. Table 6 indicates that there is an excess of almost 700,000 square feet of retail space in the Planning Area. This constitutes nearly 50 percent more retail space than the amount that is supportable by residents of the area. Only a modest population growth is anticipated by 2010. Hence, the inventory of excess space will be reduced only slightly (to 694,000 square feet) because of demand generated by additional population.

<u>Types of Space</u>	<u>1990</u>	<u>2010</u>
Convenience Goods	239,071	237,598
Shopping Goods	331,331	330,112
Other Goods	59,600	58,652
Personal Services	56,283	56,115
Recreation	12,150	11,959
TOTAL	698,435	694,436

Source: Community Planning and Information Management Divisions, M-NCPPC, 1990.

A previous retail market analysis for Planning Area 69 also concluded that there was an excess of retail space. Due to a continued decline in population and in the income level relative to the County, there has been an 80 percent increase in the amount of excess retail space, as shown in Table 7.

Office Space Analysis

Analyses³ of both general and commercial office space were performed as background for this Plan. General office space is occupied by firms with a very wide trade area. Corporate or regional headquarters and national association headquarters are examples of such firms. Most general office space in Planning Area 69 is found along Annapolis Road and Kenilworth Avenue.

Calculations based on data from Table 8 show that the existing supply of vacant office space and developable vacant land exceeds the projected demand for general office space. From these findings it is apparent that no additional land is required to meet future general office development potential.

² *Retail Market Analysis, Planning Area 69*, M-NCPPC, May 1991.

³ *Industrial and Office Land Use Trends and Projections, Planning Area 69*, M-NCPPC, January 1992.

Table 7
INCREASE IN EXCESS RETAIL SPACE: 1977-1990 (Square Feet)

Types of Space	1977	1990	Increase in Excess Space	Percent Increase
Convenience Goods	167,120	239,071	+71,951	+43.0
Shopping Goods	192,571	331,331	+138,760	+72.0
Other Goods	-10,821	59,600	+59,600	—
Personal Services	25,855	56,283	+30,428	+117.6
TOTAL	374,725	686,285	+300,739	+80.3

Source: "Retail Market Analysis, Planning Area 69," M-NCPPC, April 1978; and "Retail Market Analysis, Planning Area 69," M-NCPPC, May 1991.

Table 8
NET GENERAL OFFICE SPACE POTENTIAL: 1990-2010 (Square feet)

+133,668	Projected development potential
-155,000	Current vacant floor area
<u>-561,924</u>	Capacity of vacant land (1)
-583,256	Potential over supply of office space (2)

(1) Calculated from 1990 inventory of vacant C-O zoned land (43 acres) at a standard F.A.R. (0.3)

(2) Formula: Projected development potential - current vacant floor area + capacity of vacant land = potential over or under supply of office space.

Table 9
COMMERCIAL OFFICE SPACE NEEDS: 1990-2010 (Square Feet)

Corridor	90-95	95-00	00-05	05-10
Kenilworth Avenue	0	0	0	6,624
New Carrollton	0	0	0	3,368
Capital Plaza	0	0	0	4,114
Central Bladensburg	0	0	0	3,368
TOTAL	0	0	0	17,474

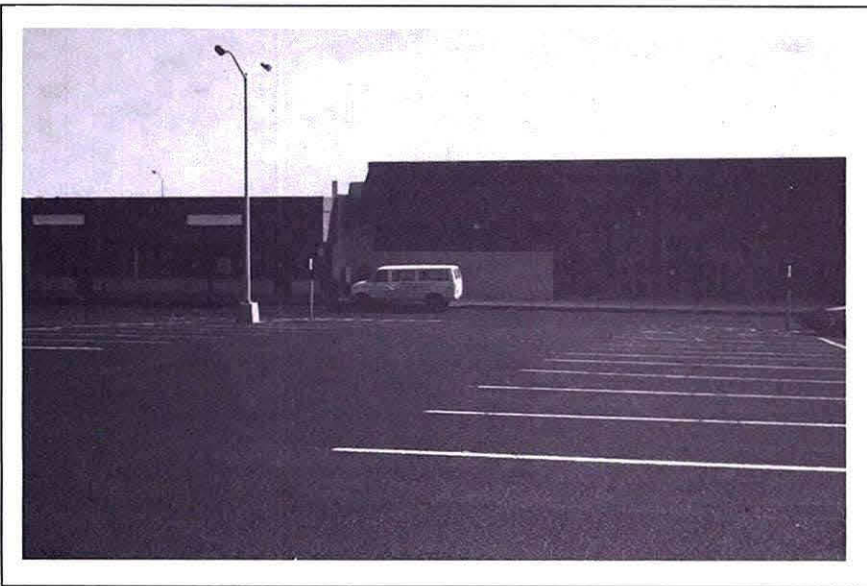
Commercial offices serve the immediate needs of the local population and consist of finance, insurance, real estate, medical and legal services. Commercial office space needs through 2010 are shown in Table 9.

The population change will not be high enough in the period 1990 to 2005 to encourage much development in the four corridors. Only in the period 2005 to 2010 will the increase in the number of persons residing in these areas be large enough to justify additional office space. But the growth

in space will not be great; it never exceeds 7,000 square feet in any of the corridors. Most corridors show potential for considerably less space.

Effect of Excessive Retail Commercialization

As would be anticipated in an area containing excessive commercialization, there is a high vacancy rate. The 1991 Retail Market Analysis shows that, in late 1990, 10 percent of all retail space was vacant. The vacancies are occurring throughout the Planning Area both within shopping centers and at freestanding commercial structures along the highways. Both small and large commercial spaces are affected. In one shopping center, a majority of the space was vacant. In 1977, there were 16,360 square feet of vacant space in Planning Area 69's shopping centers.⁴ The 1990 Retail Market Analysis done for this Plan found 194,985 square feet of vacant space. A 1992 survey found that vacant space has risen to 325,682 square feet. While the 1990 and 1992 studies included freestanding structures and the previous study did not, it is nonetheless apparent that the vacancy rate has risen sharply.



Largely vacant shopping center
(also note lack of parking lot
landscaping).

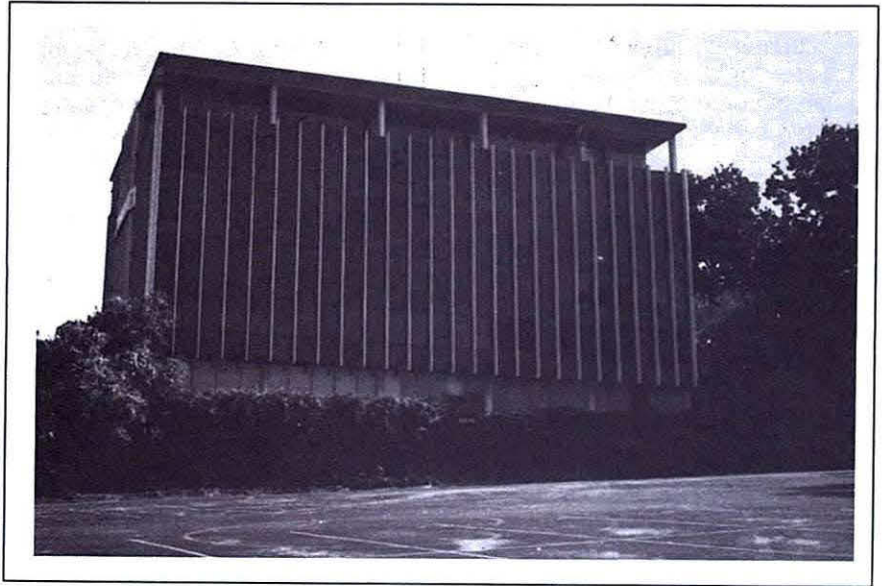
The types of businesses are changing as a result of excessive commercialization. There has been a noticeable increase in the number of low-overhead, family-operated businesses. Such businesses are able to survive with a lower number of customers because they do not have to meet a payroll and are able to take advantage of low rents. Many of these are restaurants which do not require a large up-front expenditure in order to stock an inventory of goods.

Effects of Excessive Office Commercialization

Office development in Planning Area 69 is characterized by a high level of vacant floor space. In some cases, entire structures stand vacant.

⁴ *Retail Market Analysis, Planning Area 69*, M-NCPPC, April 1978.

Furthermore, undeveloped properties in the C-O Zone at the time of the 1982 Sectional Map Amendment remain undeveloped. Because of the extensive oversupply of C-O zoned land, some sites probably will never be developed with office buildings. Since 1982, several property owners have stated that their properties could not be developed in the C-O Zone; based on this, their properties were rezoned to C-S-C.



Vacant office building.

On the whole, the magnitude of the excess office space and land supply problem is far less than that of the retail oversupply problem because there is much less land devoted to offices. Therefore, problems are fewer and more localized to date.

Aesthetics

A variety of aesthetic problems is common in many of the shopping centers and freestanding establishments in the Planning Area.

1. A number of shopping centers were built before parking lot landscaping was required. These parking lots present an unattractive view of continuous asphalt.
2. Many parking lots are littered. Most trash cans at shopping centers are directly in front of the stores, with none in the parking lots themselves.
3. In some centers, required landscaping is not being maintained. Shrubs are dead, trees are broken and grassy areas are bare or weed infested. Some areas are eroded.
4. Where there are no sidewalks, pedestrian traffic has worn dirt paths through the front landscaping strip.
5. Some signs are faded, rusted, broken or otherwise poorly maintained.
6. At some centers, there is little or no coordination between store facades, resulting in a poor visual image.



Uncoordinated store facades (also note lack of parking lot landscaping).

Interface with Adjoining Properties

Due to the extensive amount of commercialization in Planning Area 69, a large number of adjacent properties (primarily residential) are adversely affected. However, the type of interface and resultant problems are varied.

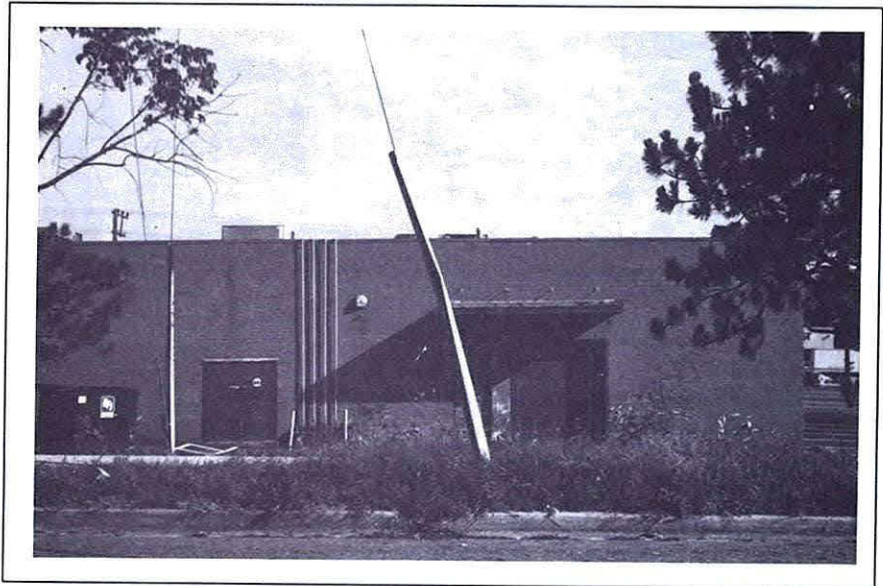
1. In some cases, such as at the Cherry Hill Shopping Center and the Plaza 30 Shopping Center, there is a significant topographic change between the commercial development and the adjoining residential. The positive result of this elevation difference is the removal of the shopping center from direct view from the residential properties. Glare and noise are also reduced. However, where fencing is missing or inadequate, parking lot litter is easily blown down onto the adjoining residential.
2. Some of the older shopping centers have very narrow rear yards and little or no screening. In these cases, dumpsters, debris, delivery doors, etc., are readily visible from residences. Additionally, the close



Narrow rear yard.

proximity of the shopping center building results in excessive noise from loading and unloading activities.

3. A number of commercial areas extend through the block, thereby backing onto streets on the other side of which are the fronts of residences. Here, there is often no screening whatsoever because it was not required of the commercial establishments and also because residents would have to place screening in their front yards in order to accomplish this.



Commercial area extending through block.

4. Several shopping centers back onto hillsides, which provides an effective screening mechanism. However, extensive graffiti at these locations suggests that the screening encourages "hanging out" and other activities requiring concealment. Also, these locations tend to have larger amounts of litter and debris than most.
5. All of the shopping centers have been designed to be served by highway automobile traffic. None has been designed to link with the surrounding community. Informal linkages have been established by individuals who have broken holes in rear fences in order to create pedestrian access points.
6. While the rear of shopping centers tend to be visually unattractive because of dumpsters, loading docks, etc., some are also repositories of debris such as old furniture, appliances, etc. Also, rear fences have been left to sag, rust, break and bend. The failure to properly maintain the rear area unnecessarily adds to the interface problem.
7. In numerous cases, commercial structures were built prior to the requirement for rear yard fencing. Residents who desire visual relief or a screen against litter must provide their own fencing or other screening.

Freestanding Commercial Uses/Residential Conversions

A number of older freestanding commercial uses have been developed on lots which are too small to properly accommodate the activity. This has resulted in any or all of the following problems:



Informal shopping center linkage.

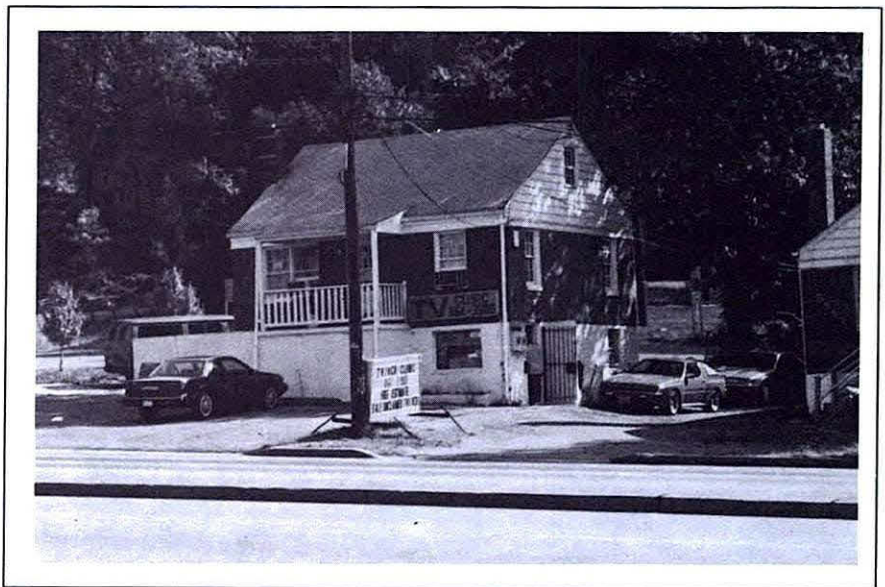
1. There is virtually no rear yard to buffer the commercial activity from the adjoining residential area.
2. Dumpsters are placed in the front parking lot for lack of a rear location.
3. Insufficient parking is provided.
4. On-site circulation is poor, particularly when loading/unloading activities are taking place.
5. Landscaping strips are not provided along the street frontage; parking lot landscaping is nonexistent.
6. It is difficult to locate signs properly on the premises.

These problems are also typical of former residences which have been converted to commercial use. In addition, residential conversions frequently attract marginal businesses which cannot afford the rent in a shopping center. Proper maintenance can be a problem at marginal businesses. Typically, residential conversions to offices have presented fewer problems than conversions to retail or service-commercial activities.

CONCEPT

It is necessary to restore economic vitality to the commercial areas in Planning Area 69. As noted in the Living Areas chapter, commercial areas are omnipresent, forming a large part of one's perception of the Planning Area and its neighborhoods. As the commercial areas decline, elements of the community may follow suit.

Economic vitality can only be achieved by bringing the supply of retail space into a better balance with demand. The excessive amount of space has resulted in high vacancies and low rents. Under such circumstances, it is difficult to perform needed structural, parking lot, sign and landscape maintenance; undertake renovations when necessary; insure that parking lots and grounds are kept litter free; provide adequate security; remove



Residence converted to business.

graffiti; and to do these on a regular basis. As a result, several shopping centers are shabby and more are expected to follow.

It is unlikely that the imbalance in retail space supply and demand can be rectified in any way other than by a reduction in the amount of retail space. The imbalance has come about in part because of a drop in population brought about by a decline in family size. Family sizes are not expected to become larger in the foreseeable future. The population gap is too great to be closed by upzoning the small amount of vacant land remaining even if dense multifamily development occurred. (This would not be a desirable solution in any event because most of the vacant land is located in the midst of single-family neighborhoods. There are already a large number of multifamily units in the Planning Area; due to a lack of market support, no construction has occurred on the vacant multifamily zoned parcels.)

The imbalance is also due to a relative decline in the income of Planning Area residents. To some extent, the proposals in the Living Areas chapter to create some lower density (and larger homes) subdivisions should attract families with an above-average income level. However, the amount of new development possible on the limited amount of vacant land will not result in enough higher-income families to appreciably affect the retail supply imbalance.

Consequently, there is no practical alternative but to reduce the amount of retail space. However, the amount of needed reduction can be modified to the extent that a greater number of shoppers residing outside of Planning Area 69 can be attracted to the area and that Planning Area 69 residents can be enticed to spend more in the area. This can best be accomplished in two ways. First, the more appealing and attractive the shopping environment, the more customers will be attracted both from within and without the area. Second, the more floor area which is devoted to activities with a regional draw, such as car dealerships and recreation, the more both outside and resident customers will be attracted.

Presently, 34 percent of the excess retail space is in convenience goods space. Convenience goods do not attract outside customers and thus a supersaturation of such space exists for residents.

RECOMMENDATIONS

Ongoing Commercial Area Program

It has taken many years for the present level of excess commercialization and its attendant problems to develop in Planning Area 69. There is no single solution which will instantly remedy this situation. An ongoing program is needed which will have as its goal the return of healthy, vibrant shopping centers. Reaching this goal will not be easy because of the extent of excess commercialization and the need to remove some space in order to restore normal vacancy levels.

Development of a strategy should occur with the full involvement of the affected business community. It is recommended that a committee be formed which would include:

1. Representatives of the business community (predominant membership).
2. Staff of the Economic Development Corporation and M-NCPPC.
3. Representatives of affected municipal governments.
4. Civic association representatives.

Precautions should be taken to insure that the committee not become a "luncheon club" at which there is discussion but no concrete results achieved. Instead, the committee should be guided by a firm understanding and resolve that it is in everyone's best interest to reduce the excessive retail commercial floor space and restore a better balance between supply and demand.

Without a committee to provide a coordinated approach to this problem, it is doubtful that concrete results will be achieved. Instead, property owners will continue to make piecemeal personal decisions without an awareness of the overall predicament which confronts the Planning Area. Without such an awareness, many of their actions will not be in their own best interests nor that of the Planning Area.

The desired strategy for the committee to follow is not in this Plan. However, several examples of how to improve the situation are in order.

1. Shopping centers with high vacancy rates should consider finding a single, large-space user for the entire property, such as an automobile dealership, motel, bowling alley, etc., as opposed to attempting to fill the center with a series of piecemeal leasings. Economic Development Corporation staff could assist in finding such a large-space user.
2. Owners of vacant, freestanding structures should re-examine their expectations as to whether the property can be occupied with a new retail use. An alternative use, for example, a social club, may be a more reasonable objective.
3. Some sites may be appropriate for redevelopment as mixed-use centers retail, office, and residential. It is more likely that retail space can be fully leased when it constitutes only part of a site rather than the entire site.
4. The committee should also be concerned with office space vacancies. Here alternate uses also should be considered. For example, a vacant high-rise office building may be more useful if converted to a rental or condominium apartment building.

In planning the correction of the imbalance between supply and demand in retail space, at least the following factors should be considered:

1. The vacancy rate at a particular shopping center and the possibility of the space being filled by market forces. For example, a center with a high vacancy rate and a number of marginal uses filling the remaining space is a better candidate for reuse than is one with some vacancies and substantial uses filling the remainder. In the latter case, some marginal uses may gravitate to the vacant space and fill the center.
2. Structural soundness and maintenance. Newer centers which have been maintained are better candidates for survival than those which would require costly repairs.
3. Spatial obsolescence. Some centers are not designed to meet modern retailing requirements and are, accordingly, better candidates for reuse.
4. Microeconomics of the Planning Area. Several of the neighborhood centers are less affected by the excess space because there is little nearby competition. The most serious effects of the excess space problem are found in the Annapolis Road corridor.
5. Size of center. Larger shopping centers are of more value to the overall community than smaller shopping centers. Larger centers tend to be focal points for community life, while smaller centers are places where only a quick automobile stop is made. Large centers are also more difficult to convert to alternate uses because of the extensive amount of space which must be filled by any alternate use.

Proposed Legislative Change

It is proposed that limited industrial uses be permitted in selected shopping centers in Planning Area 69. The above-mentioned program to reduce the imbalance in floor space supply and demand may not be sufficient given the magnitude of the problem. Therefore, as an adjunct to that program, some shopping center space may have to be filled with activities not normally allowed therein.

There are some industrial activities which would not adversely affect the integrity of a shopping center in a substantial way if allowed in limited quantities. These include certain wholesaling and distribution activities, warehousing and storage, light product assembly activities and publishing and bookbinding, amongst others. In most cases, industrial uses would only be feasible in those shopping centers containing a large vacant space which cannot otherwise be filled and which have adequate ceiling heights and load-bearing floors. It is recommended that this proposal be implemented via enactment of a "Limited Industrial Use Overlay Zone."

Future Retail Commercial Zoning

Because of the vast excess of retail commercial zoning and its attendant problems, no additional land should be zoned for retail commercial purposes. All efforts should be expended in the opposite direction, that is, to reduce the excess of retail space. To grant more retail zoning is a direct contradiction of the Plan and would be directly counterproductive to the efforts of the above-mentioned committee.

The ban on additional retail commercial zoning should be absolute; not even very small parcels should be rezoned. Because of the "zero-sum" nature of the Planning Area's commercial problems, when a newly rezoned

parcel of land is built upon, it is very likely that a corresponding vacancy will occur elsewhere within the existing commercial development.

A ban should also be placed upon the granting of special exceptions for pad sites in shopping center parking lots. Such construction has the same effect as granting new zoning. For example, when a fast-food restaurant moved from Annapolis Road to the Capital Plaza parking lot, the old site remained vacant, adding to the already large inventory of vacant space.

Future Office Zoning

The Planning Area is overzoned for offices, resulting in a number of vacant parcels which will never be developed with office buildings. Further, retaining these parcels in the C-O Zone prohibits their development in an alternate use, such as residential. Accordingly, all C-O zoned parcels with a feasible alternative use should be rezoned. No more parcels should be zoned for offices.

Future Residential Conversions

Conversion of residences to businesses should be prohibited. There is an excessive amount of retail and office space in the Planning Area, making it absolutely unnecessary to convert residential properties to these uses. By permitting conversions, retail or office uses which could and should be filling vacant space in a shopping center or office building are instead syphoned-off into structures which are not built to accommodate them. As a result, the excess of floor space is increased and the residential conversion problems noted in the Background section are expanded onto new properties.

Urban Design

Most commercial areas in Planning Area 69 were built at a time when the importance of urban design was not recognized. This deficiency should be remedied where possible. Any renovation or redevelopment of commercial areas should be done in conformance with the guidelines specified in the Urban Design chapter.

Revitalization Zones

One or more of the commercial areas in Planning Area 69 may benefit from the application of any new zones enacted to promote or facilitate revitalization.

Integration of Existing Shopping Centers with Community

A key component in redeveloping or renovating any of the existing shopping centers should be that of improving the shopping center's physical relationship to the broader community. Rather than viewing the shopping center as solely an automobile destination, provision should be made for integrating it into the surrounding community. This should include at least the following steps:

1. Provision for pedestrian and bicycle access from all sides. In particular, rear fencing should not completely block access.

2. The rear of the shopping center should not ignore its interface with the residential community. In particular, the rear should not become a place for casual storage for any lengthy period and should be properly screened. However, avoidance of providing concealment of illicit activities should be a consideration in screening plans.
3. Proper litter control measures should be maintained, including: regular sweeping of parking lots, adequate fencing to stop litter before it reaches adjacent properties, placement of trash containers in parking lots, and avoidance of discarding junk in the rear of centers.
4. Loading/unloading activities and dumpsters should be located where the noise impact on adjacent properties is least.

Proposed Rezonings^{5,6}

Most then-vacant parcels with retail zoning were rezoned in the 1982 Sectional Map Amendment. Following up on these actions, most proposed commercial rezonings are aimed at reducing the excess of office commercial zoning or for other reasons as noted below.

Annapolis Road Corridor

An office building at the corner of Cross Street and Annapolis Road is located on land that is in the C-S-C and C-O Zones. This parcel should be unified by changing the C-S-C zoned portion to the C-O Zone.

The gas station at 76th Avenue and Annapolis Road and another gas station several hundred feet to the east are located on land in the C-2 Zone. The C-2 Zone has been replaced by the C-S-C Zone, and the zoning on these parcels should be changed to C-S-C to reflect this fact.

A vacant parcel in the vicinity of Chesapeake and Buchanan streets is recommended for rezoning from C-S-C to R-T. For the reasons noted earlier, it is undesirable to continue any vacant parcel in this category. Further, it is unlikely that it will be developed commercially because of the excess amount of retail space. There is, however, a need for affordable housing, which can be provided in the R-T Zone. The same rationale applies to the C-O zoned property just west of the Publick Playhouse. It should also be rezoned to R-T. This rationale also applies to a parcel on Annapolis Road at 68th Place (zoned C-M and R-55). However, this parcel is recommended for R-20 instead of R-T because of its small size. The R-20 Zone permits triple-attached houses or townhouses on small lots. There is a small parcel at the Annapolis Road/East West Highway intersection which is a residue of the East West Highway construction. Should this parcel be surplus by the State Highway Administration, it should be joined with the vacant R-55 zoned property to the rear for development with single-family houses. Its zoning should be changed from C-S-C to R-55.

At 54th Street and Annapolis Road, a church is located on land zoned C-O. The C-O Zone is not necessary for this use and it is recommended for rezoning to R-55. A building across 54th Street is vacant on the ground

⁵ Page-size maps showing the location of the proposed rezonings appear in the Sectional Map Amendment chapter.

⁶ See Appendix 2, "Guide to Zoning Categories," for explanations of the various zoning categories.

floor, with an office on the second floor. In order to reduce the amount of available retail floor space, this property should be rezoned from C-S-C to C-O.

In the northeast corner of 56th Avenue and Annapolis Road, a former residence that was converted to an office is vacant. The building is still suitable for residential use and should be rezoned from C-O to R-55.

The C-O zoned land near 62nd and Columbia Avenues has already been recommended in the Living Areas chapter for rezoning from C-O to R-55 because it constitutes an intrusion into a residential area. It should also be rezoned in order to reduce the excessive amount of C-O zoning in the Planning Area.

There is a 15-foot-wide strip of land along Surrey Lane from Annapolis Road to Glenridge Drive that also extends several hundred feet along Glenridge Drive. This R-55 zoned strip was set aside in the 1950s for landscaping purposes as a condition attached to the grant of C-1 zoning for the Annapolis Road frontage. A subsequent application for C-2 zoning was granted; however, this action removed the conditions. In the 1982 Sectional Map Amendment, the C-2 zoning was changed to C-S-C. Hence, there is no longer a legal requirement for the 15-foot strip of land to serve the purpose for which it was originally intended. Further, it is unusable for residential purposes. The strip of land should be rezoned to C-S-C. The C-S-C Zone requires a 10-foot landscaped buffer strip. As new uses occur on the commercial properties, provision of the 10-foot landscaped strip will be required.

Central Bladensburg

Several parcels on the south side of Annapolis Road, west of the Bladensburg Elementary School (striped on the Plan Map) are recommended for mixed-use development. The existing shopping center is one-third vacant and is in need of renovation. The adjoining former "Red Barn" fast-food building is vacant. The excessive amount of retail space in the Planning Area casts doubt on the ability of these properties to be profitably redeveloped in retail use. The owners of these properties are strongly encouraged to redevelop these properties in a mixed-use scenario. Under a mixed-use scenario, retail and office uses could be small components with residential comprising the remainder. In order to accomplish this objective, the M-X-T Zone is recommended. It is recommended that the M-X-T Zone be approved if it is applied for by the owner.

There is also a vacant property (which once housed a roller rink) between the shopping center and the historic site Bostwick. The owners of Bostwick would like to include this property in the Bostwick environmental setting. The Plan supports this proposal. The property should be rezoned from C-S-C to O-S. (The Bostwick property is already zoned O-S.)

There are several C-O zoned parcels on 48th Street which contain occupied residences. Because of the lack of need for additional office space in the Planning Area, it is doubtful that these properties will be redeveloped with office buildings. Accordingly, they are recommended for rezoning to R-55 in conformance with their current use.

In accordance with the Public Lands Policy, the Bladensburg Elementary School should be rezoned from C-O to R-55.

The C-2 zoned parcel containing a tire company in the northwest corner of Annapolis Road and 48th Street should be rezoned to C-S-C. With the C-S-C Zone replacing the C-2 Zone, the zoning should reflect that fact.

The mini-warehouses below the 7-11 on Kenilworth Avenue are on I-1 zoned land. These are outside the defined boundaries of Employment Area I. In order to avoid establishing a pattern of allowing industrial zoning outside of defined employment areas, this property should be rezoned to C-M. While this will make the miniwarehouses nonconforming, they can be returned to a conforming status by approval of a special exception.

The property at 4504 Annapolis Road should be placed in two zoning categories — C-M and C-S-C. The northeast corner should be placed in the C-M Zone. The remainder of the property should be retained in the C-S-C Zone. The split designation and zoning of the property is subject to two condition, as follows: (1) Development and use of the property shall be subject to Detailed Site Plan review in accordance with Part 3, Division 9 of the Zoning Ordinance and (2) development shall be particularly sensitive to the efforts to revitalize the historic waterfront (Port of Bladensburg).

East West Highway - Riverdale Road Corridor

The bank property across from Riverdale Plaza is in two zones. The building is located on C-S-C zoned land and the parking lot is in the C-O Zone. A bank is an office function. Therefore, the C-S-C zoned area is recommended for rezoning to C-O.

In accordance with the Public Lands Policy, the parcel housing the Park Police and County Police Special Operation Division headquarters should be rezoned from C-O to R-55.

Near the intersection of East West Highway and Riverdale Road, there is a 1-1/4-acre parcel containing a single-family house. The 1980 Master Plan recommended the property for office development. At that time, there were two architecturally significant houses on the property and it was theorized that C-O zoning would encourage their preservation via conversion to offices. However, they were retained in the R-55 Zone and one house has subsequently been demolished. The lack of need for offices makes it unlikely that the conversion to offices theory will be realized. Also, the parcel must not be rezoned for retail uses. If the property were to be rezoned to R-55 and subdivided, a series of individual lots with separate driveways would face Riverdale Road. A better alternative would be to develop the property with townhouses where a number of homes could be served by one access point and there could be a buffer between the road and the homes. Therefore, it is recommended that the parcel be rezoned to the R-20 Zone.

The vacant C-O zoned parcel behind the Wildercroft Shopping Center has been recommended for rezoning to R-80 in the Living Areas chapter because offices would be an intrusion into a low-density residential area. The parcel should also be rezoned to R-80 in order to reduce the excess of C-O zoned land to encourage the filling of office space at more appropriate locations.

Kenilworth Avenue - Edmonston Road Corridor

At the intersection of Edmonston Road and Buchanan Street, there is a vacant lot in the R-55 Zone. The remainder of the block is commercially

zoned. The vacant lot is zoned R-55 because it once contained a house. The parcel is now owned by an adjoining fence company and should be rezoned to the C-M Zone in order to conform to the remainder of the fence company property.

The church on Edmonston Road between Decatur and Emerson streets is zoned C-S-C. A church does not require retail commercial zoning and should be rezoned to R-55.

A small real estate office at Edmonston Road and Emerson Street is in the C-S-C Zone. As an office, it should be rezoned to C-O.

In order to rectify an apparent mapping error, two zoning changes should be made at Kenilworth Avenue and Kennedy Street. The parking lot of a liquor store is zoned R-55; it should be rezoned to C-S-C in order to conform with the remainder of the property. The corresponding lot across Kennedy Street contains a residence on land zoned C-S-C. The property should be rezoned to R-55. Adjacent to the residence is a former house, which has been converted to a real estate office. It should be rezoned from C-S-C to C-O to reflect its actual use.

A bar at the corner of Chesapeake and Edmonston Roads is located on land zoned R-55. The bar was apparently constructed prior to the need for zoning. This property should be rezoned to C-A. The C-A Zone would legalize the bar, while narrowly confining the range of any new commercial uses on the site should the bar go out of business.

The parking lot for the Calvert Office Park should be rezoned from R-55 to C-O.

Landover Road Corridor

The Landover Road frontage from 57th Avenue to 57th Place is zoned C-O. Several of the lots are vacant, and the remainder contain single-family houses. One of the houses had once been a doctor's office. As noted in the Office Analysis, there is a lack of demand for office space, making it unlikely that these parcels will be redeveloped as a single office complex. Nor is it likely that the existing houses will be converted to offices. These parcels should be retained in residential use. The homes could remain or the site be redeveloped. Because the lots are deep, it is possible to redevelop the site using cul-de-sacs from 57th Avenue and 57th Place with the new houses backing onto Landover Road. The sharp drop-off from Landover Road would add a sense of privacy to the development. This frontage should be rezoned to R-55.

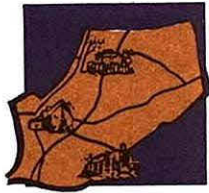
Tuxedo Road Area

The Tuxedo Road area is a developed service-commercial area. It is recommended for special study with the goal of promoting redevelopment along with adjoining Employment Area 5 (see discussion in Employment Areas chapter). One zoning change is recommended. There is a bus parking lot in the C-O Zone. Since Tuxedo is an established service-commercial area, there is little utility in maintaining an isolated small spot of C-O zoning in its midst. It should be rezoned to C-M.

GUIDELINES

1. As commercial areas are renewed, multiple-use community centers shall be encouraged in lieu of development as single-function shopping areas.
2. Renewed commercial areas should be subjected to high standards of site design and should be designed in relation to surrounding areas so as to provide safe, visually pleasing pedestrian access.
3. As commercial areas are renewed, they should be planned, designed and constructed as cohesive units.
4. The design of renewed commercial areas should be subject to aesthetic as well as functional design review criteria and, where possible, should include such open space as parks, malls, plazas and similar areas.
5. Commercial areas should be buffered from surrounding streets and uses, where appropriate, by means of curbs, islands, landscaping, fencing, back-up development and the siting of structures.
6. Innovative site design and/or ample landscaping should be used within and around renewed commercial areas to enhance the aesthetic qualities of the areas and to break up the otherwise monotonous, barren look of parking areas.
7. Service-commercial establishments shall be encouraged to locate in areas designed for that purpose, rather than in retail and office areas.
8. Off-street parking facilities should be designed to allow on-site vehicular circulation in order to eliminate the need to back onto highways and to prevent the blocking of public rights-of-way. No departures from design standards should be granted which conflict with this guideline.
9. Adequate off-street loading and unloading space should be provided and located where public ways will not be blocked.
10. A gas station or other freestanding structure, located in a renewed commercial area, should be coordinated with an overall site plan and should be of similar architectural design to other buildings in the center.
11. Churches, service clubs and other quasi-public uses shall be encouraged to locate within commercial areas in order to help establish these areas as focal points and to provide for the sharing of parking and other facilities in such structures.
12. Outdoor trash storage areas should be screened.
13. Businessmen and property owners should be encouraged to make necessary improvements to their properties in order to maintain an aesthetically pleasing environment.
14. The County Building Code should be strictly enforced to require the renovation or removal of substandard structures.





EMPLOYMENT AREAS

GOAL

- To create more diversity in job opportunities for local residents and to enhance the economic base of the County and the Planning Area.

OBJECTIVES

- To increase employment opportunities for local and County residents by encouraging new industrial development.
- To encourage a local employment base which represents the highest level and range of activities which can reasonably be achieved.
- To maintain existing employment areas where appropriate, while removing them from, and stopping their intrusion into, areas not appropriate for employment uses.
- To identify specific industrial assets and defects which affect the image of the Planning Area, recommending ways by which the former may be enhanced and the latter minimized.
- To capitalize on those available sites which are highly accessible and provide exposure to regional traffic and ready access for employees and other work-related trips.
- To develop employment areas in accordance with principles of good architectural and site design.
- To locate industrial activities that will generate substantial vehicular traffic on sites which will produce minimal adverse effects on traffic circulation and adjacent land uses.

BACKGROUND AND BASIC ISSUES

The term “employment areas” refers to large tracts which are set aside within a planning area to be utilized exclusively for employment purposes. They are visualized as an alternative to scattered industrial sites which are incompatible with surrounding uses and which disrupt communities. Ordinarily, a substantial amount of employment within a planning area will consist of jobs located within an employment area. However, there are also

¹ Objective adapted from the County Planning Goals and/or the Land Use and Economic Development Element of the *General Plan*.

other types of employment concentrations, such as retail centers, commercial office centers, governmental and institutional centers, etc.

Industrial activities in Planning Area 69 are located along Kenilworth Avenue from US 50 to Buchanan Street. In essence, these activities could be considered as taking place within one large employment area divided by manmade barriers into a number of subareas containing different characteristics. (See Map 4 for configurations of employment subareas.)

The fact that industrial employment is grouped into one continuous corridor has several beneficial effects for the Planning Area. First, heavy truck traffic is better contained in one part of the Planning Area, as opposed to travelling extensively through the Planning Area in order to reach different scattered sites. Second, the various potential negative environmental and aesthetic side effects of industrial development impact far fewer residential areas than would be the case had it occurred on scattered sites throughout the Planning Area. Third, this configuration has permitted maximum economic utilization of major transportation facilities, such as the railroad and Kenilworth Avenue. All subareas have access to both Kenilworth Avenue and the railroad except for Subarea Three, which lacks rail access.

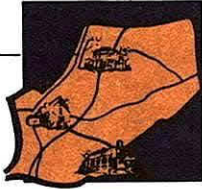
Industrial Land Needs

A background study of industrial trends and projections has been done as a part of this Plan.² This study concludes that approximately one-half million square feet of additional industrial space can be accommodated within the current confines of Planning Area 69's employment areas. (See Table 10.)







Table 10 NET INDUSTRIAL DEVELOPMENT CAPACITY: 1990-2010 (Square Feet)	
457,300	Vacant land capacity*
+13,721	Projected redevelopment
<u>+27,442</u>	Space gained through intensification
498,463	Net Capacity
<p>* Derived by applying a 0.5 Floor Area Ratio (FAR) to the 21 acres of vacant industrial land. Note: The FAR of the existing supply tends to be in the 0.75 to 0.95 range. If future development is permitted at this same FAR then the capacity of the land will be higher (686,070 to 869,022 square feet). Building at this FAR is not recommended since it will perpetuate many of the problems associated with this area (i.e., insufficient parking).</p>	

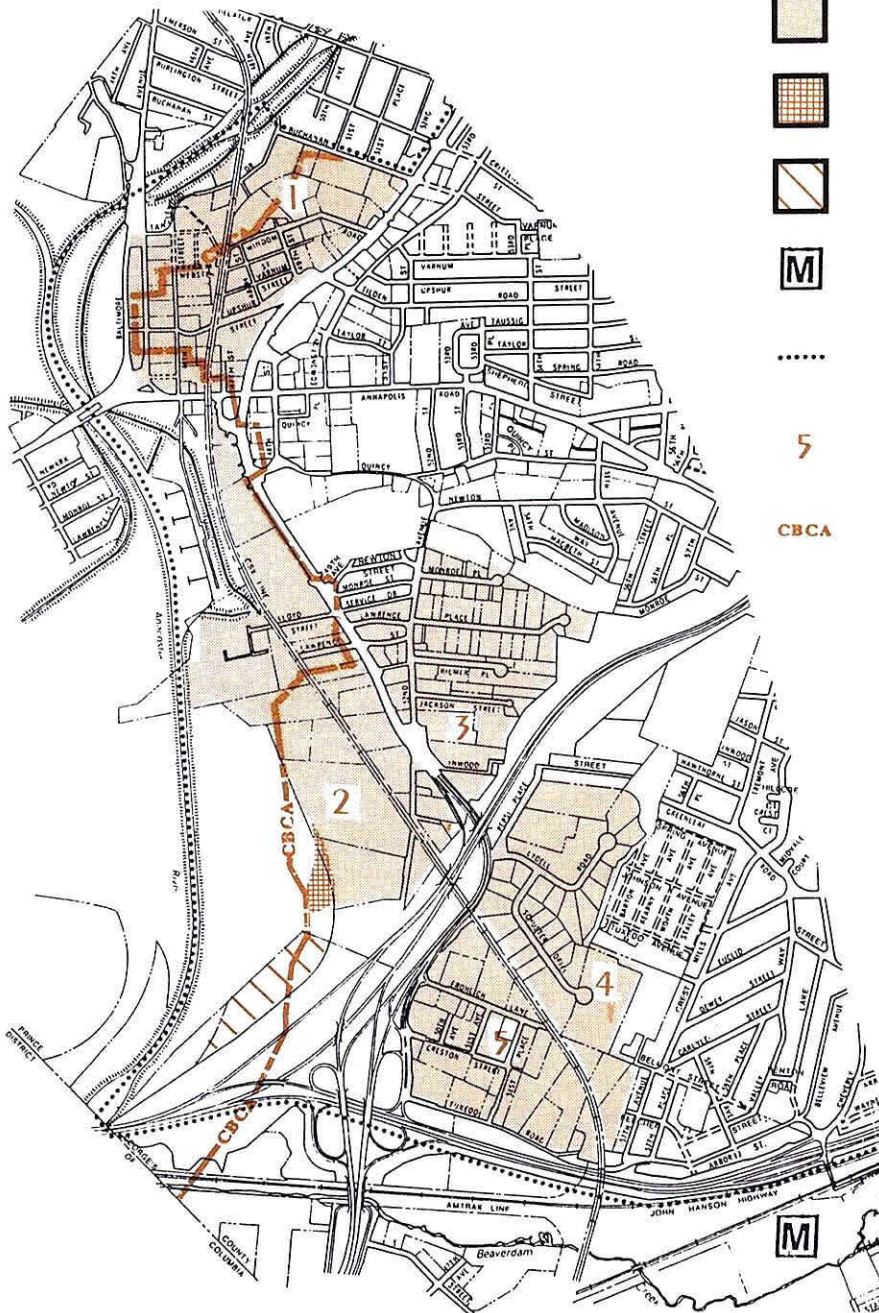
The study further concludes that demand exists for an additional one million square feet of industrial space beyond that which can be accommodated within the areas which are currently zoned for industrial use. (See Table 11.)

² M-NCPPC, "Industrial and Office Land Use Trends and Projections, Planning Area 69," January 1992.



LEGEND

-  Employment Area
-  Proposed Expansion Area
-  Proposed Park Acquisition
-  Metro Transit Station
-  Planning Area Boundary
-  Employment Area Number
-  Chesapeake Bay Critical Area



MAP 4	EMPLOYMENT AREAS	 <p>0 2,000' 4,000'</p>
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Table 11 NET INDUSTRIAL LAND NEEDS: 1990-2010 (Square Feet)	
1,478,919	Projected development potential
- 457,300	Vacant land capacity
- 13,721	Projected redevelopment
<u>- 27,442</u>	Space gained through intensification
980,456	Unmet potential

In order to meet this potential, considerable expansion of the current employment areas would be required, even at a very high Floor Area Ratio of 1.0. (See Table 12.)

Table 12 ADDITIONAL ACRES TO MEET UNMET POTENTIAL: 1990-2010	
<u>F.A.R.</u>	<u>Acres</u>
.3	75
.5	45
.8	28
1.0	22

Subarea 1

Subarea 1 cannot be neatly characterized. Parts of it are heavy industrial and parts are light industrial and the rest is retail or service commercial. There is a wide spectrum of uses ranging from open storage activities to offices. The industrial parts of the Subarea are not uniformly zoned, consisting of a random mixture of I-1³ and I-2 zoning.

The Baltimore Avenue frontage is zoned commercial (C-M, C-S-C and C-O) and the Annapolis Road frontage is zoned C-S-C. There are two parcels in the R-55 Zone. One of these houses the historic St. Paul's Church and the other housed the historic Old Clements House before it was destroyed by fire.

A small section in the center of the Subarea has been developed on lots which were originally subdivided for residential purposes with very narrow streets. However, the site overdevelopment problems which have occurred on the residentially subdivided parcels in Subarea 5 have not occurred to as significant an extent here. The Subarea contains no uses inappropriate for an industrial area, such as residences. Although it does not abut any residential properties within Planning Area 69, the industrial area extends north of Buchanan Street into Planning Area 68, where it then abuts residential properties.

³ See Appendix 2, "Guide to Zoning Categories" for explanations of the various zoning categories.

The view from Kenilworth Avenue is varied. Several new buildings have front landscaping strips, while others have no landscaping or screening. The remainder are screened but to an insufficient extent in many cases. Billboards and other signs, both permanent and temporary, clutter the area.

From Annapolis Road, the view is generally poor. While one building is nicely landscaped and attractive, most are sited close to the roadway with only a narrow parking area and no landscaping. One parking lot does have a landscape strip in front of it, but the strip is not maintained. One building is boarded up and it is particularly conspicuous because it is situated at the pavement edge.

A number of efforts have been made to improve the view from Baltimore Avenue. During the late 1970s and early 1980s there was a County-sponsored Neighborhood Business Revitalization Program which targeted the Bladensburg area for improvement. Brick sidewalks were laid along Baltimore Avenue and some "street furniture" was installed. Several businesses made facade or screening improvements. A later improvement has been construction of the Bladensburg Balloon Park in the median strip of Baltimore Avenue. Most remaining visual problems are at the northern end where a billboard and other large signage mar the view. Also, the northernmost lot on the strip contains a vacant, dilapidated structure and is rubble-strewn. Behind this lot is a paper recycler and a closed auto wrecking operation, both of which are visible from the street.

In most cases, off-street parking appears to be sufficient. However, at a few locations, cars are parked on the sidewalk, which is an indication of a parking shortage. Further, the Town of Bladensburg reports that school bus drivers exhaust all of the parking spaces in the vicinity of the bus storage lot on 49th Street, making parking a problem for other businesses in the area.

No street blockages because of loading/unloading activities were observed during several field inspections in the area. Also, in most cases, litter and debris are minimal. One conspicuous exception has been the environs of the paper recycling operation on Tanglewood Drive where large quantities of paper were falling into a streambed leading to the Anacostia River. Recent corrective actions have largely resolved this problem.

Overall, while Subarea 1 is not attractive when compared with a modern industrial park, the sporadic distribution of its problems rank it above average in comparison with other older industrial areas.

Subarea 2

Subarea 2 extends along the western side of Kenilworth Avenue from the District of Columbia line to Annapolis Road. Unlike most of the other subareas, it is developed mostly on large lots and does not have as much of a cramped, densely developed feeling. The Subarea contains no uses inappropriate for an industrial area, such as residences, and does not abut any residential properties.

There is no random interspersal of zoning categories as is present in several of the other subareas. The area south of Lloyd Street is entirely in the I-2 Zone. North of this is an area zoned I-1, followed by some commercial zoning just south of Annapolis Road.

Some of the Kenilworth Avenue frontage, such as that owned by the Washington Suburban Sanitary Commission (WSSC), has been attractively landscaped, while the remainder has not. In some cases, buildings are very

close to the street, making it difficult to provide landscaping. Although most of the visually unattractive uses are not visible from Kenilworth Avenue, there are some streetscape problems. There are too many signs and billboards at the southern end of Kenilworth Avenue. Some building aesthetics could be improved. For example, one firm has a series of brightly painted garage doors which are unnecessary because they open onto the landscape strip and are unusable.

With few internal streets and large lots to accommodate required on-site parking, there is no on-street parking problem. Most of the Subarea is relatively litter free, except at the south end. The 1980 Master Plan noted the presence of an illegal dump along 52nd Avenue. This has largely been brought under control by placing large concrete blocks in the access road and posting the property against dumping. However, some evidence of this practice remains.

Of the small amount of vacant land remaining in the employment areas, a large percentage is in this Subarea. Some land at the northern end is zoned C-S-C. This property was envisioned in a previous Bladensburg Marina Plan for a parking lot in connection with Marina activities. The remainder at the southernmost end is zoned I-2.

Subarea 3

Subarea 3 consists of the industrial area on both sides of 52nd Avenue between Kenilworth Avenue and the Baltimore-Washington Parkway. With minor exceptions, the area is completely developed. However, there are three residentially developed parcels (totalling approximately four acres) which could be redeveloped into industrial use. Some parcels contain commercial development. The predominant zone is I-1. However, the zoning pattern is not uniform. Scattered among the I-1 zoned parcels are parcels zoned I-2, C-S-C, C-M and R-55.

Although the area abuts the Newton Village subdivision of single-family homes, noted in the Living Areas chapter, proximity to the industrial area has not caused Newton Village to decline. Instead, the area has improved since the 1970 CRP study. There is a partially wooded buffer between the Cheverly Crossing apartments and the industrial uses.

The street pattern east of 52nd Avenue, consisting of several cul-de-sacs, eliminates any conflict between through traffic and loading/unloading activities. However, this type of conflict frequently occurs along 52nd Avenue itself and on the streets west of 52nd Avenue. One cul-de-sac is attractively tree lined. A serious site distance problem exists at Kenilworth Avenue and Lawrence Place. (See Transportation and Circulation chapter.)

No on-street parking problem was noted. However, there are a large number of vacant buildings in this Subarea. At full occupancy it is possible that parking problems would appear.

Considerable litter is evident. Some dumping is also occurring in the parking lots of vacant buildings. The 1980 Master Plan notes that littering was a pervasive problem at that time. In 1980, the most heavily littered area was the environs of a bar at Lawrence Place and 52nd Avenue which is now closed.

The view from Kenilworth Avenue is mixed, ranging from the grounds of a well-landscaped bank to the plain side of a building which is flush with the Kenilworth Avenue pavement. On balance, the view is acceptable but could stand improvement. Due to the elevation of the Baltimore-

Washington Parkway and the tree cover within its right-of-way, this area is essentially unnoticeable from the Parkway.

In 1980, the Master Plan noted a serious erosion problem at the end of Lawrence Place. This problem still exists. (See Environmental chapter.)

Subarea 4

Subarea 4 consists of the Cheverly Industrial Park and the smaller Tuxedo Industrial Park. Each is a well-designed and maintained industrial area which has been built to modern standards. A buffer strip owned by the Town of Cheverly forms an effective buffer between the industrial areas and the residential areas, except at the very southern end. There are no discernible problems with circulation, parking, litter or aesthetics. With the exception of one billboard, the view from Kenilworth Avenue is good. The area contains no uses unsuitable for an industrial area.

Several vacant parcels along Lydell Road remain to be developed. The entire Subarea is zoned I-1 which is commensurate with its light industrial character.

Subarea 5

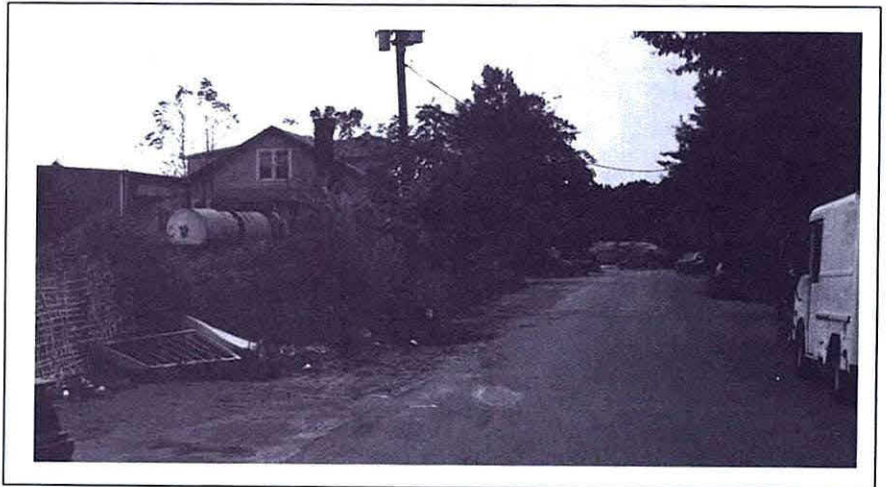
Subarea 5 is bounded by US 50, Kenilworth Avenue and the railroad tracks. The original lotting pattern has been a strong determinant of its character. Part of the area was originally subdivided into residential lots, with the remainder subdivided into large industrial parcels. The latter area typically presents fewer problems. For example, it is the location of larger firms with a greater capital investment and more attractive buildings. Also, this area typically provides the required on-site parking, has off-street loading spaces and a feeling of openness. Some sites have landscaped strips. Conversely, the area with the residential-size parcels has the opposite situation. There is little on-site parking and a consequently heavy use of streets for this purpose. Having been built to residential instead of industrial standards, the streets are narrow. Thus, trucks frequently extend into the street while loading and unloading. Gates open into the street right-of-way, in some cases creating an obstacle for drivers. Typical buildings in this small-lot area are often frame, block or "Butler"-style with a lower capital investment than the area with large lots.

There are a number of other problems in this Subarea:

1. There is insufficient screening of the area from US 50.
2. The appearance of the area from Kenilworth Avenue is generally poor.
3. There are no curbs in front of several businesses along heavily travelled Kenilworth Avenue.
4. There are a large number of junked vehicles in the area.
5. There are piles of junk on vacant lots and in parking areas.
6. The area is extensively littered.
7. A number of parking areas are unpaved.
8. 51st Place, which is the main access from Tuxedo Road, is unpaved.
9. Security concerns are more evident here than in the other subareas. (Extensive use of razor wire fencing.)
10. Very little landscaping, few mature trees.



Subarea 5



Subarea 5



Subarea 5

CONCEPT

The employment areas are recognized as an economic asset to Prince George's County and to the towns of Bladensburg, Cheverly and Edmonston. As such, actions to insure their continued vitality are a central focus of this Plan, as are actions to correct deficiencies where necessary. Key components of this concept include the following:

- Creating a uniform zoning pattern wherever possible.
- Prohibiting incompatible uses.
- Enhancing the view from roadways.
- Encouraging redevelopment where redevelopment potential exists.
- Enforcing codes.
- Providing an adequate transportation system.

As noted in the Background section, there is a market potential for expansion of the employment areas. However, each of the employment areas is surrounded either by natural features, existing residential or commercial development or otherwise committed land. Hence, there is no practical potential for employment area expansion at this time. If in the future any of the adjacent developed properties become sufficiently deteriorated to warrant redevelopment, consideration should then be given to expanding the employment areas.

RECOMMENDATIONS

Implementation

Many of the recommendations in this chapter can be implemented via governmental action (i.e., the zoning, special exception and site plan review process). However, others such as improvement of the appearance of some existing businesses will have to be done in cooperation with the various businesses involved. A number of studies have been done which demonstrated how to improve the appearance of businesses, but there has been no follow-up and little has been accomplished.

The January 1992 Regional Urban Design Assistance Team (R/UDAT) report recommended the creation of "point persons" within the Planning Department who would take "proactive, implementation management roles." The employment areas in Planning Area 69 are a place where such a person is needed to ensure that the studies are followed by concrete action.

Subarea 1

The major problem to correct in Subarea 1 is the view from the surrounding roads. All of the recommendations and guidelines in the Urban Design chapter should be implemented to achieve the desired results. A number of specific design schemes have been prepared first by the Neighborhood Business Revitalization Office and later through the M-NCPPC Planning Assistance to Municipalities and Communities Program. Some implementation of a design proposal occurred along Baltimore Avenue before the Neighborhood Business Revitalization Program was terminated. In short, there has been extensive groundwork done in this Subarea. What is needed

is the above-mentioned "point person" to continue where the Neighborhood Business Revitalization Program left off.

The Shepherd Street right-of-way between Baltimore Avenue and 46th Street is in such poor condition that it is almost impassable. Further, it would form a dangerous connection to Baltimore Avenue at the point of curvature of Baltimore Avenue's intersection with Annapolis Road. The land could be better used by the adjoining businesses, particularly in any redevelopment of the old transmission shop site which is located almost on the edge of Annapolis Road. If the Town charter permits, the Town of Bladensburg should consider an abandonment of the Shepherd Street right-of-way.

Resolution of the parking problem will entail a special study. An M-NCPPC Planning Assistance to Municipalities and Communities Program project is suggested. With regard to the school bus lot, there are at least the following possible solutions to be explored:

1. The fire station on Edmonston Road has a large parking area which is used mainly for casino nights. This lot is within 1,000 feet of the school bus lot and could be used as a satellite parking area for bus drivers' personal cars if suitable arrangements could be made with the Fire Department and Prince George's County Public Schools. A school bus could be used to provide shuttle service.
2. Another possible satellite parking area is the former auto wrecking yard on Tanglewood Drive. Because there are railroad tracks between this site and the bus lot, it would be completely dependent upon shuttle bus service unless a trail and pedestrian overpass were constructed.
3. Carpooling could be required as a means of reducing the number of personal cars requiring parking.

While it does not appear that the problem is extensive beyond that created by the school bus lot, field checks indicate that the problem may be bigger in at least parts of the Subarea. The exact extent of the parking problem should be determined as a part of the study. If the problem is found to be pervasive, then the idea of a parking district to be set up by the Prince George's County Parking Authority should be explored in order to finance and construct a parking facility.

There are a number of drainage ditches in the area which are maintained by the County, Bladensburg and M-NCPPC. Since the area is very close to the Anacostia it is of importance that proper maintenance be continued in order to reduce pollution of the River. It is also important that businesses not contribute to the debris collecting in the ditches. To this end, any permits given to businesses in the vicinity of the drainage ditches should be conditioned to require appropriate trash collection to forestall any debris from their operations entering the ditches.

As noted in the background section, the zoning pattern in Subarea I fails to promote a unified character for the area (i.e., light industrial or heavy industrial). However, a unified zoning pattern could not now be achieved without creating numerous nonconforming uses. Hence, few zoning changes are proposed for Subarea I.

The R-55 zoned parcel which once housed Old Clements is now a parking lot for the Crossroads Restaurant. It should be changed to C-S-C

to conform with the remainder of the restaurant property.⁴ The Bladensburg Balloon Park should be rezoned from C-O to O-S in order to reflect the fact that the property is now in the park system. Also, the WSSC pumping station on Tanglewood Drive has been transferred to M-NCPPC and should be rezoned from I-1 to O-S.

Subarea 2

The vacant parcel at the southernmost end of the Subarea is proposed for inclusion in the park system (see Map 3). It is part of a proposed exchange in which a parcel of park property to the north will be added to the industrial area, in return for which this property will be deeded to M-NCPPC. (See also Parks section of Public Facilities chapter.) The parcel to be added to the industrial area should be rezoned from O-S to I-2.

The vacant C-S-C zoned parcels (approximately four acres) at the northern end of the Subarea should be rezoned to I-1. As noted in the Commercial Areas chapter, there is a vast excess of retail commercial space in the Planning Area. The subject C-S-C zoned parcels are not needed for retail use and should be rezoned. There is a need for more industrially zoned land and these parcels are well situated for that purpose. The I-1 Zone is appropriate because these parcels adjoin existing I-1 zoned parcels.

A small area at the southern end of the Marina is zoned C-M, while the remainder is in C-S-C. Boat sales, service, repair and storage is allowed in C-S-C, accessory to a marina. Hence, it is not necessary to have the Marina split into different zones. The C-M zoning should be changed to C-S-C.

Development of the vacant land in this Subarea and redevelopment of any other parcels which front Kenilworth Avenue should be done in strict accord with the guidelines set forth in the Urban Design chapter.

Subarea 3

A number of zoning changes are recommended in order to provide a consistent zoning pattern in Subarea 3. The predominant character of the area is light industrial (I-1). As many properties as possible should be converted to I-1, as long as no nonconformity is created. There are also other reasons behind specific zoning changes as noted below.

The vacant bar at Lawrence Place and 52nd Avenue is recommended for rezoning from C-S-C to I-1. Rezoning the bar property to I-1 facilitates its reuse because it can then be combined with adjacent industrially zoned properties. This could occur in two ways. First, the adjacent uses could expand their operations onto this property or, second, it could be combined with an adjacent property for redevelopment of both properties. Also, given the excess of retail commercial space in the Planning Area, C-S-C zoning should be removed wherever possible. Although the bar can be reopened in the I-1 Zone with a special exception, it is preferable that the site be used to absorb some of the demand for industrially zoned land. Any special exception approval for a bar should contain strict conditions designed to eliminate the litter problem which has previously occurred in the environs of the bar.

⁴ Page-size maps showing the location of the proposed rezonings appear in the Sectional Map Amendment chapter.

The fast-food restaurant at the intersection of 52nd and Kenilworth Avenues should be rezoned from C-M to I-1. As with the bar property, rezoning to I-1 would permit this property to be combined with the adjacent industrially zoned property should the restaurant go out of business or otherwise become a candidate for reuse. The restaurant is nonconforming in the C-M Zone because it does not have a special exception. The nonconformity will be transferred to the I-1 Zone where it also requires a special exception.

The I-2 zoned property on Inwood Street containing mini-warehouses should be rezoned to I-1. No nonconformity is created.

The residential properties at the 52nd and Kenilworth Avenues intersection and at the end of Inwood Street are incompatible in the midst of an industrial area and should be rezoned from R-55 to I-1.

The block formed by Kenilworth Avenue, Lawrence Place, 52nd Avenue and an unnamed service road should be rezoned from C-M and R-55 to I-1. The gas station, car wash and vehicle repair facility on the C-M part are conforming uses in the I-1 Zone. The R-55 part contains two houses, one of which is vacant. Situated on 52nd Avenue, which contains considerable truck traffic, and across the street from industrial uses, redevelopment in industrial uses is preferable.

Zoned I-2, several parcels on Lawrence Place, east of 52nd Avenue, should be rezoned to I-1. The fence and florist wholesalers occupying these properties are conforming uses in the I-1 Zone. A property zoned I-2 on Lawrence Place, west of 52nd Avenue, housing an insulation distributor and a printer, should be rezoned to I-1. Recycling operations occupy the remainder of the block. They should be retained in I-2 in order to avoid nonconformity.

Redevelopment of any parcels which front Kenilworth Avenue should be done in strict accord with the guidelines set forth in the Urban Design chapter. Particular attention should be paid to the parcel at 52nd and Kenilworth Avenues which now contains residences. The higher elevation of this parcel increases its prominence.

Any redevelopment of properties on 52nd Avenue or the side streets between 52nd and Kenilworth Avenues should include sufficient loading areas in order that trucks will no longer block the travel lanes.

Subarea 4

All of Subarea 4 should be retained in the I-1 Zone in order to preserve its light industrial character.

Subarea 5

Subarea 5 enjoys an excellent high visibility location near the District of Columbia at the interchange of US 50, I-295, the Baltimore-Washington Parkway and Kenilworth Avenue. A railroad line provides rail access. It is also reasonably close to the Cheverly Metro Station and adjoins a high quality industrial area to the east (Subarea 4). However, it is an industrial area which does not live up to its potential, containing a lengthy list of problems as noted in the Background section. This is particularly unfortunate since this employment area is situated at a principal gateway to the County.

Due to the complexity of the problems in this area, it is recommended for special study. In order for substantial improvement to occur, parts of this area must be redeveloped. This is unlikely to occur through natural market forces due to the multiplicity of small lots created by the original residential subdivision pattern upon which a large part of this area stands. This creates a substantial parcel assembly problem for any potential redeveloper. The special study would entail an examination of the process through which other jurisdictions, nationally, have successfully grappled with this problem and creation of a workable strategy for this area. The special study should also include the nearby Tuxedo service-commercial strip which is also a potential candidate for redevelopment because of its location but faces the same parcel assembly problem.

Should the special study conclude that redevelopment is not viable, it should nonetheless address the multitude of enforcement, security, design aesthetic and public works issues in order to correct these problems to the extent possible short of redevelopment.

No zoning changes are recommended in Subarea 5.

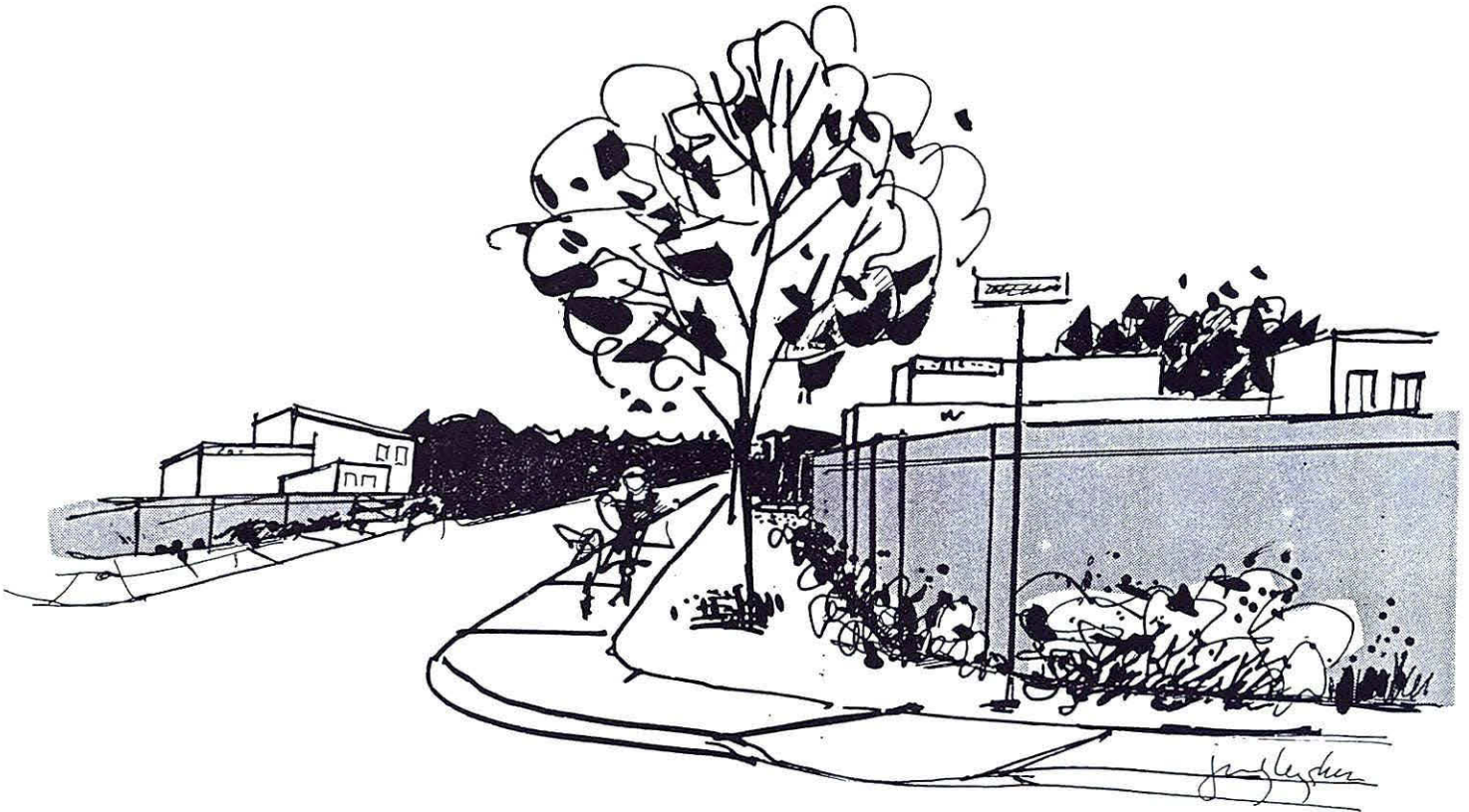
REVITALIZATION ZONES

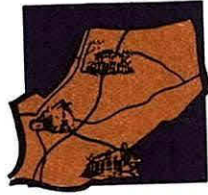
The employment areas in Planning Area 69 may benefit from the application of any new zones enacted to promote or facilitate revitalization.

GUIDELINES

1. Access roads to employment areas should not pass through residential neighborhoods.
2. The on-site separation of employment area traffic (automobile parking and truck loading and standing areas) shall be encouraged.
3. The County should pursue a positive approach toward new development and stand ready to provide the necessary public facilities and services for projects to proceed as fast as market forces permit.
4. Employment areas should be protected, by all practical means, from encroachment by other permanent land uses. Incompatible land uses should be phased out of employment areas.
5. The creation of small, scattered industrial sites should be prohibited.
6. Material and equipment storage yards should be heavily screened from direct view from adjoining streets.
7. The provision of adequate landscaping shall be encouraged.
8. Employment areas should be separated from living areas by use of appropriate buffering techniques in consideration of sight (including lighting and signing), sound and dust.
9. Redevelopment of employment areas should be done in accordance with an overall design plan, based on the principles of proper site design.
10. Curb cuts from individual parcels onto surrounding streets are to be avoided. Instead, parcels should be served by internal access roads.
11. Industrial land developers should be encouraged to preserve natural amenities and to incorporate natural features into their development proposals.

12. Employment areas should be served by public transit wherever possible.
13. Employment activities that will generate substantial vehicular traffic should be so located and designed as to minimize disruptive effects on traffic circulation and adjacent land uses.





URBAN DESIGN

GOAL

- To enhance the quality of development and the physical image of the Planning Area by fostering order and harmony in the built environment.¹

OBJECTIVES

- To foster a sense of personal well being and psychological comfort through physical design.
- To preserve and create identifiable communities by creating identification features in neighborhoods and by preserving and strengthening neighborhood boundaries.
- To improve the appearance of commercial corridors and employment areas to make them more visually attractive and harmonious with their surroundings.
- To revitalize the central core of Bladensburg to rejuvenate the sense of community.
- To encourage the use of alternative modes of transportation by creating continuous and pleasant pedestrian and bicycle routes.
- To connect physically the recreational opportunities of the Anacostia River and the historic resources to the community.
- To encourage maximum use of large shade trees to create a street canopy and to give definition and continuity to the road edge.

BACKGROUND AND BASIC ISSUES

The Urban Design chapter is concerned with creating attractive communities that are orderly and physically harmonious with their surroundings. Entwined with this concept is the creation of positive images of places where people live, work and play. The idea of creating or restoring positive images is especially pertinent in this older, developed planning area. Over the years, efforts to maintain or improve the area's image have lagged. Disparate development and building styles, along with neglect, have contributed to the visual chaos. In addition, zoning regulations such as bulk density requirements, building setbacks and height restrictions have

¹ Adapted from the *General Plan*.

not fully addressed the quality of the visual environment especially in relating new development to what already exists. As a result, the image of the Planning Area has suffered.

Elements of positive urban design were not fully utilized in the design of the built environment we experience today. Functionalism was the primary determinant and often the sole design criteria for development in the recent past. This area has all of the facilities we require to live — roads, shopping centers, housing, employment areas and public facilities. Typically, individual projects succeed at providing their particular functions. Collectively, however, these projects usually operate in isolation and remain physically disconnected. This separateness causes an unharmonious appearance, even though functions are being provided. People should expect and receive from the built environment more than mere function. Utilizing positive urban design in planning of facilities can help create an attractive, comfortable and enjoyable community in which to work, live and shop.

Because this planning area lacks a tradition and consciousness of positive design, developers and property owners find little incentive or reason to change what exists. The goal of this chapter is to explore ways to improve the appearance of the area in which local governments, residents and property owners can become knowledgeable and supportive of urban design in revitalizing their communities.

While urban design is an important component, it is not the only one in a successful revitalization effort. Urban design should be part of a revitalization effort that includes a central organization with a lead coordinator, promotional activities and an economic program that involves a well-organized effort by citizens, businesses and government agencies. This chapter focuses on the urban design aspects of such a revitalization effort.

CONCEPT

Overall Concept for the Planning Area

Image is a powerful motivator in how people interact with their environment. Image can foster or destroy a sense of community. Image may be influenced by physically altering a place's appearance. Since the Planning Area is largely developed, opportunities for improving its image will concentrate on redevelopment and retrofitting what now exists. For many people passing through, the image of the Planning Area is largely formed by its commercial corridors. Mostly it is the local residents who know of the residential neighborhoods beyond the major commercial corridors. Enhancing the appearance of commercial corridors may have the greatest potential to improve the image of the overall area. Improving the image of the residential and employment areas will benefit residents and employees directly.

The following describes urban design opportunities for the three major land uses within the Planning Area — residential neighborhoods, commercial corridors, and employment areas. In addition, urban design opportunities for the revitalization of central Bladensburg are discussed. Each section describes a concept for each major land use, which becomes the guiding intent for its overall improvement. Urban design issues are identified for each major land use. This is followed by recommendations that describe the mechanisms or key actions for initiating improvement

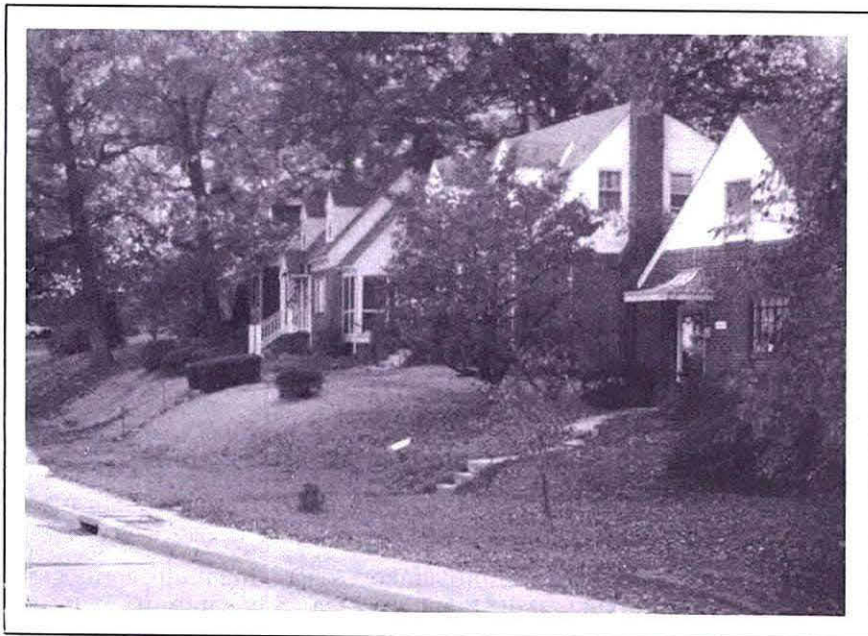
programs. Finally, the urban design guidelines qualify the physical design improvements that directly affect the spatial quality and appearance of the built environment.

Residential Neighborhoods

(See Living Areas chapter for description of residential areas.)

Concept

Suburban living embodies the ideal of a land owner with a house and yard in a naturalistic, residential setting away from the crowding and chaos of a city. The ideal concept for a residential neighborhood still remains the same — homes in a setting that is more naturalistic than in a city where neighborhoods can be created.



A residential community projecting a positive image.

Issues

For the most part the residential neighborhoods project a positive image and property owners have made an effort to maintain that image. Over the past few years, owners of some apartment complexes have substantially improved the image of their developments with facade renovations and additional landscaping. However, problems persist. The following are issues that undermine the visual cohesion in residential neighborhoods.

1. Some neighborhoods and residential developments have a monotonous appearance because the same house style was used repeatedly throughout the development.
2. Some neighborhoods sprawl, lack definite boundaries, identification or landmarks.

3. Neighborhoods lack the shaded streets and unified appearance of a consistent street tree planting.
4. Inappropriate commercial uses intrude in some neighborhoods either because of inadequate screening or conversions of former single-family dwellings to commercial uses.
5. There are inadequate facilities to accommodate pedestrians walking to Metro facilities, especially to the Cheverly Metro Station.



An example of a commercial conversion of a house.

6. Sidewalks are lacking or are not continuous.
7. The feeling of security is sometimes lacking in multifamily complexes.
8. Often trash dumpsters in existing multifamily complexes are inadequately screened from the public view along the rights-of-way.
9. The quality and scope of improvements to existing multifamily complexes varies throughout the Planning Area. Some improvements are very well done while others are only adequate in comparison. The marginal appearance of some affects the overall image for all.

Recommendations

Opportunities for improving residential neighborhoods focus on improving their image by fostering visual harmony and making physical connections. They are as follows:

1. Create gateway signs and landmarks in neighborhoods to give identity to each.
2. Construct and maintain a system of concrete walks and lighting through neighborhoods to connect with nearby bus stops, Metro stations and walks/trails.
3. Require installation and maintenance of buffering for residences adjacent to new and existing incompatible uses.

4. Prohibit encroachment of commercial development into residential neighborhoods.
5. Plant and maintain large, deciduous street trees along the streets which will provide a continuous canopy at maturity. Implement a street tree survey, planting and maintenance program.
6. Require developers of new housing to build several house variations that will give variety but are compatible to each other to ensure visual cohesion.
7. Encourage innovative site planning techniques in new developments to utilize the existing terrain, to create usable common space, to create focal points, and to provide connections to adjacent uses.
8. Establish a County program with citizen involvement to design, fund and implement neighborhood improvements such as gateway signs, buffering, street trees and sidewalks for existing neighborhoods.
9. Through the County and M-NCPPC create a program to offer design, funding and implementation assistance for facade renovations, site lighting, dumpster screening, entryway improvements, landscaping, fencing, and walks to improve security, pedestrian friendliness and appearance of existing multifamily complexes.
10. Continue active Code enforcement and compliance especially for multifamily complexes (see the Living Areas chapter Recommendation #14).
11. Use the urban design guidelines for new, infill and redevelopment projects and streetscape improvements during design and development review.



Landscape and facade improvements made to an apartment building.

Commercial Corridors

(See Commercial Areas chapter for description of commercial corridors.)

Concept

The ideal commercial corridor provides an efficient, safe and adequate transportation route that serves as a setting for commercial activities. This setting should allow businesses a certain degree of visibility from the road and create a safe, comfortable and attractive corridor for people. Associated with commercial corridors are nodes. Nodes are where a prominent feature or activity occurs, often at major crossroads. In part, a node gives identity to its vicinity and acts as a landmark along the corridor. A prominent node along Annapolis Road occurs at the intersection with Edmonston Road, where the Bladensburg Shopping Center and the Bladensburg Port Center are located. This area will be discussed further in the section "Central Bladensburg." On Kenilworth Avenue, a node occurs at the East West Highway intersection, where Riverdale Plaza is the dominant feature.

Issues

The following contribute to problems with the appearance and physical layout associated with the commercial corridors in the area:

1. Parking areas have a lack of screening, poorly defined circulation patterns, substandard sized parking stalls, inadequate number of spaces, and large expanses of pavement without landscaping.
2. Sites with excessive numbers of ingress and egress points.
3. Streets where the focus of vision is not directed.
4. Poorly designed and excessive numbers of business and traffic signs.
5. Stark and disunified views from the lack of street trees and landscaping.
6. Poor maintenance of rights-of-way, properties and buildings.
7. Badly designed renovations of buildings.
8. Pedestrian-unfriendly streetscapes due to discontinuous sidewalks, lack of crosswalks, lighting and streetscape amenities.
9. Lack of bus shelters and benches at bus stops.
10. Visual clutter of utility poles and overhead wires.
11. Encroachment of commercial uses on residential properties because of poor screening and conversions of former residential dwellings.

Recommendations

Mechanisms for rapidly improving the corridors are lacking. Traditionally, as properties redevelop, screening and landscaping issues are addressed during the permit process. The following recommendations focus on improving older properties that may not be redeveloped in the near future and introducing common streetscape elements along the commercial corridors. They include the following:



An older shopping center on Annapolis Road in Landover Hills.



Streetscape amenities can be better incorporated into the surroundings to create a conducive setting and attractive appearance.

1. Require that special exceptions for commercial conversions of residential properties must meet minimum performance standards as discussed in the urban design guidelines.²
2. Design and implement a comprehensive capital improvement program to install a coordinated program of sidewalks, crosswalks, street trees, lighting, bus stops, street furniture, public signage, burial or rerouting of utility lines, and landscaping in the rights-of-way of Annapolis Road and Kenilworth Avenue.
3. Connect the pedestrian trail system to recreational opportunities in and outside of the neighborhoods.
4. Stringently enforce the building and sign ordinances.
5. Encourage a design, funding and implementation program for renovating shopping centers or groups of individual buildings to create a unified architectural appearance, to solve parking layout problems, to landscape properties to *Landscape Manual* standards, to limit the number of access points, to buffer from residential properties, to create common signage, and to contribute to streetscape amenities.
6. Encourage formation of citizen/business committees to guide the overall rehabilitation of Annapolis Road and Kenilworth Avenue. The committees would oversee the organization, promotion, urban design and economic programs for improvement projects along the corridors through joint public and private efforts.



The Publick Playhouse exemplifies positive urban design in its relationship to the street and distinct facade.

7. Mandate a coordinated signage program for new and existing shopping centers.

² It is recommended in the Commercial Areas chapter that the conversion of residential properties to commercial be prohibited. However, should such a conversion occur contrary to the Plan, this recommendation should apply.

8. Revitalize the node at the Annapolis and Edmonston Roads intersection by redeveloping the property on the south side of Annapolis Road into a mixed use development. This will be discussed further under the Section "Central Bladensburg."
9. Further enhance the streetscape appearance on Annapolis Road at the 85th Avenue intersection in New Carrollton. The purpose is to increase pedestrian safety and comfort, to demarcate the route to the Metro station and future development, and to create a gateway into New Carrollton and beyond.
10. Create a landscaped median on Landover Road from the Baltimore-Washington Parkway to Annapolis Road and continuing to the Peace Cross. (See Transportation chapter.) A design concept could be developed through the M-NCPPC Planning Assistance to Municipalities and Communities Program (see Figure 3).
11. Use the urban design guidelines for new, infill and redevelopment projects and streetscape improvements during design and development review.

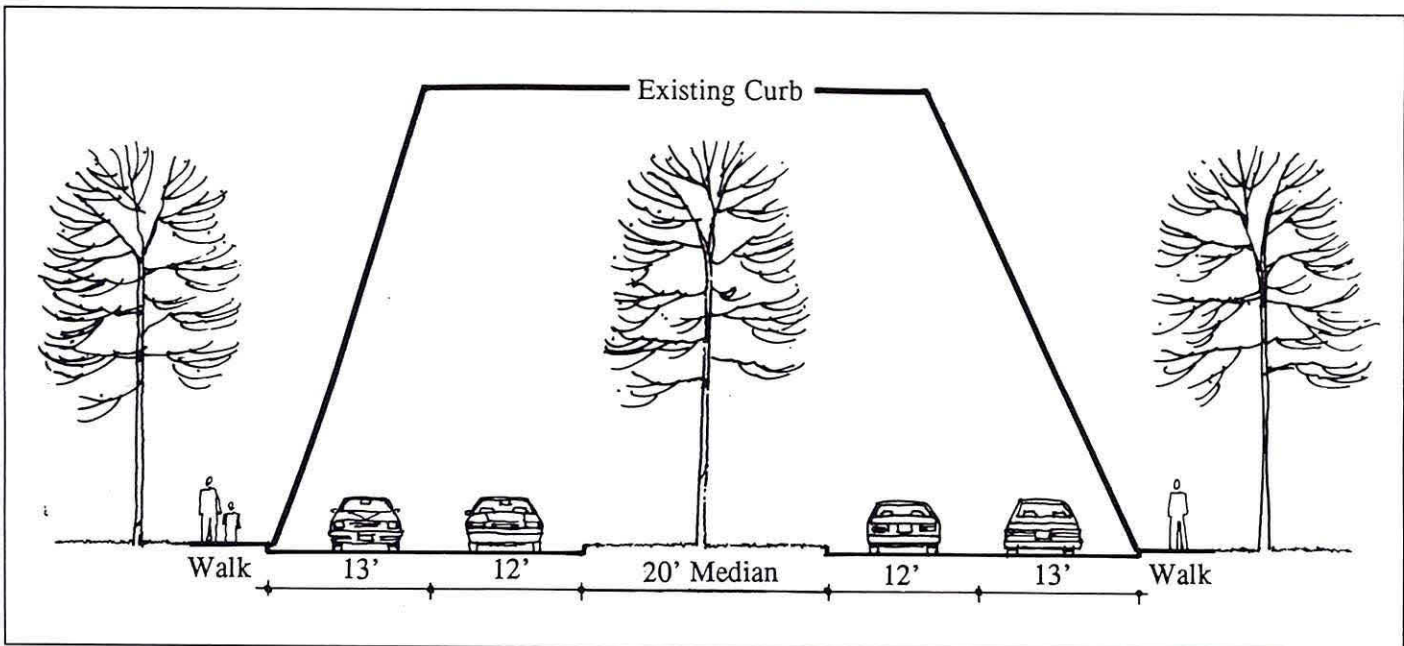


Figure 3: Streetscape of a commercial corridor — Landover Road from the Baltimore-Washington Parkway to Annapolis Road.

Employment Areas

(See Employment Areas chapter for description of the industrial areas in Planning Area 69.)

Concept

Industrial and service-commercial areas should strive to convey an image of a clean, well-maintained, professional public face. Storage, service and loading facilities should be contained behind solid fencing and softened by landscaping or other treatments. The public face of these industrial areas occurs primarily along and adjacent to major thoroughfares. However, without extensive redevelopment of these older, smaller lot

industrial enclaves, achieving a spacious landscaped appearance with discrete loading and parking will be most difficult.

Issues

The issues that undermine the appearance of these older industrial and service-commercial areas include the following:

1. Inadequately screened storage, service and loading facilities create very unsightly views from public rights-of-way, especially along US 50 in the Tuxedo Road area.
2. Unattractive entrances to industrial areas from the main roadways.
3. Litter, junk and poorly maintained sites and structures contribute to the unsightly appearance.
4. Because these lots were originally zoned for residential use, they are too small to adequately handle all the parking and storage requirements on-site.



An older industrial area in the Planning Area with parking and loading areas spilling into the street.

Recommendations

The possibilities for improving the visual image of these industrial areas are numerous. The opportunities for making changes rest heavily on obtaining the cooperation of property owners to comply with the urban design guidelines.

1. Update and implement the landscape treatment concepts developed through the M-NCPPC Planning Assistance to Municipalities and Communities Program in 1982 for the industrial areas in the Upshur Street vicinity.
2. Encourage property and business owners to establish an overall improvement program. They should coordinate strategies, design,

funding and formation of partnerships with County and local programs. Possible programs could include initiating common sign programs; raising funds for streetscape improvements through business sponsorships, government grants and low-interest loans; creating common parking areas; providing screening of loading, service and storage facilities from public rights-of-way and residential areas; and promoting involvement for the cleanup of junk and litter.

3. Where possible, create attractive entrances into each industrial enclave which could include entry signage and landscaping.
4. Encourage screening of loading, service and storage facilities from all major public rights-of-way and residential areas.
5. Provide streetscape amenities including street trees, screening, walls, lighting and internal walks. The streetscape improvements along major thoroughfares should receive priority in implementation followed by the interior streetscapes.



Streetscape improvements in an industrial area along Baltimore Avenue.

6. Undertake the redevelopment study of (employment) Subarea 5 and the Tuxedo Road service-commercial area as recommended in the Employment Areas chapter.
7. Use the urban design guidelines for new, infill and redevelopment projects and streetscape improvements during the design and development review.

Central Bladensburg

Concept

Early in its history, Bladensburg was a busy colonial port town on the Anacostia River. Today, many people have recognized the potential of renewing central Bladensburg into the thriving center that it once was. To

re-energize the central area, more people (residents, entrepreneurs, shoppers, tourists, recreationalists) must be attracted to it. Identifying and linking business and recreational opportunities that are within walking distance from each other are key elements in creating a vibrant center. Another element is the careful design of the streetscape, buildings, public spaces and rights-of-way to create a comfortable and inviting setting for these activities.

Description

In central Bladensburg, the closeness of the commercial buildings to Annapolis Road emphasizes the sense of activity. This area includes Annapolis Road from the Bladensburg Elementary School to the Peace Cross, Baltimore Avenue, Edmonston Road to Tilden Street, and 48th Street. Three corridors, Annapolis Road, nearby US 1 and Kenilworth Avenue, enable this area to be potentially accessible to many people. In addition, it is within walking distance of recreational opportunities on the Anacostia River, several historic sites, the library, Town Hall and schools. Much of the retail commercial use in central Bladensburg is located in the Bladensburg Port Center and the older Bladensburg Shopping Center. The Bladensburg Shopping Center and the vacant land behind it cover 4.4 acres, of which approximately 2 acres are vacant. Unfortunately, there has been a trend toward decline in this area that is reflected by the types of retail uses and the appearance of neglect.



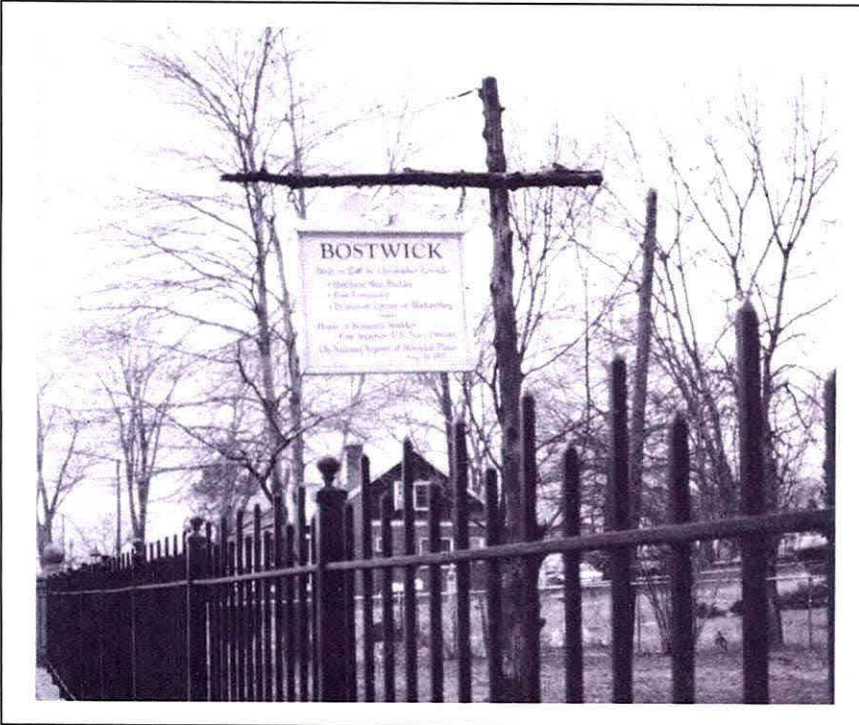
The Peace Cross is a Bladensburg landmark.

Issues

Recreating central Bladensburg into a vibrant center will require initiative and energy from the entire community. In a successful revitalization, urban design is only part of an overall effort. Each individual project should be designed according to how it benefits the community as a whole and not

just in terms of how successfully it fulfills its own program. The following are the urban design issues concerning the redevelopment of central Bladensburg:

1. Historic and recreational opportunities in Bladensburg are hidden from view or perceived to be inaccessible.



Historic sites are part of the fabric of central Bladensburg.

2. The streetscape along Annapolis Road is ill defined and unattractive.
3. The Annapolis Road pedestrian tunnels under Kenilworth Avenue are very unattractive and act as barriers to pedestrian traffic.
4. The Bladensburg Shopping Center property is underutilized.
5. Commercial architecture is indistinct and uncoordinated.
6. Industrial uses, storage and loading areas are inadequately screened along Kenilworth Avenue and Annapolis Road.
7. Parking lots along Annapolis Road are not screened from public rights-of-way.
8. Commercial signage is unattractive and uncoordinated.
9. Public identification and directional signage are lacking.

Recommendations

Opportunities for urban design in Bladensburg are numerous and have a great potential for creating an attractive place. Recommended public improvements focus on improving the appearance of the streetscape and making pedestrian-friendly links to the Marina/Peace Cross and to the commercial areas on Annapolis Road. (See also Historic Preservation chapter.)

1. Create a distinctive streetscape appearance for central Bladensburg that distinguishes and ties it together especially to the Marina and historic sites. Streetscape improvements should consider, at a minimum, paving, crosswalks, bus stops, lighting, public art, low walls, street trees, parking lot screening, burial of utility lines and public signage.
2. Create a landscaped median on Annapolis Road between Kenilworth Avenue and Landover Road.
3. Create landscaped entrances with signage at the off-ramps from Kenilworth Avenue.
4. Make the Kenilworth Avenue pedestrian tunnels along Annapolis Road more inviting with improved lighting and paving. In the future if the bridge is to be reconstructed for widening or other reasons, improve the views from the roadway into the tunnels by adding spans over the pedestrian tunnels and rebuilding the support wall. This would widen the pedestrian walkway under the bridge and create better views of pedestrians in the tunnels.
5. Create a system of public signage for welcome, directional and identification signs for public facilities.
6. Redevelop the Bladensburg Shopping Center and the former “Red Barn” vacant building into a mixed-use development of office, retail and multifamily residential. The building on the shopping center property should be designed to become the focal point of central Bladensburg and to reinforce the node at the intersection of Annapolis and Edmonston Roads.
7. Encourage a facade renovation program, which includes marketing, design, financial advice and construction, for the Bladensburg Port Center.
8. Create a low streetwall for parking areas adjacent to rights-of-way.
9. Screen all loading, storage, parking lots from public view and rights-of-way with landscaping, fences or walls.
10. Create a review committee, an architectural review board, or other informed and representative group to review new development and improvement projects for compliance with urban design guidelines. Comments should be considered by M-NCPPC during the permit process. The committee should be comprised of local business people, residents and design-related professionals.
11. Use the urban design guidelines for new, infill and redevelopment projects and streetscape improvements during the design and development review.

GUIDELINES - GENERAL

(Applicable to residential, commercial corridors, employment areas and central Bladensburg)

Streetscape (See Figure 4.)

Street

1. Six-inch-high concrete curbs should define the edge of the travelways.
2. Medians wider than three feet should be landscaped with low shrubs (two feet tall or less) or ground covers. A median of at least six feet wide is needed for tree plantings on nonstate roads. Medians 15 feet and wider should be landscaped with large shade trees and ground covers.
3. Handicap ramps should be at all curb cuts.
4. At all driveway entrances, the sidewalk materials and width should continue across the driveway width.
5. Minimize the number of curb cuts by consolidating existing curb cuts.
6. Locate crosswalks and pedestrian crossing signals at all traffic signals.

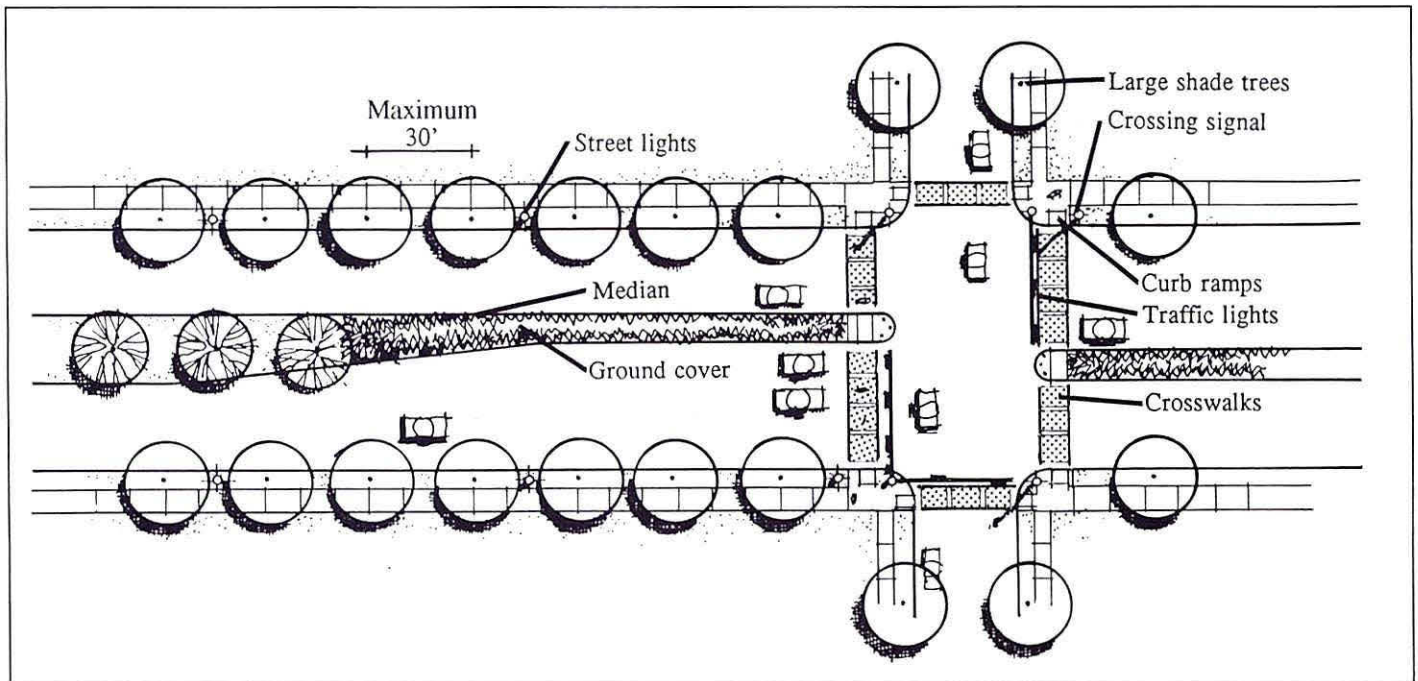


Figure 4: Typical streetscape elements.

Trees

7. Street trees should be large deciduous shade trees planted a maximum of 30 feet on center whenever possible versus Department of Public Works and Transportation's standard of 50 feet on center. This is to establish a rhythmic, unifying feature and a continuing overhead

canopy that shades the street and adjacent sidewalks. Species selection should accommodate public utilities.

8. Reinforce and maintain the continuity of the street canopy by using trees with design characteristics and growth habits similar to existing shade trees.
9. Preserve healthy street trees where possible.
10. Street trees removed during construction should be replaced with an equivalent species so that, when mature, the functions and patterns of the original trees are restored.
11. Coordinate any proposed streetscape plans with the *Landscape Manual*, other streetscape plans and planting programs approved by the County.

Utilities

12. Place utility wires underground where possible. If not possible, relocate overhead wires to the rear of the buffer strips.
13. Consolidate utility pole usage.

Streetlights

14. Streetlights should light both street and sidewalks.
15. The poles, fixture, light color and intensity should be consistent.

Bus Stops (see Figure 5)

16. Locate all-weather shelters at all bus stops.
17. Provide a paved landing from the sidewalk to the curb.
18. Bus stops should be handicap accessible, well-lit and maintained.

Traffic Signs in the Rights-of-Way

19. Signs should be consolidated whenever possible.
20. Signs should be of consistent style, construction and graphic appearance to reduce a cluttered appearance.

Site

Parking Areas

21. Existing and proposed parking lots should comply with the *Landscape Manual*.
22. Landscaped islands should delineate parking areas, circulation lanes and shield the view from the public rights-of-way.
23. All shared lots should be paved with the same material.
24. All parking spaces should be delineated.

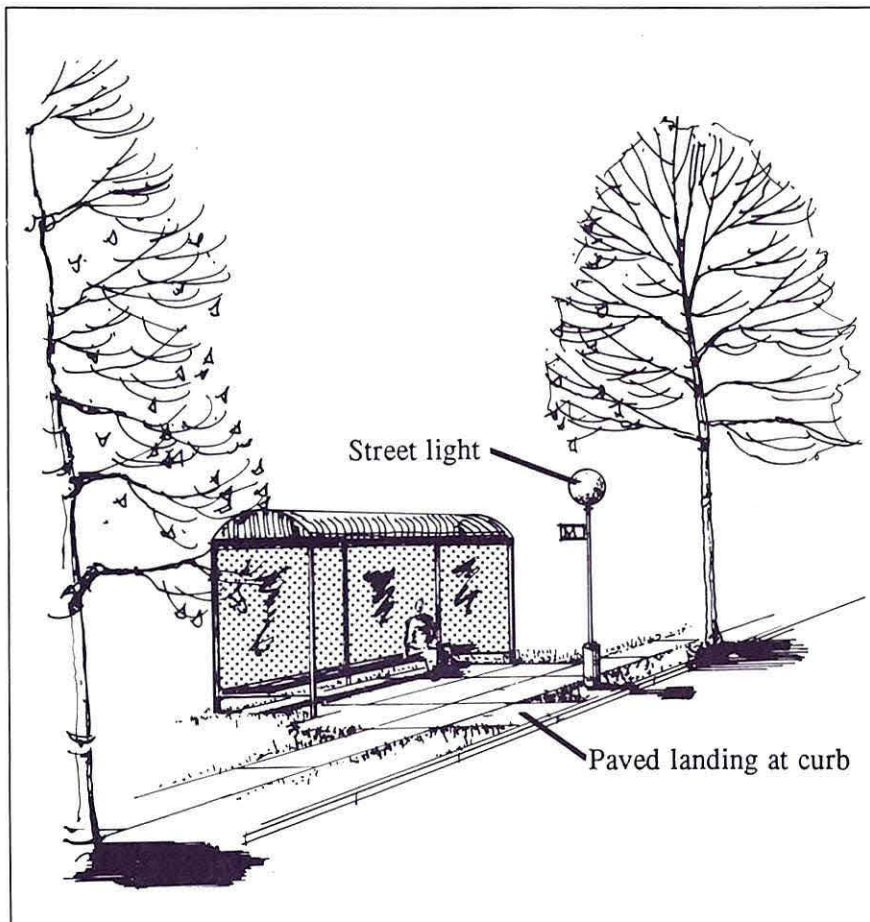


Figure 5: Bus stop.

Service Areas

25. Parking, service and loading areas should be visually buffered from roads and adjacent land uses.
26. Mechanical equipment should be screened from external view.

Site Lighting

27. Site and architectural lighting should be downcast, shielded or directed so that the glare or intensity of the light does not adversely affect the surrounding properties.
28. The color of the light cast by the fixtures should match those in the surrounding neighborhood.

Building

Bulk, Scale, Massing

29. Make gradual transitions in building width and height, avoiding abrupt and excessive differences in scale.
30. Relate the height of new buildings to the predominant building height in the vicinity.

31. Offset building walls and roof lines to approximate widths and heights of surrounding buildings.

Proportions, Materials and Details

32. Make visual linkages among existing buildings and proposed buildings by repeating or incorporating similar massing, ridgelines, eaves, window and door openings.
33. Incorporate similar trim details and proportions.
34. Utilize predominant patterns of windows, doors and walls as in the facades of surrounding buildings.
35. Incorporate similar building materials.

Building Signage

36. Individual shop signs in a building should be similar in size and uniformly located on the building (see Figure 6).

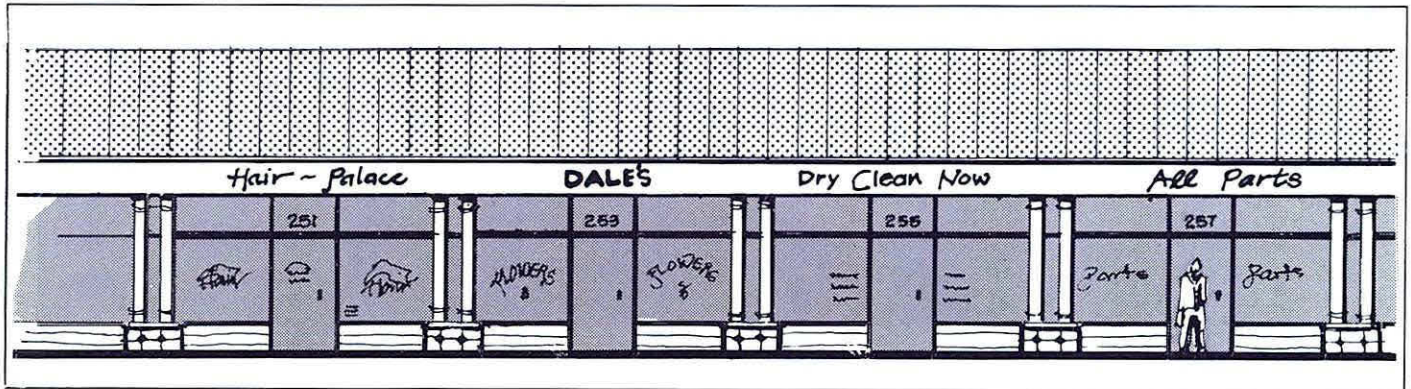


Figure 6: Business sign and street number consistently placed on the building.

GUIDELINES - RESIDENTIAL

Streetscape

Street

1. Sidewalks should be continuous through neighborhoods and multi-family complexes and connect to walks, bus stops, Metro stations and trails outside of the neighborhood or complex.
2. Sidewalks of concrete or durable pavers should be a minimum of four feet wide, preferably separated from the street by a tree lawn six feet wide along residential streets and preferably seven feet wide along arterials (see Figure 7).

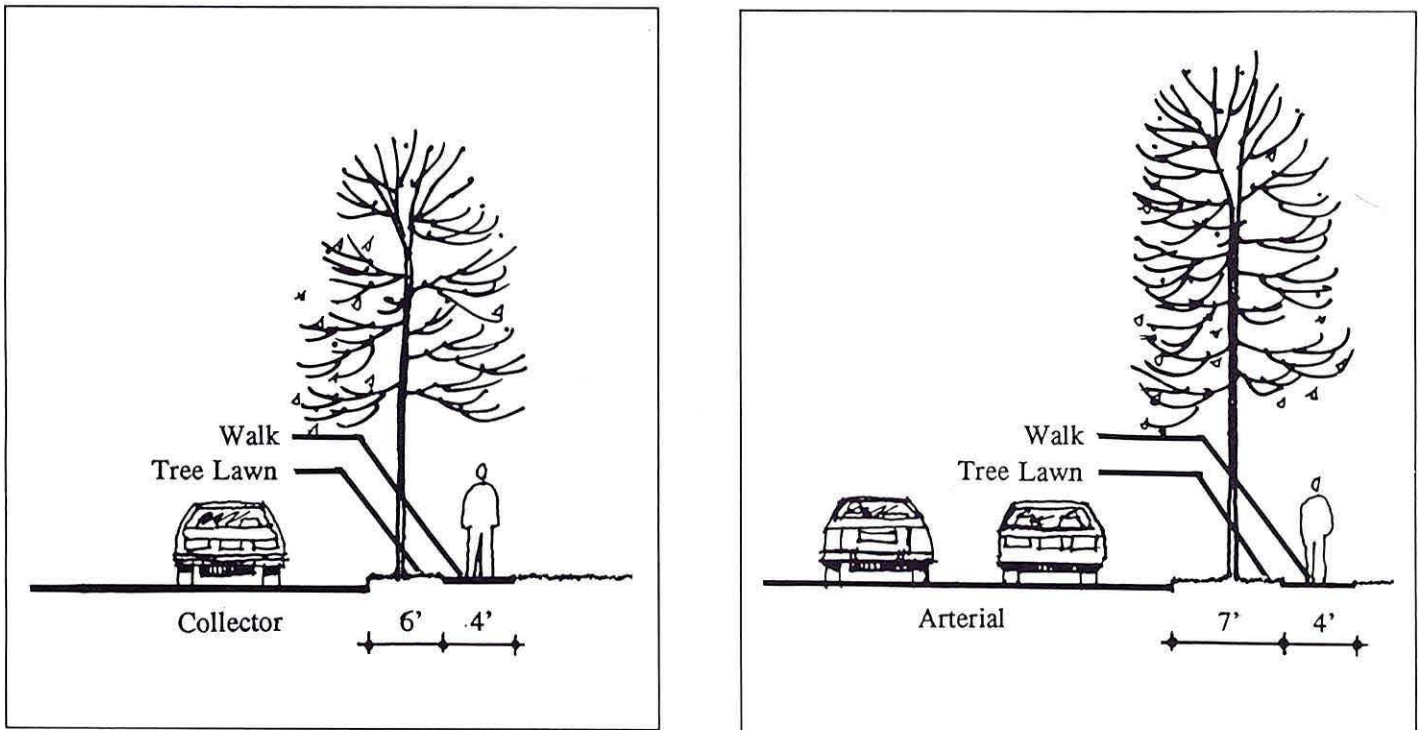


Figure 7: Streetscape in Residential Areas

Street Trees

3. Maintain existing street tree patterns and relationship to curbs and sidewalks where possible.

Site

Layout

4. Multifamily housing and townhouses should be sited to obtain adequate light, air, privacy and usable open space for passive recreation and landscape amenities.
5. Avoid placement of earth embankments or cut slopes along adjacent properties that may create drainage problems, restrict light or block sight lines from driveways or intersections.
6. For infill development on a lot, site layout should maintain and reinforce the existing pattern in a given neighborhood by locating infill buildings with similar front, side and rear yard setbacks and maintaining similar building to street grade relationships (see Figure 8).
7. People in parking areas should be visible from the dwelling units or the street.
8. In multifamily complexes, avoid creating hidden areas that are accessible from more than one point to discourage loitering and other illegal activities.
9. Dumpsters should be screened with sight-tight fencing or walls and should be landscaped and incorporated into the site in a logical and

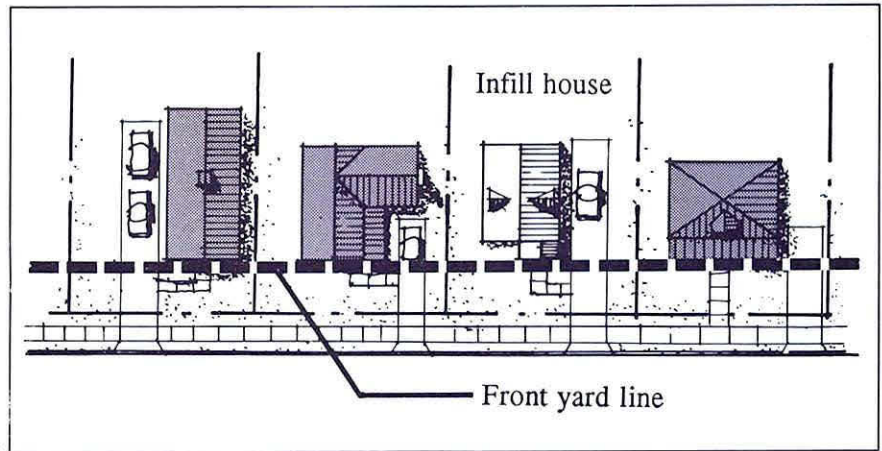


Figure 8: Infill development maintaining front and side yard patterns.

orderly manner to diminish their prominence as required by the *Landscape Manual*.

10. A coordinated landscaping plan should be designed for multifamily complexes to provide shade; to screen incompatible views; to highlight entryways; to define streets, walks and open spaces; to partially screen parking areas; and to integrate the development into the neighborhood.

Parking Areas

11. Allow for on-street parking where precedent is established.
12. Parking areas in multifamily complexes should be lit to eliminate dark areas. Lighting should be directed to the parking area and not to neighboring properties.
13. Parking areas for multifamily complexes should be placed behind or between buildings. Discourage locating parking areas adjacent to the street.
14. In multifamily complexes, hedges screening existing parking areas from the road should be kept less than three feet high so that a person in the parking areas can be seen from the road.

Community/Neighborhood Signage (see Figure 9)

15. Establish attractively designed gateway signs and landmarks in existing and proposed neighborhoods to give identity to each.
16. Incorporate ground-mounted signs into the landscape design at entrances. Use lighting, paving and other landscape treatments as appropriate.
17. Control glare from lighting of ground mounted signs. Prevent light from spilling over onto adjacent sites.

Screening, Fences and Walls

18. Buffer with berms and/or landscaping to screen incompatible land uses and major road intersections.
19. Use acoustical barriers and landscaping along freeways and arterials to deflect noise.

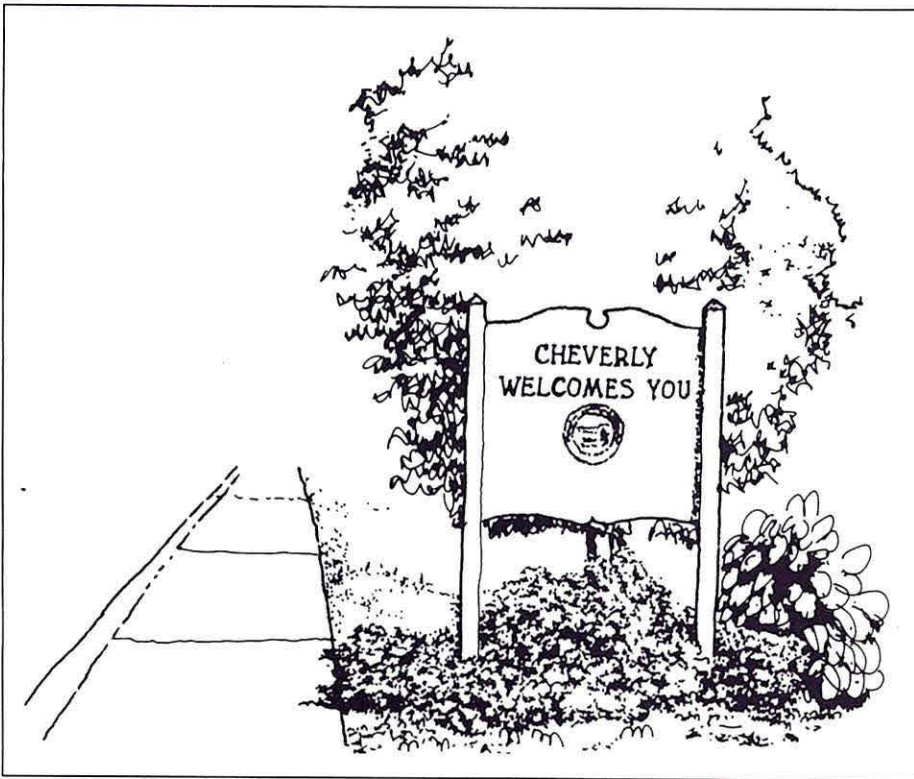


Figure 9: Community sign.

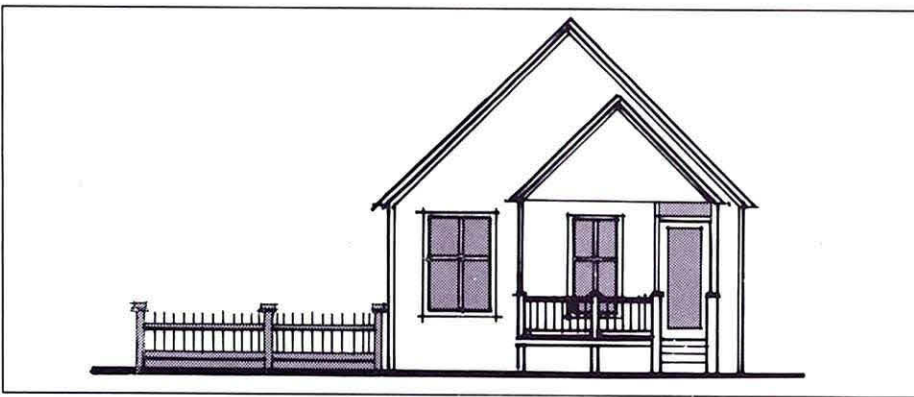


Figure 10: Fences.

20. Design fences and walls as extensions of the building so that they are stylistically consistent with the design of the building (see Figure 10).
21. Incorporate fences and walls into the landscape and create logical ending points having a finished appearance.
22. Where appropriate, use fencing to control access to multifamily complexes. The fences should be compatible in design to the buildings and other site amenities.

Site Lighting

23. For private areas, select light poles and fixtures to be of a scale and style that are appropriate to the neighborhood character.
24. In multifamily complexes, provide a coordinated system of lighting for streets, sidewalks and parking areas. The lighting fixtures should be compatible in design to each other, buildings and site amenities.

Building

Bulk, Scale and Massing (see Figure 11)

25. Build several house variations that will give some variety but are compatible to each other to provide a degree of harmony.
26. The building dimensions should be similar to those of the adjacent buildings by repeating the predominate width dimension of building facades facing the street.
27. Incorporate roof forms similar to nearby residential structure.
28. In multifamily developments, offset building walls and roof lines to approximate widths and heights of surrounding buildings.



Figure 11: Bulk, scale, massing.

Proportions, Materials and Details

29. Building endwalls that can be seen from the street should incorporate windows, doors or other architectural details to eliminate blank walls along the street (see Figure 12).
30. Facade renovations to multifamily complexes should incorporate architectural detailing (such as, but not limited to, awnings, balcony railings, trim, coordinated color schemes) to help give the buildings a human scale and improved appearance.



Figure 12: Townhouse endwall.

Decks, Balconies and Porches

31. Design decks, balconies and porches as integral components of the building following dominant building lines, proportions and style.
32. Design balconies and decks so that they are set in an appropriate scale relationship to the available space on the lot.
33. Use materials and finishes that are consistent with the building, providing uniform and visually attractive extensions of the building.

Accessory Structures and Canopies

34. Design accessory structures at an appropriate scale and to reflect the architectural style of the main building.

GUIDELINES - COMMERCIAL CORRIDOR

Streetscape

Street (see Figure 13)

1. Sidewalks should be a minimum of six feet wide, clear of obstructions and made of concrete or durable pavers. Incorporate tree planting beds a maximum of 30 feet on center either behind the sidewalk or in a tree lawn preferably seven feet wide beyond the curb.
2. Crosswalks should be striped at a minimum; preferably they should be built with an impressed concrete pattern or interlocking pavers.

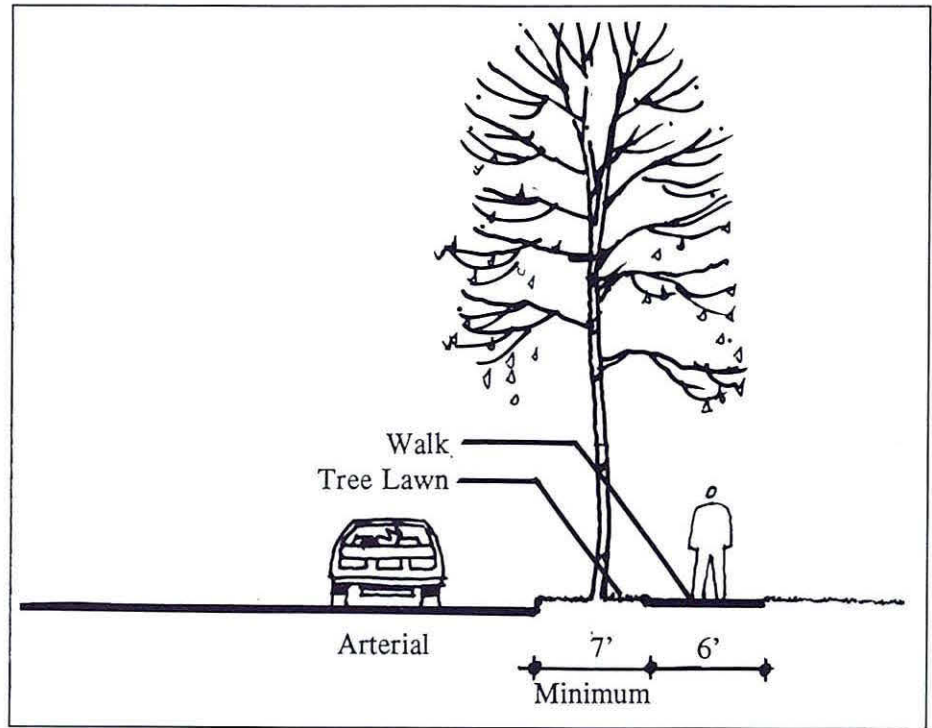


Figure 13: Streetscape along commercial corridors.

Street Trees

3. Street trees should be large deciduous shade trees with a form to accommodate overhead utilities and planted at a maximum of 30 feet on center.
4. In addition to the single row of street trees, encourage planting a second row of street or ornamental trees.

Streetlights

5. Consistent use of decorative poles and fixtures should be encouraged within distinct retail shopping districts rather than using the standard cobrahead highway fixture.

Site

Freestanding Signs

6. Integrated shopping centers and their pad sites should be limited to one freestanding sign.
7. Obsolete signs should be removed.

Site Layout

8. Whenever possible, the complex should be arranged or redesigned around a clear focal point.

9. The major vehicular entrance should be well articulated.
10. Internal sidewalks should be well-defined and separated from vehicular travelways by a curb and should connect to external sidewalks.

Building (see Figure 14)

Bulk, Scale, Massing

11. Vary and articulate building elements to create focal points and establish a building hierarchy.

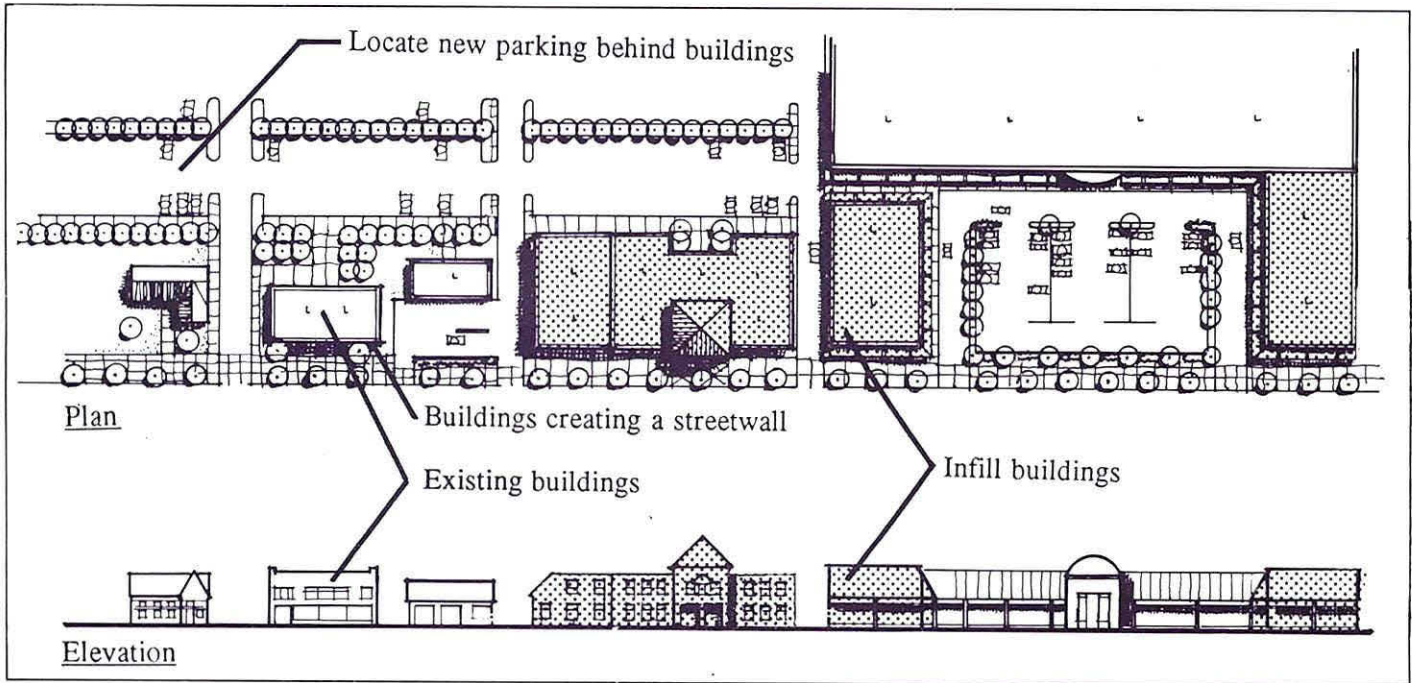


Figure 14: Commercial corridor infill.

Proportions, Details and Materials

12. Within a given complex, including its pad sites, the architectural details, materials and patterns of windows and doors should be stylistically similar.

Commercial Conversions (see Figure 15)³

13. Parking should be located to the side or rear of the lot, never in the front yard.

³ See footnote 2.

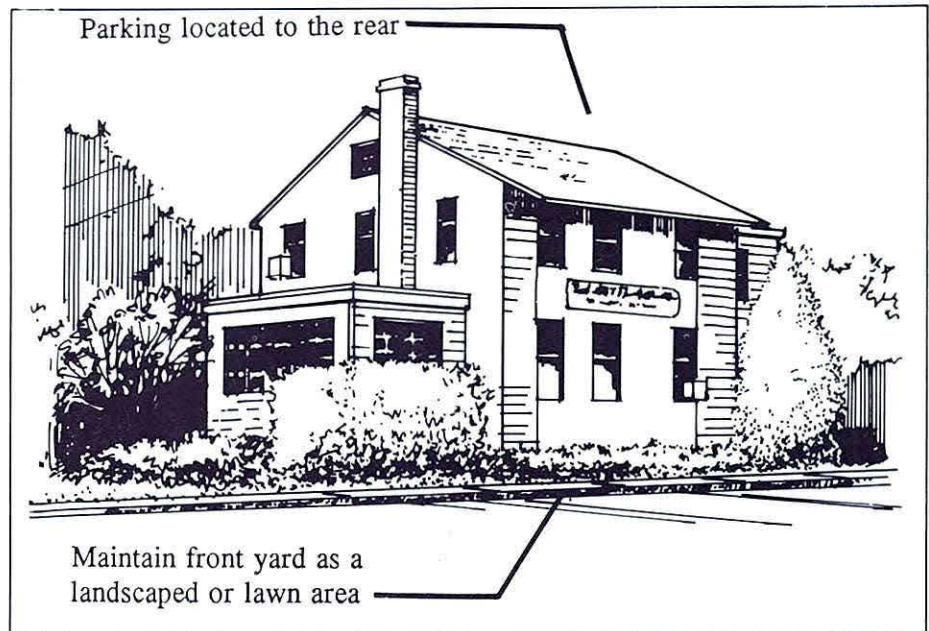


Figure 15: Commercial conversion.

14. Signs can be flat or project from the facade and should not cover windows or doors. In addition, they should not be on or project above the roof.
15. Renovations and additions should follow the previous Building and Service Areas guidelines.

GUIDELINES - EMPLOYMENT AREA

Streetscape (See Figure 16)

Street

1. Where possible, sidewalks should be a minimum of four feet wide and made of concrete or durable pavers. Incorporate tree planting at a maximum of 30 feet on center in a tree lawn, preferably 6 feet wide from the curb (7 feet for arterials). If the sidewalk is at the curb, locate the tree lawn at the back edge of the sidewalk.

Entry Features

2. There should be at least one major entrance into an employment area which should be well designed and include landscaping, lighting and ground-mounted signage.

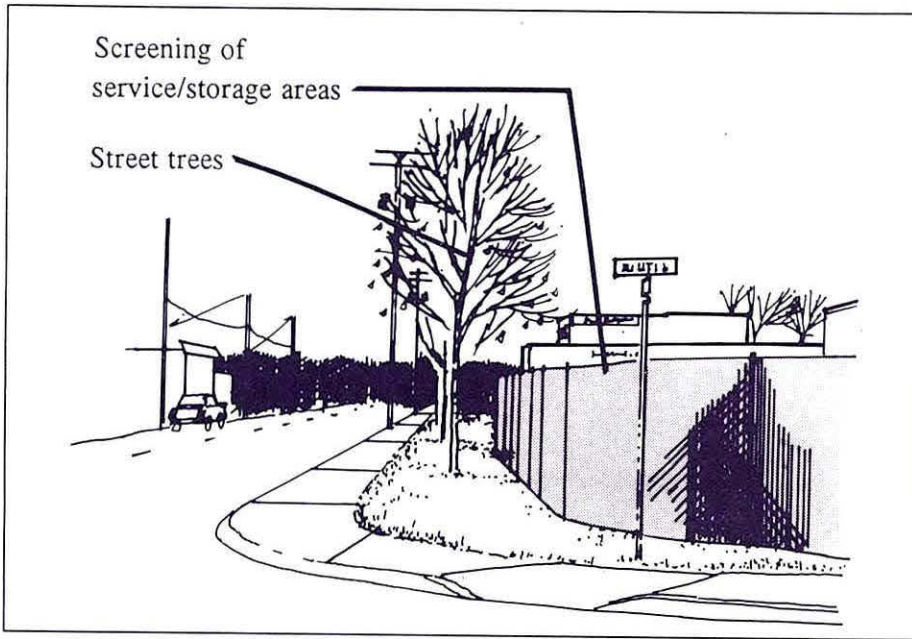


Figure 16: Screening and streetscape in industrial and service-commercial areas.

Site

Site Layout (Figure 17)

3. The main building and its landscape setting should be the dominant visual component of the site as viewed from the street. Parking, loading and service should always be treated as a functional component of the site with less visual importance.

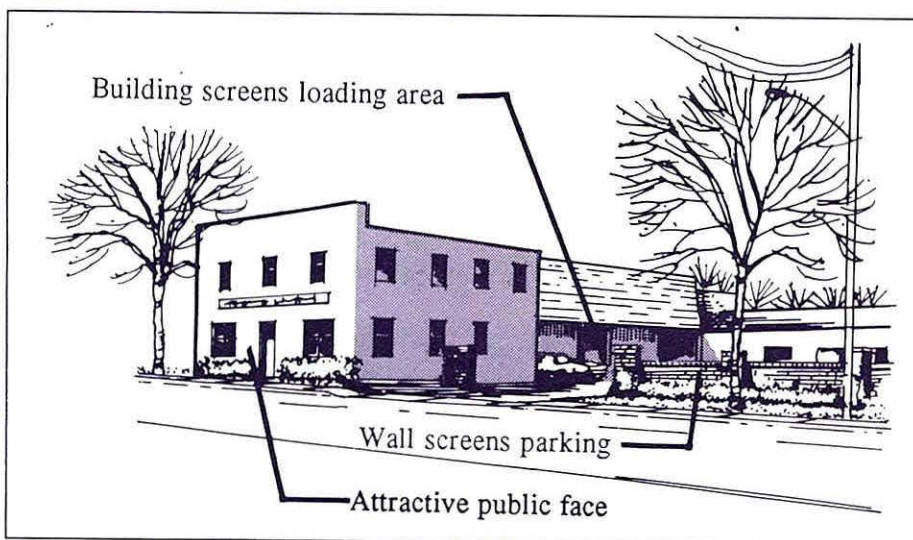


Figure 17: Site layout of industrial buildings.

Service, Loading and Parking Areas (see Figure 16)

4. Service and loading areas should be visually buffered from arterials, collectors and local streets by building walls, freestanding walls and/or fences.

Freestanding Signs

5. Encourage attractively designed ground-mounted signs over pole-mounted signs.

Building

Proportions, Details and Materials

6. The facade, as viewed from the public rights-of-way of arterial collector and local streets, should be designed to incorporate well-proportioned windows and doors, attractive building materials and architectural details.
7. Within a complex, incorporate similar or complementary building materials and details into each building.

**GUIDELINES - CENTRAL BLADENSBURG
(see Plan Map)**

Streetscape

Street

1. Medians can include lighting, bollards and public signage (see Figure 18).
2. The narrow end of medians should be paved to complement the sidewalk and crosswalk patterns and materials.
3. Crosswalks should be built with an impressed concrete pattern or interlocking pavers complementing the patterns and materials of the sidewalk.
4. Sidewalks should span from the back of the curb to the base of the building. Walks should be made of durable pavers and be consistent throughout the central area. Building owners should be responsible for maintaining pavers.
5. The Annapolis Road pedestrian tunnels under Kenilworth Avenue should become more inviting by incorporating better lighting, paving and possibly public art.

Street Trees

6. Trees should be planted in properly designed tree pits provided with tree grates, air and water irrigation and drainage.

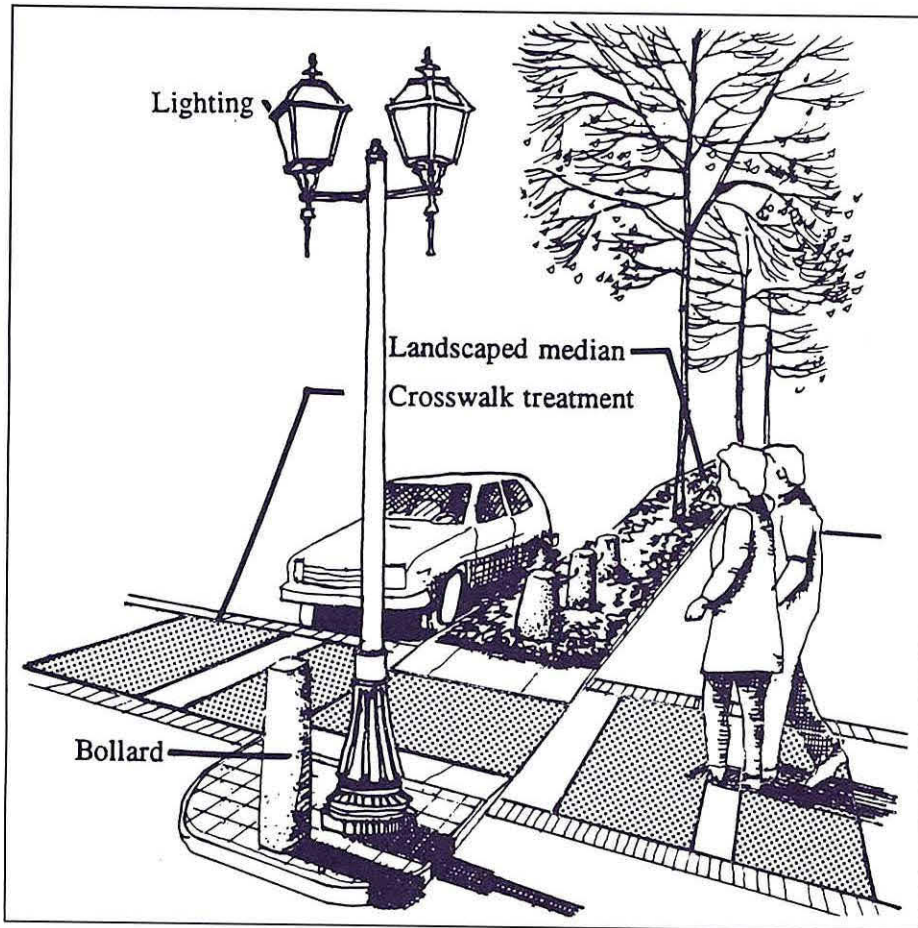


Figure 18: Streetscape: Median treatment in central Bladensburg.

Streetlights

7. The poles, fixture, light color and intensity should be distinctive and consistent within central Bladensburg and preference should be given to use of decorative poles and fixtures rather than using the standard cobrahead fixture.

Bus Stops

8. Bus shelter design should be compatible in style with other street furnishings in the central area.
9. The width of the sidewalk should be wider to accommodate waiting people.

Public Signs

10. Provide a coordinated system of public signs including welcome, directional, identification and street signage throughout central Bladensburg. Signage should direct or identify public facilities, historic sites and other places of interest.

11. The design of the signage system should be stylistically compatible with other streetscape amenities.

Bicycles

12. Provide bicycle racks at key locations throughout the central area, such as at public facilities and shopping centers.

Site

Site Layout (Figure 19)

13. A near continuous frontage of buildings along the street should be established. New and infill construction should place the buildings at the edge of the public right-of-way with sidewalks located on the

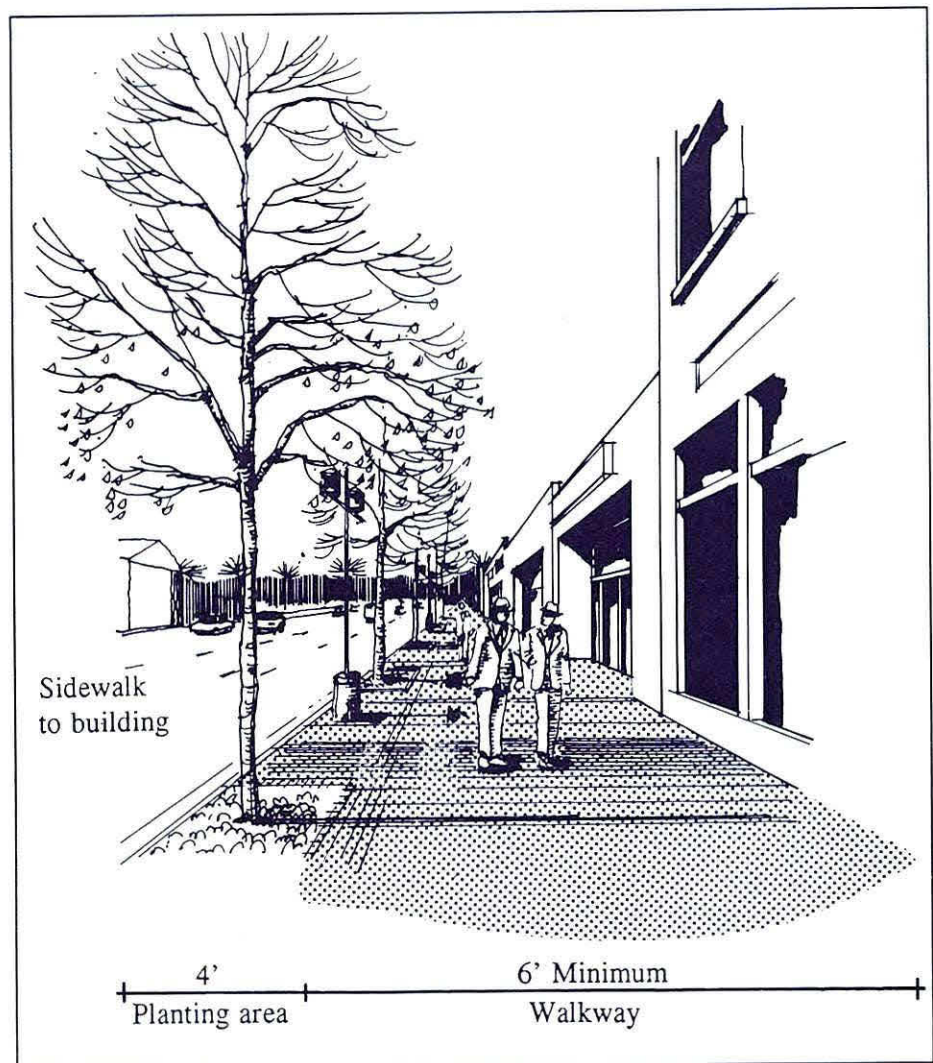


Figure 19: Central Bladensburg: Proposed street to building relationship.

property lines. Parking lots should have a three-foot-high wall along the street.

Parking Areas

14. To create a more pedestrian-friendly streetscape, new parking lots should be placed behind buildings and never in front of buildings.
15. When existing or proposed parking areas are along the street frontage, maintain the streetwall with a maximum three-foot-high wall of stone, brick, concrete block, hedge or similar materials. Additional landscaping should be used to soften the wall (see Figure 20).

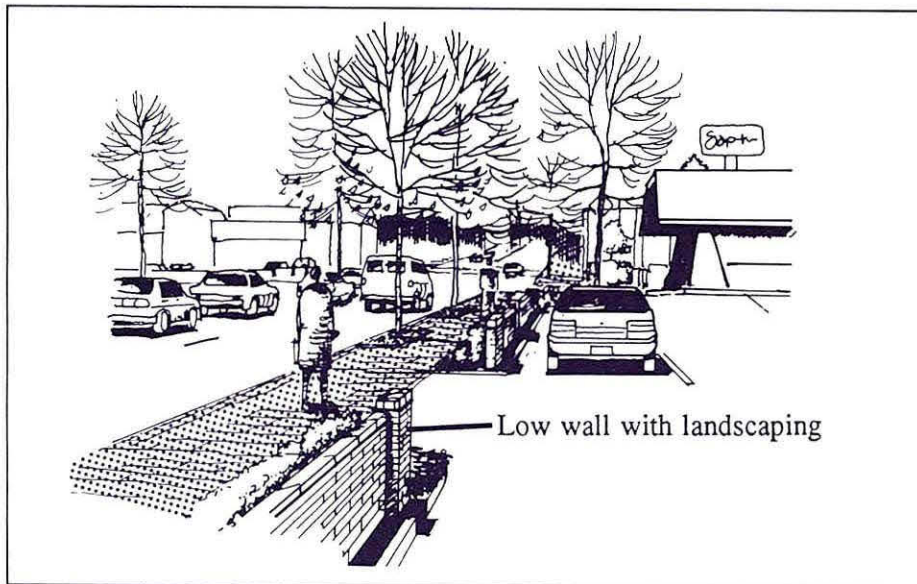


Figure 20: Treatment of parking areas adjacent to the street.

Freestanding Signs

16. Discourage the use of pole-mounted freestanding signs.

Building (see Figure 21)

Bulk, Scale, Massing

17. Build to front property line.
18. Build to side property line.
19. Where possible establish a recognizable hierarchy of buildings and places.

Proportions, Materials and Details

20. Utilize existing design motifs, materials and details of the historic buildings and library for the design of renovated and new buildings.

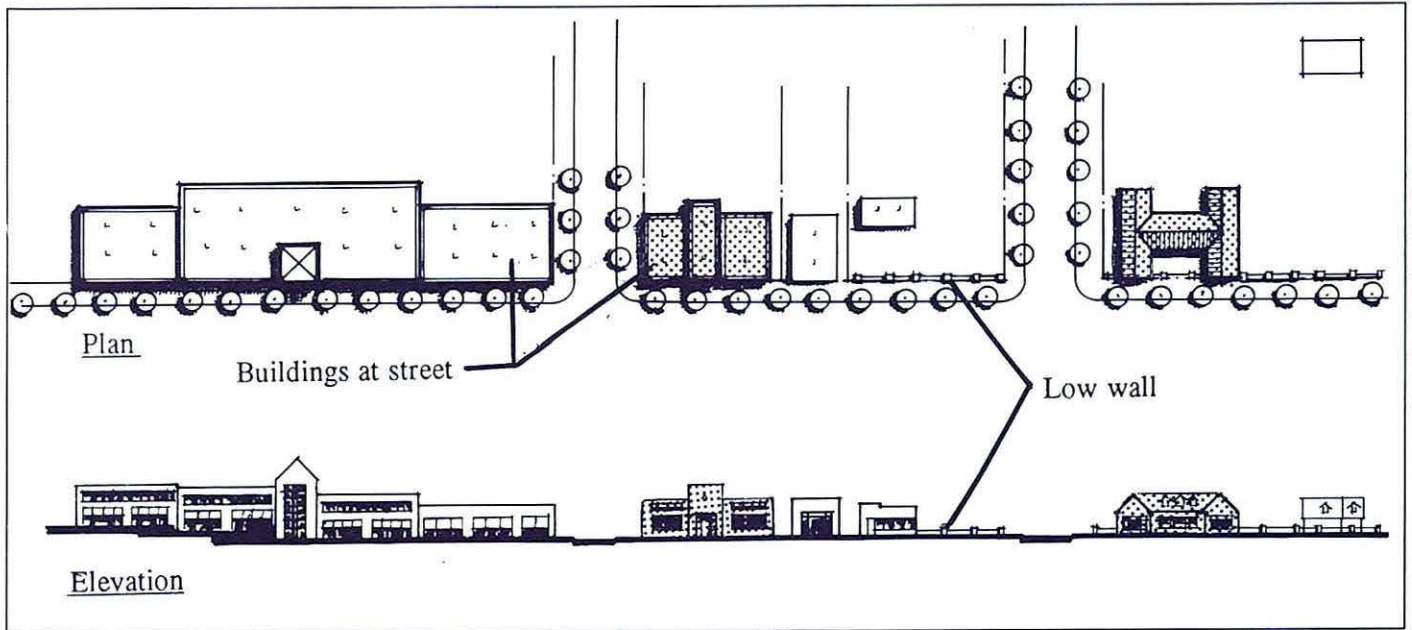


Figure 21: Infill development showing location, bulk, scale and massing of buildings.

Building Signage

21. Signs should be in proportion to the building facade, should not cover windows and doors, and the copy should be limited to the business name.
22. Attractively designed projecting signs should be encouraged when the building is adjacent to the street.

Bladensburg Shopping Center

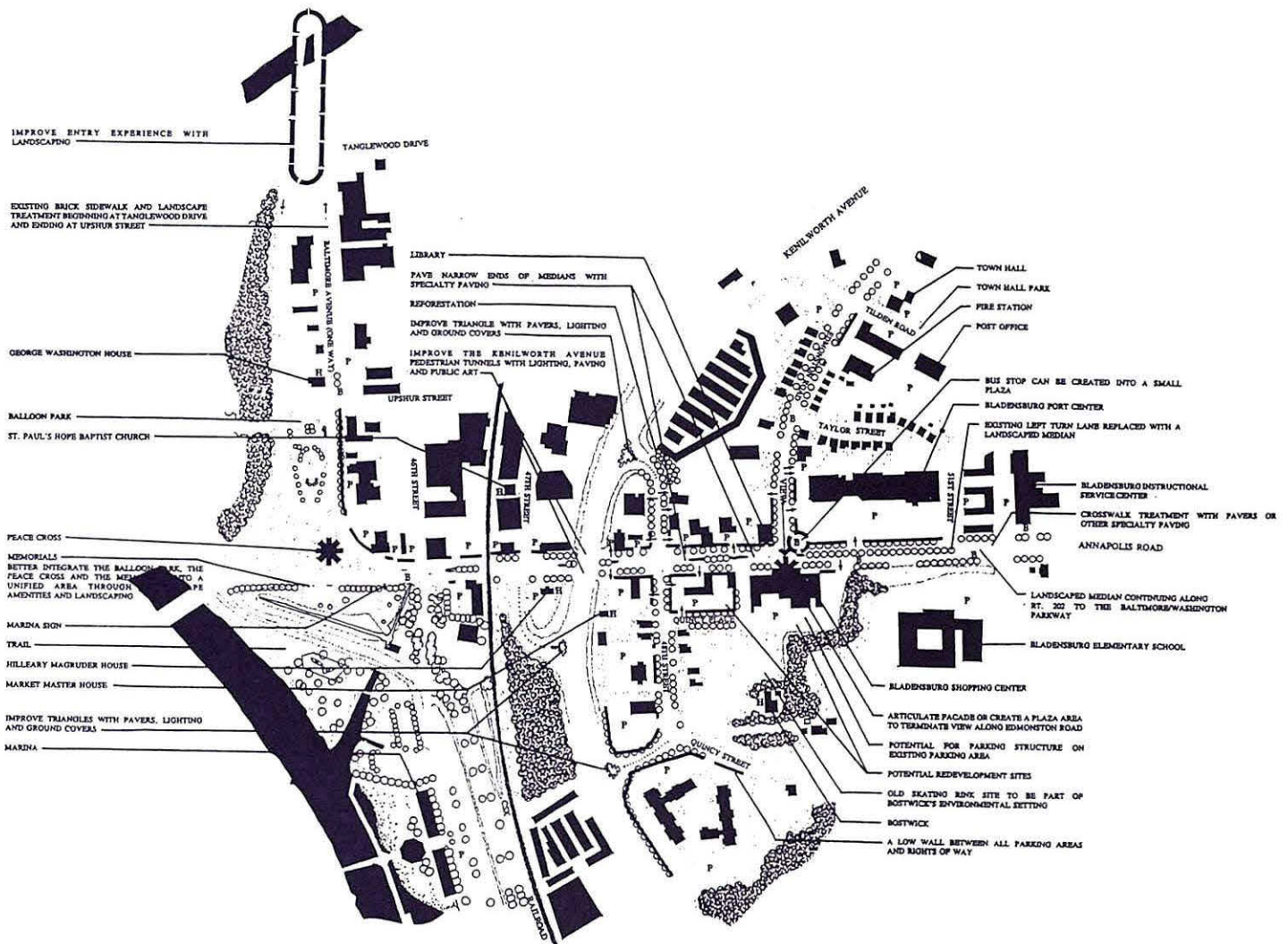
Commercial Component

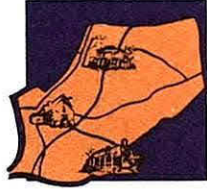
23. Follow previous guidelines for commercial buildings along Annapolis Road.
24. If renovated or redeveloped, the focal point of the building should terminate the view down Edmonston Road looking towards Annapolis Road.
25. The building design should be distinctive and of high quality design and constructed of materials appropriate to a landmark location.
26. On-site parking should be contained behind the commercial building or on the side. If parking is to the side, the streetwall should be continued along the parking areas (see Parking guidelines).

Historic Properties

27. Refer to the recommendations and guidelines in the Historic Preservation chapter for additional guidelines on individual properties.

28. Provide a coordinated system of interpretive and identification signs at historic sites and buildings in conjunction with the central Bladensburg public sign system.
29. Provide screening between incompatible uses. The screening type, materials and design should complement the historic nature of the building and site.





CIRCULATION AND TRANSPORTATION

GOAL

- To provide a safe, efficient and effective circulation and transportation system which will maximize accessibility and the movement of people and goods in the Planning Area and region.

OBJECTIVES

- To design, develop and improve the transportation system as a comprehensive network.
- To enable residents and employees to minimize vehicular miles traveled and total travel time in order to minimize fuel consumption and air pollution.
- To encourage, develop and support an efficient and comfortable mass-transit system which provides an alternative to the automobile.
- To discourage through-traffic on residential streets.
- To improve access to major traffic generators.
- To develop nonvehicular circulation systems such as bicycle, pedestrian and equestrian trails.¹
- To improve existing circulation deficiencies.
- To reduce peak period traffic demand and congestion by utilizing Transportation System Management (TSM) actions and Transportation Demand Management (TDM) strategies.

BACKGROUND AND BASIC ISSUES

Widespread residential development in Planning Area 69 did not begin until the automobile became widely available to middle-income families. With increased mobility and a growing dependence on the automobile, land which was once relatively inaccessible became attractive for development. Bladensburg Road was the major roadway which facilitated residential development in the Planning Area. It functioned as an arterial which collected traffic from other main roads, such as Annapolis Road, (old) Landover Road and Edmonston Road.

¹ See Public Facilities chapter for specific trails plan.

Traffic circulation within and through the Planning Area moved relatively unrestricted until the early 1950s. As development activity increased in areas to the north and east, congestion problems began to occur on the arterials as a result of larger volumes of through traffic conflicting with local residential and commercial traffic. In response to this increased development and its associated traffic, it was necessary to construct or upgrade arterials such as Kenilworth Avenue, Annapolis Road, Bladensburg Road, and Landover Road. New regional facilities, such as US 50 (completed in 1957) and the Capital Beltway (completed in 1964), were constructed to facilitate movement of through traffic. The Baltimore-Washington Parkway (completed in 1954) was initially constructed to link several Federal properties; however, it now also facilitates the movement of traffic in the region.

The opening of these high-capacity highways facilitated and accelerated the pace of development activity as the Planning Area became bounded and crossed by major regional highways providing relatively quick and easy access into Washington. With the increased capacity and accessibility, some sections of the Planning Area became attractive locations for large concentrations of garden apartments, which developed rapidly during the 1960s. These highways also helped stimulate development outside of the Planning Area which has, over the years, generated additional traffic and internal congestion.

The major factors contributing to present traffic congestion are the strategic location of the Planning Area in relation to the employment centers of the Nation's Capital and several convergence points for many of the major highway elements in the Washington/Baltimore corridor. These convergence points consist of the Baltimore-Washington Parkway/US 50/Kenilworth Avenue interchange complex and the intersections of Landover Road with Annapolis Road and Baltimore Avenue with Bladensburg Road. During peak hours, the highway system carries high traffic volumes to and from District employment centers and becomes bottlenecked where the design capacity of the highway elements is approached and sometimes exceeded. This problem will be compounded in the future as major new developments take place in the corridors served by these highways.

Other problems and issues related to the transportation system are created by the lack of adequate pavement widths, outdated and inadequate interchange designs, the absence of adequate secondary points of access, and conflicts between local and through traffic. Many areas have streets which are narrow, circuitous and have varied pavement widths which reflect the existent conditions during the formation and growth of the living areas. There are also areas with old, platted rights-of-way where the roads have not been constructed.

Some of the problems associated with specific roadways are not directly related to transportation concerns but rather are the results of strip commercial development. For instance, extensive commercial development has occurred along Kenilworth Avenue, Annapolis Road and Landover Road in order to capture highway-oriented consumers. Uncontrolled turning movement opportunities created by a proliferation of access points in and out of commercial activities along these arterials have severely disrupted traffic (especially during peak hours), increased the potential for automobile and pedestrian accidents, and lowered the overall capacity and efficiency of the roadways. This particular problem has grown worse as zoning approvals of the past have set a trend to allow conversions of residential dwellings to commercial use.

This Master Plan aims at addressing these issues with specific recommendations. In addition, road improvement projects are currently underway, being constructed or under design. These are listed in Table 13.

Table 13 ROAD IMPROVEMENT PROJECTS				
<u>Item</u>	<u>Project</u>	<u>Project Limits</u>	<u>Description</u>	<u>Status</u>
COUNTY CIP PROJECTS				
1	Harkins Road	MD 450 to Ellin Drive	Widen road to Collector standard	Planning beyond FY 97
2	85th Avenue	Harkins Road to MD 450	Widen road to Collector standard	Planning beyond FY 97
3	Greenvale Parkway	Furman Parkway to 69th Place	Reconstruct road	Planning beyond FY 97
4	Prince George's Hospital Access Roads	Hospital Vicinity	Improve and rehabilitate access roads	Construction FY 93
5	Landover Road	Neighbor Lane to Kilmer Street	Construct sidewalks on the north side	Construction FY 94
FEDERAL CIP PROJECTS				
1	Baltimore-Washington Parkway	Interchanges	Modifications to existing interchanges and safety improvements	Construction beyond FY 93

As a highly developed area, it is impractical to add new highways. This, along with the uncertain long-term future of automobile usage as we currently know it, points to an increasing need for other, more innovative forms of transportation. Ultimately, a greatly lessened reliance on the automobile should be made possible in Planning Area 69. A major step in that direction has been brought about by the expansion made to the public transit system.

Highway System

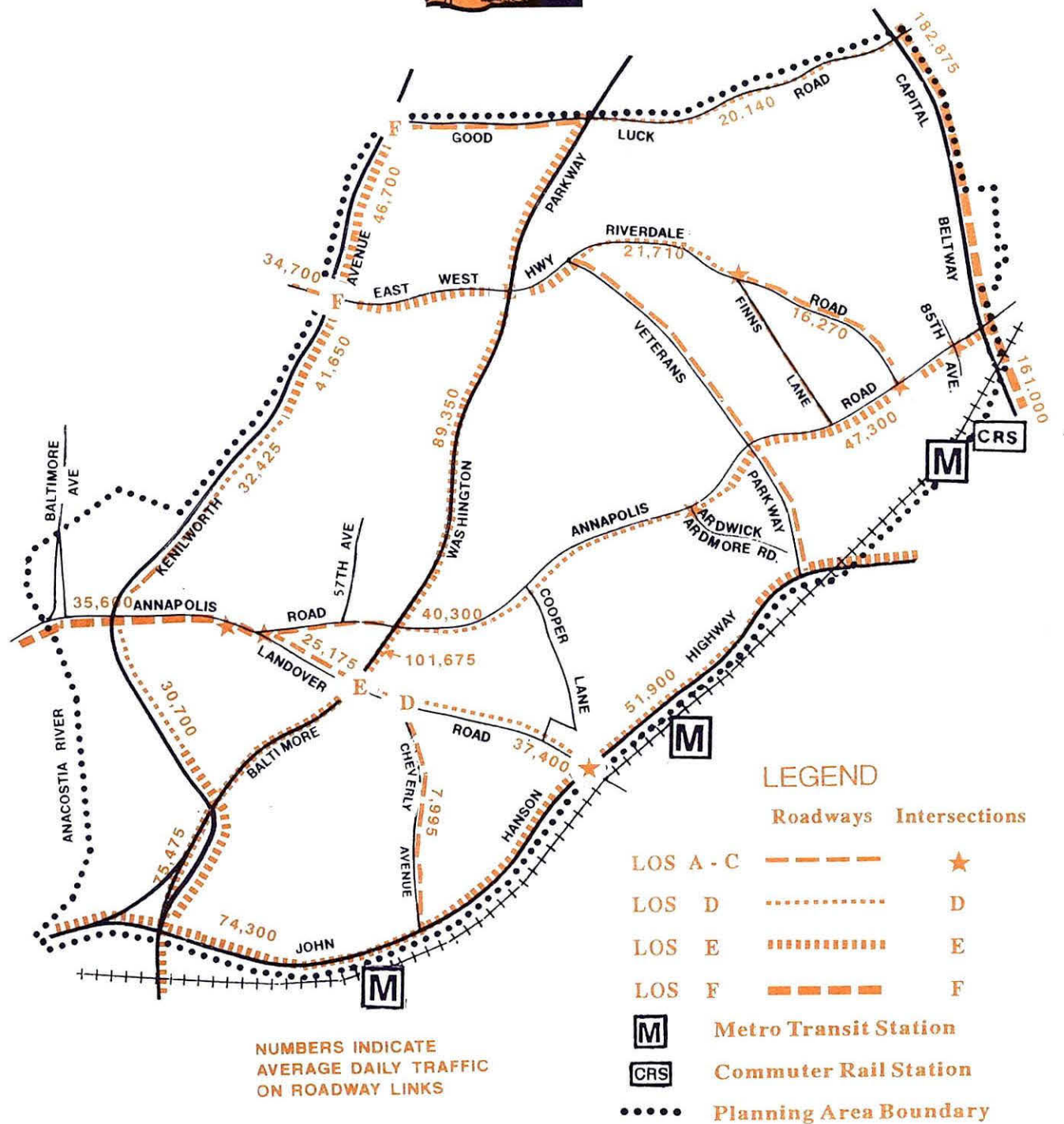
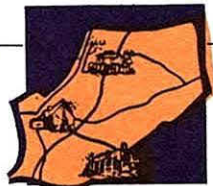
Highways are classified for planning purposes according to a standard system. Highway classifications take into account routes having similar geometric, engineering, right-of-way and service characteristics. The Plan Map shows the major highway facilities serving Planning Area 69. Several highways are of regional importance. The number of lanes, classifications and their rights-of-way are listed in Table 14.

In order to accommodate traffic demand, the roadway network must have sufficient capacity. A standard level of service (LOS) system is used to determine adequacy and capacity for interchanges, intersections and highway links. Level-of-Service A indicates free flow where drivers can maintain their desired speed with little or no delay, and Level-of-Service F indicates that a facility is excessively congested. Level-of-Service D is used in testing the adequacy of the highway network and is the lowest acceptable level of service. It is characterized by a high density, but stable flow of vehicles. An increase in traffic or a minor accident would cause operational

Table 14 EXISTING ROADWAY CHARACTERISTICS			
<u>Name of Road</u>	<u>Highway Classification</u>	<u>Right-of-Way</u>	<u>Number of Lanes</u>
Capital Beltway (I-495, I-95)	Freeway	300' - 400'	8
John Hanson Highway (US 50)	Freeway	200' - 300'	4-8
Baltimore-Washington Parkway	Freeway	Varies	4-6
Kenilworth Avenue (MD 201)	Arterial	Varies Minimum 120'	4-6
East-West Highway, Veterans Parkway (MD 410)	Arterial	100' - 200'	4-6
Annapolis Road (MD 450)	Arterial	100' - 120'	4-6
Landover Road (MD 202)	Arterial	120'	4-6
Good Luck Road	Collector	80'	2-4
Cooper Lane	Collector	80'	2-4
Ellin Road	Collector	80'	2-4
57th Avenue	Collector	80'	2-4
Quincy Street	Collector	80'	2-4
52nd Avenue	Collector	80'	2-4
Riverdale Road	Collector	80'	2-4
Baltimore Avenue (Alt US 1)	Collector	Varies	4
Ardwick-Ardmore Road	Collector	80'	2-4
Riverdale Road	Industrial	70'	2
Tuxedo Road/Arbor Street	Industrial	70'	2
48th Street	Industrial	70'	2
Tanglewood Drive/ Buchanan Street	Industrial	70'	2

problems.² Average daily traffic (ADT) volumes and existing levels of service are shown in Map 5.

² A more detailed description of the six levels of service is provided in the *Planning Area 69 Transportation Technical Bulletin*. The Technical Bulletin may be obtained from the M-NCPPC Planning Department.



MAP 5	EXISTING AVERAGE DAILY TRAFFIC AND LEVELS OF SERVICE (LOS)	
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Transit System

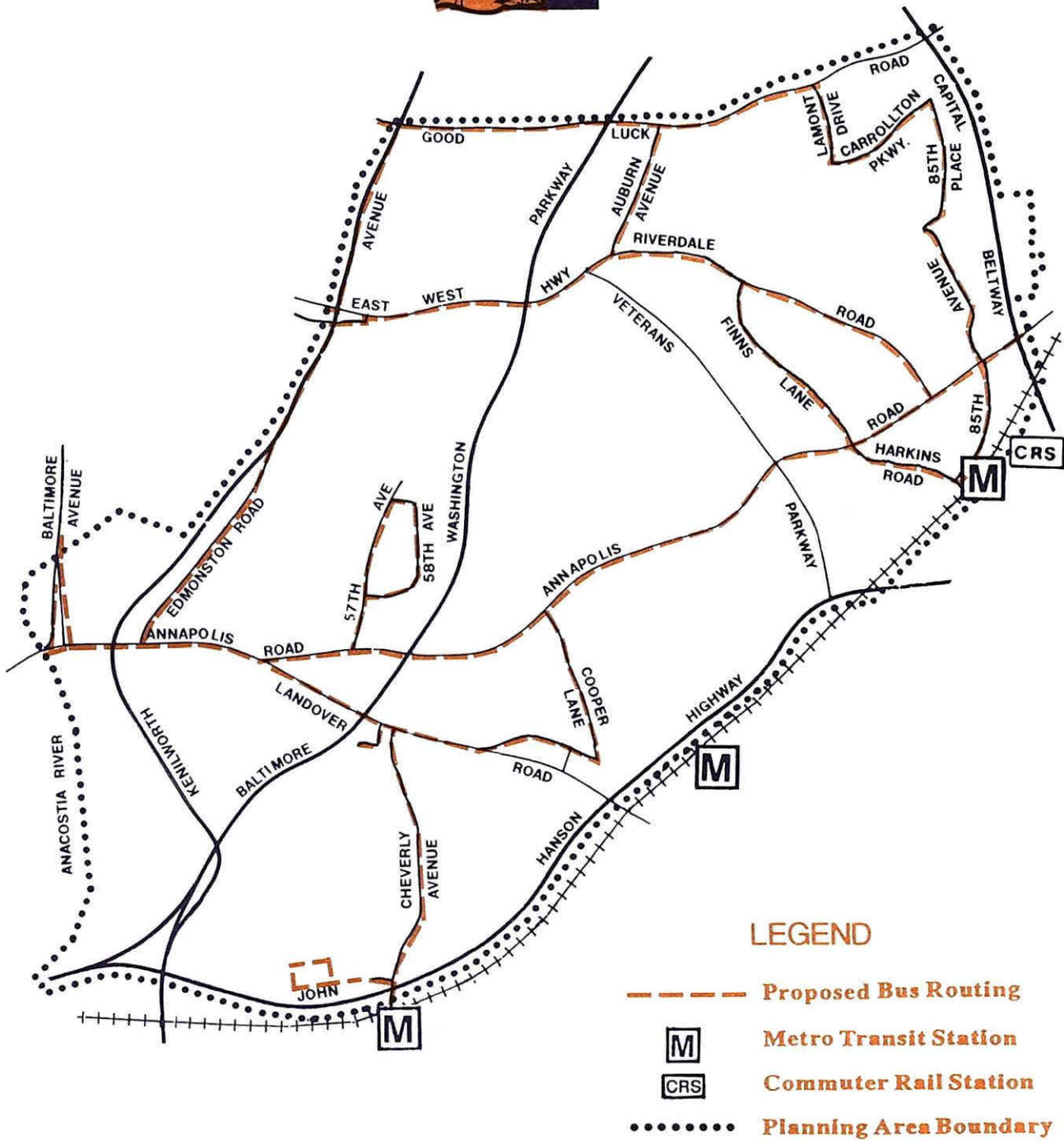
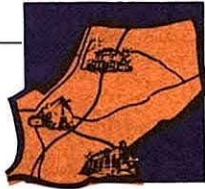
The Washington Metropolitan Area Transit Authority (WMATA) provides mass transit service to Planning Area 69. The Planning Area has benefitted from the County's 5-year Transit Development Program which added over \$2,266,000 since 1986 in the form of new routes, route extensions and frequency improvements. Metro bus routes through or to and from Planning Area 69 are listed in Table 15. The buses provide over 15,500 daily passenger trips. In addition to buses, WMATA provides Metro rail service to the Planning Area via the Orange Line to New Carrollton. The Metro Green Line to Greenbelt (just west of the Planning Area) is projected to start operations in late 1993³ with the opening of four stations, thus augmenting the existing capacity and expanding the service area. The opening of the Green Line Metro stations will cause WMATA to reorient many of the existing radial line haul Metrobus routes. Map 6 depicts a proposal for Metrobus routing after the opening of the Metrorail Green Line. This is consistent with their policy and should allow for new shorter lines and shorter headways (higher frequency of service), all of which should improve the quality of services provided and increase ridership.

The Maryland Railroad Commuter system (MARC) will continue to provide service to the Planning Area from the New Carrollton station. The rail line accesses Baltimore's Penn Station, Washington's Union Station and several suburban commuter rail stations in between. It currently operates close to capacity.

Table 15
METRO BUS LINES SERVING PLANNING AREA 69

<u>Bus Route</u>	<u>Name</u>	<u>From</u>	<u>To</u>
84, 85	Rhode Island Avenue - New Carrollton Line	Rhode Island Avenue Metro	New Carrollton Metro
A12, 15	Martin Luther King, Jr. Highway Line	Capital Plaza	Addison Road Metro
B23, 24	Bowie-Belair Line	New Carrollton Metro	Bowie
B25	Bowie-New Carrollton Loop Line	New Carrollton Metro	Bowie
F2, 3	Chillum Road Line	Takoma Park Metro	Cheverly Metro
F4, 6	Prince George's - Silver Spring Line	New Carrollton Metro	Silver Spring Metro
F8	Prince George's - Langley Line	Prince George's Hospital	Langley Park
F14	Sheriff Road Line	New Carrollton Metro	Addison Road Metro
R12	Kenilworth Avenue - Addison Road Line	Beltway Plaza	Addison Road Metro
T18	Annapolis Road Line	New Carrollton Metro	Rhode Island Avenue Metro

³ The Green Line began service in December 1993.



MAP 6	PROPOSED METRO BUS ROUTING AFTER OPENING OF METRORAIL GREEN LINE	
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CONCEPT

Within Planning Area 69, many transportation-related issues have been identified by local citizens, elected officials and M-NCPPC staff which need to be addressed. Field observations and an analysis of levels of service for State and County roadways indicate that some elements of the highway network currently or will in the future experience congestion and delays.

The conceptual framework in which transportation proposals for Planning Area 69 were developed is reflective of the extent of past and present development, projected transportation facility needs based on recommended land use proposals, the lack of availability of land suitable for construction of major new facilities, recognition of existing problems concerning the circulation system, and the desirability of promoting alternative forms of transportation.

It is recognized that, in order for the transportation network to function at acceptable levels of service, there is a need to ensure that the existing highway system be improved where possible and that it be effectively maintained. Additionally, to achieve the objective of providing for a comprehensive transportation system, the Plan further provides a framework by which various modes of travel can be integrated to provide support for Metro while eliminating the need to rely solely on the automobile as the primary means of transportation. Planning Area 69 is a well-populated and near fully developed area and therefore it should have an efficient public transit system.

Some of the circulation proposals have faced longstanding citizen opposition due to potential noise and air quality problems, the need for some residential and commercial relocations, and neighborhood disruption during construction. The validity of many such objections is recognized. Where possible, safeguards are recommended to reduce or eliminate detrimental impacts, while concurrently trying to satisfy long-range circulation needs (vis-a-vis providing relief to existing highway components experiencing high-traffic volumes), satisfying national goals for conserving energy, reducing the vehicle miles of travel, and protecting existing development to the maximum extent possible.

RECOMMENDATIONS

To ensure the future adequacy of the circulation system in general, some broad, areawide recommendations are proposed which should be implemented on an "as needed" basis. Needs should be carefully assessed in order to determine priorities which can then be related to available resources. Such a process should be undertaken during the formulation of the State's Consolidated Transportation Program, the County's Capital Improvement Program and the Master Plan of Transportation, in addition to other public improvement programs.

Areawide proposals for eliminating existing circulation problems and abating future inadequacies consist of the following general recommendations:

- Provide for cost efficient widening at selected critical intersections to permit separate turning lanes and/or through lanes, where right-of-way is available, and/or acquire additional rights-of-way near major intersections.

- Improve signage, pavement markings and signalization, where feasible, to move traffic more efficiently.
- Manage access to strip commercial development by modifying existing access points and properly planning access for new or reconstructed strip commercial developments.
- Improve transit services to provide a satisfactory alternative to the automobile and improve interconnectivity between the various modes of transportation.
- TSM and TDM strategies should be incorporated into new large development projects. Strategies should reduce peak period traffic demand and increase the use of transit.

Recommendations which address specific transportation problems in Planning Area 69 are listed below.

Roadway Improvements

1. Annapolis Road between the Peace Cross and Landover Road experiences excessive delays and congestion. Reasons for the traffic problems are the unrestricted turning movements along the middle lane of Annapolis Road; an at-grade railroad crossing just west of Kenilworth Avenue; and the convergence of Annapolis and Landover roads, two major east-west arterials which carry high traffic volumes.

The at-grade railroad crossing causes significant delays with considerable back-ups. This problem is exacerbated because the trains often operate during peak hours. Several options were analyzed to grade-separate the railroad tracks from Annapolis Road. Annapolis Road could be lowered; however, many commercial properties and the historic Hilleary-Magruder House would lose their access. The condemnation of these properties was deemed undesirable and/or too costly. Other alternatives are raising or lowering the railroad tracks. However, minimum design standards could not be met in a cost-effective manner due to the existing physical constraints; for example, groundwater problems in the case of tunnelling and insufficient space to meet grade requirements at both ends in the case of bridging.

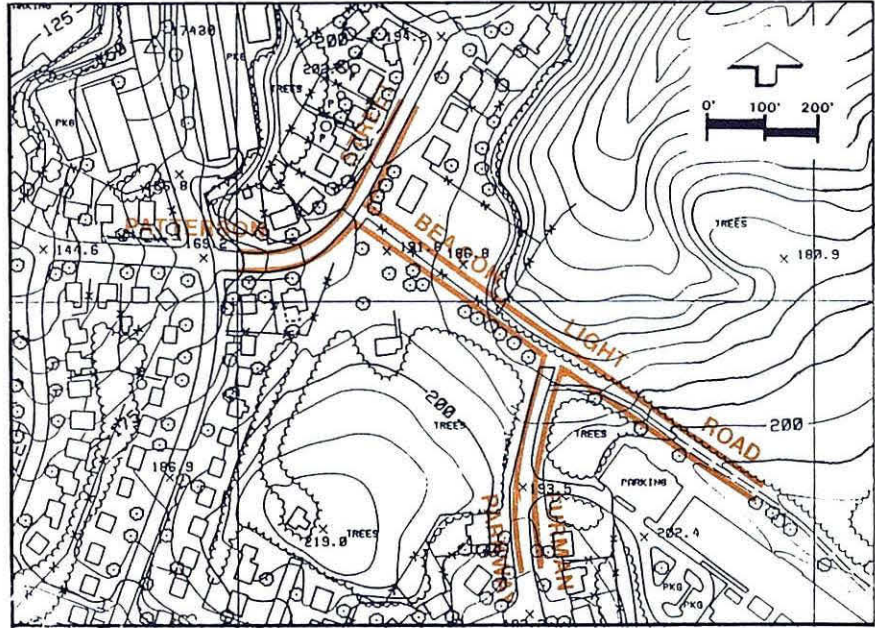
It is recommended that a landscaped median be constructed along the middle lane of Annapolis Road to control left-turning movements and thereby reduce friction points, improve capacity and increase safety.

2. Greenvale Parkway currently has many different and discontinuous roadway sections. Traffic has to be redirected in certain locations with poor transitions from a divided to an undivided road. Circulation could be improved with minor roadway construction improvements.

It is recommended that in the short term the Department of Public Works and Transportation improve the road by providing better transitions and continue the north section of Greenvale Parkway (adjacent to the Woodlawn Recreation Center) from 69th Place to Glenoak Road.

3. Access from Furman Parkway to East West Highway is very difficult. Residents have to use narrow, steep and winding roads such as Ingham Street. This situation causes increased travel times, poor access and prohibits efficient transit usage in the area.

It is recommended that Furman Parkway be extended to Beacon Light Road to provide better access. (See Map 7.)



Map 7: Furman Parkway Connection

4. US 50 is being widened to six lanes from east of Veterans Parkway to the Bay Bridge. Traffic forecasts for US 50 between Veterans Parkway and Kenilworth Avenue indicate that the four-lane segment's capacity will be exceeded.

It is recommended that US 50 be upgraded from four to six lanes between Veterans Parkway and Kenilworth Avenue to accommodate traffic growth. The widening should occur on the inside lanes. The new lanes should be designated for High Occupancy Vehicles (HOV) and would be part of a Countywide HOV system.

5. The Capital Beltway operates at unacceptable levels of service within the Planning Area. The Maryland Statewide Commuter Assistance Study has identified this problem and notes that it will be exacerbated in the future.

It is recommended that the Capital Beltway be widened from eight to ten lanes to allow for high occupancy vehicle lanes.

6. Kenilworth Avenue is a major north-south arterial which experiences heavy traffic and congestion during peak hours. Traffic volume forecasts indicate that the problem will be exacerbated in the future.

It is recommended that Kenilworth Avenue be widened to six lanes from Good Luck Road to the Baltimore-Washington Parkway/US 50 interchange by improving the existing shoulders to load-bearing standards and constructing curb and gutter. The roadway improvement project would also provide sidewalks and clear zones for adequate sight distance. Driveways should be consolidated where possible and turning lanes would be constructed where needed to improve safety and capacity.

7. The section of Landover Road between Annapolis Road and the Baltimore-Washington Parkway could be modified to improve traffic operations and provide a landscape median while maintaining similar capacity levels. This could be accomplished by providing a longer transition from three to two lanes for westbound traffic along Landover

Road. The transition area should be shifted away from the Land-over/Annapolis roads intersection to improve operations and safety.

It is recommended that a landscaped median be provided along Land-over Road from Annapolis Road to the Baltimore-Washington Parkway by shifting the westbound transition area further east between 57th Avenue and 56th Place and by possibly eliminating one eastbound lane. Turning lanes would be provided at the intersections. (See also Urban Design Chapter.)

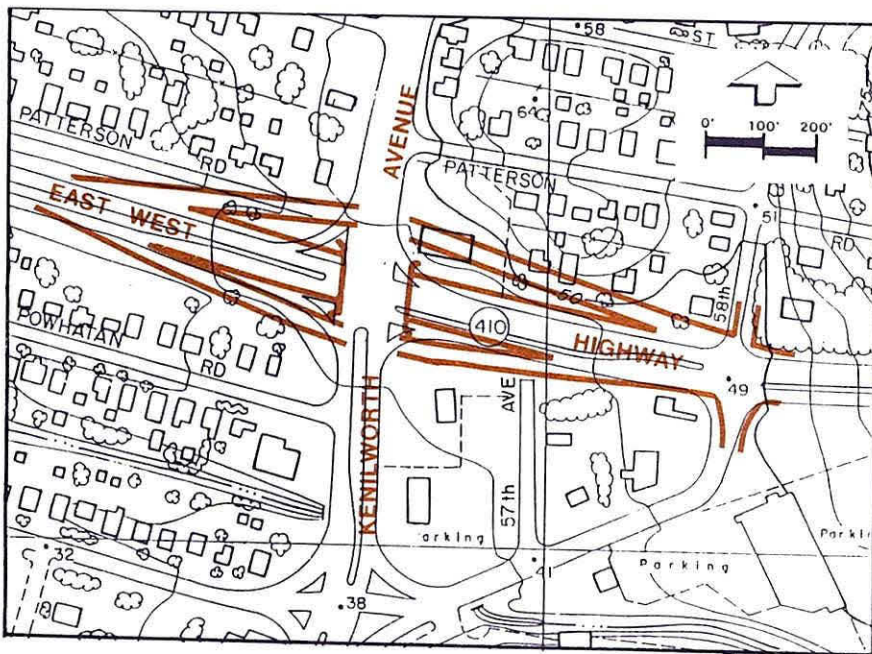
Intersection Improvements

1. The intersection of Kenilworth Avenue and Lawrence Place has a severe sight distance problem caused by a building which extends to the edge of Kenilworth Avenue. This presents a potential safety problem for vehicles exiting Lawrence Place.

It is recommended that the Prince George's County Department of Public Works and Transportation (DPW&T) monitor the intersection of Lawrence Place and Kenilworth Avenue. If it is determined that a safety problem exists, the DPW&T should take appropriate measures to improve the intersection, including the possibility of making Lawrence Place a one-way eastbound street from Kenilworth Avenue to 52nd Avenue.

2. The Kenilworth Avenue/East West Highway intersection currently operates at an inadequate level of service. Traffic forecasts along both of these arterials indicate a large increase in traffic which will aggravate the problem. This intersection is also a high accident location.

It is recommended that a continuous six-lane section be provided along East West Highway between west of Kenilworth Avenue and Veterans Parkway and the provision of an interchange at the Kenilworth Avenue/East West Highway intersection. (See Map 8.)



Map 8: Proposed Kenilworth Avenue/East West Highway Interchange.

3. Cheverly residents currently experience problems when walking to the Cheverly Metro Station for two reasons. One is the wide intersection created at the junction of Arbor Street, Cheverly Avenue and the bridge over US 50, which has two free right-turns. The second reason is that the sidewalks located at the bridges over US 50 and the railroad tracks are adjacent to the roadway, thus causing safety concerns to pedestrians.

It is recommended that the intersection be modified to eliminate the free right-turns and the sidewalk along the bridge over US 50 and the railroad tracks be widened. This could be accomplished by reducing the sidewalk on the east side from four to two feet and increasing the sidewalk on the west side from four to six feet. Pedestrian activity would not be allowed on the narrow sidewalk located on the east side. (See Figure 22.)

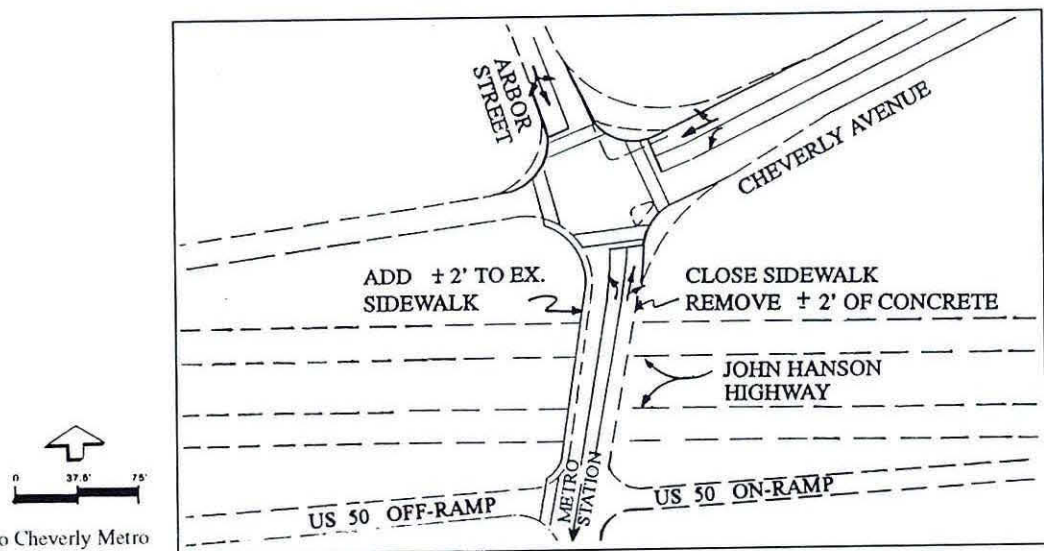


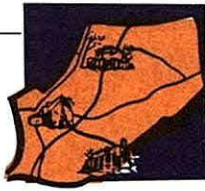
Figure 22. Pedestrian access to Cheverly Metro Station.

Interchange Improvements

1. The Landover area is characterized by an exceedingly high number of truck trips on the local road network.

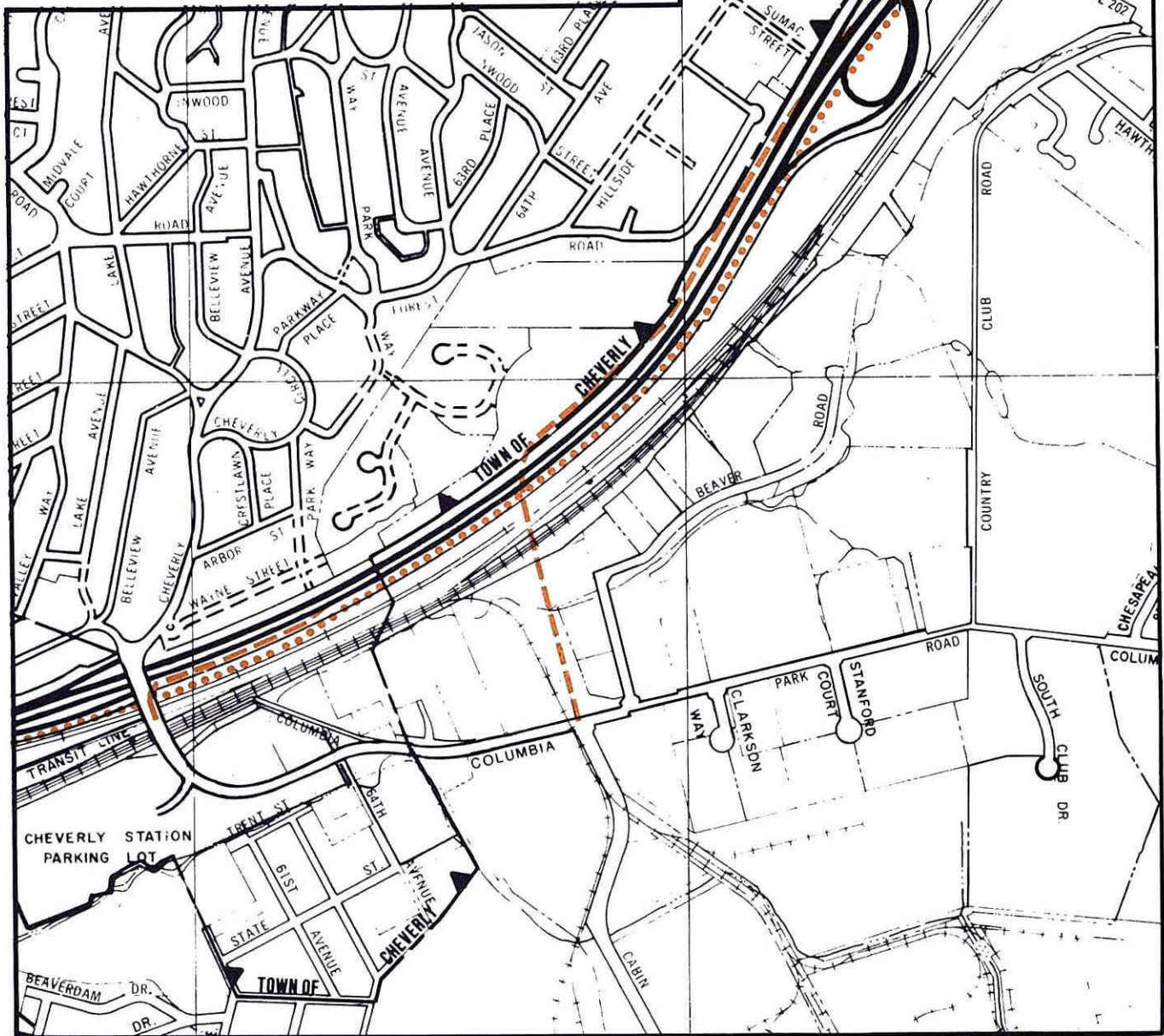
It is recommended that an eastbound on-ramp to US 50 be constructed at the Columbia Park Road bridge opposite the eastbound off-ramp. A westbound off-ramp is proposed to extend over US 50 and the rail lines and connect directly south with the intersection of Columbia Park Road and Cabin Branch Drive. The westbound off-ramp construction shall include sound attenuation barriers along the entire length of the deceleration lane and ramp. The entire length of the ramp and road segment involved in the westbound off-ramp construction should be landscaped to include sufficient tree plantings to screen the Cheverly Town Park and Community Center as well as homes which border the deceleration lane and ramp. Any unneeded land reserved for the original Cabin Branch Interchange design should be transferred to the Town of Cheverly. (See Map 9.)

2. The Baltimore-Washington Parkway interchanges with East West Highway, Annapolis Road and Landover Road contain deficiencies.



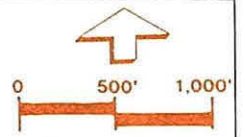
LEGEND:

- PLANNING AREA BOUNDARY
- EXISTING ROADWAY
- - - - - PROPOSED ROADWAY



MAP 9

PROPOSED ACCESS TO CABIN BRANCH INDUSTRIAL AREA



The ramp designs and merge areas are inadequate, causing capacity constraints and safety concerns.

It is recommended that the interchanges be improved to current standards in order to improve capacity and safety.

Mass Transit Recommendations

1. The opening of the Metro Green Line will cause WMATA to reorient many of the existing radial line haul Metrobus routes. This should create new, shorter lines with higher frequencies, which will improve the services provided in the Planning Area and vicinity. Smaller buses should be used to augment WMATA's services. Interconnecting small bus services to area neighborhoods will reduce the dependency on the automobile by providing neighborhood connections to major transit facilities.

It is recommended that a detailed bus plan for WMATA and smaller neighborhoods buses be devised. Neighborhood bus service within Planning Area 69 could be in a circular loop system, similar to the one shown in Map 10, which would connect the major activity centers including residential neighborhoods, retail and employment centers and Metro stations. Implementation could be realized with funding from Prince George's County or nonprofit cooperatives formed by homeowners associations, major business owners and employment centers. Implementation of the plan should commence when the Green Line opens in late 1993.⁴

2. Existing and long-term travel demand continue to show a need for greater circumferential (east-west) and radial (north-south) travel capacity.

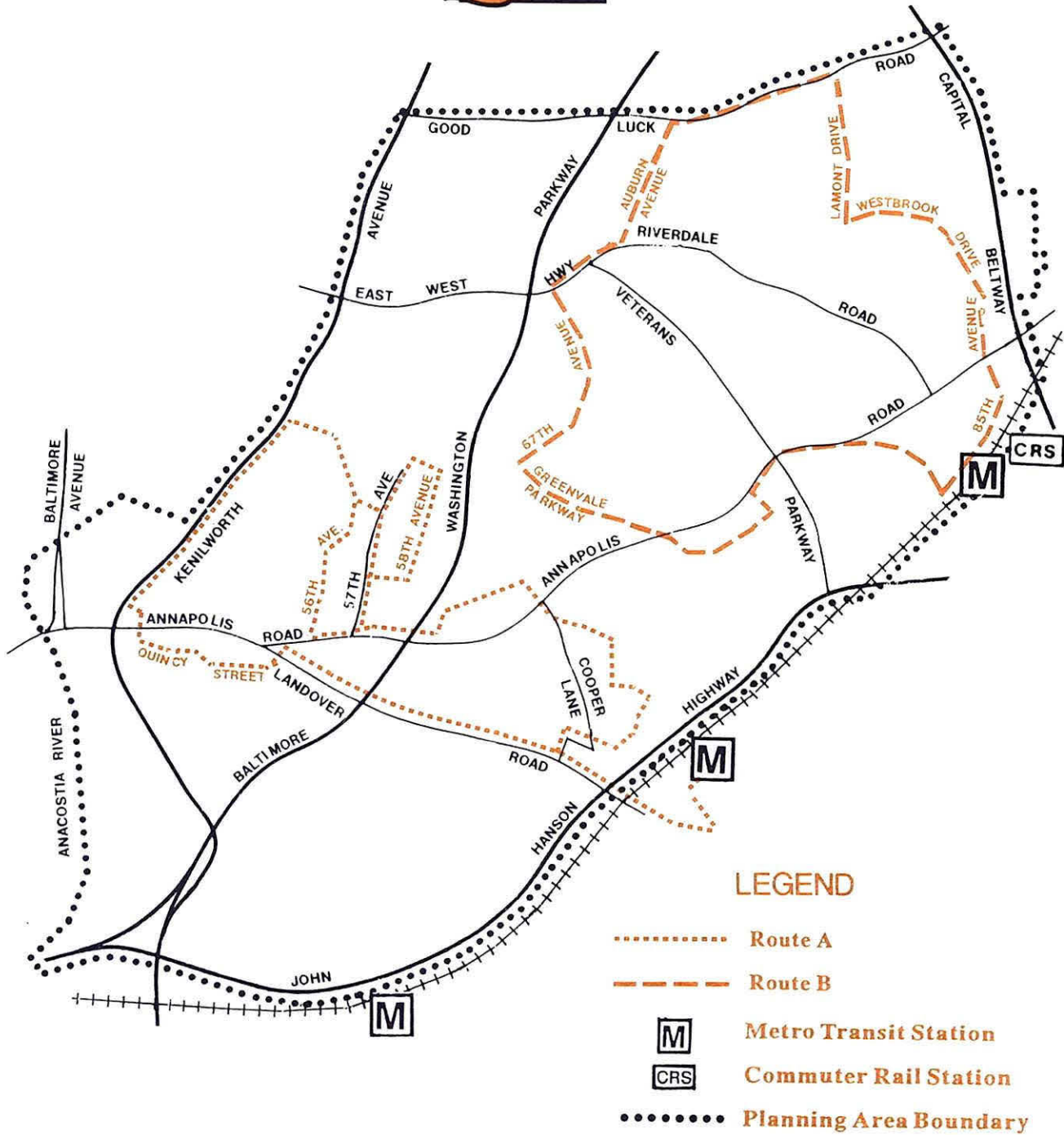
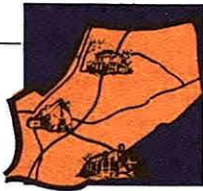
It is recommended that the possibility of an east-west transit line extension from Silver Spring to New Carrollton be studied. This transit way could be an extension of the proposed Bethesda to Silver Spring light rail line and would provide a lateral connection between several Metrobus and Metrorail lines and several dense pockets of existing and proposed inner Beltway development.

The feasibility of this transit option should be explored outside the *Bladensburg-New Carrollton Master Plan* adoption/approval process due to the fact that the impacts and benefits of this proposal are of regional importance and affect a much larger area than Planning Area 69. This project should be considered for inclusion in any future update of the *Master Plan of Transportation*.

Other Recommendations

1. The 1980 *Master Plan for Bladensburg-Defense Heights and Vicinity* designates Quincy Street from Kenilworth Avenue to Landover Road as a collector road. The section from Kenilworth Avenue to 52nd Avenue is poorly designed with no shoulders and has several residences located next to the roadway, including an historic site. The section from 52nd Avenue to Landover Road has apartment buildings

⁴ See Footnote 3.



MAP 10	POTENTIAL FUTURE SHUTTLE BUS ROUTING PLAN	
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located on both sides of the street, with existing on-street parking which is required for the apartments. Therefore, the road should not accommodate high traffic volumes.

It is recommended that Quincy Street be downgraded from a collector street to a primary residential street, the intersection of Quincy Street and 52nd Avenue be improved, and "No Through Truck" signs be posted along Quincy Street.

2. Ardwick-Ardmore Road from Annapolis Road to Veterans Parkway operates as a residential street. Due to severe grading constraints, Ardwick-Ardmore Road was not able to intersect Veterans Parkway.

It is recommended that Ardwick-Ardmore Road be downgraded from a collector street to a residential street.

3. The intersection of Kenilworth Avenue and Good Luck Road currently operates at inadequate levels of service during the evening peak period.

New developments which will impact this intersection have been conditioned to construct additional lanes to improve capacity and reduce delays. A total solution to this problem would require a grade-separated interchange at this location. However, it is not possible to construct one due to the negative impacts it would have on the adjoining wetlands.

4. The at-grade railroad crossing along Upshur Street is considered one of the most dangerous crossings in the State of Maryland. This problem is worsened because the trains do not conform to schedules, making their crossing times unpredictable. To a lesser extent, this problem also affects Tanglewood Drive in a similar manner.

It is recommended that railroad crossing gates be installed at Upshur Street and Tanglewood Drive to improve the safety of vehicles crossing the railroad tracks.

TRANSPORTATION SYSTEM AND DEMAND MANAGEMENT PLAN

While mass transportation is a useful strategy to accommodate corridor-oriented work travel, other strategies are needed to augment the transportation system capacity. Growth forecasts for the Washington region indicate that the growth in suburb-to-suburb, home-to-work travel will outpace the growth in suburb-to-D.C., home-to-work travel. Suburb-to-suburb trip patterns are generally dispersed (i.e., many origins and many destinations), and are not readily served by a line-haul mass transportation system or by fixed-route bus service. Transportation Demand Management (TDM) techniques represent feasible alternatives for relieving congestion, improving air quality, and reducing fuel consumption in Planning Area 69 and surrounding areas.

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

1. Increase the vehicle occupancy rate (i.e., the number of persons per vehicle, currently between 1.1 and 1.2).
2. Decrease the percentage of work trips which occur during the peak hour (currently 50 percent of work trips are made during the peak hour).
3. Increase transit usage.

Well-conceived and aggressively promoted areawide TDM programs have been shown to reduce peak hour vehicle trips in an area by 10 to 15 percent.⁵ This is sufficient, in many cases, to result in a measurable improvement in the level of service on roadways near employment centers. The use of TDM within Planning Area 69 employment and retail areas should help mitigate the impact of new vehicular trips generated within the area and generally supports the transportation policy shift identified in the Plan goals. However, because of the significant volume of traffic traveling through Planning Area 69, corresponding TDM programs in neighboring areas must be implemented.

Enactment of a Transportation Demand Management ordinance is recommended. The ordinance would require employers throughout the County, including the County government, to reduce the number of vehicle trips made to (from) their sites during the peak periods. Employers would be free to select a mix of TDM actions suitable for their particular situation, as long as they meet a trip reduction factor, as mandated by the County.

The following list includes a number of frequently used TDM strategies (this list is not all-inclusive):

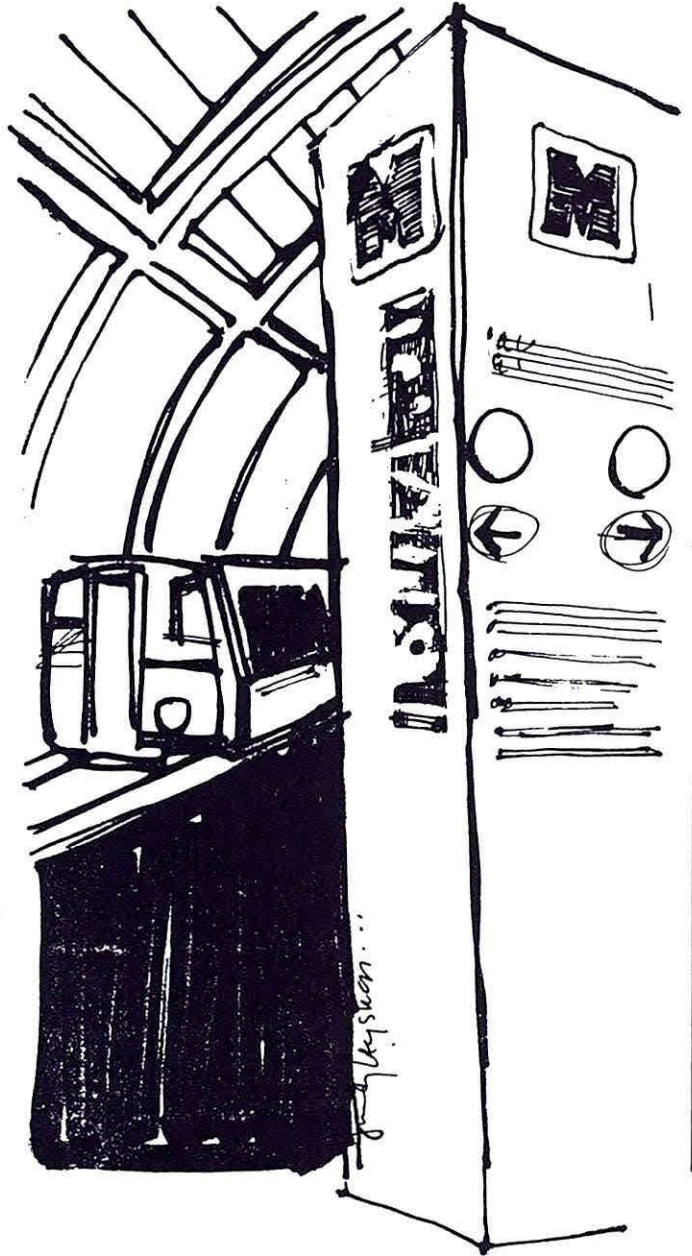
1. TDM Strategies to Shift People Out of Peak Travel Time
 - a. Require the organization, or some portion of employees, to start work early (before AM peak period) or late (after AM peak period) through the use of flextime arrangements or staggered work hours.
 - b. Encourage employers to allow employees compressed work weeks, such as a four-day work week.
 - c. Encourage telecommuting that may involve computers, modems and fax machines by employees at home, with employees commuting to the office for meetings during nonpeak periods.
2. TDM Strategies to Increase Vehicle Occupancy Rates
 - a. Give priority parking to carpools and vanpools.
 - b. Aggressively encourage employees to use the County's Ridesharing Coordinator to find carpool and vanpool "matches."
 - c. Set up a carpool matching service for company employees.
 - d. Subsidize the use of carpools or vanpools by employees. Subsidies can take many forms, such as partial (or full) purchase of vehicles, gasoline, maintenance services, use of company-owned vehicles by carpoolers, or cash payments to carpools.
 - e. Organize "buspools," whereby a contract is awarded to a private bus firm to provide service from a collection point (e.g., park-and-ride lots or Metrorail stations) to an employment area.
3. TDM Strategies to Increase Public Transportation Usage
 - a. Subsidize public transit use by employees.
 - b. Ensure that public transportation information, such as route maps and schedules, is available to employees.

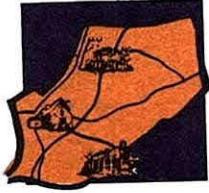
⁵ Deakin, Elizabeth. *The Pleasanton, California Trip Reduction Ordinance: Where Can It Work?* (paper prepared for the National Conference on Suburban Expressways and Beltways, Boston, Massachusetts). June 1986.

GUIDELINES

1. Properly designed street networks should be provided to facilitate desired traffic flow and continuity (i.e., residential streets should be designed to discourage through traffic, and points of ingress and egress should be minimized to avoid conflicting with through-traffic flow while retaining adequate access to properties).
2. Highways should be planned to minimize their physical impact on the socio-economic and natural environment and to provide the best possible opportunity for development.
3. Adequate buffering and/or landscaping should be provided along major highways in areas of concentrated development in order to minimize visual disruption.
4. Access control and rights-of-way should be protected and/or acquired in order to provide for the future extension or expansion of planned transportation facilities at reasonable costs and with minimum or no displacements needed.
5. A system of feeder buses to commercial areas, employment areas and the Metro stations should be implemented as definitive needs are established.
6. The design and construction of transportation facilities should be such that the aesthetic and recreational values of affected parkland and cultural resources are retained and enhanced to the maximum extent feasible.
7. Dead-end streets should be discouraged unless there is no feasible alternative.
8. In any redevelopment of commercial areas, efficient systems for the loading and movement of goods should be included and, where possible, these activities should be separated from both auto and pedestrian traffic.
9. In any redevelopment of industrial areas, adequate space for the off-street loading and unloading of goods should be required.
10. Transportation facilities and utilities should utilize the same rights-of-way, where feasible, in order to minimize the space required for these uses.
11. As the road systems are expanded and improved, bikeways and/or multiuse trails should be incorporated into the highway facility design.
12. Local residential streets should be designed to provide convenient, safe movement of local traffic in and out of the neighborhoods and to discourage through-traffic.
13. Housing or other sensitive development should be constructed at sufficient setbacks from highways or with sufficient berming and/or landscaping to minimize the impact of noise and visual problems.
14. Transportation efficiency is facilitated by the proper location of high-intensity uses with adequate access to collector and arterial highways; deceleration and acceleration lanes, signalization and internal service roads should be provided, as needed.
15. Freestanding signs advertising adjacent commercial activities should be consolidated in order to maintain proper site distance for motorists.

16. Trucking to and from major regional highways should be conducted only on industrial area access roads.





PUBLIC FACILITIES

GOAL

- To provide the needed public infrastructure and services — including schools, libraries, police, fire and rescue, and health facilities and services — within Planning Area 69 in a timely manner and with attention given to the needs of specific user groups.

OBJECTIVES

- To determine current and future needs in response to economic development and population change.
- To plan appropriately sized facilities and services to meet current and future requirements.
- To coordinate plans of the public and private sectors and set priorities for the acquisition of land and the development of public facilities, so as to minimize public costs.
- To support development which is economically advantageous to Prince George's County by maintaining and/or improving the provision —if necessary on a priority basis— of public facilities and services.
- To assure the orderly and efficient utilization of land in accordance with approved plans by guiding development so that capabilities of existing and programmed public facilities are not exceeded.

BACKGROUND AND BASIC ISSUES

The anticipated population and employment growth in Planning Area 69 will generate a slight increase in the demand for additional public facilities, including police protection, fire and rescue services, schools and libraries. Because most of the land in the Planning Area is already developed, and because existing facilities can accommodate additional use, no new facilities are proposed. This Plan presents the goals, objectives, issues, recommendations and guidelines relative to the various public facilities discussed.

CONCEPT

The Plan concept is to provide public facilities to serve anticipated population and employment growth. This Plan describes appropriate standards and guidelines for the provision of future facilities. Recommendations

are based on an assessment of facility capacities compared to the projected demand or need for these resources, as derived from demographic forecasts, and the land use policies of this Plan.¹ The provision of public facilities is related to the County's overall growth policies and fiscal capabilities and should be provided in time to meet actual demand.

Public Schools

GOALS

- To provide appropriate facilities to meet the general and special educational needs of the residents of Planning Area 69.
- To develop school properties for multiple uses (e.g., for park and recreational purposes) to the maximum extent possible in order to meet public service needs in a more economical and efficient manner than is possible through acquisition of individual sites for each use.

BACKGROUND AND BASIC ISSUES

There are 15 schools in Planning Area 69, including 11 elementary schools, 2 middle schools and 2 high schools. These schools are:

<u>Elementary Schools</u>	<u>Middle Schools</u>	<u>High Schools</u>
Beacon Heights	Charles Carroll	Bladensburg
Bladensburg	William Wirt	Parkdale
Carrollton		
Cooper Lane		
Gladys Noon Spellman		
Glenridge		
Lamont		
Robert Frost		
Rogers Heights		
Templeton		
Woodridge		

Six elementary schools, both middle schools and both high schools operated under enrollment capacity as of September 1991, while five elementary schools exceeded capacity. Based on dwelling unit projections for the area, enrollment is expected to grow only moderately. At the buildout of the Planning Area, elementary, middle and high school capacity will fall within acceptable parameters.

¹ The assumptions, analysis and data used to formulate the recommendations can be found under separate cover in the *Planning Area 69 Public Facilities Technical Bulletin*. The Technical Bulletin may be obtained from the M-NCPPC Planning Department.

The Prince George's County Public Schools (PGCPS) currently owns four additional properties in the Planning Area. Three of these properties are used by the PGCPS. The former Cheverly-Tuxedo Elementary School was closed when its enrollment was combined with the Happy Acres Elementary School, now known as the Gladys Noon Spellman Elementary School. PGCPS has recently determined that the former Cheverly-Tuxedo Elementary School will be reopened as a pre-school and pre-school administrative offices. The school is anticipated to reopen in the fall of 1993.²

CONCEPT

Standards used to determine the need for additional public school space are derived from projected enrollment, existing and funded facilities, and existing and funded capacities. The Plan provides neighborhood schools and assumes pupils will attend the school nearest their homes. This assumption assures adequate capacity for different school assignment techniques.

RECOMMENDATIONS

Because existing school facilities are expected to be adequate through the buildout of the Planning Area, no new schools are recommended. All existing schools should be retained.

GUIDELINES

1. The following enrollment capacity standards of the Prince George's County Public Schools should be adhered to as closely as possible:

Elementary (Grades K-6):	Minimum	395
	Maximum	670
Middle School (Grades 7-8):	Minimum	700
	Maximum	900
High School (Grades 9-12):	Minimum	1,200
	Maximum	1,500
2. Any joint use of school sites with public agencies, such as the Department of Parks and Recreation, should be encouraged. Combined use provides economy and efficiency not obtainable with separate site acquisition and development and encourages greater utilization of all facilities.
3. School space should be utilized to the greatest extent possible for recreational, cultural and civic activities.
4. The reuse of surplus school buildings and sites should be compatible with the surrounding area. Any joint use of sites with other public agencies should be maintained whenever possible. Final disposition should be made on the basis of conditions advantageous to the County, including the ability to occupy and use the buildings quickly, the acceptance of favorable lease or sale terms, the financial capability of users, the degree of acceptability to community residents, and the

² Cheverly-Tuxedo reopened on schedule in the fall of 1993.

simplicity of ownership transfer. Surplus school properties should be zoned in categories which are compatible with the surrounding existing and/or planned land use.

5. Residential and nonresidential development plans should provide for convenient, safe vehicular and pedestrian access to all school facilities and properties.
6. Educational facilities should be located in areas well-removed from objectionable noises, odors and other environmental nuisances.
7. School buildings and their related facilities, such as parking areas and athletic fields, should be designed to minimize disturbing adjacent residences.

Libraries

GOALS³

- Service Delivery: To establish as the highest priority the maintenance and improvement of the provision of accurate information and quality service in the most appropriate format.
- Collection Development: To develop excellent collections of materials that are supportive among age levels and locations, and are responsive to the needs of the residents of the Prince George's County Memorial Library System service area.
- Human Resources: To establish a plan to ensure the effective placement and utilization of human resources throughout the library system.
- Physical Facilities: To provide library service to County residents through facilities that are efficient and well-maintained.
- Public Relations: To ensure that persons living and working in Prince George's County and those living and working in the Washington Metropolitan Area will be made aware of the Prince George's County Memorial Library System, its services, and how to obtain them.
- Organization Structure, Functions, Process and Design: To create an organizational structure that will provide the mechanism for effective and economical public service in a positive work climate.

OBJECTIVES

- The mission of the Prince George's County Memorial Library System is to promote and make available library resources that will fill the information, educational, cultural and recreational needs of individuals and groups in Prince George's County. The mission may be fulfilled by:

³ These goals and objectives are adapted from those of the Prince George's County Memorial Library System.

1. Determining the needs of individuals and groups and bringing them to specific library resources that will fill their needs.
2. Identifying specific interest groups, assessing their needs and informing them of the library resources that will serve their needs.
3. Selecting and assigning human and material resources that will assure fulfillment of the mission.
4. Building new and renovating existing facilities to make them efficient, inviting, attractive, well-lighted and comfortable.

BACKGROUND AND BASIC ISSUES

There are two libraries in Planning Area 69. The Bladensburg Library, located on Annapolis Road, contains 6,350 square feet; the New Carrollton Library, located on Riverdale Road, contains 58,500 square feet. The area is also served by libraries in other planning areas which are within three miles or 10 minutes driving time. These libraries are College Park, Fairmount Heights, Glenarden, Hyattsville, Magruder and Mt. Rainier.

The County Library System's standard for circulations per square foot of public service area (C/SF) is 19 to 35 volumes per square foot. Between 25 and 30 C/SF a library begins to be over-used. The C/SF is not expected to increase dramatically for the two libraries in the Planning Area. At buildout, C/SF is expected to be approximately 20.4 at Bladensburg and 21.8 at New Carrollton. Given these relatively low C/SF for both libraries and the close proximity of six other libraries, it is clear that Planning Area 69 residents will be adequately served through buildout.

CONCEPT

Several factors are considered in determining the adequacy of existing facilities and services. These factors include the facility's circulation rate, number of staff, collection size, adequacy of program and meeting rooms, collection enlargement potential, community size, fill rate for material requests, waiting times for reserve items, and user satisfaction surveys. The Prince George's County Memorial Library System analyzes these factors to determine its operational efficiency. The Library System has analyzed these factors and, given the eight libraries convenient to the Planning Area, found the Planning Area to be well served. Beyond these factors, an analysis of circulation rates and the 3 mile/10 minute driving time standard reveals the same conclusion: the area is well served by library facilities.

RECOMMENDATIONS

- Retain both libraries.
- Upgrade and redesign the parking lot at the New Carrollton Branch. Funding is found in the 1993-1998 CIP for renovations to the New Carrollton Branch. These renovations include the replacement of curbs and sidewalks, furniture and equipment, the roof, and the heating/cooling system. Redesign, repaving and restriping the parking lot should be considered for inclusion in the CIP.

GUIDELINES

1. In general, the service area of a branch library is centered on the facility and is considered to have a three-mile radius.
2. The Library System standards for the provision of services shall apply in this area.

Health Services

GOALS

- To provide comprehensive health care services to Planning Area 69 residents as needed.
- To make health centers (if needed) accessible by public transportation.

OBJECTIVES

- To pursue the County's goals for health service by:
 - Focusing on wellness programs through health education and environmental, mental and physical health awareness.
 - Emphasizing care in the home or community.
 - Ensuring optimal utilization of existing facilities.
- To satisfy the Federal and State standards for public health care delivery.

BACKGROUND AND BASIC ISSUES

The Prince George's County Health Department operates three community health facilities within Planning Area 69. The Prince George's General Hospital in Cheverly is located within the Planning Area and is available to area residents.

The basic issue is whether the provision of health-related services via the Health Department's clinics will be affected by changes in demographics and population envisioned in the Master Plan. The existence of nearby hospitals does not alter the need for health clinics. The analysis only examines the location and services provided by primary care facilities.

The Health Department is attempting to improve service to the County by consolidating some of the smaller community clinics into larger multiservice centers located at sites accessible by public transportation. There will be four of these multiservice centers Countywide with one of the centers being located in the Health Department Headquarters in Cheverly. As a result of these consolidations, multiple services will be available at each

center.⁴ This should not only improve the coordination of different services, but also enable clients to make fewer trips in order to receive these services. Another multiservice clinic which is also readily available to residents of Planning Area 69 is the Belcrest Road Health Center in Hyattsville.

In addition to housing administrative functions, the Health Department Headquarters provides addictions counseling, methadone maintenance, mental health counseling, tuberculosis clinics, prenatal and family planning, sexually transmitted disease clinics and communicable disease clinics. HIV/AIDS counseling, testing, medical follow-up, case management and education is also provided. The Belcrest Road Health Center provides prenatal and family planning, children's medical services, immunizations, pediatric dental care, and the Women, Infants and Children (WIC) Program. The WIC program provides medical and nutritional services to low-income mothers and children.

CONCEPT

Standards for the provision of health-related services are used to monitor how private and publicly funded health facilities meet the needs of local residents. These standards are based on facilities and staff needed to serve the residents. The County Health Department assesses conditions and plans the public sector's role to complement private health services in the Planning Area and the County.

RECOMMENDATION

The health care needs of Planning Area 69 residents should be closely monitored to ensure continued adequacy. At this time, there is no need or projected need and, accordingly, the Plan has no recommendation for future health care facilities. The County Executive's Blue Ribbon Commission on Health Services recently completed its study on health care delivery systems. Its report, entitled *Making a Difference: The Final Report of the Blue Ribbon Commission on Health Care*, may be reviewed at libraries in Oxon Hill, New Carrollton, Hyattsville and Bowie, or may be obtained from the Health Department headquarters in Cheverly.

GUIDELINES

1. Provision of health facilities (if needed) should be coordinated with development as it occurs and programmed to reflect changing local needs.
2. If needed, public health services and facilities should be planned to avoid unnecessary duplication and overlapping use of costly health care equipment.
3. Planning for public health care facilities should consider the location of private sector facilities to avoid unnecessary duplication of facilities and services.

⁴ As of August 1993, one of the three community health facilities in Planning Area 69 has been consolidated.

4. Development of private sector health care facilities and services, including the recruitment of primary care physicians, should be encouraged to meet the Planning Area's health care needs.

Fire and Rescue

GOALS

- To provide facilities that will enable the Fire Department to ensure an adequate level of physical safety and personal well-being for all residents of the Planning Area.⁵
- To reduce fire as a cause of life and property loss in the Planning Area.
- To provide effective emergency medical care at the basic and advanced levels for all citizens of the Planning Area.
- To develop a long-range fire and rescue facilities plan designed to provide meaningful direction for the establishment or renovation of fire and rescue facilities in order to keep abreast of the times and provide the best facilities available for fire protection.

OBJECTIVES

- To achieve the maximum response time⁶ and distances for fire and rescue service activities in the Planning Area.
- To expand fire and rescue protection services to meet recommended standards consistent with available financing:
 1. Construction of additional fire and rescue stations.
 2. Replacement of existing obsolete fire and rescue stations.
 3. Purchase of additional fire and rescue apparatus to replace aging equipment.
- Maximum response time criteria by zoning category and land use should be used as a guideline for land use planning, especially in the test of adequacy of fire and rescue facilities as required in the County's Zoning Ordinance and Subdivision Regulations.
- To continue a comprehensive training program for all fire and rescue personnel.
- To provide a management information system through the use of field incident reports.

⁵ Goals and objectives adapted from the Adopted and Approved *Public Safety Master Plan*, 1990.

⁶ These measurements are for response times which are defined as the time required for a unit to respond to an alarm. It consists of the sum of two time intervals: turnout time and travel time.

- To continue an aggressive fire preventive program.
- To improve emergency medical services in the Planning Area.
- Rescue and provide basic and/or advanced emergency medical treatment of persons entrapped or imperiled by transportation accidents, collapsed buildings, floods, blizzards, tornadoes and other man- or weather-caused calamities and/or other medical emergencies.
- Continually evaluate the fire and rescue facilities inventory with a focus on more efficient placement of facilities, taking into consideration sound planning principles and County guidelines.
- Continually evaluate existing and future fire and rescue facilities considering the basic concepts of effective use of modern building design and space for all equipment and programs and efficient use of energy.
- Continually evaluate the long-range, cost-effective concepts of building new facilities versus renovating older existing facilities, taking into consideration the balance of costs between renovation and maintenance costs of existing structures and construction and maintenance costs of new facilities.
- Continually solicit community and government support regarding upgrading existing, replacing or relocating fire and rescue facilities.

BACKGROUND AND BASIC ISSUES

There are five fire stations within Planning Area 69. They are: Company No. 9 (Bladensburg), Company No. 13 (Riverdale Heights), Company No. 22 (Tuxedo-Cheverly), Company No. 28 (West Lanham Hills) and Company No. 30 (Landover Hills). The Planning Area is also served by several fire stations located in adjacent planning areas: Company No. 2 (Cottage City), Company No. 33 (Kentland #1), and Company No. 48 (West Lanham Hills #2), which is just outside of the Planning Area on Good Luck Road.

Table 16 presents the County policy response time standards and maximum distance criteria for fire stations and apparatus. For purposes of analysis, urban areas are defined as regions which have a population density greater than 750 persons per square mile and more than 1,200 fire responses per year. These areas are usually characterized by multifamily residential development, commercial and industrial uses, and places of assembly such as churches, theaters and schools. All of Planning Area 69 is classified as urban for planning purposes. Therefore, the most stringent response time standard (urban) has been applied in the analysis of the Planning Area.

Almost the entire Planning Area is within the recommended response time standards for engine service. In fact, all but two small residential areas in the New Carrollton area are within the four-minute standard. Service from fire and rescue stations just outside the Planning Area provide double, triple and quadruple coverage in some areas.

Planning Area 69 is almost completely within the five-minute response time standard of the nearest ladder truck. A large part of the densely-populated and commercial areas in the Annapolis Road and Landover Road corridors are covered by several truck companies. However, there is an area in New Carrollton and West Lanham Hills which is beyond the recommended standard for ladder truck service. This area is bordered by Westbrook Drive and Powhatan Street to the north, the Beltway to the east,

Table 16
FIRE RESPONSE TIME STANDARDS AND MAXIMUM
DISTANCE CRITERIA
URBAN

<u>Fire and Rescue Vehicles</u>	<u>Maximum Response Time</u> <u>(Minutes)</u>	<u>Maximum Distance</u> <u>(Miles)</u>
ENGINE	4.00	2.4
LADDER	5.00	3.4
AMBULANCE	5.00	3.4
MOBILE INTENSIVE CARE UNIT	8.00	7.2

Source: Based on travel time criteria found in the report *A Systems Analysis of the Prince George's County Fire Department: Standards Evaluation and Fiscal Impact*, August 1977, M-NCPPC and the Prince George's County Fire Department, June 1988.

the Amtrak line to the south, and Ardwick-Ardmore Road, Annapolis Road and Finns Lane to the west. This area includes a large portion of the New Carrollton Transit District.

The ladder truck assigned to Station #28 (West Lanham Hills #1) can provide service to the New Carrollton Transit District and surrounding area within the recommended standards. However, Fire Department procedures prohibit the use of a station's engine and ladder truck concurrently due to insufficient manpower. Consequently, this area is served by Station #33 (Kentland #1), which cannot provide ladder truck service within the recommended standards.

The entire Planning Area is within the five-minute response time standards for ambulance service. Again, multiple coverage is provided by stations located inside and outside the area. Approximately 75 percent of the area has multiple coverage by ambulance units. For medic service, the entire Planning Area is well within the eight-minute response time standards and is triple covered. By the year 2010, Planning Area 69 is projected to generate 8,366 fire calls for service, 5,132 ambulance calls for service, and 3,098 medic calls for service.

CONCEPT

The provision of fire and emergency medical facilities and services focuses on two major criteria: (1) a service must be provided when demanded, and (2) firefighting resources must be available for potential demand. Response times and workload capacity represent primary performance measures in assessing these facilities and services.

The response time standards for fire and rescue services are correlated closely to the response distance standards recommended by the Insurance Service Organization (ISO) Grading Schedule, a nationally recognized organization which sets fire insurance rates.

The *Public Safety Master Plan* was developed by M-NCPPC in concert with a citizens' advisory committee to translate the broad goals and objectives of police, fire and correctional services into strategies, policies and implementation actions. The *Bladensburg-New Carrollton and Vicinity Master Plan* is in conformance with this Plan.

RECOMMENDATIONS

To achieve the goals and objectives of the *Public Safety Master Plan*, anticipate future workload, minimize overlap of response time coverage areas, provide Countywide coverage for all fire and rescue services based on response time criteria, and accommodate projected growth in the area, this Plan:

1. Reaffirms the *Public Safety Master Plan's* recommendation to consolidate Company 7 and Company 13. This consolidation will eliminate overlapping coverage areas, the duplication of engine service, and save unnecessary operating costs. Company 7 provides engine and ladder truck service to Planning Area 69. Company 13 provides engine and ambulance service to the area. Although Company 7 is located west of the Planning Area, it covers much of the same area that Company 13 does. Company 13's coverage area extends slightly further east along Riverdale Road, further southeast along Greenvale Parkway, and slightly further south along Kenilworth Avenue. The consolidation of Company 7 and Company 13 would not dramatically change the provision of engine, ambulance and ladder truck services to Planning Area 69. Alternative A, which proposes that the stations be consolidated near the intersection of East West Highway and Kenilworth Avenue, would improve the coverage of the southwest portion of the Planning Area due to its proximity to these major roads. These alternatives are not listed in any priority order.

Alternative A: Consolidate both stations and locate in the vicinity of the intersection of Kenilworth Avenue and East West Highway as close as possible to, but no further than a quarter-mile from, the Riverdale Plaza Shopping Center. This is a third priority recommendation which consolidates stations, eliminates the overlapping and duplication of fire and rescue services, and saves unnecessary operational costs. In determining the location of this facility, direct access to East West Highway and Kenilworth Avenue is highly desirable.

Alternative B: Close Station #7 and consolidate with Station #13 at its present location. The (FY 1992-FY 1997) Adopted Capital Improvement Program recommends the construction of a bunk room and at least one new bay for Station #13 in 1996 at a cost of \$1,027,000. Once Station #13 is renovated, Station #7 could move to that location.

2. In order to provide engine and ladder truck service to the entire Planning Area within the recommended guidelines, this Plan recommends that minimum manning requirements for both engine and ladder truck services at Station #28 be addressed in the next revision of the *Public Safety Master Plan*. This additional staffing would ensure that the ladder truck at Station 28 will be used to provide service to West Lanham Hills and the New Carrollton Transit District within the recommended standards.
3. The following guideline should be considered in the next revision of the *Public Safety Master Plan*:

The County Fire Code should be strictly enforced. The use of automatic fire sprinkler systems is strongly encouraged in redevelopment areas where appropriate.

GUIDELINES

1. Public safety facilities should be located to minimize adverse effects on nearby living areas.
2. Sites for fire and rescue stations should be centrally located in their service areas, with good access in all directions.
3. Fire and rescue stations should be located near intersections of arterial and/or collector highways, where alternative response routes are available to any part of the fire protection district.
4. Fire and rescue stations should not be isolated from part of their service areas by barriers such as railroads, freeways or rivers.
5. Fire and rescue stations should not be located on one-way streets, at the end of cul-de-sacs, or on poorly maintained roads.
6. Fire and rescue stations should have access to arterial and main highways but need not necessarily be located on such highways.
7. The location of fire and rescue stations is dependent upon several factors, including the following:
 - The character of the areas to be protected.
 - The character of future development.
 - The population density of the areas.
 - The historical patterns of structural and nonstructural fires.
 - The availability of adequate water supplies.
8. Where practical, fire and rescue stations should be integrated with nonresidential activities, such as neighborhood or community activity areas or industrial areas.
9. Where practical, fire and rescue stations should be built to accommodate both professional and volunteer personnel.
10. Fire and rescue station sites should:
 - Have a minimum of three acres of buildable land.
 - Have adequate road frontage.
 - Have good topography.
 - Avoid floodplains.
 - Avoid running streams.
 - Consider site configuration.
 - Provide adequate stormwater management facilities.
11. Future fire and rescue stations should be designed and constructed in conformance with the site and architectural design guidelines found in the *Public Safety Master Plan*, Chapter Two, Fire and Rescue Prototype Section.

Police

GOALS⁷

- To increase the effectiveness of the Prince George's County Police Department in the protection of constitutional guarantees, the enforcement of the law and the provision of services necessary to reduce crime, to maintain public order, and to respond to the needs of the residents of the Planning Area.
- To pursue an aggressive program to establish credibility, define the police role, develop public support for the police effort and develop public involvement in crime prevention.
- To improve traffic operations to increase automotive and pedestrian safety and reduce property damage, injury and loss of life.
- To improve the delivery of police services to the residents of the Planning Area.
- To pursue a meaningful community-oriented police strategy in order to assist the community in improving its overall quality of life.
- To reduce crime through the elimination of crime's causative factors, and to foster a closer police-community relationship.

OBJECTIVES

- Improve crime prevention and apprehension techniques to include the following:
 - a. An increase in police visibility in high-crime incidence areas.
 - b. Target selected crimes that police surveillance and tactical deployment can impact.
 - c. Increased investigative efforts in areas that experience unusual upward trends in criminal activity.
 - d. Improved communication to the public through daily contacts on crime prevention techniques and self-help programs designed to assist citizens in protecting themselves against crime.
 - e. Improved communication to the public on traffic safety.
- Continually evaluate the impacts of residential, commercial and industrial growth in the Planning Area on existing police facilities.
- Serve as a catalyst for improved non-police governmental responses and greater community involvement in public welfare issues.
 - a. Increase referrals to other government agencies for non-police problems.
 - b. Organize, introduce and assist civic groups in coordinated responses to community problems.

⁷ Goals and objectives adapted from the Adopted and Approved *Public Safety Master Plan*, 1990.

- c. Develop preventative strategies to reduce the crime-causing activities of social and economic ills.

BACKGROUND AND BASIC ISSUES

The majority of the Planning Area is currently served by the District I (Hyattsville) Police Station. The portion of the Planning Area outside of the Beltway is served by the District II (Bowie) Police Station. The District I facility is located outside of Planning Area 69 in the Hyattsville Justice Center. There are no County police stations in the Planning Area. The District I facility contains 30,000 square feet and is capable of accommodating 261 officers. According to findings in the *Public Safety Master Plan*, the District I facility is projected to exceed capacity between 2005 and 2010. If the present facility does exceed capacity, a new site will probably be necessary, as expansion of the existing facility does not appear to be feasible. However, as the District I facility approaches capacity, re-examination of the projected staffing levels should be conducted to determine if the current assumptions used in staff projections continue to be valid.

The Special Operations Division (SOD) of the Police Department is located in Planning Area 69 at 6700 Riverdale Road. The responsibilities of the SOD include emergency services, special enforcement, accident reconstruction, motorcycle patrol operations and the K-9 units. The current facility is adequate to accommodate the SOD. The Park Police share this facility with the SOD.

It has long been asserted by the law enforcement community that the most efficient and effective approach to the crime problem is to prevent its occurrence. Therefore, this Master Plan reaffirms the crime prevention strategies contained in the *Public Safety Master Plan*.

The mission statement of the Prince George's County Police Department is as follows:

"To work in partnership with the citizens of Prince George's County toward providing a safe environment and enhancing the quality of life consistent with the values of the community. To accomplish our mission we will adhere to values of professionalism, integrity, responsiveness, sensitivity, respect and openness."

In conformance with this mission statement, the Police Department has embarked upon a new philosophical approach to crime prevention and public safety. 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.

The Police Department engages in several related activities in order to accomplish this goal. Among these is the establishment of satellite police offices in local neighborhoods. These offices, which are usually located in donated space for cost-saving purposes, enable local community-oriented officers to remain in their area while performing administrative work. It also provides local residents with a convenient location for police-related meetings.

In addition to the County Police, many municipalities also provide police services to residents. Bladensburg, Cheverly, Edmonston, Landover Hills and Riverdale have police forces ranging in size from three sworn officers (Landover Hills) to 19 sworn officers (Bladensburg).

There are several indicators of demand for police services. Two of the most-often used indicators are calls for service and manhours consumed. These indicate the total amount of police service workload. Calls for service⁸ in Planning Area 69 increased from 23,034 in 1987 to 26,059 in 1990, an increase of 13 percent. The highest number of calls for service occurred in 1989, with 27,901. Total manhours consumed in Planning Area 69 rose from 17,549 in 1987 to 21,714 in 1990, an increase of 24 percent. This increase in calls for service and manhours consumed is anticipated to continue. Based on a straight line regression of 1987 to 1990 data, calls for service are projected to increase to 48,125 by the year 2010, an 85 percent increase from 1990. In order to accommodate this increase, 101 police officers will be required to serve Planning Area 69.

CONCEPT

The provision of adequate police facilities should be coordinated with new development. Where land is already heavily committed to existing uses, additional and/or replacement police facilities should be provided when the need arises and funds become available. The need for new police facilities is determined by both the existing facility's capacity and workload increases. As the demand for police services increases, the District I Police Station should be continually evaluated to determine if it can accommodate the necessary increases in manpower. If a new facility is needed, the guidelines listed later in this section should be used to determine an appropriate location.

RECOMMENDATIONS

1. As the District I Station approaches capacity, re-examination of the projected staffing levels should be conducted to determine if the current assumptions used in staff projections continue to be valid.
2. As the District I Station approaches capacity, or in 20 to 30 years, an evaluation and investigation should be undertaken to determine if the station is structurally and/or functionally obsolete.
3. High crime areas and land uses traditionally associated with high levels of crime should be targeted for crime prevention programs and innovative patrol strategies.

⁸ Cheverly, Edmonston and Landover Hills share the police communications network with the County through the Prince George's County Combined Communications Facility. Therefore, their calls for service are included with the County's calls for service in the County's record system. However, Bladensburg and Riverdale do not share the County's police communications network and their calls for service are not reflected in the County's record system. The calls for service information includes the calls received by the Cheverly, Edmonston and Landover Hills Police Departments in the Planning Area 69 totals.

4. The expansion of the Community Oriented Policing Program within Planning Area 69 is strongly encouraged. A community-oriented policing satellite office should be opened in the New Carrollton area. Other satellite offices should be opened within Planning Area 69 if the Police Department determines that there is a need for additional offices.

GUIDELINES

1. Police stations should be located as follows:
 - a. Near the geographic center of the service area.
 - b. On a major street with good access to all parts of the service area.
2. Police facilities should be designed to be adequate for Departmental operations for a minimum 20- to 25-year period after the facility's completion.
3. Police facilities may be located on one site with other compatible government facilities. Collocation of police district stations with other agencies in one building is not encouraged. However, police district stations which must be collocated with other agencies in one building should be physically separated through proper architectural designs to distinctively and securely separate police operations from nonpolice operations.

Parks and Recreation

GOALS¹⁰

- To provide parks, recreation facilities and programs to residents of the Planning Area based on needs, interests and availability.
- To develop facilities that are functional, safe and sensitive to the surrounding environment.
- To protect and conserve public open space and natural resources.
- To explore and utilize a variety of funding sources and methods of acquisition in order to maximize the opportunities for land acquisition and facility development.

⁹ A New Carrollton satellite office was opened in March 1993.

¹⁰ Goals and Objectives adapted from the *Functional Master Plan for Parks, Recreation, and Open Space*, M-NCPPC, Department of Parks and Recreation, 1982.

OBJECTIVES¹¹

- To establish priorities for acquisition and development of parklands within the Planning Area, based on availability of resources, as well as needs and interests.
- To maximize accessibility to park facilities.
- To encourage joint efforts between the various public agencies in the County and private groups which can result in the provision of additional parks and recreation facilities.
- To utilize alternative methods of park acquisition, such as donation, mandatory dedication within subdivisions, and the conversion of surplus government property to public parkland.
- To evaluate the opportunities for facility development as an alternative to land acquisition when the opportunities to acquire additional land for parks are limited by a lack of available (suitable) property and/or prohibitive land costs.

BACKGROUND AND BASIC ISSUES

Planning a park and recreation system, acquiring the land for it, developing the parks when appropriate, maintaining and policing the parks, and operating and programming facilities are the primary responsibilities of The Maryland-National Capital Park and Planning Commission (M-NCPPC), Department of Parks and Recreation (DPR). Planning Area 69 is located in the “Northern Area” — one of the three DPR regions into which Prince George’s County is divided.

As detailed in the *Functional Master Plan for Parks, Recreation and Open Space* (PROS Plan), the M-NCPPC’s parks and recreation facilities are categorized according to the following classification system:

1. **Neighborhood Park and Recreation Areas** Includes mini-parks, playgrounds, parks, recreation centers and park/schools. (Size is less than 20 acres.) Parks in this category serve residents in the immediate vicinity.
2. **Community Park and Recreation Areas** Includes community center buildings, parks, recreation centers and cultural centers. (Size is between 20 and 200 acres.) Neighborhood park areas and community park areas together are referred to as “local parks.”
3. **Regional Park and Recreation Areas** Includes stream valley parks, regional parks (200+ acres), cultural arts centers and service facilities. These facilities serve residents of an entire region — the Northern, Central or Southern Area.
4. **Countywide Park and Recreation Areas** — Includes river parks, historic sites and landmarks, hiker/biker/equestrian trails, rare natural features, conservation areas and service facilities. Parks in this category serve all County residents.

¹¹ See Footnote 10.

5. Urban Park and Recreation Areas — Includes urban parks and urban nature centers which serve County residents whose accessibility to outdoor natural areas is severely limited.¹²
6. Special Parks and Recreation Areas — Includes aquatic facilities, ice rinks, golf courses, shooting centers, athletic complexes, equestrian centers, airports, marinas, arenas and reclamation areas. These facilities serve the special interests of all County residents.

Within Planning Area 69 the M-NCPPC owns approximately 377 acres of parkland. Of this, 213 acres fall under the “local park” heading neighborhood and community parkland. The remaining 164 acres are classified as “regional/Countywide/special park acreage.” The Prince George’s County Public School System (PGCPS) owns 222 acres of land within the Planning Area, of which one-third (74 acres) is considered to serve as “local” park acreage. Thus, “local” park acreage totals 287 acres (M-NCPPC’s 213 plus PGCPS’s 74) (see Table 17).

In addition to the public parkland owned and operated by M-NCPPC throughout Planning Area 69, there are numerous municipal parks owned and operated by the respective municipalities for use by municipal residents. The M-NCPPC will continue to acquire land for parks, to develop facilities and conduct recreation programs throughout the Planning Area which complement municipal facilities and programs.

The National Recreation and Park Association and Maryland State standards for park and recreation acreage are (optimally) 15 acres of “local” parkland for every 1,000 people and 20 acres of Countywide/regional/special acreage for every 1,000 people, for a total of 35 acres/1,000 people. These optimal standards are attainable only in planning areas that are largely undeveloped, and they are used as guidelines by planners to preserve land for park, recreation and open space uses. Also, as noted in the PROS Plan, “There are certain types of parkland and facilities for which standards cannot be readily applied. These ... include the backbone of the park system within Prince George’s County the stream valley parks. It is impossible to set a standard for the provision of naturally occurring land areas.”

Up until the 1960s, M-NCPPC’s acquisition program focused almost exclusively on the stream valley network. Since the 1960s, the acquisition program has also placed emphasis on the acquisition of neighborhood, community and regional parkland. Planning Area 69 was almost fully developed by the time M-NCPPC began its extensive program of land acquisition for local parks.

Most of Planning Area 69 is developed. Only 511 acres remain vacant. If the M-NCPPC were to (theoretically) recommend the acquisition of these remaining 511 acres for park use, the NRPA and State (optimal) standard of 35 acres of parkland/1,000 people would still not be met. It is, therefore, impractical and unrealistic to apply these standards to Planning Area 69. However, M-NCPPC will attempt to acquire as much additional parkland as is feasible. Emphasis will also be placed on increasing facilities within existing parks, providing additional programming opportunities for area residents, and redesigning and upgrading some of the older parks in the Planning Area. In addition, the M-NCPPC recognizes the need to make nearby parks and facilities outside the Planning Area boundaries more accessible to the residents of Planning Area 69.

¹² No Urban Park or Recreation Areas currently exist in Planning Area 69.

Table 17
EXISTING "LOCAL"/REGIONAL/COUNTYWIDE/SPECIAL PARK ACREAGE, 1992

("Local" Parks)

<u>Neighborhood and Community Parkland</u>	<u>Location</u>	<u>Acres</u>
Bellemead Neighborhood Mini-Park	Ardwick-Ardmore Road	0.42
Bladensburg Community Center Park	4500 57th Avenue	12.51
Bladensburg Historic Balloon Park	4200 Baltimore Avenue	1.18
Bladensburg South Community Park	52nd Avenue	20.70
Browning's Grove Neighborhood Park	5801 Nicholson Street	9.00
Cheverly-East Neighborhood Park	6605 Oak Street	8.09
Cheverly-Euclid Street Neighborhood Park	5600 Euclid Street	13.94
East Pines Neighborhood Recreation Center	Eastpine Drive	2.00
Glenridge Community Park	5211 Flintridge Drive	61.72
Landover Hills Neighborhood Park	3907 Warner Avenue	15.66
Martin's Woods Neighborhood Park	Finns Lane	8.00
Oaklyn Neighborhood Playground	62nd Avenue	1.24
Old Landover Neighborhood Park	Old Landover Road	6.60
Old Port of Bladensburg Community Park	Baltimore Avenue	5.50
Riverdale Hills Neighborhood Park/School	61st Place	4.19
Robert Frost Neighborhood Park/School	Good Luck Road	5.42
Rogers Heights Neighborhood Park/School	4301 58th Avenue	0.52
Rosina Baldi Neighborhood Playground	5300 Varnum Place	4.70
Templeton Knolls Neighborhood Park/School	6001 Carters Lane	5.10
Vera Cope Weinbach Neighborhood Park	6240 Westbrook Drive	6.11
West Lanham Hills Neighborhood Park	7700 Emerson Road	8.31
Wildercroft Neighborhood Park	7111 Longbranch Drive	7.37
Woodlawn Neighborhood Recreation Center	6916 Greenvale Parkway	<u>4.51</u>
SUBTOTAL		212.79
<u>Prince George's County Public Schools</u> ¹		
Gladys Noon Spellman Elementary School		3.93
Bladensburg Instructional Service Center		1.47
Rogers Heights Elementary School		5.00
Cooper Lane Elementary School		3.03
Templeton Elementary School		3.33
Bladensburg High School		7.13
Beacon Heights Elementary School		2.90
Parkdale High School		11.63
William Wirt Middle School		6.17

PUBLIC FACILITIES

Carrollton Elementary School	3.27
Glenridge Elementary School	4.93
Woodridge Elementary School	2.23
Lamont Elementary School	3.27
Robert Frost Elementary School	2.20
Charles Carroll Middle School	5.70
Margaret Brent Special Center	3.67
Bladensburg Elementary School	<u>4.27</u>
SUBTOTAL	74.13
TOTAL	286.92
("Local" Park Acreage per 1,000 population) ²	(4.97)
(Regional/Countywide/Special Parks)	
PA 69 Portion of Anacostia River Stream Valley Park (ARSVP) - includes Bladensburg Marina	162.00
Less developed "local" park acreage in the ARSVP (Old Port of Bladensburg)	-5.50
Cherry Hill Cemetery	5.80
Peace Cross	0.33
Publick Playhouse Cultural Arts Center	<u>1.63</u>
TOTAL	164.26
(Regional/Countywide/Special Park Acreage per 1,000 Population ²)	(2.85)
¹ Acreages listed are for the one-third of PGCCPS properties considered to serve as "local" park acreage.	
² Based on 1990 population of 57,732.	

The Anacostia River Stream Valley Park (ARSVP) consists of 774+ acres, of which approximately 162 acres are within the boundaries of Planning Area 69. The Planning Area boundaries do not restrict residents to the use of land and facilities solely within the Planning Area. The ARSVP property is classified as regional parkland and was acquired to serve residents of the entire Northern Area. Greenbelt Park, a 1,100-acre park under Federal ownership, is just outside the northern boundary of Planning Area 69, which makes it readily accessible to Planning Area residents. The Lake Artemesia recreational complex to the northwest of Planning Area 69 will include hiker/biker/equestrian trails, boat rentals, docks, picnic areas, play equipment, an amphitheater, promenade and gazebo. This facility, at the confluence of Paint Branch and Indian Creek Stream Valley Parks, will also be readily accessible to residents of Planning Area 69.

Several unique facilities, including the Bladensburg Marina and the Publick Playhouse Cultural Arts Center, are in Planning Area 69. Historically significant facilities, including the Bladensburg Historic Balloon Park and Peace Cross, are also located there. There are many local neighborhood park facilities in Planning Area 69, as well as the new Bladensburg Community Center building, Glenridge Community Park (a large park which recently underwent extensive development) and the above-mentioned part of the ARSVP.

The M-NCPPC sponsors a wide variety of programs and services throughout Prince George's County. Structured recreation classes, drop-in activities and special events are offered at the Commission's parks and recreation facilities, as well as at many of the County's public schools. Summer playground programs and day camps for children are offered at sites throughout the County. Sports programs and leisure activities for the arts are also conducted Countywide.

The Bladensburg Community Center, which opened in 1989, is a major recreation facility containing an extensive fitness room, a kitchen, meeting room, game room, gymnasium, preschool/activity room and office. Recreation classes, programs for seniors, arts and crafts programs, a summer camp and sports activities are some of the programs offered at the Center. The Publick Playhouse is known throughout the County for its outstanding and affordable performing arts programs.

The Commission's recreation programs are planned and conducted to meet the varied and diverse needs and interests of the County's residents. The Commission's staff works cooperatively with community volunteers, local park and recreation councils, the Prince George's County Public Schools, Prince George's County Boys and Girls Clubs, PTAs, civic, church and social organizations, municipal groups, other public agencies and private groups to provide a wide selection of recreation programs without duplicating services. It is the intent of the Commission to serve the County residents' needs and interests by providing a wide range of programs to complement and supplement those offered by other agencies.

CONCEPT

It is the intent of the M-NCPPC to emphasize the acquisition of property that will be used for community parks, regional parks, stream valley parks, Countywide parks or special facilities, rather than for neighborhood parks. Fiscal considerations, such as the cost of operating, maintaining and policing parks, must be taken into account before acquisition and/or development recommendations are made. When the opportunities to acquire additional park acreage are limited by a lack of available suitable property and/or prohibitive land costs, the M-NCPPC will study the opportunities for facility development as an alternative. Where feasible, the M-NCPPC will attempt to acquire properties declared surplus by other governmental agencies.

RECOMMENDATIONS

The M-NCPPC recognizes the need to acquire additional land for parks and to develop additional recreational facilities in Planning Area 69. Acquiring new land for parks in this area is very difficult because of many factors, including the following:

- The Planning Area is heavily developed; there are few vacant parcels of land eligible for park acquisition.
- Of the remaining vacant land in the area, not all is geographically and/or topographically desirable or suitable for use as parkland. Steep slopes, wetlands, ravines, etc., make many of the parcels undesirable for acquisition.
- The M-NCPPC has determined that, Countywide, priority will be given to acquiring land for community parks (20+ acres) when additional land acquisition is proposed. This is where the greatest deficiency exists. The

acquisition of many small parcels for use as neighborhood parks puts a tremendous burden on the maintenance crews and park police force. There are few vacant parcels in Planning Area 69 which are 20+ acres in size and geographically suitable for parkland.

- The cost of many of the vacant parcels is prohibitive because of the properties' existing zoning.

The M-NCPPC will make every effort to be informed about properties that have been declared surplus by the Federal, State and County governments and by the Prince George's County Public Schools. These properties will be examined to determine if they could be beneficial additions to the park system.

Several acquisition and development projects have been proposed for Planning Area 69. A draft Master Plan for the Bladensburg Marina has been prepared and is currently under review. If implemented, the Marina would become a major recreation facility.¹³ The Marina was constructed in the late 1950s by the U.S. Army Corps of Engineers as the recreational element of the Anacostia Flood Control Project. It was originally owned and managed by WSSC, transferred to the M-NCPPC in 1978 and is currently leased to Safford Marine. The M-NCPPC is required by Federal law to keep the Marina basin dredged and operational.

The current deteriorated condition of the Marina is the result of several factors. The basin receives a large sediment load because it is located where the Anacostia River becomes tidal and the water slows down, dropping its sediment after storms. Usage of the Marina slips is very low due to the deteriorated condition of the River and the accumulation of boating hazards such as tires and sand bars. The M-NCPPC is currently working with the U.S. Army Corps of Engineers to dredge and clear the river channel of boating hazards.

The plan for revitalizing the Marina includes introducing a variety of new uses by modifying the northern half of the facility. The proposed improvements include a fishing/tour boat pier, boardwalks, marsh creation, multiuse open pavilions for picnicking, fish/farmer's market, canoe launch, sitting area, observation deck, play area and restaurant.

A pedestrian bridge across the Anacostia River has also been proposed, as well as a hiker/biker/fitness trail connection to the 180-acre Colmar Manor Community Park, which is extensively developed with a ballfield complex, play equipment, a basketball court and a picnic area. In addition to the existing development, a nature study area (with boardwalk, dock, observation platform and trails) is under construction. Although this site is located in Planning Area 68, a trail connection from the Marina will provide direct access to this park from Planning Area 69.

Extensive renovation has been proposed for the West Lanham Hills Neighborhood Park. Per an agreement between M-NCPPC and a private developer, the M-NCPPC received 1.9 acres of land as an addition to the park and will receive park improvements including the following: a recreation center building (with a meeting room, kitchen and restrooms), 2 lighted tennis courts, a 10-station fitness/exercise trail, a parking lot, entry road, paved trails, play equipment, a picnic shelter, site lighting and landscaping.

¹³ In 1994, the State and the County allocated \$3.2 million to implement this Plan.

As part of the agreement, the improvements will be completed by February 1993.¹⁴

The Bladensburg Balloon Historic Park has been developed to commemorate the first documented hot air balloon launch which, according to newspaper accounts and eyewitnesses, occurred at this site. The cultural and passive recreational nature of this park has been designed to physically reflect the appearance of a hot air balloon.

As part of the proposed Madison Hill Subdivision on Good Luck Road, the developer will dedicate 21.39 acres of land to the M-NCPPC. A trail connection from this property to the existing Northeast Branch Hiker/Biker Trail would afford residents of Planning Area 69 easy access to an extensive trail system just outside the Planning Area.

A possible land exchange is currently being studied. The proposal calls for the M-NCPPC to exchange 4.31 acres of its property for a 12.52-acre parcel of privately owned land (see Employment Areas Map for locations). If this land exchange is implemented, there will be a net gain of 8.76 additional acres of parkland in Planning Area 69.

Other pending and proposed acquisition and development projects for Planning Area 69 are as follows:

- Cheverly-Euclid Street Neighborhood Park (previously budgeted): The addition of 8.2 acres to the existing 13.94-acre park.
- Glenridge Community Park (proposed): The addition of 45 acres to the existing 61.72-acre park.
- Glenridge Community Center Park (proposed): Construction of an addition to Glenridge Elementary School, adjacent to Glenridge Community Park, to convert the facility into a school/community center. The addition may include a multipurpose room, game room, weight room, office and storage area.
- Glenridge Community Park (previously budgeted): Development of new access roads and utilities.
- Publick Playhouse Cultural Arts Center (proposed): Replacement of the stage lighting system.

Table 18 shows the projected total park acres and acreage per 1,000 population for 1995 and 2000.

GUIDELINES

1. Within the County's fiscal capability, the development of recreational facilities should be staged proportionately with the population growth in the area.
2. Sites for neighborhood and community parks should be easily accessible to the intended users.
3. Scenic areas, floodplains and steep slopes, as well as land suitable for recreation facilities, should be considered for dedication for passive parkland.

¹⁴The improvements were completed in October 1993.

Table 18 PROJECTED "LOCAL"/REGIONAL/COUNTYWIDE/SPECIAL PARK ACREAGE	
<u>1995 PROJECTIONS</u>	<u>Acres</u>
Existing Local Park Acreage	286.92
Pending/Proposed Local Park Acreage	<u>74.60</u>
TOTAL	361.52
("Local" Park Acreage per 1,000 Population ¹)	(6.35)
Existing Regional/Countywide/Special Park Acreage	164.26
Pending/Proposed Regional/Countywide/Special Park Acreage	<u>0.00</u>
TOTAL	164.26
(Regional/Countywide/Special Park Acreage per 1,000 Population ¹)	(2.89)
<u>2000 PROJECTIONS</u>	
Existing and Pending/Proposed Local Park Acreage	361.52
("Local" Park Acreage per 1,000 population ²)	(6.38)
Existing and Pending/Proposed Regional/Countywide/Special Park Acreage	164.26
(Regional/Countywide/Special Park Acreage per 1,000 population ²)	(2.90)
¹ Based on 1995 projected population of 56,904	
² Based on 2000 projected population of 56,645	

4. Planning, design and construction of access roads, recreation facilities, and public utilities in the park system should enhance and be in harmony with the natural beauty and terrain of the land, reflecting full concern for the humane and aesthetic values of the environment.
5. Sound conservation principles and practices which recognize the ecological interdependence of people, flora and fauna, soils and water should be implemented in the management of the park system.
6. Recreational opportunities offered in each community should reflect the recreational preferences and needs of local users.
7. Site features such as streams, rock outcroppings, woods, wildlife habitats, etc., should be incorporated into the development of parks and recreational areas.
8. Development of private or commercial recreational areas should be encouraged to help meet recreational needs.
9. Recreational/school buildings should be utilized as community activity centers.
10. Access to major recreational facilities should be provided in such a manner that residential areas will not be penetrated by heavy traffic.

Trails

GOAL

- To provide hiker/biker/equestrian trails within Planning Area 69 in a manner that is functional, effective, sensitive to the surrounding environment, consistent with local property rights, and compatible with the siting of public open space.

OBJECTIVES

- To expand, encourage and promote pedestrian/biker/equestrian recreational activities.
- To promote and encourage cycling and walking as an alternative to the car for commuting purposes.
- To establish priorities for acquisition and development of trails within the Planning Area based on need, interests and the availability of resources.
- To encourage joint efforts between the various public agencies and private groups which can result in the provision of additional trails facilities.

BACKGROUND AND BASIC ISSUES

In 1975, the M-NCPPC developed the *Countywide Trails Plan* for Prince George's County. The 1980 *Master Plan for Bladensburg-Defense Heights and Vicinity* amended this Plan for the trails system in Planning Area 69. Subsequently, the growing interest for equestrian trails resulted in the approval of the 1985 *Equestrian Addendum* to the *Countywide Trails Plan*. Within the last 10 years, interest in hiking, biking, and jogging have also increased.

The main objective of the Trails Plan is to develop a continuous system of trails and bikeways which will serve not only the recreational, but also the transportation needs of County residents. The County trails network is planned to provide pleasant circulation options for pedestrians, bicyclists and equestrians as they move among residential, recreational, commercial and employment areas to connecting points with the Metrobus and Metrorail system and to parking areas. The Trails Plan differentiates four classes of trails and bikeways.

- Class I: Exclusive bikeways located in rights-of-way or easements which are not shared with motorized vehicles (none exist or are proposed in Planning Area 69).
- Class II: Hiker/biker trails located in shared or common rights-of-way with other vehicles but with barriers to separate the trail from vehicular traffic (see Figure 23).
- Class III: Bikeways located within rights-of-way without physical barriers to separate them from vehicular traffic. These bikeways are identified by signs or by a stripe painted on the road surface (Figure 23).

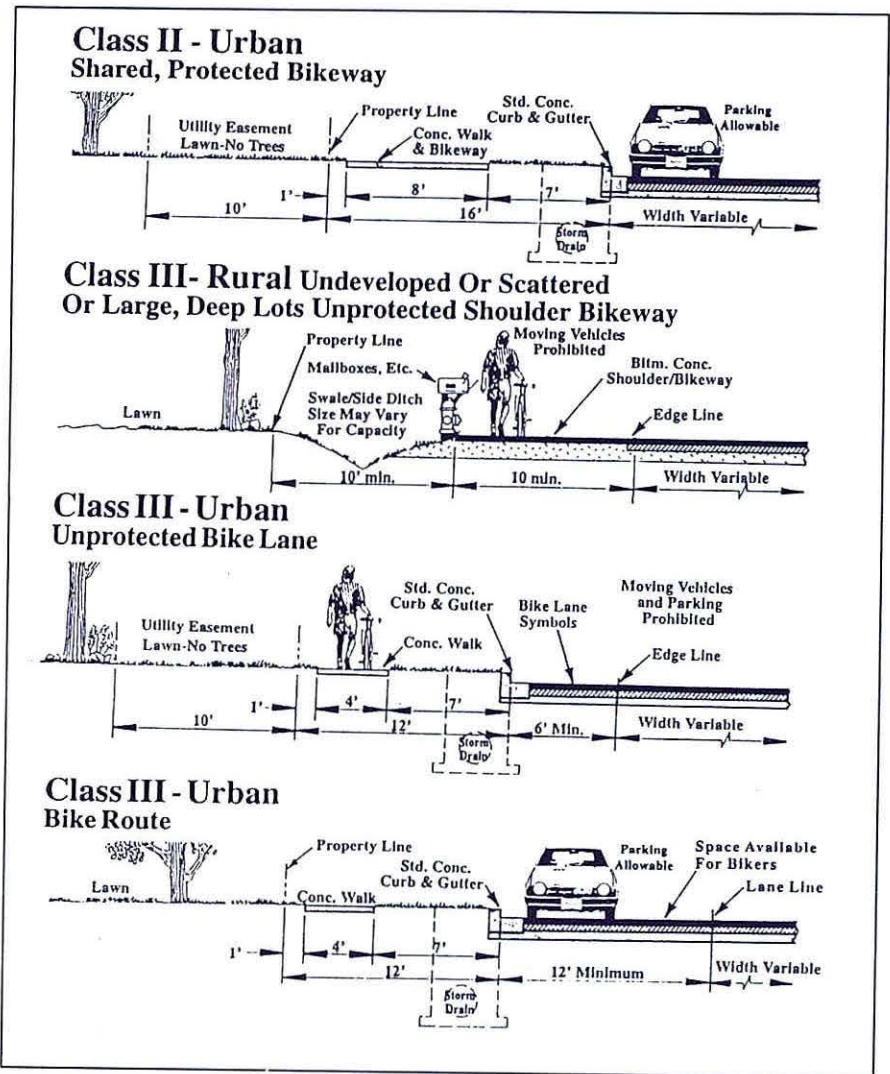


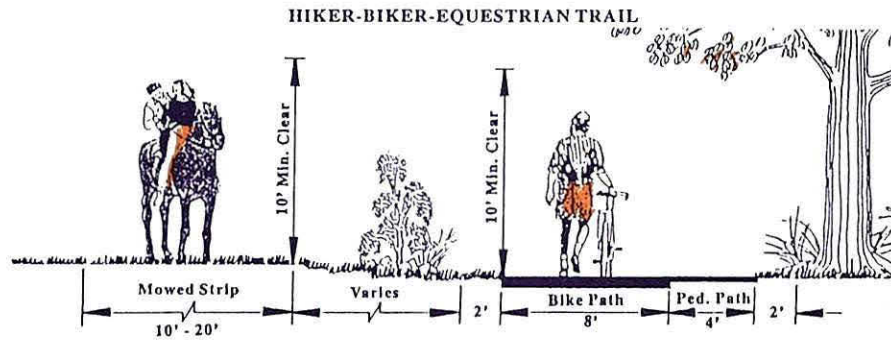
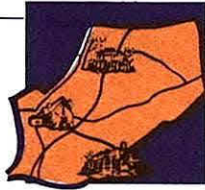
Figure 23: Hiker/Biker and Bikeway Specifications.

- Class IV: Hiker/biker/equestrian trails located within stream valleys or utility rights-of-way. (See Figure 24)

There is a limited opportunity for new trails and bikeways within Planning Area 69 due to the small number of stream valley corridors and few planned road upgrades. In addition, there are natural and manmade barriers which act as a constraint. Also, the amount of public funds available is a constraint throughout the County.

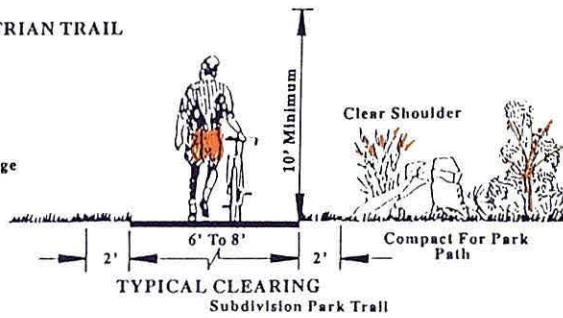
Trail corridors are obtained by one or more of the following methods: stream valley parkland acquisition; dedication of land through the subdivision review and rezoning processes; dedication of additional rights-of-way for new road construction; State, Federal and County highway construction projects; conservation easements and buffers; homeowners' association open space requirements; combined use on WSSC easements or other public utility rights-of-way and permission agreements between private property owners and trail users.

The development and construction of trails and bikeways relies on the programming of public funds as well as public benefit contributions by developers. A major source of public funding to the M-NCPPC comes from the State's Program Open Space Fund. Another source of funding is the

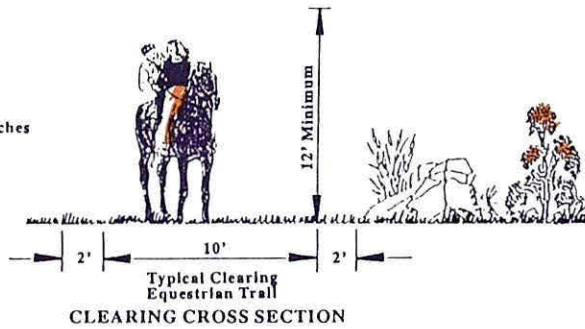


**HIKER-BIKER-EQUESTRIAN TRAIL
PREFERRED**

- Notes:
 1. Remove All Limbs And Branches To 10'
 2. Provide Positive Drainage Away From Path.



- Notes:
 1. Remove All Branches and Limbs To 12'
 2. Provide Positive Drainage Away From Path



HIKER-BIKER TRAIL

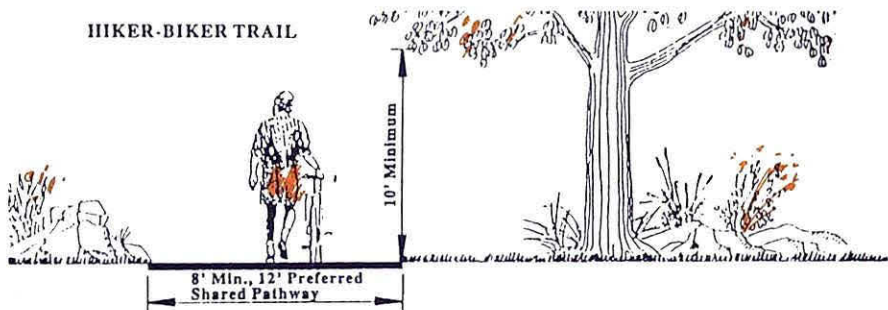


FIGURE 24	PARK AND SUBDIVISION TRAIL SPECIFICATIONS	
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Federal Aid Highway Program for Bicycle and Pedestrian Facilities (Intermodal Surface Transportation Efficiency Act) grants to the State Highway Administration (SHA).

CONCEPT

This Plan amends the 1980 *Master Plan for Bladensburg-Defense Heights and Vicinity* and the 1985 *Equestrian Addendum to the Countywide Trails Plan* through the inclusion of new trails and the modification or deletion of other trails included in those plans. These changes are necessitated by private development activities and public actions subsequent to the approval of those plans.

The three principles for trails development in Planning Area 69 are the following:

1. Development of Class III bikeways on existing low-volume residential roadways. Responsibility for sign maintenance, painting and labeling will belong to the County Department of Public Works and Transportation (DPW&T), SHA and affected municipalities.
2. Utilization of stream valleys.
3. Utilization of trails planning concepts in the design and development of new residential areas.

Specific trail alignments in new subdivisions may vary from those shown on the Plan Map. During subdivision review, the final trail alignment will be determined. Trails incorporated in subdivisions could be maintained by homeowners' associations, the M-NCPPC, DPW&T or SHA.

RECOMMENDATIONS

A system of trails and walks for pedestrians, bicyclists and equestrians should be developed to connect neighborhoods, recreation areas, commercial areas, employment areas, transportation facilities, Metro and bus stops.

The provision of trails and bikeways ultimately depends on the user demand emerging within the Planning Area. The SHA, DPW&T and M-NCPPC should implement the proposed trails network within the realm of their respective responsibilities. They are responsible for the planning, design, programming and construction of those facilities. The State of Maryland requires that facilities for bicycle travel be considered in all State-funded road construction projects.

The trail and bikeway plan is shown on the Plan Map. Major proposals are discussed below.

1. A Class II hiker/biker trail, in combination with Class III bikeway segments, is planned for the Good Luck Road corridor. This is envisioned to be the main east-west bike commuter route to the College Park Metro Station.

Major sections of Good Luck Road have curb, gutter and sidewalks; other sections have curb and gutter but no sidewalks; and the remainder are still open with soft shoulders. Several techniques will be needed in constructing this trail. Parts of the roadway will have eight-foot-wide trail sections behind the curb; other parts will have hard surface shoulders; yet others will have striped bike lanes (where feasible); and the remainder will be a signed bike route.

2. A Class IV hiker/biker/equestrian trail is planned along Brier Ditch between Kenilworth Avenue and Carrollton Parkway.

This trail is proposed as a separate off-road multiuse trail providing users with a park-type setting and a travel corridor from New Carrollton to the M-NCPPC Northeast Branch Stream Valley Park Trail, with access to neighborhood parks and schools.

3. A combined Class II hiker/biker trail and Class II bikeway is planned along Riverdale Road, MD 410, and the newly constructed MD 410 extension between the M-NCPPC Northeast Branch Trail and the New Carrollton Metro Station.

Similar to the Good Luck Road trail, several techniques will be needed, including trails, bike lanes and hard surface shoulders. This trail will provide an opportunity to travel to either the New Carrollton or the College Park Metro Stations.

4. The proposed MD 450 Class II hiker/biker trail is planned for extension through Planning Area 69.

This trail is currently proposed in the *Countywide Trails Plan* to extend from MD 3 in Bowie to Riverdale Road. The proposed westward extension will be a major east-west trail/bikeway corridor providing access to shopping, parks, schools, other trails and bikeways, and Metro.

5. Numerous roadways in the Planning Area are recommended for Class III signed bike routes.

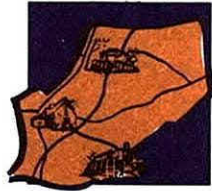
The main function of a Class III bike route network is to provide designated roadways to connect to the major trails and land uses within the Planning Area. Signed bike routes provide the cyclist with direction to main routes that connect to most, if not all, points in the Planning Area. Another function of the Class III bike route signs are that they alert motorists to the fact that they are sharing the roadway with cyclists.

GUIDELINES

1. Where remaining opportunities exist, trails and bikeways should be located as far as possible from vehicular traffic.
2. The mandatory dedication of lands for recommended trails shall be considered as the situation requires.
3. Trail easements should be provided through the subdivision process with little or no public land acquisition expense.
4. In order to save public funds and make the best use of available land, trails and bikeways should utilize existing road and utility rights-of-way wherever possible.
5. As the local road system is expanded and improved, highway designs should incorporate appropriate clearances, grades and paving to accommodate trails or hardsurface shoulders.
6. Applications for preliminary plats of subdivision should show interior trails and proposed connections with the planned trails system.
7. Trails provided privately within subdivisions should be encouraged to connect with the planned trails system.

8. Trails should be connected with other trails of the same type in adjacent planning areas to provide a continuous trail system.
9. Trails should be located where they will best serve the people who will use them.
10. Trails should link public facilities, such as schools, libraries and parks, to the communities they serve and should interconnect local, regional and stream valley parks.
11. As the trail and bikeway network develops, pedestrian, bike and horse crossing signs should be installed where necessary and designated routes should be signed.
12. Safety for both persons and property is a primary consideration and trails shall be designed to be “good neighbors” to the areas where they are located.
13. The inclusion of trails and bikeways should be considered and, where feasible, provided in all new public and private land developments. Such trails and bikeways shall be designed to connect with the planned County system.
14. Trails and bikeways should be served by “starting” or “service” areas, which may include auto and horse trailer parking, tether rails, troughs, bicycle racks and other such necessary or helpful facilities.
15. Trails should be located to take advantage of, and provide access to, scenic and historic sites.
16. Recreation trails in parks should provide access to the facilities and features located therein.
17. All off-road trails shall be handicapped accessible whenever possible.





ACTION PROGRAM

The implementation of Comprehensive Master Plan proposals will be effected through an ongoing Countywide planning process which involves Federal, State, County and municipal governments, as well as citizens and private developers. This Ongoing Planning Process includes, but is not limited to, implementation of the Capital Improvement Program, the State Highway Administration's Consolidated Transportation Program, and the Ten Year Water and Sewerage Plan, as well as review and recommendations concerning mandatory referrals from various government agencies; revisions and additions to land development regulations; and daily review of and recommendations and/or action on zoning map amendment petitions, special exceptions, departures from design standards, proposals for the subdivision of land, variances and applications for building permits. In addition, various zoning categories recommended in this Plan require mandatory site plan review. Site plan review may also be attached as a condition by the District Council in granting zoning changes.

This Comprehensive Master Plan includes a land use plan and a Sectional Map Amendment. The Sectional Map Amendment contains the proposed zoning changes needed to implement the land use recommendations.

The use of innovative subdivision and zoning techniques such as cluster, mixed use development, comprehensive design and overlay zones will permit greater flexibility in site design and should be considered in appropriate situations within the Planning Area. These techniques encourage land use mixtures that are not permitted under conventional zoning. Within the comprehensive design zones, the permissible residential densities and building intensities are dependent upon the provision of merit features, such as plazas, public facilities space, and parks and open space. The Mixed Use Transportation (M-X-T) Zone provides for a mix of economically beneficial uses and offers density bonus incentives to projects which include open arcades, enclosed pedestrian space, rooftop activities and outdoor plazas, theaters and residential uses above a given minimum size.

Various environmental regulations will be of assistance in implementing the Plan. These include the Grading Ordinance of Prince George's County sediment control regulations and noise restrictions, as well as limitations upon development in the 100-year floodplain. Woodland conservation is also required. Although the amount of vacant land is limited, many of the vacant parcels in the Planning Area contain environmental constraints. The use of comprehensive design zones will be of special assistance in permitting reasonable density patterns.

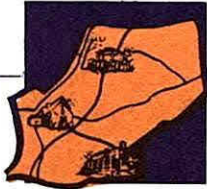
The success of the Plan depends heavily upon the future decisions and actions of both the public and the private sectors. In the private sector, the most significantly positive implementation force is the participation of responsive developers and of cooperative citizens. This force, motivated

by a desire to protect private interests and by careful consideration of the future of the entire community, can be effective in the execution of Plan proposals. Such participation and cooperation will be of particular importance in resolving the problems caused by excessive commercial development.

A comprehensive review of the Plan should be undertaken at reasonable intervals, depending upon how rapidly change occurs. This periodic review will serve the valuable function of keeping both public officials and citizens aware of the policies contained in the Plan. The Citizens' Advisory Committee should continue to consult with and advise the Planning Board and staff until the Comprehensive Plan and Sectional Map Amendment process is complete.

In summary, implementation of the *General Plan* and area master plans occurs through a range of actions taken by, or in relation to, different levels of government and the related agencies, and private groups and individuals, at times which reflect the various resources which are available. This sequence of events is summarized in the following flow chart, entitled "From Policy Plan...Through Policy Process...To Action Program."





From Policy Plan... Through Policy Process... To Action Program

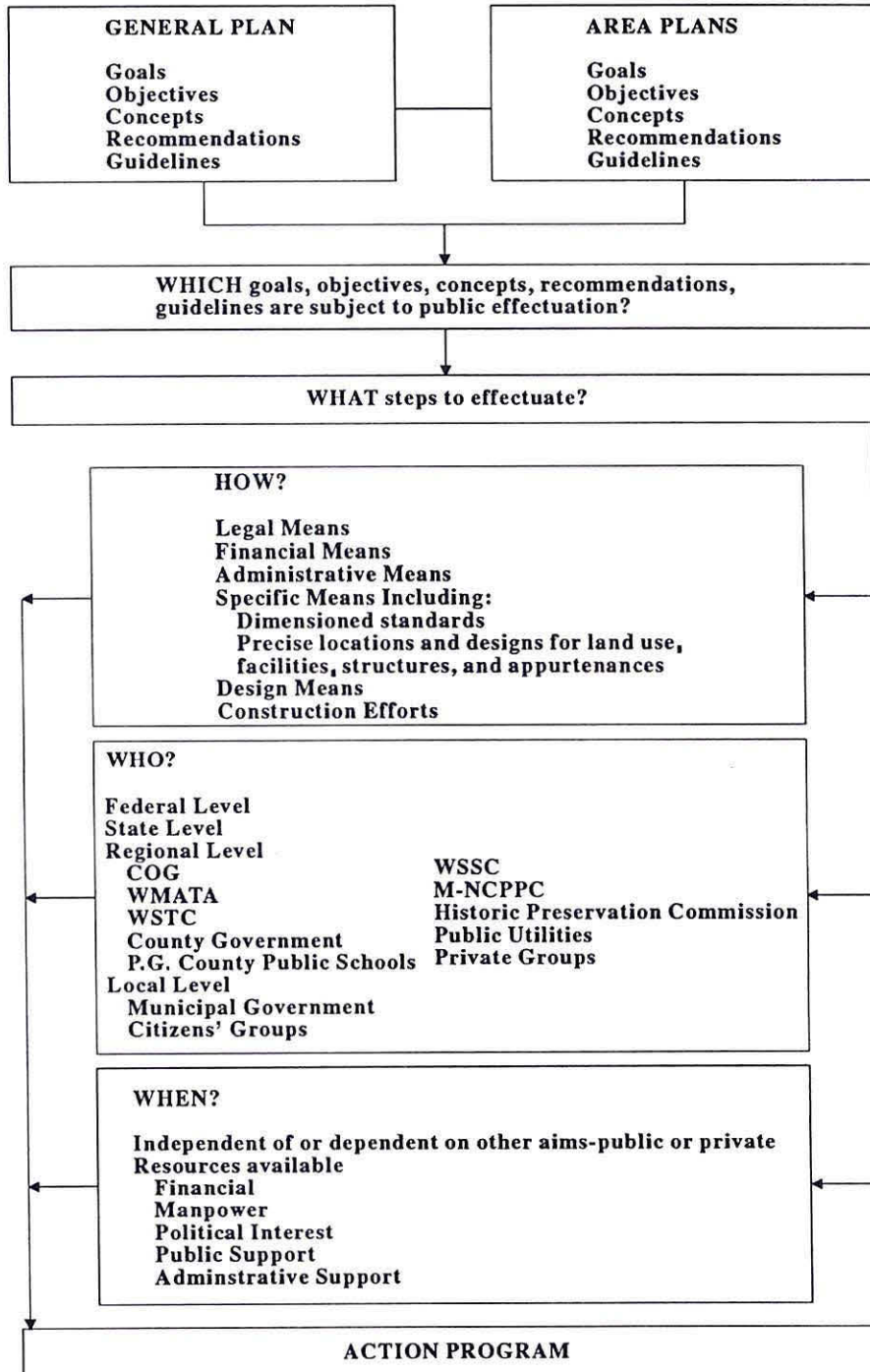
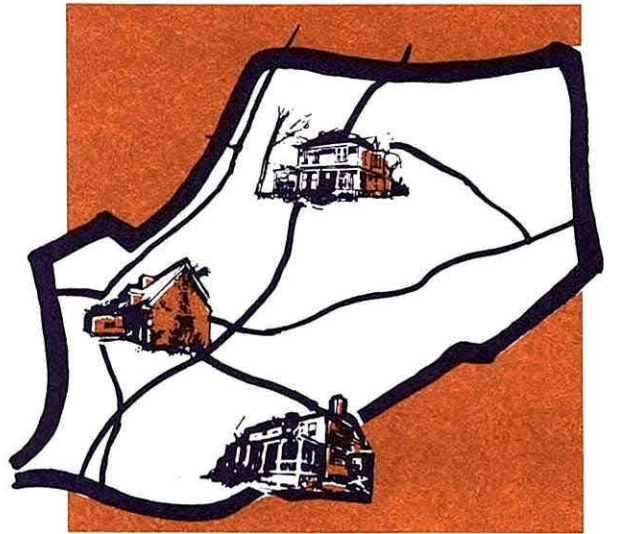
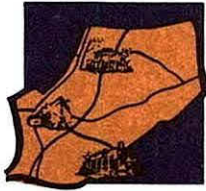


FIGURE 25 FROM POLICY PLAN... THROUGH POLICY PROCESS... TO ACTION PROGRAM



*Sectional
Map Amendment*



SECTIONAL MAP AMENDMENT

INTRODUCTION

The Comprehensive Master Plan for Bladensburg-New Carrollton and Vicinity includes the preceding land use plan along with this Proposed Sectional Map Amendment (SMA). The proposed SMA will facilitate implementation of the land use recommendations for the foreseeable future, generally considered to be 6 to 10 years. When adopted by the District Council, with or without amendments, the SMA will become the new official zoning maps for Planning Area 69. All previous zoning maps for these areas will be invalidated.

COMPREHENSIVE REZONING IMPLEMENTATION POLICIES

Public Land

Besides residential, commercial and industrial land there is land devoted to public use. This public land, primarily existing and proposed parks, schools, libraries, government buildings and other public facilities, is now classified in various zoning categories. The established policy supported by the Prince George's County Planning Board and the District Council states that all public land should be placed in the most restrictive and/or dominant adjacent zone, whichever bears the closest relationship to the intended character of the area. This policy takes into account the idea that the zoning of public land, just as private land, should be compatible with surrounding zones. It will eliminate any "islands" of inharmonious zoning, while still providing for the public use, and 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 for public open space as part of a large-scale open space network. In these cases, such as the Anacostia River Stream Valley Park, the O-S Zone has been applied, being the most appropriate zone, pursuant to its description in the Zoning Ordinance.

Guidelines for Commercial Zoning

In commercial areas, the zoning proposal recommends the most appropriate of the "use-oriented" commercial zones listed in Part 6, Division 2, of the Prince George's County Zoning Ordinance: C-A, C-O, C-S-C or C-M. The choice of zone was determined by the commercial needs of the area, the Master Plan guidelines, and the status of development on the

property and surrounding area, keeping in mind the types of existing uses, if any.

Every effort was made to convert the existing C-2 zoned parcels to the newer “use-oriented” commercial zones. The purpose is to eliminate from the adopted zoning maps, and eventually from the Zoning Ordinance itself, these older commercial zones that can no longer be applied by individual application to the Zoning Map and that have been defined to be synonymous with the newer commercial zones (with the exception of a few uses only permitted in the C-2 Zone).

Limitations on the Use of Zones

Reclassification of an existing zone to a zone requiring less intensity¹ of use is prohibited where:

- (a) “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 had not consented (in writing) to the zoning;” [(Section 27-223(d)(1)], or
- (b) “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.² 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.” [Section 27-223(2)]

Conditional Zoning

Extraordinary 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 Sectional Map Amendments. In the individual rezoning process, conditions are used to protect surrounding properties from adverse effects which might accrue from a specific zoning map amendment, or to enhance coordinated, harmonious and systematic development of the Regional District. When

¹ The defined order, from the least intensive to the most intensive, is as follows: O-S, R-A, R-E, V-L, R-L, V-M, R-R, R-S, R-80, R-55, R-M-H, R-35, R-20, R-M, R-T, R-30, R-30C, R-18, R-18C, R-U, R-10A, R-10, R-H, C-A, C-O, M-X-C, M-U-TC, C-R-C, C-S-C, C-1, C-C, C-G, C-2, C-W, C-M, C-H, L-A-C, M-A-C, I-3, I-4, U-L-I, I-1, I-2, E-I-A, M-X-T and R-P-C. [Section 27-109(b)(1)]

² Existing uses that are not permitted in the new zone can be certified as nonconforming, upon application and approval by the Planning Board, and can continue to operate. The nonconforming use may continue as long as activity does not stop for more than the 180-day grace period allowed by the Zoning Ordinance, provided that the use in question complied with the provisions of the Zoning Ordinance when it began operation. Further, a nonconforming use can be enlarged or extended with approval of a special exception subsequent to certification.

approved by the District Council, and accepted by the zoning applicant, conditions become a part of the County Zoning Ordinance requirements applicable to a specific property and are as binding as any other provisions of the Ordinance. [See Conditional Zoning Procedures, Section 27-157(b) and (c).]

Sectional Map Amendments, on the other hand, theoretically fulfill both of the objectives for which conditions might be applied in an individual zoning case, e.g., to protect from adverse effects of otherwise appropriate zoning and development, or to enhance development of the Regional District, since all zoning in a planning area is assumed to be reviewed comprehensively.

Comprehensive Design Zones

Comprehensive Design Zones may be included in a Sectional Map Amendment. However, the flexible nature of these zones, permitting an individual property owner/developer to design a mixture of uses around natural features of the landscape, 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, identifying land use types, quantities and relationships, that a comprehensive design proposal 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 Sectional Map Amendment.

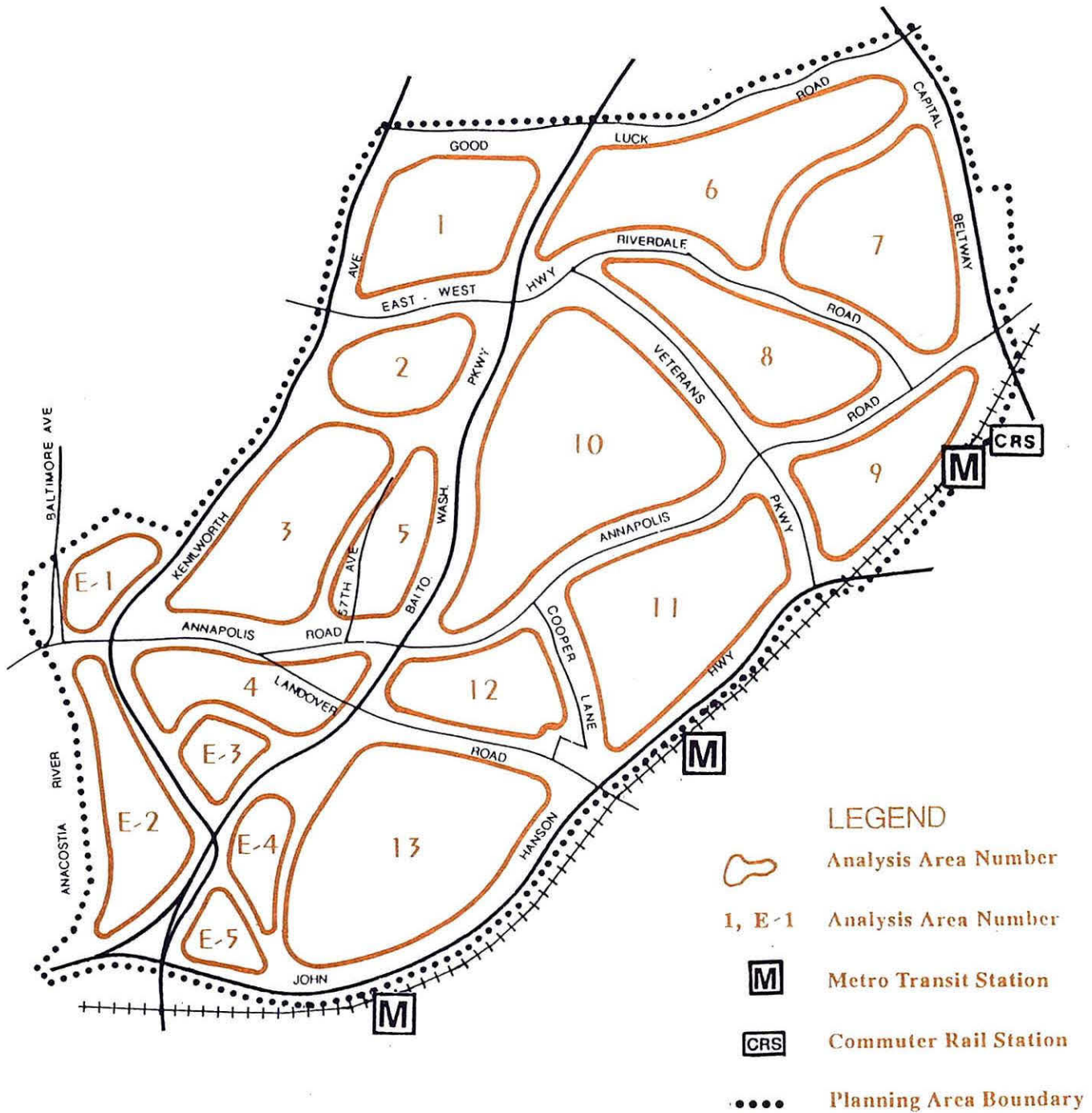
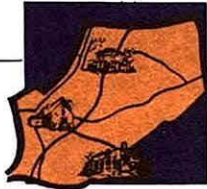
ZONING CHANGES

The policies and recommendations outlined in the Master Plan indicate that the zoning of most land in the Planning Area will remain unchanged. However, certain parcels and tracts must be rezoned to implement the plan. Comprehensive rezoning is the best way to achieve this. This SMA includes 73 zoning changes. The changes and the rationale for same have been identified in the Commercial Areas, Employment Areas and Living Areas chapters. The changes are also mapped on the following pages to assist in locating the affected properties. The Planning Area has been divided into 13 residential/commercial analysis areas and 5 employment analysis areas. (See Analysis Areas Map.) Table 19 contains the pre-SMA and post-SMA zoning inventory totals, and Table 20 provides an aggregate inventory of the zoning changes, following which are maps detailing the zoning changes.

Table 19			
EXISTING AND PREVIOUS ZONING INVENTORY (Acres)			
<u>Zone</u>	<u>Zoning Immediately Prior to 1994 SMA</u>	<u>1994 SMA New Zoning Acreage Change</u>	<u>Existing Zoning Per 1994 SMA</u>
O-S	148.9	-0.4	148.5
R-R	243.0	-4.2	238.8
R-80	205.0	140.6	345.6
R-55	3,467.5	-108.5	3,359.0
R-20	0.0	2.3	2.3
R-35	89.8	0.0	89.8
R-T	87.4	22.4	109.8
R-18	416.8	-1.8	415.0
R-10	85.2	11.7	96.9
R-10A	11.7	-11.7	0.0
R-H	29.3	-29.3	0.0
M-X-T	54.2	0.0	54.2
C-A	1.0	0.3	1.3
C-O	93.0	-25.2	67.8
C-S-C	326.7	-3.3	323.4
C-2	19.7	-2.3	17.4
C-M	40.6	0.5	41.1
I-1	205.8	11.6	217.4
I-2	<u>186.5</u>	-2.7	<u>183.8</u>
Subtotal	5,712.1	0.0	5,712.1
Rights-of-Way	<u>1,083.9</u>	<u>0.0</u>	<u>1,083.9</u>
Total	6,796.0	0.0	6,796.0

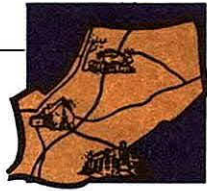
Table 20
AGGREGATE INVENTORY OF SMA ZONING CHANGES

<u>Zone Change</u>		<u>Acreage+</u>	<u>Zone Change</u>		<u>Acreage+</u>		
O-S	to	I-2	<u>3.8</u>	C-2	to	C-S-C	1.2
R-R	to	R-80	<u>5.6</u>			C-M	<u>1.1</u>
R-55	to	R-80	112.4			Subtotal	2.3
		R-R	1.4	C-M	to	R-20	0.4
		R-20	1.9			C-S-C	3.7
		R-T	1.0			I-1	<u>1.5</u>
		C-A	0.3			Subtotal	5.6
		C-M	0.4	I-1	to	O-S	0.9
		C-S-C	1.8			R-55	0.2
		C-O	4.1			C-M	<u>4.1</u>
		I-1	<u>5.2</u>			Subtotal	5.2
	Subtotal		128.5	I-2	to	I-1	<u>6.5</u>
R-T	to	R-10	<u>11.7</u>	TOTAL ZONING CHANGES			252.3
R-18	to	R-55	1.6				
		R-80	<u>0.2</u>				
	Subtotal		1.8				
R-10A	to	R-80	<u>11.7</u>				
R-H	to	R-T	<u>29.3</u>				
C-O	to	O-S	1.2				
		R-55	16.0				
		R-80	10.7				
		R-T	2.1				
		C-M	<u>0.3</u>				
	Subtotal		30.3				
C-S-C	to	O-S	1.3				
		R-55	2.2				
		R-T	1.7				
		C-O	1.0				
		C-M	0.2				
		I-1	<u>3.6</u>				
	Subtotal		10.0				



MAP 11	ANALYSIS AREAS	
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SECTIONAL MAP AMENDMENT



1-01: R-55 to R-80

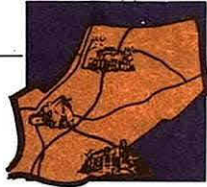
1-02: R-55 to R-80

1-03: R-55 to C-O

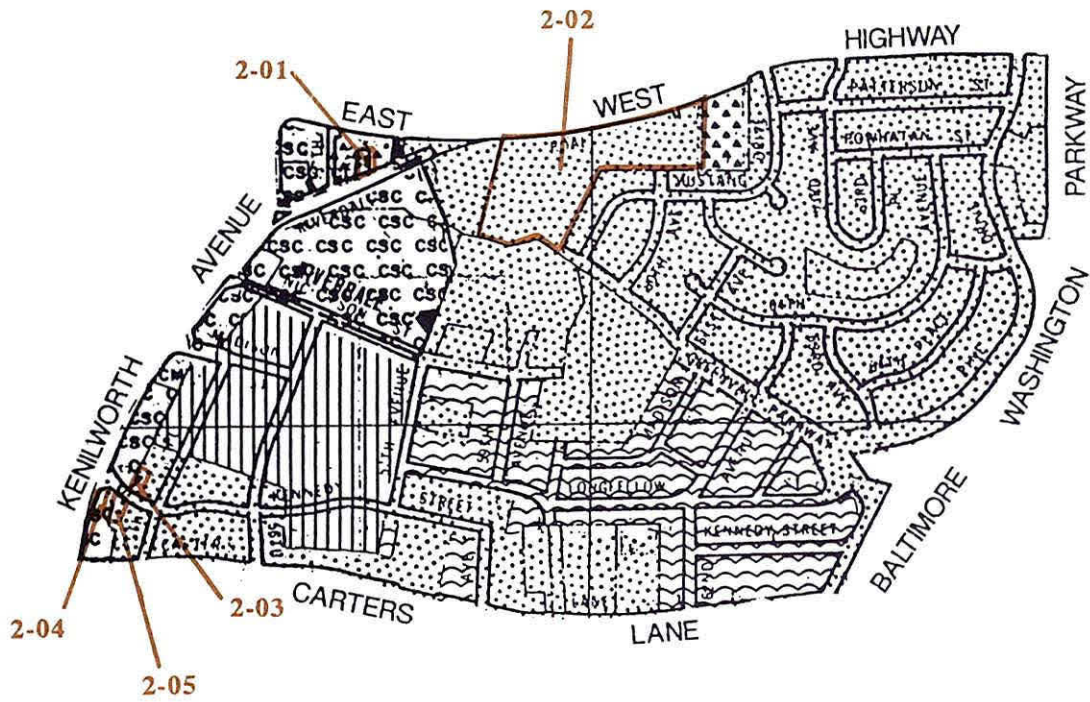
1-04: R-55 to C-O



<p>MAP 12</p>	<p>ANALYSIS AREA 1. ZONING CHANGES</p>	
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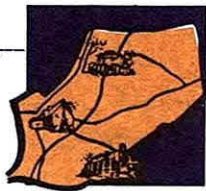


- 2-01: C-S-C to C-O
- 2-02: R-55 to R-80
- 2-03: R-55 to C-S-C
- 2-04: C-S-C to C-O
- 2-05: C-S-C to R-55



<p>MAP 13</p>	<p>ANALYSIS AREA 2 ZONING CHANGES</p>	
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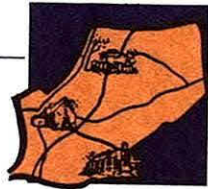
SECTIONAL MAP AMENDMENT



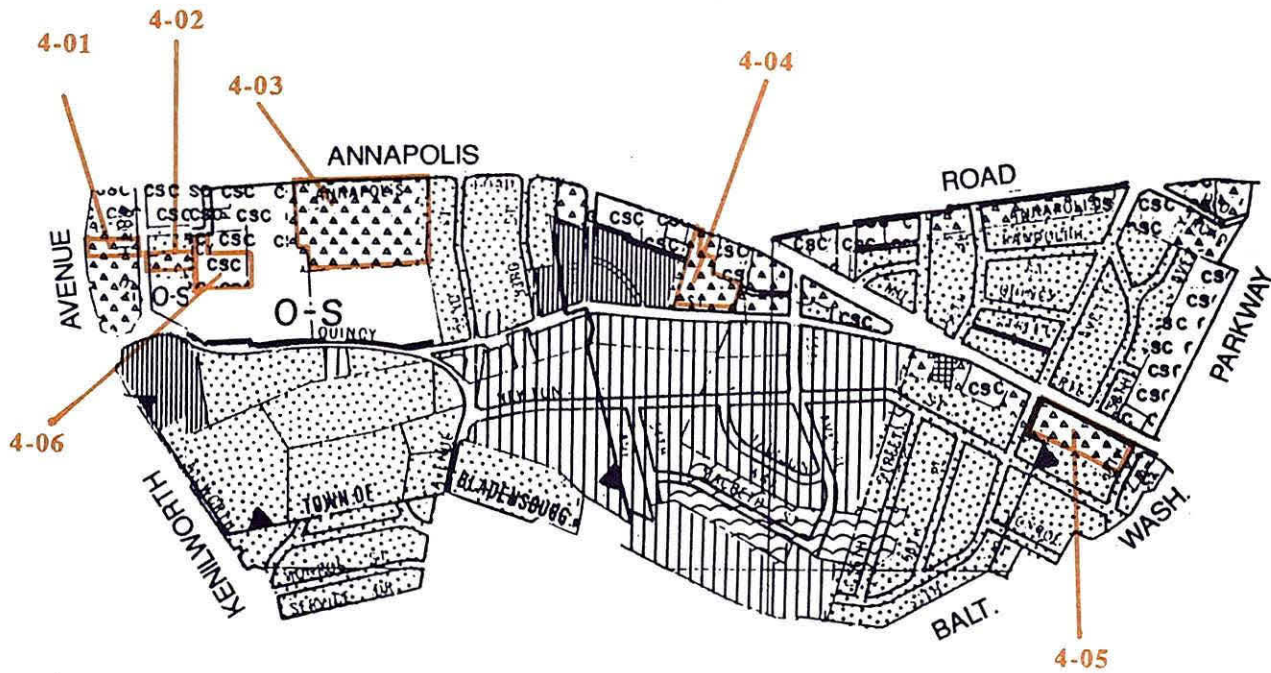
- 3-01: R-18 to R-55
- 3-02: R-55 to R-T
- 3-03: C-S-C to C-O
- 3-04: C-S-C to R-55
- 3-05: R-55 to R-80
- 3-06: R-55 to C-A
- 3-07: R-55 to C-M
- 3-08: I-1 to C-M
- 3-09: C-2 to C-S-C
- 3-10: C-O to R-55
- 3-11: C-S-C to C-O
- 3-12: C-O to R-55



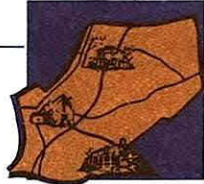
MAP 14	ANALYSIS AREA 3 ZONING CHANGES	
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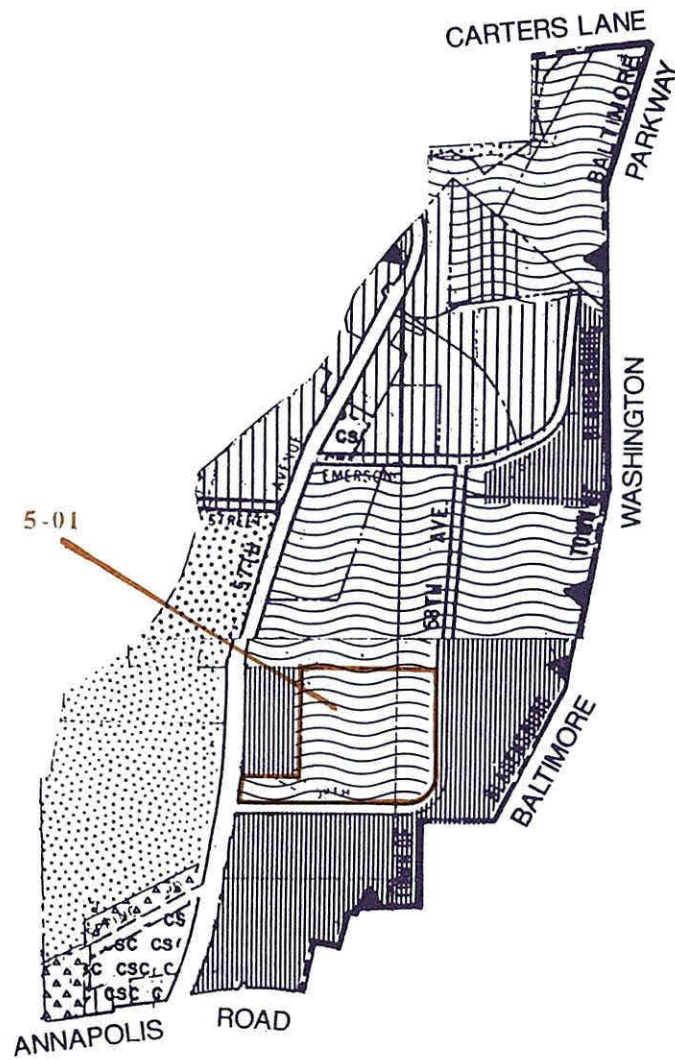
- 4-01: C-O to R-55
- 4-02: C-O to R-55
- 4-03: C-O to R-55
- 4-04: C-O to R-T
- 4-05: C-O to R-55
- 4-06: C-S-C to O-S



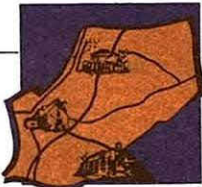
MAP 15	ANALYSIS AREA 4 ZONING CHANGES	
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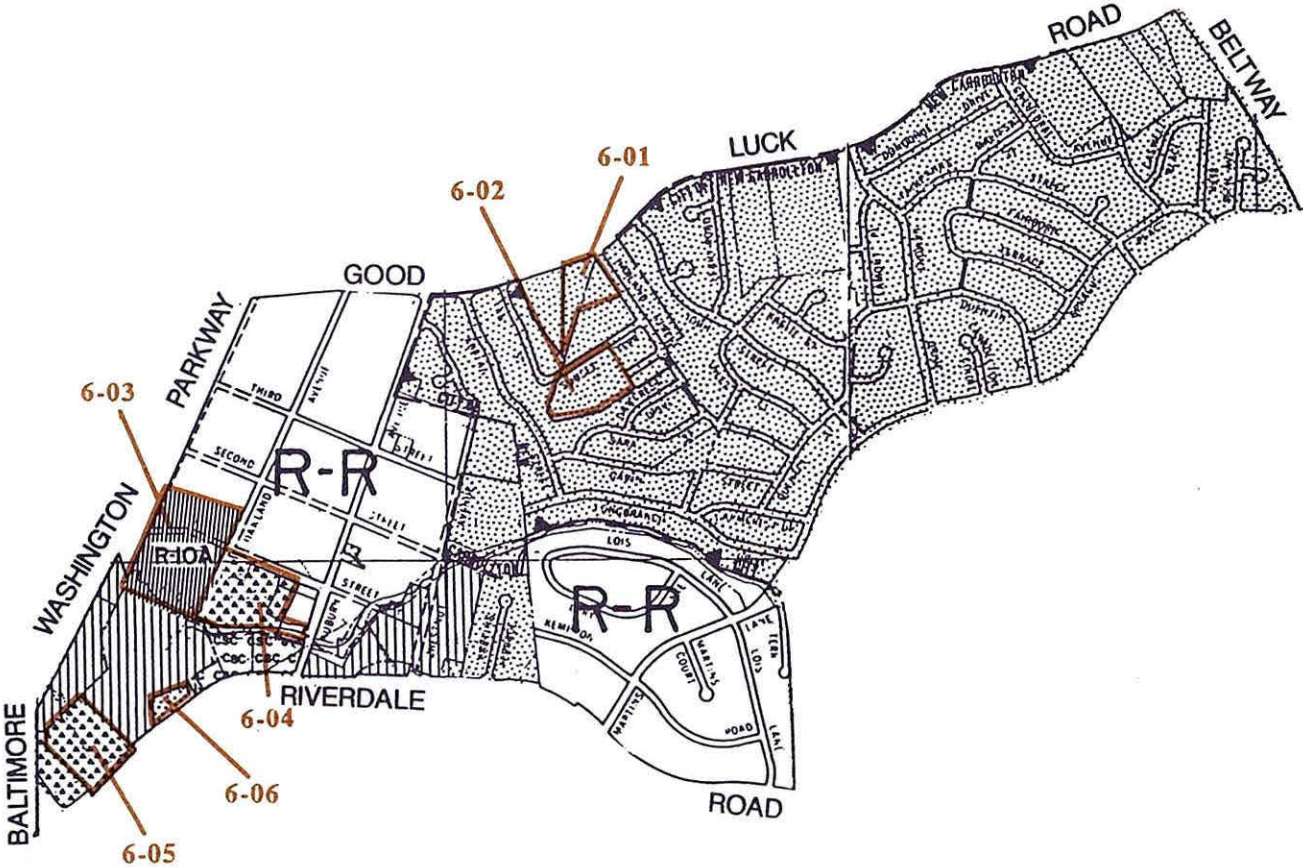
5-01: R-T to R-10



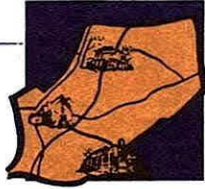
<p>MAP 16</p>	<p>ANALYSIS AREA 5 ZONING CHANGES</p>	A north arrow pointing upwards and a scale bar below it with markings for 0, 500, and 1,000 feet.
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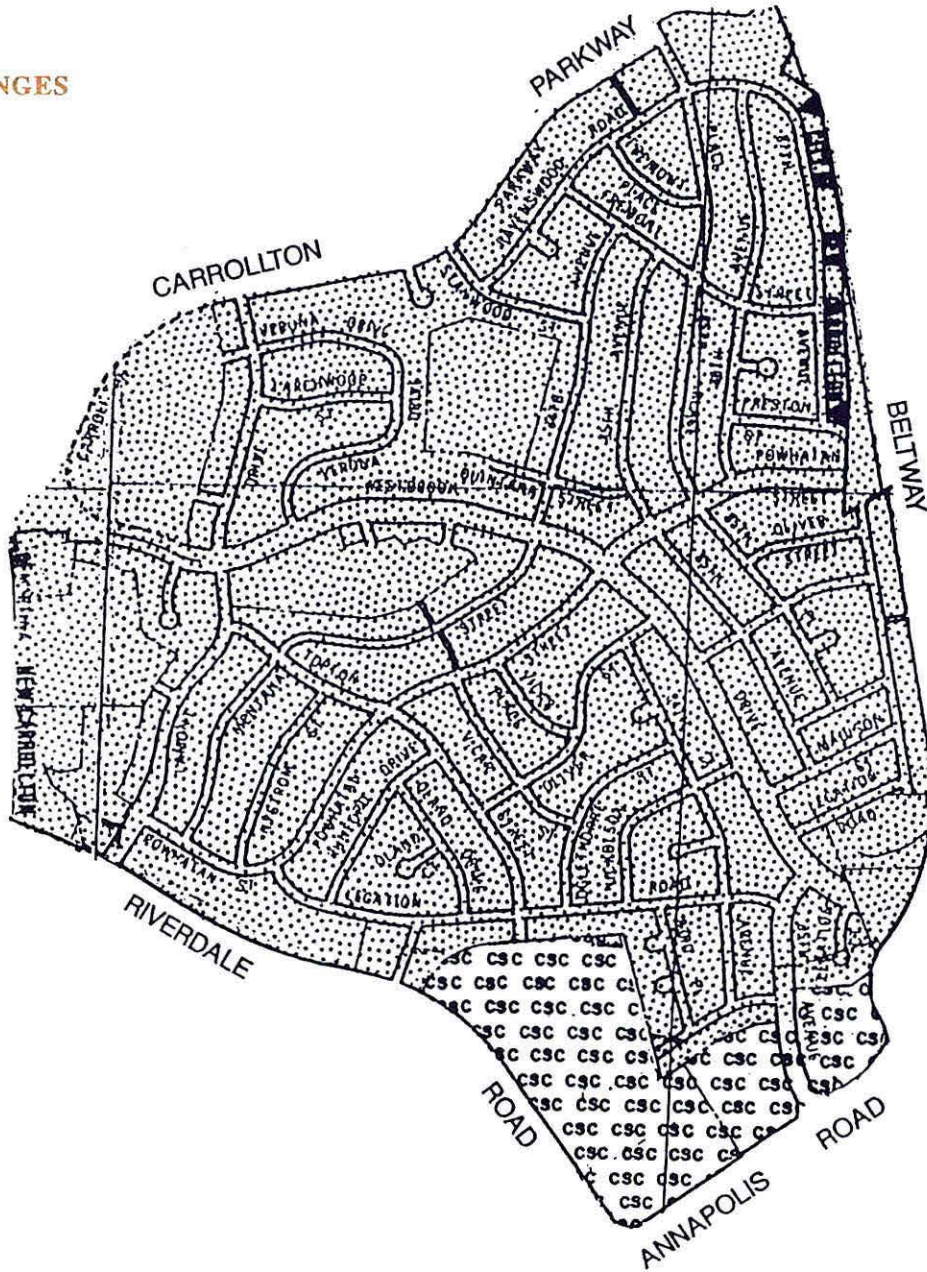
- 6-01: R-55 to R-80
- 6-02: R-55 to R-80
- 6-03: R-10A to R-80
- 6-04: C-O to R-80
- 6-05: C-O to R-55
- 6-06: R-55 to R-20



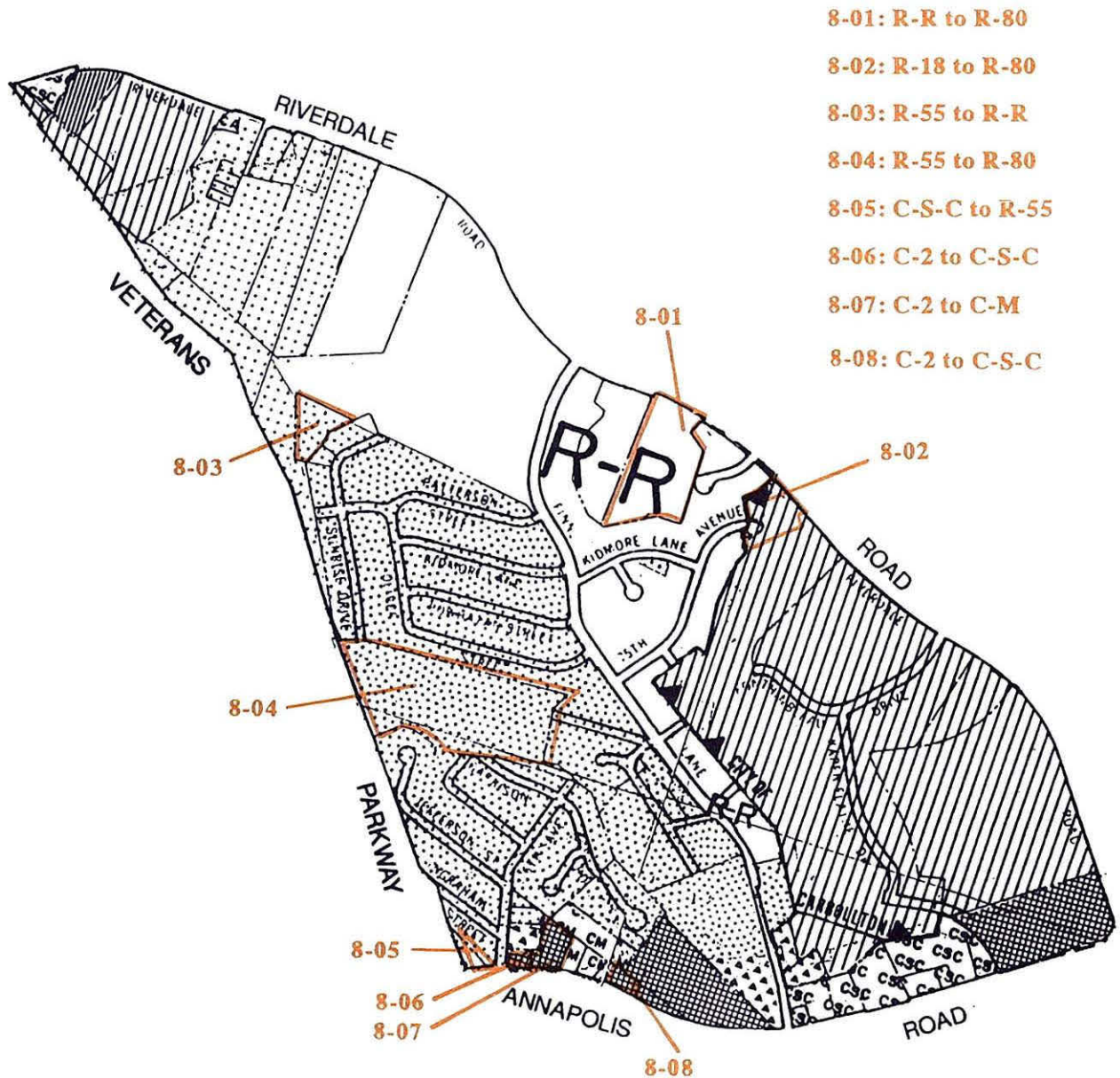
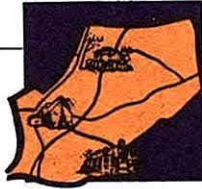
MAP 17	ANALYSIS AREA 6 ZONING CHANGES	
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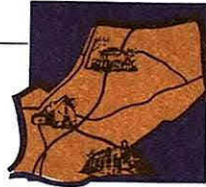
NO ZONING CHANGES



<p>MAP 18</p>	<p>ANALYSIS AREA 7 ZONING CHANGES</p>	
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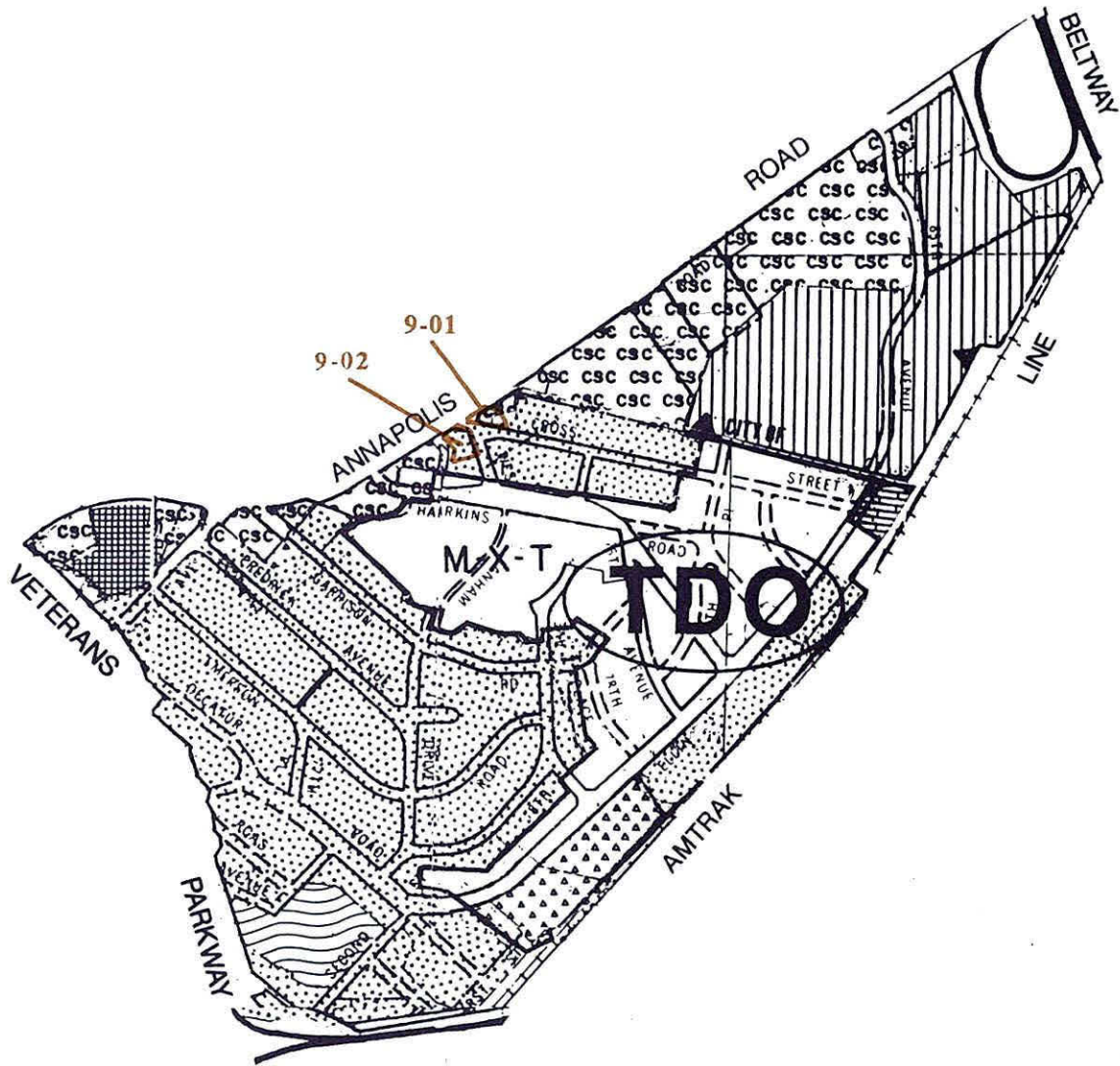


<p>MAP 19</p>	<p>ANALYSIS AREA 8 ZONING CHANGES</p>	
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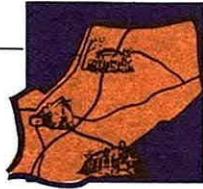


9-01: C-S-C to C-O

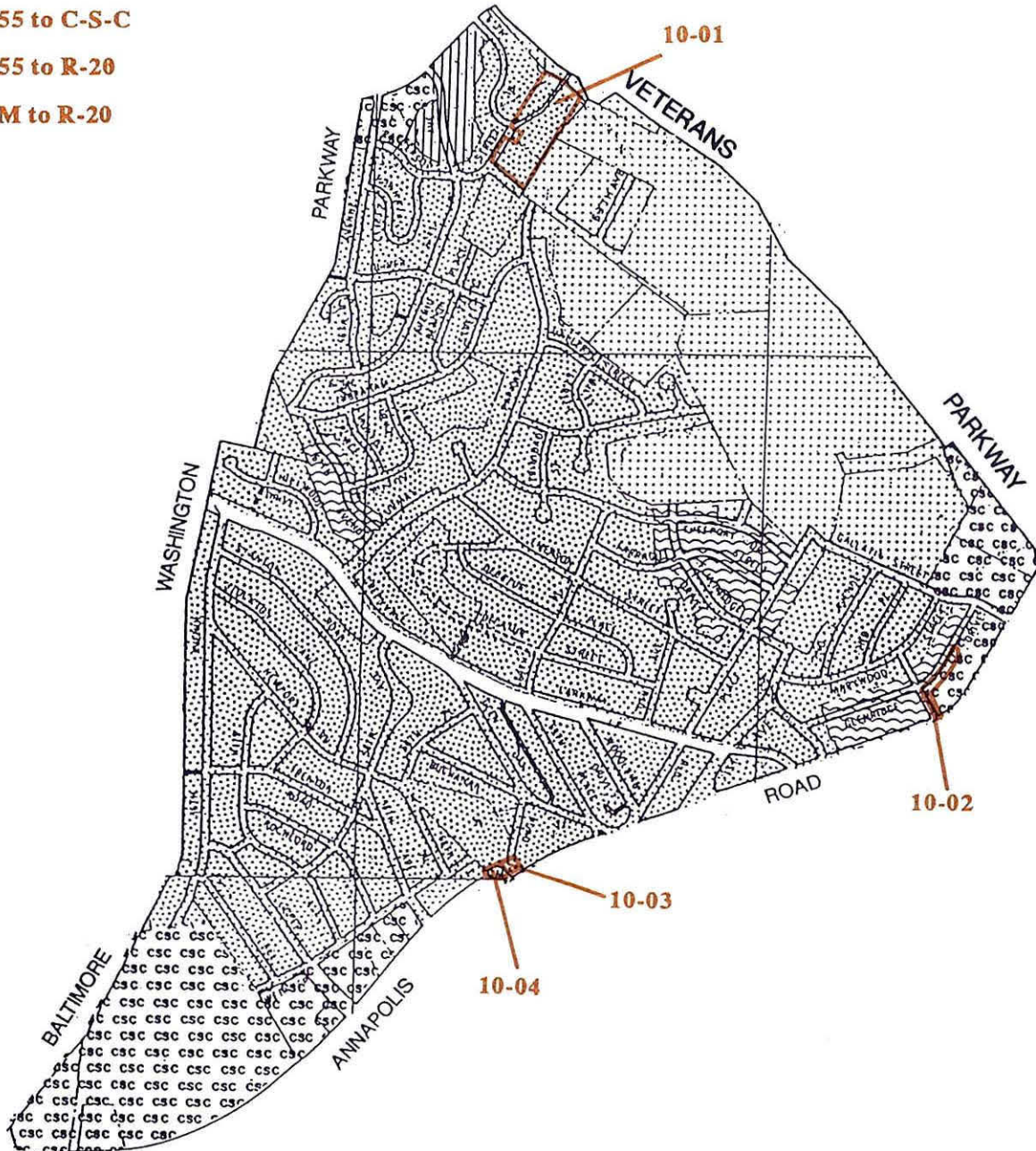
9-02: R-55 to C-S-C



<p>MAP 20</p>	<p>ANALYSIS AREA 9 ZONING CHANGES</p>	
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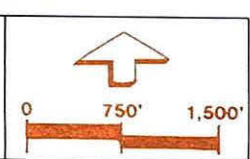


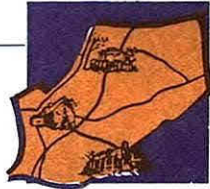
- 10-01: R-55 to R-80
- 10-02: R-55 to C-S-C
- 10-03: R-55 to R-20
- 10-04: C-M to R-20



MAP 21

ANALYSIS AREA 10 ZONING CHANGES

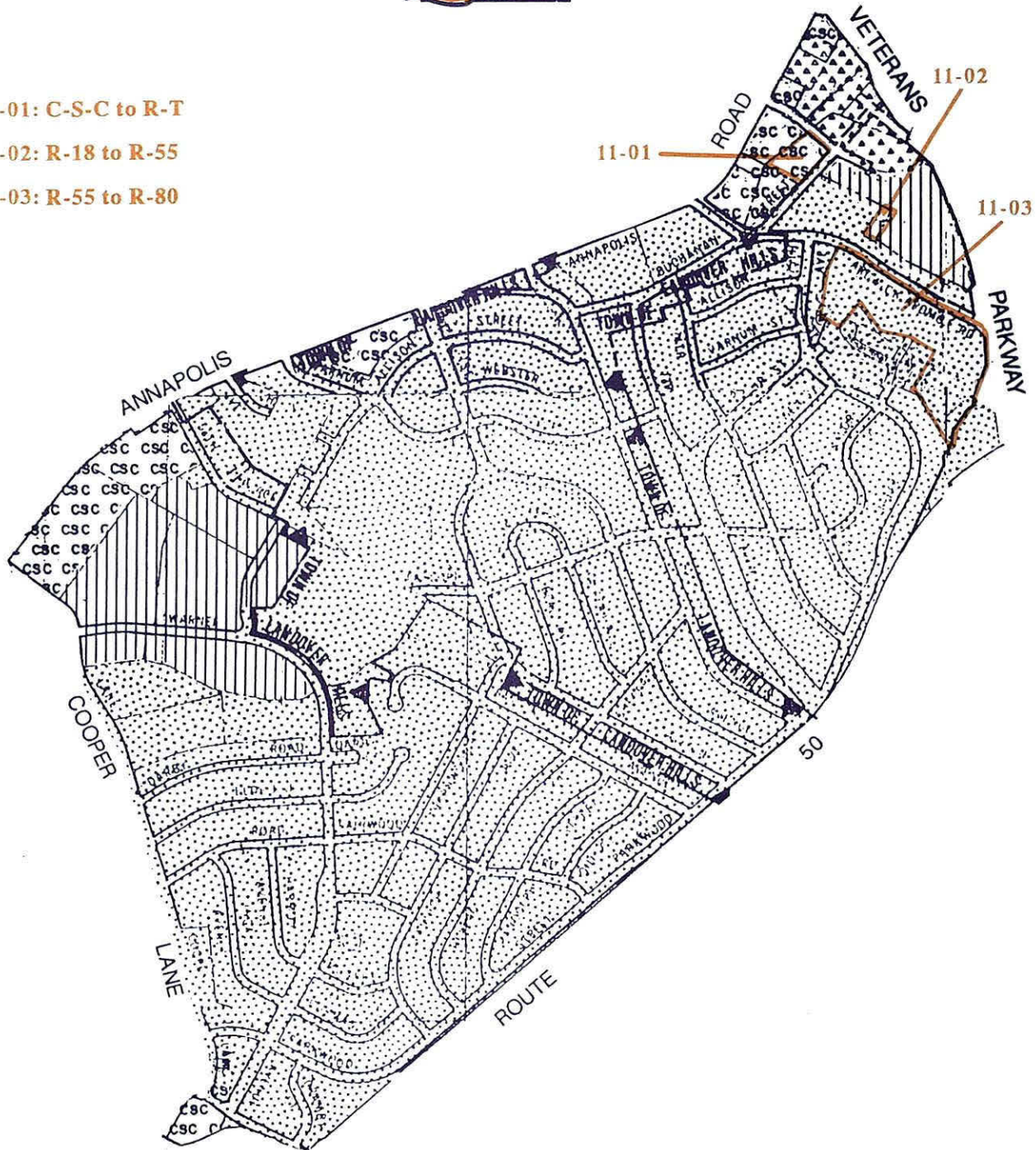




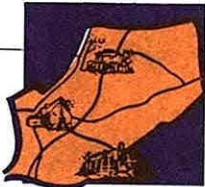
11-01: C-S-C to R-T

11-02: R-18 to R-55

11-03: R-55 to R-80



<p>MAP 22</p>	<p>ANALYSIS AREA 11 ZONING CHANGES</p>	
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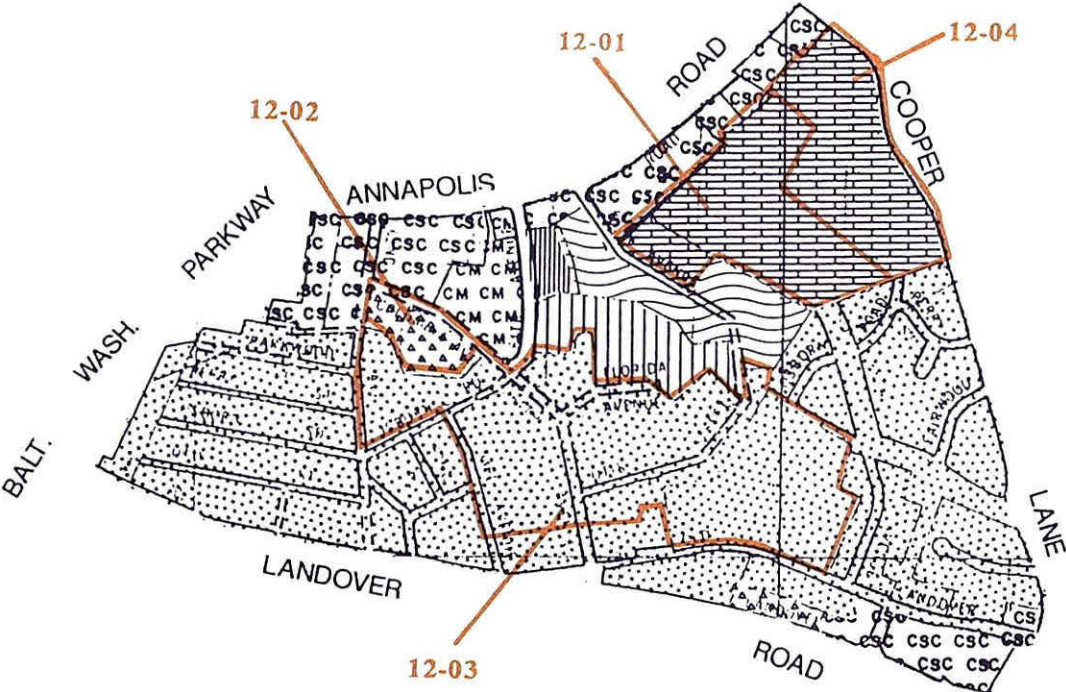


12-01: R-H to R-T

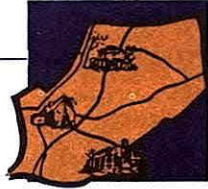
12-02: C-O to R-80

12-03: R-55 to R-80

12-04: R-H to R-T



<p>MAP 23</p>	<p>ANALYSIS AREA 12 ZONING CHANGES</p>	
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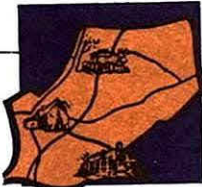


13-01: I-1 to R-55

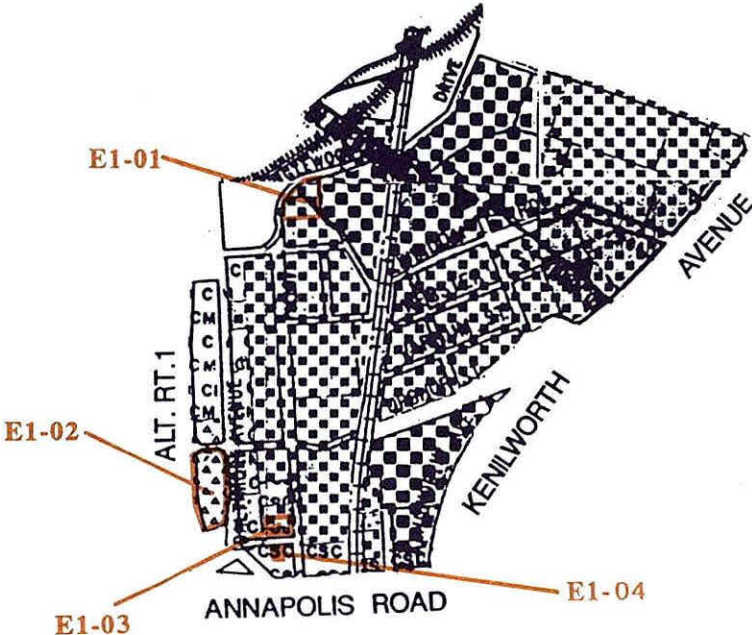
13-02: C-O to C-M



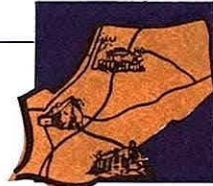
<p>MAP 24</p>	<p>ANALYSIS AREA 13 ZONING CHANGES</p>	
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- E1-01: I-1 to O-S
- E1-02: C-O to O-S
- E1-03: R-55 to C-S-C
- E1-04: C-S-C to C-M

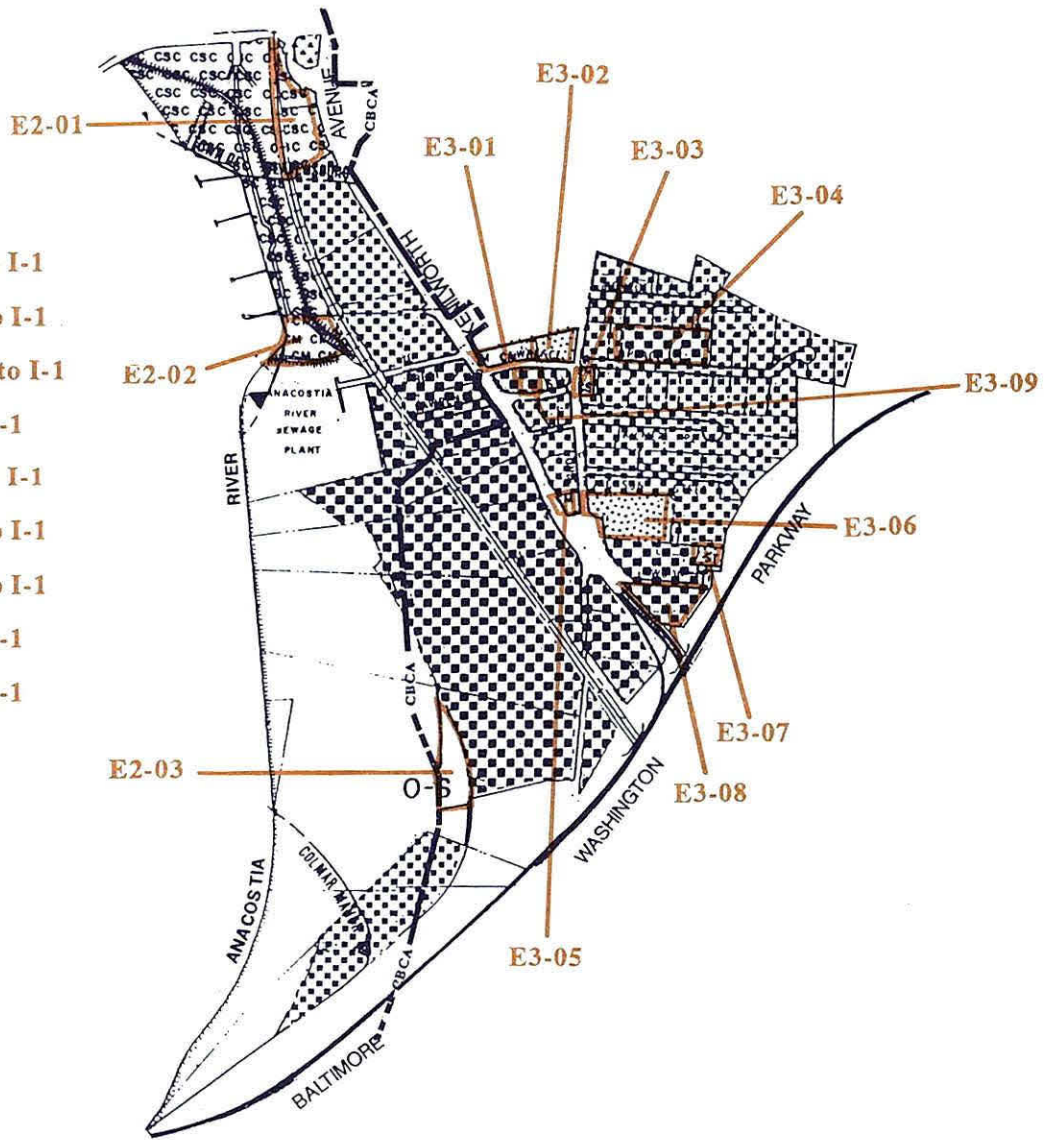


<p>MAP 25</p>	<p>ANALYSIS AREA E1 (EMPLOYMENT AREA) ZONING CHANGES</p>	
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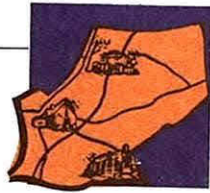


- E2-01: C-S-C to I-1
- E2-02: C-M to C-S-C
- E2-03: O-S to I-2

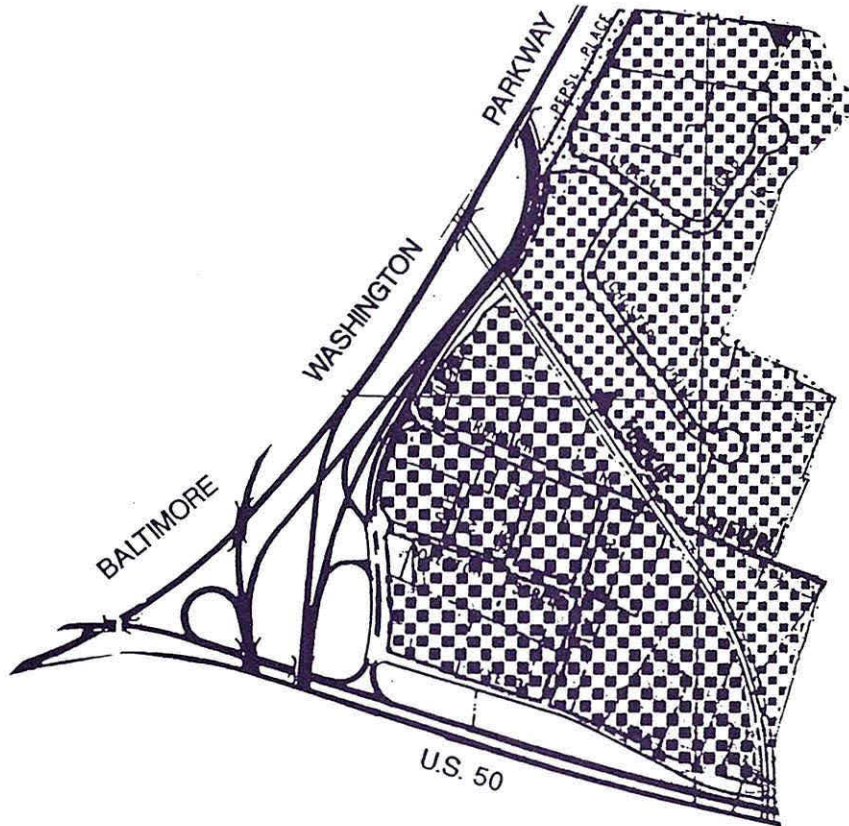
- E3-01: C-M to I-1
- E3-02: R-55 to I-1
- E3-03: C-S-C to I-1
- E3-04: I-2 to I-1
- E3-05: C-M to I-1
- E3-06: R-55 to I-1
- E3-07: R-55 to I-1
- E3-08: I-2 to I-1
- E3-09: I-2 to I-1



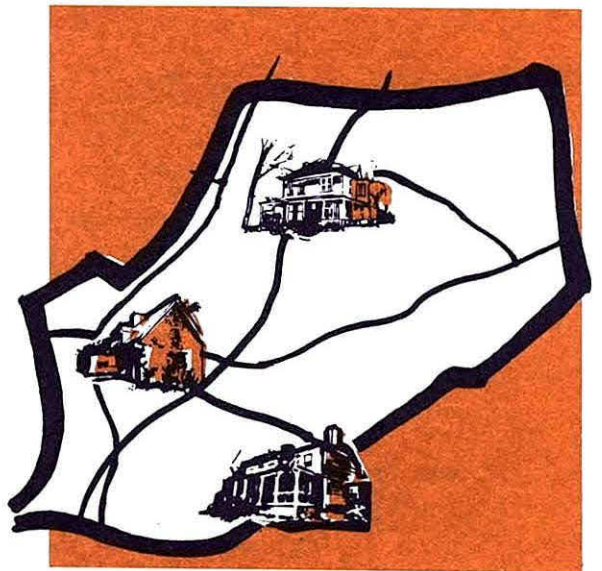
MAP 26	ANALYSIS AREAS E2 AND E3 (EMPLOYMENT AREAS) ZONING CHANGES	
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NO ZONING CHANGES



<p>MAP 27</p>	<p>ANALYSIS AREAS E4 AND E5 (EMPLOYMENT AREAS) ZONING CHANGES</p>	A north arrow pointing upwards and a scale bar below it. The scale bar is marked with 0, 500', and 1,000'.
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Appendices

APPENDIX 1

HOUSING CHARACTERISTICS BY NEIGHBORHOOD

Based upon a 1990 field survey of Planning Area 69 and information from the 1990 U.S. Census and the Prince George's County Department of Environmental Resources, the following profiles emerge of housing in the Planning Area's 13 neighborhoods¹:

Neighborhood 1:

There are 1,315 housing units in this neighborhood, of which 724 (or 55 percent) are single-family and the remainder are multifamily. Most (681) single-family units are in sound condition, with 41 being in fair condition and 2 being in deteriorated condition. All of the 591 multifamily units are in fair condition. Both median housing values and median rents are below the County average at \$104,800 and \$579, respectively. Neighborhood 1 experiences a high degree of overcrowding at 10.4 percent. The homeowner vacancy rate is low at 0.6 percent and the rental vacancy rate is somewhat above average at 7.8 percent.

Neighborhood 2:

Neighborhood 2 contains a variety of dwelling unit types. There are 1,324 dwelling units, of which 448 are single-family, 570 are multifamily and 306 are duplexes. With regard to condition, all of the multifamily, 56 of the duplexes and 29 single-family are in fair condition. One duplex and one single-family are in deteriorated condition. The remainder are in sound condition. The median value of \$88,900 is well below the County and State averages (reflecting the large number of duplexes). The median rent of \$595 approximates the County average. The overcrowding index is high at 10.9 percent, as is the rental vacancy rate of 9.5 percent. The 1.5 percent homeowner vacancy rate approximates the County and State averages.

Neighborhood 3:

Out of a total of 2,109 dwelling units in this neighborhood, 1,468 are single-family, 625 are multifamily and 16 are duplexes. One single-family unit is in dilapidated condition, 4 are deteriorated, 171 are in fair condition and 1,292 are in sound condition. All of the duplexes are in sound condition. Multifamily units break down as follows: 76 sound, 383 fair and 166 deteriorated. The median value of approximately \$98,500 is below County and State averages and reflects that the house and lot sizes are smaller, typical of that built in the early post-World War II suburbanization period. Rents are in the mid- to upper-\$500 per month range, which is lower than the County average. The rental vacancy rate is low (3.2 percent) in the Bladensburg portion of the neighborhood and somewhat above the County average at 7.3 percent in Rogers Heights. Overcrowding is also a bigger problem in Rogers Heights at 10.5 percent than in Bladensburg (6.4 percent).

¹ A map of the Planning Area's neighborhoods appears in the Living Areas chapter (Map 3).

Neighborhood 4:

Neighborhood 4 is predominantly multifamily, with 1,202 of the total 1,600 units in this category. All of the multifamily are classified in fair condition. Of the 328 single-family units, 299 are in sound condition, 28 are in fair condition and 1 is deteriorated. There are also 70 duplexes, most of which (63) are in sound condition, with the remainder being in fair condition. This neighborhood has the highest index of overcrowding in the Planning Area at 12.6 percent and the lowest median rent (\$494). The rental vacancy rate of 5.3 percent is below the County average and the homeowner vacancy rate of 1.7 percent is slightly above that of the County. The median value of \$93,400 reflects both the duplexes and the smaller house and lot sizes typical of post-World War II suburbanization.

Neighborhood 5:

All housing units in this neighborhood are multifamily. Of the total of 2,129 units, 1,907 are in fair condition and 222 are in sound condition. The median rent of \$599 approximates the County average. A broad range of rents is present: 173 units at less than \$250; 106 units from \$250 to \$749; 1,496 units from \$500 to \$749; 89 units from \$750 to \$999; and 2 units over \$1,000. Overcrowding is above average at 8.8 percent.

Neighborhoods 6 and 7:

Neighborhood 6 contains 1,753 dwelling units. The majority of these (1,231) are single-family and in sound condition (1,204). Of the remaining single-family, 25 are in fair condition, 1 is deteriorated and 1 is dilapidated. There are 94 townhouses, all in sound condition. There are also 428 multifamily units, 127 of which are in sound condition and 301 are in fair condition. Neighborhood 7 is entirely single-family. There are 1,246 units, all but 22 of which are in sound condition. Turning to the census information for both neighborhoods in combination, the median housing value is higher than the County average at \$133,900. The average rent approximates the County average at \$610. Both the homeowner and the rental vacancy rates are low at 0.6 percent and 4.4 percent, respectively. The overcrowding index is also low at 4.5 percent.

Neighborhoods 8 and 9:¹

There are 2,085 dwelling units in Neighborhood 8, of which 457 are single-family and 1,628 are multifamily. All of the multifamily and 38 of the single-family are in fair condition. The remaining single-family are in sound condition. In Neighborhood 9, there are 1,407 dwelling units. Three hundred of these are single-family in the following conditions: 260 sound, 39 fair and 1 deteriorated. There are also 57 townhouses, all in sound condition. The remainder are multifamily, of which 466 are in sound condition and 584 are in fair condition. Turning to the census information for both neighborhoods in combination, the homeowner vacancy rate of 2.2 percent is greater than the County and State averages, while the rental vacancy rate of 4.9 percent is below these averages. The median rent of approximately \$630 is higher than the

² These neighborhoods are discussed together because Census information is available only in that format.

County average, while the median value is significantly below the County's at \$92,600. The overcrowding index is high at 8.0 percent.

Neighborhood 10:

This neighborhood contains the largest number of dwelling units (2,494) in the Planning Area. Single-family units constitute 1,692 of these, most of which (1,622) are in sound condition. Sixty-nine single-family units are in fair condition and 1 is in dilapidated condition. There are 558 multifamily units, all in fair condition. Additionally, there are 244 duplexes of which 10 are in fair condition and the remainder are in sound condition. The homeowner vacancy rate of 1.1 percent approximates the County average and the rental vacancy rate of 2.6 percent is well below the County average. The average rent (\$620) is somewhat above the County average, while the median value (approximately \$95,100) is below average. Overcrowding is above average at 6.7 percent.

Neighborhoods 11 and 12:

Neighborhood 11 has 2,208 dwelling units. Of these, 1,461 are single-family in the following conditions: 1,385 sound, 74 fair and 2 deteriorated. There are 727 multifamily units, all in fair condition. There are also a small number of townhouses (20), all but one of which are in sound condition. In Neighborhood 12, there are 554 units. Single-family units constitute 314 of these. Most are in sound condition (300), with 13 in fair condition. There are also 222 multifamily units, all in fair condition. A townhouse development was under construction at the time of the survey, with 18 units having been completed. Turning to the census information for both neighborhoods in combination, the median value is approximately \$94,800 (lower than County average) and the median rent is approximately \$625 (higher than County average). The neighborhoods have a low homeowner vacancy rate of 1.0 percent and a high rental vacancy rate of 10.5 percent. The overcrowding index is high at 7.9 percent.

Neighborhood 13:

This neighborhood has 2,368 dwelling units. Single-family units constitute 1,813 of these, with most (1,759) of them in sound condition. One unit is in deteriorated condition and 53 are in fair condition. There are 555 multifamily units, all in fair condition. Neighborhood 13 has a relatively high median value of approximately \$132,000 and a higher-than-average median rent of approximately \$640. The homeowner vacancy rate of 0.7 percent is lower than the County average, as is the 3.1 percent rental vacancy rate. The overcrowding index is one of the lowest in the Planning Area at 4.5 percent.

APPENDIX 2

GUIDE TO ZONING CATEGORIES

Residential Zones [Part 5]¹

- 0-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 |

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 - 10
- Attached dwellings - 1,500 sq. ft.

Maximum dwelling units per net acre - Garden apartments
- 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.

	<u>Neighborhood</u>	<u>Village</u>	<u>Community</u>
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

	<u>Metro Center</u>	<u>New Town</u>
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-0: 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-0: 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-0: 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-0: 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.

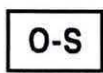
May modify provisions of the underlying zone concerning uses allowed and standards for development.

R-C-0: 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)


  R-80
(ONE-FAMILY DETACHED RESIDENTIAL)

  R-55
(ONE-FAMILY DETACHED RESIDENTIAL)

 R-35
(ONE-FAMILY SEMI-DETACHED AND TWO-FAMILY DETACHED,
RESIDENTIAL)

 R-T
(TOWNHOUSE RESIDENTIAL)

 R-20
(ONE-FAMILY TRIPLE-ATTACHED RESIDENTIAL)

 R-30
(MULTIFAMILY LOW-DENSITY RESIDENTIAL)

 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 R-10A
(MULTIFAMILY HIGH-DENSITY RESIDENTIAL EFFICIENCY)

MIXED USE/PLANNED COMMUNITY ZONES

M-X-T M-X-T
(MIXED USE—TRANSPORTATION ORIENTED)

M-X-C M-X-C
(MIXED USE COMMUNITY)

M-U-TC M-U-TC
(MIXED USE TOWN CENTER)

R-P-C R-P-C
(PLANNED COMMUNITY)

R-M-H R-M-H
(PLANNED MOBILE HOME COMMUNITY)

COMPREHENSIVE DESIGN ZONES

R-L R-L
(RESIDENTIAL LOW DEVELOPMENT)

R-S R-S
(RESIDENTIAL SUBURBAN DEVELOPMENT)

R-M R-M
(RESIDENTIAL MEDIUM DEVELOPMENT)

R-U R-U
(RESIDENTIAL URBAN DEVELOPMENT)

L-A-C L-A-C
(LOCAL ACTIVITY CENTER)

M-A-C M-A-C
(MAJOR ACTIVITY CENTER)

E-I-A E-I-A
(EMPLOYMENT AND INSTITUTIONAL AREA)

Village Zones

V-L V-L
(VILLAGE-LOW)

V-M 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
(COMMUNITY COMMERCIAL, EXISTING)

 C-G
(GENERAL COMMERCIAL, EXISTING)

 C-S-C
(COMMERCIAL SHOPPING CENTER)

 C-H
(HIGHWAY COMMERCIAL, EXISTING)

 C-M
(COMMERCIAL MISCELLANEOUS)

C-W C-W
(COMMERCIAL WATERFRONT)

C-R-C 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**
(INTENSE DEVELOPMENT OVERLAY)

 **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 3

GLOSSARY OF COMMONLY USED PLANNING TERMS

ADEQUATE PUBLIC FACILITIES ORDINANCE: The Ordinance requiring determination of the adequacy of public facilities to accommodate the growth that would result from approval of a development proposal.

AMENDMENT: A change, alteration, or formal modification to correct, improve, or update an original document.

AMENITY: A positive, desirable, pleasing aspect of the environment; an attractive, aesthetically appealing feature of the community.

AREA PLAN: A detailed master plan, based on a precise examination and study of local characteristics, for a portion of the area covered by the General Plan and officially designated as a planning area by the County.

ARTERIAL: A highway, usually within a 120-foot right-of-way, for through-traffic with access controlled to minimize direct connections, usually divided and on a continuous route.

AT-GRADE: Level for a road, building, or other structure at the same grade or level as the adjoining property (as opposed to a depressed or elevated road, building or other facility).

AT-PLACE EMPLOYMENT: The jobs located in, or the employment opportunities of, a given area.

BASELINE: The point in time from which comparisons about future conditions are made.

BIKEWAY: A lane, path, or other surface reserved exclusively for bikers.

BUFFER: An area of land designed or managed for the purpose of separating and insulating two or more land areas whose uses conflict or are incompatible.

BUILDOUT: A theoretical measure of "full development" for which public facilities are planned.

CAPITAL IMPROVEMENT PROGRAM (CIP): A schedule, prepared annually, of all the public facility projects programmed for construction over the next six-year period.

CITIZEN PARTICIPATION: The process through which citizens who live and/or work and/or own property or businesses in an area are actively involved in the development of plans and studies.

CLUSTER DEVELOPMENT: An alternative development technique under zoning and subdivision regulations. Generally the same number of lots or dwelling units permitted under conventional subdivision procedures are clustered on smaller-than-usual lots. The land remaining from lot reduction is left undivided and is available as common area or open space.

COLLECTOR: A two- to four-lane roadway, usually within an 80-foot right-of-way, providing movement between developed areas and the arterial system with minimum control of access.

COMMUTER RAIL: A railroad system which operates a form of rapid transit service in metropolitan areas.

COMPREHENSIVE DESIGN: Provisions enacted in the Zoning Ordinance and Subdivision Regulations providing developers the opportunity to comprehensively plan all aspects of a development, from zoning and land use to the final specific details of the site, architecture, and landscaping. The process involves a three phase site plan review procedure, which may result in specific density or intensity increments being added to a base density in return for the provision of certain public benefits.

COMPREHENSIVE REZONING: The rezoning of a planning area (or a combination of planning areas) to implement an area plan. In Prince George's County, comprehensive rezoning is referred to as the sectional map amendment process.

COMPREHENSIVE TEN-YEAR WATER AND SEWERAGE PLAN: A plan required by the State and adopted annually by the County which delineates geographic areas to be serviced over the next 10 years.

CONDOMINIUM: A type of office or multifamily dwelling or rowhouse project in which each dwelling unit is owned and financed by the occupant or another individual owner but the halls, entranceways, and underlying land are owned and maintained jointly or collectively.

CONTROLLED INTERSECTIONS: Intersections with traffic lights or other traffic control devices.

COOPERATIVE FORECASTS: A series of population, household, and employment forecasts prepared by local jurisdictions through the auspices of the Metropolitan-Washington Council of Governments.

CRITICAL AREA: All waters of and lands under the Chesapeake Bay and its tributaries to the head of tide as indicated on the State wetlands maps, and all State and private wetlands designated under Title 9. of the Natural Resources Article, Annotated Code of Maryland; and all land and water areas within 1,000 feet beyond the landward boundaries of State or private tidal wetlands and the heads of tides designated under Title 9.

DENSITY: The number of dwelling units or persons per acre of land.

DISTRICT COUNCIL: As established in the Maryland-Washington Regional District Act, the Prince George's County Council which serves as the "District Council" for the Regional District. When taking action on matters of planning and/or zoning, the County Council adjourns and reconvenes as the District Council. While the Prince George's County Planning Board makes the final decisions in the administration of subdivision ordinances, all their actions taken on zoning matters are advisory, submitted in the form of recommendations, to the District Council which makes the official decisions.

DWELLING UNIT: A room or group of rooms, occupied or intended for occupancy as separate living quarters.

EASEMENT: A legally acquired right of use, interest, or privilege of an individual or the general public in land owned by another. Such easements are granted, for example, for public rights-of-way or for recreation use.

ECONOMIC ANALYSIS: An analysis detailing the economic impacts of a proposed action. These impacts may include costs, revenues, employment changes, income changes, and any other economic considerations associated with a proposed action.

ENVIRONMENTAL ENVELOPE: A comprehensive system of proposals which identifies and encompasses those portions of a planning area that must be preserved or protected and establishes the basic framework within which all subsequent land use decisions for such areas should be made. The environmental envelope consists of a comprehensive land use inventory and assessment of significant environmental factors, both natural and manmade; a proposed open space network; and a recommended implementation strategy.

ENVIRONMENTAL IMPACT STATEMENT: A document, prepared by a federal agency, on the environmental impact of its proposals for legislation and other major actions that significantly affect the quality of the human environment. They are used as tools for decision making. Similar environmental analyses are undertaken by State and local agencies.

ENVIRONMENTAL SETTING: Used in the Historic Sites and Districts Plan to define an area of land (including or within the property boundaries) to which a historic resource relates visually and historically, and which is essential to the integrity of the historic resource.

EROSION AND SEDIMENT CONTROL PROGRAM: A program to minimize erosion by requiring that all plans and specifications accompanying grading and/or combined grading and building permits include provisions for both interim and permanent erosion and sediment control.

EUCLIDEAN ZONE: A traditional zone in which only one type of land use with specific regulations is permitted in a given area.

EXPRESS BUS: A bus which has limited pick-up and discharge points in order to enable faster service for riders. It may be on an exclusive right-of-way or in other traffic.

FEEDER BUS: Local bus service which picks up or delivers passengers in connection with a transfer at a rapid rail transit station or express bus stop or terminal.

FLOODPLAIN: The channel plus the adjacent overbank areas of a stream required to convey a flood flow that has a one percent chance of being equalled or exceeded in any given year. Such a flood event is usually called a 100-year flood.

FORECAST: As defined for use in the COG Cooperative Forecasting Program, a projection tempered by a policy estimate, i.e., a reconciliation of past and current trends with current and future policy. Ideally, forecasts reflect the best possible professional judgment concerning the impact of trends on the future and the likely effectiveness of policies to alter the trends.

FREEWAY: A divided highway, generally within a 300-foot right-of-way for through traffic with full control of access and interchanges at selected public roads only.

FUNCTIONAL PLAN: A plan for a specific, generally Countywide concern, such as highways, schools, hospitals, or fire stations.

GARDEN APARTMENT: A multiple-unit structure, two to four stories, without an elevator.

GENERAL PLAN: A set of written and mapped proposals, adopted by a public agency, intended to provide a generalized, long-range guide to public and private agencies and to the general public with regard to the interrelationship of land use, transportation, public facilities, environment, population growth, and economy of the area.

GOAL: A desirable end state to be continuously striven for through the implementation of plans. Goals set the basic directions in which a governmental jurisdiction must move.

GUIDELINE: A specific course or method of action to be followed, in the light of specific existing conditions, in order to meet a planning objective.

HAZARD AREA: An area requiring special measures to be taken in the course of development because of the hazards that the area offers to development. Examples include areas with steep slopes, high water tables, and unstable soils.

HIGH-RISE APARTMENT: A multiple dwelling unit structure of at least eight stories, having at least one elevator.

HISTORIC DISTRICT: A group of historic resources comprised of two or more properties which are significant as a cohesive unit and contribute to the historical, architectural, archeological, or cultural values within the Maryland-Washington Regional District and which has been so classified in the County's Historic Sites and Districts Plan.

HISTORIC RESOURCE: The generic term that encompasses a district, site, building, structure, or object significant in American history, architecture, archeology, or culture. For example, an historic resource may be a row of cast-iron front stores or Mount Vernon. It may be of value to the nation as a whole or important only to the community in which it is located.

HISTORIC SITE: As used in Prince George's County, an individual historic resource that is significant in American history, architecture, archeology,

and culture and is so designated on the County Historic Sites and Districts Plan. Properties can be privately and publicly owned.

HOLDING CAPACITY: A level of population or dwelling units beyond which the environmental quality and/or the functioning of public facilities/services begins to break down.

HOUSEHOLD: A family unit for a group of individuals living in one dwelling unit, with common housekeeping arrangements.

HOUSING ASSISTANCE: Most commonly, a payment toward the cost of shelter for a household by a public agency or government; or the provision of shelter; or loans of grants to improve homes.

HOUSING CODE: The set of local public requirements pertaining to the physical characteristics and conditions of housing units necessary to ensure the health, safety, and welfare of the occupants.

HOUSING MARKET: The match between the demand for, and supply of, various types of housing units by various types of households.

HOUSING MIX: The distribution of types of housing units, such as single-family, multifamily, and condominium; often referred to in the context of a "balanced" housing mix, meaning that the County has a disproportionately low share of single-family housing, compared to other large suburban jurisdictions.

IMAGE: Image refers to our perception of a place. A community can have a positive or a negative image or some of both.

IMPERMEABLE SURFACE: In environmental language, a surface, such as a pavement or a building, which water cannot permeate.

IMPLEMENTATION PLAN: A document of steps or a scheme of action to ensure attainment of planning, development, and environmental quality standards within a specific time period.

INFRASTRUCTURE: The improvements, generally publicly funded, which are required in order to serve growth. The infrastructure includes such things as roads and water and sewer systems.

INSTITUTIONAL LAND USE: Land used for local, state, and federal government functions, as well as for cemeteries, private schools, and other purposes of an institutional nature.

INTENSITY: A term referring to the degree to which commercial and industrial land uses generate traffic, noise, air pollution, and other potential problems, and varying from low to high for commercial and industrial uses.

LAND USE: The types of buildings and activities existing in an area or on a specific site. Land use is to be distinguished from zoning, the latter being the regulation of existing and future land uses.

LATERAL MOVEMENT: Circumferential traffic movement that, like the Capital Beltway, generally remains the same distance from the central city.

LEVEL OF SERVICE: A set of operating conditions describing the ability of a road network to handle traffic.

LIGHT RAIL: Light-weight, urban rail vehicles operating predominantly on private rights-of-way at surface level or fully grade-separated.

LOW-RISE APARTMENT: An apartment structure of one to three stories in height.

MANDATORY (LAND) DEDICATION: Land excluded from subdivision approved for residential development and dedicated to the M-NCPPC for the purpose of providing suitable and adequate open space, light, and air to serve the recreational needs of the future occupants of the subdivision. A fee-in-lieu of dedication is often paid on behalf of smaller properties where dedication is not feasible or desired.

MARKET ANALYSIS: An analysis comparing the demand for, and supply of, land for various types of uses.

MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION (M-NCPPC): The bi-county agency charged with responsibility for advising the Montgomery and Prince George's Counties governing bodies on physical development policy and regulations and for administering regulations governing the subdivision of land within the two counties.

MARYLAND-WASHINGTON METROPOLITAN DISTRICT: As established in the Maryland-Washington Metropolitan District Act, the geographical area (within the Regional District) for which the M-NCPPC has parks-only responsibility.

MARYLAND-WASHINGTON REGIONAL DISTRICT: As established in the Maryland-Washington Regional District Act, the geographical area for which the M-NCPPC has subdivision authority and planning and zoning advisory responsibility.

MASS TRANSIT: Service provided for the movement of passengers on established routes and fixed schedules within cities and metropolitan areas.

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS (COG): A voluntary association of representatives of the governments within the Washington Metropolitan Region. The Council of Governments was established for the purpose of both regional planning and review of Federal monies coming into the region.

METRORAIL: The Metro Rapid Rail Transit System, designed to serve the inner parts of the Washington, D.C. area and suburban areas in Maryland and Virginia through extended radials.

MID-RISE APARTMENT: An apartment structure of four to seven stories in height.

MODE: Type or kind of transportation.

MULTIPLE USE OF PUBLIC FACILITIES: The use of public facilities for a number of activities, with such use facilitated by the design of the facilities for this purpose.

NATIONAL REGISTER OF HISTORIC PLACES: The official list of the nation's historical and cultural resources recognized as being worthy of preservation. Properties can be included for their local, statewide, or national significance.

NATURAL AND MANMADE HAZARD AREA: A portion of the Environmental Envelope, the features of which require that special measures be taken in the course of development because they offer hazards to development. Hazards include on-site property damage, off-site effects, and health problems.

NODE: An area of concentration of a type (or types) of land use(s).

NOISE LEVEL: The weighted sound pressure level obtained by use of a sound level meter having a standard frequency-filter for attenuating part of the sound spectrum.

NONCONFORMING USE: A use which is prohibited by, or does not conform to, the Zoning Ordinance. Except when construction has occurred in outright violation of the code, nonconforming uses are generally ones which were allowed under the original zoning but which have not been allowed since the land was rezoned or the law changed; consequently, a person could not build the same use on the land today but may continue to operate the present use (the one in operation before the land was rezoned), subject to controls.

NONPOINT SOURCE POLLUTION: Water pollution resulting from streets, farmland, and developed areas.

OBJECTIVE: A specific level of accomplishment to be achieved at a definite future time in order to move toward a goal.

ON-SITE STORMWATER MANAGEMENT: A structural or nonstructural measure to control runoff within a development.

OPEN SPACE: Those areas which are in a natural state or under vegetative cover.

OPERATING SPEED: The maximum average speed for a given set of roadway and traffic conditions.

OVERCROWDED DWELLING UNIT: As defined by the U.S. Bureau of the Census, a dwelling unit with 1.01 or more persons per room.

PARK-SCHOOL: A shared use of adjoining park and school sites and facilities.

PARKS, RECREATION, AND OPEN SPACE PLAN (PROS): A functional plan prepared by the Maryland-National Capital Park and Planning Commission which inventories existing public parkland, analyzes user preferences, and presents policies to guide future park and recreation programs and acquisition.

PARKWAY: An arterial highway for noncommercial traffic, with full or partial control of access, usually located within a park or a ribbon of park-like developments.

PATTERN OF DEVELOPMENT: The physical form or shape of development.

PER CAPITA (income, expenditures, etc.): The level of income, expenditures, etc. which each person in an area would pay or receive if the amount were distributed equally over the population (Per Capita Amount = Total Amount ÷ Total Population).

PHYSIOGRAPHIC CONSTRAINTS: Limitations on development due to natural land features such as soil types or geology.

PIECEMEAL REZONING: The rezoning of individual properties, one-by-one by Zoning Map Amendment, upon the petitioning of individual property owners who can: (1) show that a change in the character of the neighborhood has occurred since the last comprehensive rezoning; or (2) that a mistake was made in the last comprehensive rezoning.

PIPELINE: A colloquial term encompassing projects for which permits have been issued and public commitments are in effect but development has not yet been completed. For example, the number of housing units "in the pipeline" would be accounted for in the construction permits, sewer connection authorizations, or subdivision approval for housing.

PLANNING AREA: The smallest geographical area for which a comprehensive plan is prepared. Plans can be prepared for a single planning area or for a combination of planning areas. The planning area is also the smallest unit for which a Sectional Map Amendment may be prepared. For planning purposes, Prince George's County is divided into 37 planning areas, covering all of the County with the exception of the City of Laurel (which is not under the M-NCPPC jurisdiction). Planning areas are relatively equal in geographical size.

PLANNING BOARD: The Prince George's County Planning Board of the Maryland-National Capital Park and Planning Commission. The Commission consists of two local Planning Boards, once each from Montgomery and Prince George's Counties.

PLANNING PRINCIPLE: A professionally accepted practice or guiding rule used by planning agencies and professional planners in formulating policies and standards for community development.

POINT SOURCE: In air pollution, a stationary source of large individual emission, generally of an industrial nature. In water pollution, a stationary source of wastewater discharge into a stream, such as from a factory or sewage treatment plant.

POLICY: A decision selected from among alternatives, and in light of given conditions, to guide and determine present and future conditions.

POLLUTION: The presence of matter or energy, the nature, location, or quantity of which produces undesirable environmental effects.

PRESERVATION: The act or process of applying measures to sustain the existing form, integrity, and material of a building or structure, and the existing form and vegetative, cover of a site.

PRIMARY HIGHWAY: A local street, generally within residential areas, providing access to the collector system.

PROJECTION: As defined for use in the COG Cooperative Forecasting Program, a number based upon trends and analyses, utilizing statistical techniques. Unlike forecasts, projections are void of policy considerations.

PUBLIC FACILITY: A facility such as a road, school, or sewage treatment plant financed by public revenues and available for use by the public.

PUBLIC IMPROVEMENTS: A variety of facilities and services provided by local government such as street lighting, drainage, and street widening.

QUASI-PUBLIC: Privately owned/operated; containing characteristics of public service such as churches, day care centers and health clinics.

RADIAL MOVEMENT: Movement along a radial corridor.

RAPID TRANSIT: Mass transit service, generally along exclusive rights-of-way, usually at speeds above 20 mph, with stops spaced one-third of a mile or more apart. Rapid transit can be rail or bus.

REHABILITATION: The act or process of returning a property to a state of utility through repair or alteration which makes possible an efficient contemporary use while preserving those portions or features of the property which are significant to its historical, architectural, and cultural values.

RENOVATION: The process of improving both the exterior appearance and the interior functioning of an older building. Whereas rehabilitation involves retaining as much of a building's earlier (if not original) appearance as possible, renovation is renewing or modernizing.

RESIDENT EMPLOYMENT: The employed persons residing in a given area.

RESTORATION: The act or process of accurately recovering the form and details of a property and its setting as it appeared at a particular period of time by means of the removal of later work or by the replacement of missing earlier work.

RIGHT-OF-WAY: The legal right to pass through the grounds of another; also, the strip of land on which a highway, railroad, transit line, or other public facility or utility is built. Public rights-of-way may be acquired through accepted usage or by contract. In securing a pathway for a transportation facility, public agencies and utilities usually acquire a width in excess of

that needed for the actual construction in order to provide for future expansion and to protect against encroachment by adjacent uses.

RIPRAP: Stones placed on the face of a dam, stream banks, or other land surfaces in order to protect them from erosion; often applied also to other materials that are used for erosion control.

SCALE: The term human scale refers to the proportions of building and places to the size and proportions of the human body. Traditional architecture, even monumentally large buildings, always referenced the scale of the individual both in its materials and in its proportions. Modern technology allowed the creation of scaleless buildings leading in turn to scaleless places. Understanding and creating places that respond to human scale is proving to be critical to building successful communities.

SCENIC VISTA: An area of pleasing, aesthetic, scenic character; may include both natural and cultural features.

SETBACK REQUIREMENTS: A part of the Zoning Code setting forth the distances from property lines which new construction must allow for.

SEWAGE: The total of organic waste and wastewater generated by residential and commercial establishments.

SEWER: Any pipe or conduit used to collect and carry away sewage or storm-water runoff from the generating source.

SEWERAGE: The entire system of sewage collection, treatment, and disposal; also applies to the sewers that carry all effluent, whether it be sanitary sewage, industrial waste, or stormwater runoff.

SILTATION: The deposition of water-borne sediments in bodies of water, usually caused by a decrease in the velocity of the water movement.

SITE DEVELOPMENT PLAN REVIEW: A procedure by which the planning staff and the Planning Board review a developer's proposed site development plan to assure that it meets the zone's stated purposes, standards, and/or criteria in encouraging ingenuity and originality in individual site design; provides adequately for necessary public facilities; and protects certain physiographic site features, as well as adjacent properties.

SPACE: The space we live in can be numbing undifferentiated or richly imbued with variation and detail. Urban design is concerned with the presence and quality of public spaces in particular including public streets, squares, plazas and parks. The care we expend on creating and maintaining public spaces directly affects our image of a place.

SPECIAL TREATMENT AREA: An area delineated in an approved plan where further, more detailed land use or Urban Design studies are or may become necessary, leading to a formal plan amendment proposal.

STAGED DEVELOPMENT: A concept for the timing of private development and growth in an area so that development and growth are coordinated with the provision of needed public facilities, all in accordance with an adopted policy or plan.

STANDARD: A quantitative level (maximum or minimum) or range with which a developer or government body must comply when implementing a project.

STEEP SLOPE: A slope greater than 15 percent (example: a 15-foot change in elevation in a 100-foot horizontal distance; a 7-1/2-foot change in a 50-foot distance; etc.).

STORMWATER MANAGEMENT: A system of structural and/or nonstructural measures which control the rate and volume of runoff from development to the predevelopment levels and have the effect of simulating predevelopment drainage patterns.

STREAM VALLEYS: Floodplains and adjacent slope areas directly associated with a stream.

STREETSCAPE: Streetscape refers to our image of the entire space that starts at the front facade of the abutting buildings (often referred to as the street wall) and moves forward to include front yards, landscaping, street trees, signs, public utilities, sidewalks, curbs, parked and moving vehicles and, finally, the street bed itself. The arrangement and maintenance of each is critical to creating an overall sense of order and harmony.

STRIP COMMERCIAL: Commercial development lining the sides of roads for some distance. This term does not apply to such development in downtown areas.

STYLE: Architectural style is the total effect of mass, rhythm, scale, materials, textures and decorative details. Neighborhoods of compatible, though not necessarily absolutely identical architectural styles, typically provide significant opportunities for sustaining a strong sense of community identity and place.

SUBDIVISION REGULATIONS: Laws or regulations governing the division of any tract, lot, or parcel of land into two or more lots, including the provision of adequate streets and other public facilities.

SUBREGION: A grouping of planning areas into a larger portion of a regional area. Prince George's County is divided into seven subregions.

SUBSIDIZED HOUSING: Housing construction financed in whole or in part by a governmental subsidy to the developers.

SUBSTANDARD DWELLING UNIT: As defined by the U.S. Bureau of the Census, any dwelling unit which lacks plumbing, or a dilapidated dwelling unit with plumbing.

SUBURBAN: A residential density covering single-family detached and one-family semi-detached.

SURFACE WATER: Water on the earth's surface exposed to the atmosphere, such as rivers, lakes, streams, and oceans.

TOPOGRAPHY: The configuration of a surface area including its relief, or relative elevations, and the position of its natural and manmade features.

TRANSPORTATION CAPACITY: The maximum number of vehicles which can pass a given point during one hour under prevailing roadway and traffic conditions.

TRIP: A one-way movement having either its origin or its designation within a given area.

ULTIMATE: As far as can be seen into the future at this time. "Ultimate development" is equivalent to the "design capacity."

URBAN DESIGN: The process of giving form to ensembles of structures, to whole neighborhoods, or to the community at large. Urban design is a blending of architecture and city planning in an effort to make an urban area comprehensible, functional, and aesthetic through the articulation of its parts.

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA): The regional agency with jurisdiction in the District of Columbia and its Maryland and Virginia suburbs, empowered to "plan, develop, finance, and cause to be operated improved transit facilities within the Washington Metropolitan Area Transit Zone."

WASHINGTON SUBURBAN SANITARY COMMISSION (WSSC): The bi-County agency, created by the State of Maryland, which is responsible for the design, construction, and operation of water and sewer facilities in Prince George's County.

WASHINGTON SUBURBAN TRANSIT COMMISSION (WSTC): The bi-County agency empowered to cooperate with WMATA in the formulation of that portion of the transit plan which relates to facilities and services to be provided within Montgomery and Prince George's Counties, and to provide funds to meet the obligations incurred in connection with such facilities and services.

WATERCOURSE: A natural or manmade channel through which water flows.

WATER IMPOUNDMENT: A body of water confined by a dam, dike, floodgate, or other barrier.

WATERSHED: An area, usually surrounding a river or stream, such that water from all points in this area flows through a common point.

WETLAND: An area in which standing water--seasonal or permanent--has a depth of six feet or less and where the wet soil retains sufficient moisture to support aquatic or semiaquatic plant growth.

ZONING: The classification of land by types of uses permitted and prohibited, and by densities and intensities permitted and prohibited.

ZONING DISTRICT: An area designated (zoned) for a type of land use and for a certain density or intensity of development within that type.

ZONING MAP: The map showing the location of all zoning districts in a given area.

ZONING ORDINANCE: The written legislation setting forth the various zones of a jurisdiction, together with the characteristics (lot sizes, setbacks, etc.) of the zones.

APPENDIX 4

DR-2

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND

SITTING AS THE DISTRICT COUNCIL

Legislative Session 1994

Resolution No. CR-53-1994

Proposed by District Council

Introduced by Council Members MacKinnon, Wineland and Fletcher

Co-Sponsors _____

Date of Introduction May 17, 1994

RESOLUTION

A RESOLUTION concerning

The Bladensburg-New Carrollton and Vicinity

Master Plan and Sectional Map Amendment

For the purpose of approving with amendments the Master Plan and Sectional Map Amendment for Bladensburg-New Carrollton and Vicinity, which recommend long-range land use and development policies and amend the County zoning maps for the area generally bounded by the Capital Beltway, the Amtrak Railroad Line, US 50, the Anacostia River and its Northeast Branch, Buchanan Street, Kenilworth Avenue and Good Luck Road, and consists of Planning Area 69, the boundaries of which are described in the Zoning Ordinance. Included are all or parts of the municipalities of Bladensburg, Cheverly, Edmonston, Landover Hills, New Carrollton and Riverdale.

WHEREAS, the County Council, sitting as the District Council for that portion of the Maryland-Washington Regional District in Prince George's County, 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 Bladensburg-New Carrollton and Vicinity in order to shorten the overall process and

1 provide a close interrelationship between the Master Plan and the zoning of
2 land in the subject area; and

3 WHEREAS, the District Council adopted CB-33-1992 establishing
4 procedures for the concurrent processing and approval of an Area Master
5 Plan and a Sectional Map Amendment and, subsequently, the Planning Area 69
6 Master Plan and SMA were processed in accordance with those procedures; and

7 WHEREAS, the Prince George's County Planning Board published an
8 informational brochure and held a public forum on June 6, 1991, to inform
9 the public of the intent and procedures for preparing a new master plan;
10 recommended Goals, Concepts, and Guidelines, which were approved by the
11 District Council in November 1991, to guide preparation of the plan;
12 convened a Citizens Advisory Committee (nominated by the Planning Board and
13 confirmed by the District Council) which met with the planning staff during
14 1991 and 1992 to provide citizen involvement and assistance in preparation
15 of the plan; and

16 WHEREAS, the District Council and the Prince George's County Planning
17 Board of The Maryland-National Capital Park and Planning Commission held a
18 duly advertised joint public hearing on the Preliminary Master Plan and the
19 Proposed Sectional Map Amendment (SMA) for Bladensburg-New Carrollton and
20 Vicinity on February 22, 1993; and

21 WHEREAS, the Planning Board, in response to the public hearing
22 testimony, adopted the Master Plan and endorsed the Sectional Map Amendment
23 with revisions as described in Prince George's County Planning Board
24 Resolution PGCPB No. 93-168 on July 8, 1993; and

25 WHEREAS, the Addendum describing the Adopted Master Plan and Endorsed
26 SMA for Bladensburg-New Carrollton and Vicinity was transmitted to the
27 District Council on September 7, 1993, and the Council conducted a

1 worksession on October 13, 1993, to review the public hearing testimony and
2 the recommendations of the Planning Board; and

3 WHEREAS, the District Council held a joint public hearing with the
4 Planning Board on January 25, 1994, to provide an opportunity for public
5 comment on 20 proposed changes to the Plan and Sectional Map Amendment as
6 described in Council Resolution CR-82-1993; and

7 WHEREAS, the District Council reviewed the public hearing testimony in
8 a worksession held on March 16, 1994; and

9 WHEREAS, the District Council held a joint public hearing with the
10 Planning Board on May 3, 1994, to provide an opportunity for public comment
11 on one additional proposed change to the Plan and Sectional Map Amendment
12 as described in Council Resolution CR-27-1994; and

13 WHEREAS, the District Council reviewed the public hearing testimony on
14 CR-27-1994 at a worksession on May 10, 1994; and

15 WHEREAS, upon approval by the District Council, the Master Plan will
16 define land use policies and serve as the primary guide for future
17 development of this area, will supersede the Master Plan for Bladensburg-
18 Defense Heights and Vicinity (1980), and will amend the 1982 General Plan,
19 the 1982 Master Plan of Transportation, and the 1975 Countywide Trails Plan
20 and the 1985 Equestrian Addendum thereto; and

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

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

26 WHEREAS, it is the intent of the SMA to ensure that future development
27 will be in accordance with the principles of orderly comprehensive land use

1 planning as expressed in the Master Plan, and towards that end, the
 2 District Council has found it necessary to change the zoning on properties
 3 which, in its judgment, are in conflict with the Master Plan's land use
 4 recommendations; and

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

10 WHEREAS, the comprehensive rezoning of Planning Area 69 changes
 11 existing zoning which hinders planned and staged development and will
 12 minimize future piecemeal rezoning applications.

13 SECTION 1. NOW, THEREFORE, BE IT RESOLVED by the District Council
 14 that the Master Plan and the Sectional Map Amendment (SMA) for Planning
 15 Area 69, as concurrently adopted by the Planning Board on July 8, 1993, are
 16 hereby approved with the amendments described below and generally shown on
 17 the attached locator maps:

18 **Amendment 1 - Wildercroft Church of Christ Property**

19 Location: 7.4+ acres, First Street, west of Auburn Avenue.

20 Master Plan: Revise the Plan Map and text to indicate residential
 21 development at Suburban density. (Adopted Plan
 22 recommended residential development at Low Suburban
 23 density.)

24 SMA: Change to the R-80 Zone. (Previous zoning was C-0.
 25 Endorsed SMA recommended R-R.)
 26

27 **Amendment 2 - Chernikoff Property**

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Location: 11.7+ acres, First Street, west of Auburn Avenue.

Master Plan: Revise the Plan Map to indicate residential development at Suburban density. (Adopted Plan recommended residential development at Low Suburban density.)

SMA: Change to the R-80 Zone. (Previous zoning was R-10A. Endorsed SMA recommended R-R.)

Amendment 3 - Gelman Property

Location: 14.8+ acres, west of Cooper Lane, south of Annapolis Road.

Master Plan: Revise the Plan Map and text to indicate Low Urban residential density. Remove the "Comprehensive Design Zone Recommended" symbol. (Adopted Plan recommended Suburban density.)

SMA: Change to the R-T Zone. (Previous zoning was R-H. Endorsed SMA recommended R-80. Use of the R-M (3.6-5.7) Comprehensive Design Zone was also recommended.)

Amendment 4 - 7739 Annapolis Road

Location: 0.4+ acres, south side of Annapolis Road at Cross Street.

Master Plan: Revise the Plan Map to indicate Retail Commercial development. (Adopted Plan recommended residential development at Medium Suburban density.)

SMA: Change to the C-S-C Zone. (Previous zoning was R-55. Endorsed SMA recommended R-55.)

Amendment 5 - Calvert Office Park

Location: 13.4+ acres, east side of Kenilworth Avenue, south of Good Luck Road.

1 Master Plan: Revise the Plan Map and text to designate the entire
 2 parking lot for Office Commercial. (Adopted Plan
 3 recommended continued use of a portion of the parking lot
 4 by special exception on residentially zoned land.)

5 SMA: Change the entire parking area to the C-0 Zone.
 6 (Previous zoning was R-55. Endorsed SMA recommended part
 7 C-0, part R-55.)

8 **Amendment 6 - 7592 Annapolis Road**

9 Location: 1.1+ acres, north side of Annapolis Road, east of 76th
 10 Avenue.

11 Master Plan: Revise the Plan Map to indicate Service Commercial.
 12 (Adopted Plan recommended Retail Commercial.)

13 SMA: Change to the C-M Zone. (Previous zoning was C-2.
 14 Endorsed SMA recommended C-2.)

15 **Amendment 7 - Daniel Property**

16 Location: 2.5+ acres, northeast quadrant of the Baltimore-
 17 Washington Parkway/MD 410 interchange.

18 Master Plan: Revise the Plan Map and text to indicate Office
 19 Commercial. (Adopted Plan recommended residential
 20 development at Low Urban density.)

21 SMA: Retain the C-0 Zone. (Endorsed SMA recommended R-T.)

22 **Amendment 8 - Cromwell Property**

23 Location: 4.5+ acres at present terminus of Beacon Place.

24 Master Plan: Revise the Plan Map to indicate residential development
 25 at Medium Suburban density. (Adopted Plan recommended
 26 Suburban density residential development.)

27 SMA: Retain the R-55 Zone. (Endorsed SMA recommended R-80.)

1 **Amendment 9 - Chesapeake Road Joint Venture Property and Adjacent Property**

2 Location: 4.5₊ acres, north side of Chesapeake Road, east of
3 Annapolis Road.

4 Master Plan: Revise the Plan Map to indicate Office Commercial.
5 (Adopted Plan recommended Low Urban density residential
6 development.)

7 SMA: Retain the C-0 Zone. (Endorsed SMA recommended R-T.)

8 **Amendment 10 - Evered-Bladensburg Terminal**

9 Location: 0.55₊ acres in Anacostia River Stream Valley Park.

10 Master Plan: Change the text discussion of the proposed property
11 exchange between the M-NCPPC and Evered-Borden to reflect
12 4.31₊ acres instead of 3.76₊ acres.

13 SMA: Show the I-2 Zone for the additional 0.55₊ acres.
14 (Previous zoning was O-S. Endorsed SMA recommended O-S.)

15 **Amendment 11 - McGee and Powers Property**

16 Location: 0.4₊ acres, south side of Annapolis Road, west of
17 Kenilworth Avenue.

18 Master Plan: Revise the Plan Map to indicate Retail Commercial
19 development. Delete this property from the Employment
20 Areas Map. (Adopted Plan recommended Light Industrial.)

21 SMA: Retain the C-S-C Zone. (Endorsed SMA recommended I-1.)

22 **Amendment 12 - 4103 54th Street**

23 Location: 0.2₊ acres, north of Annapolis Road.

24 Master Plan: Revise the Plan Map to indicate Retail Commercial.
25 (Adopted Plan recommended Office Commercial.)

26 SMA: Retain the C-S-C Zone. (Endorsed SMA recommended C-0.)
27

244 **Amendment 13 - 5611 Landover Road**

1 Location: 0.4+ acres, south side of Landover Road, east of 56th
2 Place

3 SMA: Retain the C-2 Zone. (Endorsed SMA recommended C-S-C.)

4 **Amendment 14 - 5545 Quincy Street**

5 Location: 0.2+ acres, west of Landover Road.

6 Master Plan: Revise the Plan Map to indicate Office Commercial.
7 (Adopted Plan recommended residential development at
8 Medium Suburban density.)

9 SMA: Retain the C-0 Zone. (Endorsed SMA recommended R-55.)

10 **Amendment 15 - 5543 Quincy Street**

11 Location: 0.3+ acres, west of Landover Road.

12 Master Plan: Revise the Plan Map to indicate Office Commercial.
13 (Adopted Plan recommended residential development at
14 Medium Suburban density.)

15 SMA: Retain the C-0 Zone. (Endorsed SMA recommended R-55.)

16 **Amendment 16 - Kenilworth Avenue/Riverdale Road Intersection**

17 Master Plan: Delete the proposed improvements to this intersection
18 from the text and accompanying illustration.

19 **Amendment 17 - Furman Parkway Extension**

20 Master Plan: Modify illustration to show a "T" intersection of Furman
21 Parkway with Beacon Light Road.

22 **Amendment 18 - Master Plan Text**

- 23 1. Environmental Chapter: Delete the following sentence from the
24 discussion of Prince George's Hospital helicopter noise: "The
25 alternative solutions will address the entire impact area."
- 26 2. Historic Preservation Chapter: Delete any recommendation in which
27 the Master Plan amends the Historic Sites and Districts Plan. Add

1 recommendation that the Cherry Hill Cemetery be considered as an
2 historic resource in the next revision of the Historic Sites and
3 Districts Plan.

4 3. Living Areas Chapter: Delete the proposed study of front yard
5 chain-link fences.

6 4. Commercial Areas Chapter: Add language indicating commercial
7 areas may benefit from the application of any new zones enacted to
8 promote or facilitate revitalization.

9 5. Employment Areas Chapter: Delete the discussion of the suggested
10 provisions that could be included in the proposed Limited
11 Industrial Use Overlay Zone. Add language indicating employment
12 areas may benefit from the application of any new zones enacted to
13 promote or facilitate revitalization.

14 6. Public Facilities Chapter: Include in the Fire and Rescue section
15 only that material which reaffirms the Public Safety Master Plan.
16 Note that minimum manning requirements for Station #28 and the
17 guideline concerning the County Fire Code and the use of automatic
18 sprinkler systems are items which should be addressed in the next
19 revision of the Public Safety Master Plan.

20 7. Urban Design Chapter: Delete language pertaining to front yard
21 chain-link fences.

22 **Amendment 19 - Quinn Property**

23 Location: 0.6+ acres at 4504 Annapolis Road, near the Peace Cross
24 intersection.

25 Master Plan: Revise the Plan Map and text to designate the northeast
26 corner of this property in the Service-Commercial land
27 use category. To be included in the Service-Commercial

1 area is the "existing aluminum building" and that portion
2 of the parking lot defined by straight line extensions of
3 the south and west walls of the "existing aluminum
4 building." Retain the remainder of the property in the
5 Retail Commercial land use category (see map on page 27
6 hereto for delineation of the property and the zoning
7 boundary). The split designation and zoning of the
8 property is subject to two conditions, as follows: (1)
9 Development and use of the property shall be subject to
10 Detailed Site Plan review in accordance with Part 3,
11 Division 9 of the Zoning Ordinance, and (2) development
12 shall be particularly sensitive to the efforts to
13 revitalize the historic waterfront (Port of Bladensburg).
14 The conditions are to be included in the plan text and
15 referenced on the official zoning map.

16 SMA: Change the above described Service-Commercial area to the
17 C-M Zone. Retain the remainder of the property in the
18 C-S-C Zone.

19 SECTION 2. BE IT FURTHER RESOLVED that the staff is authorized to
20 make appropriate text and map revisions to correct identified errors,
21 reflect updated information, and incorporate the use, density and intensity
22 changes resulting from Council actions specifically described in this
23 resolution.

24 SECTION 3. BE IT FURTHER RESOLVED that conditions which have been
25 attached to previously approved zoning applications and findings which were
26 endorsed by the District Council in adopting the Planning Area 69 Sectional
27 Map Amendment in 1982, as described in Council Resolution CR-103-1982, are

1 considered to be part of this Sectional Map Amendment when the previous
2 zoning category has been maintained and noted on the Zoning Map.

3 SECTION 4. BE IT FURTHER RESOLVED that appropriate notification, in
4 accordance with the Zoning Ordinance, be given concerning the adoption of
5 this Sectional Map Amendment.

6 SECTION 5. BE IT FURTHER RESOLVED that this Sectional Map Amendment
7 is an amendment to the Zoning Ordinance, and the official Zoning Map for
8 that portion of the Maryland-Washington Regional District in Prince
9 George's County described as Planning Area 69. The zoning changes adopted
10 by this ordinance shall be depicted on maps at a scale of 1 inch equals 200
11 feet and, when certified by signature of the Chairperson of the District
12 Council, shall constitute the official Zoning Map for these Planing Areas.

13 SECTION 6. BE IT FURTHER RESOLVED that the provisions of this
14 Ordinance are severable and if any zone, provision, sentence, clause,
15 section or part thereof is held illegal, invalid, unconstitutional, or
16 inapplicable to any person or circumstances, such illegality, invalidity,
17 unconstitutionality or inapplicability shall not affect or impair any of
18 the remaining zones, provisions, sentences, clauses, sections or parts of
19 the Act or their application to other zones, persons or circumstances. It
20 is hereby declared to be the legislative intent that this Act would have
21 been adopted as if such illegal, invalid, unconstitutional or inapplicable
22 zone, provision, sentence, clause, section or part had not been included
23 therein.

24 SECTION 7. BE IT FURTHER RESOLVED that this Ordinance shall take
25 effect on the date of its enactment.
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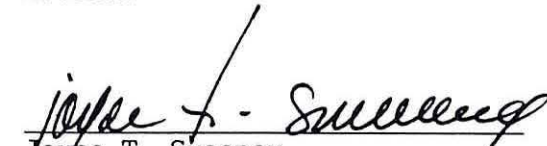
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Adopted this 17th day of May, 1994.

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

R-55

PARKDALE SR. HIGH

BOARD OF EDUCATION

Amendment 1 C-0 to R-80

R-10A

NOTE: SEE FINDING (N)
PAGE 9, CR-103-1982

NOTE: SEE FINDING (N)
PAGE 9, CR-103-1982

R-10A

R-55

WADSWORTH
POLICE FACILITY

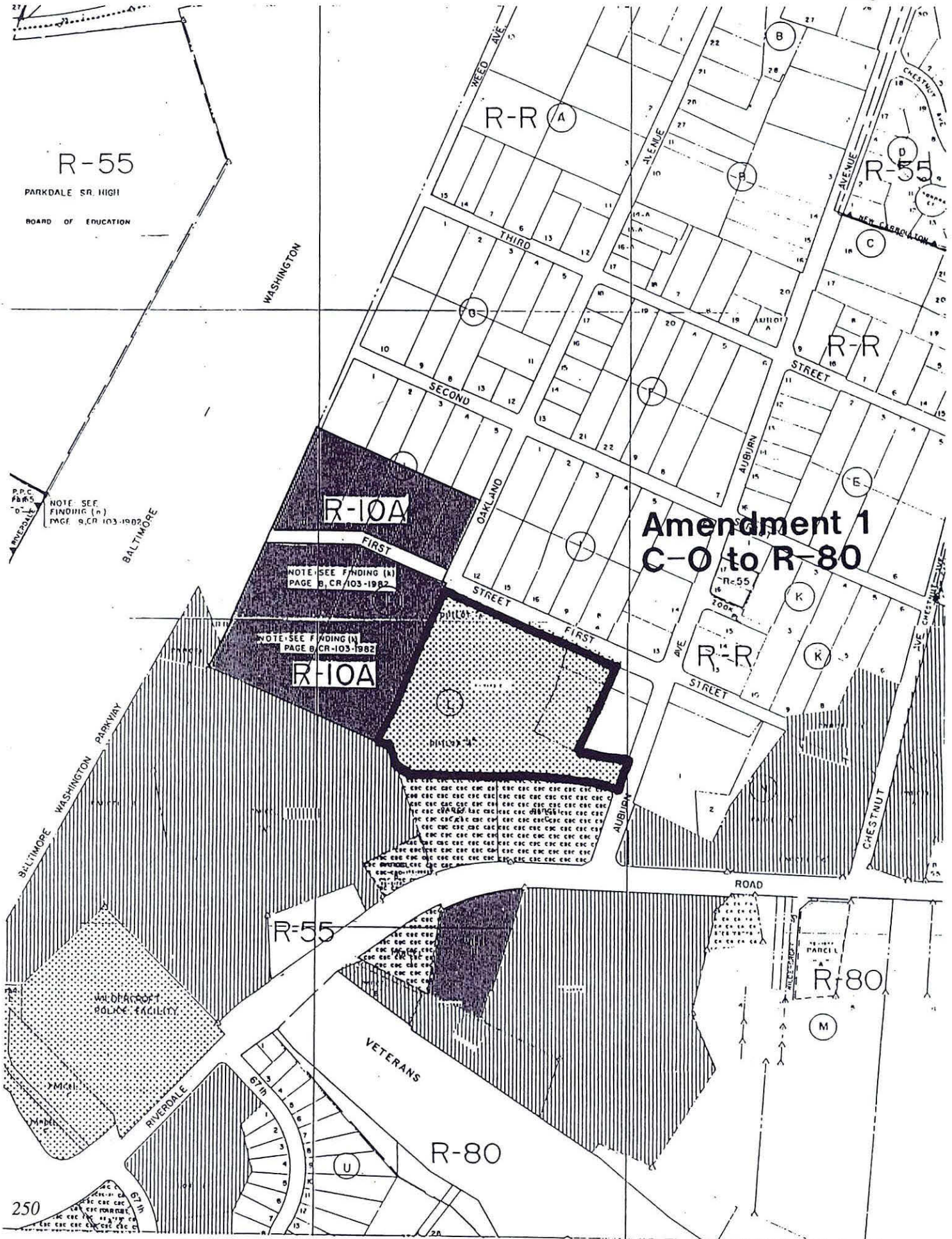
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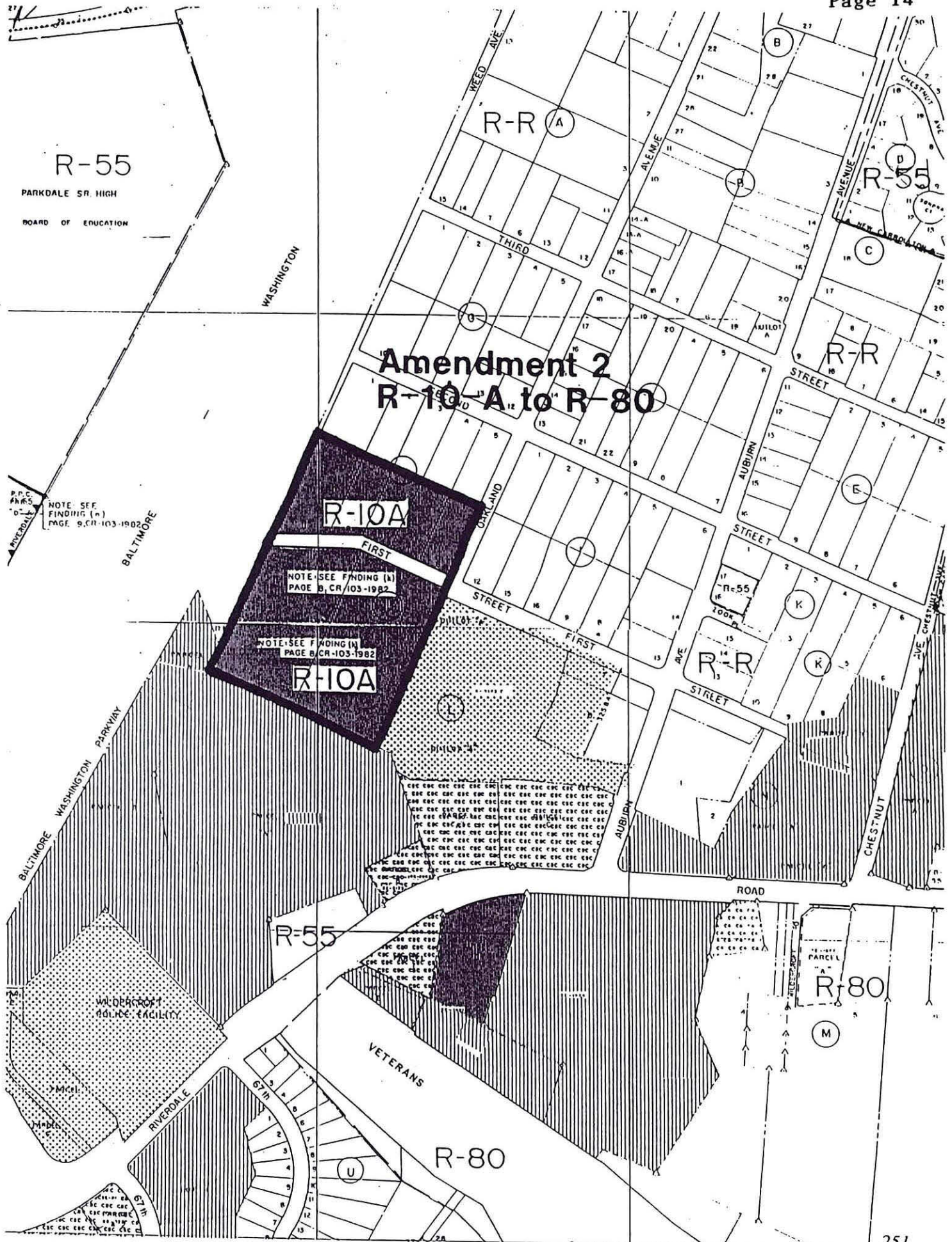
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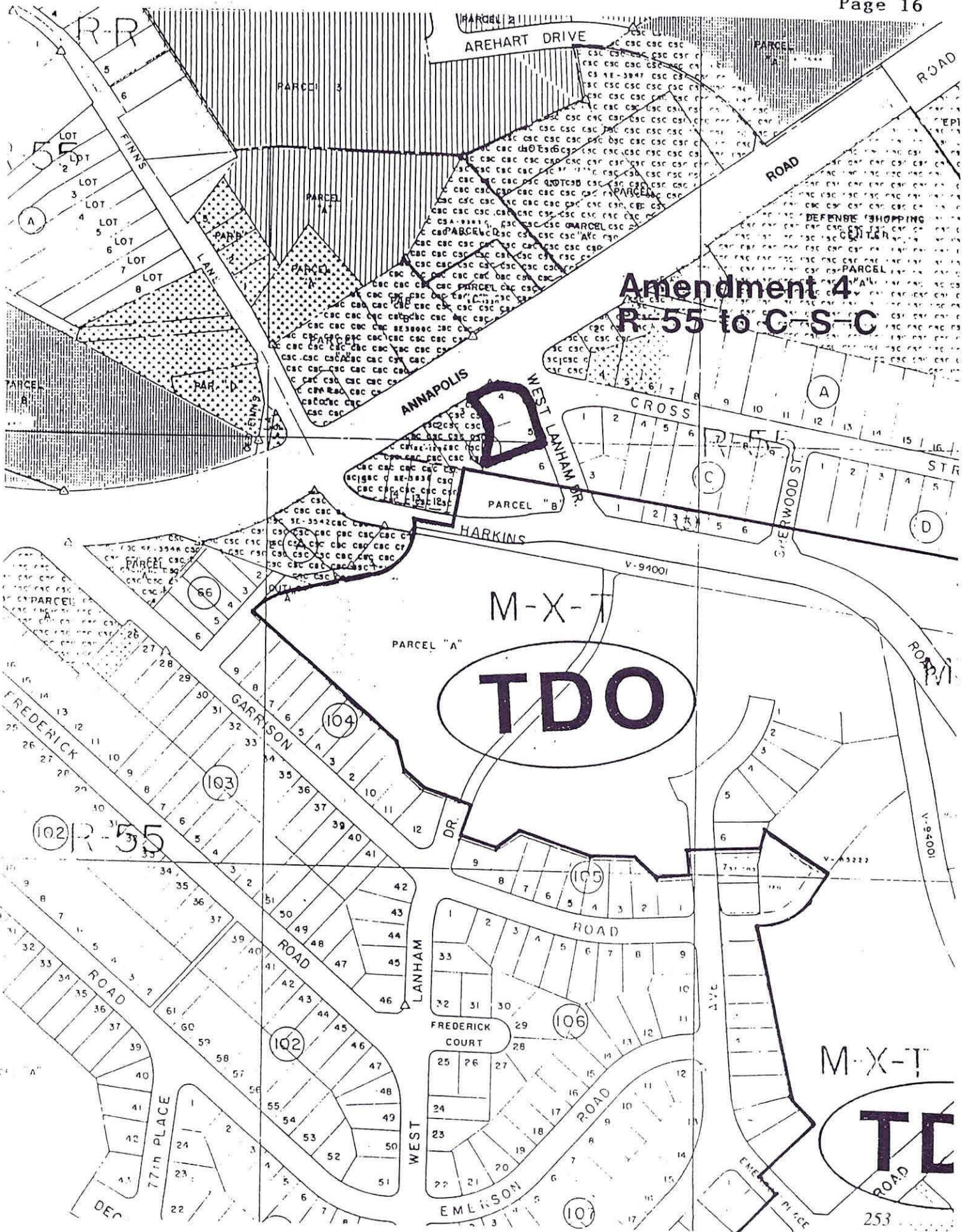
R-80

P.P.C.
F.B.I.
D-1
NOTE: SEE FINDING (N)
PAGE 9, CR-103-1982

250





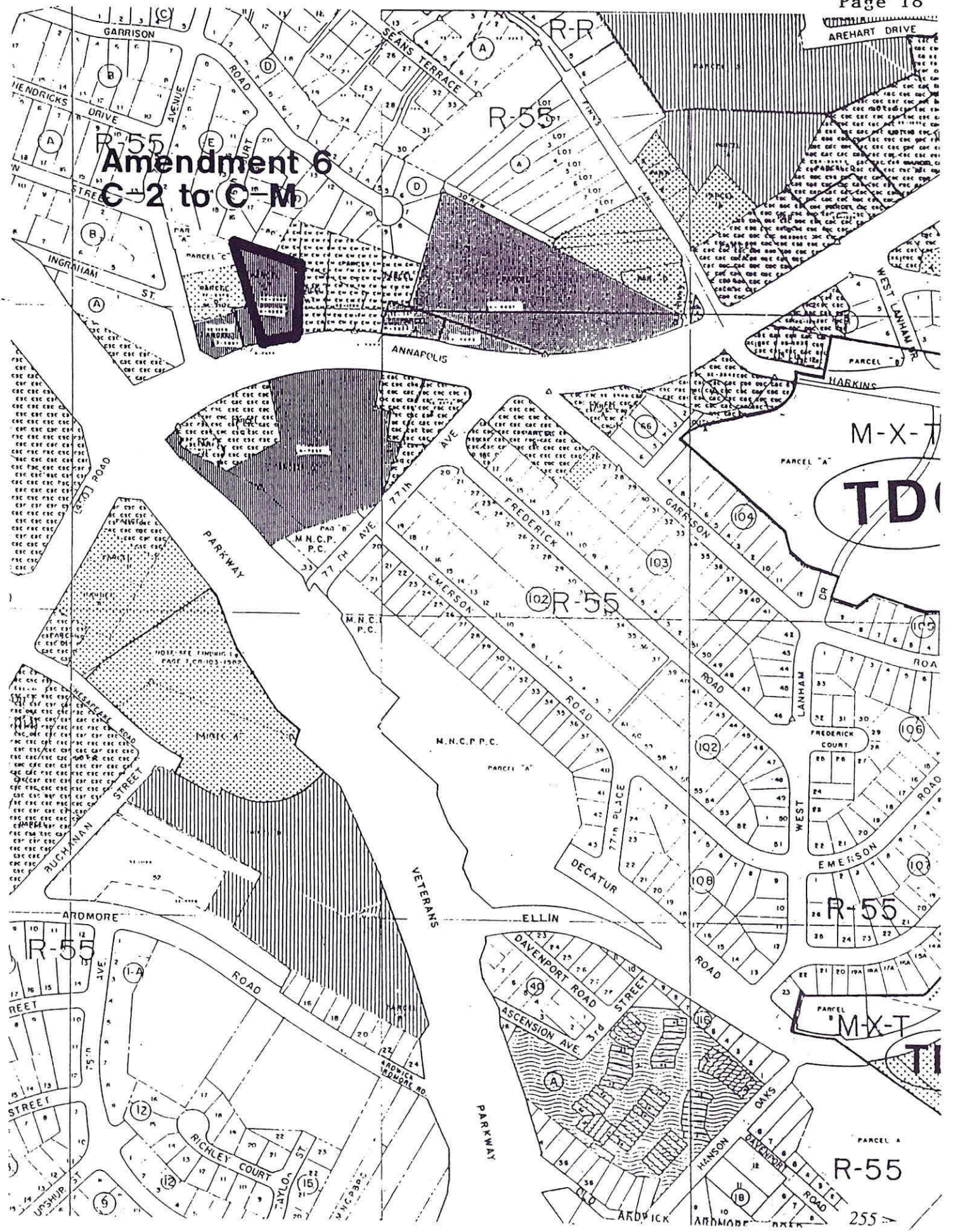


Amendment 4
R-55 to C-S-C

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M-X-T
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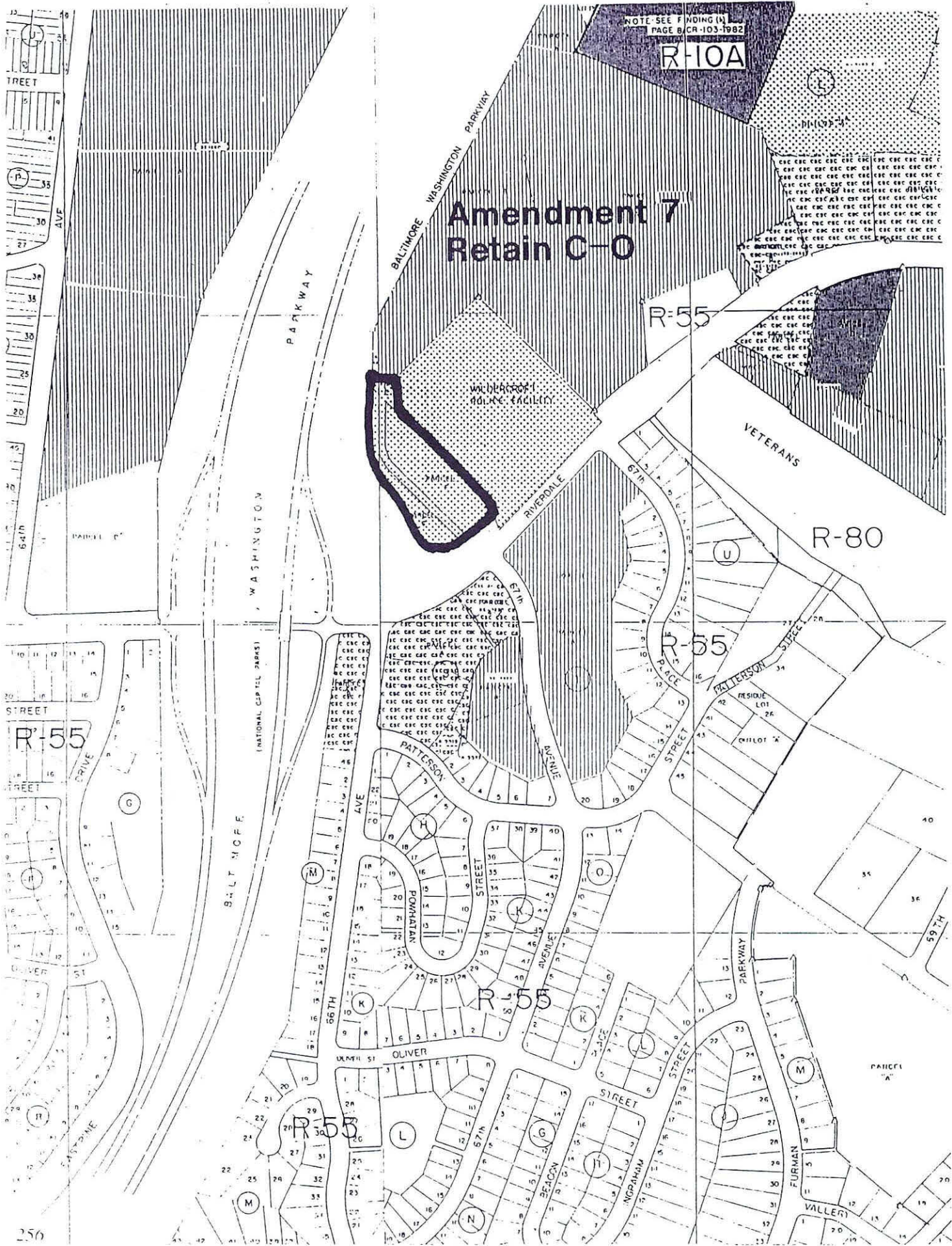
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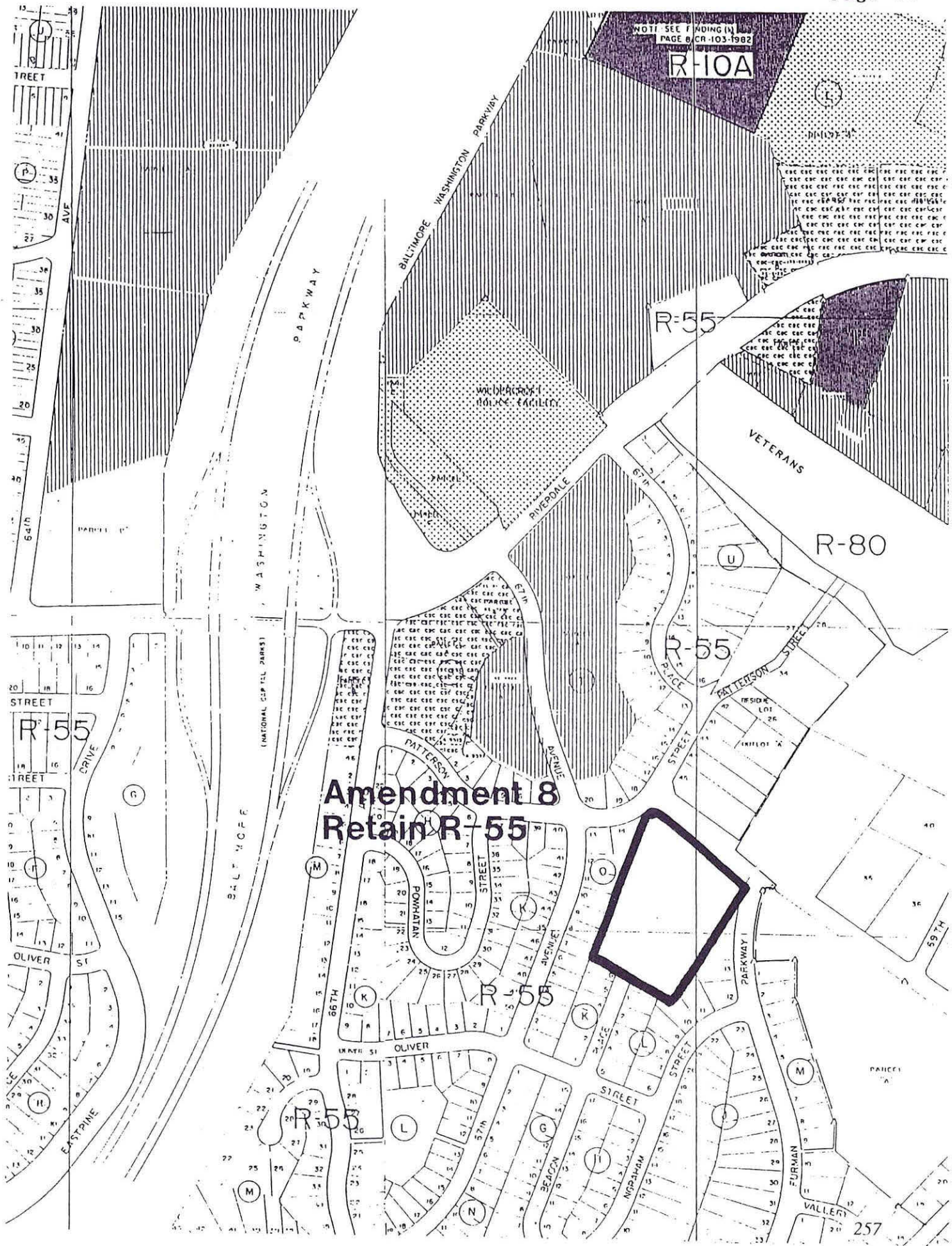


**R-55
Amendment 6
C-2 to C-M**

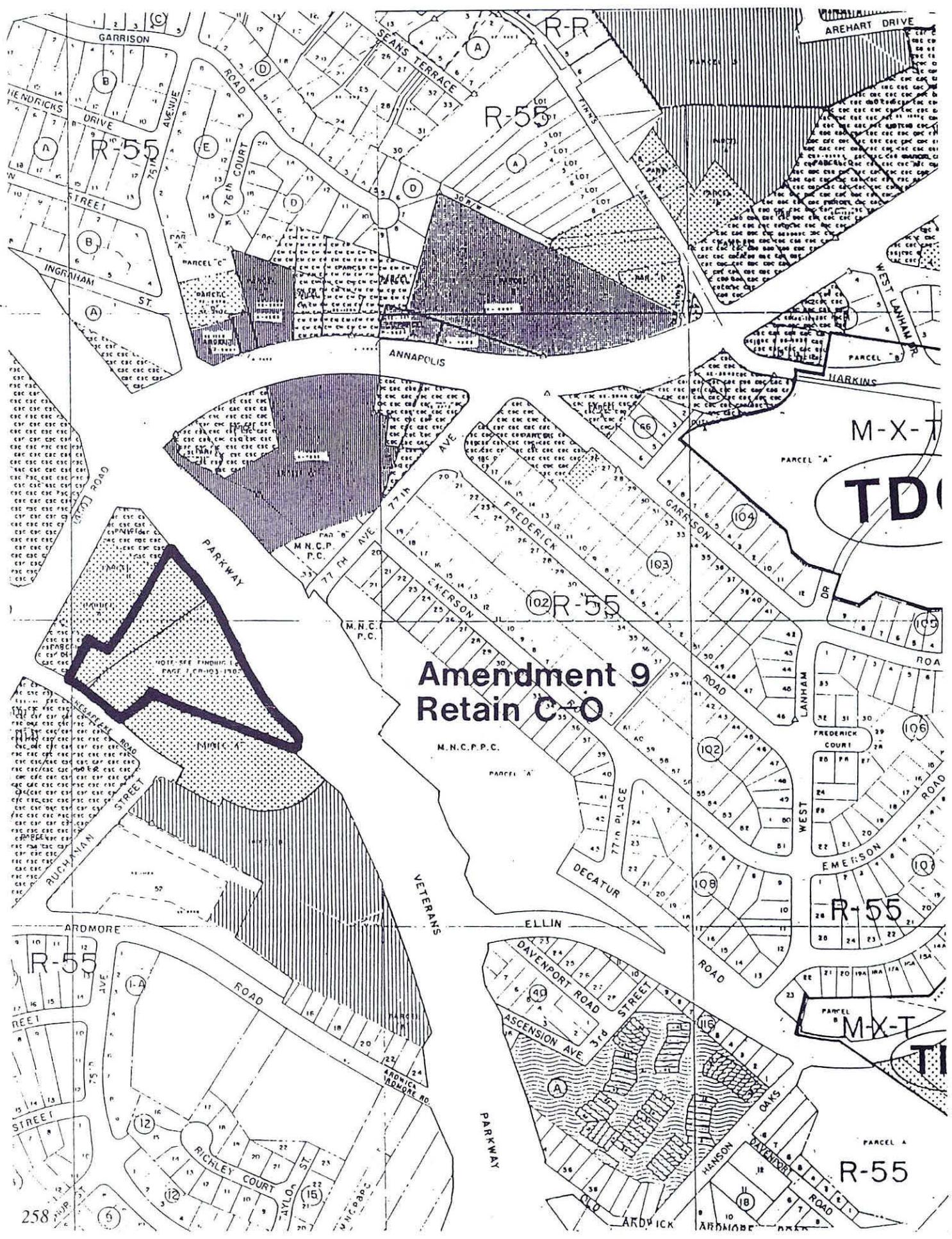
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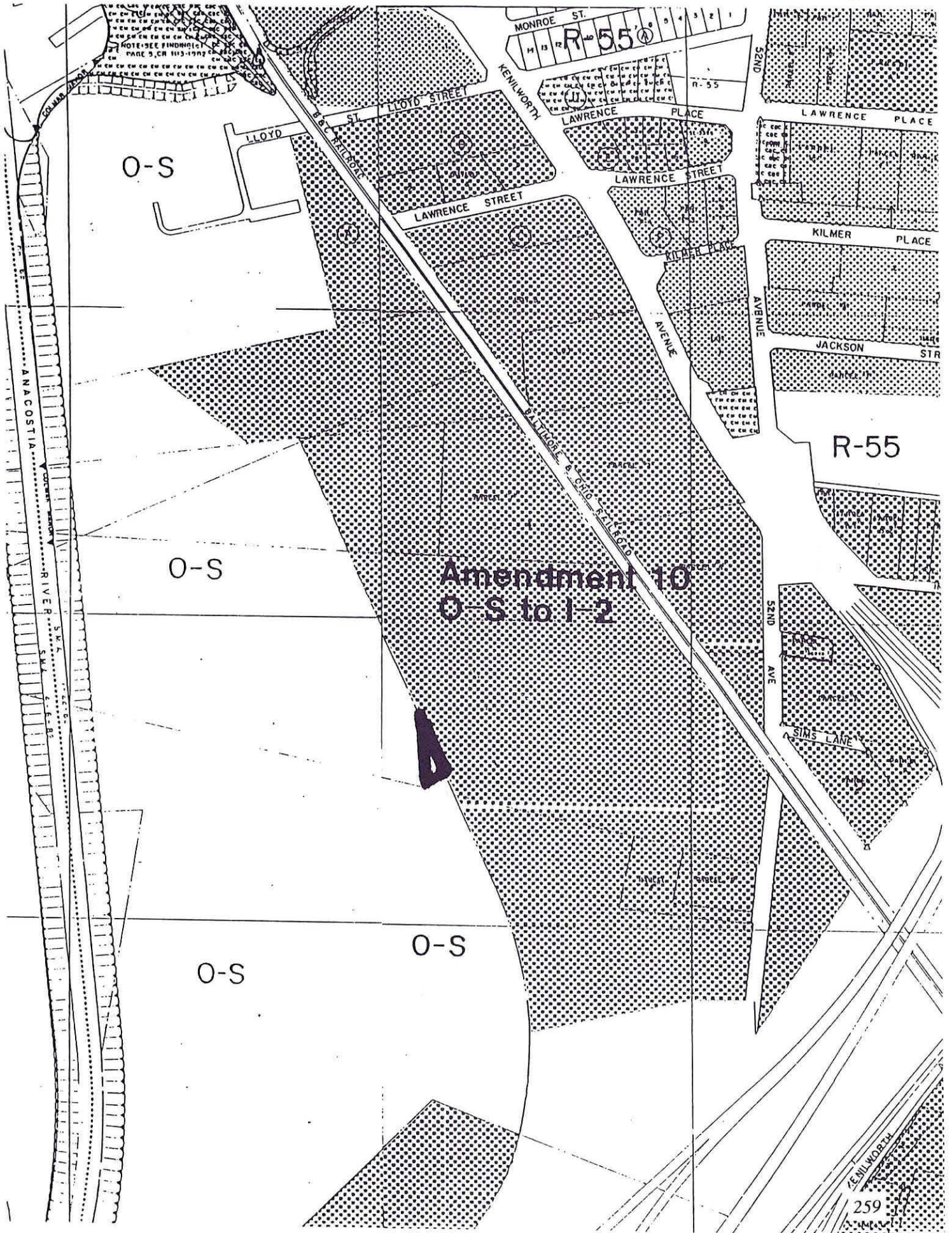


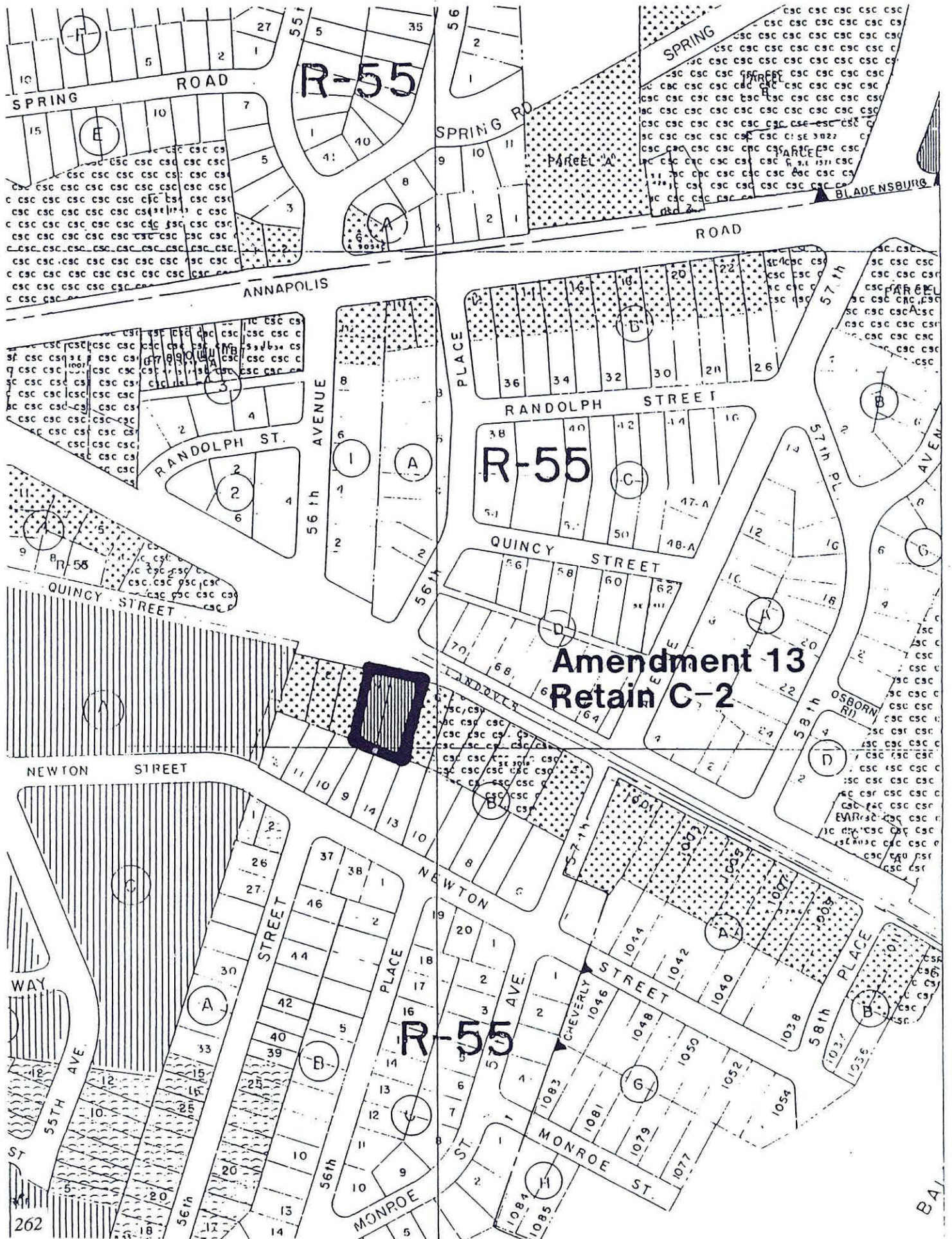
Amendment 8
Retain R-55

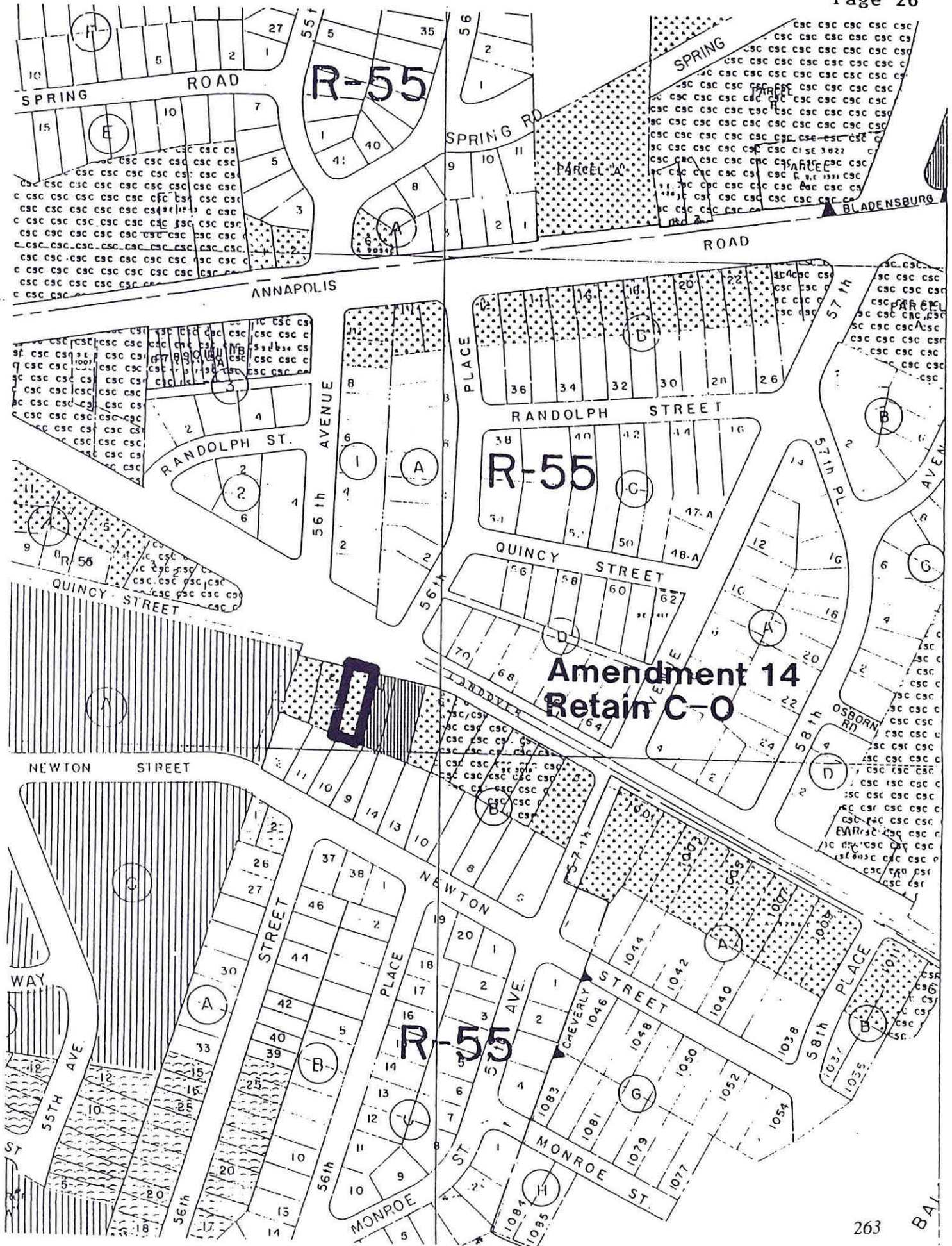


**Amendment 9
Retain C-O**

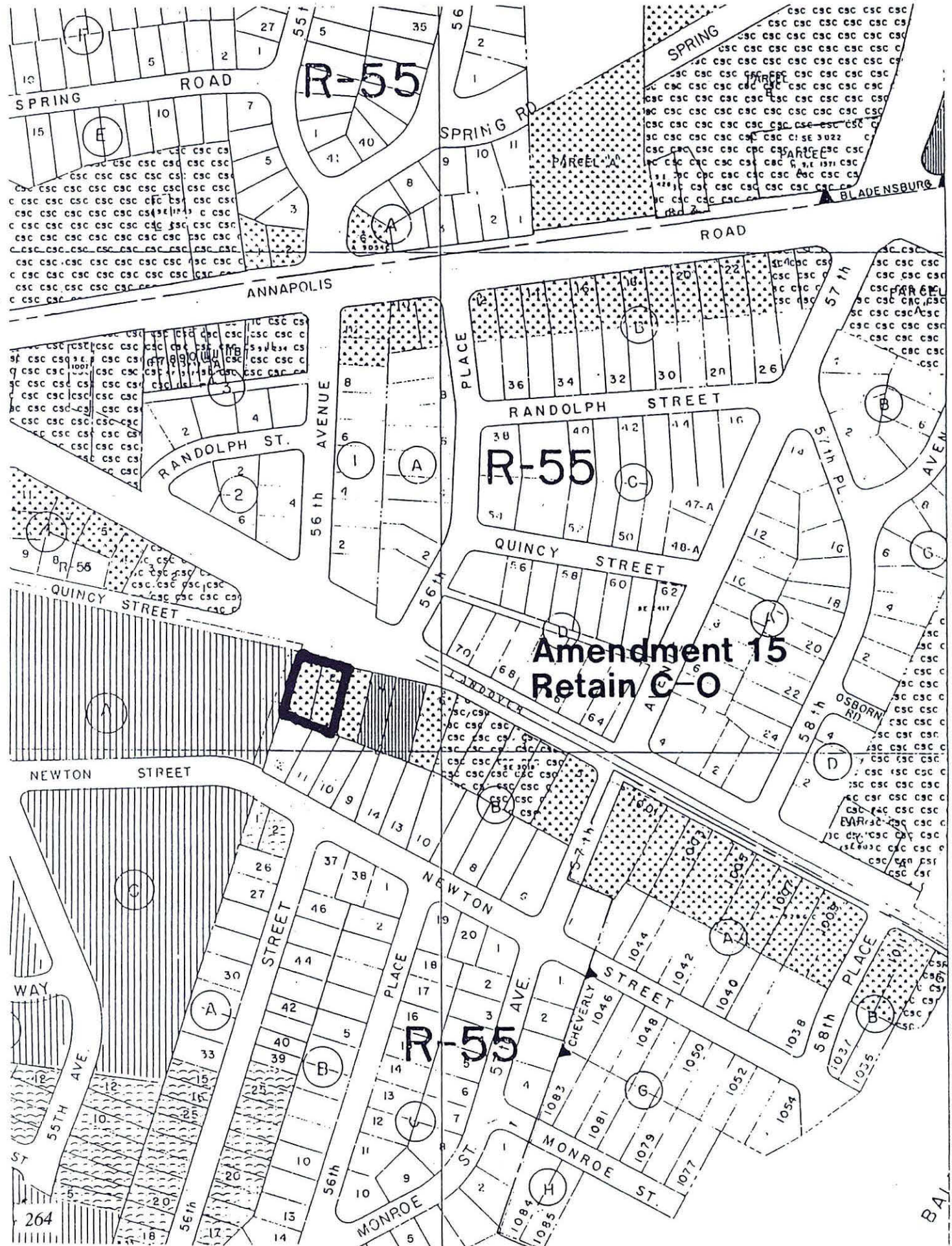
M.N.C.P.P.C.







**Amendment 14
Retain C-0**



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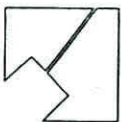
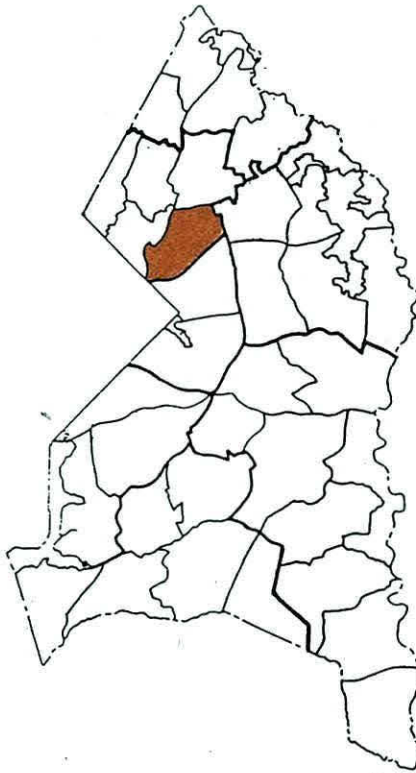
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Data Systems Section

*Denotes former employee

*Bladensburg
New Carrollton
and Vicinity*



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

